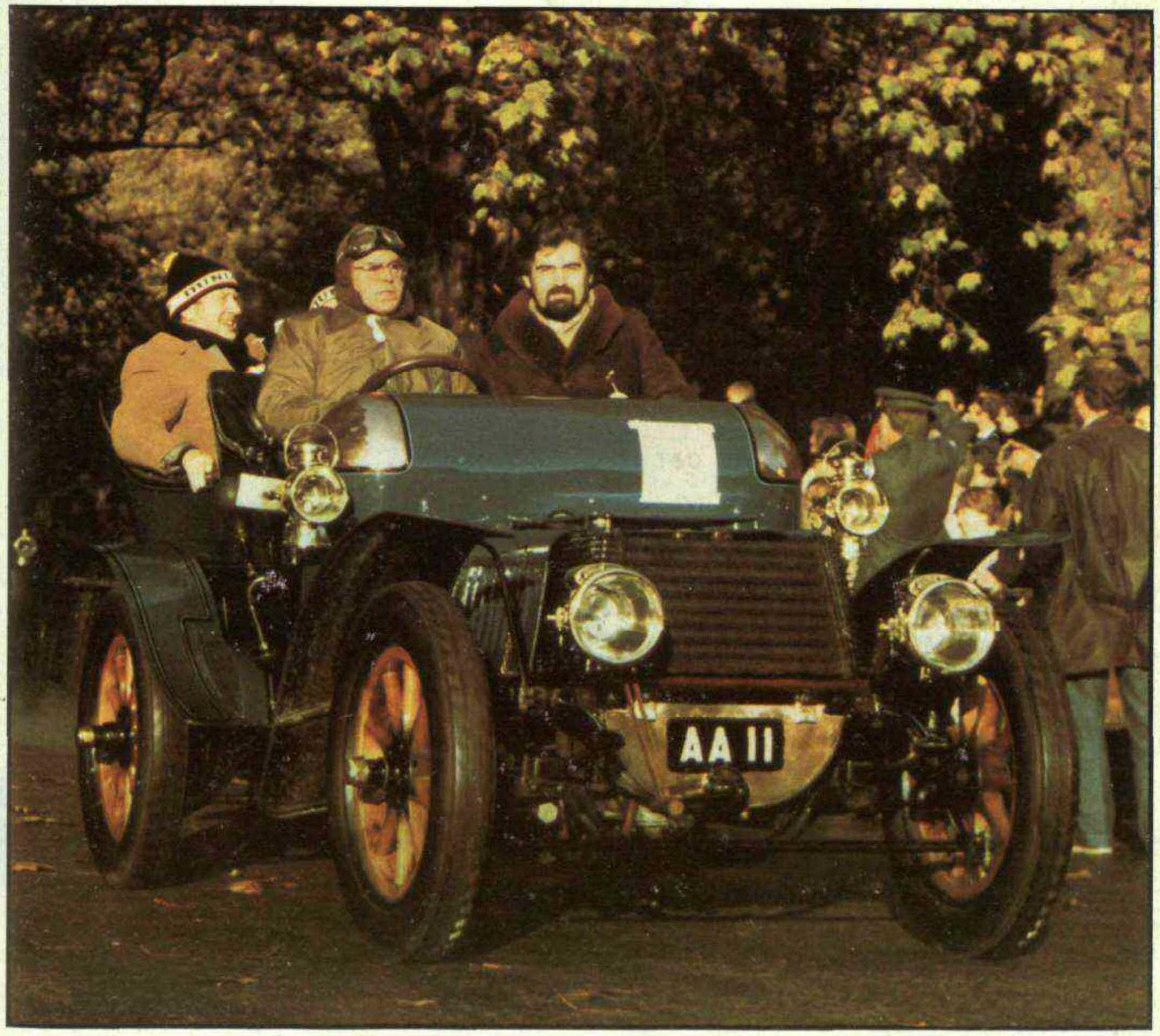
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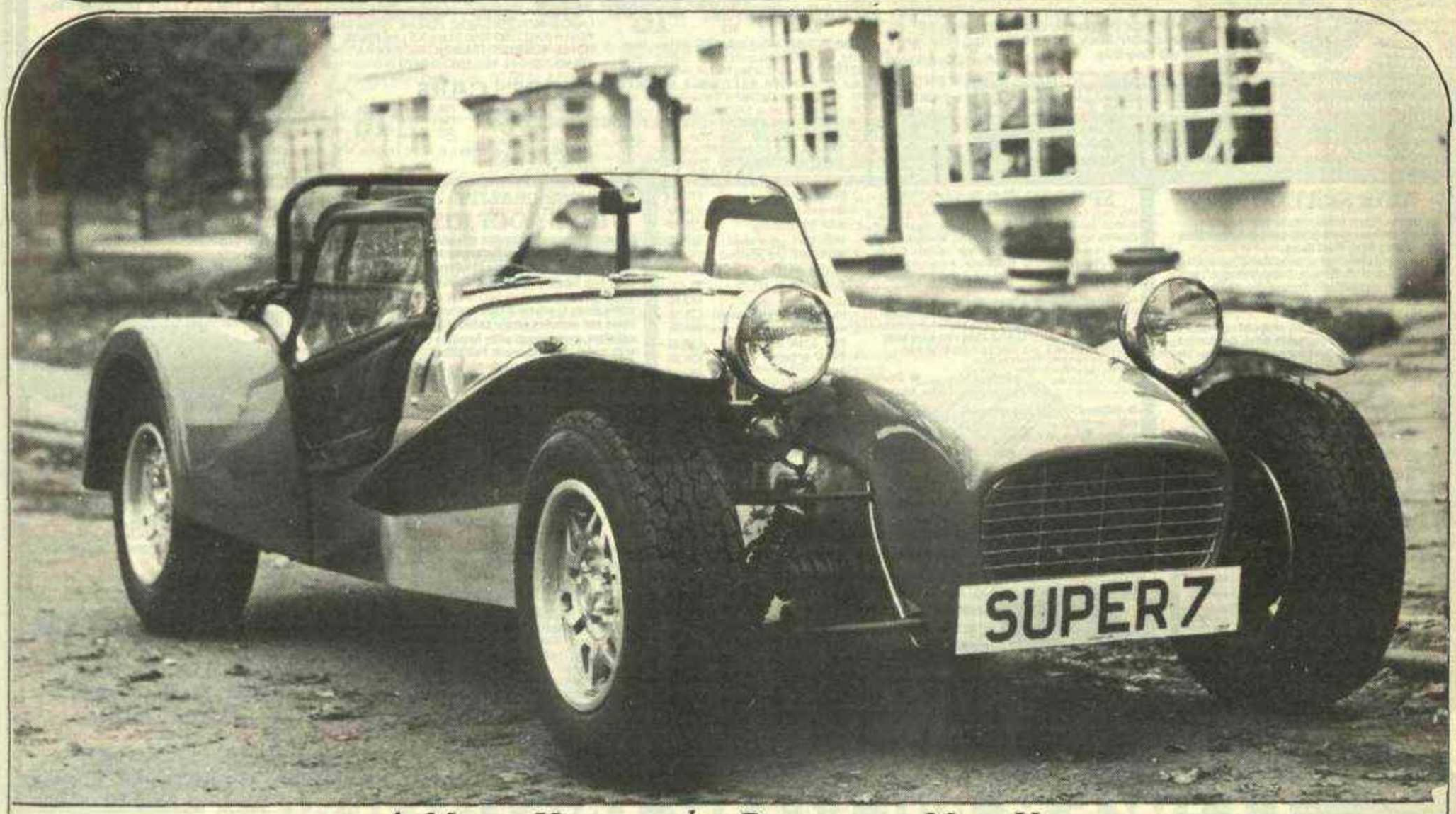
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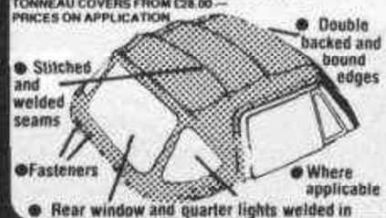
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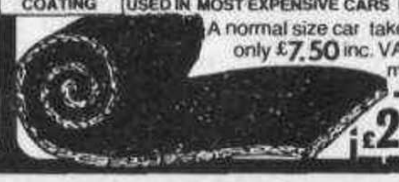
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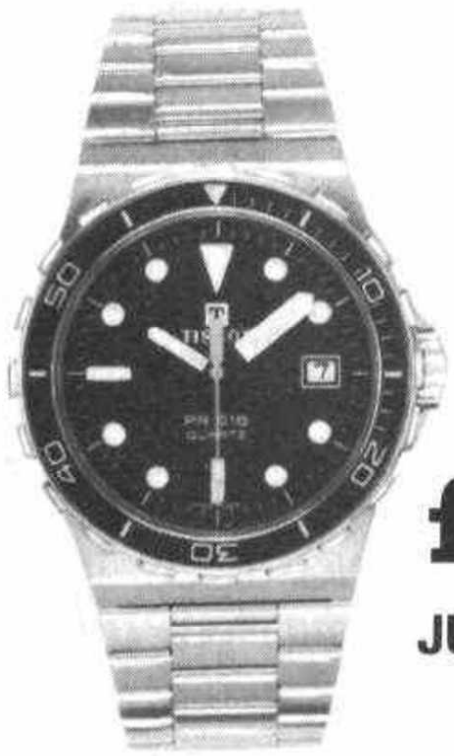
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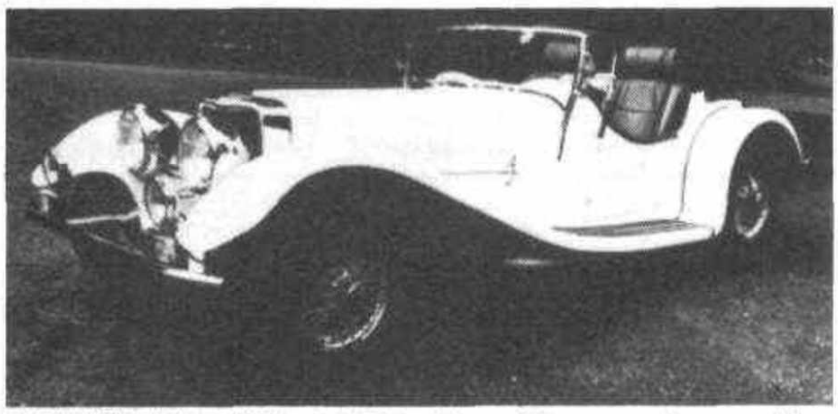
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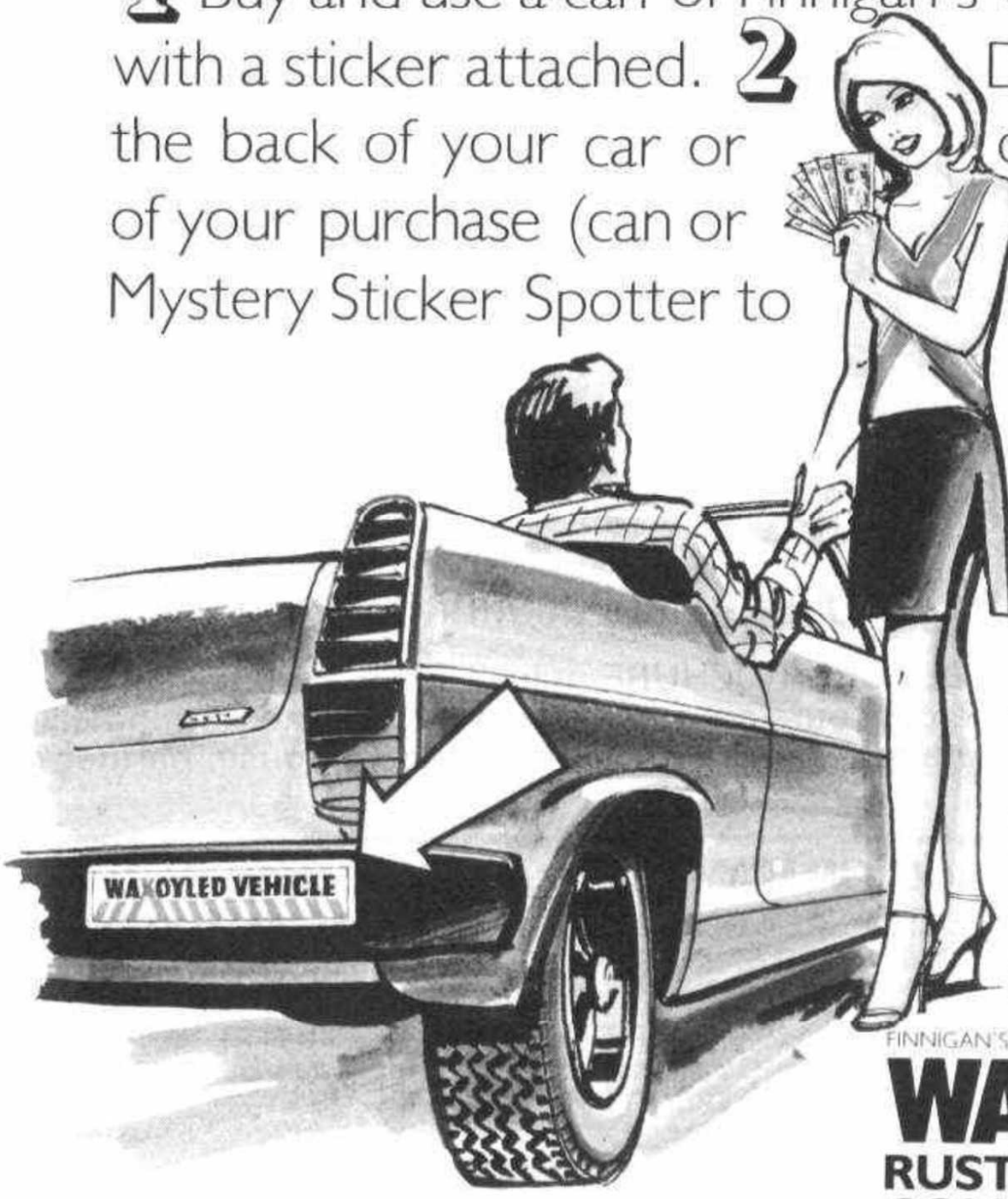
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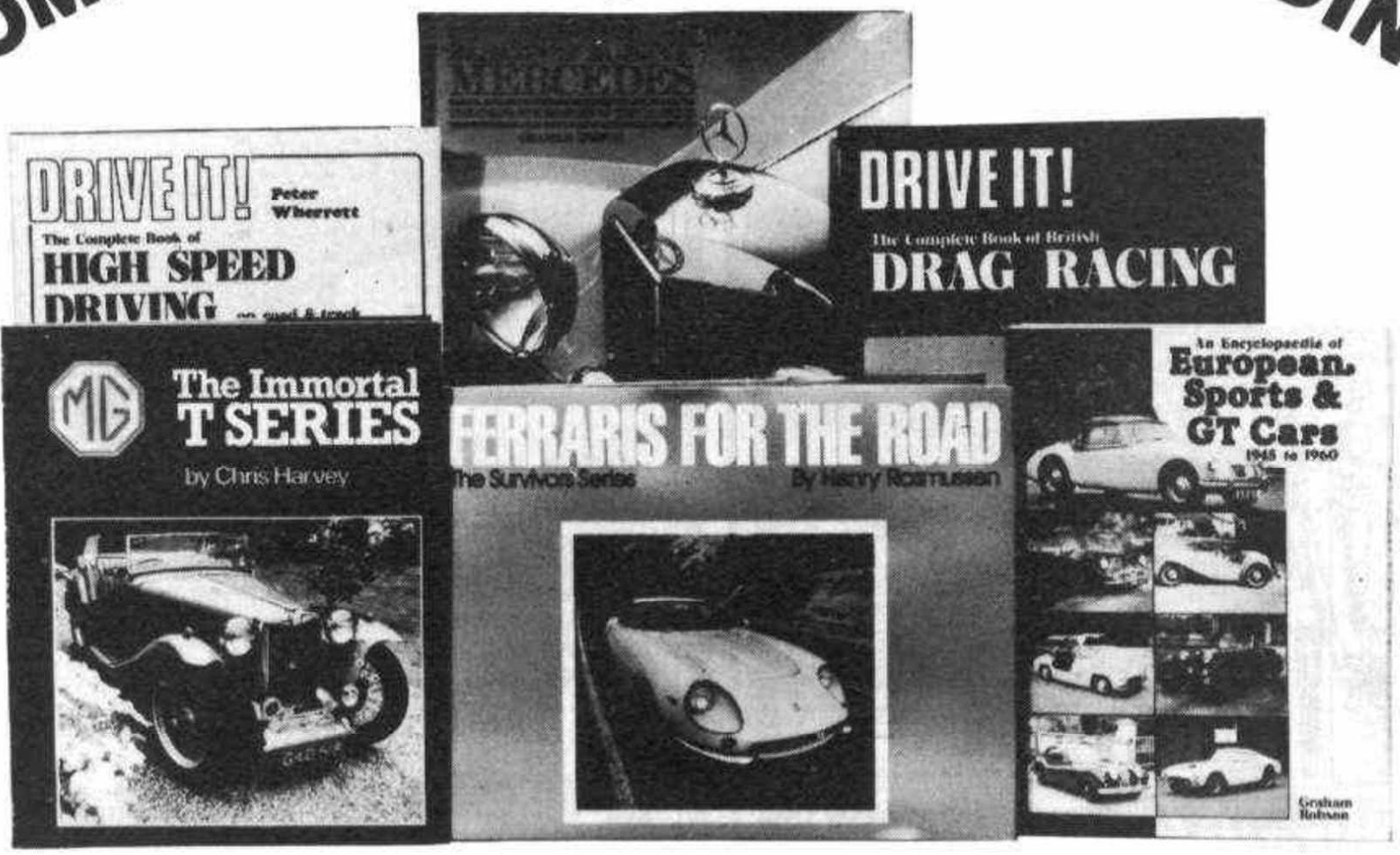
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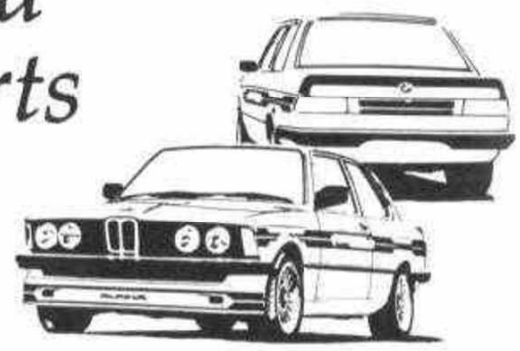
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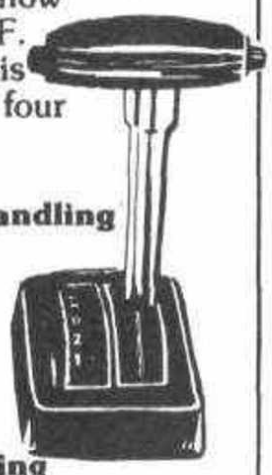
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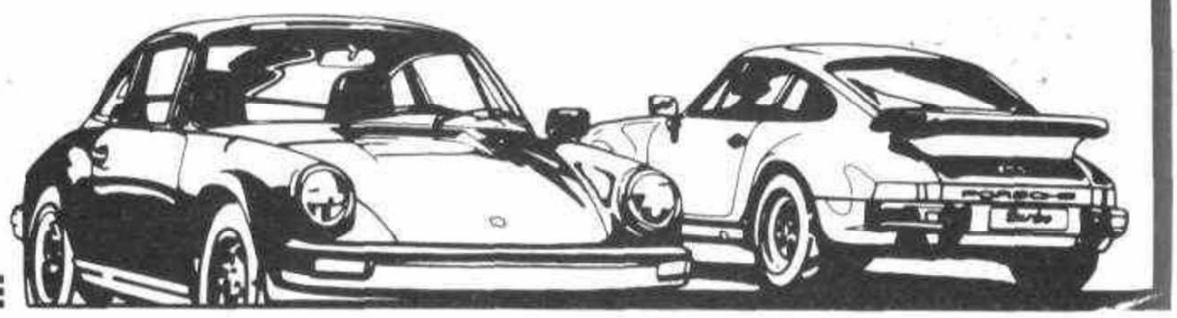
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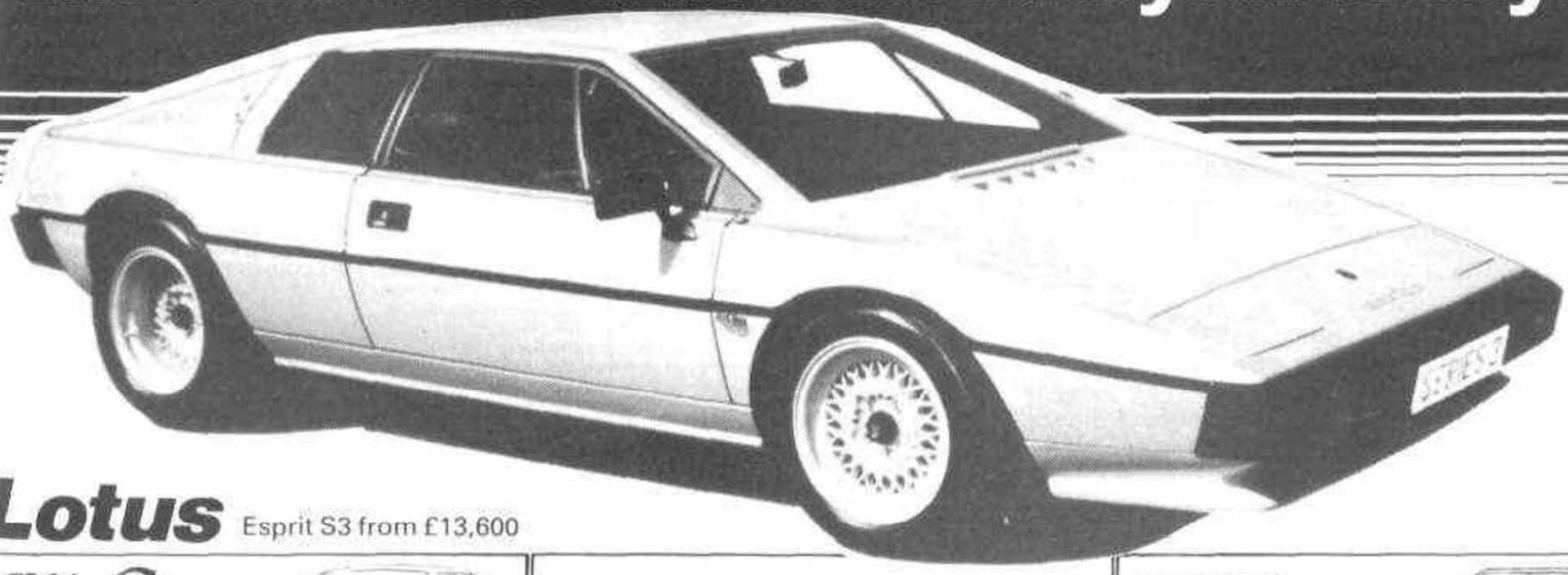
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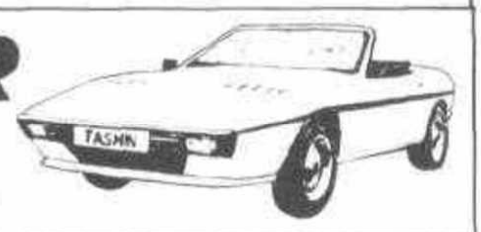
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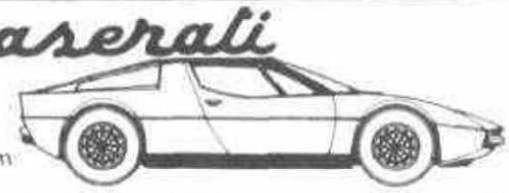
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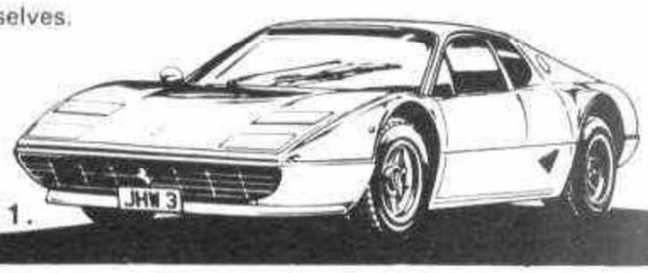
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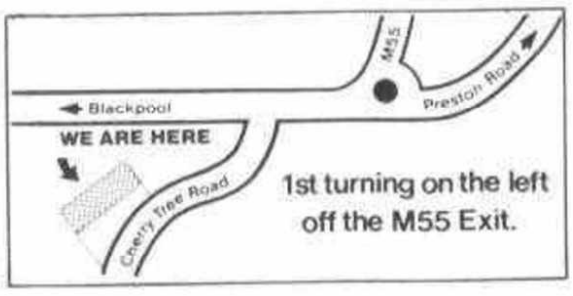
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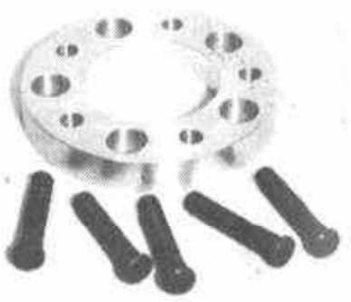
What do you give the Porsche owner who has everything? — Penicillin!

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I promise not to mention H-ll-l--b--g once this month!





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Porsche Turbo 1975-1980. £3.50.
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USED CARS

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1978 LOTUS ECLAT 521. Black, beige interior, cassette / radio, one owner. **£5,995**

1980 TVR TAIMAR. Black, red model band, moon roof, cassette / radio, 1 owner, 20,000 miles. **£7,995**

USED CARS

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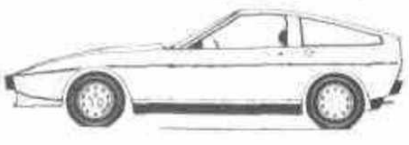
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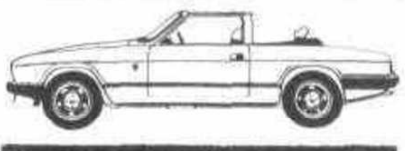
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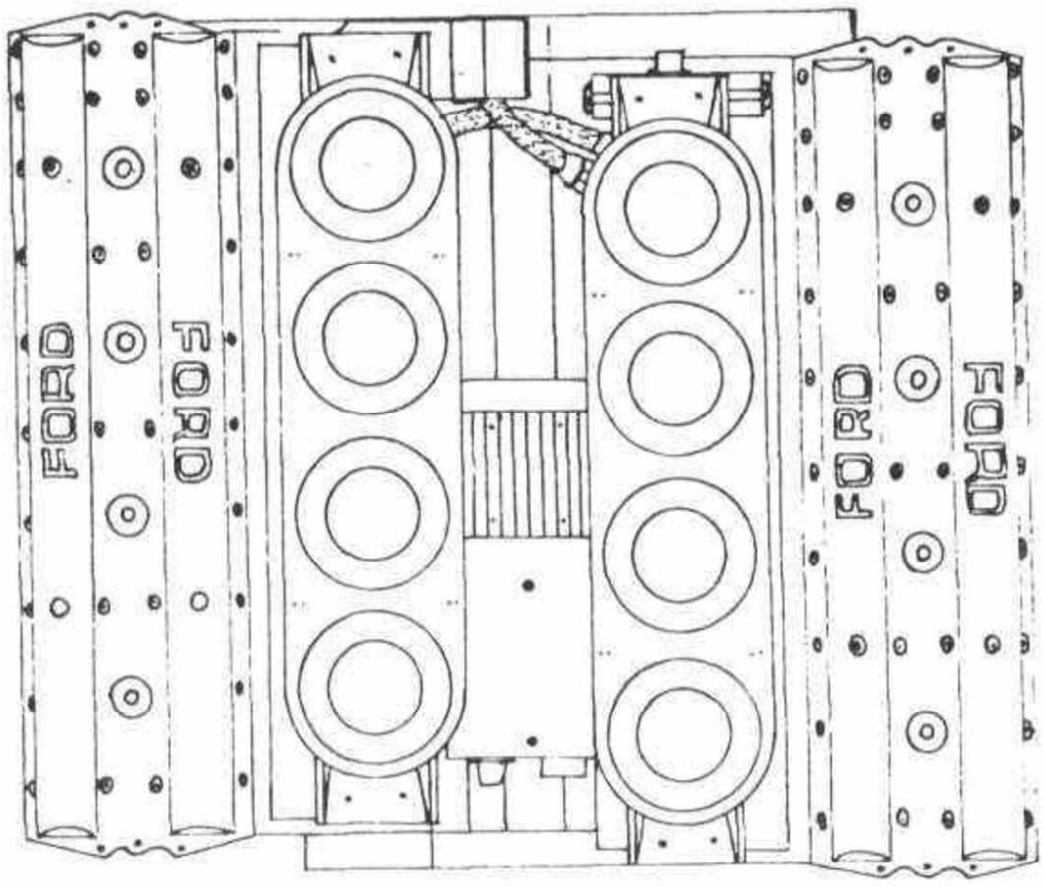
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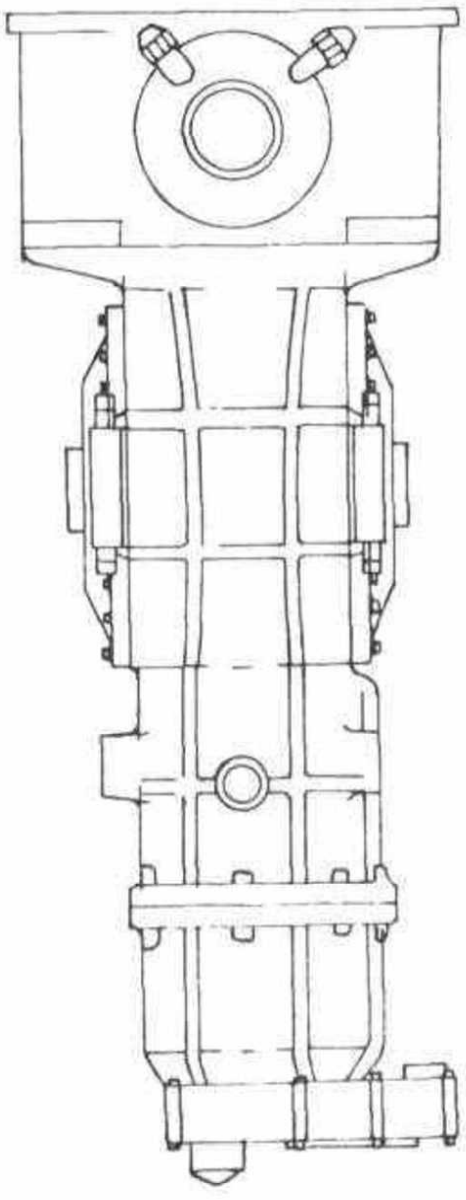
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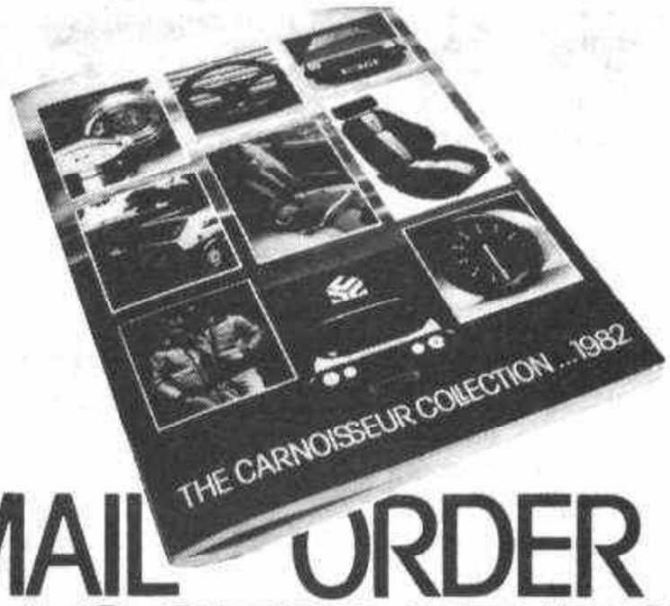
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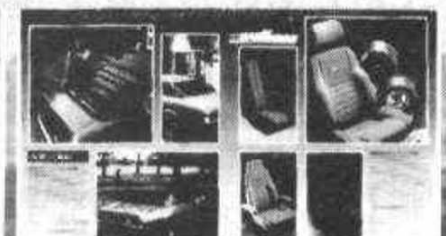


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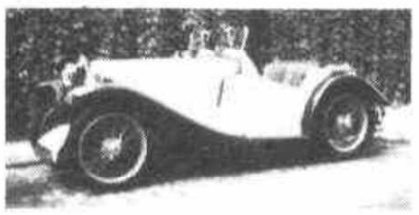


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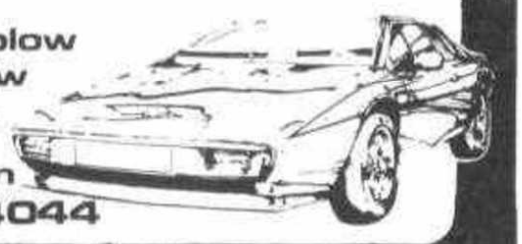
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1979 MGB GT, white, overdrive, sunroof, stereo, one owner £3,995
1980 FIESTA 950, terracota brown cloth interior, radio and cassette, 8,000 miles £2,995
1977 TRIUMPH STAG, blue tan interior, radio, hard soft top £4,995
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1978 COLT SIGMA 2000 GLX Automatic £2,350
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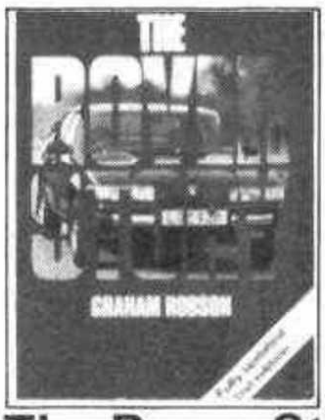
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1979 Beta HPE 2000. Dark blue, radio / tape, RM 21,000. **£3,750**
1979 Beta HPE 1600. Maroon, RM 33,000. **£3,350**
1980 Beta Sedan 1600. Beige, RM 22,000. **£3,250**
1979 Beta Sedan 1600. Red, RM 21,000. **£2,775**
1978 Beta Sedan 2000. Choice of colour from **£1,995**
1977 Beta Sedan 2000. White, RM 40,000. **£1,975**
1979 Beta 1300 Coupé. Red, RM 34,000. **£2,395**
1978 Beta 1600 Coupé. Beige, s / roof, RM 58,000. **£1,995**
1978 Beta 2000 Coupé. Blue, RM 26,000. **£2,950**
1974 Farina 2.0 Coupé. Silver, RM 43,000. **£1,875**
1973 Fulvia 1.6 HF Coupé. Maroon, RM 61,000. **£1,895**
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1974 Jensen Interceptor Mk. III. Brown. **£3,775**
1970 Jensen FF Mk. I. Rare car. **£2,350**
1966 Jaguar 3.8 'S'. Met. blue, o / d, P.A.S., RM 88,000. **£1,750**
1967 Rover 3.5 Saloon. Dark green, RM 48,000. **£1,475**
1968 Aston Martin DB6. Red, 5-speed, RM 88,000. **£3,975**
1965 Aston Martin DB5. Needs some attention **£2,450**
1969 Ferrari 365 GT 2+2. Silver, fine order, bills for £10,000 restoration. **£8,750**



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1981 Alfa Romeo GTV 2000 S/E. Beige, air cond., elec. windows, alloy wheels, radio / tape, RM 11,000. Still under warranty. **£4,950**
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New Tasmin Convertible in red ..... **List price**
New Tasmin in gold ..... **List price**
New Tasmin 2 + 2 in racing red with caviar trim ..... **List price**

USED CARS



1979 'T' TVR Taimar in metallic gold, brown model band, one owner, superb order throughout **£6,250**



1980 GTC four-seater Convertible in Celtic brown, gold model band, total spec, auto, tints, elec mirrors, 14,000 miles **£8,350**



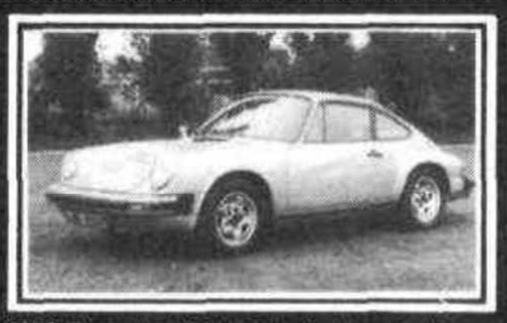
1978 GTE in white with tan trim, PAS, Wolfrace, tints and stereo radio, serviced by ourselves from new **£5,250**



1977 'S' Jaguar XJS in greensand, black leather trim, one owner, full specification, new tyres and exhaust etc. **£6,995**



1979 Lotus Elite 503 in black, champagne leather trim, one owner must be seen **£8,995**



1980 Porsche 911 SC in light metallic blue, full leather trim, one owner, 14,000 miles, as new **£15,500**



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MOTOR SPORT

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

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FRONT COVER PICTURE: THE EDITOR prepares to drive the National Motor Museum's 1903 4½-litre Daimler away from the start of the 1981 London-to-Brighton Run. Apart from trouble with a chafing inner-tube, W.B.'s run to the south coast was incident free. Report on page 1745.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

■ END-OF-THE-YEAR SOLILOQUY

If MOTOR SPORT were a mere trade journal, concerned solely with the welfare of the Motor Industry and its ancillary businesses, we would have every reason to be deeply depressed as the second year of the 1980s draws to a stormy close. For 1981 saw the closure of the great Solihull Rover factory, built only a few years ago at vast expense (although it was as silent as a cathedral at the Press visit we went to, due to a sudden industrial stoppage, portent of things to come!), and then came Sir Michael Edwardes' great gamble with the entire future of British Leyland, as the workforce weighed their 3.8% pay offer against his 38% salary increase. The gamble came off, as Trade Union secretaries gave in, but as we write production at Longbridge is at a standstill again, over a rest-period dispute. The year 1981 has also seen BL leaning heavily on Honda for its new Triumph Acclaim and announcing that it will be further involved with the Japanese Company for its new executive car planned for 1985 — a Honda-Cowley perhaps?

This, surely, is a very sad reflection on the once-proud and profitable British Motor Industry? We have lost our equally dominant British Motorcycle Industry to the Orient and it now seems likely that within the next decade or sooner our motor industry will go the same way. With BL and other companies linking up with the Japs, even patriotic customers have an excuse to buy foreign vehicles. Having cast off MG, BL have only Rover and Jaguar left as prestige makes. Meanwhile, we tax-payers see millions upon millions of pounds of our money being used to subsidise companies which are going to make a profit next year or the year after but which for the present remain millions "in the red". It is a miserable aspect of the 1980s that commercial "success" is measured, not in profits, but in diminishing losses, usually of very large sums of money. . . .

Fortunately we are not directly concerned with these sordid matters, but with the considerably brighter sporting scene. No one can deny that the 1981 F1 season was one of sustained interest due to varied fortunes among the competing teams, spectacular accidents free from fatalities, and the outcome of the Drivers' World Championship remaining open until the final round at Las Vegas, even if Nelson Piquet only coasted to the title, the race dominated magnificently by Alan Jones in the Williams-Cosworth, marred for us only by his appearance in a Metro race shortly afterwards. Admittedly F1 racing has not been free from politics and bickering. But, generally, 1981 was a good season, although there is a growing tendency for the *drivers* to take precedence over the *cars*. MOTOR SPORT has always emphasised that F1 racing remains essentially an exciting technical exercise, in which the cars are as important as the brave men who control them, and it should be remembered that the vital advertising labels are plastered on both.

With top racing drivers, like footballers, now commanding astronomical fees for their services, it is inevitable that the Media, on which Jimmy Savile promotes "The Train" in order to help pay for his Rolls-Royce, features the personalities rather than the technicalities of motor racing. With the rumours and counter-rumours about whether Niki Lauda and Jackie Stewart will return to Grand Prix racing and whether Farmer Jones has really retired for good, television and newspapers are having a great time — all credit to James Hunt for making a decision and sticking to it.

If racing in 1981 was maintained generally at a high level, with the BBC affording F1 more coverage than ever before, the veteran, vintage, historic and classic scene was equally lucrative (a Hawker Hurricane aeroplane sold during the year for £260,000 and Tom Wheatcroft paid £160,000 for a 1954 BRM). Enthusiasm for the older motor vehicles is obviously unbounded, even to the extent of misguided customers continuing to be tempted with excessively-priced mediocre cars of the 1930s to 1960s which were all too often poor things, disquieting to drive when they were brand-new, when their chief attraction was that they were inexpensive. Our advice here would be that if you cannot afford to buy and maintain a good vintage sports car (which is what the VSCC is all about), fast enough to be fun to drive and able to at least keep up with modern traffic, it is better to invest in a decently-made vintage light-car which will more thriftily reproduce for you most of the characteristics of the bigger motor cars of the period, even if it impedes in its passage all but the more overladen present-day commercial vehicles. Better that than wasting your money on some awful little tub or tin-box that represents an unfortunate throw-back to the dawning of 1930s mass-production. . . .

Although the roads of the 1980s are becoming ever more congested and vehicle-ownership hedged about with more and more regulations and restrictions, including those dubious radar-traps, and by 1982 it may not be legal to take your car out unless it is firmly strapped to you — although note that the Transport

Continued overleaf

We wish our readers

A Happy Christmas

January's issue available 31st December

Motor Sport Fixture List for December

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

C = Closed Event. CJ = Closed Invitation Event. R = Restricted Event. N = National. INT = International.

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Dec. 5th/6th	Caernarfonshire & Anglesey MC	Wellfield Car Park, Bangor	115 582722½	J. J. Brown Memorial Rally (Round of the *Motoring News* Championship) (*R*)	—
Dec. 5th/6th	Newtown & District AC	Llanidloes	Wales	Castrol Holrus Novice Rally (*C*)	23.45
Dec. 5th/6th	Dorset Group of the CMA	The Motorist Restaurant and Filling Station	195 155117½	Advent Rally (*CJ*)	00.01
Dec. 5th/6th	West Midlands Police MC	Five Ways Cafe, Wroxhall	139 228699	Tally Ho Rally (*CJ*)	23.00
Dec. 5th/6th	Tynemouth & DMSC	Robinsons Garage Limited	88 168728	Three Rivers Rally (*R*)	00.01
Dec. 6th	BRSCC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*N*)	13.15
Dec. 6th	TEAC	Lydden Hill Circuit	Dover, Kent	Rallycross (*R*)	—
Dec. 11th-13th	**AC Aosta**	**Aosta Valley**	**Italy**	**Aosta Valley Trophy (European Rally Championship) (INT)**	—
Dec. 12th/13th	Knutsford & DMC & Lancashire & Cheshire CC	Oswestry Memorial Hall	Salop	Petite Rally (*CJ*)	23.30
Dec. 12th/13th	One-Eleven MC	Kennings, Bamford	110 207½823	Stowaway Shovel Rally (*R*)	23.31
Jan. 3rd	Port Talbot MC	Min. of Defence Property	Mynydd Epynt	Virgo Rally (*R*)	10.00

MATTERS OF MOMENT

Continued from previous page

Minister, the Leader of the House of Commons, and the RAC have expressed themselves against *compulsory* seat-belt legislation — we do not subscribe for a moment to the view that the pleasure of motoring has completely evaporated. The traffic flow in our cities and on many of our roads may be excessive — the Longbridge "tea-break" strike was said to be costing BL 900 Minis and Metros *a day*, and one wonders, in this impoverished Inflationary age, where all the new cars go to — but there are times and places when and in which driving can still be an enjoyable pursuit. It is really a case of adjusting to 1980s conditions.

By which we mean that top speed is now of less importance than good acceleration and that if one has mostly to follow other vehicles in a 40 to 60 m.p.h. queue emphasis is placed on ensuring that one is in a car which is comfortable and runs quietly at such speeds, has nice instrument and controls layouts, rides well at moderate pace, and has perhaps an effective radio and stereo set, with automatic-transmission a high priority. These are factors of more importance today to the average driver than are absolute cornering power, a quick gear change, and near-perfect road clinging. Which is why cars are becoming more and more alike — all those little Euroboxes about which a colleague is so scornful! Fortunately, standardised control arrangements and instrument panels have not materialised, but family cars *are* losing their individuality in a number of ways, leaving the enthusiast to look at things such as Super Seven, Alfasud, Vantage, Beaufighter, Tasmin, XJS, Mondial, Montecarlo, Kyalami, RX-7, Plus-8, 911 Turbo, etc., to readjust the situation — or to buy a Citroën.

However, maybe we should be grateful that so many conveniences are incorporated as a matter of course in today's cars, equipment which once featured only as extras or called for special praise in road-test reports. Easily-adjustable seat-squabs, external rear-view mirrors, intermittent wipe / wash, rear-window demisters, hazard warning lights, adjustable steering columns, reversing lamps, etc., are now largely commonplace. Efficient heaters are taken for granted and the boon of central door-locking (which we would not readily forgo), easily dipped halogen headlamps, dependable and grippy tyres, and convenient stalk-controls are likewise universal adjuncts to pleasurable 1980s motoring. Fuel economy has also improved, over a wide spectrum of engine sizes, although MOTOR SPORT's oft-called-for 60 m.p.g. / 60 m.p.h. economy-car hasn't appeared as an everyday proposition, even though Daihatsu are playing Dominos with a mere 547 c.c. However, engines are remarkably quick-starting and flexible in most 1980s cars and Jaguar's new "Fireball" combustion chamber, Volkswagen / Audi's high fifth gear and Economy meter, and General Motors' idea of automatically cutting-out some of an engine's cylinders at appropriate times, are all commendable steps towards further saving of the expensive fuel.

Another useful development lies in the adoption of 4WD for cars of outwardly normal saloon-car demeanour, as with the Subaru which impressed us favourably earlier this year. The Land-Rover and Range-Rover one-time monoply is being challenged by new Japanese 4WD vehicles, and Mercedes-Benz, perhaps the most accomplished motor engineers in the World, are in there with their cross-country G-Wagons that are equally suited to main road and *autobahn*. At the time of the recently concluded London Motor Fair, automobile design shows no tendency to stagnation, and fuel-injection, disc brakes (at all events on the front wheels) and five-speed gearboxes are no longer the novelty they were but a decade or so ago. You can buy cars with two, three, four, five, six, eight and twelve cylinders and the classic twin-cam valve-gear, about which Griffith Borgeson has written an erudite book tracing its origins back to the all-conquering 1912 racing Peugeots, is still used by Alfa Romeo, Aston Martin and Lagonda, Daimler and Jaguar, Ferrari, Fiat, Lancia, Lotus, Super Seven, Talbot, Maserati, Mercedes-Benz and Toyota, if not always on every model of each of these makes.

One area for improvement is that all too many cars possess small fuel capacities, inconvenient on the long day-hauls made possible by Continental motor roads, or at times when petrol supplies are few and far between, as when tanker-drivers strike in an attempt to hive off for themselves some of the apparently vast profits of the oil companies, reflected in the continual rise in the price of a gallon — or a litre. Presumably any losses sustained by non-distribution of their wares could be off-set for the Petrol Barons by further price rises, making the £2-gallon a distinct possibility. Political bickering can be anticipated next year over the proposed de-Nationalisation of British oil, including our North Sea oil from which vehicle-users seem to have derived very little advantageous liquid, whatever the financial liquidity of the discovery. But hopefully 1982 will be a year of more secure driving licences, under the points totting-up scheme prior to endorsement, fairer to those criminals amongst us who go at 43 m.p.h. through a deserted 40 m.p.h. speed-limit area of drive, for example, at 80 m.p.h. along a clear motorway.

Looking back, though, 1981 has not been all bad. It saw a good year's racing and the introduction of exciting new cars like the Audi Quattro, Renault's everyman's turbo-charging on the 18 Turbo, the revised Mazda RX-7 with the most advanced engine-concept available in any production car, Ford's fine new Granada and Capri 2.8i, which, with the Escort XR-3 and Fiesta XR-2, are such tempting propositions to enthusiasts, and the Rolls-Royce Silver Spirit that, with the Jaguar or Daimler V12, continues to cause those who can still afford to motor in top luxury to clamour to Buy-British. These are some of the credit aspects of the year that is nearly over.

* * *

Himalayan Rally

LAST year we spoke of the Himalayan Rally as an event with the most hazardous, competitive, adventurous route to join the international calendar for many years. Alas, the organisation wilted under the strain of political demonstration and what emerged was no more than an apology for a rally.

But the organisers did not give up and in mid-November they ran the second such event, this time far less troubled by violence and much better administered, although there were still a few cases of rock throwing, one causing a driver to be taken to hospital with a hairline skull fracture.

Starting at Bombay and running on main roads for the 900-mile journey to Delhi, all the competitive distance from Tuesday to Saturday was in the mountains, and although a few sections had to be cancelled due to snowfalls, the event ran virtually for its full distance, including many long sections on cliff-edge mountain tracks which put nerves to the test as well as skill and stamina.

Late commencement of the 1981 organisation resulted in far fewer entries than expected, and outright winners this year, in a Datsun 160J, were Ramesh Khoda and Aslam Khan from Kenya, a crew with considerable experience in Africa.

The sole British entry, a Unipart-backed Austin Healey 3000 loaned to Philip Young and Mark I'Anson, was in second place for a while but succumbed to the pounding of the rocky tracks and eventually stopped with suspension damage.

Second place in the rally went to Ravi Kapur in a Nissan Jonga, a Jeep-type vehicle built in India from Datsun parts. — G.P.

* * *

The Things They Say . . .

"SWEDISH driver Mr. Torsten in an American car — a 1903 Pope Toledo — arrived without a windscreen" — From the RAC Press Bulletins on the 1981 Veteran Car Run. But don't we (nearly) all? — W.B.

OBITUARY

Phillipe Etancelin

THOSE who remember the dashing driving, cloth-cap back-to-front, of "Phi-Phi" Etancelin will be sorry to hear of the French racing-driver's death, at the age of 85, in Paris in mid-October. As a wealthy farmer and wool-merchant, Etancelin was able to indulge his love of motor racing largely as an independent, which he did from 1926, aged 30, with a Bugatti. After gaining experience in French speed-trials and hill-climbs Etancelin won the GP de la Marne in 1927 and by 1929 he was scoring first places in several races, including winning again the GP de la Marne.

By 1930 Etancelin had become a driver of note, winning the Algerian GP from Marcel Lehoux and René Dreyfus, all driving Bugattis. Returning to his native land that year he won the *formule libre* French GP at Pau, his Bugatti holding off Birkin's stripped 4½-litre blower Bentley, and he was first at Grenoble. When the independents were quick to buy the new twin-cam Type 51 Bugattis, Etancelin decided to await the advent of the equally-new Alfa Romeo. Even so, he won two of the similar French races in his ageing Bugatti and he had unsuccessful bids at the 10-hour races of 1931, sharing Lehoux's Bugatti. After taking delivery of his Alfa Romeo Etancelin won at Dieppe, Comminges, and Grenoble. During the 1932 season the Frenchman was seen in most of the Grands Prix, winning at Picardy.

It all got better in 1933, when Etancelin won again at Picardy, was second in the Nimes and French GPs, and beat Wimille to a very close first place at Reims, always in an Alfa Romeo. For the new-formula GP season of 1934 "Phi-Phi" invested in a 3-litre Maserati, with which he gained a number of second places, proving his ability to harry the Scuderia Ferrari Alfa Romeos, which he beat at Dieppe. With Chinetti he won the 1934 Le Mans 24-hour race for Alfa Romeo. After this it was clear that the independents would



"PHI-PHI" ETANCELIN, with characteristic head-gear, just before the 1949 Silverstone Grand Prix.

have a thin time against the might of the new Mercedes-Benz and Auto-Union GP teams, so Etancelin signed-up with the Scuderia Sub-Alpina, for whom he drove the 3.7-litre and vee-eight 4.4-litre Maseratis. His gritty driving was nearly a match for Caracciola's Mercedes-Benz over the punishing Monaco circuit but victory now eluded him, although places were scored. In 1936, however, Etancelin won at Pau on the big Maserati. Sports-car racing did not appeal so much, apparently, but "Phi-Phi" could not stay away and in 1938 he became a member of the Talbot-Lago team, for whom he was 3rd at Pau in 1939.

When the war was over "Phi-Phi", at the age of 49, remained as keen as ever on his motor racing, and what is more he had lost none of his determination, as those will agree who saw him in action at Boreham, Ulster and Silverstone, with Talbot-Lagos. Besides many good places in 1949, Etancelin won the GP de Paris and he gained more places in 1951 and 1952, after which he retired. He ranks very high among the top French drivers and he was one of the old-school, making it obvious, for instance, that he disliked the compulsory wearing of crash helmets. — W.B.

The Motor Sport Calendar for 1982

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The calendar is available from the publishers, Motor Sport Magazine, PO Box 35, Standard House, Bonhill Street, London EC2A 4DA, callers £3 or by post £3.36, and will be available from the seventh of December.

CLUB NEWS

The Citroën Car Club

THE Citroën Car Club continues to be a very well-run organisation, with a professional-looking monthly magazine, the *Citroënian*, which is devoted to Citroëns of all kinds, with a "Light-15 Corner", "Two & Three Horse Topics", news of the D-Series Register and of the Club's regional sections, etc. The Club holds many social and rally-type meetings. Its Patron is Lord Montagu of Beaulieu, its President is Mr. E. A. Izard, and the Membership Secretary is Andrew Brodie, 53, Norman Court, Nether Street, London, N3 1QQ, the annual subscription being £10, with a reduction to £5 for those joining between now and next March. The Club caters for those with Citroën maintenance, spares, and disposal problems.

The Motor Cycling Club

THE MCC's 1981 trials season ended with the Edinburgh on October 3rd, which dashed many competitors' hopes for Triple awards (first class awards in each of the Exeter, Land's End, and Edinburgh classic trials). The club is run on exemplary frugal lines, and a sudden increase in Triple awards would have needed some increase from the present £6 subscription to fund the silverware. Litton Slack and Great Hucklow between them served to keep the MCC's funds in the black on the Edinburgh, however, which had a full entry of 250 plus 14 reserves, and enjoyed much damper weather than the two earlier events. The lucky six Triple winners for 1981 were Andrews, Wall, Lutman, and Jackson — all in Cortina engined Dellows (a combination which has proved effective but which saddens the 1172 purists), Maynard with a 1½-litre VW beetle, and VSCC exponent Barry Clarke with a 1927 Austin Seven Chummy. There is no record of a vintage car having won a Triple since the Hitler war, and for one of such humble origins to do so is a particularly good effort.

Hants & Berks Motor Club

ONE of the longer-established regional motor clubs, the "Hants & Berks" has played for many years an active part in promoting the well-known Economy Runs, marshalling at the RAC Rally, continuing events in the old Holland Birkett tradition, such as the Navigational Scatter scheduled for the night of December 5th/6th, running Autotests, etc. In addition, the Club has a full social and competition programme, over a dozen 1982 fixtures having been confirmed, and a few 1983 dates having been already established. The President is Michael Bowler and the Hon. Secretary is Bill Bonney, 283, Loddon Bridge Road, Woodley, Reading, Berks.

Triumph Sports Six Club

WITH the introduction of *Turning Circle*, a bi-annual, to supplement the monthly news sheet, *The Courier*, the Triumph Sports Six Club is expanding its horizons to include historic articles and re-prints of original road tests as well as the usual club newsletter bread and butter. The first issue is neatly produced in A5 size and commemorates the introduction in 1959 of the Triumph Herald, contains some hints and tips about CD Carburetters and describes how to convert a Herald to disc brakes, amongst other interesting reading.

Birkett 4-Hour Relay Race

DUE to an unfavourable date, on the last day of October, the usual 750 Motor Club Birkett Six Hour Relay Race had to be shortened to four hours this year to ensure that it finished in daylight. This did not deter the competitors, some of whom commented that it was more fun with the shorter time, six hours becoming boring. Twenty-six teams, all with at least five cars, entered and the racing was very exciting at times, especially if one had access to the handicap positions, published at half-hourly intervals.

The final result for furthest distance actually travelled went to the Porsche Club team with 230 laps after Team Solitaire's very rapid and exciting Le Mans 512 BB Ferrari, piloted by Mike Salmon, had what appeared to be a horrifying accident after touching a slower car at Woodcote during the last half-hour of the race. On handicap, the Wilcox Motoring Services MG B team just beat the Aston Martin Owners Club team of post-war Astons home by less than half a lap, both teams covering 235 laps, with the handicap included.

There were the usual practice dramas for some teams, although most managers reported little trouble. The Porsche team lost one of their cars with a broken crankshaft, but this didn't seem to upset team manager Mel Clarke. Last year's victors, Team Chevron, were having problems with gear selection on their fastest car, but reckoned to have it ready part-way through the race. Team Solitaire consisted of cars owned by Simon Philips, and they must have caused the handicappers some problems, since with a pre-war 328 BMW at one end of the scale and the full race 512 BB Ferrari which ran at Le Mans this year at the other, performance predictions must have been impossible. In between were Le Mans Frazer Nash, Chevron B16, SWB Le Mans Ferrari and RSR Porsche, the latter making the handicapper's task that little bit easier by breaking the drive to its camshafts.

The Modified Midgets were having trouble with oil pouring from a recently rebuilt engine, while Team Radio Chiltern Formula 1300 discovered that Overton's Mallock, rebuilt after an accident the previous weekend, had suffered more damage than at first thought. The Austin A35s lost their fastest car in a practice incident at Maggotts, while the Alvis Owners Club team's great hope, "Brutus", failed to get to scrutineering, its differential expiring as it was being removed from its transporter. As usual, there was much activity in the Chain Gang, the team of chain-driven Frazer Nashes — two of the nominated drivers were unable to get to the meeting at the last minute and a third car suffered a broken head gasket in practice, so team manager, Guy Smith, co-opted a spectating TT Rep. whose owner just happened to have the correct documentation with him.

Exactly at midday on a bright and reasonably warm (for Silverstone) day, the flag fell on a grid of 26 cars. Team Chevron had been fastest in practice, putting Richard Budge's B8 on pole position. Alongside him was Barry Robinson's very purposeful looking Porsche Carrera which took the lead on the first lap, with the Chevron close behind. Simon Phillips was taking first stint, as appropriate to *Le Patron*, in his Chevron B16 and Colin Campbell was first runner for the Formula 1300 team. Don Prater's massive V8 Aston Martin, representing the AMOC's team of post-war cars, and Keith Ashby's diminutive MG Midget completed the first six on the road after one lap. Robinson was trying very hard, but was unable to shake off the Chevron challenge, Budge keeping in touch with the leader for the first half hour, by which time the two leaders had lapped the rest of the field.

First casualty was Andy McLennan's A35, which coasted round Woodcote after four laps with a hole in its block. McLennan carefully parked alongside the pit wall next to his team and was able to pass the little yellow ticket, which replaced the traditional sash on this occasion, up to the team's number two. Another early stoppage was the Alfa Romeo Owners Club's Peter Kitchin in his 2-litre GTV which lost its bonnet — he was replaced on the circuit by a Porsche, driven by Dick Lust, which seems rather strange for an Alfa Club team!

There were no such strangers in any of the three teams of Aston Martins. After half an hour, the AMOC's post-war team, managed by Jim Broadey, was in sixth position on handicap, but fourth equal with the Modified Midgets and the Formula 1300 teams on the road, while the pre-war team, managed by Derrick Edwards, was well ahead of the Alvis team and the Chain Gang, the only other two pre-war teams. The "unofficial" Aston team, running under the name "DAM Quick Astons", due to assistance from the DAM fishing tackle concern, included Aston Chairman Victor Gauntlett in his recently acquired DB2 and was a lap down on the Club team, in tenth place on handicap.

At the one hour stage, the Lancia team which had led the handicap after 30 minutes had been relegated to tenth position, the TR Register, managed by Graham Peach, moving into the lead with the MG B team second a couple of laps down. The Porsche team were still in the lead on the road, but Team Solitaire had had to change the Chevron for the big Ferrari after about 45 minutes when the fuel system began to give trouble, and Salmon soon began to haul in the leading Porsche, taking second place from the Chevron team. The Modified Midgets were still sharing fourth place with the post-war Astons and the Formula 1300 team was in sixth spot.

After 90 minutes, the leader on the road was, predictably, the beautiful Ferrari, ahead of the Porsche team, but the Chevron team had by now fielded Van Malkie in his recently rebuilt B19 Chevron (which had been fastest in practice lapping in under a minute), with a six lap deficit to catch up. The Astons were still fourth, but the Modified Midgets had dropped back to sixth place with the Formula 1300 team fifth. Salmon's stint in the big Ferrari had also had a big effect on Solitaire's position on handicap, bringing them up to second position behind the TR Register. Third place was held by the MG B team, and fourth by the post-war Frazer Nashes.

By the half-way mark, Solitaire, ably managed by Richard Williams, had brought in the big Ferrari and were running Vic Norman in an equally delectable short-wheelbase 250GT Ferrari, which had given the Porsche team the chance to regain the lead. Malkie's attempts to haul in the leaders came to naught when he lost oil pressure, causing some confusion in the Chevron pit since the replacement driver was not fully prepared. The post-war Astons were holding fourth place on the road, but had moved up to second on handicap behind the MG B team which had relegated the TR Register contingent to fourth behind Solitaire. Back down the field, Eric Hoult, representing the MG A team, had run out of fuel and came pelting back to the pits on foot to hand over his yellow card,while Dick Smith who had been entertaining the sparse crowd with some very typical sideways motoring in his chain-drive Frazer Nash, stopped on the Club Straight when his magneto came adrift, necessitating despatch of the next car to collect the card.

With one hour to go, the Porsches were well in the lead on the road, but Solitaire had fielded Salmon and the big Ferrari again after Phillips had had another stint in the Chevron: Salmon had two laps to win back. The Chevrons had their house back in order, and were only one lap behind Solitaire, while the post-war Astons were in a strong fourth position on the road, sharing the same number of laps with the Formula 1300 team. On handicap, things had changed quite dramatically, the post-war Astons taking the lead, nearly a lap ahead of the MG Bs. Solitaire were in third place, while the Formula 1300s and post-war Frazer Nashes shared fourth. Things were hotting up on the circuit, with drivers getting well used to the conditions and driving ever closer to the limit. With such tremendous speed differentials (the leaders were capable of lapping the slowest cars within two laps) there was much use of the blue flag, and some exciting moments, especially at Woodcote which is effectively "blind". One of the TRs and a 4/4 Morgan came into contact, just, the TR spinning into the catch fencing. Marshals were soon on the spot, freeing the car, which then reversed onto the track. . . . A few laps later, another 4/4 Morgan had one of those spins which goes on for ever, taking the driver, Richard Casswell, well up the pit straight.

Team Solitaire's hopes came to an end when Salmon, lights ablaze, came round Woodcote to find Tony Broom's Turner on his line. Salmon tried to avoid the car, but in doing so, clipped it and then went out of control, rolling a couple of times and ending up in the banking, with the car, smashed beyond belief, around him. Despite the terrible damage, Salmon himself suffered no more than serious bruising. Phillips came round in a vain attempt to find the necessary yellow card and carry on the race with his Chevron, but after seeing the wreckage from closer quarters, he decided against it and cruised back to the pits.

Thus the Porsche team had a clear run to the finish, completing a total of 225 laps to Team Chevron's 223. A well-deserved third place went to the AMOC's team of post-war Aston Martins with 210 laps, while the Radio Chiltern Formula 1300 team took fourth position with 209 laps. In fifth place, despite not running for the final 20 minutes, was Team Solitaire on 205 laps. No other teams exceeded 200 laps. The handicap results gave the MG B team the lead over the post-war Astons but by less than a lap, with the Lancia V6 team in third place, having made an excellent recovery from their earlier troubles.

It is worth noting that three laps separated the first ten teams on handicap — a real credit to the team, led by Robin Birchall, whose unenviable task it is to set the handicaps. — P.H.J.W.

Results

		laps completed	*position on handicap*
1st	Porsche Club	225	10
2nd	Team Chevron	223	21
3rd	Team Aston Martin	210	2
4th	Team Radio Chiltern 1300	209	4
5th	Team Solitaire	205	25
6th	Modified Midgets	198	19
7th	Ginetta Modified	196	16
8th	MG Car Club	195	1
9th	Jaguar Drivers Club	193	20
10th	750 F Chiltern Group	192	5

Mercedes Benz 300 GD

A real work-horse

FOLLOWING our announcement last month that Mercedes-Benz cross country vehicles, the 280GT (petrol) and 300GD (diesel) four-wheel drive estate cars, are to be imported into the UK, we had the opportunity to try the diesel two-door version in difficult conditions and with Land Rover and Range Rover performances available for comparison. The new Mercedes vehicles are obviously going to provide very strong competition for the Range Rover, although we think the latter is much more pleasant to drive under normal conditions.

Less spartan than the basic Land Rover and less luxurious than a standard Range Rover, the 300GD slots nicely between the two in terms of creature comforts. On our showing, it will go places where neither standard Land Rover nor Range Rover will, the lockable front and rear differentials making all the difference. The basic two door GD costs £13,560 against the normal two-door Range Rover price of £13,505. (The "Fleetline" Range Rover is very basic inside and costs £12,670). The Petrol Mercedes costs a further £400 or so, and sports an automatic gearbox as standard, something which is not available on a Range Rover unless a conversion such as that offered by Schuler Presses is fitted, and that costs rather more than £400.

The ladder-type chassis has box section sides with tubular cross members and comes in two lengths. The body is a separate unit, fixed on rubber mountings at eight points, and has two doors for the short chassis, and four for the long. The overall height is an imposing 78 inches, some seven inches taller than a Range Rover, and the overall effect is very much squarer in appearance.

The suspension is by coil springs all round, the rigid axles being located by substantial longitudinal links, Panhard rods. Telescopic shock absorbers and helper springs are fitted all round. The engines are both well known Mercedes-Benz units, either the 2.8-litre 6-cylinder petrol engine with twin overhead camshafts and fuel injection which develops 156 b.h.p. or the 3-litre, 5-cylinder diesel, developing 88 b.h.p. A four-speed automatic transmission with torque-converter is standard equipment on the petrol version, and an £825 option for the diesel.

In normal road use, the G-series runs in two wheel drive with free differentials, but as soon as loss of traction is apparent, the driver is able to lock up the rear differential, or change to four-wheel drive, while on the move. Further assistance comes from being able to lock the front differential and to change down to a lower final drive ratio, again while on the move. Both front and rear power take-offs are available to add to the versatility.

The cabin is comfortable, but aimed at withstanding hard use rather than providing armchair luxury. The seats are fabric faced and firm, especially in the back; dried mud brushes off very easily. Carpet has made way for plastic covered matting and the door facings and other trim are from plastic materials which will not suffer when in close proximity to muddy, hob-nailed boots. Seating position is high, on a par with a young lorry, and all round visibility is excellent. The instrumentation is limited to a speedometer, oil pressure, water temperature and fuel level gauges with a bevy of warning lights to monitor other functions. Switches for the



NATURAL environment for the 300 GD — a steep, rough, muddy track.

auxiliary electrical equipment are placed on the broad central console (unlit at night), together with the heater controls. The main light switch is on the dash to the right of the steering column and the single stalk, to the right of the steering column controls wipers, washers, horn, and headlamp dip and flash.

There is a reasonable size box above the passenger's knees for oddments and the moulded gearbox and transmission cover contains very useful shaped wells which are ideal for holding tow-ball covers, gloves, sun glasses, torches or what have you. The fittings are definitely man sized (who said "chauvinist"?), appreciable effort being required to move the front seat forward to gain access to the rear compartment, and folding the rear seat flat is quite a chore. Even opening the rear door, with spare wheel mounted upon it, is no light task, especially if the vehicle is parked at an angle, when the stay is totally inadequate, allowing the door to close unexpectedly — uncomfortable if one happens to be in the way.

Long distance road work in the diesel engined car on its 6.50 × 16 Michelin lug-pattern tyres is not as miserable as one might at first think. The engine is pleasantly quiet and very smooth for its type, and the howl from the tyres at speed is drowned by the general wind and engine noise. The transmission is quiet, even in four-wheel-drive, low-ratio. Mercedes claim a top speed of just over 70 m.p.h. for the GD and we were anticipating a miserable 60 m.p.h. run up to the Lake District, after towing a trailer down to Somerset, but 70 m.p.h. is definitely pessimistic, the GD cruising happily at this speed with plenty in hand.

Towing the empty box trailer down the old A4, cutting off through Devizes and Trowbridge to Wells, was no problem, the 300 GD barely aware of the small appendage at the rear. Visibility past the trailer was excellent in the two large external rear view mirrors. The quoted towing capacity of the GD is some 2½ tons, so it is hardly surprising that even when laden on the return journey, the one ton all up weight made no difference to ride and hardly any difference to performance.

Thrashing up the M5 and M6 on a Friday afternoon proved the GD's cruising capability, while the final 40 or so miles through the Lake District itself to Cockermouth showed the ride to be comfortable, if spongy and inclined to roll much more than a Range Rover on corners. The controls require a positive approach, but the steering is light and the gear change is considerably better than that of early Range Rovers. The brakes are excellent, but do require a hard initial push to have any effect. After heavy braking, the short chassis model rocks backwards and forwards on its springs in a rather uncomfortable manner.

The aim behind the trip up to the Lake District was to assist with marshalling and other duties on the VSCC's Lakeland Trial. We were positioned half-way along a section, just after a boggy sump and before a steep final climb on hard but damp earth. The idea was that we should use the Mercedes to extract any competitor unlucky enough to stick in the sump, and pull those who failed on the final slope clear after they had reversed a few yards. Two-wheel-drive failed to get us over the first hump of the section, but moving the transfer lever, aft of the main gear lever, forward for four-wheel-drive was all that was necessary to enable the GD to romp away to the top of the section. It was perfectly controllable reversing down the 1 in 4 slippery final slope to park on the apex of the final corner. Only five cars came through the sump to see us, the remainder failing low down. Two of these were Austin 7s, which we pushed clear and two were Frazer Nashes which we attempted to pull out, but inexperience with the GD led us to use low-ratio, bottom gear with both differentials locked, thinking that this would provide best traction. In this mode, we had the embarrassment of finding the towing vehicle stuck, unable to move itself, with the towed catching it up! Disappointment! The fifth vehicle was a 30/98 Vauxhall which could not be coaxed round the final corner and had to reverse back down the way it had come.

When the competitors had left, we tackled some of the other very steep and difficult sections — one was up a forestry track, very steep and deeply rutted without any obvious firm base, used only by forestry tractors coming down. It was marked from zero at the bottom to twenty some thirty yards before a sharp left hand corner at the top. The previous day a Range Rover had failed to get beyond 12, and that after two or three attempts. A Land Rover, on oversize cross-country tyres did no better. Four-wheel-drive, high ratio, took the Mercedes to 14, where it stopped. A change to low ratio, by moving the transfer lever across its gate and back, and locking the rear differential by pulling the rear plunger-switch alongside the transfer lever, enabled us to start off again, using second gear — first gear was too low, the vehicle simply sitting still with all four wheels spinning lazily at tick-over. The GD

Continued overleaf

Around and about

BRM Auction Sale

AT THE Motofair at Earls Court, on October 22nd, the remains of the BRM works team were put up for auction by Christie's, the Hon. Patrick Lindsay running the sale with a delightful touch of gentleness and efficiency, his auctioneering technique being quite charming. Apart from works drawings, various aspects of administration, documentary films and odds and ends, there were various quantities of spare parts and works tools and fixtures. However, the main interest lay in 11 BRM cars, some complete and in working order, others mere exhibition models and one a kit of parts. Most useful of the collection was the 1958 Grand Prix car, the 4-cylinder P25 model of 2½-litres capacity, said to be the actual car that won the Dutch GP in the hands of Jo Bonnier in 1959. Without doubt it is the only genuine P25 BRM, the other four in existence today are all replicas, built up in recent years using various BRM components. All the original cars, with the exception of 25/8, were broken up by the works to provide parts for the rear-engined P48 models. This unique P25 BRM number 25/8 was purchased at auction by Vic Norman, of Rosso Racing in Cirencester. As he is a keen Historic racing man, with a lightweight 250F Maserati, we can expect to see this historic 2½-litre BRM in action next year. It was bought in full working order, recently overhauled by the Bourne factory.

Another car in full working order was the rear-engined 1½-litre V8 model P57, number 578/1 raced by Graham Hill for the factory, then used by the Scuderia Centro-Sud and later by Maurice Trintignant, before returning to Bourne. It was totally rebuilt prior to the auction sale and was bought by the Patrick Motors Group of Birmingham.

Of the four V12-cylinder 3-litre cars only one was in running order and that was the P160, chassis number 10, the last of this series. This car dated from the days when cars began to spend more time in the paintshop than in the workshop, as outside sponsorship had arrived and the colour scheme seemed more important than the performance of the cars. This car was purchased by Tom Wheatcroft for the Donington Park racing car museum. Wheatcroft also purchased the other V12 cars for his collection, these being a



A PAIR of unique cars. The Mk I V-16 BRM of 1949, in the foreground, and the only genuine P25 in existence.

non-running P139, a non-running P153 and a P180 as a kit of parts "needing assembly".

Returning to the days when BRMs were dark olive green, a P48 rear-engined 2½-litre 4-cylinder, chassis number 48/4, dating from 1960 was bought by Alain de Cadenet, and though looking complete the buyer was warned that it was a non-runner and the engine needed a lot of attention. A very rare H16-cylinder 3-litre rear-engined car, assembled by Bourne as an exhibition piece, was bought by Victor Gauntlett and his Pace Petroleum firm, while Tom Wheatcroft bought the ultimate H16 engine, an experimental four valves per cylinder (64 in all!), which sold as a complete power unit.

Finally there were three of the infamous 135-degree V16 centrifugally supercharged 1½-litre cars that started the whole sad history of BRM in 1949. There were things about the design of that car that were horrid when first seen in 1949 and are even more horrid to view in 1981. (In contrast, an Alfa Romeo Tipo 159 seen today gives the same pleasure it did in 1951.) Of the three Mark 1 BRM V16 cars only one remains, this being chassis number 1. One car was totally destroyed in a monumental accident at Albi which nearly killed Ken Wharton, a second car was crashed at Goodwood and not rebuilt and this remaining one was bought by London car dealer Dan Margulies for an unspecified client living in London. Tom Wheatcroft has a bare chassis frame, purchased from Bourne some time ago, and after this auction he has enough bits to contemplate building up another Mark 1. To complete the Earls Court auction sale, there were the two Mark 2 BRM V16 cars, built in 1954 to try and save face after the dismal failures of the Mark 1 cars. By this time everyone else had embarked on the new 2½-litre Formula for Grand Prix racing, but BRM ran the short-chassis "sprint" models in National events, evolving a very exciting short-distance racing car that was too late in the overall scene. Chassis number 2/01 in full working order was bought by Tom Wheatcroft for the formidable sum of £160,000 while the second car, number 2/02, a non-runner, was bought by Dan Margulies, again for an unspecified client.

With this auction sale which raised just over half-a-million pounds for Rubery Owen, less Christie's percentage, the long-drawn-out saga of the BRM, brainchild of Raymond Mays, came to a final conclusion. Set in motion by a complex syndicate involving the British motor industry, it was later taken over by Sir Alfred Owen and his Rubery Owen industrial empire. In 1975 the BRM concern passed into the hands of the husband of Sir Alfred Owen's sister and became known as Stanley-BRM, but this concern went into liquidation some time ago. Rubery Owen still exists but the BRM racing team has now gone for ever.

A Jaguar Evening

AFTER working for Jaguars for 20 years, first as

MERCEDES 300 GD — continued

came to rest again on the apex of the corner, Land Rover and Range Rover owning spectators looking pretty impressed at the performance so far. The ground was somewhat steeper here but there were some stones in the bottoms of the ruts, so we tried pulling up the front plunger to lock the front differential, engaging bottom gear, and trying a gentle take off — again, the GD sat still: second gear was too high. We tried again, in bottom, allowing it to rock slightly on its suspension each time we engaged and disengaged the clutch and slowly, but surely, the GD climbed on to the top of the hill. It was soon noticeable that locked differentials make for lousy steering, the three-point turn on the apex of the corner being conducted with free axles. After this, we went back to the scene of the morning's embarrassment, stopped the GD where it had stuck on the steepest part of the slope and used second, low ratio, instead of bottom. With gentle coaxing, it started off and climbed strongly to the top — the value of a little experience.

Later on, we tried another section which had proved difficult, but possible, to one of the Land Rover owning organisers. We started in two-wheel-drive, but were soon losing traction in the deep mud: a change into four-wheel-drive on the move maintained forward motion and enabled us to accelerate slightly, but as the track steepened, the wheels started to spin again necessitating pulling out the rear-plunger — with the rear diff. locked, the GD went on to the top, well past the final wheelspin scars left by a Range Rover. That Land Rover owner was suitably impressed, commentating that his machine would do the same thing if it had locks for its differentials . . .

So the 300GD, taking advantage of its up to date transmission arrangements, is more than a match for the vehicles from Solihull in the rough. It does not compare with the Range Rover on the road, where the latter is just as comfortable and effortless to drive as most cars, and so is unlikely to find favour with the "towing set", unless the snob appeal of the three-pointed-star outweighs personal comfort. But contractors, and those who spend much time off the road will look at the GD very closely. Economy, by the way, is not at all bad, the tank full used in the Lake District itself returning better than 21 m.p.g., and that includes all the off road stuff, while the long thrash down the motorway cruising at close to the GD's quoted maximum speed, brought the figure down to below 18 m.p.g. Overall average for the 1,060 miles, including trailer towing, was 19.7 m.p.g.

P.H.J.W.



A.H. BEING chauffeured by John Watson in Russell Brookes' Sunbeam Lotus during the recent Donington Rally-sprint event.

an engineering apprentice and then in management and press relations and publicity. Andrew Whyte left the firm recently to concentrate on freelance writing. His close ties with the Jaguar firm have seen him become involved in a travelling "flag waving" operation, run in conjunction with Jaguar agents and the Jaguar Drivers Club. These occasions take the form of a pleasantly informal evening at the agents' showrooms where a display of the latest cars is laid on and Andrew Whyte gives an illustrated talk on the beginnings and the development of Jaguar Cars Ltd. with much reference to their competition successes and development. The keynote of the evening is that having regained total control of Jaguar Cars Ltd. within the British Leyland empire, the management has made vast strides in improving quality and maintenance of Jaguar cars and they proudly point at the XJS coupe with High Efficiency V12 engine as not only the best Jaguar ever made, but simply the best car in its class.

When Andrew Whyte visited Guildford in Surrey recently, we were able to join in this pleasant and informal evening at the showrooms of Wadham Stringer, the Guildford Jaguar agents. Members of the Jaguar Drivers Club had brought along some cars to illustrate the past, notably a 1939 saloon with 1½-litre 4-cylinder engine, a "one-owner" XK150 drophead coupé, a V12 E-type and a 2.4-litre Mk.1 saloon, all of which were driven into the Wadham Stringer showrooms and sat there exuding warmth from their radiators while we listened to Andrew Whyte's talk and watched the display of historic slides and up-to-the-minute publicity film. During the "wine and buffet" session which followed, the talk was naturally of Jaguars and everyone interested could arrange for a demonstration drive with the Wadham Stringer sales staff.

These shows happen all over the country, at Jaguar agents, and we came away from the Guildford one conscious that Britain can offer a very fine car for the nineteen-eighties at a very competitive price, amid the exotics.

Rallysprint fun at Donington

FOR the fourth successive year the Donington Rallysprint has provided an amusing, informal and enjoyable note on which to round off a busy season, enabling a selection of Grand Prix and rally drivers to compete against each other both on circuit and special stage. The event was conceived originally by entrepreneur Nick Brittain who has done a first class job of promoting the Rallysprint concept, this year's meeting being sponsored by Granada television which also helped to ensure that it appeared "on the box".

The 1980 Donington Rallysprint was significant in one important respect inasmuch as it marked the competition début of the Audi Quattro in the UK. Handled "for the rallymen" by regular pilot Hannu Mikkola, it proved easily quickest on the loose special stage — despite Mikkola completing one of his runs with a deflated rear tyre. For the "circuit racers", 1980 World Champion Alan Jones tried his hand in the Quattro and proved easily quickest of the Grand Prix drivers over two runs (one each way) along the stage. Other contestants included Jimmy McRae in his Opel Ascona 400 (alternating with Nigel Mansell), Russell Brookes in his Sunbeam Lotus (alternating with John Watson) and Tony Pond's Vauxhall Chevette (alternating with Derek Daly). Once all the contestants had completed their special stage runs the action moved to the Donington race circuit where all the contestants were strapped into BL Metros for a wheel-to-wheel race. The outcome of the Rallysprint was settled on a points system taking in both the race result and the special stage times.

Tony Pond, who won the Metro race, took aggregate victory for the second straight year although the Quattro was by far the quickest special stage car (as expected by everybody). The event also gave selected scribes the opportunity of partnering the drivers on the special stage and A.H. sat next to John Watson for both his runs. They were predictable, unflustered and controlled, the Ulsterman's driving merely serving to emphasise that Grand Prix drivers are intensely competitive creatures, whether operating in their own world or sampling a totally different environment.

Raymond Mays Memorial

IT IS not surprising that the people of Bourne and motor racing enthusiasts everywhere wish to create something by which Raymond Mays, CBE, will be remembered. His enthusiasm for motor racing covered a span of nearly 60 years, leaving indelible marks in the history of motor racing along the way, but the townsfolk of Bourne want something more personal and have inaugurated an Appeal Fund, backed by Mr. Malcolm Jones the Town Mayor of Bourne.

Already plans have been made to attach a suitable plaque to the outside of Eastgate House in Bourne, where Raymond Mays lived, and an old water mill, known as Baldock's Mill, in the town has had one of its rooms donated to become the Raymond Mays Room, in much the same way as the Jim Clark Room in the town of Duns, in Scotland. Baldock's Mill is an 18th Century stone building on the corner of South Street in Bourne, and is to become a general Exhibition Centre for the town and the first floor is to be given over to the Raymond Mays feature. In addition to this the Memorial Fund intends to erect some form of permanent memorial to Raymond Mays at one of the racing venues always associated with him, and as far as this is concerned our feeling is that it should be at Shelsley Walsh.

In addition to the usual appeal for money to finance the ideas of the Memorial Fund organisers, they are also interested in any items closely connected with Raymond Mays that could feature in the commemoration room in Baldock's Mill. The Town Mayor of Bourne, at Wake House, North Street, Bourne, Lincolnshire PE10 9AG, would be pleased to hear from supporters of the Appeal Fund, in cash or in kind.

Shelsley Walsh

WHILE browsing through some bound volumes of the Proceedings of the Institution of Automobile Engineers we came across a paper read by Mr. P. Brewster entitled "The Preparation of Motor Cycles for Speed Events". This was read to the Institution in March 1926 and was interesting enough in itself, dealing as it was with the tuning of vintage motorcycles, but what caught our attention was the statement that the author had used a 47" wheelbase with success at Shelsley Walsh. To the best of our knowledge the first time motorcycles ran at Shelsley Walsh was in 1939 when an ACU sponsored "demonstration" was given. The war put a stop to subsequent participation by two-wheelers at the famous Worcestershire Speed Hillclimb, but motorcycles did run at the autumn meetings from 1946 to 1964. Indeed, there are strong moves within the Midland Automobile Club to try to incorporate motorcycles once more at Shelsley Walsh.

To return to Mr. Brewster and his passing remark made in 1926, we contacted Walter Gibbs who looks after the archives of Shelsley Walsh for the Midland Automobile Club and he came up with the answer to our query about Mr. P. Brewster. On June 10th, 1911 the Birmingham Motor Cycle Club organised a meeting at Shelsley Walsh concurrent with the Midland Automobile Club's car meeting. At this meeting P. Brewster was riding a 3½ h.p. Norton and was placed 3rd in the racing class for machines to 1911 Tourist Trophy regulations. The regulations stated that no pedalling would be allowed (early primitive motorcycles used to have pedalling gear like a bicycle to assist up hills), and that no practising would be allowed. As most of the machines were of single gear layout and, no doubt, many were clutchless, they were allowed a flying start, presumably from the level ground where the paddock entrance now is. It is interesting that Brewster should make this one brief reference, while discussing the effects of wheelbase in motorcycle design, to Shelsley Walsh fifteen years after the event.

The 20/70 h.p. Crossley

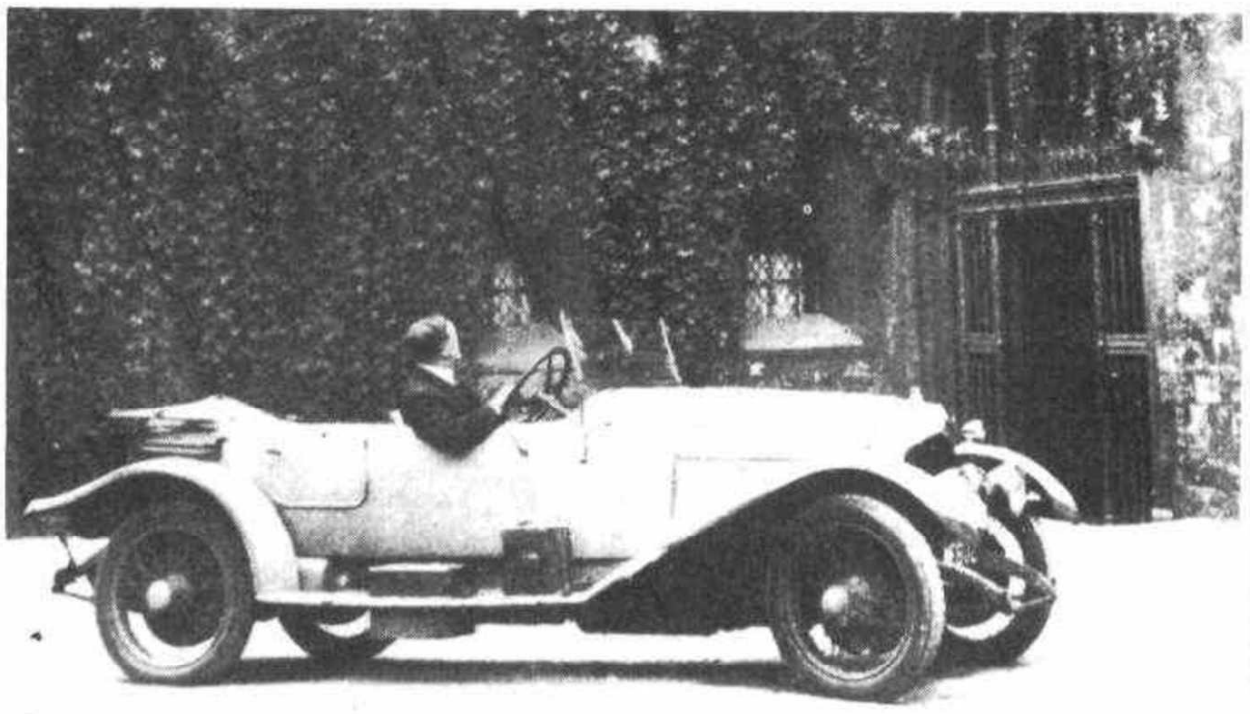
A Rare Vintage Sports Car

THE 20/70 h.p. Crossley is less well-known than many vintage sports cars that were scarcely as distinguished. Crossley Motors Ltd. of Gorton, Manchester, "of gas-engine fame", had a deservedly high reputation long before the First World War and during the conflict this was enhanced by the good service the Royal Flying Corps, and later the RAF, had from its Crossley tenders and bull-nosed Staff-cars. Moreover, Crossley's had a good sporting car before the war, namely, the 15.9 h.p. Shelsley model, which had a side-valve 2½-litre four-cylinder engine in unit with a four-speed gearbox, was capable of some 60 m.p.h., and was endowed with attractive, lightweight sporting bodywork. It was used by Cecil Bianchi in the speed trials of pre-1914 and presumably its name derived from its appearances at the Shelsley Walsh hill-climbs. Bianchi drove one in the 1914 I.o.M. TT, almost unmodified save for an oil radiator between its front dumb-irons, but he retired on the second day of the race with clutch trouble. Cecil Clutton remembers the Shelsley Crossley as a car which ". . . with its sharply pointed radiator, elegant touring coachwork, and wire wheels, was undoubtedly one of the prettiest cars on the road . . . and deservedly ranked high by the sporting motorist of the time."

However, this fast Crossley was only an off-shoot, the production mainstay being the fine 4½-litre 20/30 h.p. model, dating back to 1908, which was adopted by the War Office and, as I have said, served the RFC so very well, not only as a rugged tender but in ambulance, mobile-workshop and, I am sure, Huck's-starter forms. When car production restarted after the Armistice, Crossley's at first rehashed this model, as the 4.9-litre 25/30 h.p., while preparing to introduce their new 3.8-litre 19.6 h.p. car in 1920, the Shelsley model not being resumed, although the type-name was reintroduced in 1929 for the 15.7 h.p. six-cylinder car. The 19.6 Crossley was a massively-built confection with low indirect gear ratios, but a high top gear. It wasn't long before they were toying with a sports version of it, up at Gorton.

There have been other good sports cars which have used side-valve, L-head engines. Apart from the smaller ones, among which must be numbered AC, Aston-Martin, Hillman Speed-Model, Riley Redwing, the various sports Austin 7s, the Amilcar, the Anzani Frazer Nash, and the 10.4 h.p. Calthorpe, etc., there have been larger sports cars which have gone well enough although eschewing overhead valves — the OM, the HE, the Coupe de *L'Auto* Sunbeam replicas, the 24/60 h.p. Sunbeam, and, of course, the E-Type 30/98 Vauxhall. But the side-valve 20/70 h.p. Crossley is less well remembered than most of these. I hope to show that it is very deserving of its niche in history . . .

Rumours began to circulate late in 1922 about this faster Crossley. The 90 x 150 mm. engine dimensions of the 19.6 h.p. model, a single carburetter, and the same 10' 4" wheelbase were retained but by judicious use of a different camshaft and crankshaft, tulip valves, cleaner ports, well-drilled slipper pistons, stronger valve springs, and a raised compression-ratio, power output was improved from approximately 55 b.h.p. to 76 b.h.p. The revised gear ratios were 12.54, 7.93, 5.17 and 3.33 to 1,



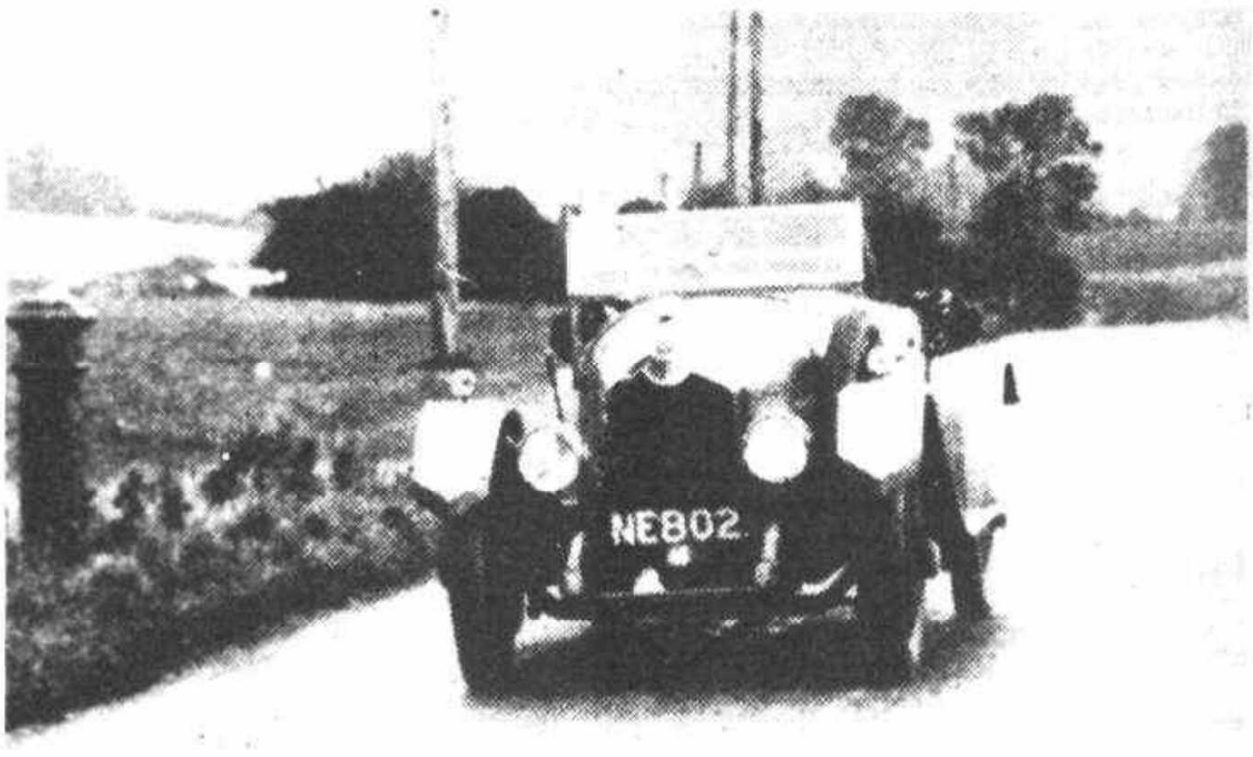
THE MOTOR SPORT road-test of the 20/70 h.p. Crossley starting from outside Westminster School in 1925.

the direct speed thus being notably high, although I believe Ettore Bugatti ventured the same ratio for his far-smaller Brescia Bugatti. The drive was through an aluminium cone clutch, enlarged for the sports model. At that stage braking was by pedal-operated cast-iron shoes in the back-wheel drums, the hand brake applying the contracting transmission brake, which has been described as "of locomotive type", and Crossley's were meticulous in providing accessible adjusters, that for the transmission-brake not requiring the floor boards to be lifted. There were other little niceties, too, among them brackets on the rear dumb-irons for mounting a luggage grid.

That was the famous Manchester manufacturer's idea of a return to the sports-car market. The 76 b.h.p. at 3,200 r.p.m. of the 20/70 Crossley does not compare with the E-type 30/98 Vauxhall's 90 b.h.p. at 3,000 r.p.m. but it should be said that, whereas the Vauxhall's engine had a fixed head, it was claimed that the Crossley's detachable one could be removed in 20 minutes, a viable advantage in the days when enthusiastic owner drivers decarbonised their own engines. It must also be remembered that the 20/70 h.p. Crossley was 708 c.c. smaller in engine size than the 95 mm.-bore E-type and that it was offered in 1923 for £320 less than the 30/98 whether as a chassis or as a complete "fast-touring" car. Moreover, if the top speed of the larger Vauxhall was in the region of 83 to 85 m.p.h., Crossley's guaranteed a speed of 75 m.p.h. on Brooklands from their 20/70 h.p. four-seater (and it may be added that the o.h.v. OE 30/98 Vauxhall did 83 m.p.h. when timed there by *The Autocar* — the Lutonian guarantee of 100 m.p.h. applied only in stripped form). Anyway, the Crossley engineers could hardly have foreseen that Charles King would bring out the o.h.v. 30/98 (wrongly described as having an overhead-camshaft engine in one Show report) for 1923, when planning their sports version of the stolid 19.6 h.p. Crossley . . .

The roomy 5-seater body of the 19.6 h.p. Crossley was changed for a narrower 4-seater for the 20/70 h.p. car. As on the 19.6 h.p. car the gearbox was mounted on a sub-frame; the r.h. lever worked in a gate attached to the gearbox casing, which is presumably why, when attempting a sporting appearance by placing the hand-brake lever outside the body, the gear lever invariably remained inside. Dunlop detachable wire wheels shod with 880 × 120 tyres helped the sporting look, as did the later flared front and

ON THE open road.



back mudguards. The early 20/70s had a body in which the seats were too high, as the more privileged journalists who were permitted to try it discovered, and one tester said the windscreen cut off side vision so seriously that only prompt use of the brakes (by then on all four wheels) enabled him to avoid cross-roads accidents!

The 20/70 had at first a high-sided, rather ugly 4-seater body, slightly cut-away for the driver's right arm to reach the external brake lever, a flat divided windscreen, and flat mudguards merging into the running boards. The new model made its debut on Stand No. 272 at Olympia that November (1922), but it is doubtful whether many enthusiasts were attracted there by the 19.6 h.p. Crossley saloon-limousine for H.R.H. The Prince of Wales. More so, one imagines, by the 20/70's low prices, £675 for the chassis, £845 for the 2-seater and £875 for the 4-seater, the £20 annual-tax, and that guaranteed speed of 75 m.p.h., when an E-type 30/98 4-seater was priced at £1,195.

For the 1923 Olympia Show a slightly-decked body with three small doors and a vee-windscreen was used for the new 20/70 h.p. model, but a hood cost extra. Perrot four-wheel-brakes had been adopted by now as an extra at a cost of £35, the original plan to use servo braking having been abandoned, and the Show car had neater hub caps than the "external-dish" type of the earlier 20/70s.

It was soon evident that in spite of its high top gear the 20/70 h.p. Crossley was unusually flexible in that ratio, accelerating smoothly from five m.p.h. to 60 m.p.h. and it seems that on test 80 m.p.h. had been exceeded, making the guarantee quite valid.

Before the end of 1923 *The Autocar* got its hands on an early specimen and tested it by driving it to Canterbury and back to London mostly in thick fog — perhaps Sammy Davis went there to visit his friend Lou Zborowski? The price of the 4-seater was now quoted as £900, with the new four-wheel-brakes, a feature pioneered by Crossley's in 1910, incidentally. The docility in traffic to be emphasised later by other testers was noted, as was the top gear acceleration, providing the ignition lever was used intelligently. The gear change of the 20/70 was never easy and on this car was made more difficult when changing up as the gear lever was too close to the scuttle, but downward changes were described as "simplicity itself". The car weighed 27 cwt. 3 qr. 14 lb. without occupants. It ran easily, "50 m.p.h. is as nothing", but there was a certain harshness between that pace and 60 m.p.h. Although it was without shock-absorbers, the Crossley cornered well and gave 22 m.p.g. at cruising speeds of 20 to 25 m.p.h., the range being 319 miles. Apparently a later car (Reg. No. ND 3178) was also driven, with the new body that was available for 1923.

Early in 1924 the 2-seater was announced, with flowing flat wings instead of the flared ones, the long sloping "deck" behind the seats a distinguishing feature. The Earl of Essex took delivery of a 4-seater 20 / 70 with the outside hand-brake but eschewing the flared mudguards, and a boat-decked 2-seater made its appearance, finished in hard, glossy "Vitcote", also used on Cushman's racing 20 / 70s. A. M. Robertson, Crossley's sales-manager, drove about in a disc-wheeled 2-seater 20/70 finished in mottled aluminium, which could be made into a 4-seater by removing the rear decking. This became the "Speedforte" model, displayed at Olympia in 1924, and priced at £910, a windscreen and scuttle opening-up when the double back seat was in use. By 1925 *The Autocar* had done a test of a later model (Reg. No. ND 7772), which proved able to



WILL it stop? Trying the Crossley's brakes in a 1 in 3½ chalk gradient.

do 20, 40 and 57 m.p.h. in the indirect gears and "would undoubtedly obtain a maximum on top of 75 m.p.h.", but by now Frazer-Nash was guaranteeing that speed from his far smaller sports car. The 4-seater Crossley accelerated from 10 to 30 m.p.h. in 5.2 sec. in second gear, in 7.8 third gear and in 12.4 sec. in top gear and although the rough crankshaft period was still evident, the engine would pull away from six m.p.h. in top. The new body, with its separate front seats each 18" wide with 8½" of adjustment and 39"-wide back seat with a tool compartment behind it, was appreciated and up the public Dashwood Hill on the London-Oxford road this 28 cwt. 2 qr. (unladen) car climbed in top gear at 24 m.p.h., after a 43 m.p.h. run-in, and at 33 m.p.h. in third gear. It returned 23 m.p.g. but the steering was heavier than on the earlier cars and the brakes presumably required adjusting, as it took 88 feet in which to stop from 30 m.p.h. The docility of the side-valve engine was again praised and the price was down to £860, when a 3-litre Bentley cost £1,225, a 3-litre Sunbeam £1,125 and an OE 30/98 Vauxhall £1,150.

The Times also had a go in an early rear-braked 20/70 Crossley, describing it as having "Good manners, a light heart, and speed and power for hard work". It climbed 1 in 9 High Wycombe hill at 32 m.p.h. and up Dashwood's 1 in 11, three up and the hood erect in the wet, the Crossley ascended at over 30 m.p.h. in top gear and at 47 m.p.h. in third gear, which suggests that the earlier models were the faster ones. MOTOR SPORT had to wait until late in 1925 for their road-test, of a 4-seater (Reg. No. NE 802) — I may be ageing, but I hasten to add that this was some years before my editorship, although I did pay my shilling for the issue, being in fact a regular reader at the time. Indeed, it was Editor Richard Twelvetrees who collected the car from the Westminster premises of Jarrott & Letts Ltd., from where he had picked up a road-test Brescia Bugatti some time earlier. He expressed great enthusiasm for the 20/70's docility and unexpectedly good acceleration for a side-valve car in the 500 miles and more that he drove, but had an adventure when trying the four-wheel-brakes down a chalk-covered gradient, for although the anchorage functioned well, it proved impossible to reverse up the hill afterwards. As there was no outlet at the bottom the position was embarrassing but by going further down than he had ever ventured before, Twelvetrees fortunately found that the car was able to climb the badly chewed-up 1 in 3½ gradient.

So much, then, for the 20/70 Crossley on the road. The gentleman from *The Times* called the sports Crossley a well-planned car which was a real pleasure to handle and one owner, Raynor Roberts, who had an early model with rear brakes and equipped with touring, instead of the sports, bodywork, said that after owning a dozen English and Continental cars he had no greater love than for his 20/70 Crossley, but John Stanford, a 30/98 Vauxhall owner, has remarked that "One has only to drive the average large Crossley or Sunbeam of the period, or even the more touring Vauxhall, to realise at once the lead that Vauxhall Motors had achieved and why owners (of E-type 30/98s) gave pride of place to no one else on the road".

The 20/70 h.p. Crossley, which was in many ways an Edwardian design, never made its mark in speed-trials as the Shelsley model had done. However, J. H. Clay did run a 20/70 Crossley at Shelsley Walsh in 1924 but his time of 71 sec. was no match for the 30/98s and 3-litre Bentleys, and a stripped 20/70 achieved third place in the Prussian Hamberg speed hill-climb, driven by a Mrs. Liliane Rachrs on her very first competition appearance.

It was at those popular Bank Holiday Brooklands Meetings that the Crossley ran so well, driven by Leon Cushman. In a letter to me in 1947 Mr. L. H. Jervis of the Crossley Publicity Department, then at Errwood Park, Stockport, told me that Cushman raced *two* 20/70s, differing only in respect of the magnetos, sparking-plugs

Continued overleaf

AT speed during the MOTOR SPORT road-test. Note the outside hand-brake and the flowing mudguards of the 20/70 h.p. Crossley.



VSCC Lakeland Trial

ON A bright autumn day, sun shining on the beautiful Lake District scenery, the Vintage Sports Car Club held its fourteenth annual Lakeland Trial. Sixty-six cars attempted some 13 trials sections in the Buttermere, Loweswater and Lorton area. As usual, many of the sections proved to be extremely difficult, particularly those in the forest where the soft ground under the trees provided very little grip and soon cut up into a sea of mud after rain the previous week.

Those who did well on the forest sections were able to build up a useful lead over the opposition, for instance Geoff Winder (Austin Ulster) who eventually won the trial, managed to score 19 out of a possible 20 on "Thirlby's Folly", only Ian Stirling (Frazer Nash Nurburg), Brian Gray (Vauxhall 30/98), Richard Parker (Austin 7 saloon), winner of the touring class, and David Thirlby himself (Anzani Frazer Nash) actually getting into double figures, the majority of competitors failing at five or six. Thirlby's car had to retire shortly after its attempt on the section, named after its driver, due to a loose flywheel, necessitating a tow from MOTOR SPORT's road test Mercedes-Benz 300GD.

"How Dyke" was another section which proved to be extremely difficult many competitors failing even to reach the start unaided. Here, those who arrived early had a distinct advantage, since the first few yards into the section soon cut up so badly that latecomers were lucky to reach the first marker.

"Slethary" looked revolting and quite impossible — a quarter of a mile of mud bath climbing gently between banks of small conifers. Most competitors failed low down, and were consequently easily extricated, but one or two forced themselves an impossibly long way into the mire. Julian Ghosh (30/98 Vauxhall) managed 12, a score exceeded only by two Austin 7s in the touring class, but then bogged hopelessly, requiring much man-handling before he was able to extricate himself. The sporting class was rather more successful, with Winder, Barry Clarke (Austin 7), Harry Spence (Lea-Francis Special), Stewart Gordon (Austin 7) and John Blake (Frazer Nash) making clear runs, and six others getting half-way, but the majority scored either one or nothing. Leigh Junior managed to stick



". . . latecomers were lucky to reach the first marker." Tony Jones was the only 30/98 Vauxhall exponent to gain an award.

only a yard or two into the section, but his Frazer Nash required dragging out, rear wheels locked, when he was unable to select reverse. In contrast, his father in another Frazer Nash made an impressive, very twitchy climb to score 10.

The afternoon sections were mostly out of the forest on open land, Lanthwaite Green water splash being typical, although this time rather easier in the lower stages than in previous years. Cars start by fording a fast flowing stream, run along the bank for a few yards before climbing up the fell side, which eventually becomes nearly vertical. The final, very difficult gradient on grass and bracken succumbed only to Richard Clark's HRG (scoring 17), Parker, Winder and Tim Boyce (Frazer Nash), the majority of other competitors failing below the 10 marker.

As always, the final section is "Drumhouse" — a stone track climbing up into the sky like a mini-Stelvio from the top of Honister Pass. From below, it looks quite daunting, while once part-way up, it becomes even more worrying if one's trust in vintage brakes is not what it might be. In fact, with the excellent grip provided by the stone (albeit loose stone), it is not as difficult as it at first appears, lack of power stopping most of those who fail. Surprisingly, Mark Joseland's Frazer Nash and Stirling's later car of the same make both failed at 18, Joseland's despite an especially low ratio bottom gear sprocket having been fitted by torch-light the previous evening. Parker's score of 18 in an ostensibly standard Austin 7 must approach a record for one of these diminutive cars, while Mike Hirst did well to clean the hill with his 12/50 Alvis following a difficult half-shaft change earlier in the day. 30/98 Vauxhalls normally romp up Drumhouse, but Ghosh stopped at 17, suffering from loss of power. The last few cars climbed in twilight, before competitors and officials repaired to the Bridge Hotel at Buttermere, another Lakeland Trial successfully concluded. — P.H.J.W.

Results

Kirkstile Trophy (best overall): R. G. Winder (1930 Austin Ulster).
Kirkstile Plate (best in opposite class): R. M. Parker (1928 Austin 7).
First Class Awards: B. M. Clarke (1928/35 Austin 7), T. Boyce (1928 Frazer Nash Boulogne), H. Spence (1930 Lea-Francis Special), T. J. Threlfall (1928 Ford Model A), J. P. Evans (1928 Austin 7), Mrs. R. S. Downes (1927 Austin 7).
Second Class Awards: W. S. Gordon (1929 Austin 7), J. N. Fenner (1929 Riley 9), M. T. Joseland (1926 Frazer Nash Fast Tourer), A. I. Stirling (1933 Frazer Nash Nurburg), J. A. McEwen (1930 Riley 9), B. B. D. Kain (1929 Bugatti Type 43A/44), M. U. Hirst (1928 Alvis 12/50).
Third Class Awards: R. J. Clark (1937 HRG), J. F. Blake (1928 Frazer Nash Boulogne), D. P. Harris (1928 Frazer Nash Boulogne), J. I. Phillips (1929 Alvis Silver Eagle), A. D. Jones (1923 Vauxhall 30/98).

CROSSLEY — continued

and springs used, and I believe that the vertical steering pivots of the standard car were given some camber, to improve road-holding. As both these cars ran as stripped egg-shell blue 4-seaters with dark blue wheels and chassis, it is impossible to distinguish between them. But taking their performances collectively, they were extremely impressive. I remember being told by someone of the exciting rides he had when Cushman was driving Crossleys between Manchester and Weybridge. To start with at any rate, they were presumably fairly close to catalogue specification.

On its first showing, at the 1924 Whitsun Booklands Meeting, there were no results, Cushman lapping at only 72.39 m.p.h. and retiring early from his next race. However, at the Summer BARC races Cushman got round at no less than 91.38 m.p.h., to win the 90 m.p.h. Short Handicap at 78.25 m.p.h., from Purdy's Horstman and Duller's scratch Bugatti, following a "cagey" fastest-lap at 86.46 m.p.h. in an earlier race. Absent from the August Meeting, Cushman was out again in the Autumn. Unplaced in his first engagement, although lapping at better than 87 m.p.h., he retired ignominiously from the "90 Short", and non-started in the 90 m.p.h. Long Handicap, the Crossley's timing chain having broken. A flying lap at 85.87 m.p.h. at the wet 1925 Easter Meeting brought Cushman home third in the "90 Short" behind Kidston's scratch Bugatti and Wilson-Jones' Salmson. At Whitsun, after a lap at just over 89 m.p.h., the Crossley won the "75 Short" at 81.81 m.p.h. in a bunched finish from Dunfee's Salmson and Lanfranchi's scratch Alfa Romeo, and, in spite of a re-handicap, Cushman was a close second in the "90 Short" behind Scriven's Austin Twenty. Re-handicapped again, to behind the scratch mark, Cushman then came in a good third in the "75 Long."

This good showing was continued at the 1925 Summer Meeting, when the Crossley, now on scratch itself, easily cleaned up the 75 m.p.h. Short Handicap, averaging 86.88 m.p.h. and lapping at 92.23 m.p.h. and, despite the inevitable re-handicap, was third in the "90 Short", the lap-speed up to 98.43 m.p.h. Two laps at over 98 m.p.h. were of no avail in the "90 Long", the Crossley having only ten seconds start from Parry Thomas in the big Lanchester, who was also unplaced. But Cushman and the Crossley were on winning form again on August Bank Holiday. By improving the water flow to the cylinder head, Cushman found more reliability and in conjunction with the Crossley's speed, this worked wonders. In the "100 Short" it won from the old Lorraine-Dietrich and Barnato's Bugatti, at 92.5 m.p.h., the car from Manchester doing its final lap at a whisker better than 100 m.p.h. It went even faster in the "75 Long", lapping at over 101.6 m.p.h., but from "owes 15 seconds" behind the scratch placing, it could do nothing. At the Autumn races the Crossley did its fastest-lap ever, at 102.69 m.p.h., but was unplaced in all its three appearances.

At the end of 1925 Cushman, using a 3,704 c.c. Crossley 4-seater weighing 22 cwt., broke a number of International Class-C records, from the standing-start kilometre to the ten kilometres, the two-way f.s. kilometre coming out at 103.42 m.p.h. — a fairly adequate answer, I think, to that guaranteed "ton" from the side-valve and o.h.v. 30/98s in stripped racing form, and a fine swan-song, for the 20/70 wasn't shown at the 1925 Olympia Show. — W.B.

RALLY REVIEW

Ivory Coast Rally

WHEN this issue of MOTOR SPORT is published the World Rally Championship of 1981 will be settled. At the time of writing, October's Ivory Coast Rally has taken place but the Lombard RAC Rally, the final round in November, has not.

There was a chance that the series would be settled in the Ivory Coast, leaving no climax for the last qualifier, but that didn't happen, for the expected tussle between Finn Ari Vatanen and Frenchman Guy Frequelin petered out to almost nothing and neither scored enough points to settle the outcome.

Some of the 12 events in the World Championship are able to stand on their own feet and attract entries without the additional pull of the series. They need no prop for they generate enough publicity in their own right to make the prospect of a win attraction enough, even for teams with no declared interest in the World series.

The RAC Rally, for instance, invariably gathers a field consisting largely of competitors, professional and otherwise, who are interested only in their results on that one event, not any series as a whole, and the same can be said of the Monte-Carlo and the Safari, although the latter does have the disadvantage of being at a costly distance from the rallying centres of Europe.

The Ivory Coast also has that disadvantage, but by no means has the popularity of the other rallies we have mentioned, which means that its organisers are very hard pressed indeed to gather a worthwhile field of entrants.

FISA has a rule which provides that in order to be re-elected to the series the following year each event must have at least 50 starters. That rule has been ignored by its makers whenever it has suited them but on this occasion the turning of a blind eye was not necessary because at the final count there were 51 cars leaving the start ramp.

But this was by no means an honest figure and it was perfectly obvious that a last minute recruiting campaign had been mounted in order to achieve the required number of starters. Even the Rothman's team was persuaded to put numbers on the sides of Vatanen's practice car, but when the rally started it failed to complete the first easy liaison section, a simple run of 40 non-competitive kilometres on tarmac. It was not alone by any means, for of the 51 starters only 33 arrived at the end of that first easy section.

The main protagonists were the Rothmans team with a Ford Escort for Ari Vatanen, the Peugeot team with V6-engined 504 Coupés for Guy Frequelin and local driver Ambrosino, and the Datsun team with Violet GTs for Timo Salonen, Shekhar Mehta and local driver Mitri. This was the entire strength of World Championship interest, some after points in the Drivers' series and some in the series for manufacturers.

Frequelin usually drives a Talbot, but since that team had amassed enough points to leave Datsun with only a very theoretical outside chance of moving ahead, even with two rallies to go, the Peugeot / Talbot hierarchy decided that they should go to French-speaking Ivory Coast with a French crew *and* a French-built car.

The Toyota team was also there with Celicas for Per Eklund and Björn Waldegård, whilst that indefatigable French privateer Bob Neyret had no less than four cars sponsored by Gitanes, two Porsche 924s for Marianne Hoepfner and actor Jean-Louis Trintignant, an Alpine-Renault A310 for himself and a Mitsubishi Lancer Turbo for his son Stefane.

The 5,000-odd kilometre event is based on the format of the Safari, with no special stages and the entire competition based on open road sections. This works very well in Kenya but much less so in the Ivory Coast where opposing traffic was a distinct problem even though the organisers had tried to avoid populated areas and had opted for more nighttime running rather than the daytime which was more prominent last year. The latter move only works when road traffic obeys lighting laws, and when truck drivers decide to keep going even after their lights have failed the dangers are increased rather than reduced.

The whole event was stretched between Monday and Saturday, for the rest stops were considerable, and from start to finish the event lasted a day longer than the Safari which is of comparable distance.

Start and finish were at Abidjan on the coast, whilst the two main stops were at Yamoussoukro, a rather insignificant inland town which boasts a somewhat out-of-place hotel of considerable capacity perhaps only because the town happens to be the president's birthplace.

The West African terrain is rather more vegetated than that of East Africa, and although it does have plenty of straight, fast roads, dense bush does rather reduce length of vision. There are few of the vast open plains which Kenya has, none of the steep escarpments such as those around the Rift Valley, and nothing like the steep, twisty climbs through the Chevanganis or the Taita Hills.

The weather invariably plays a major part in determining the course of events in Africa, for many roads can be used only in dry weather. Even tarmac roads can become impassable during violent storms which cause floodwater to rise in minutes.

Much of the going in this year's Ivory Coast Rally was dry, although rain in certain areas did leave sticky mud holes in its wake and competitors had to seek help from African bystanders — and pay for it, incidentally — use their own winches or get together with rivals to push their cars out of the mud in turn. This usually works quite well, although the crew of the last car left in the mud will invariably be concerned lest they be left behind by people prepared to accept help but not so ready to give it.

A concentrated and violent thunderstorm during the first leg of the rally separated the field, and when Frequelin dropped back after suspension repairs the two Toyotas of Eklund and Waldegård were able to move ahead and stay in front of the storm. They had the advantage of running on dry roads whereas those behind were slowed by rain and wet, slippery roads. Consequently they were able to open out a not inconsiderable lead.

It was Waldegård who moved ahead of his team-mate Eklund, but before the rally reached its first main stop at the end of the first leg his Celica had ground to a noisy stop with seized main engine bearings. There had been no loss of oil, and mechanics assumed that the oil pick-up pipe had become blocked or pinched.

By this time all was certainly not well among the title-chasers. Frequelin had lost time with suspension problems, and later lost much more, whilst Vatanen had all but been put out of the rally by a truck which came at him around a bend, using far more of the road than was necessary. He could not avoid hitting the truck, and the Escort almost embedded itself beneath the front of the big vehicle.

Damage was considerable; even worse was the fact that they could not separate the car from the lorry, whose driver had fled from the scene. When Frequelin came along, the extra help managed to prise the two vehicles apart, and much was made in the French press of this apparently sporting gesture by Frequelin to his biggest rival. Without wishing to detract from his sportsmanship, we have to point out that the road was blocked and he had no choice but to stop to help to get the Escort out of the way. In any case, its damage was so severe that it didn't appear that it would go on in the rally.

But Vatanen and Richards fettled the car and struggled on. Mechanics worked wonders to keep it mobile, and although they lost much time and were obliged to take things easy on rougher sections, they stayed just within their exclusion time limit to finish ninth of the nine finishers. One of their difficulties — not to mention steering, suspension, bodywork, lights, cooling, etc. — was the failure of the windscreen wipers, not that there was much rain ahead, but there certainly were wet roads and plenty of mud. Forward vision was restored in these places by Richards manipulating a piece of string running through the windows of the car and tied to the wiper arms.

Later, other difficulties compounded the situation, and it is to Vatanen's credit, and that of his mechanics, that he was able to finish at all. However, the Rothmans people must be wondering whether the whole operation of sending a whole team to West Africa was worth just two championship points to Frequelin's eight.

Up front the fight was between the Japanese teams. Salonen (Datsun) and Eklund (Toyota) were having quite a tussle, but as the rally progressed Eklund was troubled by a worrying oil leak from the differential and he dropped back. Indeed, at one time he was down to third place, sandwiched between Mehta and Mitri. The Datsun people began to raise hopes that perhaps Eklund would fall back even further leaving three Violets with the first three places.

But this was not to be. At one rather deep mud hole Toyota had positioned a Land Cruiser for the express purpose of helping any Toyota which got stuck. Datsun had no such 4-w-d assistance at that spot, for it is impossible to have blanket coverage along the whole route.

Salonen's Datsun got through with the aid of a manual heave for which he had to pay the going rate — and earning push-money can be quite lucrative — but Eklund was not as fortunate and he got stuck in the middle. The Land Cruiser immediately got to work and was engaged in pulling the Celica out when along came Mehta.

The vital requirement for getting through any mud patch is to keep moving. To stop is usually to get stuck, and one really has to enter the mud with quite some vigour in order that some momentum will survive the drag of the mud and get the car through. Mehta attempted to do this, but the presence of both Celica and Land Cruiser blocked his path and he had to stop.

When the Celica was free of the mud the rope was unfastened and both Toyotas drove off, leaving Mehta rather angry that the vehicle which had caused him to get stuck had not returned to help him. However, it was part of a rival team after all. Most times there is a great deal of inter-team co-operation, but when enough chips are down it becomes every one for himself, as in all things.

The result gave Datsun the maximum score of

Continued overleaf

Perfecting the Passat

AFTER Volkswagen's remarkable World-domination with air-cooled, rear-engined models, the Passat represented the Company's first change to water-cooled, front-drive cars and very well it served the German colossus. Recently the Passat has been up-dated, with more interior space and greater fuel economy mainly in mind. Recent road experience of the top model of the revised range, the overhead-camshaft 1,921 c.c. GLS 5, has convinced me of how effectively this has been accomplished, in the VW tradition.

To achieve better fuel conservation VW use a notably high 5th gear, labelled "E" on the gear-lever knob to make the point. Cruising at 70 m.p.h., this calls for an engine speed of only 2,660 r.p.m., high gearing indeed. The just over-square engine, with its five 79.5 × 77.4 mm. cylinders, is very flexible but naturally one does not use this fifth speed to quite the crawl from which many modern cars will accept top gear; it is in the nature of an overdrive. Nevertheless, it can be made extensive use of, and in this comparatively light (21 cwt. unladen) low-drag Hatchback, the fuel saving is then impressive.

I tend to be a petrol-miser at the best of times and under mainly moderate-speed but with non-thrifty commuting-type driving I got 29.6 m.p.g. — a slight disappointment after the "E" build-up. In this latest Passat one is reminded to change into the next higher gear when a tiny green light comes on in the "consumption-indicator". (I otherwise ignored this fascinating dial, with a needle moving from 25-30-40 to 50 m.p.g. readings, as it seemed an invitation sooner or later to drive smartly off the road!). The 1.9-litre Passat did not have VW's additional aid to good fuel consumption, the button and clutch-operated engine stop / start system for use in traffic, as found on the 1.6 models, and there was faint "pinking" on 4-star Texaco.

Apart from its notable economy, the new Passat is a very well-conceived car. With the new torsion-beam rear suspension, on Polo lines, it goes round fast corners safely and pleasantly. It rides comfortably, but with some very slight lateral float and bump-thump, and has excellent seats, which the back-seat occupants also praised. There is now more room within and the Hatchback, which can be opened with or without the key, extends right to the floor-level, lifts easily, and with the back-seat squab down, swallows a great deal of luggage. This seat-squab folds ⅓ / ⅔rds, which I found very useful when wanting to take home a long tree and much other luggage — did BL or VW think first of this sensible split-squab feature?

The Passat has good-quality finish and build, in the VW idiom, its instruments are very easy to read as on most German cars, its gear-change is nice to use, the clutch light, and the appearance is crisp, but it's a pity about the ugly silencer canister. But on what I had been assured was the top model for test, it was disappointing to find no central door-locking, no sun-roof, no n/s. door-mirror. The engine runs quietly up to a safe 6,300 r.p.m., giving 115 (DIN) b.h.p. at 5,900 r.p.m., and 114 lb. / ft. torque at 3,700 r.p.m., and is flexible from below 1,000 r.p.m. in normal top gear. For a roomy car able to wind up to over 115 m.p.h. and dispose of 0-60 m.p.h. in 9.6 sec., the fuel economy is indeed commendable. The Passat's interior, if somewhat plain, is enhanced by well-designed door handles and "pulls", useful door pockets, many stowages (but nowhere to rest picnic cups), a lockable cubby with a neat catch, and even the digital clock, often so distracting, is a pleasure to check the time with. A pleasant horn-note is sounded from the steering wheel spoke's extremities, there is internal adjustment of the o/s. mirror, and the heating and ventilation are well contrived, with a 3-speed fan, although it takes time for the heat to change to cool air.

The steering, low geared at 4½ turns, lock-to-lock, tends to be vague and has the Audi self-centring feel, but the VW Passat's handling is of a high standard, virtually without front-drive inhibitions, although steering-lock is somewhat restricted. There are simple two-stalk controls and these, and the fascia push-buttons and warning lights, are nicely done. The test-car had Continental TS tyres. Equipment includes smart alloy wheels, dipping interior mirror, small head restraints, laminated screen, locking fuel-filler cap, tinted glass, etc. There was a bad rattle at times from the trim of the driver's door, but the doors shut with a "quality sound", in spite of the structure as a whole feeling rather "lightweight," like that of an Audi 100. The fuel tank contains a useful 13.2 gallons, so the range is in the order of 350 to 400 miles. The automatic choke functions impeccably. The servo-assisted brakes are spongily powerful.

As a one-time Beetle fanatic, I am delighted that VW (in this country, VAG of Milton Keynes) continue to offer such outstanding cars. This top-model of the new Passat range costs £6,391. — W.B.



ROAD testing in the old style — Passat and passengers fording a stream in Shropshire.

RALLY REVIEW — continued

20 points in the World Championship, but to win the title they must also have won the RAC Rally, and against all the talent in that event the chances will have been rather slim.

We cannot end this review without mentioning a freak incident which, though it did not affect the rally itself, served to immobilise a film crew covering it.

Using both ground and air transport, the crew were waiting at an isolated airstrip for the return of the twin-engined light aircraft which they had chartered, and they had parked their estate car alongside the end of the strip towards which the aircraft would be landing. When it arrived it seemed to approach a little on the high side, leaving insufficient run-on distance in which to brake.

After landing it veered from side to side, then to the great alarm of those watching it ran straight into the waiting estate car putting both aircraft and car out of action and scattering the watchers like ninepins.

We have heard of all manner of incidents with aircraft, both amusing and serious, and taxying accidents are not exactly uncommon, but this is the first time we have heard of an aircraft landing and running straight into the car which was meeting it.

For 1982 the Ivory Coast Rally has been dropped from the Driver's Championship and kept only in the manufacturers' series. Undoubtedly FISA will conveniently ignore the blatant use of bogus entries to swell the ranks of starters. — G.P.

Ivory Coast Rally

1st	T. Salonen / S. Harjanne (Datsun 160J) (4)	9 hr. 57 min.
2nd	P. Eklund / R. Spjuth (Toyota Celica) (4)	11 hr. 09 min.
3rd	S. Mehta / M. Doughty (Datsun 160J) (4)	11 hr. 22 min.
4th	M. Mitri / M. Copetti (Datsun 160J) (2)	12 hr. 29 min.
5th	G. Frequelin / J. Todt (Peugeot 504 V6) (4)	13 hr. 15 min.
6th	A. Ambrosino / D. le Saux (Peugeot 504 V6) (4)	13 hr. 16 min.
7th	S. Asset / J. Jaubert (Toyota Celica) (4)	16 hr. 40 min.
8th	J. Durieu / P. Tastet (Peugeot 504 V6) (4)	24 hr. 53 min.
9th	A. Vatanen / D. Richards (Ford Escort RS) (4)	28 hr. 12 min.

51 starters, 9 finishers

Behind the Grand Prix Scene
— The Journalists

THE TERM journalist covers a wide range of activity, from instant news service from Reuter or Associated Press, to Annual Reviews. In between there are daily papers, weekly papers and monthly papers all supplied with words by journalists, while radio and television both come under the heading that embraces dispensers of news. Naturally the writer for an Annual Review has an entirely different job to that of the daily paper man and personally I am happy that I write for MOTOR SPORT, which is a monthly; though sometimes even that can be a bit of a sweat.

Some time ago we were having an after-dinner discussion about journalists and journalism and a very well-known broadcaster was getting on his high-horse and suggesting that we mere reporters for weekly or monthly magazines had a cushy time. Mind you, we were not denying it, in fact we had not even raised the matter, but our BBC man was now really firing on all four and getting very worked up, so we chivvied him along a bit to liven things up, suggesting that though he might be spouting words of wisdom down his microphone they could be a load of waffle because the average listener forgot what had been said within a couple of hours after hearing it, whereas we, the writing press, had to get it right because once it was in print it was there for ever more and a reader could say ". . . but you wrote five years ago . . ." This stirred our man up to greater things and he got on to the question of timing and working to tight schedules, deriding us for having a day, a week, two weeks, even three weeks to find things out, we did not have to work to the tight timing that he did. He began to wax lyrical about the split-second timing that a broadcaster has to work to and ended up by saying ". . . why, I have to work to the second, even to half a second, you lot just don't understand". Whereupon a well-known photographer who had been listening to it all and not saying anything, took his pipe out of his mouth and said "I have to work to a five-hundredth of a second, and I don't get a second chance". We all fell about laughing and our BBC man went off to bed.

Different people in the journalistic world certainly do have to work to different schedules and there are a great variety of methods used. Let us look closely at one of the men who supply a daily paper with news. On Saturday morning you will no doubt read something about practice that took place on Friday and a cautious preamble to the race due to be held on Sunday. On Monday morning you will read a report of the race and the results. But what does it involve to get that information in the paper. Maurice Hamilton writes for the *Guardian* and his methods and system of working are similar to those men who write for the other daily papers. The *Guardian* usually has three pages on sport in the Saturday edition and there are reporters from all over the world keen to get *their* sport in the first edition, so motor racing has to take pot-luck with all the other sports. On Friday, which is normally practice day, Hamilton phones the paper's Sports Desk three times. The man in charge of the Sports Desk, who makes up the three pages, comes on duty at 3 p.m. and works through until 11 p.m., so it is important to contact him as soon as possible to reserve space and find out how many words you can have, which is usually around 300. The preparation of



" . . . shouting into a telephone while an Alfa-Sud race goes on outside . . ."

the three sports pages is done to a strict routine, and this means that the first page has to be finished by 4.30 p.m., so if practice is over by 2.30 p.m. as it should be, there is a reasonable amount of time, always assuming that the practice results are issued fairly promptly. You then have to concoct a suitable story into 300 words and get on the telephone once more, and as soon as possible. It is no good writing 500 words, the piece has to be exactly to length for the page-planner has arranged exactly that amount of space for you. Your second telephone call is to a girl on the Copy Desk who takes down exactly what you dictate, knowing or caring little about motor racing or any other sport come to that, for her job is merely to record the information and it can be about Formula 1 or tiddly-winks, it all goes through to the Sports Desk. If your aim is to get on the first page it is no good waiting until 4.30 p.m. for by then the page will almost certainly be full, the sooner you act the better. After about half-an-hour you telephone through again to the Sports Desk to make sure that the copy girl got your 300 words and that it did not get lost on the way from her to the Sports Desk. If all is well, that is that for the day.

However, it is seldom as simple as that for sometimes telephone communication is awful and you cannot hear London and London cannot hear you. Add to that the fact that you are one of sixty or seventy journalists all trying to do the same thing to newspapers all over Europe, and often all over the World. You put your name on a waiting list as soon as you can and then start writing your 300 words, and Dr. Sodt's law often has your call coming through too soon, before you have really written what you intended. Snap decisions have to be made for if you refuse the call you go to the back of the queue and that could mean missing the first page. You may think that is not the end of the world, as there are two more sports pages to be made up and anyway the Sports Desk does not close until 11.30 p.m. But if you miss out on your allotted space you can be sure it will go to some other sport, for all the reporters are pressing to get their stories in. A missed telephone call could put you right to the back and there may only be space for 100 words. The Sports Desk Editor cannot wait and invariably has far more information available than he can use.

If there is a hassle over the time-keeping, or one of the cars has been penalised in post-practice scrutineering, this all makes for delay and delays simply do not fit into the time-schedule of producing a newspaper. Saturday is in effect a day off, there being no *Guardian* on Sunday, but it is still necessary to keep in touch with what is happening and to be prepared for eventualities that might arise on race day. The time of the race can be critical, so contact with London is necessary to warn them about the possible, and hopefully, probable time schedule. Dead-line for the first edition of Monday morning's paper is 6.30-7.00 p.m. so once again you have to keep a watchful eye on the timings. As soon as the race is finished Hamilton has to try and talk to the winner, find out what happened to various drivers, sum up race tactics, sort out any strange happenings that occurred, find out the whys and wherefores of the fancied runners, collect the official results, cross-check on the happenings in post-race scrutineering, write the 300 or 500 words that have been agreed upon with the Sports Desk and join the battle for use of the telephone. He then gets through to the Copy Desk girl and dictates his story and the results, and more often than not there is an Alfa-Sud or Renault 5 race going on out on the track, while in the Press building or tent, there are dozens of other journalists all doing the same as he is, while Telex machines are clicking away, people talking, others shouting, some arguing and a general unholy row going on. It is not surprising that a few misprints appear. If he misses the first-edition dead-line it will mean that readers in far away places like Scotland or West Wales will not have a race report on Monday morning. There is an emergency dead-line of 10-11 p.m. but every true journalist considers it a failure to be involved in that, for it means that his story will only appear in the London and Home-counties edition. Sometimes there is little choice, if there has been an official protest and the results are held up, and every daily-paper journalist dreads this sort of thing happening.

The keynote of a good reporter is knowing the "point of no return". At some circuits the telephone system is far from satisfactory and it is a safeguard to have planned an emergency system. If the bun-fight in the Press room has reached an unacceptable level and you can see that the delay in getting your telephone call to London is going to mean missing the dead-line, you cancel it and hot-foot it off to your hotel and make the call from there. This is not as easy as it sounds for you have to deal with traffic congestion, which is where a bit of pre-planning comes in useful. Having your car near the paddock may be convenient for arriving in the morning, but is the last thing you want when it comes to leaving in a hurry. Also, Dr. Sodt is always lurking nearby, and if you do get back to your Hotel and get your story through you are as likely as not to meet someone later on who tells you about the protest or the change in the results.

Other problems that can arise are when something dramatic has happened in some other sport, that you know nothing about, so that when you get through with your 500 words on the Grand Prix the Sports Desk says ". . .can you cut it to 250 words, there has been an international football crisis . . .". You dare not let the man in London do the cutting, for like the Copy girl he has to deal with every sport imaginable and can

Continued overleaf

The Frank Williams Team

World Champion Constructors

AT a casual glance one might be forgiven for thinking that the Frank Williams Formula 1 team had a pretty disastrous year in 1981, compared with their 1980 season. They started off well, went through a bad patch at mid-season, gathered themselves up and finished with another win, but the dominant finishes did not happen like it did last year. By their 1980 standards you could say it was not a very good season, yet they won the Championship for Manufacturers by a very clear margin and one of their drivers missed the Championship for drivers by one point at the last race of the season, so in fact it was a very good season and one that many other teams would have liked, but it was not good enough for Frank Williams and Patrick Head and all the people at Didcot.

Compared with last year this year's analysis looks pretty good with 32 starts and 25 finishes (1980 it was 30 and 23), thus having the same number of retirements. They won five races (last year it was seven), scored six second places (last year the same) and three thirds (last year six). They scored two pole positions (three last year) and eight fastest laps (six last year). From those figures we can see that the team was racing as hard as ever, and they looked to be set to win five more events before driver error or mechanical troubles forestalled them. There was never a question of the Williams team not being in the thick of the fighting nor setting the pace all season and their position as being one of the "Top Teams", as various European journalists say in any language, has never been in doubt. Their victory in the Manufacturers' Championship, in which both team cars score points, for the second year running has been well deserved, and we can be sure that they will all be out to repeat the success in 1982.

It will be recalled that this time last year the teams who are part and parcel of Bernard Ecclestone's Formula One Constructors' Association, and the Williams team is one of them, were about to try and go "pirate" in protest against the FIA ruling that sliding-side-skirts were banned from January 1st 1981. The major manufacturing teams, Renault, Ferrari, Alfa Romeo and Talbot (*née* Ligier), together with Osella and the newly formed Toleman-Hart team, all accepted the ruling with good grace and got on with the job of designing and building new cars for 1981. The FOCA teams were all hanging fire on design and development because they were not sure which way Ecclestone was going to lead them and during the winter months Patrick Head said he would like to be designing the FW08, as the successor to the FW07, but he just did not know which rules they would be running under.

As it turned out FOCA capitulated to FISA and joined the racing of officialdom and the manufacturers' teams, but it meant, in the case of Williams, that they had to decide to compete with an uprated version of their 1980 car, titled the FW07C. Before the World Championship series began there was a non-Championship event in South Africa, to which only the FOCA teams went, and the Williams team took out the two cars with which they finished 1980, together with a brand new one that was finished in 1980 but not raced. These were numbers 8, 9, and 10 and Reutemann won the South African race with the last of the trio, that being the only race it was to run. The serious business started at Long Beach, in California, for the United States Grand Prix (West) and for this event two new cars were completed, numbers 11 and 12. Although they followed the basic configuration of the previous cars they were totally new, with a vastly stronger front end to the chassis / monocoque giving much more stiffness and much better driver protection in the event of a head-on crash, and the aerodynamic sidepods were redesigned, as were the adjustable aerofoils front and back, to

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BEHIND GRAND PRIX SCENE — Continued

not be expected to know the details of the Formula 1 race in South Africa. Or there has been a World crisis and the sports pages have to be cut from three to two. Cutting has to be pretty arbitrary so if you happen to have left things a bit fine you could get through to be told ". . .sorry old son, too late, the pages are closed". If you do that too often the management start looking for a new reporter.

Inevitably with such a scramble and under such varying conditions mistakes occur, some tiresome, some disastrous and others just puzzling, like Hamilton's dictation which said "the car was carrying a weight penalty" which got printed as "the car was carrying a wet penalty", which must have made the readers puzzle a bit on Monday morning. When dictating the story you have to spell out just about every word, especially names like Villeneuve, Salazar, Fittipaldi and so on, but even so mistakes creep in which the motor sporting reader spots instantly on Monday morning. He probably wonders why the newspaper does not have a motor racing specialist on the job. The answer is that the newspaper does, but he is out in South Africa, in California, or Italy and the people in London cannot hope to know all about every sport.

On Monday morning at airports in Amsterdam, Frankfurt or Bruxelles or wherever the race has been, you will see the daily paper reporters anxiously buying a copy of their paper and reading their gems of prose. They either stagger off, hand to head, saying "oh my God!" or sink back with relief and say "Whew". With live television making a lot of the action at a Grand Prix available to people back home it can often happen that the viewer has seen something that those at the circuit were not aware of. The viewer sees a car lose the right front wheel somewhere out on the back of the circuit, but in the pits or press room all you know is that "so and so lost a wheel". As you are rushing around gathering information on your way to the telephone you see the driver concerned and he says "I lost a front wheel" and then he is gone, swallowed up in the crowds. You then meet a team member who says "the left front wheel came off" so you put that in your story having no time to wait for the wrecked car to be brought back to the paddock. On Monday morning the newspaper reader thinks you are a right twit, for *he* knows it was the right front wheel and you said it was the left.

After a race, at best Hamilton has about two hours in which to achieve everything, at worst 30 minutes, always providing the race runs to schedule, but if there is a delayed start, as in Canada, or a stop-and-restart affair, as in Dijon this year, then the daily paper men are sweating on the top line. If there is a total disaster beyond anyone's control and none of the papers get a story it is not too bad, but if all the others get a story and you do not you can start thinking of alternative employment. Being a reporter for a daily paper is something of a challenge, as is any competitive job, the satisfaction being the facing up to the challenge and beating it. Personally it is a job I could not do, it is too fraught with chance and frustration. I find the pressure of a monthly magazine hard to bear at times.

Of all the daily papers who cover Grand Prix racing the *Guardian* has the advantage that it offers Maurice Hamilton a 500 word "follow-up" on Tuesday morning, so that he has the possibility of correcting serious errors before they are forgotten and enlarging on important things that time restricted on race-day. When next you read your newspaper on Monday morning spare a thought for all the people involved in bringing it to your breakfast table and in particular "the gentlemen of the press" whose job it is to gather the information in Long Beach, Las Vegas or Imola and transmit it to the newspaper office. Then there are all the people who work all night printing it, despatching it, and transporting it, right down to the lad on his bicycle who delivers it while you are getting up. It is a busy world, the world of the journalist. — D.S.J.



THE press-stand in Canada. This is not typical, fortunately, most of them being much more civilised.

compensate for the reduction in "ground-effects" with the loss of the sliding-skirts. As always, the cars were below the regulation weight of 585 kilogrammes and carried something like 10 kilogrammes of ballast to bring them up to weight.

The team started the 1981 Championship year as they had ended the 1980 year, with 1st and 2nd places, in team order, Jones before Reutemann. From California they went to Brazil and repeated the scene, except that Reutemann flaunted team orders and did not let Alan Jones by into the lead, keeping first place for himself. This caused a bit of a fuss and a coolness between the two drivers, not that they had ever been real "chums" and Frank Williams was justifiably irate about the situation and docked Reutemann of his winnings. At both these races Colin Chapman had caused a bit of a stir with his revolutionary Lotus 88 and

Analysis of the Williams team cars during 1981

FW07B/8: 1980 car. Used as T-car in South Africa.

FW07B/9: 1980 car. Raced by Jones in South Africa — Sold to Mansour Ojjeh.

FW07B/10: 1980 car unraced: Raced by Reutemann in South Africa. Spare car in Long Beach & Brazil — Sold to Count Zanon.

FW07C/11: New car for 1981:
Raced by Jones in:
Long Beach — 1st.
Brazil — 2nd.
Argentine — 4th.
Imola — 12th.
Zolder — crashed.
Dijon — 17th.
Silverstone — crashed. Used to construct experimental FW07D six-wheeled car.

FW07C/12: New car for 1981:
Raced by Reutemann in:
Long Beach — 2nd.
Brazil — 1st.
Argentine — 2nd.
Imola — 3rd.
Zolder — 1st.
Monaco — Retired.
Jarama — 4th.
Dijon — 10th.
Silverstone — Spare car.
Canada — spare car.
Las Vegas — spare car.

FW07C/13: Not built.

FW07C/14: New car for 1981:
Spare car in:
Argentine
Imola
Zolder
Monaco
Jarama
Raced by Reutemann in:
Silverstone — 2nd.
Hockenheimring — Not used.
Austria — 5th.

FW07C/15: New car for 1981:
Raced by Jones in:
Monaco — 2nd.
Jarama — 7th.
Raced by Reutemann in:
Hockenheimring — Retired.
Spare car in:
Dijon
Silverstone
Austria
Zandvoort
Monza
Montreal
Las Vegas

FW07C/16: Was to have been FW07D/16.
New car for 1981:
Raced by Jones in:
Hockenheimring — 11th
Austria — 4th
Zandvoort — 3rd
Monza — 2nd
Montreal — Retired
Las Vegas — 1st.

FW07C/17: New car for 1981:
Raced by Reutemann in:
Zandvoort — crashed
Monza — 3rd
Montreal — 10th
Las Vegas — 8th.

Analysis of team results

Races started — 32
Races finished — 25
Retirements — 7
Pole Positions — 2 (Reutemann)
Fastest Laps — 8 (Jones 5, Reutemann 3)
First Places — 5 (Jones 2, Reutemann 3)
Second Places — 6 (Jones 3, Reutemann 3)
Third Places — 3 (Jones 1, Reutemann 2)
Fourth Places — 3 (Jones 2, Reutemann 1)
Fifth Places — 1 (Reutemann)
Seventh Places — 1 (Jones)
Eighth Places — 1 (Reutemann)
Tenth Places — 2 (Reutemann)
Eleventh Places — 1 (Jones)
Twelfth Places — 1 (Jones)
Seventeenth Places — 1 (Jones)



REUTEMANN and FW07C/12 leading Jones and FW07C/15 through the streets of Monaco. Hard driving took Jones into the lead, but he was robbed of victory by a severe misfire. Reutemann retired, for the first time in fourteen races, when his gearbox broke.

everyone was so busy getting in a flap about the Lotus that they did not really appreciate what Gordon Murray was up to with his Brabham cars. In mid-1980 when FISA announced the sliding-skirt ban, all the top designers smiled and explained simple ways of overcoming the ban, the basic principle being to use suitable coil springs in the suspension so that at speed the air-pressure on the top of the car (down-force) would compress the springs so that the ground-clearance would become almost zero and "ground-effects" would come into play. Such subterfuges had already been tried and found out in Formula 2. Murray assumed, rather naively, that everyone would arrive at Long Beach with some sort of device to lower the car at speed, only to find that he was alone, the rest of them either respecting the spirit of the "no sliding-skirt" rule or not being bright enough to think up ways of cheating. It was not until the Argentine Grand Prix that the Brabham system really worked and then a great scream went up, especially as Piquet in one Brabham ran away from everyone and Rebaque in the second Brabham overtook all the stars with ease and ran in second place until mechanical trouble intervened. The run of Williams domination was over, Reutemann was second and Jones was fourth, sandwiched between the two Renaults of Prost and Arnoux. The French team was beginning to make its presence felt by sheer engine power and a vice-free chassis. Not counting South Africa, which was a non-Championship event, the Williams team had had four races on the trot in which they finished first and second, Montreal and Watkins Glen in 1980 and Long Beach and Brazil in 1981, but the Brabham affair could be cited if excuse was needed.

The Championship season now moved to Europe and started with the newly instigated San Marino Grand Prix at Imola, and here many of the teams followed the "cheating" lead of Brabham, including the Williams team, but much against the will of Frank Williams and Patrick Head, who all along were prepared to accept the edict of the FIA and run with fixed ground clearance. The last of the 1980 Williams cars, number 10, had been used as the team spare for the races in Long Beach and Brazil and a new 1981 car appeared in the Argentine acting in the capacity of the spare, or T-car. It held a similar role at Imola and was prepared to take a hydro-coil-spring suspension lowering system, but in the fuss at scrutineering the decision was taken by Frank Williams not to use it. Like most of the other teams a lot of time and money had been wasted on this blind-alley and the effort should have been put to better use. In this race the turbo-charged Ferraris were dominant, on sheer power, and in the struggle to keep up, Jones ran into the back of his team-mate! The Australian needed a pit stop for repairs. The weather was inclement, to say the least, and in the general confusion Jones changed tyres at the wrong moment and floundered around making a complete "fist" of the race as a whole, finishing 12th. Reutemann finished a rather uninspired third. It was very clear now that the pressure was on the Williams team and they were no longer dominating the scene. First the "cheating" Brabhams were beating them and now the turbo-charged Ferraris were giving them trouble.

By the time the scene got to Belgium, on the Zolder circuit, officialdom had acquiesced on the ground-clearance cheating and a ridiculous compromise had been reached whereby the ground-clearance was only measured as the cars entered the pit-lane and what happened out on the circuit was only of interest to the teams. Observers had been posted around the Imola circuit in practice and it was found that all the cars were running too close to the ground, so restrictions or objections to hydro-pneumatic

suspension-lowering systems, or any other form of "cheating", were removed and the blind-alley was open to everyone. As they were now all cheating it would have been nice for there to have been a "gentleman's agreement" that they would all stop cheating, but that did not happen. Strong opposition to the Williams team came from Piquet's Brabham and Pironi's turbo-Ferrari, but after some pretty serious racing the two Williams cars got into what had become their normal position; that is, first and second, in team order. Without warning and for some reason best known to itself, the gearbox on Alan Jones' car jumped out of fourth gear at a crucial moment and FW07C / 11 slid off the road and into the barriers with a sickening crunch that took the left front corner off the car. It was left to Reutemann to gain victory for the team and car number 11 was taken home for some pretty extensive repairs.

For Monaco Jones had a brand new car in which the body panels were just that bit tighter around the engine bay, every square inch of under-car area being vital in the quest for down-force and ground-effect. This was number 15 in the FW07 series and Reutemann still had the car that was new for him in Long Beach, while poor number 14 was still the T-car. Brabham and Ferrari again provided stiff opposition, but the Williams drivers were not giving in, especially Alan Jones, and by dint of really hard driving he got into the lead. Reutemann made an error and hit the back of a Lotus, which meant a pit stop for a new nose-cone, which dropped him right out of the running, and then his gearbox broke so that the Argentinian suffered his first retirement after fourteen races in succession. Alan Jones looked all set for victory when his engine began to misfire and thinking that maybe the fuel-system was not picking up the last few gallons of petrol, and having a fair lead at the time, he took a chance and shot into the pits and a 2½ gallon can of petrol was squirted into the tank. It did not help, and the stuttering Williams had to suffer the ignominy of being caught and passed by the second place Ferrari and was lucky to limp home in second place. A certain victory had gone out of the window and already a driver error and a mechanical failure had eliminated the number two back-up car. There was some head-scratching and detail investigation by the team when they got back to Didcot, but nothing could be found obviously wrong.

The same three cars were taken to Jarama for the Spanish Grand Prix and in the pre-race warm-up session Jones had a nut come undone on the throttle linkage cross-shaft which left him out on the circuit with closed throttle slides. With a screw-driver borrowed from a marshal he wedged things open enough to drive back to the pits. The air in the Williams pit was cool, not to say tense, and Jones was philosophical about it and said to the chief mechanic, "better it happen now than in the race", Patrick Head looked very black and said "Things *do not* come undone in this team" and the message went home. In the race Jones was in superb form and simply ran away from the rest of the field, while Reutemann was running a hard third, right behind one of the powerful turbo-Ferraris. It looked like another dominant Williams victory, with every chance of it becoming a 1-2. Then, by his own admission afterwards, Jones suffered "brain-fade" and slid off into the dirt for no obvious reason and by the time he got back on the track he was down to sixteenth place. In typical fashion he got his head down and drove his heart out to make up for his mistake, but before the end of the race his gear-changing began to play up and he could do no better than finish seventh. Meanwhile Reutemann was also in trouble with his gear-changing and finished up 4th. The pressure was undoubtedly on the team now from other teams, and the drivers were having to try just that little bit harder, which makes all the difference between being safe and being "on the limit". A dismal result of a fourth and a seventh place was partly, but not wholly, due to driver error.

Before the French Grand Prix, at Dijon-Prenois this year, there was a pre-race test-session at Silverstone in preparation for the British Grand Prix and FW07C/14 was removed from its role as T-car and turned over to the separate Research and Development group of the Williams team. It was used for the Silverstone testing.

In France the car that Jones had crashed at Zolder was brought back into commission, after an extensive rebuild and though it went to the race as the T-car, it was actually raced by Jones. He practised with both his regular car, number 15 and the rebuilt number 11 and decided that the rebuilt car felt better balanced on the fast corners. Up to this race the team had been using Michelin tyres, not from choice, but because Goodyear withdrew from racing at the end of 1980 when FOCA were trying to break away from FIA racing. The Michelin tyre company had come to the rescue of Formula 1 by supplying a "standard" racing tyre to everyone, which proved remarkably successful and trouble-free. In fact the Michelin engineers could hardly believe it when there were no complaints from teams that had previously run on Goodyear tyres. Last year, the contracted teams that ran on Michelin tyres were always looking for improvement and, if not complaining, were making suggestions for improvement. Now teams like Williams were saying "the tyres are fine, no problems". However, the deal was only for the first half of the season, to give the ex-Goodyear teams time to make alternative arrangements. Shortly before the French Grand Prix, Goodyear announced that they would be returning to Formula 1 and the Williams team were their first priority, remembering how well they had done in 1980, so for Dijon the cars were back on Goodyear tyres.

The start of the French Grand Prix was a bit untidy, due to a malfunctioning of the starting lights, and in the opening scramble Jones collided with another car and bent the right-hand steering tie-rod. After three laps with the steering askew he was forced to stop and have another rod fitted, so all hope of a Williams victory by him were gone. Driver error again. Meanwhile Reutemann was in trouble with a front tyre showing signs of blistering and he could do no better than fourth and to add to the gloom the heavens opened in a cloudburst and the race was stopped. In the second part, on a damp track, Michelin produced a tyre that was vastly superior to anything that Goodyear had, so that the remainder of the race, and the result by addition, was a bit of a farce. The Williams result was dismal in the extreme, Reutemann tenth and Jones seventeenth. Total failure by the team could only be laid at the door of the drivers and the tyre company, though no-one in the team did apportion blame, for that had never been the way of thinking by Frank Williams or any of his staff. Everyone's total effort is always considered as the team's effort. It was the team, of which he is the chief, that had failed.

At Silverstone for the British Grand Prix they were struggling in practice, for the turbo-charged Renaults were now beginning to come on song in a most devastating way, while Ferrari and Brabham were as strong as ever. Although the Williams team no longer dominated, they were still in the thick of the fighting. For the race on home-ground they turned out with a complement of four cars, each driver having his own T-car. Jones elected to return to number 11 permanently, making number 15 his T-car, while Reutemann took number 14 and had his old car, number 12 as his spare. Practice was not at all good, partly because the turbo-charged cars were going well, and partly because the team was still in trouble adapting itself for the cross-ply Goodyear tyres as against the radial-ply Michelins. Jones was seventh on the grid and Reutemann was ninth, and while you could be sure that the Australian would be racing really hard once the green light came on, you could not be sure what the Argentinian would do. Sure enough, Jones raced hard, perhaps a bit too hard, for he was tight up behind one of the Ferraris when it spun and the Williams hit it amidships, ending the Australian World Champion's race there and then. Although the turbo-charged cars dominated the opening phase of the race, and wrote loud and clear on the wall that the reign of the 3-litre engines was over, it turned out to be a race of attrition and from it all Reutemann emerged in second place.

The Silverstone crash damaged car number 11 pretty badly so a new one had to be built up in a hurry for the German Grand Prix which followed. The factory had now got up to number 16 and it was being assembled as an experimental car with two rear axles and four small driving wheels in place of the normal two large ones. This experimental car was FW07D but before it was finished it had to be snatched back from the R & D group and used to build up FW07C/16 for Jones to use in Hockenheim. Back in the winter and early spring a very impressive wind-tunnel had been completed in a new factory next door to the main one in Didcot, so that Frank Dernie could carry out experiments, investigations and tests in total secrecy and undisturbed by the time factor involved when hiring someone else's wind-tunnel. By the German Grand Prix some of the results from the Williams wind-tunnel were beginning to be apparent and revised and improved side-pods were in evidence as well as twin air-scoops for the inlets of the Cosworth DFV engines.

Reutemann kept to car number 14 and car number 15 was the spare car, though it did not have the benefit of the new sidepods. At Dijon there had apparently been a recurrence of the misfire that intervened at Monaco, though with such a shambles of a race it was difficult to pin-point any particular cause. Investigations had been going on all the time following the Monaco debacle, with no real conclusions being drawn. The fuel system had been gone through in its entirety and been replaced and the batteries and electrical system had come under close scrutiny. In the warm-up for the German race Reutemann reported a chronic misfire in the engine in car number 14 so a hasty engine change was instigated and though it was completed in time there was no chance to try it out so Reutemann opted to take the T-car. Jones was in devastating form and fought his way into the lead, and like in Monaco, had it all sewn up when the dreaded misfire began and developed into a continual hiccoughing as if there were air bubbles in the fuel-injection system. From an invincible lead the Williams dropped back, passed by one car after another and though a pit-stop was made to change the ignition unit there was no improvement and a dejected World Champion limped home in

Continued on page 1754

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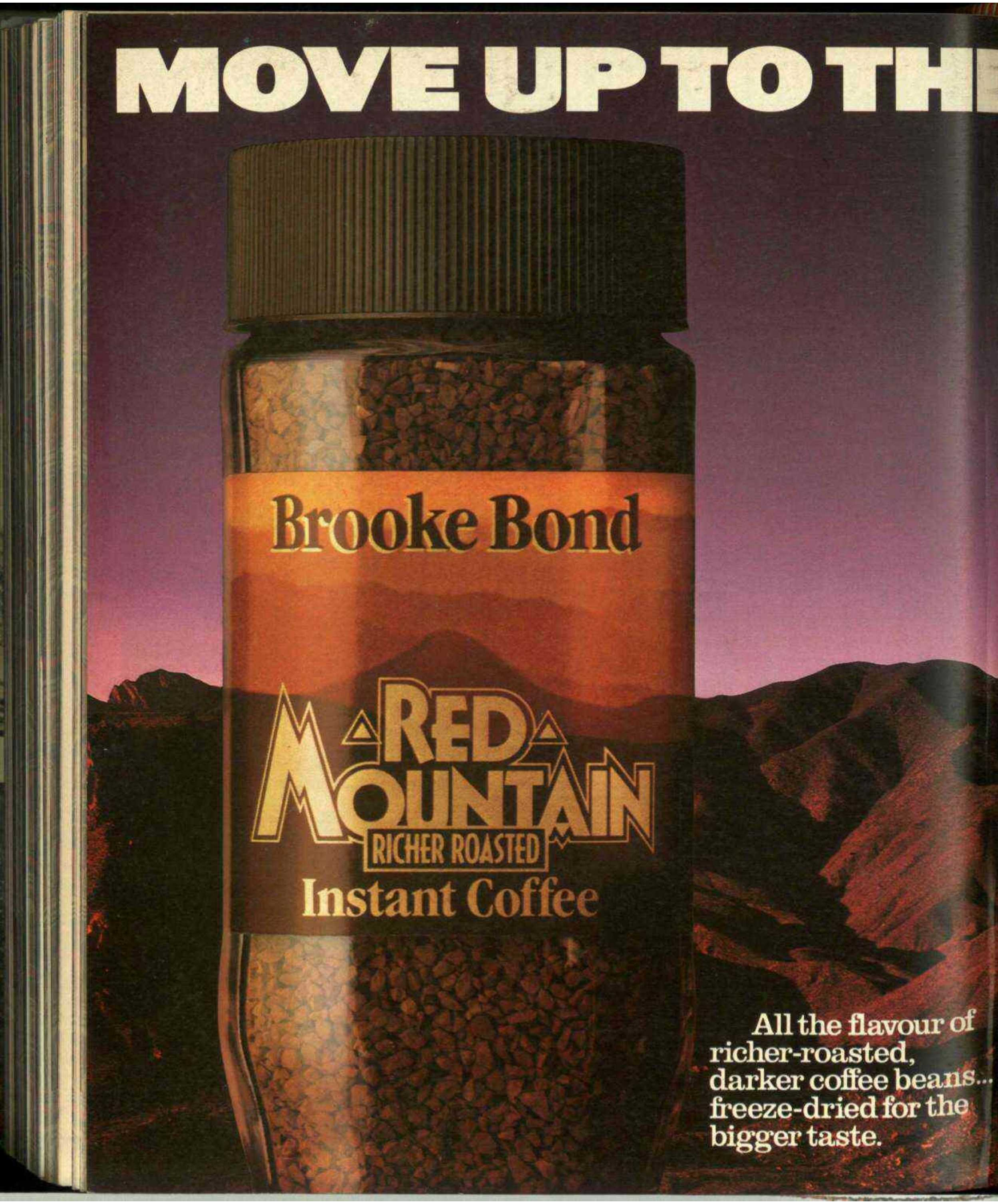
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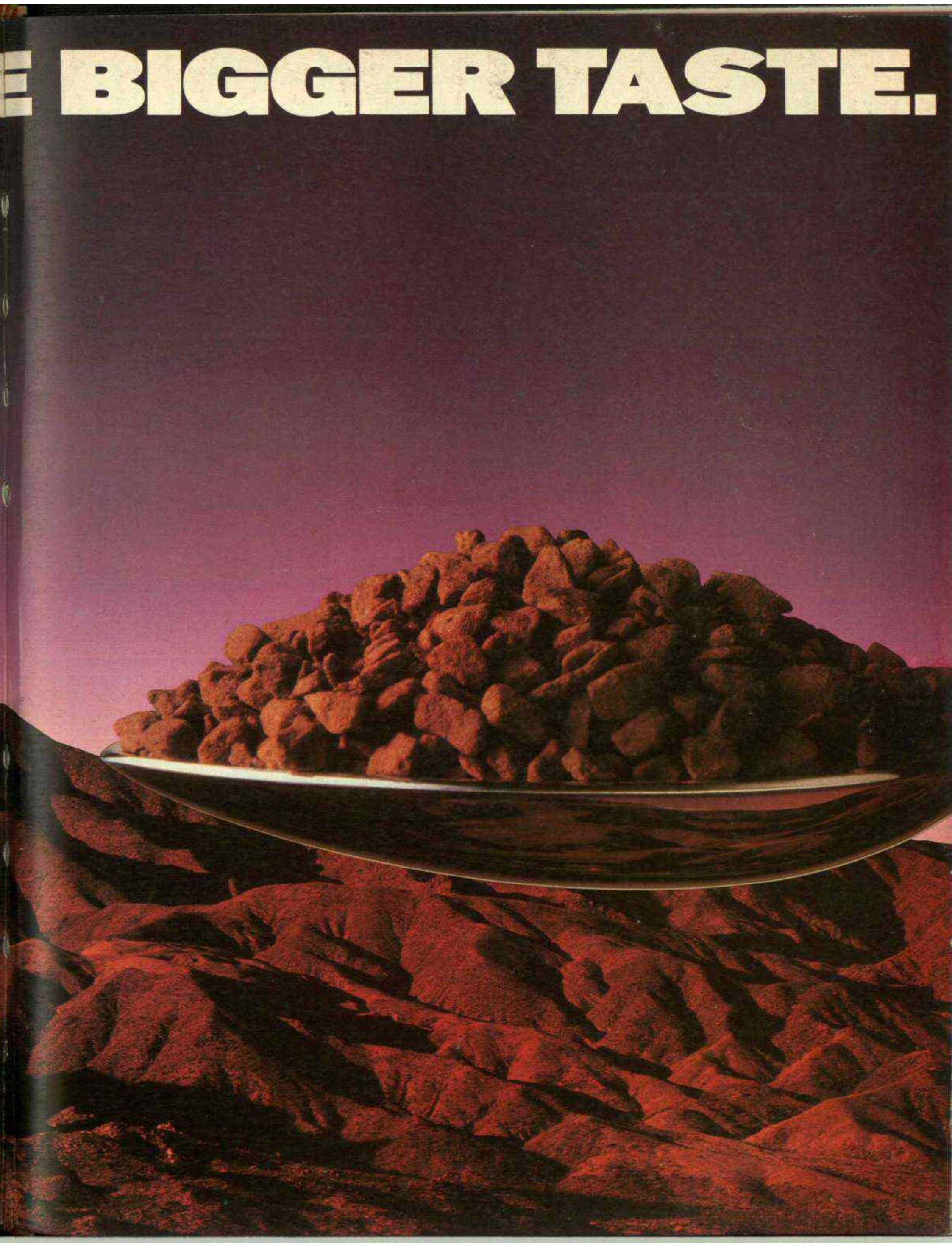
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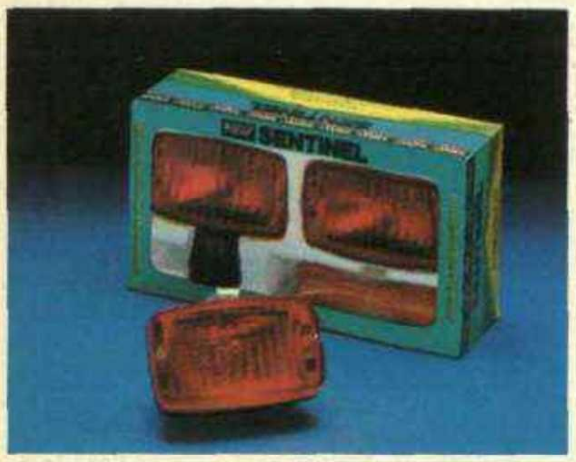
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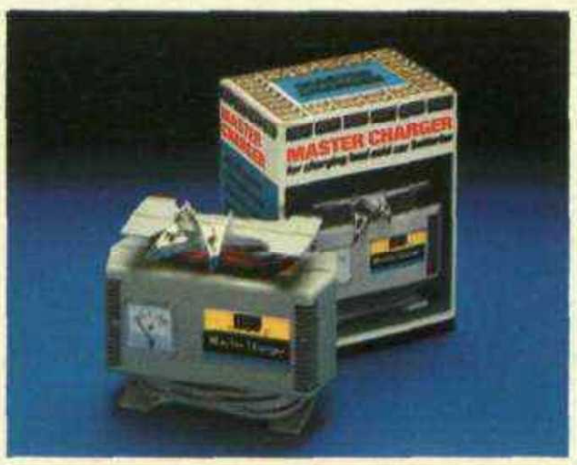
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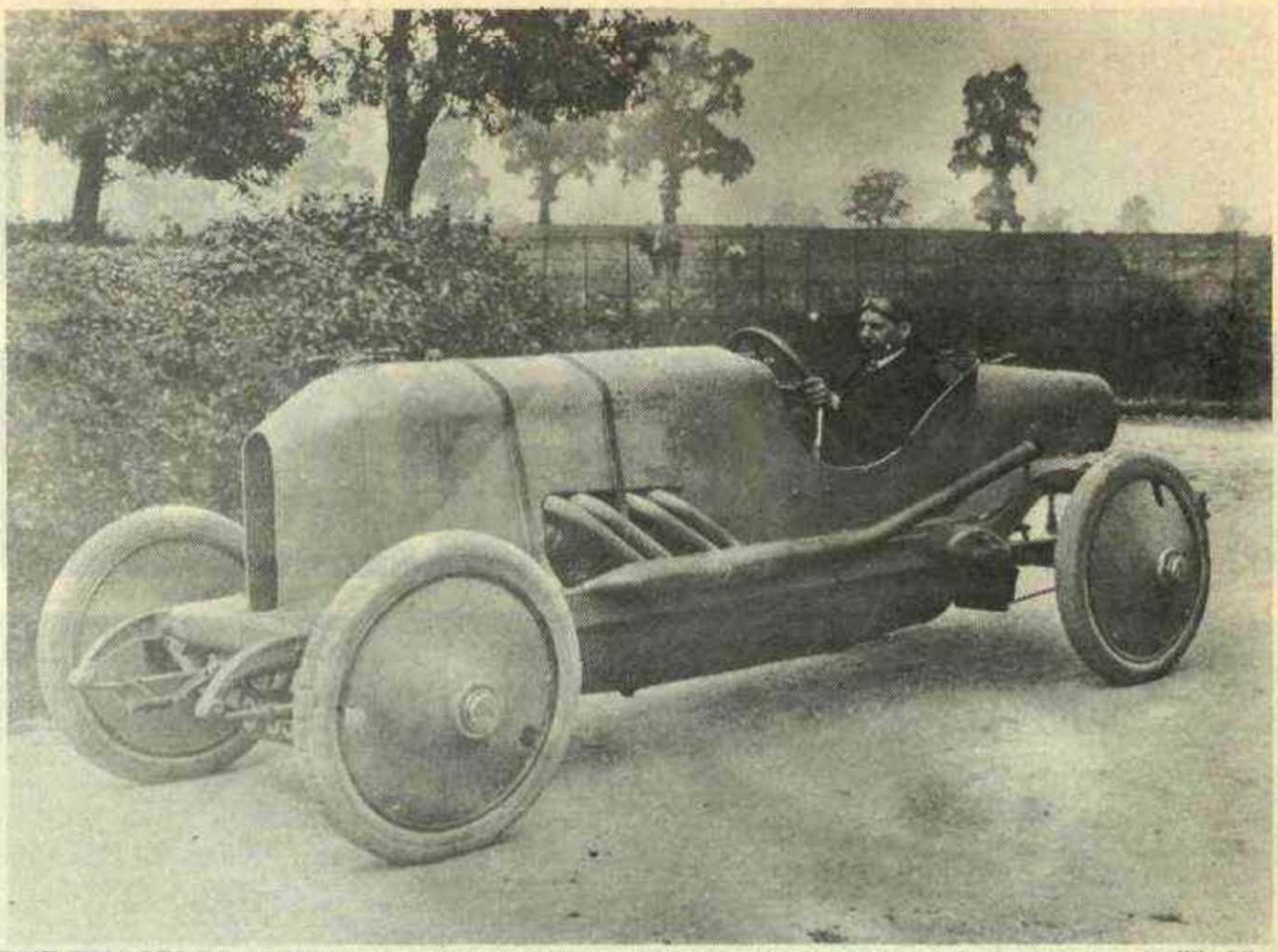
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A SECTION DEVOTED TO OLD-CAR MATTERS

The Life and Times of Montie Grahame-White

(Continued from the November issue)



THE WOLSELEY 16/20 h.p. single-seater believed to have been prepared in 1912/13 to attempt the World's Hour record at over 100 m.p.h. When Percy Lambert achieved this goal with the side-valve 25 h.p. Talbot, it is thought that Wolseley's abandoned the idea and it appears that the car was never raced. The car was converted to a two-seater (Reg. no. OE 998) and used by G. Day of the factory's Experimental Department.

[Photo courtesy of John End, Archivist to the Wolseley Register.]

AFTER his adventurous journey in the 20 h.p. Wolseley wagonnette to Marseilles, as recounted last month, Grahame-White (hereinafter referred to as G-W) returned to Monaco in March 1904, as he was due to steer the racing motor-boat *Parisienne II* for the Société Parisienne in the April races. This boat was powered by three 90 h.p. four-cylinder Mors racing engines and followed the trend at that time of searching for more speed by installing more and more powerful, engines. Little attention was being paid to structural strength or underwater form. The 52' boat resembled the smaller French naval torpedo-vessels but G-W had heard unfavourable comments on it in Paris. However, it was expected to be so successful that objections were raised about an Englishman piloting it, and a Frenchman was substituted for the race over the 175 km. course, G-W being given the entry in the following day's event for racing boats over the 50 miles circuit.

When he saw the boat he had been allocated he made stern objections to the crude installation of its reserve fuel pipes and exhaust manifolds, and to the stability of the hull due to the height of the cylinder-heads above the coaming. In the first of its races *Parisienne II* was up against five others, including *Napier*. It almost immediately burst into flames. These were extinguished but its racing career was over. Other racing boats at this time (1904) proved unable to withstand the strain, these including *Dubonnet*, powered with a 300 h.p. Delahaye engine, *Mercedes Charley* and *Panhard*, although the better of them were able to average around 30 knots. This gives credence to the story that many racing-car engines ended their days in the harbour at Monaco.

G-W was not above name dropping and recounts how, while returning to Paris by train, he met Mr. James Gordon Bennett, the newspaper millionaire who kept two pedigree Alderney cows on his yacht *Lysistrata*, and M. Gaston Menier, the well-known chocolate manufacturer. By coincidence, the latter's historic Chateau de Chenonceaux cropped up in "Cars In Books" last month and it is also the subject of a pleasing story in the late C. R. N. Minchin's book "Under My Bonnet". M. Menier also owned the Island of Anticosti, famed for its silver fixes, and the steam yacht *Ariane*, and his son purchased the winning Coupe de *L'Auto* Peugeot in 1913, of which team-cars there has been recent controversy in these pages. Among more celebrities, both male and female, whom G-W met, when lunching at the Chatham Grille after his return to Paris and at the Automobile Club there, were his old friends William Lamplugh, the well-known motor-body builder of Levallois Perret, and M. Louis Bleriot, the famous aeroplane constructor and pilot, busy in 1904 making automobile lamps, among which was the cumbersome Bleriot acetylene headlamp fitted with a dioptic lens some 18" long and 15" in diameter. This lamp created a terrific glare, which was troublesome to approaching traffic, and the heat from its burners caused frequent fracture, so that the design was soon abandoned. G-W had had two of these headlamps on his 60 h.p. Paris-Bordeaux Mors but, being a gentleman, had put hoods over the lens to reduce the inconvenience to other road users.

From that time onwards G-W was increasingly occupied with the conversion and selling of boats at Summers & Payne's yard. He was interested in increased speed and to this end was persuaded by Mr. S. F. Edge to purchase a 70 h.p. four-cylinder Napier racing-car engine. Could this have come from Edge's 1902 Gordon-Bennett car? Of it, G-W says what he lost in speed he gained in experience! The unsatisfactory Napier motor was disposed of for stationary use and a proper boat engine, a four-cylinder 80 h.p. French-built Filtz, was used instead. The Napier reverse gear was retained and used in the installation in the 52' *Mi-Ladye*, which G-W was running in the Paris-to-the-Sea race. During sea-trials off Lee-on-Solent the boat proved very unreliable and after an unpleasant period, becalmed in fog, during which G-W went overboard, the stern-shaft having broken, *Mi-Ladye* was towed back to Southampton by a steamer.

On the next sailing for Suresnes all went much better, the Filtz engine running very smoothly at 500 to 600 r.p.m. but becoming rough when opened up to its maximum speed of 750 r.p.m. At 600 r.p.m. the single-screw boat ran at 11 knots and consumed petrol at the rate of 5¼ gallons an hour. Fog was again encountered on the Channel crossing and there was a bad moment when G-W's mechanic went to sleep and let the engine stop, having overlooked changing over the fuel supply. The Cross-Channel Race was won by *Mercedes IV*, and S. F. Edge won the 1,000 franc prize presented by the International Sporting Club of Monaco with his 55 h.p. *Napier Minor*, some compensation for Edge having had the Harmsworth Trophy Race at Ryde wrested from him after a protest by a French entrant, *Napier Minor* being used after the 90 h.p. *Napier II* had been damaged in a collision. The Paris-to-the-Sea race was won by *Mercedes IV*, at just under 27 m.p.h. for the 205 miles. Before 1904 was out Henri Fournier had come home first in *Hotchkiss* in the race for the Gaston Menier Cup, at 22½ knots for the 3-mile course, and the British Motor Boat Club was founded in November by Noel Kenealy, membership reaching 70 before the year's end.

That brings us to the end of G-W's pioneering period which it was my intention to cover and thereafter, like another motoring pioneer, Arthur Bray, he became more and more involved with boats, dealing in some very big vessels, sales of which, I see, included that of the 115-ton steam yacht *Zaneta* to Louis Coatalen for £7,000 and the hull of the Saunders-built racing boat *Maple Leaf IV* to Mr. Shaw of Shaw & Kilburn, the Great Portland Street Vauxhall agents, to which he fitted two 450 h.p. Liberty aero-engines. Coatalen sold his yacht back to G-W in 1923. Between 1919 and 1929 the turnover in boat sales by G-W represented a total of £263,775. Another motoring personality in this list was Sir Percival Perry of Ford's, who bought for £17,000 the 338-ton steamer *Dorothy*.

I had not intended to continue beyond the "veteran" years but a few interesting motoring items among all this marine activity are worth quoting. G-W had been working in Paris

THIS YE
RX7 HAD AN I



EAR, THE EVEN BIGGER FOLLOWING.

Mallory Park 22 March.
FIRST in class and SECOND overall.

Silverstone 29 March.
Retired whilst leading.

Oulton Park 17 April.
FIRST in class and FIRST overall.

Thruxton 20 April.
FIRST in class and FOURTH overall.

Brands Hatch 25 May.
FIRST in class and SECOND overall.

Silverstone 21 June.
FIRST in class and FOURTH overal

Silverstone 18 July.
FIRST in class and FOURTH overal

Donington 16 August.
FIRST in class and FIRST overall.

Brands Hatch 31 August.
FIRST in class and SECOND overal

Thruxton 20 September.
FIRST in class and SECOND overal



Win Percy has just clinched the British Saloon Car Championship for the second year running, driving a Mazda RX7.

Not content with dominating the RX7's own class again, he also recorded two outright wins against a field which regularly included ten 3 litre Capris and four 3.5 litre Rovers.

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designing stylish bodywork, submitting his drawings to coachbuilders such as Kellner, Belvalette and Lamplugh, who would then construct the bodies on large Mors, Panhard-Levassor and Rochet-Schneider chassis. In December 1905 G-W entered into a contract with C. S. Rolls & Co. to design a series of bodies for them, at the suggestion of Claude Johnson. These bodies were for Rolls-Royce chassis, mainly for the 30 h.p. model one supposes, the idea being to keep them within specified weight limits and to register each one so that no other person or company could make a similar body. The builders were Barker's, then of Charing Cross, and G-W received a royalty of £75 for each design. The types of bodies G-W designed were a Pullman, a limousine, I think for the new 40 / 50 h.p. Silver Ghost, a town coupé, a sports four-seater tourer and a two-seater Speed model, the limousine being shown at the next Motor Exhibition. In designing the sports-tourer G-W used a bonnet line that sloped slightly down to the height of the radiator, to obviate the then-current humped scuttle and this kept the whole body low-sided. This was thought of as sacrilege by Johnson and he insisted on a straight line to the bonnet top, completely spoiling the appearance, in G-W's estimation. However, G-W had a body to his design put on his 1908 40/50 h.p. Rolls-Royce chassis, Johnson also refused G-W's request that the wheelbase of the Rolls-Royce chassis be extended to 12′ 6″ to accommodate his Pullman body and when he showed Rolls and Johnson his plan of the Speed model two-seater, which incorporated staggered radiator and body lines, they were themselves staggered, asking G-W if he had collaborated with Mr. Heath Robinson.

When G-W saw the new 40/50 h.p. Rolls-Royce chassis at the 1906 Motor Show he was not impressed, disliking the complicated system of carburetter control with no less than eight separate levers and connecting-rods, each fitted with adjusting rods and the way in which the bonnet did not meet neatly the top face of the radiator, the latter an item persisting into the 1930s. He thought the difficulty of cleaning the engine due to the mass of unsightly fittings, compared with the clean outlines of French and Italian engines, was another detail requiring "a hair-cut and shave". I imagine it was from these comments of G-W's to a junior salesman on the Rolls-Royce stand that the criticism of the Silver Ghost engine resembling a Christmas tree arose. However, G-W admitted there was no question that for all-round performance and reliability no car could excel the qualities of a Rolls-Royce. He owned a number of them, including one which ran 60,000 miles without overhaul or decarbonising, at which mileage front-wheel wobble suddenly commenced.

In spite of Rolls-Royce not wanting to make G-W's proposed long-wheelbase chassis, he later increased that of a six-cylinder Mercedes chassis to 15′ 6″ to accommodate a six-seater body. In 1907 it was considered that those who used enclosed-drive (or closed) cars were acting like old women and in 1911 Sir John Barren rose in the House of Commons to condemn such cars as dangerous, urging their abolition, at the same time as the more enlightened Warwickshire CC passed a bye-law requiring all pedal-cyclists to carry a red rear lamp. In spite of the prejudice against closed bodywork, by 1907 G-W and Charles Jarrott were using bodies of this kind, respectively on 35 h.p. Rochet-Schneider and a 30 h.p. Crossley chassis. Before this, in January 1906, G-W had taken delivery, from S. F. Edge Ltd., of a 35 h.p., 11′ 6″-wheelbase, Show-model Rochet-Schneider with a Roi-des-Belges body, finished in grey primer. He set about preparing this car for the 1906 Monte Carlo *Concours d'Elegance*, held in March. Barker's were given the task of turning out a very smart car, which had glass panels to the bonnet and tops of the final-drive chaincases, and many stowages for tools and six spare tubes, etc. Allowing as much time as he could for the varnish to dry, G-W then set off from London for the Hotel de Paris in Monte Carlo, three days before the event. He arrived with eight hours to spare, all of which were spent in cleaning the car. The result was that it won the Grand Prix in the touring class.

In 1906 G-W was involved with the Challenge Match for 5,000 miles round France between a British and a French car, which originated from the Editor of *La France Automobile*, Mon. Paul Meyan. Mr. (later Sir) John Siddeley accepted, with a four-cylinder 18 h.p. Siddeley, to run against the 24 h.p. De Dietrich nominated by Mon. Meyan. G-W received a wire from Milan, from Mr. Siddeley, offering him 50 gns. a day and all expenses to drive the Siddeley, Dulacher, who was associated with Diatto cars in this country after the war, going as his mechanic. As the contest lasted 14 days, G-W netted £735; he was younger than the challenger and well-versed in roadside repairs and repairing tyres, so G-W was naturally upset when the clause stipulating that these should be done by the drivers was rescinded, at the request of Meyan. However, the latter lost time changing his sprockets to give a low gear for the climb over the Col du Lautauret, and was surprised when the Siddeley overtook him, although it got very hot and Delaucher had to stuff snow into its radiator. G-W experienced a great deal of tyre trouble which left his hands raw (one studded Michelin required all his strength to get it on the rim and he was fearful of pinching the tube, an experience most veteran and vintage-car owners will have suffered, at some time or another). Neither car gave any trouble, apart from one plug change on the Siddeley, but the British car was slower. G-W decided not to protest about the rival's sprocket change, however. He was met by John Siddeley at the Porte Maillot at the conclusion of the contest.

De Dietrich may have appreciated G-W's sporting attitude, for they asked him to conduct a non-stop 25,000-mile demonstration of one of their cars, for the sum of £1,000, but he turned it down. G-W drove a Siddeley in the TT with Durlacher but a chain wrapped itself round a sprocket and twisted the shaft. In the I.o.M. G-W first met Thomas Octavius Sopwith, who was competing with his fitter Sigrist in a two-cylinder Peugeot, belonging to Mr. (later Sir) Charles Friswell — a portent of great things to follow!

After this, G-W was engaged mainly with boats and the chartering of yachts to wealthy clients, but after the First World War he owned a fine Hispano Suiza, which he used much on the Continent, driving it from Paris to Marseilles for instance. It was the car which had been on the maker's stand at the 1926 Olympia Show, a 37-110 h.p. dark green-and-cream Hooper d.h. coupé with the cream wings picked out in fine green and gold lines. Two powerful Zeiss lamps mounted on the running boards *behind the driving-seat* lit the way in fog, and a green sun-vizor, radiator shutters and many stowages with Yale locks which G-W had got Hooper's to fit after he had acquired the car, were used to attract the Judges' eyes. The fascia was in ivory picked out with figured walnut, polished-aluminium wheel discs were fitted, and the spare wheels were concealed within the front wings, as one spare wheel is on a modern Bristol. The name "Glissante" was picked out in gilt on the bonnet sides — just the kind of car, I feel, that some of the advertisers in the back pages of MOTOR SPORT would like to offer for sale . . . With it G-W won the Grand Prix in the Monte Carlo *Concours d'Elegance*, but at the expense of having his jewel-case stolen by the beautiful but ficticious Countess he got to ride with him, at the last minute, to impress the Judges!

G-W was a great one for these automobile beauty-shows. In lowering the hood of his smaller Hispano Suiza at the 1928 Le Touquet contest G-W caught his fingers in it and amputated the ends of two fingers; he was given first aid and treated with real kindness by Hugh McConnell, the well-known Brooklands' scrutineer, who had been the victim of a similar mishap. There was consolation in learning that his Hispano had won the GP d'honneur and a prize for the most handsome car in the show. Due to the accident, G-W summoned his wife from London and, after he had nearly lost an arm, together they drove to Boulogne, as the car had been entered for the Southport *Concours d'Elegance*. Accompanied by a hospital nurse G-W arrived for the dinner at the Prince of Wales Hotel with Roland Dangerfield of *The Motor*, and the next day G-W's 37-110 h.p. Hispano Suiza won the class for cars of up to £1,500 and his new 45-140 h.p. Hispano Suiza sports model was placed second in the class for open cars of any horse-power. The first prize had been awarded to a 1915 Rolls-Royce. This so enraged G-W that he decided to refrain from taking part in any further English beauty contests until Judges competent, in his opinion, to act properly were appointed. He thought it a farce that a non-original old car with a freak sports-body by an unknown builder should have been judged better than his Hispano Suiza which had gained premier awards at Monte Carlo, Cannes and Paris, including a "premier" two years in succession! The Wolseley in 1904, a Renault in 1906, a Rochet-Schneider in 1908, and from 1914 Rolls-Royce and Hispano Suiza cars, all with coachwork designed by G-W, had won all the top beauty-awards on the Riviera, he pointed out. (He had also designed or modified the sports, two-seater coupé, limousine and Pullman bodies by Duvivier, Thrupp & Maberly, Barker, and Gill which, respectively on Rolls-Royce, Gordon-Brillié, Mercedes and Grand Prix Itala chassis (note the last-named!), had, with but one exception, carried off beauty-prizes at Marseilles, Aix en Provençe, St. Raphael and Boulogne. So that was decidedly that!

But for the 1932 Eastbourne *Concours d'Elegance* he borrowed one of the latest 45-180 h.p. eight-cylinder Hispano Suizas from the London agent, Jack Smith of Albemarle Street, driving down from London with Miss José Collins.

As the Schneider Trophy Race is in the news this year, I will conclude by noting that the versatile G-W watched the 1929 event from his yacht *Ianara*, using the 65-ton steam yacht *Goshawk* to get close to the Calshott turning-point — his guests included the Prime Minister and his daughter Miss Isobel Macdonald, and from the motoring world, Edgar Duffield, Ernest Instone, Charles Jarrott, and Miss Paddy Naismith, etc. Even more topical, in 1929 Lt. Comdr. Montague Grahame-White, RNVR, who had been one of the adjudicators in assessing the age of Brighton Run participants, suggested that the term "Old Crocks" should never again be applied to veteran cars . . . — W.B.

(Concluded)

Which was the Best Light Car?

A controversy from 60 years ago

LEARNED debates about what is the World's Best Car have ebbed and flowed ever since that title was used by Rolls-Royce for their 40/50 h.p. Silver Ghost. But what of the more humble light cars? Similar debates as to which was the best car among the economy fraternity occupied the vintage years.

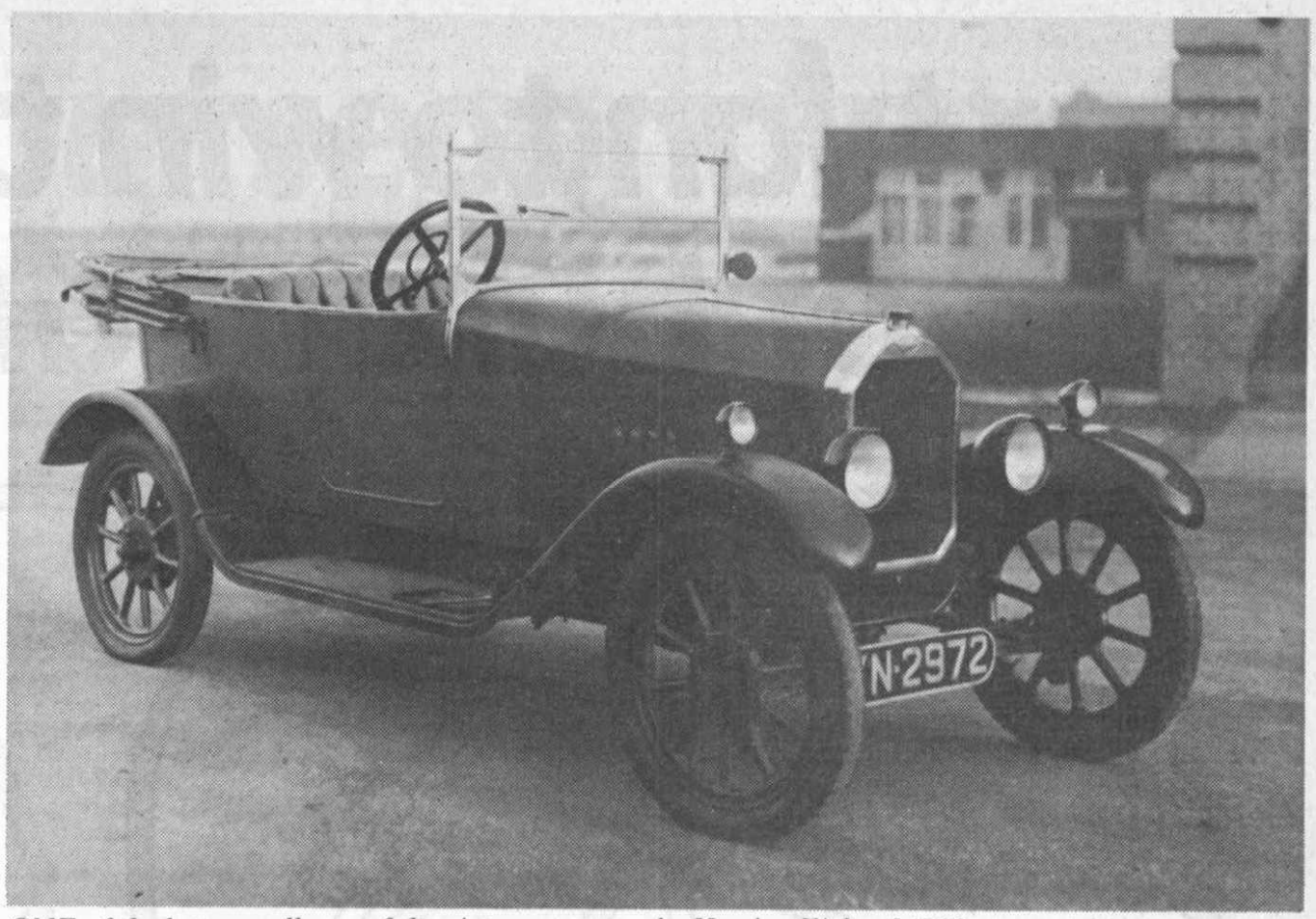
In fact, before we look at this question, let us remember the much longer discussion that raged in *The Autocar* about which was the "World's Best" among the top cars.

It began in 1921, I suppose, when war-profiteers and aristocrats were thinking in terms of brand-new post-war motors; it had some amusing aspects to it, and it was to lead on to further impassioned letters from readers, giving their opinions about the World's Best Light Car. First, however, let us look at the *overall* argument. It ran on until the following year. Mr. Lionel Rapson, of puncture-proof tyre fame, started it, by praising his new 40/50 h.p. overhead-camshaft Napier which he had ordered at the 1920 Motor Show. His letter was followed by another, also backing the latest Napier.

This was too much for Rolls-Royce owners, who hastened to defend the Derby breed. Phil Paddon was among those who dipped their pens in the inkpots and came to Henry Royce's support, Paddon backing his old "Alpine Eagle" Rolls and a 1921 model that he had driven for 3,000 miles, against the, in his experienced opinion, too-new Napier. Other letters favouring the legendary Rolls-Royce came thick and fast, although from Holland there was a plea for the Hispano Suiza. Mr. Rapson must have realised his dilemma, and sought confusedly to try to explain himself. He had, he pointed out, written previously a warm testimonial to his 1914 Rolls-Royce, in which he had covered 100,000 miles, and he knew of the Daimler's excellence, because he had been in charge of fourteen of them, the Royal fleet in fact, at Kensington Palace, during the Coronation. But he still named the Napier as best.

After letters making claims for the 45 h.p. Daimler and the new Lanchester Forty, the latter also a car with its camshaft in its head, that great Rolls advocate, G. R. N. Minchin, came out with a defence for his favourite make, naming the lasting qualities and the lightness of its controls as putting the Rolls-Royce firmly ahead. Two more readers preferred the 40/50 Napier, someone made it Mercedes, saying that "in Switzerland British cars were used only as vehicles of criticism" and there came a bombshell from no less an engineer than J. G. Parry Thomas, who stated that the Rolls-Royce, in his considered opinion, "was the only car worthy of being the sparring-partner in the World's Best Car game to his forthcoming Leyland Eight". That seems to have had poor Mr. Inventor Rapson worried, because he wrote again, at the cost of much ink, his own and the printer's, saying that his 1914 Rolls had been so excellent that his 1920 model showed up badly compared to it, but now that the latter was performing properly he was full of enthusiasm for it! Good, observed another participant in this lengthy correspondence, and now that the Napier designer had joined Rolls-Royce, so it would presumably remain . . .!

The Lanchester then found another advocate and it must have been with satisfying pleasure



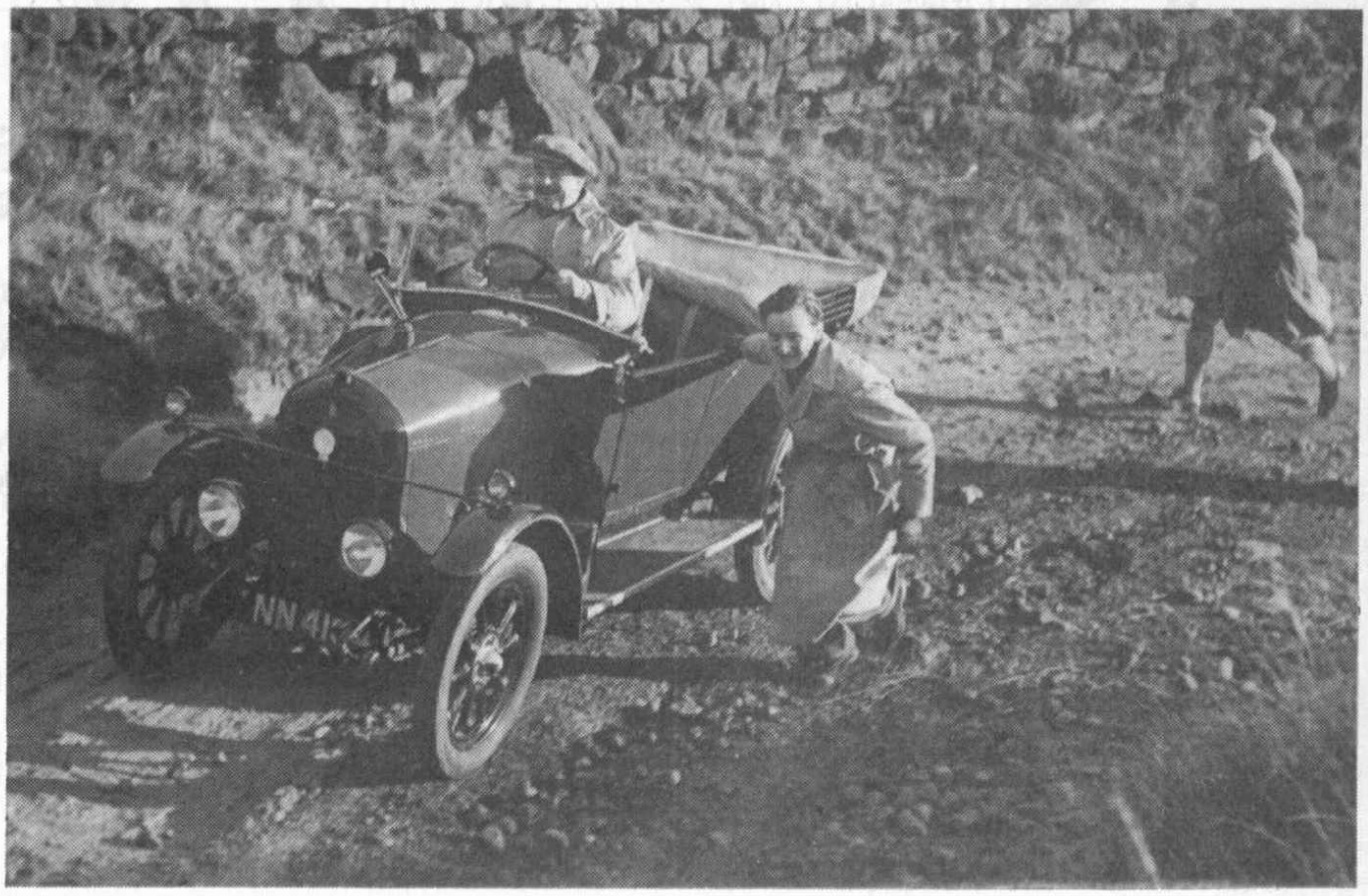
ONE of the better small cars of the vintage years — the Humber Eight of 1923.

that the celebrated Mr. S. F. Edge, but recently bought-out of the Motor Trade by Napiers, the Company he formerly sponsored so vociferously, gave as his opinion that there was no better motor car than a Rolls-Royce! But perhaps the Editor saw through this, because D. Napier & Son Ltd. were permitted to write in praise of their own product . . . In the end, of course, the discussion ran down, but not before one sensed the great esteem in which the side-valve 40/50 h.p. Rolls-Royce, a design dating back to 1906, was held in this country in those nineteen-twenties, exciting as some of the new cars with their "aero-type" o.h.c. power-plants were. It was from this notable exchange of views on an evergreen subject that the subsidiary debate as to which was the World's Best Light Car arose.

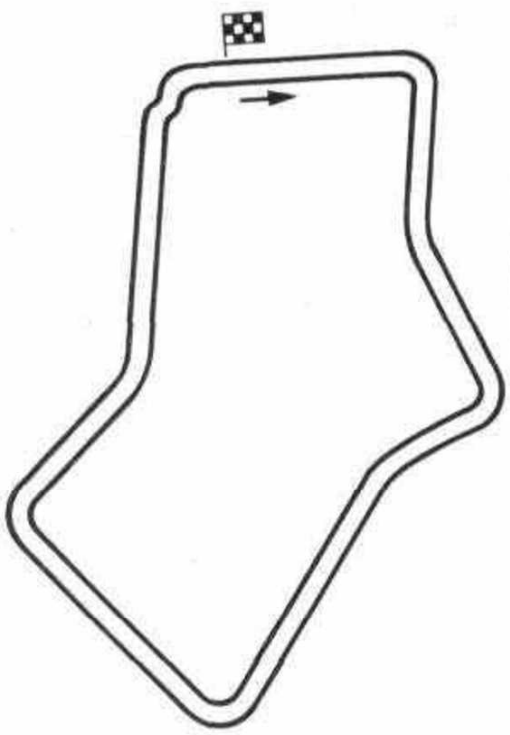
The first letter in this other debate came from a Mr. Victor Holroyd, who thought it time, in August 1921, to think in terms of which was the best light car priced at around £400. He named as his personal requirements two usable doors on a two-seater, springing comfortable at 35 m.p.h. over roads destroyed by motor char-a-bancs without the extra cost and complication of shock-absorbers, and a dashboard shelf for milady's parcels, as otherwise they had to carry these on their laps and dropped them every time they got out. (In case anyone suggested using the car's boot, Mr. Holyroyd was careful to remind readers that fruit and cakes etc. might be wanted while driving.) He also thought it time that Autovac fuel-feed replaced gravity feed on small cars.

First to reply was a Mr. Serlin, who put up the Singer Ten, which at £395 was £135 cheaper than the AC which was called "the Rolls-Royce of Light Cars". He rubbed in the opinion that American cars did not compare, as if one went one grade above a Ford Model-T you still got only a glorified Ford, "with poor weak-looking back axle, extraordinary systems of ignition, spare rims

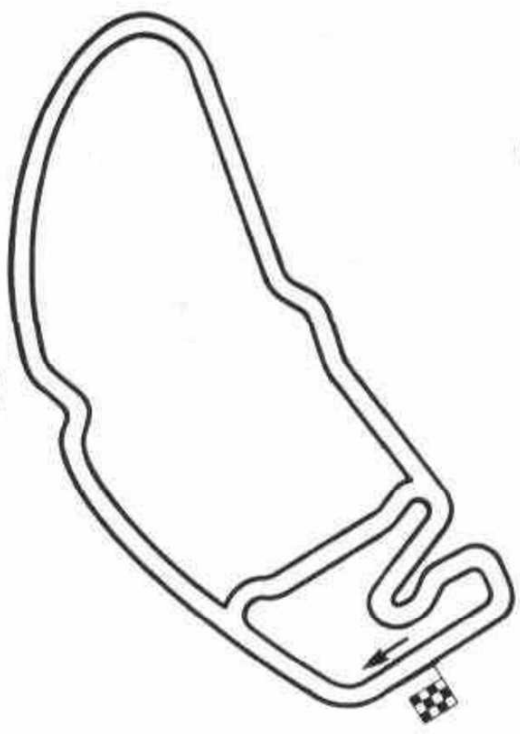
ANOTHER good one, which provided a lively performance, was the Gwynne Eight, but notice the cramped front compartment!



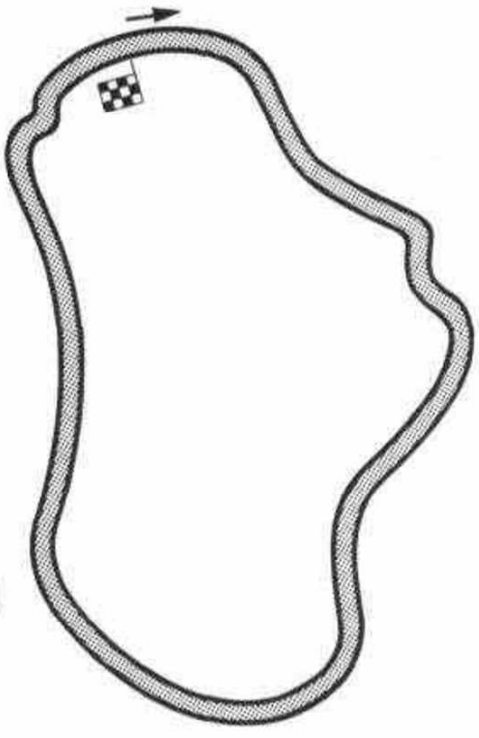
Our plan to win the champ of European Formula



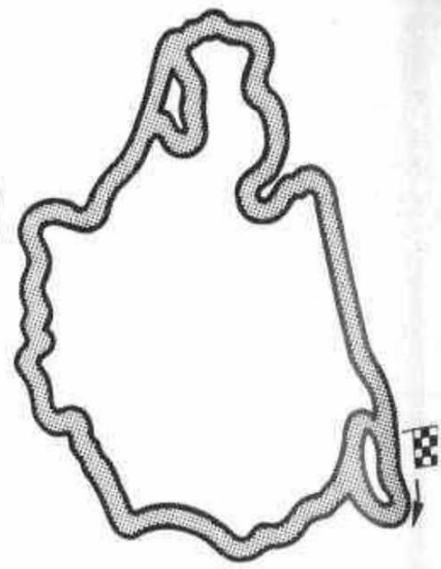
SILVERSTONE
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TYRES
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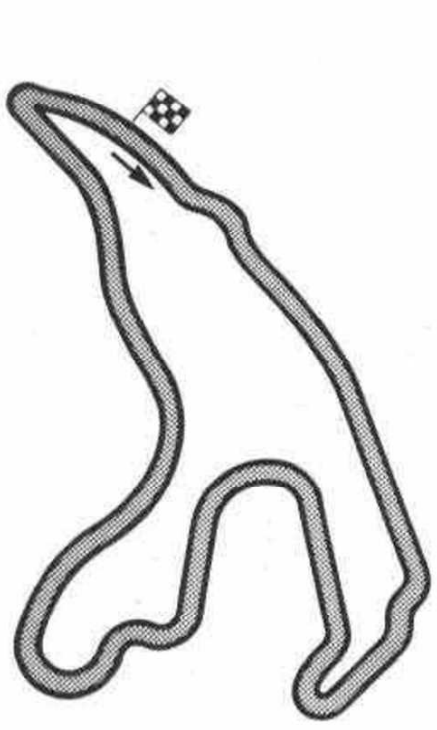
HOCKENHEIM
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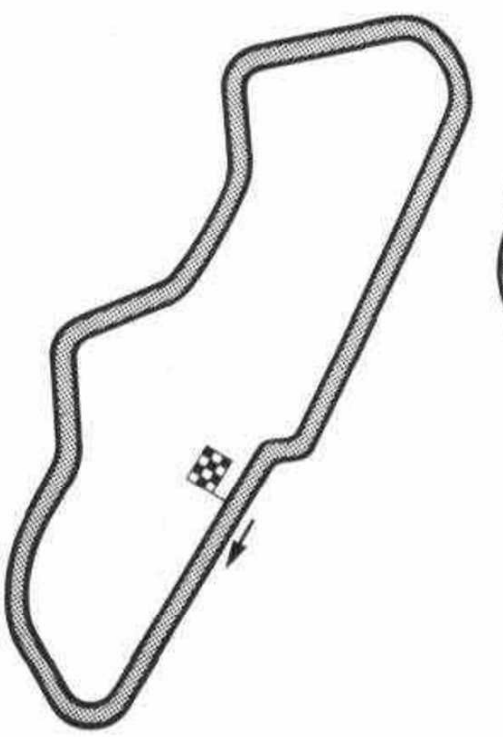
THRUXTON
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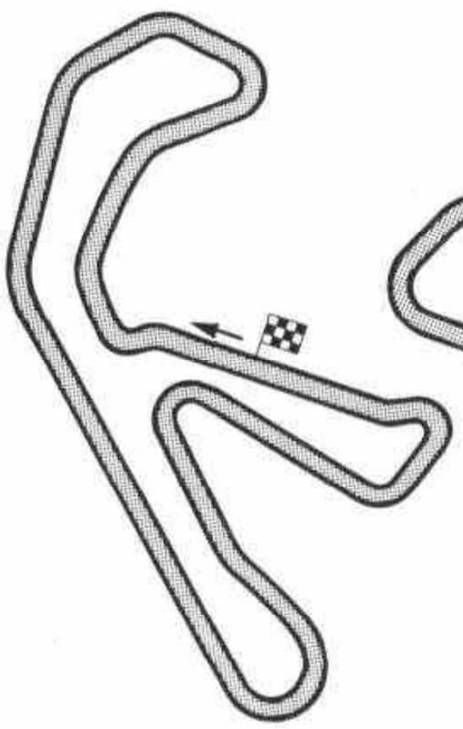
NURBURGRING
BRIDGESTONE
TYRES
1ST AND 5TH



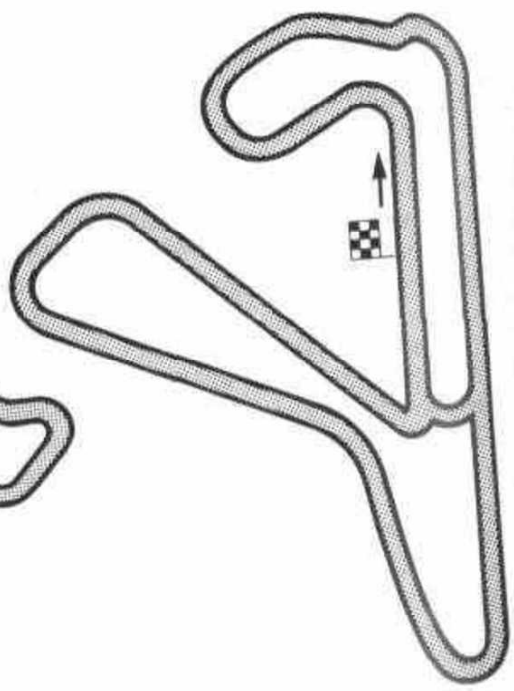
SPA
FRANCORCHAMPS
BRIDGESTONE
TYRES
1ST AND 2ND



DONINGTON PARK
BRIDGESTONE
TYRES
1ST AND 5TH

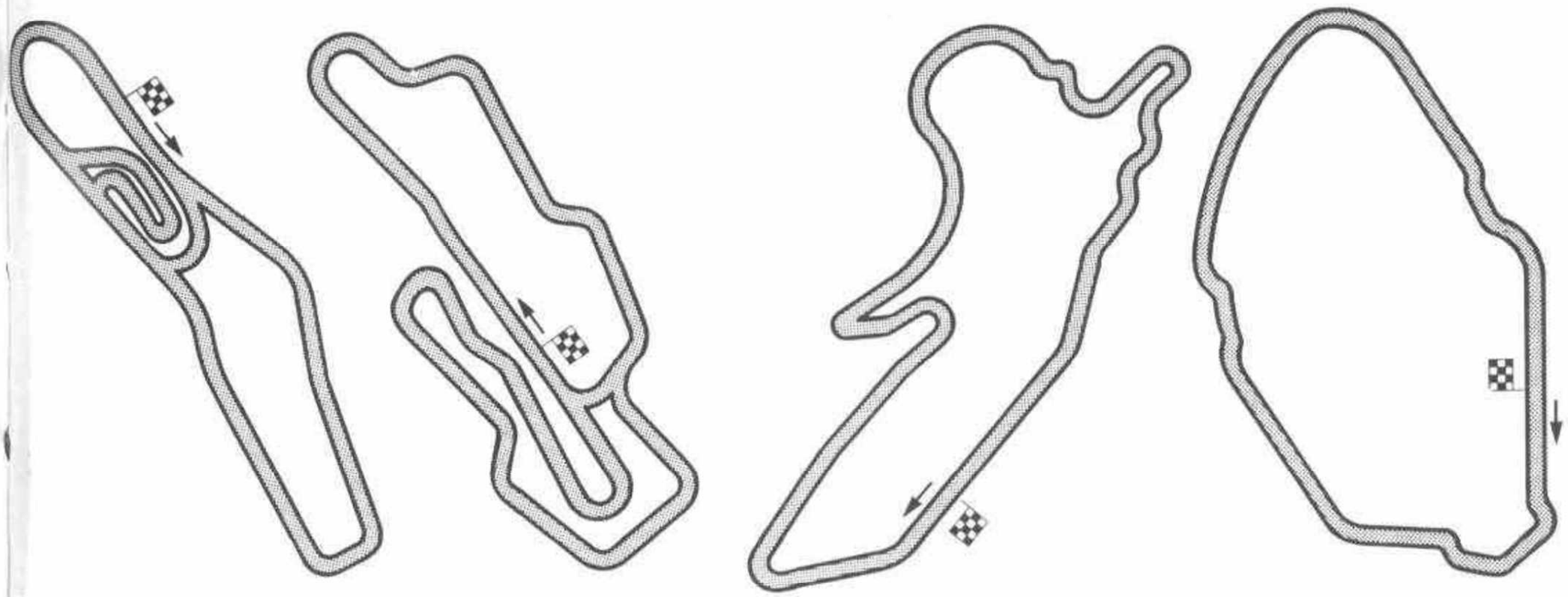


SANTAMONICA
BRIDGESTONE
TYRES
2ND AND 3RD



MANTORP PARK
BRIDGESTONE
TYRES
2ND AND 4TH

ionship in our second year
2 racing went wrong.



VALLELUNGA
BRIDGESTONE TYRES
3RD AND 5TH

MUGELLO
BRIDGESTONE TYRES
2ND AND 5TH

PAU
BRIDGESTONE TYRES
1ST, 2ND AND 5TH

ENNA
BRIDGESTONE TYRES
1ST

We won it in our first year.

1981 was our very first year in European motor-racing. It was hoped, with experience gained during that year, we could make an attempt on the championship the following year.

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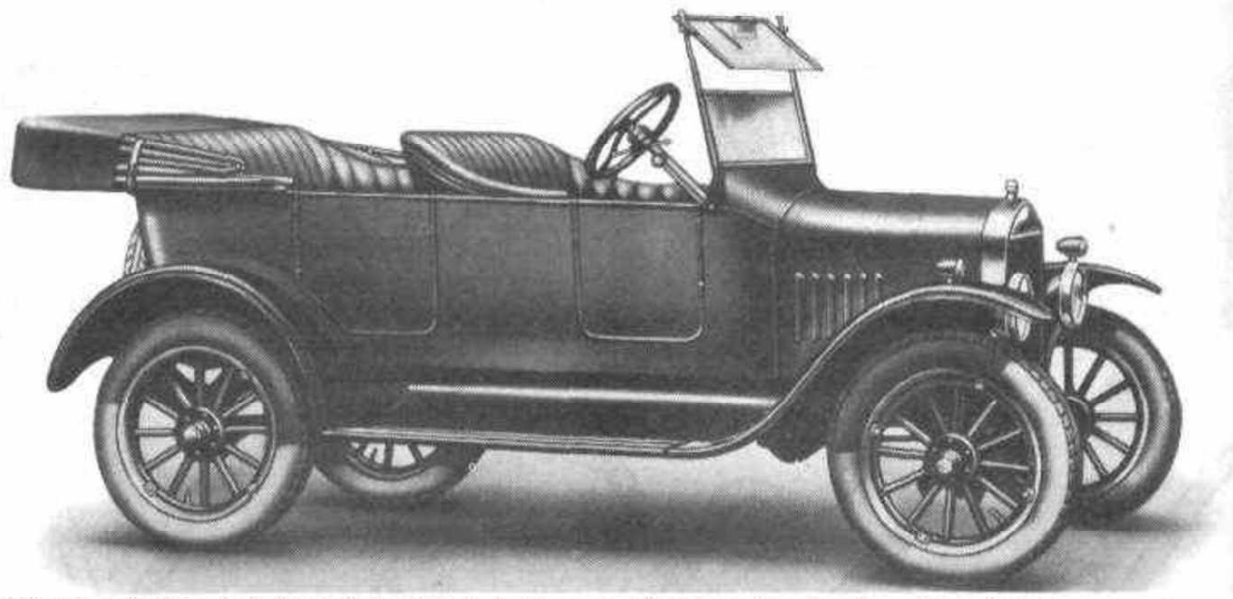
in place of spare wheels — in fact, sardine tins on wheels, stuck up at an ungainly height from the road". I know what he meant, thinking back to the tinny tourers emanating from the United States at that time . . .

Hardly had this new phase of "The Best" correspondence opened, than Ashton Evans Motors Ltd. wrote, advertising *their* light car. Next, a reader who had sold a 1915 10 h.p. Calcott to buy a 1921 11.9 h.p. Calcott thought this the best light car, or the Morris-Cowley at the lower price-level, with Humber and Standard in the first three. This produced a retort from someone else that the Morris-Cowley had the merit of a long wheel-base when compared to the Singer Ten, which made for riding comfort and that you could remove its differential without splitting the axle-casing! Mr. Serlin came back to retort that price was the real factor, only the Morris being less expensive than his Singer and the car from Cowley had no self-starter. A Kensington correspondent opted for the Alvis, and another participant backed the Ford-T at one end of the spectrum, the Rolls-Royce at the other, while Ashton Evans Ltd. tried in a second, very long, letter to sell their own product.

The arguments continued, with advocates for the Riley four-seater, the 10 h.p. Cluley, the 12.1 h.p. Vinot, and the Charron-Laycock. It became apparent that light-car drivers were generally happy to run at about 30 m.p.h. or less, if occasionally opening out their little vehicles to maximum speeds as high as 40 or even 50 m.p.h. It is also apparent that comfort was much improved by fitting them with Houdaille dampers. Alongside the controversy as to which make deserved the accolade of "The World's Very Best" the light-carists battled it out, with letters praising the Hillman, the Albert, the Wolseley, the Fiat and the Bean, with three more advocates for the Riley and two additional Cluley enthusiasts.

In the midst of all this 1921 self-satisfaction, one of the correspondents had the audacity to ask why anyone should bother with a small car when, for the same or lower purchase price, they could drive almost everywhere in top gear in a lightweight American automobile, the very type of car over which the McKenna Duties (see MOTOR SPORT, March, 1981) were trying to control imports. This was immediately repulsed in another the letter, the writer of which was an American. He poured scorn on those who advocated cars such as the Ford, Maxwell and Chevrolet-490 as substitutes for their former Sunbeams and Rolls-Royces, etc., saying you may remember, that "in his country cheap Yankee motor cars were sold mostly to immigrant labourers and farmers, and that Americans were not yet sufficiently democratic to wish to drive the same car that servants drive, nor were they endowed with sufficient of the Puritan spirit of their ancestors to make themselves voluntarily uncomfortable!" Sixty years ago that reasoning may have been valid, but in more recent times it was a similar reference to "one's servants" that constituted a major disaster in the prosecuting speech in the "Lady Chatterley's Lover" case and was what probably decided the matter in favour of Penguin Books and opened the flood-gates to a stream of pornography which still flows strongly.

The Autocar itself had induced this comparison between cheap American imports and British light cars. In 1912 its deadly publishing rival, Temple Press, had very successfully come up with a well-timed weekly called *The Cyclecar*, to which *The Autocar's* publishers, Iliffe & Sons, responded with the short-lived, war-time *Small Car* journal.



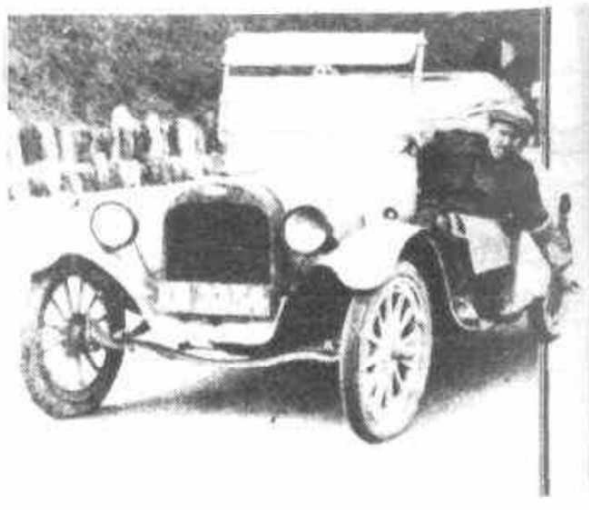
THE Model T Ford challenged the British light cars with its very low purchase price, but it was taxed as a 24 h.p. car. This one cost £120 new.

The ploy being that Iliffe's were prepared to back the new breed of "big-cars-in-miniature" but scorned the crude machines called cyclecars. When Temple Press Ltd. expanded the scope of the magazine by calling their weekly *The Light Car & Cyclecar*, it was no doubt felt that *The Autocar* had to support the popular post-war small cars and patriotically go against the inexpensive American offerings, against which the new RAC horsepower tax, the cost of petrol, and those McKenna Duties were ranged. The display advertising from the growing number of light-car interests wasn't to be denied, and a contributor called "Runabout", whose identity was, I think, that of B. H. Davies, had been given the task of compiling a regular page called "Small Car Talk". It was B. H. Davies who sought to compare the typical small car with the bigger Yanks, in two special articles in the pages of *The Autocar*, and it was from this that the subsidiary correspondence stemmed. Clearly *The Autocar* wished to hedge its bets, because, in the same issue as that first pleading, it published an article by "A Connoisseur" about "The Charms Of A Poweful Car," and even Viola Meeking, writing about motoring from the lady's point of view, was by-lined to include cars "both great and small" in her arguments. Nor did Davies have any easy brief. . . .

He said that the average Englishman was not technically-minded and that the majority of car-buyers still knew little, and cared less, about the scientific aspects of their favourite locomotion. Using this argument, he tried to pretend that a car able to run 30, or even 40, miles on a gallon of petrol was beyond the comprehension of his neighbours. This doubt, Davies said, extended even to the experienced ex-MT driver and his mate who were delivering a lorry-load of larch poles for his new poultry run (a nice period touch here!). After which he used three-and-a-half pages outlining the rather obvious facts that the small car scored in respect of fuel economy, tax, tyre wear and depreciation. The only things of some interest to us now to emerge from this rather quaint motor-journalism of the day is that B.H.D. confessed that he slaughtered his small cars to find out their weaknesses and that whereas he consumed big-ends after 3,000 miles before the war these stood up for more than 6,000 miles at least, in 1921, and that light-car tyres looked good after 4,000 miles, whereas those on a 20 h.p. auto. averaged only about 3,000 miles and the big cars cost over £32 more to completely retyre. Oil was common to all cars with consumption at 1,000 m.p.g. he observed.

On the performance front, B.H.D. pointed out that some 1921 cars of 11 h.p. would keep up 40 m.p.h. on the flat, "with no more outcry than a steady hum" and would "hold the road tightly" while so doing, and for £500-£700 it was possible to buy an economical car able to do 35 in second and 50 m.p.h. in top, whereas before the war only a more costly car, such as a 12-16 Sunbeam would have achieved this. In other words, the 60-bore engine was taking over from the old 80-bore, exchanging 20 m.p.g. or less for 35 m.p.g. in the process. Quoting the MCC's requirement of an average of 18 m.p.h. for three miles of the 1920 London-Exeter Trial, including the ascent of Porlock Hill, B.H.D. argued that the 10 h.p. two-seater or the 11 h.p. four-seater was seldom passed up hills when on tour — his own 11.6 h.p. Standard four-seater hadn't been in 3,000 miles. But it was admitted that *top-gear* hill-climbing was a different matter, the 16-20 h.p. Yank having a p/w ratio of 1 b.h.p. per cwt. against the small car's 1½ b.h.p., but it was designed not to exceed 1,800 r.p.m., whereas the small car ran up to 3,000 r.p.m. (B.H.D. seems to have had a fixation for the figure 3,000!). He admitted that small cars lacked space, and didn't like hauling 44 stone of humanity plus several cwt. of luggage, so it was recommended that if four people wanted to tour in a small four-seater they should all be males, content to take but pyjamas, razor and toothbrush apiece! (There was much truth in this. I know of someone who thought an early post-war Citroën tourer too cramped but found the space and dignity he required, even from a second car, in a Chevrolet and later from a succession of British-sponsored Willys-Overland tourers. And I

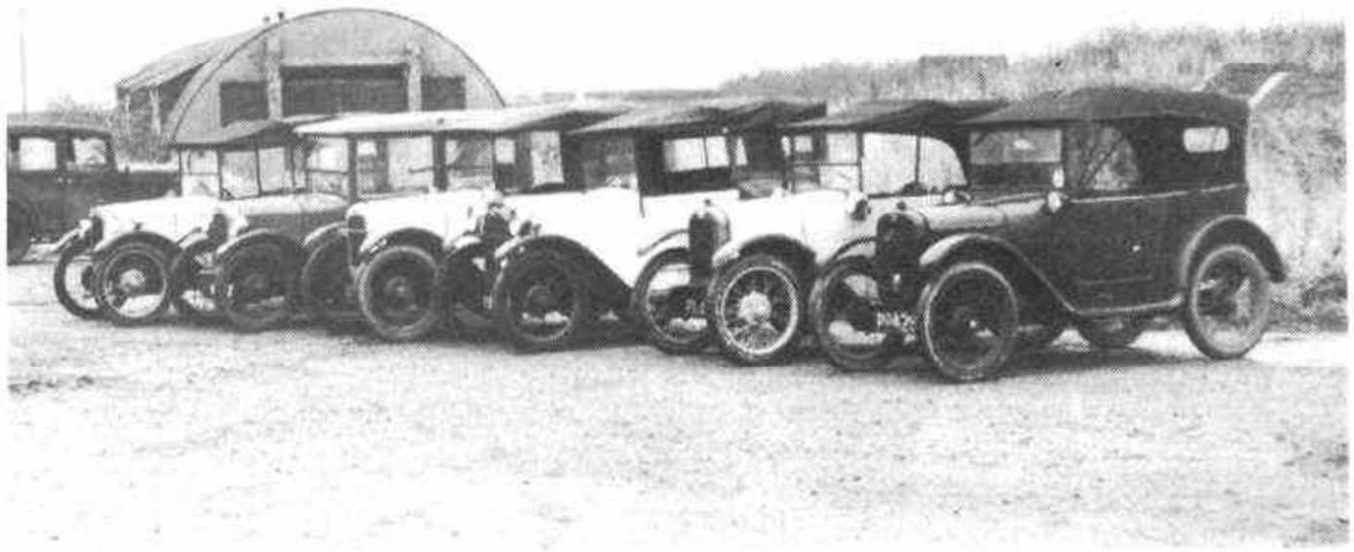
A popular USA import in the early 1920s was the Type-490 Chevrolet. This one, photographed for the Brooklands Gazette *of 1924, was being used to mark out a trial.*



have just looked at a picture of a Gwynne 8, an excellent light car, happily taking its driver up a steep hill, but with very little space beside him for a passenger.)

It wasn't long before the arguments in favour of light cars were being challenged by those in favour of American tourers. Tyre life was quoted as far greater than B.H.D. had named, such as two Oaklands in India that had done 5,000 to 6,000 miles from their back tyres which then looked good for almost as much again, but a Dodge owner, while endorsing the other arguments, didn't get good service from his tyres until buying Michelin. A Chevrolet owner dismissed as absurd the idea that no more gear-changing was incurred with a 10 h.p. car on hills and he disputed the comparative cost of running, reducing the £250 a year estimate to nearer £40, while an Essex owner claimed about 9,500 from two of its tyres, the other three good after nearly 11,000 miles on Irish roads, although the original brake linings had caused harsh braking and skidding. The estimates of light car fuel consumption figures were also challenged by many correspondents, and B.H.D.'s suggestion that American cars weighed 25 cwt. was shot down by a staunch exponent of the USA product, who said only this applied to the Dixie Flier, the average for ten such American tourers being 20.8 cwt. That the Model-T Ford, for all its 23 rated h.p., was regarded as a light car was emphasised by one writer who praised small cars and signed himself "Ford".

Poor B.H.D. tried again, with that second article, goaded maybe by his Editor. In the end,



AND then to end it all came the Austin 7 — the Chummies in this picture range year by year from 1925 to 1929, reading from right to left and noting two 1929 models.

of course, the small cars took over. In VSCC circles today the old Yankie cars are very thin on the ground, but the Light Car Section flourishes! The argument as to which is the best small car of the 1980s is as topical as was the subject nearly 50 years ago, but that is another department. . . .

So which *was* the Best 1920s Light Car? At a slightly later period I think I would have opted for Georges Roesch's 10/23 h.p. Talbot, a sweet-running little car with beautiful detail work in its make up. The Humber Eight ran it close, except for its crude external-contracting brakes, and the later 9/20 h.p. Humber was more of a match, I suppose, for the Talbot. There was actually a very superior-sounding thing called the Sequeville-Hoyau, its radiator shape aping that of a Rolls-Royce, which claimed to be the top-quality small car in 1919. But very few customers seem to have bought this French side-valve 1½-litre in this country. . . . There was a less definite "best" in vintage light car circles than appertains to the acceptance of the Rolls-Royce (or Mercedes-Benz) as the best car of them all. — W.B.

To Brighton in Style

The Editor takes the National Motor Museum Trust's 1903 4½-litre Daimler on the RAC Commemoration Run to Brighton

AT A time when the future of British Leyland looked likely to be at stake, it seemed appropriate in a way to take on this year's Renault UK-sponsored Veteran Car Run from London to Brighton in the 1903 Daimler from the National Motor Museum at Beaulieu, because it has definite links with the beginning of the now-ailing British Motor Industry. The Daimler Motor Company of Coventry, registered on January 14th, 1896, was the first concern in Great Britain founded solely for the manufacture of motor vehicles, some ten months before it became legal to use them on public highways in this country. From the early primitives, based on German Daimler patents purchased by the British Motor Syndicate Limited in 1895, the English Daimlers soon emerged as practical and efficient autocars. Development was rapid, as is seen from the fact that the car I drove to Brighton last month, although officially dated 1903 by the VCC of GB, has a four-cylinder engine of 4½-litres (105 x 130 mm.), its radiator at the front, although not yet of the famous fluted form, a normal 4-speed transmission and chain final-drive is used and battery-and-coil ignition had by then replaced the hot-tube cum coil ignition that had been used by Daimler's up to that year. The inlet valves were still atmospherically-opened, even at this comparatively late date, however.

It was indeed an honour to be lent this Daimler, because it had been one of the official RAC Team in the 1979 International Automobile Federation Rally (apparently it was involved in a collision with a van on the Champs d'Elysées, the modern vehicle suffering far more than the Daimler) and last year Lord Montagu himself drove it on the Brighton Run. It is also the car which figured in the Tommy Steele film "Half A Sixpence".

This year five earlier Daimlers were entered for the Brighton Run. The oldest were Michael Flather's 1897 4-h.p. model, claimed to be the oldest British autocar in regular use (it was a reserve entry this year however), and Vaux's car of the same age and horsepower. Then there was the 1898 Wagonette of the Royal Court Hotel and Coventry's Museum of British Road Transport, also with the two-cylinder 4 h.p. engine, converted in 1900 from hot-tube to electric ignition and from tiller to wheel steering, to be driven by R. Riley, while this time Lord Montagu, with Stirling Moss and an FIVA delegate and his wife as his passengers, drove the very famous 1899 four-cylinder 12 h.p. Daimler owned jointly by London's Science Museum and the National Motor Museum at Beaulieu, the car which John, the second Lord Montagu, drove in the Paris-to-Ostend race this year. It was also driven by the present Lord Montagu of Beaulieu's father in the 1,000-Mile Trial the following year, and he took King Edward VII, when the Prince of Wales, for a run on it, after which the Daimler soon became the Royal Car and was to remain so for so many years, until Rolls-Royce finally ousted it. This 1899 Daimler was also the first autocar to enter the yard of the Houses of Parliament, a performance re-enacted by Lord Montagu in recent times.

An 8 h.p. two-cylinder model was represented by P. H. Thompson's 1900 Wagonette. The car I was entrusted with, taking as passengers Mr. and Mrs. C. Hope of the Dunlop Company guests of Vintage Tyre Supplies, and Mr. R. F. West the last-named a Friend of the National Motor Museum Trust, was at one time in the collection of Mr. W. F. Smith, when it was painted yellow, from whom the NMM acquired it in 1968. It was apparently supplied to its original owner by The British Motor Traction Limited according to a plaque on the car which quotes it as car No. 5176, made under the "Daimler System". At some time in its life it was re-registered in Hampshire, with the early Reg. No., AA 11, although before 1972 it was LA 7086.

In spite of the several books which have been written about these English Daimlers, not a great deal is known about them. But from a table in the first history of the Daimler Company by St. John Nixon, it seems that this car is a 22 h.p. model of 4,503 c.c., its RAC rating being 27.54 h.p. It has the side-chains final drive which Daimler's did not abandon until 1908, and already the Daimler curved-dash is in evidence. It is a model which was made, it appears, only in 1903, Daimler going to a considerably smaller bore but a longer stroke for the engine of its 1904 18/22 h.p. model which, by Nixon's list, was again made only for one year. The 1903 car seems to have been a close descendant of the 22 h.p. car that had made its debut in November 1901, on the London-Southsea Run, of which the general running and refinement was described then as being ahead of anything else so far built by Daimler's. Oliver Stanton, of American descent, did much to popularise the new 1901/2 Daimler, with "Le Chat Noir" as his demonstrator, and was responsible for much of King Edward's interest in automobilism, the King ordering a new 24 h.p. Daimler late in 1901.

That, then, was the Daimler that I drove down from Mid-Wales to Beaulieu to try, on the Friday before this year's Brighton Run. It seemed amusing to do this in a Mazda RX-7, which with its pistonless Wankel rotary engine is as futuristic as the Daimler is antiquated. This sporting Mazda



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served as my tender-car over the Brighton Run weekend, continuing the satisfaction and reliability that it had given MOTOR SPORT for many months.

The Daimler looked magnificent in its coat of lined blue livery and since I saw it last it had been given new varnished wooden wheels, able to take impressively large 895 × 135 Dunlop tyres, replacing the former 880 × 120 tyres. The engine has two pairs of cylinder blocks, above which the brass inlet manifolding, in the form of a vee, crosses over to the aforesaid automatic inlet valves on the near-side, from a Trier Maplin carburetter set fairly high up on the off-side, the petrol tank is exhaust-gas pressurised, after air has been pumped into it, using a brass pump set conveniently for the driver's right hand, beside which is a large pressure gauge reading 0 to 5 lb. / sq. in. The exhaust valves are on the near-side, and a pair of vee-shaped asbestos-lagged exhaust manifolds runs from them into the common exhaust pipe.

The ignition distributor or commutator rotates close to the driver's left foot, driven by a chain on the engine side of the Daimler's typical curved scuttle, which, on this car, incorporates a number of neat, little lockable wooden storage drawers. The two oil drip-feeds and the lubricator-box occupy the centre of the dash, oil feed being energised by a pump, with a spring-belt drive, the bonnet top having a cut-away to clear the top pulley. There are two brass plunger-pumps to supplement this oil-feed but I was told I could ignore them. This lubricator is a Panhard-Levassor "Braisseur A Jet Brivet La Lubruble No. 11395", either as used by Daimler's or a later replacement. The flat top of the bonnet is held down by tiny turn-fasteners but also by four big "lavatory-chain"-cum springs, in lieu of bonnet straps. Ahead of this is the imposing gilled-tube radiator, comprising a six-deep set of tubes, nine rows high. The engine number is 2020 and the car cost £1,050 new.

This fine tonneau-bodied Daimler is set off by its fine brass acetylene headlamps, inscribed "Daimler Motors (1904) Limited," and a pair of type 721 "King of the Road" oil side lamps. The driving position is surprisingly cramped, but comfortable, in the armchair type seat. Ignition is switched on from a minute three-position switch on the right, under the scuttle, and two controls in the centre, working in brass quadrants, look after ignition advance-and-retard and hand-throttle settings, both normally being moved to the right and left alone.

The engine is started on the handle, naturally, kind folk seeing to this muscular chore for me. It is very noisy when idling but from the driving seat, once in motion, the car is quiet and refined, and I even heard a trace of driving-chain rattle at times. The cone clutch is eminently docile and the man-sized r.h. gear-lever centralises in neutral, as on a 40 / 50 h.p. Rolls-Royce. The changes are very easy to make, preferably with double-declutching, each gear engaging easily and the action from 2nd into 3rd gear being particularly satisfactory, except that the lever movements are considerable. So powerful is the engine that top and third gears sufficed for most of the day. Perhaps it is for this reason that they are located on the driver's side of the open gate, the lower gears to the right, the lever's movements being otherwise normal, except that reverse is engaged by moving a long, slender separate lever, to the left of the gear-lever proper, back to the seat cushion — it has to be held in engagement and you feel the reverse pinion engaging.

Two large pedals for clutch and brake have the accelerator between them; I was told never, but never, to use the footbrake, which operates on the transmission — a pity, because with disaster looming close it was very tempting. Especially as the r.h. brake lever, partly built into the side of the driver's seat, does not allow as much leverage, as you shove it forward, as would a normally-placed brake. It has a side ratchet, from which to apply it fully, the lever had to be held to the left, allowing it to be locked in any position and to release it the hand-grip is pushed down. On November 1st I had much experience of using this brake and it becomes quite easy after a time; the rear-wheel brakes it operates are amply powerful.

Driving this big Daimler, it is easy to see the acclaim these cars earned in their hey-day, as the engine copes easily with ordinary road undulations on top-speed, cruising pace an effortless 25, perhaps 35, m.p.h. There is, of course, no weather protection other than that provided by the curved dash, which enhances the impression of speed, from the high-set seats, so that Mr. Toad should be very happy, particularly as both bulb-horn and very penetrating exhaust whistle, operated by the front-seat occupant, offer audible warning of approach . . . Fuel thirst is estimated at around 15 / 16 m.p.g. Steering with the 5-spoke wheel, with its thick wooden rim, is very light and precise with a very small turning circle, and on its balloon-like tyres this aged Daimler holds the road well round corners, in spite of its short wheelbase. Indeed, at times, in spite of the lively action of its ½-elliptic springing; indeed, I found it almost "chuckable" round the bends of the Beaulieu-Lyndhurst road.

So after breakfasting as one of Lord Montagu's guests at the Royal Lancaster Hotel, we set off for the seaside on the Sunday in company with the hundreds of veterans of all makes, types and sizes. To flavour the unique Brighton Run to the full I suppose you should go on a pre-1900 primitive but I confess to preferring something faster, and this the 22 h.p. Daimler proved to be. Given its head, when the traffic, which was impossible in places, gave way to clear stretches of road, the London and Surrey Police being magnificent in helping the victims through, the Sussex Police mostly indifferent to our difficulties, the Daimer showed itself to be one of the faster of the pre-1905 brigade. Moreover, none of the hills on the Brighton Road brought it off third, even top, gear (it is a great slogger in top) except for the sometimes interminable traffic hold-ups, when it proved entirely tractable in the lower speeds.

We had been flagged away from Hyde Park in a group at 8.25 a.m. but unfortunately, had only got as far as Brixton Town Hall when the o/s. rear tyre went down. It took 35 minutes for the very efficient back-up cover from the NMM, to fit a new tube but this deflated again in Norbury. Thirty minutes later it had been reinflated but went down again, so another tube was put in at the Ancaster Garage — Datsun agents — on the opposite side of the Thornton Heath road. By now it was more than two hours since starting out, so we decided to ignore the halfway stop at Gatwick. Alas, the second tube proved little better than the first replacement. I have forgotten how many times we stopped to put air in it, from air-bottle, garage air-line or the support Land Rover's engine-energised inflator — Dunlop Tyres were in no way suspect, only the tubes, punctured by a rough place in the rim. But I was, in consequence, the subject of some amicable ribbing at the hospitable post-Run lunch which Dunlop's put on at the Old Ship Hotel where the VCC was founded over 50 years ago. The Daimler was so stable that I couldn't detect the deflations, only the warning from spectators or the rear-seat occupants saving the cover being ruined. At these stops opportunity was taken to replenish the radiator water and top up with oil the two glass cylinders adjacent to the drip-feeds, but no petrol was needed. I felt like a Jackie Stewart or a Roger Clarke as all the work was done for me and I would like to thank Norman Legg, Howard Wilson and Bryan Halladay for this invaluable, and in my case essential, help.

So, in a sea-mist after nearly six hours on the road, we arrived on the Madeira Drive. The Daimler had proved magnificent and gave no other trouble. It did much to restore my faith in British cars and as I jokingly told Anthony Marsh, the finish-line commentator, I do not think there is one iota of anything Japanese about it — W.B.

Other aspects of the Run:

Alex Park on the BL Heritage 1904 Thorneycroft in which I rode in the 1979 Run retired but Brig. C. S. Maple got there successfully on the 1902 Albion dog-cart from the same stable.

The 1894 Benz that was first veteran to be flagged off got to the finish in 5 hr. 20 min. but Palumbo's 1894 Benz suffered two breakdowns *en route* and took 6½ hours. First to arrive at Brighton was John Bentley on an 1898 De Dion Bouton tricycle, followed by John Welch in a 1901 Decauville which he has personally driven 16,000 miles, third in being bowler-hatted Stuart Ebbs' 1899 De Dion tricycle. Apart from Stirling Moss going as Lord Montagu's passenger, Jackie Ickx was experiencing his first "Brighton" in the BL Heritage's 1899 Wolseley, finding it a lot harder than he had expected, and other motor-racing personalities included John Bolster on his famous 1903 Panhard, Jack Sears in the 1902 Mercedes, and David Sears driving a 1903 Clement-Talbot which has been in his family's possession since 1936.

As is now the norm, non-motoring celebrities got seats on the Run. Lady Montagu was the first lady-driver to arrive, with Jilly Cooper as her companion on the De Dion, and Radio-2's Sheila Tracy was having her baptism as a passenger, on John Hampton's 1903 Panhard-Levassor, having got on the car at Gatwick. For Hampton it was his 29th Brighton Run. HRH Prince Michael of Kent was on his third Run, and had no trouble with Lord Montagu's 1903 De Dion Bouton. John Dennis had as passengers some members of the Association of Boys' Clubs, on his 1902 Dennis which was built by his Grandfather's Company and restored by his Father. As Charles Windsor finished the course a mudguard fell off his 1899 3½ h.p. Bassett, and A. G. Tanner's 1902 Delahaye had shed its bonnet to aid its cooling system. M. Snapper's 1904 Rover had a buckled front wheel due to having been driven into a ditch. The 1902 Columbia electric-car, owned when new by Thomas Eddison, arrived safely, Moor's 1900 Benz was out on the road for the first time since 1957, having been museum incarcerated, and the daughter of the builder of N. Kingsbury's 1904 Jackson was a passenger on that car. Last to arrive officially was D. Goldsmith's 1894 Benz, on its 15th Run, after almost eight hours on the road, stops being made every three-quarters-of-an-hour for oiling and greasing. — W.B.

[A list of those who started in the 1981 run, but who failed to finish appears on page 1752.]

McComb on Kaye Don

MR. WILSON McCOMB'S letter (page 1579, last month) about the prison sentence imposed on Kaye Don after his accident in the K3 MG Magnette during unofficial practice in the IoM before the 1934 TT, which resulted in the death of his riding-mechanic Frankie Tayler, is rather embarrassing, as it is based on my Obituary Notice about Don. I would like to refer Mr. McComb to the half-page leader, titled "Kaye Don's Conviction", written by S. C. H. Davis, and published in *The Autocar* of October 26th, 1934. If the accident was due to the "tiredness" of Kaye Don at the time of his clandestine run over unclosed roads on the evening of the crash, as McComb says, it seems very odd that Davis, the Sports Editor of *The Autocar*, and one of the best-informed and most influential motor-racing writers of the time, where British races and drivers were concerned, should have sided so strongly with Don, against the findings of an IoM jury, saying among other things that a racing driver protects with all his skill the mechanic who is to be his greatest companion in the race itself and who shares, and shares willingly, any dangers arising out of racing, knowing what those risks will be, and knowing also that in any test or practice an accident may possibly result. "No driver or mechanic could possibly consider the thing to be manslaughter", said Sammy.

If it is true that Don's "condition" was such that it contributed to, or was the direct cause of, Tayler being killed, how could Davis, who was always very strict over racing rules, written and unwritten, and who knew the true worth of racing mechanics, calmly refer to it being a driver's duty to protect his passenger with all his skill, in summing-up Don's accident?

Davis makes the point that the IoM seemed very biased against racing drivers who had accidents, citing the case of T. A. S. O. Mathieson whose car injured a spectator when it took to an escape road in a 1933 IoM race, legal action being commenced against him even though the spectator involved should not have been on the escape-road, which was out-of-bounds to the public. Sammy Davis compares this and Don's conviction with the accident in which Basil Eyston was involved when driving to Phoenix Park for morning practice, no charge arising from this.

I am not saying McComb is wrong, only that I based the remark which appears in my tribute to Kaye Don, and to which he objects, on views others expressed soon after the Kaye Don conviction of 47 years ago, remembering, too, that some of his fellow racing drivers held a celebration dinner for Don after his release from prison. The unhappy affair ruined Don's racing career anyway, so one might feel that McComb could have left it alone. But as he has seen fit to raise the matter of Tayler's death, it really should be cleared up, and I wonder whether the transcripts of the case still exist? — W.B.

V-E-V Miscellany. — A reader in Suffolk who owns a Model-T Ford is anxious to acquire pre-1928 issues of the *Ford Times*, for which he would exchange handbooks for the 1925 Morris one-ton truck, 1928 Series-AB Chevrolet and 1930 Case Model-L tractor. Letters can be forwarded. The Vauxhall OC reports in its newletter that some of the coachbuilt-bodied Vauxhalls are coming to light, such as a 1934 Grosvenor close-coupled fixed-head coupé and a

Continued on page 1750

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V-E-V MISCELLANY — continued

possible 1933 Duple-bodied 12 h.p. Type ASY four-door tourer, and it says that for the New Zealand TV series "The Flying Kiwi", to be shown also in the UK, a 1929 Vauxhall Hurlingham sports model is being used, and that another Vauxhall will appear in the future "Nanny" films on TV. The earliest Vauxhall DX, a 1935 model, known to the Vauxhall Register has turned up, and a second-owner Vauxhall DX, with Martin Walker Wingham cabriolet body, has been found in need of restoration in Suffolk, not having been on the road since 1936. We have been sent, by an Aircraft Controller who runs a Citroën GS, a clipping from the British Aerospace newpaper *Link* which reproduces a worker's 1939 pass to enter the Brooklands Motor Course, Weybridge, issued by Hawker Aircraft Limited. The pass was restricted to "business purposes on weekdays" and the holder's photograph is overstamped by the BARC — the sad thing is that the Editor of *Link* asks what those initials stood for! Incidentally, the holder of this pass, Ted Trodd, started work at Vickers at the age of 14, on Vickers Vimys, and he had joined Hawker's in 1938, working on Harts, Hinds and Hurricanes. My note about the neglected Zborowski family grave at Burton Lazars has been heeded — a Coventry reader has taken steps to clean it up. The Inter-Register contest between some of the older one make clubs still takes place. This year the Humber Register won by 20 points, a point ahead of the Fiat Register, with the Austin Ten DC third, and the STD Register and the Alvis Register the runners-up. The contest comprised two rallies, driving tests and a trial.

Arising from the picture of Sir Malcolm Campbell's Bluebird with tyre trouble, on page 1456 of the October issue, D.S.J. insists that a tread had been flung but that the tyre had not burst, as we and others have said; a counter theory is that the tyre *had* deflated, but that the wheel is seen up on the jack in the picture, waiting for the tyre to cool down sufficiently for it to be changed, in the one-hour respite permitted between the two-way timed runs. Be that as it may, the point to be made is that the car was not at Daytona but at the Salt Flats at Bonneville, which is where Bluebird exceeded 300 m.p.h.; at Daytona Campbell's best with the car was 276.82 m.p.h., earlier in 1935. — W.B.

Vintage Postbag

Rule of the Road

Sir,

I cannot answer John Burnell's questions directly, but my copy of the 1913 Michelin Guide to the British Isles (published about March / April 1913) gives some interesting information on the rule of the road in Europe at that time as follows:

Lefthand Rule:	Righthand Rule:
England	Germany
Portugal	Belgium
Sweden	France
Italy — In most large towns.	Holland
Austria-Hungary — except listed provinces	Italy — All country roads & some towns.
	Russia
	Switzerland
	Austria-Hungary — Tyrol, Carinthia, Istria, Carniole, Dalmatia

There was a theory a few years ago that accident rates were lower in countries with a left hand rule of the road. This promoted Dr. Mackay of Birmingham University to find out how the World is divided on this. He found, in the late 1970's, that the World, with the exception of China, was almost exactly divided equally on a population basis. China remained an exception for some time as the Embassy in London did not know on which side of the road vehicles drove in China and had to refer the question to Peking. It eventually turned out that the Chinese drive on the right.

A final (useless?) piece of information is the effect of the rule of the road on the weather! An American researcher in the 1970's (I forget who and when and I have lost my copy of the report) proposed the theory that passing lines of traffic generate circulating air currents that add to the natural air circulation generated by the rotation of the earth. This natural air circulation is caused by the same effect that gives a predominant left or right hand circulation to water going down a plug-hole, depending on which hemisphere of the earth you are in. He correlated the increase in cyclones in North America this century with the increase in motor traffic and concluded that the "correct" rule of the road was left hand in the Northern Hemisphere and right hand in the Southern.

Whilst these modern theories were not available to the French government in 1912, the situation as set out above which prevailed then makes a proposal for the French to change their rule of the road less implausible than it would seem today.

Bromley, Kent P. E. WATERS

Jean Bugatti's Shelsley Pot

Sir,

With reference to your footnote to Walter Gibbs' letter in the October issue of MOTOR SPORT, I am surprised that Hugh Conway should say that "according to the MAC" a cup was awarded to Jean Bugatti as a consolation for unofficially breaking the record in practice. This view is certainly not accepted in this Club, nor is there any evidence for it in the contemporary Minute Books; I would have thought that the inscription on the Cup itself, quoted by Mr. Gibbs, makes it quite clear that it was awarded for the best performance in Section B (Sports Cars) of Class 5 — Cars 2001 to 3000 c.c.

I have before me the master results sheet of the Open Hill Climb on June 25th, 1932, signed by Col. Lindsay Lloyd and Col. Loughborough, showing that the winner of Class 5 (B) was Jean Bugatti with a time of 49 1/5 sec. Second in this Class was Leon Bachelier with 51 3/5 sec. The Minutes (in Leslie Wilson's hand) of a Committee Meeting held on July 12th, 1932, contain the following: "It was unanimously agreed that a Cup should be presented to Mr. Bachelier as well as Mr. Bugatti for Sports Cars in 5." It would appear from this that the only "consolation prize" went to Bachelier, who was deprived of a class win by the Stewards' decision to allow Jean Bugatti to make a change of car and class.

Mr. Gibbs questioned whether the T.53 4WD car ever completed a climb at Shelsley, and it would be very interesting to know whether any of your readers may have evidence (perhaps in the form of a photograph of the car in the Finish Paddock) to show that a practice run was completed. Practice times were not, of course, officially recorded in 1932 or for many years thereafter.

Kidderminster, Worcs. MARK JOSELAND
Secretary, M.A.C.

FWD Bugatti

Sir,

It is difficult to argue with Walter Gibbs about Shelsley Walsh. The Jean Bugatti Cup is, as he says, engraved "Special Award", which must mean something. It was Leslie Wilson of the MAC who told a reliable person in the Bugatti Owners Club that Jean Bugatti had well and truly broken the record in practice. If the car did not compete "officially", it was certainly well in evidence at the meeting.

London W2. HUGH CONWAY

Brooklands Sewage

Sir,

Your obituary of Kaye Don and vintage car articles in MOTOR SPORT of October have reminded me of some of my experiences of Brooklands about that time.

It was in 1926 when as a newly qualified engineer I went as Assistant Surveyor to the Weybridge Urban District Council. The council's sewage farm was in and on the fringe of the Brooklands track and it was not surprising that much supervision became necessary, particularly on race days.

During my first visit to the works the Farm Foreman showed me some telescoped corrugated iron boundary fencing which, he told me, had been hit by Count Zborowski in Chitty Bang Bang in a fatal crash on the railway straight.

Kaye Don, Mrs. Wisdom, John Cobb and others were often to be seen in practice and one skid mark left by the lady when she was pushed up the banking finished three inches from the top. One racing motorcyclist was less lucky and went straight on over the top, taking part of a fir tree with him and finishing in one of the sewage tanks. We met him walking back, little the worse for his jump apart from an even higher smell. [Shades of "Those Magnificent Men. . . ." — Ed.]

Another incident I recall with sadness was a talk with Parry Thomas a few days before he was killed on Pendine Sands. He came to the Council Office with a request for some work to be done and spent some time discussing his coming record attempt.

In conclusion, it was during an evening cycle ride that I overtook and passed Malcolm Campbell's Bluebird being towed into the Vickers entrance to Brooklands — I may therefore claim to one of the few to have passed Bluebird on a bicycle.

Ottery St. Mary, Devon. A. H. KENNARD

Bentley, Sunbeam or Vauxhall?

Sir,

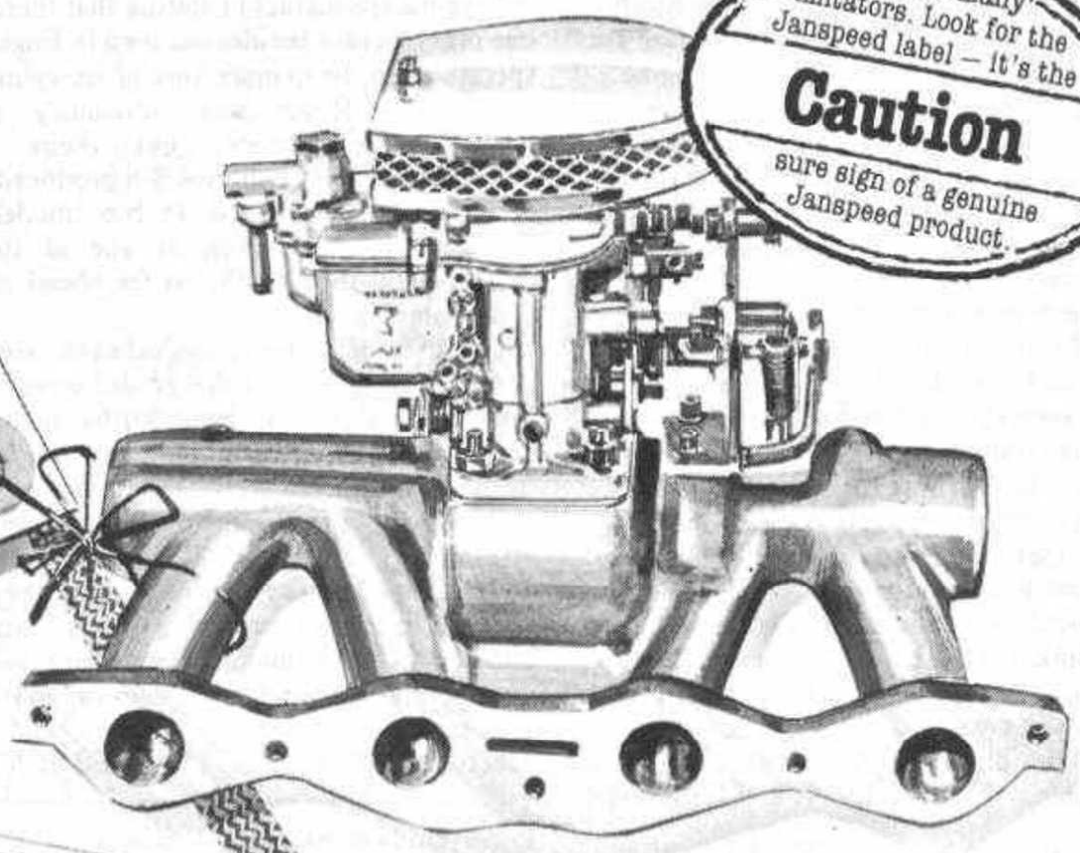
Your recent article about the 3-litre Sunbeam and the Sunbeam Club's register of these cars was of great interest to me because I owned the car GF 8534 in the mid-thirties. Perhaps I could comment on it and two of its rivals.

In those days it was possible to buy these fine classics second-hand for very little money and as a young bachelor RAF officer I could afford, just, to indulge in a hobby of buying and selling at frequent intervals one after another, and thus could compare them.

Taking three of the most famous among many others, I ran a 30/98 Vauxhall, a 3-litre Bentley and the Sunbeam. In some ways perhaps the 30/98, being by far the oldest car, was the most interesting. Mine was a 1920 model with the side valve engine with priming taps on each cylinder. I bought it for £20 in 1933 from its original owner, an ex-RNAS pilot who was delighted to see it go back to a flying station. It had, I well remember, five new India tyres on new well-based wheels, worth the whole £20. These early models had an outside handbrake operating small drums on the back and a foot brake on the transmission, neither of which had much effect. No matter, roads were clear, one's reactions were quick and provided one "thought" about a quarter of a mile ahead all

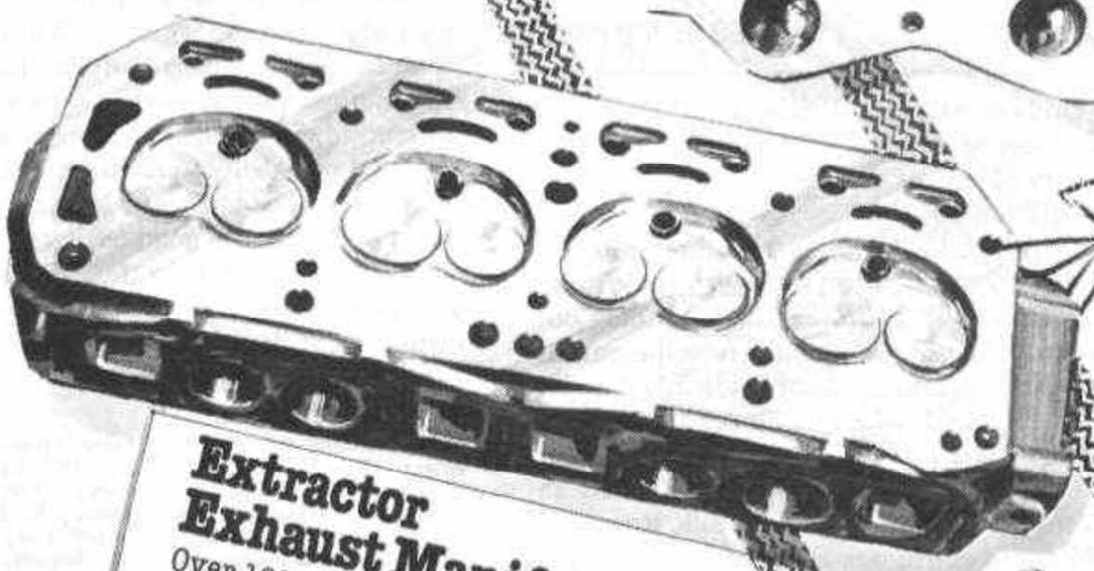
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was well. Cornering as one now understands the word was non-existent, but on a straight, open road what a joy that big, thumping, low-revving engine was. At tickover at perhaps 200 revs one could almost count the heavy beats from the enormous tailpipe emitting faint whiffs of Castrol R, faint because it used none.

My Bentley, on the other hand, cost me £100, but by then I was a Flight Lieutenant and a little richer. Bentleys did hold their price better than most others. This was a 1925 VDP model. It did stop and it could be slid round corners nicely under control. It was sheer delight just to gaze at with its lovely lines and its classic o.h.c. engine.

My 1929 Sunbeam was very different, a more gentlemanly car, the d.o.h.c. 6-cylinder engine smooth and quiet. My car had those fascinating cycle mudguards moving with the wheels and one could watch the front suspension rising and falling with every bump.

None of them ever went wrong except that the fierce foot brake on the 30/98 snapped the prop-shaft, quickly replaced from a car breaker. Each had its own special fascination and appeal. My old photographs show these registration numbers: the Vauxhall was PB 7646, the Bentley XX 70. As my Sunbeam has survived I wonder if either of the other two have. Does anyone know? If all three went to auction now I wonder which I would (if I could) buy to join my Alfa Spider and my Sud. I think it must be the Bentley. After all these years the thrill of driving XX 70 (the twin of XU 8859 on the cover of your Jubilee issue of August 1975) has never faded.

Bourne, Lincs. Gp. Capt. J. B. ALTHAM

Shabby Bentley

Sir,

While visiting a friend (non motor enthusiast) recently, I saw a piece of soft wool-like material, approximately 30" x 18", thrown over the back of a chair. Reproduced on this material was a photo of a 1920s 3-litre Bentley, head on. The picture was taken in a grassy field with a background of trees. The rim of the left hand headlight is considerably damaged and there is no glass or bulb and there is a sizeable dent in the left mudguard. There is a spare wheel on the left side and a mount for one on the right, but no wheel. The bonnet is missing completely, a round visor is mounted on the right windscreen pillar and what appears to be an orange tax disc is stuck on the left side, still in its "square" form, i.e. not torn along the dotted lines. The hood is up.

Due to the head-on view and the missing bonnet, it is impossible to tell the colour of the car.

The registration number YR 5725 is quite distinct.

Does anyone know the history of this car and why this rather shabby specimen was chosen for a reproduction which would be distributed world-wide, in view of the many pristine examples of this marque available for photography.

Saanichton, Canada P. A. C. BEARD

Simplex slip

Sir,

It was clearly a slip of the pen or of the printer that rendered the name of the sponsor of the Sheffield-Simplex incorrectly — the chairman and sole proprietor of the company was of course The Rt. Hon. the Earl Fitzwilliam, DSO, not Fitzgerald. He would doubtless have been pleased that Alec Ulmann considers his cars to have been superior to the Rolls-Royce, which was indeed his and Percy Richardson's avowed intention from the outset.

The company's catalogue for the 1913 season confirms this aim. Apart from having offices and showrooms right on the "enemy's" doorstep at 20 Conduit Street (Rolls-Royce were, and still are, at 14 and 15), they state that their persistent policy is "that of endeavouring to produce the finest six-cylindered car possible, without sparing trouble or expense", and that they have recognised the need to devote their "whole organisation . . . to the development and perfection of the six-cylinder car. In fact we believe we are correct in stating that there is only one other factory besides our own in England that specialises in the manufacture of six-cylinder cars only." Rolls-Royce were obviously the unnamed other factory, but theirs was a "one-model" policy whereas S-S produced a range of 25 h.p., 30 h.p. and 45 h.p. models. This "specialisation" is given as one of the main reasons why the S-S "is so far ahead of all its competitors".

Qualities of extreme smoothness, absence of vibration, simplicity of design and accessibility of the engine, absence of complication in any shape or form, and exceptional refinement are endlessly extolled (all good Edwardian sales patter!) but the embodiment of these in practice was still insufficient to topple Rolls-Royce from its dominant position as the Best Car in the World.

Much to Earl Fitzwilliam's disappointment the initials S-S were not to become any more than the merely alphabetical successor to those of R-R. . . .

Liversedge, W. Yorks. STEVE DICKINSON

V-E-V Odds & Ends. — A member of the Morris Register, Steve Brown, celebrated the 50th anniversary of his car, a 1931 Morris-Oxford, by driving it from John O'Groat's to Land's End, arriving only eight minutes outside their imposed schedule of 24 hours for the 926 miles the odometer indicated, in spite of once running out of petrol and a half-hour stop for refreshments at Strensham. A reader tells us of a possibly derelict Alvis, which sounds like a 12/50 duck's back, in the front garden of a house in Newington Green, London. The *East Anglian Daily Times* had an article last October about the Suffolk Royal car made by the Woodbridge Engineering Co. Ltd., Ridley Works, Woodbridge, probably in the Thoroughfare, in the 1920s, the offices and showrooms having been at the St. John's Works, on the site now occupied by the Hennessay Engineering Co. whose Managing Director, the paper says, has found a brochure for the car, dated January 1921. From this it is seen that the engine was an overhead-camshaft six-cylinder rated at 15.64 RAC h.p., using a Zenith double-venturi carburetter and a BTH magneto. Warland detachable rims and "out-of-centre" cantilever springing figured in the specificaton and the four-seater tourer was priced at £775, the chassis, inclusive of electric lighting and starter, cost £600. The Suffolk Royal was described as a post-Armistice project and a very ingenious warranty scheme was announced with it. We have not heard of it; has anyone anything to add?

The MGCC has issued another excellent "Triple-M Year Book", containing many nostalgic photographs, some in colour, illustrated accounts of its social and competition season, and particularly interesting, an article by A. Ashton-Rigby about racing his L-Type MG Magna at Brooklands and elsewhere, the front-cover picture showing the car in action at the pre-war Brighton Speed Trials. There is also a discourse in defence of replicas, by Patrick Gardner. Details from: I. Davison, Hawthorn Cottage, Orchards, Munstead Heath, Godalming, Surrey. The Register has 1,942 MGs on its books, running from 528 PAs to a couple of F3s, and including 442 J2s, 265 M-types, and 23 K3 Magnettes. In a similar manner, the Jowett CC has published its "1981 Year Book", with news of the Club's Sections and many photographs, including those of Javelins and older Jowetts, the latter showing a 1929 Long Four being televised, the 1923 two-seater which was the oldest Jowett at the 1981 Malvern Rally, a smart Long Four at the same venue, a similar car in the 1922 Scottish Six-Days Trial, a pre-war gathering of Jowetts East of Suez, a 1927 meet of the Club's Midlands Section, the Hepworth Special Jowett on Rosedale Chimney, four of Frank Wood's vintage PR pictures, etc. The Club lists 20 Bradfords and 116 pre-war Jowetts, the latter with chassis and registration numbers; the "Year Book's" front-cover picture is of workers at the Bradford factory in vintage times.

A member of the Humber Register is hoping to build up a 1912 11 h.p. Humber from a pile of parts. The *Veteran Car*, journal of the VCC of GB, reports on Richard Smith's run from Land's End to John O'Groat's on his 1899 Benz Ideal, which raised over £8,000 for the British Heart Foundation.

Air Chief Marshal Sir Alex Coryton, KCB, KBE, MVO, DFC, died in October, aged 86. He will be remembered in our sphere as driving a variety of veterans, including a 1904 Panhard-Levassor on Brighton Runs. The latter he borrowed from Sir Stanley White, son of the Founder and Chairman of the British Aircraft Corporation, the car having been a 21st birthday present to Sir Stanley's father, which he had collected personally from Paris. The Panhard had been well looked after, and kept in running order, ever since, so was in good fettle as a Brighton Run competitor. It is now in the care of Sir Stanley's grandson George, who is thus the car's second owner. — W.B.

* * *

Brighton problems

This year, those who started, but failed to finish were listed as: P. Briggs (1895 Peugeot), W. Schmidt (1897 Leon Bollée), R. S. Miles (1899 Benz), P. J. S. Lumsden (1899) Locomobile), A. Chambers (1899 Royal Enfield Quad), R. D. Parsons (1900 Skene), Major Pownall (1901 De Dion Bouton), Mrs A. L. Harris (1901 Knoz), E. Gianaroll (1901 Renault), J. Cope (1901 Wolseley), J. C. Leake (1902 Locomobile), T. de Vere Green (1902 Scania), C. W. Sawyer (1902 Stanley), E. D. E. Wakefield (1903 Conrad), P. M. A. Griggin (1903 Humberette), N. Greenwood (1903 Humberette), N. Thompson (1903 Oldsmobile), V. J. Lowe (1903 Oldsmobile), M. Carter (1903 Orient Buckboard), Mrs C. A. Boden (1904 Brushmobile), L. F. Wills (1904 De Dion Bouton), G. A. Griffin (1904 De Dion Bouton), B. E. Ruckwarth (1904 Mercedes), A. Smith (1904 Oldsmobile), J. Bailey (1904 Phoenix), P. Minhinnett (1904 Studebaker), R. M. Perkins (1904 Swift), A. Park (1904 Thorneycroft) and M. Tacon (1903 Humber).

VSCC Eastern Rally

THIS annual event took place on the last Saturday in October, sixty pre-war cars attempting a 90 mile route in the Northamptonshire and Cambridgeshire areas. Navigation was considerably more difficult this year, even the winner dropping as many as 35 time penalties, but this simply added to the enjoyment.

Results

Eastern Trophy: Colin Crabbe (1930 Ford Model A) navigated by G. Marks.

John Barrett Memorial Trophy (best VSCC member navigator): Annabel Jones (navigating A. D. Jones).

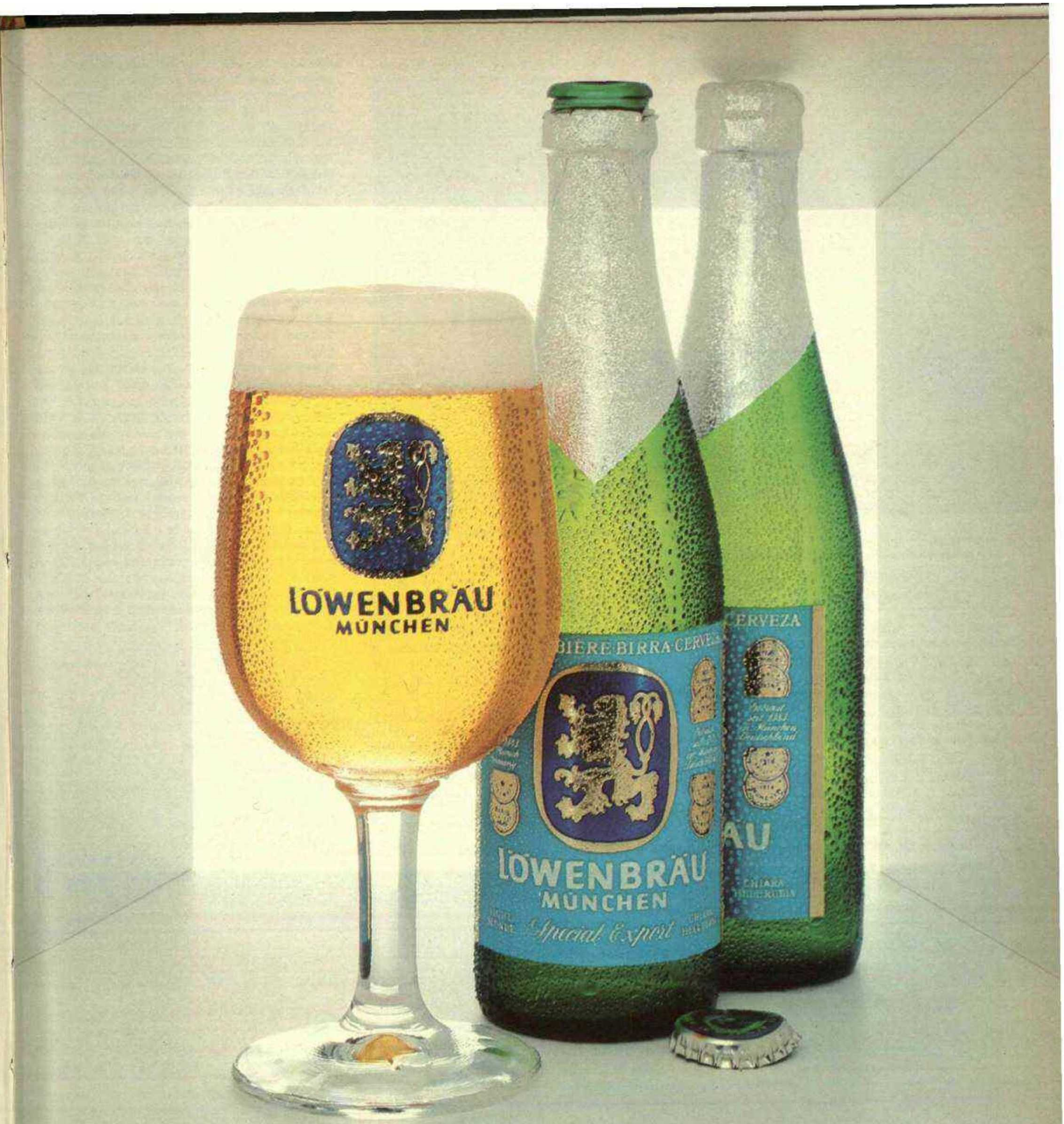
First Class Awards: A. D. Jones (Vauxhall 30 / 98), P. L. Glover (Alvis 12 / 50), M. U. Hirst (Alvis 12 / 50), J. A. McEwen (1938 Riley Lynx), S. G. Harvey (1935 Riley Lynx).

Second Class Awards: Mrs. D. Threlfall (1928 Ford Model A), J. R. Nutter (1930 Bentley 6½ / 8), B. Spolion (1924 Vauxhall 30 /98), M. Cann (1937 Aston Martin), A. Lupton (1938 Lea-Francis).

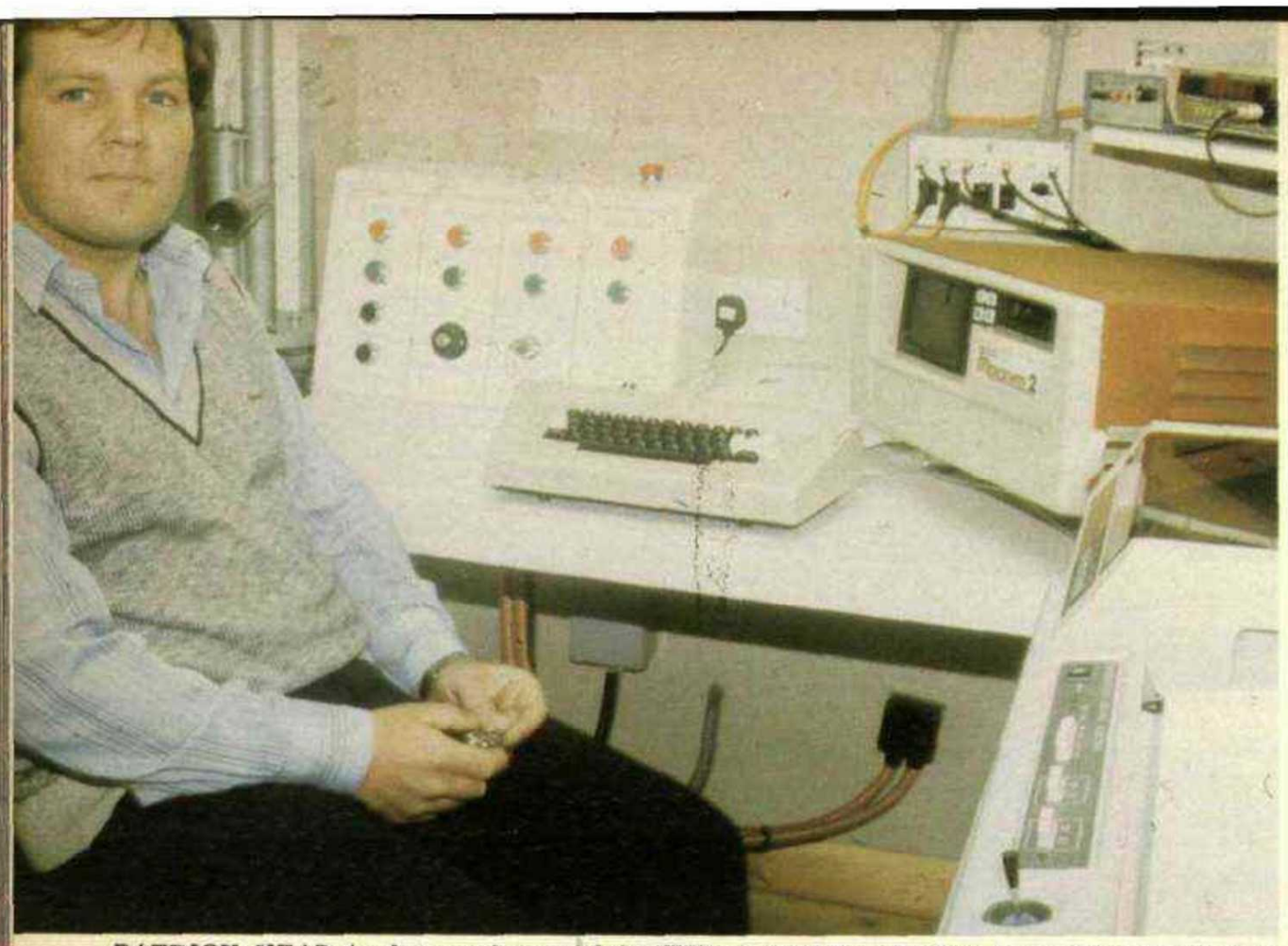
Third Class Awards: T. C. Llewellyn (1936 Bentley 3 / 4½), P. T. Upson (1929 Bentley 4½), R. A. Cox (1928 Alvis FWD), N. S. Skilbeck (1932 Alvis 12 / 60), G. M. Tomlin (1932 Alvis 12 / 60).

Newcomers Award: J. M. Walker (1929 Bentley 4½).

Navigators Awards: D. B. Roberts, I. Selvey Willars, D. M. Allan, R. R. Ives



THANKFULLY THERE IS SOME ACCOUNTING FOR TASTE.



PATRICK HEAD in the control room of the Williams wind tunnel, which is normally supervised by aerodynamicist Frank Dernie.

Frank Williams Team

continued from page 1732

eleventh place. Reutemann's race was doomed from the word go as the spare car was not really adjusted for him, it did not have the improved side pods and he had little faith in the whole affair. The engine blew up very early on in the race which put him out of his misery.

Returning home more puzzled than ever the team took FW07C/16 just as it finished the race and re-ran a full race distance with it at Donington Park and there was no trace of a misfire! So where do you start looking? Everything was gone through in fine detail, everything was renewed, nothing was left to chance but still the trouble could not be pin-pointed. Eventually the trouble was literally chased away without it being known what it really was. There were numerous theories and possibilities, but none of them could be proved. It could have involved ambient temperatures, it could have involved increased fuel flow due to the Cosworth engines having to squeeze out every possible horsepower to do battle with the turbo-charged engines, it could have been this, it could have been that, but whatever it was it eventually went away and no-one in the team could categorically say what it had been. The only thing they were certain about was that the misfiring and hiccoughing lost Alan Jones two victories.

The season was now in the thick of the high speed circuits, as distinct from the Mickey-Mouse twisty circuits, and while the Ferrari turbo-charged cars were not progressing the Renault turbo-charged cars were becoming increasingly dominant so that the limitations of the Williams team, as well as Brabham and Lotus and others, was the Cosworth DFV engine. On the fast Austrian circuit it was not only the turbo-charged cars that left the Cosworth powered ones behind, but also the French Matra V12 powered Talbot. The best that the Williams team drivers could do was to lead the Cosworth-powered brigade, which they did. At the beginning of the second lap Reutemann made a driving error and went up an escape road, which left him eighth, while Jones was running sixth. Both cars ran faultlessly, but just not fast enough, and they finished in team order in fourth and fifth places. Moving on to Holland for the Dutch Grand Prix at Zandvoort, Reutemann was given a brand new car, number 17, while Jones stayed with number 16 and 15 remained as the T-car. Jones, as always, was in terrific form, but he could do nothing about the turbo-charged Renault, though he held second place and gave the Renault as hard a time as possible. Before the end of the race his rear tyres were worn out and he had to ease back and lose his second place to Piquet's Brabham, eventually finishing a disappointed third. The team had made a bit of a gamble on tyre wear and lost out. If you never gamble you never win, and sometimes a gamble comes off and sometimes it doesn't; this was one time it didn't. Of Reutemann the less said the better. He made a gross driving error and collided wtih Laffite's Talbot and smashed the left front corner on FW07C/17.

The Italian Grand Prix returned to its rightful home at Monza and here the team result was a resounding second and third on paper, but in reality it was nothing like as good as that, for Prost in the turbo-charged Renault was completely uncatchable, even by Alan Jones, while Reutemann could do no better than fourth until near end of the race when he inherited a very lucky third place, when the third man broke down.

The final races of this very long and arduous

ROSBERG in the lastest, six-wheeled, car from the Didcot factory, testing at the Paul Ricard circuit early in November.



season took place in Canada and the United States of America. At Montreal the weather conditions were awful, with incessant rain on race day and Reutemann virtually gave up the unequal struggle. In sharp contrast Jones was out to win and was actually leading the race when he slid off on the slippery surface. Although he got going again he was making no real progress so he gave up. Reutemann finished a dismal tenth. As these two races were run close together the team did not return home between them, so took four cars on the trip, so that each driver had a spare car that he could use to save some wear and tear on his race-car. Jones raced number 16, as always, with 15 as his spare, and Reutemann raced 17 with number 12 as his spare. In the final race at Las Vegas Jones put on a superb show and led from the first corner to the finish, never even looking like being challenged. The circuit was slow and twisty and the combination of the Williams handling and Jones' aggressive driving was more than any superior horsepower could cope with. It was Alan Jones at his superb best and the car never missed a beat and he never put a wheel wrong. Prior to the Canadian race he had announced that he was retiring at the end of the season, and he certainly ended the season on the highest possible note. In sharp contrast



THE purpose-built Williams wind tunnel, seen here dwarfing Patrick Head, is situated a short distance away from the main preparation area in its own separate unit.



GEARBOX specialist Bob Torrie warming transmission components to aid assembly.

Reutemann ended the season on a depressingly low note. By a series of finishes he had amassed nearly enough points to claim the Driver's World Championship. It all rested on the outcome of this final race but he seemingly psyched himself right out of it, putting in a hopeless performance to finish eighth and lose the Championship by a single point to Nelson Piquet in the Brabham. After the race there was talk about gearbox trouble, imbalance in the suspension set-up of his car, tyre choice and so on, but none of it was very convincing and not really supported by his team. Disappearing from the scene immediately after the race Reutemann much later announced from his home in Argentina that he was retiring from Grand Prix racing.

At the end of a tumultuous and hard season, punctuated by frustrations and faults the Williams team suddenly found itself without any drivers. They had won the Manufacturers Championship very convincingly, missed the Driver's Championship by a single point, were confident that had things gone smoothly Alan Jones could have been World Champion again, sure in the knowledge that they were still one of the "Top Teams" and yet suddenly it all seemed to be finished. As always they were financed by money from Saudi Arabia, notably Saudia Airlines, and Techniques d'Avant Garde (TAG) and by Leyland Vehicles. In a perfectly correct manner Leyland announced that they would have to withdraw from financial sponsorship of the team, but the Saudis agreed to make up the balance. As if nothing had happened the team produced its new car as winter closed in. This was the revolutionary six-wheeled car, FW07D, with two driving axles at the rear and using four tyres of the same size as the front ones. This layout offers many things, notably reduced frontal area, more rubber on the road at the rear with the power being applied through four contact patches as against two and the mounting of the rear aerofoil much further back relative to the centre of gravity of the car, than with a normal single axle layout at the rear. Alan Jones gave the car a test run at Donington Park before returning home to Australia and apparent retirement, but with doubts in his mind, not of the experimental six-wheeler, nor of the future of the Williams team, but of whether he is being sensible in retiring from Grand Prix racing. At the time of writing no final decision has been made by him, and in the meantime Keijo Rosberg has been taken on the staff to conduct further testing on the six-wheeler. Whether this new car races in 1982 depends on the outcome of the winter test-programme, but whatever happens we can be sure that the Frank Williams Racing Team will be at the forefront in 1982, determined to claim a hat-trick of Manufacturers Championships.

D.S.J.

CHIEF MECHANIC Alan Challis at work on a stripped down Williams FW07C.





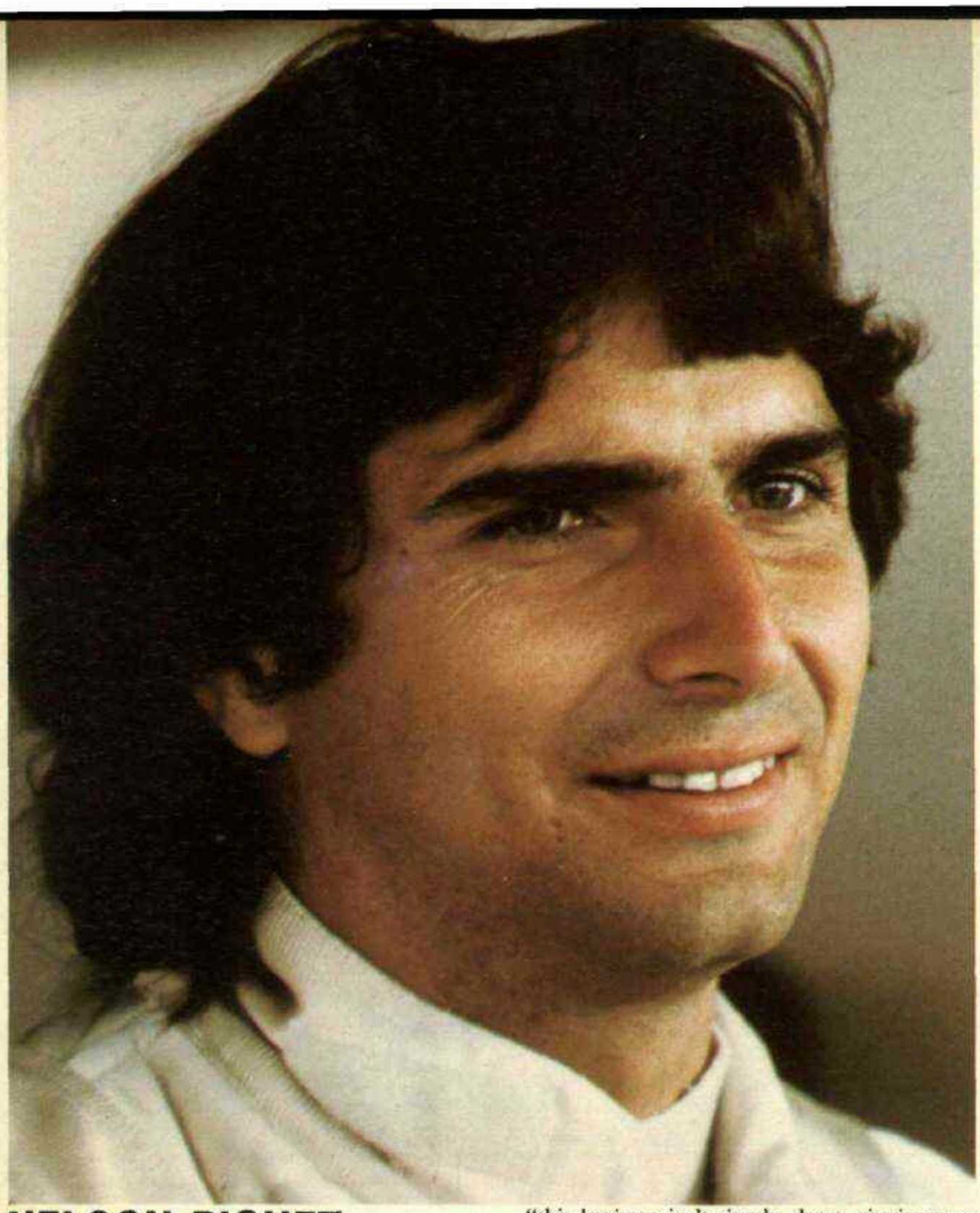
MIDDLE TAR

DANGER: H.M. Government Health Departments' WARN



As defined by H.M. Government

NG: THINK FIRST–MOST DOCTORS DON'T SMOKE



NELSON PIQUET

Following in the style of Niki Lauda

EVER since the World Championship for Drivers was instituted in 1950 the business of scoring points in order to take the title has frequently taken a high priority in the minds of competing drivers, even to the stage where it takes preference over the all-out effort to win individual motor races. The result of this has often been that the official World Champion has won fewer races than a competitor who has failed to take the title. But in the highly sponsored and commercial world of Formula One today, the ultimate prize to be coveted is the Championship — even though the best man doesn't always win.

Let's look back to see some examples of this theory. James Hunt, title holder in 1976, has publicly decried Gilles Villeneuve's approach in trying to win individual races at the expense of losing a Championship. Taking the Dutch Grand Prix in 1979 as a classic example, he criticises the French Canadian driver for staying out on the track, battling for the lead with Alan Jones's Williams, when a pit stop to change a deflating tyre on his Ferrari might well have resulted in him finishing the race strongly, thereby beating team-mate Jody Scheckter for the World Championship. "After all", said Hunt at the time, "this business isn't simply about winning races, it's about World Championships". Well, that's all a matter of personal opinion. Certainly, Tony Brooks once said that he never had a great deal of confidence in the Championship system since 1958 "when Stirling won four races, I won three — and Mike Hawthorn won one and was World Champion!" In 1967 Denny Hulme became title holder with two wins to his credit — Jim Clark won twice that number during the same season. And in 1977 Niki Lauda took his second Championship by stealth, chalking up three victories to the four of Mario Andretti. In the Austrian's defence, however, it should be said that he won his first Championship in 1975 with a crushing streak of five victories, and repeated that total the following year when he lost the title by a point to James Hunt.

DEBUT: Nelson Piquet at the wheel of the works Ensign in the 1978 German Grand Prix at Hockenheim, his first F1 outing.

So, we pose the question yet again — what price the World Championship? This year two men have scored three wins during the season and four men have scored two wins. One of the competitors to fall in the former category is 29-year-old Brabham team leader Nelson Piquet and he's the man who has been crowned 1981 World Champion. Three wins out of 15 races may not seem like a crushing victory of the first order, but that probably serves to indicate just how competitive Grand Prix racing has become in terms of strong teams rather than how poor the individual drivers might be. But the harsh facts of the matter are that Nelson Sauto Maior, who decided to race under his mother's maiden name of Piquet to avoid publicity in the face of disapproving parents, has won the World Championship title in his third full season of Grand Prix racing. Some people have held this up as an achievement of considerable merit. In our view all it proves is that good drivers tend to be good from the word go. Jack Brabham won his first title in his second full year of F1, Phil Hill in his third, Jim Clark in his third, Emerson Fittipaldi his second, James Hunt his third and Niki Lauda his fourth. This compares with Mike Hawthorn, whose success came in his sixth year and Jody Scheckter who took the same length of time. Interestingly, Alan Jones seemed an old hand at the F1 game when he became Champion in 1980. But in fact it was only his third full season in F1. His rides with Hesketh and Hill (1975), Surtees (1976) and Shadow (1977) did not amount to complete seasons!

Piquet's "learning curve", however, has been particularly impressive. From the moment he arrived in Europe to tackle Formula 3 in 1977, he never failed to seek out, and listen to, good advice



PUPIL LEADS MASTER: Piquet ahead of Lauda, both in Brabham-Alfa BT48 V12s in amongst the pack during the opening lap of the 1979 British Grand Prix at Silverstone. Piquet soon spun off right in front of his senior team mate!

from the right quarter. In 1977 he took in a season of European Formula 3. He was reasonably capable, but didn't appear anything terribly special. But with one season's experience under his belt he took the decision to contest the British F3 Championships as well as taking in some of the more important European "prestige" races. Driving a works supported Ralt prepared under the watchful eye of preparation expert Gregg Siddle, Piquet took the British F3 scene by storm, fighting an intense battle for supremacy against Brazilian arch-rival Francesco "Chico" Serra (March) and Derek Warwick (Ralt).

"There was a lot of bad feeling between myself and Serra", Piquet recalls. "His mother worked for the important TV Globo network back in Brazil and Chico was always sending back slanted stories as to how the series was going. He complained a lot about the engines I was using (Piquet's F3 2-litre Toyotas were being prepared, expensively but well, by Novamotor in Italy). Eventually I got so sick of this that I had a large number of *Motoring News* and *Autosport* reports translated into Brazilian, the accuracy of the translation sworn in front of a Notary Public, and sent back to Brazil so everybody could see the truth."

The record, however, speaks quite convincingly in Piquet's favour. He won F3 races by the armful, winning the important BP Championship and leaving Derek Warwick to beat Serra for the Vandervell series when he

continued on page 1769

BRABHAM MAN: practising the flat-12 cylinder Brabham-Alfa Romeo BT46 for the 1978 Canadian Grand Prix at Montreal, his debut as a member of Bernie Ecclestone's team.



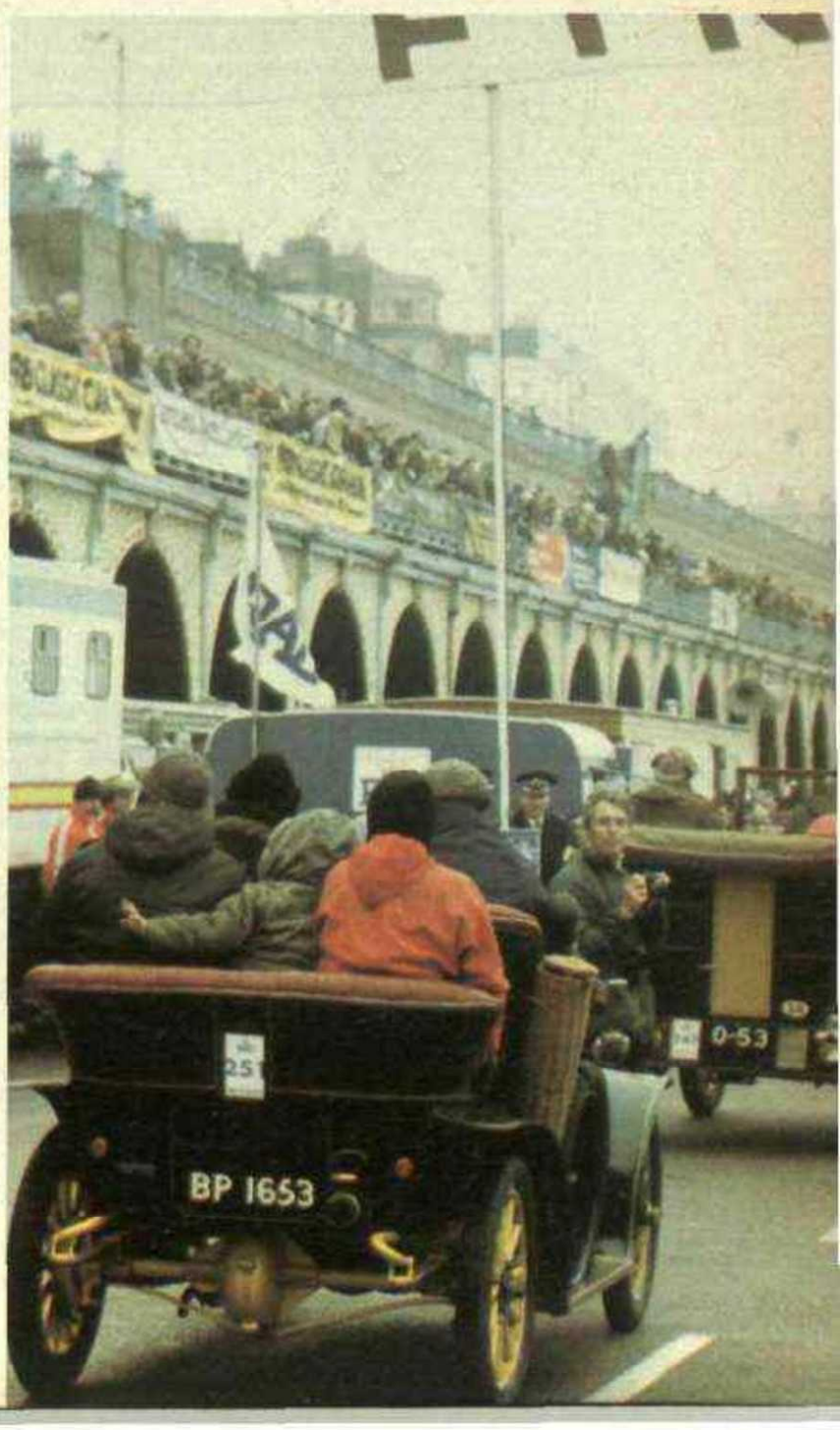
LONDON TO BRIGHTON — 1981

BERNARD GARRETT (above) with the 1896 Lutzmann, one of the oldest cars in this year's run, leaves Hyde Park for the start of his successful run to Brighton under the watchful eye of H. J. Davies aboard his 1898 Benz. Car 138 (below left) is Mrs. Farley's Peugeot, immaculately turned out and driven by a friend. The sporting Renault (below) is owned and driven by Cecil Bendall, a recent president of the Veteran Car Club of GB, and is followed across Westminster Bridge by D. Biggs' Oldsmobile, equipped with reflective plates. Car 88 (above right) is a Grout Steamer of 1901, brought over for the run from California. Its owner, Frank Taliaferro, was surprised to find it is not unique, another Grout taking part in the run. Another steamer, a Locomobile of 1901 (below right) started hopefully, but failed to reach Brighton in time. Madeira Drive at Brighton is always packed with spectators watching the arrivals such as A. M. Mackay's 1899 International Benz following a tri-car (centre) and M. Tidy's 1904 Darracq, complete with umbrella basket, and J. W. Howes' 1902 Wolseley (bottom right). Personalities from the world of motor racing included Jacky Ickx (top right) driving the 1899 Wolseley owned by BL Heritage Ltd.


88


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OWL 707

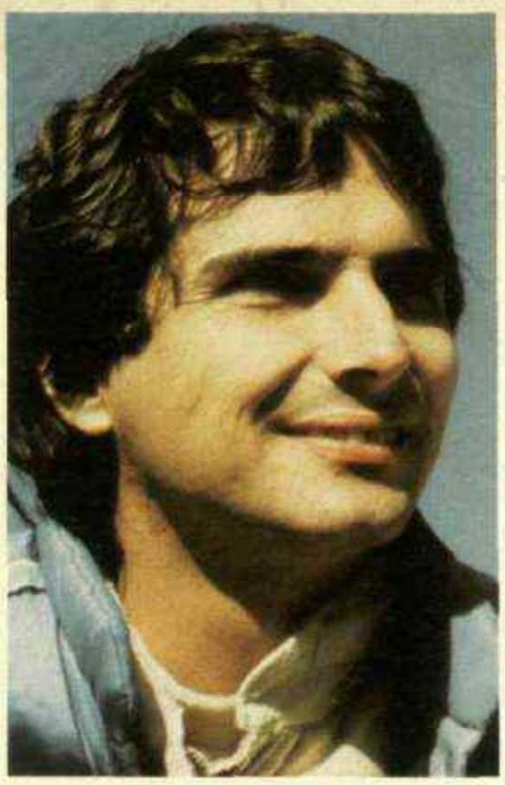

HNJ 999


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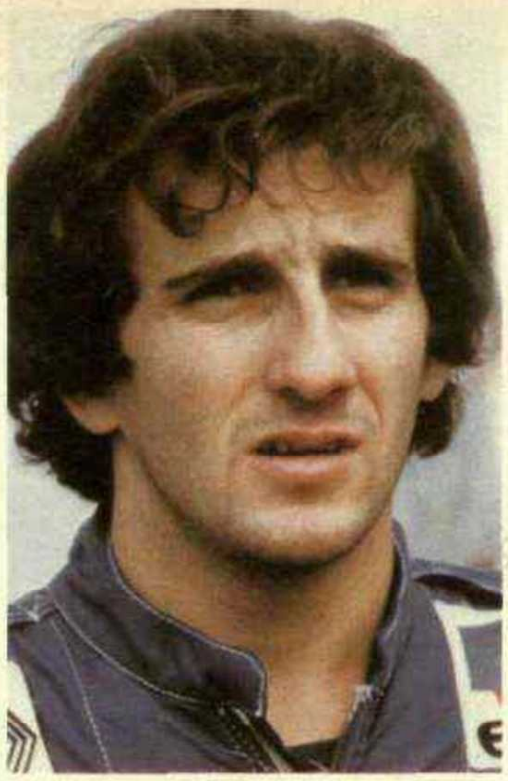

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THE WINNERS

The race winners of the 1981 Grand Prix season are illustrated on this page. Winning is still the name of the game.



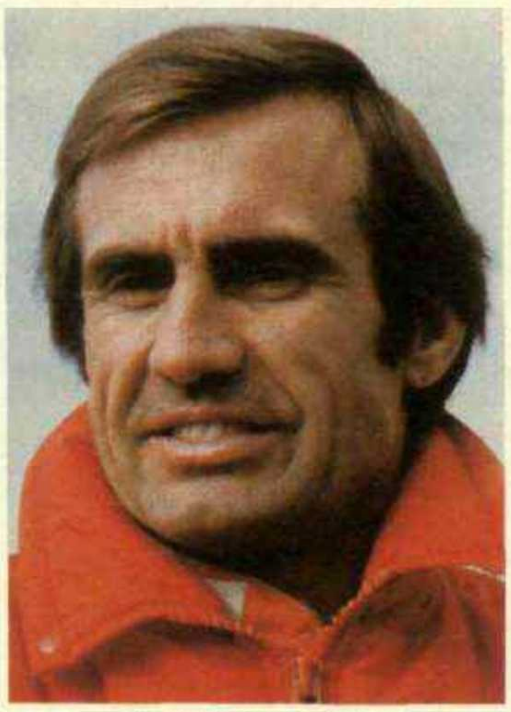
Nelson Piquet
1st Argentine GP
1st San Marino GP
1st German GP
1981 World Champion



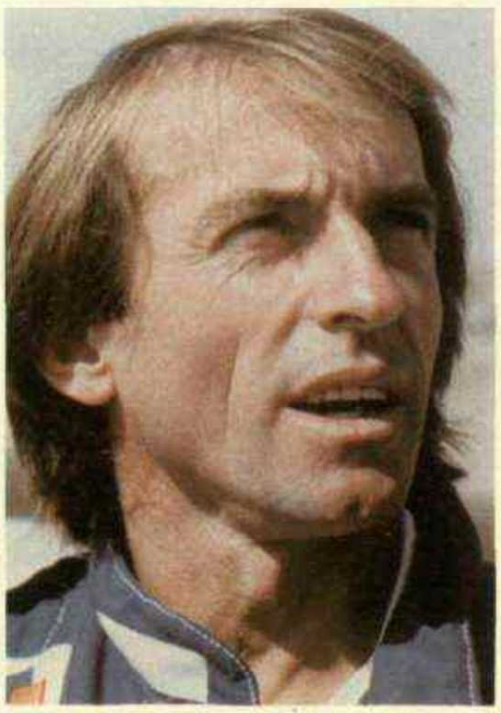
Alain Prost
1st French GP
1st Dutch GP
1st Italian GP



Alan Jones MBE
1st USA (West) GP
1st Las Vegas GP



Carlos Reutemann
1st Brazilian GP
1st Belgian GP



Jacques Laffite
1st Austrian GP
1st Canadian GP



Gilles Villeneuve
1st Monaco GP
1st Spanish GP

Fastest Practice Laps

Nelson Piquet	4
Alain Prost	3
René Arnoux	3
Carlos Reutemann	2
Jacques Laffite	1
Gilles Villeneuve	1
Riccardo Patrese	1



John Watson
1st British GP

Fastest Race Laps

Alan Jones	5
Carlos Reutemann	2
Alain Prost	1
Nelson Piquet	1
Gilles Villeneuve	1
Jacques Laffite	1
John Watson	1
Marc Surer	1
René Arnoux	1
Didier Pironi	1

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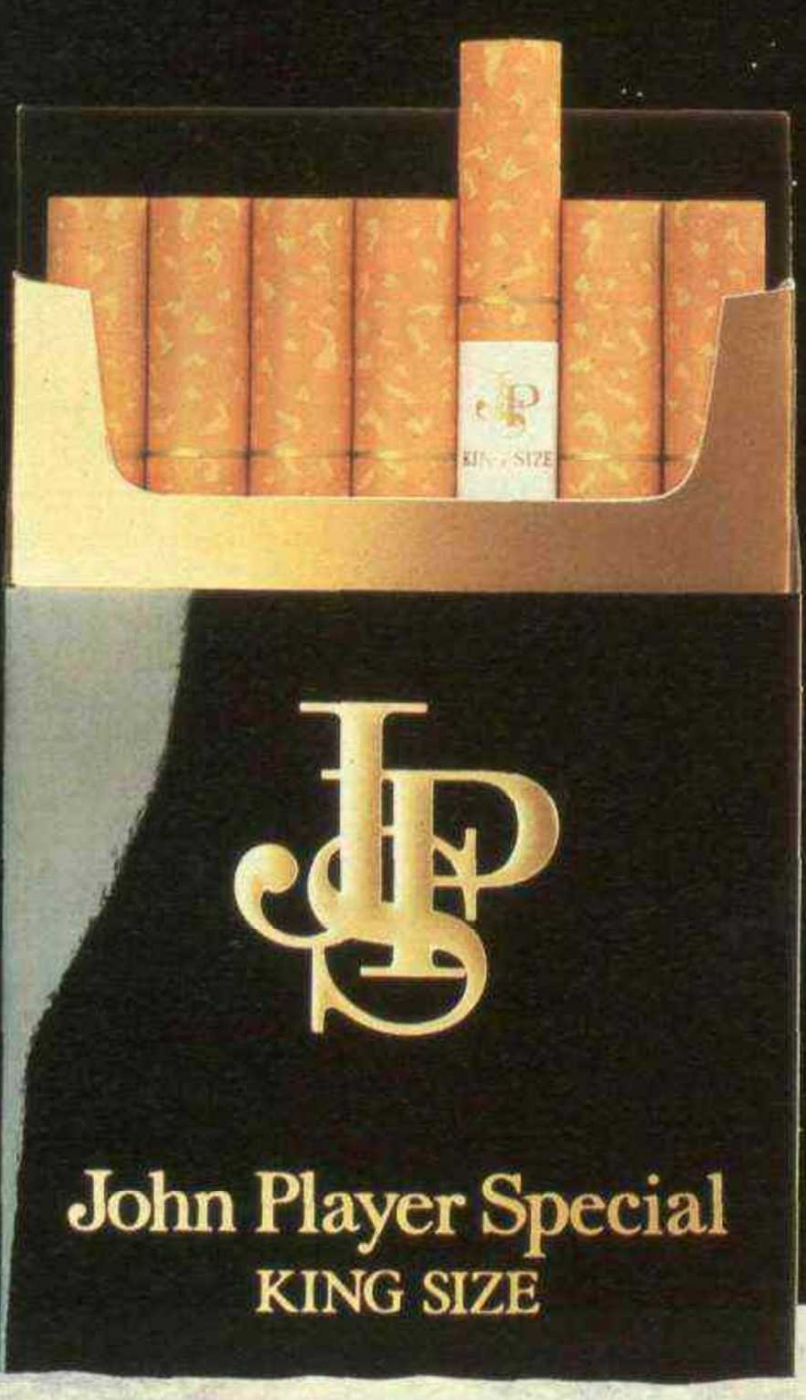
7 WILLIAMS SATIN JACKET
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John Player Special
KING SIZE

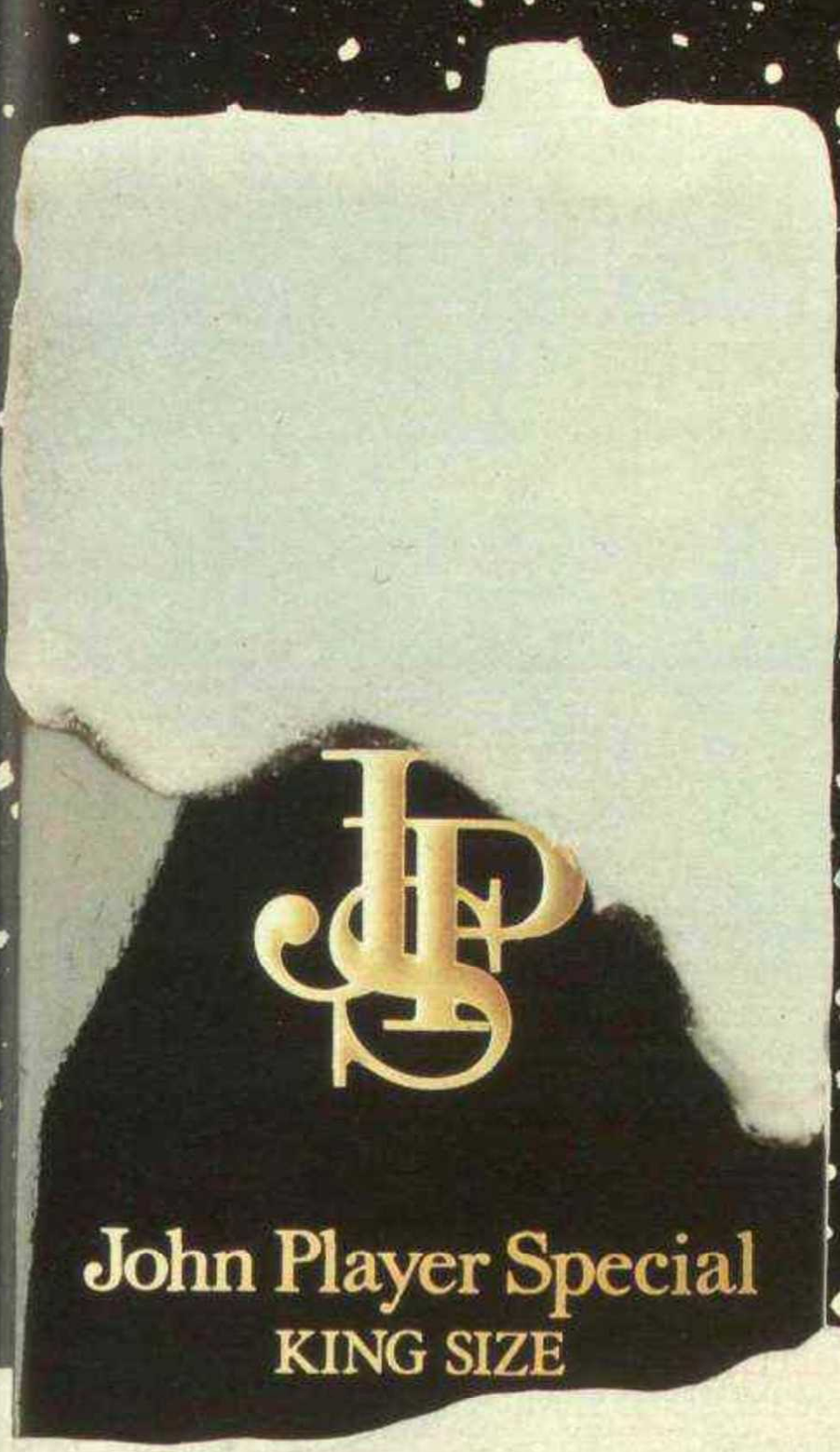


John Player Special
KING SIZE

MIDDLE TAR
Manufacturer's estimate.

DANGER: H.M. Government Health Departments'

Christmas



And in 50's Christmas boxes

JPS 82 M

WARNING: THINK FIRST – MOST DOCTORS DON'T SMOKE

"Engines don't drin

Aurelio Lampredi is very tall for an Italian.

He dresses with the expensive casualness of an English country gentleman.

When he talks to you he draws with a wet felt-tip as if his mind could not work without the fluent movement of his fingers.

He is, by his own admission, one of the three men most responsible for the car you drive today (the others being Doctor Ferdinand Porsche and Colin Chapman).

It is so obviously true that it doesn't even occur to you that the man may be boasting.

His early years at Ferrari.

When he went to work for Ferrari in 1946 all unblown racing engines gave about 50 bhp per litre.

And in races of 500 kilometres, most of them exploded.

Yet within a couple of years he increased Ferrari's output to 100 bhp per litre.

And they finished every race. First.

What working on aero engines taught him.

He was applying the principles he'd learnt earlier in his life when designing aero engines (trying to push as much oxygen in as possible and building them so they finish every journey).

He concentrated on improving the airflow into the engine rather than streamlining the body shells as everyone else was doing.

"When an athlete's short of breath, he's short of strength," he says. Thus he made the ducts inside the manifold and cylinder head more aerodynamic, so they breathed better.

What goes in must come out.

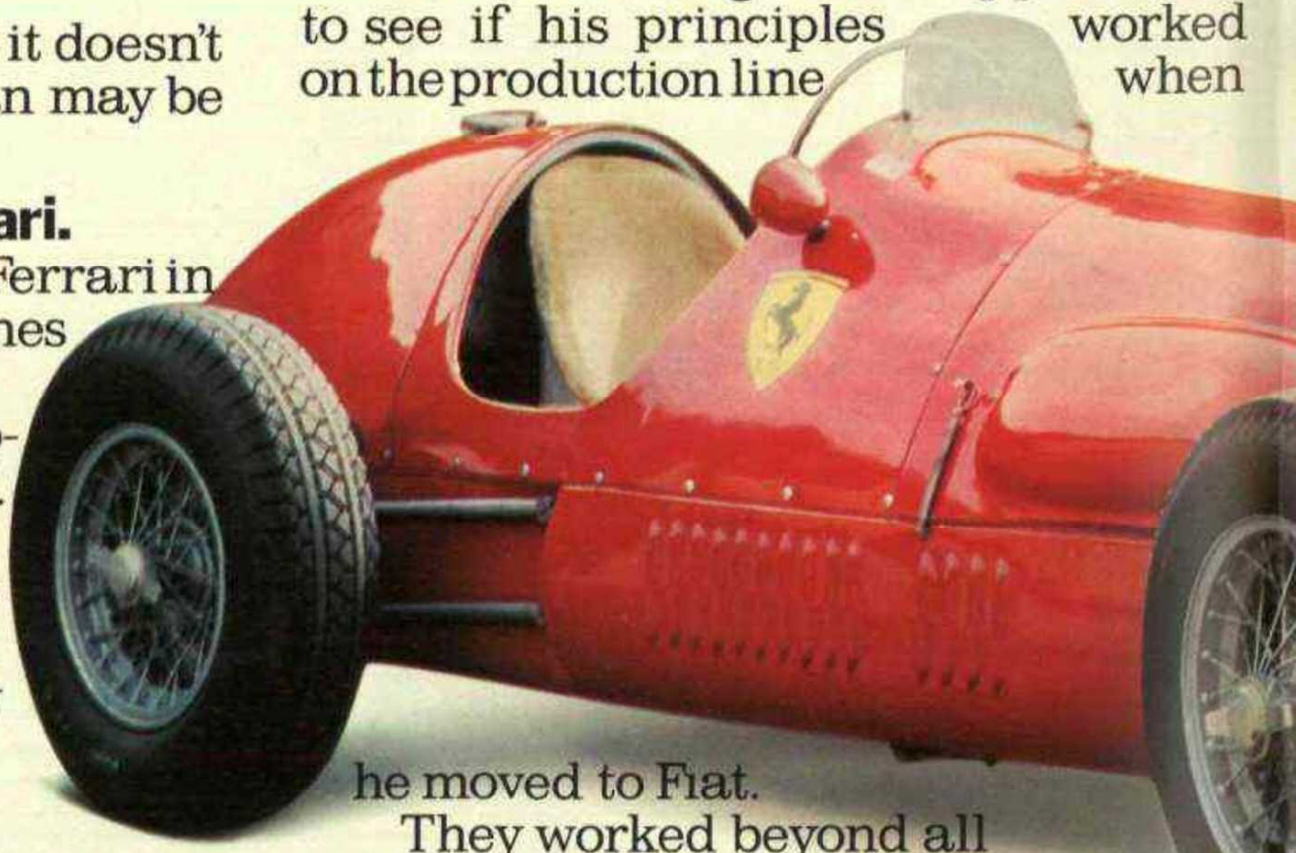
He also redesigned the exhaust system. The faster the exhaust gasses can get out, the faster fresh oxygen can get in.

His idea was the double exhaust system, connected in pairs, and tuned like a trumpet to match the inlet.

A system still used on all racing cars, Ferraris, Fiats and Lancias today.

The production line.

In 1955 he got the opportunity to see if his principles worked on the production line when he moved to Fiat.



They worked beyond all our hopes, increasing the output of our engines by no less than 18 bhp.

And because they were turning over more efficiently, they lasted longer: an average of 150,000 kms.

Among the many engines he designed from scratch was the 130, the Mirafiori Abarth two litre (World Rally Champion three times) and the 127 Diesel. An early innovation of his was the 124 engine with double overhead camshafts and a timing belt instead of chains.

He subsequently increased this unique engine to 1600, 1800 and 2000 cc's

k, they breathe."



Engineer Aurelio Lampredi of Fiat.

What will be the next big breakthrough?

This kindly giant of a man who wanted originally to be a conductor and still loves the symphonies of the great romantics ponders on the future of the internal combustion engine.

Meanwhile he has designed a remarkably quiet, small diesel engine for the Strada.



then used it as the model for the revolutionary 128 engine with a single overhead camshaft and a toothed timing belt.

This is the engine compared with which Autocar called the Allegro's 'positively medieval.'

To this day, nearly ten years later, no one has designed a better engine. Enlarged, it now powers the Strada and the Lancia Delta.

And he thinks it's time someone looked with fresh eyes at the carburettor ('cheaper and more reliable than fuel injection').

But his main work is with supercharging.

He has blown a series of Fiat 131's to give 130 bhp while respecting all pollution regulations and improving consumption, and torque by 35%.

It might just be that the man largely responsible for the engine in your car today, will also be the brain behind the one you drive into the next century.

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Nelson Piquet

continued from page 1759

moved up to F1 two-thirds of the way through the year. "We had taken our Ralt away from the factory earlier in the season", recalls Piquet, "so that we could develop out special "tweaks" in private. Now I had a lot of regard for Derek Warwick. He was very quick in the wet and was running a Ralt just like ours. But he wasn't terribly good at setting his car up. So when I moved into F1, I made a point of giving Derek all my chassis settings which enabled him to beat Serra for the other Championship. That taught Chico a bit of a lesson!"

Interestingly, Piquet's progress didn't include any F2 competition. Although this intermediate category is definitely beneficial for the aspiring F1 competitor, in that it provides him with the opportunity of running 100-mile races to provide a "bridge" between the 15-lap club F3 race and the 200-mile Grand Prix, an increasing number of rising stars miss it out altogether. That's because it has become so prohibitively expensive that the really promising men feel that sponsorship money is better raised for a crack at F1 rather than spending two-thirds of an F1 budget on F2 with no guarantee that anybody will take much notice of your success.

In common with many other Grand Prix stars, Piquet's progress in Formula 1 was impressive from the outset. He made an unobtrusive debut in the 1978 German Grand Prix driving the works Ensign, but this ended with an engine failure after 31 laps of Hockenheim. His performance had seemed confident enough to turn a few heads, and a deal was quickly arranged for him to drive a McLaren M23 owned by BS Fabrications in the Austrian, Dutch and Italian races. The M23 was an outdated car by this time but Piquet ran further up the field than expected, out-performing F2 ace Bruno Giacomelli's later works McLaren M26 at Zandvoort to underline his tremendous potential. BS Fabrications by this time had their own F1 design at the "mock-up" stage in preparation for 1979 and desperately searched round for sufficient money to complete the programme. They hoped to sign Piquet to drive it, but the whole idea never got off the ground. Meanwhile, Piquet's performance had attracted the attention of Brabham team owner Bernie Ecclestone. "I was impressed with Nelson ever since he'd come to ask me my advice during his F3 days", remembers Ecclestone, "he was obviously a thinker, but he was a winner as well. And very competitive. . ." After some brief negotiations, Piquet was signed to succeed John Watson as Niki Lauda's team-mate — and actually made his debut with the team as a third entry in the 1978 Canadian Prix at Montreal.

For 1979 Brabham collaborated with Alfa Romeo to produce a new Formula One package, replacing the flat-12-cylinder-powered BT46 with the V12-cylinder BT48. After an initially promising debut, these overweight and thirsty machines dropped out of contention which meant that Lauda and Piquet had a generally disappointing year. There was only one BT48 raced at Buenos Aires, for Lauda, leaving Piquet to drive a flat-12 in his first GP as official number two in the team. Hardly had the race got under way than Nelson found himself embroiled in a first corner pile-up caused by another competitor and was lifted out of the smashed BT46 with a chipped bone in his ankle. Two weeks later he showed commendable determination in starting his home Grand Prix at Interlagos in considerable



F3 DAYS: At the wheel of his Ralt-Toyota, Piquet heads for victory in the F3 race which supported the 1978 French Grand Prix at Paul Ricard.

pain, but now in a BT48-V12. There was no question of his surviving a full race distance, so his car went to the grid fitted with soft qualifying tyres and half full fuel tanks. Predictably, he made quite an impression while he lasted!

A few weeks later in South Africa we saw Piquet give further indications of his long-term potential. The Brabham BT48s finished sixth and seventh with Lauda just ahead as they crossed the finishing line. Lauda paid his youthful team-mate a rare tribute: "Bloody Piquet. Every time I look in the mirror, there he was. So I thought 'right, I'll try really hard for a couple of laps and get rid of you'. So I got my head down and gave it everything I'd got. Then I looked in the mirror . . . and he was still just as close!"

As the season wore on, Piquet increasingly got on terms with Lauda during practice sessions. Many people attributed that to a loss of competitive spirit on the Austrian's part, but Nelson is quick to quash this assessment of the situation. "I promise you, it was all a question of equipment. Those Alfa V12s varied so alarmingly you never knew what to expect when you'd had an engine change. One would rev. 600 r.p.m. higher than another, so if you had a bad one there was nothing you could do about it. Throughout the year Niki and I were separated by a few tenths on most starting grids, irrespective of the engine situation. We were about the same weight and I always felt that if a driver was the same weight as me, then we were potentially in with an even chance. But there were times when I simply knew I'd got the better engine. I would sit in the pits and watch Niki charge round as quickly as he could; but there was no way. I realised just how bad some of his engines were, as were some of mine!"

At the end of 1979 Lauda decided that he was retiring (a decision that held for only two seasons!) and the Austrian abruptly walked out on his team in practice for the Canadian GP. This decision left Piquet as team leader at the time Brabham were beginning to race the Cosworth-engined BT49. Ecclestone took the decision to switch to Cosworth power because he knew that Alfa were planning to field their own works effort the following year, and he didn't want his team running the danger of being left "second best" when it came to engine supply.

Piquet immediately found the Cosworth "smooth and progressive compared with the Alfa V12. The complete opposite of what everybody had told me. The 12 snapped in unexpectedly. With the V8 everything was lovely and responsive. It did exactly what you wanted it to do."

It was at the wheel of the Cosworth-engined BT49 that Nelson Piquet began to carve his F1 reputation as a leading contender. He started the 1980 season with a good second place at Jones's Williams at Buenos Aires and then won the Long Beach street race, leading magnificently from start to finish. By the end of the season he added the Italian and Dutch Grands Prix to his tally of victories and went into the Canadian Grand Prix at Montreal with a chance of beating Jones for the Championship. Unfortunately the two touched at the first bend, sparking off a multiple pile-up which resulted in the race being stopped. For the subsequent re-start Piquet transferred into his spare BT49 owing to minor suspension damage on his other chassis, but a team management mix-up meant that the spare car's practice engine hadn't been changed the previous night. That spelled engine failure when Nelson was comfortably ahead — and the Championship went to Jones.

"I wasn't really too disappointed", reflects Nelson, "because I wasn't expecting to be challenging for the Championship in my first year as team leader. You know, Brabhams gave me a fantastic deal, really. When I was younger it was always my *ambition* to drive for Brabham. Some people hope to drive for Ferrari or Lotus, but I always wanted to be in the Brabham team. I don't know why, but that's the truth."

One of the strongest facts in making the Brabham team as strong as it currently is must be the quiet, unflustered presence of Gordon Murray at the head of the technical side of things. The quiet South African born designer, now a naturalised British subject, has built up a reputation for first-class engineering and innovation over the past few years. He developed a sympathetic and successful working relationship with Niki Lauda and that has simply carried on into the Piquet era. In many ways, Murray feels that Lauda's character has rubbed off on Piquet. The Brazilian's mannerisms and dry humour are very reminiscent of the Austrian, as is his approach to the business of racing. In fact, Murray feels that, in 1981, Piquet has probably improved to the point where he's better than Lauda was at the peak of his career — and is still improving.

"Nelson learned a great deal from Niki, particularly about testing", insists Murray, "he now knows just what information I need and what I'm not bothered with. He can also come to a conclusion, very quickly, about what should be done to the car to effect the desired improvement in performance. I first realised how much he was learning in 1979 and, certainly, he was as good as Lauda by the end of last year. Now I think he's probably better. And I don't think he will stop improving either. I would expect him to go on performing well and to peak out in about three years' time, when he is 32 years old. I feel that's about the optimum age for a Grand Prix driver to be performing at his best."

In 1981 Piquet's three victories have been in the Argentine, San Marino and German Grands Prix. He drove well in all three races, although his critics will be quick to point out that he had the benefit of hydro-pneumatic suspension in Buenos Aires, allowing the Brabham BT48C to develop more ground effect than its rivals. Many people thought this to be highly illegal at the time (although everybody was using similar systems within a couple of races!) and considered that Piquet had a manifestly unfair advantage. But the reality is that there are only winners and losers in the Formula One game — and Piquet won the Argentine Grand Prix. He drove superbly at Imola, winning the San Marino race after a splendid drive through from eighth place, and he capitalised on other people's misfortunes to win at Hockenheim. On the debit side, an incredibly stupid decision to start on slick dry weather tyres in the rain at Rio cost him victory on home ground and he allowed himself to be pressured into an error at Monaco when Jones was "breathing down his neck". Another error when he slide off the road in the Spanish Grand Prix, plus concern over the totally exhausted and dehydrated condition he was in at the end of the Las Vegas race, raised questions as to his physical fitness. They are questions, criticisms, which Piquet doesn't avoid answering.

"Once you've been racing F1 for a few years, the physical side seems to become a bit easier. You're not so tense, you learn to relax in the cockpit. That means there is a temptation to stop exercising. I trained a lot for my first three seasons, but now I've eased up. I suppose I should do more, but I don't smoke, drink and I always have a lot of sleep. I'm quite fit, I think." But Piquet's physique is that of a jockey. Jones, who doesn't train and likes his beer, is built like an ox in comparison. Piquet has been told that he must get himself into better physical shape for 1982.

So how does one judge Nelson Piquet, 1981 World Champion? At the end of the day, ignoring everybody else's excuses, it was Piquet who won the title by the rules of the game in force at the time. Some of his drives may have made it appear that he was driving "strategically", in the mould of Lauda, for points rather than wins. And he wouldn't dispute that he was taking that approach in the last few races. In 1982 we will see Nelson Piquet in his true light. Now that he has won the Championship, will he ease off, ambition satisfied, or will he race on to prove that he can cross that thin dividing line between "good" and "very good"? If he does the latter then he stands a good chance of becoming the first man to win two consecutive World titles since Jack Brabham in 1959 and 1960. — A.H.

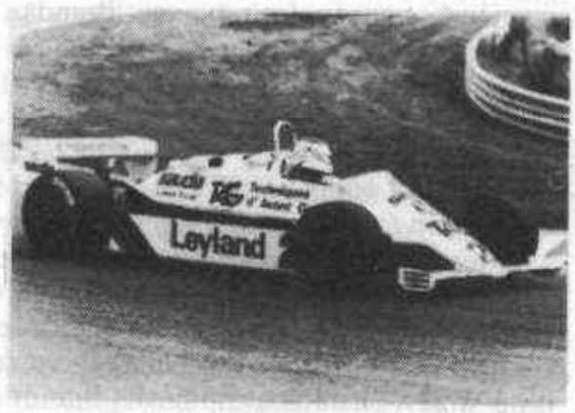


GREAT BATTLE: Piquet in his Brabham BT49C leading Jones's Williams FW07C out of the Loews Hotel hairpin during their battle for the lead of the 1981 Monaco Grand Prix.

PROMISING: Driving the B. S. Fabrications McLaren M23 in the 1978 Dutch Grand Prix at Zandvoort.



When the Champions go racing they go with Champion.



Saudia Leyland Williams, 1981 Formula I World Constructors' Champions.



Mauro Baldi, Formula 3 European Champion in a March-Alfa Romeo.

Tommy Byrne, Formula Ford 2000 Euroseries Champion in his Van Diemen Ford.



Nelson Piquet, 1981 Formula I World Champion Driver in his Brabham Cosworth Ford.



Wolfgang Schütz
Renault 5 Turbo Cup Champion.

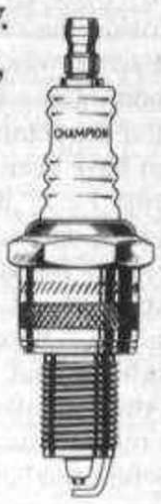


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J.W. at speed in the Autocavan VW Golf on Goodwood Circuit.

TUNING TEST:

1.8 Autocavan racing Golf

A very special saloon

OVER the racing seasons the category that was always referred to as Special Saloons, or sometimes Super Saloons, has come to mean a very specialist branch of motorsport. An avenue where you needed a vehicle that originally had a rear engine — probably Skoda, Chevrolet Corvair or VW Beetle — to provide the basis of what became a pure racing car with a plastic body superimposed. A few years back we tested, with accompanying fifth wheel figures, a very interesting example of the breed: Colin Hawker's DFVW. This Cosworth Grand Prix engined VW 412 Variant was really a hybrid De Cadenet prototype sports racer in spirit, and that is the approach that today's competitors have followed, rather too many of them along the Skoda route for spectator comfort.

For 1981 the British Racing and Sports Car Club (BRSCC) decided to do something about restoring the old spirit of modified club saloons. The result was the Ronnie Scott's Club Modified Saloon Car Championship. It "caters for non-space-frame, stock block saloon cars . . . must have been homologated in FIA Appendix J, Group 1 . . . internally many modifications are allowed, although turbo or supercharging are expressly forbidden in the interests of costs . . . Suspension of the car is free . . . While the standard floorpan, sills, door surrounds, bulkheads and roof must be exactly as produced by the manufacturer . . ." These excerpts from the regulations are enough to allow one to see that this formula basically takes modified saloons back a few years and several thousand pounds.

The result has been a well supported series in these troubled times and the re-emergence of names like former triple British Champion Bill McGovern (in an Imp by George Bevan, what else?) to fight with anyone from raw novice in 3-litre Capri to Mini club competitors with talent, experience, and less money.

For MOTOR SPORT the chance to participate came via a four-year-old standing invitation to drive an Autocavan Volkswagen Golf. Proprietor Geoff Thomas was reminded by our June account of the Richard Lloyd GTI Engineering concern at Silverstone that we had first encountered rapid Golfs courtesy of Autocavan and we had raced in the same Gordon Allen Crankshaft Team of enlarged capacity saloons, to win the 6 Hour Relay.

Geoff actually had the VW 1800 running in 1976 and it is the same car that provides the basis of this account, testimony enough in itself. For this VW has, at various times, been a road car for the wife's shopping, literally; a development vehicle for a turbocharger installation, running at outputs of 250 b.h.p. and beyond; a regular sprint, rallycross and restricted club sport machine, and the winner of the 1978 *Motor* Tuned Car of the Year Award!

Autocavan Components Ltd., 103 Lower Weybourne Lane, Bagshot Lea, Farnham, Surrey are the result of Mr. Thomas' tuning and parts supply efforts in the VW and Audi field since 1968. Following an early life spent as a design draughtsman and an apprentice at Rolls-Royce, he founded the business in a Nissen hut. That lasted until 1974, when they moved into their present 6,000 sq. ft. premises, which revolve around parts supply for VAG and Porsche products. Geoff runs the 1976 3.0 Martini Porsche Turbo we tested in colour during the late seventies — but now it has an adjustable boost facility(!) There is also a small workshop.

The company is quite well known in both racing and rallying for the VW Beetle of Jeff Wilson (with a large American Chevrolet V8) and for "real" Super Saloons Autocavan prepared the genuine VW Beetle which played an important role in the life of promising rally driver Francis Tuthill in National Championship events.

Geoff himself is a diffident but extremely determined character who is no mean driver. The business has been through difficult times in recent months; who has not? Thomas is obviously glad to have emerged with much the same conclusion as Richard Lloyd *vis a vis* the Golf / Scirocco and turbocharging: don't! Autocavan never did offer a commercial kit but, lured on by speeds of 140 m.p.h. plus with comparative ease, they spent a lot of time discovering that sufficient expertise to make a turbocharger installation reliable for the public is a rare commodity outside the conscientious engineering department of a car manufacturer like Porsche, Renault, Mitsubishi or SAAB.

Once determined to return to the conventional tuning route, Geoff already had the basis for a lightweight Golf, so it was inevitable that it should be raced. So far as I am aware we were the first to actually use the car in such an event this year, which might put new light on its achievement in starting from the back of a grid of 19 cars, finishing fifth and lapping a second under the previous record during our Brands Hatch assessment.

Goodwood

Goodwood was in best Winter sun mood when I drove down to make testing acquaintance with the 1.8-litre Golf. *If* both Geoff and I felt the combination of my driving and his Golf's sheer acceleration, handling and braking, could set competitive times, then I would go ahead and race the VW at a Championship finale, Brands Hatch, meeting.

First signs were not too promising. I got in less than ten laps, five timed (1 min. 50 sec. to 1 min. 35 sec.) before the engine slowed in mid-beat and I cut the ignition, pre-warned that the oil pump might have sheared another extended mounting bolt. That is exactly what had occurred, and that is the reason why the engine had a gear driven pump bolted up to the cylinder block for the race — instead of a belt driven pump on extended mountings.



THE basic instrument panel, showing the Race Parts tachometer which was replaced between Goodwood and Brands Hatch due to lack of a suitable drive.

Also changed between Goodwood and Brands Hatch were the tachometer, no drive could be found for the Race Parts mechanical unit, so a Smiths 10,000 r.p.m. electronic meter was fitted, and the driving position was also altered. The steering wheel was brought closer, the accelerator linkage and pedal modified, so that I could heel and toe, and another mirror installed. The engine was rebuilt to check for damage after the

lubrication failure, the cylinder head shaved fractionally upon reassembly.

By the end of that Goodwood session I had one overwhelming impression: my arms were going to fall off! The engine and brakes were so outstanding that I found the steering loads of a powerful front drive car, transmitted through a tiny steering wheel attempting to control the inertia of 15" diameter wheels, was a hefty task. I seriously wondered if I would be able to do ten successive laps in the car.

The acceleration was outside my normal racing, but not testing, experience. The car reached the equivalent of 130 m.p.h. (7,000 r.p.m. in top) with an alacrity that was beautifully matched by the kind of braking power that always left me thinking, "now why didn't I brake later?" Only once in my time at the wheel, did I think I had overdone the late braking, and then the little white VW had already passed two or three other cars on the way into Paddock Bend during the heat of the race.

The gearchange was generally excellent. Very rapid at speed, but occasionally baulky when selecting first. Later this trait was accompanied with a clutch release action that juddered the aluminium roll-cage visibly as full forward motion was demanded.

Overall the impression was of a very promising blend of speed, handling and cornering. The engine would pull heartily from 4,000 r.p.m., but would fly to 7,000 r.p.m. virtually as one blinked.

Brands Hatch

As a driver I prepared badly for the October Brands Hatch outing. The preceding day was occupied running up and down to Wales, arriving home in the early hours of race morning. Fortunately the BRSCC had arranged a large race programme and "ours" was the penultimate event, meaning that practice was not until midday,

Things went slightly wrong in a number of areas before that time, and since all contributed to our back row position — and show that racing is as much about common sense as it is about having a competitive car — I will digress into those minor deviations.

We had left the scrutineering bay, pleased that the allegedly flat racing battery had worked every time so far. Resting within the now spacious and concreted Brands Paddock, our Golf received a visitor: our scrutineer had returned to tell us that the car was not eligible to race as it stood! Someone — another competitor, another scrutineer, it was not clear whom — had pointed out the bonnet air exit louvres.

As these plainly did contravene the spirit of the regulations, we swiftly set to masking them up, and in one case cutting flat a vent: Geoff was very worried that this would lead to overheating. On such a cold day this move actually increased our competitiveness, for water temperature, even without the extra venting, remained around 50°C. . . . too cool for comfort, ideally.

In the fluster of getting that all shipshape (and I was very grateful to former Autocavan mechanic John Brewster for helping us out) I arrived late on the infield, missed the brake pedal to stop and had to be push-started when the engine wouldn't fire. My helmet felt uncomfortable, but I hadn't time to find out why. . . . In the rush a spare racing glove was wedged in the top lining!

Silly, so far, but far worse to come. I managed two very slow warm-up laps, and came in to have the blanking tape from the radiator removed, as agreed. Feeling that the car was going nicely, and running cold anyway, I had not wanted to stop, but we'd made an agreement and I stuck to it. Less than half a minute after I left the pits I was sliding backwards down Paddock, a black Motorspeed Mini skilfully avoiding this 60 m.p.h., 360°, spin.

I dropped the clutch back in as it slowed with a dead engine and off we went, up to Druids. Reflecting that the Dunlop slicks must be colder than I thought, I went very slowly round that right — everything felt fine.

Into what I always call South Bank, actually now Graham Hill Bend, the car felt reassuring. It was still steering, still under power, when it snapped sidways again and I started to repeat the nightmare of a roll I had nine years ago at the same spot. Finally the Golf decided not to go over and came to rest on the apex, lodged on the kerb with no go left in the battery for me to get out of the way. The brave marshals finally got across the track after a couple of laps — some laps when I felt as exposed as I had when hanging upside-down a little further up the track, nearly a decade before.

I did try to start it again, for I could not see us getting a time and thought we would definitely have to fight to get on the grid at all, especially after a driving display that was crass, even by my own liberal standards. I hung around the BRSSC Paddock office, half hoping they would not allow me to race. Suppose I spun in the crowded opening laps?

The 19 car times for Modified Saloon Car Practice were issued at 12.45. Pole position on the "overcast, track wet," circuit had gone to John Hopwood's Howley Mini in 54.5 sec. Jeremy Walton had apparently managed 2 min. 20.1 sec. Double the time of the next slowest runner, but without any penalty — just a straightforward dead last on the grid start.

Quite why Geoff Thomas was still prepared to let me drive was beyond me, given the morning performance. True, a lot of other people (including novice Pete Briars, who took a 3-litre Capri to narrow victory that day) had been off. True, the tyres were Group 2 compound slicks intended for endurance racing. True, conditions were treacherous . . . but I had simply had no idea what the car was going to do. Was it fair to go out and spread my doubts all over other competitors?

Race

Increasing sunshine throughout the long afternoon, plus some super races watched with enthusiasm by a sparse crowd, raised my spirits a bit. I knew from Goodwood and those brief initial laps that the car was capable of winning this race, not from the back of the grid, perhaps, but it could still massacre most of the machinery in front. I remember Peter Browning leaning in the window and saying encouragingly "you meet a better class of people at the back," before the starting lights blinked on. Complete with new, ordinary road battery and tyres 2 lb. softer at the rear than the front, I took off diagonally.

While the others headed for the inside of Paddock, my little white Golf leapt a couple of rows forward and outside the main pack, as the first of many accidents developed alongside.

By Druids I was jostling in the middle of the rearguard runners and had time to see a stray yellow Mini spin right across Cooper Straight and the pack. The rest of the next eight laps were a blur. Even using 7,000 r.p.m. or less brought the Golf through the pack at a rate I hadn't emulated since 1972: the little car had such incredible braking and acceleration that I just rocketed onward with soaring confidence.

John Morgan's intimidating red Jaguar of the old 3.8 racing saloon style had trapped a number of viciously fighting smaller capacity Imps and Minis in its wake, including third quickest man in practice Pat Mannion (the Revolution Wheels boss).

The Golf gobbled up the space and had its brakes used properly, to their considerable limits, at Paddock, as described earlier. Into Druids the Jaguar was being attacked by a Sunbeam Stiletto — which literally stabbed into the side of the bigger car as we got to the apex of Druids. "Ah, that's the end of our ride," I thought, for the Stiletto bounced off, turned broadside and filled my screen.

In fact it was a blessing. Somehow I cleared the errant Sunbeam. Positioned on the inside of the Jaguar as it exited Graham Hill Corner, the Golf simply blew past the red mountain alongside. The closing few laps were spent learning from Mr. Mannion that the braking powers of these wide-wheeled, slick-shod, cars are beyond belief. Mr. Mannion can also drive an Imp within a dense pall of oil smoke, on one wheel, with full opposite lock applied, a trick I wouldn't mind mastering myself!

Mannion's Imp finally pipped me going into Clearways on the last lap and I crossed the line 0.2 sec. behind, fifth overall, second in class. My fastest lap had been the morning pole time of 54.5 sec. (the team did get me rather quicker than that, but official times are what matter), a best of 79.5 m.p.h. for one of ten laps of the 1.2036-mile Club Circuit. Peter Briars in that difficult Capri had beaten Bill McGovern's Imp to the line by a tenth of a second and established a new record at 53.8 sec. (80.54 m.p.h.).

You could certainly say that Autocavan's Golf had survived its 1981 racing debut with honour. I think Geoff Thomas proved, beyond the call of commerce, that he does know a lot about making really quick VWs as well as a wide range of more suitable road equipment at prices generally lower than those of his obvious rivals. Geoff still feels there is a lot of potential left in the rallying Beetles, so I shall try and sneak a less dramatic race in the Golf when he is up to his elbows in forest mud. — J.W.

Specification

Body: Lightweight Golf GTI with glassfibre for deep front spoiler and front wings; Group 2 wheel arches and operational hatchback. Perspex side and rear "glass" with laminated front screen, all framed in GTI red. Cockpit, untrimmed, with new aluminium sheet fascia to house oil temperature, oil pressure, water temperature and 10 or 11,000 r.p.m. tachometer (mechanical and electronic sampled). Cosmic throttle pedal extension, floor-mounted fire extinguisher, three-spoke steering wheel and racing seat, Luke full harness, with crutch straps. Dry sump tank and aluminium roll cage. Glassfibre bonnet modified with non-standard air exits prior to race.
Weight: approximately 650 kg. / 1,430 lb.
Engine: Based on VW Super Vee principles, but oversize. Using 1600 Golf block and Allen crankshaft; dimensions of 88 mm. stroke and 81 mm. bore provides 1,813 c.c. Cosworth pistons, 11.5:1 c.r. (altered fractionally for race) with 41 mm. inlet valves and 35 mm. exhaust. Aluminium eight port cylinder head, gas-flowed. Standard connecting rods carrying aircraft industry specification bolts. Dry sump, tank in cockpit and Pace products oil pump (replaced for race by gear driven pump); 16 row oil cooler. Double Weber 48 DCOE sidedraught carburetters, all replacement inlet and exhaust manifolding and John Judd 1980 Super Vee camshaft. Estimated maximum power, 190 to 200 b.h.p. Max r.p.m. 7,400.
Transmission: Jack Knight, four speed, close ratio within standard casing. Limited slip differential: 3.3:1 final drive ratio.
Wheels and tyres: Compomotive 13" diameter and 15" diam. (dry) with 9" wide rims (dry) 8" front, 7" rear for the wet. Dunlop racing tyres, Super Vee UK formula for wet and Group 2 specification slicks.
Steering and suspension: standard rack and pinion (2.7 turns lock-to-lock). Rose jointed suspension with standard pick up points but 350 lb. front springs and 180 lb. rear. Bilstein racing dampers. GTI front anti-roll bar and thinner rear bar.
Braking: All four wheels disc braked. Front, two piston caliper from Lockheed to Formula 2 specification, vented disc. Rear, single piston Girling calipers, solid disc. Brake adjusting bias set 70 per cent. front. Dual master cylinders, hydraulic handbrake.

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Lancia Montecarlo

A disappointment



AFTER an absence of two years from the UK market, the Lancia Montecarlo reappeared on our roads earlier this year in improved guise. Although sharing the same name, this road-going, mid-engined, two-seater bears very little resemblance to the turbocharged versions which have given Lancia victory in the World Championship for Makes and it turned out to be something of a disappointment. We had to wait until recently to drive this sleek and (to me) very attractive machine, which, unfortunately, is one of those which falls between being an out-and-out driver's sports car and a touring car, having the noisy, cramped, interior disadvantages of the former combined with the ordinary performance of the latter. Give the car another 50 b.h.p. to enable the driver to exploit the Montecarlo's superbly balanced chassis, and this brief assessment would be a rave review.

The revised Montecarlo comes in two forms, a fixed-head coupé and the openable-top "Spyder", costing £8,345 and £8,600 respectively, car tax and VAT included. These prices pitch the two-seater Montecarlo against the faster, quieter, cheaper, four-seater 2.8i Capri, the similarly fast, smooth and quiet Mazda RX7 2+2 and not far behind the exciting 2.5 Alfa Romeo GTV 6 or the basic Porsche 924 and all these have obvious practical advantages over the Lancia, which are only partially offset by its delightful handling. Our test car was one of the coupé versions with 6,500 miles on the clock.

The first impressions of the car from outside are its neat elegance and the superb quality of the finish — the Beta lesson seems to have been well learned. The test car was finished in an attractive pale metallic blue with matt black treatment at the front and rear. The revision of the rear quarters with glazed fins, the up-dated grille and the new alloy wheels distinguish the latest versions from earlier examples and add to the visual appeal. The Montecarlo is a small, compact car measuring 150 inches long, 67 inches wide and 47 inches high, making it shorter than, for example, an Allegro and about the lowest car on the market, bar the odd Ferrari and Lotus, and yet it is surprisingly heavy, turning the scales at 2,133 lb. — some 340 lb. heavier than that basic Allegro, and it is this weight which prevents the willing engine providing the necessary sparkle to justify the Montecarlo as a sports car.

Mounted transversely with the centre of gravity just in front of the rear wheels, is the familiar near-square (84 × 90 mm.), d.o.h.c., four-cylinder engine of 1,995 c.c. With its 9.35:1 compression ratio, single twin-choke Weber carburetter and electronic ignition this power unit develops 120 b.h.p. at 6,000 r.p.m., as before, but the torque is slightly improved, giving a maximum of 126 lb. ft. at 3,400 r.p.m. Looking down from the rear through the side-opening bonnet, the "front" of the engine is on the right, balanced by the in-line five-speed gearbox on the left, drive being transmitted through a spring-servo-assisted single plate clutch. The space above and to the rear of the gearbox is occupied by the full size spare wheel, which on the test car was beginning to show signs of excessive local heat, there being a distinct brown patch in the area nearest to the exhaust system. The under-bonnet layout is neat, though hardly simple, and the important items requiring attention for regular maintenance are easily accessible.

MacPherson struts are fitted at each corner, located at the front by both transverse and trailing links combined with an anti-roll bar and at the back by lower wishbones and adjustable transverse links. The steering is direct rack-and-pinion with 3½ turns from lock to lock while the dual circuit braking system makes use of 9.9" discs all round. The brakes are not servo-assisted but, in response to criticism levelled at the earlier models, are equipped with a "variable effect brake control". The effect of this is to prevent the front wheels locking up suddenly under comparatively light pedal pressure (something to which earlier Montecarlos were prone) and to give the driver much better pedal feel. The handbrake is effective, and operates on the rear wheels only. The tyres are 165/65 x 14 Pirelli P6.

Once inside, it is apparent that this really *is* a two-seater, there being no room even for a briefcase inside the car if both seats are occupied. The trim is elegant, seats and headlining being faced with a herring-bone fabric and the floor being carpeted. The dash is matt black, with a reasonable sized glove box in front of the passenger and an oblong, well-hooded instrument display visible through the steering wheel. Black padded ledges on the doors cover the door catches and blend into the dash to give the impression of a tapering cockpit.

The seats themselves are very comfortable, as is now usual in all but the cheapest cars, but the seating position was distinctly uncomfortable for my five foot six inches — my legs wanted the seat right back, but my arms would then not reach the steering wheel without leaning forward since the angular adjustment of the seat (effected by rotating a long lever alongside the squab) was insufficient: if it had been enough, I still couldn't have driven the car safely since I would not have had a clear enough field of vision over the high-parking windscreen wipers. The compromise position resulted in knees having to be spread to avoid the attractive, leather rimmed steering wheel. Pedal spacing is ideal for press-on driving and there is a footrest alongside the clutch pedal, although I found this rather too close to the seat for comfort.

The instrument panel contains all the usual instruments with a 0 to 8,000 r.p.m. tachometer taking pride of place in the centre. A warning area starts at 6,000 r.p.m. and the red line is set at 6,250 r.p.m. To the tachometer's left is a matching 160 m.p.h. speedometer, while to the right are three vertical-needle instruments for oil pressure, coolant temperature and fuel level in the 13 gallon tank. Warning lights are positioned in the bottoms of the main dials and alongside the three minor instruments. A centre console houses the Voxson radio / cassette player, the heater and ventilation controls, an ashtray and hazard warning and heated rear-window. The short, purposeful gear lever is ideally positioned, as is the central handbrake lever (rather plasticky) which is flanked by switches for the electric windows and the rear fog lamps. The bonnet catch is just over the driver's right shoulder, while the catch for the front boot is in the wheel arch by the driver's right knee. The interior luggage and oddments capacity is limited to the glove box and a narrow (four inches) shelf immediately behind the seats. The boot is capacious for such a small car, and is hinged at the front, making it necessary to lean across the wing to get at items in the deep recess. The centre prop for the lid catches automatically, but has to be released manually, and the lid needed a good slam to shut.

A couple of pumps of the throttle pedal gives excellent starting from cold, the automatic choke ensuring an easy warm-up period, while warm starting was trouble free provided the throttle was left alone until the engine had caught. Really hard acceleration in the gears gives a certain harshness to the feel of the car, as well as creating internal noise levels in keeping with a pure bred competition car. At other times, the engine is smooth and tractable, although interior noise is always present.

The gearing seems somewhat low, the 3.714:1 final drive ratio giving 19.6 m.p.h. per 1,000 r.p.m. in fifth, and maxima in the gears being 30, 50, 74 and 97 m.p.h. at the 6,250 r.p.m. red line. Top speed is between 115 and 120 m.p.h., although the factory claim 121 m.p.h. Flat out acceleration from rest brings the Montecarlo to 60 m.p.h. in 9½ sec., the P6 tyres limiting wheelspin on initial get-away very effectively.

At low speeds, the steering is heavy, but on a motorway at speed, it is just the opposite, and

continued on page 1783

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NUMBER PLATES — NPA 5

THE partners in H. W. Motors of New Zealand Avenue, Walton-on-Thames, John Heath and George Abecassis were very involved with the Alta Car company in the immediate post-war years, as a direct result of the strong association that Abecassis had built up with Geoffrey Taylor and his Alta cars in the years 1937-39. Although they used ERA, Bugatti and Maserati cars in their competition activities in the years 1946-47, it was the Alta that really interested them as they could be assured of getting the latest and best from the little factory on the Kingston by-pass, rather than "ex-works" material from other factories.

After competing with pre-war 2-litre supercharged sports Altas, they built their own special sports Alta in 1948, with an unsupercharged 2-litre engine and all-enveloping bodywork, with a view to European sports car racing. This car so encouraged John Heath that for 1949 he built an entirely new car to his own design, using the engine and ENV pre-selector gearbox from the 1948 streamlined car. The chassis frame comprised two large-diameter tubes, with tubular cross-members, and at the front the suspension was independent by means of units taken from the production Triumph 1800, with upper wishbones and a lower transverse leaf-spring, though Heath made his own wishbones which were longer than the Triumph ones. Rear suspension was very simple, comprising an ENV one-piece axle, made as a spare for a pre-war Lagonda Rapier special, and this was mounted on quarter-elliptic leaf-springs splayed out from brackets on the tubular side-members. Lagonda Rapier hydraulic brakes were used and the rack-and-pinion steering gear came from an FWD Citroën. The driving position was offset to the right, allowing cockpit space for two people and the bodywork was constructed to the current International Sports Car dimensions. As mentioned, the engine was the 1948 2-litre Alta, an all-alloy 4-cylinder unit with twin overhead camshafts and carburation was by two SU instruments. This was coupled to a competition ENV pre-selector gearbox without a clutch, the first gear bands in the epicyclic gearbox acting as a clutch on getaway.

Justifiably, Heath could have called the car a Heath Special, but as he had European racing in mind for the car, and European organisers were rather suspicious of specials, he felt he should incorporate the name Alta somehow, even though the engine was the only Alta component; this was to enable the car to have an allegiance to a manufacturer. The name chosen was HW-Alta, the HW coming from the Hersham and Walton Motors firm. On March 3rd, 1949 the car was registered as an HW-Alta and given the registration number NPA 5.

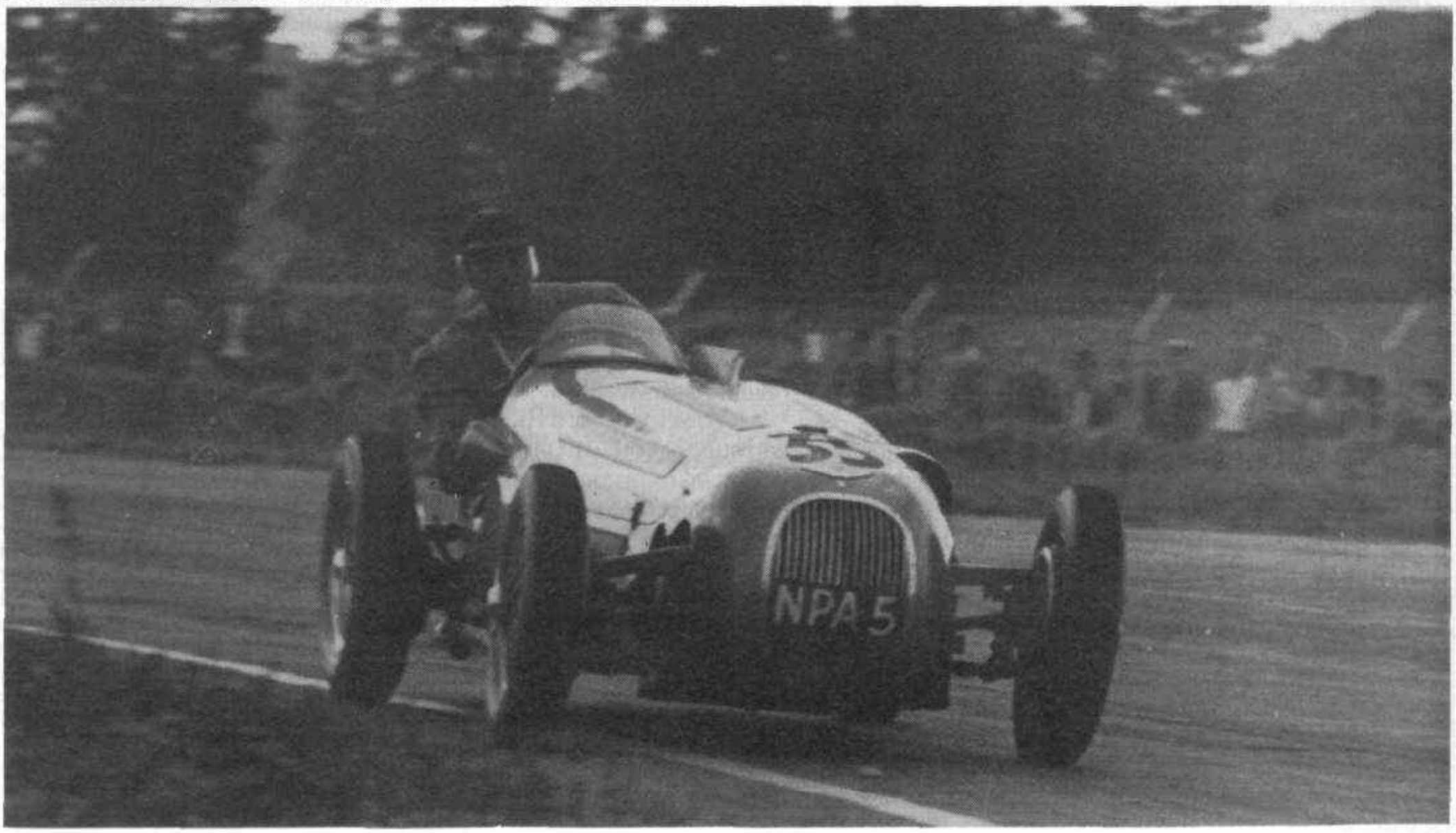
At Easter it was entered for the Goodwood race meeting and with cycle-type mudguards was driven from Walton-on-Thames down to the Sussex track. Driven by John Heath it ran in the Lavant Cup race, devoid of road-equipment, and finished fourth. In a handicap race Heath finished sixth and was quite pleased with the first outing for this entirely new car, which MOTOR SPORT described at the time as "Heath's rebuilt Alta" and used a photograph of it to depict Dudley Folland's 2-litre V12 Ferrari sports car!

The International Formula 2 at that time was for cars of 2-litres capacity, without superchargers, so Heath visualised running the HW-Alta in these events in Europe as well as in sports-car events. As a prelude to serious racing he entered for the Jersey Road Race, round the streets of St. Helier on the Channel Island. This race was to Formula 1 rules (supercharged 1½-litres and unsupercharged 4½-litres) so the HW-Alta could not hope to be competitive, and not surprisingly it finished last, but it had proved to be a good test-run for future Formula 2 road-races, as the Jersey circuit was typical of European road circuits at that time. The next outing was in the Isle of Man, for the Manx Cup Race, the supporting event for the British Empire Trophy Race. Here the HW-Alta was on equal terms with the rest of the entry, for it was run to similar rules to Formula 2, with unsupercharged cars limited to 2½-litres and supercharged ones to 1,100 c.c. It could not cope with Stirling Moss driving a Cooper 500 into which a 1,000 c.c. V-twin JAP engine had been shoe-horned, but the HW-Alta ran a good second and kept pressure on the leading Cooper. So much so that the overstressed Cooper broke down and John Heath came home the winner of the Manx Cup Race.

Following this Heath took the car to France for the supporting race before the French Grand Prix at Reims, but here he was up against the cream of Formula 2, including works Ferraris, and the car ran well to finish 5th. All this time it had been running on a fuel comprising 80% methanol, 10% benzol and 10% petrol, the well-known "eighty, ten, ten" but as his next outing was to be in a sports car race, in which the fuel was restricted to straight 80-octane petrol, the carburation was altered. In place of the two large-bore SU carburetters he fitted four Amal 10TT motorcycle carburetters, and with mudguards, lamps, spare wheel, starter motor and passenger seat the HW-Alta was taken to south-west France for the Grand Prix of the Automobile Club of France, which was for sports cars. Held over 312 miles on the Comminges circuit, on the roads to the west of the town, not far from Toulouse, the car appeared as an Alta, and was in good company with other thinly-disguised racing cars wearing rudimentary sports-car road-equipment. The race was run in intense heat and survival was the name of the

Continued on page 1779

JOHN HEATH in the HW-Alta NPA 5 at Goodwood in September 1949.





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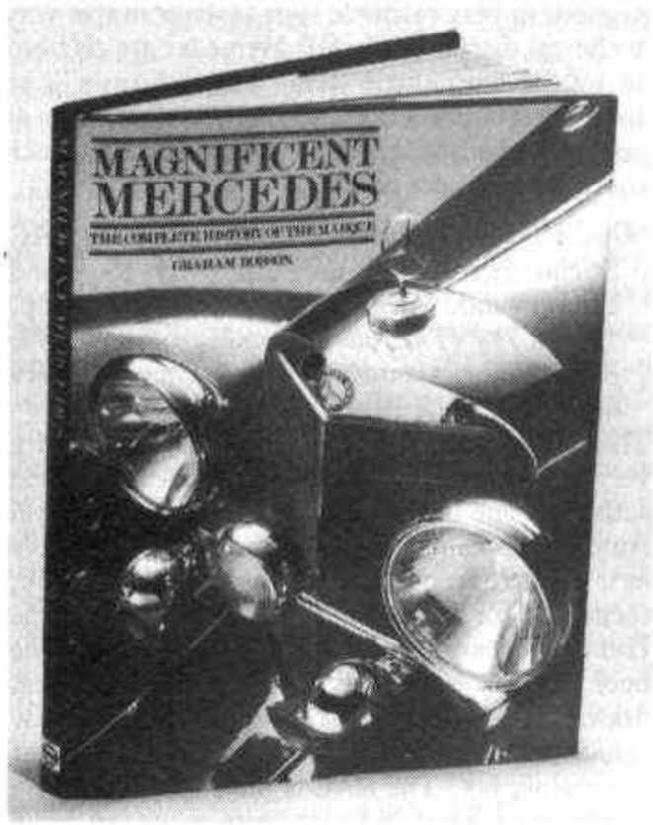
Books for Christmas

"Magnificent Mercedes — The Complete History Of The Marque" by Graham Robson. 224 pp. 12" × 9". *(Haynes Publishing Group Ltd., Sparkford, Yeovil, Somerset, BA22 7JJ. £14.95).*

The story of the Mercedes is an important one, because this is the oldest make of car still being manufactured, it is a make with an inimitable racing reputation, and for many, many years the products of Stuttgart have perhaps been the best engineered in the World. There have been good books aplenty about the make and its breakdown into individual models, notably David Scott-Moncrieff's original study, "Three-Pointed Star", brought up to date by Peter Hull, and Karl Lugvigsen's history of Mercedes and Benz in racing, the latter a very scholarly coverage that stands out as a model of its kind and a great tribute to the make as an effective racing implement. And the Company has itself provided a very complete history of its activities, including its aero-engines, in English, revised in 1961. So do we require another Mercedes history?

The answer could be, yes we do, if anything new is uncovered, as it might be if the impact of this illustrious make in Britain along the years were to be delved into in depth. Robson, however, has preferred to give us the full works, from the beginnings to the magnificent Mercedes of the 1980s, and including the Mercedes and Benz commercial vehicles, the Unimogs, the 'buses, etc., up to the latest G-series cross-country Mercedes-Benz, again from the early days. Racing is also covered and as you cannot have a complete, detailed story of this great Company in the pages available, large as these are, this is really a high-quality picture book, with many "old chestnuts" used to good effect and many fine colour pictures included. Specifications are given of important Mercedes cars but the text is essentially somewhat superficial.

Nor is confidence inspired by two pictures of Roger Collings' well-known 1903 60 h.p. Mercedes correctly captioned on one page but called a 1904 45 h.p. Mercedes tourer on another! Robson has also based his observations about the racing Blitzen Benz on the car in the



Daimler-Benz Museum at Stuttgart, which does not follow the more typical specification of these exciting cars in contemporary times, as Ludvigsen has explained.

So if you are wealthy and like nice pictures, yes. Otherwise, save your money. — W.B.

"The Classic Twin-Cam Engine" by Griffith Borgeson. 275 pp. 10" × 7" *(Dalton Watson, 76 Wardour Street, London, W1V 4AN.* £24.75).

This is the long-awaited, very scholarly study by the painstaking American writer Griffith Borgeson, about the origins and development of the twin-cam cylinder head, in car, marine and aero-engine connotations. He sub-titles this very detailed book "A Study of Man's Pursuit of Power" and the title of his first chapter is "What Immortal Hand or Eye . . .", which is taken from Blake's "Tyger, Tyger burning bright, in the Forests of the night, What immortal hand or eye, Framed thy fearful symmetry?", the last line of which concludes this learned book. Which, I reckon, just about sets the tone of it!

Some years ago Griffith Borgeson wrote a very enjoyable and clever article for the American *Automobile Quarterly*, in which he looked closely at the first multi-valve, twin-cam engines, as used for the 1912 Peugeot racing cars, deciding that Ernest Henry had designed them, and defending the Swiss engineer against later accusations that he had only had a small part in this important internal-combustion engine breakthrough, if any at all, or that he had helped to steal the plans of this pioneer twin-cam engine from Marc Birkigt. It was a very fine piece of automotive detective work, for which Borgeson has since become famous, compiled after searching out and interviewing many of the persons behind the scenes, and at the time I followed it up in the pages of MOTOR SPORT. Borgeson called those who teamed up under Henry to plan, design, and build the revolutionary Peugeot twin-cam racing engines "The Charlatans".

His book is centred around this theme, and Part One, consisting of eight chapters, is called "The Charlatan Cycle", its final chapter being titled "The Charlatan Mystery Resolved", after the author has examined the factors and historical quirks leading up to the advent of the all-conquering Peugeot twin-cam multi-valve combustion-chamber configuration for racing. In this he looks in great detail at the work of many early engineers, at the beginning and culmination of those Peugeot twin-cam engines, with their off-shoots, and at the Ballot and Coatalen STD twin-cam power units that followed on. In the latter context he quotes from my article in MOTOR SPORT about the Coatalen crib of the 1913 Peugeot.

Parts two and three of this erudite study look at, again in much detail and explanation, the pre-war European and American schools of twin-cam technology, in 25 separate chapters, covering the work of Delage, Alfa Romeo, Humber, Fiat, Aston-Martin, Salmson, Rolland-Pilain, Vauxhall, STD — the Bertarione era, Maserati, Amilcar, Alta, Bugatti, Lagonda Rapier, Triumph Dolomite, Austin 750, Mercedes, Benz and Mercedes-Benz, Frontenac, Richards and Junior Specials, Miller, Duesenberg, Packard, Stutz, Sparkes-Thorne and Novi. As such engines were almost exclusively used for racing or in high-performance cars, and as Borgeson sorts out their reasons for coming into being, their idiosyncrasies, and so on, there is a wealth of interest in these chapters, which are amply illustrated with photographs and engineering drawings. On the matter of photographs, Borgeson has also dug out some rare pictures of Ernest Henry, the rest of his

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NUMBER PLATES — continued

game, rather than speed, and Heath finished a rousing second, behind a 4½-litre six cylinder Delahaye, having diced against Chinetti's 2-litre V12 Ferrari for much of the time. This second place overall naturally netted the 2-litre class win for Heath so he was well pleased, and the name Alta began to mean something in Europe, as did the name HW-Alta. Before returning home Heath went to Switzerland for a Formula 2 race round the streets of Lausanne, but once more all the "hot-shoe" Ferraris and Simca-Gordinis were there, so he was a bit out-paced and could only make the fourth row of the starting grid. There were some downhill corners on the circuit, taken on the over-run, and these caused oil-surge and fouling of the plugs, so that he had to make four pit stops. Heath completed only 48 of the 60 laps, but was classified 9th, which was also last.

Back home the car was entered for the September Goodwood meeting and was driven by George Abecassis in the Madgewick Cup, in which he finished fourth, and Heath drove it in a handicap race but overdid things and spun off the circuit into retirement. As a first season for a completely one-off special 1949 had been quite good and the way the car had gone encouraged John Heath to embark on an ambitious programme for 1950. He set up a team with four cars based on NPA 5 and ran a fully-professional Formula 2 team under the name of HWM. In place of the rigid one-piece rear axle on NPA 5 the new cars had independent rear suspension and various other improvements in light of the 1949 experience. NPA 5 could truthfully be considered as the prototype for the 1950 HWM cars and as it had served its purpose it had an earlier type of Alta engine installed and was sold to John Brown of Ilkley, Yorks, in May of 1950.

Brown painted the car metallic blue, whereas it had always been pale green, and he used it as a road-going sports car and in occasional club races. Exactly two years later it passed to Albert Wake of Ormskirk, who kept it for three years and then it went to a Mr. Hampton of Worcester. He kept it until 1959 and sold it to someone in Birmingham, where it remained during the nineteen-sixties, always as a fully-equipped road-going sports car. By the mid-sixties it had been repainted red and in 1970 Peter Woodley acquired it from Vintage Racing Cars, the Northampton dealers. Woodley did a major rebuild on the car and found traces of the original pale green paint under one of the rear-view mirrors. He used this as a pattern to put the car back into its original colour scheme and in 1975 the present owner, Peter Merritt, acquired NPA 5 from Woodley. Merritt has used it pretty regularly in Historic and VSCC racing, but all he can do is to re-enact history (which should be the point of Historic Racing, but unfortunately is not) and run at the back of the field of post-war Grand Prix or Formula 1 cars, just as John Heath did in the Jersey Road Race in 1949. Last year he ran it in sports-car trim and netted a third in his class at Donington Park, so the dual role to which NPA 5 was built in 1949 is still maintained. — D.S.J.

[N.B. This ends this series on famous number plates. A new series involving historic racing cars will begin in January 1982.]

"charlatans", and other personalities from the early years of his story.

Part IV of "The Classic Twin-Cam Engine" studies the post-war period, being called "The Modern Twin-Cam Engine — A Graphic Overview", and the book concludes with bibliography, tabulated data about the leading twin-cam engines dealt with in the text, and an Index. It is deep stuff, unlikely to appeal to those who will read, for instance, Rivers-Fletcher's rather superficial book about his MGs! But to those who crave as much motor-racing history as they can lay their hands on, to engineers, students of automobile design, and the like, it will be essential reading.

I have very few quarrels, indeed, only mild comment, on Borgeson's findings and persuasions. In looking at side-valve and push-rod engines of almost all configurations (and incidentally, agreeing with John Bolster that the d.o.h.c. head was developed by simply inverting a T-head engine), I am not sure that Griffith Borgeson has made enough of the coolant problems involved with the latter, at least in his opening observations on these engines, and I think he might have quoted the *weight* of push-rods and rockers as affecting valve-bounce, as well as this weight being costly in mechanical loss terms, instead of putting the flexing of push-rods and rockers as the main cause of unwanted valve-float. The supercharged Stutz Bearcat engine does not appear to be mentioned, with its lever-operated forced-induction, or was this only available on the British market? Although almost every important twin-cam engine is included in the book, there is no revelation as to the one that was used in that Brooklands Buick of the 1920s, or whether the 3-litre Sunbeam was looked at by Heynes before he embarked on the immortal XK 120 Jaguar engine, nor, I think, does the author refer to those special Type 172 d.o.h.c. Peugeots that appeared in 1925, although the d.o.h.c. four-valve Peugeot motorcycle engine is mentioned. Other d.o.h.c. car engines which Borgeson has either overlooked or does not regard as important include the rare sports versions of the 12/40 Darracq, the Maudslay with its eccentric-driven o.h. camshafts, the Singer-HRG head, the Newton-Ceirano and a few others, unless these have eluded me. This is a book essentially about the twin-cam engine, so it is permissible for push-rod actuation of inclined o.h.-valves to be largely ignored, apart from a diagram, but perhaps the 328 BMW, 14/45 Rover, Humber, Chrysler, and other systems of getting a hemi head without a second camshaft could have been enlarged upon. Borgeson's source-material seems a little shaky, when he says that one of the F. T. Burgess-designed d.o.h.c. Humbers made fastest lap in the 1914 TT, according to S. C. H. Davis — by my records this honour went to Riecken's Minerva, at 59.3 m.p.h. By the way, may be Anthony Blight, who thinks one camshaft is too many, should be called upon to reply to Borgeson's question, in his Chapter 2 heading "Why Use Two When One Will Do?" . . . ! The Riley, Meadows and Lea-Francis high-camshaft/push-rod o.h. valve-gear may have been ignored, as outside the book's context, but what of the 2-litre Lagonda's two "underhead" camshafts?

The post-war chapter is rather a mix-up of racing with sports car or production-car d.o.h.c. engines, and of course Borgeson has, as we all have, to use manufacturers' b.h.p. figures, on which, in this case, so many vital conclusions and comparisons are based. But the case is well argued, in very readable style (even if in this very technical discourse the GP Mercedes are referred to by the journalistic term "Silver Arrows"), so here is certainly a book to buy for Christmas — and one which will occupy the reader over much more than a short holiday! — W.B.

"One Hundred Years of Motoring — An RAC Social History of the Car", by Raymond Flower and Michael Wynn-Jones. 224 pp. 10½" x 7¾" *(The Publications Manager, Box 92, RAC House, Lansdowne Road, Croydon, CR9 6HN.* £13.95).

The Automobile Association having produced a very good history of its origins, endeavours and activities, one had hoped this might be the Royal Automobile Club's companion volume, its reply as it were. Alas, no! The original title of the book, seemingly for American consumption, was "One Hundred Years on the Road", and this aim the book fulfils admirably, largely in pictures, drawings, paintings, cartoons and a few colour-plates. But a serious history of the RAC it is certainly not. The RAC is the controlling body of Motoring Sport in Great Britain but this book devotes only about twenty pages to racing. Only one picture of an RAC patrol and one of the RAC's headquarters intrude, so clearly this book is intended to be about the evolution of the road vehicle, not a history of the Club. The authors are not above using pictures of top-less ladies, humorous captions, and suchlike and the book suffers from a few minor errors of fact and too many pictures we have seen previously. There are 24 colour profiles of cars along the years, from 1891 Panhard-Levassor to 1981 Plymouth Reliant, some of them contributed by Paul Frère, but they tell us nothing new and are too brief on their own to make the book "a collector's item" as the dust-jacket blurb proclaims of them. The book is divided into sections called "The First Spark", "Middle Class Motoring", "The Triumph Of Technology", "The Challenge Of The Car", "Town And Countryside", and "Countries Fit For Cars?", covering the periods 1885-1900, 1900-1914, 1914-1925, 1925-1945, 1945-1960 and 1960-1980, if you follow! The Foreword is by His Royal Highness Prince Michael of Kent, President of the RAC, and the Preface is by Jeffrey D. Rose, Chairman of the RAC.

As a good Christmas browsing book, ok — the best thing in it, in my opinion, is the Frontispiece picture of a Daimler travelling a very rough country road *circa* 1904, but it is not what I had hoped for. The RAC should try again. — W.B.

"The Veteran Car Club — 50 Years Pictorial History" by Elizabeth Nagle and Michael Sedgwick. 176 pp. 11½" × 8". *The Veteran Car Club of Great Britain, Jessamine House, 15 High Street, Ashwell, Herts., SG7 5NL.* £13.00).

The VCC of GB, founded in 1930, has celebrated its half-century with this excellent pictorial coverage of the many and diverse events it has organised, here and in Europe, and indeed all over the World, in association with affiliated organisations. What a splendid idea this is! Although the book is composed mostly of photographs, culled from many sources, 325 in all, reproduced on the highest-class glossy art-paper, the textual captions were entrusted to Elizabeth Nagle, who has an intimate knowledge of the VCC and its members as well as the veteran and Edwardian cars they operate, and Michael Sedgwick, that veritable mine of information on the history of every known make of car.

The result is a book worthy of this unique and important Club, a reminder not only of its influence throughout the World, but of the great many happy occasions at which its members have rallied to its well-organised events, and pride of place goes to the RAC London-Brighton Run for pre-1905 cars. That the book's Index covers nearly four pages of close type and many of the entries refer to pictures of each car, is a measure of the very long time it will take those genuinely interested in the pioneer motor vehicles, whether they just browse through it or read it page by page, before they lay down this valued addition to the library or bookshelf. Veteran Car Club members will regard this as the greatest literary treat that has come their way for a very long time. . . .

Naturally, the pictures abound in personalities and I am pleased that people like J. A. "Jackie" Masters and his wife Bee ("Jackie" is shown walking up an MCC trials hill in the picture), Stanley Sears, R. G. J. Nash, Francis Hutton-Stott, Philip Shaw, John Wylie and so many others, too numerous to refer to here, who were in at the beginning of the VCC, are given ample coverage, although I think C. S. Burney has been missed. Moreover, the influence of this Club is reflected in the photographs of HM The Queen, Queen Elizabeth the Queen Mother, and the Prince and Princess of Kent at VCC functions, the last-named actually competing in the Golden Jubilee Rally on Her Majesty the Queen's 1900 Daimler.

The late Sammy Davis, one of the Founders of the VCC, contributed the Founder's Foreword shortly before his death at the age of 94, and is seen in his famous black poncho and in many other pictures, with his equally famous Leon-Bollée tricar. Overseas' Forewords have been contributed by George Brooks of Australia, William Pollock of the USA, Andrew Anderson of New Zealand, R. H. Johnston of S. Africa and Paul van Leeuwen from Europe.

In referring to one of the VCC's long-term officials and a keen user of veteran cars, Capt. J. H. Wylie, it is said that "he had his own standards and applied them, and nobody got very far without his personal approval and it was not casually accorded." This reminds me of the time when I was passenger on Wylie's 1898 Hurtu in the 1937 Brighton Run and we had trouble with a broken automatic inlet-valve cotter. Monica Whincop stopped her early Austin 7 Chummy to see if she could help and went off and brought us cups of tea. Wylie was so grateful, saying young people were not usually so thoughtful, that he invited us all to the Official Dinner in Brighton that evening, Monica, her boy-friend and me; embarrassed as I was without a dinner-jacket, but typical of Wylie's thoughtful generosity. We had started first from London and completed the course with the Hurtu's candle-lamps alight.

It goes without saying that the book is alive with action pictures of every conceivable veteran and Edwardian cars (Kent Karslake, who has written so much erudite history for MOTOR SPORT, is there with his 1908 Sizaire-Naudin in a *Kent Messenger* veteran-car run of which the VCC approved), and Elizabeth Nagle is seen beside a very impressive vintage Hispano Suiza. Jean Batten, Guest of Honour at the 1937 Brighton Run, is seen having S. C. H. Davis' Leon-Bollée explained to her, from its front seat (she rode to Brighton in Wylie's chauffeur-driven Rolls-Royce) and the interest displayed in the Brighton Run by racing drivers like Prince "Bira", Sir Malcolm Campbell, Capt. George Eyston, Richard Shuttleworth, Phillip Fotheringham-Parker and others is not overlooked. As you read, and look at the pictures,

in this large book it all comes back — the runs, the cars, the personalities, and the social occasions, all so nostalgic, yet continuing as actively as ever. Bravo, VCC!

The book is distributed in the UK and Overseas by Menoshire Ltd., 49 Churchfield Road, Acton, London W3 6AY. As it is one of the publishing events of 1981 it is recommended that you obtain a copy without delay. — W.B.

"Wings over Brooklands — The Story of the Birthplace of British Aviation," by Howard Johnson. 157 pp. 10" x 7". *(Whittet Books Ltd., The Old Mills, Weybridge, Surrey, KT13 8LD.* £8.95).

This keenly-anticipated book, when it arrived, was a partial disappointment, saved by some excellent pictures, and the plans of Brooklands Aerodrome as it was *circa*-1932 forming its end-papers. I had hoped to learn all about the aeroplane races which were such a feature of Brooklands before the First World War (we touched on this not long ago in MOTOR SPORT), to discover whether there were any Flying Schools within the Track after the Armistice but before the Henderson School of Renault-Avros went there in 1927 (the author thinks not), the inside stories about remembered incidents such as the difficult take-off of the Vickers Jockey, the break-up over the Track of that Vickers torpedo-carrier, and a hundred other matters of that sort.

I had anticipated in vain. Because a lot of the material in Johnson's book has been recorded previously, in books like "Wheels Take Wings", "Fifty Years of Brooklands," Vickers' histories, etc. There are items about Roe, Rolls and others, which do not strictly belong to Brooklands, nor do the Atlantic flights, the airship R-100, Wallis' bombs and the Concorde, except tenuously, yet there is space devoted to them which could have been more suitably given to flying at Brooklands as such. The book, in fact, is largely a disappointing hotch-potch of aeronautical history, instead of a story of flying in the Brooklands idiom. There is therefore still room for such a book, but unfortunately once one title has appeared other publishers are liable to back off for a long time.

Having said that, there are the excellent pictures, well reproduced and generous in size, in "Wings Over Brooklands," although inevitably many have been used before. I like very much that of the SE5 that had crashed on the Byfleet banking, it is said during WW1 — a brave girl, with bobbed hair, has managed to scale the steep concrete to look at it. Rather suprisingly, the photograph of the Vickers Vimy that crashed at the foot of the banking before a BRDC 500 Mile Race was due to commence does not appear, nor any reference to this. The Trans-Atlantic Vickers Vimy on the Track at the Fork gets a full page to itself but the classic shot of a Vernon being threaded through the handicap chicanes set up for a JCC International Trophy Race does not. It is Brooklands' items of this kind that the book could have done with.

However those who are seeking to piece together the old layout of Brooklands will find some very useful pictures, such as the splendid aerial-view of the Fork and Vickers sheds, pictures of other sheds, including those of Vickers' on the Byfleet side, and of the "Blue Bird" restaurant of pre-1914, the 1932 Control Tower and Clubhouse, the Flying School from the air taken in the 1930s, etc. The page-picture of "the public" being allowed to queue-up to look inside a Vickers Vimy is good but none of the post-war Brooklands Flying School and Brooklands Aero Club Staff are depicted, other than "the Skipper", Capt. H. Duncan Davis, AFC.

The early accounts of Mon. Bellamy, A.V. Roe and Col. Cody are retold (but not the ultimate location of Roe's historic shed, bought by the BARC for £15, a generous sum in 1908, surely?) and there is a whiff of motor racing. But the pictures captioned as of racing cars of the 1920s are actually from the 1930s, and the big picture of the Opening Procession on the new Track in 1907 shows a Clement in the lead, not Mrs. (later Dame) Locke King's 70 h.p. Itala, which anyway was of 40 h.p. There is one good picture of a Club day or race day on the Aerodrome, another of Hope after winning the King's Cup race, and the chapter, with photographs, map and gory details, of the Luftwaffe attack on Vickers at Brooklands in 1940 is worthwhile, although I believe some of this has appeared in the *Brooklands Society Gazette*. In naming typical light-'planes that were encounted at Brooklands the author confines himself to listing "Gipsy, Tiger and Puss Moths, the Avro Avians, and the Gadflys" but omits such obvious candidates as Blackburn Bluebird, Simmons Spartan, Robinson Redwing, Klemm Swallow, Comper Swift, etc., although space is given in this chapter to comic stories taken from "Wheels Take Wings".

A bitty book, then, but one well worthwhile for its pictures. Looking at them, one is once again staggered that this historic place was not saved for posterity by the Government, after WW2, as the site of so much vital British aviation, from Roe to the VC10. The Foreward is by the great aviation pioneer, Sir Thomas Sopwith, CBE, FRAes, but as he says, he had moved Hawkers to Langley before the end. Sir Thomas echoes the sadness of many that the Trans-Atlantic Vickers Vimy failed to end its first-ever crossing from America to Britain at Brooklands, where it was made, as intended. — W.B.

"Royal Air Force — The Aircraft in Service Since 1918" Paintings by Michael Turner, text by Chaz Bowyer. 208 pp. 11½" x 8½". *(The Hamlyn Publishing Group Ltd. Astronaut House, Hounslow Road, Feltham, Middlesex, TW14 9AR.* £8.95).

Here is indeed a book suitable for a Christmas present! It is crammed with Michael Turner's inimitable paintings (in colour naturally) and his pencil drawings, of RAF aeroplanes (I dislike the more logical term, "Aircraft") of all kinds and periods, from those of WW1 to the jet age, their beginnings and evolution. But these are not mere artist's studies of the machines. They have the authentic backgrounds applicable to each aeroplane, geographically, sometimes historically, portrayed as accurately as the machines themselves.

The artist, who does his flying machines better than he manages his racing cars, in my humble view, tells in his Foreword how he became interested — and was later an RAF pilot of aeroplanes from DH Tiger Moth to Nimrod. His friend Raymound Baxter gives us a critical and highly appreciative introduction to Turner's paintings.

Nor is this all, because the 103 individual aircraft (ahem!) with which this big-paged and beautifully-reproduced book deals are each described and, what is more, there are "thumb-nail" comments on many of them by those who flew or worked-with such aeroplanes; a *real* treat for Christmas afternoon for many. Moreover, the book's price is competitive and how appropriate is the publisher's very aeronautically flavoured English address! — W.B.

"MG — Past & Present" by Rivers Fletcher. 240 pp. 9½" × 6½" *(Gentry Books Ltd., 15, Pont Street, London, SW1Y 9EH.* £9.95).

This is a most entertaining and jolly book, all about the MGs with which that well-known motor-racing character, A. F. Rivers Fletcher, who carries his 70 years so remarkably and who bases his intense and undying enthusiasm for racing how it was in pre-war times, has been associated. Rivers believes in the immaculate turn-out, the proper approach to motoring competitions that was a hallmark of the days of the wealthy amateur drivers. He has decided to set out in print and picture, those memories of his own activities in a rather later period and he has hit upon the excellent idea of doing this make-by-make, instead of all in one book.

So "MG" is his first reminiscence, but I am sure it will be followed by equally delightful books about Rivers Fletcher's fun with Bentley, ERA, BRM, and perhaps with other makes of cars. This one is about MGs because Rivers started off his enthusiastic driving career with the sports-cars from Abingdon-on-Thames. His first serious road-car, indeed, was a 1932 metal-bodied M-type MG Midget provided by the Central Motor Institute when Rivers commenced working for them as a salesman. This was followed by his own secondhand M-type MG coupé, which he found more useful for "an ever increasing amount of snogging". I like his hasty explanation of this: "Don't misunderstand me, it was not the permissive age in the 1930s (in our set anyway). Anyhow I felt (come to think of it, that's about all I did do) that I should buy this Midget coupé." Rivers had at least an eye for the girls!

So that's how it began for him and after a rather laborious description of how he had his first experience of driving in a bull-nose Morris-Cowley Chummy which might just have been an MG — his brief reference to the school train which failed to stop as he was awaiting it at Totteridge Station, because the tank engine pulling it had caught fire, I found much more exciting — we are launched into Rivers' personal memories of MGs. It is a fascinating account, embracing an encounter at Brooklands with the first Mk. III 18/100 Double-Twelve MG Tigress, now owned by Christopher Barker, driving bull-nosed MG Sports (but weren't *all* MGs of that period intended to be sports-cars?), and close association with the famous racing K3s, on up to the T-types, the TB, TD, and TF MGs, Dugdale's N-type MG, racing his own single-seater N-type, concluding with memories of modern MGs, Rivers having acquired an MGB-GT to replace his MG-A.

The great attraction of this book is that, although it is devoted mainly to the MG, in it one meets all manner of motor-racing personalities, starting with Sir Malcolm Campbell, Viscount Curzon (later Lord Howe, "the old man"), George Eyston, John Thornley, the Evans family and the MG boys in particular, Cecil Kimber, and others whom the youthful Rivers made a point of meeting. This adds much colour to the story, and of course there is much about the Monaco Motor & Engineering Co. of Watford and George Monkhouse, Ian Connell and Jim Elwes. It's not only racing; speed-trials and mud trials come into it, and it is essential to recognise that this is not another MG history (because, as Rivers says, this has been so well covered by other writers) but his personal recollections of MGs, from 1930 to the present day.

In fact, in some ways this is a superficial book naïve in places. It covers a very limited amount of personal MG competition work and surely it is not necessary to tell the reader of the importance of re-tightening shock-absorbers which have been loosened to prevent mudguards shaking off on the road (as on Rivers' Sprint N-type MG) before a hill-climb, or that Penny Rivers Fletcher insists on a bath before dinner! So why did I like this book? It must be the author's infectious enthusiasm, even though he has one chapter about a *fictitious* MG owner (a warning against buying a used MG too casually) and uses his final chapter to plead the case of non-original cars in today's *Concours d'Elegance*.

Some errors have crept in, too, and the impression remains that the job was done hurriedly, perhaps taped. It was EX 127 that was presumably intended, not EX 120, "as taking all its long-distance records at over 100 m.p.h.," Lord Brabazon's "FLY 1" was an aerodynamic Fiat not a Lancia, it was the RAC Rally surely, not a mud-trial, that Rivers saw start from the RAC in London, the fuel-mix for his single-seater N-type Magnette seems incomplete on page 165 but is given in full elsewhere, and after saying that all Lord March's Relay-Race MGs had slabtails, there is a picture of 3C with a pointed tail. And, from memory, I think the pre-war BOC hill-climbs took place at Chalfont St. Peter, not Chalfont St. Giles. But don't let that spoil the book for you. It is enhanced by James Peacop cartoons as its end-papers.

What helps the story is the very large number of excellent photographs the book contains, over 200 of them, mostly from the author's own archives, so not seen previously. Many of these capture exactly the atmosphere of amateur participation at events like Prescott, Great Auclum, Lychett Minster, Elstree, etc. There are pictures of racing cars being tested on the road, such as on the Watford bypass, with accompanying stories of the then co-operative Police, etc., that now smack very much of the past, of that golden-age, so much of which Rivers is concerned with.

So here is another book I *do* recommend — even though the printers have been a bit unkind to the author over punctuation, and have mis-spelt T & Ts (as was made to happen to me a short time ago) and HRG, which is rendered as HRC. It is a light-hearted, yet somehow intense, look-back at the happier days of motoring sport, from Brooklands onwards, with the girls as well as the boys seen competing. Rivers even includes pictures of how not to take some of Shelsley Walsh's corners, using himself as the "victim" — altogether, a book to enjoy on a winter's afternoon, before the next competition season commences. — W.B.

"Grand Prix" by David Hodges, Doug Nye and Nigel Roebuck. 244 pp. 18" x 10" *(Michael Joseph, London.* £19.50)

There have been many coffee table publications about motor racing, but this lavish book manages to combine spectacular presentation with an extremely authoritative and accurate approach to the information provided. Split into four main sections, it opens with a comprehensive history of the sport, handled concisely and readably by David Hodges. Splendid line drawings highlight this section of the book which concentrates on all the most famous (and significant) marques to compete since this spectacular sport began. Respected historian Doug Nye then takes the reader through a team-by-team analysis of all the important (and unimportant!) marques which have competed in Grand Prix racing, first rate colour paintings of the cars involved rubbing shoulders with some excellent, and some frankly ghastly, portraits of designers, owners and key personnel.

The third section of the book is perhaps the most interesting because "the drivers" section comprises twenty-five men who Nigel Roebuck personally feels merit inclusion. Roebuck's assessment of these drivers is essentially honest and in no way moderated when it come to frank criticism. On Graham Hill he remarks, "if his stubbornness was unattractive it was also precisely what made him the driver he was". He criticises James Hunt's associated crowd of hangers-on, but admits that the Englishman "brought a lot to the party" and highlights this section by including quite the most sensible and sensitive profile on the late Ronnie Peterson that the writer has ever encountered. If anything he undersold Gilles Villeneuve's talent, probably oversold Mike Hawthorn's cavalier approach and unfortunately found one profile overtaken by events since Niki Lauda has announced his *return* to racing between the writing and the publishing of this work!

Each of these driver profiles overlays a sepia tint drawing, some of which are splendid (Peterson, Andretti, Villeneuve), others ranging from good to positively actionable. I fully realise that Niki Lauda is in less than pristine facial condition since that dreadful accident at Nürburgring in 1976, but his particular drawing makes him look like a candidate for the Hammer House of Horror! Not very flattering, to say the least.

Finally there is an interesting section about the Grand Prix circuits of the world, colour paintings provided of each track. A particularly novel approach, many of the circuits viewed from particularly unusual angles. In artistic circles it is often believed that a few minor flaws enhance an otherwise perfect canvass. That's how I view "Grand Prix". At £19.50 it can hardly be described as expensive since it offers such a consistently high level of good quality content.

A.H.

* * *

Haynes of Sparkford, Yeovil, have issued a big catalogue of their books and workshop manuals, listing over 500 titles, and with 68 pages in full colour. It costs £1 post free, which is refunded in full against any subsequent purchases from them valued at £5 or more.

* * *

The National Traction Engine Club has published a most interesting little book, very nicely produced, on "Traction Engines and the Law" by David Trew, MA. The idea is to offer advice to those using steam-propelled traction engines, road-rollers and waggons, on the roads today but many fascinating snippets of history abound, in imparting this advice, which makes the book of general interest to those who like old vehicles. There are illustrations of warning signs which used to protect weak bridges, of six typical county registration and licence plates once issued to owners of steam road engines, and an 1899 booklet on traction-engine law is reproduced page by page. Non-members of the NTEC can obtain copies of "Traction Engines and the Law" by sending £1.75 to NTEC Sales, 60 Harbour Avenue, Comberton, Cambridge CB3 7DD, mentioning MOTOR SPORT. — W.B.

* * *

Falcon Publications Ltd., 6 Newton Way, Tongham, Surrey GU10 1BY have brought out out an attractive, very large-size 1982 calendar with 12 enlarged prints of period motor-racing scenes, each on a separate page measuring 15" × 12", which makes an attractive monthly feature for office or study, the calendar's cover depicting three of the all-conquering 1914 GP Mercedes team, lined up after the Lyons race. The price is £2.25, plus 45p packing and postage, or two for £3.95. In addition, the same publisher offers the same-sized calendars with fighter aircraft and steam locomotive themes. — W.B.

* * *

Excellent book-presents for Christmas are available from The Grenville Publishing Co. Ltd., Standard House, Bonhill Street, London EC2A 4DA, such as the revised edition of "The History of Brooklands Motor Course" by William Boddy, which covers the story of this historic place from 1906 to its demise as a race-track in 1940, a big 362-page book, with personalities and vehicles indices, packed with pictures of typical Brooklands' cars and Track scenes and with much tabulated data about BARC Certificates, rules, records, etc. The price is £15.90, and the book represents a fine gift to any motoring enthusiast. Finally, Grenville's little illustrated "History of Donington", with reports from MOTOR SPORT on almost all the meetings at the Midlands road course from its opening in 1933 up to the war, with W.B.'s intimate observations on the impact of the German Grand Prix teams' arrival in 1937 and 1938, is still available in diminishing numbers, for the very modest price of £1.00.

* * *

Don't spend all your money on books for Christmas, for another Grenville book due to appear early in the New Year is about 30 years of road-testing cars for MOTOR SPORT, by W.B. This book, copiously illustrated, reproduces the annual surveys of each road-test year, which W.B. has contributed to this journal. Consequently, not only are his opinions of many hundreds of cars "thumbnailed", but the book shows how cars have changed, how MOTOR SPORT has progressed along the years, together with accounts of adventures and experiences that befell W.B. as he drove all manner of vehicles, veteran and vintage as well as the then-modern cars, when testing them far and wide.

Cars in books

FICTION figures in this column less than it once did, because cars are encountered so frequently in biography and autobiography and such references have their small bearing on history. But I would not like members of the BDC to think I have overlooked the "Field-Marshal's Memories" by John Masters (Michael Joseph, 1975), with its complicated plot. The hero, Field-Marshal Sir John Durham, rtd., drives a Red Label Bentley, at the age of 79, and what is more, drives it fast, starts it from cold on the handle, and scorns the hood in wet weather. With its bonnet strap and outside hand brake it is clearly a Vanden Plas 3-litre, and there is a clue to it having been bought by the Field-Marshal in 1930. He changed gear without using the clutch, even when changing down, as all good vintage Bentley owners should, but in old age occasionally missed a gear but thought 55 m.p.h. a sedate cruising speed. But the car seems to have been non-standard, inasmuch as it is described as having throatily burbling exhausts. . . . It is in this car, British Racing Green and winged-B badge hastily polished, that the hero drives out of the story in the last chapter. — W.B.

Letters from Readers

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

Those Perks

Sir,

I think M. W. Trenerry (Nov. Issue) would be well advised to keep his mouth shut and pay the "Taxable benefit scale charges"; he doesn't realise how lucky he is. It is a well known fact that the private sector middle and top management have many perks other than motor cars and that tax evasion is rife amongst this section of the community.

I work in local government where there are no perks whatsoever. We must buy our own cars and pay *all running costs* from our own pockets at full retail prices. The only car allowance I get is on official council duties within the boundaries of the borough in which I work and that is scrutinised thoroughly by a team of auditors. Is it right that someone with a company car can get his private motoring at next to nothing and pay nothing to get from his home to the office when I have to pay the full cost and I cannot even claim any expenses back from the taxman? Mr. Trenerry mentions the cheap coal obtained by the miners. It is my guess if 100 tonnes of the stuff was offered to him for a week's work underground he would refuse to go down to such a dangerous and unhealthy place. He openly admits to having voted the Tories in, well let him now take their medicine.

Mold, Clwyd G. B. KERR

French Education

Sir,

I read with much interest the article by Alan Henry on Jacques Laffite and Jean-Pierre Jabouille in last month's issue.

I must confess to a moment of extreme discomfort to learn that Jacques went to the school at Nogaro: like just about every-one who is any one in French racing — ironically Jabouille was just about the one driver who did not come to either of our schools! — they all started at either Magny-Cours or Paul Ricard. The reason that Jacques sports Winfield on his helmet harks back to the early days when we sponsored him in F3 for a season, awarding him the Winfield Trophy at that time, and he never forgot it! As you say, he is a charming and delightful man, and I know he would be most upset with me if I did not put the record straight on his behalf!

Ascot, Berks. MIKE KNIGHT
Director, Ecole Winfield.

Trials Puzzle

Sir,

I have recently found a trials special in the Cullompton area of Devon and I am keen to identify it.

The general appearance is in keeping with the dates stamped on the shock-absorbers, i.e. early 50's. The body is of aluminium sheet mounted on ½" mild steel tubes using pop-rivets. Compound curves have been used, and the car seems to have been professionally built.

The mechanical components seem to have derived mainly from a Ford, the rear axle being of pre-war manufacture and the front axle being post-1938. There is no engine in the car, but the mountings indicate that it was a Ford side-valve unit. The chassis incorporates Austin 7 rails, but is otherwise totally fabricated. It appears that the car was painted British Racing Green and was registered for the road.

If any reader can help me identify the car, I would be pleased to hear from him.

Honiton, Devon A. A. PASSMORE

[Letters will be forwarded. —Ed.]

Halford or Halford?

Sir,

I crave space to clear up a long-standing mix-up between myself and Major F. B. Halford, of de Havilland fame, which has blown up again since the correspondence in recent issues of MOTOR SPORT.

We were both at Felstead School, he two years my senior. We both joined the RFC, he in 1913, I in 1915. In 1925, he drove a "Halford Special", brilliantly, at Brooklands. I drove a "Halford Cross Rotary Special" there in 1935, not so brilliantly. His just claim to fame was as Chief Designer to de Havillands. My opinion of myself is not "famous" but "well-known" as the part designer, tester and racing driver of the HRG sports-racing car. I financed the prototype HRG, of which I am the "H", in 1934 with Godfrey, from GN, the "G" and Robbins, from Trojan, the "R".

My latest fully patented invention is a steam car which uses no petroleum products whatsoever — anathema, I expect, to most of your readers, but the Government likes it and it might happen.

New Milton, Hants.

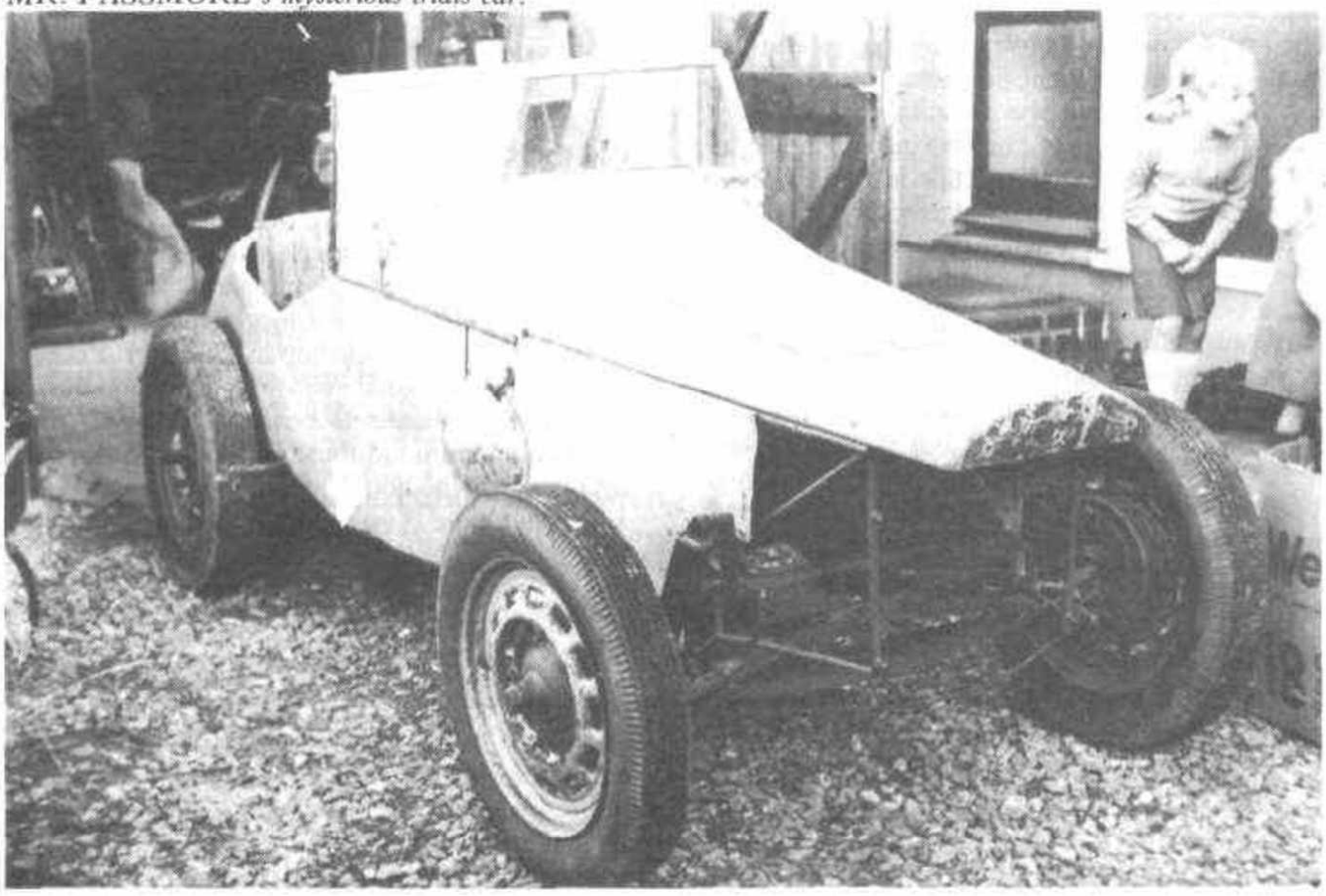
E. A. HALFORD (Major, Retd.)

Air

Sir,

Your "Looking Back" feature in the November MOTOR SPORT mentions a cabin monoplane, G-AADG, owned by a friend of Mr. Pritchard of Hereford. I referred to the British Civil Air Register, 1928/30, published by Air Britain which gives a potted history of all aircraft from G-AAAA to G-AAZZ. The following is the text of the entry for G-AADG: "G-AADG. Monocoupe 60. Imported from USA by H. E. Hamer and registered on 6/12/28. Its 60 h.p. Velie radial engine was replaced by an Armstrong Siddeley

MR. PASSMORE's mysterious trials car.



LANCIA MONTECARLO
continued from page 1775

it is easy to find the car swerving on initial acquaintance as the driver puts too much pressure on the wheel to correct minor deviations. At high speeds, in strong cross-winds, the car feels unpleasantly unstable, making a reduction in speed wise, even if all those Cortinas come pouring past again, but in still conditions, once acclimatised to the light steering, the Montecarlo is stable and comfortable right up to maximum speed.

The ride is firm, not harsh since the relatively stiff suspension has plenty of travel and the anti-roll bar at the front, coupled with the naturally low centre of gravity, make for flat cornering. The front end tends to feel light on a damp surface, where the unwary might find understeer a problem. Application of power, or gentle backing off, will bring the natural understeer under control, while deliberately provocative applications of power induce nicely controllable tail-slides, reminiscent of chain-drive Frazer Nashes. In the dry, the grip is excellent and it is very difficult to make the car move out of line without being completely stupid. It is very much a car for driving on country roads, where its size, nimble steering and excellent road-holding encourage the fast driver to explore its potential. Further encouragement comes from the delightful gearchange and the f.d. will soon be wishing for more power to enable him to explore the handling to its ultimate limits and to take advantage of shorter stretches of clear road for overtaking.

Motorway driving is definitely not the Montecarlo's forte — the noise from the engine at the car's comfortable cruising speed is intrusive, monotonous and very tiring, especially if one tries to keep up with the large BMWs and Jaguars which fly down the outside lane rather faster than the law says they should.

Thus was the Montecarlo a disappointment — the noise levels and lack of internal space make it rather impractical for anything other than a "fun" car, while the performance is not enough to give the "fun" in full. Fuel consumption, by the way, was a creditable 28.5 m.p.g. for the 900 mile test. — P.H.J.W.

Genet II of 80 h.p. Sold to R. W. H. Knight at Hereford in 2/31. Last owned by Anthony O. Humble-Smith at Maylands (Romford) from 9/3/38. Withdrawn from use on expiry of C. of A. on 29/4/39 and dismantled. Moved to Gatwick in September 1939 for wartime storage and finally broken up at Gatwick in 1947."

It would seem that the fatal Middle East trip mentioned by you may have been made in another aircraft, unless the Monocoupe was eventually found and brought back to this country.

London, SW20 D. GILBERT

Turbo-charging background

Sir,

I was interested to read Mr. Winstanley's letter in October MOTOR SPORT, especially as he mentions the Napier Nomad as an example of technical ingenuity. Unfortunately, his description of the engine as an opposed piston two stroke in triangular form is not correct, this engine was in fact known as the Deltic and was a marine / industrial unit.

The Nomad aero engine was a flat 12 cylinder compression ignition two stroke compounded to a 12 stage axial compressor, driven by a three stage axial turbine. Excess power from the turbine was fed through a Baier variable speed hydraulic gearbox to the propeller shaft, which was also driven through a reduction gear by the piston half of the engine. Finally, there was still some residual energy left in the exhaust gases and this was used as jet thrust. This highly technical and complex unit is very well detailed in L. J. K. Setright's book "Power to Fly".

The Deltic was a high speed opposed piston two stroke compression ignition unit with the cylinders arranged in three banks to form, in section, an inverted equilateral triangle with a crankshaft at each corner. The basic engine was developed in 18 and nine cylinder form with a gear driven two sided centrifugal scavenging blower. Alternatively the engine could be fitted with a turbo-charger or compounded by the addition of axial flow compressor / turbine unit located within the triangular space between the cylinders.

The Deltic was originally developed as a lightweight high-speed, high-output marine engine for naval use. The high-output series being scheduled for fast patrol boats of the "Dark Aggressor" class and similar craft for other navies. The lower power or "commercial rating" engines being destined for minesweepers, where engine low magnetic content was advantageous.

As an alternative to the marine engine, The English Electric Company built locomotives for British Rail using two commercially rated 18 cylinder units. These engines were also used to power mobile generators, compressors and in one case a refrigeration unit.

The capacity of the 18 cylinder unit was 86.9 litres and power outputs ranged from 1,700 to 2,500 h.p. depending on engine standard and 3,850 h.p. for the compound unit at engine speed of 1,500 to 2,000 r.p.m. In addition to the two types of engines, Napier built a series of turbo-blowers for fitting to large diesel engines.

Throughout the period of design and development of these engines, H. Sammons and later E. Chatterton were Napier chief engineers, and I doubt that Major Halford was at all concerned, as by this time he was involved with Rolls-Royce.

I hope this letter will be of interest and will clear up any confusion about the two engines.

CLIFFORD ENGLAND

Great Barford, Bedford



MAY's sprint car in the course of construction — note the alloy chain-case alongside the rear wheel, the i.f.s. with open-back brakes and the supercharger nestling low in the cockpit.

Mays' Sprint Car

Sir,

Recent correspondence on Raymond Mays' sprint car in MOTOR SPORT has interested me considerably as I have spent some time searching for this car over the years, but to no avail. My researches have led me to three conclusions, which may or not be verifiable from the correspondence auctioned by Christie's recently.

The car used a 2-litre Zoller blown ERA engine driving through a normal ERA Armstrong Siddeley pre-selector gearbox with, I suspect, reverse, third and top gears removed. The propshaft then drove to a transfer box, behind the rear axle line, which in turn fed power forwards to each rear wheel *via* duplex chains mounted in massive electron cast cases to each rear wheel. How the rear end was suspended, I am not sure. Front suspension was almost certainly straight from a V-16 BRM and instruments were E-type ERA. The chassis was almost certainly boxed twin channels, with the body mounted on hoops.

After making enquiries all over the place, it seems almost certain that there was a pretty good row between the BRM Trust and Raymond Mays about the amount of time, parts and money being spent on this car, when, in fact, it should have been spent on the V-16 BRMs and I am almost certain that the Trust demanded certain of their parts back, leading to the dismantling of the car before it ever competed in an event. The engine and gearbox, no doubt, were returned to R4D, Mays' own car which he still owned at this time.

The only actual parts of this car that I have ever seen are a set of un-machined rear chain cases which Tom Wheatcroft purchased about a year ago from somewhere in Lincolnshire, and which he now has in his workshop in Leicester. Perhaps these might be a good start for someone to build a replica as there seem to be an awful lot of 2-litre ERA engines around these days finding their way into cars which should be 1½-litres.

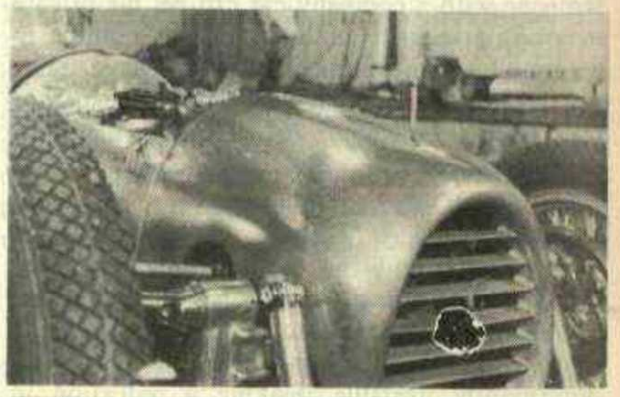
Leafield, Oxon. BILL MORRIS

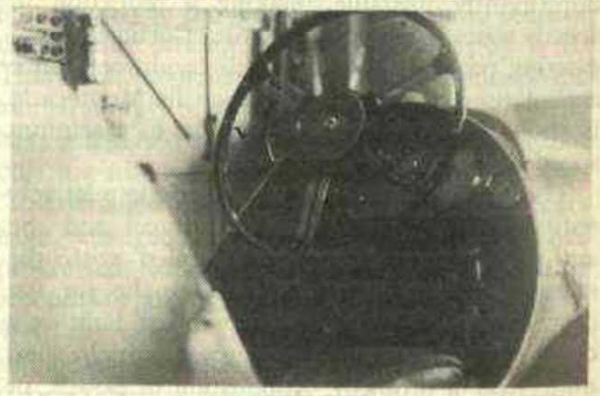
OPJ 3

Sir,

Following your recent "Famous Registration Numbers" articles, may I ask your readers if they can throw any light on a 1950 / 51 Mille-Miglia Frazer-Nash Registration Number OPJ 3.

I first saw the car in a showroom of Johnson & Brown at Bromley, Kent some 20 odd years ago and well remember frequently cycling the 4 miles





to Bromley and back to look at the car (I was about 12 at the time).

I recently traced Andrew Brown to Rose & Young at Caterham but he only knew the history of a year or so after it left his showroom.

I should be pleased to have any information your readers can give and would travel anywhere in the UK just to have a look at her once more.

Chislehurst, Kent L. R. MOORBY

[Letters will be forwarded]

From Lord Montagu of Beaulieu

Women on Wheels

Sir,

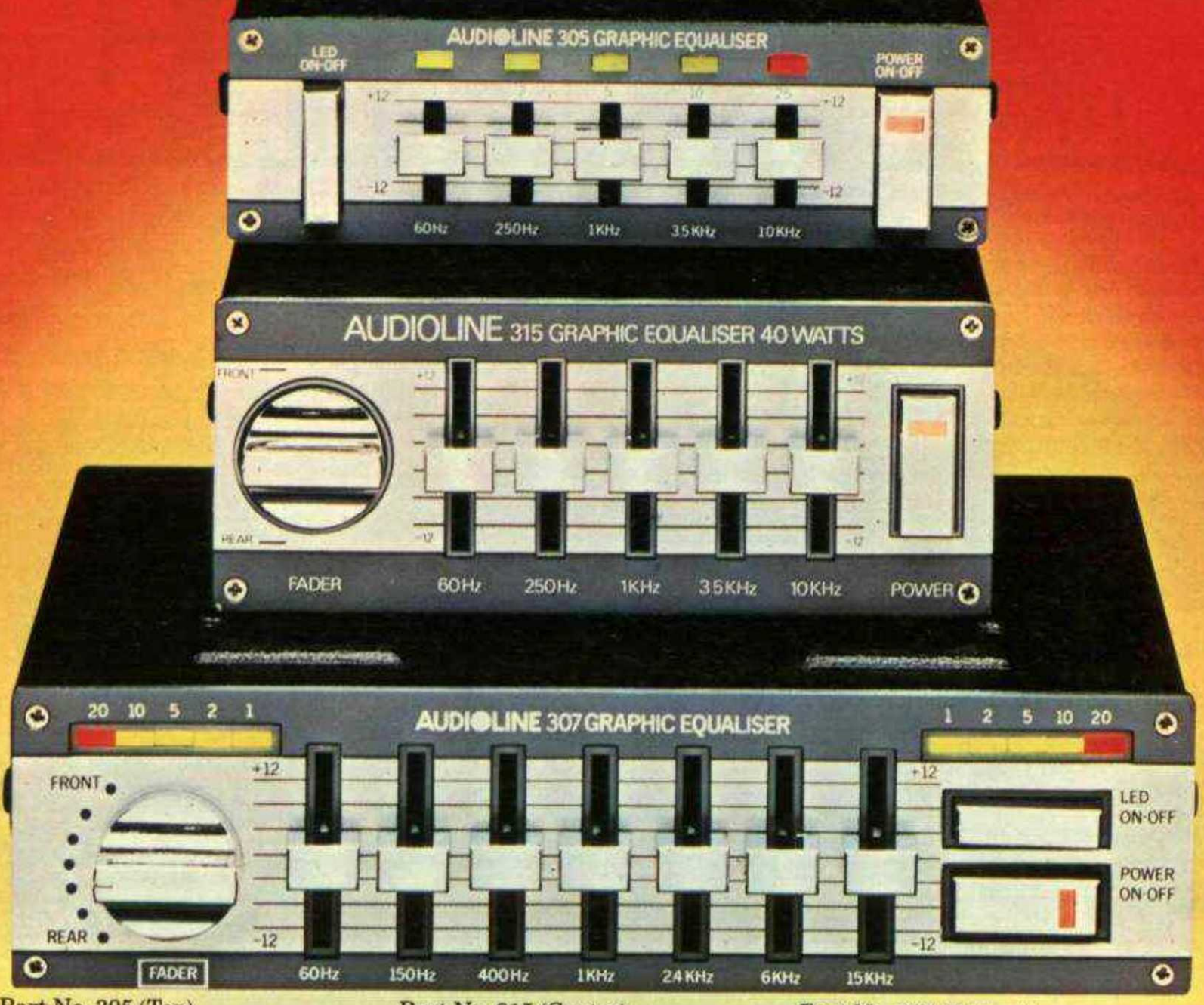
I am at present carrying out research for a book which will trace the achievements and influence of women on motoring in general, not forgetting the enormous contribution they made during the wars in driving vehicles of every sort all over the world.

The book will cover a large range of subjects and I would be grateful if any of your readers who know of any ladies still alive who distinguished themselves in the motoring field — as drivers, designers or engineers — could get in touch with me.

The book is provisionally entitled *Women on Wheels* and will, of course, cover four as well as two-wheeled vehicles.

Beaulieu, Hants MONTAGU

Decibellissimo



Part No. 305 (Top)
Output: 35 watts (max.),
15 watts per channel RMS.
Frequency response: 60Hz to 10KHz.
Five slide controls for
60Hz, 250Hz, 1KHz, 3.5KHz, 10KHz.

Around £35.

Part No. 315 (Centre)
Output: 40 watts (max.),
18 watts per channel RMS.
Frequency response: 60Hz to 15KHz.
Five slide controls for
60Hz, 250Hz, 1KHz, 3.5KHz, 10KHz.

Around £30.

Part No. 307 (Bottom)
Output: 20 watts (max.),
16 watts per channel RMS.
Frequency response: 60Hz to 15Khz.
Seven slide controls for 60Hz, 150Hz,
400Hz, 1KHz, 2.4KHz, 6KHz, 15KHz.

Around £44.

It's one of life's pleasanter facts that we happen to sell more boosters and graphic equalisers than anyone else.

To us it seems no more than our due.

We're categorically certain we offer the best value on the market.

And customers obviously approve of the way we've blended today's styling with tomorrow's technology.

It has given us a range to suit the deepest or shallowest purses.

Graphic equalisers, as you probably know, are sophisticated, high-power amplifiers which split the audio spectrum into sections, from the bass through to the treble.

It's like a rainbow of sound, each colour of which you can filter and control individually.

Take our 307. It's built to drive two or four speakers.

It has seven slide controls covering frequencies of 60Hz to 10Khz and governing a massive 40 watts of power.

Ten LED lights flicker and indicate the power used. (You can switch them off if they distract.)

There's also a fader control to spread the sound between front and rear speakers.

Our 315 is a tiny power-station of a unit which will fit almost anywhere.

It has a fore and aft fader control, as well as five slide controls. And it delivers a healthy 40 watts so you can listen comfortably at motorway speeds.

If you only want to drive two speakers, our 305 is the unit for you.

You'll find five slide controls, 35 watts of power, plus five LED lights as well as an LED on/off switch.

You can find them, try them, and buy them at Halfords, Longlife, and most good accessory shops.

AUDIOLINE

Harry Moss International Ltd, 51/52 Heming Road, Washford Industrial Estate, Redditch, Worcestershire. Tel: (0527) 23131.

INTRODUCING THE ALL-NEW

CAVALIER



Top: Cavalier GLS 5 door hatchback.
Centre and below: Cavalier GLS 4 door saloon.
Cavalier 1300S from £4165. Cavalier 1600S from £4588.

The all-new Vauxhall Cavalier is here. It took four years of intensive work. It took a complete rethink. And it took the resources of the world's largest car maker, General Motors.

90 HP.
THE POWER YOU WANT.

Cavalier's new generation of 1300S and 1600S engines produce more power yet better fuel economy than was imagined possible for this class of car.

The 1600S produces a remarkable 90 hp. That's as much as some 2 litre cars can manage. What it means to you is excellent performance and pulling power.
That's the kind of power you want.

46.3 MPG.
THE ECONOMY YOU NEED.

An increase in engine power usually comes at the expense of economy. Not so with the new Cavalier. Thanks again to those advanced new engines and thanks to extremely efficient aerodynamics, the new Cavalier has easily the best fuel economy in its class. No family saloon of this size and price can match it.

D.O.E. figures show that the 1600S gives you 29.4mpg around town. And at a steady 56mph, an extraordinary 46.3mpg. And the 1300S is equally impressive.

These days, you don't just want economy. You need it.

And with the all-new Cavalier, economy is exactly what you get.

£4165.
THE PRICE YOU'LL LIKE.

£4165. That's the starting price of the all-new Cavalier range.

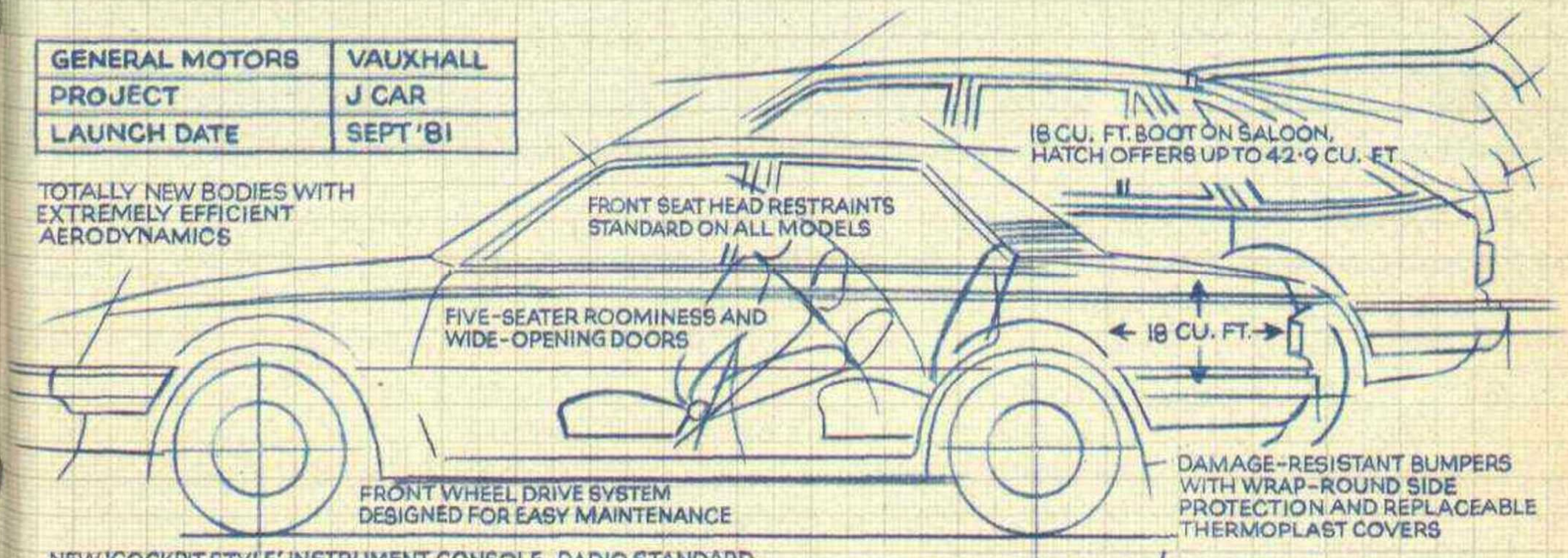
There's a choice of 1300S and 1600S engines. A total of 15 different models with an outstanding choice of specifications. The saloons and hatchbacks are comfortable and spacious thanks to the front wheel drive design.

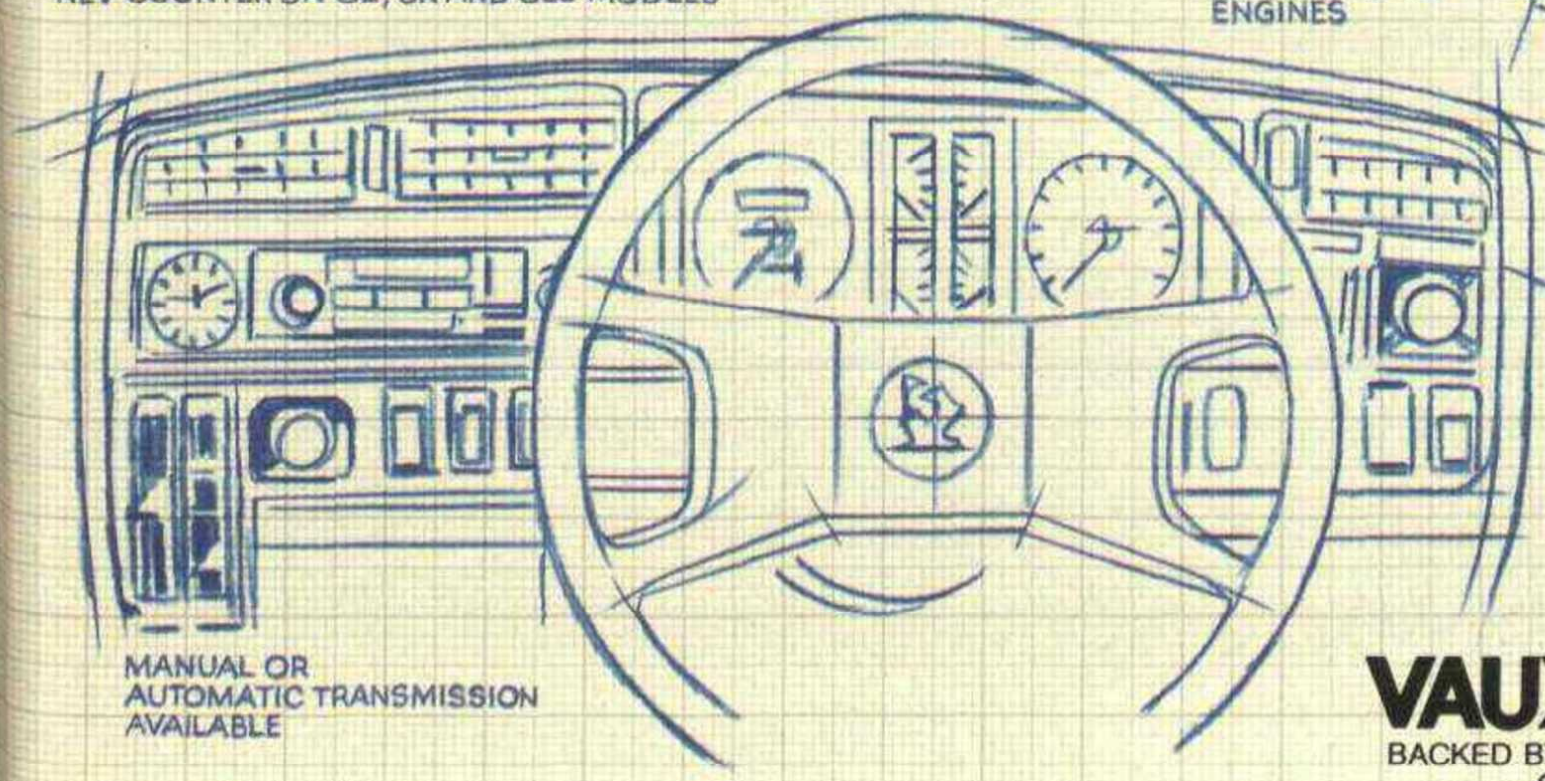
See for yourself at your local Vauxhall-Opel dealer.

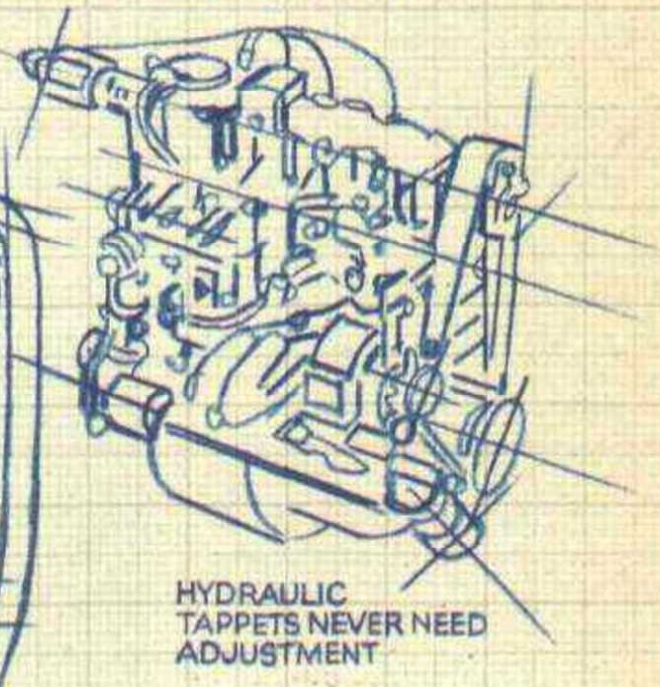
The all-new Cavalier.

All the power you want. All the economy you need. And all at prices you'll not only like. You'll love.

GENERAL MOTORS	VAUXHALL
PROJECT	J CAR
LAUNCH DATE	SEPT '81







VAUXHALL GM

BACKED BY THE WORLDWIDE RESOURCES OF GENERAL MOTORS.

ALL PRICES CORRECT AT TIME OF GOING TO PRESS INCLUDE CAR TAX AND VAT BUT NOT DELIVERY OR NUMBER PLATES.
D.O.E. FUEL CONSUMPTION FIGURES FOR THE ALL-NEW CAVALIER 1600S MANUAL: CONSTANT 56 MPH: 46.3 MPG (6.1L/100KM). URBAN CYCLE: 29.4 MPG (9.6L/100KM). CONSTANT 75 MPH: 35.3 MPG (8.0L/100KM). 1300S MANUAL: CONSTANT 56 MPH: 42.8 MPG (6.6L/100KM). URBAN CYCLE: 28.8 MPG (9.8L/100KM). CONSTANT 75 MPH: 32.1 MPG (8.8L/100KM). SPECIFICATION AND PERFORMANCE FIGURES ARE MANUFACTURER'S.

ADVANCED TECHNOLOGY, QUARTZ ACCURACY, DIGITAL SIMPLICITY.



Building one of the best selling car stereo systems is no reason for complacency.

On the contrary, to keep ahead of the latest improvements in car stereo, we are constantly testing and developing new ideas.

The KE-5300 is just one example.

That simple digital display conceals some of the most advanced car stereo technology.

Car stereo technology sophisticated enough to use a quartz oscillator for the most precise 'drift-free' tuning, and an electronic memory to pre-select fifteen stations.

Car stereo technology so advanced that the KE-5300 has both automatic seek and scan. Seek for instant tuning to the next station, and scan for a polite pause at each station as the tuner sweeps across the waveband.

All built around a cassette deck that is nothing less than you would expect from one of the world's leading manufacturers of hi-fi equipment.

The KE-4300 and KE-1300 are also electronic. Both have fifteen-station memories, and both are built to the same exacting standards.

For continuous cassette play, the KE-4300 has auto-reverse. And for a continuous smile, the KE-1300 has been designed to fit your pocket, as well as your dash.

The Pioneer 'electronics'. Complex certainly, sophisticated definitely, the best undoubtedly.



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Car Radio Services, 1144 High Road, N20.
Car Radio Station at:– 60/61 Albert Embankment, SE1.
299 Edgware Rd., W2 & 45 Lordship Lane, East Dulwich, SE22.
Car Sounds at:– 325 London Rd., MITCHAM.
119 Addington Rd., SELSDON.
Cavendish Sales, 279/283 Whitechapel Rd., E1.
Crescent (Dean Walker Penge Ltd.), 5 Croydon Rd., PENGE, SE20.
Dawnfern Ltd., Auto-Audio Installations, The Arches, Wood La., W12.
Hendon Car Stereo Centre, 8 Parson St., Hendon, NW4.
Kaymar, 70 High St., Edgware.
Lion Car Radio, 227/229 Tottenham Ct. Rd., W1.
London Car Radio Centre, 1/2 Bensham Lane, CROYDON.
Mike Wells Car Stereo Systems., 204 North End Rd., W14.
Molson Distributors, 345/347 High Rd., ILFORD.
Neasden Electronics, 51 Dudden Hill Lane, Willesden, NW10.
Neasden Electronics, 152/156 Finchley Rd., NW3.
Sextons I.C.E. at:– 23 York Rd., Waterloo, SE1 & 180 Grays Inn Rd., WC1.
Stereo City, 370 Grays Inn Rd., WC1.
Stereo on Wheels, 22 Chiswick Lane, W4.
ABERDEEN. Reids Motor Supplies, Froghall Rd.
Roy Thomson Ltd., Cults.
ALDERSHOT. Roadsound, 182 Victoria Rd.
BALDOCK. Baldock Car Radio Co., 3 Hitchin St.
BANBURY. Car Radio & Sound Services, 21 North Bar.
BATH. J D Stereo Center, Grove St.
The Car Hi-Fi Centre, 24a Walcot Buildings, London Rd.
BASINGSTOKE. Drivesound, 193 May St., Queens Rd.
BELFAST. Paddy Hopkirk Ltd., 20 Trench Rd., Hydepark Industrial Estate, Malliusk, Newtownabbey.
BIRMINGHAM. Studio Musica, 11 The Grosvenor Centre, Northfield.
140 Sandy Lane, Camp Hill & 182 Stratford Rd., Shirley.
Midland Car Audio, 1772 Pershore Road, Coneridge.
A.T. Gittins & Son Ltd., 15 Sutton St. & 19 Aston Rd., North.
I.C.E. Tronics, Bromsgrove Street.
BLACKBURN. Car Radio Installations, 28 Higher Eanam.
BLACKPOOL. M. Green & Son (Blackpool) Ltd., 81 Ansdell Rd.
BOLTON. M. Bell Electronics, 1 Daffodil Rd., Farnworth.
BOURNEMOUTH. Autoradio, 106 Castle Lane West.
BRADFORD. Autosound Services, 15/17 Spring Gdns.
BRIGHTON. Dials Car Radio, 187 Lewes Rd.
BRISTOL. R. T. Crabbe, Lawnwood Rd., Easton.
BURGESS HILL. Road Radio, 41 Station Rd.
BURNLEY. Burnley Car Radio, 392a Colne Rd.
CARLISLE. Rickerby Ltd., Currock Rd.
CARDIFF. B. & B. Auto Services, 4 Romilly Cres., Canton.
CASTLEFORD. Eric Wiley, 64 Beancroft Rd.
CHELMSFORD. Molson Distributors, 61 Broomfield Rd.
CHELTENHAM. Regent Components, 2 Gloucester Rd.
Bristol St. Motors Ltd., 71/93 Winchcombe St.
CHESTERFIELD. Car Radio Centre, 390 Derby Rd.
CHIPPENHAM. J D Stereo Center, Station Hill.
COLNE. Weeks & Davies, Brakel House, Khyber St.
COVENTRY. The Parkside Garage Ltd., Warwick Rd.
CRAWLEY. Road Radio, 4a Ifield Rd.
DERBY. Autolec, 234 Normanton Rd.
DINNINGTON. Motor Sounds, 91b Laughton Rd.
DONCASTER. Autosound Services, Carr House Rd.
DORCHESTER. Autorádio VRS., North Square.
DUDLEY. F. H. Jennings, Cinderbank, Netherton
Studio Musica, 1 The Trident Centre.
EDINBURGH. Eastern Car Radio, 3 Costorphine Rd.
George Thomson, 25 Rodney St.
EGHAM. Thames Car Radio, 158 High St.
EPSOM. Car Sounds, 176 East St.
GLASGOW. Motorsound Ltd., 134 Lochieven Rd.
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GREATER MANCHESTER. Car Radio Centre, 183 Washway Rd., Sale.
Car + Home Entertainments Ltd., 167 Cross Street, Sale.
Specialised Equipment Ltd., 275 Deansgate & 28 Cecil Rd., Hale.
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Autosound Services, 2 Huddersfield Rd., Oldham.
Car Music Centre, 4 Primrose Bank, Oldham.
Sound & Time Ltd., 59 Bury New Rd.
GRIMSBY. C. H. Turner, 1/5 Corporation Rd.
GUILDFORD. Norman Richardson, Reliance House, Walnut Tree Clo.
HADLEIGH. Molson Distributors, 313 London Rd.
HASTINGS. In Car Radio, 117 Sedlescombe Rd. Nth., St. Leonards.
HAYES. Ashford Car Radio Ltd., 972 Uxbridge Rd.
HAZELGROVE. Car & Home Stereo Ltd., 219 London Rd.
HIGH WYCOMBE. Motolec, Desborough Rd.
HILLINGDON. S.K. Radio, 3 New Broadway, Uxbridge Road.
HOLMFIRTH. R. E. Ward, Woodside Works, Woodhead Rd.
HORSHAM. Road Radio, 31 Springfield Rd.
HUDDERSFIELD. Autosound Services, 89/91 Bradford Rd.
HULL. A.C.C. Ltd., 38 Boothferry Rd.
IPSWICH. Ipswich Car Radio, 313 Woodbridge Rd.
KENDAL. Andrew Brown Ltd., Wildman St.
LEAMINGTON SPA. Clarendon Motor Services (Leamington) Ltd., 75 Clarendon St.
LEEDS. Autosound Services, 11a Cherry Row.
Uni-Car (Leeds) Ltd., 11 Kirkstall Rd.
LEICESTER. A. B. Butt Ltd., Frog Island.
A. B. Butt Ltd., 120 Upper Bond St., Hinckley.
Castle Motor Co., Abbey Lane.
Car Radio Services, 285-287 Welford Rd.
LEIGHTON BUZZARD. Camden Car Radio, Lake St.
LINCOLN. Eastern Tapes Ltd., 173 Burton Rd.
LIVERPOOL. CBS Audio Visual, 126/128 St. John's Precinct.
LLANDUDNO. Autosound Ltd., 18 Vaughan St.
LUTON. Motolec, Dallow Rd.
MACCLESFIELD. Car & Home Stereo Ltd., 44 Sunderland St.
NEWCASTLE UPON TYNE. Dennis Car Radio, 18 Scotswood Rd.
NORWICH. Norfolk Car Audio, 128 Dereham Rd.
NOTTINGHAM. PCP Electrical, Broadholme St.
Audiovision, 27 Hayworth Road, Sandiacre.
Autosound Services, Mansfield Rd.
London Car Radio Centre, 191 Canal St.
OTLEY. Autosound Services, Walkergate.
OXFORD. Hartwells of Oxford Ltd., Oxford Rd., Kidlington.
PAIGNTON. Mobile Sound Centre, 248 Torquay Rd., Preston.
PERTH. Car Radio Services, 9 Creiff Rd.
PETERBOROUGH. Auto Sound Centre, 1110 Lincoln Rd.
PLYMOUTH. Turnbulls Garage, Bretonside.
PORTSMOUTH. Car Entertainment, High St., Cosham.
PRESTON. Car Radio Preston, 290 Blackpool Rd.
Mobile Radio (Preston) Ltd., 85-87 Fylde Rd.
READING. Motolec, 139 Caversham Rd.
REDDITCH. Auto Ignition Services (Redditch) Ltd., Unit 9, Brook St.
REDHILL. Road Radio, 93 Brighton Rd.
RIPON. Ripon Auto Electrics, Blossomgate.
ROMFORD. Molson Distributors, 187 South St.
SCARBOROUGH. A.C.C. Ltd., 35/43 Trafalgar Rd.
SHEFFIELD. Autosound Services, 306/310 Shalesmoor.
Technicar, 332 Abbey Dale Rd., & 130 Upwell Rd.
SLOUGH. Motolec, 175 Bath Road.
SKIPTON. Car Radio (Skipton), Unicorn Buildings, Devonshire Pl.
SOUTHAMPTON. Anglesea Car Radio, 23-27 Church St, Shirley.
Sextons I.C.E., 37 Bedford Rd.
STAFFORD. G.T. Autos, Drummond Rd., Aston Field Ind. Est.
STOCKPORT. T.S.A. Car Radio, 33 Greek St.
Specialized Equipment Ltd, 341 Wellington Rd. Nth.
SUNDERLAND. Auto Save, 11 Windsor Terrace, G'town.
SWANSEA. Uplands Car Radio, 3 Gwydr Square, Uplands.
SWINDON. E.H. Bradley Engineering Ltd., Okus Trading Estate.
TAUNTON. H.N. Hickley Ltd., Castle St., Tangier.
VIRGINIA WATER. Wentworth Car Radio, 409 Stroud Rd.
WALSALL. J.S. Motor Holdings Ltd., Queens St.
WALTON ON THAMES. Weybridge Enterprise Ltd, 1 Annett Rd.
WATFORD. Auto Sound Services, 80 Queens Rd.
WELWYN GARDEN CITY. Inca Car Audio,
Woodhall Shopping Centre.
WEYBRIDGE. Thames Car Radio, Westfield New Haw.
WOKING. S.K. Radio, 45 Chobham Rd.
WOLVERHAMPTON. Charles Clark, 52 Chapel Ash, Clifton St.
WORCESTER. Mobile Electrics Ltd., Gregory's, Mill St.
Automobile Services Worcester Ltd., White Ladies Clo., Little London.
YEOVIL. Auto Sound, Addlewell Lane.
YORK. Autosound Services, Toft Green.
Motorists Mecca, 148 Micklegate.
CHANNEL ISLES. **JERSEY**. Selecta Vision, 20 Bernsford St., St. Helier.

CLASSIFIED ADVERTISEMENT SECTION

FOR SALE lineage advertisements are for private readers only and must be pre-paid and in writing.

RATES	20p per word (maximum 80 words) £3.00 minimum charge. (Maximum of two cars per reader.)
BOX NOs.	£2.00 extra per advertisement. Replies to Box No. "MOTOR SPORT", Standard House, Bonhill St., London, EC2 4DA.
COPY DATE	By first post on 20th, but earlier is advisable owing to postal delays. Advertisements held over will be inserted in the following issue unless cancelled in writing by the 4th of the following month.

Publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or works errors.

Please write clearly in **Block Capitals** on one side of paper only. Send advertisements to the **Classified Department, "MOTOR SPORT", Standard House, Bonhill Street, EC2A 4DA.** Telephone 01-628 4741 Ext 30 for information on small Display and Trade Advertisements.

FOR SALE

LAMBORGHINI ESPADA 1971, L.H.D., metallic green with green leather interior, stored 4 years, so only 59,000 kilometres, £5,250 o.n.o. Tel: (0625) 532955 or 061-432 0879. (89190

ALFETTA 1977 R, saloon, maroon, 39,000 miles, company supplied gutless barge so real car must go, first class throughout, £1,300. Tel: (Cumbria) 06993 522. (89191

TR7, 1978, British Racing Green, less than 19,000 miles from new, absolutely immaculate, really must be seen, £2,800. Tel: 0924 454647 (Week) 0427 752201 (weekends). S. Yorks. (89192

ALFA SUD Sprint Veloce 1.5, X-Reg, red with brown velour int, radio, special wheels, bargain, £4,150. Tel: Brighton 688815. (89193

E-TYPE JAGUAR 1970, 4.2 Roadster, immaculate, h/top, J. A. Pearce mags, etc, own reg no., new M.o.T., taxed, £6,750. Tel: 021-236 4357. (89194

HRG 1500 1947, all aluminium aero, one of only four surviving cars, part dismantled ready for winter rebuild, £1,850 or offer. Tel: 021-744 6015. (89196

1930 MODEL A Ford pick up, excellent all round condition, U.S.A. model, R.H.D. £3,500 o.n.o. Thompson, 16 Northumberland Avenue, Hoyland, Yorks. (89197

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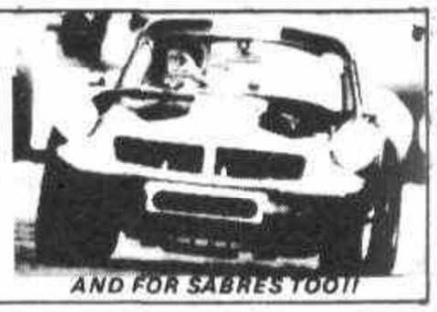
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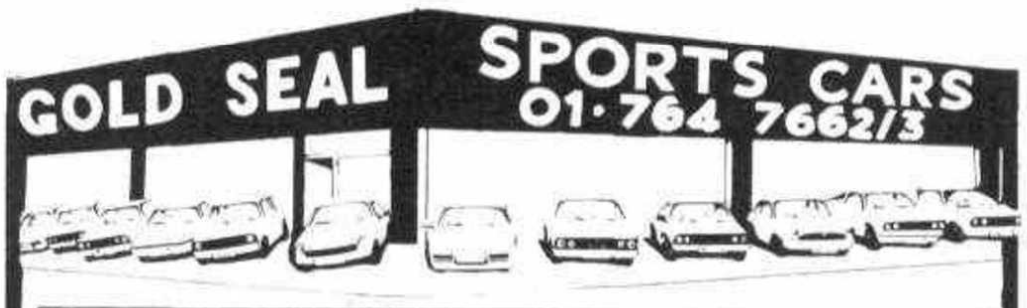
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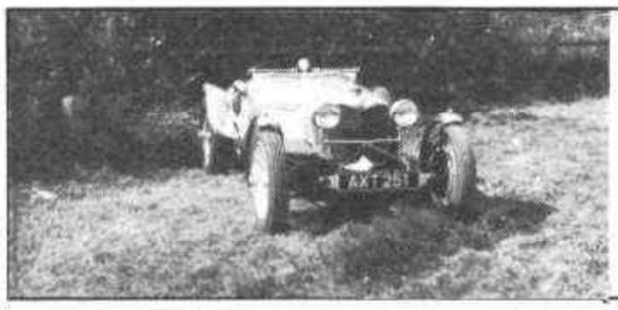
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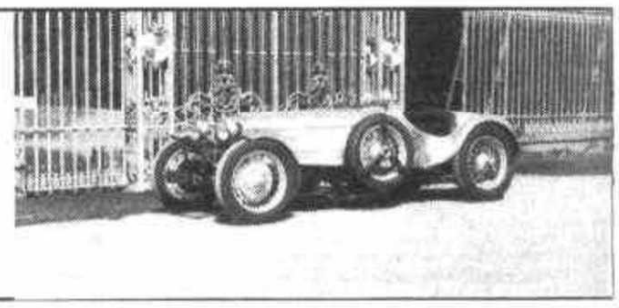
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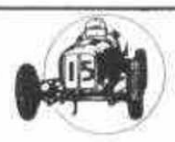
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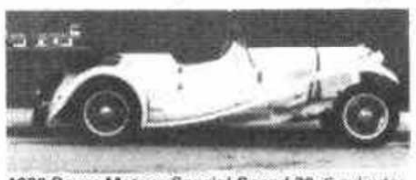
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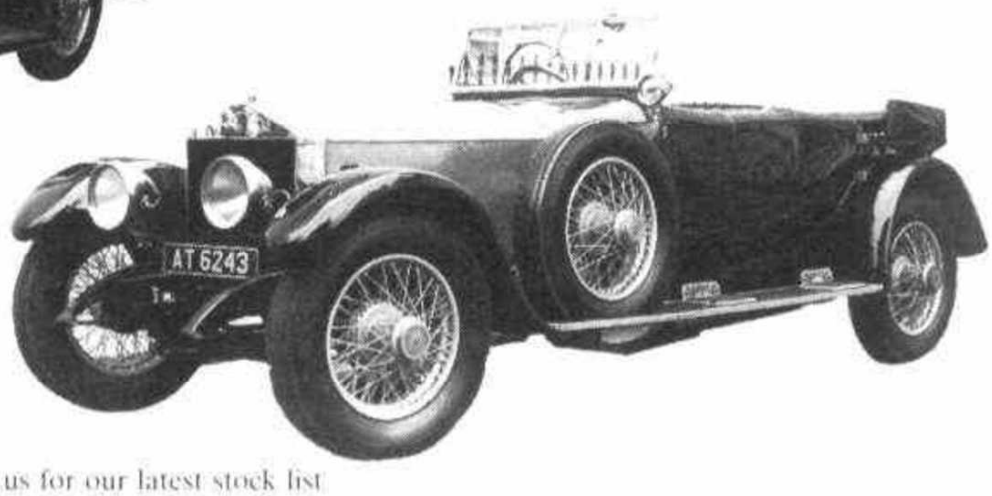
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1975	**(P) B GT V8.** Bracken, 41,641 miles, sunroof, radio, etc.	**£3,795**
1975	**B GT.** Jubilee model, green, two owners, sunroof.	**£2,745**
1973	**B GT.** Automatic, white, one lady owner, 40,751 miles, radio.	**£2,395**
1973	**B GT V8.** Blue, overdrive, tinted, radio.	**£2,995**
1973	**Model GB GT.** Automatic, yellow, sunroof, radio.	**£2,195**
1972	**B GT.** Red, radio, overdrive.	**£1,795**
1970	**(69 Model) C GT.** Purple, reclining seats, wires, radio/cassette.	**£2,975**
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1972	**L Triumph GT6.** Yellow, overdrive, radio.	**£1,795**
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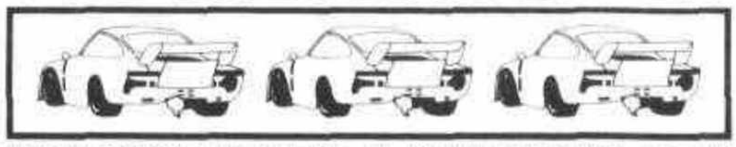
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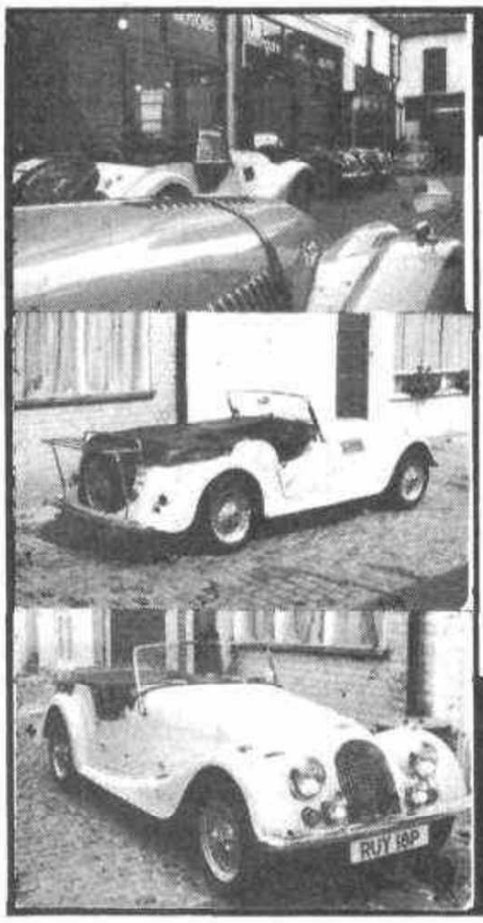
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Hullo Morgan folk present, past and future. Down here in the mews Christmas Morganteering starts with a 1981 **Morgan** 4/4 4-seater with black interior, 2,000 miles from new, wire wheels, luggage rack, leather interior, folding and reclining seats and bonnet strap. This **Morgan** is finished in royal ivory as is a 1976 **Morgan** 4/4 4-seater, also with wire wheels, luggage rack, folding and reclining leather seats, black interior. Both these two **Morgans** were supplied by us. Not to be outdone we have another **Morgan** 4-seater in British Racing Green with wire wheels, luggage rack. This **Morgan** is fitted with a roll bar and has tan leather interior.

Yet another 4-seater is a yellow **Morgan** Plus 4 of 1968 vintage. Wire wheels and luggage rack, again this **Morgan** was supplied by us and the last owner has kept the car in France for the last 5 years or so. Two years ago after a rebuild the **Morgan** won a local concours event by a strange coincidence we also have a 1964 **Morgan** Plus 4 in maroon red which cannot be described as a concours winner but just a very nice old car. All very original **Morgan** 4/4 2-seaters consist of the following for the Christmas stocking. 1980 **Morgan** 4/4 2-seater in yellow with wire wheels, bucket seats, 2,000 miles, one lady owner, headlamp stone guards, bonnet strap and three windscreen wipers. 1978 **Morgan** 4/4 in royal ivory, black interior, bucket seats, spotlights and luggage rack. By the time you read this we will probably have another 1978 **Morgan** 4/4 2-seater in nut brown with stone leather interior. Apart from the special colour it also has only done 6,000 miles from new. For anyone who is thinking of this colour scheme we also have the same contrast on a Plus 8. But more of that in the **Morgan** Plus 8 section. By sheer coincidence we may also have a new **Morgan** on offer by the 1st December, which is finished in nut brown with stone leather interior but more of this **Morgan** next month. **Morgan** Plus 8's are represented by the following: 1974 **Morgan** Plus 8 in green with black interior, 34,000 miles, two owners from new. This **Morgan** has a luggage rack, cassette player and tonneau cover. Another **Morgan** Plus 8 of 1980 vintage is finished in deep red with stone interior with matching hood, sidescreens and tonneau cover. This **Morgan** has only done 5,000 miles and is also fitted with locking fuel caps, radio / cassette, folding and reclining seats and spare wheel cover. There is also another **Morgan** Plus 8 in signal red with 4,000 miles, also with door handles and locking fuel caps.

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TVR TAIMAR, November 1977, yellow, black model bend, interior, sunroof, alloys, Sundym, etc. £4,450 o.n.o. Tel.: Bridgend 4539 after 4 December. (90901

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ALFETTA GT 1.6, Red with grey velour, S-Reg., 31,000 miles, sunroof, good condition. £1,500 o.n.o. Tel.: 01-902 1074. (90912

TVR 3000M, M-Reg., low mileage, used summer only, metallic blue, black vinyl roof, sunroof, Sundym, h.r.w., radio, electric aerial, stainless exhaust, Konis, electronic ignition, immaculate throughout. £2,995. Tel.: Wakefield (0924) 372454. (90913

V12 E-TYPE ROADSTER, Royal blue, chrome wire wheels, h.t., s.t., Whitewall tyred, low mileage, beautiful condition, taxed and M.o.T., personal number plate. £7,650. Tel.: Gosport 25013 or 27732. (90717

AUSTIN 12/4 TOURER, 1927, reliable, restored bodywork, very original. Offers, swap vintage motorcycle. Tel.: Kidlington 2132 (Oxon). (90718

DAIMLER SOVEREIGN, 1969, automatic, p.a.s., blue, good looking and reliable car in daily use, until replaced by a V12. M.o.T. September 1982, taxed April, one previous local owner. £750 o.n.o. Tel.: Cornwall 40246 (day), Malvern 5852 (evening *and* weekend). (90719

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LANCIA BETA COUPÉ 2000, 1981 (W) June, only 3,000 miles, five speed, metal sunroof, alloy wheels, electric windows and aerial, dark blue, manufacturers warranty plus six years rustproofing, new now over £6,000. Bargain, £3,750. Tel.: Grantham (0476) 67615. (90724

1963 MGB ROADSTER non-runner but complete for restoration, interesting reg. no. 9412 PK. £300. Tel.: 0747 811944. (90916

30.S1 75P, POLARIS, mint, *recent renewals*, clutch, water pump, master cylinders, rear dampers, exhaust, 4 tyres, M.o.T. £1,800. P. E. Cons. Tel.: Welshpool 3325. (90917

PORSCHE 911S Targa, 5-speed, X-Reg., 1975, l.h.d., metallic blue, leather interior, stereo, service history, etc., immaculate throughout, looks brand new. £5,750. Tel.: 01-935 6286. (90919

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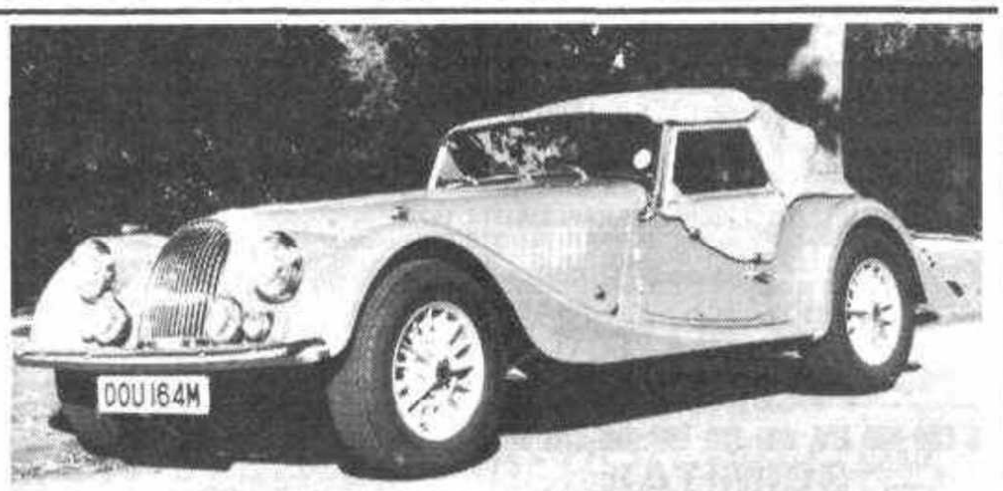
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John Britten

Morgan
TVR





December is here and Santa is on his way
He's coming in this week for a service on his sleigh
He wants to change his image — he feels he's under par
And may exchange his reindeer for a Morgan or TVR

So if you want to swop your wheels for a set of 4 black hoofs
And desperately need something that can park on any roofs
Just visit us this month, and look at what we've got
Morgans, TVRs and reindeers — I think we'll have the lot.



We hope our anonymous "verse murdered" finds this month's poem up to scratch — but who are you!

If you haven't made up your **Christmas list** yet may we suggest you add a few of the following little baubles to it: **New TVR Tasmins** — the TVR range has been extended by them cleverly fitting a 2-litre engine and marketing a car that can be sold for **under £10,000,** this being the new **TVR Tasmin 200**. By cutting out some of the luxury items such as wooden dashboard, electric windows, radio cassette, they have very neatly plugged the big hole left in the British Sports Car market with the demise of the TR7, MGB etc. The car comes in **fixed head** and **convertible** form and does exceptional fuel consumption but still over 100 m.p.h. The handling is superb and the interest shown at this year's **Motorfair** was nothing short of amazing. We feel this is a very useful addition to the range and should not affect sales of the **2.8-litre** but adds a useful string to **TVR's** bow. We have four **2.3 Tasmin convertibles** in stock, **silver, red, dark blue** and **black** and will be pleased to give demonstrations of these truly British sportscars. For people interested in the secondhand market our Christmas Fayre of **TVR's** is as follows: **1981 TVR Tasmin Convertible, Cosmos Blue,** one owner from new, 2,000 miles exceptional condition, sold due to slipped disc (it's an ill wind . . .) **1979 TVR 3000S Convertible, British Racing Green,** radio cassette, 27,000 miles, in this instance the S stands for stunning. **1978 TVR Turbo Convertible, gold,** roll over bar, radio cassette, 30,000 miles, one of only thirteen and ready to clear away your Boxing Day hangover. **1977S TVR Taimar, white,** brown modelband, Wolfrace wheels, radio, sunroof, very appropriate colour for time of year. **1977 TVR Taimar Turbo, maroon,** cream modelband, radio cassette, leather seats, frighten yourself over Christmas. **1976 TVR 1600M, tobacco leaf,** brown vinyl roof, sunroof, radio. **1972 TVR Vixen, yellow,** brown vinyl roof, Lotus twin cam engine, a real wolf in sheep's clothing (should really be a fox). We seem to be rather short of **TVR's** at the moment so anyone with a good secondhand example who needs some spending money for Christmas would be well advised to contact yours truly. Some lucky people are taking Christmas delivery of **new Morgans** ordered in the middle of **1975**. For those in not such a fortunate situation we can offer the following little diamonds. **1980 Morgan 4/4 1600, 2-seater, nut brown,** stone



leather trim, matching hood and sidescreens, alloy body, wire wheels, 10,000 miles, comes with the registration number **9 NOL**, very Christmasy, would make absolutely fantastic Christmas surprise. **1980 Morgan 4/4 2-seater, silver,** red leather trim, wire wheels, 10,000 miles, immortalised in **Kiron lens** advertisement. **1979 Morgan 4/4 2-seater, royal ivory,** red leather, wire wheels, 900 miles, concours condition, never driven in the rain. **1977 Morgan 4/4 2-seater, deep Brunswick Green,** wire wheels, bucket seats, low mileage, enjoyed a peaceful existance in Surrey. **1971 Morgan 4/4 2-seater, Westminster Green,** Brooklands aeroscreens, badge bar, tonneau cover, one owner from new. **1969 Morgan 4/4 2-seater, Bugatti blue,** black leather seats, wire wheels, new engine, twin Weber carburetters, woodrim steering wheel, one of the last fitted with the vintage appeal wooden dashboard. **1967 Morgan 4/4 2-seater, yellow,** wire wheels, black leather seats, known history, street legal USA. **1978 Morgan 4/4 4-seater light orange,** wire



wheels, reclining and folding seats, radio, low mileage due to living on the Isle of Wight. **1975 Morgan 4/4 4-seater, Indigo blue,** wire wheels, reclining seats, black leather, luggage rack, sold due to arrival of new Morgan. **1975 Morgan 4/4 4 seater, black,** wire wheels, luggage rack, bonnet strap, unbelievably low mileage (that's because we don't believe it), has been here for rather a long time so please somebody rescue it from our clutches. **1974 Morgan 4/4 4-seater, signal red,** wire wheels, reclining seats, radio, luggage rack, 39,000 miles, so bright Santa could use it to *"light his way"*. **1968 Morgan +4 4-seater, red,** wire wheels, new hood, fresh from extensive work carried out by our friendly rivals in Cranfield. **1975 Morgan +8 Glacier white,** can't think of anything to say about it except that it is cheap. **1975 Morgan +8, metallic green,** brown leather, one owner from new, supplied and serviced here, 7,000 genuine miles, a lot more expensive than the white one, but what a car. We have had a lot of interest recently in the **Midas** following their successful foray at the **Motorfair** and indeed everybody who has tried our demonstrator has been most impressed. Last month saw us deliver our first kit and it is worth bearing in mind that the order position is now up to six months. Remember **45 miles to the gallon** and yet a hundred miles an hour, with four seats — you know it makes sense! Our other kit car, the **Arkley SS**, is well into its Winter Season, for some reason or other we always sell more kits in Winter and if you should damage your Sprite or Midget on the icy roads you can always change its image from the boring old Abingdon box into the more curvaceous, exciting, Arkley shape. **Seasonal Odds and Ends. 1978 Datsun 260Z, gold,** radio cassette, smooth high speed cruiser, **£2,950. 1961 Daimler SP 250 Dart, 8 spec red,** brand new biscuit coloured leather interior, thousands of pounds spent on refurbishing and a very affordable classic, **£3,250. 1968 Sunbeam Alpine GT, Royal Blue,** Wolfrace wheels, one owner from new, Roger's smoke and very nice it is too, **£795. 1974 BMW, 3-litre CSL, gold,** alloy wheels, Philips radio cassette, good example of appreciating classic, one owner from new, **£4,750. 1980 AC 3000ME, white,** blue cloth interior, radio cassette, exciting looking, superb handling, imitation Ferrari gear shift, **£6,950. 1979 MG Midget, black,** Lenham hard top with glass sunroof, radio cassette, electronic ignition, amazing condition, part exchange for Morgan, **£3,250. 1975 N MGB GT, Harvest gold,** overdrive, one owner, **£1,750.** In closing we would like to



point out that we will be shut from **Wednesday 23rd December** until **Monday, 4th January 1982,** and **Nysha, Chris, Roger and Marcus** would like to wish all of you a **Very Happy and Festive Christmas** and let's hope that 82 is a better year than 81.





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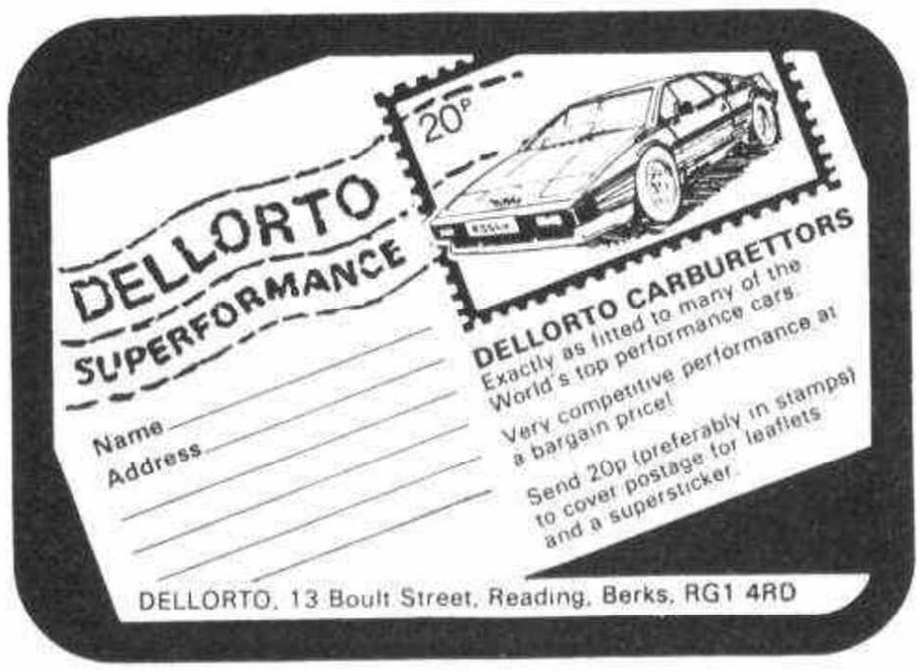
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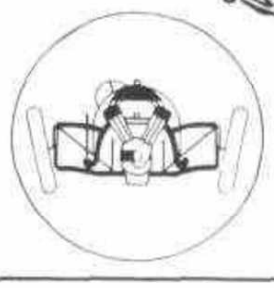
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1974 FERRARI 246GT. Yellow, 21,000 miles, service history, one owner radio/stereo.
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1974 FERRARI Dino 246GT. Red, 31,000 miles, service history, radio/stereo.
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AUSTIN 7. 1936, Reg. No. JN 8124, original logbook, good project. £1,200. Tel.: Polegate 4126. (90707
MGB GT V8. October 1974, blaze, 28,000 miles, never used in wet, all extras, sunroof, absolutely superb. If you see it you'll want it. £3,950. Tel.: Barnstaple 3676. (90711
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BOND EQUIPE GT 4S, 1966, fully restored to high standard over last 3 years. £550 open car wanted, cash adjustment. Tel.: Glemsford 281147 (Suffolk). (90963
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VW SCIROCCO Storm, V-Reg., 37,000 miles, Cobalt black, sun roof, stereo etc. £4,500. Tel.: 0536 743511. (90970
ASTON MARTIN DBS V8, F1, 40,000 miles approx, white with lambswool interior, electric sunroof etc. £4,600 o.n.o. Tel.: Dudley 55991. (90959
DELAGE D6 11 Sports, 1934, close coupled two door coupe with large boot, fabric top, dismantled ready for restoration. £3,500. Tel.: Swindon 763821. Diamond Villa, The Elms, Highworth, near Swindon, England. (90960
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TURBO SAAB, black, 3-door hatchback, 1979, loaded with extras, 53,000 miles, bargain £3,995, no offers. Tel.: Penn 4581 (Buckinghamshire). (91051
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1933 AUSTIN 12 ASCOT, FW 4278, tested, nice to drive, eye catcher, 4th owner, 4 new tyres, few spares, £2,250. Tel.: 0388 762878. (Crook). (91053
1934 MORRIS MINOR, 2-seat tourer, tax, M.o.T., £1,400. 1933 Morris Oxford plus all mechanical spares, sound but body messed about, £450. Tel.: New Mills 44462 (Stockport). (91054
FERRARI DINO, 246, 1971, rosso chiaro, black interior, 'WX' tyres, used as third car, excellent condition except for the upholstery, which is a little worn, £8,500. Tel.: 051-924 5565. (91059
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ROLLS CONVERTIBLE, 1970, caribbean blue, grey interior, navy hood, recent brake overhaul, excellent example, £11,950. Tel.: 0695 421904. (91058
V8 MG GT. Metallic silver, beautiful car, M regd., 56,000 miles, recent tyres, exhaust. £2,900 o.n.o. Tel.: 01-222 3132 eves/weekends. (91112
JAGUAR 140 FHC, 1955, totally rebuilt and as new, uprated engine by Hodge and Forward Engineering, if you see it you will buy it. £8,250. Tel.: 082345228 (Somerset). (91081
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DATSUN 260Z, N-Reg., metallic blue, excellent condition, sunroof, e / aerial, Wolfrace, stereo cassette, h.r.w., rust protected, just serviced, new M.o.T. £2,100 or exchange Scirocco. Tel.: 01 805 4559. (90991

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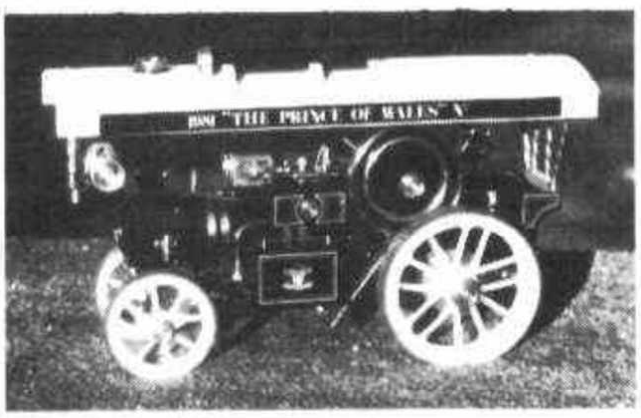
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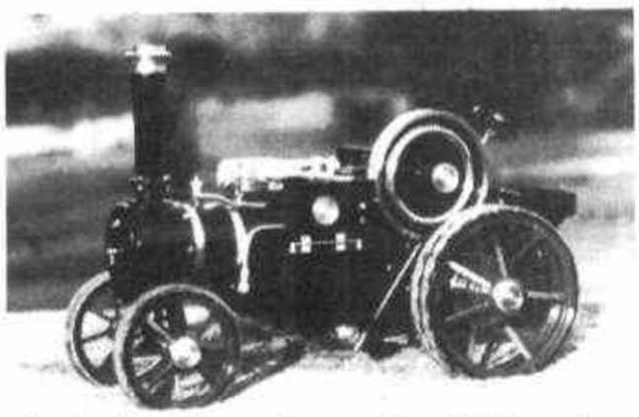
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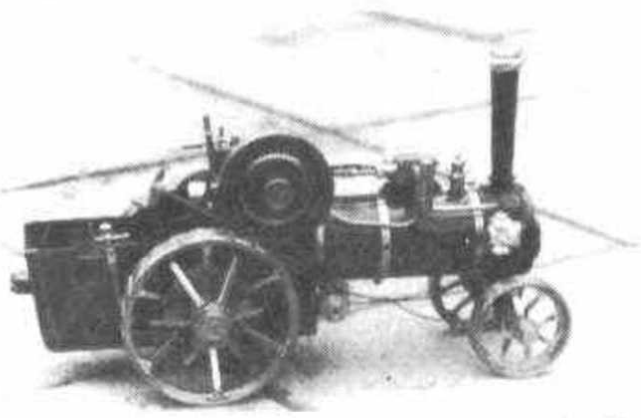
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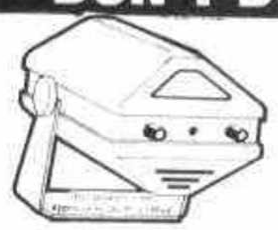
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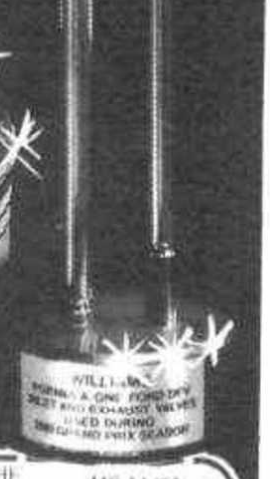
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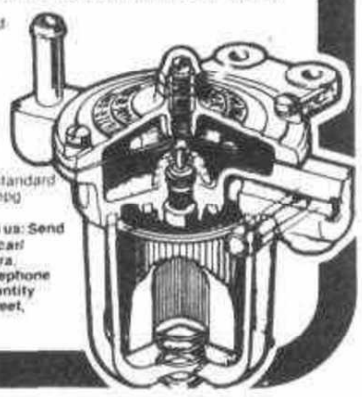
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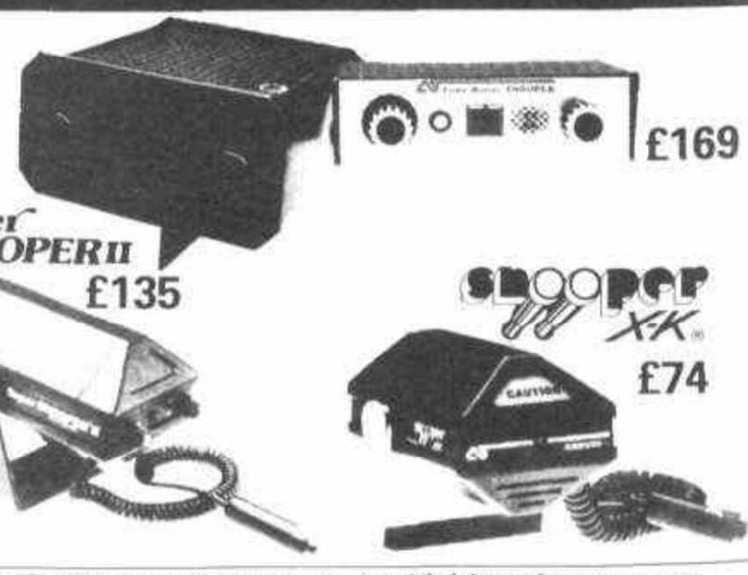
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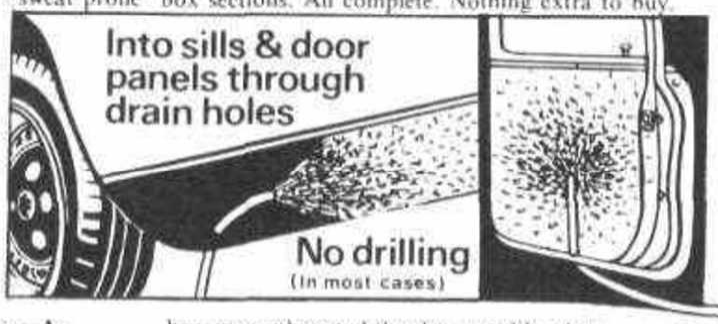
One of world's biggest OIL COMPANIES says: "Of all rustproofers tested, ONLY WAXOYL KILLS existing rust"

ICI recommend WAXOYL for brine circulation pipes

Easy and Fun to do!

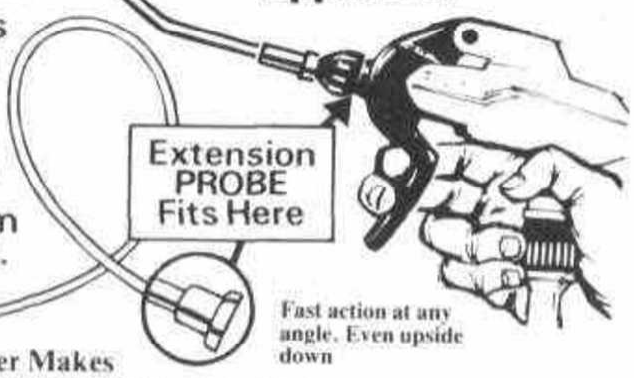
With Finnigan SUPER 'JUMBO' Applicator

Min. preparation. No need to crawl-under car (in most cases) Suction end of Super 'JUMBO' Applicator feeds direct from Waxoyl can. Pull trigger to load up. Let fly! Hardly any contact with fluid. (Soft and smooth to hands anyway) Adjustable, wide-to-concentrated spray nozzle plus cranked extension speeds job at awkward access points. 5ft. Nylon extension includes 360° spray nozzle end of 5mm dia. probe for "sweat prone" box sections. All complete. Nothing extra to buy.



Extension PROBE sprays ends & sides all round. No bare patches. ◀ Full 360° from 5mm dia. nozzle.

with FINNIGAN'S *Fast Working* New, Adjustable Spray, Trigger operated 'SUPER JUMBO' Applicator



Fast action at any angle. Even upside down

Rust Knaws Upwards

Inescapable air moisture spews rust spores on metal deep in-below chassis and car body. Spores grow, multiply fast. Metal feeds its own erosion! Treachery spreads. Underframe rots. Box section condensation sprouts ghastly rust 'bubbles' on wings, doors, bonnet, boot lid. Brush-on rust killer? Useless. There's ten times more of the infernal stuff on UNDERside. Hidden! It's the very problem Waxoyl is designed specifically to solve! Low viscosity, and magnetic 'pull' seeps Waxoyl into every rust trap **in entire vehicle system.** Result? Waxoyl holds 'Showroom' condition. Virtually for entire car life.

Salt & Water Spray Tests

This sorts out rustproofers like nothing else. Swiss Gov't. Labs. put Waxoyl-coated metal strips along with those of other leading makes into withering spray tests in corrosive atmospheres. Raise temps to 40° C for two hours twice daily. Salt sprays for five minutes every hour. *Continuously* until rustproofers break down.

Finnigan's derive modest satisfaction from Swiss report. As rival makes disintegrate, Waxoyl proves **'Metal unchanged'.** Waxoyl rust Inhibitor CHASES OUT moisture from ferrous oxide rusting. Rival Inhibitors COMBINE with oxygen and water. Strength weakens. Activator becomes exhausted (leeches out) like chewing gum eventually losing taste. Metal breaks down unless rustproofer renews treatment. Hence usual (charged for) follow-up check. But no further attention with Waxoyl apart for Autumn Wheel arch "look-see". Like big world users, you too, can always trust Waxoyl.

Waxoyl holds 'Showroom' condition'

Why Big World Users Trust Waxoyl

Waxoyl Kills Rust with no come-back (The only rustproofer that DOES, according to test results by one of world's biggest oil companies.) *'Rust stopping qualities very good'* reports Swiss Gov't. after Lab. tests. *'Most satisfactory'* says Chrysler Centre, Basle, Australia, N.S.W. *'On Rover 3,500 coating still intact in corrosive sea air'* Motor Magazine. *'Remains active indefinitely'* Westerly Marine, Portsmouth. *'Protection excellent on marine diesel oil tanks'* (Tank bases standing on supports otherwise impossible to rustproof.) *'Fantastic stuff'* says Citroen Car Club. Veteran Motorists Mag. *'No sign of corrosion on '72 car, does inhibit existing rust'* Autocar Mag. *'One of cheapest, effective ways to protect a car'* Chesterfield. *'9 Yr. old Volvo looks less than half its age'* Civil Eng'ng. Polytechnic. *'On Mole Valley Flood Scheme, base steel instrument cases in open countryside rust-free to date"*

If Considering Other Makes

Please realise that some rustproofers give short-lived results using thin cheap oils. Those with harmful acids need washing off (otherwise acids eat metal!) Zinc compounds eventually fail. But please, watch out! Others (even with ads. that look like Waxoyl ads.) may try to charm you into buying something that seems to be Waxoyl. But salt and water spray tests prove it can't be.

Year After Year Protection

Ignore pounding grit, slush, vicious road salt(!) in rust-loaded Winter conditions. Be indifferent to wet, sticky, Summer days' condensation rust moisture dripping onto raw metal edges within box sections, sills, door panels, all sweat-prone areas

USUALLY PER RETURN DESPATCH

TRIAL OFFER 500 ml. (.88 Pt.) TIN for your oil can test behind chrome strips or brush-on door edges, free brake linkages. See Waxoyl chase water off metal. Amazing ..... **£ 1.96**
7 oz Waxoyl Aerosol. Send ..... **£ 1.61**
JUMBO SPRAYER Complete ... **£ 4.50**
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DRUMS: 20 Litre **£23.90** 60 Lit . **£64.40**
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AA TESTS 1981 BEST BUY - FINNIGAN'S WAXOYL!

After comparative tests on various anti-rust compounds, the result was "THE KITS. A BEST BUY? Well, one of the main contenders for the title must be Waxoyl" See AA Magazine, May 1981 for full report (copies available).

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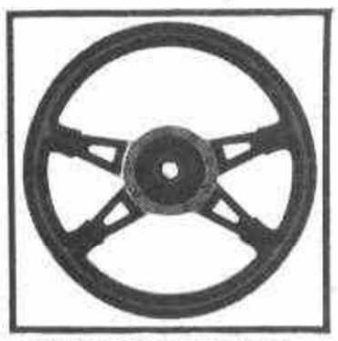
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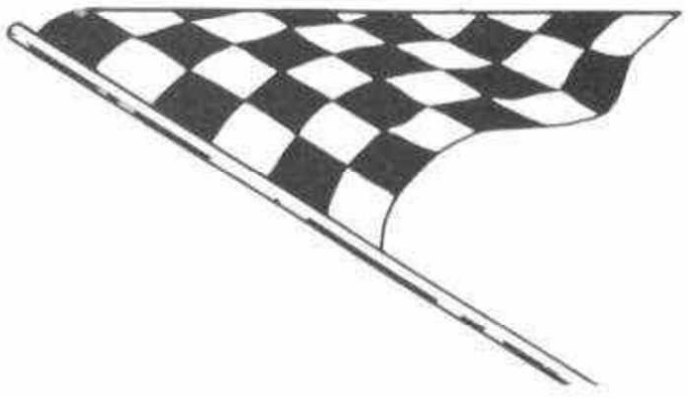
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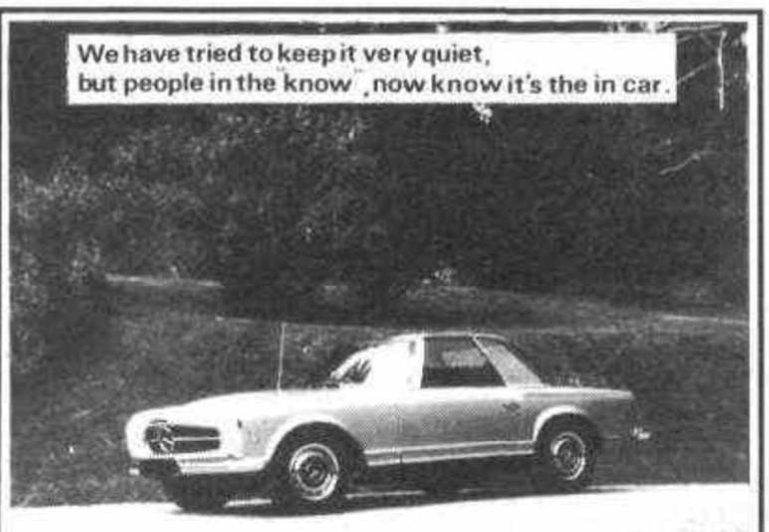
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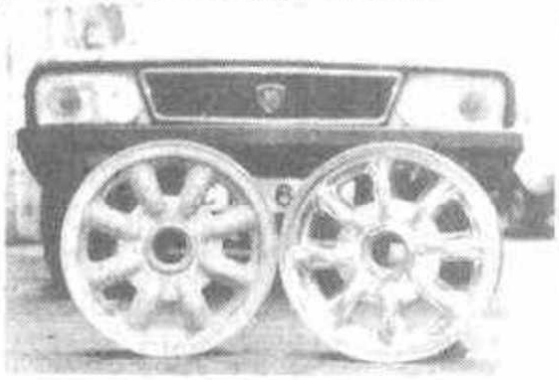
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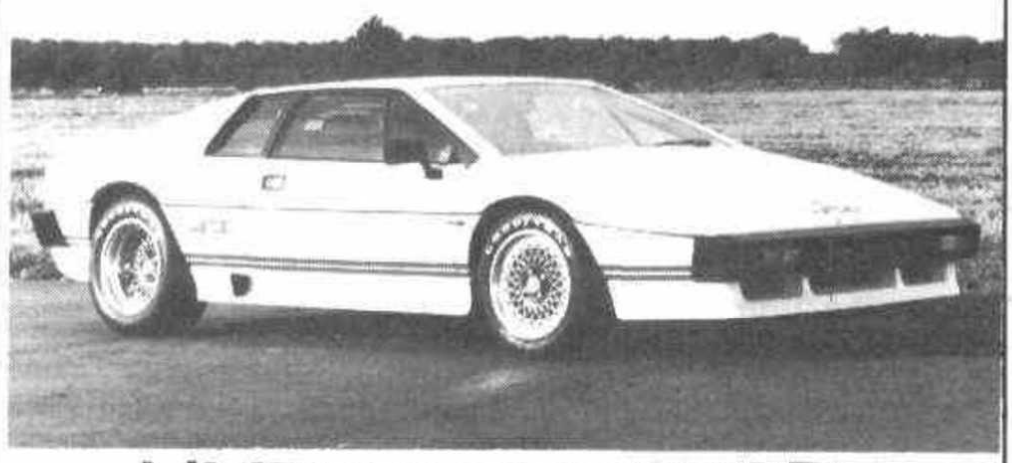
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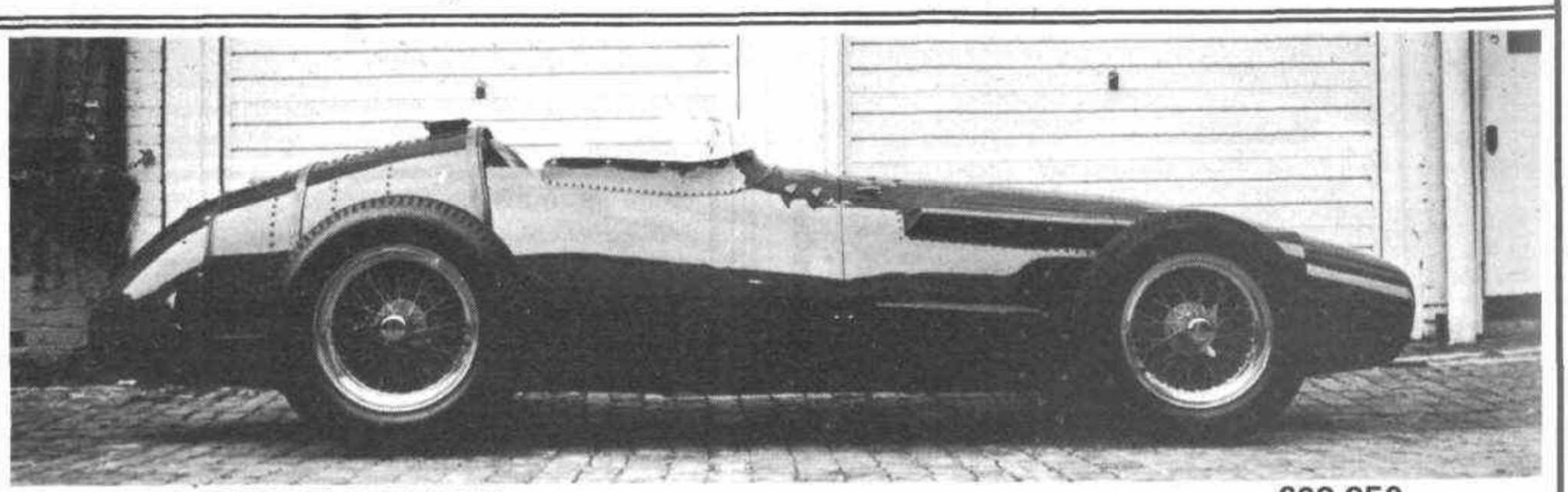
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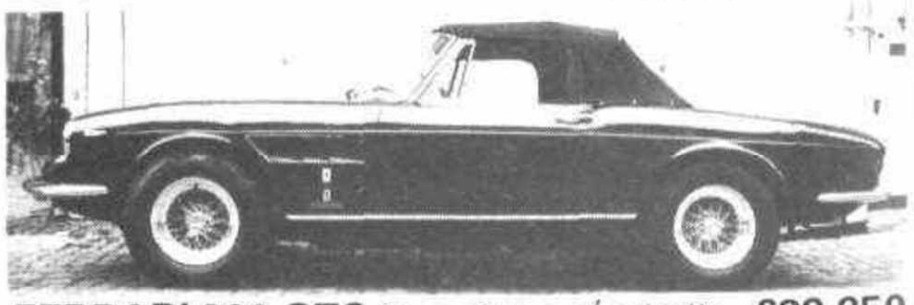
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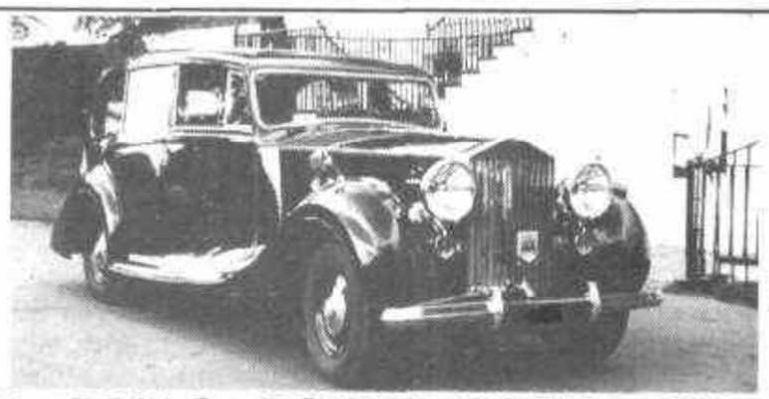


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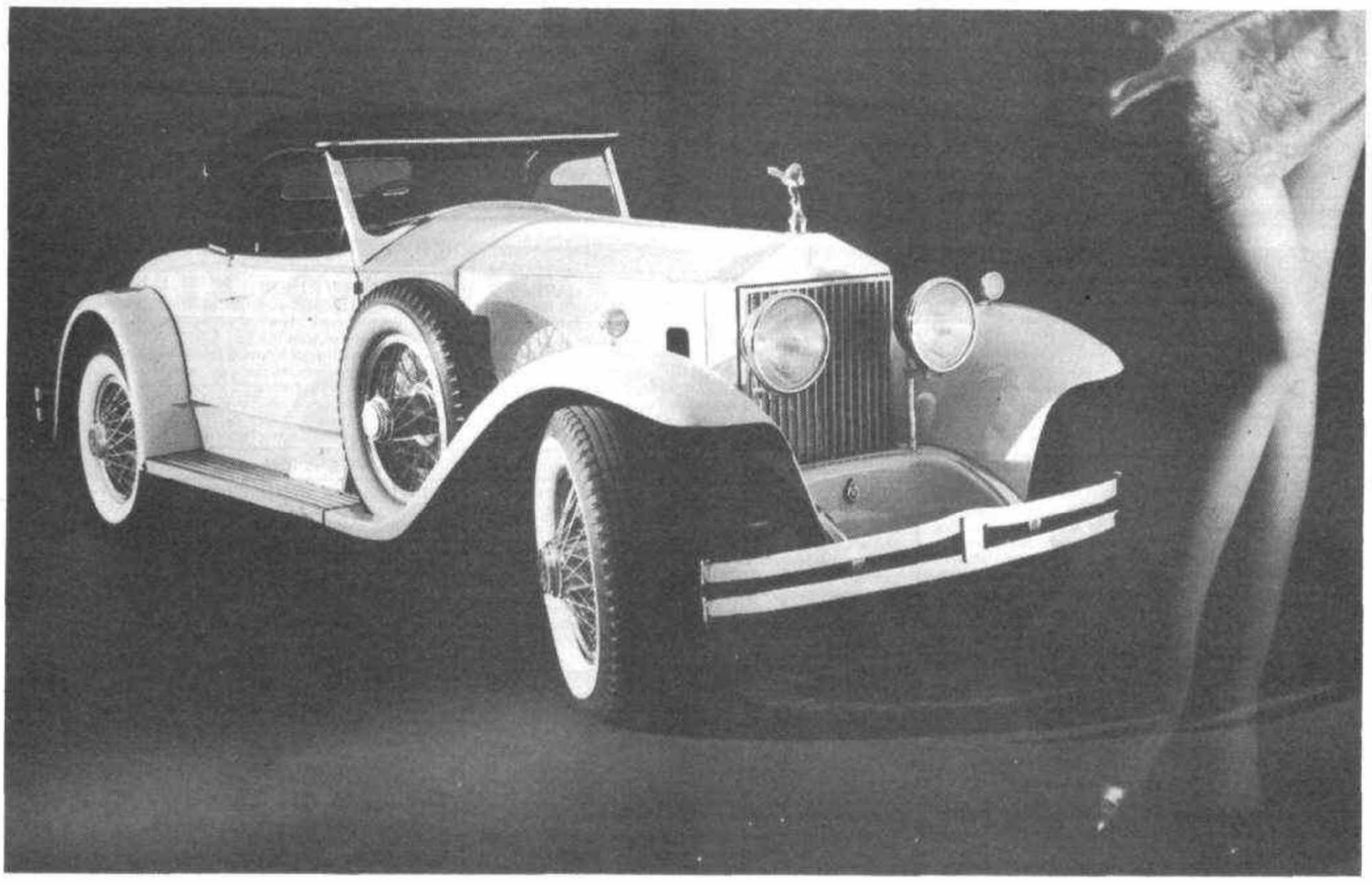
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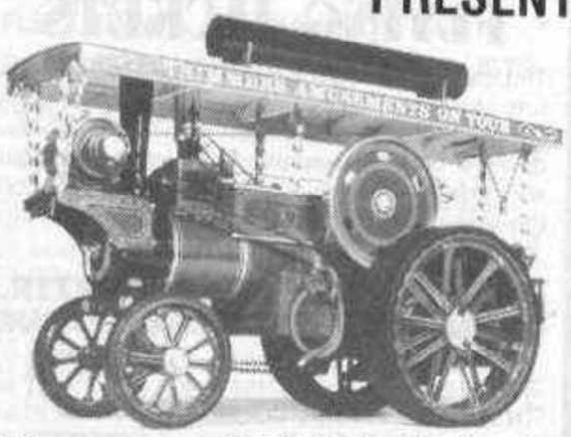
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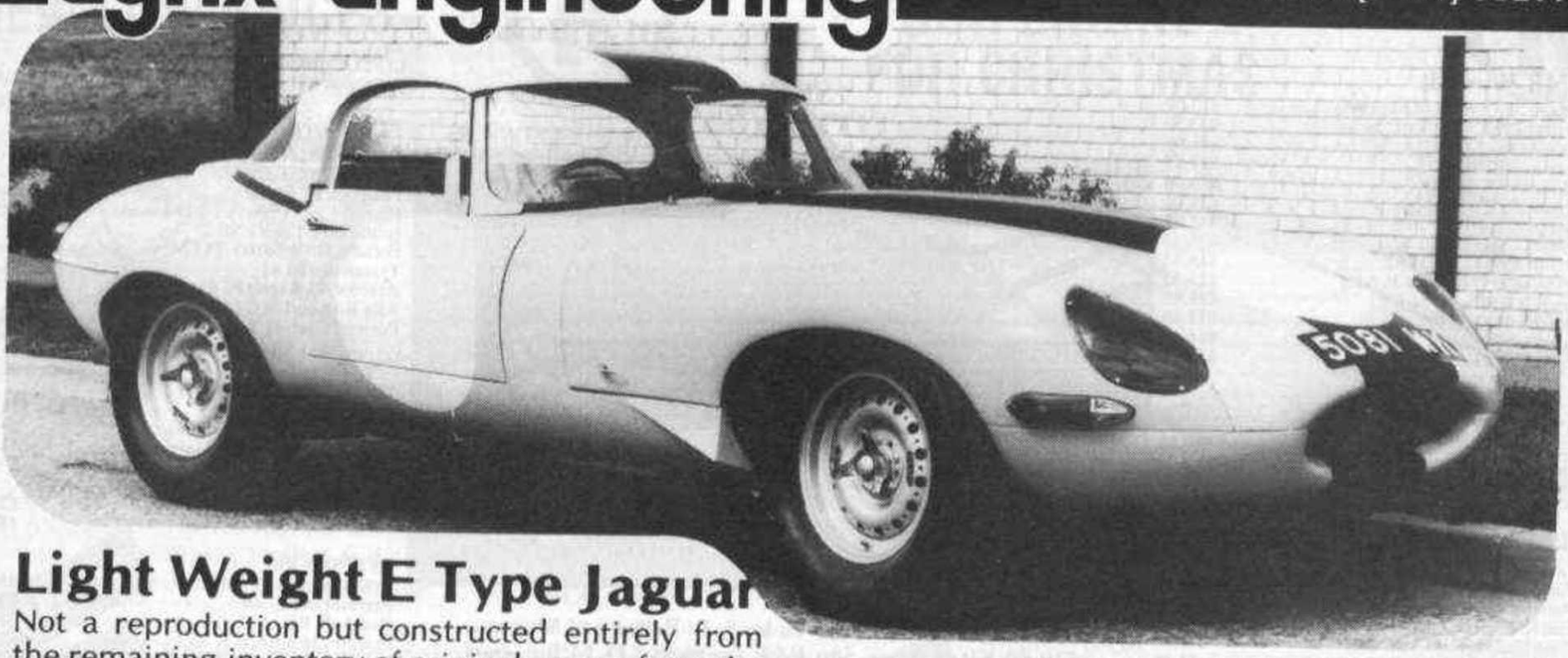
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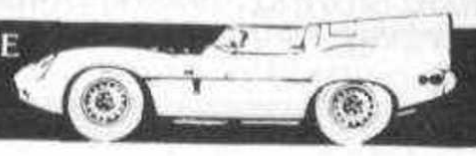
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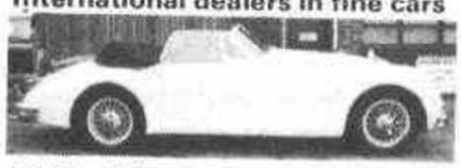
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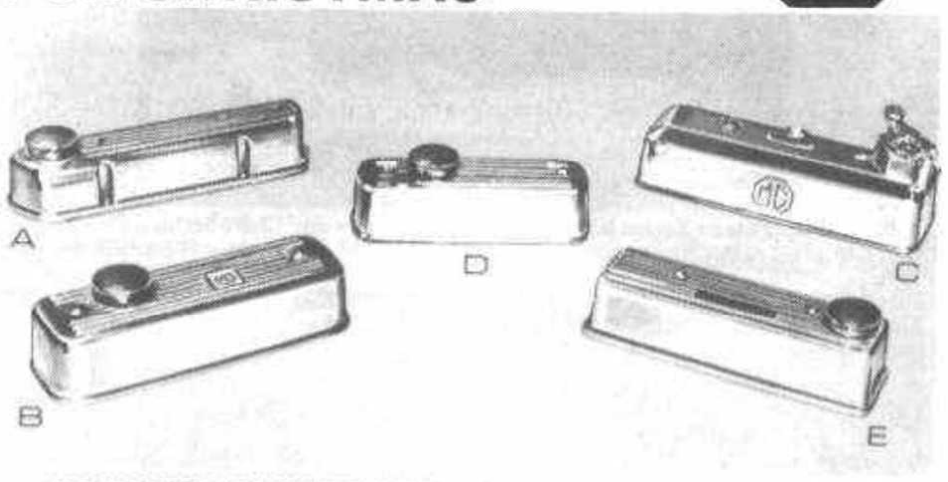
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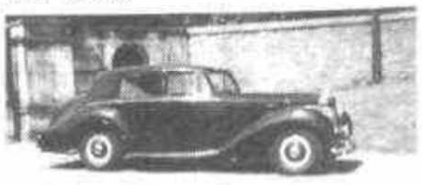
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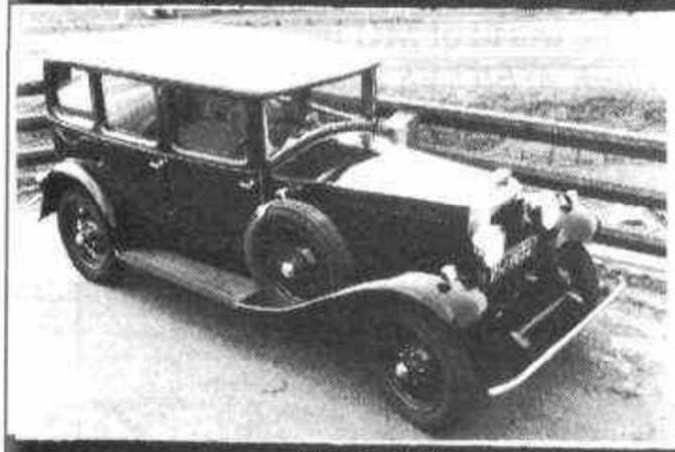
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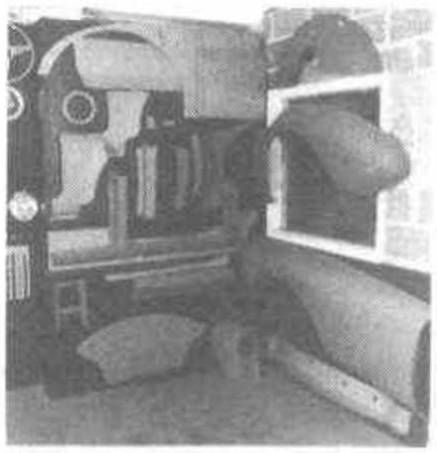
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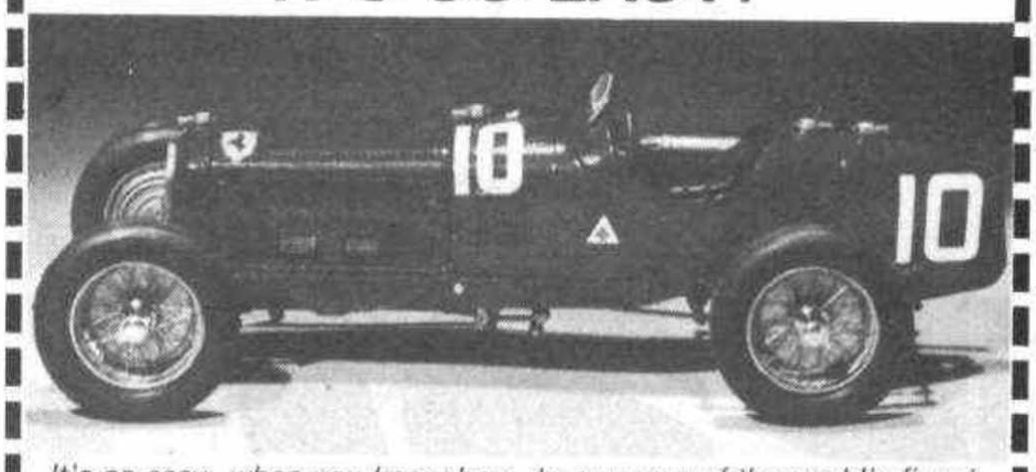
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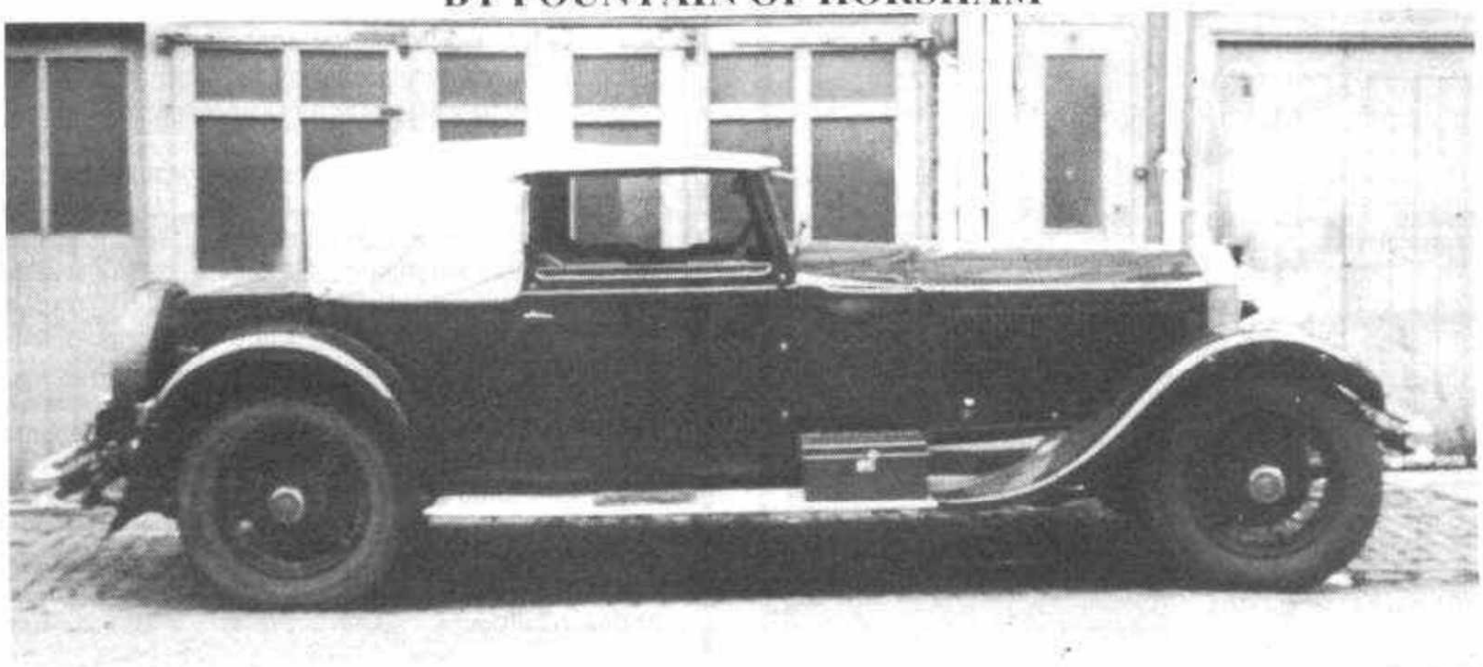
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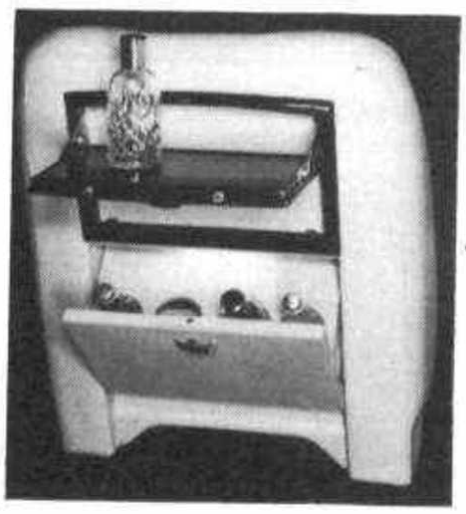
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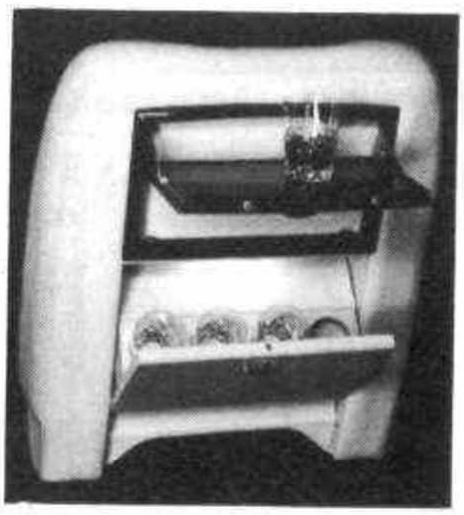
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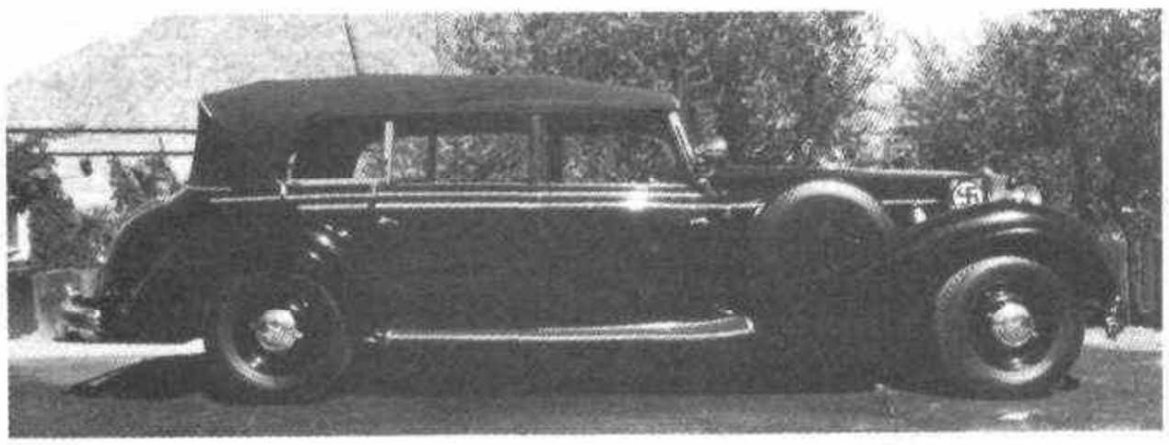
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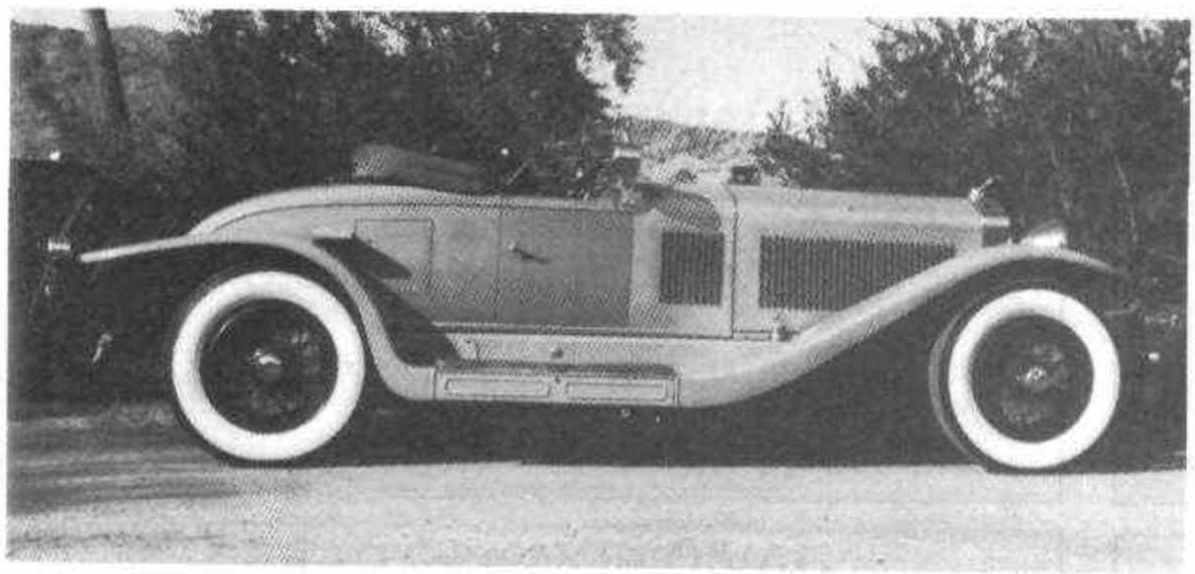
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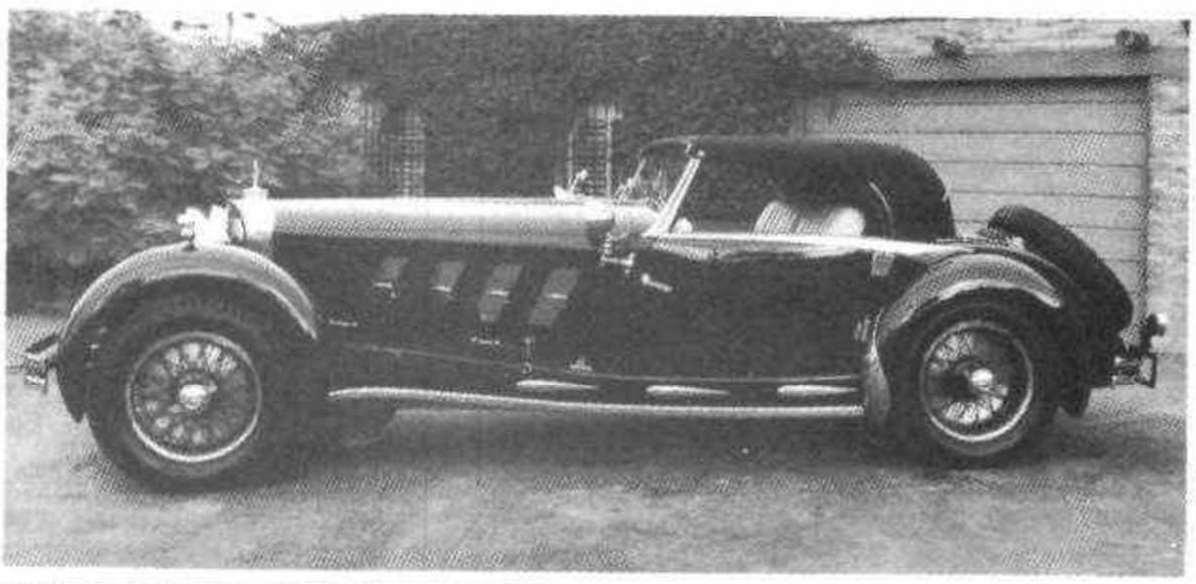


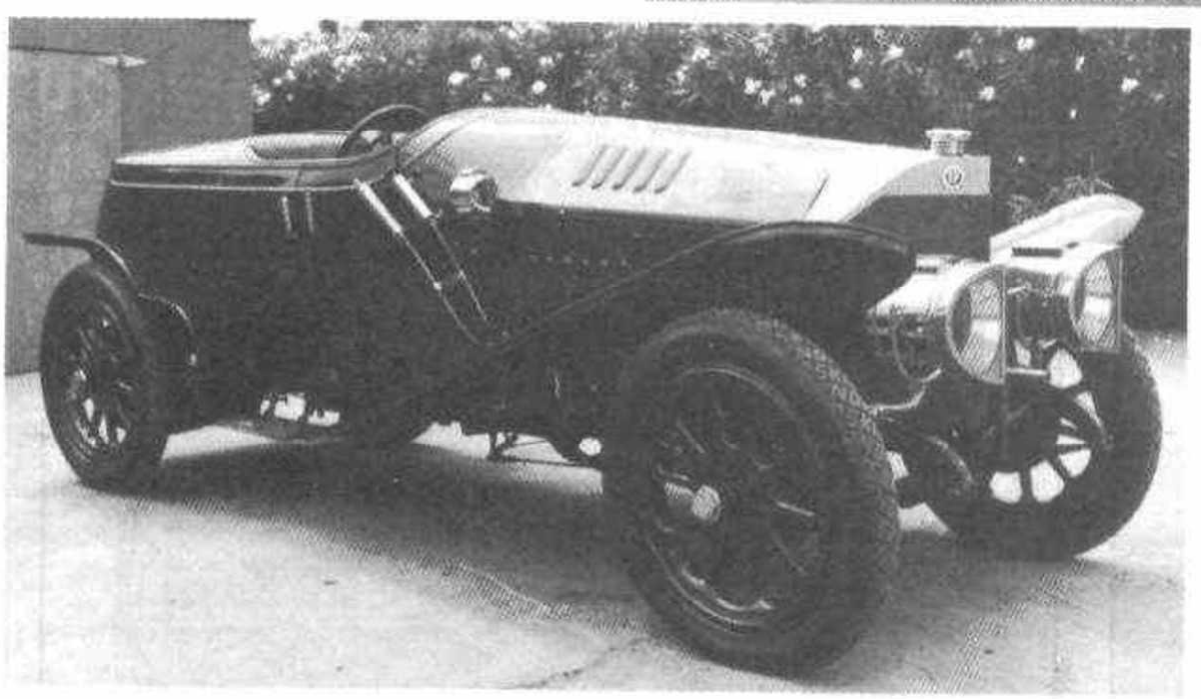
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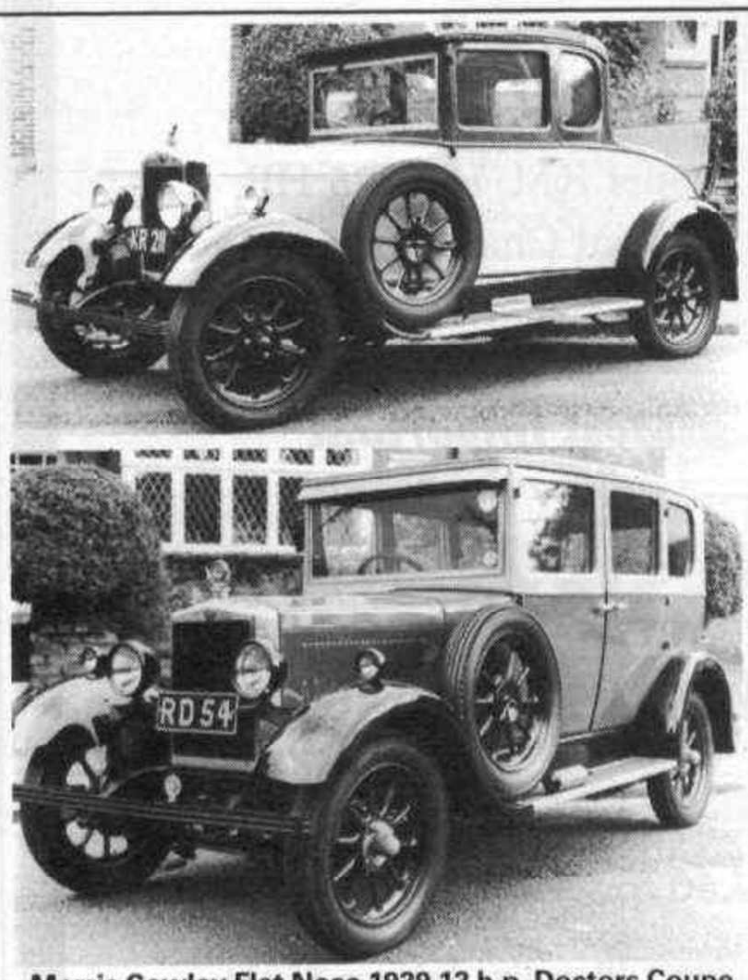
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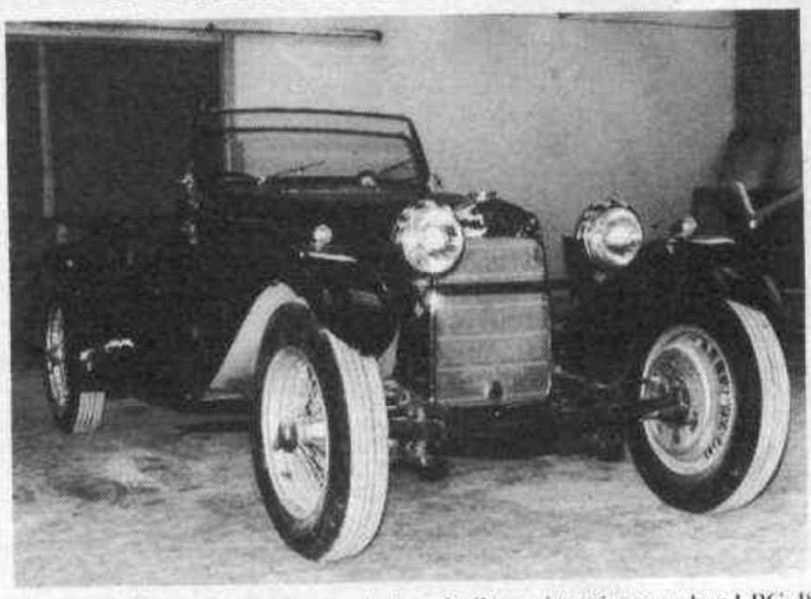
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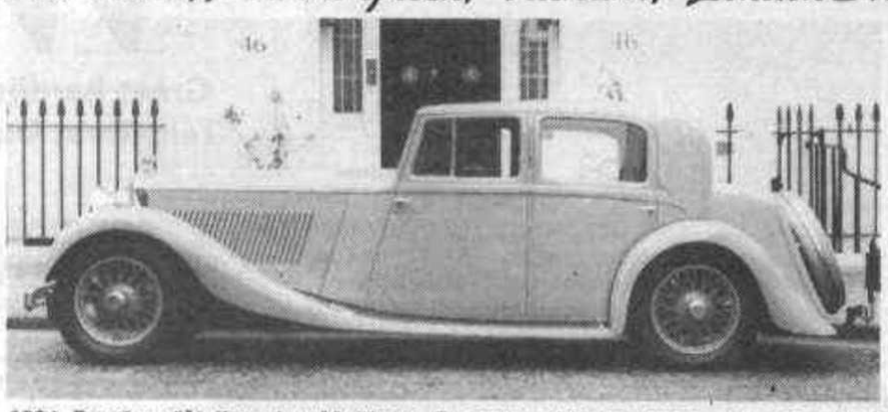
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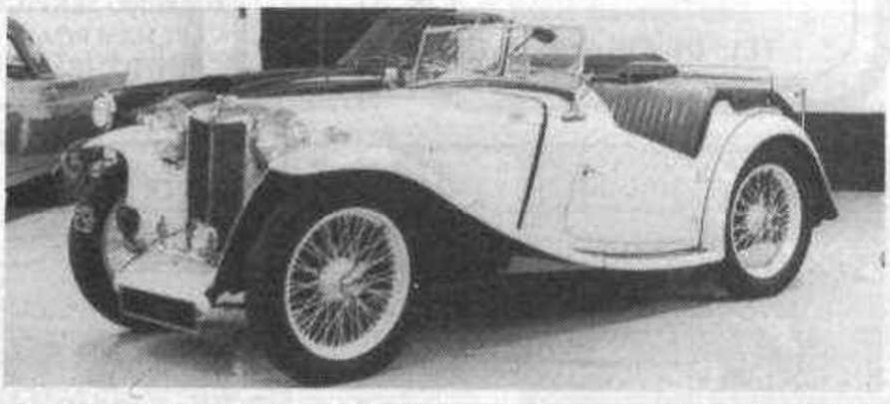
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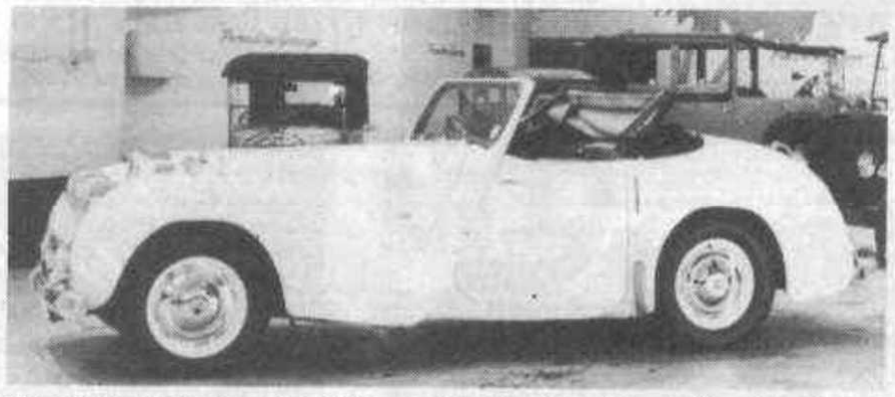
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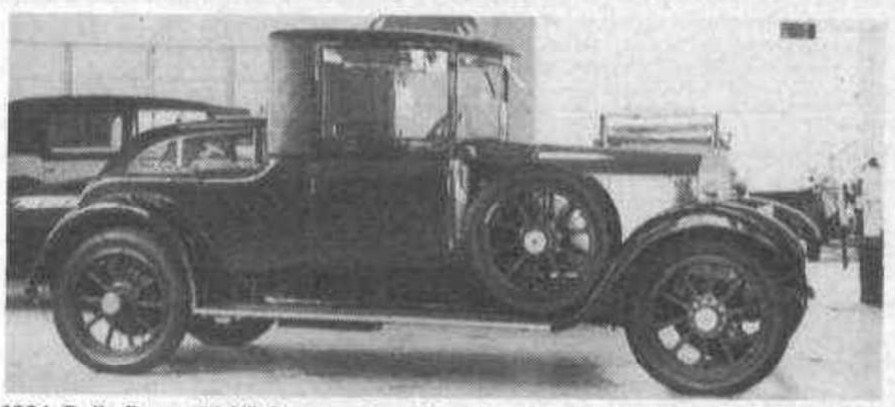
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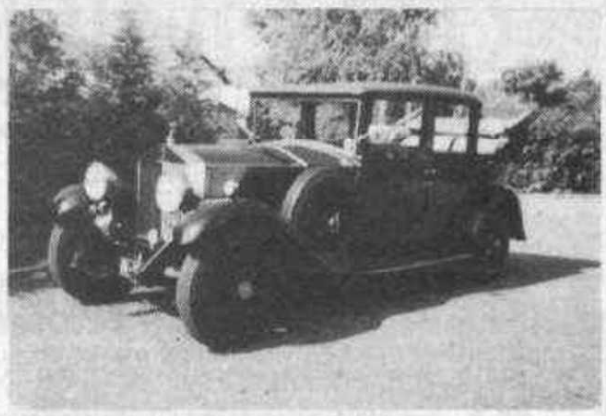


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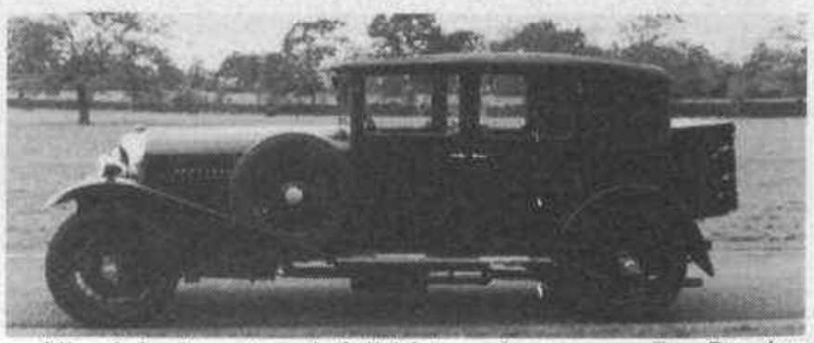
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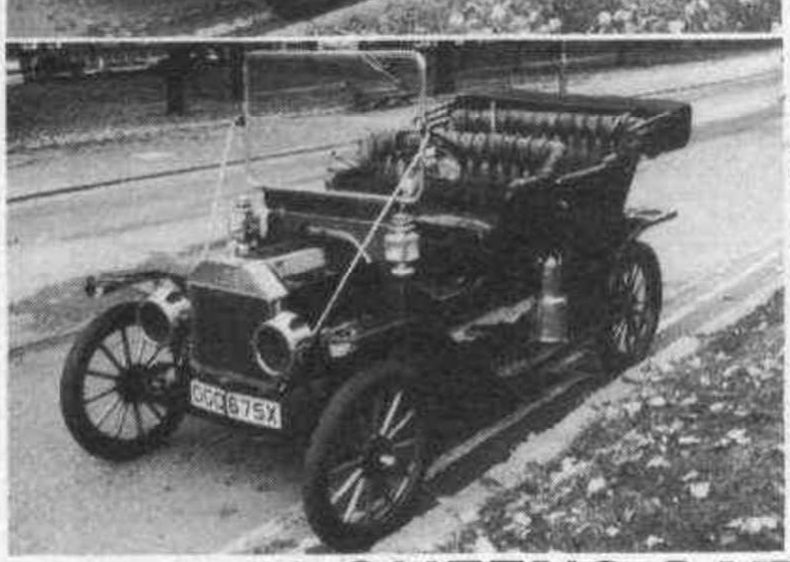
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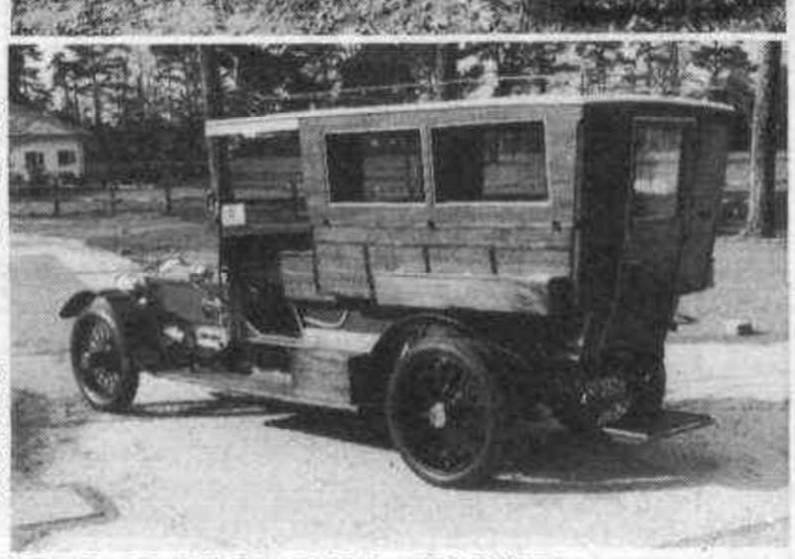
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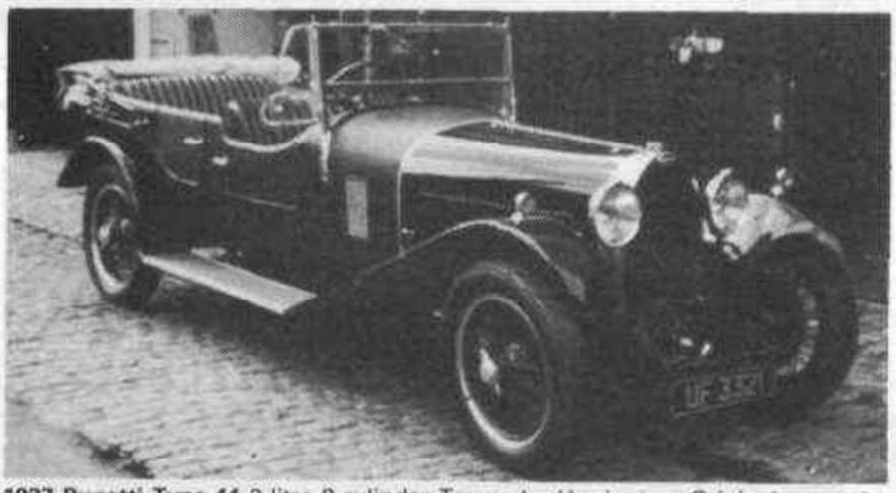
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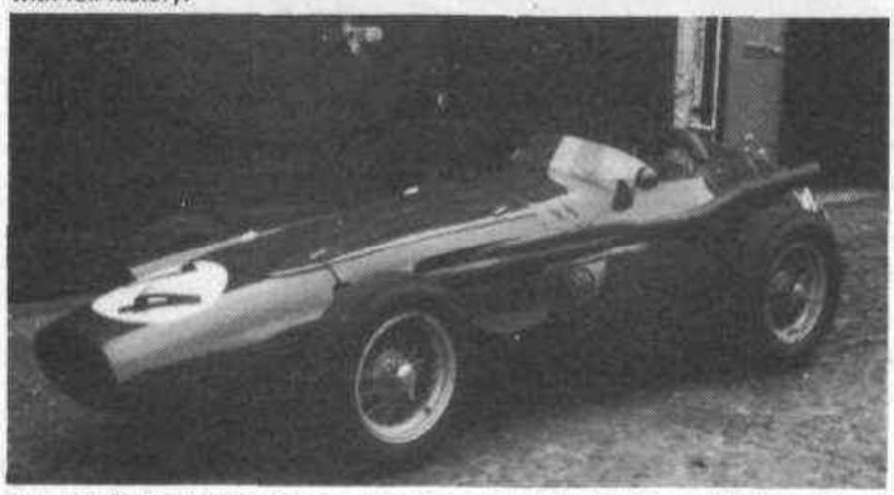
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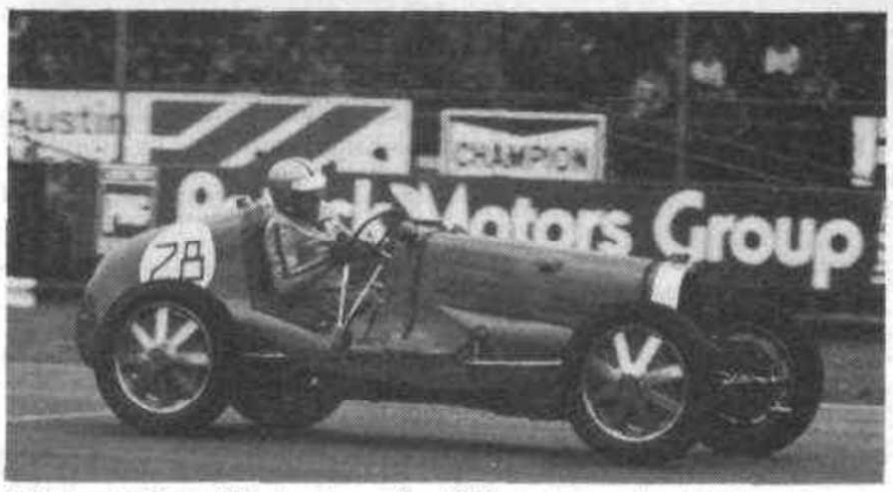
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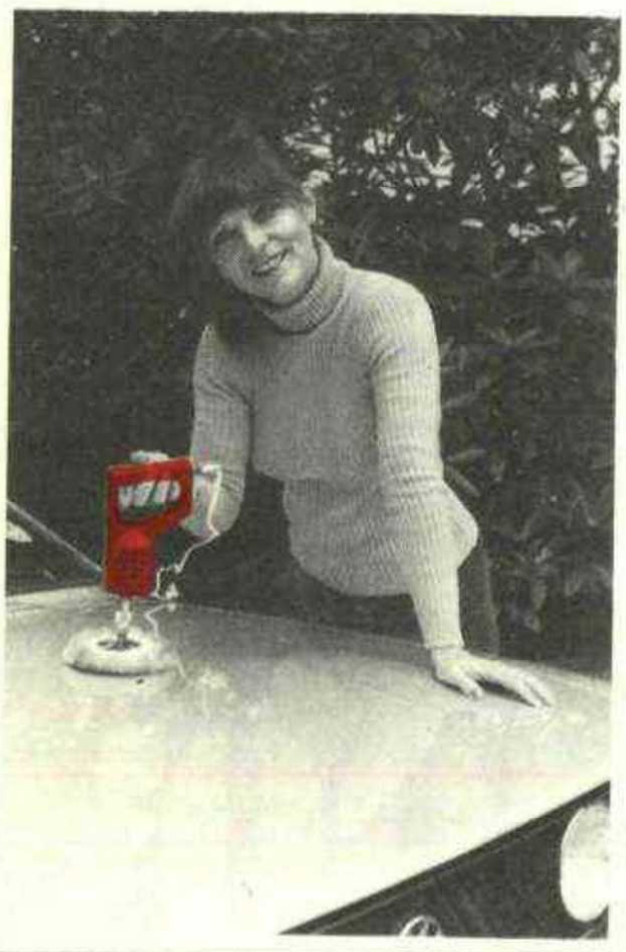


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