September 1978 Vol. L I V No. 9 40p

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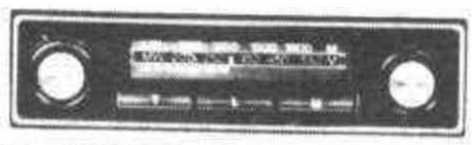
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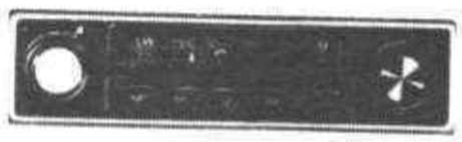
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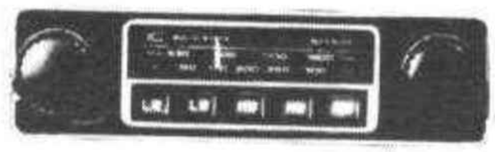
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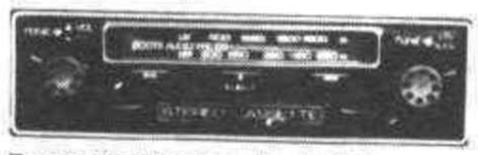
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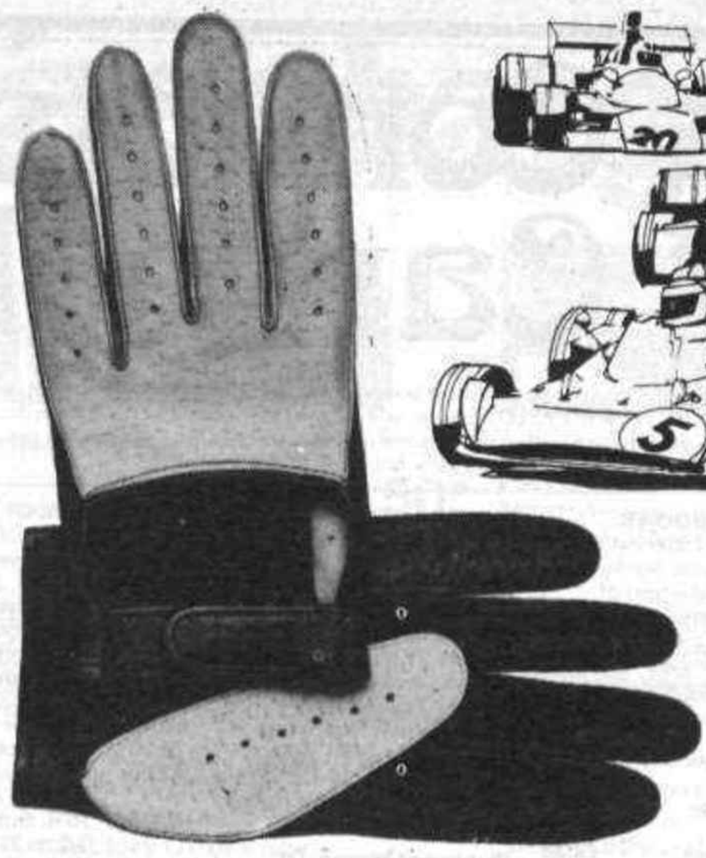
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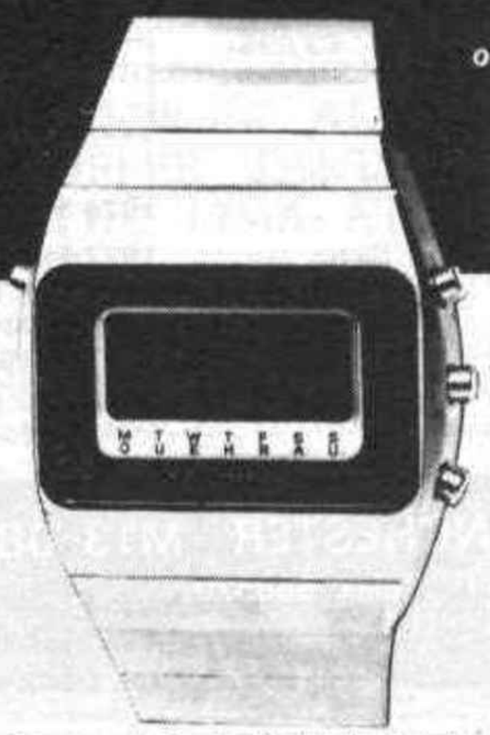
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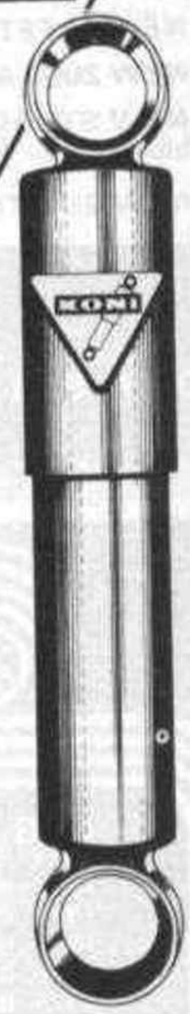
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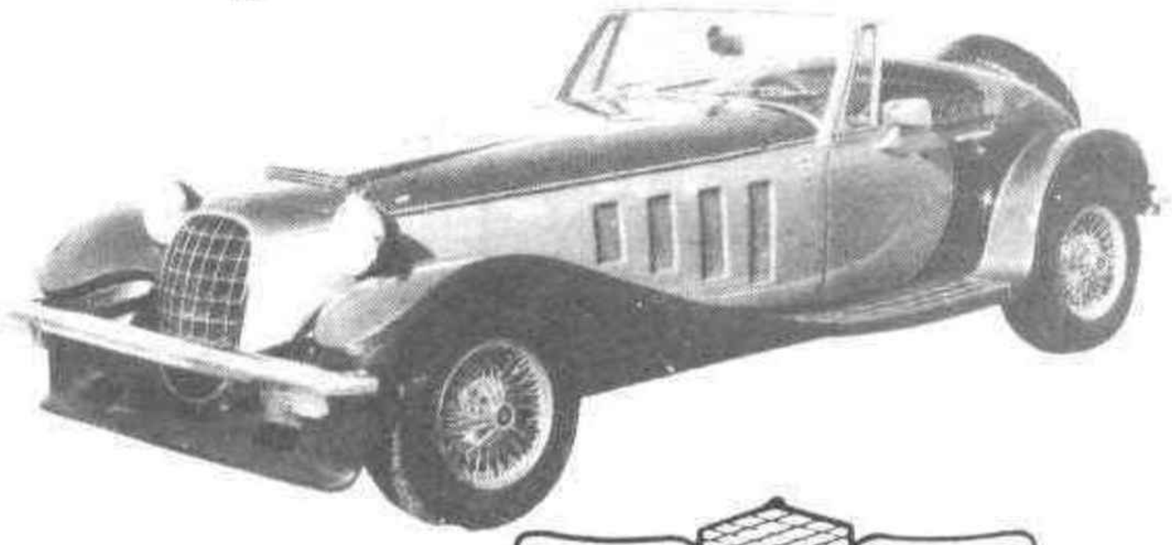
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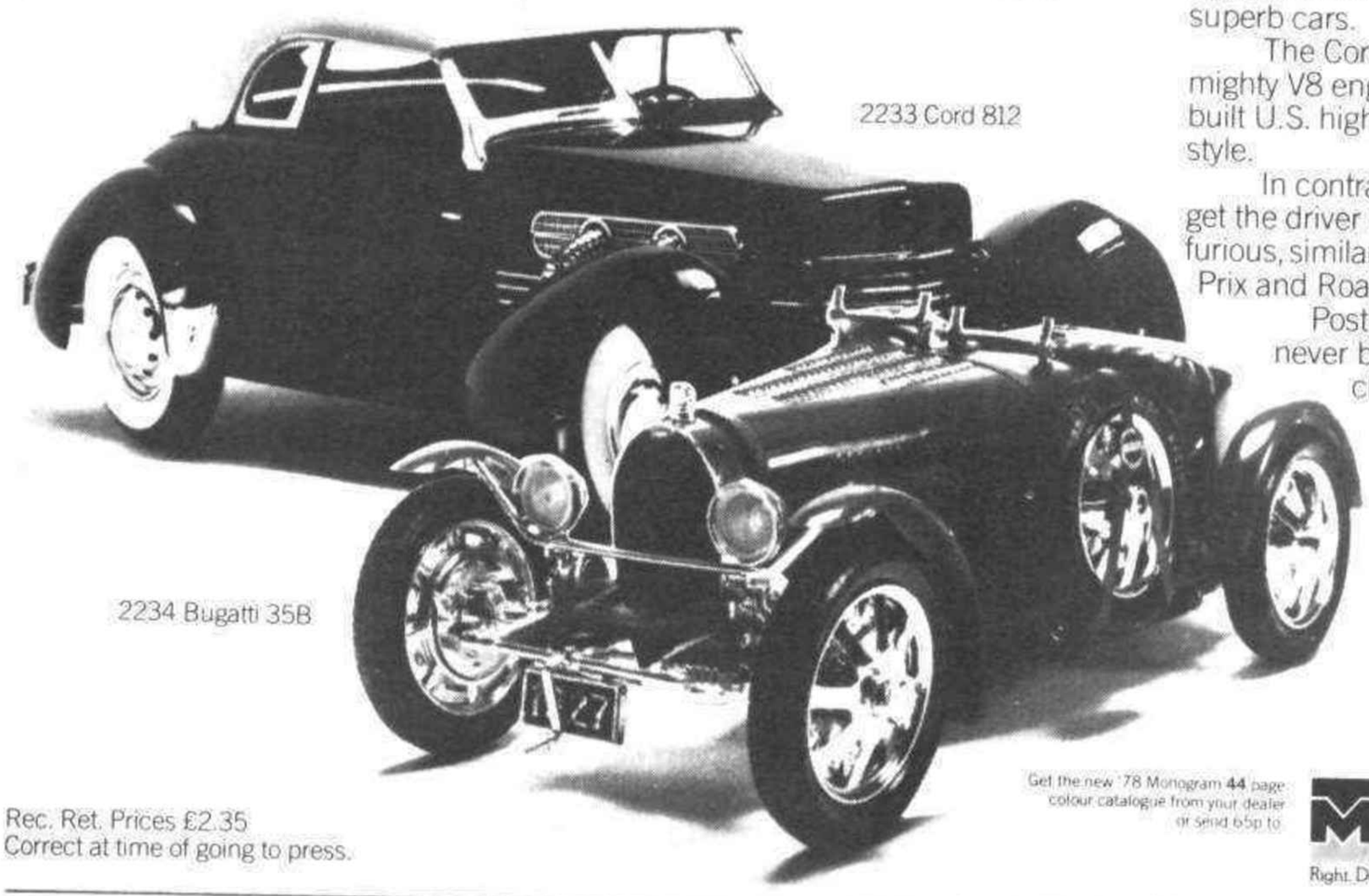
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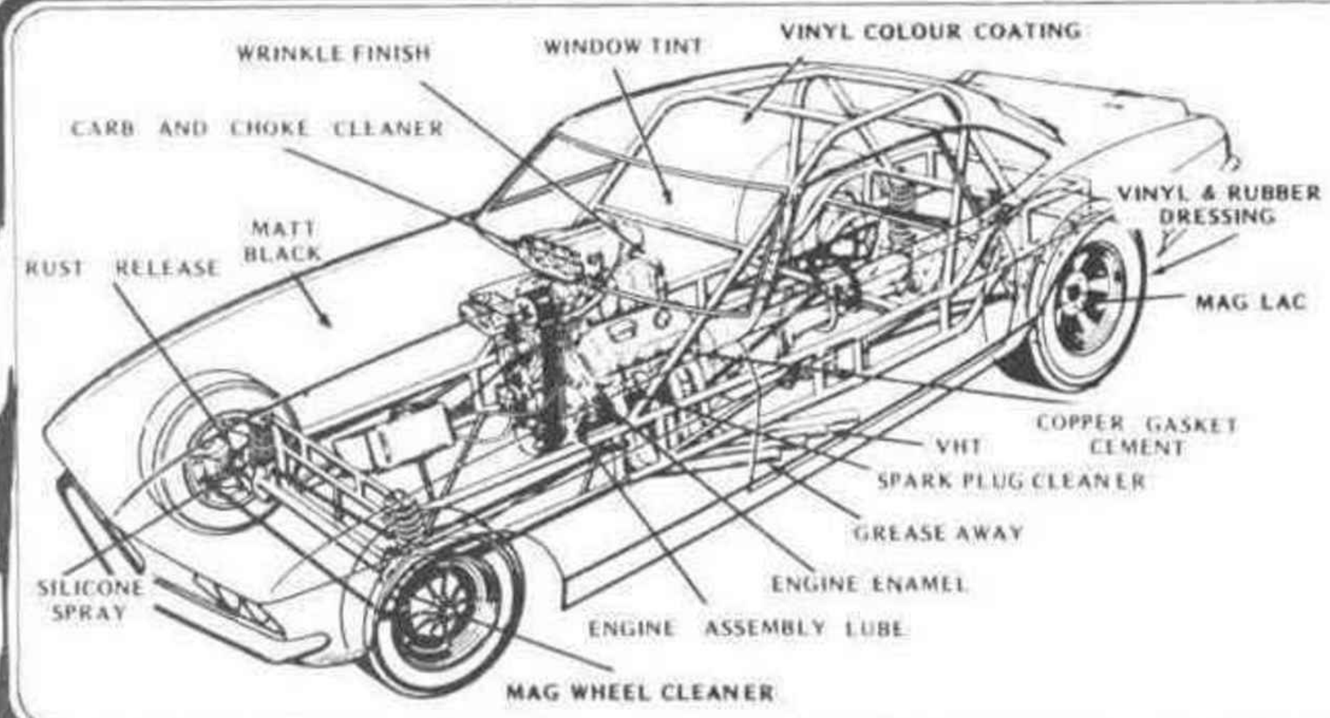
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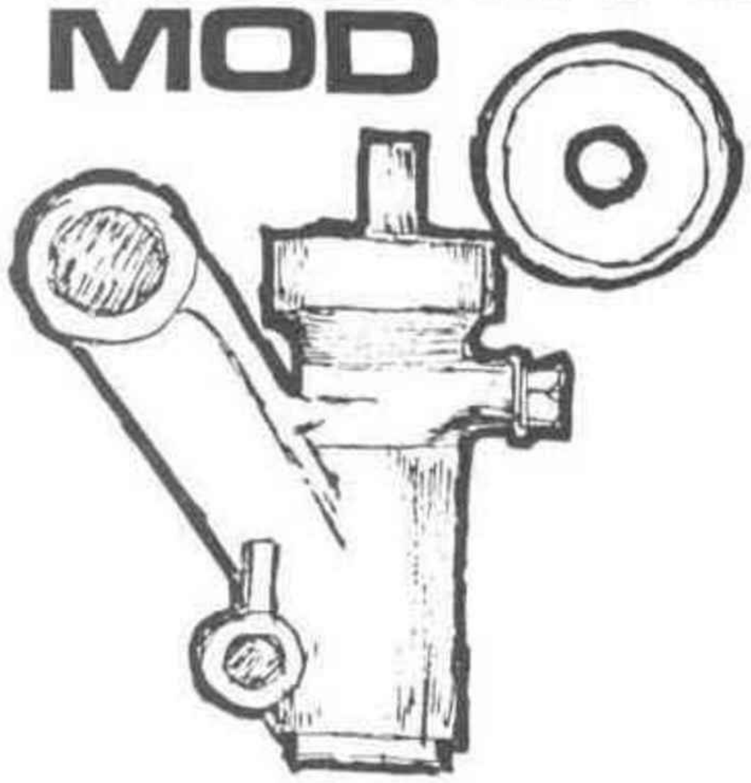
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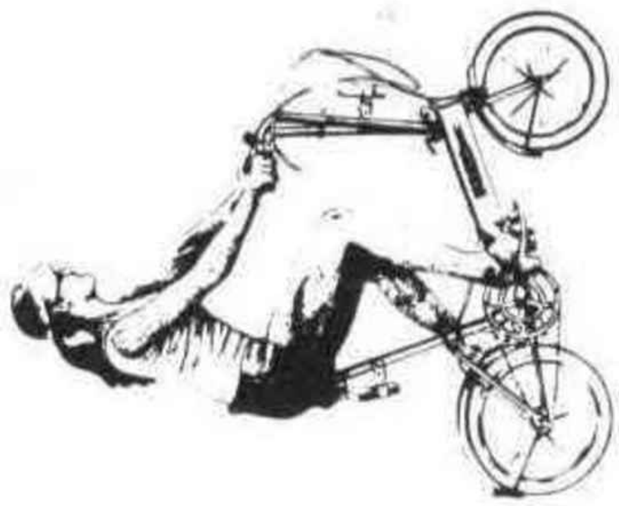
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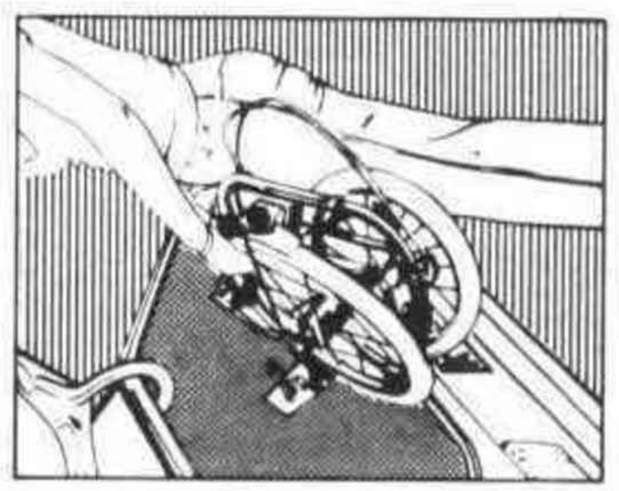
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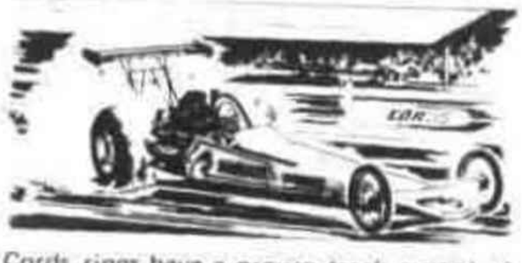
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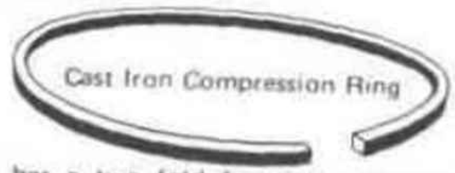
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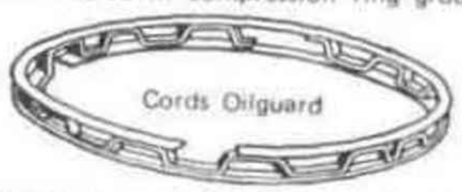
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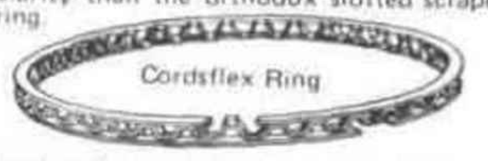
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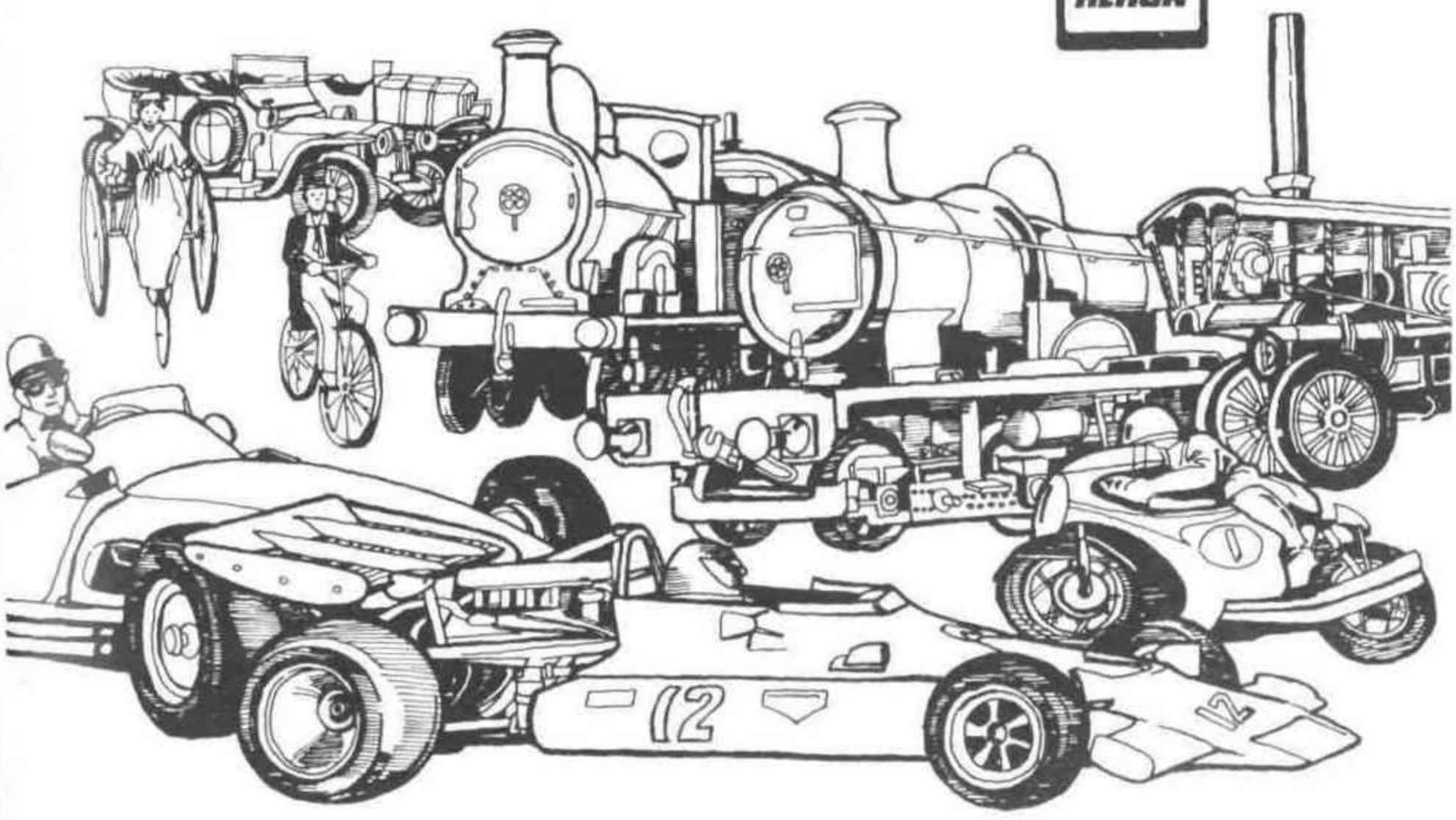
Just some of the big attractions.

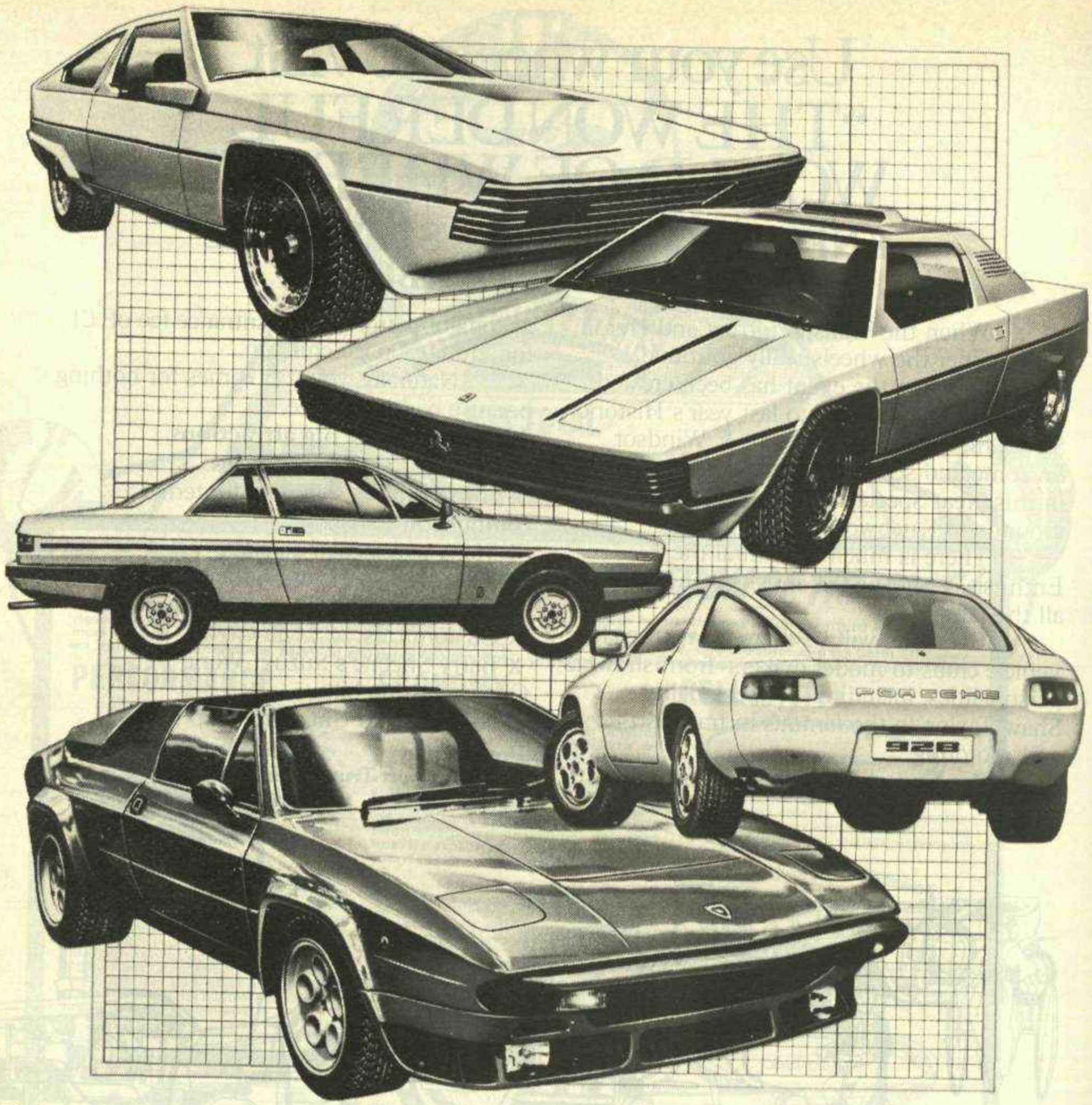
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FRONT COVER PICTURE: GREAT CREDIT is due to Bill Summers, from a motoring family of long standing, who had completely rebuilt, down to the last nut and bolt, his 1934 Type 34 Maserati 6C, after its accident at Shelsley Walsh in July, in order that he might compete at the very wet VSCC Prescott meeting. Under the circumstances the best time he could attain was 60.25 sec.

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MATTERS OF MOMENT

■ THE ARROWS AFFAIR

Following the Fuss About The Fan came the legal banning of the Arrows FA/1 GP cars from any further F1 races. It was, of course, very naughty of Tony Southgate and others to have used drawings done for the Shadow to create quickly a new car for another team and Mr. Justice Templeman quite rightly found that these Arrows must be withdrawn. To those who see all modern GP cars as looking alike the matter will be confusing and, as the new Arrows FA/2 was ready to race almost immediately, not of much importance.

The experts know that under their stressed-skins, monocoques, body-panels or whatever, today's F1 racing cars are significantly different. We can leave the rights and wrongs of Shadow versus Arrows to them, with the aside that it appears to be the *details* you mustn't crib. After all, other maufacturers copied the "Panhard system" in the dawn of motoring, Mercedes soon found their honeycomb radiator, channel-section chassis and gate gear-change ripe for imitation, and in more recent times many manufacturers in Europe and Japan have seen fit to copy the greatest small-car space-saving layout of the century, Sir Alec Issigonis' transverse-engine FWD arrangement which he introduced so successfully for big-output BMC production.

Maybe it was as well that the Arrows dispute became subject to the might and majesty of British Justice, instead of being swept under the carpet, to perhaps emerge years hence at the mercy of irresponsible historians like those who, on slender and shaky evidence, have labelled Ernest Henry a thief who stole blueprints from Hispano Suiza that resulted, in 1912, in motor-racing's greatest technical breakthrough until the arrival of the supercharger, namely, Peugeot's twin-cam, multi-valve GP engine. . . .

■ THE JAPANESE INVASION

Much mental steam is being generated over Japanese car imports. With more than 800,000 Oriental motor vehicles in this country from sources that had hardly built a serious car before the war and with the rise in Japanese imports into this country having risen from 4,291 in 1970 to 166,684 last year, there is justification for anxiety and anguish over a problem which is unlikely to go away. But how pathetic for Britain to crawl on her knees to the Japanese Government requesting smaller shipments here of Jap cars, or to suggest restrictions on Japanese imports! It recalls all too readily the fable of the man who made the World's best mousetrap – which those at Rolls-Royce must know by heart.

What we should be doing is making cars of better quality than the Japanese, so that Oriental products cease to be a threat to British workers and to our standard of living. That mousetrap, you see. . . . The situation would never have arisen had people refused to buy Japanese cars. Alas, patriotism seems to have worn thin, and it is better not to enquire too closely into the nationality of that mousetrap. However, it is mainly in the family-car field that the competition stems, with Jap cars which attract customers because of their dependability, value-for-money, generous "built-in" equipment, good finish, and 1,500 UK dealers anxious to promote these qualities, against the inferior suspension, brakes, and steering of most Jap cars. In the areas of top-luxury cars, high-performance cars, and sports cars, Japan has nothing with which to meet the cars of Great Britain and Europe, apart from the Datsun 260Z in the middle-category, although Honda are talking of re-introducing a sports-car.

The fierceness of the Risen Sun in the motoring firmament was clear to see, a considerable time ago. Honda produced that enjoyable little twin-cam sports S800 that had such an astonishing appetite for high-revs., we recall a Rolls-Royce man in New Zealand speaking highly of his six-cylinder Toyota before that make had penetrated to this country, and now Subaru has this clever 4WD car.

Some of the cause for the rapid rise in Japanese car sales here (over 75,000 in the first six months of 1978) can surely be laid at the door of those weekly motor journals which, courageously unbiased, published special Japanese-car issues when such publicity was most needed by the Orient? No doubt such publicity was very welcome and was greeted with inscrutable Japanese smiles. It enabled Toyota to arrive here with confidence in 1965, followed by Honda two years later, Datsun and Mazda the following year, Mitsubishi-Colt in 1974, and Subaru last year. MOTOR SPORT has not so far done much to encourage Japanese imports, in the way that these weeklies have done, with their special issues and supplements, commenced many years ago and still continued. Last month the Deputy Editor was warm in his praise for the Mazda Hatchback, but he made the point that MOTOR SPORT has never given much space to Jap cars. When one is offered for test we accept, as we invariably do with any Press car. If a particular Jap model was of interest, we might ask to sample it. But we do not go out of our way to publicise products which are in direct competition with those of this country and the EEC to which we are so closely linked, simply because to do so does not make sense.

Continued overleaf

Motor Sport Fixture List for September

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

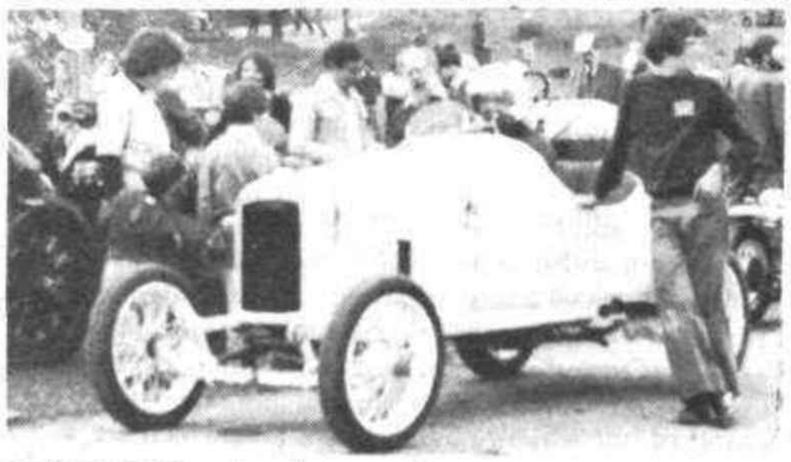
C = Closed Event. CI = Closed Invitation Event. R = Restricted Event. N/Int. = National/International. INT = International.

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST TOWN OR MAP REFERENCE*	*CATEGORY*	*TIME*
Sept. 1/2nd	Mid-Antrim MC	Antrim Forum	—	Ulster Rally (*N*)	19.0
Sept. 1/3rd	**Scuderia S. Martino**	—	**Italy**	**S. Martino di Castrozza Rally (European Rally Championship) (INT)**	—
Sept. 2/3rd	Bugatti OC	Prescott	Cheltenham	RAC Hill Climb Championship (*N*)	—
Sept. 3rd	**Vallelunga Spa**	**Vallelunga**	**Italy**	**World Championship for Makes (INT)**	—
Sept. 3rd	**ADAC Hessen e.V.**	**Kassel-Calden**	**Germany**	**European Formula 3 Championship (INT)**	—
Sept. 3rd	BARC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	14.50
Sept. 3rd	750 MC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	14.00
Sept. 7/9th	**ADAC-Schleswig-Holstein e.V.**	—	**Germany**	**Baltic Rally (European Rally Championship) (INT)**	—
Sept. 9th	NSCC	Donington Park Circuit	Derby	Race Meeting (*R*)	14.00
Sept. 9th	Sunbac	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	—
Sept. 9th	BARC (London HC)	Wiscombe Park	Honiton, Devon	BARC Hill Climb Championship (*N*)	—
Sept. 9/10th	**TEAC**	**Lydden Hill Circuit**	**Canterbury, Kent**	**Sat: European Rallycross Championship (INT)**	**13.00**
Sept. 9/11th	**Automobile et Touring Club de Grece—ELPA**	—	**Greece**	**Halkidikis Rally (European Rally Championship) (INT)**	—
Sept. 10th	**AC Milano**	**Monza**	**Italy**	**Italian Grand Prix (World Championship round 14) (INT)**	—
Sept. 10th	**BARC**	**Thruxton Circuit**	**Andover, Hampshire**	**Race Meeting (Aurora AFX Formula 1 Championship) (INT)**	**14.00**
Sept. 10th	Leinster MC	Mondello Park Circuit, Naas, Co. Kildare	—	Leinster Trophy Races	13.45
Sept. 10th	BARC (Y)	Croft Autodrome	Darlington	Race Meeting (*R*)	14.00
Sept. 10th	BARC	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (*R*)	14.30
Sept. 14/17th	**CASC**	—	**Canada**	**Criterium du Quebec (World Rally Championship) (INT)**	—
Sept. 15/16th	**Manx AS**	**Douglas**	**Isle of Man**	**Manx Trophy Rally (European Rally Championship) (INT)**	—
Sept 15/24th	**ASA Tour de France**	—	**France**	**Tour de France (European Rally Championship) (INT)**	—
Sept. 16th	BARC (NW)	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	14.00
Sept. 16/17th	**IMRC**	**Phoenix Park, Dublin**	—	**Race Meeting (INT)**	—
Sept. 17th	**Osterreichischer Automobile Sport Club**	**Salzburgring**	**Austria**	**European Championship for Sportscars (INT)**	—
Sept. 17th	**Real Automobil Club de Espana**	**Jarama**	**Spain**	**European Formula 3 Championship (INT)**	—
Sept. 17th	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**Tourist Trophy (European Touring Car Championship) (INT)**	**12.00**
Sept. 17th	MGCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting	14.30
Sept. 17th	SMRC	Ingliston Circuit	Edinburgh	Race Meeting (*R*)	14.00
Sept. 17th	BARC (Y)	Harewood	Leeds	BARC Hill Climb Championship (*N*)	—
Sept. 23rd	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	14.00
Sept. 23/24th	Lothian CC	Doune	Scotland	RAC Hill Climb Championship (*N*)	—
Sept. 23/24th	AMOC	Curborough	Lichfield, Staffordshire	Sprint (*R*)	—
Sept. 24th	**ADAC Wurttemberg e.V.**	**Hockenheim**	**Germany**	**European Formula 2 Championship (INT)**	—
Sept. 24th	**BARC**	**Snetterton Circuit**	**Thetford, Norfolk**	**Race Meeting (Aurora AFX Formula 1 Championship) (INT)**	**13.30**
Sept. 24th	BRSCC (N)	Cadwell Park Circuit	Louth, Lincolnshire	Race Meeting (*R*)	14.00
Sept. 24th	Lancs AC	Longridge Circuit	Preston	Race Meeting (*R*)	13.30
Sept. 24th	WECC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	14.30
Sept. 30th	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**USAC Citicorp National Championship (INT)**	**11.00**
Sept. 29/Oct. 1st	**Cyprus Automobile Association**	—	**Cyprus**	**Cyprus Rally (European Rally Championship) (INT)**	—
Sept. 30th	Tynemouth and Dist. MSC	Europa Lodge Hotel	88 322685	Lindisfarne Rally (*N*)	09.01
Oct. 1st	BRSCC (M)	Donington Park Circuit	Derby	Race Meeting (*R*)	14.00
Oct. 1st	NSCC	Croft Autodrome	Darlington	Race Meeting (*R*)	14.30

MATTERS OF MOMENT
Continued from previous page

Indeed, the Editor has not so far driven a Japanese car this year, a Toyota or Colt since 1977, a Datsun since 1975, a Mazda since 1974, or a Subaru at all. In view of MOTOR SPORT's top-circulation, this could constitute a nice Public Relations exercise, by noting if any of these companies offer us test-cars and, if so, who applies first!

The introduction of Import Duties to try to stem the flood of Japanese cars isn't the answer, judging by the McKenna Duties which were introduced in what we now call the "vintage years" when the Model-T Ford was scaring the woolly pants off the Bosses of the British Motor Industry. They didn't work. But on the subject of free publicity for foreign imports, at about this time one of the aforesaid weeklies published road-test reports on American cars almost every week, although we seem to remember that its Managing Editor ran Rolls-Royce and Bentley cars. . . .Rightly of course, for, as we have said frequently in the past, a motoring journal should be beyond political bias and free to recommend the cars it considers best-suited to its readers.





LIGHT CAR and cyclecar – these two vintage cars competed at the VSCC Prescott Speed Hillclimb last month. On the left Young's 998 c.c. Amilcar, which clocked 105 sec., on the right Cooper's 496 c.c. Alycon (86.97 sec.).

THE RREC COMES OF AGE

The Rolls-Royce EC, whose membership has risen from a handful to over 3,500 since it was formed at Paternoster Farm, Yarnton, near Oxford, in 1951, returned to this pleasant place on August 13th. to celebrate its 21st birthday. All the former, and the present, Chairmen were there, members had come from America and Europe to attend, one Mk. IV Bentley having been driven to the party from Turin, and David Plastow, Chairman of Rolls-Royce Motors Ltd., had Camargued to Oxfordshire in order to address the assembly, which was supported by some 150 R-R and Bentley cars. It was announced during the afternoon that the Club's intended Rolls-Royce Foundation, to house R-R documents and related history, has already been supported in the sum of £80,000. It was a fine, typically English occasion, and not a single Japanese car in sight. And worth coming a long way to attend in order to hear the Club's inimitable Secretary, Lt.-Col. Eric Barrass, give his rendering of "Happy Birthday to Us". . . .

The Austrian Grand Prix

A Strange Affair

Knittelfeld, August 13th

IT NEVER ceases to amaze that the Grand Prix at the Osterreichring has become so established in such a relatively short space of time, the first GP being held in 1970. Apart from a healthy enthusiasm among the organisers and public alike, the whole concept of the Osterreichring was right from the word go, when its form was laid out on the mountainous hillside of the Zeltweg-Knittelfeld valley. Even people who enjoy the street racing and glamour of Monte Carlo or Long Beach have to admit to the charm and pleasant atmosphere that surrounds the Austrian circuit, with its Nurburgring character and countryside. In no way could you describe the Osterreichring as an autodrome.

On the Thursday afternoon before this year's Grand Prix all seemed settled in the Paddock; all the team transporters were parked and unloaded, the tyre companies were in full swing mounting tyres, the hospitality buses and coaches were ready to open next morning and there were 31 drivers ready to contest the 26 positions on the starting grid. There was to be no pre-practice sort out of the "rabbits", all were welcome for the Austrian curcuit was considered big enough to take everyone. Then, at 5 p.m. on Thursday it was announced that Ertl, Rebaque, Piquet, Lunger, Arnoux, Rosberg, Stommelen and Merzario had to present themselves at 8 a.m. on Friday morning, ready to do three-quarters of an hour practice, from which the fastest seven out of the eight would be permitted to take part in the official practice due to start at 10 a.m. All that effort and activity to eliminate one driver seemed to be very pointless, they might just as well have drawn lots.



IT really was a very strange affair! Reutemann struggles with his Ferrari on the grass as the tailenders stream by.

On Friday morning the eight thrashed round and Rolf Stommelen was the one to be left out, through no fault of his own. He was driving a brand new car built by the Arrows team to a design that was considered not to infringe any design features of the Shadow cars, and thus keep the English Law Courts happy, following the legal "punch-up" Shadow *v* Arrows in which Arrows lost. The Oliver/Rees/Southgate consortium had actually designed and built a new car before the Law Courts decision was made, and it had been on test at Zandvoort. This car was to be driven by Patrese and the second one, which was brand new, was for Stommelen. During the early morning "rabbit-pie" session it sprung a fuel leak and stranded Stommelen out on the circuit, destroying all hopes of him getting into the "magnificent seven"; they should have drawn lots.

After some film making play, during which Lauda circulated with a camera on his Brabham-Alfa Romeo, the serious business of practice began. You hardly had to be clairvoyant to imagine how the Lotus 79 would perform on the high-speed, undulating Osterreichring, with its fast corners and 135 m.p.h. lap speed. Equally, the turbocharged Renault was going to need watching for there are no slow corners on the Austrian circuit, and high-speed acceleration is all important. Andretti's Lotus 79/3 had improved lower wishbones, front and rear of the same elliptical-section tubing, but of better construction, while Peterson's Lotus 79/2 still retained the round-section ones; and this was to prove technically significant if we are to believe everything we are told, but more of that later. The early morning "rabbits" had been lapping around 1 min. 41 sec. so any self-respecting Formula One driver just had to get 1 min. 40 sec. for a start.

Reutemann's Ferrari (036) had its alternator fail before practice began so he had started in the spare Ferrari (035) while his own was repaired, and Villeneuve was in his usual car (034); all three cars had the same exhaust layout, of two pipes over and two pipes under. The Michelin tyres seemed to be working well on the high-speed corners, and both drivers were quite competitive. Two of the

ENTRY

No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Brabham	N. Lauda	Brabham	BT46/6	Alfa Romeo	Alfa Romeo	Goodyear	Parmalat Foods
2	Brabham	J. Watson	Brabham	BT46/5	Alfa Romeo	Alfa Romeo	Goodyear	Parmalat Foods
3	Tyrrell	D. Pironi	Tyrrell	008/2-2	Cosworth V8	Hewland	Goodyear	ELF-Citibank
4	Tyrrell	P. Depailler	Tyrrell	008/3-2	Cosworth V8	Hewland	Goodyear	ELF-Citibank
5	Lotus	M. Andretti	Lotus	79/3	Cosworth V8	Hewland	Goodyear	John Player-Olympus
6	Lotus	R. Peterson	Lotus	79/2	Cosworth V8	Hewland	Goodyear	John Player-Olympus
7	McLaren	J. Hunt	McLaren	M26/3	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
8	McLaren	P. Tambay	McLaren	M26/5	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
9	ATS	J. Mass	ATS-March	HS1/1	Cosworth V8	Hewland	Goodyear	ATS Wheels
10	ATS	H. Binder	ATS-March	HS1/2	Cosworth V8	Hewland	Goodyear	ATS Wheels
11	Ferrari	C. Reutemann	Ferrari	312T3/036	Ferrari-Flat-12	Ferrari	Michelin	Fiat-Agip
12	Ferrari	G. Villeneuve	Ferrari	312T3/034	Ferrari-Flat-12	Ferrari	Michelin	Fiat-Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F5A/1	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J.-P. Jabouille	Renault	RS01/02	Renault V6 t/c	Hewland	Michelin	ELF
16	Shadow	H. Stuck	Shadow	DN9/1A	Cosworth V8	Hewland	Goodyear	Villiger Cigars
17	Shadow	G. Regazzoni	Shadow	DN9/4A-2	Cosworth V8	Hewland	Goodyear	Villiger Cigars
18	Surtees	R. Keegan	Surtees	TS20/02	Cosworth V8	Hewland	Goodyear	Durex-BAF
19	Surtees	V. Brambilla	Surtees	TS20/01	Cosworth V8	Hewland	Goodyear	Beta Tools
20	Wolf	J. Scheckter	Wolf	WR5	Cosworth V8	Hewland	Goodyear	Walter Wolf-Castrol
22	Ensign	D. Daly	Ensign	MN08	Cosworth V8	Hewland	Goodyear	Tissot Watches
23	Ensign	H. Ertl	Ensign	MN06	Cosworth V8	Hewland	Goodyear	Sachs Sporting
25	Rebaque	H. Rebaque	Lotus	78/4	Cosworth V8	Hewland	Goodyear	–
26	Ligier	J. Laffite	Ligier	JS9/02	Matra V12	Hewland	Goodyear	Gitanes Cigarettes
27	Williams	A. Jones	Williams	FW06/001	Cosworth V8	Hewland	Goodyear	Saudia Airlines
28	B & S Fabs	N. Piquet	McLaren	M23/11	Cosworth V8	Hewland	Goodyear	L & M Tobacco
30	B & S Fabs	B. Lunger	McLaren	M26/6	Cosworth V8	Hewland	Goodyear	L & M Tobacco
31	Martini	R. Arnoux	Martini	MK 23/1	Cosworth V8	Hewland	Goodyear	RMO
32	Theodore	K. Rosberg	Wolf	WR3	Cosworth V8	Hewland	Goodyear	Teddy Yip Racing
35	Arrows	R. Patrese	Arrows	A1/1	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
36	Arrows	R. Stommelen	Arrows	A1/2	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
37	Merzario	A. Merzario	Merzario	A1/01	Cosworth V8	Hewland	Goodyear	Flor Bath

Spare Cars:

Brabham-Alfa Romeo BT46/3	– used by Lauda Friday a.m. and p.m.
Tyrrell-Cosworth V8 008/5	– not used
Lotus-Cosworth V8 79/1	– not used
Lotus-Cosworth V8 78/2	– not used
McLaren-Cosworth V8 M26/1	– used by Hunt Friday p.m.
ATS-Cosworth V8 HS1/3	– used by Binder Friday p.m. and Sat. p.m.
Ferrari flat-12 312T3/035	– used by Reutemann Friday a.m.
Fittipaldi-Cosworth V8 F5A/3	– not used
Renault V6 t/c RS01/03	– used in practice Friday p.m.
Shadow-Cosworth V8 DN9/5A	– used in practice by Regazzoni and raced by Stuck
Surtees-Cosworth V8 TS20/03	– used by Brambilla Friday p.m.
Wolf-Cosworth V8 WR6	– not used
Lotus-Cosworth V8 78/1	– not used
Ligier-Matra V12 JS9/01	– not used
Williams-Cosworth V8 FW06/002	– used only in unofficial testing
Wolf-Cosworth V8 WR4	– not used
Merzario-Cosworth V8 A1/02	– not used

Brabham-Alfa Romeos were fitted with side radiators at the forward end of the monocoque sides, and they were neatly faired in and looking very permanent. These were BT46/6 (Lauda) which also had the carbon-fibre brakes, and BT46/6 (Watson) which was on normal disc brakes. The spare car (BT46/3) had the old type of front-mounted water radiators. Both drivers were soon in the sub-1 min. 40 sec. class, but a long way off the fastest time, which was set up by Peterson in 1 min. 37.71 sec. Once again there were mixed feelings in the Lotus camp, for while Andretti was sorting out tyres, roll bar and aerodynamic settings, Peterson was going indecently fast without any drama. Andretti was fast, but not fast enough to catch the Swede! Renault had modified one of their cars (RS01/02) to a new inter-cooler layout, with a water radiator incorporated in the cooler, this radiator being piped into the main engine cooling system. It reduced the temperature of the ingoing air and gave better torque characteristics rather than more power. The second car, 03, did not have this modification. The car with the new layout ran remarkably well and very reliably throughout the morning and was well up among the fast runners.

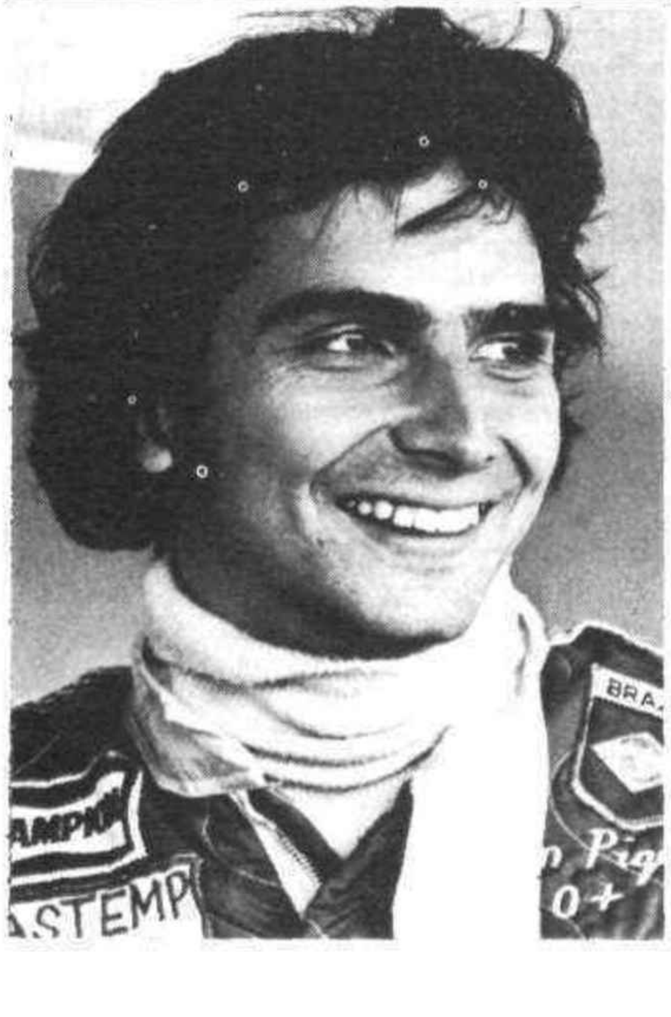
Among the tail-enders Rosberg was in trouble with a locking left-front brake on the Wolf WR3, so went out in WR4 while it was investigated and found to be caused by a hub bearing breaking up, so the whole assembly was changed. Bob Sparshott's B & S Fabrications team had expanded into running a two-car team, with Brett Lunger still in the McLaren M26 and the young Brazilian Formula Three star Nelson Piquet in their M23 McLaren. He was settling in nicely and unkind people were saying that the sight of another Brazilian driver, and in a McLaren to boot, was making Emerson Fittipaldi wake up. True or not, Fittipaldi was showing some of the form that his fans have been waiting a long time to see and the Copersucar Fittipaldi was going very well. Derek Daly was back in the number one works Ensign, and Harald Ertl was in the second car. In spite of all their legal problems the Arrows team had done a monumental amount of work in producing two brand new cars, completely redesigned so as not to infringe any Shadow design features, but still following the "wing car" concept. As the beginnings towards cleaning up the air-flow through the rear suspension a complex system of tubular wishbones, struts and links-operated coil spring/damper units mounted above the gearbox with a clever link system operating a longitudinal torsion bar in a torsion tube; the left-hand suspension was coupled to the torsion bar and the right-hand suspension to the torsion tube. The cockpit monocoque was so slim that the gear-lever and operating rod were outside on the right, covered by the fibre-glass cockpit surround. Like a "Sharrows" the front suspension was still hung on the ends of the steering rack casting, but there were different supporting struts. Patrese spent Friday morning learning about the new car, designated the A1, as he had not sat in it before, Stommelen having done the Zandvoort test-driving, and it was this first car, A1/1, that the young Italian was using. Local driver Hans Binder was endeavouring to take part in his home Grand Prix and was driving the second ATS car, but it went wrong and he had to switch to the spare car, which upset his rhythm. His famous compatriot, Niki Lauda, was not at all happy in the side-radiator Brabham, and tried the spare car (BT46/3) with front radiators, and his team-mate Watson was equally ill at ease.

By the end of the morning Lotus were fastest (Peterson in 79/2) but Reutemann, was second fastest (Ferrari T-car 035) so there were heavy discussions between Andretti and Chapman and Lauda and Gordon Murray. The Ligier team were very happy at being fourth fastest, Laffite driving the newer version of the JS9 and Fittipaldi was radiant with his fifth fastest position. During the lunch-break (for those who have no work to do) the two Brabham-Alfa Romeos were converted back to front-mounted radiators and Chapman and Andretti evolved a remarkable theory to account for Peterson's better times. Andretti felt that his car, 79/3, was not as well balanced as it should be and that the fault lay in the aerodynamics *under* the car. The only obvious difference between 79/3 and 79/2 was that 79/3 (Andretti's car) had the latest elliptical-section lower front wishbones and 79/2 (Peterson's car) had the earlier round-section wishbones. The theory was evolved that the turbulence caused by the wishbones was markedly different, one from the other, and that the apparently better streamlined ones were in fact doing something odd to the air-flow through the side-pod venturi. Without question air passing over an aerodynamic surface does strange things, and the Lotus 79, like its forerunner the Lotus 78, uses vortex generators to start the air spinning in the desired direction. In any lesser team the number one driver would have tried the number two car and if it had felt better he would have taken it. In Team Lotus it's a bit different, so for the afternoon practice the wishbones on Andretti's car were changed into a temporary round-section by taping on split plastic hose pipe! This was claimed to be the answer to Andretti's worries, and he put in times virtually the equal of Peterson's morning times. The Swede had little chance to encourage or refute the theory as his Nicholson-built Cosworth engine destroyed itself completely when a connecting rod broke, which was the end of practice for Peterson.

Another engine which destroyed itself, before the driver got under way, was the Cosworth in Hunt's McLaren, and while he was being strapped into the spare car by the mechanics the team management were at the pit wall waiting for him to finish the lap! The difference with the Brabhams with their front radiators compared to the side radiators was so inconclusive that Murray was all for leaving them at the front and forgetting the whole "scientific approach". Then when something broke in the transmission on Lauda's car and he abandoned it out on the

PRACTICE TIMES

No.	Driver	Friday a.m.	Friday p.m.	Saturday p.m.
1	N. Lauda	1.39.49	1.40.00	**1.39.60**
2	J. Watson	1.39.99	1.39.35	1.51.67
3	D. Pironi	1.39.23	1.40.66	1.40.91
4	P. Depailler	1.39.51	1.39.85	1.39.81
5	M. Andretti	1.38.64	**1.37.76**	2.06.83
6	R. Peterson	**1.37.71**	1.38.27	2.01.02
7	J. Hunt	1.39.10	1.39.91	1.40.84
8	P. Tambay	1.39.59	1.39.62	1.48.72
9	J. Mass	1.42.47	1.42.86	1.43.20
10	H. Binder	1.50.59	1.44.84	1.44.46
11	C. Reutemann	1.38.61	1.38.50	1.51.03
12	G. Villeneuve	1.39.99	1.39.40	1.41.86
14	E. Fittipaldi	1.38.77	1.39.38	2.06.81
15	J.-P. Jabouille	1.39.11	1.38.32	1.40.56
16	J. J. Stuck	1.41.58	1.42.00	1.42.00
17	G. Regazzoni	1.41.90	1.44.08	1.41.42
18	R. Keegan	1.43.22	1.43.06	1.43.70
19	V. Brambilla	1.41.40	1.41.16	1.43.67
20	J. Scheckter	1.39.52	1.38.85	1.40.25
22	D. Daly	1.41.92	1.41.74	1.41.02
23	H. Ertl	1.41.60	1.42.94	1.43.20
25	H. Rebaque	1.40.84	1.41.25	1.42.30
26	J. Laffite	1.38.71	1.39.57	1.40.44
27	A. Jones	1.40.18	1.39.81	1.40.19
29	N. Piquet	1.41.15	1.42.20	no practice
30	B. Lunger	1.40.80	1.41.11	1.44.18
31	R. Arnoux	1.41.84	1.42.24	1.43.74
32	K. Rosberg	1.42.06	1.42.18	1.41.72
35	R. Patrese	1.41.22	1.40.89	1.40.11
36	R. Stommelen	Did not qualify		



STARTING GRID

5 M. Andretti (*Lotus-Cosworth V8*) 79/3 1 min. 37.76 sec.

6 R. Peterson (*Lotus-Cosworth V8*) 79/2 1 min. 37.71 sec.

11 C. Reutemann (*Ferrari-flat-12*) 312T3/036 1 min. 38.50 sec.

15 J.-P. Jabouille (*Renault V6 t/c*) RS01/02 1 min. 38.32 sec.

14 E. Fittipaldi (*Fittipaldi-Cosworth V8*) F5A/1 1 min. 38.77 sec.

26 J. Laffite (*Ligier-Matra V12*) JS9/02 1 min. 38.71 sec.

7 * J. Hunt (*McLaren-Cosworth V8*) M26/5 1 min. 39.10 sec.

20 J. Scheckter (*Wolf-Cosworth V8*) WR5 1 min. 38.85 sec.

2 John Watson (*Brabham-Alfa Romeo*) BT46/5 1 min. 39.35 sec.

3 D. Pironi (*Tyrrell-Cosworth V8*) 008/2-2 1 min. 39.23 sec.

1 N. Lauda (*Brabham-Alfa Romeo*) BT46/6 1 min. 39.49 sec.

12 G. Villeneuve (*Ferrari flat-12*) 312T3/034 1 min. 39.40 sec.

8 ** P. Tambay (*McLaren-Cosworth V8*) M26/3 1 min. 39.59 sec.

4 P. Depailler (*Tyrrell-Cosworth V8*) 008/3-2 1 min 39.51 sec.

35 R. Patrese (*Arrows-Cosworth V8*) A1/1 1 min. 40.11 sec.

37 A. Johns (*Williams-Cosworth V8*) FW06/001 1 min. 39.81 sec.

25 H. Rebaque (*Lotus-Cosworth V8*) 78/4 1 min. 40.84 sec.

30 B. Lunger (*McLaren-Cosworth V8*) M26/6 1 min. 40.80 sec.

29 N. Piquet (*McLaren-Cosworth V8*) M23/11 1 min. 41. 15 secs.

22 D. Daly (*Ensign-Cosworth V8*) MN08 1 min. 41.02 sec.

17 G. Regazzoni (*Shadow-Cosworth V8*) DN9/4A-2 1 min. 41.42 sec.

19 V. Brambilla *** (*Surtees-Cosworth V8*) TS20/02 1 min. 41.16 sec.

23 H. Ertl (*Ensign-Cosworth V8*) MN06 1 min. 41.60 sec.

16 H. J. Stuck **** (*Shadow-Cosworth V8*) DN9/5A 1 min. 41.58 sec.

31 R. Arnoux (*Martini Cosworth V8*) MK 23/1 1 min. 41.84 sec.

32 K. Rosberg (*Wolf-Cosworth V8*) WR3 1 min. 41.72 sec.

* Time recorded in McLaren M26/3
** Time recorded in McLaren M26/5
*** Time recorded in Surtees TS20/01
**** Time recorded in Shadow DN9/1A

Did not qualify

37 A. Merzario (Merzario A1/01) 1 min. 41.85 sec.
9 J. Mass (ATS HS1/1) 1 min. 42.47 sec.
18 R. Keegan (Surtees TS20/02) 1 min. 43.06 sec.
10 H. Binder (ATS HS1/3) 1 min. 44.46 sec.

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Ref. 235 — **Lap timing**

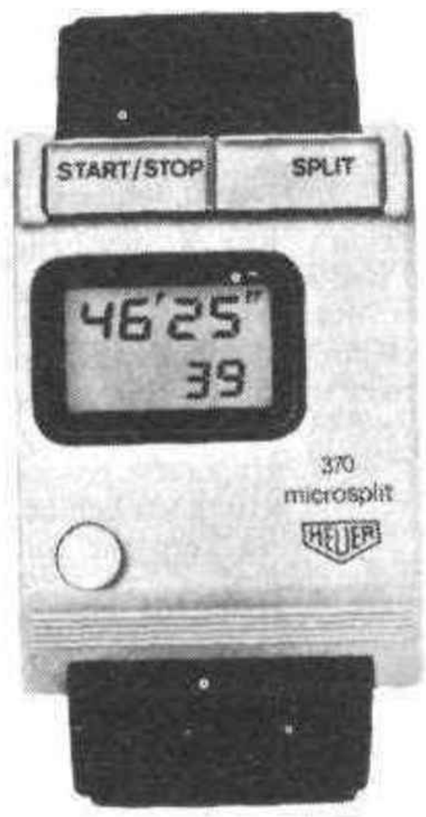
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Ref. 120 — **Split**

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NEW



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circuit and appeared on foot through the back of the pits to take the spare car (BT 46/3), poor Murray nearly despaired. While all this was going on the Renault was going faster and faster and had got up to third fastest overall, behind the two Lotus cars. In addition it went through a speed trap in front of the pits at 162 m.p.h., faster than anyone, which made a few eyebrows rise, for the pits straight is approached by the fast downhill Rindt Curve, where handling is pretty vital. More than satisfied with the whole situation Renault let Jabouille go out in the spare car just to check it. The Brabham troubles were not over for the engine in the spare car broke just before the end of practice.

On the afternoon times Andretti was the fastest with 1 min 37.76 sec. but Peterson was still on pole position with his morning time of 1 min 37.71 sec. As the Renault in third place had a time of 1 min. 38.32 sec., and the next best was Reutemann (back in his number one car, 036) with 1 min. 38.50 sec. the Lotus situation was looking pretty normal. Anyone with a time in the 1 min. 39 sec. bracket had cause for despair, and among those were Hunt, Watson, Lauda and Jones.

Saturday morning saw the skies looking grey and ominous and there was more than a hint of rain as the 1½ hours of untimed testing took place. Andretti's Lotus had been fitted with round-section lower front wishbones (yes, really!). Peterson's had a new engine, the Brabhams all had new Alfa Romeo engines and unrest in the McLaren camp was temporarily alleviated by Hunt and Tambay swapping cars. In Team Surtees the unrest was aggravated by swapping drivers, for Brian Henton was put into Keegan's car as a temporary try-out as the Southend driver was getting left behind, even by the "rabbits". As if to keep the Surtees pot boiling Brambilla crashed.

As the final hour of practice approached there was no air of expectancy, for nobody was convinced they could catch the Lotuses and added to the gloom was the speed of the turbo-charged Renault. However, more important was impending rain from over the mountains, for the cloud base was ominously low. A projected parachute drop to amuse the crowd was cancelled because of the low cloud, and at ten minutes past 1 p.m. the last hour of practice began. Barely had the cars left the pits than parachutists appeared through the clouds, dropping towards the circuit! Somebody had not told them their stunt had been cancelled. Practice was stopped instantly.

Eventually the all-important hour got under way at 1.22 p.m. and Lauda was first away, while Hunt waited in the pits for the traffic to clear, and Peterson was forced to wait as his gearbox internals were being inspected. Stuck changed over to the spare Shadow, the Tyrrells were trying full-length undertrays, Keegan was back in his Surtees, but Piquet was missing as his McLaren was still having its engine changed, the morning having shown the previous one to have lost power. After only ten minutes, practice stopped once again, this time involuntarily, as rain began to fall, which precluded any fast times being made. The circuit was not wet enough to learn anything on rain-tyres so everyone sat around and waited. Tambay, Stuck and Regazzoni went out for some exploratory laps and then Andretti and others joined in. By 2 p.m. the activity had fizzled out and then real rain came down and everything was awash. After a short pause Reutemann went out on Michelin's best rain tyres and lapped pretty impressively, and some of the Goodyear runners began to wonder if perhaps the Argentinian was gaining experience that would stand him in good stead. Peterson, Jones, Andretti and Hunt joined in, to see how bad the conditions were, and also Jabouille in the Michelin-shod Renault, and then the hour was finished. Although Lauda had been fastest before the rain came, it was not significant and Patrese, Rosberg, Daly, Regazzoni and Binder were the only ones to improve on their Friday times before the rain.

After practice Tambay's McLaren, Rosberg's Wolf and Stuck's Shadow were picked at random and measured and weighed by the scrutineers to check for legality. All was well.

On Sunday morning the weather was warm and dry and things looked quite encouraging during the 30-minute untimed warm-up period. Andretti was still using round-section front wishbones, totally convinced of the improved aerodynamics! Hunt was still using Tambay's car and was mentally satisfied, though Tambay in Hunt's car was not so sure. Jones was checking out the spare Williams car (002), and the Brabhams were still using front-mounted radiators. Pironi had discarded the full-length under-tray from his Tyrrell, uncertain of the effects on the balance of the car, but Depailler was quite happy with his. Stuck was driving the spare Shadow and Brambilla had an accident.

The race was due to start at 2 p.m. to run over 54 laps of the circuit and prior to this Lauda's left-hand radiator was being soldered in the pit lane, to stop a leak. Keegan's Surtees TS20/02

PATRESE drove the Arrows A1.



was being got ready for Brambilla for the Southend driver had not qualified. The ATS team had packed up as neither driver had qualified and Merzario was first reserve and still living in hopes. By the time the cars started to leave the pits to drive round to the grid, a steady drizzle of rain was falling, but not enough to wet the track so everyone was on "slick" dry-weather tyres, but it all seemed rather optimistic.

Once again the two efficient-looking black Lotus cars occupied the front row of the grid, looking totally dominant, but the turbocharged Renault and Reutemann's Ferrari just behind them made the situation interesting. From row three, behind the Renault, Jacques Laffite had no intention of being baulked by any slowness on pick-up by the yellow car, and as the 26 runners finished their pace-lap and paused on the grid for the green light to come on, the Ligier was already inching its way up alongside the Renault on the outside. It was a good start and everyone got off well, with Reutemann imposing his Ferrari between the two Lotus cars, with Peterson leading. Depailler had made another of his meteoric starts and was well up with the leaders. Caught napping by Reutemann in the opening manoeuvres Andretti tried to go round the outside of the Ferrari and spun off into the barriers! Obviously having become flustered, like he has in previous races when things did not go to plan. He could so easily have bided his time before dealing with the Ferrari. Scheckter and Depailler rocketed past but already Peterson was gone into the distance. His lead at the end of the first lap was incredible and made you wonder what everyone else was doing. Looking serene and safe Peterson ended the opening lap with no one near enough to challenge him, but behind in a roaring nose-to-tail mob came Scheckter, Depailler, Reutemann, Hunt, Laffite, Pironi, Watson, Jabouille and the rest, with Tambay all on his own right at the back.

The track was a lot more slippery than most people realised and on the fourth lap Scheckter slid off and crashed into Andretti's abandoned Lotus, doing neither of the cars any good. This left Depailler in second place followed by Watson, Jabouille, Hunt and Laffite, for Reutemann had had a "moment" and dropped back down the field. On the far side of the circuit a heavy rainstorm was approaching and conditions on "slick" tyres were impossible as rain swept across the valley. Even before the rain arrived at the Start and Finish area great rooster-tails of spray could be seen billowing out behind the cars as they descended the hillside from the top straight. At the end of lap 6 Villeneuve headed for the pits for rain tyres, having executed a monumental spin, and next lap Jabouille lost control of the Renault, managed to gather it all up and also stopped for rain tyres, while Fittipaldi was into the pits and Pironi spun off and knocked the nose cone off his Tyrrell. Peterson finished lap 7 in full control of the situation and when the last car had gone through the officials decided to stop the race and the red and black flags were held out, meaning "Race to stop and restart at a later time." After the decision had been made Peterson spun off onto the grass and got stuck, so it was Depailler who arrived first at the red and black flags, and as the rain poured down the Austrian GP came to a





ABOVE: Derek Daly drove the Ensign with great spirit. . . Below: Mario Andretti expresses his feelings about the accident in the first race to Reutemann (centre) and Villeneuve (left).

grinding halt.

It was clearly stated that the Grand Prix would now be considered a two-part race, the first part having run for seven laps and the starting grid for the 47-lap second part would be in the order in which the competitors completed lap 7. That was, Peterson, Depailler, Watson, Laffite, Pironi, Lauda, Hunt, Regazzoni etc. Only those cars that arrived back at the pits under their own power would be allowed to start in the second part and there would be no changing to spare cars, though repairs and resetting of suspension and brakes for rain conditions would be allowed, and naturally everyone fitted knobbly rain tyres.

Rebaque's Lotus 78 was towed back by the marshals, apparently undamaged, but could not join the restart, though Peterson and Reutemann drove their cars back, having been extricated from the grass verges. Patrese's Arrows was towed in, with the nose cone damaged, and should have been wheeled away along with Rebaque's Lotus, but in the confusion the Arrows management sneaked the car into the pit lane and started repairing it, even though it was all obviously illegal, but Oliver, Rees and Southgate seem to thrive on such situations. The restart was timed for 3 p.m. giving everyone adequate time to prepare their cars for a really wet track. At twenty minutes to 3 p.m. the pit road was to be opened to allow cars to set off on a warm-up lap, and ten minutes later it was to shut and anyone left behind would be out of the second part of the Austrian GP. It was all quite clear, but there was some discussion as to whether Peterson and Reutemann had received outside assistance driving the first part of the race, even though they had driven their cars back to the pits. With Peterson on pole position and Reutemann in last position, having spun off on lap 5, it was a delicate situation, but was resolved by allowing them both to restart, though Reutemann would be considered to be two laps behind at the start of the second race. There should have been 21 cars lined up in pairs for the second part, Andretti, Scheckter, Rebaque and Piquet being irrevocably out, and Patrese technically out, but there were 22 cars on the new grid due to the Arrows team's shady tactics. In pairs, the order was Peterson, Depailler: Watson, Laffite: Pironi, Lauda: Hunt, Regazzoni: Daly, Jones: Rosberg, Villeneuve: Brambilla, Jabouille: Stuck, Tambay: Fittipaldi, Arnoux: Lunger, Ertl: and Reutemann on his own at the back. Jack Oliver inserted his Arrows car in ahead of Ertl and officialdom didn't notice as they had larger problems at stake.

By the time it was all sorted out it was 3.15 p.m. and though the heavy rain had stopped it was still very wet. The 21 cars plus the one illegal one, did their pace laps and drew up on the grid to await the green light, whereupon Watson stalled his Alfa Romeo engine and raised his arm in despair. The light went green, Peterson, Depailler, Laffite and those on the left went off with spinning tyres, while those on the right dodged around the stationary Brabham-Alfa, missing it by mere inches. Hunt was commited to go by on the right, between the Brabham and the guardrail and made it by an unbelievably small amount, and all looked to be all right until the tail-enders arrived and Patrese tangled with Ertl in avoiding the Brabham. The golden Arrows spun into the air, and crashed down pointing the wrong way and the Ensign was punted into the barriers. Watson was push-started and roared away leaving the bent Arrows and Ensign

Continued on page 1241

Results

AUSTRIAN GRAND PRIX – Formula One – 54 laps (7 laps plus 47 laps) – Osterreichring – 5.942 Kilometres per lap – 320.87 kilometres – Wet

1st :	R. Peterson (Lotus 79/2)	1 hr. 41 min. 21.57 sec.	189.950 k.p.h.
2nd :	P. Depailler (Tyrrell 008/3-2)	1 hr. 42 min. 09.01 sec.	
3rd :	G. Villeneuve (Ferrari 312 T3/034)	1 hr. 43 min. 01.33 sec.	
4th :	E. Fittipaldi (Fittipaldi F5A/1)	1 lap behind	
5th :	J. Laffite (Ligier JS9/02)	1 lap behind	
6th :	V. Brambilla (Surtees TS20/02)	1 lap behind	
7th :	J. Watson (Brabham BT46/5)	1 lap behind	
8th :	B. Lunger (McLaren M26/6)	2 laps behind	
9th :	R. Arnoux (Martini Mk 23/1)	2 laps behind	
10th :	K. Rosberg (Wolf WR3)	2 laps behind	not classified
11th :	G. Regazzoni (Shadow DN9/4A-2)	4 laps behind	not classified

Fastest Lap: R. Peterson (Lotus 79/2) in 1 min. 43.12 sec. – 207.46 k.p.h.

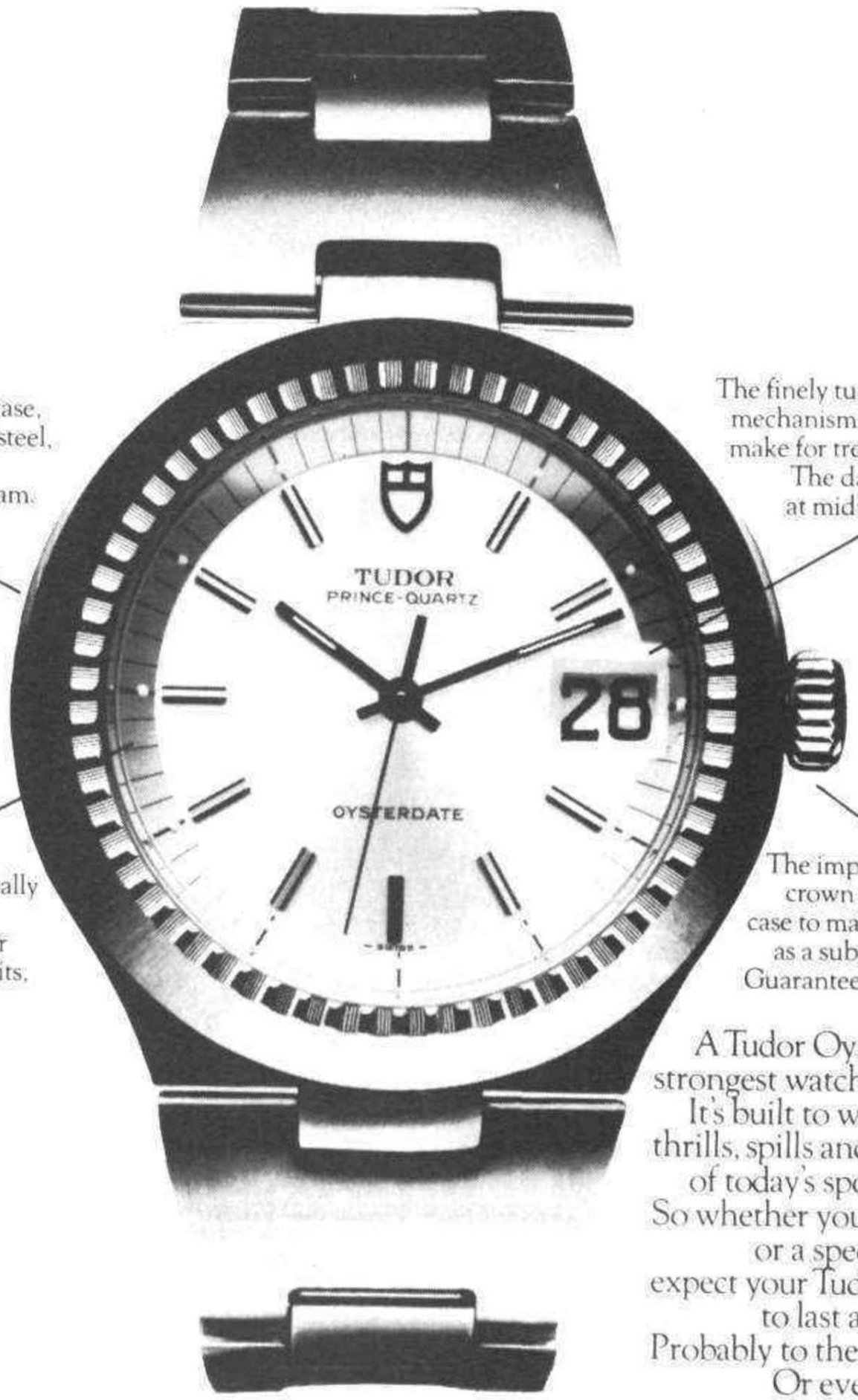
Retirements:

(First Part) – M. Andretti (Lotus 79/3) off road, on lap 1; J. Scheckter (Wolf WR5) off road, on lap 4; H. Rebaque (Lotus 78/4) off road, on lap 5; N. Piquet (McLaren M23/11) off road, lap 5.

(Second Part) – R. Patrese (Arrows A1/1) start line accident; H. Ertle (Ensign MN06) start line accident; A. Jones (Williams FW06/001) off road, on lap 1; J. Hunt (McLaren M26/5) accident, on lap 1; D. Pironi (Tyrrell 008/2-2) off road, on lap 14; N. Lauda (Brabham BT46/6) off road, on lap 21; C. Reutemann (Ferrari 312 T3/036) disqualified for outside assistance, on lap 22; J.-P. Jabouille (Renault RS01/02) gearbox failure, on lap 25; H. J. Stuck (Shadow DN9/5A) off road, on lap 27; P. Tambay (McLaren M26/3) off road, on lap 34; D. Daly (Ensign MN08) disqualified for outside assistance, on lap 35.

26 starters – 11 finishers

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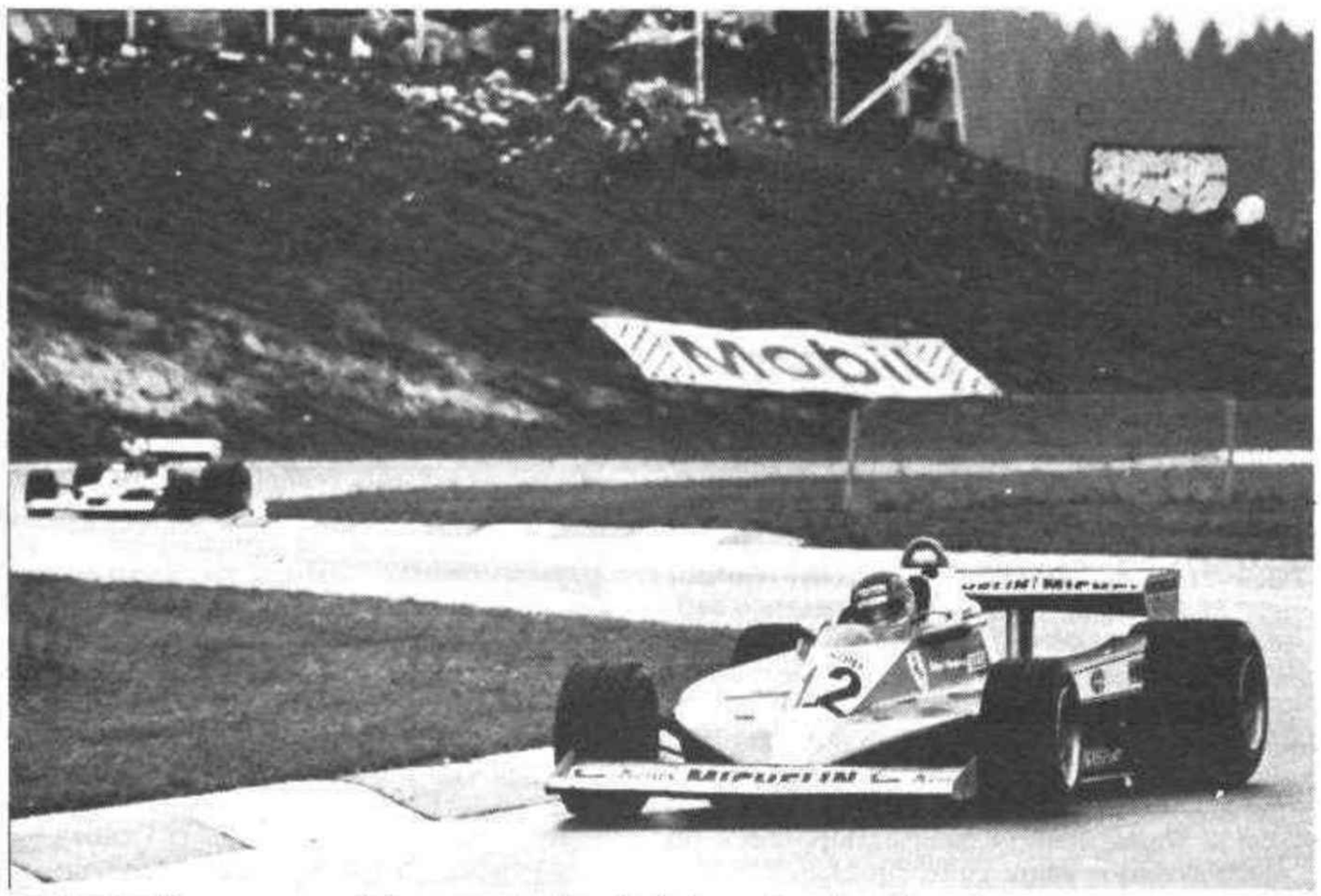
Continued from page 1239

behind, just retribution for the Arrows, but unfortunate for the Ensign.

Meanwhile the opening laps of the wet second part was a repeat of the dry first part, for Peterson had so much lead at the end of the lap that once again you wondered what everyone else was doing. Pounding along behind were Depailler, Lauda, Laffite, Daly, Villeneuve, Pironi, Stuck, Fittipaldi, Brambilla, Reutemann (having passed eight cars on the opening lap), Regazzoni, Arnoux, Rosberg, Jabouille, Lunger and Tambay. A long way back came the hapless Watson and finally Hunt limped into the pits with the right rear suspension all bent, having come off second best in an altercation with Daly's Ensign. Alan Jones never did appear as he had gone off the road and bent the Williams. The start line wreckage had been rapidly cleared before Peterson ended his first lap, the Ensign being quickly towed away and the Arrows being pushed away on to the grass verge for Jack Oliver and his cohorts to survey and (hopefully) ruminate upon.

With everyone on "wet" tyres the race was on, if you could call the pursuit of the lone Lotus a race. Peterson cruised away with ease and the interest behind was the sight of Lauda passing Depailler and taking second place, and Reutemann storming through the field into fourth place, the knobbly Michelin tyres obviously doing a good job. After six laps the track was drying visibly and Tambay made a pit stop for "slick" tyres and this was the start of a spate of tyre-changing. One or two drivers like Peterson, Lauda and Reutemann were taking unusual lines through the corners in order to splash through wet portions of the track, rather than follow the correct line which was drying out. In this way they made the best use of their "wet" tyres for as long as possible, but the skies were indicating no more rain, so tyre change stops were inevitable for everyone. While some of the lesser lights came in for tyre changes soon after Tambay, it was not until the end of lap 11 that Peterson was seen heading his Lotus down the pit lane and as he stopped Reutemann went by into the lead, as Lauda was also heading for the pits. The Ferrari driver was really flying on his "wet weather" Michelins, though of course, he had a two-lap deficit as far as the overall picture was concerned. Peterson rejoined the race in sixth place, and Lauda in eighth place, and they moved up a place instantly as Depailler stopped for "dry weather" tyres. They then moved up two places as Fittipaldi and Pironi stopped for a tyre change but the Tyrrell driver did not complete his next lap, going off the road on the Rindt Curve, before the pits. All these stops had allowed Villeneuve to move up from fifth place to second place, so the Ferraris were now in first and second, but still on "wet weather" tyres, as was Jabouille in the Renault in fourth place between Peterson and Lauda.

At the end of 16 laps Reutemann was heading down the pit lane and Villeneuve took over the lead, followed by Peterson, but Reutemann was back on the track in third place, ahead of Jabouille's Renault. But not for long as he spun off the road and out of the race on lap 18 and the Renault stopping for a tyre change let Lauda into third place. A fair way back came Depailler, with Stuck hard behind, and then Derek Daly doing an excellent job in the Ensign, ahead of Fittipaldi. Reutemann now reappeared having got back on the track again, but he had received outside help and was soon black-flagged and

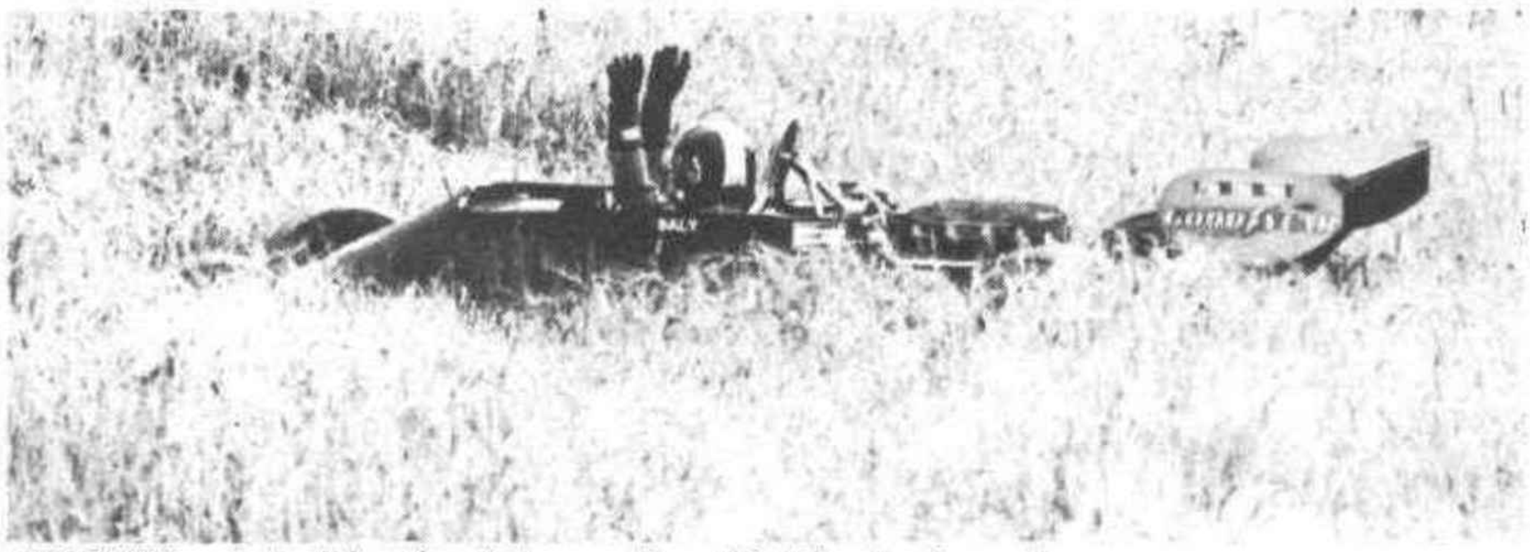


GILLES Villeneuve earned Ferrari valuable third-place championship points.

disqualified. There was only Villeneuve out on the track on "wet" tyres, and still leading the race, though Peterson was closing and at the end of 21 laps the little French-Canadian relinquished the lead as he stopped for a tyre change, and Peterson went by. In trying to catch the Lotus Lauda had tried too hard and spun off into a barrier, and though he got back to the pits still in third place the rear suspension was too badly bent to continue. This left Peterson way out on his own, driving tidily and smoothly, with no great strain, but needing to exercise considerable caution for the track was still very treacherous in places. Villeneuve rejoined the race in second place, ahead of Stuck, who had got his Shadow past Depailler's Tyrrell, but the Frenchman wasn't giving up. As the two battled away together they gradually closed up on Villeneuve's Ferrari, and for three laps there was a very good three-cornered dice going on with second place at stake. The Renault retired at the pits with gearbox trouble, and Daly was in a firm fourth place and lapping some of the tail-enders, among them Lunger in his M26 McLaren, who got stuck in behind the Ensign and had quite a go. Depailler got the better of the three-cornered fight and then Stuck spun off the road onto the wet grass, where he stayed, so the race order was now Peterson way out ahead, Depailler second, Villeneuve third, Daly fourth, Fittipaldi fifth (all on the same lap) and a lap down were Brambilla, actually staying on the road, Tambay, Laffite, Watson, Lunger and Arnoux, with Rosberg another lap behind, struggling along with a seized up clutch mechanism, and Regazzoni, who had made two tyre changes, the first set not being to his liking.

At 30 laps there was no change, though Peterson lapped Fittipaldi the next time round, and then Daly had a spin on the tricky surface and could only continue after being pushed back on the track by the marshals, which naturally meant the black-flag and exclusion. It was an ignominious end to a very spirited drive. Tambay also spun off but did not restart and with nearly 50 seconds lead Peterson could cruise home to a well-earned victory, even though Depailler and Laffite were recording fastest laps between them. Just before the end of the 47 laps Peterson set a new fastest lap for the race in 1 min. 43.12 sec., at over 128 m.p.h. and cantered home comfortably ahead of the Tyrrell and the Ferrari. Laffite very nearly caught Brambilla at the finish, trying for fifth place, but as it turned out his fourth place in the seven-lap race, combined with sixth in the forty-seven-lap race, netted him an overall fifth ahead of Brambilla who had been a long way back when the first race was stopped.

After what had looked like becoming a total shambles the Austrian organisers recovered the situation well, and though there were one or two grumbles from various dissatisfied contestants, the overall opinion was one of satisfaction under the circumstances. Team Lotus were happy, as usual, though Andretti was a bit chagrined about throwing away a certain victory. Peterson may be designated number two in the team, but he is certainly very capable of stepping into his leader's shoes when the occasion arises, such as it did on the first lap of the Austrian GP. – D.S.J.



HELP! When help did arrive Daly was disqualified for having assistance.

ROAD IMPRESSIONS

Fiat 131 Supermirafiori DOHC–but not much bite

DON'T BE DELUDED by Fiat's current caged car advertisement for the Supermirafiori into thinking that this new twin-overhead-camshaft version of the 131 is a powerful wild beast trying to escape; there were times when I felt that this four-door 1600 would have had a struggle to escape from a cardboard box, let alone through iron bars. This is not the sporting car that Fiat have ventured to suggest, mistakenly, in my view. Looked upon more correctly, without advertising flannel, as a comfortable, well-appointed 1600 saloon, with the sophistication of a twin-cam engine, a five-speed gearbox and a 106 m.p.h. top speed for a realistic £3,595 it becomes a more attractive proposition. The sportiest thing about the test car was the rear window sticker reminding that the 131 won last year's World Rally Championship, albeit in much-modified, 2-litre guise.

Fiat designed the 131 Mirafiori from the outset around both twin-cam and push-rod engines, but the tightened economy persuaded them to release only the 1300 and 1600 push-rod versions in 1975. The Supermirafiori twin-cam made its bow a few months ago, in more settled times, along with cosmetically revised push-rod cars.

In this application, the 1,585 c.c. 84 mm. x 71.5 mm., four-cylinder, in-line, twin-overhead-camshaft (belt-driven) unit so familiar in Fiats and Lancias produces 96 b.h.p. at 6,000 r.p.m. and 94 lb. ft. of torque at 3,800 r.p.m. on a single, twin-choke, downdraught Weber carburetter. The 1300 and 1600 push-rod cars give 65 b.h.p. and 75 b.h.p. respectively. Unfortunately, this usually willing 1600 twin-cam has nearly 22 cwt. of unladen weight to lug along, which shows up a deficiency of torque in certain speed and revolution ranges.

The McPherson strut front suspension, coil-sprung live rear axle, located by four trailing arms and a Panhard rod, and the five-speed gearbox are shared with the push-rod cars.

If the Supermirafiori has a particular selling point it will be the appearance and comfort of the velour-covered seats, reminiscent of the luxury of the old 130. The front seats are large enough to suit broad beams, have well-shaped, adjustable back-rests and neat head-rests. A fold-down arm-rest can divide the rear seat. Similarly plush, velvet-like material is used for the roof lining. With such luxury spread around it is a shame that the two sliding cubby-hole lids in the top of the facia should appear so crude and are so difficult to operate. The driving position is slightly Italianate, but not bad and overall I found this a comfortable car for a motorway trip to Donington to watch the Group 1 Historic Race. I did not like the single-spoke steering wheel. The usual Fiat steering column stalks are



as efficient as ever, but why only a single constant speed in addition to intermittent action for the wipers, which were well tested on that Donington run? The heating and demisting system is not especially efficient, although the door window demisting vents, ducted through convoluted tubes, Rover style, from the facia, are worthwhile additions to the 131 specification. The ventilation is powerful through adjustable side and centre vents.

An automatic choke helps instant cold starting, but the twin-cam unit is recalcitrant when cold and a manual choke would be helpful through these hesitant periods. The curiously



RECTANGULAR headlamps and velour seats of Fiat's 131 Supermirafiori.

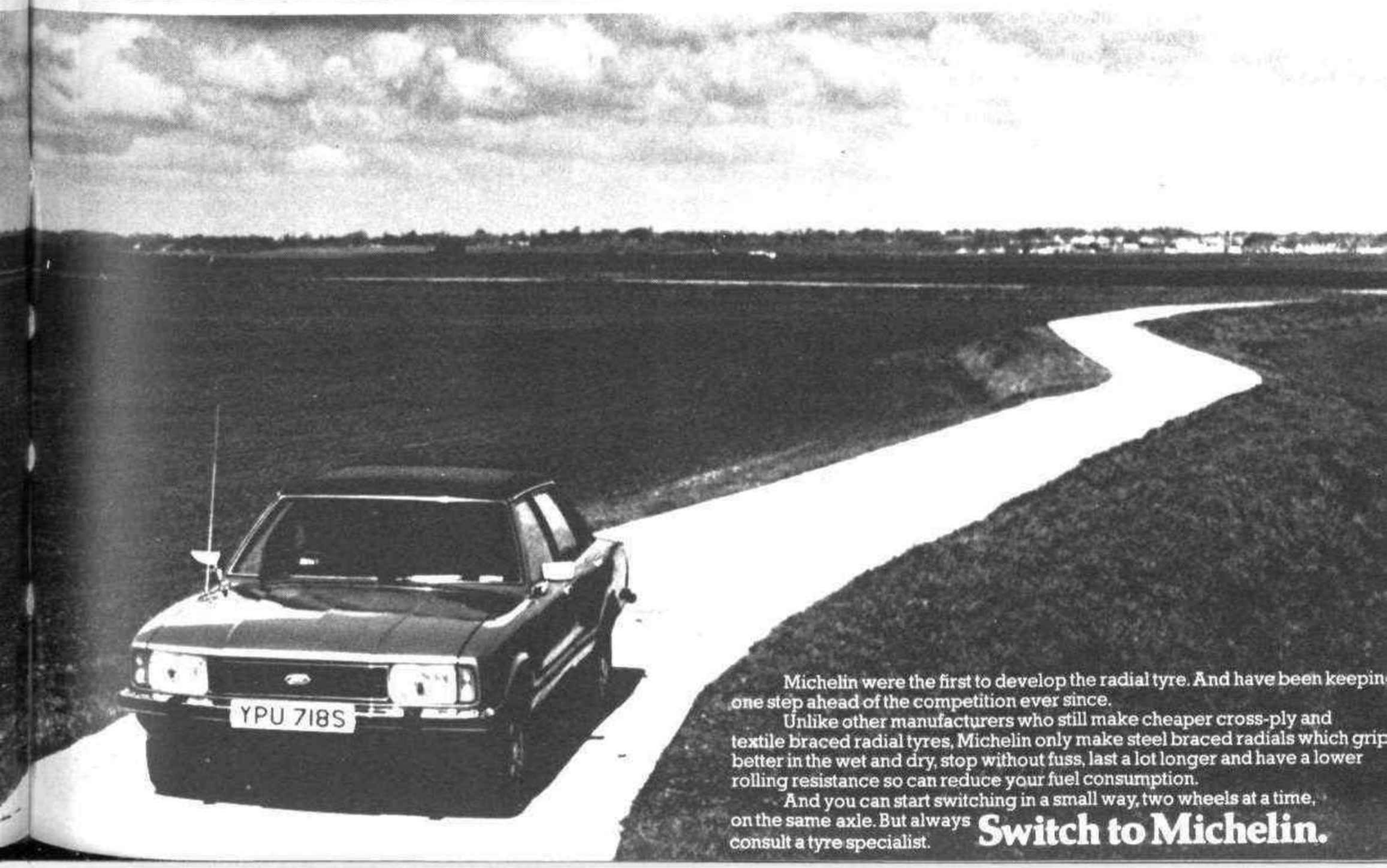
shaped, long, slim, gearlever knob sprouts from the centre console at an angle not far from horizontal, much like my Alfa Spider. Its action has a metallic notchiness about it and first and second gears are sometimes an effort to engage. The gate is Alfa fashion, with fifth on a dog's leg up to the right and reverse opposite. Occasionally a rattle from the gearbox or clutch release mechanism intrudes with the gearbox in neutral, that and the metallic change, but not the gear positions, reminding me of the ZF competition five-speed gearbox. Whining in the intermediate and fifth gears is another poor feature of the gearbox.

That combination of weight, lack of low-speed torque and ratios that are not very well stacked for a five-speed gearbox means that the Supermirafiori needs rowing along to achieve a reasonable standard of performance. In real terms it is faster than something like a 1.6 Cortina, but to get the best of a modestly hard-driven Cortina the Fiat driver has to work hard on the gearbox and throttle. Used thus the engine becomes a little buzzy and noisy, though quieter than earlier applications of this twin-cam, in the 124 Special T, for example. The tachometer is red lined at 6,000 r.p.m.; as that maximum corresponds with peak power, unusual for a modestly tuned road car, I assume that a few more safe revs lie in abeyance. Fifth is very much an overdrive ratio, soon exhausted by inclines, so that fourth, which gives a faster maximum, has to be brought into play to keep a constant speed. Acceleration in fourth in the mid ranges is not all that good, but in fifth this Supermirafiori is quite gutless. Once charging along at 70 to 80 m.p.h. or more on the motorway it is a comfortable, reasonably hushed cruiser, but an enforced drop to sixty or so requires a gearchange to top up the speed in any sort of haste. It will be obvious from the foregoing that a fair amount of throttle is necessary to ensure decent performance and this is reflected in a fuel consumption in the region of 24 m.p.g. from the 11-gallon tank.

At moderate speeds on normal A and B roads and at high speed on motorways the ride of this Fiat is quite firm and taut, but good, much better than some of its predecessors. The seats do much to help the suspension in this respect. On bumpy roads the live axle becomes more obvious and cornered briskly there is a great deal of roll. Again driven modestly, it is quite a pleasant car to handle, largely by virtue of acceptably light and precise steering. Pushed hard it understeers; on tight corners the inside wheel tries to leave the tarmac and much of the speed is scrubbed off, but on faster corners an allowance can be made for understeer by taking a later apex. Pushed hard enough it can sometimes be provoked into roll oversteer, which is quickly and not very smoothly scrubbed off. Those sporting pretensions are certainly not very obvious.

For a change, here is a Fiat without desperately over-servoed brakes. A firm pedal operates 8.94" diameter front discs and 8.94" diameter rear drums in effective fashion.

This twin-cam Fiat is well finished and appointed and offers plenty of boot space in its four-door, three-box accommodation, but the boot lid sheds all its surface water on to the boot's contents when it is opened in wet weather. The latest, rectangular, halogen headlights are powerful, the large window area and low waistline give good all round vision and the square package is easy for placing and parking. It is something of a mediocre car generally, however, for its lack of torque will appeal to neither dawdler nor devil. – C.R.



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Abingdon finds a new Healey called Triumph

"It's fantastic this car. . . maybe the best in the World for tarmac. You know, we don't think Pond needed even to drive at maximum speed to beat the Stratos. . . and the Escort."

Daniele Audetto, Lancia-Fiat competitions manager, at an Abarth factory visit after the TR7 with V8 engine had beaten Tony Carello (Stratos 2.4-litre V6) and Gilbert Staepelaere (Ford factory Escort RS 2.0-litre four) at Ypres earlier this year.

"My greatest ambition would be to go out and win the 1,000 Lakes with Tony Pond and the TR. I'd like to show the Finns that there are other nations who make rally drivers – and Tony is the Briton to do that job."

John Davenport, competition director, Leyland ST, before that Ypres performance.

JUST AS tortured as recent company history, that is the only way one can describe the emergence of the most exciting rally car to come out of Britain since those classic Austin Healeys. As with the car on which it is based, the rallying TR7 four-cylinder, the TR7 with V8 engine has shown great promise – enough for the shrewd Italian team manager to make that comment above.

However that is very far from the whole story, and John Davenport's patriotic remarks beneath point up the crisis in the TR7's growth: its loose road rallying performance. Although there have been smaller scale successes, the rallying fraternity has been full of people nodding their heads sagely and saying that the TR is fine for sealed roads, but get it on the loose and there is no way to make it handle in a predictable manner.

Such comment may be amplified among the uninformed, but it is based on the most despairing remarks coming from within the Abingdon camp when tackling the sort of opposition Davenport knows they have to beat on home Internationals like the Welsh and Scottish rough road events. Not that the Abingdon men themselves said much: observers could see Pond visibly agitated and cursing the way his machine would not respond in a constant manner to his demands. The car was actually frightening its driver.

A number of reasons were advanced as to why this should be. The perfect weight distribution was blamed – so more weight was inserted in the boot, to try to make it respond in tail-happy Escort style. The wheelbase was too short, just like that of a Stratos, so the car responded too quickly and wouldn't settle into the corner. I was told the Stratos was never a particularly good loose surface car, and that it was no good for fast corners: "Not so," said Sandro Munari in Italy last month when he took me for a ride in the 270 b.h.p. works example. "We have to change the suspension to suit each event, but the car is fine if the suspension is properly adjusted. It is the best rally car in the world, we can win on the loose if we have the practice," the Italian star told me. He also remembered that the car suffered very bad luck when he and Waldegard came to Britain for the 1975 RAC Rally, when the Swede set a string of



THE TR7 with Rover 3½-litre V8 engine makes a very entertaining spectacle in its predominantly livery, coupled to white stripes and blue inset.

fastest times, which showed everyone how fast the car itself could negotiate what Audetto describes as "the most different mud in the World: it's really hard to get grip!"

Other factors against the TR on the loose include poor vision, limited rear axle travel (3½ in. is the figure mentioned between casing and chassis rail) and the V8 engine's enormous torque, for they've had to change the axle ratio several times to stop this TR just spinning its rear wheels helplessly in almost any gear on the loose.

But all this denies a basic point: Why shouldn't the TR7 be just as good a basis for rallying as a great soft saloon car, or a mass-manufactured box? There is nothing much in the Escort's favour, but pin-sharp homologation and development have overcome the Ford's drawbacks. Any skilled and wealthy manufacturer *could* beat Ford if they have the will power and can acquire the expertise. . .

If we thought that these points were insuperable barriers to the Triumph's further progress, or that there was a big publicity campaign to persuade us of this car's merits in the same way as the Jaguar and TR7 projects were origina fanfared, then the subject would not be worth column inches of MOTOR SPORT.

The facts are that the biggest danger to the T future lies in company politics, not its loose surf performance. Far from a publicity campaign herald its already good preliminary outin Leyland have remained silent, and with g reason.

When we first went along to Abingdon on A 26th of this year, it was not clear if the TR7 wo even continue to be made, for the car product was to be moved from Speke, Liverpool, to Can Coventry plant. If it was moved successfully (th workers and management still had not produce Canley TR when this was written in August!) t there was still politics over the car's name.

Journalists have been asked not to call the TR8, because that is the car the Americans h been waiting so patiently for – the car they h ordered in considerable numbers, and which t could only get when the British had finished th noble orgy of self-destruction. Yet the car is tru

TR8, actually springing from that production origin – not an homologation special like the Vauxhall Chevette, Ford Escort RS1800 or Fiat 131-Abarth.

So Leyland had, and still have, a better story to tell than their rivals . . . but they cannot tell the World!

Televised debut

Esgair Dafydd, a 1.2-mile section of this Welsh special stage in fact, was picked as the public debut for the new competition Triumph. Performing in front of the cameras for a Texaco-sponsored Rally Sprint may sound like a publicity gimmick, but Pond (carrying journalist Peter Newton as ballast) defeated Stig Blomqvist (SAAB Turbo, also making its British competition debut), Bjorn Waldegard and Russell Brookes in Escorts, and Pentti Airikkala's Vauxhall, before ceding defeat only to Hannu Mikkola's factory Escort. The margin was 2.2 seconds, but even at that stage the engineers were as cautious as the driver about reducing the deficit to a top-class Escort. Days later the Triumph had won a round of the British national championship (the Granite City), but Davenport knew better than to celebrate. The task was to win on the loose against the best opposition: on both the Scottish and Welsh events the car retired.

In May's Welsh event the car lost 11 minutes with a suspected fault in the black box of the transistorised ignition system. It then threw its fan belt petulantly away; with so much already lost there was no point in Pond continuing. Scotland in June produced the biggest accident that Pond's co-driver Fred Gallagher had suffered, even the normally imperturbable Pond wondering how they were going to get out of their bent and up-ended machine.

The team had enjoyed high hopes for the Scottish event, for Pond had finished second overall in 1976, driving a four-cylinder model. Incidentally, the mysterious electrical fault on the Welsh was solved by the use of similarly advanced rectification: "We took the rev-limiter off and threw it high over the trees," said one expert! It did not prevent them pushing the car on TV during the Scottish (a fuse had blown) when Davenport uttered the immortal line, "don't panic," and one of his senior aides said in a high pitched moan, "I'm not panicking ... I'm *NOT* panicking."

Since those dark days the team have tackled the Belgian Ypres road race- cum-rally with the crushing win commented upon at the start of this article, and the small Border Stages Rally in Scotland. North of the Border stages highlight all that seems to be wrong with the TR on the loose and Leyland ST used this low-key event to really get some testing miles in with two extremely pertinent technical developments.

The first was obvious and follows a trend Leyland were to pursue on the August Burmah Rally (a round of Britain's premier rally championship), namely trying Goodyear tyres. This they were to do with Dunlop's knowledge, though whether they were quite so happy at Pond's ecstatic reception for this rubber, on which he scored all his fastest stage times and suffered no punctures on the Border Stages Rally, is not recorded. Pond is a Goodyear fan of some standing, his earlier career owing something to the association forged with a local West London branch of the Akron concern.

The second technical point, a broad one for details are explored a little later, was to *reduce* the track. It was found that the most important thing was to take 2" away from the front, achieved by using 6" wheels with considerable inset. At the rear either the previous 6½" rims with central spokes (and therefore some 3" offset) could be used, or the inset 6" wheels without dramatically altering the handling: but at the front it had to be narrower for the driver to be happy . . . and competitive.

Research into the advantages of larger diameter (15") road wheels also continues, and this looks a likely development for loose and tarmac use.

Unusual origins

Competition rally cars today are usually purpose-built homologation exercises like the Escort RS1800, Chevette HS2300 and Fiat Abarth 131. These are all Group 4 cars, and so is the TR7: there isn't the space to explore why such different machinery shares the same grouping, but you can take it that Davenport is working very hard on trying to return to some sort of order in international homologation.

The difference with the TR7+8 is that development started with a production car, instead of the other way about. In May 1977 Abingdon were able to take delivery of a new LHD TR8. They took the engine out, studied the installation and awaited a suitable opportunity to use the production V8 subframe and gearbox mounting in a RHD car.

This was done in time to start testing in October.



The V8 engine has been uprated from 200 to nearly 300 b.h.p. in under a year. Fuel injection is the next development planned.

KDU 496N, one of the original plates when the TR7 rally car was first launched prior to the Welsh in 1976, was taken and lost her four-valve-per-cylinder engine of approximately 220 b.h.p. Intead of a unit capable of 8,300 r.p.m. KDU was filled with the 6,500 r.p.m. barely modified V8. The new unit pumped out about the same horsepower as the old one (actually I was given 200 as the figure for the V8) but had its torque peak of 218/220 lb. ft. at 4,500 r.p.m., instead of 212 lb. ft. at 6,500 r.p.m. from the four.

Barely modified? The V8 had new exhaust manifolds by Janspeed, the brief being to make it road legal and also to cater for RHD. Weslake had apparently carried out some initial development work, increasing the compression ratio, installing a new camshaft and mounting the curious crossover manifold for two Weber 45 DCOEs. This Offenhauser-branded inlet manifold has been on from the start, and will remain until fuel injection is adopted, feeding four inlet tracts into one central orifice.

At this stage the chassis was as for the four-cylinder version described in MOTOR SPORT when we accompanied the team on the *Tour de Corse* (MOTOR SPORT, January). The brakes, springs, dampers and weight distribution remained unaltered, the V8 completing five test sessions and used in the role of back-to-back comparison. One can only marvel at those American engineers who designed and produced a V8 in aluminium in the early sixties that proved to weigh within lbs. of an alloy-head, cast iron block, four. Though Rover rightly receive the credit for this now thoroughly proven design, it was the engineers of Oldsmobile and Buick who created the 90 degree V8 originally in 208 cu. in./3,408 c.c. size.

In production form the Rover engine measures 89.9 mm. by 71.12 mm. and 3,532 c.c. The compression is set at 9.35:1 and maximum power is quoted at 157 b.h.p. at 5,200 r.p.m., coupled to 198 lb. ft. torque at just 2,500 r.p.m.

Those early test sessions were a success and, after their completion, I was allowed to drive the car briefly on the road, covering 20-odd wet road miles in exciting style on a set of broad Dunlop A2 competition tyres (which are legal). Aside from the glorious V8 beat giving way to the induction roar of the four chokes as we shot toward the equivalent of 120 m.p.h., my outstanding memory is of the heavy brakes. There was an obvious need for care when prodding the torquey engine for more urge at any point in a power band that seemed to extend from 3,500 to 6,500 r.p.m.!

At the time, and this must have been late September 1977, the talk was mainly of how much faster the new and relatively undeveloped device was than the previous four-cylinder car. However, testing over a known road and rally driving are totally different, a point emphasised by the car's TV debut at an event comprising a number of runs over a known format. Under such circumstances Pond can compensate for any quirks in car behaviour. Confronted with the unknown, the V8 develops the teeth you would expect and may even understeer heavily, a word and characteristic so foul to the loose surface rally driver that it is uttered with complete contempt.

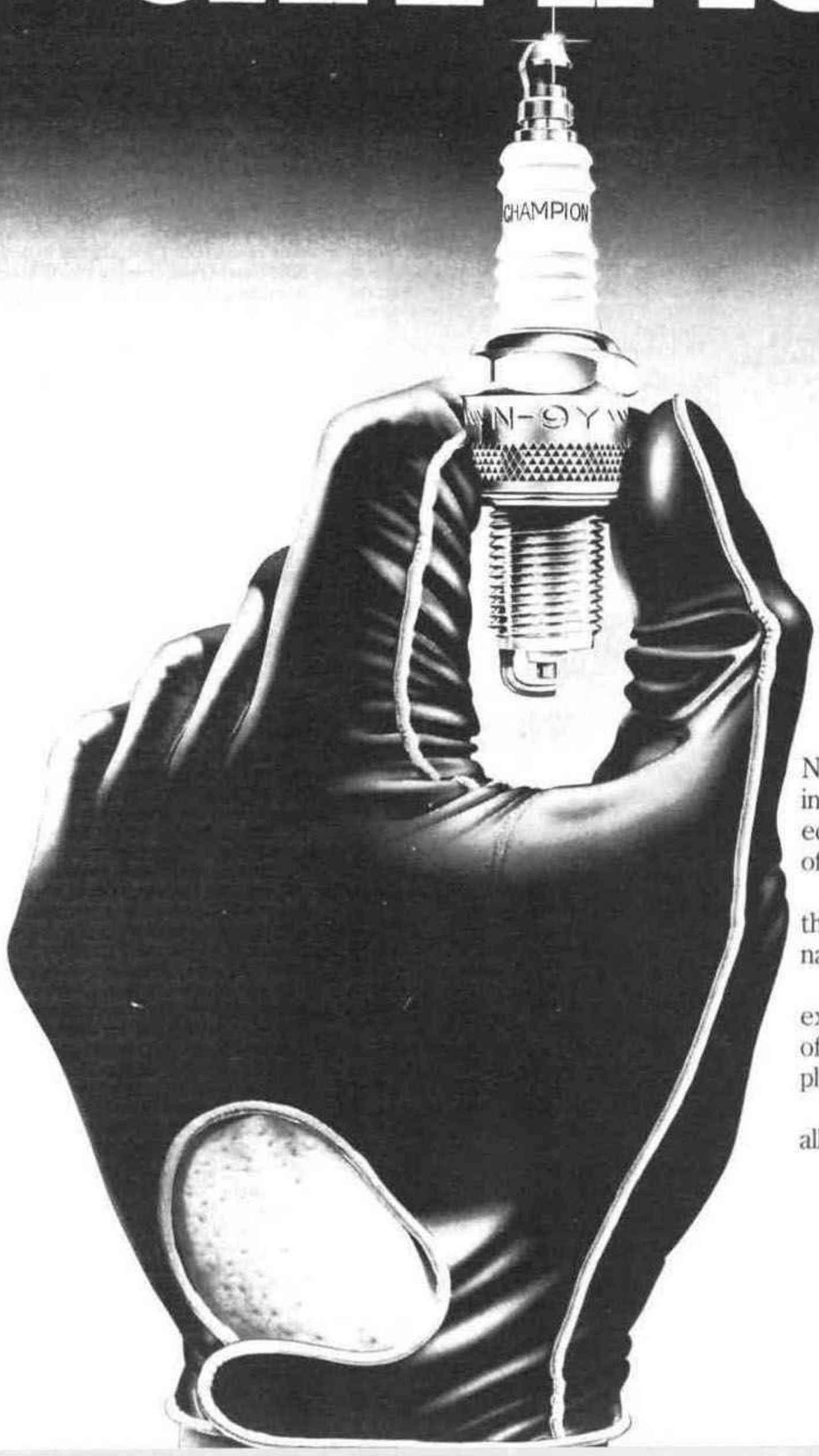
The engine developed rapidly and Leyland ST took on the preparation as part of a future policy that will involve constructing more and more of their competition cars themselves. In fact a Heenan and Froude dynamometer is planned to cope with 400 b.h.p. and up to 10,000 r.p.m. soon, replacing Abingdon's present small portable unit.

Competition engineer David Wood points out that very little was known about this engine for sporting use, so they started off with a collection of branded speed parts and gradually put the whole motor together themselves in a rather more homogeneous manner.

Rover had originally manufactured a batch of 200 pistons with slightly less dish and a 10:1 c.r., so these were installed. They were in turn replaced by Mahle forged alloy pistons offering an 11:1 ratio and valve pockets, which would be required following camshaft and engine r.p.m. changes.

Wood drew and had manufactured (mainly at Abingdon) a 2½-gallon dry sump oil system that included a neat and heavily webbed sump pan to replace the production item. Not only were the benefits of 80 p.s.i. dry sump lubrication then available, but also the new casting brought a new structural rigidity to the block in anticipation of yet more power than the 240 and subsequently (for the Scottish rally in June 1978) 260 horsepower being produced. In fact it was designed to help with the rigours of 300 b.h.p. over rough going, but a lack of power was never going to be a problem in this 3½-litre car!

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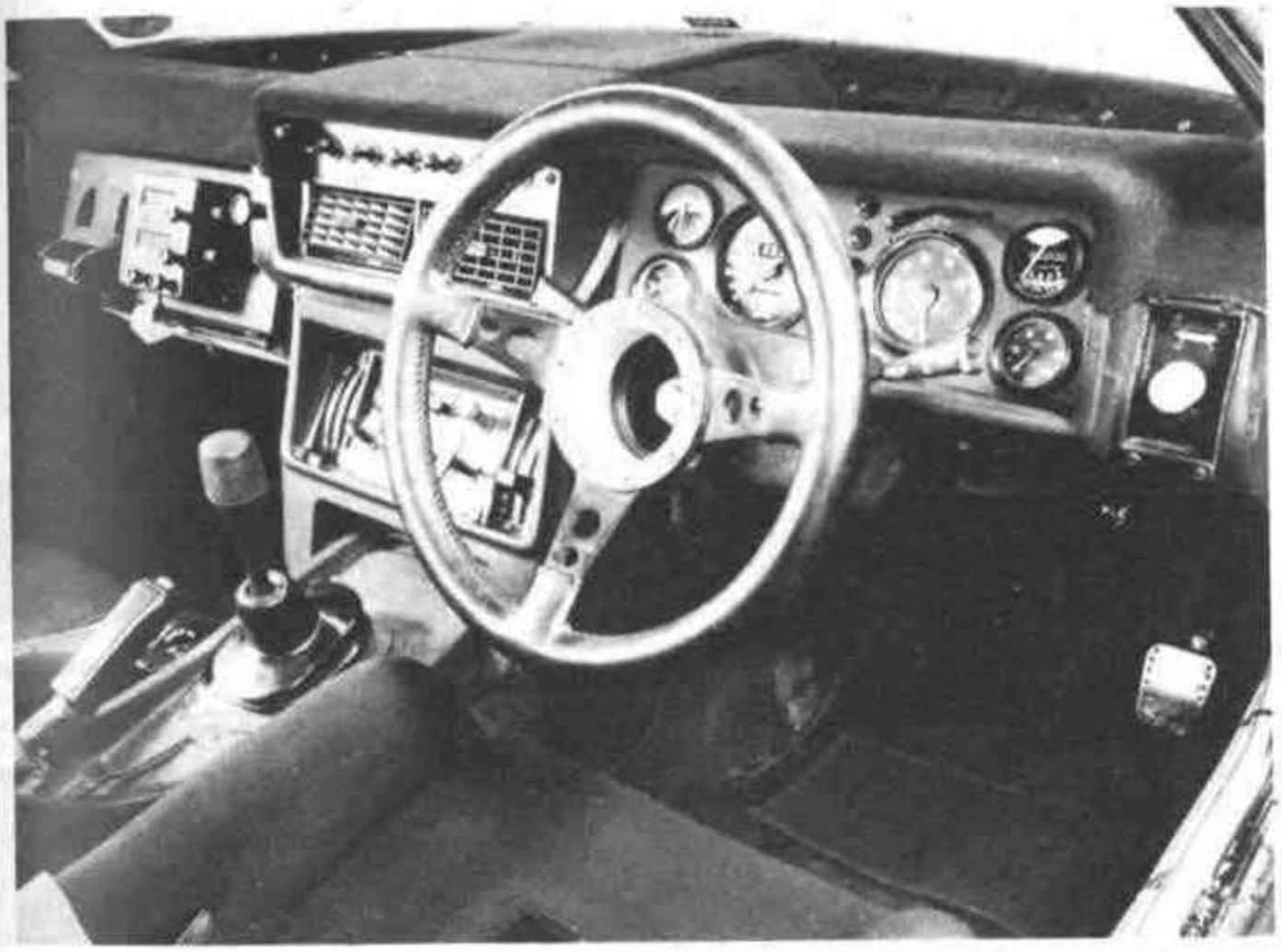
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We were allowed to drive the car early in its life and this is the converted cabin that confronted us. Note oil lines (right) and brake adjustment knob for front to rear balance (in white, right of dashboard).

For the Scottish the TR featured a slight closing in of top strut mounting points (at the front) and the 260 horsepower tune. The hydraulic valve lift operation of the production unit was dispensed with and normal pushrod operation installed, raising the valve float point from 6,500 to 7,200 r.p.m.

A new camshaft profile, down from 302 degrees to 280 degrees, added 20 lb. ft. to peak torque of 244 lb. ft. at 5,500 r.p.m. The point was that no less than 222 lb. ft. torque was presented at 3,500 r.p.m. and 233 at 6,500 r.p.m. so they were getting the benefit of cubic capacity. Unfortunately the big problem was to transmit it.

In the early testing a heavy "mid-range axle" had replaced the 4HA competition axle normally used, for it was felt that development on the lighter 4HA might leave them as heavy a unit as the one they finally settled for, which proved more reliable. The problem with the torque of the engine came to a head when the team changed from the normal 4.5:1 final drive to 4.8:1 for the Welsh. It just did not seem possible to stop spinning the wheels, so the team went back to 4.5:1 for Scotland.

At that stage the progressive rate coil springs were still set at 140/240 lb. front and 240 lb. rear, but in the effort to find some traction on the Scottish they softened off the rears to 215 lb. This merely highlighted the axle travel problem, mentioned earlier, but it was hoped to get up to $4\frac{1}{4}$" travel at the back, which compares with approximately 6" allowed between axle and Escort body shell for loose surface events.

For the successful foray to Belgium, extensive testing and reconnaissance were part of going rallying in the European manner. A period with Hugo Emde and personnel at Bilstein produced some stiffer settings for the gas-filled dampers and contributed much to the feeling of security and superiority the crew displayed on that event.

Testing for the Isle of Man tarmac rally (the closest to home, closed road, pace-noted event) was initially a little disappointing as it rained all week. Where the Belgian settings might have been thought adequate, the bumps and crests of Manx proved otherwise and it seems likely that a further damper rate stiffening will take place.

The engine and ancillaries show evidence of further work. The drive for the dry sump pump is taken by a vee belt from a pulley on the nose of the crankshaft, and the exhaust manifolds have evolved a stage further. What one cannot see is a significantly lighter flywheel coupled to a bigger diameter lining and pressure plate for the clutch The standard cast iron crankshaft whirls within, its two-plane and five-bearing layout unaltered save for Tuftriding. The connecting rods are not altered, but a batch had just been ordered from an alternative supplier when we called in: these production rods are manufactured in steel.

The five-speed gearbox, now shared by Jaguar as well as Rover and Triumph, is in the competition form we described for the four-cylinder, but is apparently a lot happier to work with the V8. Wood reported: "We do not have to use the gearbox as much as before. On our test route the V8 demands only five changes, where before we recorded between 14 and 15." The higher engine speeds of the smaller units were blamed for frequent selector troubles, and the bearings are also given an easier time by the V8, although how long that will last in the light of future developments is hard to say. . . . Even with carburetters I could hear an engine bellowing briskly over 60 miles of telephone line. It was ready for the Burmah Rally and offered 293 b.h.p. at the flywheel!

Engine cooling has naturally been the subject of some attention too. The TR radiator has always offered more gills per inch, though in the same number of rows, as the Dolomite Sprint, but a new radiator with extra rows was a priority that has probably been adopted by now, as have a number of different configurations for the bonnet louvres, though none involve the removal of metal, I was solemnly told. The engine does have the benefit of twin electric cooling fans, and the oil cooler has been enlarged compared with the smaller engined TR7. The water pump has now been geared down to avoid damage consequent upon the high r.p.m. in use.

Aside from the new livery adopted for the V8, these special Triumphs (there are now four competition models: over 400 road cars must have been made already for the American market to satisfy the FIA Group 4 regulations) show evidence of constant development.

The interior roll cage now spreads out beyond the central cockpit area, extensions leading forward to the front spring abutments and to the rear, so all suspension loads can be fed directly into this Leyland-manufactured cage. It is a principle that the Americans have used for years in racing saloon cars, but I have not seen it so thoroughly carried out in Britain before.

I was quite surprised to see the oil lines from engine to dry sump and back passing through the cockpit on the driver's side, for it looked as though they might be firstly obstructive and secondly a touch warm, but Pond's mind is obviously taken up with the car's future, and his own. By which I mean that Pond is talented enough to have to move elsewhere if the Triumph does not show itself to be competitive on the loose as well as the smooth, and there are opportunities to do so at present.

The future holds the magic of Pierburg electro-mechanical fuel injection to boost power past the 300 horsepower level, retaining the engine's inherent beefy pulling ability. The injection system is a truly international effort, Pierburg of Neuss, near Dusseldorf, being the new name for a conglomerate of famous carburation names in which both Lucas and Bosch also have investment. Kugelfischer, as such, is no more but Pierburg carry on the good work acting as researchers as well as induction system manufacturers. The Kugelfisher name continues to be used on existing injection systems for competition.

The Leyland version of the system has been developed inside the company, principally through the energies of David Wood, and will mount onto a sand cast alloy induction system drawn and designed inside the company. The injection equipment is likely to put in an appearance in tarmac events towards the end of the year: possibly the Manx, maybe even in November's *Tour de Course* too.

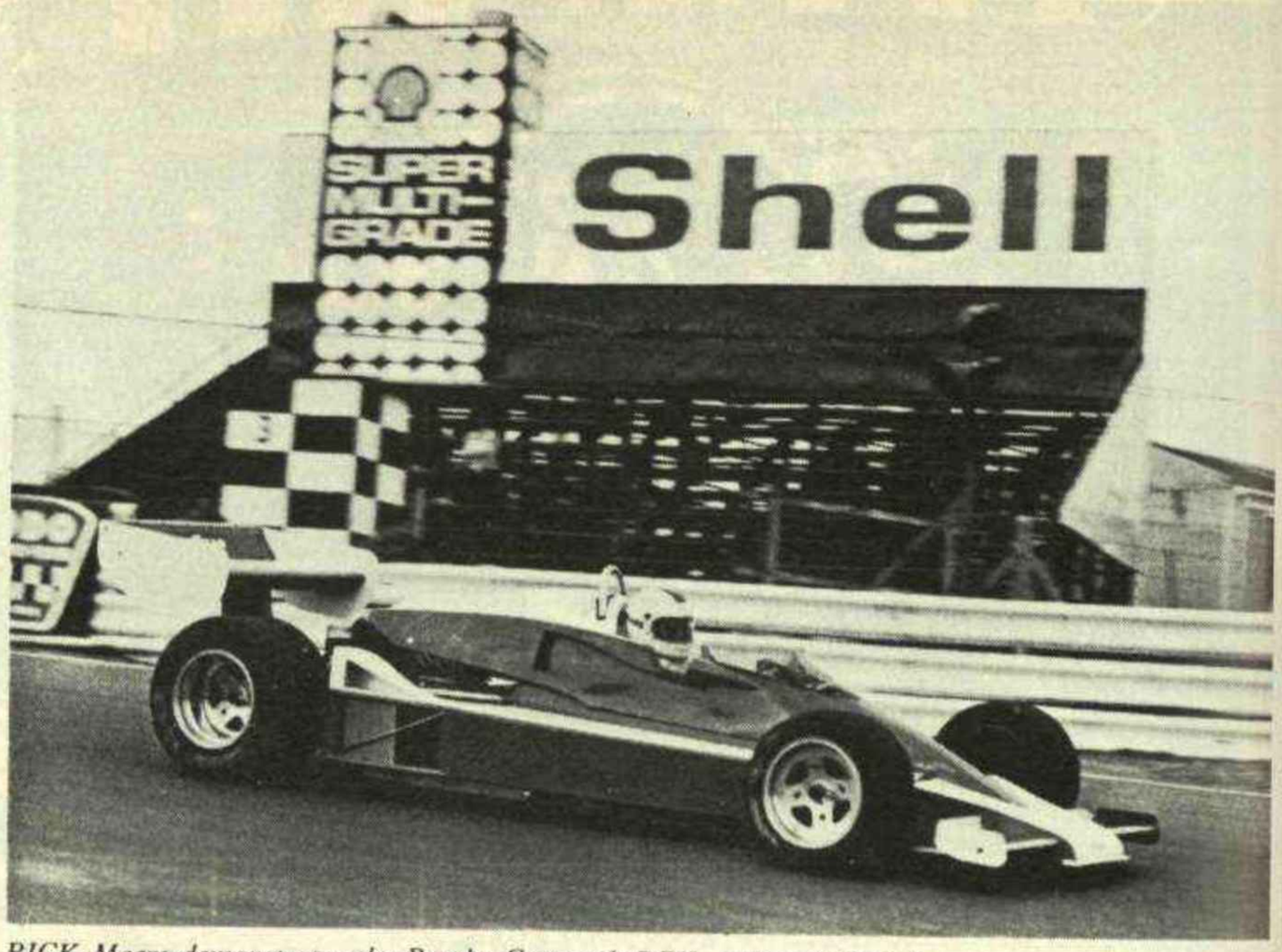
The injection system is activated by an electronic sensor in the distributor: the message is fed into a mini-computer, which relays appropriate mixture instruction on to a servo motor, mounted on the metering unit.

It would be unlikely but magnificent if the TR7+8 could prevent Ford scoring a seventh win in the RAC Rally this November. If they do not, it will be for lack of effort . . .but maybe the aims of the company and the character of the car could coincide by tackling an extensive programme of European events in 1979? – J.W.

Theorists say the TR7 will never work on the loose, we say it's early days yet, Pond (as you can see) never says die!



Around and About



RICK Mears demonstrates the Penske Cosworth DFX at Brands Hatch.

USAC comes to Britain

HISTORY WILL be made later this month when for the first time ever America's premier motor racing series, the USAC Citicorp National Championship, which includes the Indianapolis 500 race, is to move away from its homeland for two rounds in the UK. Silverstone will play host to the sixteen, 850 b.h.p., turbocharged, single-seater racing cars in a 150-mile race on September 30th, and the circus will move to Brands Hatch for a 125-mile race on October 7th.

Reigning USAC Champion Tom Sneva, four-times Indianapolis 500 winner A. J. Foyt and 1978 Indianapolis victor Al Unser are amongst the sixteen drivers who qualified for the British rounds in a qualifying session at Brooklyn Speedway, Michigan, in July. 1978 Indianapolis pole position man Sneva topped the qualifying times with a 209.059 m.p.h. lap round the 2-mile banked oval, followed by team-mate Rick Mears, both in Penske-Cosworths. Foyt was third fastest in his Coyote-Foyt and Johnny Rutherford fourth in the McLaren-Cosworth.

This will be the first opportunity British crowds have had to see the remarkable, Indianapolis winning, Cosworth DFX turbocharged V8 in action on its home ground.

McLaren's Gordon Coppuck has predicted maximum speeds of 204 m.p.h. at Silverstone and 182 m.p.h. at Brands Hatch. From our observations of Sneva and Mears testing at Brands Hatch in August we would like to think that lap times will be less spectacular, however. Troubled by understeer and a dearth of traction (the 800-odd horsepower are transmitted through rear tyres of only 13 in. width), the two were hard pushed to crack the 1 min. 30 sec. barrier on this first acquaintance. We could hear the wheels spinning all the way up the hill out of Surtees – the power is such that wheelspin can be generated quickly enough to blow the engine. The evocative noise from the DFX ranged from a soulful wailing at low revs during the four essential slow warm-up laps to an eerie scream as the turbocharger launched the Penske-Cosworth along the top and bottom straights. Sixteen turbocharged engines should make incredible music.

Most of the USAC contenders will be seeing road-racing circuits for the first time on this British circuit. Sneva is one of these: he was noticeably more cautious than Mears, who had road-racing experience in Formula Vee. Sneva predicted that the USAC cars will be much more suited to the flat, open spaces of Silverstone than the twists and undulations of Brands Hatch.

The Silverstone and Brands Hatch race dates will be preceded by two days of intensive testing and true Indianapolis style qualifying. Full USAC regulations will apply, including pace car rolling starts, refuelling and the yellow-flag slow-down procedure.

This ambitious venture will be organised by the BRDC and BRSCC for USAC. Both races are being promoted by Motor Circuit Developments Ltd., whose £400,000 prize money, travel and other expenses will be raised to nearly one million dollars by American bonus and accessory money.

For all concerned it will be a sizeable gamble. USAC cars do not race in the rain. Britain without rain consistently in early autumn? We can only hope so. John Webb tells us that contingency plans exist to postpone the races by one day if it rains on the intended Saturday race dates. If rain continues on the Sundays it will be a matter of refunding money to spectators and counting the cost.

The Brighton Speed Trials

ON SATURDAY, September 9th, Brighton's Madeira Drive will echo again to the roar of competition machinery as the 1978 edition of Britain's oldest extant motor sporting event gets under way. Sponsored by Fribourg and Treyer, the Haymarket tobacco company, this year's Brighton National Speed Trials have a record entry of more than 200 vehicles.

The real battle of the day promises to be for FTD, between the rapid machinery of the likes of Simon Riley, David Render and David Purley. Riley will no doubt be looking for an improvement on his last year's FTD and all-time record of 18.28 sec. in the Monsieur Houbigant Formula 5000. Render wants his record back and will be using a Lotus 78 to do it with, while Purley is expected to field suitable machinery to make sure he doesn't.

Leading the two-wheel brigade will be Flying Dutchman Henk Fink; he is coming with the awe-inspiring, supercharged, 1,015 c.c. "Big Spender" with the avowed intention of collecting FTD and the George Brown Trophy.

Amongst the entries will be MOTOR SPORT's Deputy Editor, in Bobby Bell's Lister-Jaguar. Practice starts between 9 a.m. and 10 a.m.

The New Lotus Esprit S2

CONSIDERABLE detail changes have been made to the mid-engined Lotus Esprit. Instant recognition factors of the S2 are a distinctive chin spoiler and air intake duct and Speedline alloy wheels with increased hub offset and wider rims to give a 1 in. increase in track. There are new tail-light clusters too.

Inside the instrument cluster and switchgear has been totally redesigned, the bucket seats are wider and recontoured to improve lateral and lumbar support and headroom. A new engine cover incorporates an inspection hatch for checking liquid levels and a Britool toolkit is incorporated in the engine cover which now has an integral hot air dam separating hot and cold sides of the engine for better engine cooling and hot starting in high ambient temperatures.

An external air duct on the nearside of the car, located directly behind the rear three-quarter window, ram feeds air into the luggage compartment to ensure a constant flow of air over the inside of the rear screen to prevent condensation build up in the trapped area above the engine. Ducting continues the air flow to the carburetter intake; the resultant cold air ram feed is said to improve volumetric efficiency and consequently chop 0.3 sec. off the 0-60 time (to 6.8 sec.) and 0.8 sec. off the 0-100 time (to 19.4 sec.).

Other details include black, chip-resistant paint treatment to spoiler, sills and rear valance and double coachlining from nose to tail with S2 badges on the rear three-quarter panels.

The Esprit S2 costs £11,124.37. Now that initial development of the Esprit is presumably considered to be concluded, will Lotus consider it ready for a MOTOR SPORT road test?

Shuttleworth Pageant

ON SUNDAY, September 24th, a Pageant will mark fifty years of the Shuttleworth Collection, housed at Old Warden Aerodrome, Biggleswade, Beds. Founded in 1928 by Richard Shuttleworth, who was killed in a flying accident in 1940 whilst serving in the Royal Air Force, the Collection is now the only organisation of its kind in the World. Although best known for its historic aeroplanes, it was an early car that started it all: a Panhard Levassor of 1898, which has just been restored in the Old Warden workshops and will lead the vehicle parade at the Pageant. A flying display will be a highlight of the Pageant.

The Bristol Owners' Club annual Bristol Day and *Concours d'Elegance* will be held at Woburn Abbey on Sunday, September 10th. Entries for the *Concours* sould go to Eric Woodin, 15, Huntsmoor Road, Ewell, Surrey.

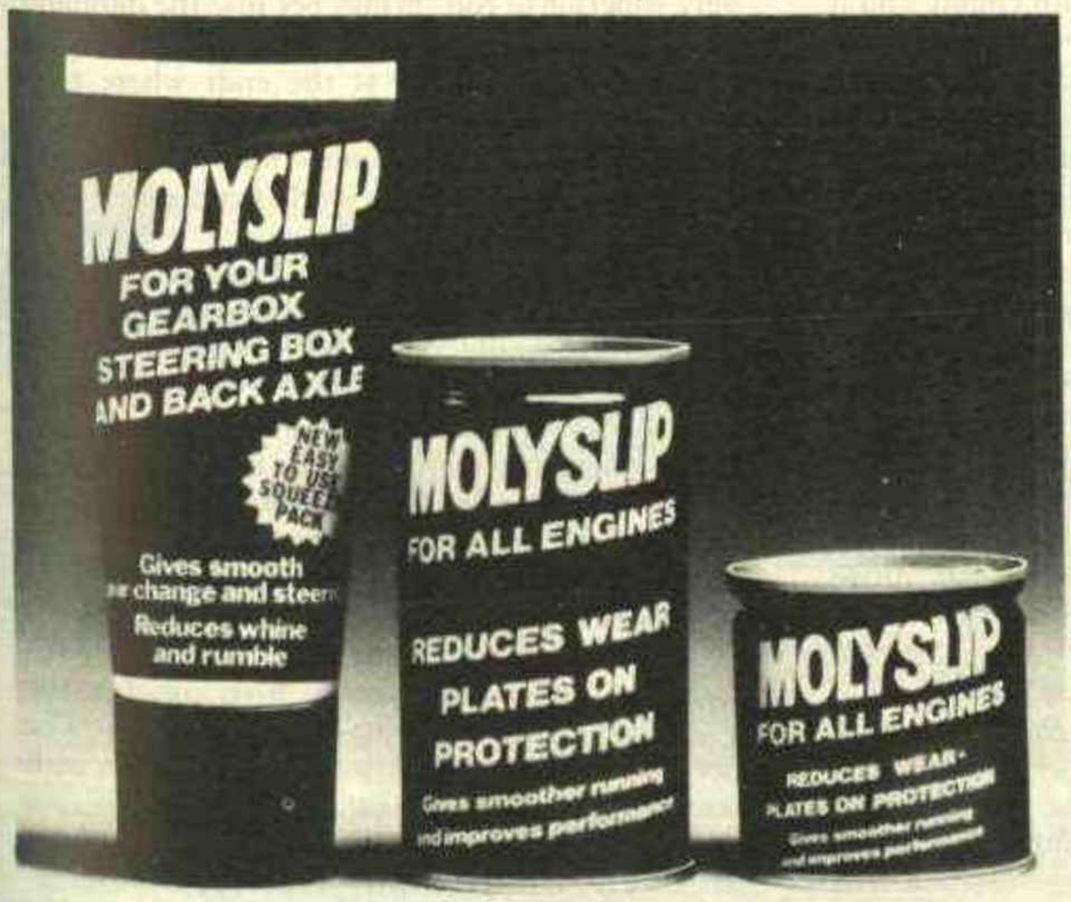
OFFICIAL TEST PROVES IT

80 non-stop miles with no oil in the sump!

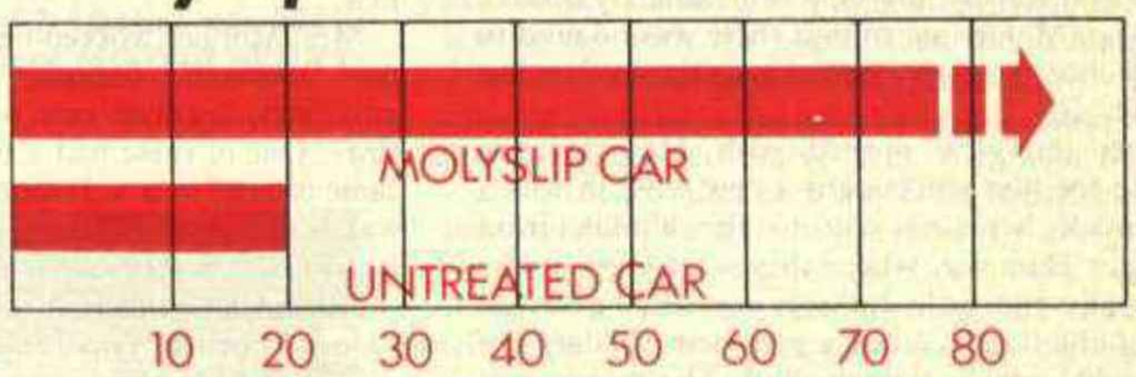
Dramatic proof of Molyslip's ability to protect your engine for a full 5,000 miles of hard motoring.

To prove Molyslip's massive engine protection we took 2 four year old Cortinas down to Crystal Palace racing circuit. One had been treated with Molyslip in the engine from new.

Under official scrutiny we drained all the engine oil from both cars. Then drove them at speeds up to 60 mph.



Molyslip motors on for 80 miles +



After just 7 laps the untreated car ground to a halt – its big end bearings ruined. But the Molyslip car motored on, and on for another 31 laps. After 80 gruelling miles the test was stopped with the Molyslip car still running happily.

Dramatic proof of Molyslip's incredible engine protection. A tough super-slippery shield that's plated onto your engine's working surfaces, cutting down wear at critical starting and stopping periods when the oil film is incomplete.

Molyslip won't drain, wash or burn off, and will go on protecting your engine for a full 5,000 miles of hard motoring.

So if you want your engine to hold peak power and stay smooth and quiet, just add Molyslip to your oil.

And remember, what Molyslip Red does for engines, Molyslip Green does for gear boxes.

MOLYSLIP

Plates on Protection!

MORE ABOUT PARRY THOMAS

With some appropriate asides

John Godfrey Parry Thomas, idol of the Brooklands crowds and talented Welsh racing-driver/designer, was my schooldays' hero. Which is why I wrote "A Parry Thomas Day" last May, after another journey to North Wales to look at the 27-litre Liberty aero-engined Thomas Special "Babs" in which he was killed at Pendine in 1927. After a lapse of over half-a-century since Thomas' tragic death and one full-length book about his career there cannot be much more information about him to be unravelled. But, being reluctant to let my long interest in Thomas evaporate, I decided to explore what few avenues of hitherto untapped sources remain.



Parry Thomas, the great Welsh designer/driver, in typical garb of trilby hat and leather coat, photographed with Capt. (later Sir) Malcolm Campbell at Pendine in 1927, not long before his fatal accident there in "Babs". This picture, which now hangs in the Beach Hotel at Pendine, was taken either during one of Campbell's unsuccessful attempts on the LSR with the Napier-engined "Bluebird" in January, or in February when Campbell took the record to 174.883 m.p.h. and set a new target for Thomas to try and beat. . . It is a poignant reminder that Thomas was soon to be killed in the attempt.

THE FIRST relevant expedition was to visit Mrs. R. C. Morgan, a lady who, with her husband, had raced an Aston-Martin with a Hooker-Thomas engine and who knew Parry Thomas well in those days. She now lives at Ruislip, in a charming farmhouse, shared by a son who runs a Mk. VI Bentley, and her splendid mastiff dogs. Although this was a run for me of some seven hours out and back, I was happy to undertake it in the comfort of a willing Rover 2600 and with the thought that, busy Middlesex town that Ruislip now is, it is fortunately close to the M40 Motorway, so that there was no need to experience the nightmare of negotiating London traffic.

This interview opened with Mrs. Morgan telling me how she bought a new ABC in which she made her first visit to Brooklands, from Abinger Hammer, where they were then living. Naturally the little car was soon being driven round the Track, until a piston in its flat-twin air-cooled engine tightened-up. The engine was then dismantled at the Track, after which R. C. Morgan took the offending component, in a Wolseley 15, to the ABC factory at near-by Hersham. Here he expressed well-simulated surprise when shown the seizure-mark on the piston and was able to persuade them to give him a new one.

The ABC was fitted with a fine copper fishtail, but retaliated by blowing this into the resemblance of a balloon. Seeing an advertisement for a racing side-valve Aston-Martin in one of the motor journals, and the price of this secondhand car being in the region of what the ABC had cost, she purchased it as a replacement. For no particular reason she named the car, which was a side-valve GP model, "Green Pea" and she and R. C. Morgan had some good racing with it, at Brooklands and on the public-road courses of those times. Also, at Boulogne they finished second in the 1½-litre Grand Prix in 1923 and second in the 650 kg. race in 1925, ignition trouble delaying them in the 1924 race. The 1923 performance was particularly pleasing, because they were beaten only by Segrave in one of the "invincible" Talbot-Darracqs and in turn beat Eyston who was driving one of the twin-cam GP Aston-Martins, whereas "Green Pea" then had the side-valve engine. Incidentally, the name of their car was rendered on this occasion as "Petit Pois" for the benefit of the French, which did not prevent one English reporter misrendering it as "Sweet Pea". . . .

Mrs. Morgan worked on the cars and she and her husband became great Aston-Martin advocates, owning two others besides "Green Pea". One of these had a twin-cam engine and it came to grief in a S. Harting hill-climb; the other was a two-door All-weather with an unpainted bonnet which they called the "Soup Tureen". It is perhaps an indication of the small resources of Lionel Martin's Aston-Martin Company at that time that when the latter was stripped down the engine of this car was found to have odd pistons and two of its con.-rods drilled, whereas the other two were undrilled. Yet, recalls Mrs. Morgan, it ran without the crankshaft-period from which "Green Pea" suffered. Naturally, they got to know Lionel and Mrs. Kathleen Martin very well. Martin proved to be great fun when away from his business anxieties. One London-Land's End Trial is recalled, in which they drove "Green Pea" in company with the Martins in their more civilised clover-leaf Aston-Martin. The dust was terrible, remembers Marion Morgan, so bad that you had to grease your face next day instead of washing it. Lionel Martin dared them to remove the exhaust fishtail which was "Green Pea's" only concession to silencing, for the run home, which they did, to the consternation of village policemen *en route*.

Naturally, after gaining considerable success with "Green Pea" and having gone as fast as possible with a side-valve engine, they sought something more powerful and as they knew Parry Thomas they had one of his Hooker-Thomas engines installed in "Green Pea", which installation Thomas himself undertook at his Brooklands works. (The side-valve Aston-Martin engine was put into an Eric Campbell chassis for the JCC 200-Mile Race.) "Green Pea" ran successfully in this form in 1925 and was sometimes entered as a Thomas Special. It seems that this engine tended to run too cool, because one picture shows the unusual radiator now fitted to the A-M blanked off at the bottom with a make-shift piece of board. The main difficulty was with the leaf valve springs used by Parry Thomas for all his engines. He argued that these were superior to coil springs because the damping was more progressive. But the top leaf of these springs used to break, at the ends where they engaged the valve stems, and long and bitter was the correspondence Thomas had with Kaiser Ellison, who supplied the steels from which they were made.

Mrs. Morgan remembers Thomas as being very kind, and nice to those he regarded as genuine. He would spend much time explaining technicalities to her. But in some ways he was a prim man; for instance, even at an informal tea-party, water had to be put into the pot, not into his tea-cup, and he could get very cross about what he saw as tomfoolery. As, for example, when George Duller and Bobbie Morgan had an informal race round the Brooklands sheds, the former in the Thomas Special, the latter on a push-bike, both ending up at high speed at the front door of Thomas' bungalow "The Hermitage". "Thomas was *livid*, white with rage," recalls Mrs. Morgan, for he saw this as a stupid thing to do, with the Track at hand to race on. She remembers his wonderful grasp of mathematical and engineering problems but he insisted on doing only one modification at a time to his cars, and then making a three-lap test on Brooklands before carrying out any further changes; this meant that his experiments took a long time to complete! On the occasion when he put the two outer wheels of the Leyland-Thomas over the edge of the Byfleet banking during a race, collecting a shrub in the process, to the consternation of those watching, Thomas came in seemingly unruffled, and explained that knowing the c.-of-g. of his car, the angle of the

banking, and his speed, he knew he could get away with it . . . He had little time for women but his love of children was very genuine – Mrs. Morgan told me of the time at his bungalow when, in the midst of a deep technical discussion, Thomas suddenly looked up at the ceiling, lost in contemplation, then asked her if she thought it high enough to take a swing – which he wanted to put up for the enjoyment of the daughter of his housekeeper.

If he was a genius on the Track, Thomas' road driving was not very good, apparently. Over at Montlhery he was lent an Amilcar for the journey to and from Paris. One evening the hotel donkey ran out from a hedge and Thomas overturned this little sports car in avoiding the animal; his explanation being that you might expect a dog to emerge from a hole in a hedge but not a donkey! When they were sitting over a map of the Boulogne circuit, discussing how they took the various corners, Segrave told Thomas that he knew nothing of that kind of driving . . .! In such awe did they regard Segrave that R. C. Morgan, asked the great man if they should reduce speed in the race to allow him to pass? "No, you don't actually *slow down*", replied de Hane, "but try to give me room". So as the Talbot-Darracq came up they would pull down the camber, getting a cheery wave from mechanic Dutoit as Segrave went by. Such were the happy days of the 'twenties, during which the Morgans ran two Gwynne Eights, "*marvellous* little cars"; E. A. D. Eldridge is remembered as towing his enormous Fiat "Mephistopheles" from its shed, round the Aerodrome road, behind *his* Gwynne, a comic sight. . . .

I was extremely interested when Mrs. Morgan unrolled drawings of the 750-c.c. Thomas Special on which Parry Thomas had been working up to the time of his fatal accident. This project has always been shrouded in mystery. The facts, which I can now reveal, are that after they had moved to their house in Stanmore, where they had installed a fine private workshop, they and two ex-Vauxhall Motors' mechanics decided to build two cars using one for themselves for racing, and disposing of the other to Capt. Ward, another Aston-Martin enthusiast, who intended to use his on the road. Thomas was to be responsible for the engines, which were four-cylinder power units; in fact, half of a "flat-iron" straight-eight, and the Morgans intended to assemble the cars at Stanmore. Thomas did the drawings of these chassis, dated 23/7/26. The design incorporated a completely underslung Rubery Owen frame, using reversed-¼-elliptic back springs. The engine drove to a separate David Brown gearbox, gear and brake levers being on the right, and a torque-tube took the drive to the back axle. Instead of the spur reduction gearing to lower the transmission, as used by Thomas, a David Brown underslung worm-drive back-axle with a horizontal circular casing was planned. The front axle was of Kayser Ellison steel, with Perrot front brakes, using cable operation. After Thomas had produced a design to the Morgans' requirements there were doubts as to how the engine would work out, without Thomas' constant attention to it. Also, there were doubts as to whether the 750-c.c. engine would be adequate for the weight of the cars, and Thomas' death killed the project. One chassis was complete except for the front axle mounting, however. – W.B.

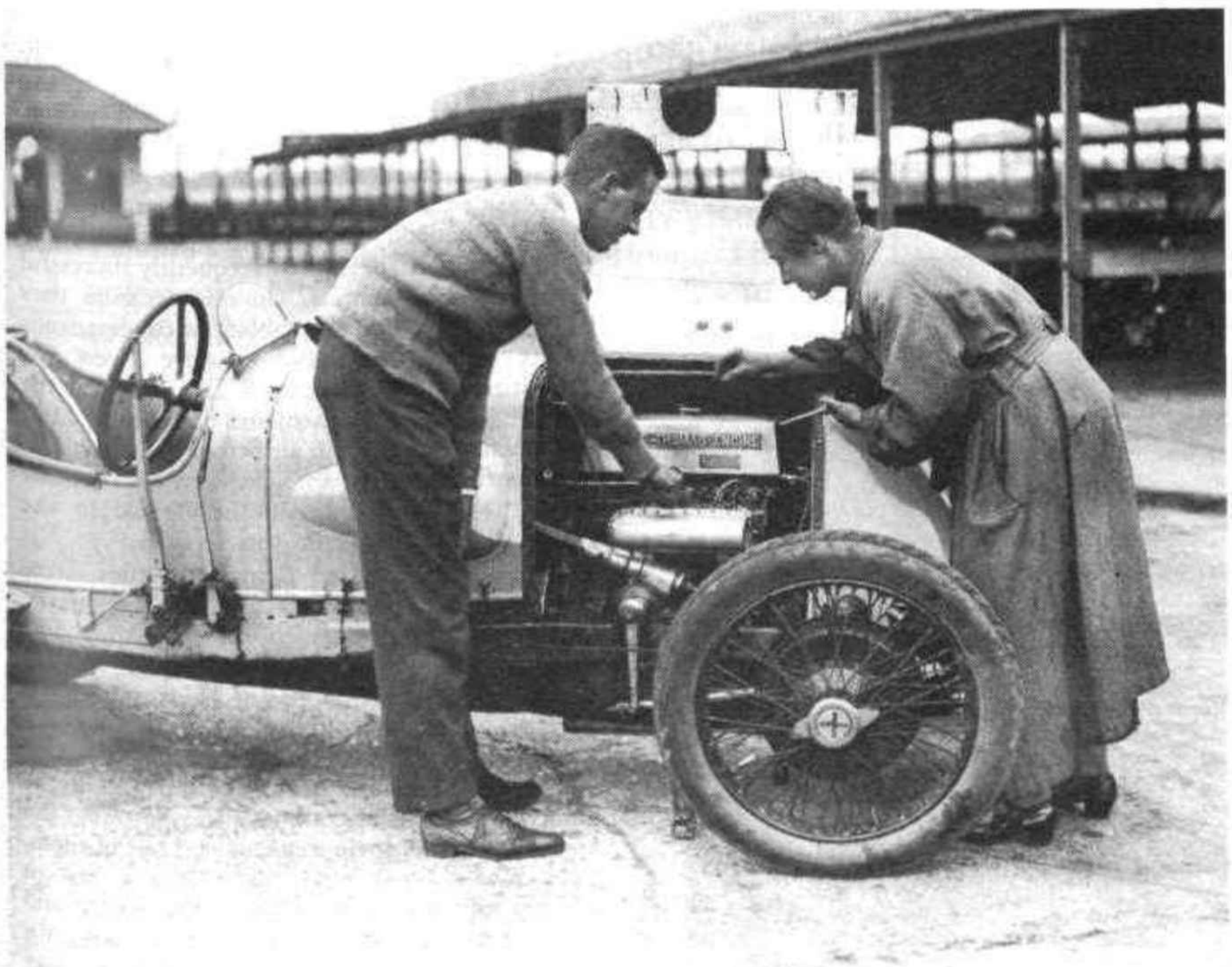
* * *

What it was like to work for Thomas at Brooklands from 1924 until his death in 1927 is hereafter extremely well portrayed, for the first time, in the following notes by Mr. R. H. Beauchamp, AMIMechE, now retired and residing in Cornwall, with whom I was put in touch by John Perrett (see MOTOR SPORT, May 1978). At last we know, from Ralph Beauchamp's contribution, rendered all the more nostalgic because it was written on numbered foolscap sheets from one of Thomas' old calculation-books, what it was like to work for Parry Thomas, and we gain an insight into how his Brooklands establishment was run and the rather surprisingly large number of employees he had, some 30 including the girl typists in London. Mr. Beauchamp's notes complement Mr. Perrett's memories of working at the Track under the great Reid Railton at a later period:

The period I spent at Brooklands working for Parry Thomas from 1924 to 1927 began when, having just finished a five-year training course with D. Napier & Sons Ltd. of Acton Vale, I noticed a situations vacant advertisement in *The Engineer* for a junior draughtsman and applied for the post. An interview that followed at Spring Gardens in London was with Mr. Ken Thomson of the Thomas Inventions Development Co. Ltd., and this first contact with him was to last for 25 years. At the time I was living with my parents at Brentford and one Sunday morning made an exploratory visit to the Track with my brother in his long-stroke Sunbeam motorcycle and sidecar. Unfortunately in the rain and when taking a left-hand bend, the front vee-block brake failed to slow the outfit and when searching for the rear foot brake this pedal apparently had disappeared! Not wishing to turn the outfit over the only object that showed some possibility of stopping us was a telegraph pole and this was struck plumb between the bike and sidecar. Hanging hard onto the right handlebar until the last second I was catapulted into the base of a hedge and woke up at home with concussion and a cracked sternum. My brother survived by pushing the front of the sidecar out with his knees. This unfortunately delayed my acceptance of the position with the Thomas Inventions Co. until I was able to buy my first 350-c.c. side- valve AJS with which to journey the 17 miles each way from Brentford to Brooklands. The delay was graciously accepted by Ken Thomson *via* his secretary, Miss Nora James, and I was soon established in the Drawing Office the firm had at the Track. The buildings then occupied were built during the first World War for use by the RFC and were leased by the Brooklands authorities to the Thomas Inventions Development Co. They consisted of five separate buildings, as shown on the sketch. The Drawing Office was at one end of a Tyre Store used by the Dunlop Co.

This building was, I believe, used by the RFC as a photographic development section, as two zinc-covered troughs were visible, one on each side of the outer office, with a water supply which was eventually used for the development of the many blueprints made of the detail-drawings of the new racing-car project.

The office inner-sanctum was occupied by Geoff Cullen who was the Chief Draughtsman, and a junior draughtsman called Johns and myself occupied the outer office, together with the blueprint machine. We understood that the object was to provide design drawings of a completely new racing and record car which was to be powered by a 750-c.c. four-cylinder engine, with an alternative 1,500-c.c. straight-eight engine. My first task was to cope with details of its valve gear, and this was to follow the Leyland pattern of overhead camshaft with two-valves-per-cylinder in hemispherical heads and with the usual leaf valve springs, but without the twin cam arrangement for "positively" operating the valves as in some Leyland experimental valve

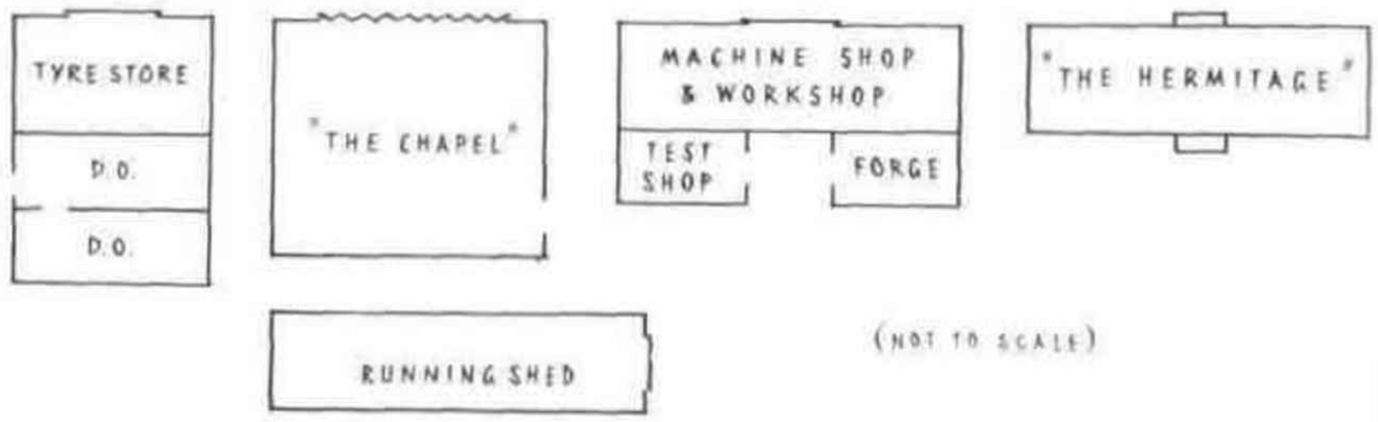


Mr. and Mrs. R. C. Morgan with the Aston-Martin "Green Pea" which they raced so successfully. It is seen here with the Hooker engine installed for them by Parry Thomas.

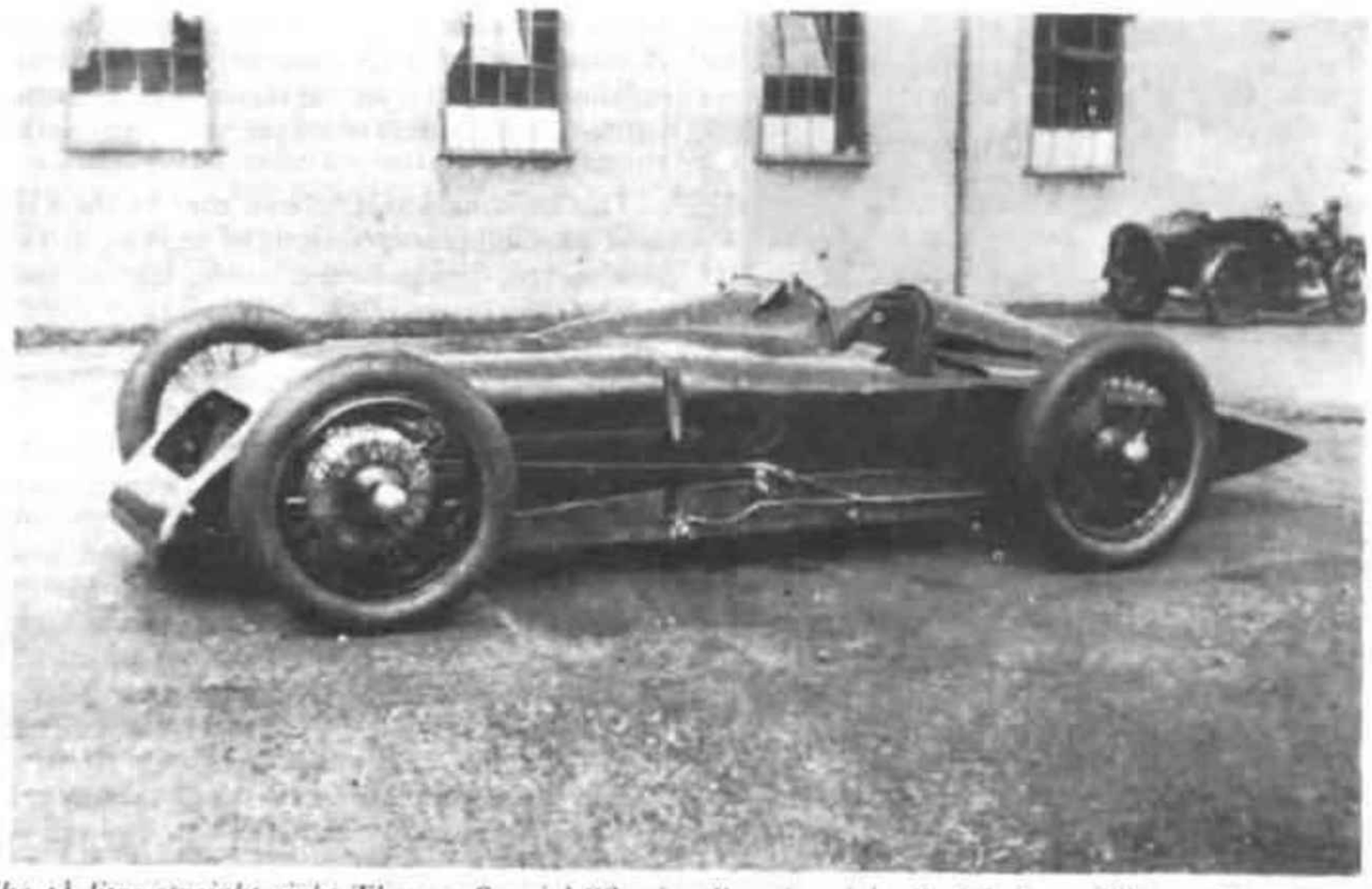
gear. I believe my first contact with Parry Thomas was when busily engaged in detailing a tulip-type inlet valve. I was somewhat surprised to find a bulky figure in a Fair Isle jumper and wearing "gym" shoes and slacks appear by my side to see how things were going. He seemed to appear only seldom in the drawing office but his quietly spoken words were always authoritative and to the point.

The work proceeded apace. Here I should say that whilst I was with the Napier Co. (who at that time had an extremely able and talented Chief Designer in Mr. A. J. Rowledge, who was responsible for the T.75 Napier car, a competitor of the Rolls-Royce, and also the range of famous broad-arrow formation Napier "Lion" Aero engines) I was grateful to Mr. Goodwin, BSc, and his assistant Mr. Barnes, and to Mr. Carne of the Napier Stress Section who had my attention drawn very closely to the importance of the theoretical side of precision engineering, when I certainly was made aware of the necessity of exact calculation of items such as the moment of inertia and modulus of section of rectangular and circular sections, leading on to a most useful fundamental Data and General Formula Book built up by that Department. As I was also in close touch with the Workshops, this was a really helpful period of my engineering initiation, but sometimes, and perhaps because of, Thomas' infrequent appearances the overall picture at times became somewhat disjointed. I remember it was once discovered that the camshaft was being driven at 0.66-times engine speed. Fortunately Thomas found that sufficient width had been left in the camshaft gear train to halve the width and increase the module of the driving gears and so compound them to give the correct ratio! The engine design was unusual, with a cast-iron cylinder head and separate cast-iron crankcase, coupled with wet cylinder liners, and with pairs of cylinders surrounded by aluminium water-jackets. This arrangement later gave Ken Taylor, the hard-working and able man who was to build the cars, some cause for concern with the head and block gaskets. Eventually an annealed copper gasket for the cylinders, with separate reinforced rubber joints for the water jackets, provided a satisfactory answer, although the studs with their loose sleeves operated by tommy-bar were a far from easy method of clamping the head to the block. To assist in expediting the work I recall that Ken Thomson was enlisted, in his "spare time" from his financial managerial duties, to do quite a bit of work on the gearbox in the drawing office and also I believe in the progressing of work during manufacture. I understood later that he underwent a fair amount of "friendly" comment regarding the rigidity of the gearbox selector mechanism from Parry Thomas (who was a physically tough character) when in fact the drag of the Hele-Shaw type multi-plate clutch was really suspect!

There is one item of these Thomas Specials that was pure Parry Thomas and that was the design of the pistons, which logically had a truncated cone structure joining the piston head, *via* the gudgeon-pin bosses, to a separate skirt. In this way the compression rings were carried in a separate top land, with an oil control ring in the lower land. The explosion loads were carried directly on to the gudgeon-pins and the tapered form of the cone also assisted cooling of the piston-head by oil splash. These pistons were patterned by the Edmore Pattern Works at Hanwell and sand cast by Miralites of Mortlake. In spite of their complicated shape I do not recall any major trouble ever being experienced with them. Incidentally, as with almost all other machined parts, they were produced in the Thomas workshops by machinists Platten, Robinson and Bryant, whose final shining product was always a delight to behold.



The arrangement of Thomas' sheds at Brooklands in the 1920s. "The Chapel" was used for car storage.



The 1½-litre straight-eight Thomas Special "flat-iron" as it originally left Parry Thomas' Brooklands works. Note that there were no air-intake holes in the bonnet side, proof, perhaps that these cars were intended to run in supercharged form, although they were later used without the blower.

The engines were tested on the bench in the test shop adjoining the Workshop, with the power being absorbed by a two-bladed external, but shrouded, air fan (designed by J.G.P.T. himself), by a new recruit, Lew Motley, and it was good to hear the sound of the open exhaust whilst we were working on other details. We all had an ear cocked when the note ceased, wondering whether the stop was an involuntary one or whether some adjustment was required. But generally the testing proceeded satisfactorily.

Motley's spring-frame ABC motorcycle was a familiar sight around the works at this time, usually with his evening clothes strapped on the carrier. He was frequently seen breakfasting in the office at about ten o'clock on a grapefruit in consequence of late hours, but this was not questioned as we were all rather used to staying over the official time of a 5.30 p.m. works stop, particularly towards the end of the project, as well as appearing at the Track during such times as Easter and Whitsun Meetings, etc., in almost any useful capacity but particularly as timekeepers and pit assistants. This demonstrated the spirit of enthusiasm that Thomas and Taylor had generated throughout the works, which persisted in spite of (or because of) Ken Thomson's vague promise of a bonus in the event of success of the venture.

Johns and I found some light relief at lunch-time in taking J.G.P.T.'s dogs Bessey, an all-black Alsatian, and Togo, her black and tan son, across the verge of the Aerodrome to chase rabbits that emerged from the sand-hills by the road inside the Track. It was really astonishing to see how quickly these sizeable dogs could run and twist and turn, in their frequently successful chase of young rabbits. On one occasion they both caught the same rabbit, with disastrous results for it. As the dogs were given fair quantities of fresh meat each day I imagine the exercise was good for them and it also allowed us the benefit of some fresh air across the 'Drome. (I well remember taking an illicit short cut that way from the Byfleet side of the Track to the Paddock, when I had no car. – Ed.)

Whilst we in the Drawing Office were continuing with the chassis items, the work in the Shops was being pursued on the lap-record-holding Leyland-Thomas and the Thomas Special and Marlborough (or Hooker-Thomas) engines, with Jock Pullen in charge of the Running Shed, and Lew Stone, Jack Sopp, Howard and Simmons dealing with fitting, in the main workshop. These skilful fitters also had the assistance of young apprentices and one of them, Paul Wyand, was later, after leaving us, to develop into a very solid figure and to be found precariously perched on the roof of a car with a *Movietone News* camera at the ready, moving around the environs of the Track.

Another solid figure was Bert White, an ex-

"You won't catch Gordon Spice racing without STP"

says Captain Go.



"Every time our STP Autocar Ford Capris go out on the track they go out with STP on board–in the sump and in the tank. And I think the results speak for themselves. We're having a great season in the Tricentrol Championships, and believe me STP's had no small part in this. In fact, I've got a lot to thank STP for–I sell loads of it in my automotive business and I use it in my cars. In fact, you could call me another satisfied customer!"–Gordon Spice







STP oil treatment prolongs the protective power of engine oil by adding more stability. It also helps reduce gear and transmission noise, prevents metal against metal friction and improves ring seal, which maintains compression. This all helps to reduce oil consumption. Use one can every oil change.

New STP petrol treatment concentrate is a concentrated solution containing alkylhydroxybenzyl-polyamine, a powerful dispersant/detergent, and a synthetic hydrocarbon polymer valve cleaner. Use it regularly (one capful per gallon of petrol) and it will clean out engine deposits whilst keeping carbs, jets and pipes free from gum. One can will treat 75 gallons of petrol–that's about 2,000 miles of motoring.

And remember... what's good for Gordy must be good for you.



SOME OF THE PARRY THOMAS WORK-FORCE. – This group was taken at Brooklands in the 1920s. Front row, left to right: Lownes, Pugh, "George", Paul Wyand, unknown, unknown. Second row, left to right: Taylor (drawing office), Duke Williams, Ken Taylor (GHKJT), Ken Thomson (KJT) with Togo, "Pa" Saunders (drawing office), R. H. Beauchamp (drawing office), Johns (drawing office), Robson. Back two rows, left to right: Jock Pullen, Bert White, Smith, unknown, unknown, unknown, Joe Stone, Robinson, Jack Sopp, Simmons, Bryant ("Bungy"), Platen, Howard.

Navy Cockney, who besides being responsible for the running of the Stores was responsible for grinding and polishing cylinder heads and valve ports. The marvellous care taken with these items must have played a large part in Thomas' consistent results with his various cars in races and record bids.

I well remember one autumn night of real pea-soup fog, when all employees' cars or 'bikes were left at the works and Bert White headed the band of workers, joined one to the next by a long rope, across the Sewage Farm by narrow elevated tracks. This journey to the West Weybridge Station was concluded satisfactorily, although there was sometimes a bit of shunting when the leader stopped to check the route. We were all grateful for the accidents that did not happen, due to his remembered knowledge of his daily route.

At about this time, when flying at the Track was becoming increasingly popular, there was often a diversion caused by people like Dudley Watt and Joe King competing one with another in flying between the hangars. Eventually, I believe, they both succeeded separately in flying around the Track and *under* the Byfleet pedestrian bridge. I certainly know that Dudley Watt was successful in this, as I saw this attempt in his SE5. Quite electrifying! There was talk of flying through the hangar. Fortunately I don't think this was ever attempted but it may have been the reason why a new dope-shop was much later built outside the hangar. The dope shop was later accidentally burnt down, as described in J. B. Perrett's article in the May issue of MOTOR SPORT.

During the design development of the "flat-iron" cars there was a change in the personnel of the office staff, when Mr. A. Saunders took over the job of Chief Draughtsman from Geoff Cullen. Johns and I were both sorry to see Cullen go as he was a cheerful, bold character, as one would imagine an ex-RFC pilot to be. Whether his retirement was due to the result of World War I injuries or due to some misunderstanding with the requirements of the project I was never quite clear. But the task continued with "Pa" Saunders in charge of the Drawing Office.

Towards the autumn of 1926 the first 1,500-c.c. Thomas Special was finally ready for a test run as a complete vehicle. I well remember a fine sunny day when the car was pushed up between the hangars to take advantage of a downward slope for a push start. The car was duly pushed off but all that happened was that the rear wheels locked and the car came to a standstill. Apparently one of the top bolts securing the crankcase to the chassis had been left too long and had penetrated into the timing-gear train and successfully locked it! This was soon replaced and the first run proved satisfactory.

At that time the Drawing Office was beginning to be busy again with "Babs", so that I was not in close touch with the work on the "flat-iron" cars that Ken Taylor had to undertake. But it is my impression that, apart from carburetter tuning and general adjustments, very little else was done to the car. The carburation of this car was interesting in that the car as first built obtained its air when the bulk of the supply had first passed through the sloping radiator. It can be seen from the first photograph taken of the finished car outside the works that the near side of the bonnet was not pierced for air supply to the carburetters. Later, however, the two carburetters were fed from ambient air from outside the bonnet. In October 1926, only about two years from the start of the project, the car won its first race at some 106 m.p.h. (The Essex MC 50-mile Handicap, which Thomas won at 106.19 m.p.h. –Ed.)

All this I think shows the design-powers and guiding genius of Parry Thomas himself, his partner Ken Thomson, and his Chief Mechanic Ken Taylor, for their gathering of a small team together to achieve such good and effective results over such a short period of time. – R.H.B.

* * *

The next expedition in pursuit of Parry Thomas detail was made in the luxury of the Editorial Rover 3500. It took me to Edgbaston in the heart of Birmingham, which sounds frightful, but which turned out to be a very pleasant suburb of quiet, tree-lined roads, once part of the Calthorpe Estate from which, as it was built in that area, the Calthorpe car took its name. I was to meet Mrs. Pamela Laughton and her husband, as she is a niece of Parry Thomas.

When "Babs" was disinterred by Owen Wyn-Owen Mrs. Laughton was in Australia, but the astonishing news filtered through to her and after she and her husband returned here, to live near Dolgellau, they visited Pendine when the old car was run there again in 1977, fifty years after Thomas had been killed in it at that venue, trying to recapture his LSR from Sir Malcolm Campbell. More recently Mrs. Laughton contributed to a fund set up by a contemporary magazine for the re-bodying of "Babs" – what has become of this? Although she was only young when her uncle was killed, and did not see him race – but she went to Brooklands shortly afterwards and thought it wonderful – she endorsed his love of young children. "He would arrive in a big car – a Leyland Eight I imagine – crammed with children and take us all to the seaside for holidays" – where Pamela Laughton spent much time riding horses.

There is much controversy as to why the biggest of the Thomas Specials was called "Babs". Mrs. Laughton thinks it may have been so-named after the actress, Sally Ann Howes, so-called as a child, whom Thomas admired. It is thought that at one time he was friendly with June, Lady Inverclyde. But he was adamant that his dedicated and dangerous life left no room for marriage. When the question of digging-up "Babs" was mooted the Laughtons were in Australia (prior to that Mrs. Laughton had been in Canada, so had been out of touch with home affairs) and it was a nephew of Thomas, another Godfrey, who gave consent. At first the Laughtons were against the re-appearance of "Babs" but now Mr. Laughton thinks it is likely to bring Parry Thomas' name before the public and the ordinary run of motorists, whereas before he was less well known than Campbell and Segrave. Mrs. Laughton's brother, Gordon Jones, kept Thomas' Press-cuttings books, which he lent to me when I was writing my Brooklands History, and was associated with the Gordano car. Incidentally, Mr. Laughton is an Aston Martin enthusiast, having owned six in succession, his present one being a DB6. He has also had many Austins, such as Cambridge, Hereford, two Maxis, etc. His charming wife recalls that her mother took over Parry Thomas' Amilcar and, unable to find its reverse-gear, used to ask those who parked in front of her to move, as she could not otherwise proceed.... – W.B.

(To be continued)

The Things They Say...

"It is time that some people realised that the greater proportion of motor cars produced in the 40s, 50s and 60s were no better than those produced today, in fact in most cases, worse. The term "classic" is fanciful thinking when applied to such mundane transport as Riley Pathfinders, antique Rovers and even Cortina 1600Es! ... The vintage movement of the 1930s was formed for good reason, to take note of the quality vehicles that had been produced and which were fast disappearing or being replaced by cheap substitutes. However, many beautiful cars continued in production, some to this day. Is it not time that some sort of selection be instigated to separate the real classics from the old cars? Whilst the enjoyment of restoring any old car is to be encouraged, surely leather seats and an open top doesn't constitute a classic?" – This view, which MOTOR SPORT has supported ever since the vintage movement became an old-car scramble, appeared in a contemporary specialist magazine. It didn't prevent that magazine from referring in the same issue to Austin A30s/35s, Morris Minors, and 1950s Ford Prefects as providing "classic transport," however!

ROAD IMPRESSIONS

The new Peugeot 305

A Compliment to Sir Alec Issigonis

ONCE upon a time Peugeot Freres concentrated on up-market family cars renowned for their longevity, high degree of quiet running (to enhance which, for many years, they used a worm-drive back-axle) and a comfortable ride. In more recent times the model-range of this old and greatly-respected French manufacturer has been extended to less-costly cars, including the cheeky little 104, which had led Peugeot into using transverse engines, driving the front wheels through gears using the engine sump and its oil hence the compliment to Issigonis. They have achieved this with a reasonable degree of refinement, which the BMC should have managed when building the original, enlarged Issigonis designs. This I discovered after using the latest Peugeot 305 over a considerable mileage.

The 305 does not altogether disguise its transmission. Snatch can be promoted if you fool about with snap throttle-openings from low speeds. There is some subdued gear-whine. The steering becomes heavier on lock, with strong castor-return action. Otherwise, this Peugeot wears its corner-safe front-wheel-drive unperturbably.

Some of the noted Peugeot refinement has gone, however. The all-alloy o.h.c. engine, which I tried in the SR 1½-litre size, becomes noisy at speed, although happy to rev. freely towards 6,000 r.p.m. The doors of the booted four-door body shut tinnily and a loud clang as of a metal plate contacting it sometimes intruded, a sort of mechanised ghost, which couldn't be located. In a mile or less the Veglia speedometer had ceased to work, ashamed perhaps of its oddly-calibrated m.p.h./k.p.h. dial, although it does incorporate trip and total mileometer readings, when it functions. The body is quite spacious. It somewhat resembles that of a Fiat but from the rear looks horribly ordinary, rather like an early Viva or Kadett. The Blaupunkt Autoradio played a cassette of weird music interspersed with a blurb in praise of the 305, which I hope was not intended to brainwash road-testers! The interior of this 305 is rather plain, with some awful circular interior door-trims. There is, however, a sweet little tachometer, a Kienzle clock, and two stalk controls, the l.h. one incorporating the confusing "round-the-gate" lights-controls beloved by the logical French (it also operates wipers and washers), the r.h. one sounding a penetrating horn by an easy flick-action. All the dials are clearly seen through the steering wheel but the clock is masked by it. A complex heating and ventilation system is controlled by numerous levers and knurled knobs. The heater settings, etc. are illuminated when the lamps are lit, but I thought the provision of a lights tell-tale as well as a full-beams tell-tale unnecessary, although both, if large, are fairly subdued. There is a too-small lockable cubby and a big facia shelf, but pockets or smaller stowages would have been useful. Deep but flimsy under-facia shelving is provided, however. The interior door handles are well contrived, but the doors allow mud from the road to penetrate to the base of their frames, which is detrimental to dresses, etc.



With a transverse power unit driving the front wheels and the gearbox lubricated from the engine, the new Peugeot 305 adopts technicalities introduced by the old British Motor Corporation a very long time ago.

Overall, this Peugeot is pleasant to drive. There is good response for traffic negotiation, the gear change is light and only baulks into first, and then in two rubbery movements rather than cog clash, and reverse gear is easily selected. The hand-brake lies low between the front seats. The seats do not look anything special but are extremely comfortable. The ride is good without incorporating a French-roll and the servo split-dual-circuit, disc/drum brakes are effective. The clutch is light and the rack-and-pinion steering accurate. The adjustable-by-lever headlamps give a good beam, but the screen-wipers did a poor job. Rear-fog-lamps, rear window demister, and hazard-warning switches are all well-placed. The body sides are protected by beading. The engine has a manual choke. It was impossible to check fuel and oil consumption with the mileometer u/s but the former seemed to be in the region of 30 m.p.g. or better. The front-hinged self-propping bonnet opens from a n/s release control to show an accessible battery and an oil dip-stick that indicated minimal oil-thirst, but deeply embedded sparking-plugs. The test-car was shod with Michelin "X" tyres.

Peugeot believers will not find much wrong with the new 305 and those not biased towards Peugeot cars, which now have 2% of the UK market, should also find it a good, well-made family car at the price of £3,599. – W.B.

The Rover 2600

SOME OBSERVATIONS about the Rover 2600 are due, after borrowing one for nearly 2,000 miles while Leyland Cars looked over the Editorial Rover 3500 which had lost oil from its back axle, as the latest of its rogue tricks. More will be published about this eight-cylinder Solihull motor car after the mileage has mounted. Suffice it now to remark that I still enjoy driving it, and looking at it, in spite of its rogue nature. By the way, I did it an injustice in my last report on it, when saying the driver's seat-squab adjustment had ceased to function. This squab is adjusted by a little r.h. lever which, like the l.h. choke-control, can easily be concealed by the driver's coat or jacket and it was this that caused me to think the freely-rotating wheel my left hand readily descended on was the squab-adjuster gone wrong; whereas it is just a piece of trim...

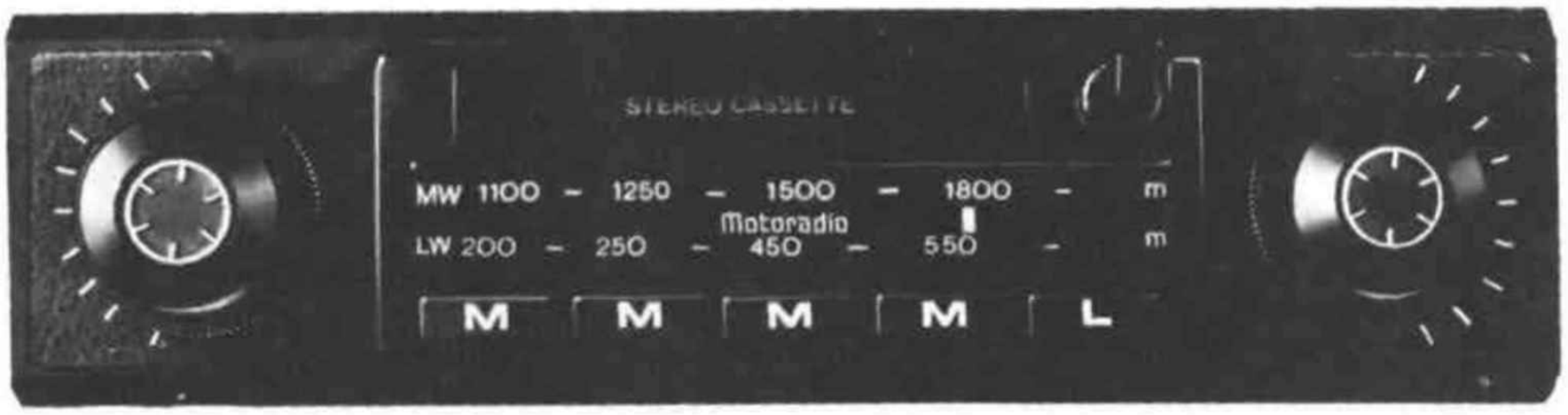
The overhead-camshaft six-cylinder 2,597 c.c. Rover naturally hasn't the extremely impressive acceleration which its bigger, multi-cylindered brother displays when its engine is taken, in "hold-2", from around the customary 3,000 r.p.m. up the rev.-scale, without going near the red-factor of 6,000 r.p.m. But the smaller-engined Rover gives very adequate and nicely progressive pick-up if use is made of the five-speed gearbox. I found the 2600 Rover taut and pleasant to drive, although at first its power-steering seemed to be affected adversely by the Dunlop Denovo tyres fitted, an impression that soon wore off. The engine may not be so hushed as the 3,528 c.c. vee-eight but it is not noisy and I liked very much the way in which it performed. As to petrol thirst, it gave an overall 25.2 m.p.g. and on a less-arduous run this improved to 26.3 m.p.g. For those who wish to get a better petrol consumption than even a well-tuned Rover 3500 can return, and to save £1,182 on purchase-price, comparing both manual-transmission models, the Rover 2600 is strongly recommended. As the only outward difference in the six- and eight-cylinder Rovers is the numbering on the rear badge and the width of the "footwear", it is the vee-eight Rover owner who is at a disadvantage when snobbish status-symbol values are applied to cars! – W.B.

The Lancia Gamma

IT HAD been so many years since I had driven a modern Lancia that it was indeed pleasant to be lent the new Gamma saloon, in which I attended the special gathering of Lancia cars at the VSCC Shelsley-Walsh hill-climb. However, I do not propose to say much about this £7,136 Lancia here, because the Deputy Editor has driven both the saloon and coupe versions of this fine motor car from Turin and will be taking one on an exploratory Continental journey quite soon, and his reports will follow. My impressions: after a mere 385 miles were how very quiet and comfortable this Gamma is, and what useful torque it produces, in spite of its 2,484 c.c. horizontally-opposed engine having but four cylinders. There is, though, a reminder that this

Continued on page 1257

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The Lancia Gamma saloon is an unusual contender in its price class, having a 2½-litre flat four engine.

ROAD IMPRESSIONS –
Cont. on page 1235

engine drives the *front* wheels, by the clatter and snatch that accompanies fierce step-off, although not the wheel spin which this would promote in a Renault 30. The brakes were so good as to go unnoted, and the same goes for the excellent power-steering, but the gear change, once such a proud Lancia attribute, was very notchy, at least on cold oil.

The thick steering-wheel rim masks the fuel and heat gauges, and the Gamma has adopted some unnecessary gimmicks, such as the fast-setting of the screen-wipers calling for use of a facia control, whereas one otherwise uses one of the three stalk-controls, a partially glass-windowed boot lid, which *was* useful when reversing, however, blinds for the rear window, complex air-vent controls incorporating *eight*, knurled knobs, and oddly symbolled and labelled instruments. The heater controls involve using a lever, a switch, and four buttons, and six button-switches grace the facia. So a Lancia driver has to know his car if he is not to be kept busy, and possibly confused. Stowages for the smaller objects are lacking, but there are neat "pips" for interior door-locking and electric windows. The needles of the 140 m.p.h. Veglia speedometer and Electronico tachometer (which reads to 7,000 r.p.m. with no rev. restraints) do not zero, the clock is down on the console, and there is nowhere to park one's clutch foot. Surprisingly for an Italian car, much dazzle from the plated wiper-blade arms is produced in bright sunlight.

The handling is very good but with a rather soggy ride, and some lateral sway. The clutch action is heavy and altogether you would have to have money to burn before indulging in this costly but very individualistic motor car. —W.B.

A British Runabout

IT HAS a willing light-alloy engine. It has a separate chassis. And a no-rust fibre-glass body. It's British, this very useful runabout or second-car. I refer to the Reliant Kitten Estate-car, with which I have covered more than 3,000 miles while resting a more cramped, far more noisy, Fiat 126. The Reliant has much to recommend it, even if it is amusingly crude in certain respects – the 1970s answer to the pre-war Austin 7, perhaps. The Estate-car body holds four comfortably, with room behind for a great deal of luggage or the Motoring Dogs. The back seat folds, turning the thing into a little van. The front seats, although small, are unexpectedly comfortable; they lift for access to the rear seat, but need holding up while the occupants enter, and they have adjustable squabs.

The four-cylinder 62.5 x 69 mm. (848 c.c.) push rod o.h.v. engine is so full of life that the lightweight Kitten seems faster than it is, accelerating briskly to a happy cruising speed of 50 m.p.h. and it will pull out another 25 m.p.h. if pressed. It is quite non-cacophonous at speed, unlike the maybe better-engineered Fiat 126. There is a sticky manual choke, much needed until the aluminum engine is warm. The clutch is sudden, endorsing that aforesaid Seven-analogy, but the 4-speed and reverse gearbox is not unpleasant to use. The non-servo, all-drum brakes, although not adjusted for months on end, remain powerful, and the chunky tread on the 10" diam. Goodyear radial-ply tubeless tyres reassuring. You steer the Kitten with a nicely thin-rimmed and very small moulded 3-spoke wheel. It needs over 3½ turns from lock-to-lock but that lock wouldn't disgrace a London 'cab. The Kitten's front wheels tend to slam much mud over the body sides but this does not penetrate to the door sills, as it does on a certain new French small-car. The simple instrumentation consists of a 100 m.p.h.(!) speedometer with total, decimal, mileometer, matched by a fuel level/heat gauges dial. Neat black tumbler-switches on the left of the moulded facia look after the lights, rear-window demister and heater-fan, that on the right the hazard-warning, and farther over on the facia similar switches serve the wiper/wash for windscreen and back-window. The reservoirs for these washers prime properly after emptying. A single r.h. multi-purpose stalk-control is used, an adjustable fresh-air vent is set in the centre of the dash, and the two-lever heater/ventilator gives plenty of warm or cold air, and efficient de-misting. Wipers and washers work well, and the side-opening back door has a proper "keep".

I find this Kitten extremely useful. It cruises at 50 to 60 m.p.h., reminding me that a friend who used to photograph pre-war motoring events used to say that you had to keep going, in his Riley Gamecock, at a speedometer 50 m.p.h. to get to places on time – so what 1,100 c.c. did pre-war the 850-c.c. Kitten betters today. An amusing idiosyncrasy is that to get at the engine of your Kitten you have to unlock its bonnet, so no-one can steal the power unit! The front-hinged bonnet-lid then supports itself, if no wind is blowing, to reveal an accessible tubed dip-stick (no great oil-thirst) and a small Lucas Pacemaker battery that tends to corrode its positive terminal. The headlamps are rectangular Lucas, giving a good beam. The facia has an open cubby before the passenger and there are neat interior door-locks. A Triplex Zebrazone screen is fitted and Fina anti-freeze is recommended.

The main purpose of the Reliant Kitten is running local errands, although I have used it for longer runs with less reluctance than I did the Fiat, much as I love the Italian mini-compact. Driven thus, in conditions that are all against fuel conservation, I got 47.2 m.p.g. of 4-star at the last count, with many stops and starts into the bargain and no hanging about (I am an impulsive man). Clearly the 50 m.p.g.-plus will come up on long hauls – the DoE assessments for the Kitten are 38.9 m.p.g. in urban running, 49 m.p.g. at a steady 56 m.p.h., and I know Reliant are able to show you much better than that under favourable conditions.

So this amusing and willing little package, so easy to load and accommodating in its loading-capacity, is economical and can be bought for £2,353, or as a saloon for £2,235. It has given practically no trouble and is always an instant starter. At first the rear-lights and stop-lights were unreliable, due to rust having taken the temper out of their sockets. The horn failed. The driver's door and window-winder fell off, but was replaceable in a matter of minutes. This before first-service. Otherwise, no bothers; and unlike on a FWD mini-car, there are no front universal-joints to pull at the steering or wear out. Kitten servicing is at intervals of 6,000 (standard) and 12,000 miles (major). I think this somewhat primitive but so useful British small-car (not so small within, either) may become something of a cult, as more economy-car customers heed its advantages and try one. – W.B.

Black X1/9

IF YOU are a potential Fiat X1/9 two-seater customer who has been put off by the rather limited and gaudy colours offered in the UK, it may interest you to know that the company are selling a limited run of the model in black with white upholstery. These appear to be the main features of a new X1/9 derivative called the Lido, which is priced at £3,910.

Head Cleaner

IF YOU, like me, have suffered a deterioration of sound from your car cassette player because of inaccessibility, Ross Electronics of 32 Rathbone Place, London W1P 1AD have come to our rescue. They have made cleaning simple by producing a plastic storage case which involves a miniature torch with angled lens, dental style anti-misting mirror to check head condition, a cleaning tool with straight and angled brushes, special cleaning fluid and a non-abrasive cassette head cleaner – *Voila!* the job is done. The price is £4.61 including VAT – in these times certainly not extortionate. – W.J.T.

Sackcloth & Ashes

The picture at the top of page 1276 is of David Llewellyn's well-known 8-litre Bentley, not of the 24-litre Bentley-Napier, as stated. The latter won the Boulogne Trophy Race, with Llewellyn second.

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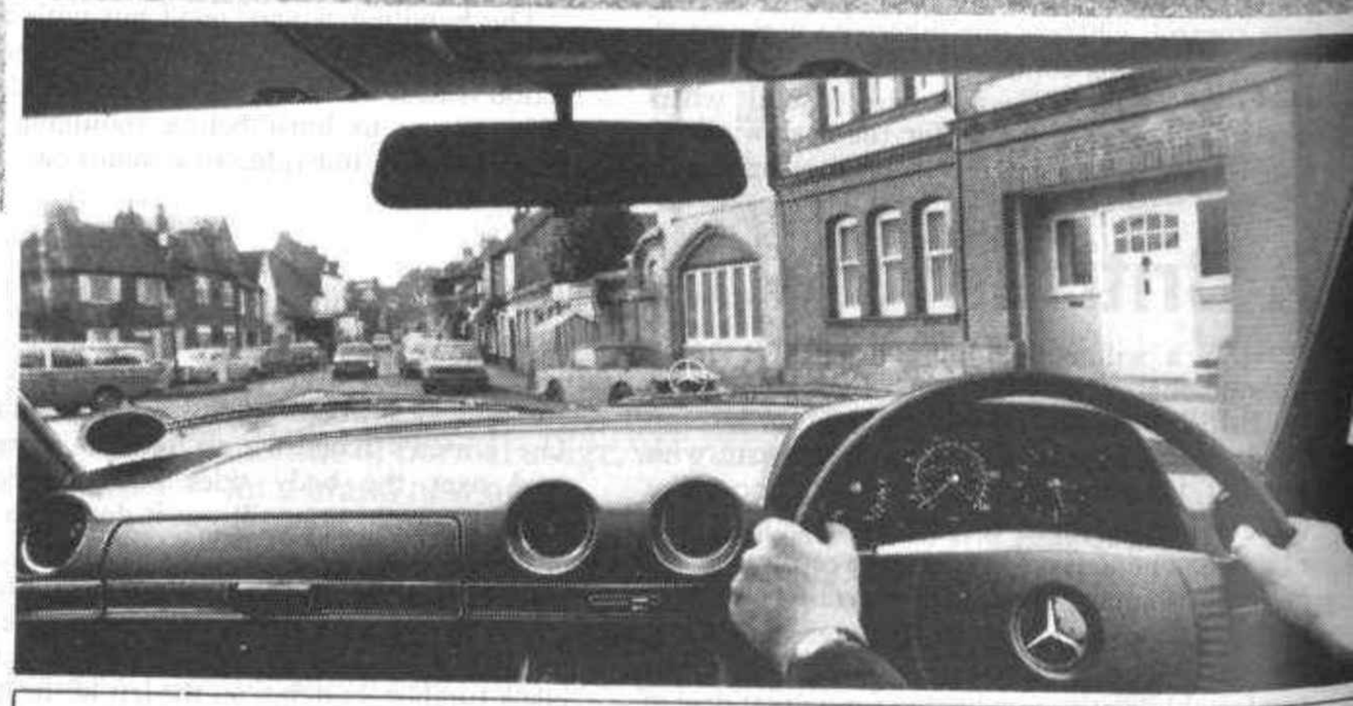


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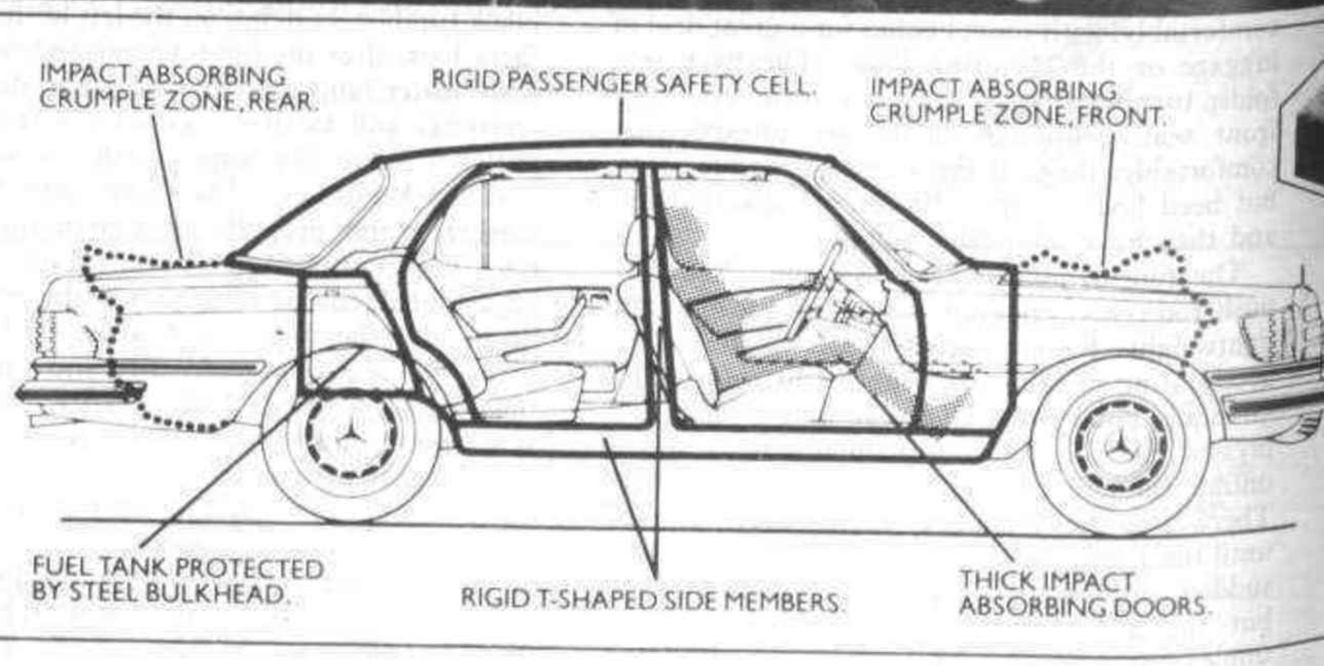


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Zakspeed's Ford-backed 1.4 Capri turbo debut

SEPTEMBER 5th 1975 and Jochen Mass drives the last Köln factory-entered Capri at the Norisring, the Ford's last official factory appearance. On July 29th 1978, a Capri re-appeared, but this time dressed in Zakspeed and Mampe (a drinks concern) colours, Ford ovals identifying the involvement the German factory has had with this exciting new Group 5, sub-2-litre contender, in the German Championship.

Instead of a lumbering 1,000 kg. saloon with over 400 b.h.p. from 3.4 litres within a fuel-injected V6, the new project is an aluminium space frame, clothed by a squashed and aerodynamic Capri outline. Power is by a turbocharged 1.4-litre version of Cosworth's BDA four-cylinder.

Weighing 1,716 lb./780 kg., the new Ford made a spectacular debut for the supporting event to the German GP at Hockenheim, managing a fastest practice lap of 2 min. 8.9 sec. (118.1 m.p.h.) as against Harald Ertl's BMW 320i turbo by Schnitzer, which managed 2 min. 10.1 sec. for a practice lap.

After that performance Capri driver Hans Heyer (who owns his own McLaren M23 and a 19B) said, "this is a beautiful car. With 50 per cent. of the weight at either end it handles really good: it's six seconds faster than our Escort per lap! Everywhere you are going at least 30 km./h. faster into the corners".

After practice the car, which had only completed a day's testing prior to the meeting, was modified with an external oil cooler and pump for the rear axle. In the race itself it led a single lap of the five it completed, before the engine (one of three such units, which had completed all the test-bed work as well as practice) expired, leaving Ertl's turbo a safe victory.

The Capri's specification includes gluing aluminium roll cage-cum-chassis to an aluminium floorpan. Most of the Capri's body – hood, doors, wings and so on – is made from Kevlar 49, an Aramid fibre that offers a 65 per cent. weight saving over glassfibre.

A laminated windscreen is used, but all the side "glass" is actually Plexidur of just 3 mm. thickness, glued into place for strength and weight-saving reasons. The aerodynamics of the car were the responsibility of Thomas Ammerschläger, a Ford competition engineer of many years standing who created a 1/5th scale model so accurate that it was used for many of the publicity pictures. The Capri's basic shape – a wedge emphasised by the use of 16" diameter front wheels and 19" rears – is obviously better than the bluff (if considerably lowered) Escort's, but the handout figures given meant little.

The layout of components includes radiators for both oil and water in the rear wheelarch ducts, there being 4 litres of oil needed just to cool the Getrag five-speed gearbox and aluminum-cased live rear axle. Components placed behind the rear wheels in search of better balance include the battery, four electric fuel pumps, storage tanks for the fire-extinguisher and the dry sump oil tank. The fuel tank, holding 22 gallons, is installed just in front of the live axle, low down where it can aid the centre of gravity.

The turbo engine was apparently developed by Ford in Germany and Zakspeed with no Cosworth involvement, save supplying routine BDA parts. A bore and stroke of 80 mm. x 71 mm. actually provides 1,427 c.c., but the multiplication factor used for turbocharged units means that this is equivalent to 1,997.8 c.c.

The engine operates on the comparatively low 7:1 c.r., but that is obviously tied into boost provided by the *Kuhnle, Kopp and Kausch* (KKK) turbo unit, and the driver can adjust this between 1.0 and 1.1 times atmospheric pressure.

Safety engine precautions include the Garrett wastegate and constant lubrication for the special pistons upon their under and inside faces. Maximum power is quoted as 380 b.h.p. at 9,000 r.p.m. with maximum torque at 7,600 r.p.m. The turbocharger feeds a Bosch HKZ fuel injection system.

Other features of the car include twin caliper Girling front disc brakes (11.9 in cross-drilled fronts) and strut principles front and rear for the suspension, mostly as used for the Zakspeed Escorts. The damping is by Bilstein as one would expect, but for the Capri an extra long leading link has allowed a broad-based lower wishbone for the MacPherson strut at the front.

On the rear long struts stretch vertically from the rear "parcel shelf" down to the four parallel link axle, which is also restrained by a Watts linkage.

This Capri has a wheelbase of 100.9" (the same) front track of 66.5", (53") coupled to a 1.18" narrower rear track (65.3" versus 54.5" production), an overall length of 199.2" (171.5") and an overall body width of 78.7"(65.7"). The figures in brackets are for a 3-litre Capri S, so you can see the strong resemblance Group 5 cars have to the standard product. The Zakspeed Capri is just 45.27" high, compared to 51" for the standard car!

How fast will she go, Mister? According to Ford 173.88 m.p.h., slightly faster than used to be claimed for the old 3.4-litre Group 2 saloons in 1975. – J.W.

Our colour section has a picture of the Zakspeed Capri.



CC Racing Developments Ltd.

The Capri Competition Specialists

SO FAR, this season's British Saloon Car Championship has been dominated by two red Ford Capri Mk. IIIs. Driven by the experienced Gordon Spice and Chris Craft, the two cars between them have taken eight outright victories out of a possible ten in the Tricentrol series. Along with that, Spice, partnered by Belgian Teddy Pilette, recently won the prestigious Spa 24-hour race in Belgium, becoming the first Briton to win the race since it changed from a sports prototype to a saloon car series.

The two cars are prepared at Kirkbymoorside in the wilds of North Yorkshire by a preparation firm that was started barely two years ago by racing driver Pete Clark and a mechanic friend of his, Dave Cook. Under the name of CC Racing Developments, the firm are beginning to develop an enviable reputation in the racing saloon world for meticulous preparation, organisation and planning. As a company they are young, ambitious and, judging by their recent results, they look to be going places.

Pete Clark, not to be confused with rally car preparation man Peter Clarke, has been racing cars for the past ten years. Starting with an 850-c.c. Mini, in which he won his class in the Northern Saloon Car Championship, he quickly progressed to a Chevron-BMW B8 which enabled him to carry off the Northern Sports GT title. After a couple of successful years in a Crossle in Formula Ford – he won the Tate Trophy Northern FF Championship in 1974 – he moved up into the world of Formula Three in 1975 with an ex-Tony Brise Modus M1. Here, however, he never really had the adequate finance to stay competitive with the works teams and the following season saw him switch to Group One saloon cars, where he raced for Stanley Robinson's Wisharts Garages team in a Ford Capri alongside Gordon Spice.

The 1976 season was Spice's second with the Wisharts team. He and Clark, who by now had been persuaded by Robinson to turn professional, achieved two resounding successes on foreign soil. At the Spa Francorchamps circuit in Belgium they finished fifth overall and won the Group One class in both the Coupes de Spa and, later, in the rather more prestigious Spa 24-hour race.

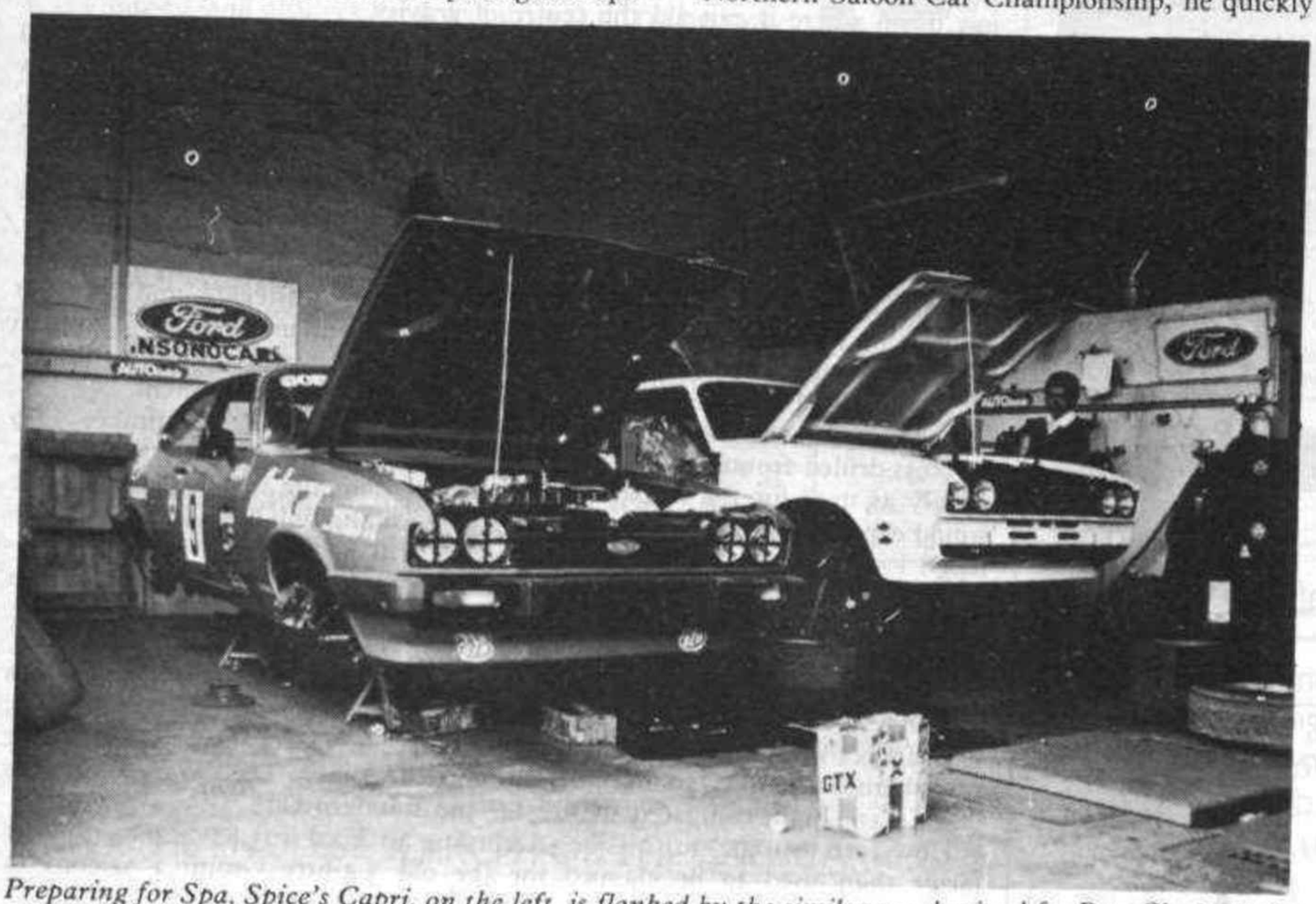
The two CC Capris of Chris Craft and Gordon Spice heading round the sweeps of Donington in a dominant one-two formation during the European Formula Two supporting saloon car championship race. Jeff Allam lies third, left. Below, standing proudly outside their Kirkbymoorside premises are Pete Clark (left) and Dave Cook (right).



It was at this time that Clark became involved with Dave Cook, chief mechanic for the Wisharts team, and at the end of the season when Wisharts fell victim to financial problems, the two Yorkshiremen formulated the idea of setting up their own car preparation business. Cook, who had previously rallied various Minis, and Clark rented the West End workshops in Kirkbymoorside which had housed a crane workshop belonging to one of Clark's early racing sponsors.

The project which got the company off the ground that first year was the preparation of Gordon Spice's Capri, which wound up winning the big class in the British Saloon Car Championship. This achievement by Spice who, to begin with, was financing CC out of his own pocket, helped enormously to bring in further business and enabled Clark and Cook to stand on their own feet financially, even to the extent of being able to buy their premises.

For this season, apart from the two *Autocar*-backed Capris of Spice and Craft and the team spare, they have built six further Capris, including two for Ford of Belgium and the car which Jeff Allam races under the Allam Motor Services banner. This last car was built up from a 1600 shell modified to 3-litre specification in



Preparing for Spa. Spice's Capri, on the left, is flanked by the similar car destined for Pete Clark, Alain Lierneux and Stuart Rolt.

terms of strengthening and re-positioning of the transmission tunnel. Each car costs £12-14,000, normally built from a new, trimmed shell, and takes a staggering 540-550 hours to prepare. To run a car for a full British season and the Spa 24-hour race costs £25-30,000 each, so Group 1 can hardly be classed as an inexpensive class of racing.

The team used to rely upon engines from Racing Services, but now they use engines built up by Lincolnshire engine builder Neil Brown, who had previously supplied the power units for Clark's Formula Three Modus. The engines cost £2,200 each and the team have eight on hand for Spice and Craft to use, each unit being rebuilt every four races, although for long-distance races they wisely rebuild before and after. The success of his engines in CC cars has brought Brown a queue of customers from other Capri racers.

After one or two gearbox problems early last year, CC turned to Jeff Welsby of the Ford Motor Company for their transmission systems and since the switch, very few problems have been encountered with the boxes that Welsby builds up from Hewland bits in his spare time.

Modifications to the racing Capri engines allowed by the regulations include ported and polished cylinder heads, a modified inlet manifold, large inlet and exhaust valves, a camshaft ground from a raw casting, which has to conform to specified lift and timing, and Mahle pistons. Thus modified the V6 Essex unit produces somewhere in the region of 220 b.h.p. at 6,500-7,000 revolutions per minute. The gearbox, with Hewland parts, is close-ratio, all synchromesh.

A limited slip differential, an adjustable rear anti-roll bar, anti-dive front suspension and a choice of alternative axles for differing circuits, are all necessities, as of course is the fire extinguisher system.

The suspension is solid ball jointed at the front, the subject of a recent legality controversy which the RAC has been slow to clarify. The big problem is the cross references with the rules that apply to the Trans-European series at the moment, and Clark is one of many actively involved with the British Group 1 series who would like to see the same rules apply for both the Championships. At the time of going to press it seems that ball-joints are to be accepted (they are already fitted to most of the front-running cars) in line with European regulations. Clark sees them more as an essential for safety in view of the forces generated by the slick tyres and high cornering speeds than as a necessary aid to performance, although they are worth a good second per lap.

The six-into-two-into-one exhaust systems are built up by the locally based Brian Martin, remembered as the builder and racer of some very attractive sports cars bearing his name in the sixties and early seventies, while most of the machining required is done by two local engineering firms.

In reply to cynics who query the advisability of CC's remote location in Kirkbymoorside, Clark and Cook retort that although travelling costs are higher, overheads are low in relation to the space and facilities available, that Croft racing circuit is handy for testing and that the pace of life in their native region is much preferable to that farther south, where the majority of preparation specialists are based.

A rolling road has brought in good business on the road car tuning front to help cash flow: the CC team intend to expand this side of things and to utilise the experience gained at Wisharts on the high-performance road cars such as Porsches, by giving over the present workshops entirely to it. A new building is being constructed for race and rally car preparation.

Rally involvement would seem natural to this team based in the heart of some of Britain's best forest stages, surrounded by evocative forest names such as Cropton, Dalby and Pickering. Clark and Cook intend to expand further into the rally preparation field. They have built a Group 1 and Group 4 Opel Kadett for local driver Mike Rawson and are in demand for fine tuning of locally based rally cars.

This season the team's record has been almost totally impeccable. Counting Allam's run-away victory at the British Grand Prix meeting, they have won nine out of the ten rounds of the RAC British Saloon Car Championship to date. The two best meetings for the CC cars themselves have been at Silverstone at the end of May, when Craft followed Spice home to earn a one-two, and at the Formula Two Donington Park meeting, where the positions were reversed and where the two cars won even more convincingly. The Spa triumph, where Teddy Pilette co-drove with Spice, was the icing on top of the cake, so to speak, and Pete Clark's fourth place was an additional bonus.

Watching the Clark Cook team in action during practice for a Group 1 race is quite startling. The organisation is tight, with Clark and Cook overseeing a team of half a dozen mechanics headed by the experienced Dave Thwaites. Nothing is left to chance, everything is double checked and even the engine builder Neil Brown is present at some of the races to offer advice and help. Their tyre changing is done with the minimum of fuss and unbeatable speed and efficiency.

So far this season, they have relied almost entirely on Goodyear rubber. Previously they always used Dunlop tyres, but the G57 that Goodyear have produced has always done the job required most effectively. At Spa, however, the Goodyears fell apart very quickly indeed during practice, and Dunlops had to be substituted in order to attain the grid starting positions, but they reverted back to suitably modified G57s for the race. At Donington recently the two red cars were fitted with Michelin tyres, but that was only because the Michelin intermediate tyre has so far proved to be supreme in damp, as opposed to wet, conditions.

Next season, CC Racing Developments will continue to build Group 1 Capris, which have every chance of remaining the most competitive cars in the British Saloon Car Championship. Clark himself has the urge to return to more active racing, in either Sports 2000 or the to-be-revived Formula Atlantic series. He sees it as an ideal way for his mechanics to learn about formula cars, another field into which he would like to extend the business. The pressing problem is always time and with the success Clark and Cook have made of 1978, they can anticipate having little of that precious facility next season. Success breeds success and I think we shall be hearing a lot more about CC Racing Developments in the future. – M.C.S.

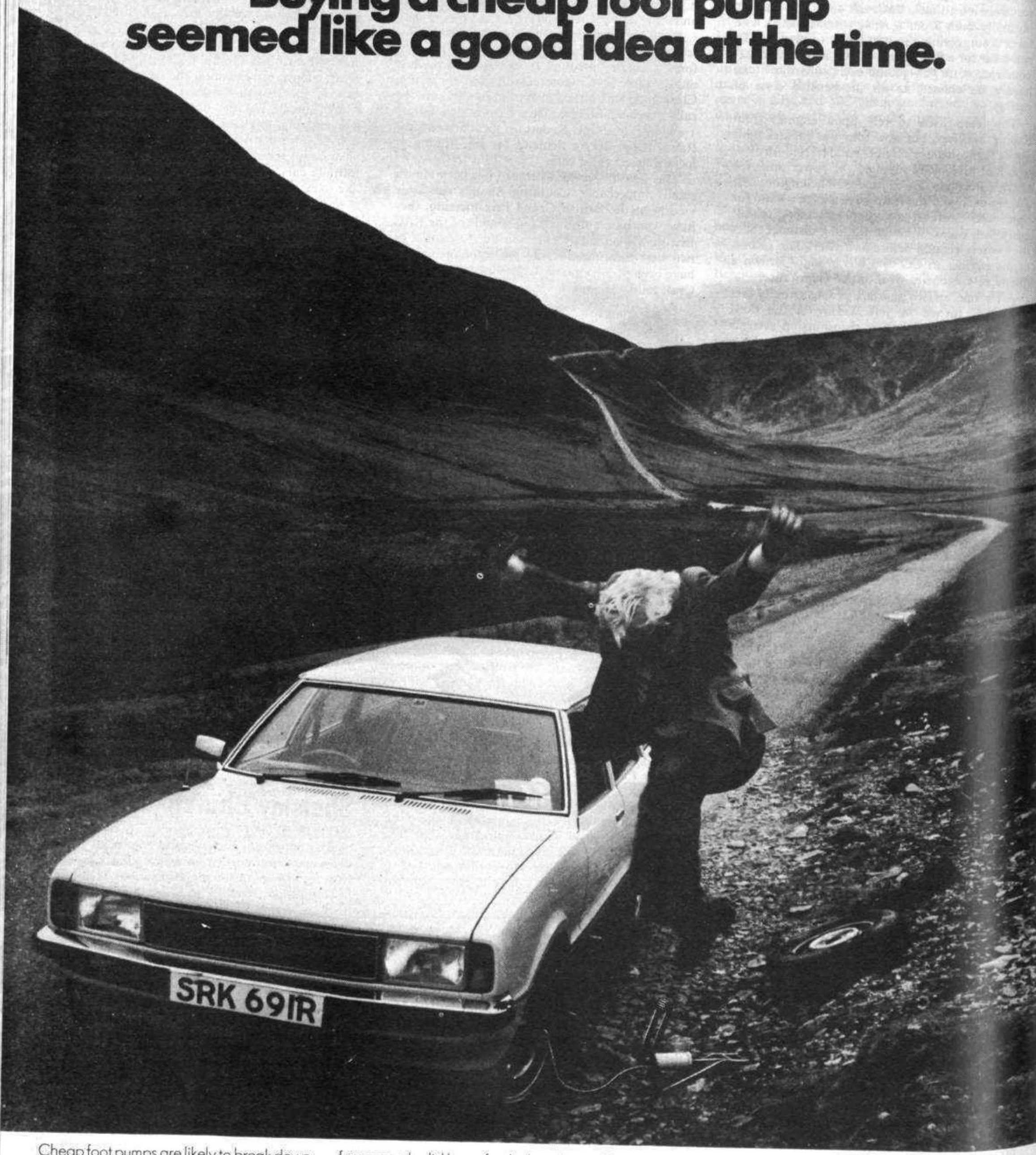


Gordon Spice brings home the victorious Capri in the Spa 24 hour classic that he shared with Belgium's Teddy Pilette. CC had an involvement with no fewer than six cars in the race.

Shelsley Church

MOTOR SPORT is not opening its columns to charity appeals or ecclesiastical donations. But it has come to our notice that a particularly historic church, with motor-racing associations, is in need of restoration. We refer to St. Andrew's Church, Shelsley Walsh, in the village where about the oldest motor-racing event in the World still continues to happen, and where the villagers are so tolerant of the noise and the traffic. From the 13th century this church has been linked with the Walsh family, who gave the Shelsleys their name (as High Sheriff Sir Richard Walsh was involved in the capture of the Gunpowder Plotters) and its nave dates back to the 12th century, the chancery to the early 13th century, the magnificent carved screen to the 15th century, etc. You can see the timber bellcote from the Shelsley Paddock. The Midland AC hopes to help save this church and show goodwill to the local Shelsley Walsh community. So donations please to F. J. Somers, Camp Farm, Gt. Witley, Worcs., or to the Vice-President of the MAC, G. Garman, Brinkhill Cottage, Shelsley Beauchamp, Worcs., crossing cheques "Shelsley Money Raisers" and mentioning MOTOR SPORT. – W.B.

Buying a cheap foot pump seemed like a good idea at the time.



Cheap foot pumps are likely to break down just when you need them most. What more could you expect – their frames are made of low grade metal, the barrels are usually of an inferior plastic, the valves don't always fit well and they're not guaranteed.

Dunlop 'Champion' and 'Major' foot pumps are not cheap, because they're not made cheaply. frames and solid brass for the barrels, and the valve is precision built to give extra long life. So you can expect them to work even in the toughest conditions. And Dunlop guarantees them for one year.

The Dunlop 'Major' Foot Pump has as large a capacity as any foot pump on the market. It's suitable for any inflating job, including truck and van tyres, and a convenient built-in pressure check valve ing the foot pump connector from the tyre valve.

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Don't waste your money on a foot pump that will let you down. Ask for the Dunlop 'Champion' or 'Major.'

DUNLOP

RALLY REVIEW

Marathon Madness?

TEN YEARS have passed since publicists gathered all the superlatives they could muster to describe a rally which spanned the world, the London-Sydney Marathon. This monster event attracted the attentions of works teams, for it looked like being a massive publicity-catcher, but many had cause to regret taking part in this long, highly expensive competition. It consumed so much of their budget allocations that there was nothing left in the kitty to pay for sorties to regular rallies. These events suffered diminished entry lists, and when the Marathon was all over there were plaintive cries of "never again" from many a competition department.

Even the old Rootes Group were totally unprepared, as a company, for the success of their Hillman Hunter. Although the rally team pulled off an amazing success, the rest of the company was completely unready for it, as though it wasn't believed possible, and failed miserably to cash in on a golden publicity opportunity.

Not so the Ford Motor Company a few years later, when they won the second such long-distance event, the London to Mexico World Cup Rally. They saw the mistake that Rootes had made, prepared all their success publicity beforehand and went all-out to win, which they did. But it cost a fearsome sum of money, and even though it may have been recouped by sales of what became the Ford Escort Mexico, it did mean that the company's competitions department had to be very careful with its expenditure from then on.

Four years later there was another World Cup Rally, this time from London to Munich via the Sahara. It was a disaster in many respects. In the first place it attracted hardly any attention from factory teams, who by then had learned lessons the hard way; in the second it was rather hurriedly organised and left its route finalisation so late that it was almost impossible to make advance recce trips in sufficient time to plan service arrangements etc. It had been planned to go through Russia, but that was scrapped; it was then decided to cross North Africa from east to west and cross the Red Sea from Port Sudan into the Middle East, but that was also scrapped. But at least it did cross the Sahara.

When that event was over many people felt that the days of long-distance marathons had come, and gone; and that their elements of adventure were more than outweighed by their organisational difficulties and high competing costs. What is more, the BPICA, the international organisation of car manufacturers, had already decided among themselves that they would require at least a year and a half of notice before their members' teams would consider competing in any future long-distance event, that notice being from the time the route was finalised. This put a big onus on future organisers to begin their work at least a couple of years in advance, and that's no easy matter. We know from our own experience that what may be a perfectly feasible route across difficult terrain one week may have disappeared altogether the next. What is more, formalities at border crossing points vary tremendously, both from place to place and from day to day, and what might take a few minutes and a cursory glance at passports on one day might deteriorate overnight into a full car strip-down and a three-day wait. Worse, borders may be closed altogether.

Yet all this did not deter those who wanted to produce long rallies bigger and better than the last. From the Ivory Coast a long-distance event was arranged to link the Bandama Rally with the Monte-Carlo Rally, and in 1977 there was yet another rally from London to Sydney, although it attracted hardly any interest from regular factory teams. However, it did bring out some works-prepared cars from Mercedes-Benz, and their first and second places did give rise to an entry from that factory in the 1978 Safari Rally.

Purists tend not to recognise these long-distance events as proper rallies, their opinions being based partly on the harmful effect the earlier events had on regular, annual rallies. But in these days of strict controls and confinement of action to series of short "forest races", perhaps the long events do provide more adventure than rallies such as the Monte-Carlo, Thousand Lakes, RAC and the like. There are exceptions, of course, and no-one will deny the Safari Rally has a tremendous adventure ingredient. However, there are people who prefer adventure to competition, and for these the occasional long-distance event satisfies a demand.

But of late the supply seems to be exceeding that demand, and at the time of writing we have information on no less than six long-distance events to take place in the next twelve months. Some of them even have date clashes and we hardly think that they will all attract the kind of entry which will make them successful.

By the time this issue of MOTOR SPORT is published, a grand tour of South America organised by the Automovil Club Argentino will be about over. It attracted quite a number of local competitors, but the only crews of significance were those of the Mercedes team, that company seemingly having rekindled its competitive interest, although they are sufficiently canny to stick to events in which reliablity, tenacity, strength and endurance are far more important than sheer performance.

Whilst that event was going on, a French-organised adventure called a "Rallye-Raid" was on the move from Paris to Sidi Ifni and back to Toulon. It was part overland drive and part rally, for whilst its overall timetable was reasonably slack it did not have special stages incorporated in the route.

The French seem to have succumbed to the long-distance bug in a big way. Their treks to North Africa for young drivers have been held for some years, notably by the Citroen company, but of late a rush of long rallies has sprung up, some even clashing directly on the calendar. Jean-Claude Bertrand, former organiser of the Bandama Rally, has devoted himself to running five rallies, one in each of five consecutive years, each in a different continent. This year, in November and December, it is the turn of the Americas, and he has set a most imaginative but optimistic enterprise to take a cruise liner containing all competitors, their cars, mechanics and followers from Nice to New Orleans where the rally itself will start. As cars make their way down through Central America to finish at Caracas, so the ship will steam through the Gulf of Mexico and the Caribbean, calling at ports through which the rally will pass to provide a floating hotel for the rest stops. So far, we have not seen a full, authentic entry list for this very expensive enterprise.

At the same time, another French concern is planning to run a complete tour of the Mediterranean, circling that sea in a clockwise direction and travelling overland all the way save for a voyage from Beirut to Alexandria to avoid Middle Eastern trouble spots and, of course, another across the Straits of Gibraltar.

As if two directly clashing events organised from the same country were not enough, yet another French concern is planning a long trip in December, this time from Paris to Dakar, and whether all three will gather enough support to run remains to be seen. Perhaps there's a case for amalgamation; perhaps at least two of them will find such a move necessary.

When last year's London-Sydney Rally took place there was no doubt that the least-prepared sections of the route were those in Australia, and when competitors left London there was still no roadbook in existence for the Australian route. That drew considerable criticism, and as if to prove that they can run such events without any help from the Northern Hemisphere, a group of Australians have got together to run a 13-day event across that continent in August 1979.

A full calendar of regular rallies spread all over the world but each confined to one country can easily be sustained by high competitor interest, but six long, costly, time-consuming marathons in the space of a year is quite another matter. Far be it from us to suggest that any organiser should be prevented from running the event he chooses to organise, but there is always a danger that a worthwhile sponsor will be alienated towards the sport by backing an event which is poorly supported and unsuccessful.

A major criticism of long-distance events is that nearly all of them have given precious little notice to allow prospective entrants to prepare, but even the 18-month rule proposed by the BPICA and supported by the CSI will be satisfied by the notice which will be given by a long-distance event which is presently being planned for a future date. It will be organised from Britain, supported by the RAC and will probably run the whole length of North and South America.

Another major event still in the planning stage, though at an advanced state of diplomatic negotiation, is one which will certainly endear itself to readers of MOTOR SPORT. Since an Itala won that memorable race from Paris to Peking, many attempts have been made to revive that contest, but all failed presumably due to the near-impenetrable nature of diplomatic barriers. But it seems very probable that, after many attempts, one man has succeeded. If that is the case, there will be a return run from Peking to Paris before many years go by. At this stage we can say no more, but readers will be kept informed as more details come to hand. – G.P.

TR7 parts

LEYLAND ST now offer a pretty wide range of equipment for the company's troubled (at the time of announcement they were deciding whether to make it at all!) TR7. Meanwhile the people at Competitions have produced a fine tarmac rally car by inserting a dry-sump version of the Rover V8 engine. They do not call the result a TR8 as the Americans are still waiting with great patience for the road-going version of this model.

All the major aspects of the four-cylinder TR7 are catered for up to a full competition standard, including the components of the five-speed SD1 gearbox which might make a useful alternative to the expensive ZF one day. Speaking of which, you may have noticed that Rod Quaife, better known for his motorcycle gearboxes and other engineering work on two wheels, has entered into a marketing agreement that allows his 5-speed design for Ford Escorts to be sold for considerably less than the widely used ZF.

Formula One Facets—Petrol Companies

SOME YEARS ago the major petrol companies like Esso, BP and Shell were the main sponsors of motor racing, putting a lot of money into teams like Ferrari, BRM and Lotus, but without the advertising and ballyhoo surrounding sponsorship today. They merely profited by the publicity gained from successes. Whereas you could pronounce that a Grand Prix had been won on Esso, you cannot claim that a Grand Prix was won on Players Cigarettes or using Olympus Cameras. There are still petrol companies supporting racing teams, like Texaco with McLaren, Agip with Ferrari or ELF with Tyrrell and there are oil companies in Formula One as well, such as Valvoline with Lotus and Castrol with Wolf, but it is not widely publicised just what petrol and oils the Formula One cars use.

The fuel used has to be commercially obtainable 100 octane straight petrol, which is 5-star by normal standards and firms like ELF and Texaco make certain their teams have the purest grade of 5-star that they can blend. At a recent Grand Prix I took a survey of what brands of petrol and oil the major teams were using, and their reasons for using them.

Brabham-Alfa Romeo – Italian Agip petrol and oil. The Alfa Romeo engine development being done in Italy, it would be silly not to use the number one Italian brand.

Tyrrell – French ELF petrol and oil. It is not called ELF Team Tyrrell for nothing.

Lotus – Contracted to Valvoline Oil Company, so do not tie themselves to a petrol company. They use whatever is available in the paddock, ELF, Agip or whatever.

McLaren – Texaco petrol and oil. Texaco are part sponsors of the team with Marlboro cigarettes.

ATS – Shell petrol and oil.

Ferrari – Agip petrol and oil. The Italian company have a contract with Ferrari.

Fittipaldi – A contract to use Shell oil, so they do not tie themselves to a petrol company. Any 5-star petrol – whatever is on sale in the paddock.

Renault – ELF petrol and oil. Like ELF Team Tyrrell they are strongly supported by the French petrol company.

Shadow – Contracted to Fina for petrol, Valvoline for oil.

Surtees – Contracted to Fina for petrol and oil.

Wolf – Contracted to Castrol for oil, so use any available 5-star petrol.

Ensign – Contracted to Fina for petrol and oil.

Ligier – Shell petrol and oil because they find them quite satisfactory for the Matra V12 engine.

Williams – Backed by Saudia Airlines and Saudi Arabia they stay clear of all petrol and oil contracts and use Texaco oil (because it seems all right) and whatever 5-star is on sale in the paddock.

Arrows – Fina petrol and Valvoline oil.

The fact that the modern Formula One engine develops anything from 485 b.h.p. to 520 b.h.p. from 3-litres capacity, running on normal 5-star petrol, says much for the engineers behind such engines as the Cosworth DFV, the Ferrari and Alfa Romeo 12 cylinders, the V12 Matra and the



The Brabham being filled up with Agip.

turbo-charged Renault V6. It was 40 years ago that we had a 3-litre engine limit, with supercharging, for Grand Prix racing and with no fuel restrictions. Mercedes-Benz and Auto-Union 12-cylinder engines needed two-stage supercharging and methanol/benzol fuels to produce 485 b.h.p., and a team of technicians to look after the engine as well as a technical ritual for starting and running them. Today you could drive up to a normal 5-star petrol pump with a Cosworth V8-powered car, fill up (and get your Green Shield stamps), press the starter button and drive away without needing to leave the cockpit. There has been a lot of progress made, even though it has taken a long time. – D.S.J.

Shobdon Air Display

Shobdon, July 16th

I LIKE to see one Air Display a year, for old time's sake. So while Ferrari was winning the British Grand Prix I was off to the pleasant aerodrome of the Herefordshire Aero Club, to watch the Shobdon Air Display, which was under the control of Wing/Comdr. A. James, OBE, with Stuart Barnes as Air Traffic Controller. The Show was preceded by the traditional Herefordshire Handicap Air Race for a Trophy and £450 prize-money put up by NJR Heater Services. Flown over a 90-mile course with four turning points per five laps, it was won at 177.51 m.p.h. by F. Purslove (Piper Turbo-Arrow), from P. Cremer (Jodel Ambassadeur) and R. Hayter (Cessna 180). Richardson's Monsun was fourth, a Cherokee Arrow fifth, out of 12 finishers, so there was a nice variety of makes in the money, if not very close racing. Tom Storey's 1935 Percival Mew Gull was heavily handicapped but made best time, averaging 196.8 m.p.h. Cull's Cassut IIIM and a Piper Arrow retired, but both landed back at base.

Parachutists then went off in a Norman Islander to jump with Stratocloud 'chutes, many landing on their feet but one taking a heavy fall. The last unfurled a National Benzole flag during his descent. Harry Hawthorn then demonstrated an American Tomahawk two-seater and landed this 200-h.p. Lycoming-engined aeroplane dead stick onto its tricycle under-carriage, after showing off its 109-knot sea-level maximum speed, 46-knot stall, and the agility of this 4½ gallons-per-hour Club trainer. This was followed by a crop-spraying demonstration by Thrush Commander and Piper Pawnee aeroplanes of Aero Cropcare Ltd. Able to land in 500 yards, they spray at 100-115 m.p.h. and their side-by-side fly-past at nought feet was most impressive.

In the absence of the expected Tiger Moths, three VW-engined Druine D31 Turbulents treated us to some skilled tied-together flying, after which Philip Meeson aerobatted a Marlborough Pitts S1S single-seater biplane. As expected of such a famous pilot, he rolled off an outside loop and did much inverted flying, in this 1,000 lb., 180 h.p. Lycoming-powered aeroplane that cruises at 140 m.p.h. and climbs at 3,000 ft. per minute. Contrast was provided by an Avro Anson in RAF livery, which gave a fine performance before Gordon Fraser flew it awey to White Waltham. It was found at Aldersgrove in 1960, having been in a hangar for 12 years. It was rebuilt at Booker and flew again, with its two Armstrong Siddeley Cheetah engines, in December 1977.

Hamish Moffatt then swung the prop. of the famous England-Australia 1941 DH Tiger Moth G-ANRF (fuelled and oiled by Shell), which was displayed in the air by its popular pilot, Flt./Lt. David Cyster, who flew it to Sydney this year to commemorate Bert Hinkler's great flight over the same route in 1928 in an Avro Avian. (David then had a ride in Moffatt's stripped-for-racing 1924 Type 35 Bugatti, as did Wing/Comdr. Jimmy James). As this Tiger Moth carries extra equipment it isn't allowed to aerobat, but a glider later obliged with a loop. An item not in the programme was a motor-glider performance, by Mavrogordato unless I am mistaken, son of the owner of the 1914 GP Opel. (Incidentally, apart from the Bugatti, the only vintage car I saw at Shobdon was an Austin 12 saloon).

A Varsity from Duxford allowed its two Bristol Centaurus motors to propel it in a decently tight turn for a large aeroplane, three intrepid parachutists gave the first public performance, sponsored by Bulmer's of Hereford, the cider people, of a combined-drop, two of them with their feet in one-another's 'chute air ducts, having jumped from 5,000 ft., and then we had another race to watch for F1 machines over 5-laps of the aerodrome. The winner was Marley's Cosmic Wind, running its 100-h.p. Rolls-Royce engine at some 3,000 r.p.m. Crazy flying, that "must" for any flying display, the origins and development of which was so ably described in *Aeroplane Monthly* not long ago, was done very ably at Shobdon by Brian Lecomber in his Stampe, who impersonated his "non-flying engineer" to great effect. The crop-sprayers then unsuccessfully tried to douse a runway fire, by dropping 150 gallons of water on it in 5 to 10 seconds, and the 50-strong local model-flying-club gave its own show.

Comdr. Wren flew past in a RN Swordfish and to recognise 60 years of the RAF there were other fly-pasts by Service aircraft, notably of a Spitfire from RAF Coningsby by Wing/Comdr. Jones, who gave us a victory roll; their Hurricane alas, had gone u/s that morning. For those who were too young to comprehend the full significance to Britain of the Spitfire, the programme did its best to explain. In short, Shobdon put on its usual very good Air Display. – W. B.

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Cars I Have Owned

[In which R. Dallas Brett, OBE, contributes to a popular series; his experiences include owning a new £100 Carden and the famous racing Aston Martin "Bunny". —ED]



The author at the wheel of "Bunny".

MY FATHER bought his first car in 1902. The story goes that my mother kept a large flock of hens which were a source of endless trouble, irritation and expense to my father, who was constantly called upon to build new hen houses, nesting-boxes and wire-enclosures, recapture runaway hens, give them food and water, and nurture the chickens. One day he said he would buy a motor car, on condition that the hens were liquidated; he could not, he said, afford either the time or the money to look after both.

My mother agreed, the hens were disposed of, and my father went up to London and bought a chauffeur's hat with a shiny peak, which was *de rigueur* for amateur drivers in those days, and a two-cylinder Georges-Richard Brasier. Its number was P173: the one hundred and seventy-third car to be registered in Surrey. This car lasted until 1906, from age two to age six in my life, and my memory of it is naturally a trifle vague. I do recall, however, that it was almost square, that is it was not much longer than it was wide, and it was painted red. There were two narrow bucket seats in front and a tonneau behind which was entered by means of iron carriage-steps leading up to a door opening out to the rear. Passengers in the tonneau faced each other across the car. Far below the driver's feet was a small square box containing the engine, on the front of which was a radiator, resembling a nest of furry caterpillars. In front of the steering column was a varnished oak box containing a trembler coil which chattered like a swarm of crickets when the engine was running.

This car was extremely dangerous on account of its very short wheelbase and very high centre of gravity. At the mere sight of a wet tramline it would start spinning like a top, completely out of control. However, I cannot recall that my father ever had any serious accident with it, chiefly because, I think, he soon realised that it was madness to drive it in wet weather on wood paving or cobbles, or on tramlines at any time, so its outings were reserved for fine weather, and he kept to the ordinary grit roads as far as possible. Moreover, it would not do more than about 20 m.p.h. on the level, which was the legal speed-limit then.

The most striking feature of the car was its canopy. This consisted of an oblong roof of beige linen with a frill all round the edge stretched over a framework of brass rods which dropped into sockets at the sides of the vehicle. The rods were of solid brass about 1 in. in diameter and it took four strong men to lift it, one for each rod. My father rigged a tackle to a beam across the garage roof with which the canopy could be hauled up in fine weather. Should it rain whilst one was out in the car it was necessary to return home at once and re-enter the garage in order to re-ship the canopy. Not that this would keep one dry, because even a gentle shower would soon form a lake in the top, which would then descend in more concentrated form into the tonneau through the seams in the material. Moreover, not even the main roads were tarred in those days, so that in dry weather every car was followed by an immense cloud of dust and the canopy created a powerful suction which brought this dust cloud swirling into the tonneau and deposited it on the faces, necks and clothing of the occupants. However, the canopy undoubtedly added some distinction to the appearance of the vehicle.

Underneath the engine was a large tin tray about 9 in. deep, suspended from the frame by leather straps, which was designed to catch the oil which dripped copiously from the machinery above. One day we set off from Egham to visit my mother's family in Nuneaton, passing through a flock of hens on the way. When we arrived and my father stopped the engine, the resultant beautiful silence was broken by an outburst of furious cackling from beneath the car, and we saw the head and neck of a once white Leghorn protruding from the tray. My father got down on his hands and knees and helped the wretched bird out and it was caught after a short chase by my grandmother's gardener, who promptly wrung its oily neck. This brutal incident made a lasting impression on me when I was five years old.

In 1906 there was much talk about the rival merits of the Beeston Humber and the Coventry Humber. My uncles in Nuneaton naturally supported the Coventry model against the one made in Nottinghamshire, it being an irrefutable fact that good motor cars could be built only in Coventry. So my father sold the Georges Richard and his canopy and bought a brand-new Coventry Humber. This was a splendid car. It was dark Brunswick green and all the fittings were nickel-plated instead of bare brass. On either side of the handsome radiator was a round Dietz acetylene headlamp, the glass of which was divided into vertical strips, to provid expansion, so that these lamps looked miniature searchlights. The gas was gene in a plated box with a domed top which on the offside running-board at the foot broad front mudguard. A pair of plate lamps flanked the windscreen, which resem a shop-window with a frame of polished about 4 in. wide. One stepped up into front compartment through a door about high on the near side; there was a si door on the off-side, but this was obstructe the Stepney wheel which stood on the runn board. The running-boards and the floor front compartment were paved, as it with ribbed aluminium sheet, which gave impression of an engine room, and si behind the single-spoked steering wheel thick rim of which was bound with lea looking down on the big rounded bonnet the gleaming radiator and headlamps, and row of burnished brass oil-feeds with glass windows arranged on the scuttle, felt that one really was in charge of some machinery. If anything got in the way one only to squeeze the rubber bulb at one's hand to send a melodious boom down the flexible plated tube to the horn beneath offside headlamp.

The two bucket chairs in the front and wide sofa across the back of the car, w could seat three without embarrassm were luxuriously upholstered in dark g leather. The rear compartment was ent through wide doors on each side and it possible to walk up into either the front or compartment and turn before sitting do Some protection from the weather afforded by a "Cape cart hood" which fol down and lay untidily across the back of car when not in use. Two strong men needed to erect it, because the front por had to be disengaged from the fastenings carried forward by a man on each side of car to sockets on either side of the front s The hood then projected forward over the of the huge windscreen and was held down

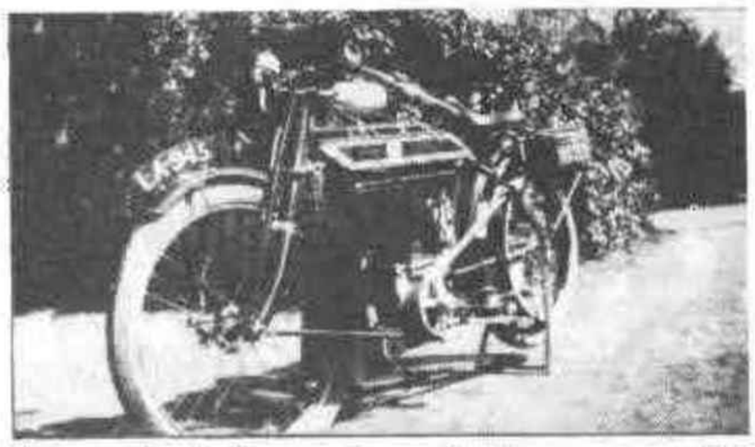
long leather straps to fastenings on either side of the radiator. There were no side curtains and, of course, no windscreen wipers, so the driver's right arm was usually soaked in bad weather.

My father kept this Humber until 1916; from age six to 16 in my life, and I learned to drive it in 1912, when I was 12 years old.

The drive at our house led down a gentle slope from the entrance gates, past the flank of the house, round a sharp left-hand bend and thence along a level stretch to the garage. It was possible to let the car roll down this slope in neutral and acquire sufficient momentum to take the bend at the bottom and trickle on towards the garage doors. First I learned to do this without engine, my father sitting beside me with one hand on the wheel; it was tricky because woe betide us if we touched the trimmed grass edges which were my mother's pride and joy; but I soon learned the correct line on which to take the Humber through the corner. When I had mastered that trick my father took me out to some secluded road, unfrequented by policemen, and initiated me into the art of changing gear. The Humber had a sweet change. The tall lever outside the car at one's right hand worked only backwards and forwards; there was no gate. From neutral one pulled it back to reverse, then forward through neutral to first, second and top. At first I was only allowed to go up to number two; then back into neutral and start again. Starting from rest was often difficult because of the leather cone clutch in the vast flywheel, which needed constant attention. Sometimes it would slip, when a special gripping compound was smeared on the leather, after which it became very fierce, when it was necessary to oil it; and it would soon start slipping again. One never knew exactly what was going to happen when one eased one's foot back on the pedal.

I have many happy memories of this imposing Humber; of the gratifying degree of envy aroused in my schoolmates when my parents came to take me out in it; even some quite senior boys, who would normally disdain to speak to me, would ask me questions about it; and of long journeys to Cornwall to visit my uncle Lyde at Liskeard, where he kept a brass-bound Swift and a chauffeur called Stevens who was its devoted slave. Stevens made derogatory remarks about Humbers, and one day when he was washing the Swift I seized the hose and turned it on him. He forgave me, but not so my uncle Lyde, who gave me a very harsh talk out of his great black beard.

One of the most memorable incidents in the life of the Humber occurred in Guildford. My father had pulled up at the top of the High Street, just above a costermonger's barrow piled high with oranges. When he came to pull out, the Humber's front hub touched the outside wheel of the barrow, which promptly collapsed. Several hundred juicy oranges started off down the High Street, which was cobbled in those days. The cobbles set them bouncing and by the time some of them reached the bottom of the hill they were flying clear over cars, horses and carts and ducking pedestrians. Some smacked straight into vehicles and burst like bombs; everything seemed to be yellow and smelled like a school treat. My father and I and everyone else who escaped the bombardment were helpless with laughter—except the unfortunate proprietor of the barrow, whose language was fortunately beyond my comprehension in those days.



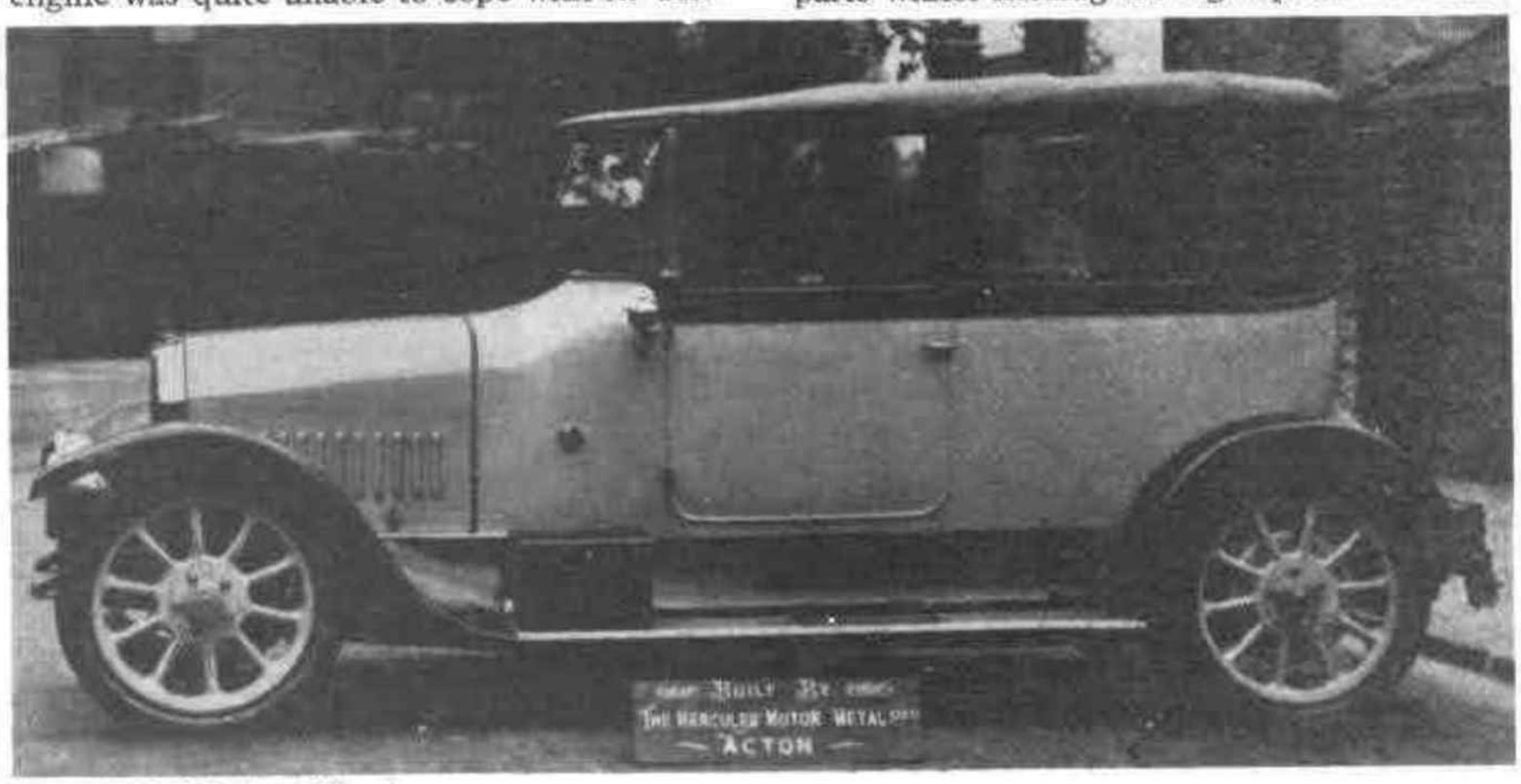
The author's first motorcycle, the awesome TT Premier with auxilary petrol tank on top of the main paraffin tank.

After delivering his opinion of my father, our ancestors, and my father's method of driving, the costermonger got down to business. "That will cost you thirty quid guv'nor," he said. "There's all my stock gone and me barrer smashed up." My father said, "Nonsense, the whole lot is not worth a fiver and your axle must have been in a rotten state to collapse like that. I only just touched it. Anyway, I have not got thirty pounds." He fumbled through his pockets and collected ten golden sovereigns, a vast sum in those days. "Here," he said, "you take these and get your barrow mended and buy yourself some more oranges." The costermonger hesitated a moment, eyeing the gold, then put out his hand. "All right, guv'nor", he said, "it's a bargain. Shake on it." They shook hands and my father leaped into the Humber and drove rapidly down the hill, looking with innocent curiosity at the citizens who were busy wiping smashed oranges off their persons and property.

Immediately after the war, in 1919 I think, my father ordered a new 15.9-h.p. Humber chassis from Coventry and went and fetched it himself in a snowstorm, sitting on the bare chassis on the proverbial sugar box. He did this because he had heard that the delivery drivers used to flog the new engines in order to speed up their jobs, and he believed in running-in gently. He then delivered the chassis to a firm of coachbuilders in London, in which the Russian revolutionary Kerensky (or was it Krassin?) was a partner. These people constructed an enormously heavy cabriolet body for the car. It was painted pale yellow and upholstered in beige Bedford cord, and had ashtrays and lights galore, and those braided slings at the back in which you were supposed to rest your weary wrists. Unfortunately the body was so heavy that the great woolly engine was quite unable to cope with it. The seating was very soft and the driver sank so far down into it that it was difficult for him to see over the high dashboard. The collapsible hood was so difficult to lower and erect that after one blasphemous experiment it was left permanently shut; so it might just as well have had a tin roof after all, which would not have leaked so much.

This car cost my father £1,500, about four times as much as its illustrious Edwardian ancestor, and it was certainly not worth it; but it looked imposing and my father kept it for many years.

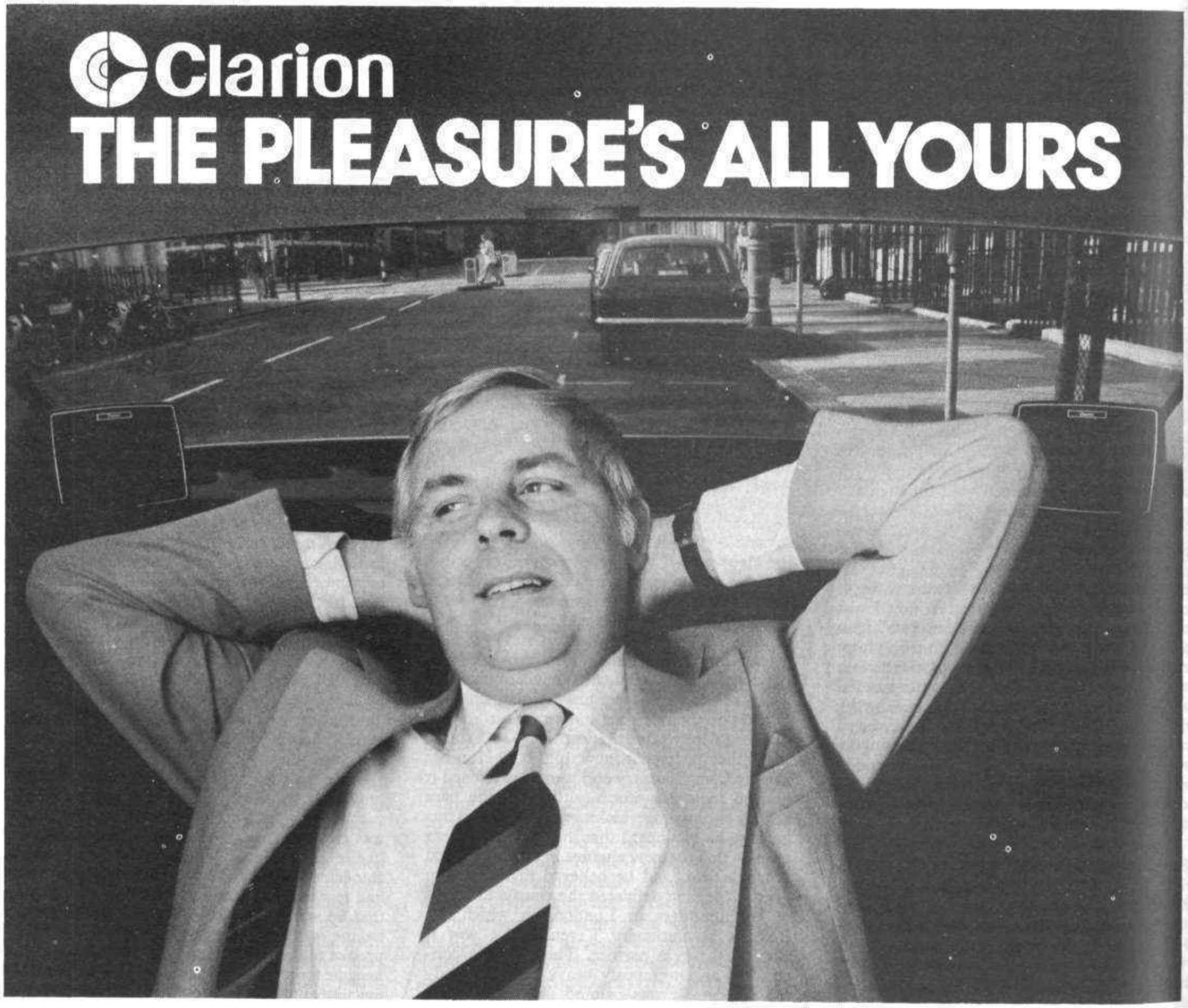
It was in 1916 that I acquired my first motorcycle, and it would be impossible to imagine a more unsuitable mount for a boy of 16, who had never ridden a motorcycle before. It was actually a Senior TT machine which was alleged to have formed part of the Premier Company's team in the 1914 race in the Isle of Man. The 500-c.c. side-valve engine drove the back wheel direct, by means of a belt. There was no gearbox, but the outer flange of the driving pulley could be adjusted to alter the gear ratio if one had the time and inclination to take it to pieces. There was no clutch either, and, of course, no kick-starter. I saw this uncouth monster advertised for sale at a house in Ealing and went over by train to see it. The owner brought it out and roared up and down past his house at a very impressive speed. I said I would buy it if he would deliver it at my house. He said, "Well, I'll take you there on the pillion, now." I handed over £37 10s. and said "all right, let's go." It was then that I began to see the limitations of this machine. The only way to start it was for the rider to run with it, holding the exhaust-valve lifter lifted, and when he thought he had attained enough speed, to drop the lever and jump for the saddle. If all went well the thing would start with a bang and gain momentum rapidly; that was one of us on. The prospective passenger had a harder task, because he had to run alongside, keeping clear of the rider until he had reached the saddle and until it was evident that he was not going to fall off and that the engine was going to keep on going. At that precise moment of time, and before the speed became too great, the passenger closed with the machine, put his hands on the rider's shoulders and leapt onto the pillion. This consisted of a flabby cushion strapped onto an iron framework designed for carrying parcels, and the unfortunate passenger had to endure the buffetings of this knobbly grid in his tender parts whilst holding his legs up off the road,



The 1919 15.9-h.p. Humber.

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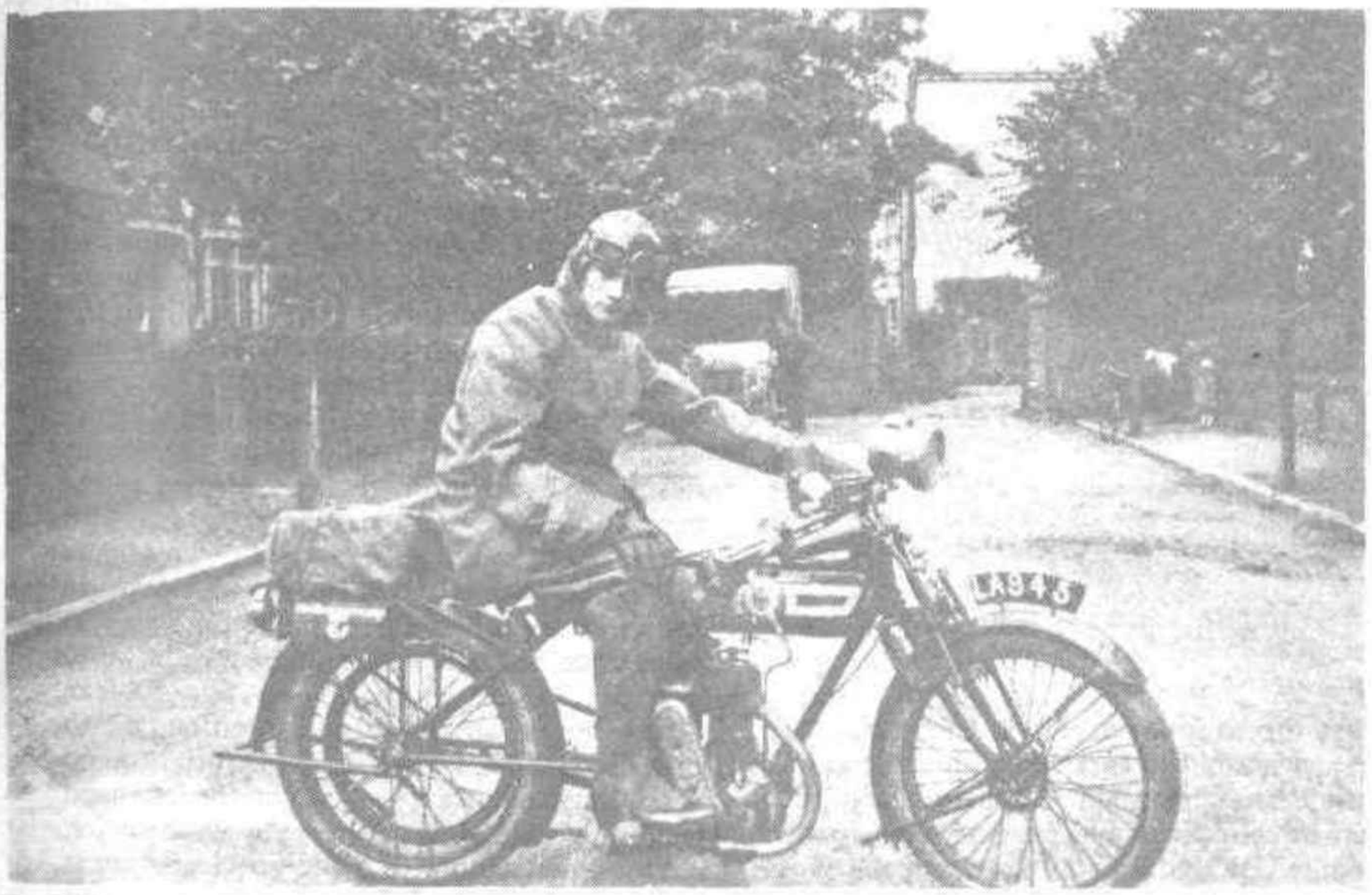


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R. Dallas Brett on his second motorcycle, the quietly elegant, 500-c.c., single-cylinder Rover obtained in 1917.

because there were no footrests for him.

I managed to mount at the second attempt, but the agony of holding my long legs up off the ground necessitated six stops, and six more starts, before we reached Egham, where I arrived in such a state that I could barely stand, and had no desire to sit. However, I had bought this thing and was not going to give up. So, as soon as I had recovered, I went out to do battle with it. The vendor had prudently departed very smartly to catch a train back to Ealing, leaving me with only perfunctory instructions about how to ride my purchase, which was propped on its stand in the drive, looking baleful. First I sat in the saddle, which was luxurious compared with the cushion on the back, and leaned down to take the great wide downswept handlebars, which seemed so utterly different from the neat narrow bars of my pedal cycle. I experimented with the various levers, the exhaust-valve lifter on the left, the handbrake on the right, and the throttle and air controls near the right thumb, the magneto's advance and retard by the left thumb. I felt for the foot brake and tried it. I did not like the idea of the running jumping start so, in trepidation, I wheeled the machine out of the gate and set it facing down Egham Hill. I sat astride it and noted that the compression held it if I released the exhaust lifter and braced both feet on the ground. I flooded the carburetter, set the throttle, air and magneto controls at what I guessed to be the right settings, took a firm grip of the exhaust lifter, pushed off, and put my feet up on the footrests. When we had gathered speed I let go the exhaust lifter and was rewarded with a mighty bang, followed by a series of loud pops, and we were off. Somehow I navigated Egham High Street without hitting anything and came eventually to the fork leading to Pooley Green and quieter territory. I swung off to the right and ventured to open the throttle a trifle. The machine galloped off eagerly down the lane between the green hedges, making a terrific bark from its open exhaust pipe. It was then that I saw the train coming and knew that the gates at Pooley Green Crossing round the corner would be shut. I throttled back hurriedly, overdid it, opened up again, and began to panic. I could not find the brake pedal and it was clearly impossible to let go of the throttle in order to grip the hand-brake. The gates were very close and in desperation I shut the throttle, grabbed the exhaust lifter, and plunged into the ditch. I was unhurt and the machine appeared to be intact, But I was faced with starting again. This time there was no hill to help me and I knew I had to jump for it. I made it at the third attempt and set off homewards. Once again I got through the High Street without incident, but then I was faced with Egham Hill. I opened the throttle, but too gently, and the machine stalled as soon as she felt the gradient; one had to rush her at hills. I had had enough for one day and I pushed my purchase home ignominiously.

In the end, by lowering the gear ratio to make her more tractable, I mastered this machine, and even defeated the petrol shortage by making her run on paraffin. I fitted a little auxiliary tank for petrol, which was used only for starting, after which I switched over to the paraffin. This eventually proved too much for the high-compression engine, and one day, whilst rushing the hill out of the tunnel under the track at Brooklands, there was a considerable explosion and a jagged piece of hot metal flew out of the top of the cylinder, hit the frame under the tank, and ricocheted into my left knee, leaving a painful hole. To make matters worse a friend on another motorcycle offered to tow me to Weybridge. We fixed a rope to my handlebars, he then started with a jerk and pulled me over in the road, scraping my damaged knee, my other leg, and both my hands as well. That was the end of the Premier; she was a big, raw-boned, bad-tempered thing, and I have no pleasant recollections of her at all, but she taught me some lessons; if only how to fall off a motor bike without suffering any serious injury.

My next mount was very different. She was a 500-c.c. single-cylinder Rover which displayed all the quiet elegance one associates with this famous *marque*. She was beautifully finished in black and red and silver and had a most comfortable riding position, the handlebars curving gently in a horizontal plane from the low steering head, so that one's wrists were straight, the knuckles facing forward. Fat padded leather knee-grips gave a sense of security and the great nickel-plated exhaust pipe produced a mellow boom. She was heavier than the Premier, but steered beautifully, even at low speeds.

This machine also was driven directly by belt, there being no gearbox or clutch, which necessitated a jump-start; but whereas in order to lower the gear ratio on the Premier it was necessary to undo the lock-nuts on the driving pulley, the Rover had a Phillipson pulley. This device had a brass drum on the outside with a brake pad operated by a lever on the handle bars, and the theory was that when the drum was braked the outer flange of the pulley opened out, thus permitting the belt to settle further into the groove, and lower the gear ratio. There were two main defects, first that the brake did not exert sufficient force, so that it was necessary to put one's foot on the revolving drum, which caused rapid wear on one's near-side shoe, and secondly, that if one did succeed in opening up the pulley the belt went sloppy and lost all adhesion, whereupon the engine would race and the machine would stop. When one released the pressure on the drum the pulley would grip the belt suddenly and usually break it; after which one spent a quiet half-hour at the roadside drilling the belt and fitting a new link.

After I was demobilised I wanted a car, and my parents made the acquaintance of a strange genius named Carden who was about 6 ft. 5 in. tall and had been concerned in the invention of the first tanks. He was building an extraordinary cyclecar in an improvised factory at Ascot. This machine had a wooden framework covered with plywood. At the front was a pair of motorcycle wheels and there was a twin-cylinder two-stroke engine attached to the back axle which incorporated a gearbox with two forward speeds, but no reverse gear. The controls were operated by wire cables which were led through sheaves on the site of the body in accordance with aircraft practice; in the centre of the cockpit was a large pedal which operated a kick-starter. I bought this vehicle new for £100 unpainted, and painted it myself, a bright emerald green with black mudguards, in a shed in the garden. I fitted a pair of small Dietz headlamps and the big acetylene generator off the old Humber which was still in our garage, and an enormous steering wheel about 2 ft. in diameter, and painted the name "Scarab" on the bonnet, because I thought that the vehicle resembled an Egyptian beetle.

This car went well enough with one up for short distances, but on a long journey with two up and luggage strapped on the back, the two-stroke engine would run very hot. It was air cooled, of course, and did not receive enough draught in its hole under the back of the body, so that the power would gradually evaporate, forcing one to stop for a quarter of an hour or so to let it cool down, and then start off again. One amusing feature was that the engine would run equally well, or badly, in either direction, and there was no means of knowing which way it would choose to revolve when one kicked the starting pedal. I remember showing it to a friend and his young nephew, who was standing behind the car. When I kicked the starter, engaged bottom gear waved goodbye to my audience, and let in the clutch, it jumped smartly backwards and knocked the boy down. Fortunately he was



Dallas Brett and 500-c.c. Lea-Francis photographed near Swanage.

unharmed, but this idiosyncrasy added to the interest of driving in traffic, because if the engine stopped in a traffic block, which it often did, one never knew which way one would go when one restarted.

I soon got tired of "Scarab" and decided to revert to motorcycling. I bought a second-hand Lea-Francis with a Swiss MAG vee-twin engine. This was a handsome machine; the tank was black with a dark red panel and I fitted up a pair of copper exhaust pipes which ran together from a point below the engine up to the back of the carrier behind the back wheel. I kept these pipes highly polished and the machine looked and sounded like an organ. It had a two-speed gearbox driven by a chain from the engine, whence the drive was by another chain to the back wheel. I kept "Frances" for about a year and did a considerable mileage on her, but her performance was low and the little twin-cylinder engine gave me a good deal of trouble. I found I could not compete with the more robust mounts of my friends, and she was not a comfortable machine to ride as the steering was bad, owing, I think, to an excessively long wheelbase. This was the heyday of the AJS. Howard Davies had won the Junior TT and then proceeded to win the Senior race on the same 350 c.c. machine; a feat never performed before, or, I believe, since. About this time I met Jack Denby, who was the agent in Bournemouth for AJS, and I bought one of the magic 350s. This was a small machine, too small for me really, but it packed a big punch, and looked elegant in its black-and-gold finish. Moreover, it had a beautiful three-speed gearbox and chain drive throughout, and steered so well that it could be ridden hands-off at quite low speeds.

I joined the Bournemouth and District MCC and entered the AJS for their speed trials at Canford Park. I had a good look at the road, which I did not like. It was dry but the surface was loose and sandy, especially at the edges, and it was very narrow. The course was a little over half a mile and reasonably straight, but there was a right-hand bend just after the start and a gentle left-hander shortly before the finish. The run off at the end seemed to me very short and finished in a farmyard with buildings all round it. I marked down a large soft dung heap in one corner as the point to aim at in case of trouble. Competitors rode in pairs from a standing start, and I was drawn to ride first against Leo on his big 500-c.c. Sunbeam. I was put in pole position, which gave me the inside berth on the first right-hand bend, but the outside position on the left-hand bend near the finish, where we would be going fast, so I determined to try to get clear away at the start and cross over into Leo's water as it were, thus forcing him to take the outside of the left-hander if he tried to pass me.

When the time came I push-started the AJS, declutched, put her into neutral, pulled her back to the line, climbed aboard, engaged bottom gear and held the clutch, blipping the throttle with my right index finger. I had taken off the silencer and tail-pipe, of course, leaving only a semicircle of 2-in.-diameter copper pipe which emitted a deep-throated bellow which was most inspiring. I could not

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hear Leo's Sunbeam alongside me at all, and I was gratified to see several spectators standing by with their fingers in their ears.

As the starter's flag went up I dug my toes into the ground, and as it fell I pushed with all my might, let in the clutch with a jerk and slammed the throttle open. The back wheel spun for a moment, but a kick with the right foot straightened things up, and we were off. Just before reaching maximum revs in second I glanced over my left shoulder and was gratified to see that Leo's Sunbeam was well astern, so I changed into top, swung over to the left-hand side of the road, and settled down to it. The AJS was rock steady but that left-hand bend looked very sharp as I came up to it flat out. I dared not look round again to see where Leo was for fear of unsettling the machine on the loose surface. Somehow we got round the bend, and, as I could not see or hear the pursuing Sunbeam, I cut out a few yards before the finishing line and started braking gently. Leo flashed past me just after I had crossed the line.

In the next heat I was beaten by about 20 yards by my friend Harold on a 500-c.c. Norton, which had much more authority than Leo's Sunbeam, but at the end of the day I was surprised to learn that my new AJS had won two medals for me in my first competition.

My next car was a French light-car made by the well-known racing driver Robert Senechal, who was connected with the old established *marque* of Chenard et Walcker. It had a narrow, high-sided body with a long tail, painted French racing blue, the passenger's seat being slightly behind the driver's, thus allowing their shoulders to overlap. The little 1,100-c.c. engine was the smoothest I have ever known. I bought this beautiful little car from a big garage in Folkestone. They told me that it had belonged to a local racing driver named Thistlewaite, who had sold it because the propeller shaft broke, but they had fitted a heavier gauge shaft, and I was assured that this could not happen again. I discovered later that when the shaft broke the car had leaped over a low stone wall on the road between Hythe and Sandgate and thrown Thistlewaite into a nursery garden.

One day I had lunch with a friend of mine, the local brewer, at Faversham, and after lunch we drove on towards Gravesend, where there was a long wide stretch of new arterial road on a gently falling gradient. Lindars said "Let's see what she will do." "Right," I said, putting my foot hard down. The little engine wound up like a turbine until the speedometer showed over 70 m.p.h., when I became conscious of a deep vibration. As I eased my foot up there was a rythmic banging below my seat and fragments of the floorboards and pieces of the battery shot up between my legs and whistled over my head. I touched the brake but the Senechal swerved violently and headed for a large tree; so I desisted and concentrated on trying to keep her in the middle of the wide road. I was conscious that somehow my seat was no longer supporting me and I had to take my weight on the steering wheel, which made things more difficult. Lindars was sinking out of sight beside me, clutching the side of the car with both hands and shouting "What's up?" It took some time before we rolled to a standstill. I climbed out with difficulty as my seat and all the floorboards were gone and Lindars had to be helped out of the hole in which he was jammed. Behind us the road was strewn with pieces of motor car for as far as we could see. The long propshaft had pulled out the fibre universal joints at each end and formed a bend in the middle like the throw of a crankshaft. It was this loop which had thrashed around and destroyed the battery and the floorboards, and had operated on Lindars' bottom like an infuriated schoolmaster. It was a long time before he could sit down without wincing. The car was taken to Rochester and repaired, but I never drove it again. I sold it to a clergyman.

By far the most distinguished motor car I have owned was the famous Aston-Martin, "Bunny". In her time "Bunny" held no less than 17 records, ten of them *World's* records, and she finished 2nd in the 1922 JCC 200-Mile Race at Brooklands, in most dramatic circumstances.

I had watched this race, in which "Bunny" was pitted against the team of Talbot-Darracqs, which was then virtually unbeatable in Europe, and a host of British cars, including Alvis, Marlborough, Horstmann, and others. The three Talbot-Darracqs were driven by H. O. D. Segrave, K. Lee Guinness, and the French driver Chassagne, and they took the lead from the start in that order and began lapping steadily a good 10 sec. faster per lap than the rest of the field. Chassagne went over the Byfleet banking and towards the end of the race Segrave began to have engine trouble and came into his pit for several short stops. Lee Guinness was thus ahead, and G. C. Stead in "Bunny", who was leading the rest of the field, took over second place and began to



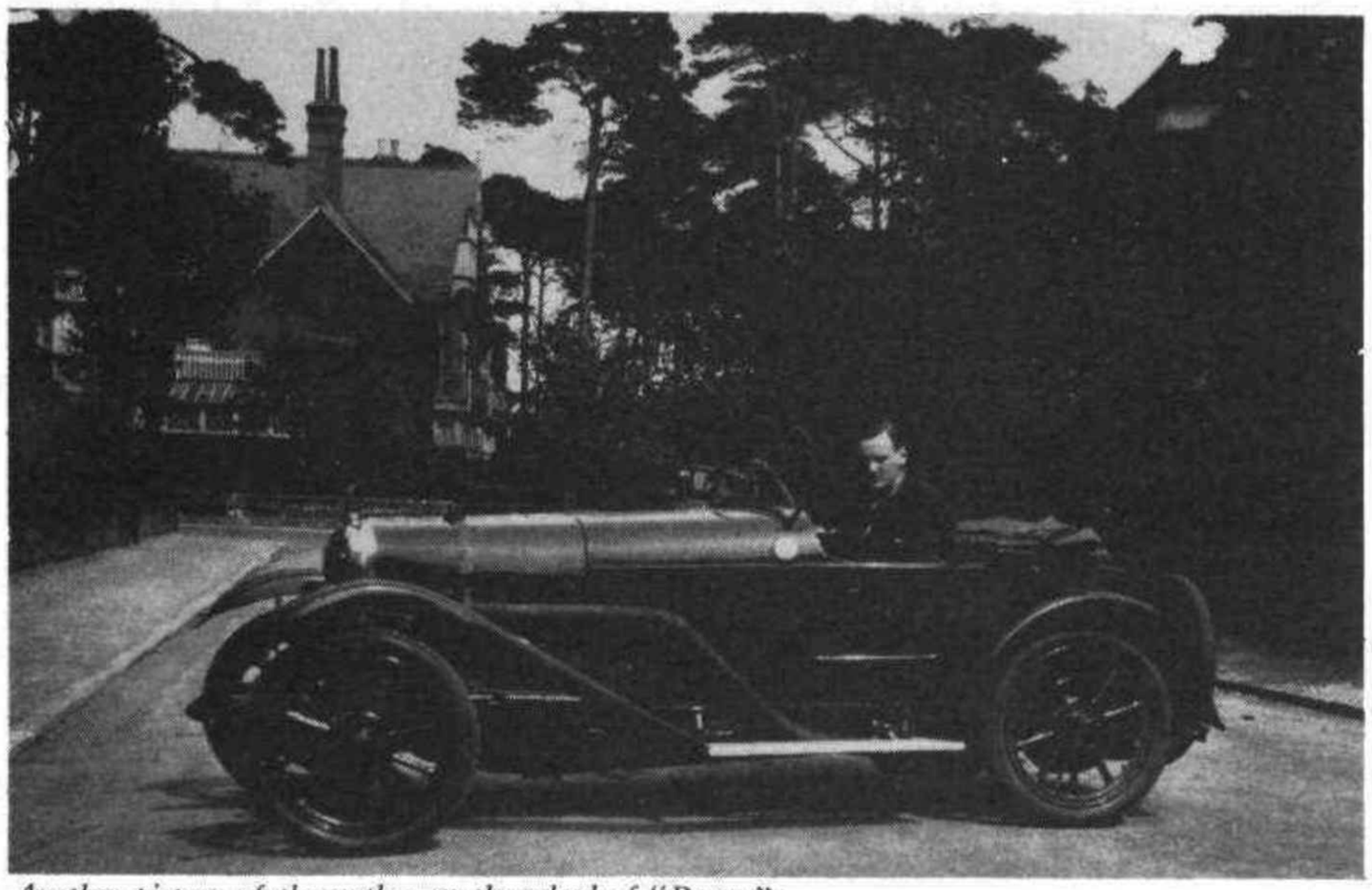
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Alfa Romeo



Another picture of the author at the wheel of "Bunny".

draw away steadily. With about ten laps to go Segrave overcame his troubles and settled down to try and overtake "Bunny", lapping at a tremendous pace, much faster than Lee Guinness, who was taking things easily under firm control from his pit. It was touch and go whether or not Segrave could catch Stead before the finish. I stood behind the Aston-Martin pit, where a tense argument was in progress between Lionel Martin and his wife. They had calculated that "Bunny" might just last the course without refuelling, but the pace had been hot and Lionel Martin thought that the proper course was to call Stead in to refuel. This would certainly let Segrave into second place again, but "Bunny" had a sufficient lead over the rest of the field to be sure of taking the third prize. Mrs. Martin wanted to gamble on the fuel lasting out and on Stead being able to stave off the flying Segrave for the few remaining laps. If the gamble failed and the fuel ran out on the far side of the Track there was no hope of any prize at all. Mrs. Martin won the argument, and the red flag was hung out for Stead. He acknowledged it next time round, but his riding mechanic pointed over his shoulder at the big round petrol tank behind him; and was seen to be working furiously on the hand pump on the dashboard. Nevertheless, the red flag remained out. It made little difference to "Bunny's" speed, because she had been running all out, lapping at about 87 m.p.h. for a long time previously. Segrave was now lapping at just over 100 m.p.h., and gaining visibly. With three laps to go Segrave passed "Bunny" high on the banking, but he had to lap Stead once more to beat him. Lee Guinness finished first, almost unnoticed in the tension of the battle for second place. The Aston-Martin people climbed onto the tin roof of their pit and followed "Bunny's" progress all round the Track with field glasses; when Stead passed the pit they craned their ears to detect the slightest falter in her exhaust note. The mechanic was pumping desperately . . .

"Bunny" entered her last lap as Segrave went onto the Byfleet banking at the end of the Railway straight with a lap and a half to go; the tension was almost unbearable, but it was clear at last that if "Bunny" kept going she would stave off the Talbot-Darracq. It was when Stead was coming off the banking just before the Fork that it happened. "Bunny" spluttered, coughed, and fell silent as Stead slipped her into neutral and dived down off the banking onto the inner edge of the track. She rolled on interminably, slowing visibly, whilst high on the banking behind her Segrave tore on towards the line. "Bunny" rolled silently over the line at about 30 m.p.h. with the Talbot-Darracq about fifty yards away behind her doing well over 100 m.p.h., and Stead took second place with a dead engine and not a drop of petrol in the tank. [This is interesting as although it was obvious that the car was short of fuel after its non-stop run, no Press or other report states, to my knowledge, that "Bunny" finished the race with a dead engine. Stead averaged 86.33 m.p.h. to Guinness' 88.06 m.p.h. and Segrave's 86.55 m.p.h. —Ed.] Stead received a tremendous ovation, but it was Mr. and Mrs. Martin who needed the champagne most.

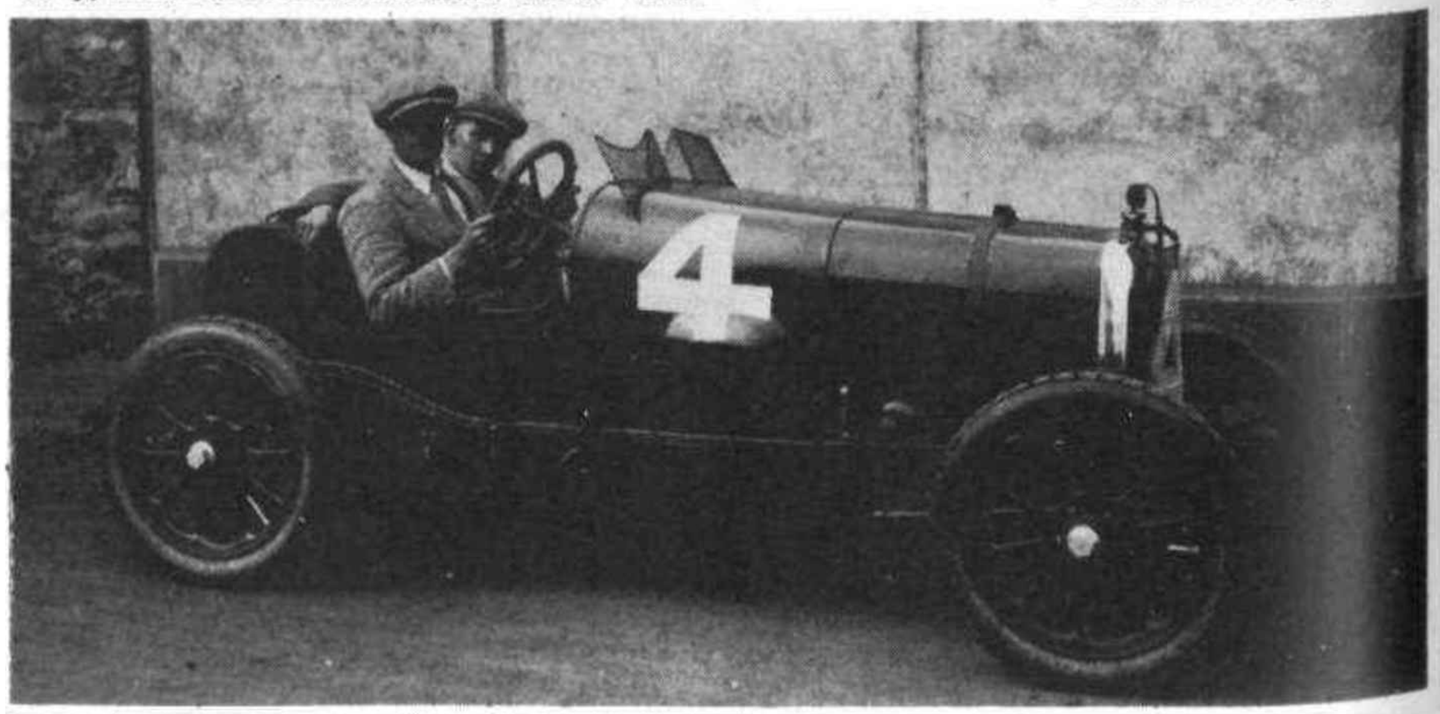
After the collapse of the Senechal I was looking round for another sports car when I spotted "Bunny" in the showrooms of the well-known Bugatti driver, B. S. Marshall. She had retired from racing and Bertie Marshall had fitted her with a comfortable two-seater body, finished in milk-chocolate colour with red leather upholstery, red mudguards and wheels, and a red wire radiator screen. She was irresistible, so I bought her and painted her name in large red letters on her bonnet. The side-valve engine was a trifle soft but she would still do 75 m.p.h. comfortably in touring trim, and she produced a beautiful mellow note from the outside exhaust pipe which ran down the near-side of the car. Enthusiasts recognised her wherever she went and would come and ask after her welfare.

I raced her once; at the Race Hill, Lewes, but this was not a success. I intended to drive by myself and was actually on the starting-line when an official pointed out that the rules required me to take a passenger. A bystander offered, very sportingly, to ride with me and I showed him hurriedly how to operate the petrol pressure pump which was on the left-hand side of the dashboard. There was a knack in this, which he had no time to master, and halfway up the course "Bunny" spluttered and slowed up, starved of fuel again.

The end was tragic. I was going one night from Folkestone to Dover with a schoolmaster friend called Edwards. We had roared up the Dover Hill out of Folkestone in grand style and were running along the cliff top at Capel-le-Ferne, when we plunged without warning into a bank of low cloud. In those days there was a very sharp S bend where the road circumnavigated a place where the cliff had fallen out and as we entered the fog bank I caught a glimpse of the warning sign and realised that we were travelling much too fast to take the sharp left-hand corner. "Bunny" had no front wheel brakes, but I did what I could with what we had and when I saw the stone wall which guarded the inside of the corner I swung the wheel hard over to the left, in the hope that the tail would break away and that we would slide through the S backwards. Instead, we broadsided across the road into the grass bank on the outside of the bend, which we hit with a thick thud.

We clambered out and struck matches to survey the damage, as the lights had gone out. We saw at once that both the off-side wheels were crumpled up and that a crane would be needed to get her home. We were unhurt, except that I had a badly bruised right hip, but poor "Bunny" had twisted her massive frame out of shape. She was rebuilt at enormous expense during the next six months, but when I drove her again I found that she had lost the beautiful steering and road-holding charact-

Continued on page 1274



"Bunny" in racing trim with B. S. Marshall at the wheel.

Book Reviews

"Niki Lauda – For the Record – My years with Ferrari" by Herbert Volker, translated into English by Diana Mosley. 222pp. 8¼" x 5¼" *(William Kimber & Co. Ltd., Godolphin House, 22a Queen Anne's Gate, London, SW1H 9AE. £4.95)*

The German title of this book is much simpler, it is *Protokoll* and is strictly more accurate as only the first part of the book is truly about Lauda's life and times with Ferrari. The book is in three parts, the first being about the years with Ferrari, the second being a general chat on the life of a racing driver and a World Champion and the third part being historical "how I grew up and became a racing driver" stuff.

Much of the book was done on a tape recorder and journalist Herbert Volker put it all into words for Lauda. Diana Mosley has translated it almost literally into English so that many of the passages sound like broken English and much of it is rather odd to present day reading eyes. The translation is faithful enough, even to translating the mistakes; for instance, Volker talks of Lauda's *left* car being damaged in the famous Nurburgring crash, and of opening the throttle wide with the *left* foot, and practising *down* a mountain pass for a hill-climb. Apart from jarring notes such as these the book does not flow, and is heavy going.

In part one Lauda makes it quite clear that he has finished with the Ferrari team forever, and has no wish to return, and after some of the scathing things he says, they are not likely to have him back. It is all rather "sour grapes", true enough and accurate, but a rather one-sided view. What he tells is all right, but he doesn't tell the whole story. However, he does admit to striking a marshal with his helmet in Canada a few years ago. (We thought James Hunt was the only driver who did that!). He has the Italian temperament well weighed up and his observations on what makes Italians "tick" are very shrewd, but it is clear that his Austrian upbringing could never let him fit into the Italian way of life. The best bit in part one is his description of being flown vertically upwards in a Northrop F5 supersonic fighter until it lost all speed and stopped, whereupon the pilot nonchalantly turns the plane over on its back and zooms downwards!

Part two is very interesting, for it is Lauda explaining why he lives the hermit-like existence that he does, in his Austrian mountain home with his wife and his dog, and very few friends. He analyses the life of a World Champion and tells about the things he doesn't like. If he is paid to attend a publicity stunt and sign autographs he calls it "pain money". On one occasion he was suffering from too much PR work and was becoming nauseated, so he asked to see the cheque he was to get when it was all over, in order to revive his flagging spirits. His explanations for not hoarding all the trophies he wins, or keeping vast Press cutting and photograph albums are very honest and very reasonable, but through it all you get the impression that Lauda is a lonely man and not very happy, even though he appears to have all he wants. He does not appear to enjoy life.

Part three is his brief racing life before joining Ferrari, his short stay with March and BRM, but it's not very exciting stuff.

For the price it is a good read, but it is not likely to make you a Lauda fan, though it may make you admire and appreciate him a little more. It is more likely to make you feel sorry for him. (Don't fret about the mistakes, like a Ferrari 31ST, or spelling Italian names wrongly, these things happen in the best circles). – D.S.J.

Cars in Books

IN "The Duchess of Jermyn Street" by Daphne Fielding (Eyre & Spottiswoode, 1964) which is about the life of Rosa Lewis who ran the legendary Cavendish Hotel, there is a reference to Rosa's Daimler which should please members of the Daimler & Lanchester OC. Although the famous Hotel once had its horse-'bus, in later times Miss Rosa had "an ancient Daimler even more old-fashioned and regal-looking than Queen Mary's". It was garaged at the back of the Cavendish and once its chauffeur had been found, would be brought round to the front of the Hotel and parked in narrow Jermyn Street, to await its owner, who was hastened into it before it disrupted the traffic. This "vintage Daimler" used to take Rosa to Cowes for Regatta-week, its picnic-basket filled with Krug 1921, and it would take her to "The Homesteads" at Jevington near Eastbourne, and return "with hampers of plump country chickens and ducks stacked on the roof". Incidentally, although referred to as a vintage car, this Daimler must have been an Edwardian model, as it was used to collect soldiers from Victoria Station in the 1914-18 war.

Many famous motoring personalities must have been known at the Cavendish Hotel – the book mentions only the Plunkett-Greens (but not Richard, the Frazer Nash owner) and David

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Alfa Romeo Authorised Dealers

Tennant, who was, I assume, the Leyland Eight owner. When Rosa was ill, in 1947, the author and her husband arranged for her to stay at Sturford Mead in Wiltshire, to which she was taken in their chauffeur-driven Bentley. The Armstrong Siddeley OC are catered for, too, because one picture in this book shows what must be a late-model Armstrong Siddeley Thirty, at a fashionable wedding in the 1930s.

There is a whole chapter devoted to a European journey which Clare Sheridan took with her brother Oswald in a motorcycle and sidecar in 1924, in "Cousin Clare" by Anita Leslie (Hutchinson, 1976). The outfit was a 1922 model called "Satanella" but its make unfortunately is not revealed. Oswald rode it and Clare was in the sidecar; the condition of its tyres worried Winston Churchill, who recalled the hectic rides Oswald Sheridan had given his mother in the thing – "Clemmie had to revive her afterwards". A photograph shows a typical vintage outfit with gate-change well forward on the o/s of the petrol tank, a front wheel brake and a Klaxon horn. The Reg. No. was X1 999. I wonder if anyone can recognise it? The machine took the adventurous couple "across Holland, slices of Germany and the new country called Czechoslovakia". They even crossed the Polish frontier into Russia, "down the grass-grown roads." In the end the brother rode back to England alone, after the *SS Prage* had taken them to Constantinople, where Clare dallied too long for her brother's liking. This is an interesting example of how reliable motor-vehicles were, all those years ago. In the same idiom, I have just been reading the (unpublished) diaries of a RFC Officer (who later became a well-known racing motorist) and one entry shows that he thought little of doing 475 miles in a week-end in his secondhand Adler light car during the early days of the First World War when, incidentally, petrol seems to have been unrestricted. – W.B.

Miniatures News

IT IS at last possible to sort out these toy Citroens which are of such interest to historians and collectors, thanks to an article in that excellent bi-lingual publication, *Le Double Citroen*, published quarterly by Citroen's Public Relations Department. No. 51 of this publication carried a long illustrated article on this subject.

It is well known that Andre Citroen sought to publicise his first car by selling rather good tin-plate replicas of it, on the assumption that this would encourage a child to say as its very first words: "Mama, Papa and Citroen" ... Citroen's toy department first produced this 16″-long replica of the Model B2 10 h.p. Citroen tourer in 1923. It had no motor, but a clockwork-powered version was introduced in the same year, 15,000 apparently being made.

This success encouraged Citroen to make similar models, or toys, and faithful miniatures of the 7.5 h.p. (or 5 c.v.) two-seater came out, as well as further B2 tourers. These had clockwork power, left-hand working steering, detachable disc tin-plate wheels with a spare, a brake, an openable celluloid windscreen, etc. I recall that they were sold from Citroen showrooms, including the London headquarters in Piccadilly, for 10s. 6d. and 15s. respectively, and that they were very good, if simple copies of the real cars. They were available in the colours of the real Citroens, light yellow, wine-red, and blue, and the radiator of the first of these toys was later given a printed paper facsimile of a honeycomb, and wider wheels, although I seem to remember that the 7.5 h.p. model I owned as a toy had a realistic honeycomb formed of wire-mesh. It had a very realistic Citroen radiator shell, an equally accurate pointed tail, with a luggage grille above, eyed for straps, and its aluminium dash and corrugated running-boards completed an excellent reproduction of the real 5 c.v. "Citroen Presse". Additional versions of this kind were of a taxi and a van, the latter usually lettered "Les Jouets Citroen".

All these were mass-produced, starting with the 7.5-h.p. toy. During 1924, the year in which Citroen made their famous Trans-Africa journey, the toy department brought out an accurate and very detailed replica of the special half-track Citroens so used, with a high-grade clockwork motor driving leather caterpillar tracks, according to the aforesaid article a fact which is not, I think, generally known. The popularity of these tin-plate Citroens is shown by the fact that nearly 65,000 were sold in 1925.

The theme was expanded in 1927 and 1928 to embrace a full range of the new B14 series Citroens, tourer, saloon, coupe, and a rare taxi-version of the last-named. I have in my possession a B14 coupe model, which has steering from a four-spoke wheel and an opening driver's (n/s) door, with correct external hinges and tiny working handles. The dumb-irons for the front ½-elliptic springs were now simulated, as were dummy front springs. I have also the remains of a B14 milk-float, as seen in rural France, but this may be a tourer someone has cut about, although I think not, as its rear door looks authentic. What I did not know previously was that a B14 chassis, of non-detachable parts, bearing a number-plate reading "Bebe 14", was also among the range of Citroen models.

In 1925 the bigger Citroen toys had arrived, in which a child could ride. The first was a pedal-driven ¼-scale 5 c.v. two-seater. A chassis with wooden side-members and base was used, with aluminium spokes. The body was of steel strips and the mudguards were of wood, we are told. This simple pedal-car for the off-spring of wealthy Frenchmen was followed, in 1928, by a more elaborate, electrically-driven children's car, of much the same construction as the pedal-car but with pneumatic tyres, geared steering, enamelled body-finish, and a rear-mounted motor with differential, giving a speed of some six m.p.h.

Returning to the 1/10th-scale toys, from 1929 to 1930 these were of the current C6 full-size Citroens. They had acquired rubber tyres in place of tin-plate roll-over wheels, electric headlamps, and even sliding mica windows. A full colour range was offered. These toys were supplemented by a range of commercial vehicles, and I am interested to learn that these embraced three different fire-engines, a tipper-truck, a timber-wagon, a farm utility (which is perhaps what I have referred to above), a tanker, a breakdown van, and a tractor with trailer. Miniature figures and loads had also entered the scene. I suppose, too, that some of us will have overlooked this wide variety of full-size Citroen commercial vehicles available in this era. Another factor, model-wise this time, which may not be generally known, is that Citroen also made smaller miniatures, to 1/24th and 1/43rd-scale. That they were on the right track was shown by sales of 576,000 of these a year, and 288,000 clockwork toys in the same period.

I remember the C6 chassis, which could be built up from components that included a very realistic engine with belt-driven fan, gearbox, universally-jointed prop shaft, back axle with enclosed gears, road springs, chromium-plated radiator shell, steering, etc., and which had wings and running boards but no bodywork. What I did not know, until I read the article, was that at the time when the Citroen "Rosalie" was capturing long-distance records at Montlhery, models of this type were made in 1/5th-scale, in 1933 and 1934, as saloon, coupe and convertible. They were also made, apparently, in the same size as the earlier clockwork toys and also in 1/15th-scale and by now plastics were replacing some of the metal parts.

The *traction-avant* Citroen in 1934 was available in model form by 1936, with four doors that opened, foam-rubber upholstery, and universally-jointed drive-shafts to the front wheels. All these activities in Citroen miniatures went on until the war stopped play in 1940. It included 7″-long FWD models in the aforesaid variants, strong like the real pressed-steel Citroens, garages and service-stations with openable doors, solid and cut-out figures and scenes, of the Trans-Sahara run, and even children's comic books.

Citroen toys were marked "Andre Citroen" and it appears that they may have instituted a copyright, for when Jep began to make similar model cars, such as the splendid 20″-long Hispano-Suiza and Rolls-Royce vintage tourers and their series of 13½″-long tin-plate clockwork cars (with an electric spot-lamp), the latter comprised Renault, Delage and Panhard-Levassor saloons but no Citroens... All these are extremely well illustrated in "The Art of the Tin Toy" by David Pressland (New Cavendish Books, 1977). Also, whereas Jep were commercial toy makers, and the 21½″-long P2 Alfa Romeo clockwork pacing-car model made by CIJ is believed to have been financed by the Excelsior shock-absorber manufacturer, and perhaps by a fuel company, even by Alfa Romeo themselves, Citroen remains the only car manufacturer to have concentrated so avidly, delightfully and successfully on the publicity value of the motor-car miniature.

Leaving these now almost unobtainable heirlooms (although I am fortunate to have one of those Hispano Suizas) for miniatures you can buy today, Meccano have new miniatures available in their Dinky Toy range, consisting of a Triumph TR7 in the TV "Avenger's" livery, for which Dinky have exclusive die-cast modelling rights (No.112, price £1.35), a Plymouth yellow-cab, the classic American taxi (No. 278, price £1.49), and fully-manned (even to the police-dog) Volvo Police-car (No. 243, price £1.99). How much smaller the non-working models of today are is gauged by the respective overall lengths of these new Dinky Toys; 98, 135 and 141 mm. – W.B.

CARS I HAVE OWNED
Continued from page 1272

eristics which had made her such a delight to drive; so I decided to sell her. I do not know what happened to her after that. [There is some evidence that she may have been broken-up by a Bradford garage early in 1936—Ed.]

Apart from a 1½-litre Series VA MG which I bought after the last war and which was arguably the most comfortable car I have ever driven, and certainly the most pleasant to drive, my motoring record has been undistinguished since the demise of "Bunny". It includes family cars such as a 14 h.p. 6-cylinder Standard, a 12 h.p. Vauxhall, a Ford Prefect, a Mini, a Morris 1100 and my seven-year-old Morris 1300 which will still cruise at 70 m.p.h. for as long as you wish without complaint; at 77 years of age I wish no more.

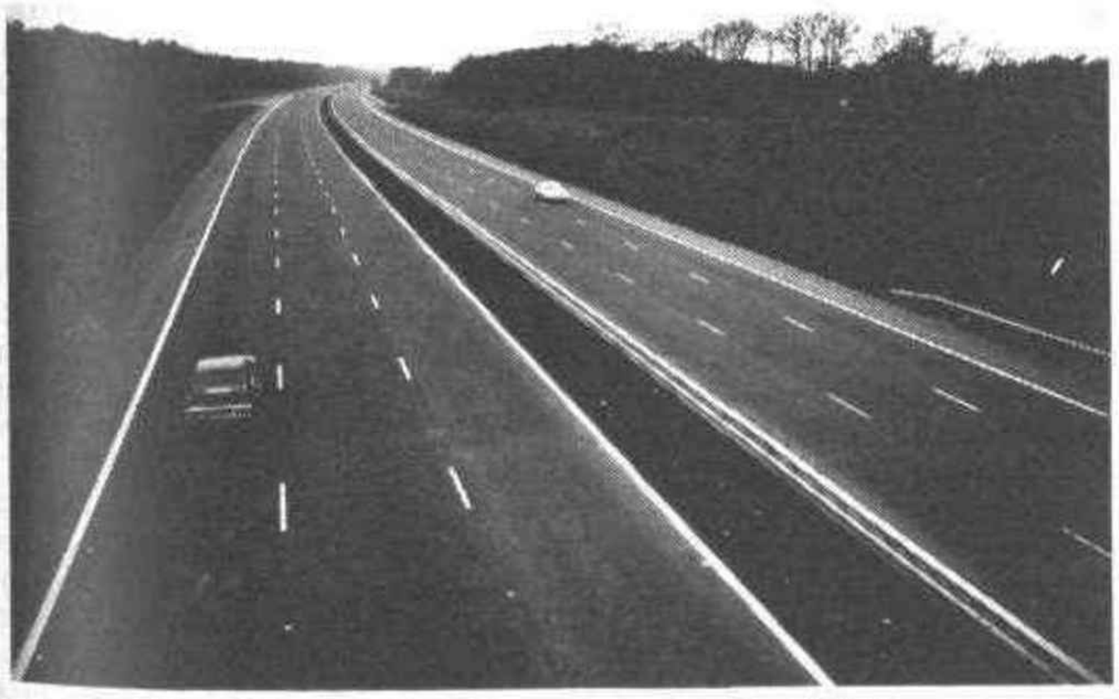
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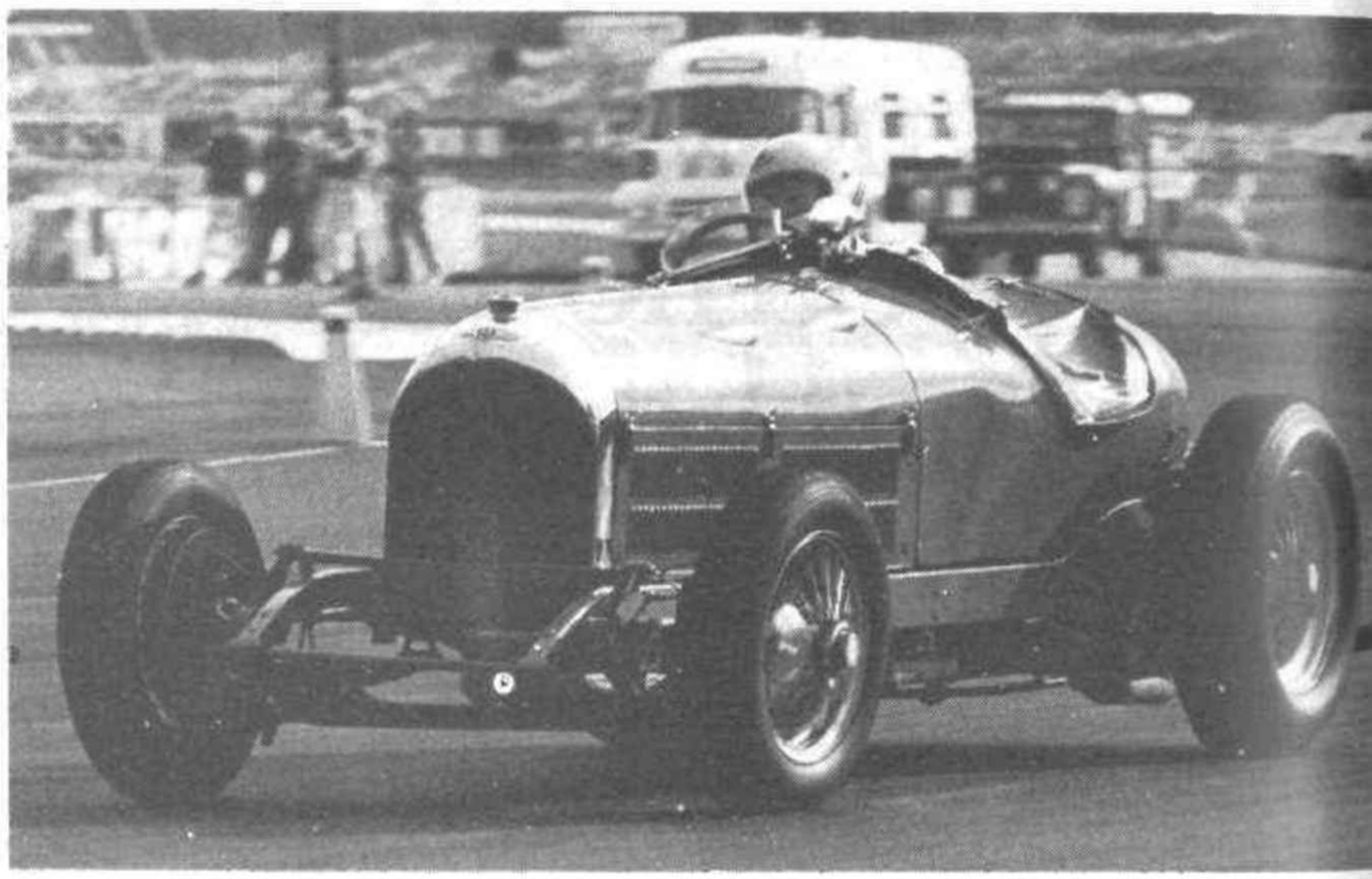


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Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS



Morley's mighty, 24-litre Bentley-Napier won the Boulogne Trophy Race at 78.46-m.p.h.

Photograph by Fred Scatl

VSCC Silverstone (July 22nd)

BY THE TIME this issue of MOTOR SPORT is published the VSCC will have wound-up its 1978 racing season with the Cadwell Park Meeting, so only a brief report of the Silverstone Mike Hawthorn Memorial Trophy Meeting is warranted. 175 entries, nice weather, big crowds. A nasty accident in practice, involving Richard Bergel, whose Type 35 Bugatti went out of control at Woodcote, causing multiple injuries to its driver and near-demolition to itself.

The opening race was a 5-lap scratch event, which Nickalls' white Lagonda Rapier looked like winning until Monro and Ford-Power caused the GN to be superior. Bayne-Powell's MG Magnette, with possible Nuvolari connotations, was third. The GN lapped at nearly 70 m.p.h. Tony Bianchi then won the second of these short races easily, in his Alvis Special, lapping at 77.29 m.p.h., so that Chris Mann's Monza Alfa Romeo, inspite of being driven hard, could do nothing about it. Duffy's Alvis-Riley was a discreet third. The Alfa won the Phillips Trophy, as it had in 1976. So to the 10-lap Boulogne Trophy Race. Peter Morley had the Bentley-Napier out again, back on its old Firestone rear tyres (his only Firestones!). Although it was tending to jump out of top gear this change of rubber paid off, as although David Llewellyn had pulled away in the lead in his 8-litre Bentley, Morley was within a length of him by lap six and went into the lead from lap seven, by dint of taking the 24-litre Napier "Lion" engine to slightly over 3,000 r.p.m. So the giant won, by about two lengths, after a best lap at 81.3 m.p.h. Behind these two formidable cars Hamish Moffatt held third place in Wall's Bugatti, ahead of Footitt's Cognac. Farquhar's Riley 9 netted the 1½-litre class.

After Hall's 4½-litre Lagonda (best lap at 72.39 m.p.h.) had cleaned up a 65-lap Handicap from Venables' MG and the irrepressible Whittaker Chrysler, the Pre-War All-Comers' scratch race took place. The Hon. Pat Lindsay's ERA "Remus" took two laps to catch Marsh's ERA R1B but then looked to have the race in hand, lapping at 82.11 m.p.h. Alas, as at Oulton Park, the magneto had had enough after four laps and the other Pat ran on to win, with Hine bringing the Llewellyn Bentley into second place, and St. John's Type 51 Bugatti finishing third, ahead of Brian Classic's ERA R2A. The Bentley-Napier, although a long way behind Hine, lost third place only on the last lap, because the throttle was now sticking open. Kaye had got his 1940/39 Solar Ford Midget into a race at last, but this car, which has a 6′ 2″ wheelbase, 12″ tyres, a 2.2-litre Ford V8 alloy-head motor driving a 3-speed gearbox, a a solid back axle, snuffed-out on the opening la American driver Joel Finn drove his ERA a John Marks had overcome gearbox maladies run his rare Type 51A twin-cam 1½-litre Bugat but Peter Aggs' sister Bugatti was a non-start Bianchi's Alvis, although it had won the seco race so easily, now retired.

So the afternoon moved on to the Merrydow Trophy race, won by Bradford's Riley, with M Pilkington's 1750 Alfa Romeo 2nd (ensuring her a share of the champagne), and the 12-lit GP Itala, driven by Johnty Williamson, third, that it gained additional birthday honours in 70th year by being the first Edwardian to finis having lapped at 60.87 m.p.h. This won it bo the Edwardian Racing and Napier Trophie Neve's 1914 TT Humber was the ne Edwardian to finish, after which its Rolls-Roy took it home. It had been followed in the race Roger Collings' stripped 1903 Mercedes Sixt which his son drove home. A 1923 Amilc toured ably round but the Light Car Award we to Tebett's Vernon-Derby.

We came now to the Hawthorn Memori Trophy Race, over 15 laps and very interesting was. Bruce Halford, adopting his new vinta mantle, led away in the Lotus 16, with Corner 250F Maserati in all-the-road pursuit. B Halford had pulled out an effective lead aft three laps and Corner would never have caug him. Alas for Halford, on the very last lap t 19-year-old Lotus lost all its gears and stoppe so Corner swept on to win. Chris Mann drove h 250F Maserati steadily into second place, ahea of Simon Phillips' Cooper-Bristol and Lindsa was next in *his* 250F Maserati, followed Pilkington's Lago-Talbot. This disposed of t remaining Cooper-Bristols, of which Macpherso was cornering in full arms-crossed style an Langton, behind the Monza Lister Jaguar, w tail-sliding *his* corners, Before his retiremen Halford had made fastest lap of the day at 89. m.p.h.

A Cavalcade of Lea-Francis products w enjoyed. That over, Brydon's big Alvis won 5-lap Handicap from Smith's little blown M and Bradford's Riley, before Anthony Blight, a the way from Cornwall, fielded his team of fou "GO" Roesch Talbots, in a bid to win the "Fo and Nicholl" handicap sports-car Race. His bi failed, the winner being Woodley's Speed-2

A FINE SIGHT ON THE GRID: – The team of "GO" Talbot 105s lined up with consecutive numbers.

Alvis. Hall's Lagonda was second, Duly's Monza Alfa Romeo third. The Talbot team finished in the order:- Grist in GO52 tenth, Curtis in GO53 twelfth, Blight in GO51 thirteenth, and Jenkinson in GO54 eighteenth. They all started from the 5-sec mark. It was Gauntlett's blown 4½-litre Derby Bentley Special that lapped the fastest at 74.12 m.p.h. In the final 5-lap Handicap Finn had difficulties with his ERA on the grid and Pilkington was a creditable winner in the Lago-Talbot, Phillips lapping at exactly the same speed as in his previous race to bring the Cooper-Bristol in second from scratch, with Langton's Cooper-Bristol. – W.B.

Results:

Hawthorn Trophy Race:
1st: E. N. Corner (Maserati, 86.41 m.p.h.)
2nd: C. A. Mann (Maserati)
3rd: S. F. Phillips (Cooper-Bristol)

Pre-War All-Comers' Race:
1st: C. P. Marsh (ERA), 79.87 m.p.h.
2nd: H. P. Hine (Bentley)
3rd: G. S. St. John (Bugatti)

The Boulogne Trophy Race:
1st: F. P. Morley (Bentley-Napier), 78.46 m.p.h.
2nd: D. W. Llewellyn (Bentley)
3rd: H. F. Moffatt (Bugatti)

The Fox & Nicholl Trophy Race:
1st: P. D. Wooley (Alvis), 80.19 m.p.h.
2nd: N. D. Hall (Lagonda)
3rd: K. R. Duly (Alfa Romeo)

The Merrydown Vintage Race: R. J. Bradford (Riley), 63.34 m.p.h.
First 5-lap Scratch Race: H. A. D. Monro (GN-Ford), 67.22 m.p.h.
Second 5-lap Scratch Race: A. E. Bianchi (Alvis), 74.85 m.p.h.
First 5-lap Handicap Race: N. D. Hall (Lagonda), 67.08 m.p.h.
Second 5-lap Handicap Race: J. P. Brydon (Alvis), 62.91 m.p.h.
Third 5-lap Handicap Race: R. A. Pilkington (Lago-Talbot), 81.62 m.p.h.

Fastest Lap of the Meeting: B. H. Halford (Lotus 16), 89.26 m.p.h.

Silverstone Shorts

The celebrities, Sammy Davis and the Urquhart-Dykes, who should have opened the course, and Kaye Don, who was invited to lead the Lea-Francis Cavalcade, were all absent.

* * *

The Bentley-Napier is a fine sight and makes nostalgic sounds, the 24-litre engine on the over-run reminding one of older aero-engined cars coming off the Brooklands' bankings. The drive is transmitted through a D8 Caterpillar tractor clutch and the back-axle is restrained by a stout chain on the o/s, above the rear spring. But the purists were muttering that the magneto drive is by cogged belt....

* * *

An interesting spectator's car was End's Wolseley "Moth 1" replica, featured in last month's Brooklands Re-Union report. Its owner had driven it up from Sunningdale; surely this and Russ-Turner's ex-Birkin Bentley are among the very few "licensed-for-the-road" single-seaters now to be seen?

* * *

One young marshal alone had the responsible task of ensuring that no-one walked or drove across the course while a race was in progress, *via* the return-road, where the barrier was unserviceable!

* * *

Who was the privileged little dog being driven about in an Alfasud, when no dogs are supposed to be allowed?

* * *

Finn, who hails from Connecticut, bought his ERA R10B from Johnty Williamson. It is the ex-Peter Whitehead/Peter Walker car and he is said to be the fourth owner.

CHAUFFEUR'S CORNER

Driving for the Countess Zborowska

THE MOTOR-RACING career of the legendary Count Louis Vorow Zborowski is well documented. Less is known of the life at Higham, the great house at Bridge, near Canterbury, where in the first half of the 1920s this wealthy Polish immigrant maintained his fleet of exciting motor cars. Consequently, when Nick Georgano, Head Librarian at the National Motor Museum, told me he had located the chauffeur who drove for Countess Zborowska, I was immediately interested, to the point of taking a long drive, over the interesting route Leominster, Worcester, Stratford-on-Avon, Banbury, Brackley and Blisworth, to interview Mr. Ben Mills. I used a Peugeot, which, I felt, had slight connotations with Col. Clive Gallop, Count Zborowski's friend and engineer, who had served his time with the ancient French Company of Peugeot Freres before the First World War....

Without detailed instructions you would never find Mr. Mills' delightful cottage, tucked right away as it is in the Northamptonshire countryside. I found him to be a youthful 77-year-old, with an untarnished memory and photographs of almost every person and happening he recalled. His story is remarkably interesting. Before that first World War he lived with his parents on the great estate of Novington Manor, near Lewes in Sussex, where his father was in service. The local doctor, after extracting a tooth for the boy, said he would like him to work at menial tasks in his house. This led to looking after the horses and, when the doctor turned to motors, that gentleman used to slide over from the driving-seat and let the boy drive. Thus, although under driving-licence age, Mills became the Doctor's chauffeur. The first car was a Flanders-Studebaker two-seater, prone to break axle-shafts because the roller-races wore through them. He went later to London with his employer to take delivery of a Gregoire which a parson had owned, for which Harrington's of Brighton made a bulbous sporting new body.

One day just after the Armistice, while still in this happy employment, some house-guests called Isaacs, who were staying at the estate, decided to go out to tea in their 40/50 Cunard-bodied Napier. It refused to start, although Mills and his father pushed it right down the long drive. It had to be towed back up to the house by a team of horses. The lad later looked the engine over and got it going. This so impressed one of the guests, a Mr. Willy Fox, that he asked Mills' father if the lad would go to London to drive for him. This was an opportunity not to be ignored, especially as the wages went up from 5/- to 30/- a week. Mills was first sent to Derby to take the Rolls-Royce Chauffeurs' Course, as his new employer had a 1911 Rolls-Royce. To his dismay, this was sold while he was away, as these cars were then commanding very high prices, as they do again today. So he had instead to drive a 1914 Austin landaulet followed by a 25-h.p. Lancia. The family lived at 12, Stratton Street, then a *cul-de-sac*, and on arriving there Mills was sent out with a man "on the box" to acquaint him with the complexities of London. A Siddeley-Deasy tourer or a Hudson Super Six saloon, belonging to the family firm, the Leeds Forge Co., were used by Mr. Fox when grouse shooting in Yorkshire.

When this employment ended Mills put an advertisement in the *Morning Post* and received a reply on behalf of the Countess Zborowska, perhaps because when in town she stayed at the Piccadilly Hotel, garaging her cars in Jermyn Street, and his address was near-by. His references (he still has them) being satisfactory, after an interview at the hotel he received a telegram (which he also has) asking him back to the hotel to discuss livery and wages. This commenced Mills' association with life at the Zborowski mansion in Kent. The Countess' car was a very smart and unusual Knight sleeve-valve Mercedes saloon. In spite of its staid bodywork built by Bligh Bros. of Canterbury it had those typical external exhaust pipes emerging coyly from the near-side of its bonnet. This was of polished aluminium and what with this, and the brasswork and the wire-spoked wheels, Mills had a difficult task to keep the car clean. It looked like a 1924 model but was probably the first Mercedes available after the war, probably with a pre-1914 engine. This never gave trouble. It had a leather belt driving the fuel feed air-pump and even this never needed replacing.

Down at Higham Mills encountered Sydney, Bill and Len Martin (the last-named Zborowski's riding mechanic), Harold Easton (who went to Bentley Motors after the Count's death), young Maslin, the Cooper brothers, and, of course, Capt. (later Col.) Clive Gallop. But he was essentially the Countess' driver, so he saw little of Zborowski, who mostly drove himself. But Mills remembers the 160 h.p. Mercedes aero-engine which used to drive the house lighting-plant – "its exhaust manifold used to get absolutely *white hot*!" – and unwrapping the big radiator for the Higham-Special, after this had arrived from Delaney-Gallay. He had his first aeroplane flight with Dr. Reid, from Bekesbourne, "the Count's aerodrome". From the snapshot it seems to have been a BE2. He remembers being scared of getting pinched for noise when driving the Indianapolis Bugatti up to London, as it "had quite a tap" (George Duller raced it at Brooklands), but enjoyed opening the cut-out on the Hispano-Suiza on Continental roads.

Mr. Mills had gone to Higham in 1922, to find the Count immersed in the motor racing that was eventually to kill him, and his house being

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Newcomer to the vintage scene was the ex-Bob Ashley 1951 HWM single-seater with 1954 2½-litre engine using a Weslake head. Potter brought it in when the engine felt rough.

* * *

Halford's ex-Wilks/John Roberts Lotus had Corner's lightweight 250F Maserati sewn up and left it standing on the pull up from Copse to Maggott's, until the gear selectors came adrift. It has the full 2½-litre Climax engine of some 240 b.h.p. using enormous Webers. Corner closed on braking when oil from the Lotus' gearbox lubricated the brakes and tyres. Next time?

* * *

D.S.J. tells me that Blight's Talbot 105 was hampered by having only 3rd and top gears, after the gear lever had moved slightly on its shaft and he wanted 2nd for Beckett's. "The Patron", you see, was going up to 4,500 r.p.m. D.S.J.'s car had 6.00 x 19 tyres and a low axle-ratio, the other Talbots 6.00 x 18 tyres and high axle-ratios. D.S.J. opted for 4,000 r.p.m. The GO team, with consecutive numbers, made a fine sight on the grid. GO51 has Perrot front brakes, the others Bodenex cable brakes and they still cruise at 70+ m.p.h.

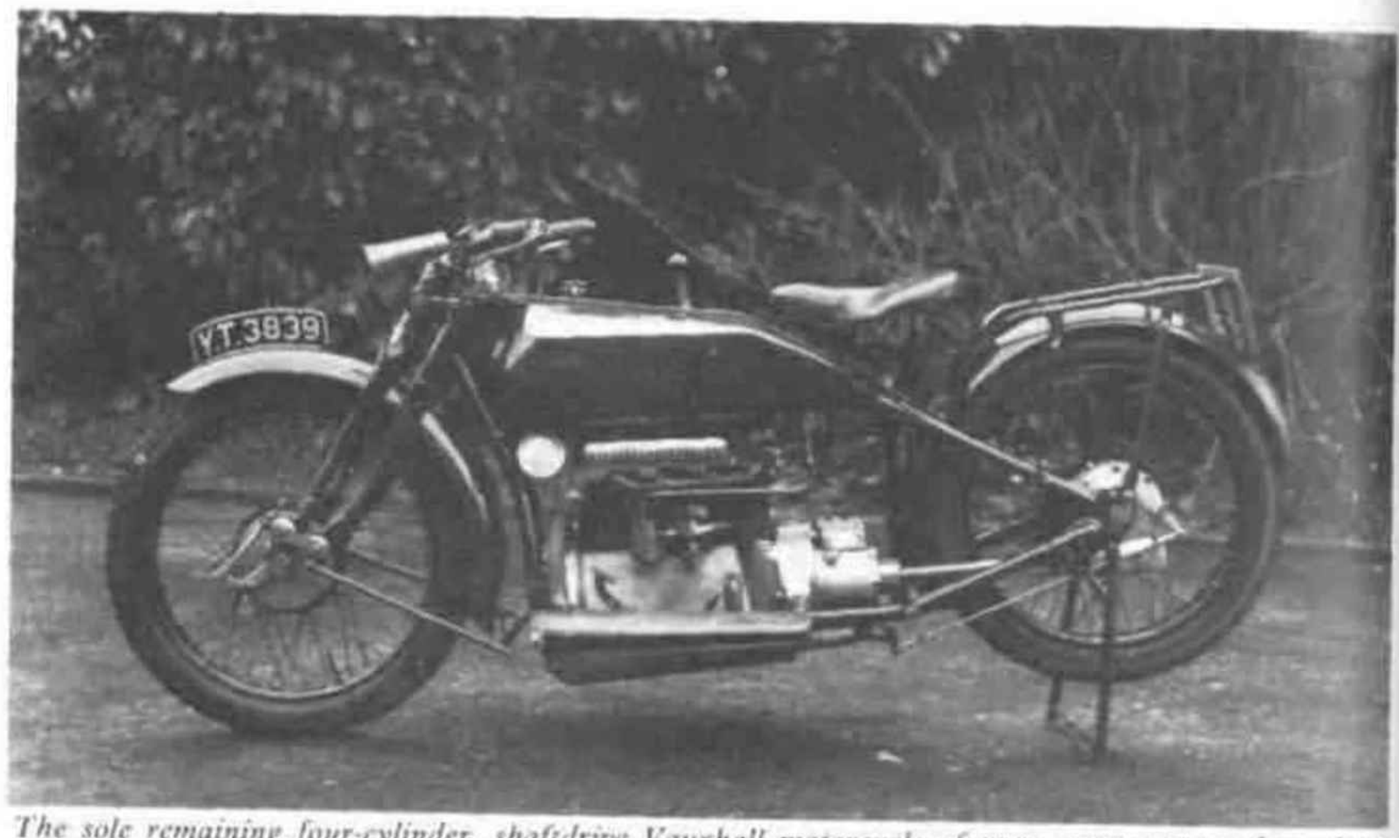
administered-to by his butler, Mr. Lee. In 1923 the Countess (she was the former actress, Violet Lester) went to live in London, and Mills then drove her on many long Continental tours. For instance, they would go to Cannes, Genoa, into Italy to Milan, etc. and Mr. Mills recalls driving on the first *autostrada* from Milan to Como. Prior to this Countess Zborowska had a villa at Roquebrune, near Monte Carlo, where Mills' brother was allowed to spend his holiday, a great privilege in 1921. Here Mr. Lee would strike a very English note in those essentially French surroundings.

The Mercedes was replaced by a 1921 Silver Ghost, followed by the beautiful 37.2-h.p. Hispano-Suiza (FN 7403) which had been ordered before the Count's fatal accident at Monza. It had a decked touring body by Bligh Bros. of Canterbury and is now in the Doune Motor Museum in Scotland. There was also the Count's V12 Packard, prone to boil, and later the Countess had a 20/60 Sunbeam with heavy saloon coachwork – "rather a mediocre car but it did everything we wanted", including a trip to Biarritz – and then came her Phantom I Rolls-Royce with Victor Broome body and disc wheels (UU 6929), and another P.I Rolls-Royce Hooper Sedanca de Ville. She also kept a 1921 40/50 Rolls-Royce in Monte Carlo. It was in the Silver Ghost that, soon after the Count had been killed, the Countess went to Monza to see the actual place on the Lesmo Corner where his GP 2-litre Mercedes had crashed....

Although she never much enjoyed driving and did very little of it, the Countess Zborowska had other interesting cars, encouraged in this by her friend Tommy Thislethwayte, who owned and raced 36/220 Mercedes-Benz. These numbered an Alfa Romeo coupe and an open Lancia Lambda, registered in France, so that Mills had to take out a Continental driving licence in order to drive it. It was this friendship that turned the Countess' attention to the sea, and she owned two yachts, one named *Grey Mist*, the other, which followed, being *Cynara*. They were very happy times for Mills. He was allowed to borrow the Phantom I for picnics with the maids and other servants and when the Countess went for a long cruise he was given the choice of staying in Cannes, assisting the engineers on the yacht, or returning to his London chauffeur's flat. As he was courting the girl who became his wife and she was a Londoner, he returned home. Not only that, but when the Countess went to America she took Mills with her as her driver. The crossings were made on the *Berengaria* and *Majestic* and someone was instructed to show Mills the layout of New York before he drove the new Packard that had been arranged for the Countess' use by the Zborowski agents. It was presumably sold afterwards.

It was a great life. All the chauffeurs and maids one had known would be met again abroad, remembers Mr. Mills, as they did the Riviera haunts of the very-wealthy or went up to Alexandria, or took the Countess for "the cure" at Baden Baden. Once, when Mills was not required any longer abroad while the Countess went to Egypt in *Grey Mist*, Lord Inverclyde's valet arranged for him to drive his Lordship's P.I Rolls-Royce back to Mount Street from Cannes, where it was delivered clean and serviced, thanks being duly received from its owner ... On one occasion while Countess Zborowska was away Mills drove some American friends of hers in their l.h.d. straight-eight Minerva coupe de ville.

Mills remembers driving the 1924 Hispano Suiza chassis down from London to Canterbury for its body to be fitted. Before she married



The sole remaining four-cylinder, shaftdrive Vauxhall motorcycle of 1924, now a part of a private collection in the Isle of Man.

Comdr. Singer in 1930 and went to reside in America, the Countess owned a Speed Six Bentley with Mulliner Weymann saloon body, trunk and leather-covered spare wheel behind, a car used mostly in the Southampton area.

Mr. Mills' next job was with Lady Bessie Watson of Sulhampsted House, near Reading. She also had a town house at 36, South Street, Park Lane and she wintered in Cannes, at the Beau Site Hotel. Mills now had in his care a P.II Rolls-Royce (GK 6758), and an Austin 16. Her ladyship played golf and bridge but never went to the casino, when abroad.

During the war the subject of this interview was at Theale, where Sir Norman Watson had had his private aerodrome. Mills became a No. 1 Tiger Moth rigger, etc. Occasionally, after the war, he would drive Lady Hood to London in a Wolseley belonging to the garage at Theale ("she was highly amused to have a chauffeur after a long spell of rationing") and he then joined Handley Page at Cricklewood, in the Perspex shop, when they were building Hastings and Hercules.

He resumed chauffeuring with Mr. A. E. Abrahams, driving a P.I. Rolls-Royce and a 20/25 Rolls-Royce. The journey from Hampstead to Kenton on a motorcycle was a snag, so a change was made when his old friend George Bowler, who was running a hire-car business in Mount Street, mentioned that Major (later Sir) Reginald Macdonald Buchanan, was looking for a head chauffeur. At the interview Mills asked what cars he would be driving. "The garage is full of 'em; no idea what they are!", he was told. And it was so – eleven cars, including Alvis, Buick, Wolseley 12, Standard Vanguard, as well as Bedford and Ford staff-'buses, etc., with an under-chauffeur to help out. There was also an Austin Sheerline, used by the Major, who was a member of the Jockey Club, to go to Newmarket, etc. when he was alone. Most of the driving, however, was done on a Rolls-Royce Silver Wraith (NON 844). The work was heavy with responsibility and eventually caused ill-health, so Mr. Mills wisely decided to look to other pursuits. His old driving days are recalled vividly however, not only his many photograph-albums but by his R-R cap-badge, inscribed with his name, his framed R-R Certificate presented to him after driving and maintaining one Rolls-Royce for more than 46,000 miles, and his many driving licences, all endorsement-free.... He has owned motorcycles, from long-stroke Sunbeam to P & M Panther. His first car was a 10/23 Z10 Talbot saloon ("too much plate glass") and there were Morris, Standard, etc. in between, down to the Renault R10 he still uses. Altogether, this was a most interesting glance-back on a way of life which we shall, alas, never see again. – W.B.

V-E-V Miscellany – A reader in Bristol who has a 1926 Austin 7 Chummy which is in need of extensive renovations to the bodywork is thinking of turning it into a replica of the modified Austin Chummy which Masters and Metchim raced at Le Mans in 1933/34 (MOTOR SPORT, May 1950) which is an excellent idea, if sufficient data can be procured. What do Rolls-Royce historians know about a statement issued by Muscular Dystrophy Group of Great Britain to the effect that at its Goodwood Rally last July the "nonagenarian actress" – their description – Cathleen Nesbitt was "one of the first people ever to ride in one of the original Rolls-Royce cars, actually chauffeured by Mr. Rolls himself?" Our dictionary says that nonagenarian is someone 90 years old, so the lady, who was still appearing at the Chichester Theatre this year, presumably had this illustrious ride at the age of about 16. A reader has sent us a copy of a description of the Asquith car, from the pages of *The Radial Times*, the defunct house-journal of the present company, Staveley Machine Tools Ltd. A picture shows the prototype Asquith, with a De Dion Bouton engine, a home-made chassis, and a body from an old-time carriage. This was *circa* 1902, and instead of making cars the company decided to concentrate on Asquith drills. The car had transmission by open and crossed belts and a countershaft, but later a two-speed gearbox was substituted. The body was a four-seater, the petrol tank was a big burnished copper cylinder on the front of the scuttle, exceptionally large gas headlamps were fitted for this period, and the radiator was comprised of spiral tubes. The first experimental journey was said to have been from Halifax to Morecambe, the 60 miles occupying eight hours, due to excessive belt slip, cured by looking for sand and applying it to the luckless belts.

In connection with their 75th Anniversary, Vauxhall Motors Ltd. has reminded us that one of the four-cylinder, shaft-drive Vauxhall motorcycles, made at Luton in 1924, still exists in the Isle of Man. Six were built, all prototypes.

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The in-line, air-cooled, four-cylinder 931-c.c. engine drove to an intregral clutch and gearbox, the clutch was foot-operated, and the petrol tank incorporated the Vauxhall scollops. The existing example was discovered in 1951 and the remains rebuilt with the aid of blue-prints supplied by Vauxhall's Engineering Department, so effectively that an award was won in a vintage rally in 1959. *Old Motor* has published an article by P.J. Wallace doubting the wisdom of attempting to restore Brooklands Track, his argument being that Brooklands was a way of life, which can never be recreated. That, one supposes applies to any museum project, but we can see what is implied. Some spares for Rover Ten and Rover Twelve cars are for sale in Buckinghamshire, buyer to collect, including a 12-volt dynamo. Enquiries can be forwarded. William Harker tells us, in connection with last month's reference to visitors to the 1935 German Grand Prix, that in fact he was not there, but that he did attend with the late Oliver Bertram the 1924 French Grand Prix at Montlhery when Chiron's Alfa Romeo vanquished the might of Germany. He adds that the Ford aeroplane that he hired for the visit stranded the party in Paris. . . .–W.B.

A Buick Conundrum

THE earlier American cars were not infrequently converted for racing. Among the alterations carried out for this purpose might be the substitution of over-head for side-by-side valves, perhaps even multiple valves, operated by push-rods, an overhead camshaft, or even twin o.h. camshafts. Such conversions were not uncommon on the Model-T Ford, for instance.

But what of the aluminium two-section Buick with which Flt./Lt. E. R. C. ("Tiny") Scholefield, the then-Vickers Chief-Test-Pilot, who was entered for a joke as "Professor Scholefield", made a spasmodic and not particularly successful appearance in an unimportant race at Brooklands, that Mecca of Lost-Causes, during the 1928 season? It was under the patronage of Sir Alastair Miller, Bt., who was apt to spring such surprises on us, and Clowes usually drove the car. He won two Surbiton Handicaps with it. This particular car had a vintage Buick radiator later cowled, those contracting front-wheel-brakes that were typical of this make (and very effective, I recall, from my first experience of FWB in a Buick landaulette of this era), and cantilever rear springing. The engine was a six-cylinder with a bore and stroke of 79.4 x 114.3 mm (3,395 c.c.) so this was presumably a 20/60-h.p. model.

The significant thing is that it had twin-overhead-camshafts, whereas the production Buick, lively though it was, used pushrod valve-gear. There is a clue in the fact that in 1927 H. H. Hagens had entered the car. If this was the same person who designed Anzani engines, perhaps he wanted to try out a twin-cam design and used a Buick engine for the experiment? The versatile Miller took this Buick over and on one of the rare occasions when it functioned properly it lapped at over 95 m.p.h. There is no doubt about the twin-cam engine because when Miller advertised the Buick for sale in 1928 from his St. James' Place premises, in London's fashionable West End, for £450, one of the attractions was its "2 special overhead camshafts". I also saw it myself, for sale at another emporium, in 1930, when it was road-equipped, the price down to £375.

Although special Fords ran at Indianapolis I do not recollect any Buick entries there, so this special version probably originated in this country and, remembering Eldridge's twin-cam Anzani-engined Eldridge Specials of this period, it seems that the Miller Buick may have had a whiff of Anzani about it. Perhaps some knowledgeable reader can tell us more about the car and what became of it? – W.B.

V-E-V Odds & Ends

Mr. Easthope of Sheffield would like to know what happened before 1949 to the 1936 TA MG Midget that he has repurchased, as the local taxation office has been unable to turn up any information about BAK 822. At one time our correspondent raced this car with some success but when rediscovered it was in a sorry state; but restoration is now nearing completion. Letters can be forwarded. The Standard Register Trust is hoping to recruit still more members and to discover more missing Standard cars, although it picked up about 60 new members from the mention in MOTOR SPORT of its Syon Park Rally. The Membership Secretary is Mrs. N. Richardson, Holmside, Hambledon Road, Denmead, Nr. Portsmouth, Hampshire and other enquiries should go to M. Alderson, 36, Northfields Road, W. Acton, London, W3 ONW. Mr. Mark Shore of S. Godstone has sent us a copy of an article in the July issue of *The Railway*

OBITUARY

LORD ESSENDON

LORD ESSENDON has died, aged 75, after a long illness, at his home in Switzerland. He will be remembered in motor-racing circles as the Hon. Brian Lewis, a very successful and accomplished pre-war amateur racing-driver. He showed his enthusiasm for the Sport at Brooklands some fifty years ago when he partnered such famous users of the Track as Malcolm Campbell and W. B. Scott, notably in races and record-bids with the latter's GP Delage. Joining the Fox & Nicholl Talbot team, Lewis was fourth in the 1930 BRDC 500-mile race with Earl Howe and second with Saunders-Davies in 1931, subsequently sharing third place with other famous drivers in the "500s" of 1932, 1934 and 1936, with Talbot, MG and Lagonda cars. In 1931 the Hon. Brian Lewis won his Brooklands Track Racing Gold Star and in 1935 he first lapped the Track at over 120 m.p.h. in a 3.3 Bugatti.

A polished and versatile driver, Lewis took part in the great sports-car races of his era, as at Le Mans and Ulster, and made something of a speciality of the JCC International Trophy race at Brooklands, winning it in 1933 for Arthur Fox in the first Monza Alfa Romeo to be seen in action in this country and finishing second in the 1934 race in a Maserati. One of his most memorable victories was in the 1934, when he nursed Noel Rees' hired *monoposto* Alfa Romeo, the first to race in Britain, home to win this IoM race at 75.34 m.p.h. having won it in 1933 in a Monza Alfa Romeo. He drove the Talbots in trials and rallies as well as in races and wrote an enthusiastic Foreword in 1970 for Anthony Blight's great book about them. – W.B.

* * *

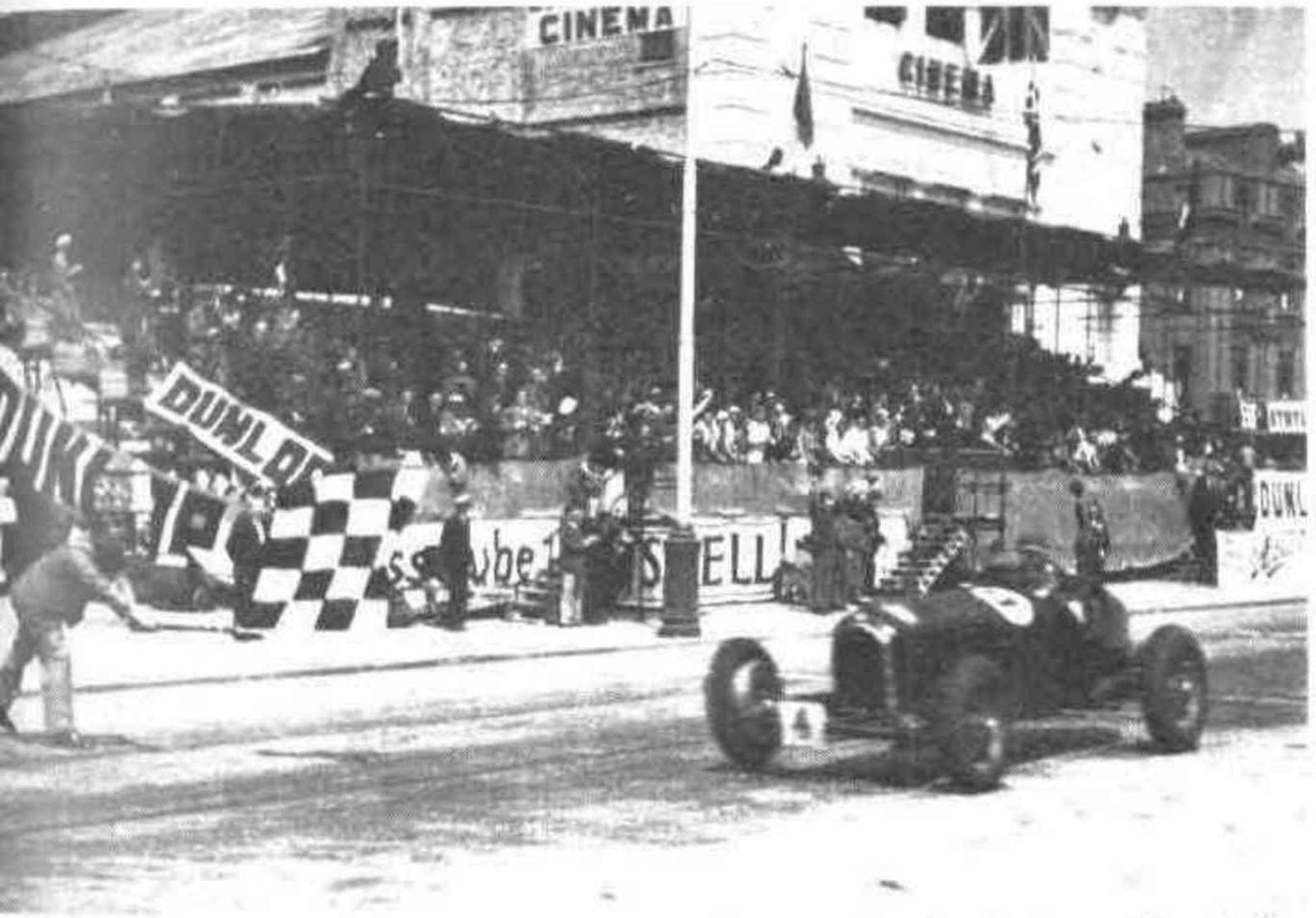
Of Lord Essendon's aviation activities Philip Gordon-Marshall, who was apprenticed to his Company, writes as follows:

Brian Lewis's father became Chairman of Furness, Withy & Co., shipowners, and was altogether an outstanding man of business. He was created a Baronet in 1918 and raised to the Peerage in 1932. Two children succeeded him in 1944, Brian and a daughter Frieda. Brian married in 1938 Mary, widow of Albert Duffil and daughter of G. W. Booker of Los Angeles, California. He was educated at Malvern and Pembroke College, Cambridge and became an RAF Squadron Leader during the War.

As a young man, Brian Lewis was helping Malcolm Campbell in some capacity in the latter's World speed record attempts. Both had a side interest in flying, which with the introduction of de Havilland Moths was fast developing all over the country. In about 1930 Brian Lewis & Co. Ltd. was established as "Aircraft Specialists" with a very attractive head office suite at 30 Conduit Street, W1 and an aircraft depot at Heston Aerodrome which was the top centre of private flying. Later, branch depots were opened at Hooton Park Aerodrome, Cheshire, and Renfrew Aerodrome, Glasgow. The main nature of the business was the sale of light aeroplanes to private owners and Flying Clubs. The Company flourished and soon Brian Lewis & Co. became the sole concessionaires throughout the UK for de Havilland aeroplanes. At the time, early 1930s, de Havillands were so busy making Moths that they preferred an outside agency to look after home sales, particularly as so many part-exchange deals were involved as improved DH aeroplanes came on the market. The arrangement worked famously and the best possible working association existed between Brian Lewis's small company and de Havillands – both were staffed by young and immensely enthusiastic people of similar interests and outlooks.

Brian Lewis also used the Conduit Street office suite as the centre of his racing activities, and all the famous names of the day were to be seen there. It was like a very agreeable club, and Mayfair was a very attractive part of London in those infinitely different and happier days. Bertie Browning was the General Manager and always seemed mainly occupied with racing rather than aviation matters. Brian's mother, Lady Essendon, used to sweep in and fill the offices (one large room and two little ones) with armfuls of flowers. The entire staff of the Company numbered about 12 or 15 at most, including those at Heston, Hooton, and Renfrew, and most were active pilots. Brian was a competent pilot and flew himself about quite a lot, but racing was undoubtedly his first love.

He was noncommital to a degree, very direct, and could be somewhat alarmingly abrupt in manner until one got to know him. He never suffered fools gladly but was the soul of unobtrusive generosity when required and possessed of a very dry sense of humour. Things changed in aviation, as they do in all forms of life, and the business of Brian Lewis & Co. diminished as de Havillands became more self-sufficient in handling sales and Flying Clubs and other concerns became agents and dealers. I would think Brian Lewis gave up his direct business interest in aviation in about 1936.



...e Hon. Brian Lewis, later Lord Essendon, taking one of his finest victories, in the 1934 Mannin Moar ...ce, the first British outing – and win – for the Alfa Romeo P3 Monoposto.

...agazine relating to how the locomotive "Mallard" achieved a record speed of 126 m.p.h. ... 1938, the interesting point from our aspect ...ing that the streamlining of the prototype ...comotive is said to have been based on that of ...e streamlined Type 57S Bugatti used for ...cord-breaking in 1936, including capturing the ...ur record at over 135 m.p.h., because "Sir ...hen Mr.) Nigel Gresley, the great LNER Chief ...ngineer was friendly with Ettore Bugatti". The ...rticle itself is extremely interesting and refers to ...e author, "a dedicated follower of motor ...cing", P. T. W. Remnant, going round ...rooklands in one of the team-Bentleys at some ...07 m.p.h. – but he thought a footplate ride on a ...acific more exciting....

The *VSCC of America's Journal* for last July ...ontained a long article by J. S. S. Sherman of ...ennsylvania, who has been a keen reader of MOTOR SPORT since 1958, about Hispano ...uiza history. We note with satisfaction that he ...grees with us in the controversy as to whether ...rnest Henry did, or did not, steal Hispano Suiza ...vin-cam engine drawings and sell these to ...eugeot, the article concluding: "Top marks to ...oddy, Borgeson, and *Automobile Quarterly*, ...nd a rap on the knuckles for Sedgwick, Setright, ...lontagu, Georgano, *et al.* A reader who is re-...uilding a 1928 Tracta would welcome help, as ...is car lacks a body, magneto and carburettor ...nd he wants to know how these should be. ...nother reader is researching the history of the ...rivate-car bodybuilding activities of Hall Lewis ... Co., who were well-known in the late 1920s as ...uilders of 'bus bodies at Abbey Road, Park ...oyal, London and who apparently made a ...onsiderable number of car bodies on Minerva, ...ancia, Rolls-Royce, Bianchi, Hispano Suiza, ...anchester and OM chassis, etc. It appears that ...eir Works Manager was Mr. W. J. Shawven, ...ho had been in charge of the body-shops at ...izaire-Berwick's, also at Park Royal and that ...he Company built 'bus bodies for another firm ... that area, Curtis, which business was the ...npetus of the Lancia public-service vehicle ...assis, etc. Letters can be forwarded to this and ... other seekers of historic information. From ...nother reader comes a cutting from the *...ancashire Evening Telegraph* about a meeting ... the Clitheroe MCC at Brungerley Bridge in 1926. An accompanying photograph depicts 13 solo motorcycles, three combinations, and two cars lined up. The makes of most of the motorcycles are quoted, one sidecar outfit being a Martinsyde, but of the cars one is a bull-nose Morris, the other is wrongly described as a 30-h.p. Vauxhall; it looks more like an Albert light-car. Other pictures show Edward Pye's new Morris-Oxford saloon on the forecourt of Rolland Proctor's garage in 1934 or 1935. This garage was at the top of Sawley Brow hill, on which a hump halfway up necessitated rapid changes of gear on most cars in those days, resulting in many broken half-shafts. Spares for almost every make were carried and the garage did a rousing business until a by-pass to Whalley closed the notorious hill. There is also a publicity-picture of the Wellgate Motors' Armstrong Siddeley, an early Thirty or Eighteen, towing-in a badly-crashed vehicle. Incidentally, the pictures were taken with a Zeiss Ikon Nimmum Palmos 5 x 4 Press camera, bought on the day war broke out, in 1914, and still in existence. We are indebted to Mr. W. H. Jones of Wiltshire for his interesting cutting. Eoin Young has discovered that motoring books, like old cars, have, alas, become what he describes as "a gilt-edged hobby, blue-chip books being an investment, collector's items", and he has joined up with Charles Mortimer to exploit this market. The latter quotes Pomeroy's "Grand Prix Car" as now worth more than £85 and S. F. Edge's reminiscences (listed as first-published in 1912 but surely a post-war work of St. John Nixon?) as selling for £25. Well, well! The ACOC's magazine *Action* for last May contained an interesting article about the vintage six-cylinder AC Aceca owned by P. M. Rambaut, a car that had a notable competition career, revolving round the AC raced by Victor Bruce and A. J. Mollart; the Club has reprinted the instruction book for the 16-h.p. six-cylinder ACs, which sold originally for 1/–.

For the record, it was in 1927, not in 1928, that Dudley Froy won the Surbiton 50-mile race in a Wolseley "Moth". In the latter year he repeated this success in the 4½-litre-engined streamlined 3-litre ex-Barnato Bentley, at 115.55 m.p.h., lapping at over 120 m.p.h. in only his second season at the Track. – W.B.

Vintage cars at the Royal Welsh

A VINTAGE-CAR display was part of the Royal Welsh Show at Builth Wells, put on by the Rhayader MC, which ensured proper protection for the exhibits, in a big marquee. The only Edwardian was Reg Worthing's well-known 1913 Model-T Ford tourer, trailed there, with his caravan following behind his faithful Volvo. Best of the vintage was Falk's red Type 40 Bugatti, claiming an original oil-pump and Autovac fuel-feed, together with the nebulous distinction of being the fastest Type 40 time up Prescott. There were nice examples of rosette-winning bull-nose Morris-Cowley, and Singer Junior, the latter backed by a 1932 two-owner Singer Nine saloon. A 1924 11-9 Lagonda two-seater displayed its many plaques, Falk had put in his AC-engined Frazer Nash, the Automobile Palace an over-brassed Austin 12 saloon and a nice Chummy Austin, and Dolphin's 1938 Austin 10 saloon won a rosette. The worst car I have ever seen at such a show was a terrible 1933 Austin 7 Special posing as a Swallow, which it in no way resembled. The cars were backed up by many motorcycles.

The Ford Motor Company had its 75th Anniversary Show, which embraced 1944 Fordson tractor, 1928 and 1931 Model-A saloons, two Model-Ts, a 1937 3-wheeled Fordson Tug, and Prefect, Popular and Consul models to titillate the memories of the older Welsh farmers. Contrast was provided by the 1977 Safari Rally-winning Escort RS1800 and a James Hunt Marlborough McLaren (F1) Ford-powered racer. – W.B.

Vintage Postage

Sir,

In reply to the letter from H. M. Crump (July issue) concerning the Lea-Francis Hyper owned by his brother in the early thirties, Mr. Crump is correct in stating that Don Higgin used the original KD 7361 in the TT and many other races. The chassis No. of this car was 14139. It eventually spent some 30 years in Edinburgh with various owners and gradually deteriorated. Roderick MacPherson purchased the remains in the early sixties.

Roderick eventually imported a Hyper from Australia (14062). We were instructed to rebuild this car and manufacture a faithful replica of the body fitted to 14139 which differed from standard in certain respects. KD 7361 was then "adopted" for this car which is now owned by Roy Beebee of Rugeley. I should be interested to see the photographs in Mr. Crump's possession.

Studley — A. B. PRICE
Lea-Francis Ltd.

A 30/98 Vauxhall Wensum

Sir,

It was particularly interesting to me to see in your Vauxhall Assembly report, reference to "Parker's very smart grey Wensum". I saw this car later at the Brooklands Reunion and recognised it as the actual car owned by my father and then myself for some 29 years.

My father bought it second-hand in about 1927, very little history being available except for a rumour that it had been owned by Betty Carstairs who raced cars and motor boats. She was believed to have lapped Brooklands at 100 m.p.h. and covered the flying kilometer at 110

m.p.h. This I frankly doubt. When we owned the car it had a 3:3 to 1 rear axle ratio and the standard "bent wire" crankshaft. Since 110 m.p.h. would have involved an engine speed of round about 3,800 r.p.m. it would have been impossible – 3,300 being the absolute limit. Nor had the autovac been removed, so sustained full throttle would have quickly resulted in fuel starvation. Further, since I believe bonnet straps were currently compulsory there would have been signs of one having been fitted – this was not the case. Certainly Major Coe was never involved with this car to my knowledge. (The programme said Major Cole – Ed.) A rumour that he repaired the driver's seat with a child's catapult during a race is pure fantasy – my father used an alloy catapult of mine for this purpose, much to my disgust.

During my ownership I managed to obtain a counterbalanced crankshaft from the late Daniel Richmond of Downton Engineering and had this installed, together with a set of Hepolite high-compression pistons. This improved performance noticeably and enabled me to put up quite competitive performances both at the local (Bodiam) hill climb and at a speed trial at Brands Hatch where we distinguished ourselves by overtaking an XK120 on Paddock Bend in the wet. The only other competition entered was a VSCC Presteign Rally where we achieved a premier award and third place overall.

Unfortunately domestic pressures forced me to sell this delectable car, in beautiful condition, and with only some 68,000 miles on the clock in 1956. The fortunate new owner, for £350 (how I wince now), was Jack Broadhead who carried out a superb restoration to works exhibition standards. Whether it is really desirable to go to this extent is debatable and your opinions would be interesting. During our ownership the car was always meticulously cared for, mechanically beyond criticism, but a genuine working car. No rust would have been tolerated and the engine was kept glistening. But when it comes to plating gear lever, brake lever, steering gear etc., and buffing all aluminium parts to a mirror finish, including brake plates, I wonder a bit. Anyway it was beautifully carried out even if the car does look like a museum exhibit.

Incidentally, I wonder where all the original tools and spares have gone to? I passed all these and even the original instruction manual and hood to Jack Broadbent, but they seem no longer to be with the car.

Robertsbridge ANTHONY BLACK

Bayliss-Thomases

Sir,

On receipt of my February issue of your Magazine I was amazed and delighted to see the cover photograph, but more of this anon.

I bought a Bayliss-Thomas sports in 1923 and it proved to be a most reliable and satisfactory car in every way. I used it in several local trials, not without success.

For readers not familiar with this make, may I give a few details of my car: –

Reg. No. TA 443. The chassis was reasonably low as the springs were almost flat quarter elliptic, all round. I fitted Hartford type friction shock absorbers, which improved the road holding. The engine was a Coventry Simplex, side valve 1,498 c.c. Bore 66 mm. Stroke 109.4 mm. It was rated for road fund tax at the time as 10.5 h.p. The makers quoted normal revs as 2,000 r.p.m. at 20 b.h.p. This was coupled to a Weigley three speed and reverse gearbox, with gate change. The rear axle had full differential, and was braked on the rear wheels only. Disc



The Bayliss-Thomas described by Mr. Hellier.

wheels were fitted with 26 x 3 tyres.

The body was, in my opinion, one of the most attractive on the market at that time, being well made, and panelled in polished aluminium. The screen was two aero types, but each one, half the width of the body, giving quite good protection. They could be folded flat into the scuttle. When the hood was erected the fit at the top of the screen left a lot to be desired, but who cared!! The wings were as shown in the illustration, enclosed, but were very heavy for a sports car, it would have been a great improvement if wings similar to the 1922 Hillman 10 speed model or Riley Red Wing had been fitted.

Now to Mr. Malcolm Elder's car: – my friend Mr. F. A. Haynes, a very keen motor cyclist, decided that he would try four wheels, and as he liked my Bayliss Thomas, I wrote to Mr. Walker, the managing director of that Company and asked him if he would build a replica of my car for my friend. He was very interested, but as his company were now using a new chassis, a different body would be required. He had designed one which he said was on the lines of the "Alvis Duck's back body", at least as far as the side elevation was concerned.

The car was duly built and we collected it from Birmingham. I must say I was rather disappointed when I saw the car for the first time (sorry Mr. Elder) and it was so much higher due to the larger radiator and the semi elliptic springs. The cockpit was very much as mine but a little deeper, the same wings were fitted (I note Mr. Elder has fitted light ones, and also drop-in panels in the body sides). TT2010 when collected was fitted with twin aero screens, as described before. The OHV engine gave a great improvement in performance and both cars gave excellent service, and I cannot remember a single case when either of them let us down, in spite of being used in the land of trial hills.

May I take this opportunity to thank you for the top sports-car magazine, which I have regularly read for more years than I like to remember.

Croyde R. HELLIER

Visit to a German GP

Sir,

The reference to the 1931 German Grand Prix in VEV in the May 1978 issue was of great interest to me.

At that time I was 15 and living with a family in Bonn for the express purpose of learning German (which I still speak pretty well, with a Rhineland accent!).

The day of the race was spoilt by drenching rain and the coach taking us from Bonn arrived too late for the start.

Carraciola won with a Mercedes, both he and his riding mechanic wearing caps back to front. Chiron was second, I think, in a Bugatti without a leading mechanic, and I well remember Sir Henry Birkin correcting a vicious little skid as he came over the hump in the long straight in his Maseratti.

To complete my day the coach left early and I had to hitch-hike home, arriving so late that my German "family" had got in touch with the police!

7 years later I met Rupert Riley who had won the 1,100 c.c. class of that German GP, in a Brooklands Riley, when I went to the racing department at Coventry to take delivery of this 1,100 c.c. car which had been driven by the late Cyril Paul in the TT. The car was fitted with an Imp sports body and had the registration no. KV-9476. I wonder what happened to it after it was stolen in 1938?

Your stories of the past are fascinating, please keep it up.

Bromsgrove G. TAYLOR

Amilcar Sixes

Sir,

Your May article on twin-cam blown Amilcar sixes really needed to be written because so many references confine themselves to four-cylinder, regular Amilcars. To complement your article, I thought some driving impressions of a six might be of interest to your readership.

I owned a black-and-red Amilcar Six (DCE? 139) immediately before World War II and competed, with indifferent success, at the Syston Intervarsity Speed Trials. The course was so rough my car's chassis cracked by the rear shock absorber anchorage. I used the car on the road as it had mudguards and a removable windscreen like Llewellyn's car. The car could not be driven with the screen in place because the cockpit would fill with oil vapour. Looking back, I could guess the engine was well worn although it was quite reliable and very free revving, going up to over 5,000 r.p.m. in the gears without problems. I stripped the rear axle with a sharp get away one time, so perhaps axles were weak both ends.

The car cornered in outstanding fashion, probably due to low build, good weight distribution and very stiff springing. One strange feature was the reverse gear arrangement. This involved pushing the gearleaver forward right through first; on starting it was a toss-up whether you'd shoot forwards or back as the reverse entering guard was ineffective.

I stored the car at Great Chesterford whilst in the Army. On claiming it in 1946, the garage owner went pale and said "My God, I thought you were dead; I sold your Amilcar last week". We cleared the matter up financially and so I lost sight of DCE (?) 139. Perhaps a MOTOR SPORT reader might enlighten me on the car's further life – it had great character.

Willodale, Canada H. AUBREY WILLIAMS

Sir,

I have been very interested in the article and comments on the 6-cylinder Amilcar in recent numbers of MOTOR SPORT.

My first acquaintance with it was just after Ginger Llewellyn bought it and was still running it in; in fact I had to tow him to start it, although it was warm. Actually it was a first rate starter on the handle, unless the pilot jet in the Solex carburettor was blocked, as in this case.

It was the same car, I believe, which was later raced by Brian Twist and did so well after extensive modifications by Boon & Porter, who while rectifying the damage done by a thrown rod, modified the water circulation with a new manifold feeding into the radiator from individual take-offs from each cylinder head. One distinctive feature of the car was a variable oil pressure relief valve with hand control terminating in a knob on the dash. Unless used, oil pipes tended to straighten out when starting from cold. I was told, too that the clutch had no fewer than 36 springs!

Towing the "six" back from Brooklands

Continued on page 1288



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A British win at last

JULY 1st 1979, that is the date the Belgian ministry of public works has set for the completion of the 7 km./4.3 miles track that will replace the current public 14.1 km./8.7 miles of public road that comprise the current Spa-Francorchamps track. With this in mind it seemed as though the July annual 24-hour race for saloon cars had bowed out on a fitting note in 1978, with the racing continuing to the last moments and victory going to the Briton who has tried so hard to win this event in previous years, Gordon Spice. The fact that he was paired with Belgium's Teddy Pilette made the hosts happy too, and the prizegiving in the Spa casino was an even longer and more emotional affair than usual.

The writer has attended this race over a number of years since the late sixties, and the story each year has been that this would either be the last event – owing to the mortality rate – or that the new circuit would be ready in time for next year's edition. Neither uncertainty has stopped the race growing in stature year by year, television coverage a tangible part of the increased prestige that has accrued, along with regulations that have ironed out the most dangerous speed differentials amongst the cars.

So, whether next year's event is on the shorter circuit or not is something we shall just have to await for proof. Some 85,000 people attended this year's event and witnessed not only a good 24-hour race, but a good saloon car thrash, regardless of distance. An entry of over 80 cars, whittled down to 60 starters, must make this the biggest as well as one of the longest saloon car races in the World.

An entry that size might have been filled with rubbish in past years, but 1978 was different. If it was rubbish (and I don't think it was) most of them came from Britain! There were three classes, the biggest for 2,500 c.c. plus cars providing the main interest and the only machinery capable of winning in such a competitive year.

Chief protagonists were a pair of Dutch-entered Chevrolet Camaros, 15 Capri 3-litres (mainly of British origin) and 18 BMWs, most of the latter of 3-litre 5-series 530i persuasion even though the obsolete 3.0 CSi coupe is a faster and more stable car around Francorchamps' rapid curves.

Fastest time in practice, over 2 sec. slower than they were to go in the race, were the Dutch-persons Loek Vermeulen, Ms Henny Hemmes and Hans Deen in their plastic-nosed Chevrolet Camaro Z28 of 5.7-litres. The second Camaro was rather evil, suffered an engine transplant in practice – escallating from the reasonably light 5.7 V8 to the monstrous 7.4-litre unit – and lost a rear wheel early on the first night!

The Ford Capris, all substantially the same whether dressed in Mk. 2 or Mk. 3 body panels, dominated the fastest ten positions in practice behind the Camaro, seven out of the top ten times falling their way. Gordon Spice in the car he was to share with Pilette sped around the track in 4 min. 21.6 sec., which was 0.3 sec. slower than the Camaro, though Spice and team-mate Chris Craft were troubled by blistering and chunking of their Goodyear tyres. In the event



The Gerry Marshall/Jeff Allam Capri 3 makes a routine stop. It was retired late in the night when the driver's seat collapsed, having already encountered brake and wheel-bearing damage whilst leading.

the Goodyears did prove their worth over 24 hours with Spice and fourth-placed Peter Clark; Michelins filled the bulk of the finishing cars' tyre requirements (most of the BMWs thus equipped) while Dunlop's excellent practice showing was let down by the mortality rate amongst the Capris – only two of the Fords finished as opposed to seven BMWs.

Other British teams showing promise in practice were Vince Woodman/Jonathan Buncombe, Craft, Stuart Graham/Brian Muir and Jeff Allam/Gerry Marshall, plus John Fitzpatrick/Holman Blackburn.

Most of these cars were the Capris used in British national Championship events governed by the RAC, who have recently issued an edict tightening up the way in which these Fords are prepared. This applies particularly to the suspension and seeks to stop the Ford people using racing top mounts for the front struts, rose joints in the suspension and so on. This was fortunate for those competing at Spa, for the Belgians have been deeply suspicious of British suspension engineering in what is allegedly "Group 1 and a bit," feeling that we have "Group 1 and a bit too far!"

In commenting that most of the Capris were similar, it should be added that all Capris are equal, but as with political reality, some are more equal than others. Certainly they all use single carburetter V6 engines, but are persuaded to produce over 220 b.h.p. by many tuners today – Racing Services found themselves challenged by the work of Neil Brown, Alan Smith and Broadspeed. Now capable of reaching 7,000 r.p.m. in reasonable safety, these V6s were hitched (in the case of the front runners) to a new 2.84-to-1 final drive. On this ratio the Fords were found to be reaching speeds in the 153-158-m.p.h. bracket, averaging around 120 m.p.h. for a lap that includes a 1st gear hairpin, the 3rd gear Les Combes, and the second gear *chicane* at Malmedy.

Amongst the BMW flotilla – none full factory cars, but four run by BMW Belgium and tuned either by Juma or Serge Power *(sic)* – Derek Bell shared a car with last year's winner Eddy Joosen. However the fastest BMW in practice was the elderly CSi of former GP Lotus driver Reine Wisell and Claude Bourgoignie, the Belgian who now makes a living selling English quality cars to his countrymen.

Also of interest in the entry, but of little actual impact in the event, were Jacky Ickx/Brian Redman, who had been reunited by Marlboro in a VW Scirocco with many team-mates, mostly financed by the Belgian importer. The presence of 140 b.h.p. would scarcely daunt Redman after Porsche 917s and the like, yet he had more trouble in adapting to the tricks of FWD than the Porsches ever seemed to inflict upon him. By the end of the weekend Brian had suffered two accidents in the car, neither with any injury, thankfully. Of course the smiling Lancastrian was not blaming the car (which was actually quite a handful without the large rear spoiler that the scrutineers rightly removed) and was quite disappointed after the success he has had with Dick Barbour's private Porsches since his happy recovery from his massive American accident last year.

Accidents were a feature of this year's race, but this time there were no driver injuries. Tyre deflations were common owing to the pace amongst the big cars and continuous fine weather throughout the event, most unusual for the Ardennes. Both Craft and Derek Bell fetched up in the Armco at Burnenville.

Craft had a front tyre go down suddenly and Bell was caught out by cold tyres fitted after an earlier spin at Eau Rouge: "it's the first time in eight years I have failed to finish an endurance race because of an error on my part," he said looking appropriately downcast.

This 24-hour race has striven consciously to acquire some of the glitter of the French annual classic and nowhere could this be more clearly seen than on the grid awaiting the 3 o'clock start on Saturday afternoon. Skate board demonstrations – made doubly hazardous by the incline on which the cars rest before entering Eau Rouge and climbing away up the hill – faded to insignificance as parachutists poured from the heavens to land in front of the grid. At the head of 58 competitors Loek Vermeulen sprawled inside his Chevrolet, while Spice tensed himself for the off in the red and white Capri.

As the Belgian flag dropped promptly the Ford horde overpowered the Camaro, which was locked (Locked?) in second gear and was never a contestant for the lead thereafter. However the Chevrolet did set fastest lap at an average 121.95

m.p.h. and did reach the top three during the night. Gordon Spice steered his Capri carefully around the wounded Camaro and his opponents to lead as the cars disappeared from sight toward Les Combes. It really was a colourful parade and with TV coverage and international prestige at stake the train of red, white, yellow, green and black saloons jinked for positions as they thundered downhill toward Burnenville.

Spice's machine held on in front, the cars peeling off into the long righthander like an enormous squadron of fighter planes, many literally skipping into flight over the bumps. Back at the start the enermous pall of yellowish dust from the dried mud, kicked up by those using the grass, was slowly settling to earth.

Some 4½ minutes after the start the noise of engines changed from a remote drone, like that of war-time air raid film clip, to the sharp crackle of Capris fighting off the now challenging BMW contingent. Past the press box for the first time they poured like the contestants in a British Championship round. Spice, Rene Tricot (the former Opel driver appearing in a British-prepared Capri, confusingly sprayed in the same Belga livery as those of Spice and Craft), Fitzpatrick, Craft and, at a slight distance, Woodman. The first BMW was the Luigi prepared 530i, one of four BMWs entered by the local BMW specialist, driven by former Alfa Romeo works saloon car pilot Spartaco Dini. Luigi persuaded three of his BMWs, including one on five cylinders for most of the event, to finish, winning the Coupe du Roi.

The British were well up, for behind the Italian-piloted BMW came Graham, Allam and the second best BMW, that of Reine Wisell. In the torrent of cars that cascaded down from La Source hairpin past the pits and the start/finish line, we could pick out a promising dice between the Rene Metge/Guy Pirenne Dolomite Sprint and the surprisingly effective KWS of Koblenz Escort RS2000 for Hartmut Bauer, Ruedi Doetsch and Manfred Mohr.

Unfortunately Triumph versus Ford did not last long with the Dolomite jacked up forlornly and destined for retirement when the axle location brackets absented themselves from the axle itself. The Escort, one of six RS2000s to appear at the event with the twin carburetter engine, was the only one destined to finish allowing Bauer the lead of the Trans Europe Diners Club Championship – a series of Group 1 plus cars that could eventually develop into a championship with contestants from all over Europe.

During the opening hour Spice and Craft gradually began to tow their way clear of the pursuing Capris, Reine Wisell firmly establishing the Maubert-prepared BMW CSi as Munich's fleetest representative. One could sense that the sheer number of BMWs and their varied preparation could mean a different story after a hard night's racing, something that the Belgian teams were a lot more conscious of than their British rivals.

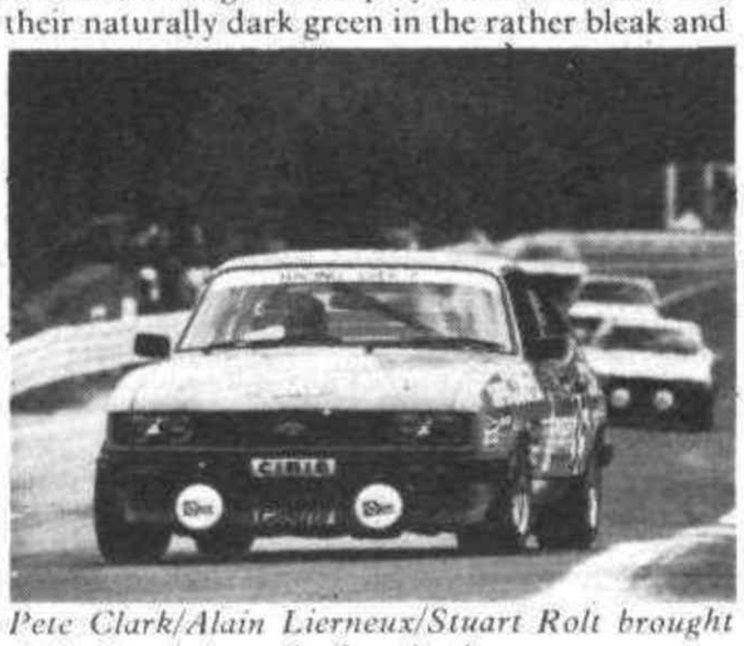
The first Capri to run into trouble was that of Fitzpatrick, who had a puncture on the second lap. This Hermetite-backed Ford overheated pretty persistently in the daylight too, but it was eventually eliminated not long after midnight when a tyre deflated at the front and sent the hapless Blackburn off into the crash barriers on the outside of Les Combes' lefthand sweep. Tricot also suffered a little bit of bother with his Capri early on, the dipstick waggling free and allowing a spectacular plume of blue smoke to follow his progress: much later on he did the job properly and blew the engine up comprehensively.

The Spice Capri was not to have a trouble-free run either, and was hiccuping for fuel after 14 laps instead of the planned 17/18. This left Craft with an ever-increasing lead in his regular RAC Championship mount, averaging 116 m.p.h. after three hours' racing and leading Wisell/Bourgoignie's BMW, Graham/Muir and Allam/Marshall/Patterson in Capris, ahead of the recovered Camaro. Le Mans winner Jean Pierre Jaussaud drove a Capri for his second ever racing encounter with saloon cars, but the rented Ford expired soon after the close of the first hour.

Bell had his accident after two hours' racing or so, Craft an hour and forty minutes later. Just after the four-hour mark we found that Gerry Marshall was just leading but he encountered a Camaro "competing for the tricycle award," in his words, as a rear wheel fell off. Marshall did miss the Camaro, which had slewed across the track. Unlike after the Craft accident the contestants were not asked to line up behind the pace car, the race carrying on unabated as the haze of smoke drifted away. Unfortunately Allam's nicely prepared Ford – which had run away with the supporting event at the British GP a week earlier – suffered brake and wheel-bearing damage and subsequently had to be withdrawn when the seat collapsed as the final straw! Marshall, who finished second in the race last year (the previous best British performance) had a little compensation in seeing the Vauxhall Magnum which he took to second place in 1977 finish this year's event 12th, crewed by Jock Robertson/Andrew Majors and Richard Jones.

Ford's lead – and British competition manager Peter Ashcroft was visiting Francorchamps in the hope of seeing the first win by the company since 1972, BMWs having proved victorious ever since – was then the property of Muir/Graham until 10 that night. While the Goodyear airship glided overhead, blinking down results and pleasantly silly pictures of palm trees as a distraction from the cold creeping into the press stand, Muir and Graham had their fair share of incident. During the night Muir actually lost a front wheel and contacted a BMW, which subsequently rolled out of the way, in separate incidents. All this drama let Wisell/Bourgoignie into the lead, which they held from nine until one in the morning in the rented CSi.

It was only after quarter-distance that we lost the Woodman/Buncombe Capri when the engine blew, this despite the undeniable care this crew (who finished third in 1977) had been taking with the V6. Things did not look so good for Ford until, at two o'clock, the Spice/Pilette Capri had clawed its way back to a lead it was to hold until 9.15 the next morning. By then we had seen the trees change from spiky black silhouettes to their naturally dark green in the rather bleak and grey dawn, and with that the Stuart Graham Ford limped into the pits with a poorly engine. For nearly an hour the immaculate Faberge-sponsored black and green Capri sat with bonnet agape, the burly chief mechanic Ted Grace and two assistants replacing a broken camshaft follower. Sadly that Capri lasted only a few more hours before the apparently then-healthy engine tightened up, doing itself a power of no good before the driver could switch off.



Pete Clark/Alain Lierneux/Stuart Rolt brought their Capri home in fourth place.

At 9.15 Spice had a tyre blow out when "I must have been doing 150 m.p.h." Luckily Gordon kept the steering straight and the car's suspension was not damaged but he still lost their lead (to Wisell/Bourgoignie) and nearly six minutes in the pits. The Staines-based accessory purveyor then went out and slashed away at the cushion of time built by the old BMW, passing it right in front of the pits. That was at 10 a.m. or so, but the big BMW expired some 40 minutes later. An honourable old soldier which had led the event last year and was actually manufactured in 1974, almost a veteran by international saloon standards.

Just after 11 a.m. Spice produced another fine twist in the plot, the engine fan having disabled the water pump pulley after a bearing had failed. This was to be the longest halt yet; altogether the Capri spent nearly an hour of the 24 hours in the pits throughout the race. At 11.35 in the morning, with the sun just breaking through, the BMW Belgium-backed black 530i of Eddy Joosen/Dirk Vermeesch/Raymond Vanhoe went by into the lead.

Pilette was put into the Spice Ford, Gordon having completed the four hours' unbroken driving that the regulations permitted, now needing one hour off before he could resume. Although he received a particularly good ovation from the sporting crowd, Pilette could not make any impression on Joosen, and after his hour stint the gap was very much the same as when he had climbed aboard: around 190 sec.

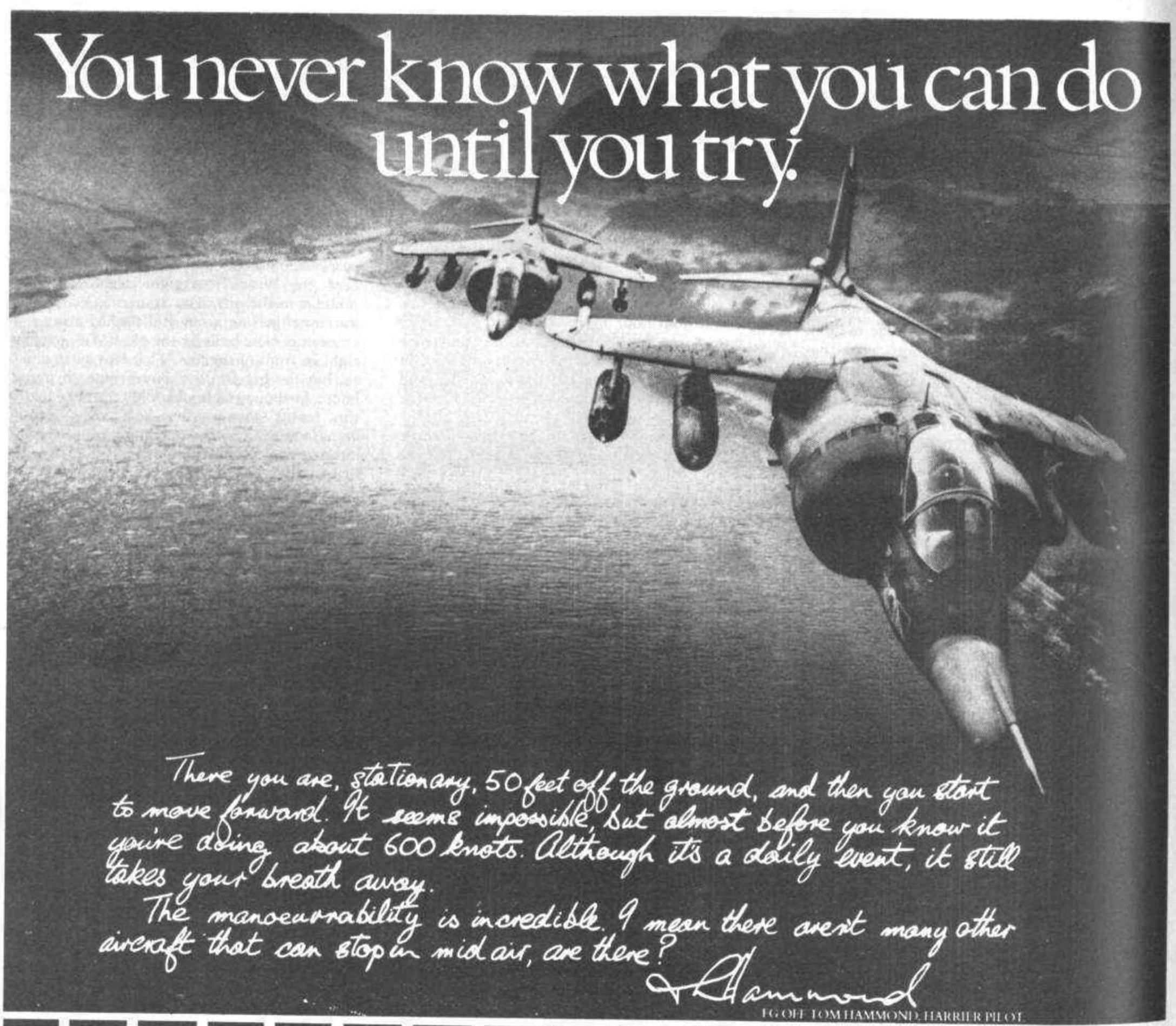
Then Spice took over, initially taking between four and five seconds a lap away from Joosen. Still the BMW could win, even at this deficit, though two fuel halts were planned for the German machine and only one for the British Capri.

When Joosen stopped for fuel he had to surrender the wheel to the young and comparatively inexperienced Vermeesch. The gap was just 48 sec. when Vermeesch regained the road, but Spice slaughtered his lap times, for on the next lap the gap was 18.4 sec.! Spice is a great one for such challenges, and the stocky little driver really charged round the magnificent Ardennes roads to appear on the next tour just 1.4 sec. in arrears, so it was just a question of where the Ford would overtake.

Sure enough Spice did appear in the lead from La Source, quite comfortably, but he headed straight for the pits where fuel was splashed in to complete all but the last couple of laps. The gap was 1 min. 10 sec. to the leading BMW when Spice re-emerged, but this time there was little doubt in our minds or (as he later confessed) in Spice's as to the outcome. On the first flying lap he trimmed 10 sec. off the lead, then the gap was successively lowered to 48.5 sec. 36.7 sec. 22 sec. and 16 sec. With 50 minutes to go Spice regained the lead he held until the end, stopping for four gallons of fuel with 12 minutes to go and re-appearing with a 106 sec. lead.

BMW Belgium team manager Hughes de Fierlant made the gesture of putting Joosen back in the car with 20 minutes to go and the crowd stood and clapped madly. All down the hill and

You never know what you can do until you try.



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Hammond

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RAF officer

Endurance Racing Survey

PORSCHE'S absolute domination of this year's World Championship for Makes remained not merely unbroken, but totally unchallenged, in the three latest rounds of the World's so-called premier contest for production-based racing cars. To recap on the story so far, as they say in less illustrious journals, a Georg Loos-entered Porsche won the first two rounds of the Championship (at Daytona and Mugello), a Porsche owned by the Kremer brothers took the honours at Dijon, and the works Martini Porsche led from start to finish at Silverstone. Then came Nurburgring, and the biggest Group 5 entry of the season.

For the first time in history, the ADAC ran its traditional 1,000-kilometre race at the 'Ring as a two-part event, split into two 22-lap "Heats". Such an idea is hardly in accordance with the traditionalist view of long-distance racing, and it seemed to swell the crowd not a jot, but in retrospect it can be said to have added a degree of extra interest for the spectators. At the start of heat one, Bob Wollek grasped an immediate lead in his Kremer-run Porsche 935 at the first corner and proceeded to extend his advantage over the best placed Gelo Porsches with every lap of the 14-mile circuit. The lead did not look like changing until Wollek's team-mate Henri Pescarolo slid off and brushed the barriers directly after the Karussel, after braking in mid-corner to avoid a slow back-marker. The incident forced the battered Kremer Porsche down to 11th place, and cost it an almost certain victory. It also allowed the Loos-entered car driven by German Klaus Ludwig and Hans Heyer to take a half-minute victory in the first heat over the Max Moritz prepared Porsche of Manfred Schurti and Jacky Ickx. Driving brilliantly during the final laps, Wollek recovered to a fine fifth place,



The Kremer Porsche 935 of Bob Wollek/Henri Pescarolo heads for victory at Misano.

despite the damage to his car. Georg Loos' other two Porsches had meanwhile both retired, John Fitzpatrick dropping out with a blown head gasket and Toine Hezemans crashing at the Aremberg hairpin after colliding with a slower car.

The second heat of the race witnessed another battle between the Kremer and Gelo teams, Hezemans being switched into the car that won heat one in order to bolster its chances. While Wollek was in the Kremer car and Ludwig was in the Gelo machine, the former was very much faster. When the battle pitched Pescarolo against Hezemans, however, the roles were dramatically reversed, for the Dutchman was up to ten seconds a lap faster than the Frenchmen. In the end, Wollek's superior driving prevailed and he won the second heat by 44 seconds. On aggregate times from the two parts, however, the race represented another *tour de force* for Georg Loos' stable, as Ludwig/Heyer/Hezeman defeated Schurti and Ickx by almost exactly a minute and the Wollek/Pescarolo Porsche by over five minutes. As usual, the 2-litre class was a BMW benefit, the 320i shared by Hans Stuck and Markus Hoettinger comfortably beating the similar machine of Ronnie Peterson and Dieter Quester.

The Kremer team had been unlucky at Nurburgring, but they avenged their defeat in the sixth round of the Championship, at Misano. The opening laps round the twisty little autodrome near Rimini saw a splendid fight for the lead between Wollek in the Kremer Porsche, Hezemans and Fitzpatrick in the Gelo Porsches, and Carlo Facetti at the wheel of the older Porsche 935 owned by Martino Finotto. The battle, alas, did not last long. Having relieved Hezemans of the lead during the fourth lap, Wollek gradually eased away into a lead he and his partner Pescarolo kept intact to the end of the six-hour grind. Facetti lost time in the first of three off-course excursions and Fitzpatrick was an early caller to the pits because of high oil temperature and then found himself stranded out on the circuit when his car's reserve tank refused to deliver its fuel.

Hezemans was eventually excluded from second place for obviously excessive and colossally smokey oil consumption. The result was that Wollek and Pescarolo won by four laps from local heroes Vittorio Coggiola and Piero Monticone, whose old single-turbo Porsche 935 ran such huge distances between refuelling stops that rival teams suspected it had illegally large fuel tanks. The 2-litre class went to the BMW 320i of Harald Grohs and Patrick Neve.

The seventh round of the World Championship for Makes, at Watkins Glen, produced the best race of the series. The Kremer team didn't go, and Georg Loos sent over only one car, but there was some stern opposition from a number of American-owned Porsche 935s. At the start the race was led by Danny Ongais in Ted Field's Porsche, and the Gelo car of Hezemans/Fitzpatrick was under fierce attack from the rival Porsche Turbos of George Follmer and Rolf Stommelen. By the 18th lap, however, torrential rain was drenching the circuit, and a few minutes later the event had to be halted for the best part of an hour because of a flooded track.

When the weather abated, allowing the event to restart, Ongais again took an initial lead, only to fall from contention when electrical troubles intervened. The Dick Barbour Porsche driven by Stommelen, Manfred Schurti and Barbour himself had meanwhile engaged the Gelo car shared by Hezemans, Fitzpatrick and Peter Gregg in an epic tussle that kept them less than a lap apart throughout the six hours.

With 50 minutes to go, Stommelen took over Barbour's car for the dash to the line, only 8.5 sec. ahead of Fitzpatrick. The Englishman closed at once, for Stommelen's car was in trouble with dirt in its fuel filter. Yet Fitzpatrick had problems too: his driver's door blew off in the middle of the main straight after giving trouble during the final change-over of drivers, and by the finish his car's fuel tanks were close to exhaustion. But Fitzpatrick was unstoppable, and with only pints of petrol left in his tanks "Fitz" took the chequered flag 40 sec. before Stommelen to give the Georg Loos team yet another victory. This time the 2-litre "BMW" class fell to Hans Stuck and Dieter Quester, naturally in a 320i.

With the cancellation of scheduled races at Mosport, Estoril and Osterreichring, it seems likely that only one more round of the World Championship for Makes will actually take place this year. That is at Vallelunga, near Rome, in early September. Having had no effective opposition all year, Porsche will inevitably capture the champion's crown, just as BMW must equally inevitably finish a close runner-up after winning the 2-litre class in every round but one to date. However you look at it, it has not been a good year for World Championship long distance racing. — J.C.T.

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up the other side one could see arms waving and programmes fluttering in the humid sunlight, but Gordon Spice was going to achieve what he has set out to do each year since he first participated in 1973: to win the *24 Heures du Francorchamps*.

After winning by some 2½ miles, and covering nearly 2,700 miles at an average speed approaching 112 m.p.h., the fair-haired "Geordie" was understandably jubilant and very grateful for the unstinting efforts of those in the pit crew, including engine builder Neil Brown and to one half of CC Racing (who prepare his Capris) Dave Cook. The other C, Peter Clark was out in his blue Capri finishing fourth, so it was a marvellous result for all concerned.

In the BMW Belgium pits they were very sporting about the whole thing – an attitude the organisers could have copied, failing to play Rule Britannia at all at the circuit, though they made amends at prizegiving by playing it for a very long time! However the BMW homologation expert and de Fierlant could be seen debating the case for the 635 CSi coupe's immediate homologation. The factory are not keen, but de Fierlant recognised that this may be the only way to quell those Ford upstarts from Koln and the preparation specialists of Britain. The 530i is lacking power and too fat in its square-rigged four-door suit. Clever homologation of the two-door coupe would tip the balance BMW's way once more.

If that was the last long-circuit 24 hours, it went out on a fitting note. Next year they may not be able to hold the event at all while the circuit alterations are under way, but I expect I will make the pilgrimage to see the site of the World's fastest and most challenging saloon car race, wiping back a tear for "progress" but remembering with respect the toll that the race has taken in the past. At least D.S.J. and company will be able to watch more interesting formula car racing while I, and thousands of other saloon car spectators, will continue to lap up Nurburgring and Brno. — J.W.

Results

24 HOURS OF FRANCORCHAMPS

24 hours 306 laps 2,681.6 miles, (4,315.6 km.)

1st : G. Spice/J. Pillette/3.0 Ford Capri 3000S/111.734m.p.h.
2nd : D. Vermeersch/R. van Howe/T. Tossen/3.0 BMW 530i/4,331.1km
3rd : A. Peltier/P. Neve/3.0 BMW 530i/4,190.7km
4th : P. Clark/A. Tiemeijs/S. Rah/3.0 Ford Capri 3000S/4,171.9km
5th : W. Brailard/J. Xhenceval/P. Dieudonne/3.0 BMW 530i/4,137.1km
6th : H. Bauer/R. Doetsch/M. Mohr/2.0 Ford Escort RS2000/4,065.8km

Fastest lap: J. Vermeulen/5.7 Chevrolet Camaro Z28/2m. 19.0s./121.95 m.p.h.

Class winners: Spice/Pillette; Bauer/Doetsch/Mohr; C. Holvoet/J. Garsen/R. Moortgat/1.6 Toyota Trueno 16V/4,019.6 km.

VSCC Prescott

(August 6th)

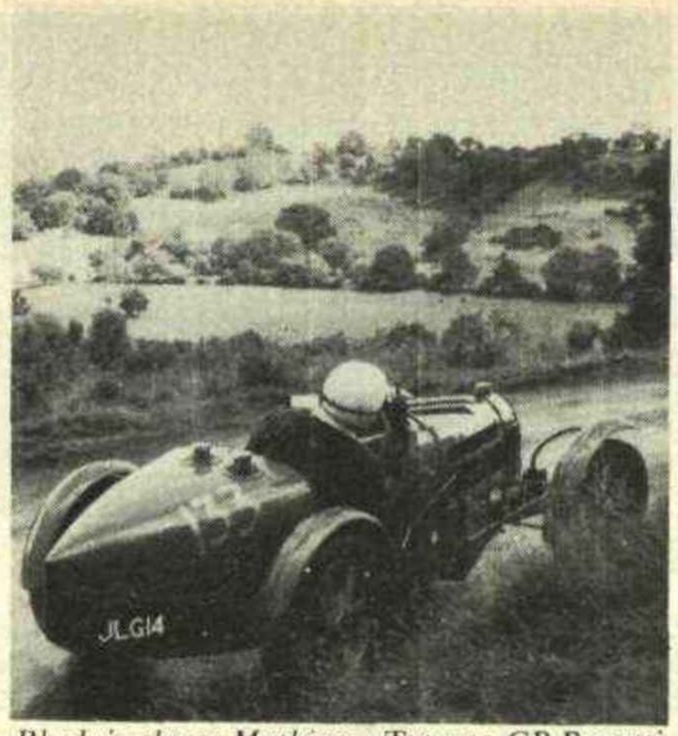
UNFORTUNATELY a day of continual heavy rain-showers after the first runs in the smaller sports-car classes made a nonsense of subsequent times up the Bugatti OC's hill. Under these conditions of sodden umbrellas and coats, and muddy cars, it was notable how well many of the vintage cars performed. In the Saturday practice Ian Preston's Bugatti was eliminated with a damaged cylinder block, Bill Morris' ERA with a broken differential. The Lightweight Special had not had its bearing-caps repaired after a blow-up at a previous Prescott Meeting. However, this left some interesting cars.

Bill Summers had completely rebuilt his Type 34 Maserati 6C after its crash at Shelsley Walsh, down to the last nut and bolt, Rubery Owen straightening the chassis for him. Beaulieu produced Michael Ware in the ex-Hawthorn Le Mans 2.6 Alfa Romeo, Louis Giron in the early GP Bugatti raced by Viscaya. Gosch brought his new Vauxhall Special, his reply to those 3/4½-litre Bentleys, with a 14/40 chassis, the Alan May 30/98 engine as a temporary measure, and a very nicely-made body resembling that on Jack Barclay's TT Vauxhall as it was in 1927. Joseland was trying the BHD, Geoffrey St. John had that splendid road-rigged Type 51 Bugatti, and Marks the ex-Plaister Type 51A Bugatti, in immaculate condition, while Hugh Conway had his replica-bodied 2.3 GP. Not only that, but Black had forsaken Alfa Romeos for the very original ex-T.A.S.O. Mathieson twin-cam Type 51 GP Bugatti, said to have an original, if bald, spare tyre. Collings shed a chain from his 1903 Sixty Mercedes, which members of the Frazer Nash "Chain Gang" showed him how to re-fit ... Bill Lake now has the commendably-original ex-Grise 1922 GP Sunbeam, Elder ran the exhumed 1913 Sunbeam with replica Coupe de *L'Auto* body, and Cooper's 496 c.c. flat-twin Sima-Violet, *nee* Alcyon, was ready for a needle-match with Young's 1925 Amilcar. Then the rain descended to disrupt things...

Under these tractionless conditions Tony Jones managed to get in a first run of 51.89 sec. in the Frazer Nash "Patience", which was to give him FTD, fastest vintage time, and a class-winning climb. Martin Eyre's Ulster Austin 7 had won the Up-to-1,100-c.c. Sports-car class, in 53.58 sec. Dods' AC Special went well in the wet to win the 3-litre Sports-car class (57.07 sec.), the best vintage car here being Threlfall's Lancia.

Monro netted both a class win and best vintage time in the Ford/GN in the Unlimited Sports-car class. (56.78 sec.) Of the excellent turn-out of Edwardians, Arnold-Forster made the expected fastest time in his 1912 Bugatti (59.6 sec.) but it was nice to see Roger Collings' son win on handicap, in the 4.7-litre 1912/13 Brixia-Zust on which he very recently passed his DoE driving test! His father was second, on the indomitable Mercedes.

Gunn's MG took the Small Racing-car class, after using the grass at Orchard on its first run, climbing in 56.92 sec, on its second ascent and Gray's Hardy Special tied-up the vintage section, in 57.46 sec. Patrick Marsh won the 1½-litre class in the ex-Seaman ERA (54.19 sec.), and Joseland justified his loan of the BHD by making best vintage ascent here, in 60.8 sec. Hamish Moffatt continued the ERA theme in the next class, with a time of 53.59 sec., Footitt's Cognac being second, and best vintage, in 54.41 sec. Guy Smith then did 53.1 sec. to take the Unlimited



Black in the ex-Mathieson Type 51 GP Bugatti.

Racing-car class in the Alvis/Frazer Nash single-seater, fastest vintage car here being Harvey Hine in Llewellyn's 8-litre Bentley, in spite of some gearbox bothers (58.02 sec.). There were only two contestants in the Post-War Historic class, where Majzub, Junr., non-starting the Appleton Special earlier as it had lost some gears at Donington, now beat Heath's Frazer Nash, his ex-Vine Cooper-Bristol being well-handled in the wet, although its time was only 56.03 sec. The course had been opened by Ronnie Symondson in his Type 57S Bugatti with Mrs. Sonia Rolt accompanying him, to commemorate the finding of Prescott by the late Tom Rolt, and the first VSCC Meeting there 40 years ago. – W.B.

VINTAGE POSTBAG – continued from page 1282.

practice in Bob Porter's Alvis, some sportsman tried to tuck in between Alvis and Amilcar on the Kingston By-pass, but without making contact.

Incidentally, does anyone know what happened to the "special" built by B&P with a (side-valve) Amilcar chassis, 2-litre AC six-cylinder engine and Alvis gearbox? Understandably, I was told the torque frequently proved too much for the back axle pinion tailshaft!

Dumfries V. LUNFORD-BROOKS

The Bargain of a Life Time

Sir,

Reviewing the prices being asked for and obtained today for Vintage Cars prompts me to write to you concerning the bargain of a lifetime which I am sure many of us have for one reason or another turned down at the time and have since mentally kicked ourselves for doing so. For my own particular case the offer of a 1929 4½-litre Vanden Plas Bentley for £10 (being my share of the purchase price) and my subsequent refusal has never ceased to amaze me and upsets me to this day when I think of it.

Before the war I worked for a gentlemen in Glasgow who saw the above mentioned car reg. no. SC 2509, which was I may add in immaculate condition and chauffeur maintained. With the prospects of hostilities approaching the "boss" obviously realised he would be in difficulties with fuels supplies and offered the car to a colleague and myself for £20. Regretfully we had to run the offer down as it was apparent to both of us that sooner or later our services would be required elsewhere.

From there on the movements of SC 2509 have become somewhat dimmed by the passage of time, but I did hear that on one occasion she had been in the vicinity of Alexandria, Dumbartonshire prior to the outbreak of hostilities and that she was being used by the army to teach members of HM forces to drive, indeed several members of a well known Scottish regiment were reputed to be abroad at the time of the sighting. True or false, regretfully I cannot say.

I can say, however, with certainty that she was a delight to drive, the boss lent her to me on several occasions during the course of business, the main trips being between Glasgow and Huddersfield. With the hood down and the boom from the exhaust like music in my ears these were times when I would not have changed places with the King himself! Forty years on and a photograph of a 4½ in MOTOR SPORT immediately sets me thinking of SC 1509 and I wonder how she is and where she is. Anybody know?

Co. Dublin R KILBY

A Brescia Bugatti Conundrum

Sir,

B. S. Marshall's Brescia was in fact XN 219, as Mr. Stanton recalls. I got some illustrations of the car some ten years ago from Mr. Harry Munden, through one of your leads, when I was trying to find out what a "real" Brescia was. Munden had mechanicked for Marshall at Brooklands and Boulogne. The car was a long-wheelbase Type 22, and had FWB added – Perrot by the look of them. I can imagine, studying the illustration of the cockpit, why "the charisma of the car was less obvious to any girlfriends"!

London, W2 HUGH CONWAY

(My apologies to Mr. Stanton, whose memory I queried. It wasn't a misprint but a misleading picture of the car that reversed the Reg. No. What *is* interesting, apart from knowing that it was the famous Bertie Marshall Full Brescia that E.K.H.K. used for his 1931 "Veteran Types" article is that whereas Conway's picture shows the car to have Perrot-type FWB with a proper FWB axle, the 1931 picture depicts the same Bugatti but with the early front axle to which Whitehead cable FWB, as used by Raymond Mays, have been adapted. Why? – Ed.)

More V-E-V Odds and Ends – There were newsreel shots of Brooklands and pre-war Mercedes Benz and Auto-Union in action in the BBC version of "The Rake's Progress" starring Rex Harrison. David Thirly is building an exciting hybrid in conjunction with his friend Parker, consisting of a 6-litre Cirrus aero-engine in a GN chassis. At the August VSCC Prescott hill-climb there was a special car-park for British Salmsons, of which some seven were present, while Tim Llewellyn's 1934/36 fabric-bodied example was competing and clocked 68.76 sec. The August issue of the *Alvis OC Bulletin* contained an interesting article about Bernard Shaw's cars (he so nearly bought an Alvis), culminating in a chauffeur-driven Bianchi. The prize-winners among the old vehicles at the Club Carnival were a 1926 Phantom One Rolls-Royce Barker coupe, a 1935 Riley Imp, a Trojan van and a Royal-Enfield motorcycle. We regret to learn of the death of Humphrey Cook, who financed the ERA and himself drove these cars after earlier racing with a TT Vauxhall, etc. His amateur motor racing career commenced at Brooklands in 1914 with a big chain-drive Isotta-Fraschini. A full obituary will appear next month. The 1908 Itala "Floretta" was out again at the VSCC Prescott Meeting, with Goodyear Hi-Miler back tyres, useful in the rain, its time being 61.58 sec., beaten in its class only by the 1912 Bugatti.

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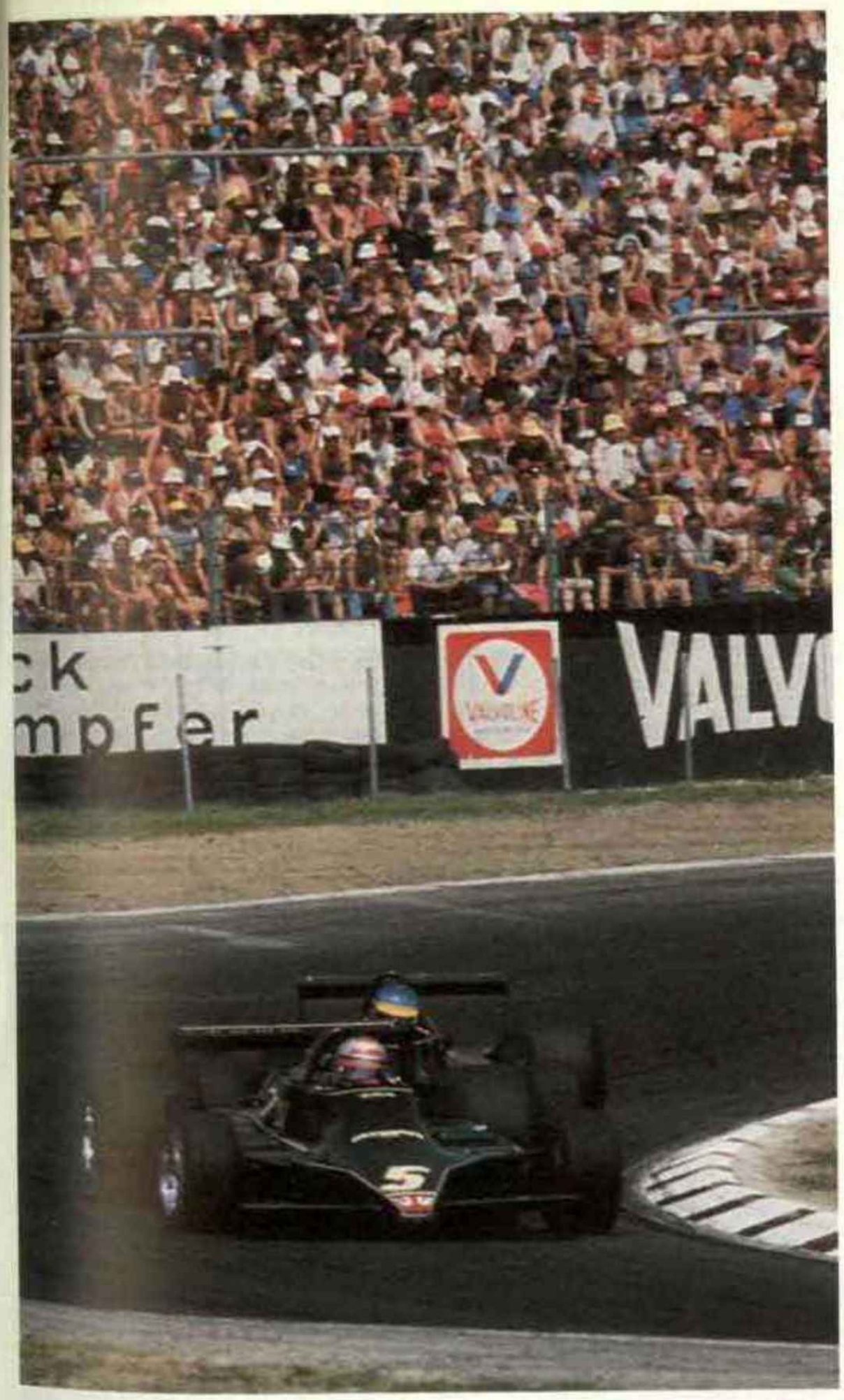
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LOTUS DOMINATION. – Andretti and Peterson at the Sacshcurve.

The German Grand Prix

Die Kleiner Preis

Hockenheimring, July 30th

FOR REASONS best known to the Automobile Club von Deutschland, the Formula One Constructors' Association, the Formula One drivers and Max Mosley and Bernie Ecclestone, the German GP was once more held in the Hockenheimring concrete stadium. Reasons for not using the Nurburgring provided enormous variety. "It's too long", "Too dangerous", "Too difficult to learn", "It cannot be marshalled properly", "Insufficient fire fighting equipment", "Lauda doesn't like it", "The sponsors want their cars to be seen more often than once every seven minutes", "Too many people get in without paying" and so on, and so on. All very convincing if you believe that sort of thing.

On the face of things the AvD were in charge of things at Hockenheim, and their dignataries certainly filled the credit pages of the rather nice programme, but behind the scenes it was said to be the "Max and Bernie Show", that Mosley and Ecclestone had more than a finger in the pie. At the Nurburgring you cannot really see the 250,000 spectators spread around the 14-mile mountainous circuit, whereas at Hockenheim the 100,000 that can be crammed into the grandstands overlooking the arena are very visible and the financial profit is clear for all to see. Whether this sight last year persuaded Ecclestone and Mosley to take a keen interest in the German GP, or whether it was for the good of the sport, we'll never really know. One thing you can say for the Constructors' Association, and those aspiring to join, is that when they promise a full entry they keep their promise and everyone turns up well on time and are all ready to go at 10 a.m. on Friday morning, for the first hour-and-a-half of official practice. Many of the teams had already been to the stadium some weeks before, testing cars and tyres and the opportunity was taken to sort out the overflow of "rabbits" so that when official practice began there were twenty-eight selected drivers competing for twenty-four places on the grid.

The basic format for practice is now well established, with Team Lotus setting the pace, the other top runners trying to keep up, the hard-triers in mid-field trying very hard, with good Goodyear tyres as their prize and the odds and ends at the back trying not to be right at the back. There were one or two minor changes in the scene, Jean-Pierre Jarier re-joined the ATS team, as Rosberg was back with Teddy Yip's Theodore Racing, they having dumped the Theodore TR1 (Ralt) and bought two cars off the Wolf team, numbers WR3 and WR4. While Derek Daly was dallying about over his future with the Ensign team, Morris Nunn took the Brazilian F3 driver Nelson Piquet onto his strength, to drive MN08; his second car MN06 was hired out to Harald Ertl, the bearded journalist-cum-racing driver from nearby Mannheim. On the mechanical front there were a few changes, but none of a trend-setting nature. Lauda's Brabham BT46/6 had a cockpit controlled rear anti-roll bar (like a Lotus), Villeneuve's Ferrari (035) and the spare Ferrari (033) had up and over exhaust pipes gathered into a bunch above the gearbox (like a Lotus), Reutemann's Ferrari (032) had two exhaust pipes up and two down (not a bit like a Lotus!), the spare Brabham BT46/3 had side-mounted radiators, one one each side of the forward end of the monocoque, air being fed in at the front and out at the sides (not a bit like a Lotus!), Stuck's Shadow DN9/1A had the rear aerofoil mounted on side plates attached to the ends of a large-diameter cross-tube attached to the back of the gearbox (like a - oops! Like a Wolf, Williams, Hesketh from Harvey Postlethwaite). The



Peterson, having retired, watches as Chapman keeps track of his team-mate's progress.



Jones held a splendid third place in the Williams until fuel problems intervened.

PRACTICE TIMES

No.	Driver	Friday a.m.	Friday p.m.	Saturday p.m.
1	N. Lauda	1.52.73	1.52.43	1.52.29
2	J. Watson	1.54.12	1.54.93	1.52.84
3	D. Pironi	1.55.85	1.55.14	1.54.63
4	P. Depailler	1.55.05	1.54.42	1.54.32
5	M. Andretti	1.52.70	1.53.89	**1.51.90**
6	R. Peterson	**1.52.15**	**1.52.13**	1.51.99
7	J. Hunt	1.54.28	1.53.67	1.53.54
8	P. Tambay	1.54.55	1.54.71	1.54.04
9	J. Mass	1.57.37	1.59.62	1.56.21
10	J. P. Jarier	1.59.39	1.58.77	1.57.40
11	C. Reutemann	1.54.56	1.54.46	1.54.17
12	G. Villeneuve	1.54.60	1.54.86	1.54.40
14	E. Fittipaldi	1.55.04	1.55.55	1.54.03
15	J. P. Jabouille	1.54.13	1.54.51	1.53.61
16	H. J. Stuck	1.56.67	1.56.73	1.56.45
17	G. Regazzoni	1.56.57	1.57.63	1.56.79
18	R. Keegan	1.58.06	1.58.92	1.57.86
19	V. Brambilla	1.55.86	1.56.42	1.56.93
20	J. Scheckter	1.53.71	1.52.68	1.53.10
22	N. Piquet	1.58.14	1.58.25	1.56.15
23	H. Ertl	1.56.25	1.57.36	–
25	H. Rebaque	1.57.30	1.56.54	1.55.57
26	J. Laffite	1.54.95	1.53.93	1.53.54
27	A. Jones	1.54.81	1.53.50	1.53.69
32	K. Rosberg	1.56.07	1.56.07	1.55.57
35	R. Patrese	1.55.14	1.55.11	1.54.34
36	R. Stommelen	1.55.18	1.55.44	1.55.75
37	A. Merzario	1.58.31	1.58.89	2.00.51

STARTING GRID

↑

6
R. Peterson
(Lotus-Cosworth V8)
79/2
1 min 51.99 sec.

5
M. Andretti
(Lotus-Cosworth V8)
79/3
1 min 51.90 sec.

20
J. Scheckter
(Wolf-Cosworth V8)
WR5
1 min 52.68 sec.

1
N. Lauda
(Brabham-Alfa Romeo)
BT46/6
1 min. 52.29 sec.

27
A. Jones
(Williams-Cosworth V8)
FW06/001
1 min. 53.50 sec.

2
J. Watson
(Brabham-Alfa Romeo)
BT46/5
1 min. 52.84 sec.

7
J. Hunt
(McLaren-Cosworth V8)
M26/3
1 min. 53.54 sec.

26
J. Laffite
(Ligier-Matra V12)
JS9/01
1 min. 53.54 sec.

14
E. Fittipaldi
(Fittipaldi-Cosworth V8)
F5A/1
1 min. 54.03 sec.

15
J. P. Jabouille
(Renault V6t/c)
RS01/02
1 min. 53.61 sec.

11
C. Reutemann*
(Ferrari-flat 12)
312T3/033
1 min. 54.17 sec.

8
P. Tambay
(McLaren-Cosworth V8)
M26/5
1 min 54.04 sec.

35
R. Patrese
(Arrows-Cosworth V8)
FA1/4
1 min. 54.34 sec.

4
P. Depailler
(Tyrrell-Cosworth V8)
008/3
1 min. 54.32 sec.

3
D. Pironi
(Tyrrell-Cosworth V8)
008/2-2
1 min. 54.63 sec.

12
G. Villeneuve
(Ferrari-flat 12)
312T3/035
1 min. 54.40 sec.

25
H. Rebaque
(Lotus-Cosworth V8)
78/4
1 min. 55.57 sec.

36
R. Stommelen
(Arrows-Cosworth V8)
FA1/3-2
1 min. 55.18 sec.

19
V. Brambilla
(Surtees-Cosworth V8)
TS20/01
1 min. 55.86 sec.

32
K. Rosberg
(Wolf-Cosworth V8)
WR3
1 min. 55.57 sec.

19
V. Brambilla
(Surtees-Cosworth V8)
TS20/01
1 min. 55.86 sec.

32
K. Rosberg
(Wolf-Cosworth V8)
WR3
1 min. 55.57 sec.

9
J. Mass
(ATS-Cosworth V8)
HS1/1
1 min. 56.21 sec.

22
N. Piquet
(Ensign-Cosworth V8)
MN08
1 min. 56.15 sec.

16
H. J. Stuck
(Shadow-Cosworth V8)
DN9/5A
1 min. 56.45 sec.

23
H. Ertl
(Ensign-Cosworth V8)
MN06
1 min. 56.25 sec.

* Time recorded in Ferrari 312T3/032

Did not qualify:

17 G. Regazzoni (Shadow DN9/4A-2) 1 min. 56.57 sec.
10 J. P. Jarier (ATS HS1/3) 1 min. 57.40 sec.
18 R. Keegan (Surtees TS20/03) 1 min. 57.86 sec.
37 A. Merzario (Merzario A1/01) 1 min. 58.31 sec.

Williams team had a new cockpit top to try in which a short hump behind the cockpit gathered air for the engine intakes, leaving a flatter and more open space over the engine. The Ligier cars (both JS9 models, a second one having been concocted from the bones of the JS7/03) had new front aerofoils of larger area and a double-layer arrangement. Merzario had made himself another special, but it was not finished. The Arrows team and the Shadow team were diplomatically positioned at opposite ends of the pits in view of the legal action going on even as practice commenced.

It did not take long for Team Lotus to set the pace, shattering the best time made last year by Jody Scheckter in the Wolf. His pole position time was 1 min. 53.07 sec. and both Peterson an Andretti were soon down in the 1 min. 52 se bracket. The only other driver to stay with the was Niki Lauda, who tried the C-version of th BT46 and then switched to his normal BT46/ and got into the "ace" class with 1 min. 52.7 sec., but by this time Peterson was down t 1 min. 52.15 sec. and Andretti 1 min 52.70 sec Drivers apart, it was becoming rather noticeabl that there are only two teams in the forefront o Formula One, Lotus and Brabham-Alfa Romeo When you looked at other people's lap times an thought "... that's not bad... " (Jabouille in th Renault at 1 min. 54.13 sec., for example) you had to realise that it was two seconds down o the Lotus, at an average speed of well over 13 m.p.h. A lap at the Hockenheimring is unusual i that it takes nearly two minutes and is very fast yet the only bit that most people are allowed t see is the wiggly bit in the arena which i

Scheckter climbed through the field to finish second after fuel vaporisation problems on th first lap.



boringly slow. When the cars leave the arena they run out to the East Curve and back again on long, fast, flat stretches punctuated by *chicanes*. Speeds of over 180 m.p.h. are reached by the faster cars, but few people are permitted to see and only a relative handful can watch on the East Curve. Trapped within the vast concrete stadium, talk of 180-m.p.h. maximum and 130-m.p.h. averages seems very academic and belonging to another event altogether. If any adrenalin flows at Hockenheim, you are not encouraged to see it.

While Lotus were getting on with it, others were not and the Reanault RS01/03 was having engine trouble, piston rings being the *bête-noir*, and the newly constructed Ligier JS9/02 was having engine trouble, so both teams used their alternative cars. Jarier celebrated his return to the ATS team by demolishing the front end of HS1/2 and thereafter used the spare car, and while Scheckter was fairly happy with the Wolf WR5, he could not repeat his 1977 time done with WR2. For the first time this year the weather began to get very hot, though no-one believed it until fuel systems started to suffer from vapour lock and tyres began to blister before they had been used in anger. The mechanics certainly knew it was getting warm for they were having to work on the unshaded concrete pit-apron and tools were getting very hot to handle.

In the afternoon session there was consternation in the Lotus pit when Andretti failed to come round. While he was warming up and cruising along the fuel system dried up and 79/3 stopped; acceleration and braking forces are needed to operate the one-way valves from the fuel tank to top up the collector tank from which the injection pump draws while the car is in racing. The newly rebuilt spare car, 79/1, was brought into service but Andretti could not match his morning time; meanwhile, Peterson was equalling his own morning times, improving slightly in spite of spending time having the brakes bled on 79/2. The side-radiator Brabham was not being used, and Lauda was in a very determined mood with the normal car, staying with the two Lotus "aces", but Watson was over two seconds slower. Scheckter had announced that he intended to leave the Wolf team at the end of the season to join the Ferrari team, and was driving fast and hard as if to demonstrate his worth. He got Wolf WR5 down into the "ace" class with a time of 1 min. 52.68 sec. Hunt and Jones were doing great things, relatively speaking, but they were a second-and-a-half slower than Peterson. As if to confirm Don Nicholls' allegations that the Arrows team stole the designs of the DN9 in order to set themselves up in such a short time, both teams were suffering from the heat in the form of petrol vapour locks in the injection system.

On the Michelin front all was not well, for Jabouille in the Renault was faster than both the Ferraris, which meant that the Frenchman was out-driving Reutemann and Villeneuve, or the Renault had much more power from its turbo-charged 1½-litre V6 than the 3-litre flat-12 Ferrari, or the Renault was a better car, or the Ferrari team were in a panic. Poor Gilles Villeneuve was far from happy, having heard from the Press world that Scheckter was to replace him next year, and nasty Mr. Ecclestone and Mr. Mosley didn't want his "motor-home" in the Constructors' private paddock. In spite of this he was smiling shyly and keeping up with Reutemann on his first visit to the "mighty and inspiring" Hockenheimring.

Saturday morning was the time for experimenting and testing in readiness for the final hour of practice and the weather got hotter and hotter. It was a splendid excuse for being unable to keep up with the Team Lotus cars, blame being put on "vapour-lock" or "fuel system problems"; the odd thing was that neither of the sleek black Lotus 79 cars seemed to be troubled by the heat. Andretti had psyched himself into believing that his car, 79/3, had never been right since its accident in practice for the French GP, even though it had been rebuilt, checked and measured and pronounced to be 100 per cent. He tried 79/1 again with an open mind and convinced himself there was nothing wrong with 79/3, the two cars seeming to be identical in their handling.

The afternoon practice was delayed for nearly half-an-hour while the ravages of some Alfa-Sud racing were made good and the pit-lane was very hot and steamy with everyone ready to go. Once under way the two Lotus drivers were soon in the groove and always a step ahead of the opposition. While Lauda was well into the "ace" category, his team-mate Watson scratched into the 1 min.





Rosberg's privately owned Wolf, above, leads Pironi's Tyrrell through the stadium. Left, Ertl's Ensign drew plenty of cheers from local fans.

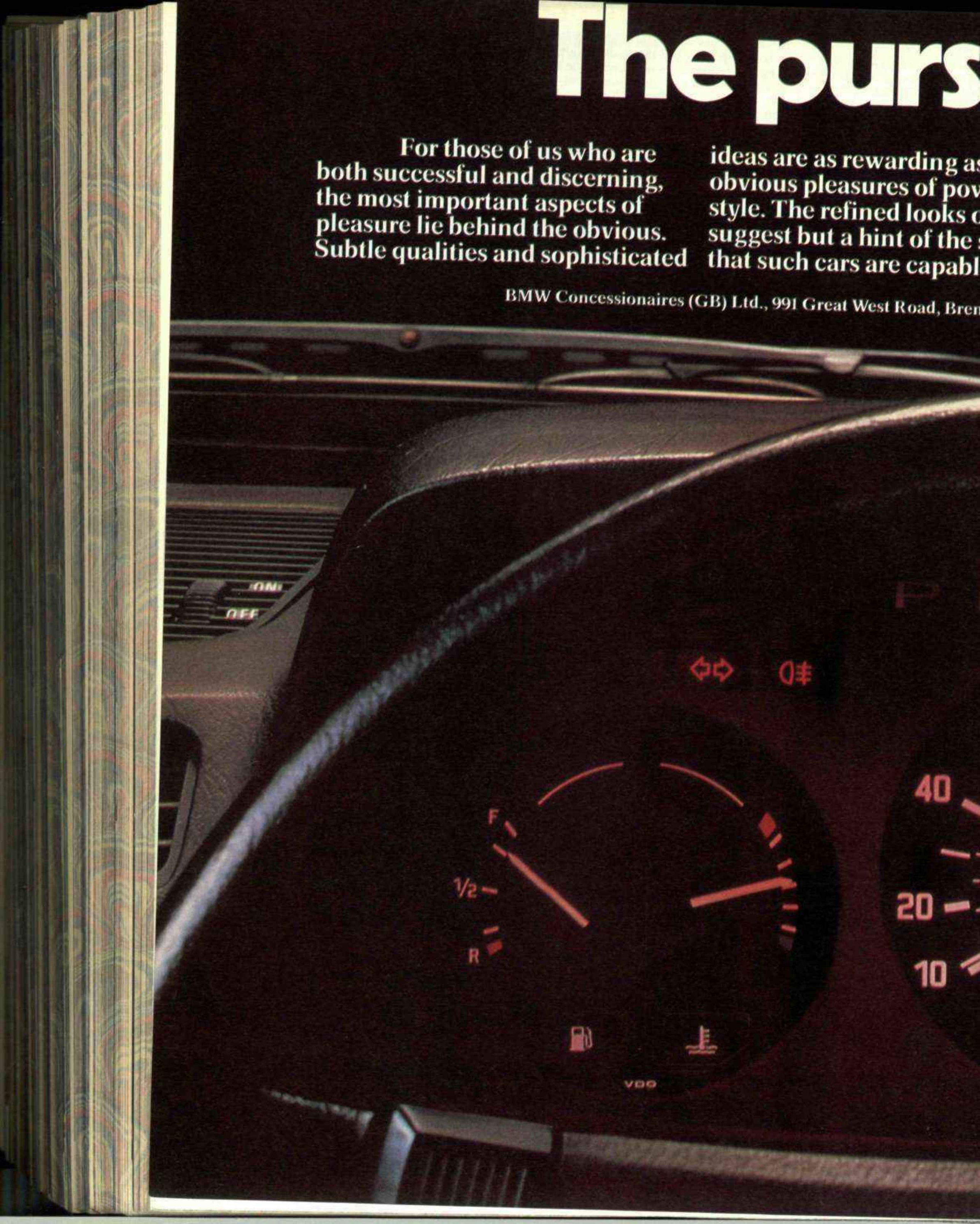
52 sec. bracket, only to have Peterson set a new "ace" class with 1 min. 51.99 sec. Next moment there was a huge cloud of dust as the Lotus spun off into the grass on the corner before the pits. The adjustable top link on the left-rear suspension had broken, letting the wheel turn inwards and generating more over-steer than even Super-Swede could cope with. Damage was minimal, being confined to the right-hand side-skirt which was crumpled as the car spun over the kerb, but it was the end of practice for Peterson, as Lotus 79/1 was Andretti's spare car! Peterson's old Lotus 78 was in the paddock, but there was little point in using it as the Swede was on pole position with his new "ace" time. While he sat and watched from the pits, Andretti went faster and faster and took pole position with 1 min. 51.90 sec. In the sweltering heat that was enough and Team Lotus packed up before the hour was finished, leaving the signalling boards reading "Mario – 1.59" and "Ronnie – 1.59".

As light relief to the demoralising sight of the two Lotus cars overwhelming everyone, Hunt and Brambilla had a bit of a fracas, caused it seems by the unfortunate Surtees driver getting in the way when Hunt and Tambay were trying to help each other along. The loudspeakers got all excited over the fact that Hans Stuck just scraped onto the back of the grid at the last moment, after switching to the spare Shadow, but no-one seemed to notice that Harald Ertl was already on the grid with a time he had done on Friday morning. The engine in the Ensign blew

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ENTRY

No.	Team	Driver	Car	Model	Engine	Gearbox	Tyres	Main Sponsors
1	Brabham	N. Lauda	Brabham	BT46/6	Alfa Romeo	Alfa Romeo	Goodyear	Parmalat Foods
2	Brabham	J. Watson	Brabham	BT46/5	Alfa Romeo	Alfa Romeo	Goodyear	Parmalat Foods
3	Tyrrell	D. Pironi	Tyrrell	008/2-2	Cosworth V8	Hewland	Goodyear	ELF-Citibank
4	Tyrrell	P. Depailler	Tyrrell	008/3	Cosworth V8	Hewland	Goodyear	Elf-Citibank
5	Lotus	M. Andretti	Lotus	79/3	Cosworth V8	Hewland	Goodyear	John Player-Olympus
6	Lotus	R. Peterson	Lotus	79/2	Cosworth V8	Hewland	Goodyear	John Player-Olympus
7	McLaren	J. Hunt	McLaren	M26/3	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
8	McLaren	P. Tambay	McLaren	M26/5	Cosworth V8	Hewland	Goodyear	Marlboro-Texaco
10	ATS	J.-P. Jarier	ATS-March	HS1/2	Cosworth V8	Hewland	Goodyear	ATS Wheels
11	Ferrari	C. Reutemann	Ferrari	312T3/032	Ferrari flat 12	Ferrari	Michelin	Fiat-Agip
12	Ferrari	G. Villeneuve	Ferrari	312T3/035	Ferrari flat 12	Ferrari	Michelin	Fiat-Agip
14	Fittipaldi	E. Fittipaldi	Fittipaldi	F5A/2	Cosworth V8	Hewland	Goodyear	Copersucar
15	Renault	J.-P. Jabouille	Renault	RS01/03	Renault V6t/c	Hewland	Michelin	Elf
16	Shadow	H. J. Stuck	Shadow	DN9/1A	Cosworth V8	Hewland	Goodyear	Villiger Cigars
17	Shadow	G. Regazzoni	Shadow	DN9/4A-2	Cosworth V8	Hewland	Goodyear	Villiger Cigars
18	Surtees	R. Keegan	Surtees	TS20/02	Cosworth V8	Hewland	Goodyear	Durex-BAF
19	Surtees	V. Brambilla	Surtees	TS20/01	Cosworth V8	Hewland	Goodyear	Beta Tools
20	Wolf	J. Scheckter	Wolf	WR5	Cosworth V8	Hewland	Goodyear	Walter Wolf-Castrol
22	Ensign	N. Piquet	Ensign	MN08	Cosworth V8	Hewland	Goodyear	Tissot Watches
23	Ensign	H. Ertl	Ensign	MN06	Cosworth V8	Hewland	Goodyear	Sachs Sporting
25	Rebaque	H. Rebaque	Lotus	78/4	Cosworth V8	Hewland	Goodyear	–
26	Ligier	J. Laffite	Ligier	JS9/01	Matra V12	Hewland	Goodyear	Gitanes Cigarettes
27	Williams	A. Jones	Williams	FW06/001	Cosworth V8	Hewland	Goodyear	Saudia Airlines
32	Theodore	K. Rosberg	Wolf	WR4	Cosworth V8	Hewland	Goodyear	Teddy Yip Racing
35	Arrows	R. Patrese	Arrows	FA1/4	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
36	Arrows	R. Stommelen	Arrows	FA1/3-2	Cosworth V8	Hewland	Goodyear	Warsteiner Beer
37	Merzario	A. Merzario	Merzario	A1/01	Cosworth V8	Hewland	Goodyear	Flor Bath

Spare cars:–

Brabham-Alfa Romeo BT46/3C	– Used by Lauda Friday a.m.
Tyrrell-Cosworth V8 008/5	– Used by Depailler Friday p.m.
Lotus-Cosworth V8 79/1	– Used by Andretti Friday p.m.
Lotus-Cosworth V8 78/2	– Not used
McLaren-Cosworth V8 M26/1	– Not used
ATS-Cosworth V8 HS1/3	– Used by Jarier Friday p.m. and Sat p.m.
Ferrari flat 12 312T3/033	– Used for race by Reutemann
Fittipaldi-Cosworth V8 F5A/1	– Used by Fittipaldi Sat p.m. and for race
Renault V6 t/c RS01/02	– Used by Jabouille practice and race
Shadow-Cosworth V8 DN9/5A	– Used by Stuck Sat p.m. and for race
Surtees-Cosworth V8 TS20/03	–Used by Keegan Sat p.m.
Wolf-Cosworth V8 WR6	– Not used
Ensign-Cosworth V8 MN07	– Not used
Lotus-Cosworth V8 78/1	– Not used
Ligier-Matra V12 JS9/02	– Used by Laffite Friday a.m.
Williams-Cosworth V8 FW06/002	– Not used
Wolf-Cosworth V8 WR3	– Used by Rosberg in practice and race.



Scheckter fans were much in evidence at Hockenheim!



Pironi and Fittipaldi had a good battle, but the Copersucar eventually fought past and pulled away from the Tyrrell.

up on Saturday morning so he had to miss the crucial last hour altogether. Left behind to drown their sorrows were Regazzoni (Shadow), Jarier (ATS), Keegan (Surtees) and Merzario (Merzario). In the past we have given Alan Jones and the Williams car an "A-for effort" for his high placing on the grid among the works teams, but now this must stop for he has become part of the established front-runners and his place on the third row alongside Watson's Brabham-Alfa Romeo occasioned no surprise, it was to be expected.

Sunday was as hot as ever and many cars had sprouted scoops and ducts to try and get some air into vital fuel system components, such as fuel pumps, collector tanks, injection units and there was a lot of heat insulation of fuel pipes. The two Ferraris had elaborate air boxes moulded into the fibre-glass of the left side of the body and these were fed by a sunken duct in the side; this plenum chamber affair fed cold air onto the fuel pump. There was only time to make this modification to 032 and 035. The race was due to start at 2 p.m. after the crowd had been entertained by a Renault 5 saloon car race and a Formula Vee race, and was due to run for 45 laps. As the cars left the pits in the usual straggly disorder, to drive round the circuit to form up on the grid, it was seen that Stuck was using the latest Shadow, Rosberg was in the Wolf WR3 with long wheelbase "spacer" between engine and gearbox, Rebaque was in his LWB Lotus 78/4, Fittipaldi was in F5A/1, though he had intended to use number 2, Jabouille was in RS01/02 with little confidence that the V6 Renault-Gordini engine would last long in the heat, Laffite was in the first of the Ligier JS9 cars, Jones was in the first of the Williams cars, and all else seemed to be according to plan. As they completed the "parade" lap Scheckter's Wolf WR5 was popping and banging with vapour bubbles in the fuel-injection system and Reutemann was heading for the pits with a trail of smoke issuing from the back of the Ferrari. He was quickly into the spare car, 033, which had not been used during practice and went round to join the grid knowing he would not get far as their was no cooling to the fuel pump on this car. What had gone wrong with 032 was a bit obscure, the driver said it was the distributor, others said it was a fuel leak, some thought it was a seal on the injection unit, but these days the Ferrari team are very twitchy and secretive and few of the team members seem capable of telling the truth!

The waiting on the grid before the field sets off on the pace-lap seems to get longer and longer with each race, or is it that I am getting impatient? Eventually the two sleek, black Lotus cars led the field of 24 away on the pace-lap, carrying no sign of the name John Player Special, for cigarette advertising at sporting events is banned in Germany. The McLarens had the name Marlboro whited out and the Ligier had Gitanes covered up, and all such awful words were blanked out on team personal clothing, transporters and equipment. Very strict are the Germans. During the pace-lap Scheckter's Wolf was still playing up and when the 24 cars arrived back on the start-line the scene was anything but orderly. It was one of the



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worst starts in history for the green light came on before the back half of the field had taken up their positions and the tail-enders came round the last corner hard on the throttle to try and catch the departing front half of the grid. Andretti led away with Peterson right behind, followed by Lauda, Jones, Watson and the rest, the spluttering Wolf being passed by almost everybody. In the middle of the grid there was some confusion when Depailler was baulked by Tambay and Stommelen rammed the Tyrrell, which retired on the spot with a very bent monocoque. Into the first *chicane* Andretti overdid his braking and while he sorted himself out Peterson went by into the lead. When they re-appeared in the stadium the two black cars were nose-to-tail, Peterson leading Andretti, followed by Lauda (Brabham), Jones (Williams), Watson (Brabham), Hunt (McLaren), Laffite (Ligier), Reutemann (Ferrari), Fittipaldi (Fittipaldi), Villeneuve (Ferrari), Pironi (Tyrrell), Patrese (Arrows), Jabouille (Renault), Tambay (McLaren), Rebaque (Lotus), Rosberg (Wolf), Stuck (Shadow), Mass (ATS), the lone Surtees and the two Ensigns. A long way back came the unfortunate Scheckter, who was ready to be the second retirement, and then came Stommelen taking a short-cut to the pits to have the front of his Arrows kicked straight.

As the two black Lotus "seventy-nines" appeared in the stadium for the second time an audible gasp went up from the spectators, for they had already pulled out a very visible lead over Lauda's Brabham, and barring trouble the German Formula One race was all over. While people muttered about it all being "bad for the sport", "not good motor racing", "unfair to everyone else" and so on, the Lotus fans were smiling like Cheshire cats. Those two beautiful projectiles looked superb running nose-to-tail with little apparent effort, while the rest of the field seemed to be frantic in their efforts to keep up. I think the word to describe the scene is "dominant", though some people thought it was "arrogant" and others suggested it was "insolent". Jonesey-boy was nibbling hard at the tail of Lauda's Brabham, and on lap 3 the Williams was by and in a splendid third place. Not only that but the white-and-green Saudi Arabian-backed car pulled away and almost hung on to the pace of the Team Lotus drivers. If Frank Williams and his little team were showing signs of satisfaction they were well deserved, for Alan Jones was leading the powerful Alfa Romeo backed team, the McLaren team (who often tell us how good they are), the mighty Ferrari team, the once-upon-a-time almighty Tyrrell team and the "wonder-whizz kids" Arrows team, as well as a lot of others, and it wasn't by luck.

That then was the scene, with little likelihood of any serious changes. Rosberg arrived at the pits at the end of lap 2 with the nose cowling smashed to pieces and had another one fitted, and Mass and Stuck were missing. The two Germans had collided when the former's ATS collapsed at the front. Just as Scheckter was deciding that his race was run on the opening lap the Wolf's fuel system cleared itself and the Cosworth V8 came onto full song and the South African really got stuck into the job of making up lost ground. As the Wolf sliced through the field in a most impressive manner the Renault also had a touch of the "get up and go" and Jabouille moved rapidly up from thirteenth place to sixth place by lap 6 and then the engine blew up! Scheckter's engine did not blow up and he gained



The final showing of the now banned Arrows FA1 was celebrated with a tail end finish for Stommelen.

places relentlessly, from last place to midfield by 10 laps and there was more to come. Reutemann called at the pits after four laps to have a chat about the condition of the spare Ferrari, and rejoined the race nearly a lap behind. Peterson led the race for four laps, until he and Andretti were well clear of the rest of the runners (in only four laps, ye gods!) and then moved over and let Andretti by into the lead in accordance with team orders. How nice to see a team working as a team, instead of the usual selfish individual outlook.

At 10 laps the situation was Lotus first and second, Williams third and just holding on, Lauda (Brabham) fourth and on his own, and then Hunt, Laffite, Villeneuve, Pironi, Scheckter, Patrese, Fittipaldi, Tambay, Watson, Ertl, Rebaque, Brambilla and Piquet. While Scheckter was moving up in spirited fashion, Watson was moving back, his gearbox being unable to provide him with fourth gear, so that he was having to change up from third to fifth, and equally to lose time in changing down. Reutemann was all alone at the back, and Stommelen was a lap down, his short-cut to the pits being overlooked by the German officials. On the starting grid Lauda's Alfa Romeo engine had been showing signs of losing water, so it was no surprise when it blew up on lap 12, conveniently just past the pits. This left a big gap between Jones in third place and Hunt in fourth place, and the McLaren driver had got clear of the Ligier, so there wasn't much serious racing about to happen. Reutemann disappeared quietly from the scene and Tambay did likewise, but with more flair, for a tyre deflated and spun him into the catch-fences. Then Hunt failed to come round and it began to look like the "Ten Little Nigger Boys". Scheckter had dealt with Pironi, Villeneuve and Laffite in quick succession, so that when Hunt went missing the Wolf took over fourth place, but still a long way back from the Williams and the two Lotus cars. Three laps later Hunt appeared limping his McLaren along carefully with the left-front tyre in shreds. Like Stommelen had done he took the short-cut across the side of the stadium to get to the pits, and was soon back in the race with a new wheel and tyre fitted. Unfortunately his illegal entry was reported and some fifteen laps later he was given the black-flag and disqualified, but meanwhile the German driver in the German beer factory sponsored Arrows was allowed to continue!

The Lotus duo continued to cruise round and the sheer mechanical poetry of the two black cars running effortlessly nose-to-tail was a joy to watch, unless you were very biased or very "anti-Lotus" (or blind!). The sight of Alan Jones in the Williams in a strong third place was extremely popular, and Scheckter's climb from the last to fourth was indeed valiant. Fittipaldi was having



Rebaque drove enthusiastically in his private Lotus 78 to finish sixth.







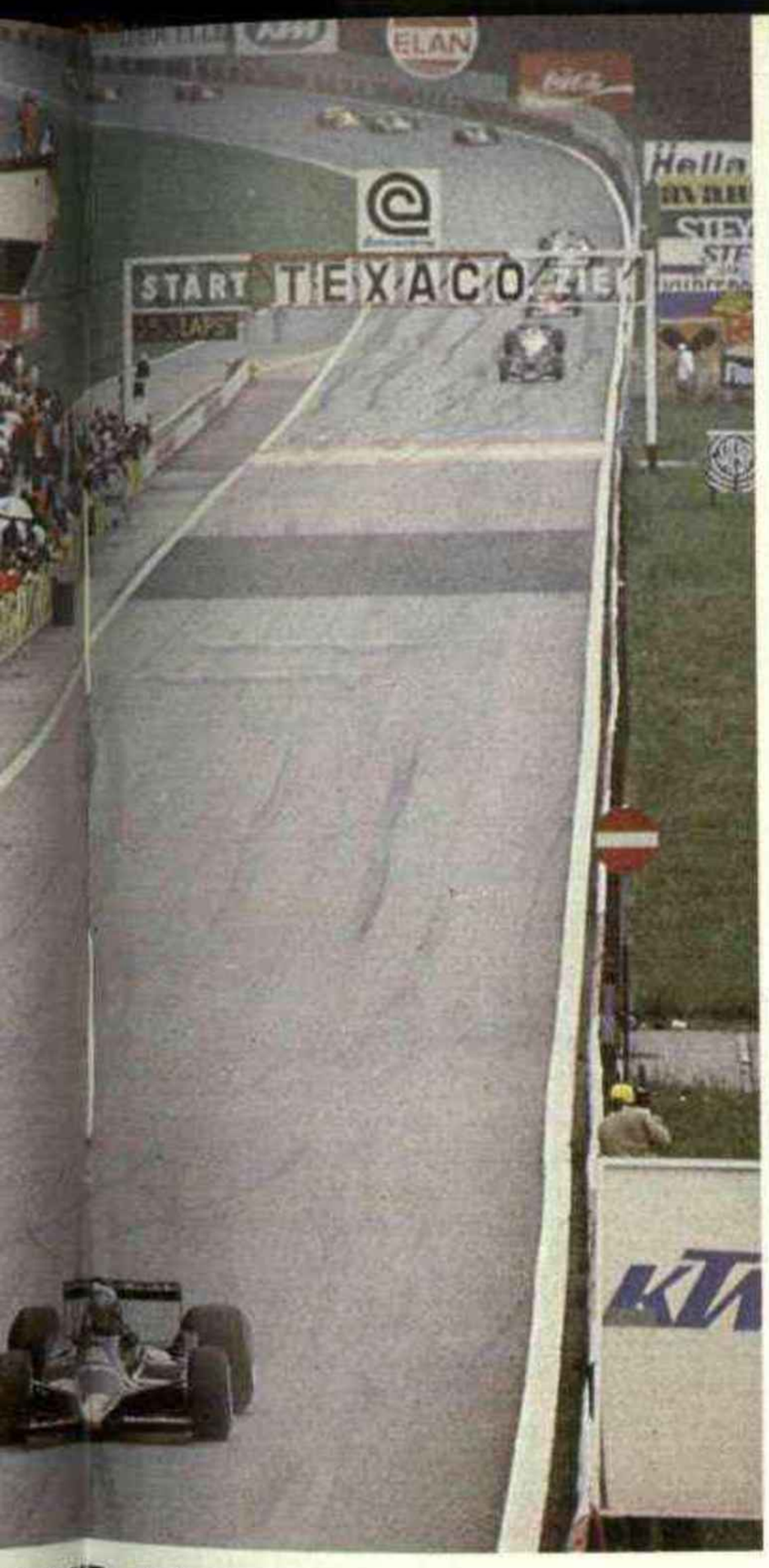






AUSTRIAN

THE Austrian Grand
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leads the grid away fr
of the first lap in the
back to the pits after
(centre left), Depaille
Brabham BT46, whic
Brambilla and Villene
Nelson Piquet tried th
the Bosch Curve in th
Reutemann. Lower rig



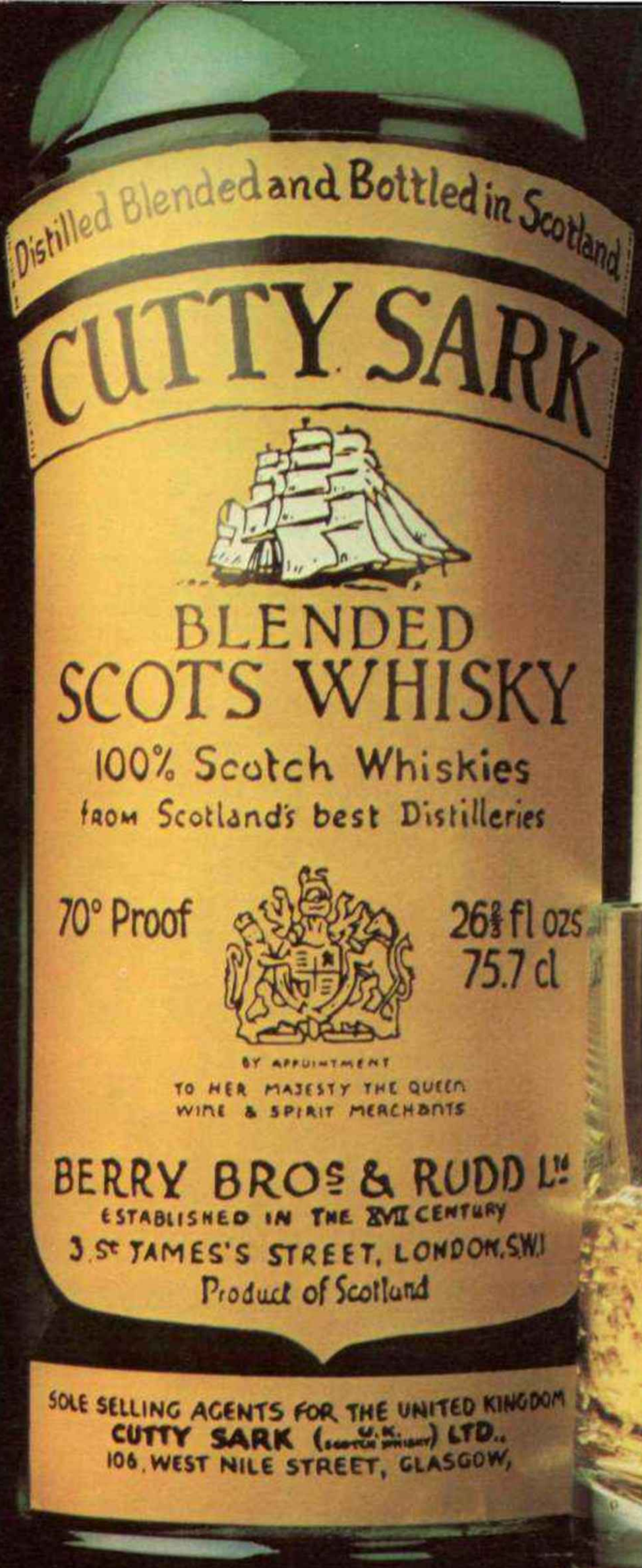
GRAND PRIX

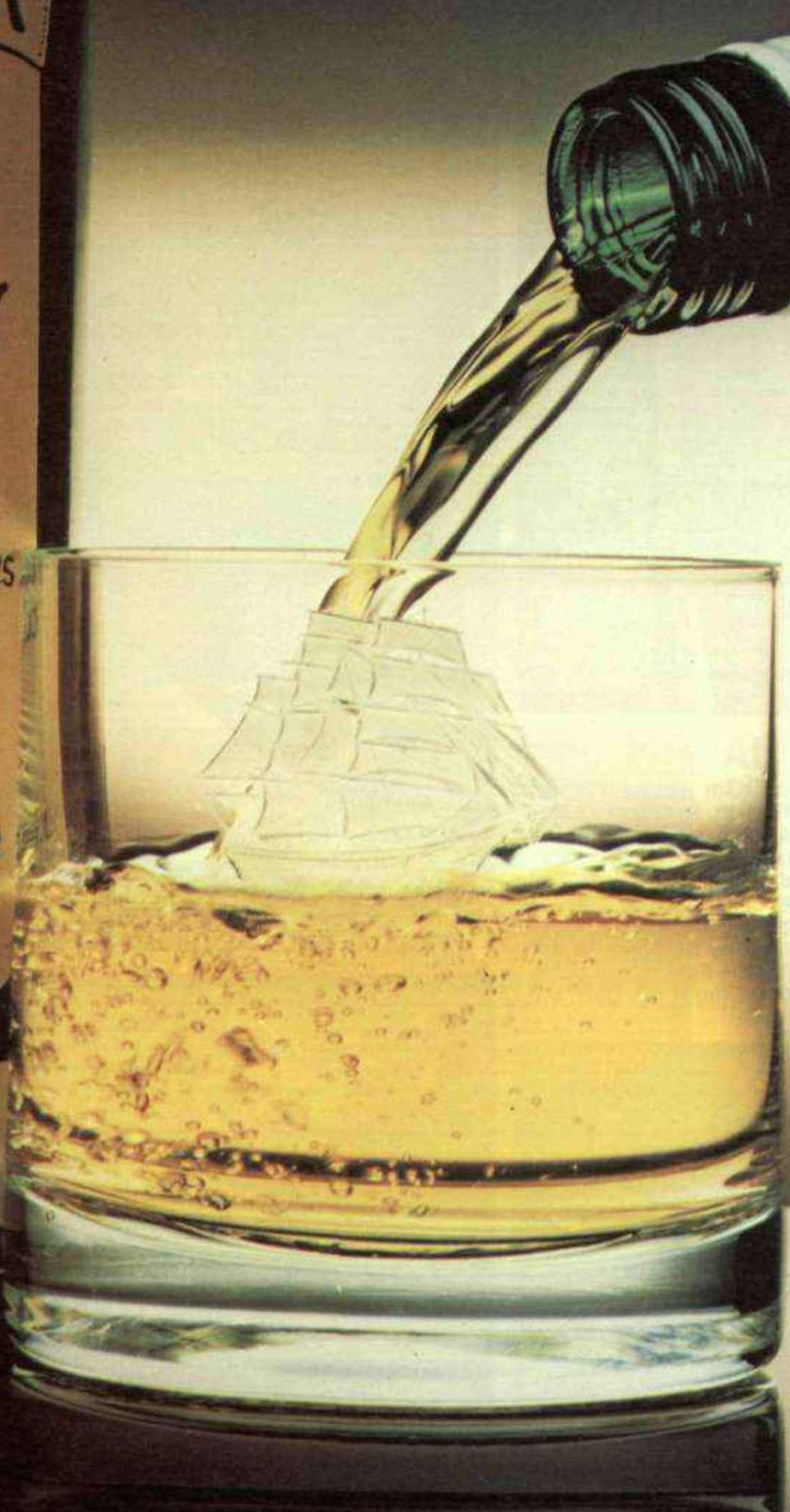
Prix at the Osterreichring on August 13th was held in two
set of rain shortly after the start. Top left, Peterson's Lotus
om the start, his enormous advantage being seen at the end
picture above. Inset, top centre, Mario Andretti walks sadly
crashing his Lotus 79 on the opening lap. After the re-start
r is seen on his way to second place leading Lauda's
h later crashed. Lower left, Fittipaldi's Copersucar leads
uve at the end of the first race. Below, Brazilian F3 ace
e spare & S McLaren M23. Right, the field strung out in
he secon race with Pironi leading Laffite, Hunt, Daly and
ht, Fittip di leads Pironi.





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Brambilla slides wildly over the kerb in the Surtees.

a splendid little scrap with Pironi, which looked good but could not be taken too seriously, as the Tyrrell was in trouble with its front brakes and the Frenchman is not exactly a World Champion driver. Young Hector Rebaque was enjoying himself in his brown Lotus 78, racing against Patrese, whose Arrows had a touch of the "vapours". Unfortunately the little Mexican had a big spin out in the country, which dropped him back three places, but he recovered and later passed Patrese, Watson and Villeneuve, albeit they were having various troubles.

On lap 29 a groan went up as Alan Jones headed for the pits, the Williams DFV sounding awfully flat; the fuel system had overheated and vapour bubbles had got into the injection system. Water was poured on vital components and Jones tried two more laps, but had to give up as the system could not be sorted out. The two Lotus "seventy-nines" were running beautifully, showing no signs of suffering from the heat. Patrese had a spin off onto the grass when his engine spluttered at the wrong moment, but soon rejoined the race and the F3 driver Nelson Piquet dropped out when the engine in his Ensign showed signs of tightening-up. On lap 34 there was a look of alarm in the Lotus pits, for Peterson had dropped back an uncomfortable amount from his team leader and next time round it was clear that he was in trouble, locked into fourth gear. This was a sure sign that something was breaking up in the final drive, allowing the main gearbox-shaft to move. The Swede nursed it along as best he could but on lap 37 the final drive broke up on the return leg back towards the stadium and another Lotus 1-2 was spoilt. Most people would have liked to have seen Alan Jones in the Williams inherit second place, but fate had already struck her blow there, so it was Jody Scheckter who inherited Peterson's place, and no-one begrudged it, for he had really driven hard against all odds.

With four laps left to run Andretti could almost free-wheel home, Scheckter was in second place, a very consistent Laffite was third with the Ligier, Fittipaldi had scratched past Pironi into fourth place, and Harold Ertl was sixth, having passed Villeneuve's Ferrari which was suffering from the fashionable "vapours". Alas, the amiable Ertl's moment of glory was not to be for a piston collapsed and he free-wheeled into the stadium in a shower of oil from the left bank of inlet trumpets on lap 42, to cheers from the crowd, even though he is an Austrian living in nearby Mannheim.

Andretti cruised across the line to win his fifth Grand Prix of the season and the fourth for the Lotus 79. Everything had gone perfectly, no heroics, no bravado, no boring explanations, "just perfect" he said. Colin Chapman and his team looked very happy.

Most of the members of the Formula One circus then leapt into their hired cars and fled from the stadium behind a police escort, to catch an aeroplane back to England. Those that stayed behind had an Opel Kadett race to contend with and then the exodus from the concrete stadium. As an afterthought someone queried why Hunt was disqualified for taking a short-cut, when Stommelen wasn't. The Warsteiner Beer sponsored Arrows was the last car running, which was very appropriate as the English Law Courts were about to pronounce that the Arrows team had flagrantly infringed copyrights from the Shadow team in building their cars, and further use of the Arrows FA1 design was prohibited. That Stommelen's Arrows car was last on its last public appearance was appropriate, but that it should subsequently be disqualified for cheating was ironical.

So that was the "Kleiner Preis von Deutschland" and if that was the "Max and Bernie Show" I think I will stick to motor racing. – D.S.J.

Results

GERMAN GRAND PRIX – Formula One – 45 laps – Hockenheimring – 6.788 Kilometres per lap – 305.460 kilometres – very hot

1st :	M. Andretti (Lotus 79/3)	1 hr. 28 min. 00.90 sec.	208.233 k.p.h.
2nd :	J. Scheckter (Wolf WR5)	1 hr. 28 min. 16.25 sec.	
3rd :	J. Laffite (Ligier JS9/01)	1 hr. 28 min. 28.91 sec.	
4th :	E. Fittipaldi (Fittipaldi F5A/1)	1 hr. 28 min. 37.78 sec.	
5th :	D. Pironi (Tyrrell 008/2-2)	1 hr. 28 min. 58.16 sec.	
6th :	H. Rebaque (Lotus 78/4)	1 hr. 29 min. 38.76 sec.	
7th :	J. Watson (Brabham BT45/5)	1 hr. 29 min. 40.43 sec.	
8th :	G. Villeneuve (Ferrari 312 T3/035)	1 hr. 29 min. 57.77 sec.	
9th :	R. Patrese (Arrows FA1/4)	1 lap behind	
10th :	K. Rosberg (Wolf WR3)	3 laps behind	
11th :	R. Stommelen (Arrows FA1/3-2)	3 laps behind	

Fastest Lap: R. Peterson (Lotus 79/2) on lap 26, in 1 min. 55.62 sec. – 211.354 k.p.h.

Retirements: P. Depailler (Tyrrell 008/3) accident, at start; H. J. Stuck (Shadow DN9/5A) accident, on lap 2; J. Mass (ATS HS1/1) accident, on lap 2; J. P. Jabouille (Renault RS01/02) engine failure, on lap 6; N. Lauda (Brabham BT46/6) engine failure, on lap 12; C. Reutemann (Ferrari 312 T3/033) fuel system trouble, on lap 15; P. Tambay (McLaren M26/5) tyre failure and accident, on lap 17; V. Brambilla (Surtees TS20/01) fuel system trouble, on lap 25; A. Jones (Williams FW06/001) fuel system trouble, on lap 32; N. Piquet (Ensign MN08) engine failure, on lap 32; J. Hunt (McLaren M26/3) disqualified, on lap 35; R. Peterson (Lotus 79/2) transmission failure, on lap 37; H. Ertl (Ensign MN06) engine failure, on lap 42.

24 starters 11 finishers



A happy Laffite refreshes Andretti with champagne spoils after the hot race.

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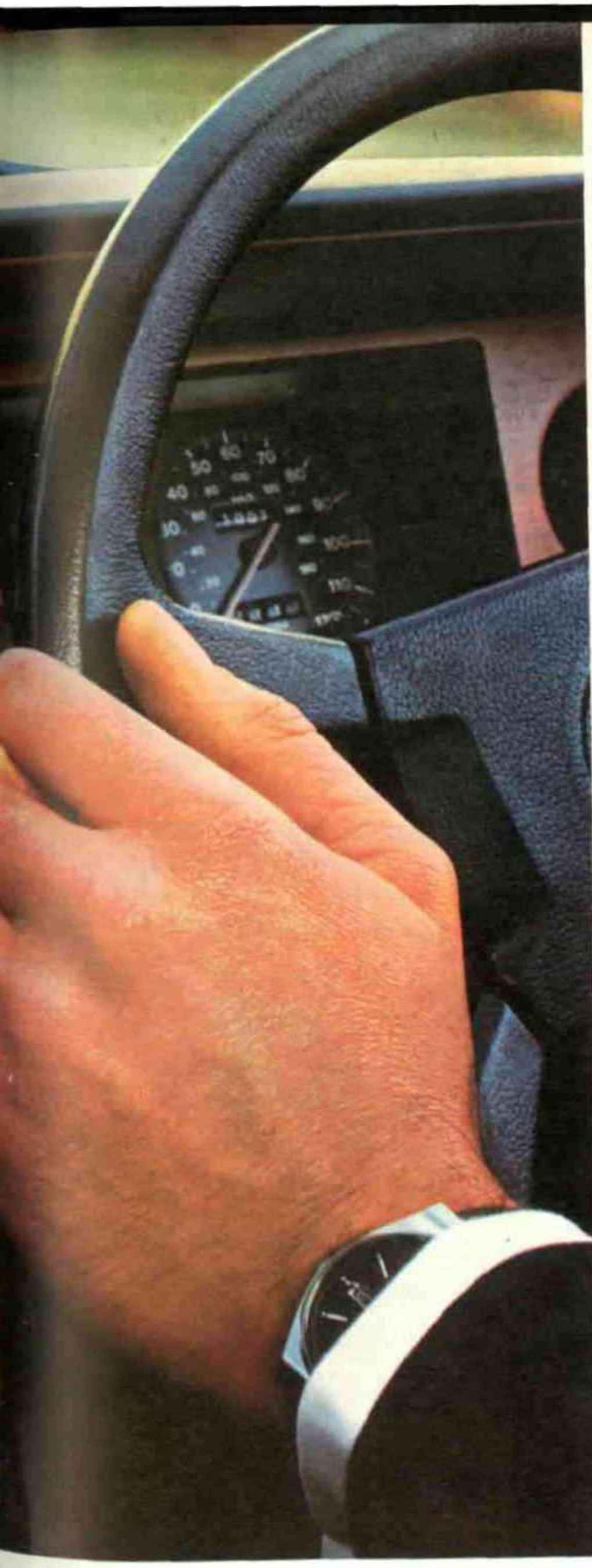
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H.M. Government Health Departments' WARNING:





The New BMW 635 CSi

BMW recently introduced to the Press its exciting new flagship, the 635 CSi, expected to be released in the UK in r.h.d. later this year at a price over £17,000. Based on the 633 CSi, it boasts an uprated straight-six engine of 3,453 c.c. using Bosch L-Jetronic injection and with a larger bore exhaust system. BHP is up from 200 to 218, with a considerable increase in maximum torque, but maximum revs are down from 5,500 to 5,200. The engine is derived from that of the mid-engined M1. Mated to it is a 5-speed manual Getrag gearbox. A "longer" final drive of 3.07:1 gives a maximum speed of 140 m.p.h. 0-60 m.p.h. takes 7.3 sec.

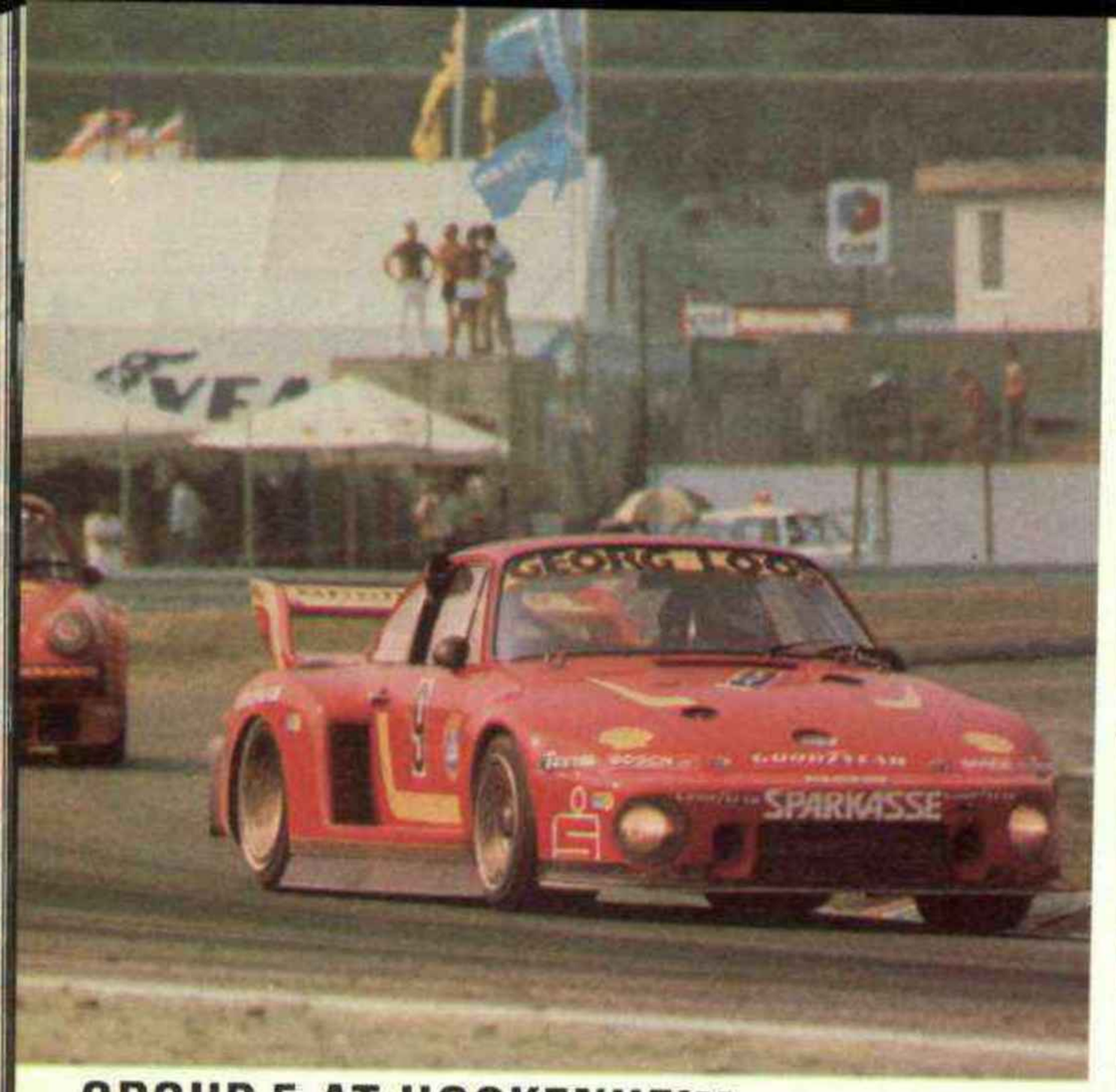
Suitably upgraded springs, shock absorbers and anti-roll bars look after this very presentable performance. Rim widths on the very smart BBS spoke type alloy wheels are increased to 6½J, but 195/70 VR 14 tyres are as on the 633. Distinguishing factors other than the wheels are a deep front spoiler and a neat boot lid spoiler, wind tunnel designed for high speed stability. The interior of the 635 remains as that of the 633 (MOTOR SPORT, August 1977), except that the test car I drove had superb leather Recaro bucket seats, to be changed to BMW "buckets" in production.

The British Press took delivery of their test cars on the third leg of a Tour of Europe, whereby journalists from different countries took their turn at driving this superb car. Heading for Dover, such luxuries as the aforementioned seats, electrically operated sun roof, electric windows and stereo cassette player made for very comfortable driving. Fast driving around some narrow country lanes showed the remarkable cornering stability and gave me the chance to use the 5-speed gearbox to its best advantage; staying mostly in third and fourth gears the extra torque of this larger capacity engine was most apparent.

Even over some pretty rough roads the wide wheels and fat tyres were not too noisily obtrusive and the excellent power steering remains one of the best I have used, with progressive feel at speed. The pillarless windows of the coupe have been greatly improved since the days of the 3.0 CSi but can still give a little wind noise at times, especially in cross winds. The long-legged fifth gear surpassed itself across the French countryside, enabling comfortable cruising speeds of over 125 m.p.h. with less effort obvious from underbonnet than in the 633. The stability, tractability, comfort and sheer performance proved itself continually on the 256 km. autoroute journey to Antwerp. All in all this fastest BMW (except for the M1) felt much tauter, more of a sporting performance car than the 633. Very impressive. – A.B.



MIDDLE TAR
As defined in H.M.







GROUP 5 AT HOCKENHEIM

A ROUND of the popular national Bilstein Cup Championship for Group 5 cars enlivened the German Grand Prix meeting. Overall winner after a very tidy drive was Ludwig's Porsche 935, above. Above right, the 935s of Schurti and Hezemans dice for second place. Hahne's Zakspeed Escort recovers in a cloud of dust after being eased on to the grass by Winkelhock's BMW 320i, right. The main attention in the race centred on the brand new, Zakspeed turbocharged 1.4-litre Ford Capri 3, heading the up to 2,000 c.c. cars (started 30 sec. after the big cars) on the first lap, below. After showing great potential the Capri expired after five laps and handed victory to Ertl's Sachs Sporting 320i, on the left of the picture.



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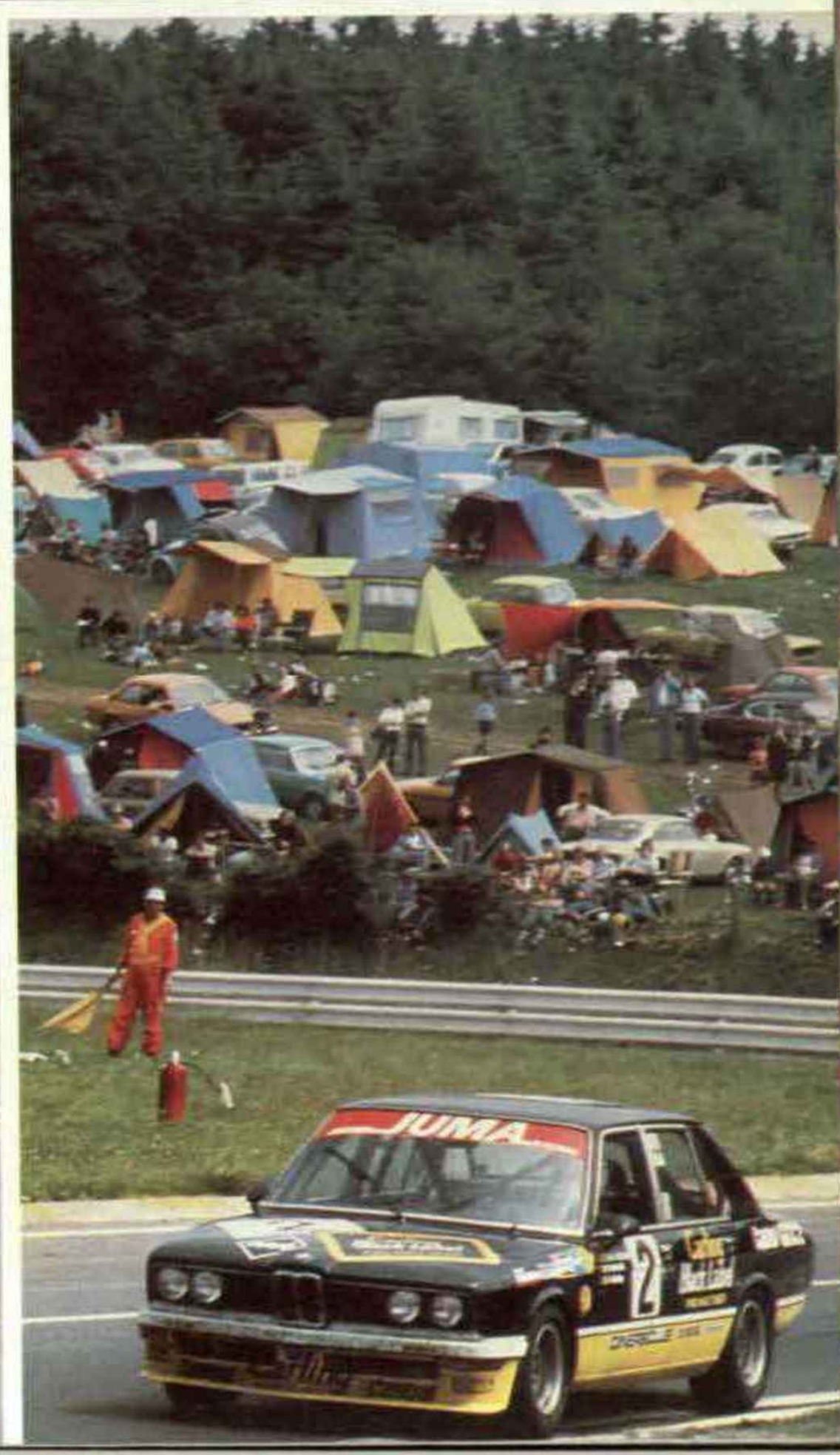
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THE SPA 24 HOUR RACE

BRITISH Accessory dealer Gordon Spice, partnered by Belgian Teddy Pilette, became the first British driver to win the classic Spa-Francorchamps long distance race since it became a saloon car event in the early sixties. His victory in a Ford Capri 3000S gave Ford their first win since 1972 in the 24 hour race after another confrontation with BMW. Below, the victorious CC Racing-prepared Belga Capri leads Craft's doomed sister car (shared by Spice) and the Fitzpatrick/Blackburn Hermetite Capri into La Source. In the late stages the race developed into a tense battle between the Belga Capri and the eventually second placed BMW 530i of Vermeersch/vanHove/Joosen, right. The night time atmosphere brings a special magic to the Circuit of the Ardennes, pictured from La Source, above.



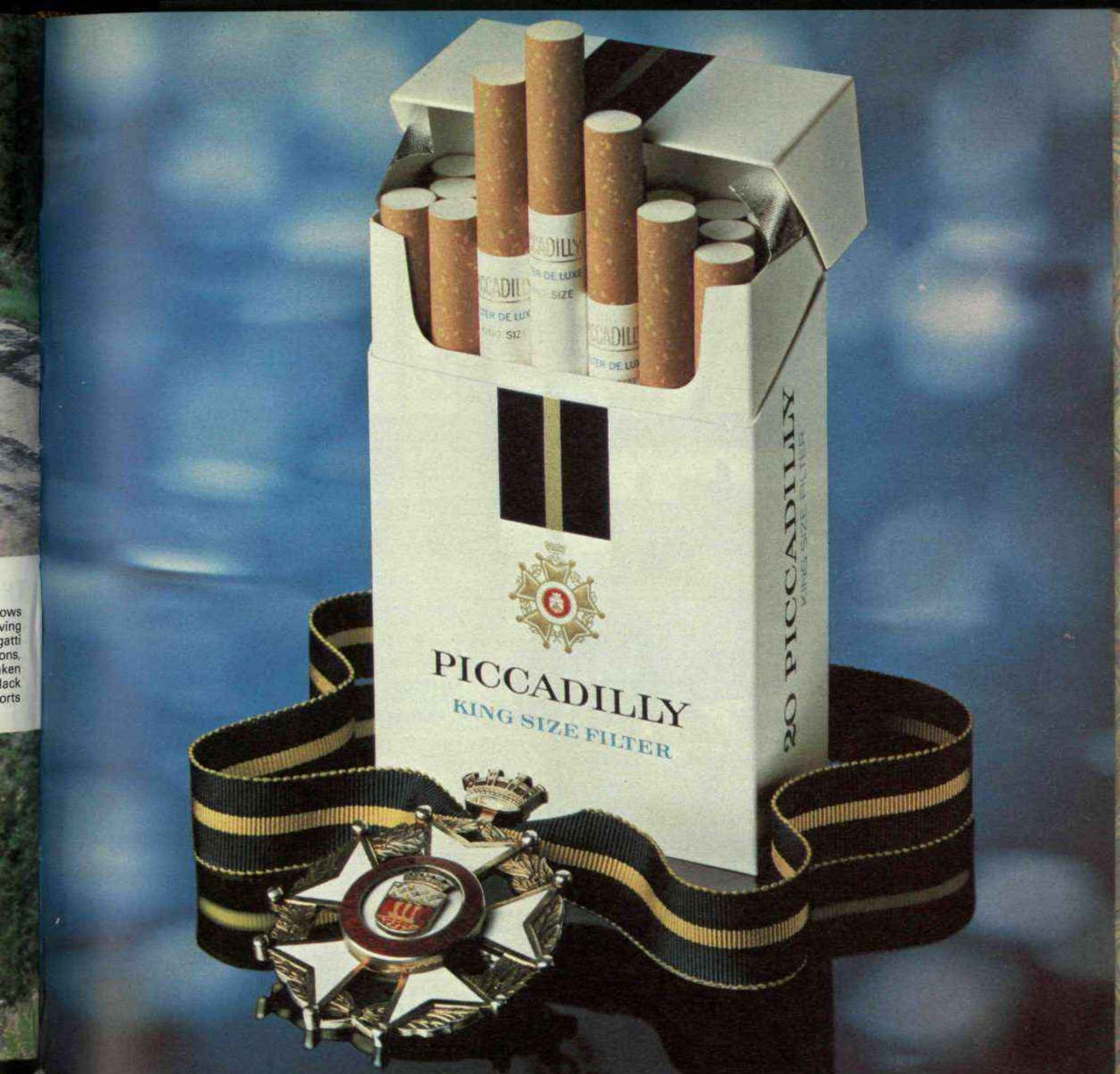




VSCC PRESCOTT

A. McCall, in the only supercharged 1,100 c.c. Lagonda Rapier to start, thr
up spray at the very wet VSCC Prescott meeting above. J. D. W. Sewell dri
one of the many Bugatti entries, above left. This is a 1921/5 Brescia Bug
with a replica body. It performed consistently in the atrocious conditi
clocking 62.30 and 62.99 sec. on its two runs. While her husband had forsa
his Alfa for an ex-Mathieson Type 51 Bugatti on this occasion, Mrs. C. J. B
was driving the well-known 1931 2.6 Alfa Romeo in the over 2,000 c.c. sp
car class, below, clocking 66.09 sec. on her second run.





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Letters from Readers

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

Well Done Auntie!

Sir,

I am writing this letter in order to publicly thank the BBC for their coverage last Sunday of an excellent British Grand Prix.

To my mind they provided coverage which was of a very high standard, quite excelling that which we have seen from the various other national TV companies covering Grands Prix so far this year. Intelligent use was made by the producer of the cameras he had at his disposal around and above the circuit and that was accompanied by relatively well-informed and entertaining commentary from the beginning to the end of the transmission. In addition to that, and much to my extreme pleasure, the BBC felt able to transmit the whole race from beginning to end, preceding such coverage with a 15-20 minute introduction. That, I think, above all else is a point worthy of particular mention, especially having regard to the fact that the BBC had to transmit in addition an athletics programme to which they were also committed.

I visited Brands Hatch two years ago to watch the British Grand Prix, and had not a happy time there. That experience led me to write to your magazine then. I understand form one or two of my friends who had accompanied me at the time and who went this year that the situation this year was worse in many respects. Therefore, for the BBC to be able to provide such comprehensive coverage of the race meant that there was this year a viable alternative to actually attending the circuit in order to watch the Grand Prix.

That they presented their programme in an objective, intelligent and most interesting manner is very much to their credit.

Coventry C. BAILEY

Value for Money?

Sir,

This letter is intended as a means of expressing my complete disappointment with the programme of motor racing that *masqueraded* under the heading of the British Grand Prix on Sunday July 16th 1978 at Brands Hatch.

Denis Jenkinson wrote an article, I believe approx. one year ago in an issue of MOTOR SPORT, posing the question "When did you lose interest?" I have been prompted to examine my collection of British Grand Prix programmes from 1958 (attended all but three) in order to satisfy the doubts existing in my mind.

The examination revealed, in my opinion, an erosion in value for money terms probably unequalled in any other branch of sport.

My main points are as follows: –

1. *The exorbitant cost of admittance*

The programmes reveal that in 1958 (when!) a car with occupants (say 4) cost £1.25 total admittance charge, in 1973 the individual cost of entry was £2.

In 1978 individual admission cost £6. Surely, inflation, safety requirements and Bernie Ecclestone etc. do not warrant increases of 2000% since '58 and 300% since '73?

2. *Quantity/Quality of the supporting race events*

In 1973 and 1975 when the Silverstone Circuit staged the Grand Prix meetings, no less than four supporting races were staged, i.e:

i Formula Three
ii Touring cars
iii Formula Atlantic
iv Historic cars in 1973 (Super saloons in 75)

In contrast, a pathetic 2 hours actual racing occurred on Sunday July 16th and if the Grand Prix (sorry Formula One) time is subtracted, approx. 40 min. of racing supported the main event.

Having been privileged to witness many great drivers at work since my annual pilgrimage began 20 years ago, I now unfortunately ask myself the question (as many other supporters well may) "is it really worth it?".

Confronted with savage price increases, a reduction in racing time, and events, race commentators "waffling" commercial "ads" every few minutes, no generous opportunity to wander unhindered through the pits/paddock area (an experience "new" enthusiasts will find extremely difficult to achieve) on first day of practice, alas the answer is *no!*

Which ironically brings me back to Jenk's original question, to which my answer is "on July 16th, at Brands Hatch watching the British Grand *farce*".

Burwell, Cambs. L. RAPER

The British Grand Prix

Sir,

This is a sad moment in my life. After following motor sport activities since 1926, and deriving such great pleasure from some, I have now been forced to make a decision to reduce these activities because of the strain on my physical and financial resources. I have always enjoyed the "big" occasions and never miss British Grand Prix meetings, but the first victim of my economy "axe" will have to be the 1980 Brands Hatch meeting.

For the past few meetings I have been becoming disenchanted with that organisation (or should I say disorganisation). In spite of travelling over 300 miles overnight I always arrive for opening time on GP day to find utter chaos reigneth. The local police just haven't a clue. This year a plump lad on a motorcycle tried to divert me from using the main (A20) entrance, in spite of my yellow Grandstand Car Park label, saying "That's for contractors only". He sent dozens of cars off in the wrong direction, but I stood my ground and (eventually) got straight into the correct car park area. What the other poor devils said when they ultimately arrived in the wrong areas I shudder to think. I also find the police show remarkable lack of intelligence in the application of dispersal arrangements after the meeting. Three lanes of cars are allowed to leave the main gate simultaneously to occupy a two-lane road. Result – chaos and delay while they slowly sort themselves out on the main road.

Inside the gates the Brands Hatch authorities have little to be proud of in this respect. The car park attendants, like the aforementioned police, just haven't a clue, with the result that lots of space is wasted and cars get jammed into ridiculous positions resulting in more chaos after the meeting. Although this year's meeting ended by 5 p.m. it took me until 11.30 p.m. to arrive, via the South Circular Road, at Kew Bridge. Two years ago the meeting ended later and I failed to reach Kew by midnight. This completely spoils the value of my day out. I do not intend in future to be subjected to such treatment. I feel that the blame lies primarily with the Brands authorities for failing to organise any dispersal, and, in spite of the large number of representatives of the motoring organisations present on what are obviously recruiting drives, no help is forthcoming from them. With no supervision from circuit management or motoring associations the exodus becomes a mad stampede with bottlenecks created at every internal gateway and road junction. The "cheeky" drivers get away with it and the courteous types get left behind.

Apart from the foregoing, I am divorcing myself from all interest in Brands Hatch because of the callous greed of that management in wanting their money two years before the event. For many years I have been able to reserve my tickets, including grandstand seats and paddock passes, in January or February for that year's event. For the 1978 Grand Prix, however, it became necessary to book ONE YEAR in advance. The pretence was made that this was for the convenience of the customer. As a long-term member of the paying public I can assure the circuit management that it is no less convenient for me to book six months in advance than one year. On the other hand, I can fully appreciate that if all gate monies are collected earlier, and banked, there will be a goodly amount of extra interest to the credit of the circuit finances. What the circuit gains in extra interest is the customer's loss so it is really a hidden increase in admission charges. Unfortunately the Silverstone authorities have not been slow to see the profitability of this ruse and they, also, now ask for reservations ONE YEAR in advance. But Brands Hatch are really greedy. They have to go one better, so if you are a member of the paying public you must book now for the 1980 meeting, i.e. TWO YEARS in advance. The £10 deposit required ensures a seat but gives no guarantee at what price, and there can be little doubt that those foolish enough to pay deposits now will get some unpleasant shocks when the 1980 prices are finally announced.

I make no criticism of the race programme or interval attractions, or organisations thereof. That side has always been most satisfactory. But I can remember the days when the authorities put themselves out to be helpful. Now – all they want is the money, and as much as possible, for as little effort as possible. It is particularly annoying to pay current grandstand prices and then find one's view of the track obliterated by do-it-yourself scaffolding erections put up in public enclosures in front of you – as happens at Paddock Hill Bend – with no restrictions imposed by the authorities. It was also annoying to find, as I did two years ago, that during the pits walkabout period most cars were sheeted down and all the drivers and other personalities had gone into hiding. To see, meet and talk with some of the "big names" was all part of the pleasure of motor racing to me. I decided not to waste money on paddock passes this year. I also think the £1 charged for a race programme – once a free issue to all ticket holders – is a bit excessive.

All these irritations have tended to erode the great pleasure I once derived from attending meetings at Brands. In spite of becoming more and more expensive each year I find my

enjoyment has become increasingly restricted and, frankly, I have come to the point where I no longer consider it as value for money and must reluctantly break my long association with that track. Although Silverstone charges have also increased I find more of the old "atmosphere" has been retained and I hope to compensate myself with even more frequent attendances at that circuit.

West Monkseaton, Northumberland — G. E. PORRETT

(These are just a couple of the letters received complaining about facilities, costs and questionable value for money at Brands Hatch. Campsite toilets, haphazard arrangements for opening the gates in the early morning, so that those who had queued patiently through the night were beaten to grandstand seats and prime positions by later arrivals, all came under fire. The question of pre-booking main grandstand seats has caused much wrath among correspondents for several months. Whilst the sheer volume of organisation required to run a Grand Prix requires that the work load must be spread, we find it hard to believe that booking for grandstand seats should be necessary two years in advance. Surely the organisers could specify a much later opening date for seat applications, all applications received after that date being treated on a first come, first served basis? Or will the next thing be a Wimbledon Centre Court type ballot? – Ed.)

AP at Indianapolis

Sir,

Whilst not wishing to decry the achievements of Cosworth and Hewland, highlighted in your article on the Indianapolis 500 in your July issue, I would not like the efforts of our Racing Division to go unnoticed. In the last six years they have been successful in equipping the winning car at Indianapolis with our Lockheed brakes and Borg & Beck clutch. Indeed, in 1977 the first three cars were so equipped.

I endorse your comments concerning the Chancellor of the Exchequer and trust he will take notice of British companies' achievements in motorsport around the world. All too often these days the British motor industry's achievements are criticised. Rarely do we read of their successes.

Leamington Spa — JOHN T. PANKS
Chief Executive
Automotive Products Ltd.

Venturis and the Lotus 79

Sir,

In his article on the Lotus 79 in the July issue of MOTOR SPORT, D.S.J. states that the suction effect produced by the venturi-like underside of the car is due to the fact that air passing through a venturi drops in pressure as it expands. This is not correct. A venturi has the shape of an hour glass: a narrow part (the throat) separating two wide parts. As fluid, whether liquid or gas, passes through the venturi its velocity increases due to the area contraction, and then increases again. It is the velocity increase which is basically responsible for the pressure drop: the gain in kinetic energy is compensated for by a drop in potential energy (or pressure).

To say the air expands implies a density reduction, which occurs to a significant degree (say 10%) only when the local Mach number comes close to 0.5, i.e. a local air speed of about 380 m.p.h. Even in the venturi throat, it seems unlikely that such velocities are reached even for a car at maximum speed.

Before coming across this conceptual error of basic aerodynamics, I had been highly impressed by D.S.J.'s implied ability to determine the purpose of the Brabham-Alfa's fan by studying the angle of the blading (caption to photograph on p. 935).

Wettingen, Switzerland — Dr. M. P. ESCUDIER

Le Mans Has Changed!

Sir,

The fact that a Porsche holed a piston whilst being driven through slow traffic to the circuit emphasised the difference between present-day entries at Le Mans and the type of car for which the race was envisaged. Back in 1923 the purpose of the race, so far as I am aware, was to improve the performance and reliability of fast touring or sports cars, with particular reference to developing durable electrics! In recent years no less a person than John Wyer has lamented the demise at Le Mans of cars which were not so different from those which could be used for everyday motoring of a sporting type.

In the late Thirties I well remember that Col. C. E. C. Rabaghatti, a customer at my father's small garage off Belgrave Square, used an ex-Le Mans 4½-Bentley for his ordinary motoring, later changing it for a "blower" 4½, which so far as I know was also an ex-team car. One of the mechanics delivered this regularly to the Colonel's flat in St. James's without any trouble. One could get in and out of this car without difficulty too! Not being such a close follower of the sports/racing car scene as I used to be, I don't know whether it would be possible to revert to racing at Le Mans with more normal near-production cars. But I am sure that in the recent past it was more interesting, when one had such cars as Bristol, Peerless, MG, Triumph, Sunbeam Harrington Alpine, etc. taking part. And I think that it improved the breed of cars which many people could buy, as opposed to today's few exotics.

Totteridge — J. CLASSEY

FIA Historic Championship

Sir,

I suppose that all motor racing is better for having its eccentrics as they are mostly amiable buffoons who usually make entertaining reading or listening. Chris Draper thus hardly qualifies, as his ill-informed blinkered tirade against those who try to help the likes of him is neither amiable nor entertaining. To reply to his comments in order may be a rather boring approach but probably appropriate.

(a) No-one is trying to stop anyone having fun at vintage-type race meetings; his competing at Montlhery in 1968 was probably "illegal" in FIA terms anyway and thus verges on irresponsibility, particularly if an accident had occurred which might have affected the whole subsequent European historic movement. Fun is still enjoyed by all who compete at such meetings except perhaps for Draper who seems to suffer more than his fair share of mechanical misfortunes.

(b) When the FIA Championship rules were published, Draper was among the first to misunderstand them, believing that the championship's 2-litre sports car lower limit referred to all cars at any race meeting, rather than a few in one race. Others too had pen in gear with mind in neutral. However the purpose of organising a championship for the fastest sports cars (1945-60) and single-seaters (1930-60) in multiple classes was to encourage many cars out again that had been frightened away by faster cars – notably Jaguar Cs & Ds ver Listers. The idea of imposing a 2-litre lower li on sports cars was two-fold: (i) that they were the fastest cars as long as they were us "correct" engines and (ii) that people with fas cars might prefer to use their chea alternatives to the detriment of the front end the field. Having a championship was felt to b good idea to get attractive grids to the new meetings – Zandvoort, Zolder, Monza etc. – a thus help to establish them as events of t calibre of the British and Nurburgring meetin

However, following the complaints of Drap *et al*, the CSI sub-commission had a meeting wi historic race organisers and agreed to allow t sub-2-litre brigade to make up the field whe necessary and to review the situation after th first year. Come Zandvoort, which unfortunate became 4th in a line of successive week-ends competition, and there were a number of no starters. This might have meant that the bill championship round would have been cancelle at the last minute. To avoid this and incidentall give Draper a longer race than usual I (as CS representative) found a loop-hole in the rewritte rules which suggested that 12 starters make race – this clause hadn't been modified after w rewrote the rules for the Drapers. He says would, in theory, be possible therefore to have championship race only for makeweights whic couldn't score points, but it couldn't happen, a he has missed out a further clause which say that championship races must include starters i at least four of the ten classes!

(c) The FIA Championship has not caused al "club" meetings to become Internationals Firstly, you can't have foreigners at a clu meeting so it has to become International an that happened before this year. Secondly, th requirement for fireproof overalls applies only t championship competitors and is a no unreasonable requirement when our Le Mans round saw some cars running at 165-170 m.p.h Yes, they are an expense, but they represent only a very small percentage of the amount tied up in a championship car – a larger proportion of a 2-litre makeweight! And you can't have "fun" under a gravestone with an epitaph which reads – "here lies the last of the short-sleeved, nylon-shirted, cloth-capped funsters; he feared not fire nor foe."

(d) The "homologation" form is a car passport or log-book which confirms its authenticity and that it is not an overmodified hot-rod. It is filled in by the owner and countersigned by the appropriate club (VSCC, HSCC etc. in this country). Its purpose is to avoid needless eligibility discussions at race meetings and, as a document to accompany the car, it also avoids doubtful descriptions to potential buyers. Once filled in it is just like a log-book. The sole expense to the owner is a postage stamp and a photograph, unless of course he has a modified hot-rod and has to convert it back to standard!

I'm not sure who Draper thinks is in charge of such homologation procedure, but we have two owners of small British sports cars on the CSI sub-committee (Lotus and Frazer Nash); if he is referring to his country of residence, the German representative has the interests of owners of Porsche etc. to consider so presumably he too knows what was currently available for their rivals. If Draper's letter is anything to go by, the rubbish-content of their utterances is somewhat inferior to his own.

(e) And finally to the last point. Where is the historic movement going? The CSI sub-commission has tried to get uniformity of standards across the European racing board and

has sought to keep cars as near original as is possible and safe; this should ensure that we can all go where we want to race and compete against similar cars running to the same set of rules. Inevitably those rules have to be written for all forms of historic racing from the beginning to the end of 1960, and there may have been the occasional anomaly in the first set, but they are being changed in the light of experience and informed comment. What more can one do?

Admittedly the championship has been a little slow to get off the ground in its first year and the rules will be slightly changed for next year, but there will have been at least six eligible events with at least four very good grids. We hope that next year the other three or four will fare as well. The championship may well get sponsorship at its individual rounds like any Grand Prix, but there are plenty of other races on the same day for those who have slower cars, either pre-war or post-war. But none of the competitors are racing for reward so presumably they all still enjoy it.

Next week in common with many other UK, French, Dutch, Italian and German competitors I am going to enjoy racing at Nurburgring, to take the events seriously and to have my "fun" off the track; doubtless I will have seen Draper enjoying the event too, and we will discuss his pretty Salmson, the continuing saga of his broken Climax engines and the failure of his supercharged Lotus 7 over an enjoyable jug of wine, but he can't shoot off his pen without expecting some sort of informed reply. I have written to him before but I hope this time it might penetrate.

Heronsgate MICHAEL BOWLER

Well Supported

Sir,

Over the years I have participated in many sports and have found, as I am sure have many others, the need for various support aids to make the body comfortable – corsets for scrambling, boxes for cricket etc.

As a motoring enthusiast I have always found Michelin products of excellent quality – for instance they transformed my Range-Rover – hence my delight in reading your March issue with the report on J.W.'s visit to their UK headquarters.

Imagine the pleasure this report brought me when I read on page 311 that Michelin now make a device that provides "tangenital support stretching up the sidewall".

Unfortunately my local sport shop does not carry this new form of athletic supporter and hence I write in the hope you can persuade Michelin to send me one by post.

Yours in mirth – and keep 'em coming.

Caracas, Venezuela S. GOSS

PS. Tangent/Tangential

"A Chance to Reply" – 1930s Triumphs

Sir,

I was interested to read Graham Robson's well researched letter on the 30's Triumphs and glad that he corrected a couple of my "goofs", namely the two distinct Southern Cross models and the chrome radiator on the Dolomite model.

With regard to the Monte Carlos, I regret that my information was apparently in error. When I severed connections with the Pre-1940 Triumph Owners Club (many years ago) mine was one of only two cars known at that time, and most of their fund of information on the model was from articles written by myself about my car. I would still argue that there were only six genuine Monte Carlos, in the same way that any Ford Mexico is not one of the original World Cup rally cars!!

I would also argue Mr. Robson's statement that the Vitesse was an entirely separate family. In my original handbook – long since lost – there was a picture labelled "The Gloria Vitesse" which was identical to the Monte I owned as far back as the the rear seats, after which the tail followed the rear wing line in a styfish sweep.

Perhaps the difficulty which we all face is that with such continued re-use of model names, even Triumph themselves would not know the answer.

In conclusion let not the bickering over historical fact eclipse the original purpose of my letter in praising the models of the time and defending them as excellent, well-engineered, sporting cars.

Romford R. J. DOVE

Cortina 2.3S: A Satisfied Owner

Sir,

At the end of February this year, I took delivery of Ford's latest version of the Cortina powered by the 2.3-litre V6 engine. Little has been written in motoring journals about this model. A couple of lines in MOTOR SPORT to the effect that it was comfortable and had a good turn of speed.

May I enlarge slightly on that comment?

It is a superb car in many respects. It most certainly is comfortable and I find the most satisfying aspect of the car is that it is totally responsive. The acceleration throughout the speed range is excellent and on single carriageway roads overtaking is completely safe. Very few cars of similar size and price, foreign cars included, can keep up with a 2.3 let alone outperform a 2.3.

The car has covered nearly 10,000 miles. In that time only the clutch has needed serious attention. The car is "looked after" by an unusual local garage: it employs fully trained mechanics who enjoy working on cars. The garage at Shepley, known as The Sovereign, is directed by Mr. Barnes, an earnest and knowledgeable man.

Roadholding, comfort and performance are not in any way sacrificed to high petrol consumption. On a recent holiday in the Western Highlands of Scotland, a total of 1,820 miles was covered. About 700 of these miles were on single track roads with the customary passing places. The car must have been brought to rest many hundreds of times on these roads to such places as Applecross, Loch Carron, Poolewe and Inverness. In spite of this, and with four people on board, the consumption was 27.5 m.p.g. and one litre of oil.

I have no connection with Ford in any way. In fact the car driven prior to the 2.3 was a 1978 Cortina 2000E. It was a complete disaster: the front wheels were loose when it was delivered in August 1976. Incredible it may be, but they were still loose when traded in in February.

Thongsbridge, Yorks. W. M. R. HENDERSON

(Which reminds me that I ought to road test one! – Ed.)

The Real MG "S" type?

Sir,

I read with interest Wilson McComb's letter regarding John Perrett's article (An Engineer Remembers) in the May issue of MOTOR SPORT. In his letter Wilson accuses Mr. Perrett of having a faded memory regarding his recollections of the "S" type MG. Indeed Wilson states quite categorically that "the projected 'S' type 1935 was not a 3-litre sports car but an 1,100 c.c. single-seater racing car". Such a statement sounds pretty conclusive, but is Mr. Perrett's memory really letting him down so badly? With the permission of my employers, MG Cars, I have consulted the "Experimental Register" on this matter. Whilst tantalisingly vague, this register of EX numbers does, I think, shed a certain amount of light on this particular question. Let us start with EX 147 which is in fact the "R" type. EX 148 relates to the "P" type Le Mans car and the next number EX 149 was not used at all. EX150 however is entitled "3½-litre Independent Car". There is also some drawing evidence to show that the MG Design Office had started to use the designation "S" type for this vehicle. This was just prior to the transfer of the MG Drawing Office to Cowley in 1935. I suggest that work stopped on this project at that time (as John Perrett states in his article) and that the unused letter was later picked up by Cowley to be used on their first MG, the SA Saloon. If I may be allowed to speculate for a moment, I believe that had the 1,100 c.c. single seater materialised it would have been designated RB or R2. This theory can be supported by the fact that EX 152 is listed as being "RA Experimental Chassis (Anti-Roll Experiments)" and is probably the car Wilson McComb had in mind.

It is also interesting to note that EX 155 was the number allocated to the "T" Series Midget and yet it is not until *after* this when we get to EX 158 that we find the "SA type 2-litre" listed, further evidence, I feel, that the letter "S" was reallocated. Incidentally the next number is the "VA type 1½-litre" and EX 161 is the "WA (2.6-litre)".

As far as the Midget and Magnette are concerned I think John Perrett was referring to the end of the overhead camshaft cars (still thought by many to be the true MG Midgets) when he wrote of them as becoming defunct at the time of the Cowley take over.

May I conclude by saying that I am a great admirer of the work that Wilson has done for the MG cause but I think that is a little ungenerous of him to take issue with Mr. Perrett (who was, after all, there at the time) over matters about which there is so little hard evidence.

Abingdon PETER E. NEAL

Vauxhall Motors 75th Anniversary

Sir,

I refer to your interesting report of the recent Assembly at Luton (July Issue). May I, as owner of one of the two Hurlingham entrants, respect fully point out that they were not both 20/60 models, as reported. Mine is a T80. In addition to some differances in the chassis, the 20/60 has a 29 h.p. engine, where as that of the T80 is 23 h.p. The mistaken identity is understandable as the bodies of the two models are identical.

A few other 20/60 Hurlinghams are known to exist, one in this country, others are scattered around various parts of the world. As to the T80, of which relatively few were produced, only one other roadworthy model is on record. It is in Denmark, in excellent condition and running well.

Chiswick W4 STANLEY IRVING

Akroyd Stuart or Diesel?

Sir,

With regard to John Stickland's letter expressing interest in the engines of Pool, Diesel and Akroyd (note correct spelling) Stuart. Over the last 60 years internal-combustion engine specialists have devoted a great deal of time to who was first with the compression ignition engine, Diesel or Akroyd Stuart. However what should be realised is that these two innovators were in no way in direct competition as their products differed considerably.

Herbert Akroyd Stuart was born in 1864 in Halifax and raised in Bletchley, Bucks. His

father ran the Bletchley Iron & Tin Plate Works. So after working as a junior assistant in the Mech. Eng. Dept. of the City of Guilds of London Technical College, Finsbury, Herbert joined his father at the Iron Works. He devoted his time to developing a paraffin vaporising engine and took out his first patent in 1886, followed by a more relevant patent in 1890. So it is beyond dispute that he had a satisfactory "oil engine" before Diesel. Basically what Akroyd Stuart had invented was "automatic-ignition", because prior to 1890, oil engines required a blow lamp to be permanently in contact with the vaporiser while in motion. Akroyd Stuart arranged the vaporiser and engine cycle in such a manner that the lamp could be removed as soon as the engine was started, the combustion chamber then maintained a high enough temperature by heat retained from previous explosions assisted by the heat of compression of air. When the "air only" was compressed into the already hot vaporiser, the ignition was controlled by timing the injection of the oil spray near the end of the compression stroke which obviated somewhat but not completely the pre-ignition troubles which worried oil engine manufacturers at that time. The compression pressure used in his early engines was only in the region of 40/50 lb. sq. in. In later years this type of engine operation became known as "hot-bulb" or "surface-ignition" and more unfortunately the term "semi-diesel" was used. All these terms especially the latter, robbed the inventor of the right amount of credit due to him.

Rudolph Diesel aimed at developing an engine with the highest possible efficiency and several years of theory had taught him that in order to do this, he would have to compress the air to the highest degree possible. He was well aware that fuel injected into highly compressed "red hot" air would burn without any ignition devices at all, or need any form of pre-heating to obtain the first explosions. In one of his first engine tests, a compression temperature of 500°C was seen when using a compression of 425 lb./sq. in. In 1893 the first trials of Diesel's engine began. Surely here is the true term "compression ignition" engine. As so often happens with great innovators, prophets and the like, neither men ended their days reaping the fruits of the part *they* had played in the evolution of the successful oil engine. Akroyd Stuart, MIMechE, after selling his patents to Richard Hornsby & Co., constantly had to defend his invention against the name of semi-diesel when he claimed it should have been "Akroyd-cycle". He emigrated to Australia in 1899 and died there in 1927. It seems a pity that his great engineering achievements seem to have been forgotten with the passing of time.

Neither was it all plain sailing for Rudolph Diesel as he also was constantly trying to defend his success. In 1897 alone – no fewer than eight other inventors claimed to have produced exactly the same principle as his own. It was not only the many attacks on his integrity as an inventor but also failing health and financial adversity which caused his health to crack towards the end. This unmistakably brilliant engineer cannot have been a happy man when he disappeared from a ship while crossing from Antwerp to Harwich on September 29th, 1913. Why bother about who preceded who, let both of these brilliant men be fully appreciated for their different achievements in technical and industrial circles. With regard to Pool & Sons, we must remember that at the turn of the century almost every small town had an Iron Works which produced just one or two or small batches of gas and oil engines. Some of these were very successful while others quickly disappeared. However it appears that Pool was rated as one of the better than average innovators, in fact it is said that more than one competitor visited Chipstable in the hope of seeing something useful! It is however very doubtful if he had any association with Akroyd Stuart as the latter's ideas for automatic ignition came about because of an accident which took place in the Bletchley workshop.

DAVID W. EDGINGTON

Combustion Ignition Engines

Sir,

Mr. Stickland (July MOTOR SPORT) is quite correct that Rudolf Diesel is normally regarded as the successful developer of c.i. engines rather than being the original inventor. The original patent is usually taken to be that of Herbert Akroyd Stuart and Charles Richard Binney, number 7146 of 1890, originally applied for on May 8th 1890 and accepted on January 17th 1891. Akroyd Stuart, the Ackroyd spelling is not used in any of his three patents of 1889/1890, is described as mechanical engineer of Bletchley Iron & Tinplate Works and Binney as consulting engineer of Hackney Road, Middlesex.

The engine described in patent 7146 has a permanent igniter within the cylinder and it is this feature, dispensing with an external igniter and vapouriser, together with a suction stroke drawing in air alone and not a fuel-air mixture that makes it the true progenitor of what is now generally termed the "diesel" engine.

Jewkes, Sawers and Stillerman in their standard work "The Sources of Invention" state that "... in 1891 he (Stuart) sold a licence to manufacture his engines ... to the company now known as Ruston and Hornsby ..." and also record that Professor William Robinson of University College, Nottingham advised him on his experiments.

This is by no means the only case where inventions predate either the time or person normally thought to be the inventor. R. Baker's book of 1976, "New and Improved", lists various of these, the pneumatic tyre for one.

London WC2 R. HALL
Deputy Director (Services)
The British Library

Dr. Ackroyd-Stewart

Sir,

In reply to John Stickman, I would like to point out that Herbert Ackroyd-Stuart was neither clergyman nor doctor. He was a brilliant engineer and probably the first person to actually inject fuel into a heated vapourisor open to the working cylinder. Ignition, and I can state this categorically, depended entirely on the temperature of the vaporisor, the same being heated to red-hot before starting. It was maintained at this temperature by the explosions during working load. "Semi-diesel", a popular term used later and wrongly for any engine that needed pre-heating, has led to much confusion. Mr. Poole's attitude towards Diesel was typical of that time, being influenced by nationalistic philosophies and Rudolph Diesel's stubbornness in his original thesis, to admit that "ignition by the heat of compression" was just as important a factor as "combustion at constant temperature". I suspect this last point to be because ignition by heat of compression was known about, even to the ancient Chinese. The Poole engine and many others were almost certainly manufactured after the lapse of Ackroyd-Stuart's patent, and I think it highly unlikely that Poole worked with Stuart, Poole's patent being, I believe, the cooling of the vaporisor by a fan to prevent pre-ignition.

I hope this clears up the various points raised and I can thoroughly recommend to anyone interested in the development of the interna combustion engine to read the book "Interna Fire" by Lyle Cummins Jnr., late of Cummin Diesel engines.

Yeovil JOHN PALME
Historian and Technical Advisor
National Stationary Engine Associatio

A Ferrari Inte

Sir,

I wonder if you are able to help me throug your readership? I am presently restoring a 195 Ferrari 195 Inter No. 0089/S with Ghia body The interior of this car was burnt out and it i now in a very sorry state. The chassis, engine and running gear do not present too many problems, but I do need any information I can get, especially photographs depicting the dashboard and instrumentation of this model.

If any of your readers can help me with any sort of information I would be most grateful indeed. Surprisingly I have found two people with cars bodied by Touring, and others with the same Ghia body on 166 and 212 Inters, but these are not sufficient for true authenticity.

I would, therefore, appreciate any help, no matter how small.

Odiham, Hants W. D. M. HAY
(Letters will be forwarded. – Ed.)

Fast Cobra

Sir,

I have recently purchased and thoroughly enjoyed reading Bill Corrall's Ford Cobra guide (published by Tab Books). The one drawback with this publication is that it was written in 1964. In the chapter concerned with the "future" Bill Corrall talks of the installation of the 427 cubic inch V8 engine which we all know occurred and produced one of the world's fastest cars. He also talks of a Cobra GT coupe based on a standard Cobra chassis and good for 200 m.p.h.!

He describes it as one of the most unique cars ever built and in the book there is a picture of a wooden mock-up of the car.

Out of pure interest I wondered of any of your readers know if any of these incredible cars were produced and whether any are in existence today.

Sunderland R. M. FARR

The M.o.T. Test

Sir,

I have read a number of readers' comments recently with regard to the revised MoT test and must admit to having been sceptical in some cases. My recent experience, however, has changed my views.

Fellow motoring enthusiasts might be interested to know that my 1972 Hillman Avenger failed the MoT test only because of small cracks in the two rear plastic indicator covers. They were slight cracks, not holes, and did *not* allow dirt to enter the lighting assemblies which functioned perfectly normally.

The irony of this bureaucratic pettiness is that the money I have now spent on replacing the light covers has prevented my intended purchase of a replacement tyre for my badly worn spare. My car is therefore potentially more dangerous than it would otherwise have been.

Other Avenger owners will appreciate that the cover for indicator, rear, brake, reversing and reflector lights is an integral unit and relatively expensive as a result. One cannot help wondering whether car manufacturers helped to formulate the new MoT test "rules" since in my case they are the sole beneficiaries of this ridiculous replacement.

One further point, can anyone provide a detailed schedule for the new MoT test so that problems of this type can be anticipated?

Norwich N. J. FULLER

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LOTUS EUROPA Special 4. March 1973. Taxed & MoT until March 1979. 28,000 miles. One owner. Blue, blue alloy wheels, radio, electronic ignition. £2,200 o.n.o. Manchester area. Mottram-In-Longendale 63554. (17945

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1971 1750 GTV Alfa Romeo. Excellent condition. Offers. Telephone Worcester (0905) 422783 after 6 p.m. (17729

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ROVER "75" Saloon, black. Year of manufacture 1951. Original log book, this vehicle is in first class condition throughout and is MoT'd for one year. Offers are invited: Matthew Nicol, 31 Park Street, Tillicoultry, Clackmannanshire. Tel. 50497. (23033

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JENSEN INTERCEPTOR IIISP L Reg 1972, 27,000 miles, black, Scalby Manor Hotel, Scarborough, Yorks. (17687

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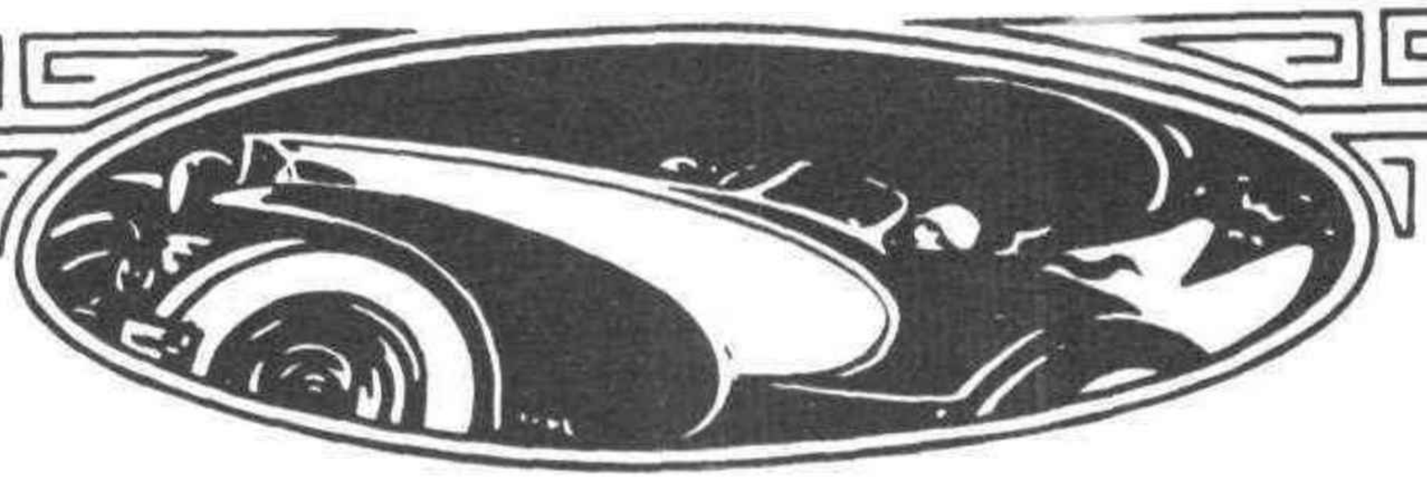
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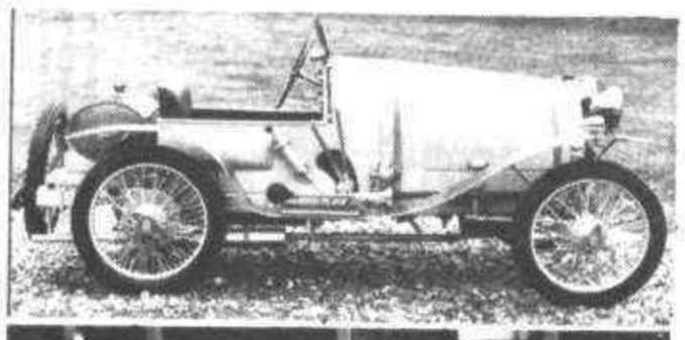
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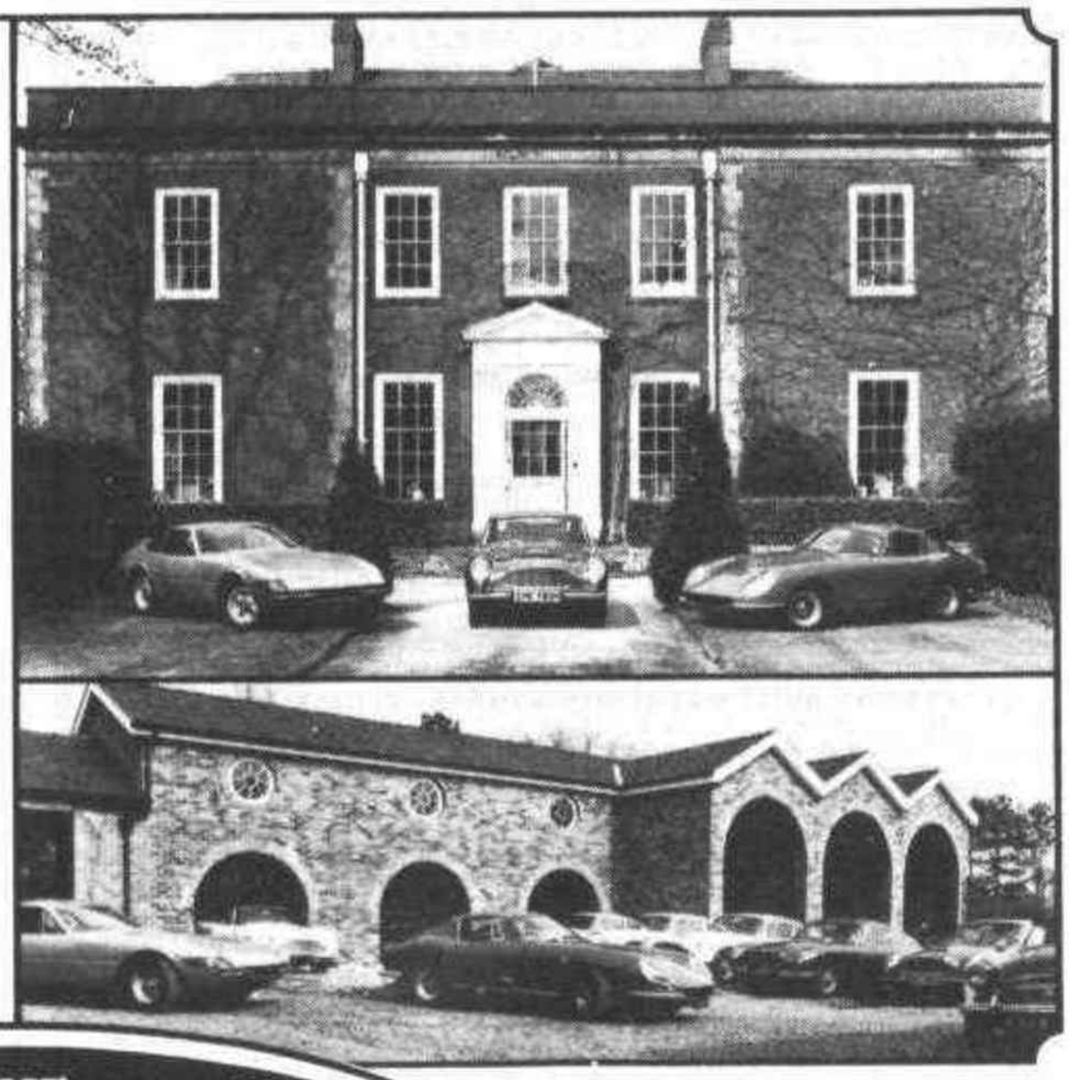
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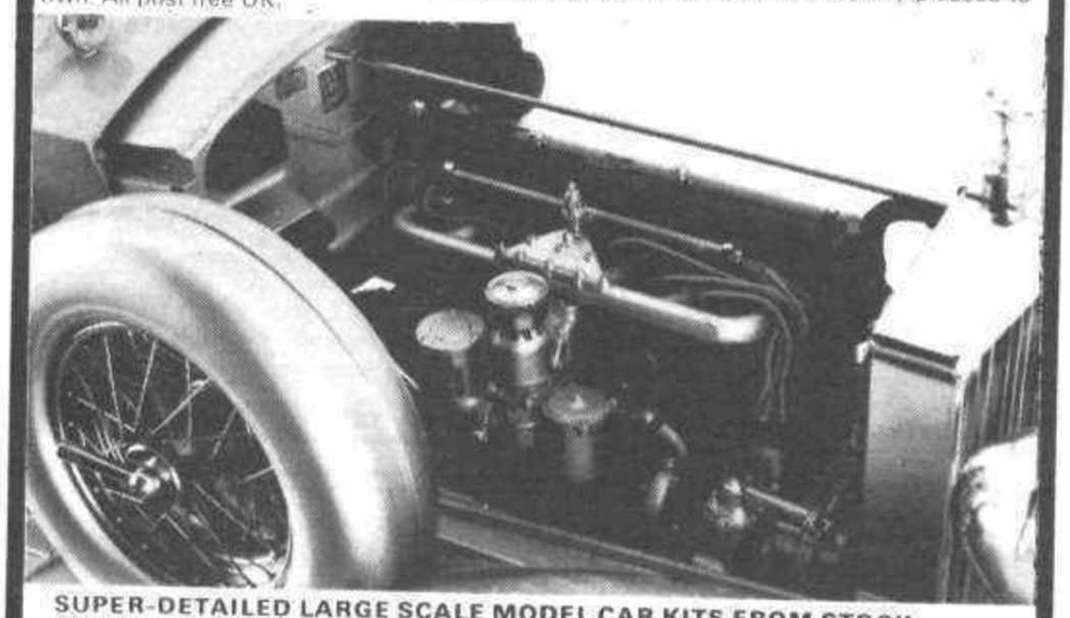
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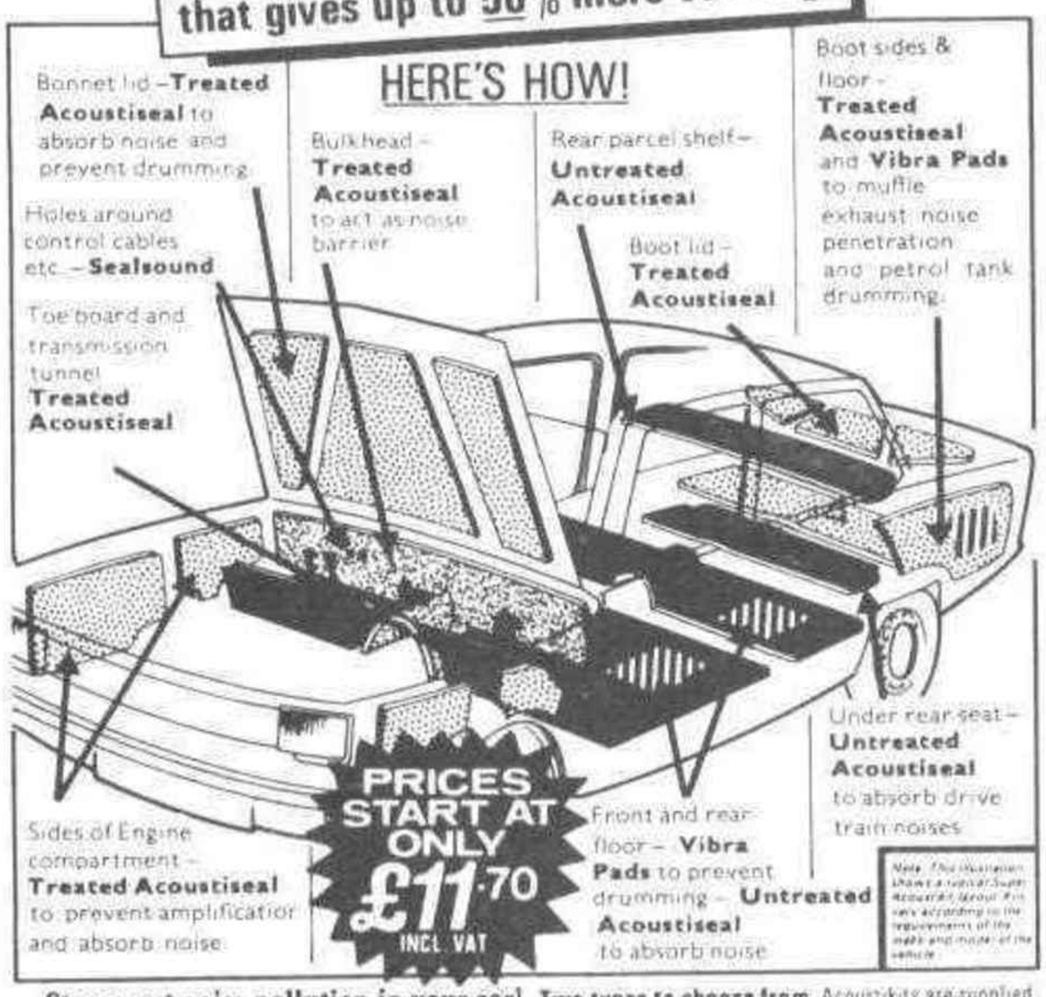
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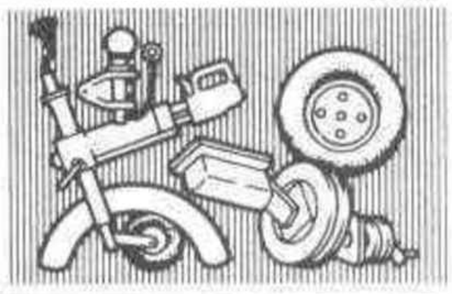
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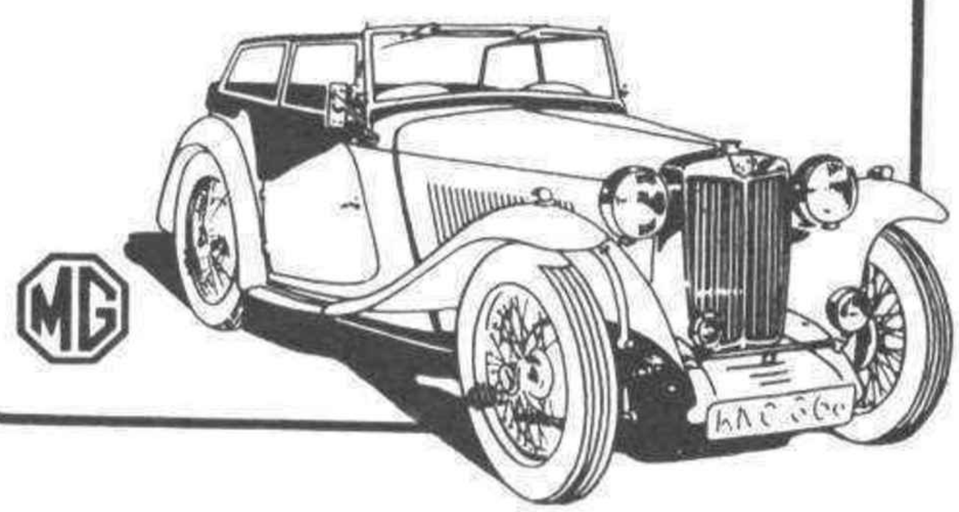
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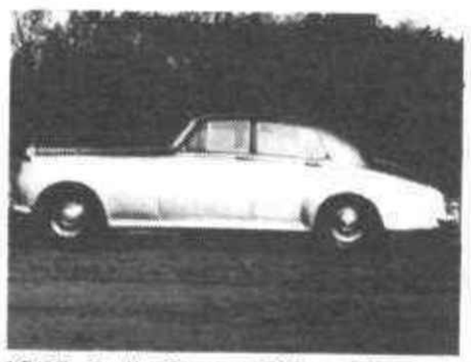
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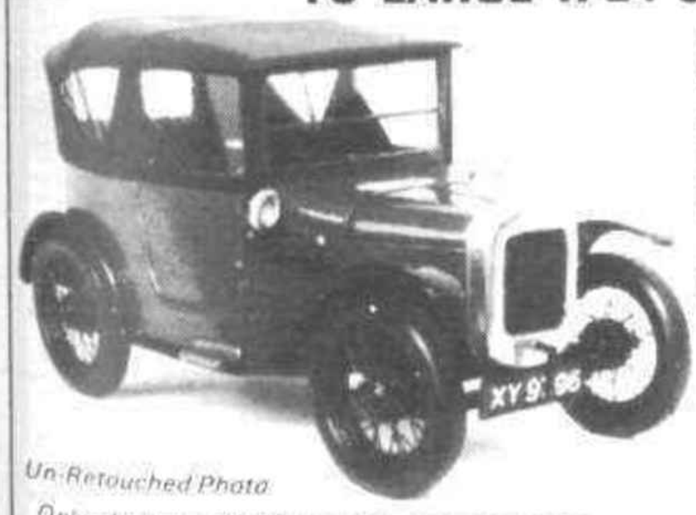
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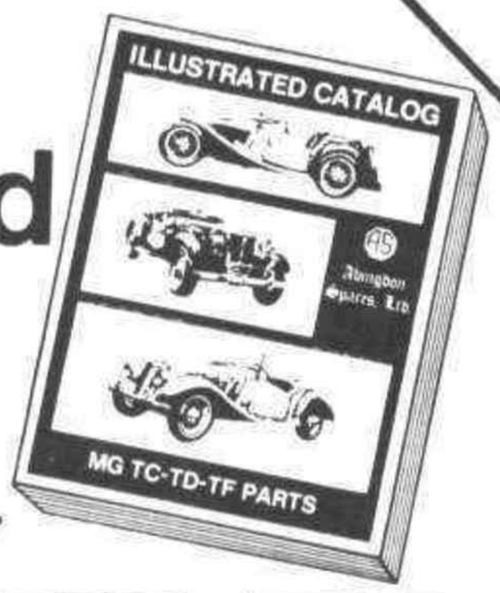
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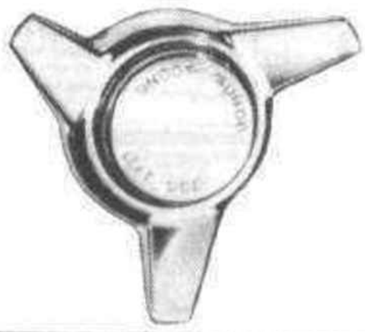
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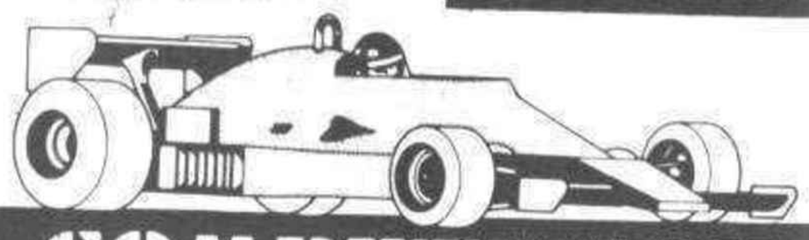
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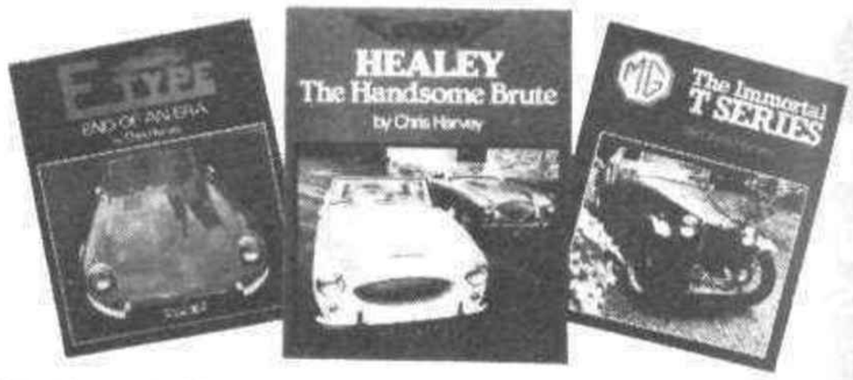
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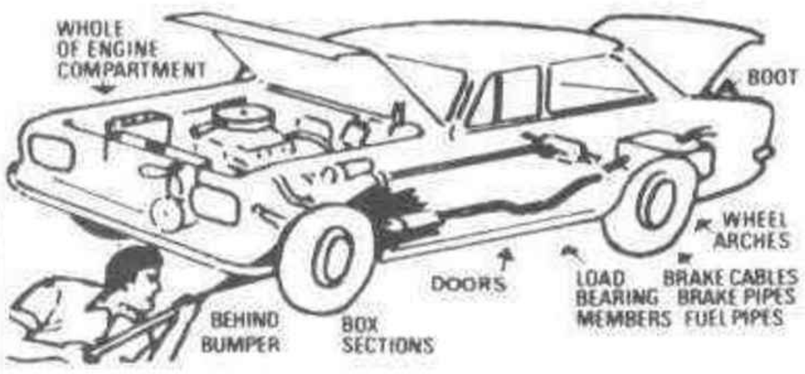
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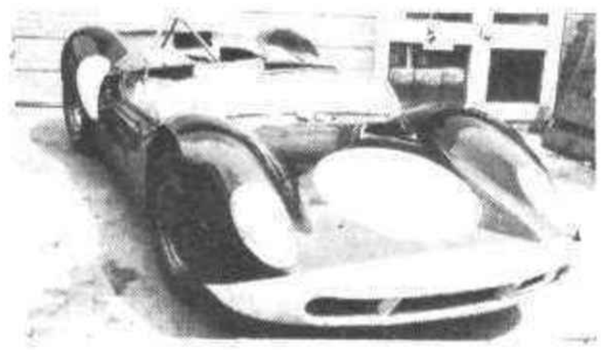
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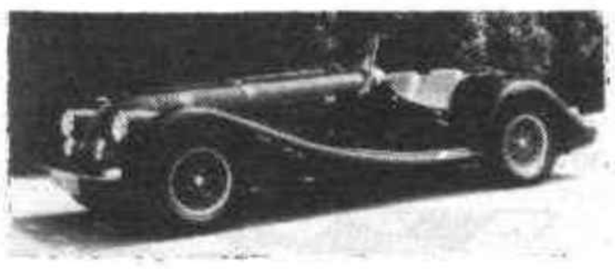


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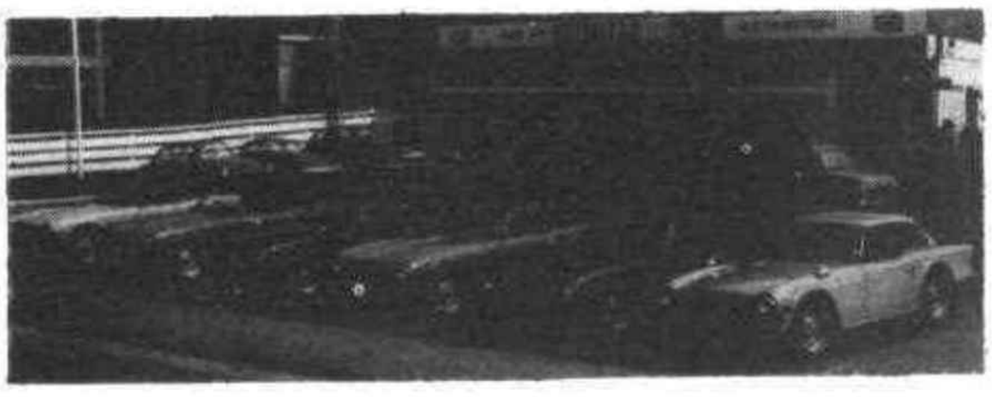


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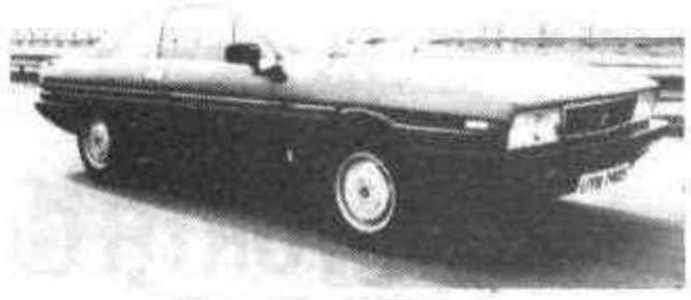
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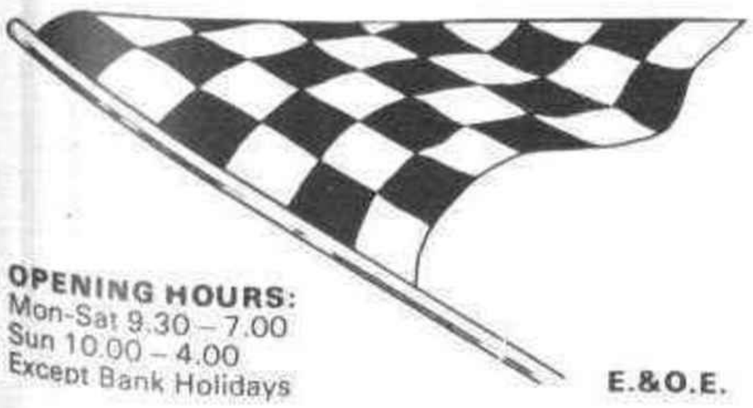
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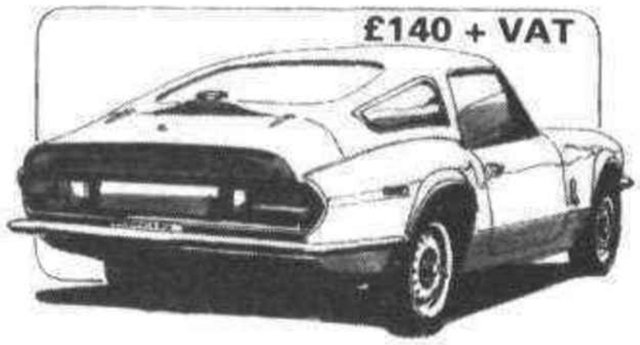
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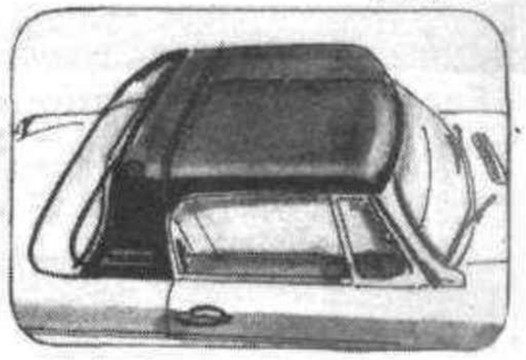
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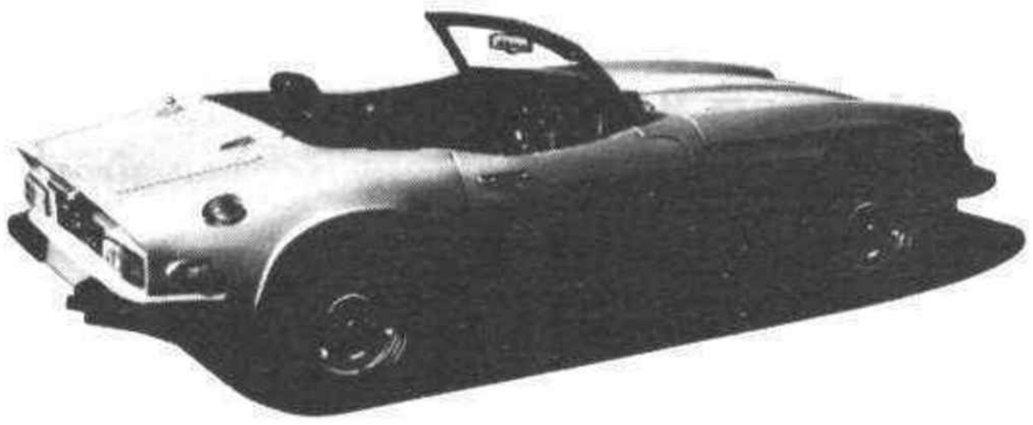
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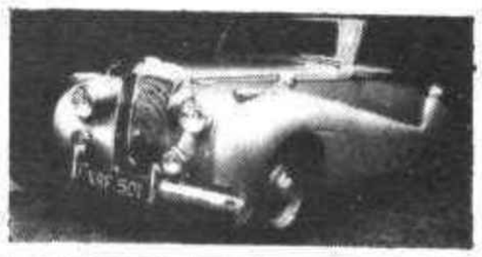
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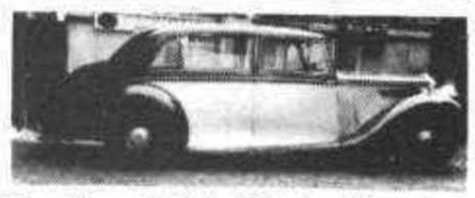
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1973 BMW 3.0 CS lightweight coupe, taiga green, black cloth trim, tints, radio/stereo. A very pretty example at **£4,250.**



1976 DINO FERRARI 308 GT 2+2. Red, black suede trim, radio/cassette, 2 owners, service history, absolutely pristine, only 20,700 miles. **£9,450.**



1976 ALFA MONTREAL. R.H.D. Coupe in metallic bronze with air conditioning, 20,800 miles. 2 owners.



1973 E V12 ROADSTER. Primrose, black hide, manual gears, Sundym, Whitewall tyres, radio/stereo, 34,000 miles. Drives beautifully. **£6,450.**

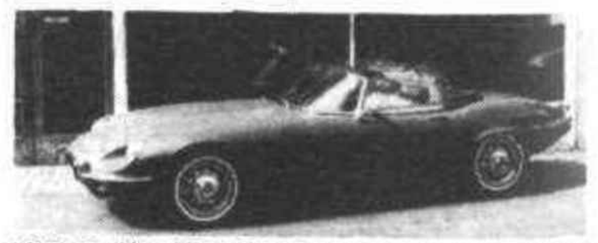
1977 (R) BMW 316 saloon, inca, black check cloth, tints, radio, head rests, 10,000 miles. Only **£3,650.**

1974 OCT. FERRARI DINO 308 GT 2+2. Also in red, black leather, radio/cassette, 2 owners, service record, 38,000 miles, good tyres, Just checked out. **£7,450.**

1977 DAIMLER SOVEREIGN 4.2 coupe. Greensand, Sundym, radio/stereo, chrome wheels, one owner, 18000 miles. **£8,450.**



1974 DINO SPYDER 246 Series in red, black leather, 33,000 miles, 2 owners. *(Similar to above GT model).* **£8,450.**



1973 E V/12 ROADSTER. Lavender, black cloth trim. Manual gears, radio/stereo, new hood, chrome pressed wheels, new Whitewall tyres, Sundym, 36,000 miles, highly recommended at **£6,250.**

1970 MERCEDES 280 SL COUPE. Metallic whiskey, black leatherette trim, auto, P.A.S., hard and soft tops, tinted glass, radio/cassette, one lady owner from new, very original, taxed to July 1979, 45,854 miles only. **£6,250.**

1974 FERRARI DINO 246GT. Low mileage, one owner, we have bought this car in superb order mechanically and bodily. Coming next week. Please ring.

NOSTALGIA

FAR FROM ENGLAND'S GREY AND MOISTURED LAND!

As you read this, I shall hopefully have escaped from the giant squelch of the 1978 British Summer (July 15th at 10.32 a.m. it was sunny, if I remember) to the cloud free skies of Southern California. Unfortunately all good things must pass and **I shall be back on Sept. 8th** in time for another probably wet **"Goat" Meeting (now moved to Sundays – beginning Sept. 10th at noon),** and various other Wellington-booted spectaculars **(the Ind-Silverstone, Sept. 30th is a must!)**

Meanwhile, some new additions to help the early Autumn along the **HWM below being a particularly attractive proposition for the 1979 Historic Championship;** the competitiveness of the individual cars running in this Series is entirely dependent on reliability and consistency – (you don't have to be an outright winner!) and I'm therefore delighted that **at the two-thirds point in the 1978 Championship, Chris Stewart in our NOSTALGIA HWM-JAGUAR is the present overall leader.**







1936 JAGUAR SS 100 2½-litre SPORTS – DLH 802; a truly magnificent example of this most handsome (and remarkably rapid) post-vintage thoroughbred; extremely original (original engine etc.) and presentation throughout to International Concours standards – **93 pts.** *Photo.*

1966 ALFA ROMEO 1600 GTA; also very rare, also left-hand drive; this is one of the all-aluminium factory lightweight cars that were so successful in the sixties; this example never raced, has covered 48,000 km (30,000 miles) on the road from new; full 'Works' equipment; taxed and M.o.T.'d but eligible for Post Historic Racing too – **84 pts.**

1966 ABARTH 2000 RS SPYDER; your last chance to buy this extremely beautiful and rare post-historic sports-racing car, before I have it cosmetically restored (mechanically it is first-rate) and double the selling price! Incredibly quick, but docile enough for road use (lights etc., already fitted); left-hand drive; all UK taxes etc., paid; 2-litre 202 bhp. Twin cam engine (rear); **71 pts.** *Photo.*

1956 JAGUAR XK 140 FHC – 6 HPL; an extremely pleasant example, having been properly restored (body-off-chassis) over the past three years by a private Jaguar enthusiast; all mechanics totally rebuilt too, and brand new Connolly hide etc. fitted throughout; O/D, twin exhausts, Konis etc.; really delightful and not expensive – **88 pts.**

1967 MERCEDES 250 SE SALOON – RHM 999F; this is my own car, and is undoubtedly the finest example anywhere, having covered 34,000 miles only and still retaining its original factory chocolate-brown paintwork etc.; literally as new throughout, and a genuine showpiece – **£4,500 – 94 pts.** *Photo.*

1967/70 EX-WORKS MGC LIGHTWEIGHT GT – VHY 5H; the famous all aluminium 'Targa Florio' car; 3,000 miles only from new and original to the last nut and bolt, including '1977 CONCURRENTE' sticker; M.o.T.'d and taxed and road-useable, and of course for Post Historic Racing; an absolutely splendid Abingdon Works Racer, sadly the last of a famous line – **86 pts.** *Photo.*

1955 HWM-JAGUAR-XPE 2; very famous car indeed, successfully raced by Abecassis, Macklin, Schell, Blond etc., in many International events; rebuilt from the bare chassis in 1977, and given a really nice coat of paint over the past month; has already run



in the 1978 UK Historic Championship (3.4 wet sump 'D' type engine); a most exhilarating road car too!

California visit lasts until Sept. 7th; important messages can be telephoned to my American answering service – (213) 822-1411; otherwise please call after Sept. 7th.

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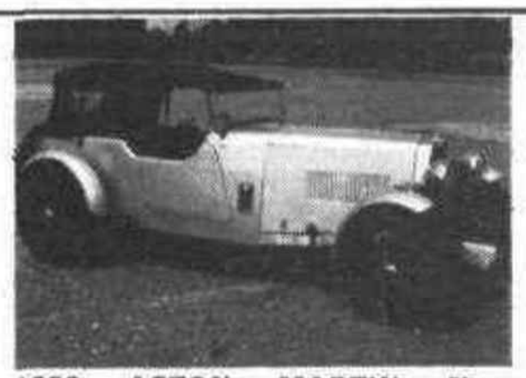
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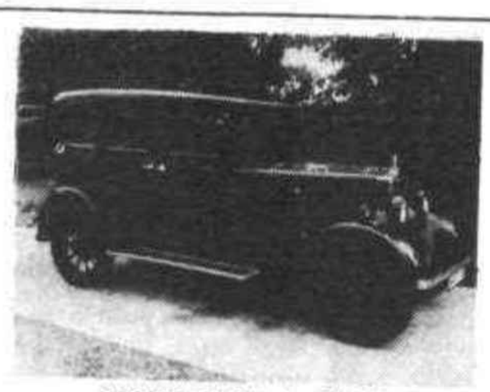
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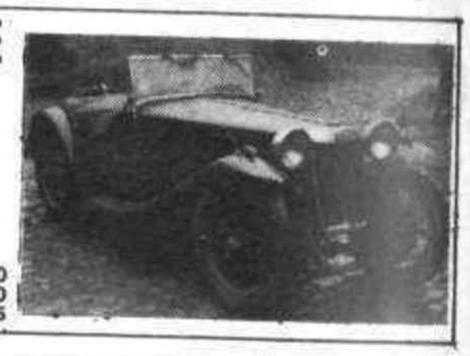
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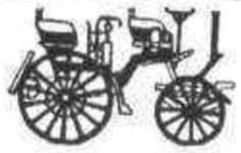
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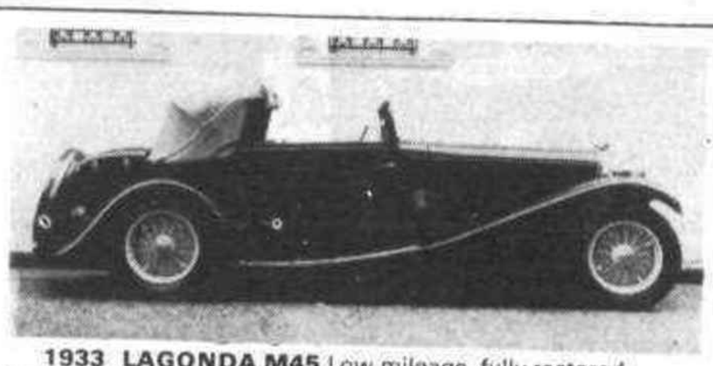
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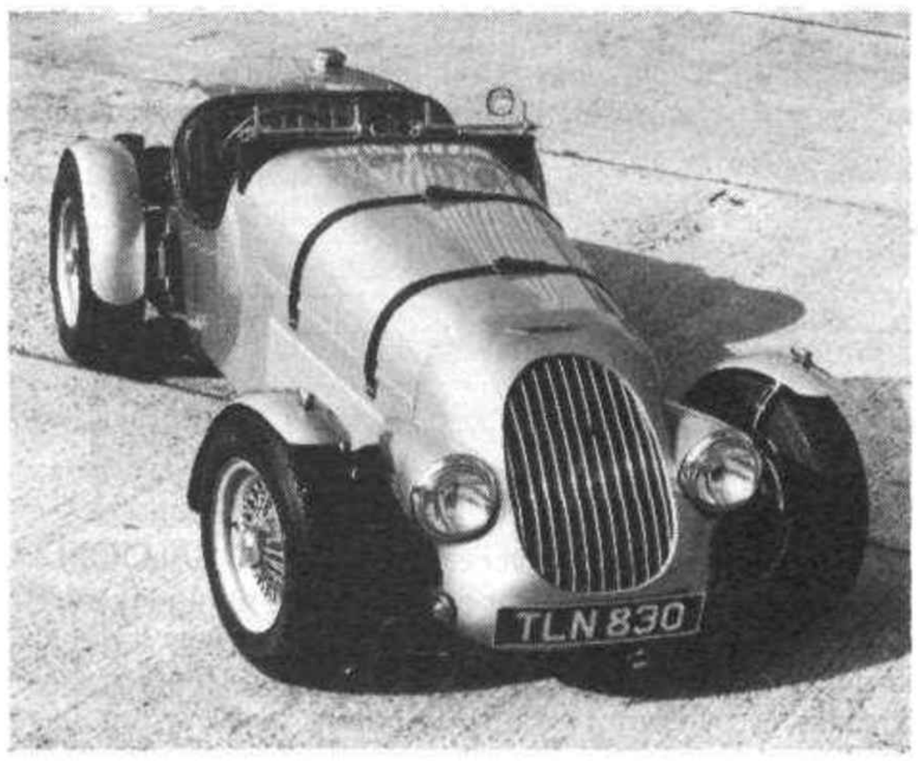
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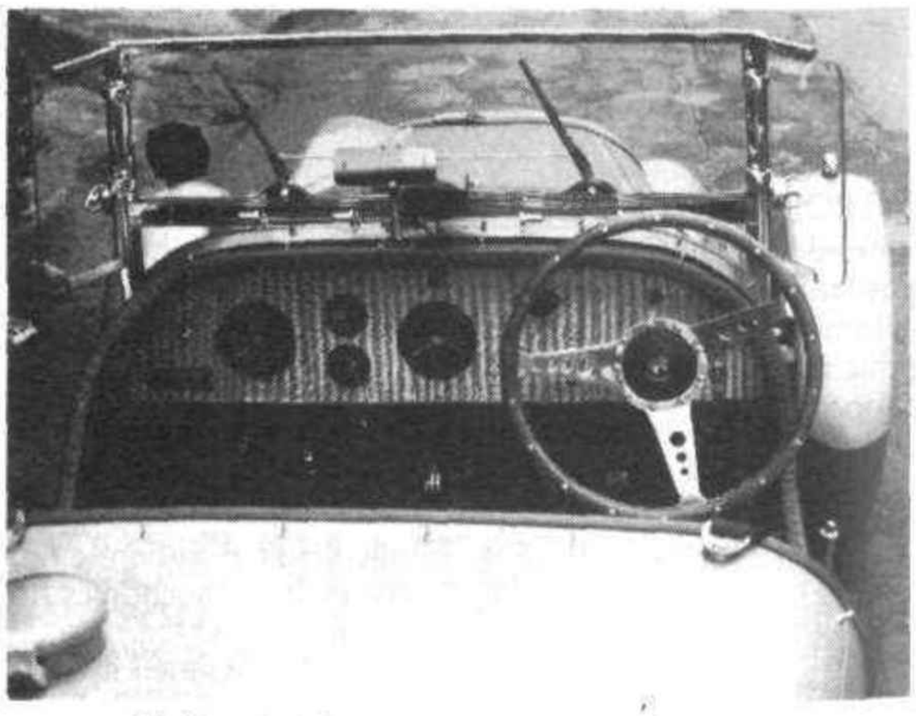
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£5,495 SCIMITAR GTE. 1977. Celtic brown with tan cloth interior, manual with overdrive, P.A.S., electric windows, radio.

£4,895 BMW 3.0 CSL. 1973. Golf yellow with black interior, electric windows, tinted glass, etc.

£4,595 BMW 3.0 CSI. 1973. M Reg. metallic midnight blue with velour interior, electric windows, tinted glass, radio, stereo unit.

£3,745 ALFA ROMEO ALFETTA GT. 1.6. 1976. R Reg., metallic Periwinkle blue with tan interior, radio, etc.

MG-B GT 1977. Flamenco red with grey striped cloth trim, overdrive, tinted glass, radio, electric aerial.

£3,595 MUSTANG II GHIA HARDTOP. 1975. P Reg. A right hand drive example in pale yellow with black cloth interior, V8 engine automatic, P.A.S. tinted glass, narrow band Whitewalls etc.

£3,395 LOTUS +2S 130/5. 1974. Metallic Roman purple with oatmeal cloth interior, alloy wheels, tinted glass, radio, etc.

£3,365 ALFA ROMEO 2000 SPYDER. 1975. P Reg. Dutch blue with red interior, Motorola radio, etc.

£3,095 LOTUS +2S 130/5. 1975. M Reg. White with gold coachline, tinted glass, alloy wheels, Bluespot radio, cassette etc.

£2,545 SCIMITAR GTE. 1973. Ivory beige with tan interior, automatic gearbox, radio, etc.

£2,395 LANCIA BETA COUPE. 1975. Most attractive in royal blue with white interior, Motorola radio, etc.

£2,245 MG-B ROADSTER. 1975. Harvest gold with black trim, overdrive, Rostyle wheels, tonneau, radio.

£1,995 TRIUMPH SPITFIRE. 1500. 1976. Blue with tan interior, radio/cassette.

£1,995 ALFA ROMEO 2000 GTV. 1973. M. Reg. Spa white with black interior.

£1,795 MG MIDGET. 1976. Tundra with tan interior, tonneau, Cinturato tyres, one owner, low mileage.

£1,565 RENAULT 17TS 1973. Red with black interior, radio/stereo, fuel injection, 5 speed gearbox, electric tinted windows, rustproof.

£1,395 RENAULT 15TS. AUTOMATIC. 1973. M Reg. White with black vinyl roof and interior, radio, etc.

£1,175 FIAT 127 1976. P Reg. Turquoise with black trim, 3 door de luxe, one owner from new.

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FOR SALE—continued

PORSCHE 911, 1965, 80,000 miles, original condition, 5-speed, white, new heat exchanger, superb, £1,850. Esher 62466. (18228

LOTUS ELAN Sprint FHC 1973. Exceptional condition, 37,000 miles. Regular service. New tyres £2,850 o.n.o. Tel. Rugby 75009. (18244

1934 PA MG Recent body and mechanical restoration to original specifications. Needs trim. Offers over £3,000. Tel. Rugby 75009. (18244

ALFA ROMEO Junior Zagato 1600. This rare and beautiful car, just imported from Italy duty paid & taxed. Investment at £2,955. Ring Icklesham 440. (18245

FIAT 132 GL 1600 R Reg'd 1976. Stereo radio/cassette. Full service record. V.g.c. £1,950 Tel. Sissinghurst 461 or 01-689 0733 9-5 p.m. (18229

MG MIDGET 1965. Exceptional condition, w/w, radio, h/soft tops, new MoT. Spares. £550. Oxshott 3524. (18247

ALFA ROMEO 2000GTV 1973. Genuine immaculate low mileage, Alfa red, black interior, fitted sunroof, Alfa alloy wheels, stereo radio, £1,500. Larger car considered exchange. Powell 9 Marford Road, West Derby, Liverpool. 051-226 3693. (18230

TVR 2500M 1972. Low mileage. As new condition, an expensive conversion carried out to 1976 specification. Sunroof, overdrive, stereo cassette, claret/silver. 1976 Model price £3,750, offers over £2,500. Please contact 21, The Chase, Bromley, Kent or Southfleet 3450 after 6 p.m. (18248

MASERATI MEXICO 4.7 V8. RHD, recently restored bodily and mechanically. Owners club member buying new Maserati. Offers around £4,750. Phone Ely 721091 (Office) or Cambridge 63893. (18249

DINO FIAT Spider Drophead. 2-litre V6 Ferrari engine. In good condition mechanically and bodily. An enthusiast's investment for £1,950. Phone Cambridge 77285 or Ely 721091 (Office). (18249

INVICTA BLACK PRINCE. Unregistered 1948 Motor Show chassis, unused roadster body or display, unique spec., c/w works drawings etc. £2,500 Replies to Box No. 5842. (18523

WOLSELEY 1959. D/L black, red interior, outstanding condition, 2 owners, 44,000 miles only, c/w, many new spares. £850. Replies to Box No. 5842. (18523

1934 SUNBEAM 25 Light Six saloon. Twin side mounts, completely restored & 1933 Austin 10/4 saloon, sunroof, both vehicles in immaculate condition, offers or exchange Mercedes SL or vintage commercial. W/Malling (Kent) 84 2817. (18536

TVR 2500M. 1973, metallic blue, excellent condition. £1,950. Downton (0725) 21396, Wiltshire. (18535

GINETTA G15, 1972. White, rebuilt mechanically, sunshine roof, alloy wheels, Sundym glass, radio, black interior, excellent condition, tax and M.o.T. £900. Phone 01-467 7635 evenings and weekends. (18534

FIAT DINO SPYDER. 2-litre Ferrari engine, totally immaculate, red cellulose, beige interior, usual extras, used summer months only, sound investment, genuine reason for sale. £3,500 no offers. Tel. Burgh Heath 55071 (Banstead). (18533

MG-B 1975 ROADSTER. Blue, black cloth trim, chrome bumper model, 23,000 miles, overdrive, radio/stereo, 25 watt amplifier, full and half tonneau, tinted screen, immaculate. £1,895. Romford (70) 66276. (18532

ASTON MARTIN DB5. 1964, manual, white/blue interior, usual refinements, good condition throughout. £3,250 o.n.o. Tanworth-in-Arden (Warks.) 2271. (18530

DINO SPYDER FIAT 2400. 1972, 25,000 miles, red, excellent condition, similar performance Ferrari but a proper open sports car with occasional rear seats at half the price. £3,750. 01-367 1851. (18529

XK 150 FHC 3.8 for restoration, last used early 1978. New radiator, good mechanics. £995 o.n.o. or part exchange. Telephone: Colwyn Bay 44566 day, Colwyn Bay 46778 evenings. (18527

MORGAN 1976. 4/4 4-str., 17,000 miles, MSCC owner, metallic blue, wire wheels, stone leather interior, reclining Recaro seats, Motolita wheel, cassette, radio, door handles + 8 spots, rear bumper chrome rack, reverse lights, tonneau, good condition. £4,750 o.n.o. Phone Newton Abbot (Devon) 68024 after 5 p.m. (18528

TWIN CAM CAM 2000 c.c. Toyota GT Liftback, R registration, one owner, fitted gas flowed cylinder head with Piper camshafts, twin Webers, electronic ignition, Koni shockers, alloy wheels with new Dunlop SP tyres, Halogen lights, other extras. Dark metallic green with cream interior, tinted windows, built-in radio/cassette, air conditioning. A real beauty, selling now as new car arrived earlier than expected. £2,850. Ashtead (Surrey) 72188. (18526

LOTUS SEVEN S registration GT engine, hood, red/alloy. Offers over £2,000. Banbury 50854 evenings. (18522

TRIUMPH GT6 Mk. III, 1973, superb condition, maroon with beige interior, overdrive, radio, Sundym glass, rear seat. £1,375. Write Capt. Hall, DWR, BFPO29. (18518

DAIMLER 1964 SP 250 Sports. Metallic blue, excellent mechanical condition including recent engine rebuild, new M.o.T., good body and interior, also new carpets. Offers around £2,500. Phone Horsham 710996 after 9 p.m. (18517

EUROPA SII. Such superb condition and specification pointless describing here. £1,600. So ring Cranbrook (Kent) 2141. (18516

LANCIA APRILIAS. Both pre 1940 cars: one suitable for restoration, the other for spares. Best offer secures, for details telephone Kidlington (0865-75) 4118 office hours. (18568

ASTON MARTIN DB5 Vantage convertible. £7,000 o.n.o. For further details phone Henley in Arden 2841. (18566

DAIMLER V8 250, 1969, manual with overdrive, superb condition, much recent work including engine rebuild. £1,300. Tunbridge Wells 32334. (18565

ALFA ROMEO GTV 1968, red, very good condition, recent engine and gearbox reconditioning at cost of over £1,000, car not used since. Replaced by vintage car so now superfluous. Must appreciate in value. £850. Cambridge 49885. (18563

SENIOR CITIZEN selling partly rebuilt Jaguar Mark 1. Excellent example in v.g.c., new clutch, exhaust and respray. Droitwich 5779. (18561

ASTON MARTIN DB5 1964. Aegean blue, cream interior, standard engine, 5-speed manual gearbox. £3,400. Phone (evenings only) Hitchin 54732. (18558

SCIMITAR GTE, 1970. See Exchanges' column. (18557

FOR SALE—continued

WOLSELEY 18/85 1946 black saloon, brown leather upholstery, radio, heater, sliding roof, very good condition throughout, maintained with pride by present owner. Distinct, sedate motorcar. M.o.T. July. £1,200. Coventry 442050. (18560

1965 AUSTIN HEALEY 3000 Mk IIIB. Mileage 61,000, service by John Chatham. £2,750. Also 1973 Lotus Elan Sprint, big valve, soft-top, mileage 45,000, serviced by Roger Sydenham. £2,850. These cars in thoroughly good going order are for sale owing to owner's arthritis. Stephen Philp, Peterchurch 252. (18559

TRIUMPH TR6 Roadster, 1973, green, black trim, one owner, one year's M.o.T. and tax. £1,800. Tel. North Walsham 3247 (Norfolk). (18555

RENAULT FLORIDE convertible cabriolet, late 1962, 8,193 miles, original one owner, sought after by Renault of London (collector's item), showroom condition. Reasonable offers considered. Tel: Grays Thurrock 79192. (18554

MG-B GT 1972 automatic, M.o.T. March 79, tax Oct 78, 56,000 miles, mallard green, Rostyles, h.r.w., v.g.c. £1,600 o.n.o. for quick sale. Phone Kibworth (053 753) 3372 evenings. (18553

1923 MORS 12cv tourer, recent rebuild, now in excellent condition, taxed, M.o.T., photograph available. Offers: Burgh Heath 50213 (Surrey). (18552

FERRARI DINO 246 GT, 33,500 miles, red, superb condition. £6,250 or p/ex GTB. Whaddon (Bucks) 265. (18551

MG TC 1946, complete 4-year rebuild completed 1976, little used since, currently taxed with 9-month M.o.T., many spares. £3,500. Ring: Calder Valley 2218 after 6 p.m. STD 042283. (18550

300SL MERCEDES Roadster, 1958, hard/soft tops, disc brakes, superb. Dorking 6618 (Surrey). (18547

ASTON MARTIN DBS V8. N Reg, carburetter model, 5-speed manual, single headlamp, air-conditioned, tinted electric windows, p.a.s. £8,950. H.P. terms available. Dorking 6618 (Surrey). (18547

GILBERN INVADER Mk II, 1971, red, black trim, all usual extras and 8 track stereo, s.s. exhausts, h.r.w., beautiful example. £1,600. Accrington 381747. (18546

MORGAN 4/4 two-seater, Oct 1974, 23,000 miles, signal red, black interior, spots, lady owner, garaged, M.o.T. £3,650. Tel. Stadhampton 891 054 (Oxon) or London 01-221 1848 between 5-7 p.m. (18545

TR7 SPECIAL. One of few conversions, red with silver flash, reg 21/12/76, £800 conversion includes raised compression ratio, polished head, competition shocks, wide lockable alloy wheels and overdrive on 3rd and 4th, only 17,500 miles and in superb condition. Cadulaced, reason for sale wife pregnant. £3,500. (084 14 487. Rumford/Cornwall w.e. and evenings). (18544

1964 ALVIS TE21, 5-speed gearbox, wire wheels, Kenlowe fan, metallic grey, engineer owned five years. Best offer. 051 653 7946. (18542

EXPENSIVE HOBBIES, wife, kids, higher mortgage, force sale of beautiful Jensen FF Mk II, L Reg, 58,000 miles, red with black leather, Wolfraces, long M.o.T., immaculately maintained regardless of cost, an appreciating ex "Car of the Year", £3,200 or offer. Ring Newcastle upon Tyne 460488. (18541

1959 XK150 3.8-litre FHC. Excellent car, M.o.T. 1/79, engine very recently rebuilt, v.g. paintwork and no rust. £3,100. 01-370 1169. (18540

SPARTAN 2-SEATER on Herald chassis, in need of completion. £500 or will sell body only £300. Car on Teesside. Phone 031-663 9752. (18539

BRISTOL 401 in immaculate condition, finished in white with new chrome, new brake linings, part stainless exhaust etc, taxed and long M.o.T., superb car. £2,850. Also 401 for restoration, complete. £350. Tel: 0377 84487 (E. Yorks). (18538

BENTLEY MK. VI, 1952. Two tone grey manual Saloon. Splendid condition, present private owner more than decade. £3,800. Newhaven 3624 or Dorchester 3338. (16887

FRAZER NASH-BMW. 1936, 315 (1½-litre, 6-cylinder), rolling chassis, including engine, gearbox and axles, triple carbs, bonnet and nose-cowl. Log book, £850. Mark Garfitt, Cwmbran (06333) 5576 daytime. (18268

BMW 520i 1973. M. Sept. 53,000 miles, Verona red, black cloth, 34, m.p.g., tinted glass, taxed, M.o.T. Feb 79, superb conditon, genuine quick sale, £2,495. Tel. 0702 582291. (18269

1928 HUMBER 9-20. Two-seater with dickey, excellent reliable condition, one previous owner. £4,250 o.n.o. Outright sale or consider exchange 4-seater tourer, preferably Humber, but anything considered, cash difference. Accrington 383129. (18272

LANCIA KAPPA 1921, very rare large vintage tourer needs restoration, owner hasn't time, rear part body missing but otherwise complete. Ideal enthusiast's material. See Silverstone, Northamptonshire, appointment only. Offers around £4,000. Also two Rolls-Royce 880 straight eight engines and one R Type Bentley 1954. Offers. Tel. 01-638 3211 (day). (18283

MORGAN PLUS 8. December 1975, 26,000 miles, Brunswick with black trim, £5,500. Days 01-589-4511 ext. 220, Barker. (18280

LANCIA FLAMINIA 3C convertible RHD. Partially restored, needs completing. Offers around £600. Tel. Newbury 47139. (18281

LOTUS ELAN FH Coupe +2 S130, 1973, brown metallic/silver roof/black luxurious interior, 51,681 genuine miles, full service history book, from new, h.r.w., radio, mag. wheels, good radials, electric windows, 1 year's M.o.T., reclining seats, twin spot lamps, absolutely mint condition throughout, cannot be faulted at all. £2,995. Cuffley 5170, near Enfield. (18282

1934 BENTLEY 3½ sports saloon. Hooper alloy body. 1 owner until 1978, 83,000 miles recorded, highly original and sound. £9,950 offers and part exchange interesting car considered. Tel. Whitstable 275878 eves. or Boughton 223/475 (Kent) daytime. (18278

XK 120 drophead, wire wheels, B.R.G., rust free and a joy to drive, reluctant forced sale. £3,995. Tel. Norwich 742749. (18275

MORGAN 4/4. 1976P 2-seater, finished in nut brown with beige interior, 14,000 miles, excellent condition throughout, many extras. £4,700 o.v.n.o. Tel. Riverside 865. (18273

TRIUMPH GT6. Nov. 1972, Sapphire blue, overdrive and extras. £1,400. Tel: 01-979 0711. (18947

BMW CABRIOLET. Ceylon gold metallic, alloy wheels, M registered. Recorded mileage 26,000 in truly outstanding condition. £2,995. 01-204 8686. (18948

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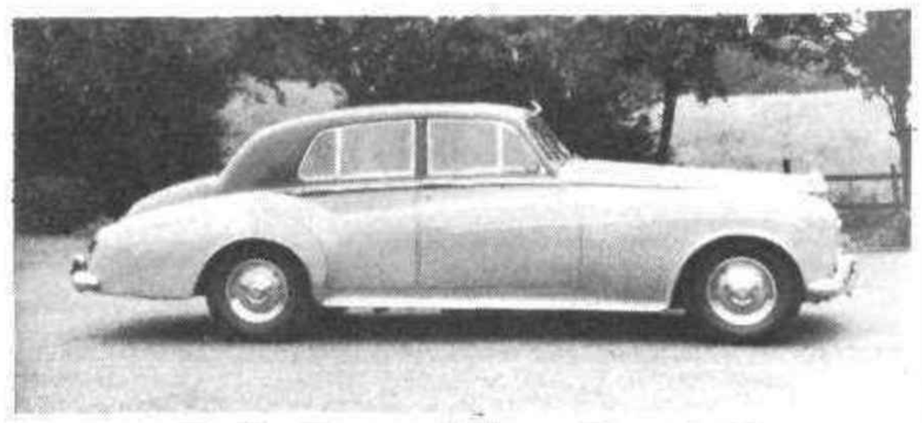
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1967 Cadillac Sedan De-Ville, metallic green, ex late Jean Paul Getty, 35,668 miles, tinted, all electric **£2,500**

1976 Chevrolet Corvette Stingray. Split roof, 4-speed manual, pas, tinted glass, radio and 8 track. L82 engine, 9:1 comp **£6,600**

1963 Daimler SP250, "C" Spec., silver, red trim **£1,775**

1968 Daimler Sovereign 4.2 Automatic, p.a.s., blue, engine just rebuilt, radio, automatic, h.r.w. **£1,795**

1954 Daimler Conquest Century 2½-litre, black, 18,474 miles, original log book, shows two owners, first one for 21 years **£1,995**

1969 Daimler Sovereign, green, 1 owner, 45,715 miles, automatic, h.r.w. **£1,969**

1967 Jaguar 420 Automatic, dark blue, approx. £250 spent by us, brakes, carbs., exhausts, timing chains etc. **£795**

1967 Jaguar 420 Automatic, grey-red, Webasto sun roof, radio **£645**

1976 Jensen-Healey GT 2+2, all black, one owner, 14,252 miles, 5-speed gearbox, electric windows, tinted glass, alloy wheels, radio, electric aerial, rear wiper, h.r.w. **£3,995**

1972 MG-B GT, Automatic, aqua, 2 owners **£1,745**

1973 MG-B GT. Blaze, overdrive, radio, new clutch, starter and alternator fitted recently **£1,845**

1977 (S) MG-B GT, primrose-orange stripe, one owner, 13,042 miles, headrests, tinted glass, overdrive, h.r.w. **£3,295**

1976 MG-B GT, yellow-black, one owner, 19,918 miles, wire wheels, tinted, overdrive, radio, h.r.w. **£2,895**

1975 (Sept.) MG GT V8. One owner, 27,682 miles, white, black trim, overdrive, tinted glass, radio, twin mirrors, spare unused **£3,875**

1975 (P) MG-B GT, citron, radio-cassette, overdrive, headrests, h.r.w., door mirrors ... **£2,545**

1974 (N) MG-B GT, citron-black nylon, tinted glass, overdrive, headrests, two owners, recorded mileage 30,251 ..... **£2,195**

1974 (N) MG-B, *l.h.d.* American Spec., blaze-black, overdrive, two owners, 47,477 miles, Cadulac u/seal, headrests **£1,895**

1970 Rolls-Royce Mulliner Park Ward. 2 door saloon, deep blue, automatic, air conditioning **£14,450**

1973 (M) MG-B GT, damask red, navy trim, overdrive, £200 spent by us on brakes, shocks, carbs, etc., invoice available, h.r.w., one owner **£1,795**

1971 (K) MG Midget, blaze, black trim, hard and soft tops, wire wheels, Mich. "X", exchange gearbox fitted **£1,045**

1951 Triumph Renown. Grey, details on request.

Morgan +8, black, delivery mileage, special paintwork, leather, reclining seats, lightweight body, petrol lock **£7,545**

1978 Morgan +8, silver-black, delivery mileage, special paintwork, reclining seats, rack, lightweight body, rustproofed, 5 speed box **£7,995**

1961 Rolls-Royce Silver Cloud Series II, 6,230 c.c. engine, sable over brown, automatic, radio, electric windows. **£5,750**

1912 Rolls-Royce Silver Ghost tourer by Regent Carriage Company and J. Rothschild et Fils Ltd. **£50,000**

1963 Sunbeam Alpine GT MK. III, red-black, 1 owner, 54,694 miles, overdrive, hardtop **£945**

1965 Sunbeam Tiger 4.2. Red, hard and soft top, radio, alloy wheels, last owner member of Tiger Owners Club **£1,965**

1977 Triumph Stag convertible, racing green, tan trim, 1 owner, electric windows, radio, p.a.s., overdrive, alloy wheels **£4,995**

1977 Triumph TR7, red, black nylon, 1 owner, 10,197 miles, h.r.w., headrests, Sundym **£2,695**

1976 Triumph TR7, red-blue nylon, electric aerial, headrests, Sundym glass **£2,545**

1975 (P) Triumph 2000 TC, yellow-brown nylon, 1 owner, overdrive, h.r.w., headrests, tinted glass, 15,655 miles **£2,495**

1973 (Dec.) Triumph Spitfire. Mimosa, one owner, overdrive, hard and soft top, radio, twin mirrors **£1,395**

1973 Triumph Spitfire. White, brown trim **£1,195**

1973 (Sept.) Triumph GT6. Mimosa, black trim, tinted glass, gearbox just overhauled by specialist, new clutch **£1,795**

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MG MIDGET. 1971, red with black trim, this car has had a large sum of money spent on it, including a faultless repaint, new hood and bonnet, brakes overhaul, new front shock absorbers and 5 new XZX tyres, looks and goes superbly. £1,195 o.n.o. Part exchange considered. HP available. Tel. Great Cubley 512 (evenings). (18277

1952 AUSTIN A40 Somerset saloons. Two cars plus five new tyres and tubes. £200. Phone Northampton 845291 evenings. (18340

1939 MORRIS 8. All original, used daily and in excellent condition, 12 months M.o.T., believed genuine 44,000 miles, a very nice reliable car at £650 o.n.o. 95 Brighton Grove, Fenham, Newcastle-on-Tyne. (18322

CONVERTIBLE +2S130 LOTUS. One of only two made in 1971. A most usable classic car, beautiful crowd gatherer with non-rusting bodywork, spares at reasonable prices over the counter from Ford or Leyland dealers. Virtually one owner from new, 39,000 miles, bright green, black interior, black hood and tonneau, alloy wheels, would make certain concours class winner. Offered at £4,000, the price of a new Capri. Might take speedboat in part exchange. Tel. Rhyl (0745) 53046 daytime, or 53045 evenings. (1832 4

FERRARI 246 GT LHD. Late '73, "N" Reg., stereo, 35,000 miles from new. Excellent condition £6,250. Tel. 0252-875881 (after 6 p.m.). (18326

BARGAIN. K Regd. Lancia Fulvia Rallye 1.3S sunroof, fogs, new battery, very tidy, green/beige interior, reluctant sale. £795 o.n.o. Ring Avonside (078970) 2357. (18327

MG-B GT. 69H, primrose, excellent body and mechanics, tax, M.o.T., overdrive, good oil pressure. £800 o.n.o. 01-467 4326. (18330

ALFA ROMEO SPYDER 2600. 1963. l.h.d., convertible, exceptional mechanics, new respray, tyres and carpets. Long tax and M.o.T. £975. Consider exchange. Bournemouth 291862 daytime. (18342

MG-A 1600 Roadster. 1959, excellent runner, 5 new ZX's, new clutch, brakes, king pins, suspension, no M.o.T., all steel body requiring attention. £300. Leicester 824070. (18332

SCIMITAR 1973. Blue, auto, 52,000 miles, sunroof, stereo, rear seat belts, many other extras. Company maintained. £2,050. Roydon (Essex) 2511. (18333

MERCEDES 230SL. Manual with hard and soft tops, this car has just completed full body renovation including new wings, zone tinted screen and finished in beautiful original dark blue. Reconditioned engine fitted 2,000 miles ago. £4,500. Steyning 813944 (Sussex). (18329

1936 MG TA. Dismantled, restoration started, £850. 051-526 0308. (18331

MG-A COUPE 1957. A lot of time and money has been spent on making this a superb car, finished in red/black interior, not been used for 3 years, current M.o.T. £1,650. Potters Bar 50768. (18334

MORGAN PLUS EIGHT. 1976, 16,000 miles, lightweight, royal ivory with brown leather, truly immaculate. £5,850 o.n.o. Tel. Fowley 2639 9 a.m. to 5 p.m. (18335

MERCEDES COUPE '64, M.o.T., automatic 220SE, radio/cassette, good condition. £1,250. No offers or exch. 4060. Bus. 385-6342 (London). (18339

FOR SALE–continued

ALPINE RENAULT A310 (latest type) 1605 c.c. 2+2 coupe, 130+ m.p.h., 5 speed, tinted glass, electric windows, alloy wheels, bronze metallic with cloth trim, stereo cassette/radio, excellent condition, 48,000 miles. £3,500. No offers. Phone Crewe 57583. (16818

BMW 3.0 CSA 1973. Metallic Ceylon gold, all usual extras. £3,500 o.n.o. Martin, Tel: Farnham (02513) 22345. (18336

SUNBEAM ALPINE Sports, 1966. Overdrive on third and top, steel hard top, new soft top and tonneau, full history and original log book, fitted extras. Med. blue-white hardtop. Offers invited. Mansfield 823467 evenings and weekends. (16744

1964 ALFA SPYDER 2.6, RHD convertible, red, taxed/M.o.T. for year, nice order throughout. Tel. 0243-66-2484 (Sussex). (16879

LOTUS II Series One, Le Mans, FWA Climax recently rebuilt, retrimmed, resprayed, ready to use, very original car. £4,250. Also Lotus Elite, there is much evidence that this was the 2-litre twin-cam 'FPF' car built for Le Mans, at present with FWE single cam engine, requires restoration. £1,750. Smith, Westfield House, Armitage, Staffs (0543) 490232. Mr. Péot from Paris please write. (18487

AC COBRA MK II. 1964, superb original condition, Ferrari red, chrome wires, mechanically almost completely rebuilt last year. £14,750. Price includes some spares and a set of wheels with racing tyres for sprints etc. Duffy, Weeton 661 evenings. (18485

TR4A IRS. 1967, overdrive, w/w, Surrey top, resprayed original white, new rear panels, new carpet, engine overhaul, one owner 70-78, believed 60,000 miles, beautiful brutal, last of the true TR's. £1,800. Upminster 22479. (18479

1951 LAGONDA. Grey saloon, in good condition, reg. LCD 80. £1,500 o.n.o. Chesterfield 69266. (18481

BMW 320, Jan '77, Bronze metallic, tints, 19,000 miles, as new condition. £4,250. Rimes, tel: Leconfield 50481 (office hours). (18483

RILEY CIRCA 1928. Dual ignition, wire bolt on wheels, stored last 15 years, for restoration, fitted replica racing pointed tail body, offers Ranskill 576. (18484

LOTUS ELAN S4SE FHC, 1969, beautiful car, low mileage, resprayed, otherwise original, immaculate interior, new tyres, very reliable. £1,050. Marchington 353. (18475

JAGUAR V12 E type. Black, one of the last fifty commemorative Series III E Types to be manufactured. Approximately 20,000 miles on the clock. Privately owned, factory maintained, a collector's item. Offers in the region of £10,000. Telephone daytime Stratford-upon-Avon 69136. (18482

JAGUAR XK 150 DHC. Excellent condition dark blue £4,500. 17, Oldfield Lane, Stainforth, sth. Yorks. (18474

SP 250 DAIMLER 1964 Spec C Maroon hard and soft tops 57,000 miles only. Excellent £2,250 phone Little Chalfont Bucks. 3750. (18476

TRIUMPH DOLOMITE SPRINT. 1974 Burgundy red, new tyres, radio. Really nice condition throughout. £1,600. Tel. Dorchester 4989. (18467

BEARDMORE TAXI. 1952, suitable for rebuilding or spares, aluminium body panels, brass radiator etc. Phone Sheffield 307224. (18470

FOR SALE–continued

LANCIA 2000 COUPE 1976 Farina model white 19,000 miles, radio, heater, will allow any A.A. test H.P. easily arranged £2,395-00 Telephone : 061-224 3982 after 7-0 p.m. (18477

MGC GT 1968. Blue attractive car and excellent performer with recondition ed engine. O/D W/W radio M.o.T. January . Offers around £900 Tel. 01-876 5811 Evenings. (18469

MORGAN 4.4. R reg. Brown with beige leather interior, bucket seats, chrome spoke wheels, radio, luggage rack, stainless steel exhaust, undersealed, and many more extras, must be seen. £4,950. Phone Maidenhead 37782 after 7 p.m. (18465

TURNER. BEAUTIFUL unique red body with BMC 1,098 c.c. engine, all extras, no work required, M.o.T. April. £399 o.n.o. for this junior classic. Yatton 838034. (18466

BMW 1602 LUX, 24,000 miles, Dec. 1975, 'P' Reg., one owner, BMW dealer serviced, full history available, Chamonix, blue cloth trim, £2,300. Tel. Woodbridge 3192. (18460

LOTUS EUROPA Special, 1973, Metallic blue, oatmeal interior, alloys, air horns, Sundym glass, stereo, cassette/radio, one owner, immaculate car and genuine reason for sale. A good investment £2,500. Phone Sevenoaks Kent 0732 57989. (18461

FIAT SPYDER 124. P Regd., year's M.o.T., two owners from new, excellent condition, low mileage, good hood, oil pressure, tyres, paint, undersealed from new. £895 o.n.o. Tel 01-997 4950 (home) 01-998 1021 (work). (18462

HEALEY TICKFORD Saloon 1952. Pale grey, red upholstery, mostly new chrome, good condition, fast usable classic car, M.o.T. taxed, new tyres. £1,850. Tel. Long Ashton 3107 after 4th September, or call 6 Bradville Gardens, Long Ashton, Bristol. (18457

DELLOW MK. 2. Rare production sports car, massive tubular chassis, aluminium body, twin spares, completely rebuilt, very good condition, new hood, economical, taxed, tested. £2,000 o.n.o. Also Gold Star BSA 500cc single, very good condition, not original, tested and taxed, £650 o.n.o. Liverpool 051-526 5256. (18456

E-TYPE V12 ROADSTER. Azure blue, tan leather upholstery, 10,000 miles from new (Nov. 1974), chrome wheels, fully documented history. £11,500. Leeds (0532) 502231. (18442

PORSCHE 911 LUX Coupe, white, May 1974, radio/8 track, elec. windows, 58,900 miles. £7,350. Leeds (0532) 502231. (18442

1600E UREN V6 Savage Cortina, 38,000 miles, mechanics and paintwork perfect, genuine example. £1,000. 01-551 1093. (18458

1971 TRIUMPH VITESSE MK. 2 Convertible. Laurel green/black, exceptional throughout, taxed and M.o.T. £985. Hesketh Bank, Lancs. (077473) 4438. (18443

TR3A. Unusual registration number, red body/trim hard/soft-top, overdrive, wire wheels, heater, Kenlowe, alloy sump, new carburetters, tyres, exhaust, windscreen, carpets, door trim, good sidescreen, tonneau, fast economical, good sound condition. £1,650. Dorking (0306) 67224 after 5th Sept. (18444

E-TYPE ROADSTER, 1965, 4.2, 72,000 miles, rebored, crank ground, etc., new clutch, brakes overhauled, new wings and sills, carpets replaced. £2,900 no offers. North Shields 79108. (18446

FOR SALE–continued

JENSEN 541S Sports Saloon, 1960. Total restoration includes paintwork, chrome, leather etc., beautiful condition, £3,900. Also 541S complete and running, £950, part exchange possible. Tel. daytime 0203 451158, evenings 0455 209125. (18445

ALFA ROMEO 2000 GT Veloce/SE fixed head coupe (limited production), 1975, metallic olive green, vinyl roof, tinted glass, alloy wheels fitted 185/XVS tyres, radio/stereo cassette, many extras, superb condition, meticulous owner from new, full service history. Tel. Liphook (Hampshire) 722614. (18447

TOYOTA CELICA 1600ST, Coupe, December 1976, 5 speed, one owner, 21,000 miles, white, waxed from new, full anti-rust treatment, not one like it anywhere in this condition, self maintained, £2,450 o.n.o. Phone Potton 260 733, or call 72 Pixmore Avenue, Letchworth, Herts., after 6 p.m. (18450

TR4 1962. An extensive professional rebuild on this immaculate car has only been recently completed after two years and some £2,500 spent. This included approx. 30 new panels, rebuilt and new mechanicals, all new chrome etc., based on a new chassis. Paintwork in red with black interior. Extras include wire wheels, overdrive, full Surrey top, radio. Taxed and tested. Serious offers over £3,000 to Box No. 5839. (18453

1939 ROVER 10 Saloon. Sunroof, wire wheels, original, suitable for renovation, various spares, offers. 061-761 6006. (18471

1975 JAGUAR V12 E Type, manual, blue/black interior, h. and s. tops, radio/cassette, c.w.w., white wall tyres, £7,250. Please telephone Southampton 769685 after 6 p.m. (18587

OLDSMOBILE CUTLASS Supreme convertible, rare r.h.d. 350 c.i., auto., power hood, steering, windows, seat, l.s.d., tilt steering, white/white int., excellent condition. £1,950. Croydon 01-681 2163 evenings. (18588

TR6 1975N, pimento red with black trim, overdrive, radio/8 track, Ziebart rustproofed from new, one owner, £2,650. Tel: Stafford (0785) 64276. (18585

JAGUAR V12E 2+2, K Reg, manual, Webasto roof, 57,000 miles, blue, h.r.w., p.a.s. £3,550. Tel. (Macclesfield) 0625 26363 day, 73781 evening. (18584

TR2 1955. Original steel body, mechanically rebuilt, interior original apart from seat retrim, h/a tops, tonneau, hood cover, original chrome luggage rack, new w/w and radial tyres, o/d gearbox, original log book, M.o.T. and tax, mileage of 48,000 believed genuine, considered one of the best originals. Sale due to lack of time or facilities for eventual rebuild. Prefer to sell to owner of a rebuilt TR. Cash adjustment. My car valued at £2,000 plus. 0785 850006. (18582

MG-B GT V8, P registration, sunroof, radio and 8 track cassette plus all usual extras, first class condition. £2,995 o.n.o. Part exchange, E Type considered. Tel: 021-445 2768. (1858

LOTUS ELAN Sprint convertible, 1973. Red, white gold, Sundym, low mileage, totally standard immaculate condition, new M.o.T. £2,900. 01-660 0264. (18579

JAGUAR 340 1967, manual, overdrive, radio, tow ball, new M.o.T., fantastic showroom condition £950. 01-660 0264. (18579

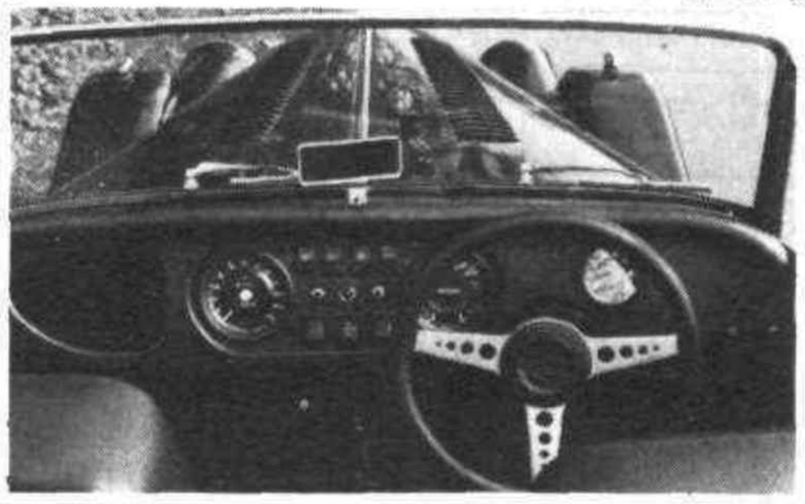
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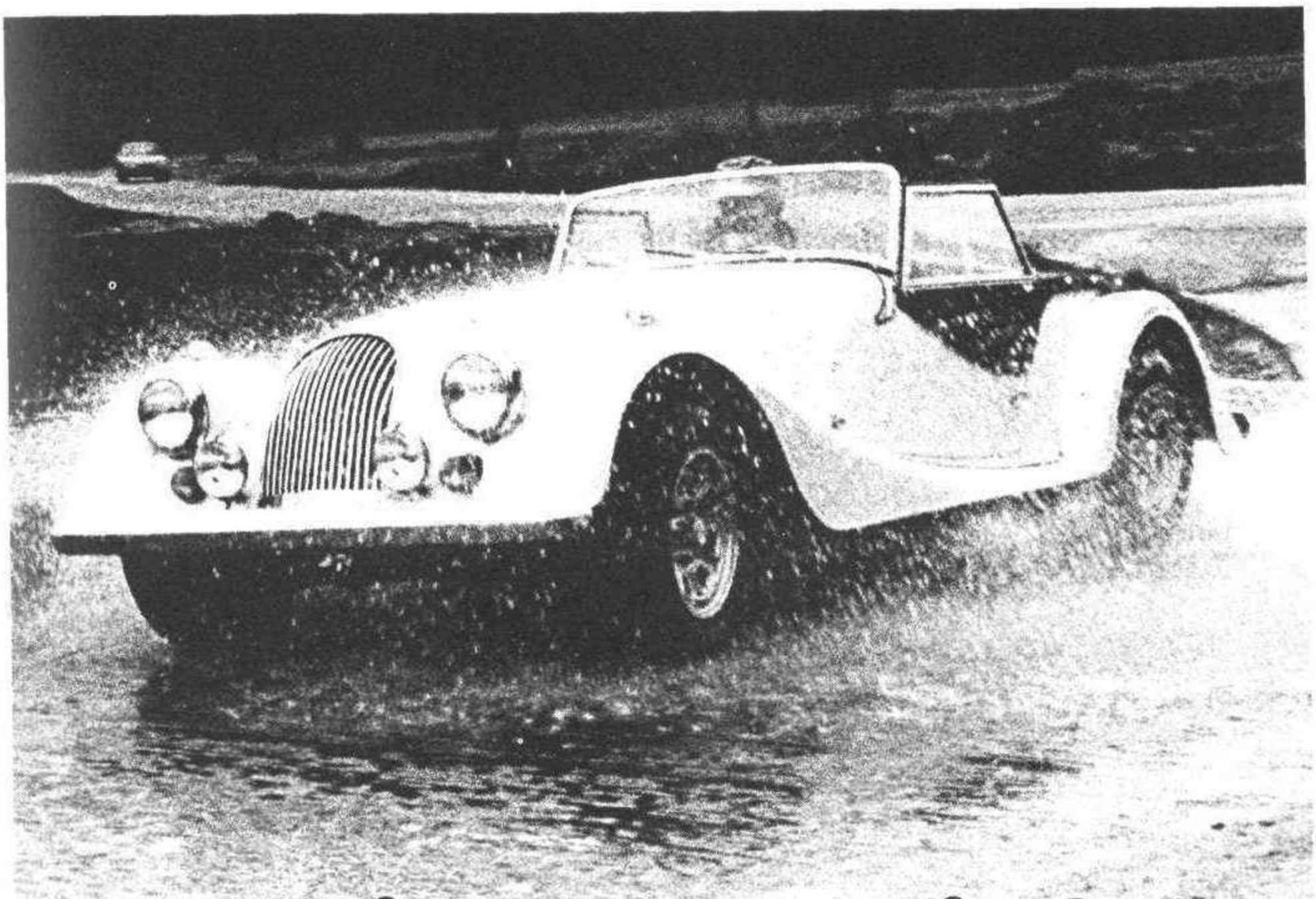
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phone: Eastbourne 26462

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Lancs., PR8 1QN.
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Worcs., WR14 1TH.
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London, SW7.
phone: 01-589 6894 & 8309

Otley & Ilkley Motors Ltd.,
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Otley, West Yorkshire.
phone: Otley 2216 & 3387

Parker Bros. (Stepps) Ltd.,
63, Cumbernauld Road, Stepps,
Glasgow, G33 6LS.
phone: 041-779 2271

Phoenix Motors,
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Devon, EX5 1LT.
phone: Woodbury 32255

Mike Spence (Reading) Ltd.,
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1977 **Morgan 4/4** 4-seater, Royal Ivory, red leather, wire wheels, luggage rack, wood rimmed wheel, immaculate. £5,250.
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1971 December **4/4** 4-seater, British Racing Green, red leather interior, wire wheels, luggage rack, superb condition. This colour combination works very well. £3,450.
1972 **Morgan 4/4** 2-seater, Royal Ivory, bucket seats, new engine, clutch etc., spotlamps, very tight car. £2,950.
This month's star car is a 1953 **Morgan +4** flat rad, LEFT HAND DRIVE finished in black with red leather interior in absolutely superb conditon, no rust, all original, 2 owners from new. See it in our showrooms now. Special offer to dog lovers:– Brand new pedigree Black and Tan spaniels, £75 each.
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FOR SALE–continued

ALVIS TD21 automatic saloon, wire wheels, radio, recent headlining, carpets, battery and exhaust. Complete bodywork restoration carried out in past month. Midnight blue with light blue interior, just serviced and M.o.T.'d, 87,000 genuine miles. £1,650 o.n.o. 01-670 2672. (18580

LOTUS ELAN +2S 130/4, 1973, v.g.c., 30,000 miles, yellow, h.r.w., alloy wheels, Sundym glass. £2,350 o.n.o., might p/ex. for cheaper Lotus. Naphill 2784 (Bucks). (18577

DAIMLER EL24, 1937. 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. Offers around £3,000. Newbridge (Gwent) 0495-244638. (18576

JAGUAR E TYPE, 2+2, Series II, 1970, 9:1 compression, chrome wire wheels, light blue with dark blue interior, Blaupunkt radio, taxed, M.o.T., little effort only to make Concours, only 39,820 miles from new! Nearest offer to £5,000 secures. Tel: 0283 703265. (18575

ALVIS SILVER Eagle 1936. Cross and Ellis 6-light special series saloon, excellent throughout, very original, three registered owners, known history, believed 57,930 miles, Eagle mascot, beautiful car, tax, M.o.T. £2,975. No dealers or export please. Sheppard 01-427 9829. (18574

DAIMLER V8 saloon, 1966, tax and M.o.T. in gleaming white paintwork with excellent chrome and tyres with all the refinements you would expect, in daily use, £850. Phone New Mills 43378 anytime. (18572

ROVER 3-LITRE Mk III, 1966, auto, p.a.s., Burgundy, beautiful condition, taxed 12 months, long M.o.T. £525. Frome 2241. (18573

ASTON MARTIN DBS6 Vantage, 1970, manual, Metallic blue, dark blue leather, p.a.s., c.w.w., complete specialist top end overhaul 800 miles ago, 20 m.p.g. at 85 m.p.h. A beautiful well cared for car. £3,550. 01-467 2172. (18571

MG-B 1950 c.c. Unmarked BRG, 5½J w/w, o/d, 1968. The ultimate wolf in sheep's original steel clothing. Undersealed, enthusiast's baby, completely rebuilt over last 6 years (every bill £800+). 120 m.p.h., 28 m.p.g. average over last 3 years (proof). Every practical extra, uprated suspension, Mobelec, Cibies, Bermuda. Owner bought Aston Martin. Offers over £1,000. For full specification: 01-467 2172. (18570

1936 MG SA 2-litre saloon. Mainly stored and some restoration required. Generally very reasonable condition, two owners from new, £2,250, no offers. Replies to Box 5845. (18567

JAGUAR 3.8S sports saloon, 1968, 58,000 recorded miles, exceptional condition. Manual gearbox with overdrive. £1,950. Box No. 5844. (18586

MG-B GT V8 R reg. 1974. Blue, tan vinyl roof, 26,000 miles only, Cobra slots, new Goodyears, radio, tints, o/drive. Px or HP possible. £2,395. 061 432 7147. (18583

LANCIA FULVIA 1.3, M reg. 33,000 miles, taxed 31 Oct., M.o.T., white, 2 owners. £1,650 o.n.o. Tel: Canford Cliffs (Bournemouth) 707013. (18578

MG TC 1949. In family for past 13 years but must sell as medical condition has ended my hairy motoring. £3,000 o.v.n.o. Missen, 1 Regents Close, Holt, Norfolk, tel: Holt 2594. (18605

FOR SALE–continued

LANCIA FULVIA 1.3 sports coupe S3 May 1976. One of the very last, unmarked white with green cloth upholstery, genuine 14,000 miles by one previous lady owner, h.r.w., radio, eleven months tax, can only appreciate, genuine private sale. £2,450 no offers. Reading 481483. (18589

SCIMITAR GTE 1973. White with black trim, manual, new engine, clutch, exhaust, rad, battery, fitted with Wolfrace wheels, Dunlop SP, Motolita steering wheel and £220 stereo, superb condition. £2,500. Tel: 01-891 1618 evening, 01-940 1452 day. (18590

JAGUAR E-TYPE f.h.c., 1964. Carmen red, c.w.w., front suspension just rebuilt, long M.o.T., excellent condition. For sale by JDC member. £2,850 o.n.o. Hornchurch 46672 (Essex). (18592

AUSTIN HEALEY Sprite Mk IV 1967. Partially rebuilt, new top, taxed, long M.o.T., excellent condition. Offers above £450. 01-868 7417. (18591

MERCEDES 200 1973. Dark blue, l.h.d., only 37,000 miles, excellent condition, manual, sunroof, radio, enthusiast maintained. £2,490. Petworth 43008. (18593

ROVER 60 1959. M.o.T. and taxed, genuine 76,000 miles, good condition throughout, original tools, well shod. Offers £450. Tel: Storrington (Sussex) 2876. (18594

FIAT 850 Sports Coupe, 1971. Very fast and economical, suit daily/sprint/trials use, year's test. Bargain £240. Chesterfield 450974. (18595

FERRARI 206 GT Dino r.h.d., 1970. Orange with black interior, looks like a 246 GT but 2-litre engine, aluminium body, knock on wheels etc., Blaupunkt stereo radio/tape. £6,500, no offers or time wasters. Might p/ex for Esparda. Phone Brenchley Kent 2697 day or 2368 evenings. (18596

MG-B ROADSTER, August 1974, 24,000 miles, chrome bumpers, overdrive, tonneau, radio, immaculate. £1,775. Ring 0943 73333 (Yorks). (18597

V8 CORTINA Mk 3, 3500 S engine, L reg, below average mileage, immaculate both mechanically and bodywork, tremendous performance for £1,250 o.n.o. Tel: Durham 63579. (18599

JENSEN INTERCEPTOR Cabriolet, 1952. Runs nicely, alloy body, very few of this model made so worth the very small amount of tidying needed. £975. Wantage 2317 (Oxon). (18600

ROLLS-ROYCE 20/25, 1935 Saloon by Salmons. In good clean working order, regularly used on rallies. £8,250. 06793 3802. (18602

MORGAN +8 1975. Metallic blue, stone leather trim, 23,500 miles, excellent condition. £4,950. Phone Eaton Bray 221 302. (18604

CHEAP BMW 2800 Coupe, 1970. Automatic, sunroof, personal plates, excellent mechanics, exceptional interior, bodywork average, with some rust. M.o.T. £1,475. Southport 40047 or 78254. (18723

1948 AUSTIN 16, taxed, M.o.T. May 79. Good running order. £350. Phone 033-36 270. (18722

FORD POPULAR. Upright 1955, black, long M.o.T., unspoilt. £250. Phone Halstead (Essex) 3099. (18718

VOLVO 1800 ES sports hatchback, 1972, L. Automatic, 27,000 miles, Kenlowe fan, radio/cassette, heated rear window, finished in red, lady owner. £2,650. Sheffield 0742 366168. (18719

FOR SALE–continued

DAIMLER V8 250, H registered, one owner (Civil Servant, now retired), 51,000 careful miles, Webasto, undersealed and garaged from new, service history, almost totally immaculate. £2,200 o.n.o. Bramley (Surrey) 8186. (18486

MG-A FHC, 1959. Thorough rebuild just completed, taxed, year's M.o.T., red, wires, black interior, excellent. £1,800. Also, 1935 Morris 10/4, rebuilt, needs slight finishing, superb runner. £900. Camborne 713508 (Bilson - please contact). (18697

XK150 3.8S DHC. Manual, o/d, restoration completed July 1978, included: new hood, leather upholstery, trim, carpets, chrome, clutch, rebuilt and rebored engine, and numerous other items. A beautiful white car with black interior, M.o.T. July 1979. £6,500 or exchange for Porsche 911 Targa. Phone Stamford (0780) 51124. (18698

SCIMITAR GTE, auto, May 1974. Silver/black interior, electric tinted windows, alloy wheels, radio/cartridge, 30,000 miles only. £2,800. Tel: 0292 311281 (Ayrshire). (18700

MORGAN 4/4 flat rad 1950. Triumph engine, original standard engine included, very nice. £2,500. Telephone 0632 641108. (18701

1968 E-TYPE 4.2 Roadster. Kept in heated garage, this 'gem' is in mint condition, one owner, 35,000 miles, undersealed when new – never used in winter, third car, white with black trim, all refinements inc specially made 'see-through' hard top. Offers around £6,000. Phone owner Blackpool 0253 42007. (18702

JAGUAR E-TYPE Roadster 4.2, 1967. C.w.w., hardtop, restoration project but unable to complete due to business commitments, engine overhauled and back in chassis, many spares including 2 new Mk II bonnets, 1 Mk I bonnet with some new panels, 4 spare Roadster doors, new radiator, silencers, lights, bumpers. Used rear suspension units complete. 4.2 and 3.8, 2+2 and f.h.c. rear doors, 2+2 gearbox. Offers invited for the whole lot around £2,500 or will split. Ring 051-355 1544 day, Deeside 819028 evenings. (18703

1931 WOLSELEY Hornet two-seater sports. Restorable but not original. Best offer over £150. Ring Neil 051-632 3503. (18729

CLASSIC Mk I Jensen Interceptor. First reg 11.10.68, auto, p.a.s., electric windows, radio/tape, new XJS white wall tyres, 63,000 miles, beautiful fresh example. Investment at £2,000. Southampton 556300. (18728

BMW 2800 CS Coupe, late 71. Power steering, electric windows, alloy wheels, midnight blue, high mileage but very sound. £1,100 o.n.o. Darlington 720701. (18726

1963 E-TYPE Jaguar Roadster 3.8. Rare car in very good condition, reg. no. 900 NOT. Best offer over £2,000. Phone Spennymoor (Co. Durham) 814167. (18725

MAY 1977 Panther Lima sports. Two tone silver grey, 5,700 miles, as new condition. Best offer over £4,300. Phone Spennymoor (Co Durham) 814167. (18725

MG-B ROADSTER UMF 234F, h/s tops, chrome bumpers, taxed. Offers Tel: Bishopshampton (Devon) 229. (18724

E-TYPE 3.8 FHC 1964. Carmen red, very clean, no rust, good mechanics, 4.2 gearbox, 2-way mirror sunlights, much admired car. £1,950 or best offer. Clavering 405. (18721

FOR SALE–continued

1924 AC open tour, 2-seater with dickey. Restored to high standard. Serious offers only. Chievely, Berks 452 evenings. (18717

ROLLS-ROYCE 20/25, 1933 Hooper limousine. Repainted in beige and brown, interior retrimmed, new headlining, new carpets, rear mounted luggage trunk, twin side mounted spares, trumpet horn, new tyres, new exhaust, original mascot and log book, some tools, a very nice Rolls-Royce for immediate use. For only £5,250. 219 Clifton Drive South, St. Annes-on-Sea. (18716

TRIUMPH TR6 Coupe, 1974 model. Hard/soft tops, tonneau, hood cover, Wolfrace, special tyres, carefully serviced, tax, year's M.o.T., carmine red, the best TR6 available. £2,400 p/ex possible. Swindon 32339 (Wiltshire). (18715

DAIMLER MAJESTIC Major, 1967, 2 owners from new, 74,000 miles, automatic, power steering, immaculate, dark green, leather upholstery, glass like woodwork, comprehensive instrumentation, Reuter reclining seats, big powerful V8 engine, excellent tyres, luxury motoring for mini car price, only £550. Tel: St. Annes 726237 (STD 0253). (18712

1951 MG TD. Concours winner, rebuilt to a thorough and original standard, maroon with fawn hood, spares. Offers over £5,000. Derby 515767. (18709

TRIDENT VENTURA V6 2+2 Coupe. Tints, radio, chrome wires, h/rests, registration number AMX 83. Believed to be no. 8 of 120 built, impressive, rare sports, realistically priced considering excellent condition. £1,275. Malvern (06845) 5408. (18711

JAGUAR E-TYPE 4.2 f.h.c., 1965. Radio, taxed, long M.o.T., bodywork superb. £1,690. Guildford 69589. (18707

SUNBEAM TIGER 1966 4.2. Mediterranean blue, recently renovated, excellent bodywork and mechanics, M.o.T. 10 months. Offers. Tel: St. Monans (Fife) 249. (18705

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DOLOMITE SPRINT. S reg. August 1977. 17,000. BRG, very quick. £2,750. New motor forces sale. Tel: Onecote 325 (Staffs) Bus. Stoke on Trent 48121. (18704

VW SCIROCCO TS. 1975, 19,000 miles, alloy wheels, radio, immaculate. £2,495. Tel Bath 21293 evenings. (18731

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LOTUS ELAN +2S 130/5, 1974, Roman purple, oatmeal vinyl roof/interior, sunroof, radio, alloy wheels, recent engine rebuild, exceptionally well maintained, immaculate condition, reluctant sale. £3,395. Telephone Peterborough (0733) 267626. (18734

HUMBER 9/20 tourer, 1928, in very good condition. Offers around £3,400. Also Morris 1000, 39,000 miles, black 4-door saloon. £595. Caster 250. (18738

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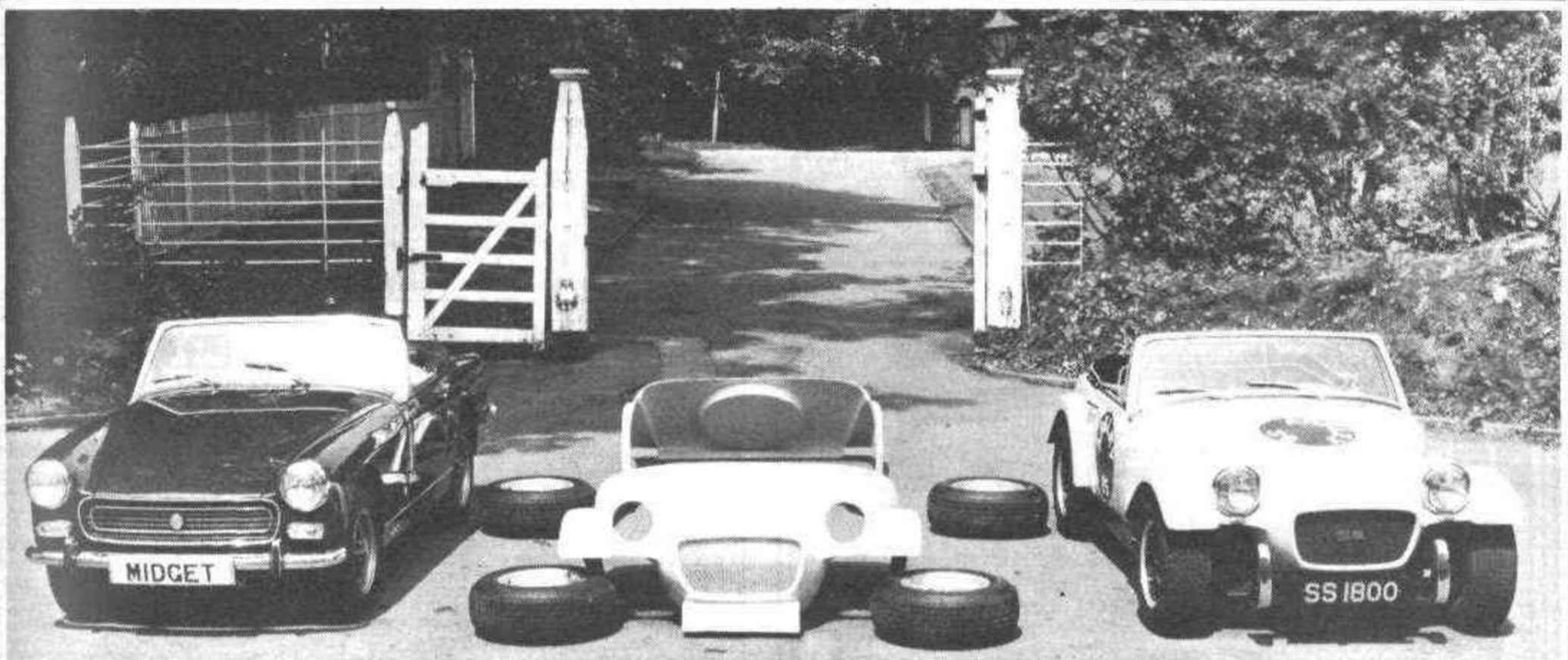
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John Britten

Morgan

TVR



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Morgan 4/4, 1976R, silver blue, wire wheels, grid, spare wheel cover, bucket seats, was actually made in '74, sold by us 18 months ago to a nice lady who we never saw with the hood up. **Morgan 4/4,** 1970, signal red, wire wheels, roll bar, another "test tube Morgan", i.e., as with the previous car it belonged to a lady hospital technician. **Morgan 4/4,** 1978, Deep Brunswick green, chrome wire wheels, stone leather trim, stone hood, one owner who has now abdicated from the sports car scene and bought a new Saab. **Morgan 4/4 4-seater,** 1973, Carnation red, stone leather trim, grid, spotlamps. **Morgan 4/4 4-seater,** Nov. 1975, Royal Ivory, wire wheels, grid, one owner, registration number 527 PEA is thrown in at absolutely no extra cost. **Morgan 4/4** 1974, Golden yellow, wire wheels, reclining seats, spotlamps, sold by us to frogman last year, he now does not need it as he is now leaping about on an oil rig in the Gulf of Araby. **Morgan 4/4,** 1971, Brunswick green, bucket seats, snugly carpeted, badge bar, stereo, spotlig hts. **Morgan 4/4,** 1970, Nut brown, tan leather, wire wheels, bonnet strap, roll bar, ex well-known Morgan "bitter & badinage" exponent. **Morgan 4/4,** 1971, Royal Ivory, wire wheels, bucket seats, spotlamps, sold to us by ex-employee of dreaded rival on opp. page. **Morgan 4/4,** 1972, Royal Ivory, bucket seats, sports rack, extensive rebuild at other dreaded rival. **TVR Turbo,** 1978T, delivery mileage, black with white artwork, view by appt. **TVR Taimar,** Dec. 1977, red, cream model band, stereo, radio, overdrive, sunshine roof, door mirror. **TVR 3000M,** metallic green, tan vinyl roof, tan interior, sunroof, reclining seats, radio, 1976R by the way, sold new by us. **Triumph TR7,** 1976, few details as not here yet, thought to be brown, sunroof. **Alfa Romeo Spyder,** 1972, dark blue, alloy wheels, stereo/radio. **Alfa Romeo GT Veloce 2000,** 1973M "The nicest car I have driven for a long time - I like Alfas" – C.J.A. (JB Hates Alfas, by the by). **Arkley SS,** black with tan trim, alloy wheels, 1500cc engine. **Triumph GT6,** 1972, dark blue, overdrive, 1 owner. **Lotus Elan Sprint,** 1973, white with gold bumper, convertible top, 2 owners. **MGB,** 1976, dark green, overdrive, one owner. **NEW MORGANS:** We have plenty of brochures, price lists, information and advice for prospective Morgan owners – the only item we cannot provide is patience, so kindly order in good time. Would anyone with a Plus 8 on order please check with us before finalising the specification, as there are one or two new options you might not have heard about. **NEW TVR:** There has been a run on these and we are very short of stock (only one convertible and one Taimar in stock at present). Best to order a few weeks before delivery required, to obtain your exact specification and colour scheme. **ARKLEY SS:** We have a demonstration Arkley which has been converted from an ordinary second hand Midget in the usual way. Arkley body kits are in stock in small quantities, and by the way, the insurance company *did* do the deal with us on the Arkley-isation of "DAM IT" and a metallic honey-beige Arkley will be born later this year. We may be getting a **Porsche 911E Targa,** 1973, blue 2 owners. Also a **1976 TVR 3000M** in brown with cream vinyl roof, radio-stereo, sunroof, 2 owner, supplied by JBG to its first owner (a long blonde haired example of her sex). CJA wishes to sell his Lola Sports 2000, a well-sorted car lying 3rd in the Sodastream championship. An ex-employee of ours called Kevin has apparently won a prodsports race in an MG Midget prepared by an ex-employee of ours called Sid. A First World War Fokker triplane flew over the garage yesterday. Hang glider for sale, red, complete with roller skate landing gear, 22ft wingspan, £220. Books: "First and Last of the Morgans" £5.95, "More Morgan" £5.95, both by Greg Houston-Bowden, "Success against the Odds" by Peter Filby £6.50 (all about TVRs), "The Four Wheeled Morgan Part 1" by Ken Hill £5.45. All books Post free. Morgan colour poster, 95p for callers, £1.20 including postage and cardboard tube. We have an excellent new salesman at Arkley called David Mottershaw to join Chris Alford and Roger Davies in proving that my little rhyme is not entirely true.



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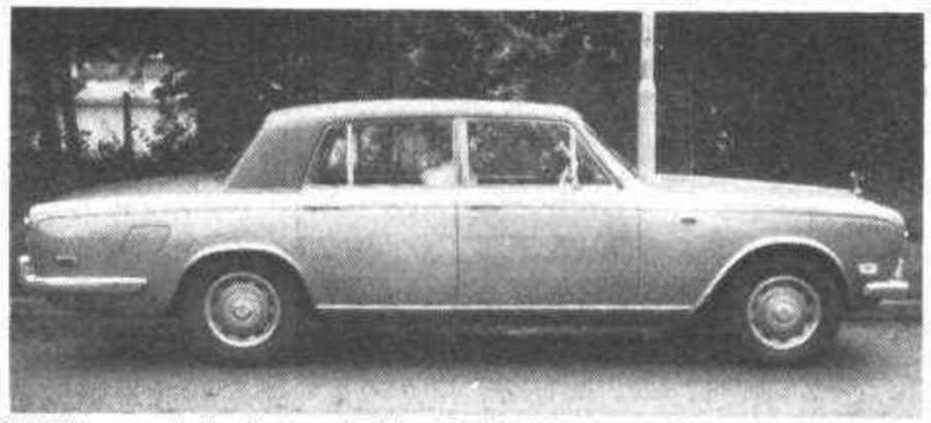
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HEALEY 3000 Mk. III. Overdrive, w/w, new steel wings etc., springs, exhaust, hood, gearbox and engine rebuilt, attractive sound condition. £2,600. Hemel Hempstead 66834. Berkhamsted 5909. (18737

BRISTOL 411 Mk. 2. 1972. Regal red/beige, 50,000 miles genuine, stainless exhausts, radio cassette, magnificent vehicle in excellent condition. £5,300. Telephone Tavistock 2858 after 6 p.m. after 10th September. (18739

MG-B GT. Alas family and shortage of time oblige sale of this white, G registered, 8 months M.o.T., taxed, MG-B GT. Extras included: wire wheels, overdrive, tow bar, racing steering wheel, other extras available if required: roof rack, child seat, new tyres, engine very good, clean, and tight – negligible oil and fuel consumption. Body needs a weekend or so, that I cannot spare. Hence £675 private sale (Dorset). Tel. Childe Okeford 641. (18740

MORGAN 4/4 4-seater. Aluminium body. 1978. 1,500 miles, red with tan, leather seats, hood, tonneau, bonnet strap, spot lights, underseal. £5,800 o.n.o. Birmingham 021-743 3451. (18741

LOTUS ELAN +2S 130/5 1974M. Yellow/oatmeal interior. Sundym, tinted windows, radio, h.r.w., alloy wheels, Michelin XAS radials, electronic ignition, burglar alarm, 33,000 miles, immaculate condition throughout. £3,500. Tel: 01-393 1007. (18742

MERCEDES 280SL. Convertible, automatic, power steering, self select radio, 1969 model, offers over £5,000. Saltash 2428. (18743

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DIESEL CITROEN CX Estate. Blue, P reg., December 1976, regularly serviced to maintain excellent condition, genuine 35-40 m.p.g., one owner. £3,300 o.n.o. Telephone: 03598 581 office, 0327 842598 evenings. (18848

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MG PA 1935 2-seater, good, original and running, excellent bodywork. £2,900. 062-786 3445. (18857

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JAGUAR XK 120 Roadster. LHD, red, immaculate condition all round, 8,000 miles, reconditioned engine. £7,500. Tel: Sutton Veny (098 54) 571. (18831

1933 AUSTIN 7 Tourer. Spare engine and parts, good runner, brass fittings. £1,100 o.n.o. Box No. 5852. (18828

RILEY MONACO (sunshine roof), 1933, completely original and unrestored with some spares. £525. Phone Westerham 62110. (18825

BMW 2000. Tulux reg. 73 (68/69), M.o.T., LHD, radio, 4-door, good condition. £345 or exchange Datsun 1200 saloon. 686 3516 (London). (18824

JAGUAR E TYPE 2+2. 1968, manual, b.r.g., radio, h.r.w., excellent throughout, new M.o.T. £2,450. Phone Maidstone 30248. (18826

TRIUMPH 2000. M registered, white, overdrive, radio, laminated screen, new exhaust, tax and M.o.T., June 1979. £1,475. Medway 401937. (18827

BMW 2002 Tii. 1972. Golf yellow with black vinyl sunshine roof, new Michelin Xs, P.S.R., M.o.T. February 1979, 43,000 miles, beautiful car. £1,695. Tel: 0843 23356. (18823

"Lettsnot waistie chuthers time"

. . . says phone.

"How d'you mean?" says you.

"Yore ad. The emgee. Well – yore mileage, bit suspect. Anna condition – bit over th'top, a? I mean, 'Superb', everybody sez that"

"I'll admit it's not very original but it's true, and the mileage is genuine"

"Yerse. Coarse boy. Anna price – bittova joke"

"I'm glad you're amused"

"Look – you know yore not gonna gettit. I know I'm not gonna payit. It's all parta th'game. So, before me n'my partner come roun' – well lettsnot waistie chuthers time"

"Richardson's"

"A?"

"You and your partner aren't getting within a mile of me – I'm taking my MG to Richardson's"

"Old on – it's cost me time makin' this call"

"It's cost me blood listening to it, and you haven't been the first. Talk about wasting time! At least Richardson's will know what they're looking at; and even if they don't throw money about they won't treat my price as a joke. I mean – one can *talk* to them ... they'll even give one a can of Lager on a hot day"

"Canna Lager? Issis some kinda game?"

"Not your kind. Richardson's"

RICHARDSON'S

We buy, sell and dismantle – we've got a thing about MG's.

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Malcolm C. Elder Tel: Steeple Aston (0869) 40606

Town House, Paines Hill, Steeple Aston, Oxfordshire

Part exchanges considered. Callers preferably by appointment.





	Horsedrawn **Phaeton**	£525 + VAT	1952	**Jowett** Javelin. Lovely	£895
1928	**BSA** 250cc B28 m/c	£950	1952	**Jowett** Jupitor f.h.c.	£1,200
1929	**Norton** 500cc ohv m/c	£1,250	1952	**Lea Francis** 14 hp saloon	£595
1937	**Austin** 10 Cambridge sln	£695	1956	**Morris** Minor s/screen	£1,450
1937	**Hillman** Minx tourer	£1,600	1958	**Rover** 90. Nice car	£650
1937	**Pontiac** str. 8 sln. RHD	£2,500	1960	**Ford** sunliner d'head	£495
1938	**Lea Francis** (Photo)	£2,500	1961	**AJS** 350cc m/c	£425
1948	**Jaguar** 3½-litre (Photo)	£4,850	1963	**Alvis** TD21 sln. 5-speed	£1,395
1950	**Daimler** 35 str bus	£1,600 + VAT	1972	**Fiat** 128 2-door saloon	£695
1951	**David Brown** Cropmaster	£800	1973	**Rover** 3.5 Coupe	£1,595

Wanted: nice examples of interesting cars and motorcycles, vintage, PVT or classic.

PADDON BROTHERS OF KNIGHTSBRIDGE



1959 Rolls-Royce Silver Cloud I sports saloon. Genuine 44,000 miles from new, finished in steel blue with red hide interior. *(Similar to illus)*



Bentley S3 Continental 2 door fixed head Coupe by H. J. Mulliner, Park Ward, 133,000 miles only from new. *(Similar to illus.)*

1972 (Oct) Bentley T series 4 door saloon. Finished in silver mink with dark blue hide interior. Full 1973 specification including compliant suspension.

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SPECIALISED SERVICE FOR ALL MODELS OF ROLLS-ROYCE AND BENTLEY

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FOR SALE–continued

1968 E TYPE Series. 1½ f.h.c., black with perfect cinnamon interior, c.w.w., Sundym, h.r.w., recent SP sports, exhaust, tools, etc., superb original low mileage car, regretful sale by JDC member but now have 3 cars, one must go. £3,000. Aylesbury 27098 evngs/wkends. (18829

ROVER 75. 1955, one owner, low mileage, M.o.T.'d and taxed, original tools, unused, manual. Offers around £495. Cardiff 752008. (18830

COOMBS JAGUAR 3.8 Mk. II, 1962, totally restored, black coachwork, tan leather interior, black wire wheels, manual, overdrive, full performance conversion, all quite breathtaking! £3,250. 01-789 8525 office, 01-352 5258 evenings. (18822

TRIUMPH VITESSE Mk. II, 2-litre, 1970 conv., immaculate condition throughout, very low mileage, Wedgwood blue, matching interior, white hood, brand new alloy wheels and 70 profile tyres, Phillips AC460 radio/casette player, 1 year M.o.T. and taxed, mechanically perfect. £1,000. Phone Wokingham (Berks.) (0734) 780255 evening or Staines (0784) 54580 day. (18821

E TYPE, V12, 2+2. 1972, 39,000 miles, dark blue, c.w.w., excellent condition. £4,200. Tel. Painswick 813117. (18819

FIAT 3P BERLINETTA. June 1966, low mileage, superb unmarked condition, guaranteed rust proofing. £1,695. Burscough 892996, Lancs. (18818

MG TA. Dismantled 1962, complete part*, best offer over £500, XPJMU engine, rebored, new pistons, rings, bearings, re-ground crankshaft, many timber framework parts replaced, seven spoked wheels/tyres, dismantling sequence notes. Rearsby (066-474) 536. (18816

1972 SCIMITAR GTE. Manual, overdrive, Mediterranean blue/tan interior, radio/stereo, usual extras, recent tyres, exhausts, good condition. £1,700 o.n.o. Peterborough 68931, ext. 232, Evenings, Market Deeping 344929. (18815

SCIMITAR GT. 2.5-litre, 1966, special equipment model including wire wheels, ZF Box, Derrington head, radio, stereo, silver grey metallic, new M.o.T. £995. Consider Classic British Motor cycle p/ex. Wall 0524-73 2770, North Lancs. (18814

JENSEN GT 2+2. Beautiful condition, July 1976. £3,950. Wokingham (0734) 782777. (18813

BRISTOL 406 excellent condition, low mileage. £2,250. Inspection by appointment. Northwood 26311 (18917

FOR SALE–continued

MG TD II. 1953, superb, British Racing Green, with retrimmed oatmeal leather upholstery, new hood and sidescreens, tonneau, completely overhauled mechanically, new M.o.T, any trial welcome. £3,600 o.n.o. P/Ex considered. Tel. Flitwick (Beds) 2049 anytime. (18328

MORGAN 1934 Super Sports MX2 in very good condition £3,500. Doncaster 883400. (18908

1954 XK120 DHC British Racing Green. Regd. OLT 950. Obviously calls for complete restoration. Sound mechanically. Not too much work required. Sensible offers after viewing at Easterton Filling Station, Denny, Stirlingshire. Tel: Denny 822142. (18909

TRIUMPH TR6, 1974, overdrive, low mileage, electric aerial, stereo radio and cartridge player. Really must be seen. £2,095. Phone Parbold 2399 - adjacent motorway network. (18911

LACK OF SPACE forces sale of two fine British family cars. 1932 Hillman Minx, an excellent example in very good original condition, for many years used by a Hillman garage as a showroom exhibit. 1947 Austin Ten, must be one of the best available. SAE for photo and price or ring Fulstow 288. (18910

MG NA, dismantled. Ideal for restoration or VSCC racing. Replies to Box 5857. (18912

1927 RR 20. Complete: running chassis engine completely rebuilt, bonnet, new tyres, instruments etc. Only requires small amount of work and body to complete. £4,000 or would consider interesting period sports car in P/E. Baker Dowland 55555 Surrey. (18898

PRIVATE COLLECTION. Land purchase forces immediate sale of five desirable Vintage and Post Vintage cars including 1929 Lagonda 3-litre DHC (one owner) MG TD in concours condition, etc. Kenilworth (0926) 52186 or 54137. (18926

A40 MK. 1 Frella. Long MoT, log book, radio. 948 c.c. Solex, original low mileage. Everything working, worth preserving, spares. £150. Maguire 0332 72196. (18920

JENSEN INTERCEPTOR III, October 1974, white with black vinyl roof, black leather interior, tinted windows, 8 track stereo, air conditioning, excellent condition throughout. One owner, 36,000 miles. £4,500 o.n.o. Tel: 051-339 2152. (18931

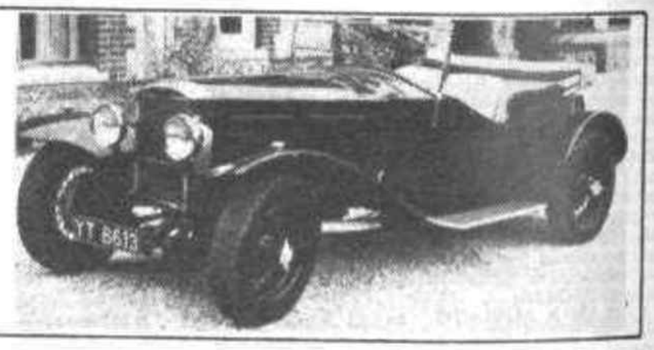
TRIUMPH TR4. Very good example. All steel body, many panels new. Good tyres, hood, tonneau. A "smart buy" at £1,050. Bedford 870479 home, Bedford 64621 office. Ask for Mr. Cook. (18930

INVICTA

1927 3/4½

Immaculate

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at Phillips

THURSDAY 14th SEPTEMBER AT 12 NOON VINTAGE AND POST VINTAGE VEHICLES TO BE SOLD AT WEST 2



1934 Bentley 3½ Litre Saloon by Park Ward. Finished in chocolate and cream, retrimmed interior. A fine example of this practical post-vintage thoroughbred. First Registered: 25.3.35. Chassis No: B.54.DG. Engine No: E.2.BY.



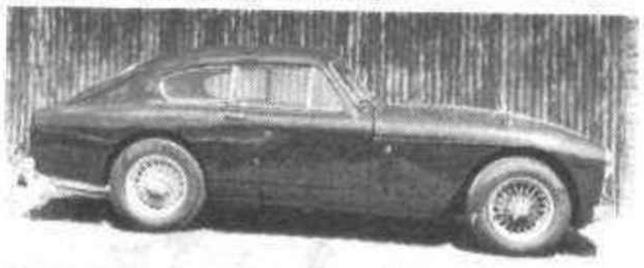
A COLLECTOR'S GEM: A pedal-driven model of the 1936 twin O.H.C. Austin 7 Racer designed by Murray Jamieson and dubbed "THE FINEST 750CC RACER IN THE WORLD". Complete with dummy engine and pneumatic tyres, but in need of restoration.



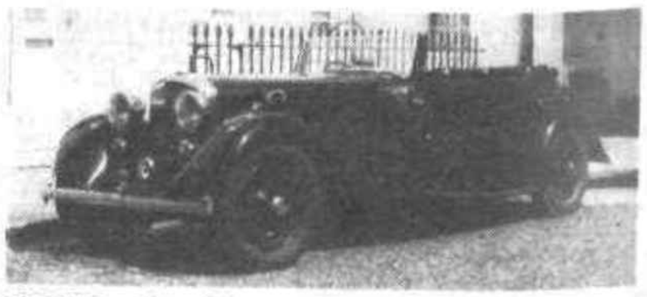
And now for something compietely different! An exceedingly rare **1949 Derny** powered pacing-Tandem. Possibly unique in the United Kingdom. Frame No: DM2/5629. Engine No: 370419.



1953 Bentley Mulliner lightweight 4-Door Sports Saloon in garnet with blue-grey leather upholstery and matching carpets. In extremely fine order throughout. First Registered: February 1945. Chassis No: B.19.TO. Engine No: B.9.T.



1958 Aston-Martin DB 2/3 MK III. A well above average example of this modern classic in British Racing Green with stone leather upholstery, and matching carpets. First Registered: 3.1.58. Chassis No: AM 300/3/1421. Engine No: DBA1043.



1934 Bentley 3½ Litre 2-Door Drophead coupe by Park Ward. Finished in ivory with red leather upholstery and matching hood. Fitted with Grebel handlamp. Fine Condition throughout. First Registered November 1934. Engine No: P.3 BM Chassis No: B.156 CR. *(similar to above)*

For further details of these and other vehicles to be sold by auction at Phillips West 2 salerooms
Please contact Mr. Jeremy Collins 01-629 6602.

MIKE CARTER

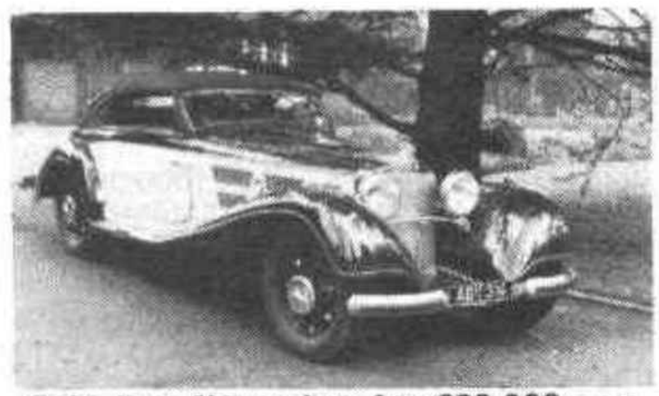
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Mike Carter would like to explain

WHY AUCTIONS???



The most expensive Vauxhall £16,700 in February



Sold last November for £39,000 – a record for any pre-war car in an auction in Europe.



The most expensive car this year £29,000 in June



The most expensive Lagonda £12,700

If you owned a Rembrandt or a Picasso you would almost certainly NOT sell it through an ad. in the Times or to a Rembrandt/Picasso enthusiast chappie from down the road who just happened to know you had it. Know the sort? No, you would put it into an auction at a leading specialist auction house; or risk being ruined and/or certified a loony.

Similarly with an important car. You cannot know what the most anyone is willing to pay for it's totally impossible. So how can you sensibly sell it except through a very well advertised and attended auction? You can't.

Take the owner of the Mercedes 540K. He had heard that one had been sold (from one of the most exclusive show-rooms in Europe) for nearly £30,000, so hoped his might fetch this sort of money. Before the sale he nearly accepted an offer in this region. but I persuaded him not to. We sold it for £39,000 (breaking several records in the process) and with our excessively modest commission rates he netted well over £37,000.

Why do the owners of such important cars enter them in these sales? 1) commission can be as little as 4½%. 2) Payment is within 14 days of sale. 3) Reputation for consistently good results. What three better reasons could there be?????

Our next sale is quite soon, so hang on, and reap the benefits of our enormous advertising and crowds. If you have an important and/or mint car you must try an auction of this calibre – it's the only way to find out just how far people will go with a car they discover (by seeing it – we have a captive audience don't forget) they want badly.

Our 18th auction will be held at Alexandra Palace on TUESDAY OCTOBER 31st 1978

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Illustrated catalogues available soon (closing date for inclusion September 12th) at £1.50 UK, £2 overseas Air Mail.

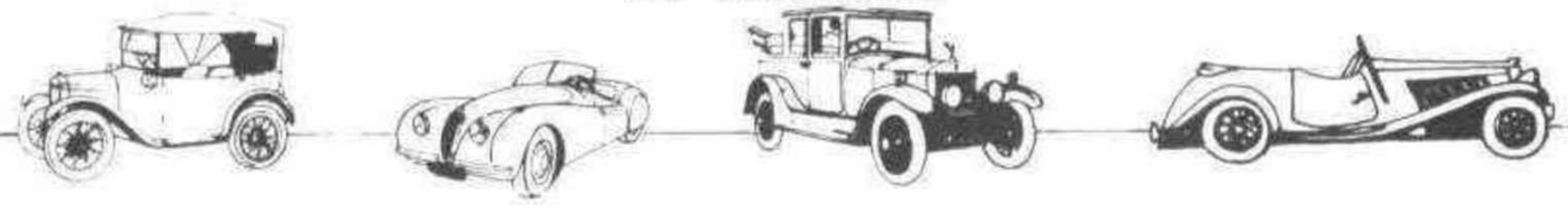
And meanwhile don't forget our next event, a drive in, drive past, no booking, no catalogue Auction/Autojumble/Automarket at

CASTLE ASHBY, NORTHANTS, SATURDAY SEPTEMBER 2nd

If you have a car or bike to sell, just bring it along. If you're in the market for anything a little unusual, come along with some funds. There are still Autojumble stalls left, at £8 each for a plot 18 x 10 including a table.

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The following is a selection from our constantly changing stock of 60 plus new and used cars. We can offer very attractive lease and credit facilities. All our cars are covered by a 12 month parts and labour warranty, with a complete after sales service. Demonstrations at your home or office. Please phone Roger Edwards for further details.

Alfa Romeo

NEW

New Alfa Romeo cars available for immediate or early delivery

SUD 5M. Yellow, green	from £2,999
SUD Super 1.3. Brown, silver, red, white, met green	£3,099
SUD TI 1.5. Silver, white, black	from £3,400
SUD Sprint 1.5. Green, silver, white, black, yellow	from £4,300
ALFETTA 2000 Saloon. Silver, white, black	from £4,998
ALFETTA GTV. Silver, white, black	from £5,999
ALAFETTA Strada. Red, blue	from £7,499

USED

1976	SUD TI. Silver,radio/stereo	£2,150
1976	ALFETTA 1.6 Saloon. Red, cloth, radio	£2,695
1976	ALFA SPIDER. Blue, stereo, 10,000 miles	£4,795
1977	ALFETTA GTV. Red, radio, rustproofed	£4,495

Lotus

NEW

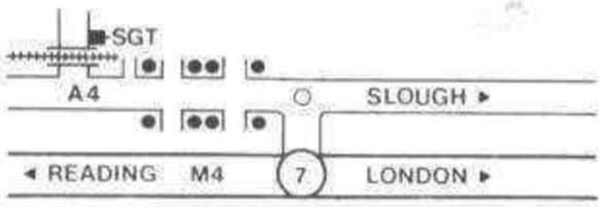
New Lotus cars available for immediate or early delivery

ESPRIT. Silver metallic, red leather, radio	£11,580
ECLAT 523. Brown metallic, beige leather, vinyl roof	£12,784
ECLAT 523. Metallic silver, beige leather	£12,733
ELITE 503. Metallic silver, beige leather	£13,285
ELITE 501. Lagoon blue, beige leather, PAS	£11,748
ELITE 501. Met brown, brown marcasite int, brown vinyl roof	£11,450

USED

1974	ELAN +2S 130/5. Roman purple, oatmeal trim	£3,795
1974	ELAN +2 130/5. Black/gold, 22,000 miles	£3,995
1976	ELITE 501. White, stereo	£6,495
1977	ECLAT 521. White, marcasite trim, 12,000 miles	£7,995

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Morgan

NEW

New GTEs available for immediate or early delivery

GTE Overdrive, Celtic brown, tan leather interior, PAS, stereo, alloy wheels, tinted glass, e/windows	£7,743
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GTE Automatic, Madrid red, tan leather int, stereo, laminated screen, alloy wheels, fog lamps, tinted glass, e/windows, e/aerial, PAS	from £8,290

USED

1975 GTE. Overdrive, April yellow, tan int., tinted glass	£3,695
1975 GTE Automatic. White, black int, sunroof, one owner	£3,395
1977 GTE Automatic. Blue, blue cloth int, alloy wheels, radio/cassette, 10,000 miles	£5,995
1978 GTE. Overdrive, White, tan cloth sunroof, e/windows, laminated screen	£6,795

New Morgans are built to individual order and personal requirements. The waiting list is rather long, please phone us for a delivery estimate.

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1978 4/4 four-seater. Metallic nutmeg brown, beige leather interior, wire wheels, rustproofed, 500 miles	£5,995
1978 PLUS 8. Nut brown, beige leather interior, aluminium body and wings, undersealed, tow bar, luggage carrier, 500 miles	£7,695
1978 4/4 Two seater. Red with black interior, wire wheels, 200 miles	£5,495

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FERRARI Dino 246 GT Spyder 1974. Yellow **£8,750**



MERCEDES 280SL Auto, P Reg. White hard/soft tops, pas **£6,590**



ROLLS-ROYCE Mulliner Park Ward Conv. 1968, 67 chassis. Air con., 39,000 miles genuine
Price on application.



JAGUAR E-Type 4.2 Roadster, 1969. Red, w/w, concours **£3,950**



JENSEN Convertible, 1974. White, red hood and int., concours **£9,950**



ROLLS-ROYCE Silver Shadow, 1968. Burgundy, 87,000 miles, two owners, history **£8,950**



JAGUAR E-Type V12 roadster, 1972 L. Manual, carmine red, hardtop **£5,500**



BMW 2002 Turbo 1975. Black, one owner, history, Marla wheels ... **£4,500**



DAIMLER DOUBLE SIX COUPE, 1976 R. Yellow, 21,000 miles, history **£8,250**

ALSO AVAILABLE FROM STOCK

ROLLS-ROYCE Silver Shadow, 1968. Burgundy/beige, two owners. History, 87,000 miles **£8,950**

MERCEDES 280 SE, T Reg. Ivory, air con., leather, tints, history, 20,000 miles **£10,750**

ROLLS-ROYCE Silver Shadow, 1969. Silver/Beige, air con., 63,000 miles **£9,950**

BMW 528 Auto, 1976 Series. ZF gearbox, Met. blue, pas, tints . **£6,495**

WOOD & PICKETT MINI 1275S, 1975. Black sunroof tints, etc **£2,950**

PORSCHE 911 Lux, 1973. Roman purple, elec. roof, window, reclining seats **£5,950**

BMW 2002 T11 Alpino, 1975 P Reg. White, new engine, full history, 1 owner **£3,950**



TRIUMPH TR7, S Reg. 1977. White, 5 speed box, radio/cass., 12,000 miles, 1 owner **£2,950**

PORSCHE BMW Ferrari

HENDON WAY MOTORS

1975 LOTUS Europa Special. 5 speed, Emerald green, 23,000 miles, one owner, oatmeal, alloys, Sundym, radio/stereo
1975 LOTUS Europa Special. 5 speed, met. blue, 21,000 miles, alloys, sundym, radio/stereo
1975 (Series) LOTUS Europa Special. 5 speed, J.P.S., 9,000 miles, oatmeal, alloys, sundym, radio/stereo
1975 (Series) LOTUS Europa Special. 5 speed, sienna, 35,000 miles, oatmeal, alloys, sundym, radio
1974 LOTUS Europa Special. 5 speed, carnival red, 29,000 miles, oatmeal, alloys, sundym, radio
1973 LOTUS Europa Special. 5 speed, white, alloys, sundym, one owner, radio/stereo
1973 LOTUS Europa Special. Met. blue, oatmeal, alloys, sundym
1972 LOTUS Europa TC. Met. blue, 22,000 miles, one owner, sundym, radio
1973 (Series) LOTUS Elan Sprint, fhc. Carnival red, radio/stereo
1972 LOTUS Elan Sprint, fhc. White, extras
1972(Series) LOTUS Elan Sprint, fhc. White, radio, extras
1971 LOTUS Elan Sprint, fhc. Green/white, extras
1969 LOTUS ELAN S4/SE, fhc. Beige, service history, radio.
1962 LOTUS Super 7 series II. Cosworth engine, 21,000 miles.
1970 LOTUS Europa S11. Yellow, sundym, radio
New MORGAN 4/4 2-seater. Red, wires, extras
1977 MORGAN Plus 8. Primrose, lightweight, 13,000 miles.
1974 MORGAN Plus 8. Primrose, one owner, 20,000 miles.
1977 (Series) MORGAN 4/4 4 seater, BRG, 3,500 miles, wires, radio/stereo, extras.
1976 MORGAN 4/4 4 seater. Carnival red, 12,000 miles, one owner, wires, extras.
1975 MORGAN 4/4 4 seater. White, 35,000 miles, one owner, wire, extras.
1974 MORGAN 4/4 4 seater. Navy, 29,000 miles, one owner, wires, extras.
1973 (Series) MORGAN 4/4 4 seater. Burgundy, 26,000 miles, wires.
1976 MORGAN 4/4 2 seater. Ivory, 9,000 miles, one owner, wires, extras
1973 MORGAN 4/4 2 seater. White, 30,000 miles, extras
1978 FERRARI 308 GTB. Primrose, 2,900 miles, air cond., radio/stereo.
1978 FERRARI Dino 246 GT. Primrose, 31,000 miles, factory flares, radio/stereo.
1974 FERRARI Dino 246 GT Spyder. Red, leather int., service history, radio/stereo.
1972 FERRARI Dino 246 GT. Primrose, 36,000 miles, radio/stereo.
1974 JAGUAR E Type V12 2+2. Manual, navy, 36,000 miles, sundym, radio/stereo.
1973 JAGUAR E Type V12 2+2. Manual, azure blue, 37,000 miles, sundym radio/stereo
1973 (Series) JAGUAR E Type V12 2+2. Auto, met. silver, 45,000 miles, sunroof, sundym, radio/stereo.
1972 JAGUAR E Type V12 2+2. Manual, white, 14,000 miles, wires, one owner, radio/stereo.
1970 JAGUAR E Type 4.2, fhc. Navy, low mileage, cww, radio.
1958 JAGUAR XK 150, fhc, 3.4 BRG, w/w
1976 PORSCHE Turbo. Met. burgundy, 14,000 miles, leather, e/sunroof, Blauplunkt.
1974 PORSCHE 911S Targa. White, 49,000 miles, radio/stereo, service history.
1968 ASTON MARTIN DBS6. Auto, white, air cond, sundym
1968 ASTON MARTIN DB6. 5 speed, BRG, low mileage, sundym, radio/stereo, cww.
1977 MG-B GT. Blaze, 6,000 miles, Ziebart.
1974 (Series) MG-B Roadster. White, wires, o/d.
1971 MG-B GT. Blaze, low mileage.
1973 BMW 3.0 CSL. Met. silver, low mileage, radio/stereo.
1974 DATSUN 240Z. White, one owner.
1975 (Series) CHEVROLET Corvette Stingray 350, 4 speed, high performance engine, split roof, Burgundy, 22,000 miles, leather int., air cond., power windows, Tilt wheel.

393-395 Hendon Way London NW4 LP3 telephone 01-202 8011/2

FOR SALE—continued

ROLLS-ROYCE Phantom II. Actual Mulliner show car for 1934, recent engine overhaul, 6 new tyres, drive anywhere, £14,750. Tel: Brookwood (04867) 3980. (18915
CADILLAC 60 Special 1939 model, registered MG 6222. Part restored, needs completing. Lack of time and space forces reluctant sale. Sensible offers. Tel: Southend 521847. (18913
BMW 3.05A ESTATE 1974 FLM Panelcraft conversion. Baikal metallic blue, blue velour trim, automatic, p.a.s., electric windows, tinted glass, sliding roof, radio, electric aerial, spotlights. Director's car, one owner, meticulously maintained, full service history. £3,750 o.n.o. Tel: 01-734 7282 (office hours), 01-603 3028 (home). (18914
MG TF 1250. Bodywork completely rebuilt, sound mechanically, new hood, wire wheels, excellent condition throughout. £4,650. Tel: Macclesfield 31113 daytime, Chapel-en-le-Frith 3666 evening. (18916
LEA FRANCIS Shooting Brake 1950 restoration almost complete, serious illness forces sale, offers. Morris, Toll Bar Cottage, Owler Bar, nr. Sheffield. 0742-360335. (18922
RME RILEY 1952. Good running order. New roof, cream over black coachwork, needs only detail work to finish. No reasonable offer refused. Healey 3000 1967. Last nut & bolt restoration just completed, like new but not expensive. Ring 082 42 4170 (N. Wales) anytime. (18923
JENSEN INTERCEPTOR 1968. Replacement engine fitted, repainted – needs generally tidying and some new chrome. £1,250 o.n.o. Tel: Loughborough 213140 or Coalville 222486 evenings. (18919
MG 1939, S Type, 3 position drophead. Tickford Cabriolet. This is the largest and most impressive MG ever made. The value of this rare motor is difficult to determine but I will listen to offers over 5,000. South Benfleet 4174 (Essex). (18921
MORGAN +8, December 1974, 30,000 miles, immaculate red paintwork, stone leather interior. £4,750. Pontefract (Yorks.) 73231. (18956
TRIUMPH TR2 1955. Just completed concours rebuild, change of plans forces reluctant sale, substantial offers invited. Teignmouth 5466. (18954
MG-C GT. Low mileage, W/W, O/D, radio, new exhaust, batteries. Best over £1,000 or WHY. Gilbraith, 42 Caerau Road, Newport, Gwent. (18955
AUSTIN HEALEY 3000 Mk. III, 1966, red, Engineering shop maintained excellent condition, £3,250. Gamlingay 50618. (18957

FOR SALE—continued

DATSUN 240Z SPORTS, 1974, red, low mileage, immaculate, probably the best 240Z in the country, £2,450, no offers. Phone Rackenford 231 for demonstration. (18929
SUNBEAM ALPINE Sports Coupe, Series V. Registered February 1968. Oxford blue/black trim. Fitted hardtop, overdrive and original Philips radio. Comprehensively undersealed from new. An original low mileage example in exceptional condition throughout. £699, Bourne (Lincs.) 3554. (18928
MORGAN PLUS 8 1974, one owner, 24,000 miles, red, black interior, wide chassis, aluminium bumpers, demisters, 5 spare wheels and tyres. Also Marcos 1970, 3 litre Ford engine, one owner, 64,000 miles, yellow, black interior, steel chassis, sun roof, 2 spare wheels. Selling both to make room for Ferrari. Charlesworth, Kingsbury Road, Curdworth, Sutton Coldfield, W. Midlands. Tel: Curdworth 70382. (18933
LOTUS ELAN SPRINT FHC 1973, bearing final chassis number, 21,000 miles, mint original condition throughout. Offers please. Eaglescliffe 782001. (18927
LOTUS ELEVEN LE MANS, 1956, fully original, immaculate and well-known car with famous history. Spares include engine, g/box, diffs., wheels, brakes, tyres, body panels. £5,000 o.v.n.o. P. Haverland, 15 rue Maréchal, 4453 Juprelle, Belgium. Phone Liège 78 65 97 (evenings). (18885
WOLSELEY 4/44 1955. Executor's sale. Cardiff area. One owner since 1957. Used until recently. No M.o.T. Some attention now needed. Buyer collects. Enquiries to Box No. 5853. (18859
BEAUTIFUL E-TYPE JAGUAR. Regal red. 1967. 2+2, sunshine roof. Chrome wire wheels, tinted windows, automatic, power steering, super condition, £2,200. Tel: Andrew Killick, Bristol 38742 or Uley 507. (18884
HISTORIC SINGLE-SEATER racing car, Lotus 18 F.J. Wrong wheels but ready to go; offers around £1,250. 1428 Shorrock blower also for sale £75. Rochdale 33516. (18865
BERKELEY T60 TRIKE. Immaculate fully restored with new alloy chassis, floor pan & hardtop. £450. Tel: 0742 305789. (18866
AUSTIN HEALEY 100 Six, 2+2. Works steel hardtop, overdrive, w/wheels. Recellulosed, new chrome, retrimmed. Long MoT, taxed, radio. Very original and practical low mileage classic. Offers sought. Phone Stoke Mandeville 2280 for more detail. (AHOC member). (18871

FOR SALE—continued

PORSCHE 914S TARGA, 1971. Fuel injection, 5 speeds, mid engine. Superb condition, 50,000 miles. New XAS tyres, tints, Porsche alloy wheels, radio/cassette. One previous owner. £1,995 o.n.o. Phone Carole Miller 0625 25094 (Cheshire). (18867
1970 WINCHESTER TAXI, fibreglass body, petrol/LPG, still London licensed, decent condition, attractive also to collectors. Owner retiring. £1,200. Tel: 01-883 0469. (18861
LOTUS 7 SIII, 1600 c.c., twin Webers, Broadspeed head, very original, exceptional condition, 54,000 miles, £2,400. 977 2513 (Teddington). (18862
MG-B GT V8, October 1974, Blue, chrome bumpers, tow bar, electronic ignition, one owner, well maintained. Offers invited. High Wycombe 22581 daytime, Bourne End 22191 evenings and weekends. (18864
MASERATI 3500 GT, 1960. Suitable restoration, stored six years. Engine rebuilt, £995. Ormskirk 73761. (18868
MINI 1275 GT, 1976 (R reg.), 20,000 miles, white, navy velour upholstery, brand new this month Denovo wheels and tyres if required. Must be seen £1,595. Sheffield 660135 home/685771 office. (18869
BMW 2002 LUX, 1976 (model). Genuine 25,000 miles, pale mint green, beige velour upholstery, stored past year, condition must be seen £2,850. Consider exchange. Sheffield 660135 home or 685771 office. (18869
TRIUMPH TR6 Roadster, 1974. Overdrive, red, radio/stereo. Exceptional, unmarked condition. £2,550. Phone 01-402 3214 (London W2). (18872

FOR SALE—continued

SAAB 99L, 1985 c.c., 2-door, 1974, India orange with brown cloth, GL-specification interior. Very smart and original throughout. Excellent mechanics – 31 m.p.g. and 2,500 m.p.p. Four new India GT's. Year's M.o.T., tax November. Completely reliable, comfortable, interesting transport. Being sold only as I am returning to full-time study. I'd like about £1,550. Details Horsham (0403) 60184. (18873
MG-B, AUGUST 1972. White, overdrive, head rests, full/half tonneaus, boot rack. 53,000 miles. Service history, taxed, 12 months M.o.T. Excellent condition. £1,275 o.n.o. Porthcawl, S. Wales 3506. (18874
MORGAN 4/4 4-seater, 1975. Beautiful two tone metallic blue, wire wheels, extras. Offers around £4,650. Plymouth 337044. (18879
LOTUS 7 1600 GT, 1969. Green/yellow alloy wheels. For details ring 021-705-3259 after 6 and weekends. (18882
JAGUAR "E" TYPE, 4.2 series one FHC, 1966. Red cellulose with black Connolly leather interior, wire wheels, 64,000 miles and one previous owner from new. Some history and original log book available. £2,295. Tel: 01-637 5051 days or 01-731 2872 evenings after Sept. 14th. (18881
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STAG 1975. Yellow, blue/black interior, 35,00 miles, immaculate condition. All normal extras plu stereo radio and unused towing hitch. 9 months ta and M.o.T. £3,295. Evenings and weekend Caerphilly 864627, daytime Bargoe 831549. (1887
RILEY 1.5. 1959, one owner 17 years, only 27,00 miles, concours condition. £1,265 o.n.o. Ea Grinstead (0342) 23155. (1895
1939 ASTON MARTIN, 2 litre speed model "C type special. Completely rebuilt by Aston Marti specialist, one of only eight made, beautiful & ra car. Tel: 0905 7 3912 for details. (1885
DAIMLER V8 250, 1968. Really excellent rust fre condition. Reconditioned gearbox and tyres jus fitted, taxed, MoT, £1,150 o.n.o. Coalville 22246 (Leics.). (1890
ALFA ROMEO SPYDER, 1977, S. 13,000 miles rustproofed – silver/black – radio, electric aerial £5,000 or exchange with cash adjustment eithe way for any interesting exotic coupe/sports, e.g Lotus, Porsche Targa, 280 SL etc. Cash and ver cheap small saloon also possible. Ring 0901 569. (1890
BENTLEY MK. VI, 1951. Big bore, small boo model, two tone grey. Mechanical o/haul within las 12,000 miles, body & interior good, stored last 5 years, but now taxed & MoT. Full history, origina manual, tools etc. £2,950 o.n.o. Phone day 061-23 1381, evng. Shaw 47405. (1890
DOLOMITE SPRINT, 1974. White, one owner Broadspeed head, twin 2" carbs, oil cooler Cam exhaust/suspension modified. Very rapid, idea rallying etc. Stereo cassette and many extras. Ver good condition. Private sale. £1,875. Tel: Norwich (0603) 52652. (1890
GILBERN INVADER III. M reg Overdrive/manual, white/black, sunroof, detailed spec, superb. £2,495. Box No. 5854 (1888
FERRARI 330 2+2, 1967. Single headlamp, five speed gearbox. Very good mechanically, bodywork and interior very clean. A thoroughly practical and reliable everyday Ferrari. £5,000. Haywards Heath 51851, Danehill 776 evenings. (1890
DATSUN 260Z. N registration, 1 careful owner country car. Rust-proof, Wynns, Goldie sunshine roof, Wolfrace, 4 spkr. stereo/cassette. Excellent condition. Genuine forced sale, £2,750. Tel 5846080 (evenings). (2056
1961 AUSTIN HEALEY. Frog-Eye. Recently overhauled and resprayed. Good condition, offers 01-223 1508. (1889
1937 RILEY MONACO. Needing restoration manual gearbox. Offers over £600. R. Boulden, Sandene, Sanctuary Lane, Helston, Cornwall (1889
PORSCHE 911S 2.4, 1973. Stereo, electric windows. High mileage but mechanically excellent. Full service history. £5,200. Tel: 061-4455780 weekends or after 6 p.m. (1889
JAGUAR 3.8 "S", 1964. One family ownership with full history since new. Requires mechanical attention. Offers over £250. Phone Haslemere 51593. (1889
LANCIA FULVIA 1.6 HF. Mendoza blue. Radio cassette, electric aerial. Good example of this under-rated car. £1,800 o.n.o. Part exchange considered. Day 01-499 8892 ext. 50. Evening 01-228 8250. (1889
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MG MIDGET, 1500. First class, May 1978, 1,108 miles, extras £2,300. Jaguar Mark Ten 1966D. Requires some work. MoT. £350. Good potential. Wanted 200/50S Maserati spares, engine, gearbox, Webers 45DCOE3, sidedraught 15/16 Borrani 42M/M wheels, tyres. Riley, Barntgreen, Birmingham 445 2551. (1580
DAIMLER SP25 C specification extensive restoration completed including body off, chassis stripped and treated, new sills, reconditioned engine, gearbox, back axle, very good interior and bodywork, newish soft top, good hard top, MoT August 1979, £1,995. Oxshott 3125. (1888
MG-B GT, 1969 H. Old English white, wire wheels, overdrive. This particular MG being the ultimate pre-facelift version, black leather trim, reclining seats etc. The entire car has been the subject of considerable expense over the years and is in quite outstanding original condition having covered a modest 53,000 miles from new. MGOC member. £945 o.n.o. Hornchurch 72663. (1889
1966 CORTINA GT. One owner, superb, £200 spent. Dinitrol when new. Any examination. SAE details. £550. Newton St. Cyres 486. (1889
PANTHER LIMA, 1978. Red/black, usual extras, radio, as new, 3,900 miles. £4,995. 01-898 0934 after 6. (1889
LOTUS ELAN SPRINT FHC. August 1972. Lagoon blue/white, one owner, 37,000 miles. Specialist maintained, all bills £400 recently spent, including new water pump, starter, ring gear, silencer, clutch. MoT. Extras include radio, h.r.w., tinted screen, air horns. Superb condition. £2,675. 01-223 1876 evenings. (1889
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LOTUS ELAN SPRINT DHC. 1972. Gold leaf colours. Excellent condition only 38,000 miles. £2,500. Phone Colchester 46949 office hours. (1893
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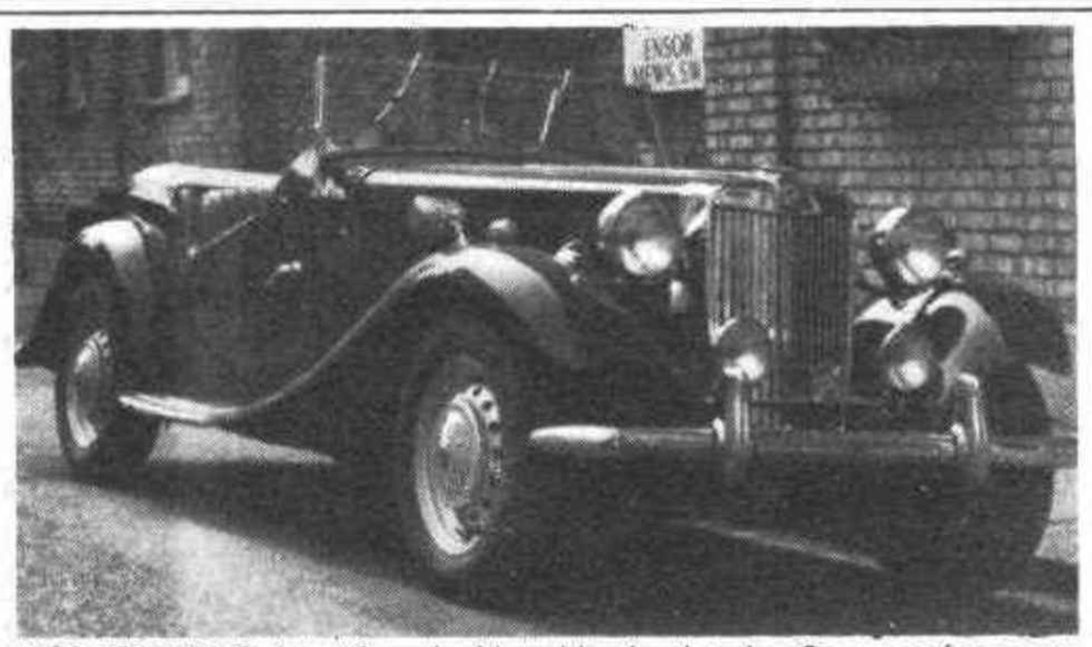
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WANTED. Series I Lotus Seven – prefer with Coventry Climax engine – will consider engine/car as separate purchases if required. Idea is to find basis for concours rebuild. Anything similar also considered. Box number 5851. (18817

LUVAX BIJUR lubrication unit. New one wanted or where can be overhauled. Five 18 inch ace wheel discs. Must be first class condition, complete, also 'C' spanner. Two 12V semaphore trafficators type SF 28A. New or unused replacement units. Box 5850 (18808

FERRARI, MASERATI or Pantera, some engine and body damage acceptable. Car without engine considered. Box 5846. (18564

WANTED. Aston Martin DBSV8, auto. 1972/73 carburetter, alloys, v.g.c., low mileage. Will travel South England. Cash. 01 467 2172. (18569

WANTED. Mid 1930's 4 seater touring body. 57 West St., Lilley, Luton, Beds. Offley 532. (18549

AC 428 wanted coupe or convertible, private buyer. Details to Watson 043 56 460 (Sussex). (18603

WANTED. Bentley 3½, consider tatty car if sound. Full details please. Box No. 5847 (18548

CAR MASCOTS, particularly animals wanted by collector. Also badges, books. Also tools for Cloud/Bentley. Fogg, 2 Llyswen Road, Cyncoed, Cardiff. Tel: 761774. (18747

WANTED. Model A Ford. Must be RHD, British built, taxed, have MoT. Details and price to Taylor, 64 Truman Road, Newton, Mass. 02159 USA. (F68010

ROLLS-ROYCE or Bentley Continental or similar coach built car S2/S3. Must be totally perfect to show standards throughout (I mean it!), will be subject to closest scrutiny. Concise and fullest details, including price to Box No. 5843 (all replies answered). (18521

CASH BUYER requires quality, sports, performance cars, Astons, Ferrari, Mercedes, Jaguar, Jensen, Lotus, Porsche, Scimitars etc. Top prices paid, will travel. Crayford 526452. (18519

HISTORIC SPORTS racing car, group 1, wanted by private enthusiast for use, not resale. Around 15K available. Weeton 661 evenings. (18485

TRs WANTED. Cash paid for all models for restoration or spares, M.o.T. failures, write offs, etc. Nottingham 273087 279687. (18454

MG-TC by private enthusiast. Any running condition, but preferably in good, not concours, order. Would alternatively consider TB or TD, J, P, N or interesting and attractive special in same models. Replies to Box No. 5855. (18912

AUSTIN 12-4 Heavy wanted. Pre-1930, cash available for good original car. Tel. 0783-42313. (18883

WANTED BOOKS: 'The Other Bentley Boys', by E. Nagle, 'W. O. An Autobiography', by W. O. Bentley, 'Bentley Days', by Hillstead. All three in readable condition. Cameron, c/o The Bungalow, Mawthorpe, Nr. Alford, Lincs. Tel. Alford 3482. (18903

CITROEN 5CV Cloverleaf wanted by private enthusiast. Tel. 0669 20230 (Northumberland). (18937

WANTED: 1932-4 Singer Nine Sports Coupe. Original, complete, restorable, anything considered, anywhere. 61 Hanging Hill Lane, Hutton, Brentwood, Essex. (18944

MG J, N OR KD block required. Must be in good condition. Exchange "K" differential for N or similar. Wanted N body WHY? Replies to Box 5856. (18912

MISCELLANEOUS

SPRAYING SMALL AREAS or customising? Humbrol airbrushes only £3.99 (normally £5.46) plus 51p P&P. Spares available including tyre adaptors 80p. Model railway centre, 74 Austerby Bourne, Lincs. (18928

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AUTOJUMBLE, Saturday 21st October, 10 a.m.-4 p.m., St. James's Hall, Hertford Road (nr. Green Street), Enfield. Entrance 30p refreshments all day. Stalls £3. Enfield and District Veteran Vehicle Trust. For details, G. Baker, 103 St. Josephs Road, Edmonton, N9. 01-804 2113. (18951

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BEAULIEU JUMBLE. 10th September, stall 442. Barrie Pook will be pleased to make you a good offer for any interesting mascot, badge or sales catalogue you care to bring along, otherwise write or phone. Various surplus mags and handbooks for sale. The Old Vicarage, Rothley, Leics. 0533-303920. (18320

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MG SPARES. PA chassis, springs, f/axle, £150. F gearbox, £75. VA gearbox, carbs, manifolds, many TC spares, some new. 17 Oldfield Lane, Stainforth, Sth. Yorks. (18474

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MISCELLANEOUS – continued

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MOTOR SPORT 1952-1970, 72 copies, incomplete runs, £5. Davis, 202A Broadway, Bexleyheath, Kent. (16741

1929 STANDARD 9 h.p. rolling chassis, with all components, including bonnet and logbook but no bodywork. Restoration started. £475. Phone Malmesbury (Wilts.) 3401. (23000

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MG TC, original instruction manual. Tel: 0328 3080 (Norfolk). (17940

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MISCELLANEOUS – continued

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RR P11 1929 chassis complete, but not running, £3,450 o.n.o. Phone Henley-in-Arden 2841. (18566

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NEW SUNBEAM ALPINE gearbox £85. Jensen FF transmission £350. TR6 crank (reground) and shells £75. TR7 cyl. head complete £145. Healey 100/4 gearbox spares (cogs, shafts, overdrive adaptor plate). Also BMW spares available all models 1964-78. Thompson, 124 Shakespeare St., Southport, Merseyside. Tel: Southport 40047. (18723

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ROLLS-ROYCE cylinder head 20/25 guaranteed sound £650. Phantom I cylinder head guaranteed sound £850. 061-428 7158. (18730

LE RHONE 80 h.p. rotary engine, as fitted Sopwith Pup aircraft, dismantled. Gnôme Monosoupape rotary, crankshaft missing, hence suitable display only. Offers invited for the above. Also comprehensive collection of IWW and Pioneer propellers. £750. Tel: Staplecross (058083) 215. (18796

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DB 4 Series 2, 1960. Silver/black.
DB6 1969. BRG/black, Vantage 5-speed.
DB6 1969. Auto, oyster pearl/blue. Engine/gearbox complete rebuild.
DBS 6 1971. Dark blue/blue, Vantage 5 speed.
DBS V8 1971. White/black, two owners.
Note: All the above cars are well above average condition, many with extensive body/engine recent work – see bills.



LAGONDA 'RAPIDE' 5 seater saloon. Auto body by Superleggera, 1962, deep blue/beige trim (all original) 1 owner from new, properly stored for last 5 years – very original and in outstanding condition.



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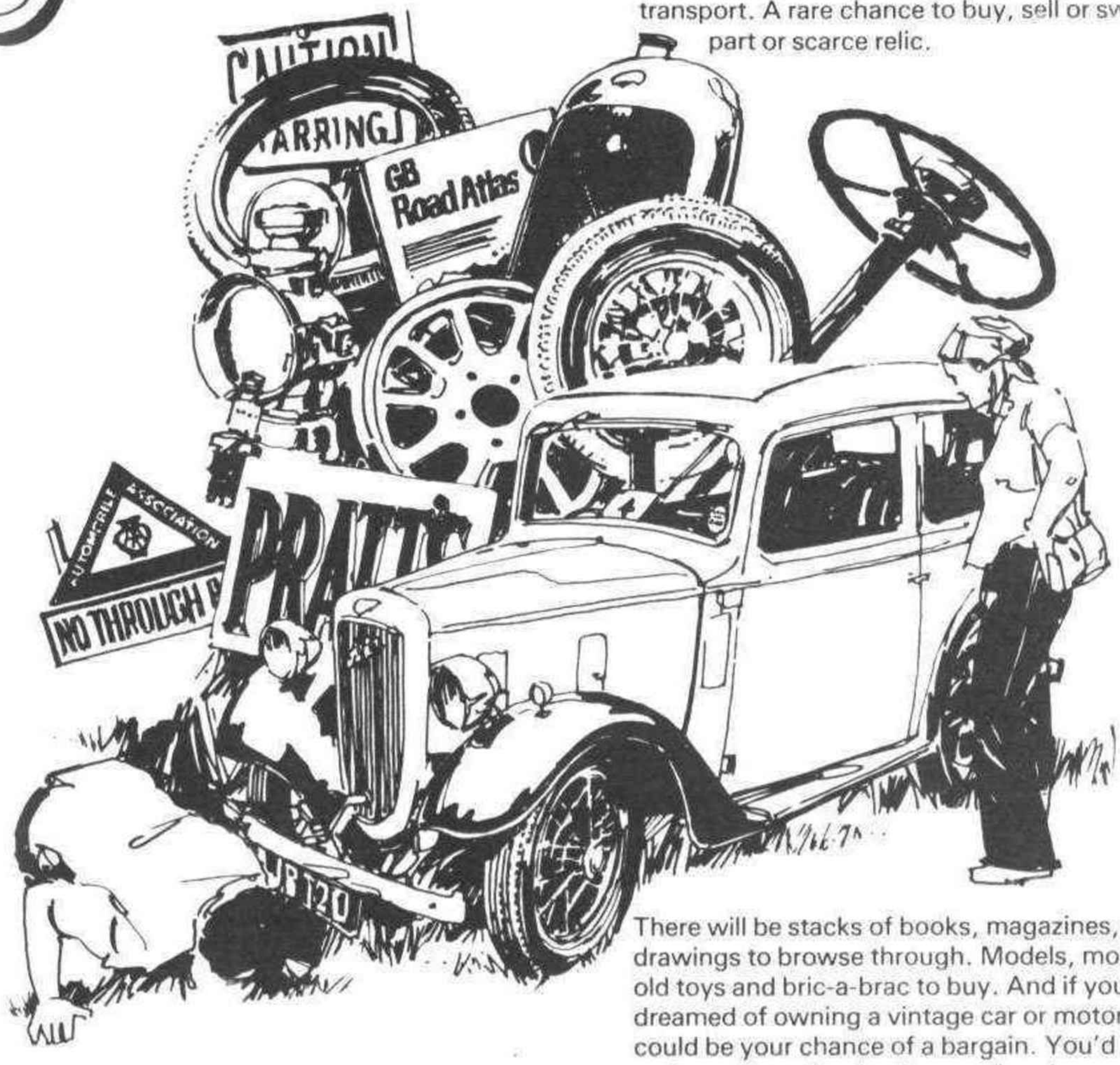
ARNOTT/CLIMAX LE MANS COUPE 1957.
The actual 1957 le Mans car Russell/Taylor. All aluminium Gull wing body, 1,098 c.c., full race engine, ventilated Alfin brakes (in board at rear) T.R. gearbox/overdrive, w/w with Dunlop racing, one owner from new. Arnott – ring for full spec.



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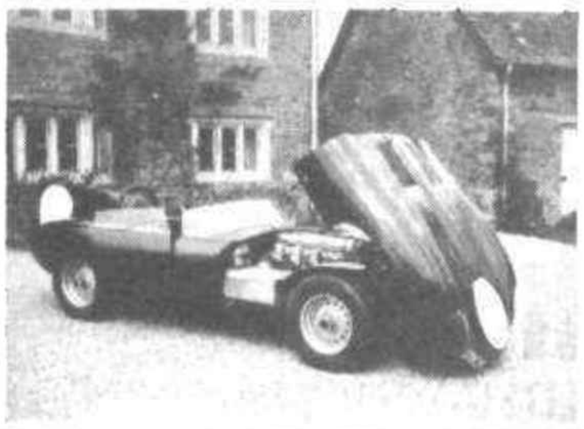
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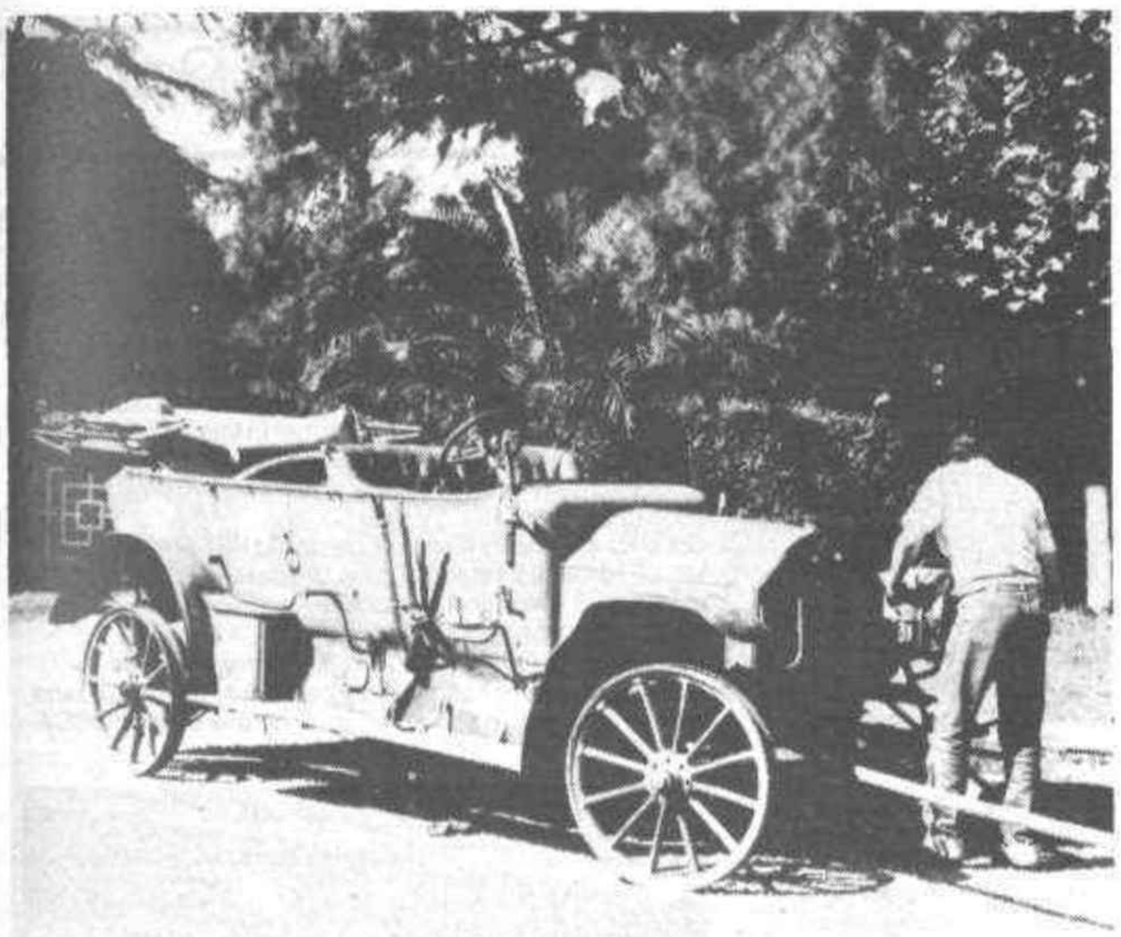
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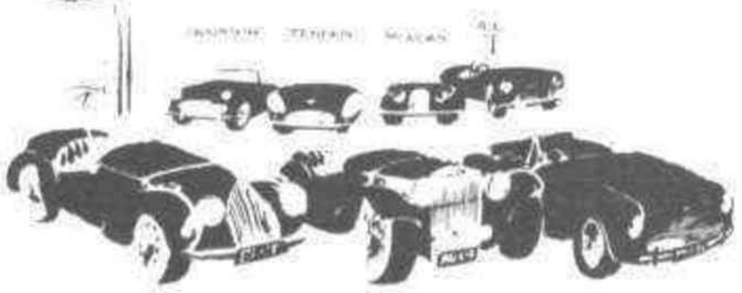
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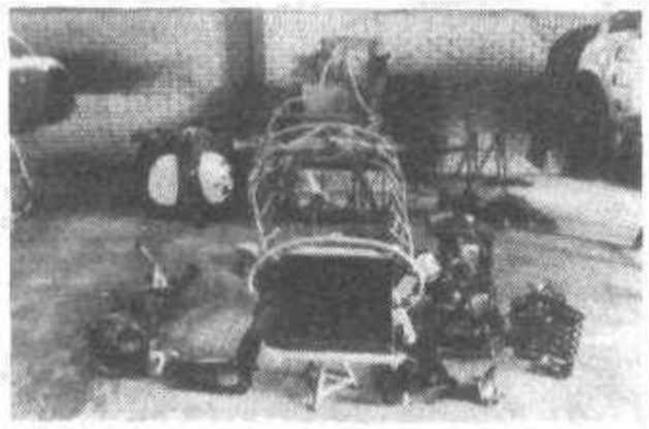


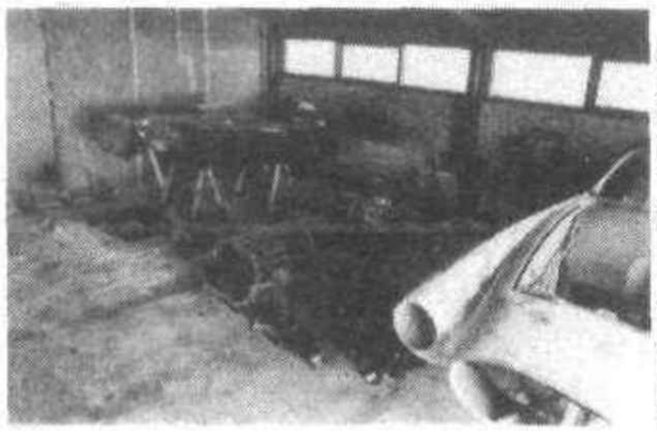
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Italian Classic Sports & Racing Cars

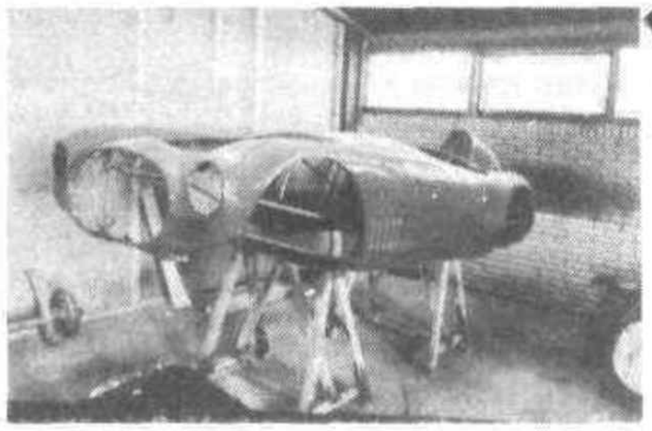
Rudy Pas

A few years of specializing in Italian cars, mainly in the sports- and racing field, has gained quite some attention among historic racing car drivers and collectors. Subsequently and not to may surprise – I was asked to restore complete projects for customers.
For that purpose I equipped my own restorationshop in Holland, near Rotterdam linked with all major ports in the world. Also I commissioned reputed restorers, like Peter Magnuson in Connecticut, with many projects I have to do. ITALIAN CLASSIC SPORTS & RACING CARS is apparently the first classic car dealer-organisation with high-qualified contacts in Italy offering world-wide services in the U.S.A., Canada, Japan and the Far East.



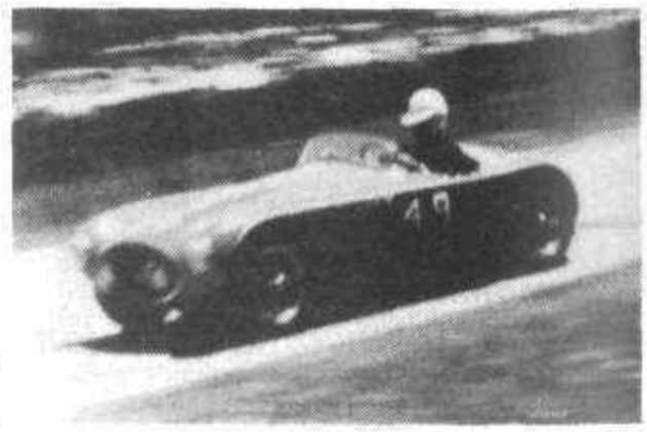


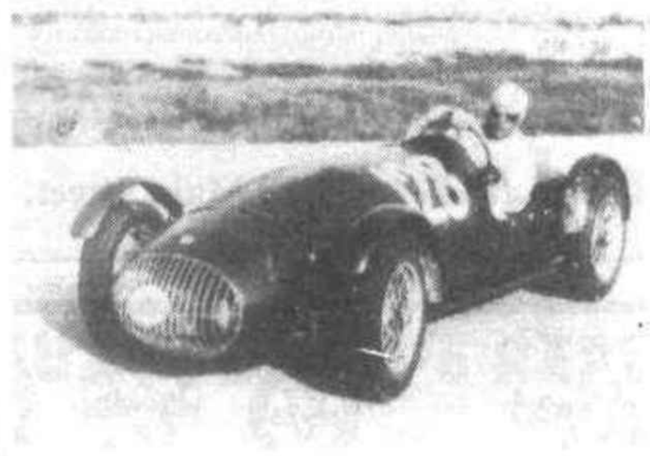
A couple of shots of my workshop in Holland, showing from right to left; a Cisitalia Coupé under restauration, a stripped down Volpini F. J. and the famous ex-Cabianca OSCA MT 4, being referred to further in this ad.
At customers preference we work on a fixed price or on a "cost plus" basis, so you know in advance where it all ends up.
Not shown is a very nice U.S.-restored FERRARI 250 MILLE MIGLIA chassis/engine, which had just left the premises on transport to an Italian customer.
By the way, since we are featuring OSCA so much because today you can still get the interesting ones – loaded with racing history. It might interest the OSCA fans that we have acquired a small stock of new original OSCA PARTS.



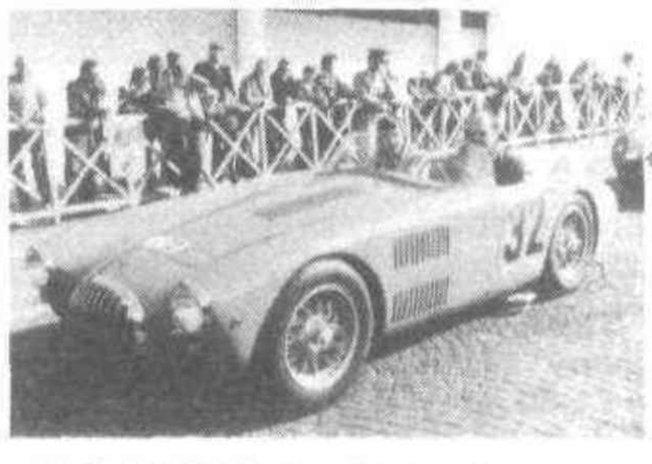
OSCA MT4, 1949, chassis nr. 1112. ▶
The ex-Fagioli/Makins cyclefendered car, still with its original chassis and engine, raced in Italy and later on in the U.S.A. by R. Makins in numerous events, many of them succesfull. Sometimes with two engines on one day in order to compete in two different classes. A new body – equal to the original one – will be mounted on the car and it will be prepared for racing during the coming season in the U.S.A.

◀ **OSCA MT4, 1950,** chassis nr. 1114. ▶
This is the ex-Cabianca Barchetta, the OSCA with the most impressive and long racing history of all racing OSCA's. The left picture shows the car in my workshop; the righthand picture shows the car as it was raced at Bridgehampton in 1953 in the dark blue/red original Cabianca colours. This will be again the colourscheme when the car will leave the workshop for its first race in 1979.

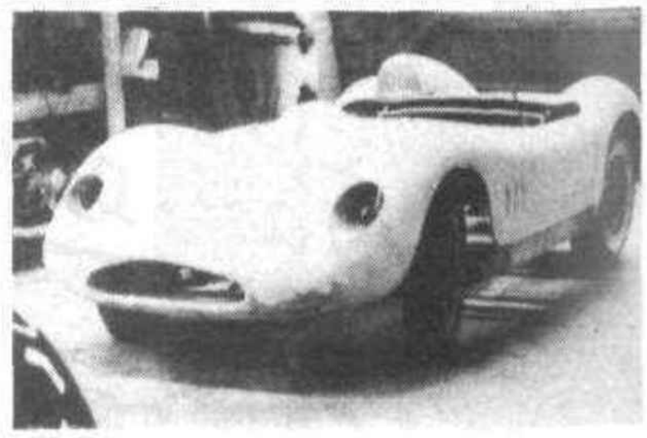




MASERATI 250 S, 1957, chassis nr. 2431. ▼
The picture shows this car – reputed to be an ex-Carol Shelbey car – in Peter Magnuson's resorationshop. By now the car has been completed and is undergoing tests at Lime Rock. Restoration was carried out from the bare chassis on and the 200 S I engine has been equipped with new original factory 250 S conversion parts. MASERATI was famous for this attractive sleek bodyline of which this car is a perfect example.



◀ **OSCA FORMULA II, 1952,** chassis nr. 2002.
The ex-Louis Chiron F II 6 cylinder OSCA; this extremely fast 2000 cc car originally had a F II Monoposto body and was later rebodied by the OSCA factory with its present sportscar body. This car was very little raced and is for sale "as is". But I would consider it an honour to bring the car, on behalf of the buyer, in a concours-condition – fully race prepared. As an alternative it might be rebodied with its original F II Monoposto body which equals a somewhat scaled down OSCA F I body. I also expect a complete 6 cylinder 2000 cc engine, eventually as a spare for this car.

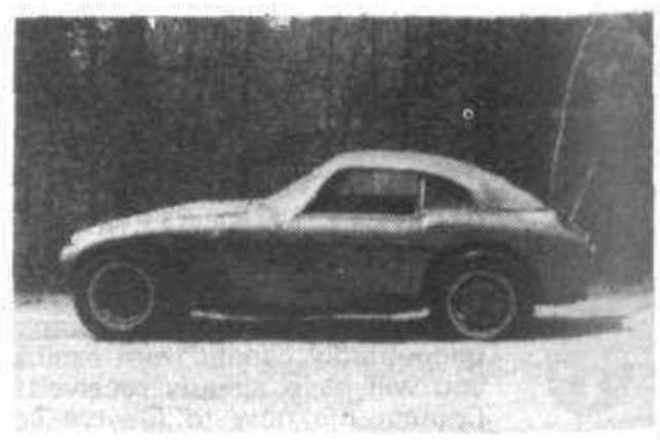




ALFA ROMEO GIULIA TZ 1, 1964, CHASSIS NR. ▶
750048.
Last year we "did" five Tubolares, as these cars are named. The pictures shows the ex-Clay Regazonni car during a roadtest outside Tokyo by the important Japanese carmagazine "CAR GRAPHIC". The car has been purchased from me by a wellknown collector and race enthousiast. Currently I have TZ's for sale, restored, unrestored and incomplete cars. ALFA ROMEO TUBOLARE ZAGATO is the best post-war ALFA ROMEO classic you can buy.

◀ **OSCA MT 4, 1952,** chassisno. 1120. ▶
Restauration of this remarkable coupé by Vignale will start shortly on my own premises. The car was raced by Damonte-Martial at Le Mans and finished 1st in its class and 18th overall. It is the lowest and most agressive OSCA ever built and it is a real "SWB" OSCA.
The left picture shows the car heading for its Le Mans victory, the other picture gives the unrestored situation.





Italian Classic Sports & Racing Cars

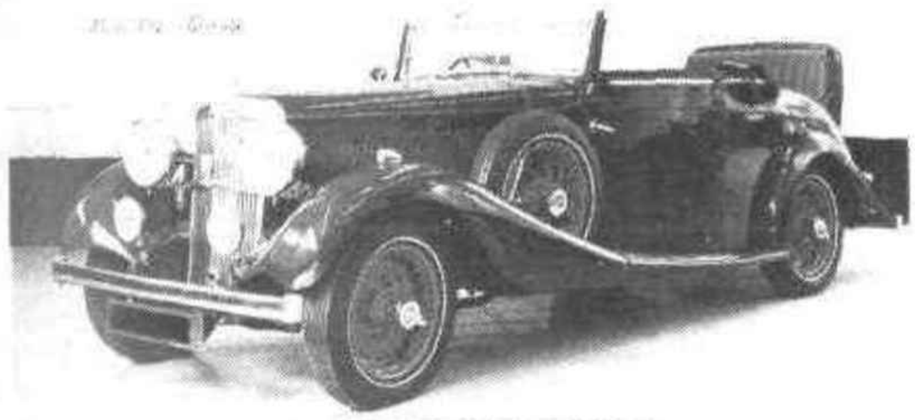
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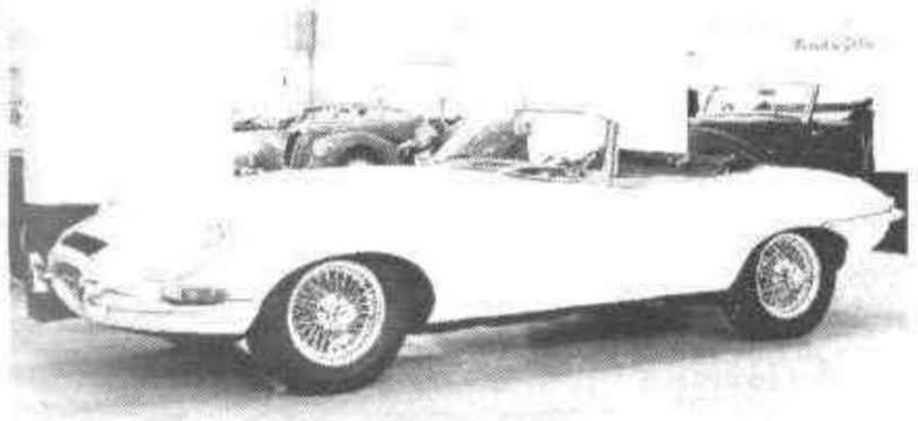
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ALVIS CRESTED EAGLE



1958 MERCEDES 300 SL ROADSTER



1968 JAGUAR 'E' TYPE LHD 40,000 KM



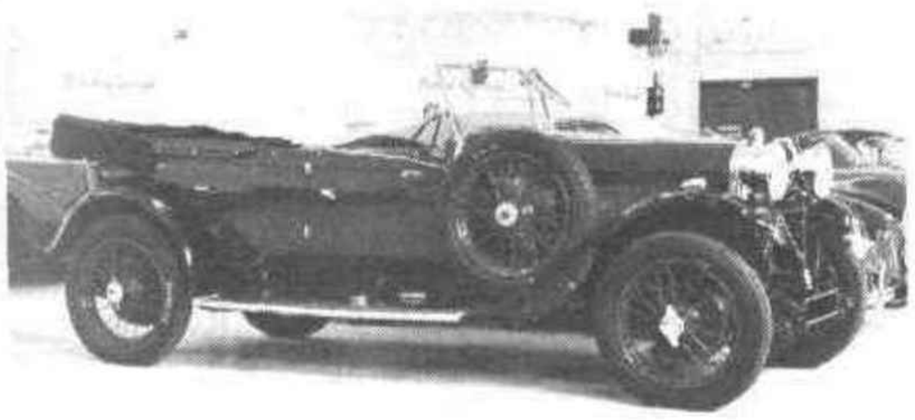
1965 AUSTIN HEALEY MK IIA



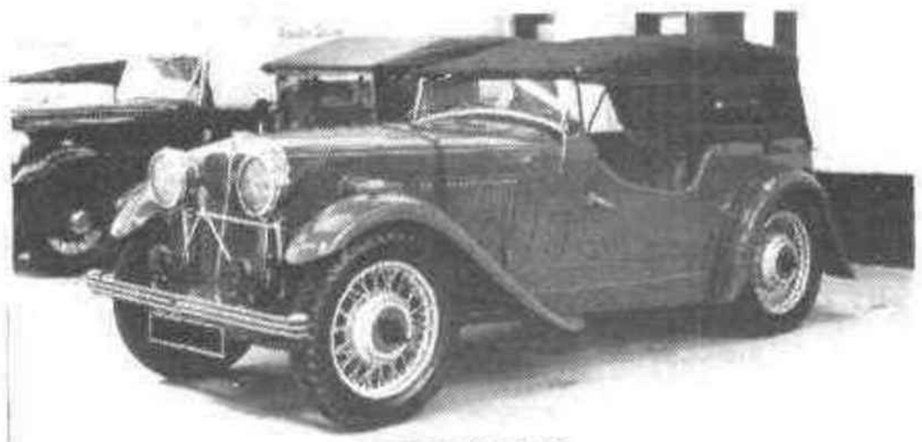
1966 ASTON MARTIN DB6



ASTON MARTIN DB2/4 CONVERTIBLE



LAGONDA 2 LITRE



MORRIS 10/6



MORRIS MINOR 2 SEATER



LAGONDA 3-LITRE

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1950 MG TD, ROADSTER, red
MG TF, 1953 ROADSTER, red
1961 AUSTIN HEALEY 3000 MK.I, Red, wire wheels
1968 MGC ROADSTER, White, manual
1958 AUSTIN HEALEY SPRITE Mk.I, Blue
1968 FIAT VIGNALE SAMANTHA COUPE, Mauve, e/windows
1958 MG MAGNETTE, Varitone green saloon
1954 MERCEDES 220 SALOON, Black/ Cream, manual
1958 MERCEDES 220 SE COUPE, Blue, auto, PAS
1958 MERCEDES 220 CE SALOON, Red/black, RHD
1961 MERCEDES 190SL ROADSTER, LHD, 1 owner
1954 AC 2-LITRE SPORTS, Blue, V. low mileage
1955 MERCEDES 300SL ROADSTER, Silver
1966 JENSEN CV8 Mk. III, Metallic blue, auto
1961 ROLLS-ROYCE SC11, Blue/silver, sun roof
1958 SUNBEAM RAPIER DROPHEAD, Blue
1968 LOTUS ELAN S3 COUPE, new engine, black
1953 ALVIS TA 21 TOURER, Blue
1966 ASTON MARTIN DB5, Manual, white
1961 ALVIS TD 21, Green, auto
1946 ROVER 12 SALOON, Brown/cream
1961 JAGUAR Mk.II 3.4 Auto, blue, w/w, L.H.D
1966 JAGUAR Mk.10, White, auto, e/windows
1964 JAGUAR 3.4S, Red, automatic
1965 JAGUAR 3.4S, Metallic blue, manual
1968 JAGUAR 420, Green, manual
1965 JAGUAR 3.8S, Dark blue, auto
1970 JAGUAR 420G, Dark blue, auto, e/windows
1966 JAGUAR 3.8S, Dark Green, auto
1967 JAGUAR 420, Limeflower, auto, sunroof
1959 JAGUAR XK150 COUPE, 3.4 White, mint
1957 JAGUAR MK.I, SALOON, Auto, grey, original car
1962 JAGUAR Mk.II, 2.4 Red, manual
1969 JAGUAR 420G, Dark blue, e/windows, sundym
1966 JAGUAR Mk.III 3.4 Black, manual
1966 JAGUAR 3.4S, Red, manual
1967 JAGUAR 420, White, manual
1962 MK.II 3.8, Silver, manual, Coombes Conv
1956 JAGUAR XK140 Drophead, auto, LHD, blue
1951 JAGUAR XK120 ROADSTER, White
1963 JAGUAR Mk.III (4.2 engine & susp.) manual, white
1961 JAGUAR MK. IX, Auto, Grey, two owners
1970 JAGUAR 'E' TYPE ROADSTER, Manual, sand/sable
1961 JAGUAR Mk.II 3.4 Blue, manual
1967 DAIMLER 420, Green, auto
1965 DAIMLER V8 250 SALOON, Golden sand, auto
1965 DAIMLER V8 250 SALOON, Red, auto
1969 DAIMLER V8 250 SALOON, Maroon, manual
1969 DAIMLER V8 250 SALOON, Brown, auto
1964 DAIMLER V8 250 SALOON, Black, auto
1965 DAIMLER MAJESTIC MAJOR, auto, maroon
1965 JAGUAR 3.4S, two tone brown, manual
1967 JAGUAR Mk.II 3.4 White, manual, history
1963 JAGUAR Mk.II 3.4, Blue, auto, 1 owner
1963 JAGUAR Mk.II 2.4, Golden sand, manual
1965 JAGUAR Mk.10, Auto, black
1950 JAGUAR MK.V, 2½-litre, White, manual
1971 JAGUAR V12 'E' TYPE, Beige, auto
1970 JAGUAR 'E' TYPE 4.2 Special Roadster

1965 JAGUAR Mk. 10, 4.2
Choice of 6 models

1905 RENAULT ROLLING CHASSIS
1961 ROVER 95 SALOON, Grey, manual
1973 FERRARI DINO, Red, all new metal.
1967 TRIUMPH TR4A, BRG, *bills for £3000,* L.H.D
1960 CADILLAC COUPE DE VILLE, Ex. Getty
1974 PONTIAC FIREBIRD, 455 engine, fully loaded
1969 HUMBER HAWK with division, LHD, Black
1955 SUNBEAM TALBOT 90, Black, manual, S/roof



1953 JAGUAR. XK120 Roadster.
Choice of 3



1959 ROVER 95. Grey.
Choice of 6 models



1950 MG TD. Red, mint, choice of 2



1956 JAGUAR XK140 COUPE.
Choice of 4

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1956 MORRIS OXFORD SALOON, Black
1949 FORDSON TRUCK, Blue, canvas hood
1948 TRIUMPH ROADSTER, White, concours winner
1955 AUSTIN HEALEY 100/4, White
1967 AUSTIN HEALEY 3000 MK. III, Silver



1954 SUNBEAM ALPINE ROADSTER



1966 ASTON MARTIN DB5
Choice of 3



1965 PORSCHE 356 C



1962 JAGUAR 3.8 Mk.II.
Silver, manual

1957 BRISTOL 406, Grey
1956 MORRIS OXFORD, Black
1960 DAIMLER DART, Blue. H/S Tops. W/W
1951 JAGUAR XK120 ROADSTER, red
1961 AUSTIN HEALEY 3000, Red
1956 SUNBEAM TALBOT ALPINE
1963 AUSTIN HEALEY 3000
1960 ROVER 95. Grey/blue
1950 MG TD, Red, concours
1964 AUSTIN HEALEY 3000 II
1952 JAGUAR XK120 ROADSTER, White
1961 DAIMLER DART, Red
1957 JAGUAR MK VII
1967 *ASTON MARTIN DB6 VOLANTE*
1961 ALVIS TD21, W/W, black
1974 FERRARI DAYTONA, Blue
1965 TRIUMPH TR4A, IRS, Green
1938 LAGONDA V12, Blue
1936 ALVIS SPEED 25 Charlesworth
1963 *JAGUAR 3.8 'E' TYPE* F.H.C.
1952 FORD POPULAR, Grey, V. low mileage
1971 LOTUS ELAN +2S, Red
1956 DAIMLER CONQUEST Drophead coupe
1961 MORGAN +4, Yellow
1967 BUICK RIVIERA, Bronze.
1961 ALVIS TD 21 Drophead
1927 ROLLS-ROYCE 20 HP by Barker
1965 ALVIS TE21 Coupe, Grey
1965 MERCEDES 220 SE Convertible
1959 BENTLEY S1, Black
1969 MERCEDES 260 SL, Gold
1934 DAIMLER LIMO. By Hooper
1956 BUCKLER 2 STR. Sports
1936 AUSTIN 10, Brown/cream
1961 ASTON MARTIN DB4. Blue
1964 ROLLS-ROYCE SC III, Blue/silver
1971 ASTON MARTIN DBS V8, Red
1969 ROLLS-ROYCE SILVER/SHADOW.
1966 BRISTOL 409, Silver/grey
1963 AUSTIN HEALEY 3000 IIA
1965 BENTLEY Continental Flying Spur
1958 TRIUMPH TR3A, Black, w/w
1973 FERRARI Dino, Red
1963 DAIMLER Dart, Red, w/w
1967 JAGUAR 'E' Type 4.2 ROADSTER
1956 JAGUAR XK140 COUPE, B.R.G.
1966 ASTON MARTIN DB5, White
1948 MG YB SALOON, Red
1946 ROVER 16, Black/red
1923 DODGE 4Dr. SEDAN, Black/blue, manual
1911 DAIMLER 3Dr. Tourer, grey
1938 ROLLS-ROYCE 25/30 Sports Saloon, H. J. Mulliner
1923 ABC Roadster, Aluminium body, 2-seater
1936 DELAGE D6 Coupe, red
1933 VAUXHALL 'SILENT SPEED' Boat-tailed tourer
1936 AC DROPHEAD with Dickey, green, very low mileage
1960 ROVER 80 SALOON, Grey, manual
1955 *Rover 75 SALOON,* *Beige, LHD. Manual*
1960 ROVER 100 SALOON, Black, manual
1964 ROVER 100 SALOON, Green, manual
1964 ROVER 100 SALOON, Grey, manual
1964 ROVER 110 SALOON, Green, manual
1971 ROVER 3½-LITRE COUPE, Grey, auto
1950 *HUMBER DROPHEAD* *by Tickford, Green,* manual



1961 BENTLEY S11.
Black/silver, Choice of 4

1971 ALFA ROMEO 1750GTV, Grey
1958 STUDEBAKER HAWK, Black
1958 MG MAGNETTE, Pale blue, mint
1955 SUNBEAM TALBOT 90, Blue, Manual
1963 ROLLS-ROYCE SCIII, Continental H. J. Mulliner
1963 PEGASO SPORTS, V8, V. rare, blue
1956 *JAGUAR XK140 ROADSTER,* *Blue*
1947 ARMSTRONG SIDDELEY, Black



1957 SUNBEAM RAPIER CONVERTIBLE. Choice of 2



1971 JAGUAR V12 'E' TYPE.
Choice of 5 models.



1958 JAGUAR Mk. I
Choice of models



1936 ALVIS SPEED 25
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1976 Firenza Droop Snoop 2300 Five speed box, sunroof, mag wheels, cloth trim, 34,000 miles, believed one of 196 made **£1,995**



1936 Austin Nippy two seater, cream, with red leather trim and black weather equipment, aero screens, very pretty **£2,500**

1964 Alvis TE21 auto, p.a.s., chrome wire wheels, 53,000 miles from new, works and rd triangle history. One of the nicest available, cherished registration number B1 YRR **£2,950**

1963 Jaguar Mk 10. Auto, p.a.s., sunroof, M.o.T. d. space needed **£695**

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1954 'R'-Type. Tudor grey, blue interior, gen. mileage 71,000.
1963 Rolls-Royce Silver Cloud III. Pine green, refrigeration, 3 owners, 69,000 miles.
1973 Model Rolls-Royce Silver Shadow. 4 door, astrakhan/sand, beige interior, gen. mileage 18,000.
1971 Rolls-Royce Silver Shadow. Mauve, white interior, gen. mileage 25,000, R plate.
1968/9 Rolls-Royce Silver Shadow. Midnight blue, beige interior, 58,000 miles, superb condition.
1953 Bentley 'R'-Type. Shell over tudor grey, 100,000 miles, superb condition.
1953 Bentley 'R'-Type. Sand and sable, 101,000 miles, superb condition.
1961 Bentley SII. Sage and smoke green, red interior, 79,000 miles from new.
1974 Land Rover. 12 seater Safari, Blue/cream, towing equipment, free wheel hubs, privately used and in first class condition, 33,000 miles from new.
1975 Triumph Stag. O/d., magenta, h/s tops, tinted glass, radio, 25,000 miles.
1974 MGB GT V8. Harvest gold, radio, Ziebart, beautiful condition, one previous owner.
1975(P) Rover 2200 S.C. Lunar grey, 8,500 miles genuine.
1964 Rolls-Royce Silver Cloud III. Shell grey/steel blue, gen. mileage 77,000.
1939 Morris 8 Series E Saloon. 55,000 miles.
1954 Rolls-Royce Silver Dawn. Shell grey, red interior, gen. mileage 77,000. *(Photo.)*
1970 Morris 1000 Traveller. 18,000 miles.

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1949 Bentley Mk VI Standar steel saloon finished in grey wit blue interior basically sound an original, requires some restoratio **£1,70**

1950 Bentley Mk VI Standar steel saloon finished in two blue grey int., quite presentable . **£1,70**

1953 Bentley "R" typ Standard steel saloon finished shell and tudor grey with re interior, two owners, 102,000 mile very original and above averag condition **£4,25**

1956 Bentley S1 Standard stee saloon finished in shell grey wit green interior, very clean an presentable example **£3,15**

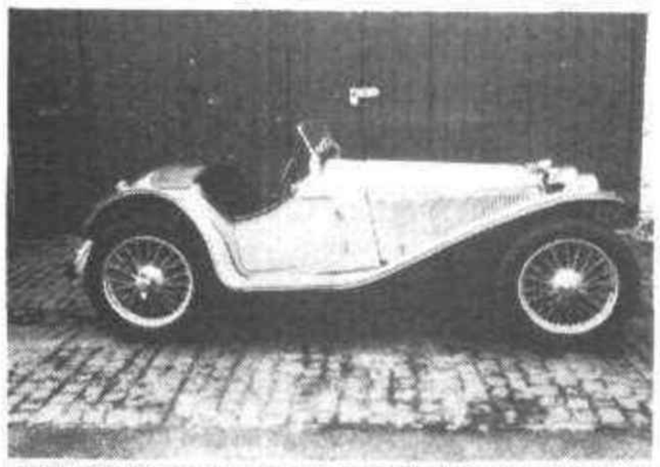
1957 Bentley S1 Standard stee saloon finished in black with gre interior, PAS, nice original car i unrestored condition. **£3,30**

1939 Sunbeam 500 cc Motor cycle high cam engine, ver smart **£75**

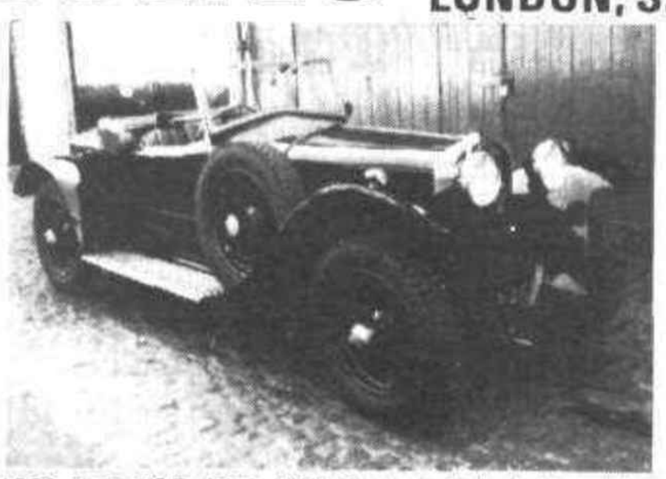
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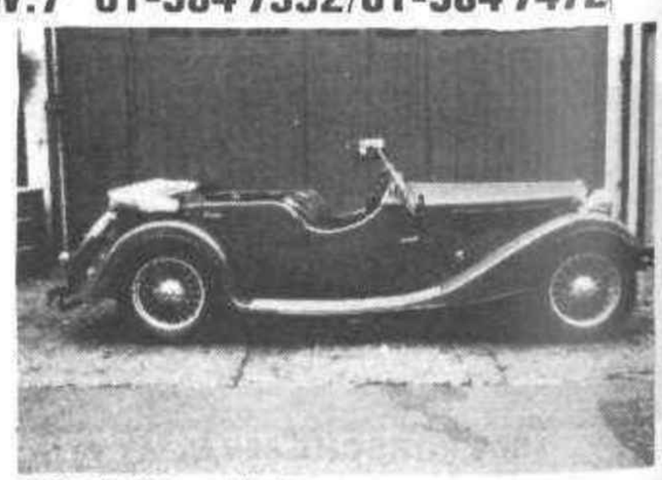
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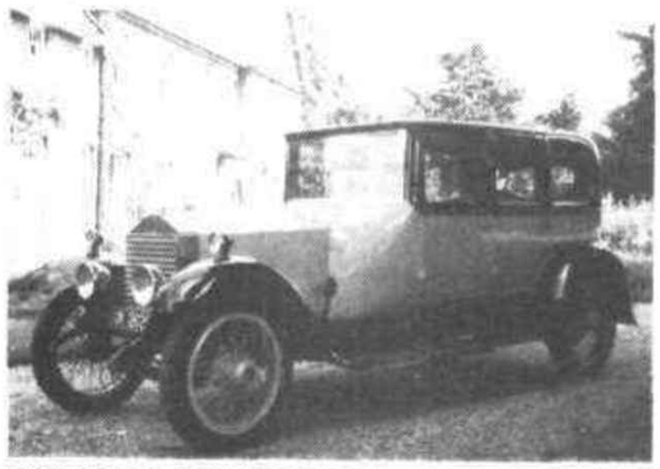
1934 RILEY Imp two seater, crash gearbox. Good original example



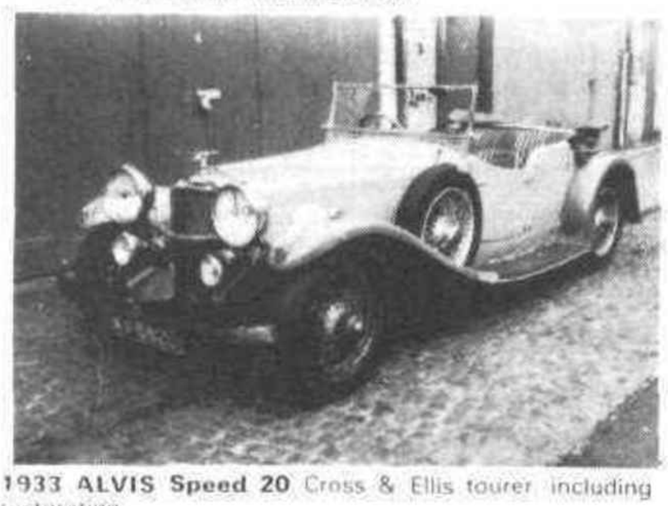
1926 DELAGE Diss 14H.P. boat-decked tourer by Kellett. Flared wings, magnificent car.



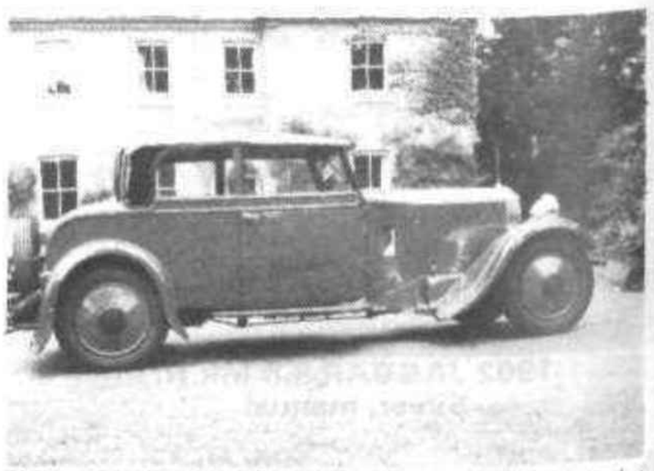
1937 RILEY Lynx 1½-Litre four seater tourer.



1925 ROLLS-ROYCE 20 saloon. Chassis number GNK 45, three speed gearbox. Recent restoration



1933 ALVIS Speed 20 Cross & Ellis tourer including restoration



1931 ROLLS-ROYCE 20/25 Sportsman's coupe by William Arnold

1930 LAGONDA 2 Litre low chassis speed model four seater tourer.
1928 MINERVA Type AK touring limousine by Weyman.
1925 SUNBEAM 14/40 two seater with dickey.
1931 ROLLS-ROYCE 20/25 Sedanca de Ville by Windover.
1926 AMILCAR C6 1100 cc. twin overhead camshaft, supercharged competition car in mint condition.
1925 ROLLS-ROYCE 20 fixed head coupe by Park Ward.
1928 HISPANO SUIZA H6B touring car.
1926 BENTLEY 3-Litre long chassis 2/4 seater tourer.
1928 LANCIA Lambda 7th Series Torpedo tourer.
1927 BENTLEY 6½-Litre touring saloon by H. J. Mulliner.

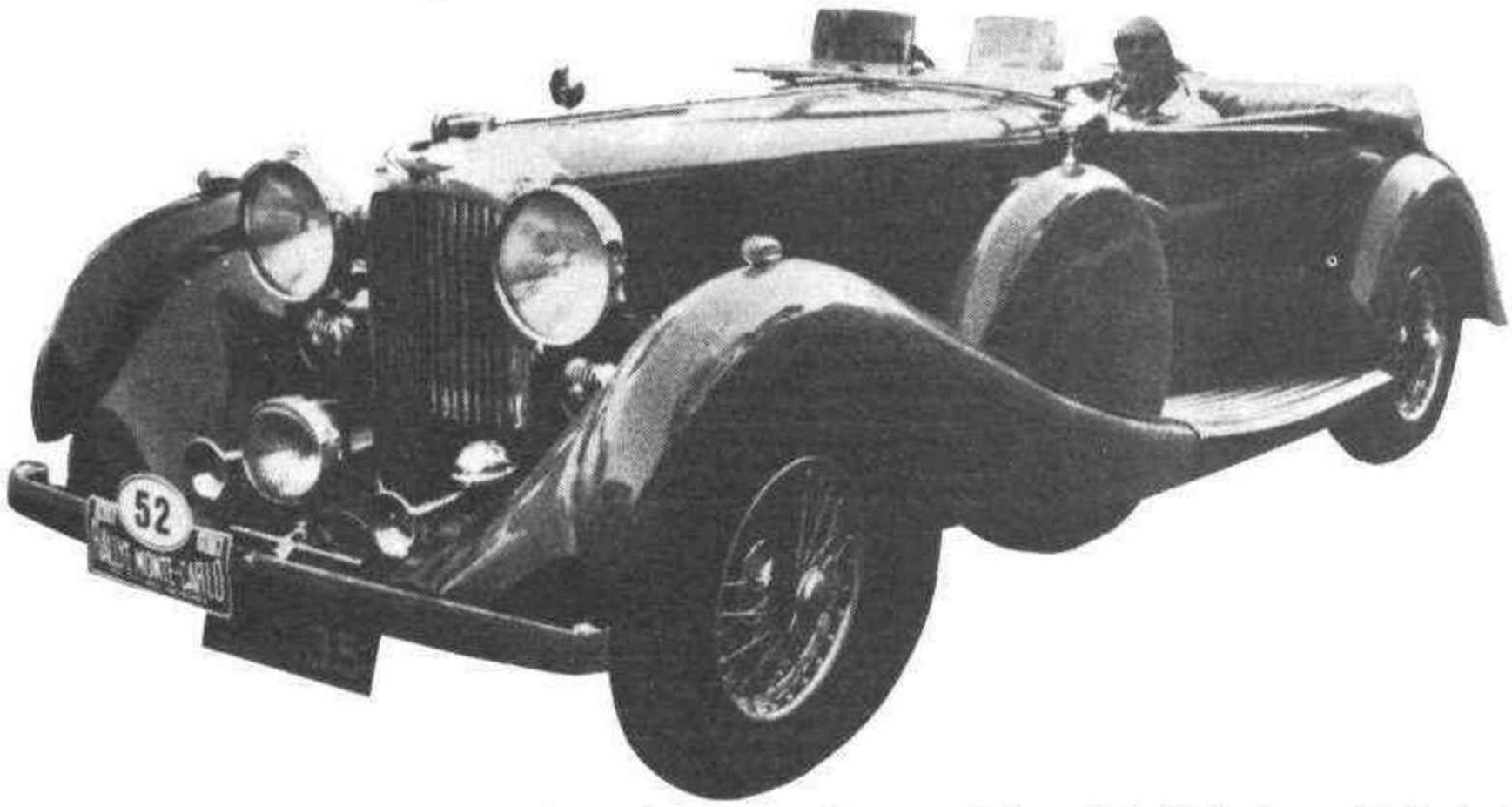
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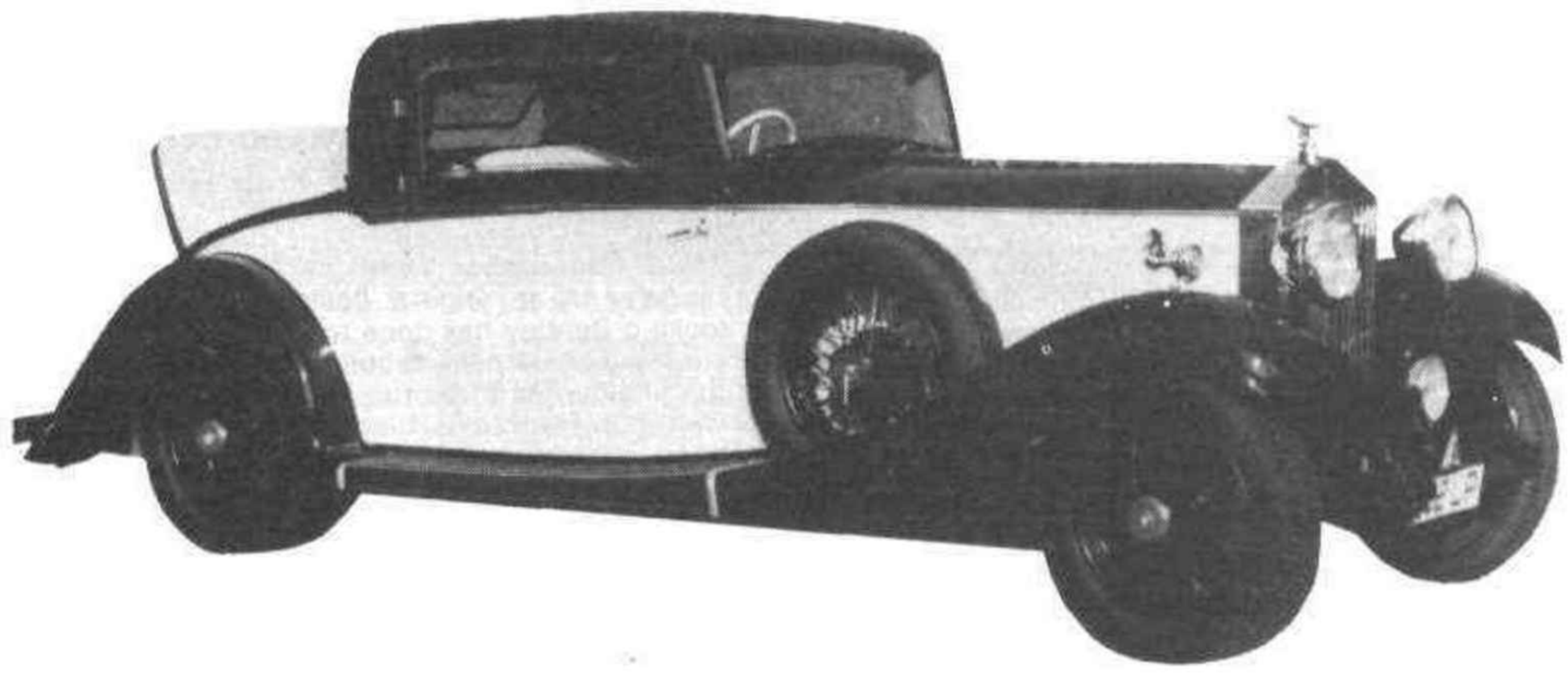
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1936 Lagonda LG45 2-door Four-Seater Tourer



This photograph was taken during the Monte Carlo rally, in July, when the car was 3rd overall, 2nd in its class and 3rd in the Concours d'Elegance against very stiff competition. It covered 2,200 miles during the course of the rally, with no major problems and is certainly the most thoroughly road tested car which we have ever offered. It is superbly re-painted in mid blue and has all the bright metal work re finished. It has chrome wire wheels and a fully detailed engine compartment. We have preserved the original blue leather, as it indicates the genuine low mileage covered by this car. A new hood, recovered side screens and new carpets complete the picture. Perhaps the most expensive Lagonda yet, certainly the best for many years.

1933 Rolls-Royce 20/25 2-door Fixed-Head Coupe with Dickey by Watson



Once again we are able to offer this exceptionally rare car, which was last through our hands 2½ years ago. Needless to say, it is now much more expensive, but no doubt it will be more expensive still in another 2½ years. Believed to have been built by Watson of Lowestoft for Mr Watson's own use. The car incorporates many unusual features and is restored to a very high standard throughout. Painted black over ivory with beige Connolly hide. It runs as a Rolls-Royce should and is illustrated on page 412 of 'Coachwork on Rolls-Royce' by Lawrence Dalton.

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ROLLS ROYCE 1970. Silver Shadow another fine example of this standard 4 door sport saloon, just repainted in Shell Grey over Caribbean Blue, with contrasting Grey hide trim and carpeting. Full refrigeration and Sundym glass. Agent maintained with service records, 80,000 miles recorded, taxed and M.O.T. tested.



ALVIS 1935. SPEED 20, open sports tourer 2 door 4 seater coachwork, rear mounted spare wheel, cycle wings etc., finished in Deep Burgundy with Grey hide trim, good weather equipment tyres, mechanics outstanding, one owner last 20 years. A fine usable Vintage classic in really good all round order.



TRIUMPH 1977(S). Spitfire 1500. 2 seater open sports car finished in Carmen Red with Black trim, Black hard and soft tops, radio, recorded 6,000 miles only, virtually as new.



DAIMLER 1970. Limousine DS 420. Finished in Silver with West of England cloth to the rear and black leather front compartment, full face forward occasional seating, electric windows and electric division, mechanically very good, M.O.T. tested.



BMW, 1977 Series. 100 RS. finished in metallic Ice Blue under 5,000 miles recorded, virtually as brand new representing fantastic value at £2,250.



BENTLEY 1967. T. Type Standard 4 door sports saloon, elegantly finished in Seychelles Blue over Shell Grey, trimmed in Grey hide, mechanically first class, just fully serviced through and in all round first class order.

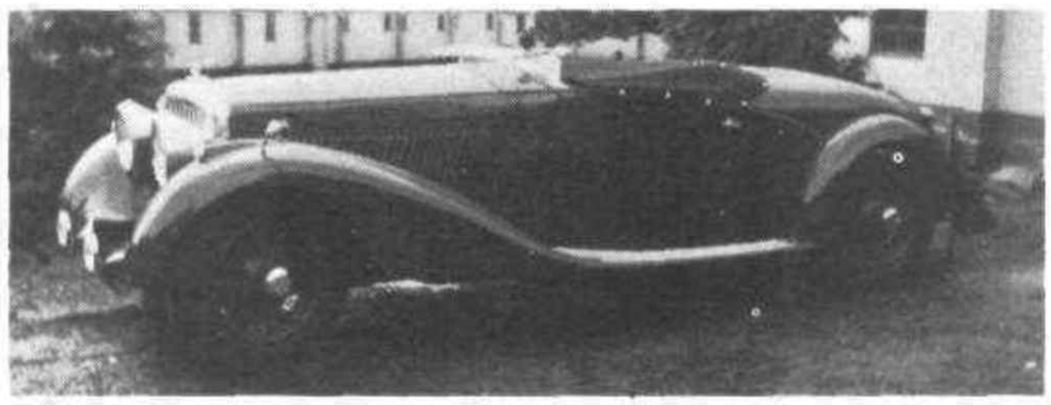
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1939 (December 1938) BENTLEY 4¼-litre 2 seater sports roadster to an original design of James Young. This striking looking Bentley has done road test mileage only since a 4 year chassis up complete rebuild of mechanics, coachwork etc., and the engine has to be run in. It is in new condition in burgundy with gold coachlines, black Connolly hide interior, black carpets, hood, side curtains and tonneau cover etc. Fitted fold flat windscreen, concealed hood, large luggage compartment, P100 headlamps etc.

(I regret the photograph does nothing to show its superb looks and condition and is similar to B31LE, page 209 pictured in Bentley, 50 years of the marque).

1930 ALFA ROMEO GT 6C 17/50 twin cam drophead Coupe. This car has had little use since an extensive rebuild by the leading Alfa specialist. (Body removed from chassis, all mechanics rebuilt & complete coachwork restoration etc., etc.) It is in exceptional condition in Alfa red, black interior and hood and fitted twin mounted spares. (All 6 tyres brand new) and is the only 17/50 Alfa of its type built with Carlton 4 seater drophead coupe coachwork, fitted chrome stone guards on its Marchal headlights and a rear luggage boot etc.

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1924 BENTLEY 3-litre short chassis Le Mans sports 2 seater.
1931 BENTLEY 8-litre V.D.P. type open sports 5-seater.
1934 MG PA sports 2-seater.
1927 HISPANO SUIZA H6B all weather cabriolet.

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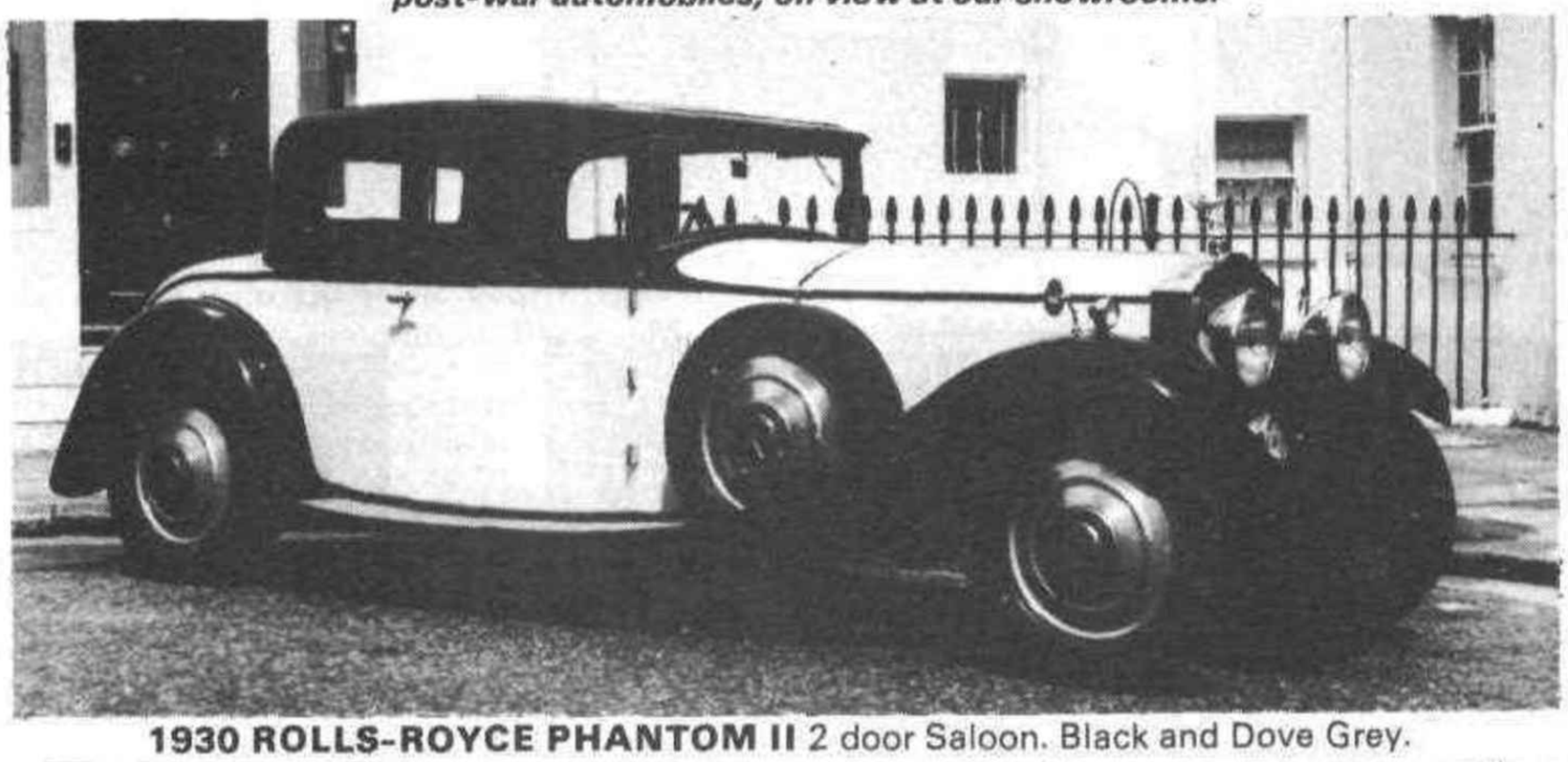
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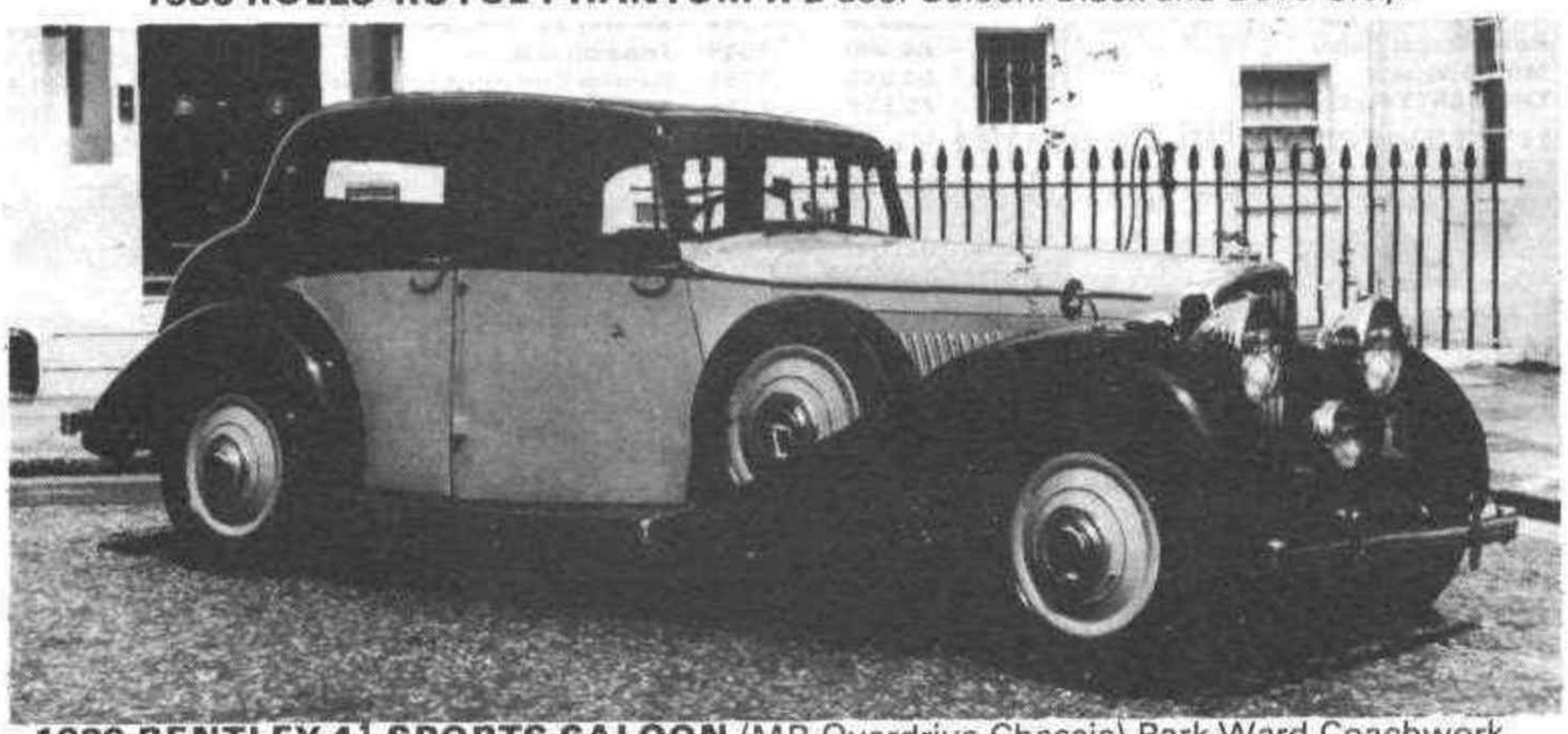
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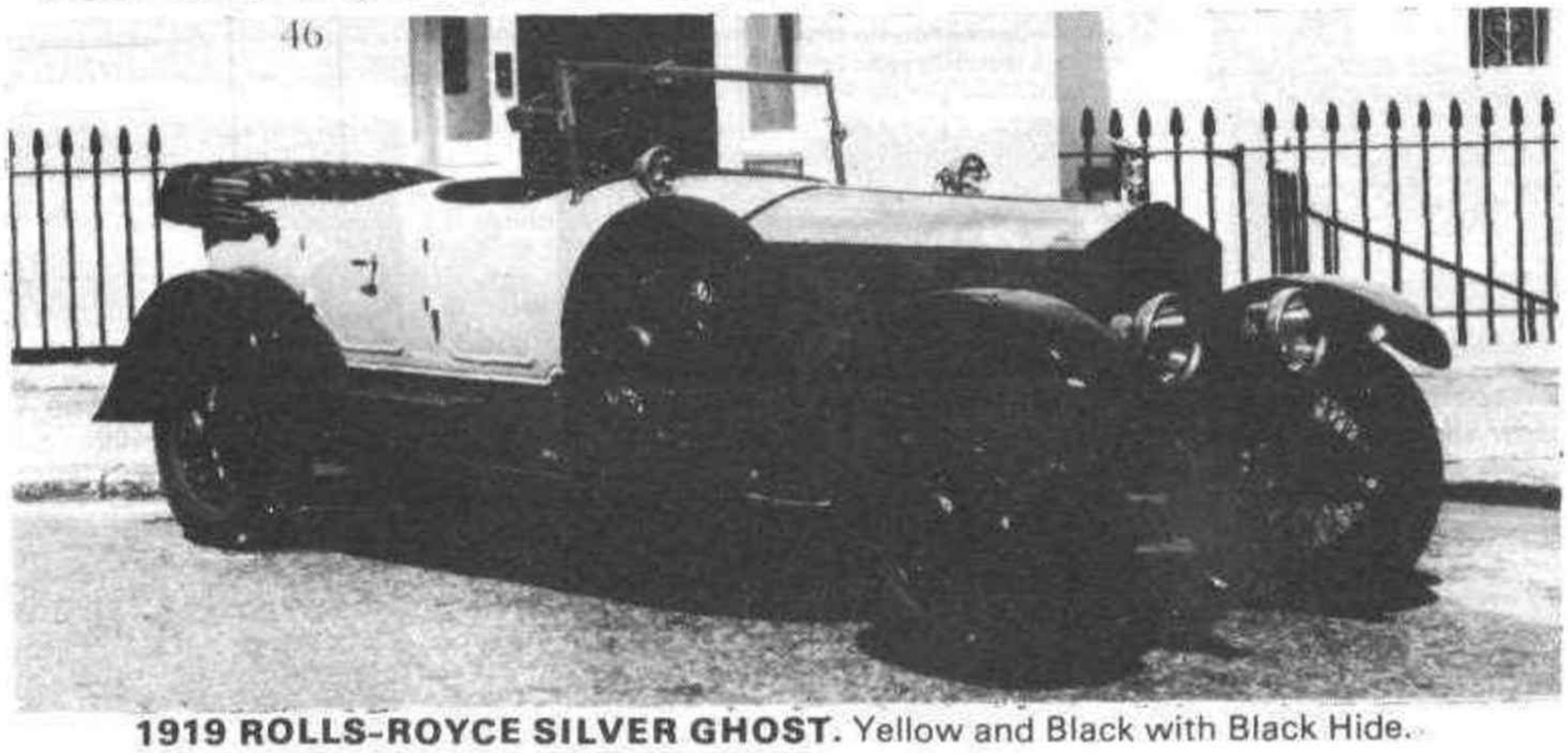
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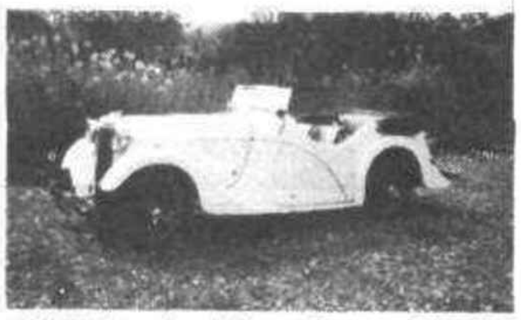
1928 Austin Chummy, £3,450



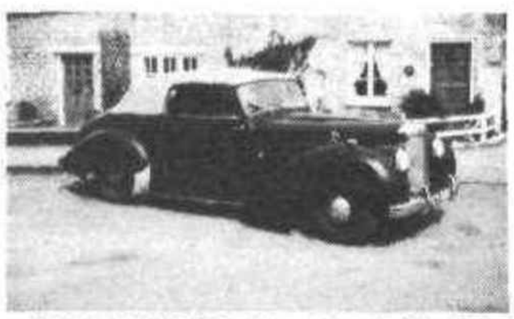
1920 AC 2-seat and dickey, **£5,650**



1932 Morgan Trike. Jap engine, **£3,650**



1935 Standard Avon Tourer. £3,750



1952 Alvis TA21 drophead, **£3,450**



1933 Triumph Super 7, £1,875

1926	**Clyno** 4-seat Tourer	**£3,950**
1927	**Rover** 4-seat Tourer	**£4,400**
1933	**MG K3** Replica	**£4,850**
1934	**Talbot 65TT** Replica	**£5,650**

1954	**Bentley 3½** by Hooper	**£5,450**
1949	**Triumph** Roadster	**£3,150**
1951	**Daimler Conquest** Roadster	**£1,975**
1936	**Austin Ruby Tourer**	**£1,350**



1963 Porsche Super 90 £2,380



1959 Jaguar XK150S, 3 owners. **£5,550**



1959 AC ACECA. £2,950

1951	**AC Ace**	**£6,350**
1961	**Alvis TD21**	**£1,725**
1961	**Alvis TD21** Auto	**£1,550**
1966	**Alfa GTC** 4-seat d/h	**£1,975**
1964	**Alvis TE21**	**£1,875**
1928	**Austin 7** Gordon England Cup Model	**£4,200**

1971	**Aston Martin DBS V8**	**£4,350**
1969	**Aston Martin DBS 6**	**£3,650**
1968	**Aston Martin DB6.** Met brown.	**£3,950**
1967	**Aston Martin DB6,** silver birch	**£4,350**
1965	**Aston Martin DB5,** met blue	**£3,950**
1964	**Aston Martin DB5,** sage green	**£4,150**
1962	**Aston Martin DB4** silver birch	**£3,450**
1961	**Aston Martin DB4,** red	**£2,950**
1955	**Aston Martin DB2/4** Mk. II	**£2,550**

1955	**Jaguar XK140** d/h	**£5,450**
1959	**Jaguar XK150** Roadster	**£6,900**
1951	**Bentley Mk. 6**	**£3,250**
1954	**Bentley R type,** auto	**£4,150**
1956	**Bentley R type,** manual	**£3,850**
1966	**Jaguar E type**	**£3,300**



1968 Aston Martin DBS6, aqua verdi, **£3,750**



1951 Bentley Mk. 6, shell grey, red interior, **£3,550**



1966 Aston Martin DB6, met. blue, **£4,400**



1961 Alvis TD21 drophead, **£2,950**



1949 Triumph Roadster, white, red interior, **£3,150**



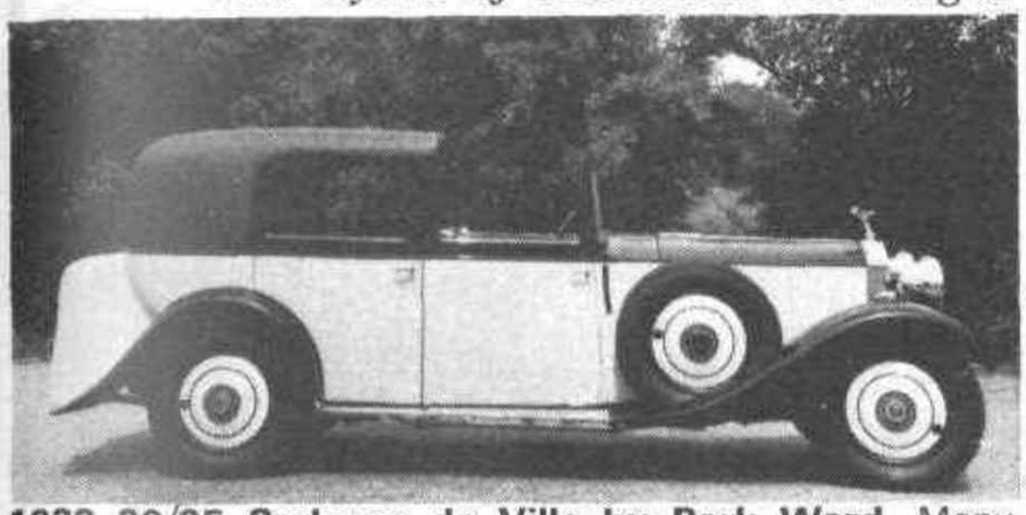
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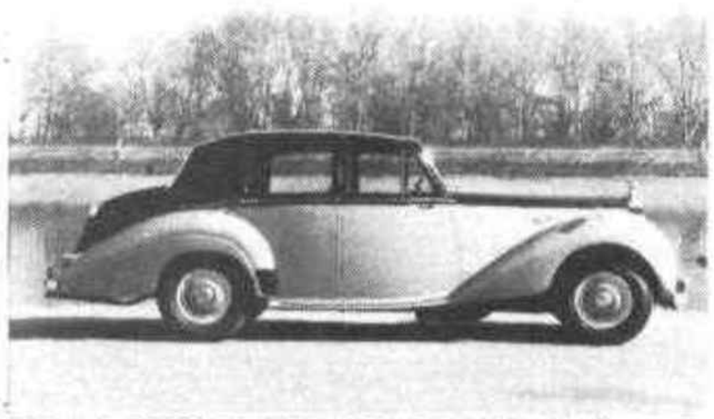
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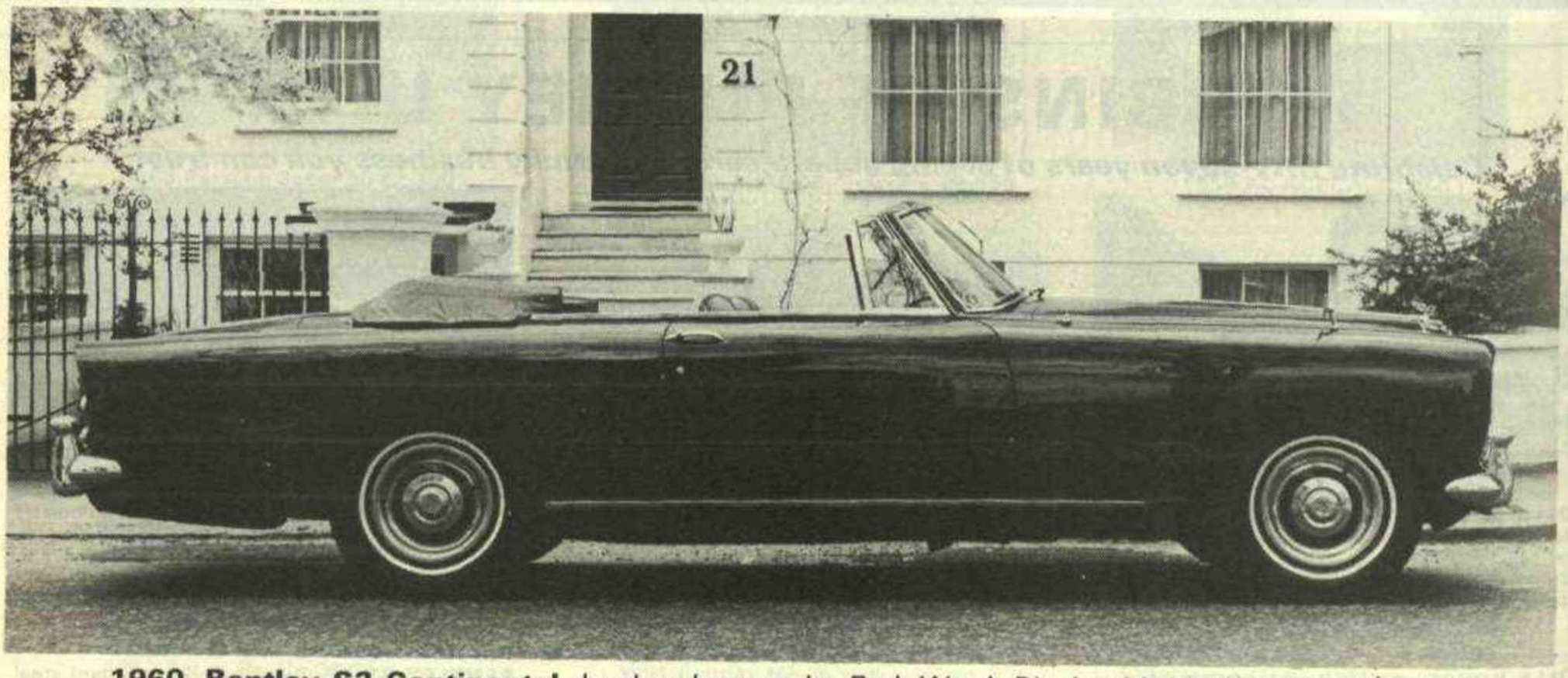
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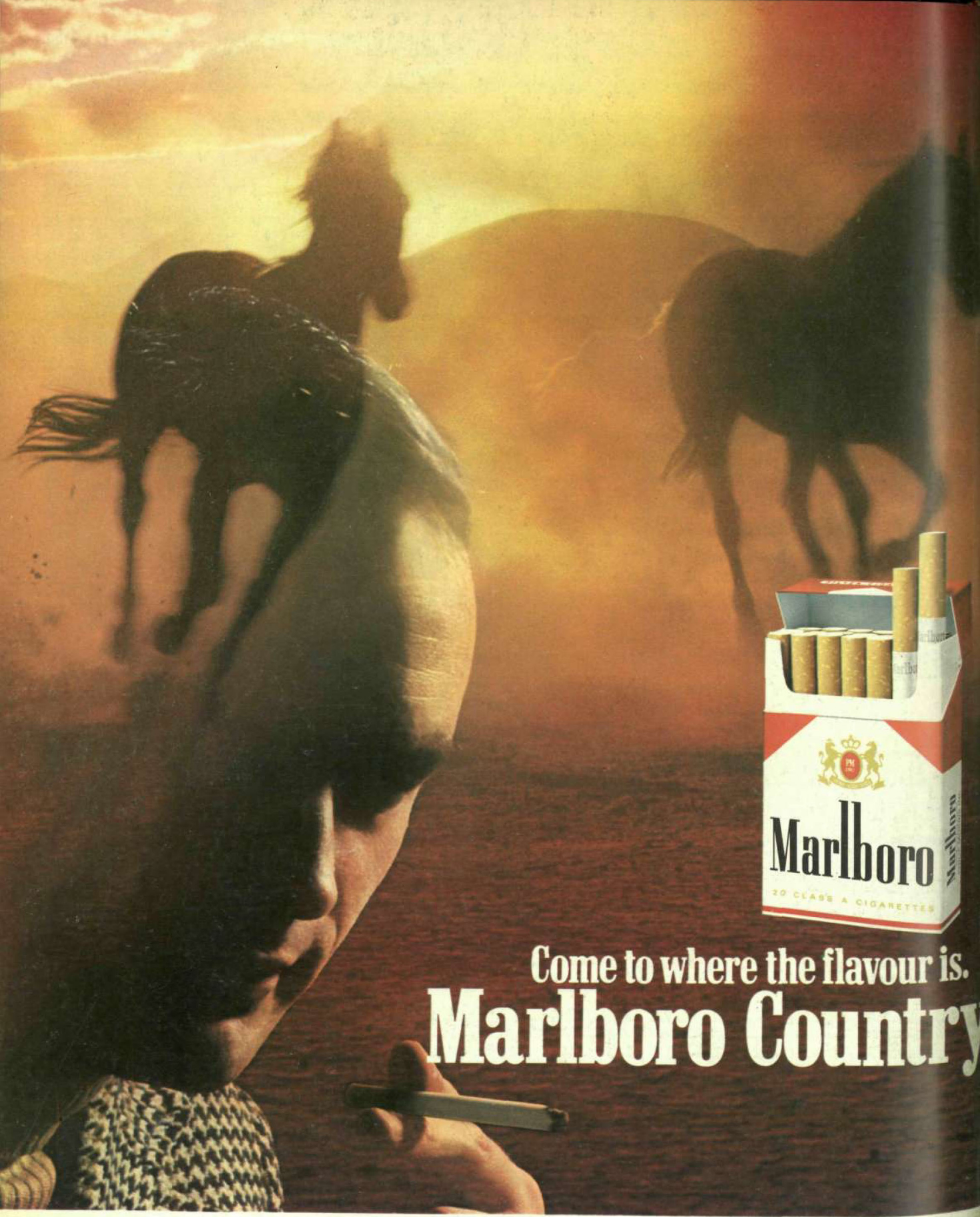
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