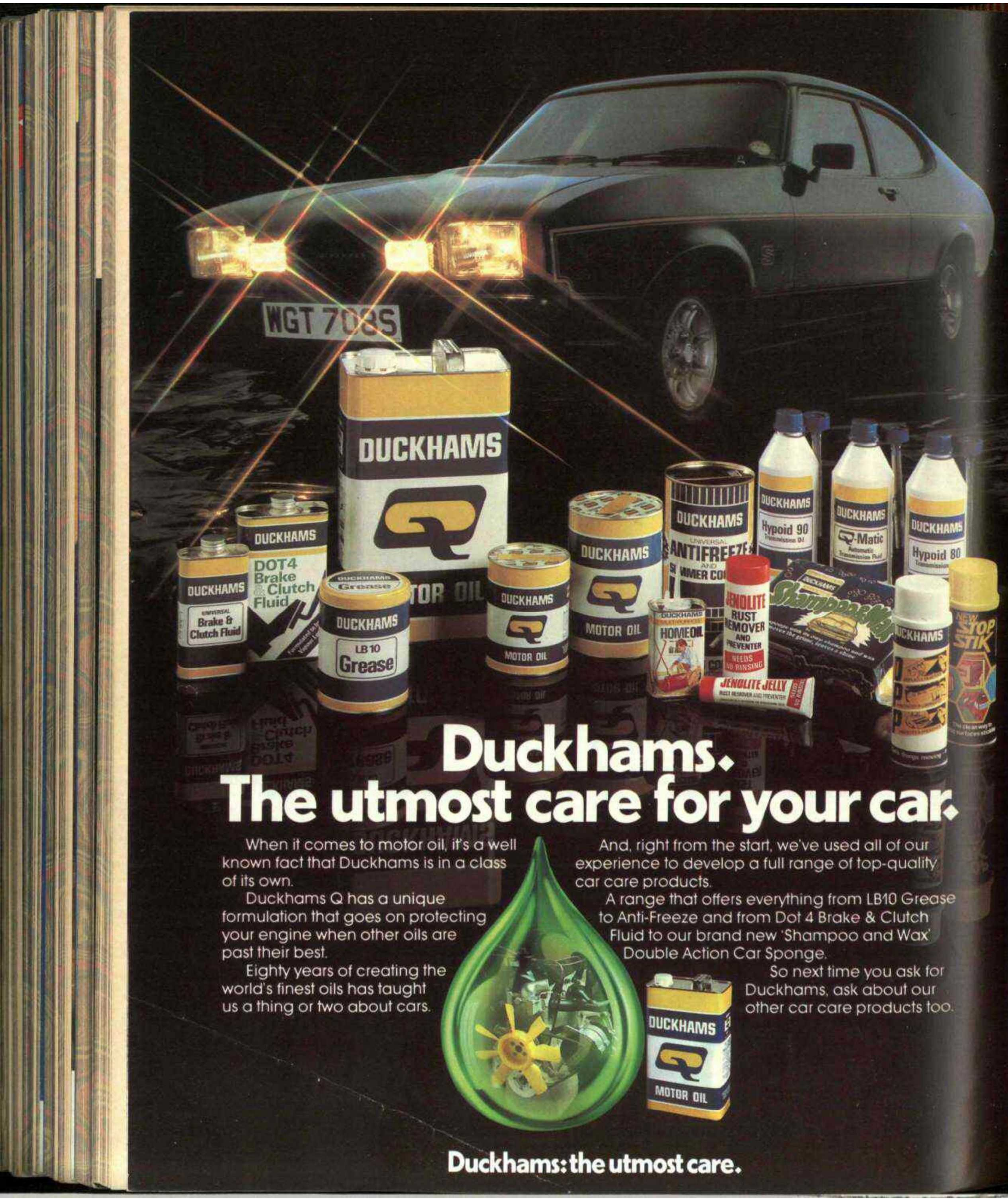
June 1981 Vol.LVII No. 6 60p

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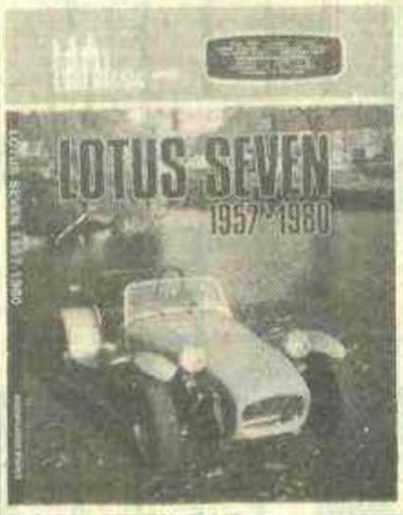
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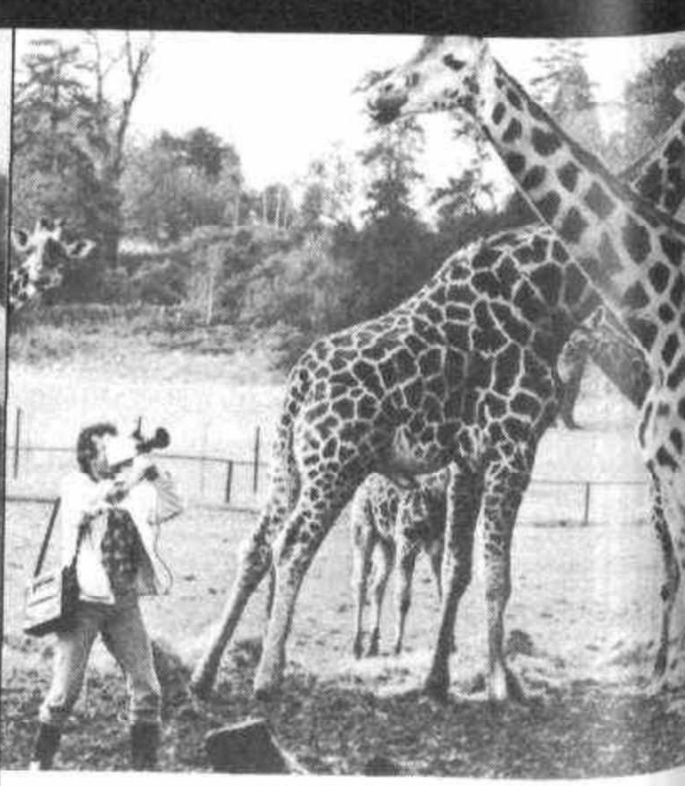
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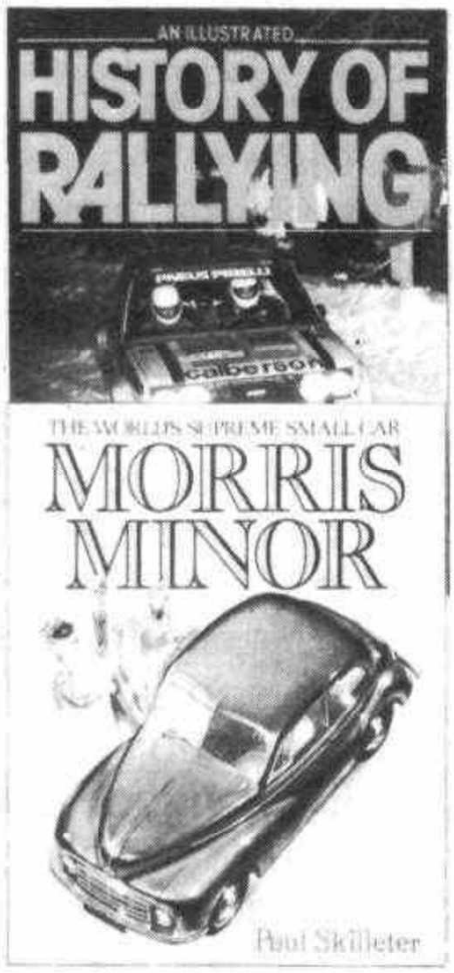
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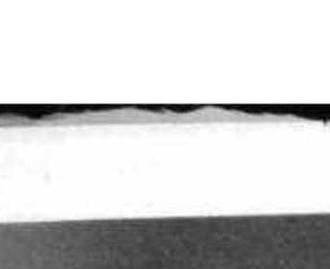
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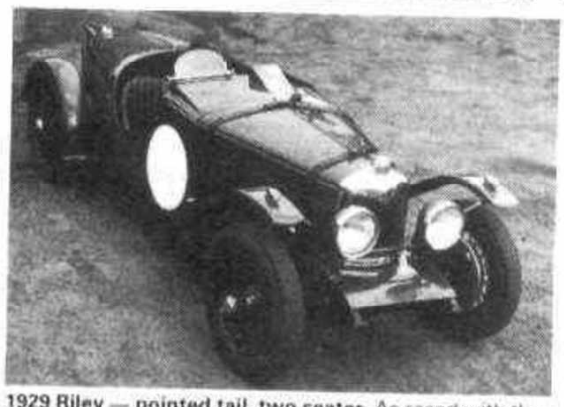
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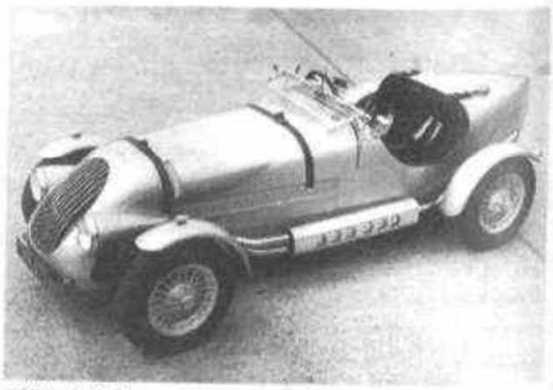
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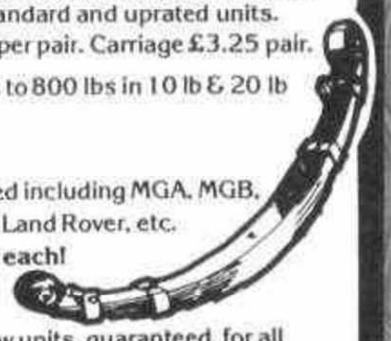
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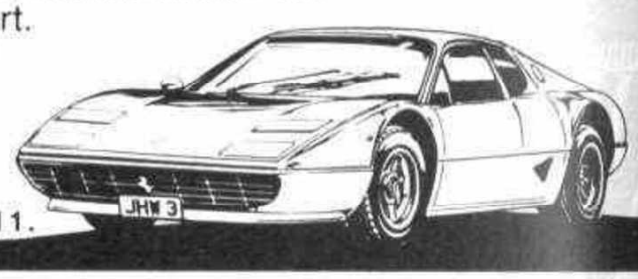
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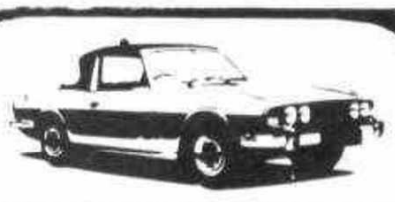
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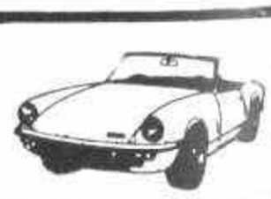
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How Waxoyl holds 'Showroom' Condition

'Showroom' condition means simply, that (barring accidents) your car stays equal to proud display on top-class Dealers' sales floor. Possesses quite remarkable road worthiness. Promises all round driving pleasure. *And passes rust scrutiny test with flying colours!* Waxoyl holds key to 'Showroom' condition. Kills dead existing rust rot. No car age limit so long as metal polarises to Waxoyl. Makes safe load-bearing chassis members, suspension, jacking points, shock absorbers, *every rust trap in entire vehicle system.* Future rust attack no longer a problem.

Up to £85 plus VAT at Rustproofing Centres

Professionals charge mostly for labour. Do-it-Yourself at **ONE TENTH** of cost (or petrol tank fill-up) with 'all-in-one-go' Waxoyl 'Jumbo' applicator works **FOUR TIMES FASTER** than any other known design. Easy as syringing your roses! Order 'Jumbo' with your Waxoyl.

Waxoyl 'Know-How'

To find out *why* even most expensive motor cars succumb to rust rot, Finnigan's stripped down both new and used cars. Found clues leading right back to body shell stage. Hence Waxoyl Spray Plan covers every rust hazard from relentless production line assembly to fierce road conditions. Anticipates metal rusting behind paint cracks in prefab units suffering from chattering rivets, bolts, screws.

'Tadpole' Molecules

Most up-to-date Waxoyl Rust Inhibitor contains naturally charged electrical properties, sets Waxoyl apart from rival systems. Micro Inhibitor molecules resemble tadpoles. 'Tails' cut through dirt, grease, oil with magnetic speed. Chase out air moisture rust from metal pores never to return. 'Heads' lock-in, seal-off surfaces with water repellent skin. Amazingly high tenacity even on damp surfaces. Never cracks, or peels off as do chemically active types which, as you may have seen, often oxydise and disintegrate, expose metal to devilish air moisture rust attack. Nor does Waxoyl exhaust itself with time. In fact, benefits existing seals! Magnetic molecules fill broken gaps. "Creep" across bared metal, reknit skin torn by flying grit etc.. Be more than happy with clean, transparent Waxoyl. Quality controlled at every stage. Not a bought-in product marketed under another name.



HOLD CAR IN 'PROUD OWNER' Condition
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with FINNIGAN'S *Fast Working* New, Adjustable Spray, Trigger operated 'SUPER JUMBO' Applicator

AA REPORTS after FOUR WINTERS
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NORTH SEA OIL — **LAING** off-shore's largest Rig uses WAXOYL on sea-washed equipment

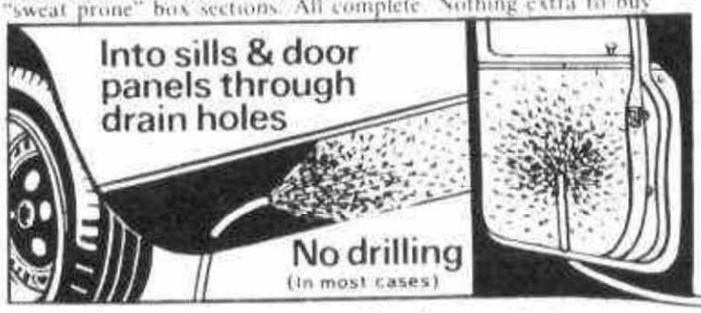
One of world's biggest OIL COMPANIES says: "Of all rustproofers tested, ONLY WAXOYL KILLS existing rust"

ICI recommend WAXOYL for brine circulation pipes

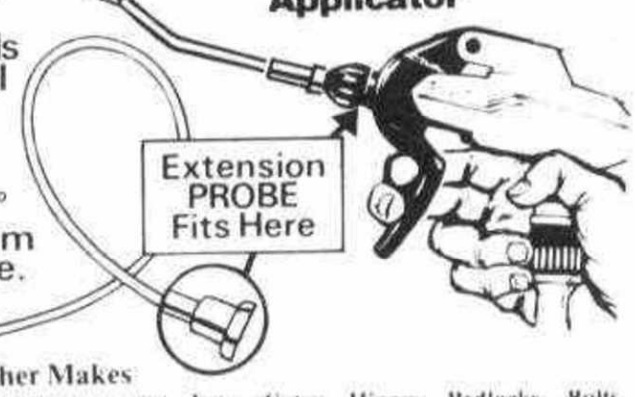
Easy and Fun to do!

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.



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 rustproolers 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 rustproolers 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 rustproolers 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 fexen 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, sticks. Summer days' condensation rust moisture dripping onto raw metal edges within box sections, sills, door panels, all sweat-prone areas.

Waxoyl Users Find Other Uses

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

ALL PRICES INCLUDE CARR. & VAT

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SMALL CAR 5 Litre (1.1 Gal.) ..... £ 8.20
BIG CAR 10 Litre (2.2 Gal.) £13.75
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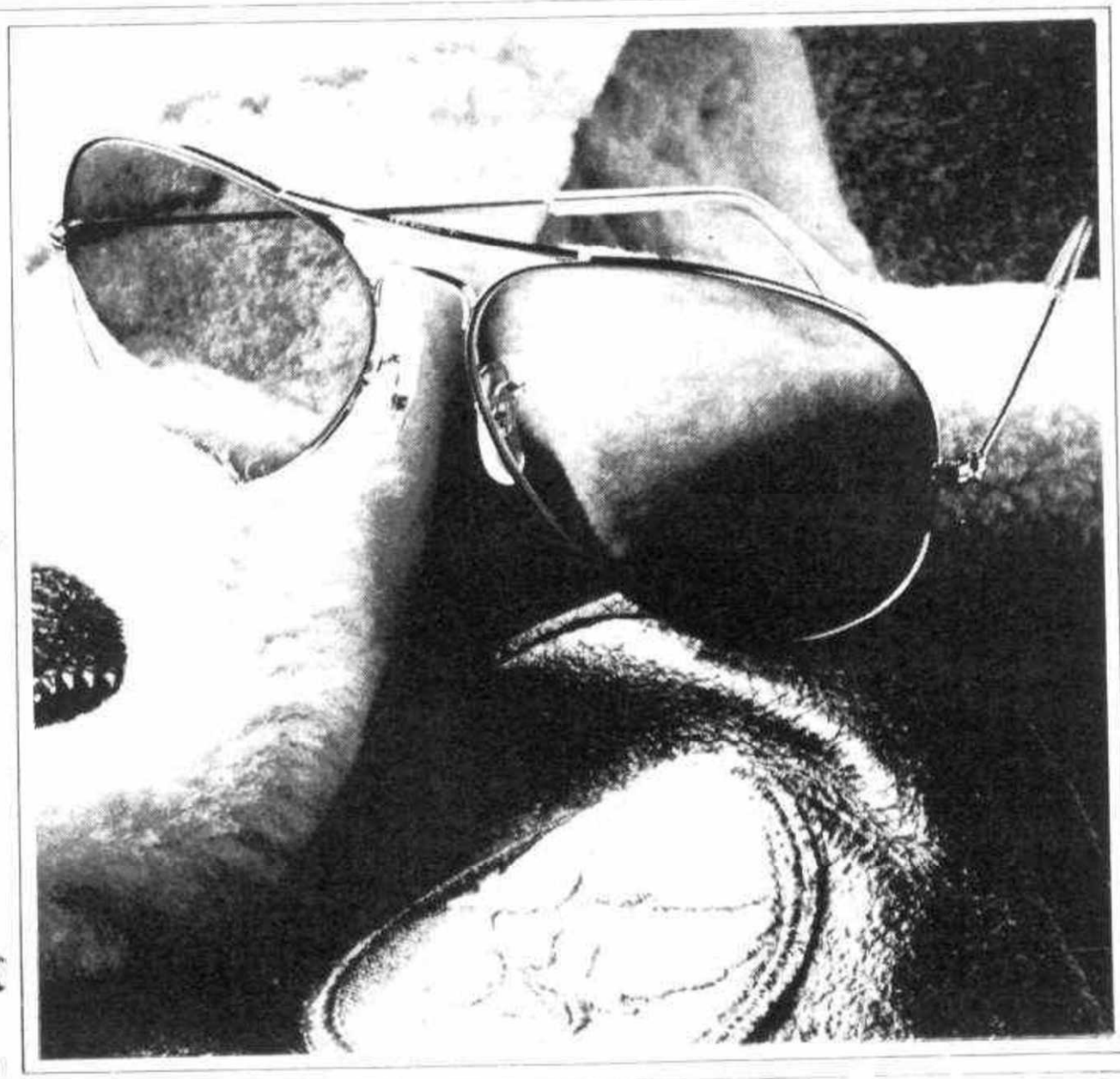
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For the location of your Kiron lens dealer, call 01-603 7448 or 021-643 7801.

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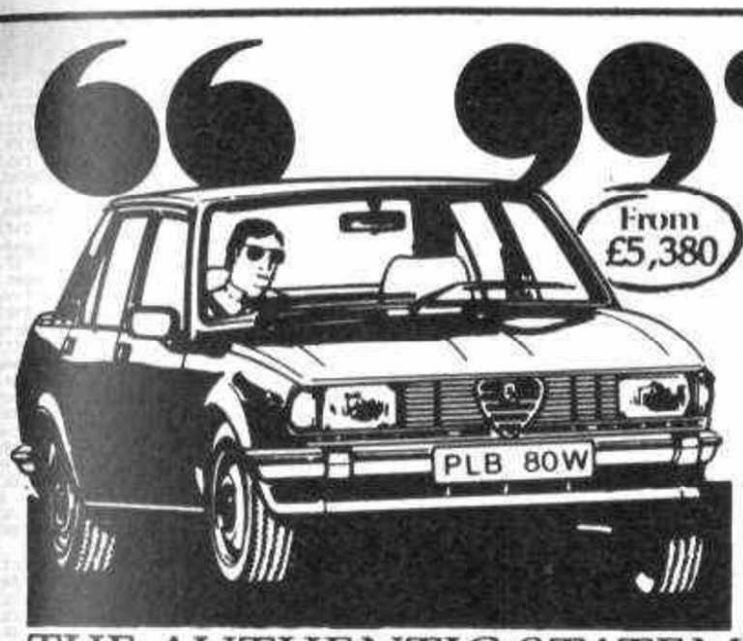


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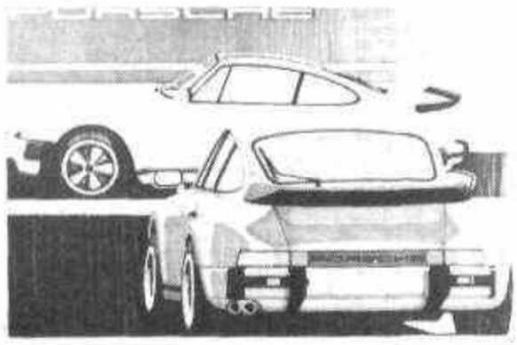
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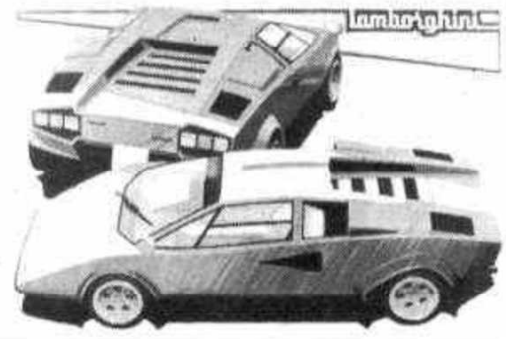
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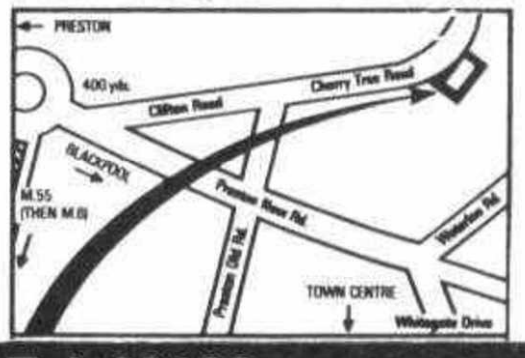
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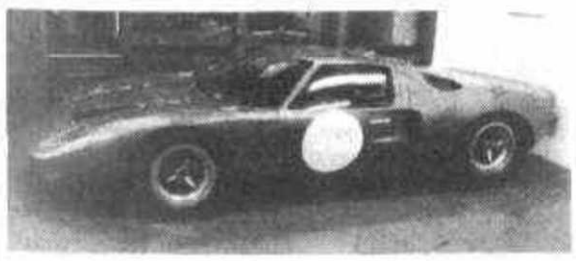
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COMPOMOTIVE WHEELS



Style 12 Alpina Style
6 x 15 BMW3, 5, 6, 7, Ser. £85.50
6.5 x 15 BMW3, 5, 6, 7, Ser. £88.00
7 x 15 BMW3, 5, 6, 7, Ser. £90.00
6.5 x 16 BMW5, 6, 7, Ser. £97.00
7 x 16 BMW5, 6, 7, Ser. £105.00



Style 13
6 x 15 Ferrari 246, 308 £85.50
7 x 15 Ferrari 246, 308 £90.00
7 x 16 Ferrari 246, 308 £105.00
8 x 16 Ferrari 246, 308 £115.00



Style 14 - 15
6 x 14 Alfa-Sud £35.00
6 x 14 BMW 3 Ser £35.00
6 x 14 Fiat x19 £35.00
6 x 14 Escort, Cortina, Capri £35.00
6 x 14 Opel Ascona £35.00
6 x 14 Golf, Scirocco, Prelude, Volvo 343 £35.00



BBS®

Style 16
6x13 Golf Scirocco Jetta PoA
6x13 BMW 3 Ser PoA
6x13 Opel PoA
6x14 Golf Scirocco Jetta £59.50
6x14 BMW 3 Ser £59.50
6x15 BMW 3 Ser £80.00
7x15 BMW 3 Ser £85.00
7x15 BMW 567 Ser £90.00



SERAL®

Style 17
Ren 5 Gordini £44.50



Prices for wheels styles 1 to 8 are finished in silver. They are also available in Gold, Gold and Polish Black, Black and Polish, White, White and Polish at £6.20 extra per wheel. Styles 9 to 11 and 16 to 17 are also available in Gold, Gold Silver at £4.50 per wheel. Styles 12 13,14 and 15 are available in Gold Gold Polish, Black Black Polish at £4.20 per wheel. Styles 1 to 11 include nuts studs and centre caps. Styles 12 to 15 nuts and centre caps are not included in the price.
We can also supply, Minilite wheels, stove enamelling and polishing service available. All prices are plus V.A.T.

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8.00-5.30 six days a week

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TYRES

PIRELLI P7

175/50VR13	£55.00
205/60VR13	£65.00
205/55VR14	£85.00
225/55VR14	£95.00
195/50VR15	£78.00
205/50VR15	£108.00
225/50VR15	£120.00
285/40VR15	£160.00
285/50VR15	£165.00
345/35VR15	£170.00
205/55VR16	£115.00
225/50VR16	£130.00
265/50VR16	£189.00*



PIRELLI P3/70

165/70SR10	£19.00*
155/70SR12	£17.70*
165/70SR12	£20.50*
155/70SR13	£18.00
165/70SR13	£23.50
175/70SR13	£25.00
185/70SR13	£29.50
165/70SR14	£26.00*
175/70SR14	£27.60
185/70SR14	£31.20
195/70SR14	£35.00*
175/70SR15	£28.55
185/70SR15	£30.90*



PIRELLI P6

185/60HR13	£33.00
205/60HR13	£42.50
225/60VR13	£73.00*
235/60VR13	£85.00*
185/60HR14	£36.00
185/65HR14	£36.50
195/60HR14	£42.50
195/60VR14	£48.50
225/60HR14	£79.00*
225/60VR14	£85.00*
195/60HR15	£48.00
205/60HR15	£55.00
205/60VR15	£65.00
215/60VR15	£90.00
235/55VR15	£120.00*
235/60VR15	£123.00*



PIRELLI P5

185/70HR13	P.O.A.*
185/70HR14	£40.00
195/70HR14	£48.50*
205/70HR14	£50.00*
205/70VR15	£69.00



PIRELLI CN36

165HR13	£34.00
175/70HR13	£31.50
185/70HR13	£38.00
195/70HR13	£51.90
215/60VR13	£52.50
235/60VR13	£61.40
175/70HR14	£32.00
185/70HR14	£39.30
195/70HR14	£41.50
195/70VR14	£56.00
205/70HR14	£52.50
205/70VR14	£68.25
215/70VR14	£76.00*
225/60VR14	£66.65*
245/60VR14	£82.50*
165HR14	£31.60
175HR14	£36.10
185HR14	£41.50
195HR14	£58.00*
175/70HR15	£43.60
185/70HR15	£51.50*
185/70VR15	£60.90
215/60VR15	£78.75
235/60VR15	£85.00



PIRELLI CN73 and P76

(American sizes only)

DR78 - 14 P76	£45.70
ER78 - 14 P76	£47.50
FR78 - 14 P76	£49.00
FR70 - 14 CN73	£54.50
GR78 - 14 P76	£54.50
GR70 - 14CN73	£56.80
HR78 - 14P76	£55.50
ER78 - 15 P76	£50.00
GR78 - 15 P76	£53.60
GR70 - 15 CN73	£59.00
HR78 - 15 P76	£56.80
HR70 - 15 CN73	£62.50
JR78 - 15 P76	£60.00
LR78 - 15 P76	£62.00

All American spec. tyres are to special order.





Continental TYRES

(To Special Order)

185/60HR13 CS41	£34.00
185/60VR13 CS51	£42.00
205/60HR13 CS41	£39.00
205/60VR13 CS51	£48.00
185/60HR14 CS41	£33.00
185/60VR14 CS51	£35.00
195/60HR14 CS41	£37.50
195/60VR14 CS51	£39.50
205/60HR15 CS41	£41.00
205/60VR15 CS51	£44.00
185/70HR13 TS772	£36.50
195/70HR14 TS772	£38.50
195/70VR14 TS773	£50.00
205/70HR14 TS772	£41.50
205/70VR14 TS773	£52.50


Conti TS772 13



PIRELLI CN12

215/70VR15	£65.00
225/70VR15	£75.00
255/60VR15	£148.00



Fulda

205/60HR13	£42.00
185/60HR14	£36.00
195/60HR14	£42.00
205/60HR15	£55.00
195/50VR15	£75.00

FIRESTONE Special Offer

185/60HR14	£36.00
195/60HR14	£42.00



PIRELLI P8

165/65SR14	£34.16*
175/65SR14	£39.73
185/65SR15	£38.00



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230/530x13 All compounds in slicks and wets **£69.00**
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XWX

185/70VR13	£70.00*
195/70VR14	£62.25
205/70VR14	£69.60
205VR14	£70.50
215/70VR14	£80.00
195/70VR15	£63.00
185/70VR15	£62.00
205/70VR15	£73.00
215/70VR15	£75.45
225/70VR15	£82.00



XDX

195/70VR14	£57.90
205/70VR14	£64.70
185/70VR15	£57.30
205/70VR15	£67.77



TRX

180/65HR390	£47.95
190/65HR390	£52.20
220/55VR390	£73.10



XAS/XVS

145HR10 XAS	£16.90
155HR12 XAS	£20.65
145HR13 XAS	£19.70
155HR13 XAS	£22.80
155/70HR13 XVS	£28.30
165HR13 XAS	£27.20
175HR13 XAS	£27.90
175/70HR13 XVS	£34.65
185HR13 XAS	£33.60
185/70HR13 XVS	£42.20
165HR14 XAS	£28.20
175HR14 XAS	£31.45
175HR14 XAS 'P'	£33.95
175HR14 XVS	£36.25
175HR14 XVS 'P'	£38.95
175/70HR14 XVS	£35.20
185HR14 XVS	£41.35
185HR14 XVS 'P'	£44.45
185HR/70 - 14 XVS	£41.35
195/70HR14 XVS	£45.30
195/70HR14 XVS 'P'	£48.80
205/70HR14 XVS	£57.95
165HR15 XAS	£29.10
175HR15 XAS	£31.65
180HR15 XAS	£31.25
175/70HR15 XVS	£39.10
185HR15 XVS	£40.40
215HR15 XVS	£80.55
235/70HR15 XVS	£70.95





UNIROYAL 240/60

185/60HR14	£37.50
195/60HR14	£43.00

180

165/70SR13	£22.00
175/70SR13	£24.00
185/70SR13	£29.00
185/70SR14	£30.00
185/70SR13 Regrade quality	£25.00

240

165HR13	£27.00
185/70HR13	£38.00
165HR14	£28.00
175HR14	£30.00
175HR14Z	£32.00
185HR14	£38.00
185HR14Z	£42.00
185/70HR14	£40.00
195/70HR14Z	£45.00

DUNLOP

205/60HR13 D3	£50.00
185/60HR14 D3	£42.00
195/60HR14 D3	£51.00
195/60HR15 D3	£56.00
205/60HR15 D3	£64.00
205/60VR15 D3	£74.90
205/55VR16 D4	£134.00
225/50VR16 D4	£153.00
185/70HR14 D1	£42.00
195/70HR14 D1	£47.00
195/70VR14 D1	£62.00
205/70HR14 D1	£60.00
205/70VR14 D1	£74.90
205/70VR15 D1	£50.00
215/60VR15 D1	£95.00
205/60VR14 D1	£98.00
195/70HR14 D6	£47.00
195/70VR14 D6	£62.00
205/70HR14 D6	£60.00
205/70VR14 D6	£74.90
ER70VR15 Sport	£37.00
225/50VR16 Sport	£110.00


Dunlop (Germany) SP Sport D1

kléber V12 GTS

145HR13	£19.50
165HR13	£19.00
165/70HR12	£20.00
165/70HR13	£22.00
175/70HR13	£28.50
185/70HR13	£28.00
195/70HR13	£32.00
185/70HR14	£29.00
195/70HR14	£32.00
205/70HR14	£39.00
185/70HR15	£31.00

kléber V15

145/70SR12	£13.75
155/70SR12	£14.00
145/70SR13	£14.00
155/70SR13	£15.75
165/70SR13	£16.00
175/70SR13	£18.00
185/70SR13	£20.00
165/70SR14	£18.00
175/70SR14	£18.75
185/70SR14	£22.00

GOODYEAR N.C.T.

185/60HR14	£36.65
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195/60HR14	£44.30
205/60HR13	£43.50
205/60HR15	£55.65
205/60VR15	£65.00
205/55VR16	£120.75
225/50VR16	£136.75

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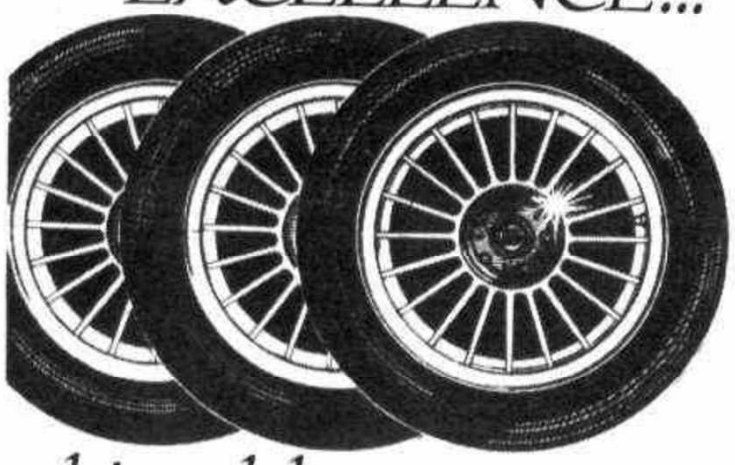
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1979 V 528i. Manual, cashmere metallic, elec. roof, central lock, p.a.s., 24,000 miles. **£7,395**



1978 320. Manual, black, coachlines, sunroof, tints, 19,000 miles. **£5,695**

1980 MODEL 635. Auto, chestnut red, elec. sun roof, air conditioning, radio stereo, 11,000 miles. **£14,995**

1981 MODEL 323i. Red, 5-speed, factory roof, alloys, radio cassette, 5,000 miles. **£8,695**



1980 450 SL. Ice blue, blue leather, alloys, elec. windows, 10,000 miles. **£15,995**



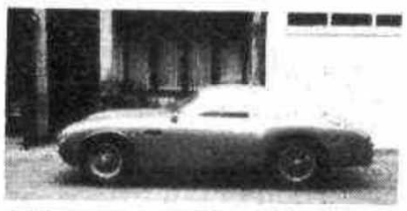
1980 350 SE. Auto, metallic beige, alloys, radio/cassette, 9,000 miles. **£13,995**

1980 450 SLC. Elec. roof, alloys, air conditioning, radio/cassette, 14,000 miles. **£17,995**

1980 450 SE. Auto, silver blue velour, elec. sunroof, alloys, radio/cassette, 15,000 miles. **£15,495**

Hexagon of Highgate, 26 North Hill, London N6 **01-348 5151**

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Aston Martin DB4 GT Zagato expected shortly, l.h.d. specification, very rare and in excellent, original condition.



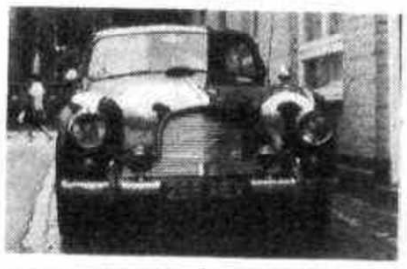
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MERCEDES 450 SLC 1974, anthracite metallic with velour interior, low mileage. **£6,950**



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TR6 1975. Red, 34,000 miles, o/d. **£3,895**
TR6 1974. Yellow, 31,000 miles, o/d. **£3,595**
TR6 1974. Magenta, 31,000 miles, o/d. **£3,550**
TR6 1973. Pimento red, 150 b.h.p., 28,000 miles, o/d. **£3,895**
TR6 1972. White, 150 b.h.p., 44,000 miles, o/d. **£2,795**
TR4 1963. White, 44,000 miles, mint. **£3,450**

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to: Parrys of Malvern, Church Street, Malvern, Worcs.

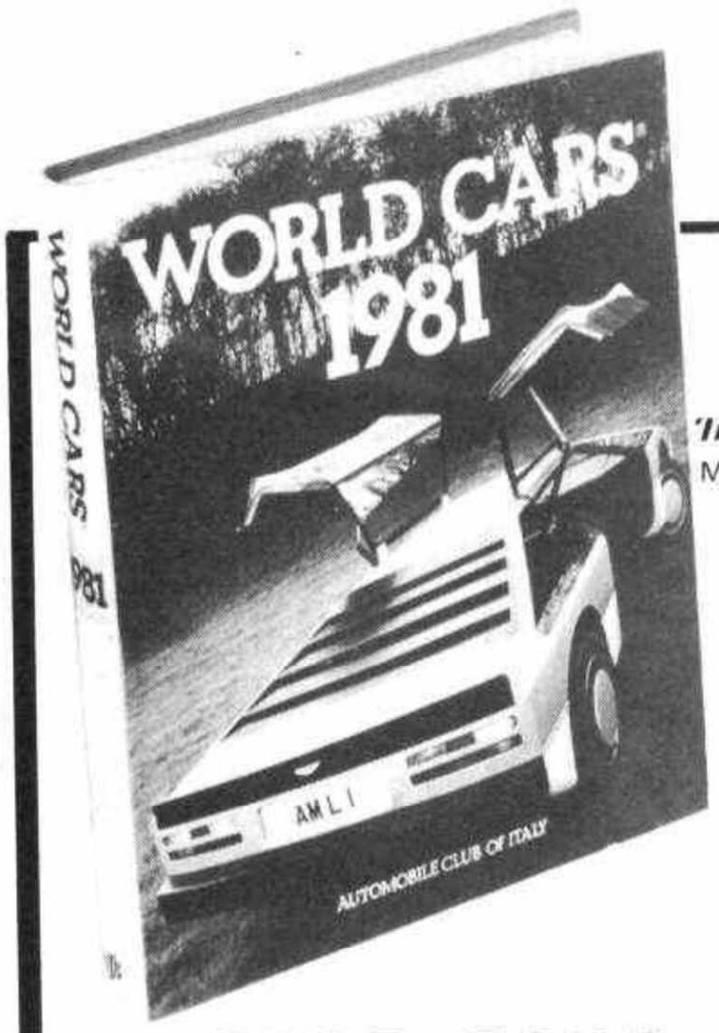
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I enclose cheque/P.O. for £6.95 as 10% deposit
Please charge £69.50 to my ACCESS, BARCLAY CARD, AMERICAN EXPRESS, DINERS CLUB A/C No .....

Signature .....



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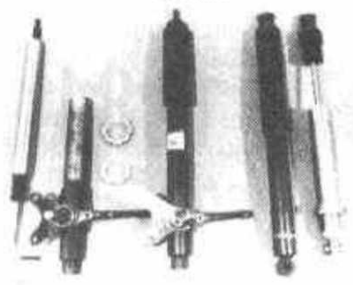
Tip of the Month

Feeling a little soft? Replacement front shock-absorber inserts, for Boge, Koni or Bilstein struts, are available for all 911, 912 and 914. And 911, 912 rear shocks are simple bolt-on units. Koni front inserts are also available that will fit Boge struts, and remember that all Konis are adjustable. To do this disconnect the top of the shock-absorber, fully compress it and rotate the piston until you feel it engage in a slot. There is approx. 2½ turns of adjustment, clockwise to increase stiffness. However, none of this front insert information applies if you have self-levelling front struts — mainly 2.0 and 2.2 911E's, distinguishable by the bellows on the upper part of the strut — for which there is no easy solution.

Except, perhaps, take advantage of:

June Special Offer

Bilsteins



Bilstein front struts, Turbo, Carrera and 911SC sport spec. Will fit any 911, 1969 'B' series on, but note that for pre-1976 series cars you require the larger aluminium 'S' caliper, with 3½" spacing on the mounting bolts. Reduced from £134.81 plus VAT each to:

£85.00 plus VAT.

Bilstein inserts for the above struts. A Bilstein strut can be identified by the roll spin above the bottom ball joint, plus the name is stamped just above the brake pipe bracket. And they should be green. Inserts, each, reduced from our price of £50.00 plus VAT to: **£40.00 plus VAT**

Bilstein rear shock absorbers, Turbo, Carrera and 911SC sport spec. Will fit any 911, 1972 'E' series on. Reduced from £52.37 plus VAT to:

£35.00 plus VAT

We also stock Bilsteins as complete struts, inserts or rears in 4 settings:

1. 1,000 Lake (stage rally, rallycross) 2. Monte Carlo (tarmac rally) 3. Race, RSR (circuit, sprint) 4. Race, 934 (ditto for heavier car). Plus struts and rears with coil spring facility. For a rough price guide, add 50% to our special offer prices for the standard units.

Left to Right-Hand Drive

On 911/930 is possible but expensive! The mechanics are simple enough with the central steering rack, but the dashboard/front bulkhead must be totally stripped, and the monocoque cut out and replaced from the windscreen to the floor, a job ideally done on a body jig. Plus there are numerous bulkhead and trim items that are handed, although there are a few little 'economy' tweaks that we've learnt. Cost for a full 'detail' conversion starts from **£2,750 plus VAT**, depending on year and model, this being roughly made up 50:50 on parts (new) and labour. But if you have all the extras (electric mirrors, brake servo, electric windows, leather trim, rear wiper, etc.) you can add over £1,000. And if you've got air conditioning you'll have to haggle!

STORES DEPARTMENT

This month's useful oddments department has got some surplus engine bits:

Set of 6-port gas flowed cylinder heads, all new guides, recut seats, 40/46 valve size, suit 2.2/2.4/2.7 litre engine. Would sell exchange. Outright. **£400 plus VAT.**

Pair 46 IDA 3c competition Weber carburettors, with big port inlet manifolds to suit above heads. **£250 plus VAT.**

We also have various other competition engine bits, e.g., 3.0 RSR piston/cylinder assemblies, RSR camshafts, Marelli dual ignition distributor, etc., that you might be able to persuade us to part with. Or better still, build into your engine for you!

CARS FOR SALE

1979 Model Lotus (it's not a Porsche model, it's another make of car!) Esprit S2. Turbo by Bell and Colville. Black, tan trim, one owner, 11,500 miles, personalised number. It's that low you'd fall over it in the dark. Since none of you are reading this because you want a Lotus, do us a favour and tell a friend! **£8,000**

1974 Carrera Targa 2.7 Very much a 'proper' car! Superb original 57,000 mile car in black, with black trim and all the Carrera extras, that we've refurbished inside and out. **£8,000**

1978 Model 924. 5-speed. Red, tan trim, 33,000, 3 owners, elec. windows, rear wiper, etc. **£6,450**

Spring Project. Our time schedule has hiccupped slightly, and at the time of writing it's still in the paint shop! '74 3.0 Carrera RS Lightweight style bodywork and interior. 2.7 Carrera spec. suspension and brakes. 8J and 9J × 16 wheels, with P7. 2.8-litre fuel injected engine with LSD transmission. Grand Prix white, black look, all black trim. Should hopefully be very nearly complete by the end of the month. Depending on final spec., around **£12,500**

3.3 Turbo. Extensively rebuilt by ourselves with our 935 style bodywork. Guards red, black leather. Re-registered (W) RHD, '78 model. **POA**



1973 Carrera RS. Grand Prix white with blue wheels and lettering, black interior trim. A photo to prove we finally finished our total body renovation. **£9,500**



1971 911 T Lux Sportomatic. 19,500 miles only, silver, black trim, ESR and all the Lux extras, one owner to 8.80. Very sound, very original, but very matt on the paint! **£3,750**



1977 Carrera 3.0. Silver, black look, black trim, sport spoilers, 2 owners, 48,000 miles, beautifully maintained. **£10,500**



1976 Model 911 Lux Targa. white, black trim, tartan inserts, 2 owners, 33,000 miles, mint example of one of the first fully galvanised cars. **£8,500**

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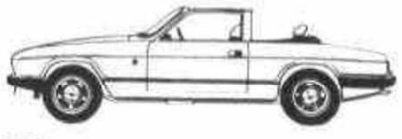
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Lotus



Esprit S 2.2 in black, champagne leather trim.
Eclat S 2.2 in Bermuda blue met. radio/cassette.
Elite S 2.2 in Tabac, brown trim, radio/cassette.
Esprit Turbo 0.60 in 5.5 secs. Orders now being taken.
Elite/Eclat 36.2 m.p.g. at 56 m.p.h. constant.
Esprit 38.7 m.p.g. at 56 m.p.h. constant.

SCIMITAR



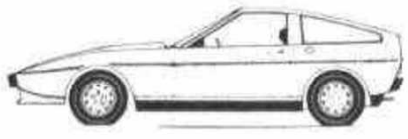
GTE o/d, in champagne, chocolate trim, p.a.s., Wolfrace wheels, tints, e/windows **List**
GTC Convertible with detachable hard top. Olympic blue, p.a.s., Wolfrace wheels. **Full four seats.**
Whether it be for business or pleasure the Scimitar range has the durability, reliability and economy required.

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1980 MGB GT in white, orange cloth trim, fully rustproofed, one owner, 12,000 miles **£4,995**

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1979 TVR 3000S convertible in metallic blue, tan trim, one owner, 22,000 miles **£6,995**

1977 Ford Cortina 2 litre GL in jupiter red, tan trim, 35,000 miles **£2,495**

1980 TVR 3000M in oyster gold, brown model band, vinyl sunroof, tan trim, 8,000 miles **£7,295**

1979 Lotus Eclat 521 in red, black marcasite trim, one owner, high mileage **£7,995**

1980 Lotus Elite 501. Red, black trim, one owner **£11,495**

1978 MGB Roadster. Green, orange trim, 25,000 miles **£3,195**

1978 Triumph TR7. Yellow, green trim, 26,000 miles **£2,995**

S-Reg. Alfa Romeo 2-litre Spyder. White, black trim, 29,000 miles **£3,795**

1977 S Scimitar GTE. Overdrive, green, tan vinyl roof/sunroof, tan trim, w/w, p.a.s. tints **£4,195**

1980 Lotus Elite 501. Red, champagne leather trim, one onwer, 9,000 miles **£11,995**

1978 TVR 3000M. White, brown model band, sunroof/vinyl roof, tan trim, 25,000 miles **£5,395**

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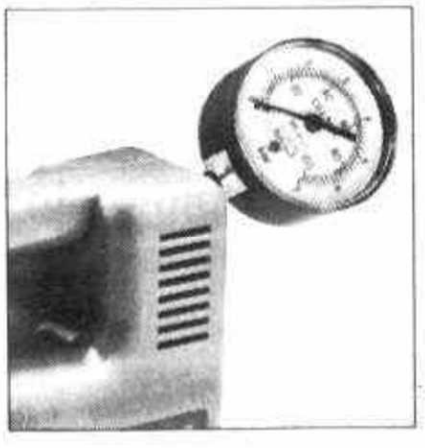
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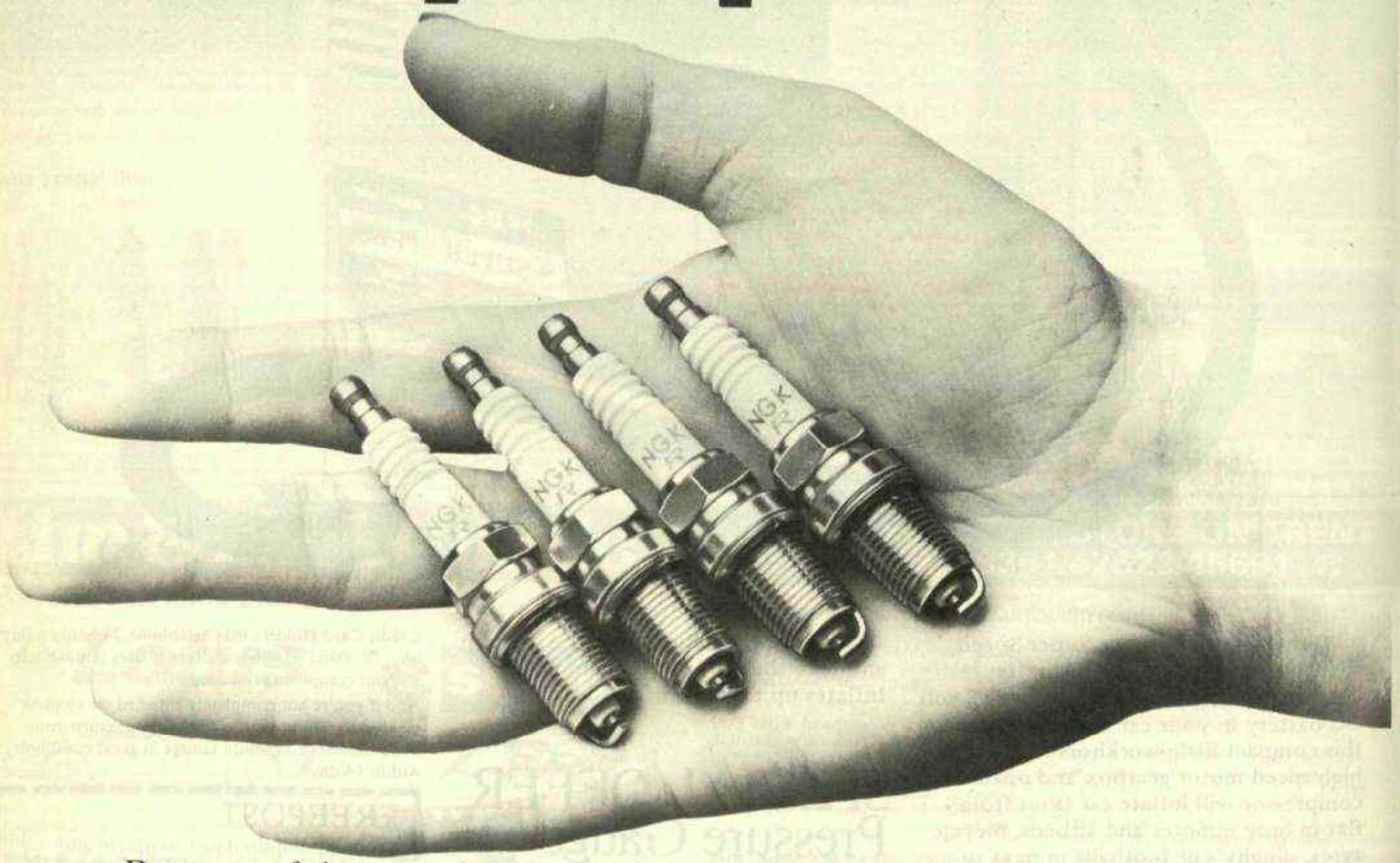
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MOTOR SPORT

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FRONT COVER PICTURE: FERRARI AHEAD: Didier Pironi's turbocharged 1½-litre Ferrari 126CK leads the opening stages of the Belgian Grand Prix at Zolder ahead of the Cosworth 3-litre V8 engined machines of eventual winner Carlos Reutemann (Williams RW07C), Nelson Piquet (Brabham BT49C) and Alan Jones (Williams FW07C).

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

FORMULA ONE POLICY — NO HOLDS BARRED?

No wonder Colin Chapman feels like abandoning Formula One Grand Prix motor racing, following the ban placed on his ingenious new Lotus 88 F1 cars. No doubt D.S.J. will be keeping us informed of developments in the Chapman camp and explaining the rights (if any) and wrongs behind the FISA decision. The way the layman-racing-enthusiast must see it is, surely, that, as Formula One is supposed to represent the very highest pinnacle of International motor racing, it should be seen as a case of no technical holds barred, unless safety is in question.

All down the years organising bodies have been apt to decide that racing cars have become too fast and they have sought means of curbing performance, usually without notable success. In Grand Prix, or what we now term F1, the mimimum of restriction should be placed on technical development and innovation. But is it?

In theory, anything that doesn't constitute a danger or make motor racing look ridiculous should be accepted on F1 starting-grids. Wankel-power, the internal combustion turbine, better cylinder filling by turbocharging or the mechanically-driven supercharger, four-wheel-drive, tyre grip enhanced by skirts, fans or just weight distribution or a combination of the lot, why shouldn't all these things be permissible? If someone by sheer technical brilliance can get more power from an engine than his competitors, why limit his expertise? As constituted today, the rules make a turbocharged or other supercharged engine give away 1½-litres to atmospherically-inducted engines, which are limited to 3-litres anyway and all have to burn pump fuel. But if some engineer wants to get power by using a very big non-supercharged engine, why not? — or is the fear that of too high a performance? In an age shouting out for fuels alternative to petrol, why not let any fuel be used? Regulations and restrictions usually lead to problems and bickering. In 1938-46 a 3-litre blown engine was regarded as the equal of a 4½-litre non-supercharged engine but by 1947 the blown engine was reduced to 1½-litres, and then in 1954 to a mere 750 c.c. against 2½-litre non-supercharged engines, and as a result no-one then built supercharged engines any more. Progressive techniques were deliberately suppressed, it seems. As an example of such thinking, at Oulton Park on Good Friday, after the wonderful rotary-engined Mazda RX-7 had trounced the Ford Capris, a Ford driver, asked what next, said they needed an extra litre, maybe believing that the 10,000 r.p.m. rotary-motor in the winning car had been leniently assessed at 2.3-litres.

Curiously, almost every time the organising body has panicked over what they have seen as dangerously high speeds, ingenious engineers have overcome the curbs placed upon them — which fortunately is good for progress, one supposes. The early maximum weight limits caused designers to pare chassis parts dangerously, so that immense engines could still be used, as in those wooden-frame, monster 1902 Panhard-Levassors. The top weight stipulation of 750 kg. imposed in 1934 simply meant that the Germans, with unlimited financial and technical resources, were able to use light-alloys and soft suspension, which resulted in the most powerful and fastest road-racing cars of all time, with which lesser companies and countries could not compete.

When reducing engine size was seen as the best means of pulling down speed, so that the GP limit fell from 4½-litres to 3-litres, 2-litres and finally to 1½-litres, very few concerns could afford to build complex 1,500 c.c. cars of sufficient horsepower to win impressively, and racing reached the doldrums, soon being dominated by one make, for Mon. Lory's magnificent supercharged, straight-eight, twin-cam Delage cars left all behind, opposed only by the unreliable Talbot-Darracqs and the low-key, almost amateur, efforts by Parry Thomas, Ernest Eldridge and Frank Halford. So good were they that ten years later Seaman was beating the new ERAs. He who can command the most money can usually build unconquerable cars, as Louis Coatalen did in the 1½-litre class in the first years of the 1920s, when his Darracqs and Talbot-Darracqs were quite invincible. This does not make for exciting spectator-viewing, however.

Nor does imposing a limit on how much fuel can be carried, running pseudo single-seaters of two-seater width, or using a minimum weight limit that implies a race between "tanks". Moreover, any mechanical stipulation in the competition field usually means difficult scrutineering. A race for purely catalogue-cars would be impossible, unless cars were to be taken from a maker's assembly-line and sealed until race-day by the race organiser. Some regulations are needed in sports-car racing and rallying, but we all know how fraught is the task of seeing that they are complied with! Telling the paying public at the 1930 Ulster TT that they would have to forgo the thrill of seeing the 1929 winner Caracciola driving the 38/250 Mercedes-Benz, because its supercharger had been found to be a few millimetres too long, cannot have been popular, and there was the case of Alfa Romeo using integral cylinder blocks and heads, which allows a higher blower-pressure to be used, and Alvis thought to have resorted to the same trick, in the TT, in spite of the production cars, which the rules said must be the criterion, having detachable cylinder heads.

Continued overleaf

Motor Sport Fixture List for June

★ 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
June 6th	BARC (NW)	Oulton Park Circuit	Nr. Tarporley, Cheshire	Race Meeting (*R*)	14.00
June 6th	Wallasey MC	Kings Parade, New Brighton	Wallasey, Merseyside	Sprint Meeting (*R*)	09.30
June 6th/7th	Bugatti OC	Prescott	Cheltenham	RAC Hillclimb Championship Round (*R*)	
June 6th/7th	**DRC**	**Donington Park Circuit**	**Castle Donington, Derby**	**Race Meeting (INT/R)**	
June 6th/7th	Sporting ODC	Luton	Beds.	Summer Rally (*CJ*)	23.00
June 6th/7th	Vagabond MC	"Fryers" Garage, Uttoxeter	128/097½340	Bell Trophy Rally (*R*)	
June 6th/9th	**RSAC**	**Blythswood Square**	**Glasgow**	**Lombard Scottish Rally (European Rally Championship) (INT)**	17.00
June 7th	Southern CC	Goodwood	Nr. Chichester, Hants	Esso Goodwood Sprint (*R*)	11.30
June 7th	BARC	Lydden Hill Circuit	Nr. Dover, Kent	Race Meeting (*R*)	14.00
June 7th	BARC	Harewood Hillclimb	Stockton Farm, Nr. Leeds	Hillclimb Championship (*R*)	—
June 7th	Shenstone & DCC	Curborough	Lichfield	Sprint Championship (*N/R*)	14.00
June 7th	**Oesterreichischer Automobil SC**	**Salzburgring**	**Austria**	**European Touring Car Championship (INT)**	—
June 7th	BRSCC	Mallory Park Circuit	Leicester	Race Meeting (*C*)	
June 7th	BRSCC	Snetterton Circuit	Norwich, Norfolk	Race Meeting (*C*)	
June 8th	**ASA Basco Bearnals**	—	**France**	**Grand Prix de Pau (European Formula 2 Championship Round) (INT)**	—
June 8th	**Nederlandse Autorensport Vereniging**	**Zandvoort**	**Netherlands**	**European Formula 3 Championship Round (INT)**	—
June 13th	VSCC	Oulton Park Circuit	Nr. Tarporley, Cheshire	Race Meeting (*C*)	
June 13th	BRSCC	Castle Combe Circuit	Chippenham, Wilts	Race Meeting (*C*)	
June 13th/14th	**ASACO des 24 Hours**	**Le Mans**	**France**	**Le Mans 24 Hours (World Championship for Makes) (INT)**	—
June 14th	**AMK Brno**	**Brno**	**Czechoslovakia**	**European Touring Car Championship (INT)**	—
June 14th	Aberdeen & DMC	Fintray, Aberdeen	Scotland	Round RAC Hillclimb Championship (*N*)	
June 14th	750 MC	Snetterton Circuit	Norwich, Norfolk	Race Meeting (*R*)	—
June 14th	BRSCC	Croft Autodrome	Co. Durham	Race Meeting (*R*)	
June 14th	AMC	Lydden Hill Circuit	Dover, Kent	Race Meeting (*R*)	—
June 14th	BARC	Cadwell Park Circuit	Nr. Louth, Lincs.	British Formula Three Round	14.00
June 14th	BARC	Thruxton Circuit	Andover, Hants	Race Meeting (*R*)	14.00
June 14th	Midland Manor MC	Llandrindod Wells	Mid-Wales	Severn Valley National Stages (*N*)	10.00
June 18th/20th	**AC Roman**	—	**Romania**	**Danube Rally (European Rally Championship) (INT)**	—
June 18th/20th	**ADAC Hessen eV Sportabteilung**	—	**Germany**	**Hessen Rally (European Rally Championship) (INT)**	—
June 19th/21st	**ASA Antibes**	—	**France**	**Antibes Rally (European Rally Championship) (INT)**	—
June 19th/21st	**Donegal MC**	**Donegal**	**Ireland**	**Donegal Rally (Irish Tarmac Open Championship) (INT)**	
June 20th	750 MC	Aintree Circuit	Liverpool	Race Meeting (*R*)	
June 20th/21st	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**British Formula 3 Championship and European Formula 3 Championship (INT)**	
June 21st	BARC	Mallory Park Circuit	Leicester	Race Meeting (*R*)	14.00
June 21st	BARC	Gurston Down	Salisbury, Wilts	Hillclimb Meeting (*R*)	13.30
June 21st	LMCC	Cadwell Park Circuit	Louth, Lincs.	Race Meeting (*R*)	
June 21st	AMC	Lydden Hill Circuit	Dover, Kent	Festival of Motor Sport (*CJ*)	—
June 21st	**Oto Klub Koers VZW**	**Zolder**	**Belgium**	**European Formula 2 Championship (INT)**	—
June 21st	**RACE**	**Jarama**	**Spain**	**Spanish Grand Prix (World Championship Round) (INT)**	—
June 21st	Lanarkshire CC	Knockhill Circuit	Fife	Lloyds & Scottish British Rallycross Championship Round (*N*)	—
June 25th/27th	**AC Pavia**	—	**Italy**	**Il Ciocco Rally (European Rally Championship) (INT)**	—
June 26th/28th	**Automobile Club Targa Florio**	—	**Belgium**	**Ypres 24 Hours Rally (European Rally Championship) (INT)**	—
June 27th	Veteran Car Club	Queens Hotel	Leeds, Yorks	Rally (*C*)	09.00
June 27th	Aston Martin OC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	14.00
June 27th	BRSCC	Oulton Park Circuit	Nr. Tarporley, Cheshire	Race Meeting (*C*)	
June 27th	500 MRC	Kirkistown Race Circuit	County Down	Race Meeting (*R*)	—
June 27th/28th	Bugati OC	Prescott	Cheltenham	Hillclimb (*R*)	
June 27th/28th	Colchester & DMC	Cowies Limited, Colchester,	168/015279½	Castrol/Evening Gazette Trophy Rally (*CJ*)	23.00
June 27th/28th	BRSCC	Snetterton Circuit,	Norwich, Norfolk	Race Meeting (*C*)	
June 28th	BARC	Brands Hatch Circuit	Dartford, Kent	Race Meeting (*R*)	14.00
June 28th	**ASA Ternois**	—	**France**	**Croix en Ternois (European Formula 3 Championship) (INT)**	—
July 2nd/5th	**Automobilklub Dolnoslaski**	—	**Poland**	**Polish Rally (European Rally Championship) (INT)**	—
July 3rd	**NASCAR**	**Daytona**	**USA**	**Daytona 6 Hours (INT)**	—
July 4th	BRSCC	Castle Combe Circuit	Chippenham, Wilts.	Race Meeting (*C*)	
July 4th/5th	**DRC**	**Donington Park Circuit**	**Derby**	**Race Meeting (INT/R)**	
July 5th	**ASAC de Bourgogne**	**Djon**	**France**	**French Grand Prix (World Championship Round) (INT)**	—

MATTERS OF MOMENT

Continued from previous page

The present mania of wanting all F1 cars to have almost identical performance stems from the enormous emphasis placed on the World Drivers' Championship. The men are more important than the machine, in the eyes of many. As at a small dirt-track stadium, they would probably be happy not to refer at all to the different makes of cars competing. This points-deciding Championship can be blamed for many things but one hopes it will never result in a stalemate in technical progress in F1 racing. That hasn't quite happened yet, except to Colin Chapman, in the prevailing context. For those so-minded, it is still possible to visit a Grand Prix in a Ferrari hoping that a Ferrari will win, or in a Renault, or Alfa Romeo with the same hope. Even those who drive to races in a Ford (and why not? — a very sensible choice) can console themselves that if a Cosworth-powered car wins it was Ford who put up the finance for these remarkable vee-eight F1 engines in the first place.

But the overall thought in some quarters is that no one driver must be too far outclassed by the superior machinery of another. We suggest that this is all wrong, a sadly distorted way of looking at racing of Grand Prix status. The trend should be towards no-holds-barred, the aim to get racing-car and racing-engine technicians and builders working with the freedom that ensured the truly commendable success of the American Space Shuttle on its pioneer flight.

ONLY NONE IS BAD

It is said rather loosely that while some publicity is better than other publicity, it is no publicity at all that is bad.

Be that as it may, we are puzzled by a Michelin "blurb" which has just landed on the Editorial desk. It tells us that a Range Rover driven by a team (unnamed) from the Malmesbury and Tetbury Round Table has just set up a new record for driving non-stop round Britain, which, come to think of it, seems an appropriate thing for a Round Table to do. Not that we wish to sneer at such a record — indeed, we would like to have a bash at it ourselves, although we bet the RAC does not approve.

It seems that this Range Rover conducted by these Round Table chaps got round this little Island in 84 hours 51 minutes, cracking the old record by 4 hr. 28 min. That represents an average of 43.31 m.p.h. for the 3,675 miles, according to Michelin's Press Office.

What puzzles us is that the hand-out refers to key factors in the Range Rover's success being helicopter refuelling (obviously this is an ambitious Round Table, well endowed with the lolly), Range Rover reliability (you almost have to say that, although we would be unhappy if we bought one that failed to do 3,675 miles, which is what the "record" embraced, without trouble, even when being unmercifully thrashed) and the, we quote, "superb performance of the Michelin tyres". They were 205/16 XM+S tyres, fitted as standard on Range Rovers. However, to a PRO it is no publicity at all that is regarded as a disaster. It seems to us that that is where the negative publicity lies.

Michelin have made very, very good tyres indeed, for a very, very long time. In fact, when motor touring was in its infancy and rich motorists ventured abroad in cars like Roger Collings' Sixty Mercedes and the enormous Berliet which some of you must have seen J. E. Tanner conducting in last Easter's MCC Commemorative Run to Land's End (well, to Newquay actually), the more prudent among them specified Michelin covers and, like the little boy who couldn't quite reach the cake of Pear's soap, weren't happy until they got them. So is there anything particularly newsworthy about a

set of Michelin tyres running faultlessly for 3,675 miles, even on a heavy vehicle at an average of over 43 m.p.h.? We know 4WD can play havoc with tyres on tarmac roads but we thought the Range Rover's third differential looked after that. So why the excitement over a presumably no-puncture run of under 4,000 miles? The Editorial Rover 3500 has recently been fitted with a new set of Michelin XVS tyres, the former set having lasted for some 25,000 miles, at averages often exceeding 43 m.p.h. So it does seem that this is a bit of publicity of the negative kind.

We are certainly not "knocking" Michelin, who have made splendid tyres since the very early days and whose wonderful "X" led the way in steel-braced radials, and who are now back in Grand Prix racing. Nor are we "knocking" the "record" set up by the Round-Table Round-Britain Range Rover, because it was done to raise funds for Jimmy Savile's Stoke Mandeville Hospital Appeal.

* * *

Just as we were closing for press, we received a letter from Pauline Hailwood thanking us for our obituary of her husband, Mike, last month and asking us to pass on her thanks to the huge number of motoring enthusiasts who have sent her their condolences at her tragic loss.

* * *

Vintage Oulton

WITH meetings at Silverstone (two), Donington Park, Oulton Park and Cadwell Park, the VSCC contrives to hold its races at our best circuits. This year that at Oulton Park will be, as usual, the Richard Seaman Memorial Trophies Meeting, on June 13th. The first race is scheduled for 13.15 hours. With two 16-lap scratch races, one for historic racing cars, the other for vintage racing cars, an innovative 10-lap scratch race for 500 c.c. racing cars, and five or possibly six supporting shorter scratch and handicap events, the usual full programme will be presented, a unique spectacle of the older racing cars in full cry and good form, such as only a VSCC meeting fully embraces. The circuit is near Tarporley in Cheshire, admission costs £3 per adult, £1.50 per child, and the Paddock transfer charge is an extra £1.50. Dogs are not permitted to attend. The new 500 c.c. race is in conjunction with the 500 Association and it remains to be seen whether it will be a bit too long. In addition to the racing, the *Cheshire Life* and Martini Concours d'Elegance for suitably-aged cars will be held. — W.B.

* * *

The VSCC at Curborough and Donington Park

LACK of space prevents a detailed report of these two events held on a mid-May weekend. Suffice it to say that both meetings were run with the VSCC's customary efficiency and there was excellent competition.

At Curborough, where the rain threatened all day, but never really made it, records fell to David Taylor taking the under 1,500 c.c. Standard and Modified Sports Car Class with his 1933 Aston Martin in 43.4 sec; James Briscoe driving Roger Collings' Speed Six Bentley in the vintage section of the over 1,500 c.c. Standard and Modified Sports Car Class with 45.3 sec.; Tony Jones in the vintage division of the under 1,500 c.c. Special and Hybrid Sports Car Class with Frazer Nash Patience in 44.5 sec.; Tim Llewellyn who smashed both the vintage and general records in the over 1,500 c.c. Special and Hybrid Sports Car Class with a time of 39.1 sec. in the 3/8 litre Bentley and Ian Stirling who, with the Norris Special, took the vintage record in the 1,000 to 1,500 c.c. Racing Car Class with 42.6 sec. FTD went to Alan Cottain's Connaught.

Racing at Donington the following day was just as competitive, and there were some really fine dices, especially in the handicap races. Tim Llewellyn capped his record of the previous day by winning both the Melville Trophy (in the wet, from the back of the grid, having given the rest of the field a whole 90 sec. on the staggered start) and the John Holland Trophy Race after a race-long duel with Ron Footitt in the Cognac Special. Later in the afternoon, on a drying track, Donald Day won the Shuttleworth Trophy in a convincing fashion in his 2-litre ERA, while Paul Colborne must have surprised many a seasoned observer by beating the small ERAs to win the under 1,500 c.c. section of this race taking the Nuffield Trophy with his 6CM Maserati. Bruce Halford had a relatively easy time winning the Allcomers Race with his Lotus 16, but Brian Weeks had to work really hard to take the Geoghegan Trophy (run concurrently with the Melville) with his diminutive three wheel Morgan. — P.H.J.W.

Results — Curborough

Standard and Modified Sports Cars, up to 1,500 c.c.: 1st D. Taylor (Aston Martin); 2nd D. Edwards (Aston Martin); 1st vintage B. Sudjic (Salmson); 1st on handicap D. Cotter (MG); 2nd on handicap M. Rushton (MG).
Standard and Modified Sports Cars, over 1,500 c.c.: 1st vintage and 1st on handicap, J. Briscoe (Bentley); 2nd J. Creed-Miles (Bentley); 2nd on handicap S. Hicken (Alvis).
Special and Hybrid Sports Cars, up to 1,500 c.c.: 1st G. Jones (Riley); 1st vintage A. Jones (Frazer Nash); 1st equal on handicap A. Costigan (Vernon Derby) and N. Lees (Riley).
Special and Hybrid Sports Cars, over 1,500 c.c.: 1st and 1st vintage T. Llewellyn (Bentley); 2nd and 1st on handicap C. Jones (Riley); 2nd on handicap R. Felton (Alfa Romeo).
Racing cars up to 1,000 c.c.: 1st and 1st vintage J. Sutton (Austin); 2nd C. Gunn (MG); 1st on handicap F. Hernandez (Austin); 2nd equal on handicap M. Eyre (Austin) and C. Leith (Austin).
Racing Cars 1,000 to 1,500 c.c.: 1st B. Spollon (ERA); 2nd & 1st on handicap P. Evans (Lagonda); 1st vintage I. Stirling (Norris Special) 2nd on handicap E. Benfield (Alvis).
Racing Cars over 1,500 c.c.: 1st & 1st vintage, R. Footitt (Cognac Special); 2nd G. Smith (Frazer Nash); 1st on handicap M. Grant-Peterkin (Vauxhall); 2nd on handicap Mrs Pilkington (Alfa Romeo).
Post-war Racing Cars: 1st A. Cottam (Connaught); 1st on handicap R. Pilkington (Talbot Lago).
Edwardian Cars: 1st N. Arnold-Forster (Bugatti); 2nd J. Walker (Panhard-Levassor); 1st on handicap J. Whyman (Talbot); 2nd on handicap P. Harris (Talbot).

Results — Donington Park

Melville & Geoghegan Trophies Race — 8 laps: 1, T. Llewellyn (Bentley), 17min 58.4 sec; 2, T. Threlfall (Lancia); 3, B. Weeks (Morgan); 4, C. Chilcott (Frazer Nash). **Fastest lap,** Llewellyn, 2 min. 00.3 sec. (58.57 mph). **Geoghegan Trophy** to Weeks.
John Holland Trophy Race — 8 laps: 1, T. Llewellyn (Bentley), 15 min. 14.9 sec ; 2, R. Footitt (Cognac Special); 3, G. Russell (Bentley); 4, I. Stirling (Norris Special). **Fastest lap,** Llewellyn, 1 min. 52.8 sec. (62.47 mph).
Shuttleworth & Nuffield Trophies Race — 12 laps: 1, D. Day (ERA), 20 min. 5.3 sec. 2, P. Colbourne (Maserati); 3, B. Classic (ERA); 4, W. Morris (ERA). **Fastest lap,** Colbourne 1 min. 41.2 sec. (69.63 m.p.h.). **Nuffield Trophy** to Colborne.
Allcomers Race — 12 laps: 1, B. Halford (Lotus), 18 min. 19.4 sec; 2, M. Chapman (Monza Lister Jaguar); 3, R. Pilkington (Talbot Lago); 4, A. Cottam (Cooper Bristol). **Fastest lap,** Halford, 1 min. 29.2 sec. (78.99 m.p.h.).
First short race — 4 laps (handicap): 1, C. Bird (Frazer Nash), 9 min. 33.4 sec; 2, T. McGrath (Austin); 3, C. Hancock (Fiat); 4, F. Spencer (Alvis). **Fastest lap:** P. Evans (Lagonda) 2 min. 06.2 sec. (55.83 m.p.h.).
Second short race — 5 laps (handicap): 1, J. Bugler (Lagonda), 10 min. 49.8 sec.; 2, M. Barker (BMW); 3, J. Ghosh (HRG); 4, C. Hudson (Aston Martin). **Fastest lap:** Duffy (Alvis Riley), 1 min. 50.8 sec. (63.59 m.p.h.).
Third short race — 4 laps (scratch): 1, M. Barker (BMW), 7 min. 49.2 sec.; 2, J. Crocker (Lagonda); 3, B. Summerfield (Avon Bentley); 4, J. Warne (MG). **Fastest lap:** Barker 1 min. 53.3 sec. (62.19 m.p.h.).
Fourth short race — 4 laps (Handicap): 1, P. Hornby (Austin) 8 min. 45.7 sec.; 2, F. Spencer (Alvis); 3, D. Ulph (Austin); 4, C. Hancock (Fiat). **Fastest lap:** Hornby, 1 min. 57.2 sec. (60.12 m.p.h.).
Fifth short race — 5 laps (handicap): 1, D. Duffy (Riley Alvis) 9 min. 27.0 sec.; 2, Mrs Pilkington (Alfa Romeo); 3, R. Jolley (Giron Alvis); 4, D. Day (ERA). **Fastest lap:** Day, 1 min. 33.1 sec. (75.69 m.p.h.).

CLUB NEWS

Porsche Club GB

SOME of the one-make clubs produce magazines of exceptionally high standards, one such being the *Porsche Post*. Printed in black and white on art-paper, between card covers, this publication runs to 80 pages (of which 28 are advertisements). Articles range from the historical to the frivolous, from competition reports to technical matters and cover the whole range of Porsche models. The Spring issue for this year contained a particularly interesting piece on the whys and wherefores behind the turbocharged competition and road cars, some useful tips on servicing the 911 and an outline of the thinking behind Porsche's 4-wheel drive type 597 cross country vehicle of the mid-1950s.

Aston Martin Owners Club

ANOTHER high class one-make magazine is the AMOC's *Quarterly*, produced in A4 size format, on art paper and with a full colour cover, *Quarterly* for Spring 1981 makes a good read for anyone interested in motorsport, although obviously the material is biased heavily towards the products of Aston Martin. Of particular interest to readers of MOTOR SPORT will be the fine tribute to Sammy Davis, a past president of the club. The AMOC has always been a competition oriented organisation, the high point of their competition year being the St. John Horsfall race meeting at Silverstone. This year's Horsfall, on June 27th, features the second round of the Lloyds and Scottish Historic Car Championship as well as rounds of the Seldon Classic Sports Car Championship, the Willhire Special GT Championship and the Post-Historic Road Sports Championship as well as one of the exciting Robin Hamilton Inter Marque Challenge races.

TR Register

THE magazine of the TR Register, *TRaction*, does not compete with the polished, and very expensive, productions of the Porsche and Aston Martin Clubs, but contains a wealth of useful information for owners of the proper TR's (howls of disapproval from TR7 drivers). The Spring edition carried a fascinating article on the structure of the club (which operates very much on a "by the members, for the members" basis) and on how the records are being computerised — something which many clubs must have thought about, but few actually done.

Triumph Sports Six Club

FOUNDED less than 4 years ago, this club caters for aficionados of Herald, Vitesse, Spitfire and GT 6 cars as well as accepting Bond Equipe, Amphicar and Triumph based Special owners. Membership currently stands at 1,400, there are monthly newsletters, the usual social events and spares schemes. Secretary is Steve Willis, 86 Mount Grace Road, Potters Bar, Herts, EN6 1QY.

* * *

Of the sixty plus club magazines and newsletters which landed in the MOTOR SPORT offices last month, only three were from regional organisations the remainder being from one-make and other specialist bodies: we would be pleased to hear from some of the smaller clubs!

FORMULA 2 REVIEW

WITH five of the 12 rounds of this year's European Formula Two Championship run two Swedish drivers head the points table. On paper Stefan Johansson has the lead on 19 points but fellow countryman Eje Elgh (18 points) is appealing against a disqualification from the results of the Thruxton round, which cost him six points. Elgh finished runner-up to Maurer team-mate Robert Guerrero at Thruxton but the scrutineer found his rear wing to be a fraction over-high and he was duly omitted from the results. The Maurer team's appeal to the RAC has been rejected so the matter has been taken to the FISA.

The Thruxton race was a most impressive demonstration of the effectiveness of the latest BMW-powered Maurer MM81 cars, which were beaten on sheer speed by two rival March 812-BMWs running on special Japanese tyres, but stayed the pace to the end. Thierry Boutsen's Bridgestone shod March dropped out in the early stages with engine failure and Marc Surer's March fell back when its Dunlop tyres went off, eventually to retire with a blown engine.

Unhappily for Guerrero he has finished only the one race to date, but at least he finished the race that he managed to lead! Elgh followed up his second at Thruxton with a second to Boutsen at the Nurburgring. Again, at the German circuit, the Belgian March driver was using Bridgestone rubber, which was plainly superior to the Pirelli material the majority of the field was using, but that should not detract from a superbly well controlled drive.

Elgh won the "Pirelli" race at the Nurburgring and two weeks later at Vallelunga, where the Italian tyre company came up with covers to match the new Japanese threat, he won the race outright. However, Johansson, who had scored a sixth at Thruxton and a fourth at Nurburgring to add to his first at Hockenheim earlier in the season, finished second at Vallelunga to retain the series lead.

In the past the European Championship has tended to be won by drivers who have had at least one year of Formula Two experience, but the Toleman T850-Hart equipped British Formula Three Champion is well set to change the trend.

Not one but two experienced Formula Two drivers are hot on Johansson's heels, Elgh and Mike Thackwell. Thackwell notched up an impressive 13 points in the first two races of the year but sadly has been absent since due to injuries sustained in a testing accident at Thruxton. The New Zealander's Ralt-Honda bottomed and went out of control on a fast section of the Hampshire circuit. It veered left and slammed into an armco-protected bank at well over 100 m.p.h. — Thackwell was very lucky to escape with nothing worse than a broken ankle. Thackwell's accident cost him three races, yet he maintains third position in the points table, so open have the races been.

At Thruxton, Nurburgring and Vallelunga Ralt ran a singleton entry for Geoff Lees but Britain's leading title hope had an unhappy time. He is usually on the pace, but at Thruxton his car was struck by an electrical malfunction early in the race, at Nurburgring he suffered low fuel pressure right from the word go and later in the race spun from third due to a sticking throttle while at Vallelunga he lost third place after a collision with Thierry Boutsen.

Boutsen was the first Pirelli runner to break-ranks and run Bridgestone tyres. His team, March Engineering, has close links with Bridgestone through the Japanese Formula Two Championship for which it is a major chassis supplier. Bridgestone asked March to test tyres destined for the oriental series and so successful did they prove that the team decided to try them on Boutsen's car at the Thruxton meeting.



REIGNING British Formula 3 champion and leader of the European Formula 2 championship after fiv rounds, Stefan Johannson leads a bunch through the chicane at Thruxton.

Boutsen was quick, switched from Pirelli for the meeting, and duly wrapped up pole position by a comfortable margin. Lees followed suit and claimed the other slot on the front row. Neither driver finished the race, but that was due to engine not tyre failures and both opted to run the Japanese rubber again at the Nurburgring. Boutsen was in a class of his own at the 'Ring and, like Lees (who lacked circuit knowledge and was troubled by low fuel pressure in the race), struck a deal with Bridgestone to use its products for the rest of the season.

Other drivers would dearly like to get their hands on the quick crossplies but the firm feels that it can only comfortably service two teams this season. Meanwhile, Pirelli has improved its radial tyres, introducing "qualifying tyres" and improved race tyres at Vallelunga which allowed Elgh and Johansson to beat Boutsen and Lees soundly.

However, Pirelli has not only been upstaged by Bridgestone, it has also had the embarrassment of a high degree of blistering affecting its radials. Low morale in the Pirelli camp led a number of drivers to switch to M&H products. The American tyre company's leading runners have, however, been with it since the start of the season. They are Riccardo Paletti and Richard Dallest.

Paletti drives a March BMW prepared by David Purley's former Team Manager, Mike Earle, and has shown a good deal of speed and a high degree of maturity in his second season (but first full year) of Formula Two. The young Italian was credited with second at Thruxton after Elgh's disqualification and took sixth at Vallelunga which, combined with his second at Silverstone at the start of the season, sees him holding joint third place in the championship table with Thackwell and Boutsen.

Dallest crashed at Silverstone and the neck injury he sustained as a result of that accident effectively kept him out of the running until the Vallelunga race where he came back in impressive style, qualifying on the second row, using race tyres rather than qualifiers. Alas, his race came to a premature end on the second lap when an electrical failure dropped him out of second place.

Of the Pirelli runners, the most impressive other than Johansson and the Maurer drivers (Elgh and Guerrero) has been Boutsen's teammate Corrado Fabi. Brother of Teo Fabi, the young Italian made a very poor start at Thruxton (having qualified well) and was knocked out by a fello competitor early in the race. However, h bounced back with an impressive race at th Nurburgring. He again made a poor start, bu charged up to third place and was closing o runner-up Elgh when the chequered fla fluttered . . .

At Valleulunga Fabi yet again made a poor sta (this time from the front row) but once agai worked his way back through the order and wa closing on his third placed team mate Boutsen a the end. At the Roman circuit he set fastest lap, new record.

Fabi, on 11 points, holds sixth place in th points table, ahead of Guerrero (9), Lees (6 Manfred Winkelhock (who appeared again a Thruxton and Nurburgring in the Schaffer Rol but retired on both occasions (6) and Johnn Cecotto who picked up 4 useful points a Thruxton in his Minardi-BMW. However, it ha been a disappointing season on the whole for th Minardi team and particularly its star driver Michele Alboreto, who so impressed in a Tyrrel at the San Marino Grand Prix. Alboreto has neve been able to mix it with the leaders in the Minard and has yet to even finish in the points.

Disappointment has also been in store fo British hopefuls Kenny Acheson and Jim Crawford. Acheson, team mate to Johansson i the DS Team Toleman equipe, qualified well a Thruxton but fell right back in the race with "duf tyres" before retiring with a broken fuel meterin unit. At Nurburgring he again qualified well t the fore, only to fall back with his engine down o power — but at least he salvaged sixth place. He didn't get the improved Pirellis at Vallelunga and was off the pace all weekend, as was Crawford, fo the same reason.

Crawford, who runs a private Toleman-Hart, retired on the first lap with a broken rocker arm and retired at Thruxton with a blown engine.

British fortunes are at a low ebb in Formula Two at the moment but we have three very talented drivers in Lees, Acheson and Crawford and things are bound to improve in the near future. Meanwhile, the racing continues to be first class and the title chase is more open that it has been for many a year. — I.M.B.

Results

Thruxton, April 20: 1, R. Guerrero (Maurer-BMW); 2, R. Paletti (March-BMW); 3, J. Cecotto (Minardi-BMW); 4, C. Danner (March-BMW); 5, P. Necchi (March-BMW); 6, S. Johansson (Toleman-Hart).
Nurburgring, April 26: 1, T. Boutsen (March-BMW); 2, E. Elgh (Maurer-BMW); 3, C. Fabi (March-BMW); 4, S. Johansson (Toleman-Hart); 5, G. Lees (Ralt-Honda); 6, K. Acheson (Toleman-Hart).
Vallelunga, May 10: 1, E. Elgh (Maurer-BMW); 2, S. Johansson (Toleman-Hart); 3, T. Boutsen (March-BMW); 4, C. Fabi (March-BMW); 5, G. Lees (Ralt-Honda); 6, R. Paletti (March-BMW).

ENDURANCE REVIEW

AT LAST it is happening. Nearly a whole, frustrating decade after the CSI's meddlings sounded a virtual death-knell on international sports-car racing, this branch of our sport is beginning to make a recovery. This season is the interim period between phasing out of the familiar Group Six definitions and introducing the new era of Group C. That means a new emphasis on fuel-thriftiness and production based machinery is about to dawn — and to the affluent and serious manufacturers the sport so badly needs, that is a dawn full of promise.

Already, there are confident murmurs amongst Those Who Should Know that a return of factory involvement in sports cars is just around the corner. BMW, Porsche, and even Ferrari and Ford could be fighting over the Endurance laurels by 1983, and they are likely to do so with top-flight Grand Prix drivers in their cars. Quite plainly, long-distance racing is ambling encouragingly in the right direction.

Encouragingly enough, in fact, to make 1981 itself the best season for several years. The entry for this month's classic Les Vingt-Quatre Heures du Mans is exceptionally good (highlighted by no less than five works cars from Porsche, including a couple of the fabulous 936s, as well as the endurance return of Ford), and at Silverstone last month the Six Hours featured a goodly assortment of both cars and drivers.

For the moment, however, overt factory support remains limited to Lancia. The latin team etched an utterly convincing superiority on the face of long-distance racing last season, and now they intend to do it again. This time, maybe success won't be so hollow. Neither, it seems, will it be so easy: at both of the Championship for Makes rounds so far, team manager Cesare Fiorio had reluctantly to unplug his video race computer before the chequered flag had fallen. At the Monza 1,000 Kilometres on April 26th, and then the Silverstone Six Hours on May 10th, both Martini Racing cars failed to make it to the finish, obscured by lesser equipped teams with less able drivers. As Robert Lloyd wrote over 200 years ago, "Slow and steady wins the race." Still.

Slow and steady, however, the Lancias were most certainly not. Whether in their familiar 1.4-litre turbocharged guise, or in the new 1,800 c.c. turbocharged trim, the Lancia Beta Montecarlos have shown an outright speed that is more than ample for victory. At Monza, Tyrrell Grand Prix driver Eddie Cheever was the quickest of the pack by a country mile during the opening hours of practice, winding the fleet little car up to a brave 285 k.p.h. on the approach to the Curve Grande — in the pouring rain! In the same car, Arrows GP man Riccardo Patrese was not much slower.

So much for the speed. The reliability, however, was different. Perhaps significantly, Patrese blew the 1.8 long before official qualifying was over, and in the race itself he did likewise. Thanks to only practising on a damp track which later dried, the 1.8 started its race from the fifth row. In just a few laps, it was up to a comfortable third — and in just another handul of tours, another engine had blown and it was out. At Silverstone, matters improved for the 1.8, but still they were far from perfect. Patrese circulated well to plant the car on the second row, and, once the glory of the underdogs had faded away along with the dark clouds and puddles, he and Cheever had the car poised for a respectable finish amongst the top five. With only one hour remaining, however, it all turned sour. Patrese made a pit stop so unexpectedly that his partner didn't even have his helmet on. Amidst a confusion of latin temperament, wheels were changed, fuel poured in, and Cheever hurriedly donned his helmet. Surprisingly, the car was back into the frav in under a minute. Even more surprisingly, it didn't stay there for much longer. On the plunge down to Stowe, the car unforgivably shed a rear wheel. Cesare Fiorio once again frowned unhappily at the redundant race computer.

The story of the smaller, 1.4 engined Lancia hasn't been much happier. The untapped abilities of Piercarlo Ghinzani had the car on the front row at Monza, and with the flair of Andrea de Cesaris as well, the little car led the rain-soaked race for much of the distance — but not for *all* of it, thanks to another engine failure. At Silverstone, a more competitive entry saw the car elbowed back to the sixth row, but its start position was rather academic anyway: less than five minutes into the race, de Cesaris collided heavily with an errant backmarker. Their season can only get better.

So who *has* been lasting the distances to feature in the results? A look at the opening chapters of the 1981 record book tells of that old, old "the tortoise and the hare" moral. Whereas the WEC for Drivers has seen the quicker runners survive to visit the winners' podium (Hurley Haywood and Al Holbert took the Sebring 12 Hours in a Porsche 935, and John Fitzpatrick and Jim Busby used a similar weapon to rule the Riverside Six Hours), stamina has paid its dividends in the Makes series. Lella Lombardi and Giorgio Francia defeated a host of more powerful runners to triumph at round one, at Mugello, in their factory supported, 2-litre BMW motivated Osella PA9. Second in that race were Britons John Cooper and Dudley Wood in their Charles Ivey Porsche 935, despite the "big boost, big heart" efforts of the Michele Alboreto/Ghinzani 1.4 Lancia to catch them.

Then, at Monza, the factory Osella very nearly did it again. Once the favoured Lancias, new Lola T600, and Harald Grohs/Dieter Schornstein Porsche 935 had all fallen by the wayside, Lella managed to make a brief challenge for the lead. A flat battery put paid to her victory bids, but nonetheless the car eventually finished second. The winners? Surprising everyone including themselves, the plod-on German pair of Edgar Dören and Jurgen Laessig were rewarded for a fault-free run in their Wera Porsche 935 Turbo. Another Osella, that of local hero "Gimax" and the obscure Luigi Moreschi, came home third, ahead of a heroically piloted Gp5 BMW M1 in the hands of former works March F2 star Teo Fabi and Dieter Quester. Irishman Eddie Jordan smoothed over some less than ecstatic inter-team relations by driving well in Siegfried Brunn's twin-turbo Porsche 908/80 to take fifth.

One outstanding memory of the Monza weekend, brightening the persistent gloom a little, was the brutal speed of Carlo Facetti/Martino Finotto's fabulous Ferrari 308 GTB. The red monster runs with a 4-litre, twin-turbocharged unit that kicks out 750 b.h.p. but this, the Italian drivers feel, is not enough: for qualifying a "better" 840 b.h.p. engine is used! Despite limited driver ability and even less in the way of brakes, the Ferrari took pole position by nearly two full seconds — and then retired with distributor problems on the pre-race warm up lap. Honestly.

Equally impressive, but illustrating substantially more stamina and infinitely more team professionalism, is the exciting new Lola T600. The Eric Broadley penned machine is running to GT Prototype specification, and utilised a torquey 3.3-litre Cosworth DFL at Monza, which both Guy Edwards and Emilio de Villota put to good effect. The former Aurora British Formula One stars settled the car on the third row, which was impressive considering that much time was lost with a holed fuel tank and, worse still, inappropriate Dunlop tyres that were reluctant to warm to the task demanded of them. In the race, the Lola held a comfortable fourth before a disappointing driveshaft failure, but "we're confident that it will be a lot better by Silverstone" promised Ian Dawson, the manager of GRID Racing team that run the factory assisted car.

And he was right. Now on softer, IMSA type rubber, the Lola was beaten only by Jochen Mass in the Reinhold Joest Porsche 908/80 during qualifying, and that had been half-expected anyway. Mass and Joest would win, the pundits predicted, but the Lola should come a good second. Team manager Dawson, trying manfully to be realistic rather than optimistic, agreed with the forecasts — even he could not have dreamt that Mass would crash out of the race on the very first lap.

Yet that is just what an acutely embarrassed Jochen did. Consequently, the Lola found itself with a clear road on the wet track, and Edwards led easily for three hours, before sadly succumbing to fuel starvation. The Lola's point, however, had been proven.

In treacherously slippery conditions, Hans Stuck was the real hero at Silverstone, and stormed up the order to actually lead the race at one point in his GS Tuning, Group 4 BMW M1, but when gearbox troubles forced his retirement, victory was left to — what else? — a Porsche 935.

Harald Grohs' brave efforts were a sight to be savoured, squirting out of the Woodcote chicane with 600 b.h.p. knocking the car sideways, and this allied to the cool efficiency of World Rally Champion Walter Röhrl and financial backing of the third driver, Dieter Schornstein, netted a deserving win. Even more deserving, some "underdog" heroics by Derek Bell/David Hibbs/Steve O'Rourke brought the Michael Cane Racing BMW M1 home a fabulous second, with Eddie Jordan chasing hard in Siggi Brunn's Porsche 908 in the closing stages. The omni-present Lombardi/Francia Osella took fourth, from the 935 of Monza victors Dören/Laessig, and the splendid IMSA-regular 935 of Bobby Rahal, Briton Pete Lovett, and team boss Bob Akin, who would have done better if the friendly money-man hadn't forgotten to turn right at the end of the straight on one occasion!

By the time you read this, Jacky Ickx will be preparing himself for an attempt at a record-breaking fifth win at Le Mans, where Porsche's works 936s will face a host of privateer 935s, a couple of 908s (probably including one for film star Paul Newman), Ford's new C100 GTP car, and the indisputably quick Lola T600. Now that *will* be a story worth telling. . . . — P.R.B.



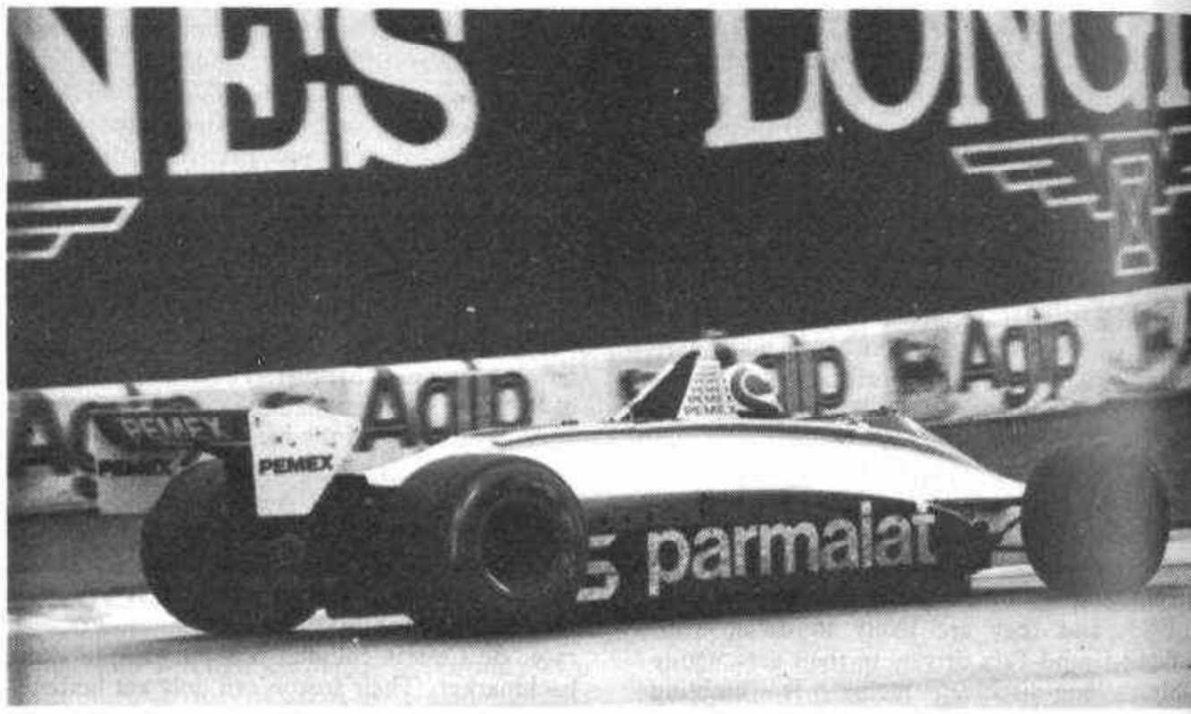
THE SAN MARINO GRAND PRIX

A very interesting race

Imola, May 3rd

TO FILL out the ranks of the Grand Prix races in the European part of the 1981 season the Italians came up with the splendid idea of holding a second event in Italy. As the International rules do not allow this unless the circuits are more than a specified distance apart (to allow two events in the USA) the Automobile Club of San Marino put in a claim for a Grand Prix as San Marino is an autonomous Principality within the Italian mainland. As San Marino is a recognised FIA country the claim was accepted and as there is no racing circuit within the Principality it was agreed to hold the first San Marino Grand Prix at nearby Imola. Everyone was delighted. While many of us prefer Monza for the Italian Grand Prix, where it will be run this year, there is nothing wrong with the present-day Imola circuit and nobody was going to complain about a second race in Italy. If you do not like motor racing in Italy you do not like motor racing.

Nothing is ever perfect these days, and the first thing was the banning of the Lotus 88 by an FIA Tribunal the previous week and Colin Chapman's withdrawal of Team Lotus from the entry. Briefly, this came about from pressure from his "friends" and rivals in the other teams, over minute nit-picking on word definitions. When everyone presented themselves for the usual pre-practice scrutineering the Italian scrutineers said in so many words, "If you want to play silly b———s and nit-pick, all right" and they promptly disqualified all the cars except those of Renault, Talbot, and the new Toleman team. With Ferrari and Alfa Romeo thrown out the scrutineers could not be accused of being biased. The detail on which they caught everyone was that *any specific part of the car influencing the aerodynamic performance of the car must remain immobile in relation to the vehicle*. For a long time most designers have been using rubber sheet or plastic sheet to fill the gap between the bodywork and the rear wheels, or to form a rubbing strip on the bottom of the side-plates on nose fins, or as "trim" to the bottom edge of the side-pods. The chief scrutineer went round all the cars and tweaked these appendages between his finger and thumb and merely said "It moves". There was no defence. If the Frank Williams and Teddy Meyers



PIQUET did a predictable, smooth job of winning at Imola with his Brabham BT49C.

of the Formula One world want to play silly b———s, let's be really silly. Renault, Talbot and the new Toleman cars had no flexible edges so they were all right and Ferrari, Alfa Romeo and March soon removed theirs from the rear wheel areas, while other teams dutifully replaced flexible plastic or rubber with aluminium sheet. The teams of Williams, Tyrrell, Brabham, Osella, Fittipaldi and Arrows were all challenged on another point. In previous races this year the Brabham cars have been using a hydro-pneumatic suspension adjusting system which lowers the car from the regulation six centimetres ground clearance, once it is out on the circuit and at high speed. Once the rule was made about no more side-skirts which rub the ground, the limit of six centimetres was agreed upon as an arbitrary figure to use as a base line. The Brabham system was clearly dodging this rule but it was difficult to prove it. The other teams mentioned above all turned up with similar systems and the scrutineer did not say they were illegal, he merely asked the designers to explain what the system did and *why they thought it was legal*. Never a dull moment in Formula 1.

When the untimed practice session began on Friday morning the sun was shining, there was a big crowd as it was May-day holiday and most people had done the sporting thing and complied with the scrutineers' demands without too much fuss. However, some of the small-minded little men in the circus who would rather be politicians than racing enthusiasts were huddled round little

Bernie Ecclestone mumbling and grumbl about something or other and even though th cars were now legal, thanks to their enginee they would not let their drivers practise. It some sort of trade-union nonsense, a disease t many small-minded people suffer from.

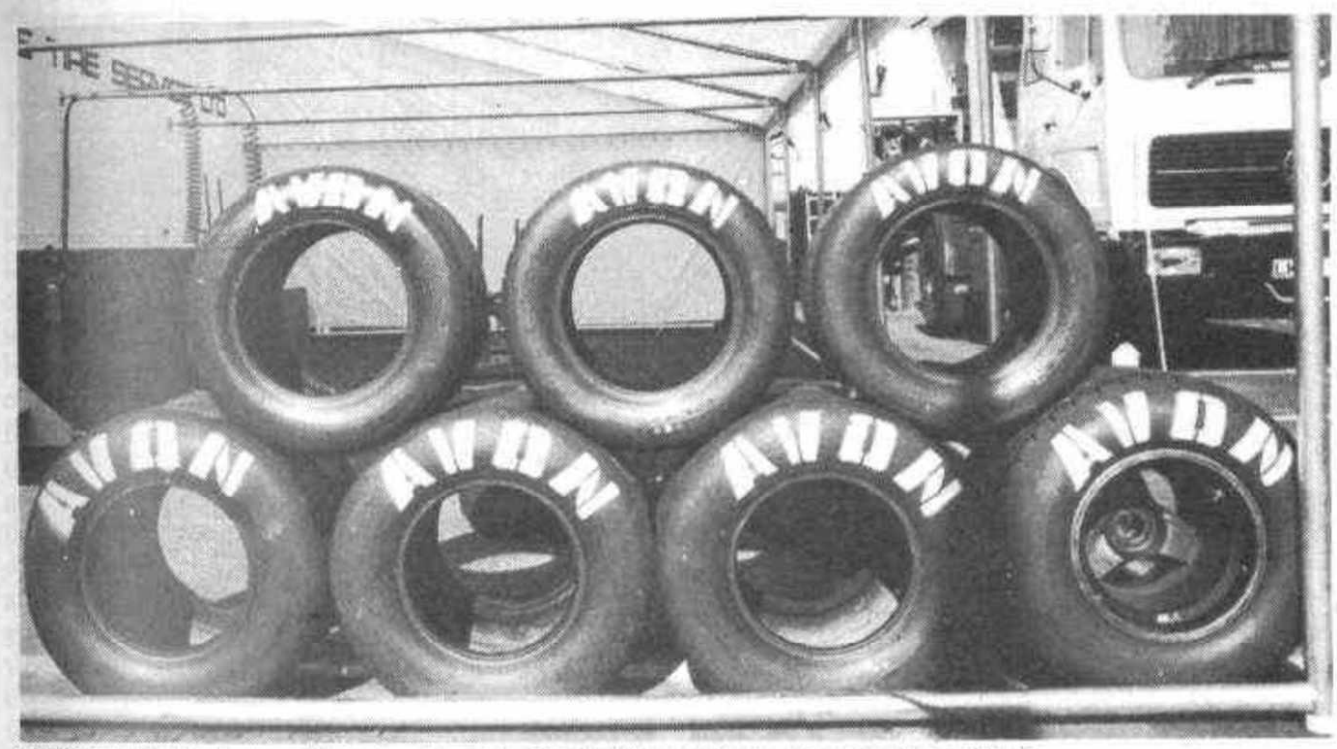
The first two cars out on the track, to delight of the crowd, were the two brand n Toleman-Hart TG 181 cars, driven by Br Henton and Derek Warwick, resplendent in r white and blue and carrying the Italian Car firm's advertising. When Ted Toleman made decision to go into Formula 1 last year, after team's magnificent Formula 2 season he promis two cars for the start of the European seas which then was going to be in Belgium on M 17th. When this new race was put into calendar there was no "wingeing" or excuses, two new cars were ready. After the Tolemans b been round on their own others joined Tyrrells, Marches, Renaults, Alfa Rome Ferraris and Osellas. It all began to get under w but the cars of Williams, Brabham, McLare Talbot, Fittipaldi and Arrows remained lock away; it was their loss.

Due to the "stroppy" team managers or own the programme for the day had to be reshuff and there was an extra "test session" after lun and the hour of practice for qualifying times w put back from 1 p.m. to 4.30 p.m. There we great smiles on the faces of the teams runni turbo-charged engines, for a high ambie temperature is one thing the turbo-charg engine doesn't like, and at 1 p.m. it was ve warm. Before the crucial hour took place organisers made it clear that cars would checked for the six centimetres ground clearan before they left the pit-lane and as they return to it, and at each end of the pits was a flat pad which the cars had to stand while they we checked. In addition to this five observers we placed at crucial points around the circuit and all five reported seeing a car running with its s pods close or touching the track, it would thrown out. "If you want to play silly b—s, .

It did not take long for things to get rea going, nor did it take long to see that Ferrari rapidly getting on top of the turbo-chargi problems. The turbo-charged Renaults a Ferraris dominated the whole session, if Arno wasn't fastest then Villeneuve was, a vice-versa, and the only Cosworth-powered 3-li to get among the 1½-litres was Reutemann Williams. The Argentinian was in top form a

ENTRY

No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Alan Jones	AUS	Williams	FW07C	White/Green	Cosworth V8	Michelin	Saudi Arabia Leyland
2	Carlos Reutemann	ARG	Williams	FW07C	White/Green	Cosworth V8	Michelin	Saudi Arabia Leyland
3	Eddie Cheever	USA	Tyrrell	010	Blue	Cosworth V8	Michelin	Imola Co-op Ceramic
4	Michele Alboreto	I	Tyrrell	010	Blue	Cosworth V8	Michelin	Imola Co-op Ceramic
5	Nelson Piquet	BRA	Brabham	BT49C	Blue/White	Cosworth V8	Michelin	Parmalat Foods
6	Hector Rebaque	MEX	Brabham	BT49C	Blue/White	Cosworth V8	Michelin	Parmalat Foods
7	John Watson	ULS	McLaren	MP4	Red/White	Cosworth V8	Michelin	Marlboro Unipart
8	Andrea de Cesaris	I	McLaren	M29F	Red/White	Cosworth V8	Michelin	Marlboro Unipart
9	Jan Lammers	NL	ATS	D4	Yellow	Cosworth V8	Michelin	ATS Wheels
10	Slim Borgudd	S	ATS	D4	Yellow	Cosworth V8	Michelin	ATS Wheels
11	Elio de Angelis	I	Lotus		ENTRY WITHDRAWN			
12	Nigel Mansell	GB	Lotus		ENTRY WITHDRAWN			
14	Marc Surer	CH	Ensign	N180B	Red/White/Blue	Cosworth V8	Michelin	ISM Group Switzerland
15	Alain Prost	F	Renault	RE20	Yellow/White/Black	Renault V6 t c	Michelin	ELF
16	Rene Arnoux	F	Renault	RE20	Yellow/White/Black	Renault V6 t c	Michelin	ELF
17	Eliseo Salazar	CHI	March	811	Black/White	Cosworth V8	Michelin	Rizla Tacora
18	Derek Daly	IRL	March	811	Black/White	Cosworth V8	Michelin	Rizla Guinness
20	Keijo Rosberg	FIN	Fittipaldi	F8C	White	Cosworth V8	Avon	Postamatic
21	Francesco Serra	BR	Fittipaldi	F8C	White	Cosworth V8	Avon	Postamatic
22	Mario Andretti	USA	Alfa Romeo	179C	Red/White	Alfa Romeo V12	Michelin	Marlboro Scaini
23	Bruno Giacomelli	I	Alfa Romeo	179C	Red/White	Alfa Romeo V12	Michelin	Marlboro Scaini
25	Jean-Pierre Jabouille	F	Talbot	JS17	Blue/White	Matra V12	Michelin	Gitanes ELF
26	Jacques Laffite	F	Talbot	JS17	Blue/White	Matra V12	Michelin	Gitanes ELF
27	Gilles Villeneuve	CDN	Ferrari	126CK	Red	Ferrari V6 t c	Michelin	Fiat Agip
28	Didier Pironi	F	Ferrari	126CK	Red	Ferrari V6 t c	Michelin	Fiat Agip
29	Riccardo Patrese	I	Arrows	A3	Orange/White	Cosworth V8	Michelin	Ragno Beta
30	Siegfried Stohr	I	Arrows	A3	Orange/White	Cosworth V8	Michelin	Ragno Beta
31	Miguel Guerra	ARG	Osella	FA1B	Blue/White	Cosworth V8	Michelin	Denim Aftershave
32	Giuseppe Gabbiani	I	Osella	FA1B	Blue/White	Cosworth V8	Michelin	Denim Aftershave
33	Patrick Tambay	F	Theodore	TR3	White/Red	Cosworth V8	Michelin	Teddy Yip
35	Brian Henton	GB	Toleman	TG181	Red/White/Blue	Hart 415 t c	Pirelli	Candy Appliances
36	Derek Warwick	GB	Toleman	TG181	Red/White/Blue	Hart 415 t c	Pirelli	Candy Appliances



NEW TYRES: Avon rubber awaiting the Fittipaldi team's attention in the paddock.

just destroyed the morale of anyone else in the unblown brigade. Not unexpectedly the Toleman-Harts were having troubles. Warwick having a turbo-charger burn out in the morning, due to mixture control problems, but both drivers were circulating and the basic cars and engines were working well. Ferrari had consumed one engine in the morning, on Pironi's car, and in the afternoon Giacomelli's Alfa Romeo V12 engine blew up and then the engine in the spare car broke. The Fittipaldi cars were running on the first supply of the new Avon racing tyres and everyone was very happy with Rosberg up in the first ten. There was some slight confusion when the March team drivers swapped numbers, but it was the final move (we hope) in a number muddle that has been going on since the season began. Conditions were perfect for high speed driving and a lot of drivers were going way over the limit and spins and "breathless moments" were happening all round the circuit, but nobody hit anything. Laffite arrived in the pits with the fibreglass engine cover on the Talbot smouldering nicely, but more ominous was the trail of oil it was leaving. Jabouille was comfortably in the running with the second Talbot-Matra V12 and there were no real surprises among the field of 30 runners; it would have been 32 if de Angelis and Mansell had been there with the Lotus team cars. This, of course, meant that six drivers were not going to start the race, as the grid is restricted to 24 cars. Three drivers were having their first attempt in Formula 1, Michele Alboreto (last year's F3 Champion) in the second Tyrrell, Swedish driver Slim Borgudd in the second ATS and Derek Warwick in the second Toleman-Hart. Of the three Alboreto was doing very well.

When it was all over Arnoux was quickest with 1 min. 35.281 sec. which could be compared with his pole-position time of last September except that the first-gear "chicane" at the *Acqua-Minerale* corner has been eased to make it a second-gear "chicane". So forget what went before and concentrate on today, for in second place was Villeneuve with the turbo Ferrari and in third place was Prost with the second turbo Renault.

continued on page 764

Notes on the cars and teams at Imola

NOW that the Grand Prix season has begun in Europe and teams can work from their home bases we should see some interesting strides forwards in the mechanical scene in the paddock. For the first three races everyone was "on tour" leading a gypsy-like existence which made it impossible to do much in the way of serious development. The craze of the moment to develop ways of cheating the "no-skirt" rule (and that doesn't mean the Lotus 88) as practised by Gordon Murray with his Brabhams and experimented with by Williams, Arrows, Fittipaldi, Osella and Tyrrell cannot be considered serious development. Nor can twin-rate suspension springs which achieve the same object, so hopefully these blind-alleys will soon disappear. The realisation that Ferrari might have 550, 600, 650 or even 700 b.h.p. available from their twin-turbo-charged 1½-litre V6 engine may incite designers to think of something new and stop diversifying their efforts to keep alive things that are obsolete.

Williams: The team were still on Michelin tyres with their "interim" 1980/81 FW07C cars and the team drivers had the same cars as in South America, No. 11 (Jones), No. 12 (Reutemann) and No. 14 (spare). It was the spare car that was fitted with the hydro-pneumatic ride-height controlling mechanism and the very flexible lower edges to the side-pods, but after the scrutineering confrontation it was all removed and never used. Frank Dernie was in charge of Alan Jones' car as chief designer Patrick Head was in America, involved with a Williams customer-project for Indianapolis — diversifying to keep alive something that is obsolete!

Brabham: Murray had produced a new form of his ride-height adjustment system, using a piston and cylinder incorporated in the operating rod that runs from the wheel upright to the inboard-mounted coil-spring damper unit. The previous system used a bellows on top of the suspension spring. All three cars BT49C/11 (Piquet), BT49C/12 (Rebaque) and BT49C/9 (spare) were fitted out in the same way and were all running on Michelin tyres. At the moment the Weismann transmission is not being used as the design is undergoing some improvements and modifications preparatory to it being used on the BT50 with the turbo-charged BMW 4-cylinder engine.

McLaren: The team had completed their second carbon-fibre monocoque car, incorporating all the modifications made to the first one, in the light of experience gained since the Long Beach race. Watson used MP4/2 and had MP4/1 standing by as spare, while de Cesaris used the old M29F/4 which Watson raced previously and another M29F was brought along as reserve. The McLaren management decided to leave the Italian driver in the older car, which he knew all about, rather than ask him to transfer to the 1981 car for the first time at a race that was important to his image. The theory was that he could concentrate on driving and racing, rather than wasting effort on sorting out a new car. As it turned out, it was a wise decision. All the cars were running on Michelin tyres.

Renault: The team from Viry-Chatillon were marking time at this race for their whole programme is geared to running their new RE30 series cars at Zolder. Their three Michelin-shod cars were RE27B (Arnoux), RE26B (Prost) and RE22B (spare), but due to a lot of engine problems Prost spent most of his time in the spare car, including the few laps he did in the race. The cars are nearly 75 lbs. overweight and it is hoped that the new ones will lose this handicap, as well as being smaller overall.

Alfa Romeo: No major changes here for the team is running into that awkward period when an entirely new concept (the turbo-charged V8 engined car) is progressing well and making the existing design obsolete. Andretti and Giacomelli had three cars to share amongst them and even if the production run has entered double-figures the three team cars retain the numbers 1, 2 and 3. It saves a lot of time and trouble on paperwork. Contracted to Michelin for the season Alfa Romeo await the time when Michelin can drop all their temporary customers and get on with some serious development work.

Talbot-Matra: This French team are somewhat in the same state as Alfa Romeo, with their existing cars merely filling a gap, but whereas the Milanese team expect to have their turbo-charged V8 on the track by July or August, the Talbot team see little hope of theirs being ready before 1982. Meanwhile the V12 Matra engine just does not produce enough horsepower to cope with an average Cosworth V8, let alone the turbo-charged Renault and Ferrari engines, nor a really good Cosworth V8. As usual the drivers Laffite and Jabouille had three cars between them. As a contracted team Talbot await Michelin's pleasure like Alfa Romeo. The parallel between Alfa Romeo and Talbot-Matra at the moment is interesting.

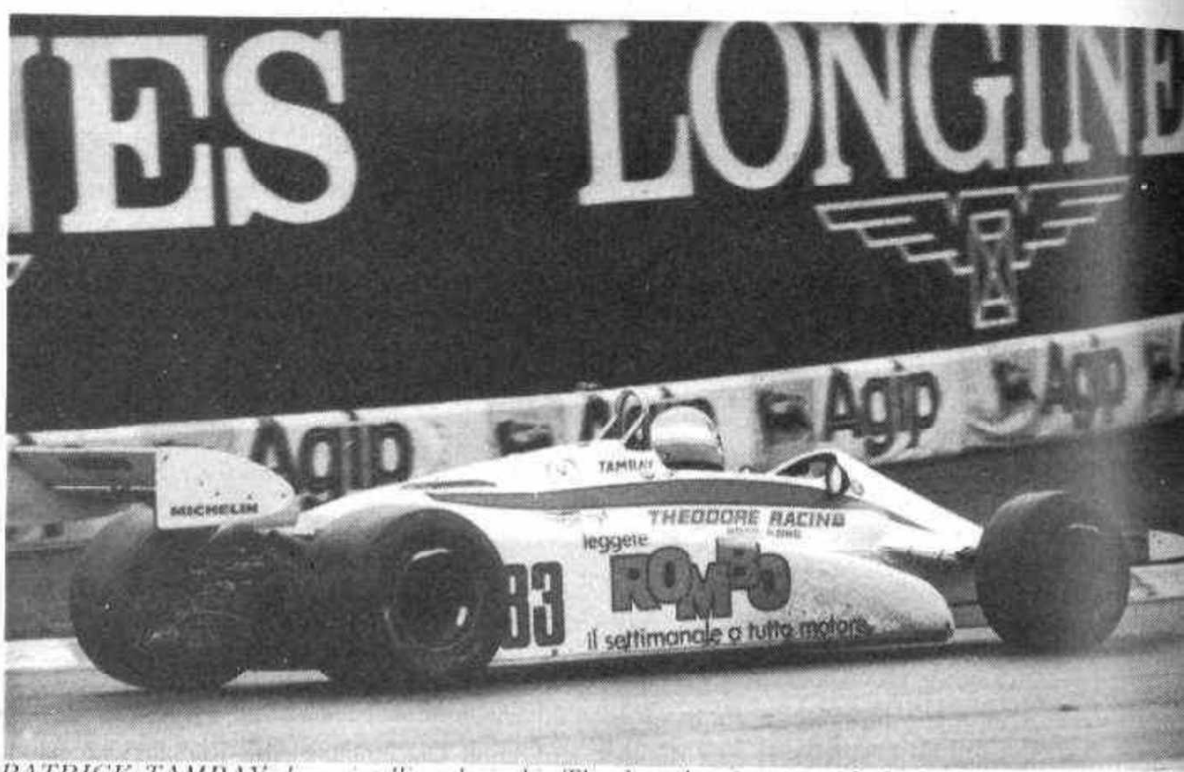
Ferrari: If we ever see a flat-12 Ferrari engine again it will be a big surprise. Mauro Forghieri and his engineers really know where they are going with the turbo-charged 126C. At the moment the Comprex system of supercharging is undergoing further development and the twin KKK system is being used. There was a brand new car, number 052 (Villeneuve) and 050 and 051 fluctuated between Pironi and the spare car for both drivers. Experiments were being made with a large aluminium casting between the engine and gearbox, which effectively lengthened the wheelbase, but more important it moved the centre-of-gravity and the centre-of-aero-dynamic-pressure forwards. On Friday only 052 used the lengthened wheelbase, and on Saturday 052 and 051 were thus fitted. For the race both cars (052 and 050) were back to standard (or short wheelbase) form. Most turbo-charged installations use a curved exhaust pipe so that you do not get a chance to look up the pipe, on the Ferrari with its two KKK turbo-chargers mounted on top of the engine, pointing rearwards, with long straight megaphone tail pipes you can look right up into the exhaust turbine and long after the engine has stopped the

whole of the inside of the turbine is incandescent and glows cherry red. High-pressure (35 p.s.i. and more) turbo-charging has many problems.

Toleman-Hart: This new team made a favourable impression on their first appearance in Formula One, principally by the overall turn-out, the attitude of the whole team, the seriousness of the project and the total lack of bullshit and razz-ma-tazz. Very refreshing. That the cars did not go too well and neither of them qualified is a minor detail at the moment. Two cars were promised to FISA for the start of the European season and two cars were present and ready to go. The Toleman Formula One Team is a joint effort between Ted Toleman's racing team and Brian Hart's Hartpower engine firm, the chassis being the work of Rory Byrne and the engine the work of Brian Hart. Because the crankcase of the Hart H15R engine is not stressed for local carrying, the monocoque has box-section extensions running rearwards from the cockpit bulkhead to form an engine bay and to take the rear suspension. A fairly orthodox wishbone/rocker arm front suspension is used, with inboard springs and a rocker arm rear suspension also operates inboard springs which are neatly tucked away down by the clutch housing. The underside of the car is particularly clean and the side-pods blend into the rear tyres and wheel uprights very nicely. All the rear suspension struts are of eliptical section steel and the detail work on the car is very nice. The four-cylinder, big-bore, Hart engine has rubber-belt driven twin overhead camshafts operating the four valves per cylinder and at the moment two versions of bore/stroke ratio are being experimented with. A single large Garrett AiResearch turbo unit is used, after experiments with two smaller units, and a large inter-cooler is mounted alongside the engine on the right. The space available limits the size of inter-cooler, which automatically limits the boost pressure to around 20 p.s.i. for the moment. That this is a serious Formula One project and not just a money-spinning "kit-car" is shown by the route

NEW ENGINE: Brian Hart thoughtfully examines his 4-cylinder turbocharged 1½-litre power unit installed in the Toleman TG181.





PATRICK TAMBAY drove intelligently in his Theodore, keeping up with the leaders after his pit stop change back onto wet weather tyres and finishing 11th

the Toleman Group team are going, making their own wheels rather than just "buying out", making their own engine rather than using a production Cosworth V8 and running Pirelli tyres rather than joining the FOCA queue at Michelin or Avon. Sensibly they retained everyone from their 1980 Formula 2 team, including the two drivers Brian Henton and Derek Warwick, so that from the start the team appears well balanced. Henton drove the brand new car TG 181/02 and Warwick drove the original test-car TG181/01. Painted principally blue, with red and white lining, the team is sponsored by the Italian Candy Appliances firm and SAIMA, an Italian transportation firm.

Tyrrell: Still without a major backer the Tyrrell team did a deal with a local firm for this race. They had three of their 1980 cars for Cheever and new-boy Alboreto, the young Italian making a good impression on his debut in Formula One.

ATS: Changes in personnel due to disputes with the team owner seems to be the keynote of this team at the moment. They ran two of their cars for this race, for Lammers and newcomer Borgudd from Sweden, whose main claim to fame would appear to be a connection with the pop-group ABBA.

Ensign: Like the other lesser teams in Formula One they seem to be hanging on by the skin of their teeth, going from one crisis to another. They even produced some tired old Goodyear tyres from the stores during practice, and were a bit like a ship without a captain as Morris Nunn was not with them. This is a sad little team, for Marc Surer drives exceedingly well and is doing it for his love of motor racing, not for profit, taking only expense money out of the kitty. They have just the one car, MN15.

March: The black and white March 811 cars do not seem to be making much progress, and with Derek Daly's known ability as a driver they are not doing as well as they should. There has been some confusion over race numbers over the past races, which hopefully is now settled. Originally the FISA had them down as Salazar 17 and Daly 18, but when the team first appeared Daly was 17 and Salazar was 18. Trying to be helpful the team changed the numbers just as the time-keepers changed the numbers on the Longines automatic timing computer! They now seem to have got into step with Salazar in number 17 and Daly in number 18. As neither driver has been qualifying up to now it has not been of any great importanc

Fittipaldi: The team retain their usual three ca a pair of F8C models for Rosberg and Serra a the original F8C as spare. Apart fr experimenting with hydro-pneumatic ride-heig adjustment, the team were using the new Av tyres, the first team to take up the offer. The tyres are designed by ex-Goodyear technicians conjunction with Avon technicians a manufactured with the equipment at t Melksham Avon factory. They are bei distributed and handled by the Internatio Racing Tyre Services (IRTS) a form of racing-ty specialists who have been handling Goodye tyres in Formula 2 and Formula 3 in the pa This first sortie into Formula One by Av seemed to be very trouble-free and adequate successful, and no doubt other small teams will on Avon tyres in the near future, thus relievi the burden which Michelin are carrying at t moment, rather against their will.

Arrows: Three A3 models as usual, for Patre and Stohr and a spare. After a season of person depression following the Peterson accident Monza, Patrese seems to be getting some fire ba into his driving, without the "yobbo" element was tinged with in his early days. The Dave Wa developed A3 is working well and giving Patre the means to do a good job.

Osella: The usual three cars for Gabbia and Guerra to share and they were fitte with hydro-pneumatic ride-height adjustin mechanism. The team is making steady progres now being almost certain of qualifying.

Theodore: The single TR3 model provides drama-free platform for Patrick Tambay demonstrate his neat, tidy and fast driving sty and their progress and reliability is impressive fo such a small group.

With the European season now under way th big articulated transporters are beginning the hard six-months work, where reliability an dependability is worth more than all the fanc equipment and fancy paintwork. If your transpo is not fast and reliable these days you won't la long in Formula One. Among the ne transporters noted in the paddock was Renault-turbo for the McLaren team and Mercedes-Benz for the Theodore team. Th Toleman team retain their very advanced For powered by a Cummins engine, which they use for Formula 2 last year. — D.S.J.

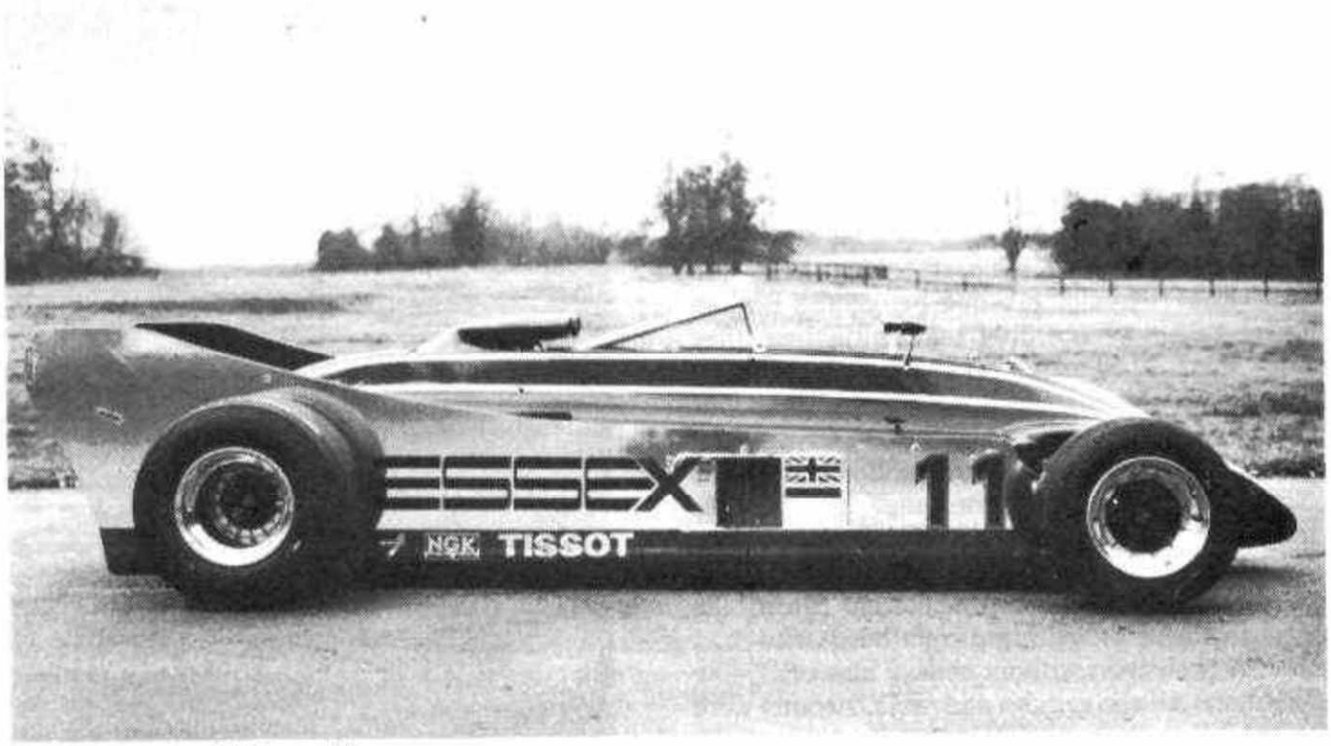
The Lotus 88 — Ingenuity quashed

ONE thing about Colin Chapman and his staff at Ketteringham Hall, the Research and Development centre of Team Lotus, is that they do have a go and do not sit around waiting to see what others are doing before they design a Formula One car. Since they got on to the subject of aerodynamics, with particular reference to the flow of air *under* the car, at a time when most designers were trying to prevent any air from going under their cars, they have discovered a lot of interesting things about car and air behaviour at high speed. If you are going to look at the passage of a racing car through the air like you do an aircraft, then there are many things which spoil accepted theories. One of these is the exposed and rotating wheels, but rules have forbidden total enclosure on Formula One cars since 1960, so wheel disturbances are something you have to live with in Formula One.

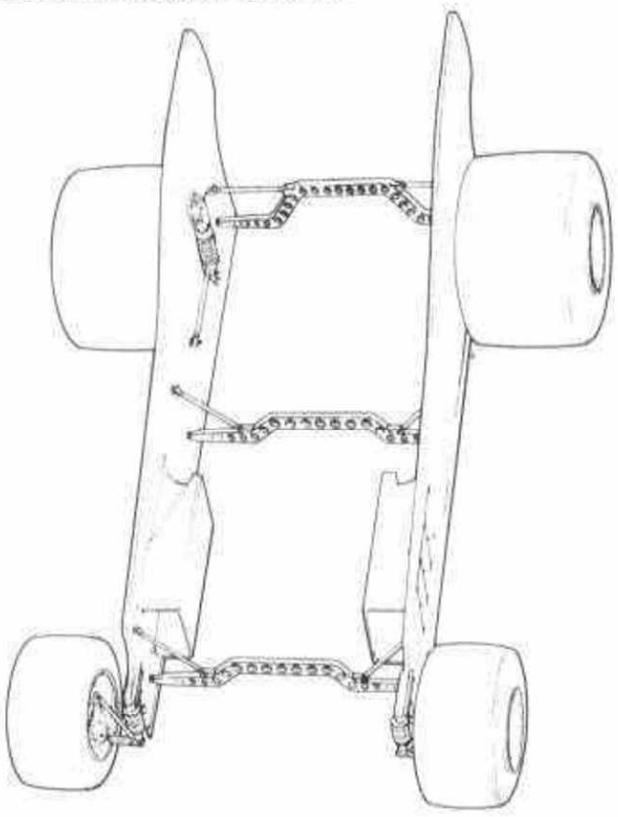
An aircraft in level flight does exactly that, it keeps level, so that the airflow all around it can be considered stable. A racing car does anything but remain level. Under acceleration it takes a nose-up attitude (or tail-down), on corners it rolls and under braking it nose-dives, with the front down and the tail up. All these movements might not be obvious to the casual observer, but experiments with instruments coupled to the various parts of the car show clearly how the space between the underside of the car and the ground varies. When this happens the aerodynamic centre-of-pressure moves and this is bad for aerodynamic stability. For a long time Chapman and his design staff have been worrying about this problem and have been looking for a solution whereby the aerodynamics of a Formula One car could be kept stable, while the mechanical components did what the ground undulations or the dynamics required of them. In other words they wanted to divorce the two parts of the car, the aerodynamic functions and the mechanical functions.

This was the solution they arrived at with the Lotus 88, long before there was any ban on sliding side-skirts. The bodywork and the side-pods were designed to form a single complete unit, consisting of two rigid side-plates running the whole length of the car, joined by three titanium cross-members; these side-plates carried the radiators, with the air exiting at the sides. Attached to the lower edges were the undersides of the side-pods and on the top the upper body surface and this whole structure was mounted on small coil spring/damper units to short links attached to the wheel uprights. Literally inside this structure sat a conventional cockpit monocoque carrying the driver and the fuel tank, the engine and gearbox and the main suspension units, with rocker-arms and wishbones running out to the wheel uprights, this monocoque being made of a new compound of Carbon Fibre and Kevlar. In the original design the side-plates of the aerodynamic chassis, which Chapman mistakenly called the primary, or first chassis, carried the then legal sliding side-skirts which hung down and rubbed on the ground, thus sealing the channel of air under the car.

With the banning of sliding side-skirts the side-plates of the aerodynamic chassis were set to give the regulation 6 centimetres ground clearance when stationary. This is when the trouble started. It was pretty obvious that at speed the downforce created by the air-flow over and under the



THE controversial Lotus 88.



THE Lotus 88 aerodynamic chassis.

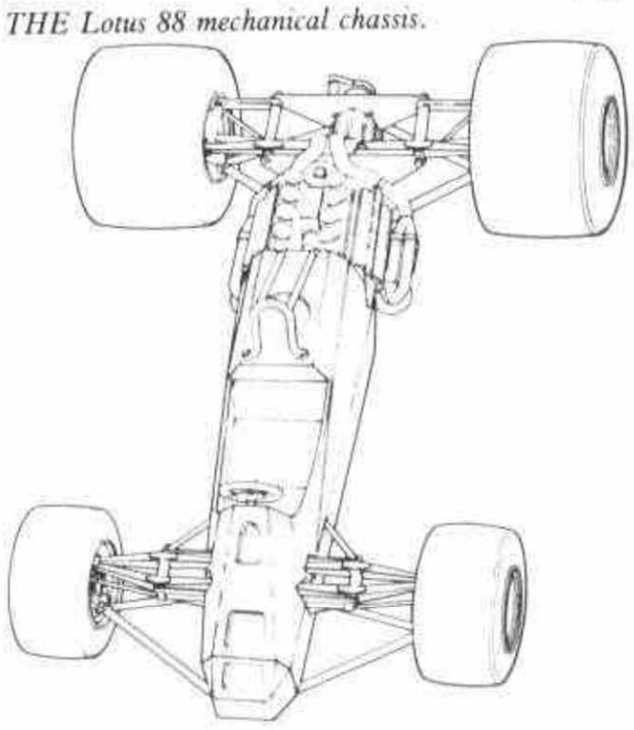
aerodynamic chassis was going to press the whole of the bodywork downwards compressing the four mounting springs sufficiently to make them become coil-bound, and thus become solid, then all the down-force was going to be transmitted directly, unsprung, to the wheel uprights, and thus to the tyres, which is the basic object of using down-force. Meanwhile, the mechanical chassis, carrying the driver, engine, gearbox etc., could remain static within the bodywork, until dynamic or road conditions caused the main suspension to work. Since 1970 all aerodynamic effects have had to transmit their down-force to the tyres *through the entirely sprung parts of the car*, which is to say that aerofoils and fins are not allowed to be attached directly to the wheel uprights. *Entirely sprung parts of the car* was interpreted as meaning the chassis, though in a Formula One car these days it is not easy to say what the chassis is, with the engine being a major structural part of the whole car. Chapman said the Lotus 88 had two chassis, the aerodynamic one, which he called the first chassis, and the mechanical one which he called the second chassis, but the opposition would not accept that and insisted that it was illegal to transmit the aerodynamic down-force directly to the wheel uprights. There was a lot of confusion over the interpretation of the rules when it came to defining the word chassis, for no-one was quite sure whether the word was meant to be singular or plural, it being the same word in both cases. Most people thought it meant singular, but there was no valid reason to suppose this.

Then the Lotus 88 was attacked on *Article 274/3* "Coachwork and Dimensions", *Rule 7* which specifies that any part of the car influencing its aerodynamic performance *must be rigidly secured to the entire sprung part of the car* and *must remain immobile in relation to the vehicle*. No-one had defined what the *entirely sprung part of the car* was, nor had they defined what *the vehicle* was in the second part. Confusion reigned at Long Beach, again in Brazil and also in Argentina and a lot of people were protesting, some on the principles involved, some on word details, some against the mis-management by officials and scrutineers, some on Rule 7 Art. 3, others on aerodynamics acting directly on the wheel uprights. It is important to realise that none of this was involved with dodging the skirt-ban ruling, even though many journalists did not seem to realise this. Meanwhile Gordon Murray of Brabham was deliberately dodging the skirt-ban rule with his hydro-pneumatic suspension, but there was so much flak over the Lotus 88 that many people missed this fact.

A tribunal was held to make an official ruling on the Lotus 88, comprising a group of FIA members not involved with Formula One, and

continued on page

THE Lotus 88 mechanical chassis.



GROTE PRIJS van BELGIE

A bit of a shambles

Zolder, May 17th

THE TWO days of practice before the Belgian Grand Prix were not only a waste of time, they were farcical. Partly because of rules and regulations and partly because of the weather, but at least it was not due to any fault of the drivers, who were all getting on with the job in spite of the difficulties. This year's "in-thing" is adjustable ride-height in order to cheat the 6 cm. ground clearance rule and the only teams who were not cheating were those who could not afford the mechanisms, like Ensign, or those who had enough problems, without adding new ones, like Toleman. All the regular and serious teams were cheating so openly that cheating now seems to be accepted as being legal. Systems for lowering the car once it was under way varied from hydro-pneumatic, though hydro-electric, to simple mechanical means and everyone seemed to think that the lowering of the car gave aerodynamic advantages, but one wonders whether the lowering of the centre-of-gravity of the car by 6 cm. (2.4 inches) did not have as great effect.

Because Team Lotus were back in the entry (after missing the San Marino Grand Prix) there were 31 aspiring competitors for this race and the recently agreed rules limit the number to 30 for practice, of which 24 can qualify for the race. The so-called "four-year stability on rules" would appear to have been modified already to a "four-day stability" and before practice was through it looked like becoming a "four-hour stability". Among the major changes to the scene was the appearance of the new Renault RE30 cars, which are lighter, smaller, neater and more compact than the RE20 series, and have the turbo-chargers located low down alongside the engine, one on each side. The handling could not be made satisfactory, so they were abandoned in favour of the older cars, and various problems on Friday afternoon meant that Arnoux did not qualify. Rain on Saturday stopped all hopes for the unfortunate Frenchman. The teams of Williams, Brabham, Tyrrell, McLaren, Ensign, Fittipaldi, March, Alfa Romeo, Talbot-Matra, Ferrari, Arrows, Theodore and Toleman-Hart were not changed radically from the Imola race, but ATS had only one entry and put in Borgudd instead of Lammers, and Osella put in Piercarlo Ghinzani for the injured Guerra. Ferrari were still using KKK turbo-chargers, March had painted their cars all-black, Lotus were running modified (a continuous process) Type 81 cars, McLaren were restricting the MP4 carbon-fibre car to Watson, Brabham were without Gordon Murray, who had contracted mumps(!), Fittipaldi were only running Rosberg's car on Avon tyres, and Patrick Head was playing the role of "spectator" in the Williams pit.

During the hour of timed practice on Friday afternoon the cars were checked for 6 cm. ground-clearance as they entered the pit-lane from the circuit, not in an attempt to find out if they were cheating, for that was self-evident, but to check that their cheating-mechanism was functioning properly! Anyone who was caught out had his lap-times for that period out on the track erased. Among those who were caught were Alan Jones, just as he had recorded fastest time to that



CARLOS REUTEMANN on his way to another victory for Williams.

point, which handed pole-position to his team-mate Reutemann. Also in trouble was Laffite who arrived at the check with his Matra V12 blown-up, which was embarrassing because the Talbot relied on an engine-driven pump to maintain "regulation height". March were not visibly cheating, but Daly's car failed the clearance test and he didn't realise it, so did not appreciate that he was not recording any times. The whole business was a sick joke and a rather poor circus-act. Add to all this the fact that Patrick Tambay was not allowed out in the Theodore due to the total mis-management of the rules by what is left of the Formula One Constructors Association, and you can see why practice could not be taken seriously.

On the Saturday someone else took a hand in the tragi-comedy. One of the Toleman-Harts had conveniently been obliged to withdraw, which allowed Tambay to join in and Arnoux was all set to go with the old Renault, when down came the rain. Cheever (Tyrrell) was the first to brave the rain and then one or two others joined in and even though the rain stopped there was still a lot of water about and those brave men who were having a go made an awe-inspiring sight. Although the track dried in places it never became totally dry and Jones and Villeneuve were terrific and their times would have got them onto Friday's dry-grid, had they not already qualified. Although Arnoux was third fastest he was not quick enough, and poor Tambay didn't really have a chance. Some of those who had already qualified well did not bother to go out, nor did some of those who had failed on Friday. To complete the total farce of practice, two hours after it was all over it was a beautiful sunny afternoon. But the rules had said qualifying would be at 1 p.m. and that was that. Some rules can be bent, some totally ignored, while others are inflexible. The paper-work side of Formula One is in an awful muddle and there are far too many rules and regulations.

Sunday was anything but stable, there were rain showers in the offing and instead of concentrating on the job in hand a lot of people were letting their thoughts and ideas wander. Quite a few of the mechanics were getting very niggly over one of their number having been very badly injured [sadly, he subsequently died. — Ed.] in the pit-lane during practice, due to the ridiculous over-crowding and the tota inadequate size of the pit area, some of the driv were ticking about the nonsense of the pract and entry rules which kept Patrick Tambay o some of the relationships between teams a sponsors were not all sunshine and light, a Colin Chapman was busy trying to get people understand about the Lotus 88. It was all a unstable, like a certain Belgian Grand Prix Francorchamps some years ago when Hollywo was doing its best to foul up Grand Prix racin The warm-up session passed off reasonably we apart from Renault abandoning their new ca completely, leaving Prost the choice of RE2 and RE26B, and Ferrari running Villeneuve wi a long-wheelbase car (052) and Pironi with short-wheelbase (050). Just as this session ende short, sharp shower of rain drenched everythin and then the sun came out! There was a rea strong wind blowing so it did not need mu imagination to see that anything nasty in the s on the horizon would eventually arrive at Zolde

The 70-lap race was due to start at 3 p.m. a accordingly the cars left the pit lane to do the l

PRACTICE TIMES

No.	Driver	Friday pm	Saturday pm
1	A. Jones	1.23.82 (T)	1.27.43
2	C. Reutemann	**1.22.28**	1.36.27
3	E. Cheever	1.24.38	1.31.00
4	M. Alboreto	1.25.91	1.32.21
5	N. Piquet	1.23.13	no practic
6	H. Rebaque	1.26.52	2.49.14
7	J. Watson	1.23.73	1.30.92
8	A. de Cesaris	1.26.95	1.30.99
9	S. Borgudd	1.28.98	1.35.79
11	E. de Angelis	1.24.96	no practic
12	N. Mansell	1.24.44	no practic
14	M. Surer	1.25.19	no practic
15	A. Prost	1.24.63	1.43.35
16	R. Arnoux	1.27.93	1.30.71
17	E. Salazar	1.28.38	1.35.66
18	D. Daly	*	no practic
20	K. Rosberg	1.24.46	no practic
21	F. Serra	1.25.93 (T)	no practic
22	M. Andretti	1.25.56	1.32.17
23	B. Giacomelli	1.25.31	1.37.77
25	J-P. Jabouille	1.25.28	1.38.87
26	J. Laffite	1.24.41	1.44.07
27	G. Villeneuve	1.23.94	**1.27.33**
28	D. Pironi	1.23.47	1.36.76
29	R. Patrese	1.23.67	1.38.28
30	S. Stohr	1.24.66 (T)	no practic
31	P. Ghinzani	1.27.48	no practic
32	G. Gabbiani	1.26.69	no practic
33	P. Tambay	†	1.32.47
35	B. Henton	1.36.37	1.42.95
36	D. Warwick	1.35.97	no practic

* time disallowed
† no practice allowed

STARTING GRID

2 C. Reutemann *(Williams-Cosworth V8)* 1 min. 22.28 sec. **37** (1 min. 23.30 sec.)	5 N. Piquet *(Brabham-Cosworth V8)* 1 min. 23.13 sec. **7** (1 min. 24.75 sec.)
28 D. Pironi *(Ferrari-V6 t/c)* 1 min. 23.47 sec. **7** (1 min. 24.82 sec.)	29 R. Patrese *(Arrows-Cosworth V8)* 1 min. 23.67 sec. (Car withdrawn)
7 J. Watson *(McLaren-Cosworth V8)* 1 min. 23.73 sec. **48** (1 min. 24.36 sec.)	1 A. Jones *(Williams-Cosworth V8)* 1 min. 23.82 sec. **18** (1 min. 23.40 sec.)
27 G. Villeneuve *(Ferrari-V6 t/c)* 1 min. 23.94 sec. **40** (1 min. 24.65 sec.)	3 E. Cheever *(Tyrrell-Cosworth V8)* 1 min. 24.38 sec. **34** (1 min. 24.21 sec.)
26 J. Laffite *(Talbot-Matra V12)* 1 min. 24.41 sec. **34** (1 min. 23.65 sec.)	12 N. Mansell *(Lotus-Cosworth V8)* 1 min. 24.44 sec. **46** (1 min. 24.43 sec.)
20 K. Rosberg *(Fittipaldi-Cosworth V8)* 1 min. 24.46 sec. **8** (1 min. 25.95 sec.)	15 A. Prost *(Renault-V6 t/c)* 1 min. 24.63 sec. **1** (1 min. 41.44 sec.)
30 S. Stohr *(Arrows-Cosworth V8)* 1 min. 24.66 sec. (car withdrawn)	11 E. de Angelis *(Lotus-Cosworth V8)* 1 min. 24.96 sec. **35** (1 min. 24.50 sec.)
14 M. Surer *(Ensign-Cosworth V8)* 1 min. 25.19 sec. **30** (1 min. 25.23 sec.)	25 J. P. Jabouille *(Talbot-Matra V12)* 1 min. 25.28 sec. **32** (1 min. 25.25 sec.)
23 B. Giacomelli *(Alfa-Romeo V12)* 1 min. 25.31 sec. **37** (1 min. 24.73 sec.)	22 M. Andretti *(Alfa Romeo V12)* 1 min. 25.56 sec. **29** (1 min. 25.82 sec.)
4 M. Alboreto *(Tyrrell-Cosworth V8)* 1 min. 25.91 sec. **17** (1 min. 26.71 sec.)	21 F. Serra *(Fittipaldi-Cosworth V8)* 1 min. 25.93 sec. **16** (1 min. 26.89 sec.)
6 H. Rebaque *(Brabham-Cosworth V8)* 1 min. 26.52 sec. **34** (1 min. 23.74 sec.)	32 G. Gabbiani *(Osella-Cosworth V8)* 1 min. 26.69 sec. **16** (1 min. 26.85 sec.)
8 A. de Cesaris *(McLaren-Cosworth V8)* 1 min. 26.95 sec. **5** (1 min. 27.00 sec.)	31 P. Ghinzani *(Osella-Cosworth V8)* 1 min. 27.48 sec. **17** (1 min. 26.58 sec.)

Did not qualify:

16	R. Arnoux (Renault V6 t/c)T	1 min. 27.93 sec.
17	E. Salazar (March-Cosworth V8)	1 min. 28.38 sec.
9	S. Borgudd (ATS-Cosworth V8)	1 min. 28.98 sec.
33	P. Tambay (Theodore-Cosworth V8)	1 min. 32.47 sec.
36	D. Warwick (Toleman-Hart 4 t/c)	1 min. 35.97 sec.
35	B. Henton (Toleman-Hart 4 t/c)	1 min. 36.37 sec.
18	D. Daly (March-Cosworth V8)	no time allowed

round to the assembly-grid in front of the pits. During the morning the newly-formed Grand Prix Drivers Association, under Jody Scheckter, had made it known that some of them were discontented and unhappy about 30 cars being allowed to practise and wanted a figure of 26 accepted. They also intimated that a protest meeting would delay the start of the race. The organisers promptly issued a written warning that the race would start at 3 p.m., no matter what happened. Meanwhile the mechanics were planning a token-strike on the assembly-grid over the inadequate and crowded pit lane with too many non-workers in it. When the 24 cars were assembled, with Reutemann on pole position, a number of the drivers got out of their cars and assembled at the front of the grid, where the protesting mechanics were also gathering. Certain of the British FOCA teams threatened dire penalties if any of their staff, drivers included, joined the protests in an Ecclestone-inspired manoeuvre to make the whole affair look to be FISA and Ferrari orientated. Reutemann, Piquet, Watson, Jones, Cheever, Mansell, Rosberg, Alboreto, Serra, de Cesaris and de Angelis remained in their cars, and amid the confusion, with dozens of people still on the assembly-grid the signal to start the parade lap was given. Reutemann should have led the 12 pairs of cars round on an orderly lap, to arrive at the starting-grid ready to go. Instead, someone sent Piquet off first, followed by Reutemann and Jones, then Watson, Cheever, Mansell, Rosberg, de Angelis and the rest in a total muddle, bearing no resemblance to the starting grid. Piquet finished the lap thinking there would be another "assembly" and stopped beyond his grid-position and an official waved him on to go round again! Reutemann stopped on the starting-grid, as did the rest eventually, and Piquet arrived last and threaded his way through the field to the front. At least 75% of the people present were thinking there would be another "assembly" and a proper parade lap, but too late it was realised that the start proper was imminent. Patrese had stalled the engine of his Arrows, and a mechanic had climbed over the barrier to insert an air-line. The starting signal was given and in the melée Siegfried Stohr in the second Arrows dodged about from the middle of the grid *on the opposite side of the road to the stationary Patrese* and ran into the back of his team-leader, crushing the mechanic between the two cars.

At the end of the lap Piquet was leading from Pironi, Villeneuve and Watson but round the circuit black flags, were being shown, which meant "watch-out, there will be a red flag at the start-finish line to stop the race". Whether there ever was a red flag is open to doubt, and Piquet and Reutemann roared through to start another lap, by which time Pironi was slowing right down and swerving about to prevent anyone going by and the whole field came to a stop by the pits. Meanwhile the unfortunate Arrows mechanic was being helicoptered off to hospital with a broken leg and other injuries, and the two Arrows cars were towed away.

At 15.40 p.m. a restart was given for the remaining 22 cars, the Arrows team like a lot of others, having lost all further interest in the Belgian GP. This time all was well and Pironi (Ferrari-turbo) led from Reutemann, Piquet, Watson, Jones, Villeneuve, Laffite, Rosberg and Mansell. The lone Renault slid dejectedly into the pits with its clutch slipping. Jones soon disposed of Watson and an interesting four-cornered fight began, Pironi still leading with the turbo-Ferrari, followed closely by Reutemann, Piquet and Jones. Four hard-nuts with no love lost between them. This was going to be worth watching, for everyone else was being left behind, with Villeneuve not in the hunt in seventh place and a furious de Angelis being held up (or so he thought) by Cheever's Tyrrell. At lap ten Reutemann was elbowed back unceremoniously into fourth place and on the next lap Piquet was given a bit of encouragement to take to the rough stuff, and Jones was second. But the turbo-Ferrari was still leading, but not for long as its brakes were overheating for the little 1½-litre V6 does not have the over-run "pumping" effect of a 3-litre V8 engine. On lap 13 Pironi dropped to fourth place, for Laffite had come storming up in the Talbot-Matra V12, and it was all over. Williams were 1-2 in the correct order and the rest of the race was obviously going to be a mere formality. Behind the leading quartet Watson was leading Villeneuve in the second turbo-Ferrari and Mansell going splendidly in the Lotus 81/1, well ahead of his Italian team-mate.

On lap 20 the unbelievable happened as Jones was rounding the fast right-hander leading on to the back straight. His car jumped out of fourth gear as he put the power fully on and instantly it ploughed straight on into the barriers, wiping off the entire left front corner and injuring the driver's leg slightly. Now it really was all over and Reutemann cruised along serenely, totally unworried by the Talbot-Matra in second place or the Lotus in third place, or for that matter the McLaren, Ferrari or Lotus that followed. Pironi had dropped right back to seventh place, with feebling brakes, and Villeneuve in fifth place was little better off. A rather dull procession now took place, with little hope of anything changing, except that Pironi dropped even further back, and Watson had trouble selecting fourth gear and also dropped back.

At lap 52 a rain shower started, not enough to cause a tyre changing panic, and at lap 55 the chequered flag was flown and the whole sorry affair was closed down according to the rule-book which allows a race to be stopped after three-quarters distance, the results to be calculated on the positions at one lap before the cessation.

A very unsatisfactory Belgian Grand Prix fizzled out, though nobody offered the spectators a quarter of their money back; in Formula One money only moves in one direction. Some things were noteworthy, however, in particular the challenge of the turbo-charged Ferraris and the fact that they both finished, the Renault debacle, the praise-worthy drive of Nigel Mansell and the two new boys Alboreto and Ghinzani, who not only qualified to start, but also finished the race.

Of the rule-breaking, the cheating, the chaos, the confusion, the mis-management and the accidents, the less said the better. It would be nice to think that the world of Formula One will learn from the shambles, but it is very unlikely.

D.S.J.

Results

BELGIAN GRAND PRIX — Formula One — 70 laps — Zolder — 4.262 Kilometres per lap — 298.34 Kilometres — Cool — Race stopped — 54 laps — 230.15 kms

1st	Carlos Reutemann (Williams FW07C/12)	1 hr. 16 min. 31.61 sec. — 180.445 k.p.h.
2nd	Jacques Laffite (Talbot-Matra V12)	1 hr. 17 min. 07.67 sec.
3rd	Nigel Mansell (Lotus 81/1)	1 hr. 17 min. 15.30 sec.
4th	Gilles Villeneuve (Ferrari 126CK/052)	1 hr. 17 min. 19.25 sec.
5th	Elio de Angelis (Lotus 81/3)	1 hr. 17 min. 20.81 sec.
6th	Eddie Cheever (Tyrrell 010)	1 hr. 17 min. 24.12 sec.
7th	John Watson (McLaren MP4)	1 hr. 17 min. 33.27 sec.
8th	Didier Pironi (Ferrari 126CK/050)	1 hr. 18 min. 03.65 sec.
9th	Bruno Giacomelli (Alfa Romeo V12)	1 hr. 18 min. 07.19 sec.
10th	Mario Andretti (Alfa Romeo V12)	1 lap behind
11th	Marc Surer (Ensign MN15)	2 laps behind
12th	Michele Alboreto (Tyrrell 010)	2 laps behind
13th	Piercarlo Ghinzani (Osella FA1B/81)	4 laps behind

Fastest Lap: Carlos Reutemann (Williams FW07C/12) on lap 37 in 1 min. 23.30 sec. — 184.192 k.p.h.

Retirements: Alain Prost (Renault RE22B) clutch failure, on lap 3; Keijo Rosberg (Fittipaldi F8C) gearbox failure, on lap 11; Nelson Piquet (Brabham BT49C/11) off the road, on lap 11; Andrea de Cesaris (McLaren M29F) gearbox failure, on lap 12; Alan Jones (Williams FW07C/11) accident on lap 20; Giuseppe Gabbianni (Osella FA1B/81) engine failure, on lap 23; Francesco Serra (Fittipaldi F8C) engine failure, on lap 30; Jean-Pierre Jabouille (Talbot Matra V12) road-holding, on lap 36; Hector Rebaque (Brabham BT49C/12) off the road, on lap 40.

22 starters — 13 finishers

N.B. Car 29 (R. Patrese — Arrows A3) and Car 30 (S. Stohr — Arrows A3) withdrawn from re-start after start-line accident.

Around and About

Rough road enthusiasm

VICTOR GAUNTLETT, already heading Aston Martin and Pace Petroleum, has a new enthusiasm in life. Recently, through the medium of Pace Petroleum he decided to back the BBC Televised Esgair Dafydd Rallysprint. Having already decided to back former British rally champion Russell Brookes in his ex-works Sunbeam Lotus, Gauntlett took in the spirit of the thing wholeheartedly and accompanied Brookes throughout the timed runs on the day.

By the close of play they were third — Tony Pond in the DTV Chevette HSR was the victor — and Gauntlett confessed himself very taken with both rallysprint, as a promotion, and the activities of Mr. Brookes in more conventional forest events. Judging by the way the Gauntlett Range Rover disappeared from the scene with all four wheels on an earth-moving spree, we shall hear a lot more of Pace's enthusiasm for this aspect of the sport.

However that doesn't mean Gauntlett has forgotten his love of motor racing. The shrewd deal he did by backing Nigel Mansell personally over an initial three years may yet be accompanied by an effort to get Aston Martin's name back into long distance racing. With things not so good in the A-M L business at present, outside sponsorship is a certain need, but based on the determination Gauntlett has shown so far this will be surmountable.

Whether Aston can be competitive is another matter. Recent efforts at glorifying the name in long distance events have detracted rather than added to the lustre of A-M's reputation.

For ourselves MOTOR SPORT sent a reporter down to accompany the young British rally driver Terry Kaby, in the original DTV Chevette HSR that won the 1980 Circuit of Ireland, for a ride upon the slippery, stony slopes of Esgair Dafydd.

A good day was enjoyed by all, though a gearbox malfunction robbed our amiable driver (who had just caused something of a stir by finishing fifth in the tough World Championship Corsican rally-cum-road race) of a possible fifth or sixth place. Of course it's not "Real Rallying," because you are only running for about 1½ minutes instead of days, but it's enough to put a grin on the face, and understand why people are so keen to sit alongside the best talents as they perform their deeds of derring-do.



OUR correspondent being transported at speed by Terry Kaby in the Vauxhall Chevette HSR (the car which won the 1980 Circuit of Ireland) during a recent Rallysprint event at Esgair Dafydd.

The New Ferrari

WHILE traversing the Cotswolds in the road-test Mercedes-Benz 500SEL [see next month] we called in at Bibury Court Hotel where Rosso Ltd., of Cirencester, were holding an informal gathering of Ferrari owners, actual and potential, to see and try the latest product of Maranello. This is the bright red Mondial 8, the natural successor to the 308 GTB and the 308 GTB4, with 3-litre V8 engine transversely mounted at the rear. This new model runs so sweetly and smoothly that it is difficult to say where the engine is mounted when surging along at an easy 100 m.p.h. The slightly angular Pininfarina body is a two-door, two-seater with two small occasional seats behind the driver and passenger. The pedals are slightly offset towards the centre of the car, which is the only indication that your feet are level with the front wheels, as the wheel arch intrudes into the cockpit, and from this fact you realise that the engine must be at the back. The only other indication is the fact that the gear-change is a bit agricultural, suggesting that the 5-speed gearbox is a long way away from the lever, which, of course, it is.

The suspension is independent on all four wheels, using swinging arms and coil spring/damper units at each corner and the ride and handling is so good that one passenger remarked " . . .rides like a Lotus . . ." and there cannot be a better compliment than that. The 81 × 71 mm. engine is 2,926 c.c. capacity and devclops 214 b.h.p. DIN at 6,600 r.p.m. (158kW), the four overhead camshafts are driven by toothed belts and fuel is delivered by Bosch K-Jetronic petrol injection, while Marelli-Digiplex electronic ignition is used.

This was no more than a brief acquaintance with the latest Ferrari production car, now available in right-hand-drive form in this country for £24,488.25, thanks to Maranello Concessionaires, of Thorpe, who import all Ferrari cars into Great Britain, and Rosso Ltd., who are their agents for the Cotswold area. The 308 GTB and GTS are still available, as is the svelte front engine 400i, the last V12 Ferrari, while for anyone interested in going really fast the Berlinetta Boxer 512 is still to be had. This ultimate Ferrari road car, with mid-mounted flat-12-cylinder 5-litre engine costs £36,714.93, but remember that the Government takes £3,456.03 in Car Tax, and a further £4,788.90 in VAT. Any Berlinetta Boxer owner must feel proud to have contributed £8,244.93 to the country's Exchequer, while even a new Mondial 8 owner is forced to contribute £4,832.25 to the Exchequer, out of the purchase price of £24,488.25. We wonder if Enzo Ferrari realises how much he is supporting Great Britain by producing such desirable cars.

Among the cars at the gathering were an immaculate Ferrari Daytona, a Berlinetta Boxer and a pristine 1948 two-door 212 Inter coupé, with the original V12 single-carburetter engine. We wafted silently away in the dark brown 135+ m.p.h. Mercedes-Benz limousine realising that the world of Ferrari is a world apart.

Fiat's Good New Small Car

IT was up to North Wales last month to drive the Fiat Panda 45, which was officially released here six days ago, latest small-car from a Company that has long been in the forefront of minicar design and production. You will be able to purchase Pandas from the 22nd of this month. We tend to like most cars but especially big ones and very small ones. In the latter context no-one can ignore Fiat, who cocked a very impressive snoot at the ageing Austin 7 with the 570 c.c. Topolino before the war, and followed this up with the well-liked rear-engined 500 of which they made over 3½ million, which is still in production as the Tipo 126 and likely to remain so in the foreseeable future.

There were also somewhat bigger little-Fiats, such as the water-cooled 600 and later the highly successful 127 and 128, leading to the individualistic Strada. If you are reduced to, or have a use for, a truly small car you should see that you get fun as well as utility from it, and in this context it is pleasing that the air-cooled twin-cylinder engine has survived for so long. (No worry about anti-freeze on this cold night!) Citroën did it so very well with the immortal 2cv., which Renault effectively copied in four-pot water-cooled form with the Renault-4, refined into the Renault-5. Fiat made the true baby-compact, with the rear-engined 126, likewise a two-cylinder, but in vertical instead of horizontally-opposed form, and this engine has found its way, in the later refined guise, into one version of the new Panda, but only for the Italian market.

The Fiat Panda, which we shall be hearing a lot more of, uses the well-established 903 c.c. 127 engine which has antiquated push-rod-overhead-valve-gear like the Mini Metro. As this engine pokes out 45 (DIN) b.h.p. at 5,600 r.p.m., or about what 1½-litre sports-cars developed in vintage times, excellent performance results when this willing power-unit is put into a 126-sized Fiat — the Panda 45 is just over 11' long, with a 7' 1" wheelbase. Kerb weight is 13.4 cwt. (63/37%, front-rear). So you get a ready cruising speed of 60-70 m.p.h., the engine buzzing round at 4,370 r.p.m. at the latter speed;

TUNING TEST

Pedigree Golfs

LATELY at Standard House we have had all sorts of requests to try converted VWs, particularly that fine little GTI Golf model, which starts life with 110 b.h.p. Some of these were accepted, but I have always felt that, with the exception of Autocavan who were, unfortunately, unable to take advantage of our early knowledge of their oversize competition Golfs, few of these tuners had any pedigree for what they were doing. Some of the turbocharged conversions were definitely not right; poor fuel consumption and exhaust manifold breakages not uncommon.

Richard Lloyd obviously felt very much the same way. I remember seeing him wheel out an almost standard GTI in British saloon car championship events of a few years back, and it wasn't long (August 1978) before he established GTI Engineering at Silverstone.

For some time I had wanted to drive his 1.8-litre version of the GTI, especially allied to the ATS alloy wheels, Pirelli low profile rubber, converted brakes and Zender panelwork that he offers.

The chance came on the first day of May when Lloyd laid on a mighty impressive multi-car display of his wares, mostly as supplied to customers, but also a Milton Keynes-backed Audi 80 GLE 1800 and their own demonstrators. During the day I was able to drive a fabulous GTI 1800 to my heart's content and briefly sample a tuned 1600, a 1.6-litre carburated pick up Golf, and a carburated 1800 five door Golf GLS, intended to do the GTI job for the family. It is very complicated to install the injected engine in a Golf not built for such a layout, primarily because of fuel tank return lines for the injection.



THE Golf 1800 plus which so impressed J.W. on a May Day testing session.

GTI aim to offer a service of interest to any VW or Audi enthusiast (I did wonder if they might go into RHD Quattros as a sideline, but this was denied) and typically varied from servicing, using London agents Wykehams if necessary, up to full race preparation: they ran class winning GTIs for three years and tackled the difficult Audi 80 programme last season. This year TWR have the Audi programme and GTI have sensibly decided to step up their customer service, though Lloyd also finds time for a Canon Cameras Porsche 924 GTR he runs in this year's World Championship.

I concentrated on an 1800 belonging to brewery heir John Greenall. Besides the engine it listed Bilstein sports suspension package (£330); 5½ by 15 in. diameter ATS alloy wheels (£61) with expensive Pirelli P7 195/50 VR "road racing tyres" a Zender front spoiler, side "running boards" and wheelarch trims (£105 for all panels), plus GTI twin headlamp grille (which carried Hella inset lamps on the quadruple conversion)by D & W of West Germany (£54) and the GTI version of VW's ventilated front disc brakes at £59.

Normally 79.5 mm. bore by 80 mm. stroke brings you a 1,588 c.c. GTI. In the 1800 conversion the bore is 81 mm. while an Allen crankshaft gives a stroke of 86.4 mm. (1,792 c.c.) and is allied to Cosworth forged pistons. Also included are 38 mm. inlet and 31 mm. exhaust valves, heavier poundage valve springs, baffled

continued overleaf

AROUND & ABOUT — continued

it gives 47 ft./lb. torque at 3,000 r.p.m. They say the Panda 45 will wind up to 87 m.p.h., do 0-62 m.p.h. in 18.6 seconds, and even quote a towing ability for it of 14.8 cwt.

The Panda looks like a 126, same 2-box body-shape, same side-protruding fuel filler-cap, but the big windscreen and windows and high roof-line give a big-car impression from within. There is a single wiper-blade, sweeping the left better than the right side of the screen, but with 2-speed and intermittent action. The seats of this f.w.d., disc/drum-braked, all-synchromesh 4-speed Panda are wafer-thin but quite comfortable, and the spacious back seat is just a detachable hammock that gives all manner of permutations down to double beds and luggage space ranging from 9.6 to 38.4 cub. ft. This must be one of the last cars, with the 126, to have openable ¼-windows in the wide doors, and the rear windows also vent. Indeed, equipment is generous, instrumentation and controls simple. The mileometer has no decimal reading, six fascia switches and Fiat's triple stalk-controls look after things, but you get exterior mirrors both sides, and a lipped tailgate. There is a heated rear window, carpets, laminated screen, rear wipe/wash, Veglia temperature and fuel gauges, washable fascia shelf covering with detachable ash-tray, etc. but the washers are worked by pressing a rubber bulb, as on the 126. Cryla-Gard guaranteed anti-rust treatment is used, and the pedals are well placed.

Driving as hard as possible from Maentwrog over the impressive mountain passes beside Lake Bala to the Lake Vyrnwy Hotel for lunch, we put the car through its paces. The Panda uses lightweight RIV-SKR hubs all round, for reduced unsprung weight, in conjunction with McPherson front struts and a dead rear axle on ½-elliptic springs. The handling is very good indeed, with pronounced understeer when cornering hard, but little roll. The brakes need a firm prod but proved effective when sheep, unacquainted with cars, unlike those in Mid-Wales, ran across our path. The high final-drive of 4.07 to 1 makes for quiet running by baby-car standards and the rack-and-pinion steering, geared 3.4 turns, lock-to-lock, is notably accurate, if heavy at low speeds. The test car was on 13" Pirelli Cinturato P3 tyres. The gear change is good, if less silky than that of a Ford or Hillman Imp box. Averaging a speed that impressed us, less than half the fuel tank's contents (7¾-gallons) were used in 110 miles, say about 37 m.p.g., which those not trying so hard will obviously improve upon.

FIAT's front-engined, front-wheel-drive Panda — economical fun.



This Fiat Panda 45 is essentially a very small, easy-to-park, fun car; essentially the latter! No price has yet been declared and this will be the crucial factor. If it is decently below £2,974 of the Ford Fiesta Popular, a more conventional and refined approach to economy motoring, or the £3,199 of the basic Renault 4, we should soon see posses of Pandas on British roads. It will hopefully undercut the £2,890 of the cheapest 3-door Fiat 127. Fiat also claim very low service-charges for the Panda, the first routine service costing £89.15 after 24,000 miles, which they compare with £96.07 for a Metro, pointing out that the Panda goes in dock for 5.7 hours, against 6½ hours for a Renault 5 and a longer period for other small cars. Note, though, that the Metro's claim to cheap servicing is endorsed, as it needs only 0.05 hours longer in dock than a Panda, by Fiat's figures. In this respect, the Consumers Association has been looking at spare-parts and servicing costs and the Reliant Kitten comes out well, and may be quieter at 60 m.p.h. than a Panda, but with only human ears to rely on we wouldn't wish to be dogmatic.

The main thing, though, is that Giorgio Giugiaro, starting in 1976, has produced another fun-economy car for Fiat and if you see what look like very quick 126s on our roads, you will know what you are up against

£7,677 Worth of Cosseting from Renault

ANOTHER car I have been trying recently, very different from a Panda, is the 2.2-litre Renault 20TX, top-model of the 20-range. What a comfortable, refined car it is! It has a slightly longer-stroke-than-bore, 88 x 89 mm., 2,165 c.c., overhead-camshaft, light-alloy, four cylinder, five-bearing engine, driving the front wheels, of course, but mounted normally. The drive goes through an excellent 5-speed gearbox and the 20TX has enhanced road-grip from Michelin TRX tyres on light alloy wheels.

With 115 (DIN) b.h.p. available at 5,500 r.p.m. (and 6,000 r.p.m. safe), this large but not over-big four-door Hatchback Renault has impressive, effortless performance. Although the final-drive ratio has been lowered to 4.11 to 1, it is possible to run up to 98 m.p.h. in 4th gear, with a maximum in fifth of 106 m.p.h. Acceleration, at 10½ seconds to 60 m.p.h. from rest, and a s.s. ¼-mile in 18 seconds, is very "usable" on the road. Apart from which, it is the excellent ride, seating comfort, and the sensible controls which combine to make this car outstandingly good value. The light power-steering doesn't have the "feel" of, say, that of a Rover, especially on wet roads, and the stiffened, all-independent, suspension has not entirely ironed-out Renault roll. But to all intents and purposes this is a fine-handling, long-legged car, quiet at speed, if not possessing quite a V8 hush. It has clear instrumentation but difficult-to-understand heater-control markings, although once learned, the cosseting here equals that of the rest of this impressive car.

Those who feel that the days of five-figure-priced, near single-figure m.p.g., cars are numbered should certainly consider this £7,677 Renault 20TX, which has electric front-windows, cruise control, central-locking, power steering and those impressive, low-profile Michelin TRX tyres as standard, and for which an electric sun-roof is available. Instrumentation is clear, the seats generous in size and well-padded, ventilation is available from many controllable vents, and stowage arrangements are about ideal. There is "ratchety" variation of headlamps beam-angle, to suit varying loads, interior adjustment for the external mirrors, rear wipe/wash, plenty of leg and head room, and Neiman central door locking.

Altogether, this is very good family car, from which I got an overall 25.5 m.p.g., the petrol tank holding a useful 14¾ gallons, a car which does most things very well and all things to a high standard. It does have a few shortcomings. Such as the heavy doors lacking effective "keeps", the door cills picking up dirt, to the detriment of trousers-legs and tights (front mud-flaps should cure this, as with a Reliant Kitten), the ignition-key needing a full turn-back before the engine will start, and the auto-choke causing fast idling until full working temperature is attained. But otherwise, it is very likeable. Luggage capacity can be up to 45½ cu. ft. with the back seats folded, although the larger Renaults do not continue the versatility of back-seat foldage that is a feature of their smaller, and older, models. To the Jaeger instruments (speedometer, tachometer with economy markings for those with time to read them, combined heat-and-fuel gauge, oil level gauge and a small clock), are added 13 warning lights, four fascia switches, and five more switches down on the centre-console, two of which operate the front windows, that for the near-side window rather obstructed by the gear lever. The aforesaid oil-level indicator confuses those who mistake it for an oil-pressure gauge. No oil was used in 800 miles.

I would recommend you to advise your Fathers, Mothers, Uncles and Aunts to consider a Renault 20TX but think you, as an enthusiast, may find it lacking in "character" and so prefer a Renault 18 Turbo or Fuego. That did not stop me from finding this 20TX very restful for long-distance driving. I used it to cover the Fiat Panda release, described elsewhere, and on the way south, although Dolgellau is now bypassed by a fine new double-track highway (if you want this kind of thing, instead of driving through the fine old towns!), we diverted from there to look at the Fairbourne Railway. I am glad we did, because I was both surprised and pleased to discover that this 15"-gauge, 1½-mile long (3-miles, out and back), line runs unfenced between a public road and the sand-dunes. I was told that when Capt. Howey and Count Zborowski first planned their Romney, Hythe and Dymchurch narrow-gauge railway this was similarly set out unfenced on the seashore. But what was permissible in 1924 might have been different by 1981! Which is why I am encouraged at the freedom you can still enjoy in Wales.

In fact, there are "blind" crossings from the beach at Fairbourne, where the bathers can signal to a train to halt, or just cross the line if they are not using it. The locomotive's hooting suffices as a safety precaution. So here is this passenger-carrying railway, which dates back to 1916, looking much as it must have been in the beginning. Apart from a notice asking that vehicles do not park within six-feet of it, the line is unprotected and, indeed, where a new car-park and a new housing-estate have been built, open level-crossings, are used as access to them, over the sand-savaged rails. Incidentally, one of the steam-locomotives used on the Fairbourne line is the Henry Greenly-designed "Count Louis", built for Count Louis Zborowski but not completed until after he had been killed while driving a 2-litre Mercedes in the Italian GP at Monza in 1924, so that Howey took it over. As this 4-4-2 *Atlantic* model was constructed soon after the Count's Higham Special racing-car had been completed, and as the latter became Parry Thomas' "Babs", now in the care of Owen Wyn-Owen, it is hoped that one day Wyn-Owen and "Count Louis" will meet. More, perhaps, of this, anon. Meanwhile, anyone who likes narrow-gauge railways, especially one with a motor-racing link, should try to see the Fairbourne Railway before the summer is over.

W.B.



COMFORT for the family from Renault in the form of this 20TX.

TUNING TEST — continued

sump and a degree of handwork to gasflow manifolding and head: the clutch is also strengthened with replacement plate and thrust plate. Price £1,250 plus VAT and an installation charge of £180. All conversions run a 10:1 c.r., but on the 1800 Plus that I enjoyed so much there was also a GT 18 camshaft and a rather resonance prone big bore exhaust, not offensive but out of phase with the overall smoothness of ride and sheer 6,500 r.p.m. happy performance. Cost is quoted at £1,650+VAT and £250 fitting. Exhaust and inlet valve sizes also go up further, to 38.5 mm. for the inlet and 32.5 mm. exhaust, coupled to further encouragement for head and manifolding. Recalibrating the Bosch K-Jetronic injection seems no bother compared to the dramas of tuned carburated cars, and again performance was totally without temperament.

That sums up the whole car. It was by far the best I drove all day combining a turn of Silverstone speed that was displayed as 6,100 r.p.m. and 120 m.p.h., plus acceleration that made my standard XR3 feel like a haycart. You could settle at 100 m.p.h. and listen to the awesome multi-component stereo, or wind through the lanes with the P7s rarely stretched to the limit of their enormous capabilities. Driven very hard, water temperature came up to 80°C, oil 100°C and the driver felt 100%!

GTI quote the normal 1800s as giving 108 b.h.p. at the wheels on 6,000 r.p.m., and 1800 Plus kits as 118 b.h.p., also at 6,000 r.p.m. with a 6,500 limit.

Quite honestly the GTI is such a good little car that it needs quite a comprehensive conversion, like the one I tried, to make a real difference. I tried a 7,000 r.p.m. 1600 on P6s and came away a lot less impressed.

What will it cost? We've given some sample prices earlier, but the 1800 GTI I liked so much would be right in Porsche 924 territory at £9,500 or so delivered as a complete new car. It is worth the money, but I still enjoy my XR3 and wonder what wonderful conversion work lies in store for the new small Ford? — J.W.

Sport Slazenger...

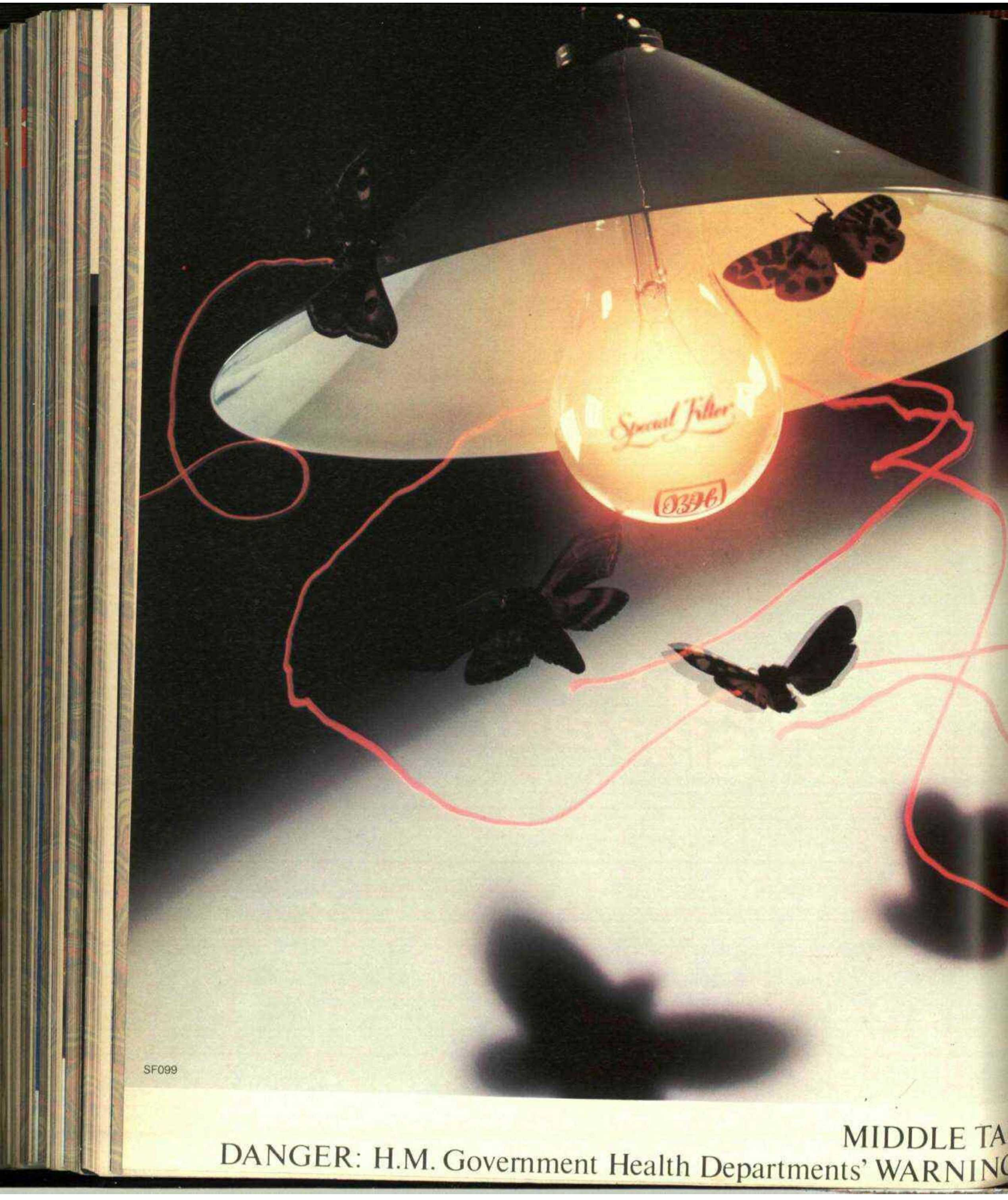
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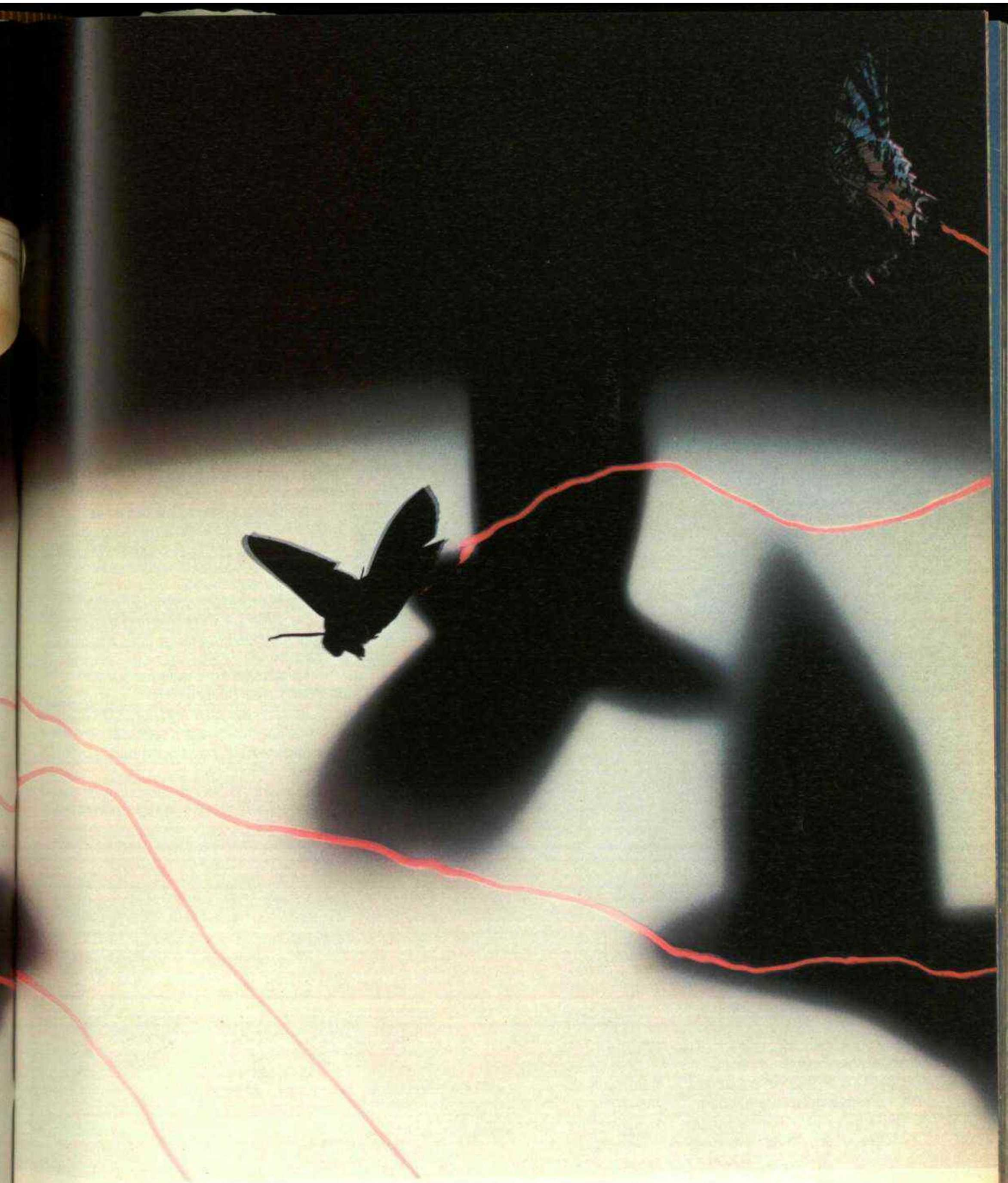
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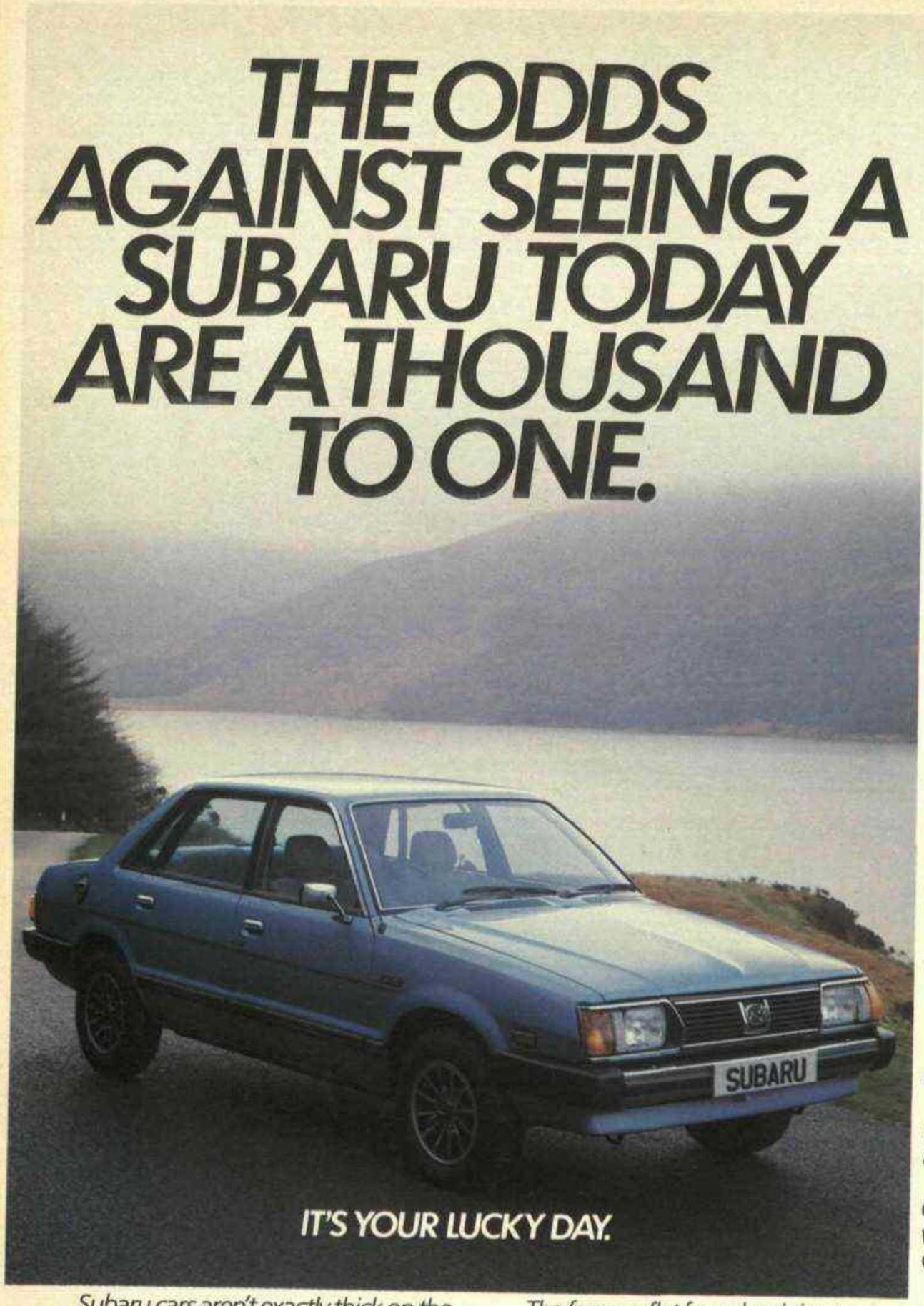
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THE ODDS AGAINST SEEING A SUBARU TODAY ARE A THOUSAND TO ONE.



IT'S YOUR LUCKY DAY.

Subaru cars aren't exactly thick on the ground.

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Frankly, you'd see more of them if we had our way. But our hands are tied by import restrictions. So supplies are limited.

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The famous flat four aluminium engine is uprated now to 1800cc. A development that gives 12% more power and 17% more torque.

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A 5-speed gearbox and new final drive ratio make cruising even more relaxed. And now there's a 3-speed automatic option if you prefer it.

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Ask him to show you the new GLF 1800 saloon and the rest of the front wheel drive and 4-wheel drive range.

They're all uncommonly good cars.

And a Subaru in your garage is a sure sign your luck has changed for the better.

SUBARU

*GLF 1800. SIMULATED URBAN DRIVING 30.2 MPG (9.4 L/100KM). CONSTANT 56 MPH (90 KPH) 43.17 MPG (6.5L/100KM). CONSTANT 75 MPH (120 KPH) 29.9 MPG (9.4L/100KM). **SUBARU GLF 1800 SALOON 5-SPEED £4485.00. GLF 1800 SALOON AUTO £4796.45. DL 1600 SALOON 5-SPEED £4148.62. DL 1600 ESTATE 5-SPEED £4547.30. PRICES INCLUDE SEAT BELTS, CAR TAX AND VAT. DELIVERY AND NUMBER PLATES EXTRA. SPORTS WHEELS ARE AN OPTIONAL EXTRA. SUBARU (UK) LIMITED, WEST BROMWICH, WEST MIDLANDS B70 0EJ. TELEPHONE 021-557 9951. A SUBSIDIARY OF INTERNATIONAL MOTORS LIMITED

EASTER AUDI

The Editor approves of the new 1.9-litre Audi Coupé which he used over the long holiday weekend

MY motoring "Easter-egg" this year was the new Audi Coupé, and very nice too! It turned out to be a very refined, eager, and withal a most economic car, in which to drive 1,200 miles over the Easter holiday. On the Good Friday we went in it to Oulton Park, hoping to see how Stirling Moss would fare in his racing Audi 80. It was not to be, because there was the 80th MCC Land's End Trial to watch and Moss was in the second of the saloon car races, late in the afternoon. Remembering how I got trapped last year, at the single bridge over the Oulton Park circuit, in spite of trying to leave before the last two races had been run, this time we contented ourselves with seeing just the Pace British 200 Championship race and the first of the Tricentrol Saloon Car "dices".

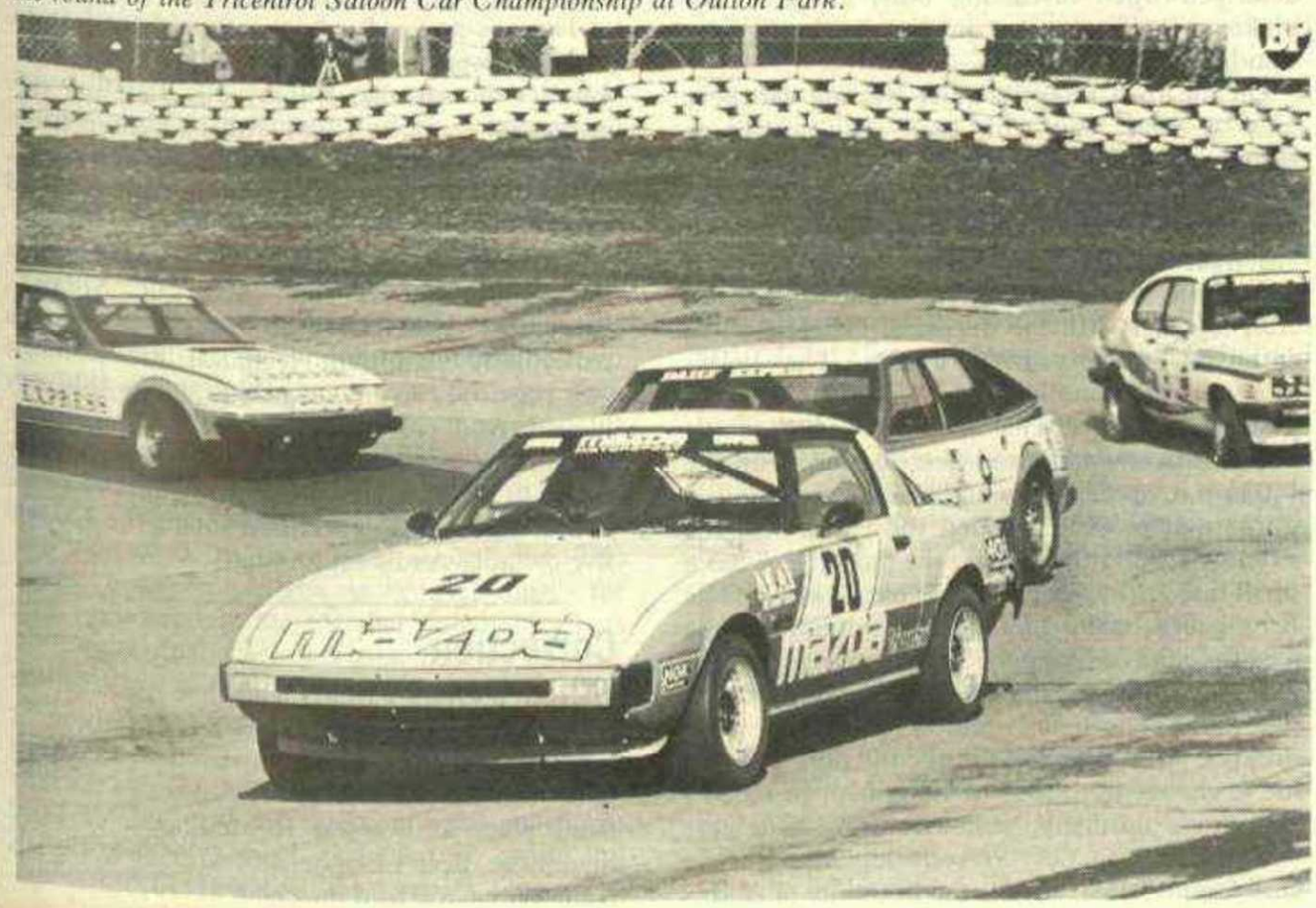
The former was won Mike Taylor's Royale RP30, which led from lap 4 to the finish at lap 15. The saloon car thing was quite a sensation, if you remember how much know-how there is about tuning Ford Capris. Because in spite of this, nothing Gordon Spice and Andy Rouse did in their fierce CHS/Esso/*Daily Mirror* Mk. 3 Capris could stop Win Percy from winning convincingly, in the smart blue-and-yellow Mazda RX-7, which never put a wheel wrong that we could see, and which must have enormously increased respect for the Wankel rotary-engine with which Toyo Kogyo have persevered, when others, up to the calibre of Mercedes-Benz, have dropped it from private car usage. The neat Mazda RX-7 has recently been revised (see page 749) and later this year we expect to be able to tell you how it stands up to long-term everyday usage. A miserable distance behind, with the Capris of Vince Woodman and Nick Whiting heading them, the Patrick Motorsport/Duckhams/*Motor* Rover 3500s duelled unimpressively, if deep-throatedly. So I was rather glad I had come in an Audi and not in a Rover this time, as I wasn't in a Mazda. . . .



THE AUDI 80 COUPE which provided the Editor with 1,400 miles of comfortable motoring over Easter.

Then it was goodbye to packed Oulton Park and off to the "Land's End". The M5 motorway brings Devon much closer to the Midlands than in my early driving days and we were at the Sparkford converging point near Yeovil in plenty of time. The entry this year numbered 350, which speaks for itself, plus 28 entries in the Commemoration Run. Ryder Richardson, entrant in the latter, was dealing with a recalcitrant oil-feed to one of his 1908 9¼-litre Daimler's double-sleeves, aided by an electric soldering iron produced for him as if out of a hat by a spectating MG driver. Pitt's Alfonso Hispano Suiza wasn't there, and we were equally disappointed not to see Miss Stocken's Trojan, nor Eastmead's 1910 Léon-Bollée, which had given its number to an OM. However, two 12/50 Alvis cars, one a Special with high seats and a two-gallon petrol tin attached to its tail, Bendall's 1912 12/16 Sunbeam, a 1912 Wolseley, Mellish's 1921 Crossley, a 4½-litre Bentley, a 6½-litre Bentley, another OM, a Lea-Francis, and a big MG, together with two Austin 7s, were posted as runners. Over it all was the astonishing presence of the finest veteran tourer, in the "Toad" tradition, I have encountered in recent times. I refer to Tanner's massive chain-drive 1904 6.3-litre Berliet, its folded-hood high as a house, and lit all round by oil-lamps. Jane Arnold-Forster's Chummy Austin arrived in style on its own tiny trailer behind her parents' modern Motorhome, so it was sad that we never saw it again.

WIN PERCY and Mazda RX7 holding Rover 3500s and a Ford Capri 3-litre at bay on his way to winning the round of the Tricentrol Saloon Car Championship at Oulton Park.



Snug in the Audi Coupé we drove to Porlock, where we had a dull if not cold spell seeing all the old car entry that got as far ascending the once-notorious gradient with no bother at all, and in the darkness at that. Beggar's Roost was optional for the old cars, but the Edwardians seemed reluctant to try it. We sat behind Bendall, waiting to see what he would do. He decided not to Beggar-about, so we set off behind him to what would happen next. Some way on he pulled in and rose in his seat after waving the Audi on, shouting things I couldn't hear into the night. I can only assure him that I *was* on dipped Hellas and had dropped back to what I thought was out-of-dazzle range. Maybe carrying No. 13 has its effect on a man. . . .

We were now in a quandary, being far ahead of the trial proper and undecided which observed section we could achieve without driving against the competitors. However, a convenient lay-by enabled me to play with my new toy, a Canon AF35M camera. It is only the second camera I have had from MOTOR SPORT in some 35 years and with it I found myself taking flashlight pictures for the first time in my life, as using this all-automatic wonder which you just point and press-the-button.

All the cars typical of an MCC long-distance trial came by, some of them the older element that was doing the full route, like Barry Clarke's Austin 7, two 30/98 Vauxhalls, the Model-A Ford saloons of Threlfall and Campbell, the Frazer Nash team of three "Chain-Gang" cars which were motoring in close formation, and more



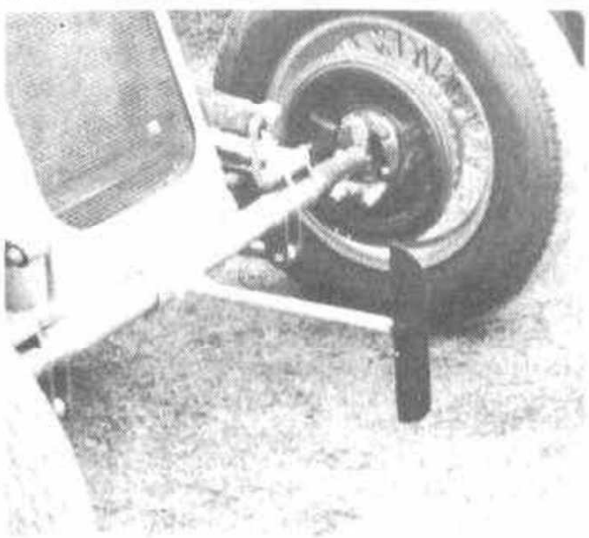
BRIAN GRAY's 30/98 Vauxhall waits at the foot of Crackington while Bowles' Ford leaves the start.

Singers and Dellows than you see in a month of Sundays.

Breakfast now seemed a good idea but England, even in holiday times, being what it is, we were at Oakford near Tiverton before anyone would take us in. Although it was by now mid-morning, the Higher Western restaurant served a splendid breakfast, and the Alfasud-owning proprietor, Keith Angus, regaled us with stories of early racing at Oulton Park, his E-type Jaguars, etc. After which it was an easy run in the Audi Coupé back to Wales, apart from getting lost in confusing Pontypool. Easter Sunday was spent talking motoring with a fellow enthusiast, looking at the Monmouthshire and Brecon canal, near the River Usk and sampling about the last of the three-bearing Austin 7 Ruby saloons to be made, which kindled dormant longings.

I felt that some more motoring should be done on the Bank Holiday Monday, so the Audi was pointed towards Loton Park, near Shrewsbury, where the second round of the 1981 RAC Hill Climb Championship was taking place. Even so, the number of spectators enjoying the racing and the sunshine was astonishing and the place seems to welcome doggies, in spite of what the programme says. My passenger had to catch a train, so we left after the first runs, these having been terminated until after the lunch break because Thomson's Pilbeam MP40K had dropped a little oil on the course. And what a good spectators' course this is! You get solo motorcycles and sidecar outfits as well as sprint cars for your money, too. There were also some Classic cars, which included those I regard as vintage machinery. Here Ron Footitt in the Cognac was beating off opposition from Guy Smith's Alvis-engined Frazer Nash, Stretton's Super Sports Frazer Nash and Frank Wall in his single-seater Type 35B Bugatti. In the 1945-1968 class the owner of Loton Park estate, Sir Michael Leighton, Bt. competed at the wheel of his 3-litre Aston Martin and Gillian Fortescue-Thomas drove a 3.8 HWM-Alta-Jaguar that was prone to lock up its front wheels. So a pleasant if exhausting Easter came to a close, driving home over the hills, *via* Clun. The Audi had certainly reduced much of the fatigue. . . .

A CLOCKWORK Frazer Nash seen at Loton Park.



About the Audi

The Audi Coupé had impressed me very favourably throughout. It is a comfortable fast-cruising car with a nice-to-operate geared-up five-speed gearbox, unlike those in which you never quite know which ratio is going to be selected next. The lines of this two-door coupé are crisp and attractive, with a high tail incorporating a spoiler and a low air-dam at the front. The aforesaid fifth gear, allied to transistorised ignition with digital idle stabiliser and special inlet manifolding with pre-heating of the mixture when the engine is cold, ensures a remarkable economy of petrol. Let's deal with this right away. Overall, with fast driving and many stops and restarts, I got 30.8 m.p.g., with a best figure of 33 m.p.g. The tank holds 15 gallons and I fail to see how even the heaviest-footed driver could get less than 36 miles from a tankful. Many would get some 450 miles or more, which puts most so-called GT cars to shame. The car runs quietly up to 60 m.p.h., after which engine noise and wind-beat intrude.

The Audi Coupé uses the five-cylinder engine cut down to 1.9-litres. It is mounted normally (north-south if you prefer), driving the front wheels. The compression-ratio is 10 to 1 and 115 b.h.p. is developed at 5,900 r.p.m. The overhead-camshaft power-unit and running-gear have all those recent Audi special features we have described when discussing other models. The brakes are effective and progressive but a mite squidgy.

On the road this is a quiet-cruising car, very nice to drive, and with such useful items as electric windows, driver's seat-cushion adjustment, central locking of doors and boot-lid, four notably-comfortable, shaped, seats, good vision for the driver, a lockable fuel-filler cap, rear wipe/wash, controlled by the right-hand stalk, etc., together with the degree of "character" an enthusiast expects from a car. The power steering, somewhat low-geared, is as smooth and pleasant as the gear-change.

The instrumentation is clear to read, with the 140 m.p.h. speedometer and tachometer with red warning at 6,500 r.p.m. on the panel with the Econ gauge and fuel gauge; the tachometer has a small inset clock, with seconds hand (why?). The Econ gauge, and a tiny light that does the same job after dark of trying to keep the driver in a high gear may amuse the ultra-thrifty. But every time I got the Econ meter's needle to drop, speed dropped with it, and each time the light-pip told me to change-up, the same thing happened. So I just drove normally, although using fifth gear whenever this was reasonable, which was surprisingly often, such is the flexibility of Audi's "five-pot" motor. Like that, I got the previously-quoted m.p.g. results, which I regard as highly commendable and a very desirable aspect of this new Audi Coupé.

Because of the Econ gauge there is no fascia thermometer; instead a little picture of a thermometer is illuminated until water temperature rises to normal; this is one of 12 warning lights. However, there are large oil thermometer, oil-gauge and voltmeter (normal readings, 60°C, 12-bar, and 14) down low on the central console, on which the Coburg stereo/radio, the ash-tray and the window switches are placed. The 3-speed heater fan is mechanically inaudible and the heating effective. There are four controllable fascia air vents.

The boot-lid is rather clumsy to lift but reveals a cavernous space; its lock is operated with a "secret" lever on the off-side door pillar. The test car was shod with impressive looking Y-2000 185/60 HR14 steel-belt tubeless radial Fuldas, a make of tyre which VAG (the new name for the VW/Audi Group) also fit to the 4WD Quattro. There is a lidded pocket in the fascia for the VAG Service System books and instruction book.

The rear-hinged bonnet's release lever is on the near-side, and the lid has to be propped open. The Bosch plugs, fillers, dip-stick, Bosch coil, and reservoir-fillers are all accessible, as is the large Hoppecke battery. The two-choke carburetter is covered by a huge Mann micro-top air-cleaner. The engine is canted over to the off-side, with the Sofica radiator and its electric fan to the left of it. I drove this new Audi 1,427 miles in just over a week; it didn't need any oil and never missed a beat. Incidentally, it has six-digit mileometer figures, as is becoming commonplace. There is a speaker-balance control, the clutch needs only a modicum of care to effect smooth take-offs, and there is a rest for the driver's left foot. The four-ring "Auto-Union" insignia and the twin rectangular Hella headlamps proclaim to the world that one is making one's passage in an Audi, even though the coupé is sufficiently new here to make heads turn. The sun vizors are too shallow. The tachometer is oddly calibrated in eighths but at an indicated 80 m.p.h. in 5th gear it reads just over 3,000 r.p.m. Curious things, Econ gauges — the Audi's giving a reading at a 750 r.p.m. idle but absolute zero on a trailing throttle at twice that engine speed.

There is no need to bore you with an inch by inch run over of the new 113 m.p.h Audi Coupé. Just let me say that I enjoyed it and was very impressed by it, as I was with its basic price of £7,475. It is a civilised way of getting-a-move-on, in hushed comfort. Braking is efficient and progressive, too.

VAG have a fine high-performance saloon in the Audi 200 Turbo (MOTOR SPORT, September 1980) and the Audi Quattro is a particularly significant technical breakthrough (see page 611, last month). Now comes this very likeable Audi GT5S Coupé, which has reasonable space in its rear compartment, big doors for easy access to it, yet retains the sporting lines of a 2+2 coupé. It is a notable addition among the 300,000 five-cylinder Audis sold to date. — W.B.

Correction

DUE to a rather garbled telephone message, the paragraph heralding the Rolls-Royce rally to be held on June 7th, which appeared in the April issue, contained a number of mistakes — the rally takes place at Bowood House, home of Lord Shelburne, near Chippenham, Wiltshire. Details from Sally Crossland on Calne 812102.

Chain-Drive on the Land's End

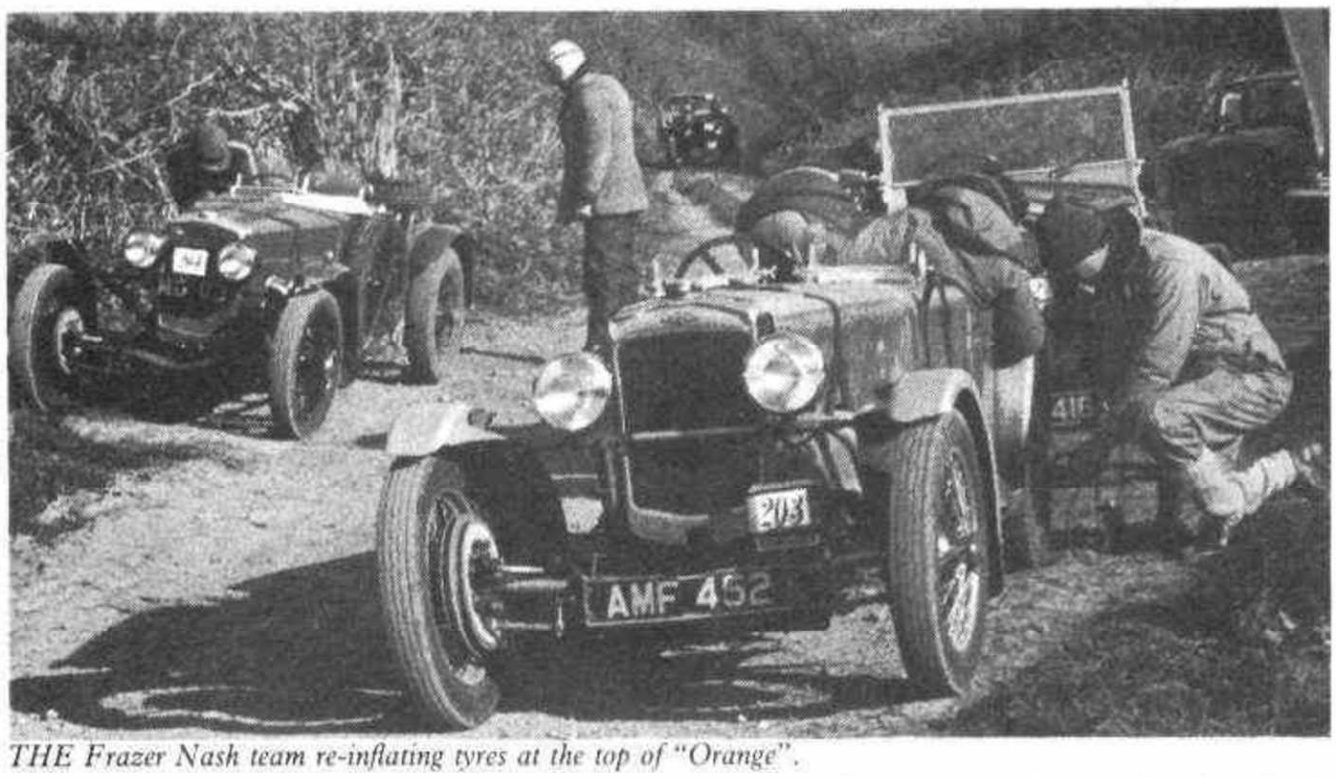
W.B. has dealt with the MCC's 80th Anniversary Commemoration Run, held in conjunction with this year's Land's End Trial, elsewhere in this issue (see page 737). However, MOTOR SPORT was also represented on the main trial, this year passengering in a 1933 Colmore Frazer Nash driven by long-time Classic Trials 'Nash exponent, Hugh Leigh. The invitation to members of the VSCC to take part in the Anniversary Run encouraged a number of that club's regular trials drivers to turn out in the main event, so the number of pre-war cars taking part in the 1981 Land's End Trial was greater than usual and included a brace of 30/98 Vauxhalls driven by Brian Gray and Tony Jones, a team of three Frazer Nashes, the Colmore, a TT Replica driven by Leigh's son, David, on his first MCC Trial, and the well known Boulogne of Tim Boyce. VSCC President, Tom Threlfall, and his brother-in-law, Richard Campbell, were using a pair of model A Fords, Barry Clarke and Sue Halkyard were Austin 7 mounted, while Bernard Kain used his Bugatti. Singer Le Mans and MG's of assorted varieties were in abundance and David Bowles was using his ex-Ulster TT V8 Ford.

The 'Nash team chose to start from Bristol, leaving the Gordano Service area just before midnight on Good Friday and motoring gently through the night by way of Chippenham and Warminster to the rendezvous at Sparkford on the A303, for the start of the trial proper. First section was Sug Lane, a narrow track winding its way over a railway bridge and climbing up to the high ground above the village. Conditions were particularly dry this year, and no competitors had any trouble while we were waiting, although a rather low slung TR4 looked as if it might suffer on the hard ruts.

Motoring through the quiet of the moonlit night along Somerset lanes brought us to Croford Hill, which proved easy in the dry conditions but could be really difficult in the wet when the baked mud surface would soon turn to a slippery slurry. Thence to Minehead and Porlock.

The infamous hill of earlier times is now quite tame, but still has a gradient approaching 1 in 3 in places. The 'Nash had been equipped with an extra large sprocket for bottom "gear", giving a very low ratio for the trial, but making the gap between first and second so great that it was impossible to change up on Porlock, so we ground our way patiently to the top, no doubt being laughed at by the ignorant. Then along the coast to Lynmouth, and up Lynmouth Hill to Barbrook Mill where we joined the queue for Beggars Roost.

One or two cars were having difficulties on this very famous trials hill, and the queue had built up to quite a length by the time we arrived. Two starts were being employed, the more difficult being for trials specials such as Dellows, which also had to make a re-start on the steep part of the section, and the easier alongside the time check, but unmarked, for more conventional cars. The Colmore was considered as "conventional" for this purpose, but the marshal failed to tell us about the dual start, perhaps because the car immediately in front of us (a GS Citroën Estate, substituted at the last minute for a Dellow) failed and was reversing out of the section. We therefore stopped at the second line, thinking that the previous line had merely been a timing check. Luckily, the marshal realised his error and allowed us to re-start without penalty. One of the failures on this hill was Kain's Bugatti — his engine had become colder than he realised whilst waiting, and he simply ran out of power.



THE Frazer Nash team re-inflating tyres at the top of "Orange".

Cautiously de-flating the rear tyres each time, we continued without trouble through sections at Orange and Sutcombe Hill (where Boyce lost a chain), arriving at the first special test, Hobbs Choice, shortly after 10.30 a.m. It was here that the trouble which was to cost us an award first made itself apparent. The special test had a downhill start, going immediately into a hairpin left and up hill to a finish line, all on a narrow, loose surfaced track between banks. The idea was simply to get from start to finish in under 27 seconds. In the dry, this was causing no difficulty, and most competitors were achieving times of around fifteen seconds. Much to our surprise, we found ourselves understeering into the bank on the hairpin, necessitating reversing off and re-starting. It was not until later that we realised the reason — on a recent king-pin renewal, the fitter had failed to replace the lock stops, allowing the wheel to foul on the brake cable on full lock, thus locking the wheel and causing severe understeer. We just managed the test in time, but must have set the slowest time. Leigh Junior upheld Frazer Nash honours with a rousing run in 11 seconds. Thence to the two Darracott sections, relatively easy in the dry, although more potholed than ever on the upper stretches, and so to a welcome halt for refreshments.

First section after the halt was Crackington. In the dry, Crackington should be a doddle, but the local people, not wishing to be deprived of the spectator value of a difficult climb, doctored the surface by spreading loose soil over the upper part of the climb, and soaking it liberally with water, thus making a particularly nasty paste. When we arrived, very few cars had made clean climbs, and we were just in time to see an MG Midget manage to do so, to the applause of the crowd. The queue was very long, as it was taking an average of some three minutes for each car to be dragged to the top by winch, and while we were waiting, the surface began to dry slightly. Dellows and other trials specials had to make a re-start just before the paste began, and we watched one particular VW buggy make a most spectacular re-start to take him flying through the mud to a clean climb. Kain proved that it really was a cold engine which caused him to stop at Beggars Roost, by flying through with the Bugatti, and a perfectly ordinary looking Peugeot 504 made it appear easy. We got away to a fine start, and were soon at maximum revs. in bottom gear, hoping that this would be fast enough to carry us through the mire, but it wasn't: scraping the undertrays on the mud, we came to an undignified halt only yards from the end of the section. Leigh Junior fared slightly better, having a higher bottom gear, but still didn't quite make it. Threlfall's sedate looking Ford rumbled up in fine style, but a brace of modern Morgans looked as if they were taking aunty for a country drive, such was their ineffectual nonchalance.

Ruses Mill was an all tarmac test involving a double re-start on a left-hand hairpin — we managed the first one but failed the second, to our surprise. Warleggan was rough and stony and then a forty odd mile journey across Bodmin Moor, through Perranporth took us to what must be the most scenic of all trials sections, Blue Hills Mine. Climbing from beach level up the cliffs alongside a North Cornish-coast bay, these two sections have provided a fitting and appropriate end to the trial for a number of years. This year, however, a further section, Old Stoney, was added on, some ten miles from Blue Hills Mine, presumably to encourage competitors to move away from the crowded headland at the top of the section, but the effect was to provide something of an anti-climax.

The two sections at Blue Hills are completely different, despite their proximity. The first starts on the flat, bears right down a slight bank, then hard left, followed by a very steep and tight hairpin right and then up hill to the finish. The second section starts on a very steep loose stone track some yards above the finish of the lower part, and climbs across slabs of rocks to finish on the headland. In wet years, the slabs of rock become incredibly slippery, in the dry, few have trouble on the upper section, but the lower is always likely to catch drivers, by now very tired, out. It certainly caught poor Brian Gray whose 30/98 toppled on to its side, quickly to be lifted upright by a horde of spectators. Although the car suffered obvious damage to the body and wings, no-one was hurt, and Brian was able to drive back to Gloucestershire the following day (see Vintage Postbag). It also caught us, as it was not until after we had understeered off on the left hand hairpin that we discovered the missing lock-stop. Once again, Leigh Junior upheld Frazer Nash honours, but Boyce again suffered a broken chain.

In Newquay, at the finish, Threlfall, Clarke and Halkyard claimed first class awards having completed the trial without failing any section and Campbell and Leigh Junior second class awards.

— P.H.J.W.

Does your car hav

What's the first name you think of when you think of motorsport?

Ferrari? Porsche? Lotus?

Where does Ford come on your list? In recent years Ford and Ford-powered cars have taken part in practically every major category, and quite a few of the smaller ones too.



Monte Carlo Rally winners 1953. Maurice Gatsonides and Peter Worledge and their Ford Zephyr.

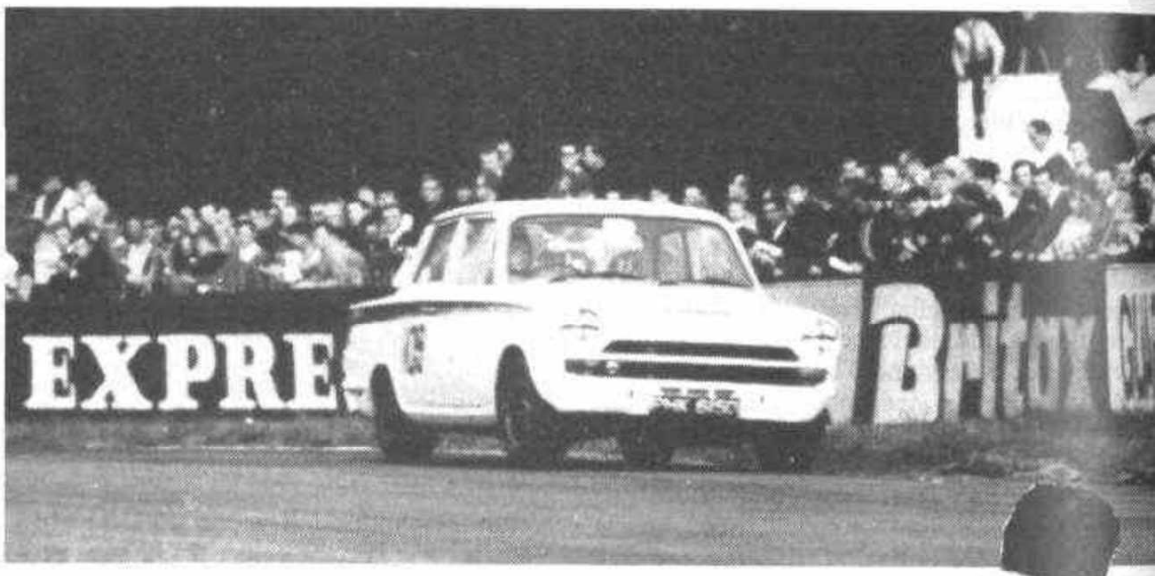
Sometimes winning, sometimes losing, but always learning.

Few companies have shown such devotion to the sport, or had as much success.

Come back twenty years with us and see how much you can remember of the triumphs and tragedies, men and machines that are motor racing. And along the way we'll try and explain what makes us run . . .

Although Ford cars were racing long before (a Zephyr won the Monte Carlo Rally way back in '53), we'll start this story in the '60s, because that was a golden era.

Wherever you looked, Fords and Ford-powered cars were competing, just as they have been ever since.



Jim Clark. Lotus Cortina.

1964

Remember 1964? By now the all conquering Jaguars had been dethroned by our rumbling Galaxies and the amazing Lotus Cortina had made its debut. Those were the days when Grand Prix stars regularly drove saloons as well. Who will ever forget the sight of Jim Clark two wheeling his Cortina to victory in the British saloon car championship?

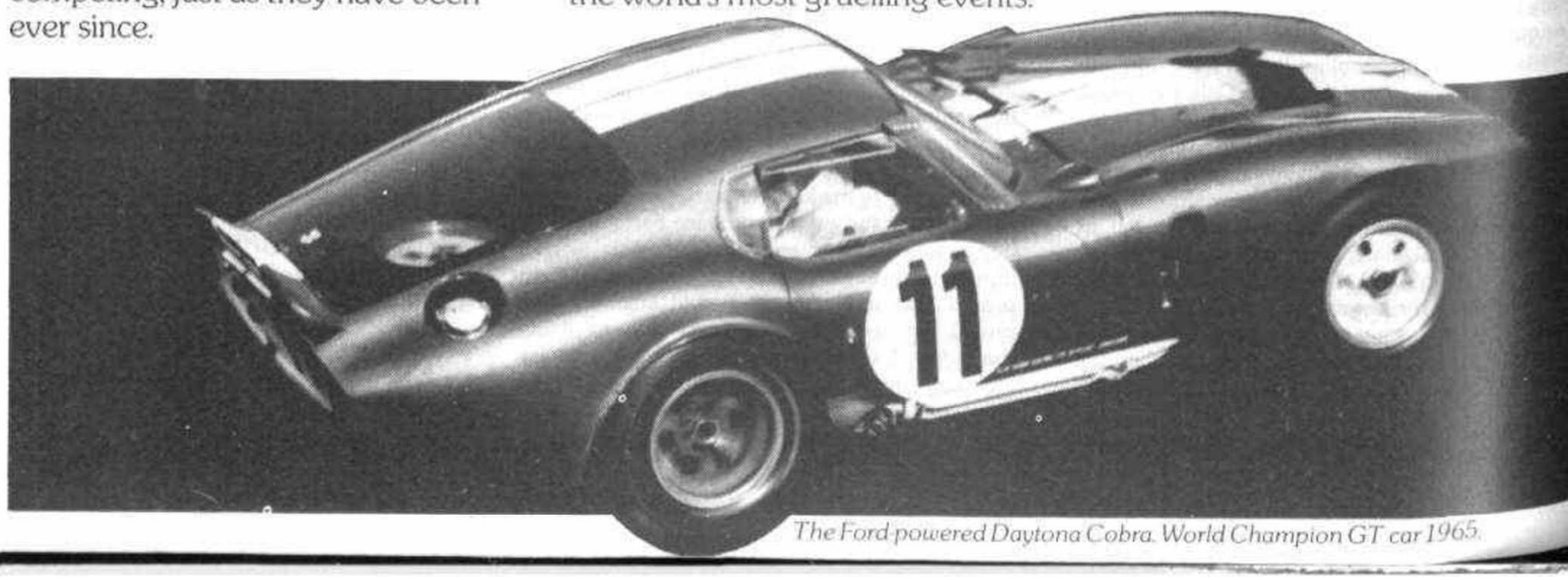
It was also the year that the Ford GT40 first went to Le Mans. And we learned that you didn't take on Ferrari and win at your first attempt!

There was some consolation though. The Ford-powered Cobras finally broke Ferrari's hold on the GT Category, beating the equally glorious GTOs. There's nostalgia for you.

Meanwhile, on the rally front, a Cortina won the Safari with Peter Hughes at the wheel. It was the second of five Ford wins in one of the world's most gruelling events.



GT40 Mk IIs Le Mans 1966.

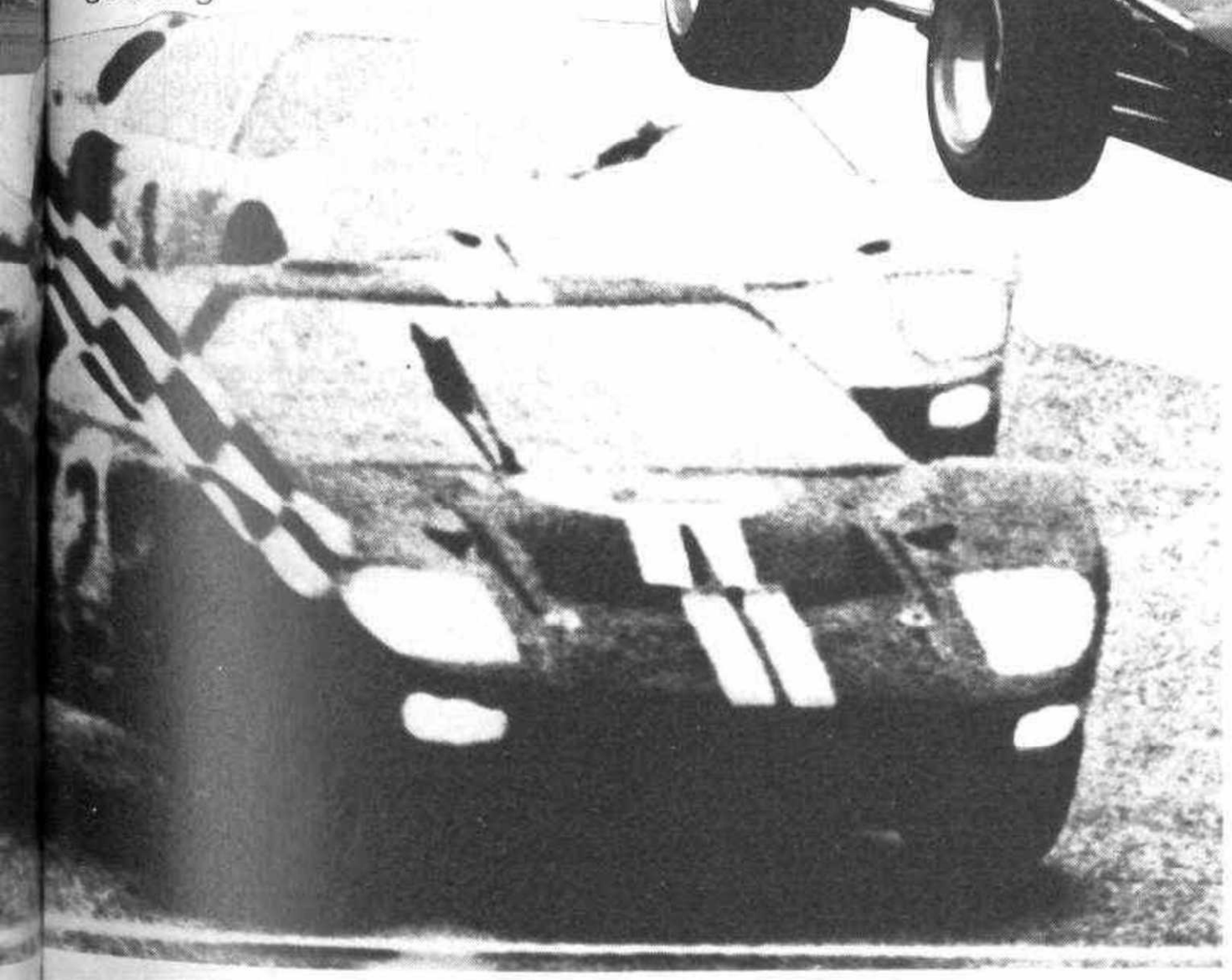


The Ford-powered Daytona Cobra. World Champion GT car 1965.

racing in its blood?

1965

And back we went to Le Mans. This year the battle was so fierce that the entire Ford and Ferrari works teams blew themselves up. In the end a private Ferrari, the American entered 250LM driven by Rindt and Gregory, won. But we were learning, and that after all, is why we go racing.



Across the Atlantic, a quiet Scotsman did the unthinkable. Jim Clark beat the Yankees at Indy. Not only that, but he did it in a Ford-powered Lotus. The rear engined revolution had arrived in America.

1966

It's third time lucky at Le Mans. Ford GT40 MkIIs, by now sporting 7 litre engines, producing 485 bhp and topping 200 mph on the Mulsanne straight, finished first, second and third. Remember the scene? Denny Hulme and Bruce McLaren tried to stage a dead-heat. But the organisers gave the race to Bruce because his car had started behind on the grid and therefore covered the greater distance.

GT40s also won the World Championship of Makes. And a Lotus Cortina driven by Bengt Soderstrom took the RAC Rally. You may think of the Cortina as just a family car. But it's had its fair share of excitement.

Back at the Brickyard, it was Graham Hill's turn to blow off the locals, with Clark second and a young Jackie Stewart sixth. All in Ford-powered cars. At the finish Jimmy thought that he'd won the race and mounted the rostrum, but as Graham pointed out, he'd already drunk the victor's milk!



Graham Hill. Indy 1966.

Jim Clark winning Dutch Grand Prix 1967.

1967

Another historic year for Ford. Jim Clark (who else?) took the new Cosworth Ford Grand Prix engine to victory at its first attempt. The car was a Lotus and the race was the Dutch Grand Prix. The engine went on to win three other GP's that year – the British, the American and the Mexican.

Back at Le Mans we witnessed the last of the great Ford – Ferrari battles. Three Fords were eliminated during the night in a single accident in the Esses. But luckily the engineers had found the reliability they needed and the leading Ford Mark IV with its 500 bhp engine managed to stay ahead of the second place Ferrari P4.

1968

A year overshadowed by the death of Clark in an unexplained accident at Hockenheim.

Graham Hill won the World Drivers' Championship. It was his second but the Ford engine's first.

At Le Mans the regulations had changed and the race was held in Autumn. But Ford won again, this time with a GT40 entered by John Wyer and driven by Rodriguez and Bianchi.

Meanwhile, a slightly humbler Ford had taken to the fray. The first of the Escorts. It would soon be winning virtually every rally in sight.

Racing in the blood (continued)

1969

1969 was Jackie Stewart's year. He took the World Championship in a Matra powered by Ford. It was also the first year in which Ford engined cars won every race on the G.P. calendar. They did it again in 1973.

And the GT40 won Le Mans for the fourth and final time. On this occasion it undoubtedly owed its victory to Jacky Ickx who managed to keep the by now ageing car just ahead of a new Porsche, beating it to the line by a mere 30 yards.



Jackie Stewart. World Champion 1969, 1971, 1973.

1970

Jochen Rindt was champion. But, as everyone remembers, the spectacular Austrian was killed in practice at Monza. Motor Racing mourned.

1971

One of racing's most successful partnerships was developing. Jackie Stewart and Ken Tyrrell. The blue car, with its Cosworth Ford engine, dominated the Grand Prix season, giving Stewart his second World Championship.

Meanwhile, in Europe, Ford went saloon car racing with a vengeance. The feature of the season was the epic struggle between our German entered Capris and the winged BMWs. From an engineering point of view, saloon car racing is especially important to us since the cars are that much closer to the ones that we sell. Who would believe that a Ford Capri could be developed to the point that it could lap Le Mans faster than the fabulous Ferrari Daytona.



Clark and Mason celebrate RAC victory 197

The car? An Escort.

It was also the first year for 12 years that a British driver wor RAC Rally. Roger "Albert" Clark it in an Escort. The Escort would to win the RAC eight years runn proving (as if proof were needed) that it's as tough as they come for "Albert," no one cou



Hannu Mikkola Ford Escort. World Cup Rally 1970.

Earlier in the year, Ford entered a team of Escorts in the longest rally ever staged. The World Cup from London to Mexico. One of them was driven by a young Hannu Mikkola, who drove so fast in the early stages that his co-driver threatened to get out, convinced that the Escort would never last the pace. It did though, and won. To celebrate, we brought out a special edition of the Escort called the Mexico. Today a Mexico is something of a collector's piece, but slightly cheaper than a GT40!

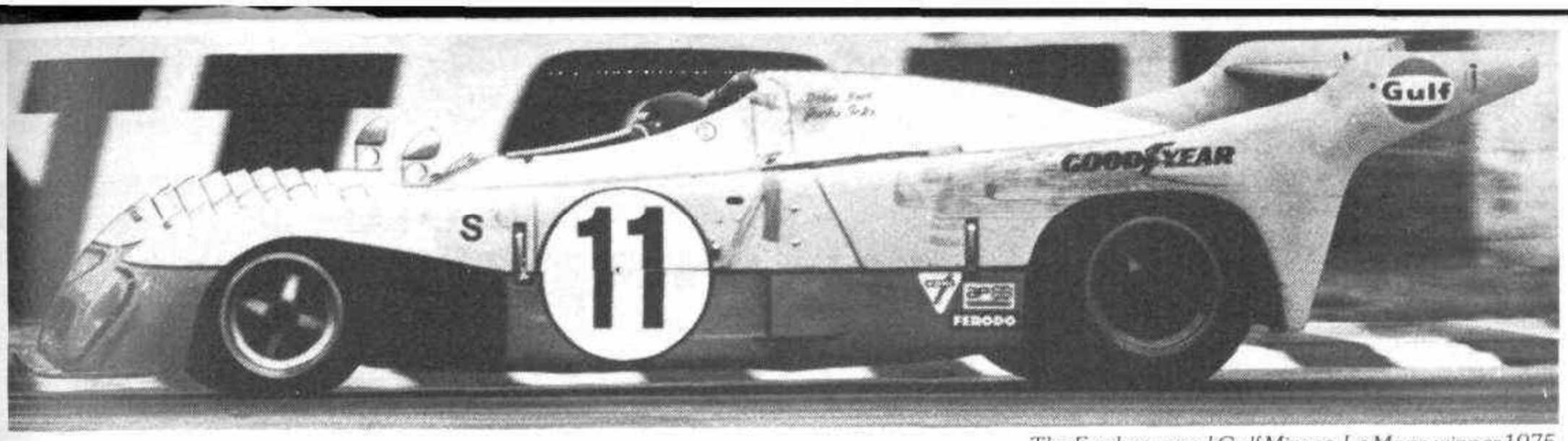
1972

Now it was Colin Chapman's turn to throw his cap in the air. His new driver, Emerson Fittipaldi, crowned a meteoric rise from Formula 3, by winning the World Championship in a Lotus. As ever, he had a Ford engine behind him.

The season was marked by two other historic events. It was the first year that the East African Safari was won by a non-African driver. Remember who? Hannu Mikkola.

catch him. For the next 4 years he and his Escort remained the dom nant force in British rallying, clean up the British Rally Championshi 1972, '73 and '75.





The Ford-powered Gulf Mirage. Le Mans winner 1975.

1973

Jackie Stewart was back in control. In this, his final season, he clocked up his 27th Grand Prix win beating Clark's and Fangio's records. 25 of those wins were powered by Ford. The other two were at the wheel of a BRM.

On the rally scene, that original Flying Finn, Timo Makinen, was driving Ford Escorts as they had never been driven before. (Apparently they handled rather better than the timber trucks he used to pilot round his native forests!) This year he was to score the first of a hat-trick of victories in the RAC rally, a feat no-one has equalled since.

1974

A sleeping giant was waking up. After several years of having been outclassed by Ford powered cars, Ferrari was back in contention, with Niki Lauda and Clay Regazzoni driving. But the Cosworth Ford engine wasn't ready to lie down yet. Fittipaldi driving a McLaren Ford narrowly won the championship.

1975

The flat 12 Ferrari engine finally gained the upper hand and a non-Ford-powered car won the World Championship for the first time since 1967. When it first appeared, the Ford engine developed around 350 bhp. By now it was producing closer to 450. And the pressure was on for still more.

Back at Le Mans, though, it proved that it still had more than enough, plus the reliability it takes to run flat out for 24 hours. This time it was mounted in the blue and orange Gulf Mirages entered by John Wyer, one of sports car racing's most experienced team managers. (He master-minded Aston Martin's win back in 1959, then several Ford wins.) This year he did it again. The drivers? Derek Bell and Jacky Ickx. They covered 2,847.7 miles.

1976

A dramatic year in Grand Prix. Niki Lauda crashed at the Nurburgring and then staged an amazing comeback. But James Hunt in a Ford-powered McLaren came from behind to clinch the title in the famous wet race at Mount Fuji, Japan.

Talking of James reminds us of the grass roots of motor racing. Like so many champions before him, his career had started in Formula Ford, where they use only slightly modified Ford engines. Isn't it amazing that basically the same engines that powered Ford Cortinas are so effective in racing? It says a great deal for the original design.

1977

Ferrari's year again, and the pundits were predicting that the Ford engine had finally had its day. That didn't stop a Ford-powered Wolf driven by Jody Scheckter, winning at Monaco though, and chalking up our 100th Grand Prix win. As history would relate, there were many more to come though the competition was getting tougher all the time. We welcomed that competition. After all, it's far more satisfying when you beat Ferrari, Alfa Romeo and Renault engined cars than it is just racing against yourself. Rallying was getting tougher too. To win the 1977 Safari we had to beat works entries from Lancia, Fiat, Peugeot and Datsun.

100th GP win for Ford Cosworth engine. Scheckter. Monaco 1977.

1978

The genius who invented the monocoque Grand Prix car now started another revolution. Colin Chapman taught us all a lesson in aerodynamics with the beautiful Lotus 79, and the words on everyone's lips were "Ground Effect." Soon everyone was building "wing cars," but for 1978 the two black Lotus of Andretti and Peterson left everyone behind, challenged only by Bernie's outlawed "fan car." (Motor racing is still the hot house for new engineering ideas.) "Ground effect" gave the Ford engines a new lease of life and Andretti a clear cut championship, but the year ended tragically when Ronnie Peterson, affectionately known as "Superswede," and one of the fastest drivers ever seen, was killed at Monza.



Mikkola, Escort winning the RAC



Gordon Spice Racing Capris. Five times class winners in British Saloon Car Championship.

1979

This was to be our last year of rallying with our old warhorse, the Escort. But what a year it turned out to be. After years of continuous development the two litre engine was producing a reliable 240 bhp and the car had five bar link rear suspension. It took its eighth consecutive win in the RAC Rally, and after a season long battle, defeated Fiat for the World Rally Championship, winning the Portuguese Rally, the Acropolis and in New Zealand and Quebec.

Meanwhile we had started experimenting with a Rally Fiesta. This was purely a development exercise to see what would happen when 160 horsepower was applied to front wheel drive transmissions. The development car surprised us all by coming second in its class in the Monte Carlo Rally. The lessons we learned were fed into the system. One car that benefited was the new front wheel drive Escort, later to become Car of the Year, 1981.

In saloon car racing a Ford Capri won the Spa 24 hours race, a test of stamina and endurance. And Capri driver, Gordon Spice won his class in the British Saloon Car Championship for the fourth year running. He was to make it five in 1980.

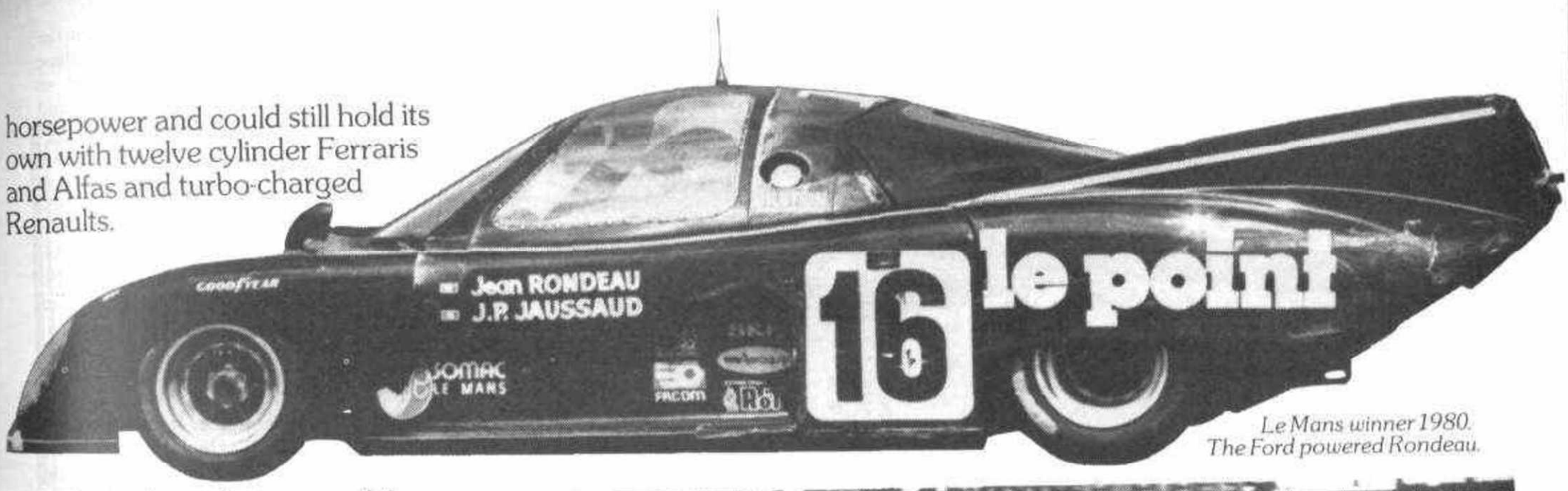
And in Formula 1 our engine was still winning races. Alan Jones and his Williams won 4 Grands Prix but our old rivals Ferrari took the title.

1980

The Ford engine soon came back, powering Alan Jones and his Williams to a popular win. By now our V8 was developing close to 500



horsepower and could still hold its own with twelve cylinder Ferraris and Alfas and turbo-charged Renaults.



Le Mans winner 1980. The Ford powered Rondeau.

It also beat the cream of the world's sports cars in a French Rondeau at Le Mans. And a turbo-charged Ford engine took Indianapolis. Our tenth win in the last 15 years.



Follow that Fiesta. Club racing at Silverstone.



The new C100 long distance racer for Le Mans 1982.

And beyond . . .

By now you might be asking, haven't we done enough to prove our point?

Not a bit of it. Because motor racing provides more than just publicity. Today's racing and rally cars explore the outer limits of automotive technology. The competition inspires our engineers and designers and supplies them with a wealth of knowledge they wouldn't otherwise have.

That's why, even now, we are developing another mobile test bed, the C100 long distance racer. It's a car that will have to run under strict fuel economy regulations.

If, as a result, the Ford cars you can buy for the road are a little more efficient, a little more reliable and a little more exciting to drive than other makes, it's partly because they have racing in their blood.

We'd like to pay tribute to all the drivers and technicians who have brought us so much success and leave you with this message.

The race goes on.

If ever you needed proof that competition improves the breed, here it is. The XR3. Efficient engineering plus adrenalin.





Alan Jones. World Champion 1980.

Ford



THE then highly secret DH Tiger Moth monoplane on a trial flight in 1927.

AIR

A Memorable Racing Aeroplane

SOMETIMES as a change from thinking about racing cars I think about fast aeroplanes. There have been many fascinating racing machines, such as the Gloucestershire Mars-Bamal, the Bristol Bullet, the Bristol 72 Racer, the Nieuport Goshawk, and the Martinsyde Semiquaver, among the early King's Cup competitors, and even the hastily converted DH4R with a 450 h.p. Napier Lion engined perched high up on its nose, which won the 1919 race, as recounted last month. There were the fabulous Schneider Trophy racing seaplanes and later the little TK4 and the Comper Swifts, not to mention the Type 323 Speed Spitfire of 1939 which was thwarted in its attempt on the World's Air Speed Record by the outbreak of war. There were all those, and many more.

One racing aeroplane (actually, two were built) that I like to remember is the DH71 Tiger Moth. It was a low-wing monoplane, not to be confused with the better-known DH Tiger Moth biplanes. The De Havilland Company built the two airframes at Stag Lane in 1927, for high-speed research. There was considerable secrecy over the project but it was intended also to use the aeroplanes for testing the prototype of the engine which Major Halford had designed to replace his well-liked Cirrus light aeroplane power unit.

While the general design of these Tiger Moths followed that of the DH Moth biplane, they were superbly streamlined single-seaters. The pilot entered by hinging down half the cockpit decking and the 16¾-gallon fuel tank was ahead of him, shaped to the lines of the slim fuselage. Even the bungee rubber of the undercarriage was enclosed, to reduce drag. For the same reason the engine's finned crankcase was snugly in line with the underpart of the fuselage. The all-up weight was 905 lb.

One Tiger Moth, G-EBQU, was given the new 135 h.p. DH Gipsy engine, the other, G-EBRV, the normal 85 h.p. Cirrus II motor. Lady Wakefield and Lord Wakefield entered these respective machines for the 1927 King's Cup Race, the pilots being C. D. Barnard, and H. S. Broad who had done the test-flying. Indeed, the cockpit had been built around him. The first Tiger Moth had been tested with a Cirrus engine not much more than a month before the race, after which the prototype Gipsy was installed, the certificate of airworthiness being issued to it the day before the race. In the event, it was withdrawn. The other Tiger Moth was up on handicap, having averaged 166 m.p.h. from the start at Hucknall to Spittlegate but the aeroplane didn't like the bumps and refused to fly level, so Broad was obliged to return to Hucknall and retire.

However, the wing span of the second machine had been reduced by 3' 6", to 19', and with it Broad set a class record for 100 km. of a closed circuit, at 186.47 m.p.h., in 1927, at a time when this little aeroplane was far faster than most RAF fighters. It would do 193 m.p.h. flat-out. He also tried for the World's altitude record but had to give up at 19,191 feet, due to having no oxygen, when the Tiger Moth was still climbing strongly. The faster machine, painted yellow, was shown at the 1928 Hendon Air Display but the aerodrome was too rough for it to be flown. It also appeared on the DH stand at the 1929 Olympia Aero Show before being shipped to Australia the following year. Alas, while practising for the Mascot races the Gipsy stopped on take-off and the machine crashed into a street from a very low altitude, killing its pilot, David Smith.

The other machine lay disused at Stag Lane from 1928, until in its engineless state it was used to advertise the 1933 King's Cup contest, outside the DH factory. It was then again suspended from a flight-shed roof, but now at Hatfield, and it perished in a 1940 air-raid on the factory. — W.B.

AS the mechanic prepares to swing the experimental plane into life, the test pilot is given a briefing.



Air Fixture List for June

DATE	*ORGANISATION*	*RENDEZVOUS*	*NEAREST TOWN OR OTHER LOCATION*	*CATEGORY*
June 4th/7th	—	Gamston	Lincoln	Air Fair
June 6th	Shuttleworth Trust	Old Warden	Biggleswade	Evening Display
June 6th	Scottish International	Prestwick	Ayrshire	Air Show*
June 6th	HMS Gannet	Prestwick	Ayrshire	Air Day
June 6th/7th	Thames Estuary Club	Southend Airport	Southend, Essex	Fly-In
June 7th	Vintage Club	Finmere	Bucks	Fly-In
June 7th	—	Seething Airport	Brooke, Norwich	Air Show
June 13th	RNAR	Gosport	Hampshire	Open Day
June 14th	SSAFA	RAF Church Fenton	Tadcaster	Open Day*
June 14th	Imperial War Museum	Duxford Airfield	Cambridge	Vintage Flying Day
June 14th	—	Sunderland Airport	Sunderland	Air Display
June 21st	—	Nottingham Airport	Tollerton	Air Display*
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A talk with

S. H. Grylls, CBE, MA

late Chief Engineer of Rolls-Royce Motors Ltd.

ONE MONDAY morning last month, when it was more like winter than spring and snow blocked the road from Penybont to Walton and the route from Leominster to Worcester had only just been re-opened by snow-ploughs, I drove to Worcestershire to talk to Mr. S. H. Grylls, who before his retirement was Chief Engineer to the Rolls-Royce Motor-Car Division and responsible for the design breakthrough from Silver Cloud to Silver Shadow, the first monocoque-construction car Rolls-Royce had produced. I used my "poor-man's Silver Shadow", in other words, a Rover 3500A. Well, at least it has a light-alloy push-rod o.h.v. V8 engine, Borg-Warner automatic-transmission, even Triplex 10/20 safety glass in its windscreen, and it is quiet-running and well-mannered. . . .

The last time I had interviewed Mr. Grylls was early in 1965, when I was in Crewe seeing how the Silver Cloud III was made. I remember that I asked him some pertinent questions about the Silver Cloud, which seemed to me rather out-dated mechanically. He parried my criticisms very skilfully and what I did not know, and he could not then tell me, was that most of them had been met in the new Silver Shadow Rolls-Royce, for which this quiet and modest Cornishman had been responsible but which at the time was still on the secret list. Later I attended that car's pre-view (in a Ford) and was immediately and lastingly impressed by the very fine and advanced nature of its engineering, which Mr. Grylls, its designer, explained to the assembled Pressmen.

After he had retired I heard that Mr. Grylls had bought a Volkswagen Beetle. I was intrigued, because I had been a great Beetle fanatic in the mid-1950s and for the ex-Chief Engineer of Rolls-Royce Motors to have one seemed a splendid compliment to the VW. At the time I did not know whether this was just an opportune purchase, or Mr. Grylls' choice. So when we met last month I was delighted to learn that he still has this 1968 VW, which is on its original Michelin tyres. Mr. Grylls explained that he had admired the Beetle's engineering and when he and his wife went for a holiday to Ireland and tried to hire a Ford Escort (in which he was also interested) they could not get one but were issued with a Beetle. During a 2,000-mile drive round Ireland, this confirmed all he had expected of the car and on his return home he bought a new one. He finds it an excellent little vehicle, the most reliable he has had, with spares readily available when needed. He also likes it for its excellent traction, due to the rear engine close to the driven wheels, on mud or snow. Mrs. Grylls has had two Triumphs for the same reason (front engine, driving the front wheels) and her present car is an Austin Maxi, for the same reason. It lives up to requirements but transmits too much road and other noises.

Turning to Rolls-Royce matters, Mr. Grylls went straight from Cambridge to Derby in 1927. He took over from Stuart Trasilian, who had been transferred to the Aero-Engine Division of Rolls-Royce Ltd., and worked under Lord Hives and W. A. Robotham, Sir Henry Royce not then being at Derby, of course. Grylls' first car had been the inevitable Austin 7, bought for him by his parents as soon as he was old enough to have a driving licence. This was changed in due course for an Aston Martin International. He had been brought up among motor-cars, because his parents owned a Singer Ten, an Austin 12/4, a 3-litre Bentley, a 4½-litre Invicta, and one of the first 20/25 Rolls-Royces, and when they went to the South of France to live in 1933 they continued their motoring with Hotchkiss and Citroën cars.



ADVANCED ENGINEERING: It must make a man very proud to have designed such an advanced and renowned car as the Rolls-Royce Silver Shadow. Since it was introduced in 1965 it has been up-rated to Silver Spirit form, as we described last year, and the photograph shows the latest version, for the American market, with fuel-injection, different headlamps and other minor changes. But basically the design is that of Mr. S. H. Grylls, CBE, MA, to whom the Editor talked last month.

Mr. Grylls recalled that when he first worked at Rolls-Royce in 1926, "the only way to get an engineering Degree", the Works Manager was Arthur Wormald, of whom everyone seemed terrified! His first job was to cure vibration in the current Rolls-Royce engines, from crankshafts and other components, to enable them to run at higher r.p.m. When it was decided, without any opposition from the R-R Board of Directors, to design an entirely new Rolls-Royce model, the Silver Shadow, Mr. Grylls said that he had learned from the difficulties they had experienced with the V12 Phantom III not to change everything at once! Integral body and chassis construction was used because the Silver Cloud was deemed too high. "We wanted to get closer to the ground." They also wanted to reduce the transmission of road noise into the car, but there were still plenty of problems to solve. The trailing-arm independent rear suspension was based on that of the current small Renault, as this was seen to take up very little body-space. The power braking and hydraulic suspension were of Citroën concept, made under licence after being materially modified, and later Citroën were glad to learn from Rolls-Royce when developing the system. This i.r.s. and the new disc brakes had been tested on Mk. VI and S1 Bentleys. The Silver Shadow took about six years to perfect, before it went into production. The need for a very low noise level was something of a headache, especially as at the speeds of which the car was capable steel-braced radial-ply tyres had eventually to be used, although they had sound-transmitting factors of about twice that of cross-ply tyres and of a lower frequency.

Mr. Grylls was conscious that American cars were still exceedingly quiet, largely because, at the time of the Shadow's development, many of them were still using a separate chassis frame. He remembers the Nash Ambassador as one of the quietest of them all, because it fed road noise away from the interior by having splayed-out springs with the top anchorage up into the mudguards, an arrangement for which there was no spare space on the Silver Shadow.

I asked Mr. Grylls whether he thought some of the legendary test-equipment at Crewe rather primitive. He confessed that, except for long-duration engine testing when noise must be suppressed, he disliked enclosed test-benches, with the observer outside a glass panel, preferring to be close to the power-unit on test and able to listen to it. But he said the now very ancient "Bump-Machine", on which Rolls-Royce have tested their back-axles from Silver Ghost days, is the only one of its kind and as they know just how fast to run it and how big the bump-cams should be, it is still very useful. He also made the point that he believes Rolls-Royce to be well ahead in the electronics field. The prototype Silver Shadows were tested exhaustively on the Continent, like previous Rolls-Royce new models. I enquired if any precautions had been taken to disguise the Shadow at that time. "Not to any great extent", replied Mr. Grylls, "we just wrote 'Park Ward' prominently on it and hoped everyone would think it was just a big coachbuilt saloon."

Going back to earlier days at Rolls-Royce at Derby, Mr. Grylls has recently written about the advent of the 3½-litre Bentley "Silent Sports Car" for the R-REC Magazine and it is not my intention to poach on its preserves. However, I like to think that what others do today MOTOR SPORT has done previously, sometimes years before.

And if you refer to the issue for November, 1963, page 900, you will find a summary of a Paper which Mr. Grylls delivered to the Automobile Division of the IME, on experimental R-R engines, which contains much about the way Rolls-Royce developed their new sports-car.

Mazda's Revised RX7



COSTING only £150 more than the original version, Mazda's revised rotary engined coupe is a great improvement on a car which was already excellent value for money. The revision is not confined to cosmetic details, although these will be the most noticeable, but covers all aspects of the car, making it a very refined, smooth, comfortable and rapid vehicle.

Outside, the RX7 has acquired a new front air dam, a revised bumper which is less obtrusive than previously, broader side mouldings which will give the side panels an increased level of protection against car park chipping, a flexible moulded spoiler mounted across the flat back of the car, making the rear view considerably more attractive, and cast alloy wheels. It is claimed that these styling alterations provide a very significant improvement in the aerodynamics of the car, reducing the oft-quoted drag coefficient from 0.36 to 0.32, thus helping to improve fuel consumption at high cruising speeds.

Inside, there is a complete revision of the trim. The interior of the original car came in for quite a bit of criticism (although MOTOR SPORT liked it — see the issue for September 1979), and it is to prevent further adverse comment that new seats, providing greater degrees of support for thighs and back, have been provided. These are cloth trimmed, and matching material covers the door panels above knee level, below which the same deep pile carpet as on the floor is used. The seats are fitted with adjustable head rests, and suit the medium sized driver very well. Large men might well find the degree of adjustment limited, and therefore find the car rather cramped. This feeling will not be helped by the low roof line, and heavy people might find that the extra support for thighs and back is at the expense of padding for the seat base. The rear seats are fit for the children only, there being very little leg room if the front seats are anything other than in the forward position. The luggage area under the glass rear hatch (openable only from within the car) can be extended by folding the rear seats, and a roll-up cover is provided to conceal any items which may tempt the light-fingered. A sunshine roof is provided as standard equipment and can either be tilted open, by turning a large knob, to provide additional ventilation or may be removed completely.

The instrument panel has undergone its share of revision, with new-style instruments neatly laid out and arranged in such a way that there was absolutely no dazzle in the screen at night. The centre console is largely taken up with a high quality stereo cassette player and radio, fitted as standard for the UK market and linked to four speakers. Other standard fittings in keeping with a high quality coupé are electrically operated windows, electrically adjustable mirror, electric aerial, internal control for the fuel filler lock and an adjustable map light. Verging on the gimmicky, but perhaps useful for the absent minded (provided they are not deaf) is the chiming tune played if the driver's door is opened when the lights are on or when the key is left in the ignition switch.

The engine has been refined and improved to give more power (10 b.h.p. up at 115 b.h.p.), increased torque and smoother operation. The braking system has been beefed up, disc brakes being fitted at the rear in place of the earlier drums, and the servo diameter being increased from 7 to 8 inches.

On the road, the immediate impression is one of smoothness. The engine whistles up to the red-line of just under 7,000 r.p.m. (when a very audible warning device sounds, urgently recommending an upward change) with turbine like facility and stays equally smooth on the overrun — gone are the pops and bangs from the exhaust which were wont to accompany deceleration on the earlier version. The clutch is smooth but has long movement, only part of which is effective. The gear lever has been moved back an inch or two, giving it a neater shape and making the change rather more precise, although rather slow in the lower ratios.

The ride is generally good, although running over the after effects of some Belgian roadworks created a fair amount of bump-thump and made me realise how close the seat is to the floor. Handling, particularly in damp conditions, has been more than somewhat improved by the fitting of Japanese rally-style Dunlop tyres whose characteristics suit the RX7 admirably and enable high speed cornering in poor conditions to be undertaken with confidence. A spell thrashing the car around both the old and the new Spa Francorchamps circuits demonstrated just how chuckable this car is. It corners with very little roll and, when pushed hard, tends towards oversteer which is quickly and easily corrected in a satisfying fashion. The steering is of the variable ratio, re-circulating ball and nut variety, and although not having the feel associated with a rack and pinion arrangement, it is precise and, coupled with the excellent handling, enables the driver to place the car very accurately on the road. The brakes are powerful, and it is easy to lock-up the wheels on a dry surface.

However, it is not for extremes of driving that the RX7 will be bought, for it is an ideal car for covering long distances fast and comfortably. I was lucky enough to be asked to bring an RX7 back to the UK from the Belgian launch. Setting out from Brussels at 5.30 a.m. (BST), the manual choke was needed for starting and for the initial mile or so, but by the time the autoroute came up, the car was running very sweetly even though the temperature gauge was still showing cold. A couple of miles of gentle driving brought the temperature up to normal, and I was soon cruising at slightly over 100 m.p.h., the engine running very smoothly at 5,000 r.p.m. at this speed. Wind noise was apparent from about 90 m.p.h., but was easily drowned by the powerful radio. The 120 or so miles of autoroute to just west of Ostend were soon covered, leaving only the run down the coast to Calais along the narrow, lorry-laden N1. Third and fourth gears proved very useful for taking whatever overtaking opportunities presented themselves, and Calais came up in plenty of time to catch the 7.30 ferry to Dover, enabling me to reach the outskirts of London shortly after 10.00 a.m., only to spend the next hour travelling the remaining seven miles to Standard House. The RX7 ran just as smoothly in the stop-go of London traffic as it had done

continued overleaf

A TALK WITH S. H. GRYLLS — continued

Before the push-rod 20/25 h.p. R-R engine was adapted for the sports model, a twin-cam "Goshawk" engine had been tried, around 1922. "Only two such engines had been built", Mr. Grylls told me, and they used the one that had been lying derelict in the test-house. "It took a day to adjust its tappets", and was never a very serious contender. I asked why Royce had used a twin-cam configuration for this one engine but it was well before Mr. Grylls' time at Derby.

He did remark, however, that the first Rolls-Royce Twenty was a crib of the Essex, "which had copied the RR radiator!" Its secret code name was "India", or "China" for the first i.o.e. engine, "Japan" disguising an experimental engine on which a scaled-down Phantom II cylinder head was tried. Those were in the days when, as Mr. Grylls recalled from memory, each radiator for the big Royces had 9,600 separate tubes brazed in by hand, and when much time was spent trying to scrape-in bearings that weren't round to mate with crankshafts that were.

I remarked on how generally reliable a complex automatic transmission is, the sort of gearbox which Rolls-Royce have used exclusively for a long time. Mr. Grylls agreed, saying that whereas they could destroy a PII bottom gear in four hours under severe test conditions, he never had any bother with an automatic box in this respect, as every part was built around the big-diameter input-shaft.

As to the future, Mr. Grylls agreed with me that it would be nice to see a return to a more compact Rolls-Royce, as companion for the Silver Spirit, but he felt that the famous radiator shape must never be discarded, even if it may one day get very small, be inclined, or whatever. I asked him about future developments. He thinks that if leaded petrol is forbidden inlet valves will suffer, "as they like a little lead to lubricate them." After Rolls-Royce had made Continental light aero-engines exactly to that Company's drawings, trouble was experienced with the inlet valves breaking, until it was realised that these engines were intended to burn leaded fuel. "In fact", said Mr. Grylls, "I use 3-star petrol in my VW Beetle instead of the 2-star it will run on, in order to ensure that its inlet valves receive some lead."

W.B.

RALLY REVIEW

Safari Rally

IF there is any motor sporting event which gathers unto itself technologies quite unconnected with the automotive industry, and which is based on considerably more than just a straight fight between competitors, that event is the Safari Rally.

Experts in the fields of aviation, telecommunications, meteorology and even tropical medicine all become closely involved with the rally, whilst unpredictable Africa provides every competitor with additional adversaries seldom encountered elsewhere.

This unpredictability gives the rally its unique element of adventure, unmirrored by any other rally in the world, which gives rise to greater excitement, a stronger sense of achievement for finishers and a level of popularity among competitors which other events would find hard to match even though distance and cost usually result in fields smaller than most others.

On the technical side, professional teams have learned that air support provides immeasurable service assistance, whilst the need to communicate with mechanics and team managers has progressed beyond luxury to necessity. Nowadays it is not enough to have a two-way radio in each car, for mountains and indeed the curvature of the earth prevent long range contact on the VHF frequencies which are, after all, limited to line-of-sight. Aircraft are used for radio relay, and this year the best arrangement was that of the Peugeot team which had a pressurised aircraft flying at 33,000 feet equipped with automatic relay units which provided constant car-to-car contact throughout the event, and the whole linked to an operations room on the top floor of Marshalls House in Nairobi City centre.

Easter, traditional time of the Safari since the first one celebrated the coronation in 1953, usually brings the Long Rains, when violent storms saturate the earth and turn the countryside from burnt brown to lush green. They also cause floods, produce instant rivers, wash bridges away, obliterate roads completely and turn miles of otherwise firm roads into ribbons of deep, clinging mud.

It is vital to have some sort of advance knowledge of when the rains can be expected, for upon their arrival depends whether the route of the Safari will be through dry bush, swamp or a mixture of both. One condition produces dense clouds of choking dust, and the other blinding storms and endless mud. Tactics, as well as equipment, vary from one condition to the other, and it is important to have a very good idea before the start of the rally of what the weather is likely to produce.

This year Easter was late and the chances of heavy rain were greater than usual. Consequently no-one was really taken by surprise when violent storms began moving around the country in the weeks before the start. Competitors out on reconnaissance trips were delayed by broken bridges, landslides, floods and mud, whilst the organisers themselves became very occupied with collected information from these competitors and deciding whether, or where, to implement route changes to by-pass obstructions.

Another result of the weather was the near-impossibility to find four-wheel-drive transport in Nairobi, for practically every available vehicle had been snapped up by professional teams who needed as many as possible for use as "mud cars". These would go ahead of the rally, report conditions back to competitors by radio, then wait at the most difficult places ready to give assistance to their competing cars if they got stuck.

Incidentally, our own ground transport during event was a locally assembled Chevrolet 4-w-d pick-up truck with rear canvas tilt which, despite its mere 1.6 litres, never got stuck once.

The wet conditions must have been welcomed by the team of four, 4-w-d Dodge Ramchargers which were shipped from the United States, for theirs was a traction advantage which no other team could match. Unfortunately it was their first Safari and they found to their surprise that it was much harder on cars than any of the Baja races in Southern California, which they had hitherto considered the toughest. Breakages delayed them considerably and they weren't really able to put their advantage to its best use. Shock absorber mountings and roof pillars broke up regularly, whilst two of the cars retired with failed automatic gearboxes.

Peugeot was rallying long before that company's link with Talbot was formed, but only because Marshalls Ltd., the Kenya importers, pushed them into it by competing successfully in the Safari and other East African events with the old 404. A works team of four 504 Coupés came from France, along with mechanics and supporters, but the administration and running of the team, as well as communications and staffing the operations room, were in the hands of men from Marshalls, several of whose directors are themselves former successful Safari competitors.

Unfortunately for Peugeot there are several mechanical features of the 504 which do not comply with that old rallying principle — if it's not unbreakable, make sure it can be changed quickly — and when clutch thrust bearings began to seize there was just no time for three hour clutch changes.

Two cars retired for this reason, but a third completed the distance without any clutch at all, an amazing feat by Alain Ambrosino through all that mud and all those river crossings, only to be reluctantly but firmly excluded at the finish for losing his time card. That vital document, bearing times and signatures from all the controls, had been washed away along with other papers and possessions when they got stuck in a raging torrent which flowed right through their car.

The Opel team was only two strong, and although Kullang and Kleint are fine drivers the feeling was that they had insufficient Safari experience to challenge for a win. Kullang, after all, was tackling the event for the first time.

How wrong were those sentiments! Very soon after the start Kullang took the lead and indeed kept it until halfway through the second leg, driving at a pace which rather alarmed those who had planned to make a somewhat cautious start rather than a forceful one. Alas, soon after leaving Mombasa Kullang collided at high speed with a herd of cows and did so much damage that his car needed constant, time-consuming attention from that moment until well into the third leg when it finally stopped with a mysterious but total electrical failure.

The Datsuns, two 16-valve Violets, one 8-valve Violet, a Silvia and a Bluebird Turbo, all ran among the leaders, and when the Opel challenge vanished they were there to take over the first four places. The fifth car, the Bluebird driven by John Hellier, had retired after trouble with the fuel computer and a turbocharger change which took so long that he ran out of time.

Towards the end a fierce family feud developed within the Datsun team, one which the manager seemed powerless, or disinclined, to nip in the bud. Shekhar Mehta was running up front, and he was determined to complete his hat-trick of wins. Equally determined to win was Rauno Aaltonen, also running up front, eager to win after 18 years of trying.

A flash flood brought up a river near Marigat, and after about ten cars got through the remainder had to be pulled across by 4-w-d vehicles and some experienced delays of up to two hours. Mehta and Aaltonen both got through unaided, but Mehta later lost 12 minutes and Aaltonen later became so angry that the clerk of the course had scrubbed that section that he lodged a protest.

Two years ago there were exactly the same circumstances at exactly the same river crossing, and on that occasion the organisers decided not to cancel the section, so there was obviously good reason for Aaltonen's concern.

Later, Aaltonen broke the centre bearing of his prop-shaft and was delayed over half an hour having it replaced. But he noticed that the distance of that section in the roadbook was far less than it actually was, so he lodged another protest, seeking cancellation of the section on which he had been delayed.

At the finish, the stewards, although they did not necessarily agree with the decision to cancel the river crossing section, found that the clerk of the course had a perfect right to make it, so Aaltonen's first protest was disallowed.

But they allowed his second, thus cancelling penalties on the section where he broke his prop-shaft. Mehta immediately counter-protested, and an appeals tribunal reversed the stewards' decision, reinstating those penalties. The outcome was that Mehta was declared the winner, but this was still provisional, for Aaltonen gave notice of appeal to FISA, and we must now wait for the ponderous process of Paris to decide.

It was a rather sour ending to a really tough fight, and a great shame that it had to run on from the bush tracks, where it should have been settled, to the committee rooms of stewards and appeal courts.

Provisional Results — Safari Rally

1st	Mehta/Doughty (Datsun Violet GT)(4)	3h 39m
2nd	Aaltonen/Drews (Datsun Violet GT)(4)	3h 44m
3rd	Kirkland/Haworth (Datsun Violet)(2)	4h 51m
4th	Salonen/Harjanne (Datsun Silvia)(2)	7h 28m
5th	Kleint/Wanger (Opel Ascona 400) (4)	8h 06m
6th	Lefebvre/Delferrier (Peugeot 504 Coupé)(4)	8h 32m
7th	Iwashita/Nakahara (Datsun Silvia)(2)	10h 11m
8th	Shah/Rahim (Datsun Violet)(2)	10h 30m
9th	Smith/Doig (Dodge Ramcharger) (4)	13h 18m
10th	Hall/Bates (Dodge Ramcharger)(4)	14h 16m

70 starters, 21 finishers

MAZDA RX7 — continued

bowling along the autoroute. The fuel consumption had been a shade better than 20 m.p.g. overall, which is not bad and means that the average owner, driving relatively legally, should achieve around 25 m.p.g. For me, the car is spoilt only by an inadequate tank capacity — a car as comfortable at high speed cruising as this one should be capable of a range of 400 miles, or five hours between stops, whereas the 11½ gallons of the Mazda Coupé will only manage just over half that figure.

At £8,700 inclusive of all taxes, the RX7 must represent exceptional value for money, being better equipped than and having equal characteristics to some cars with fancy names costing nearly twice as much. The new version should go on sale in the UK on June 3rd.

P.H.J.W.

Tour of Corsica

LUCK can often contribute to rallying success as well as skill, reliability and tenacity. Fortunately it does not enter the lists all that often and winners are generally thoroughly deserving of their victories. The rallies in which luck can play greatest part are usually those with an element of adventure, such as the Safari, in which other competitors are not one's only adversaries, but it can often crop up in more clinical events in which everything is clear-cut special stage conformity.

The Tour of Corsica, which the French consider to be their only contribution to the World Championship since the Monte-Carlo Rally is really Monegasque, is a fast, all-tarmac event spanning some 48 hours, with very tight road sections and special stages on exceptionally twisty, undulating roads, most of them barely wider than a car. What is more, the overhanging undergrowth can often produce "tunnel" conditions, and the roads can be patched with loose gravel, leaves, puddles or even mud.

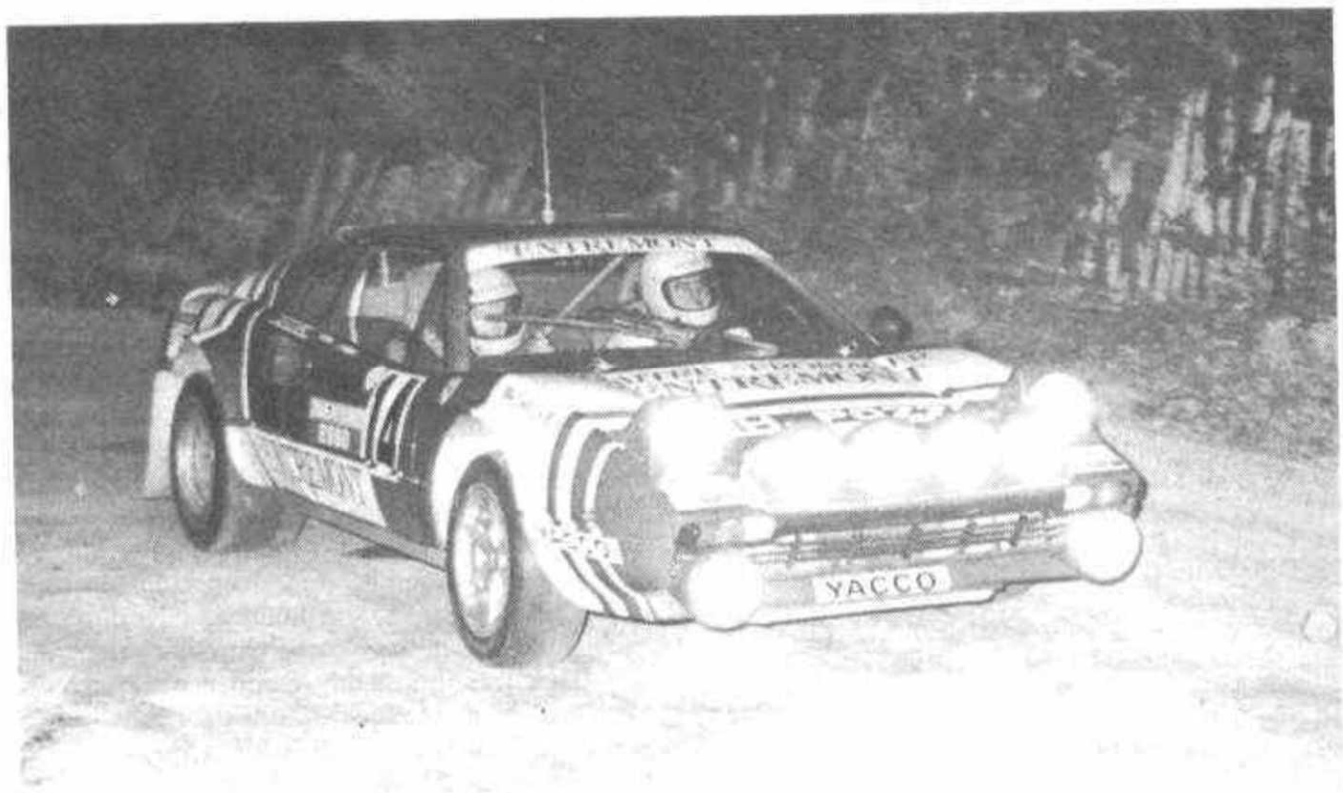
For these reasons many drivers consider the rally to have a high luck element. The misplacement, for instance, by a mere inch or two of one of the stone road-edge markers can cause disaster for a car committed to a fast, tight cornering line. Indeed, the road-race style of the event may be popular with the French, but it hardly gets a poll among visitors from other countries, many of whom went there this year not by personal choice but simply because it is their profession to drive wherever they are told to drive.

You should not infer from this that the Tour of Corsica is anything but tough. The constant pressure for long competitive distances on tortuous roads produces a high degree of fatigue, whilst service time is so short that even the slightest little problem can result in penalties or even running out of time altogether. What is more, corners are so numerous that a set of pace notes is a voluminous work indeed and reading them back during the rally, with no straight stretches now and again to provide a vocal break, demands continuous concentration of co-drivers.

Entrants in this Corsican mountain race, which the organisers try to run as closely as possible to a hybrid of the Mille Miglia and the Targa Florio, were really more in keeping with a dirt road event rather than a tarmac one, for some of the teams were by no means equipped with the best machinery for rallying on tarmac. However, the surfaces were far from smooth and the abrasive nature of some of those mountain roads, plus the length of the stages, contributed to high tyre wear and punctures. Slicks, with racing compounds, provided good grip but their longevity under heavy wear was often insufficient. Punctures were common and even the winner, in his search for the best compromise between grip and wear, switched from Michelin to Pirelli, and then to Kleber for the whole of the second leg.

Datsun was there with three cars and Toyota with two, but even though their construction had been with tarmac in mind neither the Violet nor the Celica could really be called an ideal tarmac car. Nevertheless Datsuns finished third and fifth, and a Toyota sixth, which says much for the ability of Tony Pond, Terry Kaby and Per Eklund respectively.

The Renault team came with just one R5 Turbo, but there were several others in the field, some private and some entered by dealers. Most of them fell foul of cracks in a new type of exhaust manifold being tried for the first time, and which succumbed to vibration, but Ragnotti's works car



ANDRUET'S Ferrari 308GTB took the lead in the first stages of the rally, but dropped out with fuel pump failure.

looked all set to make up the time loss of an early trip off the road and challenge Darniche for the lead when a battery lead broke in an inaccessible place and all the electrics went dead.

Andruet's Ferrari 308 GTB was the car which took the initial lead, but petrol pump failure eventually stopped it, perhaps for the same reason as that which stopped Salonen's Datsun. His fuel filters became blocked with silt, and this could have come from contaminated petrol picked up by mechanics at some filling station. Pond had the same trouble, and since his tank was very likely silted at the bottom he had to fill it to the brim at every opportunity to lessen the chances of the pump sucking up dirt and clogging the filters.

There was a good cluster of well driven Porsche 911s in the rally, plus the 924 GTS of Jacques Almeras, the competition tuner from the South of France, which stopped with a turbocharger fault. The best of these was that driven by Jean-Luc Thérier, but when he collected two rear wheel punctures which put his vital rear suspension seriously at risk, he lost so much time that he was unable to continue.

The continuing use of 911s by dealers and private entrants can't really be to the factory's liking, for they have been pushing sales of the 924 and are expected to return eventually to the sport with that car.

Henri Toivonen's Talbot Sunbeam Lotus went out early in the first leg when a steering ball joint nut fell off, nearly sending the car over the edge of a substantial drop, but the sister car from Coventry, driven by Guy Frequelin, went on to take a fine second place despite a succession of gearbox and rear axle changes, some of which may have been psychological confidence boosters rather than mechanical necessities.

Of the two works Audi Quattros, that of Michèle Mouton seemed to have a slight edge of power over Hannu Mikkola's, for the French girl was making better times generally than the Finn. However, the comparison could not be continued for both cars retired with engine failures caused by silly little faults which should never really have happened.

To lessen the vibration of a rather long fanbelt, Audi engineers had fitted two small tensioning pulleys, and on Mouton's car one of these fell off and fouled the toothed belt driving the camshafts, with obvious and disastrous results.

On Mikkola's car there was an almost imperceptible surface blemish on the rubber membrane vital to the turbocharger waste gate. This turned out to be a scratch, and it caused the membrane to be less than 100% efficient, the turbocharger to overfeed the engine and eventually four of the five pistons failed.

Waldegård's Toyota Celica expired in a cloud of hot oil smoke when both its differential oil seals failed and the differential itself siezed soon afterwards. The other car, driven by Per Eklund, now recovered from his rather nasty accident in the Portuguese Rally, carried on, but very nearly went out on the last stage but one when a rear hub broke up. Mechanics ran into the stage with a spare and in some 25 minutes the car was on its way again.

Winners Darniche and Mahé had made their customary cautious start, slowly increasing the pace and staying in the leading group to move into first place when less reliable cars around them were dropping back or out altogether. Their Lancia Stratos was one of those owned and run by André Chardonnet, the French importer who steadfastly refuses to retire the car whilst it still has winning potential, and whose successful activities — within France, of course — must be rather embarrassing for the Fiat Group which has long ceased all competition with the Stratos.

It is the desperate wish of the French, and indeed of French-orientated FISA, to have the Tour of Corsica elevated to the position of a major event in the World Championship, but its international popularity will never match that of other events in the series, nor its atmosphere, for precious little is done to assist and smooth the passage of non-French-speaking competitors.

Next round of the World Championship is the Acropolis Rally in Greece during the first week of June.

G.P.

Results — Tour of Corsica

1st	Darniche/Mahé (Lancia Stratos) (4)	14h 26m 23s
2nd	Frequelin/Todt (Talbot Sunbeam Lotus) (2)	14h 42m 25s
3rd	Pond/Grindrod (Datsun Violet GT) (4)	14h 45m 29s
4th	Ballet/Guinchard (Porsche 911) (3)	15h 17m 09s
5th	Kaby/Arthur (Datsun Violet) (2)	15h 22m 06s
6th	Eklund/Bohlin (Toyota Celica) (4)	15h 43m 33s
7th	Tichadou/Pandolfi (Ford Escort RS2000) (1)	15h 45m 51s
8th	Swaton/Cordesse (Porsche 911) (3)	15h 46m 29s
9th	Bartoli/Poletti (Renault 5 Turbo) (4)	15h 54m 34s
10th	Farrucci/Gori (Opel Ascona) (1)	15h 59m 40s

World Championship leaders (after five rounds): Frequelin 36, Darniche 26, Alén 24, Toivonen 23, Ragnotti, Kullang, Mikkola, Mehta and Pond 20.

Manufacturers' Category (after four rounds): Talbot 51, Datsun 46, Opel 46.

HILL CLIMB

JAMES THOMSON made up for his disappointment at Wiscombe Park by making fastest time of the day at the second round of the RAC Hill Climb Championship at Loton Park on Easter Monday. The day was cold, rather windy but dry, and it was the same trio as at Wiscombe setting the fastest times in the top ten run off, albeit in a reversed order. Chris Cramer again failed to qualify, by just one hundredth of a second, to be joined by Roy Lane, who had been having fuel problems. The top ten times were:

1, James Thomson (2.5 Pilbeam MP40K)	49.85s
2, Alister Douglas-Osborn (3.6 Pilbeam MP47)	50.53s
3, Dave Harris (2.5 Pilbeam MP50)	50.81s
4, Richard Jones (2.2 Mallock U2)	51.30s
5, Ted Williams (2.5 Pilbeam MP41)	51.83s
6, Martyn Griffiths (2.5 Pilbeam MP46)	51.95s
7, David Franklin (2.3 March 782)	51.95s
8, Martin Bolsover (1.6 Pilbeam MP51)	51.96s
9, James Jack (2.2 March 782)	52.58s
10, Max Harvey (2.5 March 792)	52.94s

Thus Thomson, Harris and Douglas-Osborn shared equal points when they came to Prescott over the early May Bank Holiday weekend. The weather was foul. Not only was it very cold, but persistent showers made the track very wet for the start of the meeting, and the organisers, the Bugatti Owners Club, faced a series of weather induced problems including a break-down in the timing system and a number of injury-free accidents, all of which contributed to significant delays during which the condition of the fast-drying surface and the skies were carefully monitored by those awaiting their climbs, wondering whether or not to change tyres. Man of the meeting was undoubtedly Alister Douglas-Osborn who has obviously come completely to terms with his large and very powerful Cosworth engined Pilbeam, setting FTD in fine style and winning the top ten run-off to take the lead in the Hill Climb Championship.

The early classes were at a disadvantage for their first runs, for although the rain had all but stopped, the track was well soaked, and under 1,300 c.c. Special Saloon Class leader, Charles Barter, could do no better than 53.06 secs. on his first run with his Davrian Hartwell Stiletto. The second climbs, after a relatively dry lunch break, were made with the track in better condition, but Barter spun off at the Semi-circle on his second run, failing to record a time, leaving the class to John Meredith with his Maguire Hartwell Imp in 49.02 secs. Terry Bass took second place with 51.72 secs. in his Davrian Imp, followed closely by Dave Harries' Mini, which was red flagged twice before he was able to make his second run. Nick Mann's amazing turbocharged Rover 3500 engined Morris Minor was clearly at a disadvantage in the prevailing conditions, but was coaxed quietly and very neatly to the top of the hill in a shade over 50 secs. on the second run to take second place in the over 1,300 c.c. Special Saloons Class to Barrogil Angus' 2-litre Davrian Stiletto which climbed in 47.21 secs.

Small GT and Modified Sports Cars seem unpopular amongs the hill climbing fraternity, the class being supported by only five entries. Fastest of the first, wet runs with 56.52 secs. was Ian Sargent with his Clan Crusader, but his engine disintegrated at Semi-circle on his second run, leaving the class to Andy Waters who took his MG Midget to the top in 53.23 secs.

In contrast, the large capacity GT and Modified Sports Class was the best supported with 39 entries. Cars varied from the very standard looking Lotus Elan of A. W. Miller, through tuned and tweaked Morgans to the obviously special such as Chris Lawrence's MGB V8. Fastest after the first runs with 53.99 secs. and eventual class winner with 49.63 secs. was Josh Sadler with his rather special 3½-litre Porsche 911, followed closely by Roland Jones' Carrera Porsche with 49.81 secs.

Mallocks dominated the small Sports Racing & Clubmans Chassis Class, no less than twelve of the fifteen cars entered being of this make. The class was split into two groups, one for pushrod-engined cars the other for o.h.c. cars, and due to a change in conditions, the faster time came from the pushrod section with 50.40 secs. to Tim Reynolds on his second climb. His first climb time had been eclipsed by Chris Anderson, by nearly three seconds, but Anderson overdid things at the Esses, crashing heavily into the barrier. While he was being extracted, the near dry track was thoroughly dampened again by a shower, leaving the luckless o.h.c. brigade to two wet climbs. Charles Wardle's first climb recorded an incredible 51.69 secs., and this was not matched by anyone on the second runs, the nearest being Wardle's partner Jim Robinson in the same car with 54.79 secs. Wardle himself failed on his second climb for what appeared to be gearbox trouble, second place went to Brian Windle with his first run time of 54.16 secs.

Richard Jones (Mallock) had the larger capacity Sports Racing and Clubmans Class well sewn up, recording 52.63 secs. on his single run. Over a second separated him from second man Mark Williams (also Mallock mounted) and a private ladies duel between Maggie Blankstone (again Mallock) and Joy Rainey (Murrain) went in favour of the former with 54.54 to Joy's 56.86 secs.

The 500 to 1,100 c.c. Racing Class was comfortably won by Russ Ward with his March, with a first climb time of 51.47 secs. Second fell to Adrian Desoutter's Spartan with 54.12 secs. and third to John Corbyn's Saracen with 54.33 secs.

As expected, the 1,100 to 1,600 c.c. Racing Class fell to Martin Bolsover, whose time of 49.18 secs. gained him a place in the top ten run-off with his Pilbeam, second place went to Richard Lester's March with 50.50 secs. and third to Andy Smith's turbocharged Austin powered March with 50.60 secs.

By way of adding interest to the programme, if that were necessary, the Bugatti Owners Club had included a handicap class for Ferraris, a class for historic 500 c.c. racers, a Bugatti handicap and a class for Classic Cars. The first of these special classes went to Malcolm Carey with a 246 Dino ahead of Tony Willis with a later 308 Dino. The handicap and the conditions eclipsed what must have been the prettiest of all the cars at the meeting, the 206 SP Dino, the car which, amongst other successes, finished second at the 1966 Nurburg 1,000 km. race, which put up fastest time for the class in the hands of Dudley Mason-Styrron. The 500 c.c. class went to Ron Warr with his delectable Cooper in 60.20 secs. and the Bugatti handicap was won by Frank Wall with his Type 35B, recording 61.79 secs. Douglas Mainstone's TVR Grantura took the post-1945 section of the Classic Class with David Milne's Lotus Elan second and John Underwood's MG A third. Winner of the pre-war section was John Marks with his immaculate Type 51 Bugatti.

By the time the large capacity racing cars came to make their first timed runs, the track was drying out well, and there was much to-ing and fro-ing with jacks, wheel spanners, "intermediates" and "slicks". Ted Williams set the pace with a resounding 48.59 secs. in his Pilbeam for the first climb in the class, no-one else breaking 50 secs. until local man, Alan Richards climbed in 49.85 secs. with his March. Max Harvey (March) followed quickly with 49.62, but first to break Williams' time was James Thomson with 47.97 secs. in his Pilbeam. Douglas-Osborn was first to use "intermediates", despite the still damp appearance of the track, and this paid off for his time of 46.34 secs. was to remain fastest time of the day, although Roy Lane, running with "slicks" on the back of his Hart-engined March, was on top form recording 46.82 secs., the only other competitor to break 47 secs. Chris Cramer stayed on wets with his Toleman, which he is obviously beginning to sort out satisfactorily for hill climbing, for he climbed in a respectable 48.06 secs. to secure a place in the top ten run off. The second class runs took place on a much wetter track, with only Chris Dowson (Brabham Repco) and Tony Brown (March) improving their times.

Bolsover started the top ten climbs off with 50.76 secs. on a wet track, Dave Harris (Pilbeam) was first to break 50 secs. with 49.89, followed closely by David Franklin (March) with 49.99 secs. Cramer pulled out all stops and recorded 48.33 secs., but Thomson tried too hard at Ettores, running up the banking and damaging the front fin, although luckily nothing else. Lane made a valiant attempt to beat Cramer's time, but was some 0.6 of a second slower, leaving Douglas-Osborn to set the pace with 46.80 secs. Thomson recovered his position very well after some rapid paddock fettling to the front of his car, recording 47.31 secs. on his second climb, putting him just ahead of Cramer's 48.22 secs. but behind Lane's second climb time of 46.11 secs. — but no-one could touch Douglas-Osborn, who, knowing that he had already won the top-ten was able to make a relaxed second climb.

Douglas-Osborn's performance at Prescott, a hill which normally favours the smaller cars must worry his fellow competitors — if he can do so well, so easily at this venue in difficult conditions, how much better will he do on hills which favour the more powerful cars, such as Shelsley or Doune? — P.H.J.W.

Prescott Top Ten

1, Alister Douglas-Osborn (Pilbeam MP47 DFV)	46.80s
2, Roy Lane (March 802 Hart)	47.11s
3, James Thomson (Pilbeam MP40K Hart)	47.31s
4, Chris Cramer (Toleman TG290H Hart)	48.22s
5, Ted Williams (Pilbeam MP40 Hart)	48.86s
6, Dave Harris (Pilbeam MP50 Hart)	49.09s
7, Martin Bolsover (Pilbeam MP51 Ford)	49.10s
8, Martyn Griffiths (Pilbeam MP42 Hart)	49.89s
9, David Franklin (March 782 BMW)	49.99s
10, Godfrey Crompton (March 802 Hart)	51.35s

Fastest time of day: Douglas-Osborn, 46.34 sec.

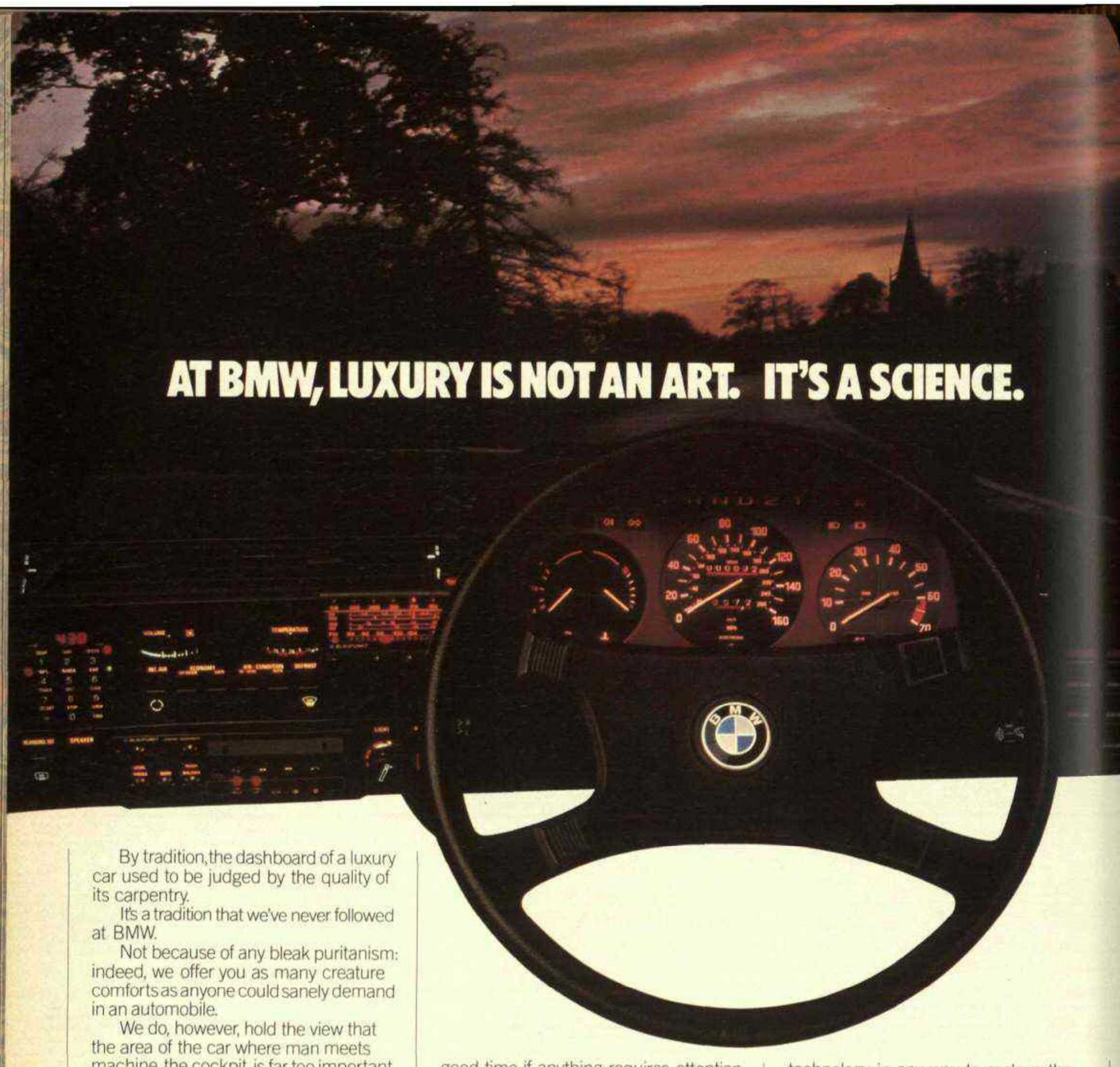
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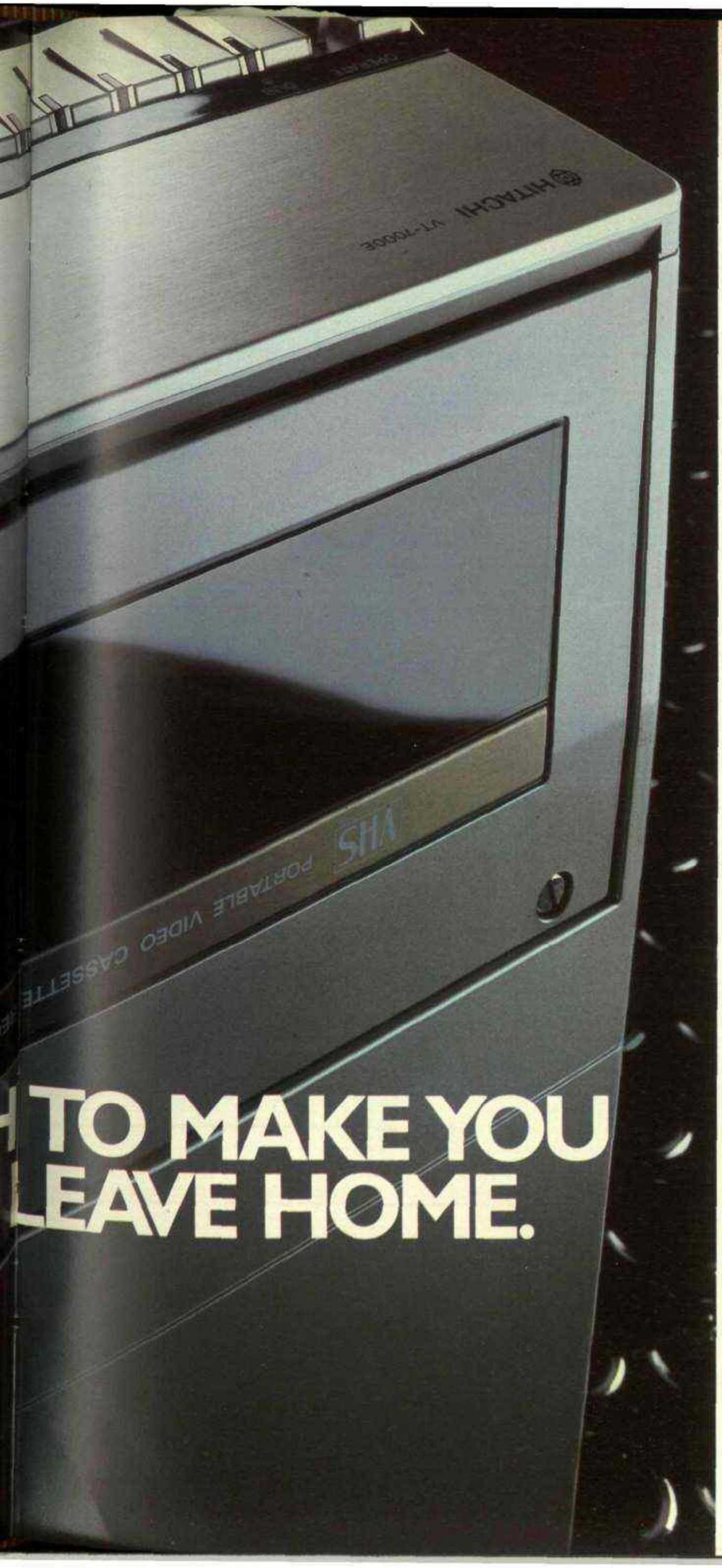
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SAFARI RALLY

Mud and flood covered much of the route but a few sections were du as some of these pictures show. Above, Kulläng hops over a railw crossing; left, Ambrosino's clutchless Peugeot kicks up pumice d whilst, below, Salonen's Datsun leaves a dust trail of more conventio colour.

Mehta's winning Datsun (above) cleans off some of its mud and, below, his adversary Aaltonen favours the old skull-cap helmet. On the right, Klein't Ascona is pictured in the vegetated coastal region near Mombasa, and below it one of the huge Ramchargers wades a small puddle.


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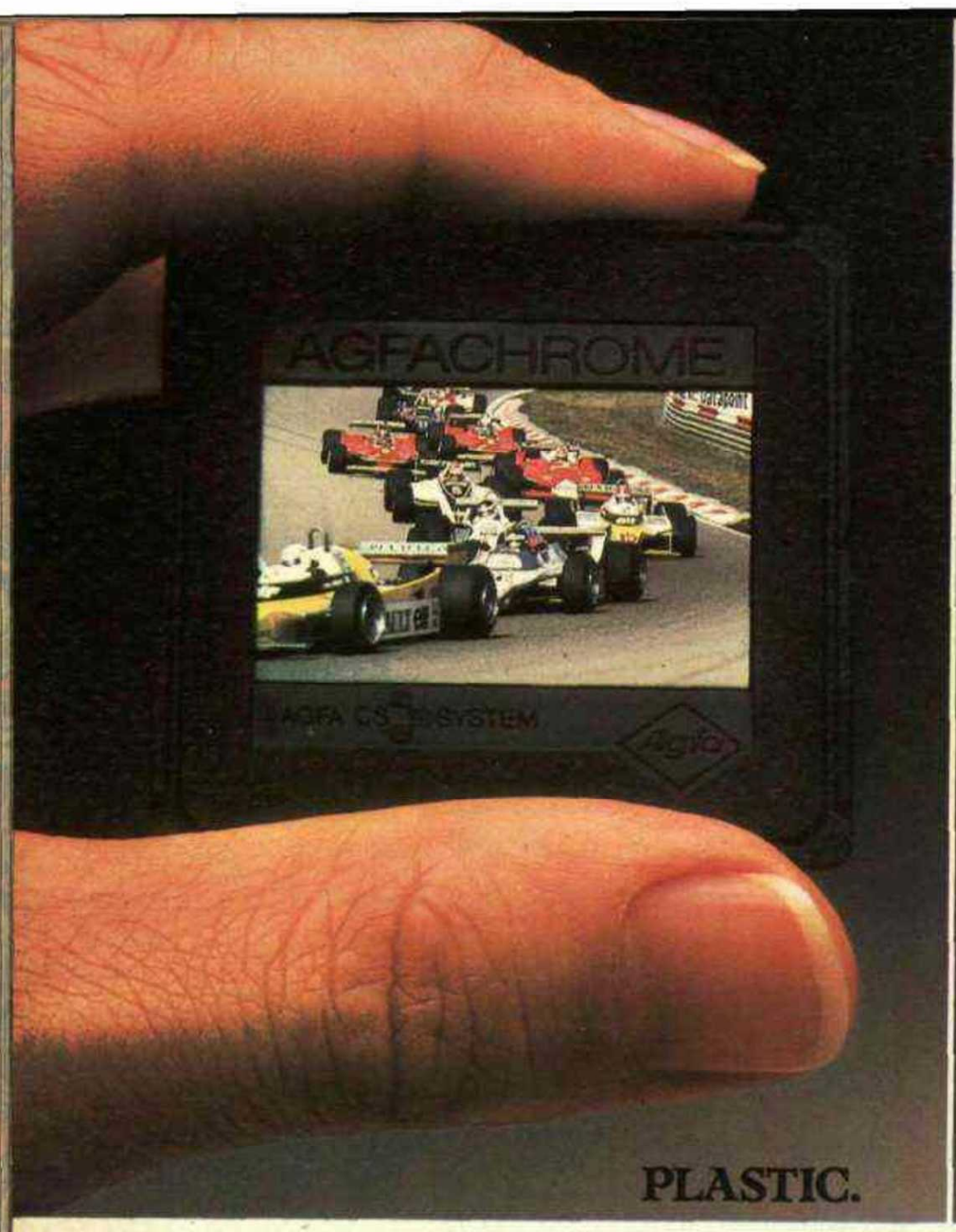
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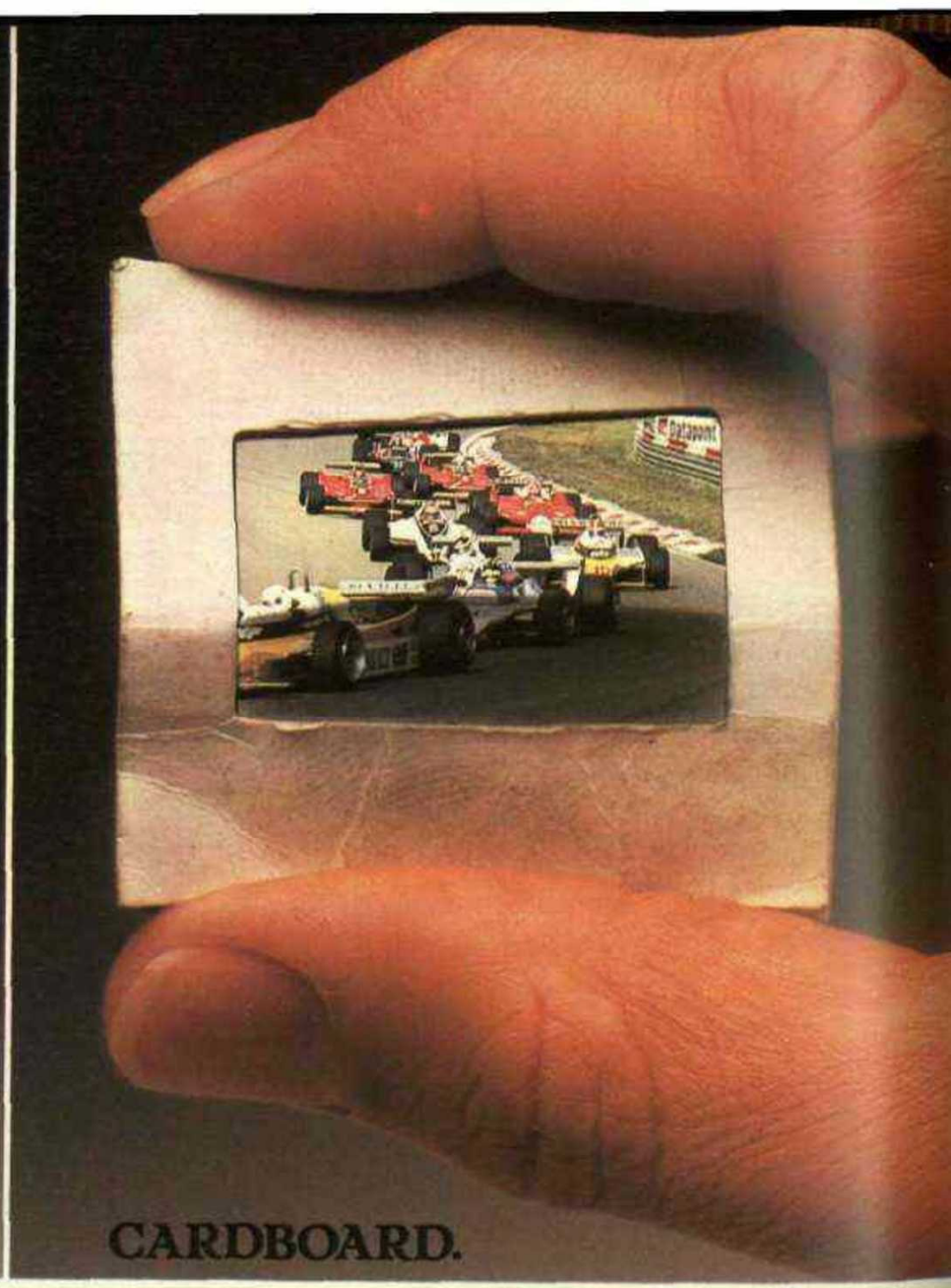
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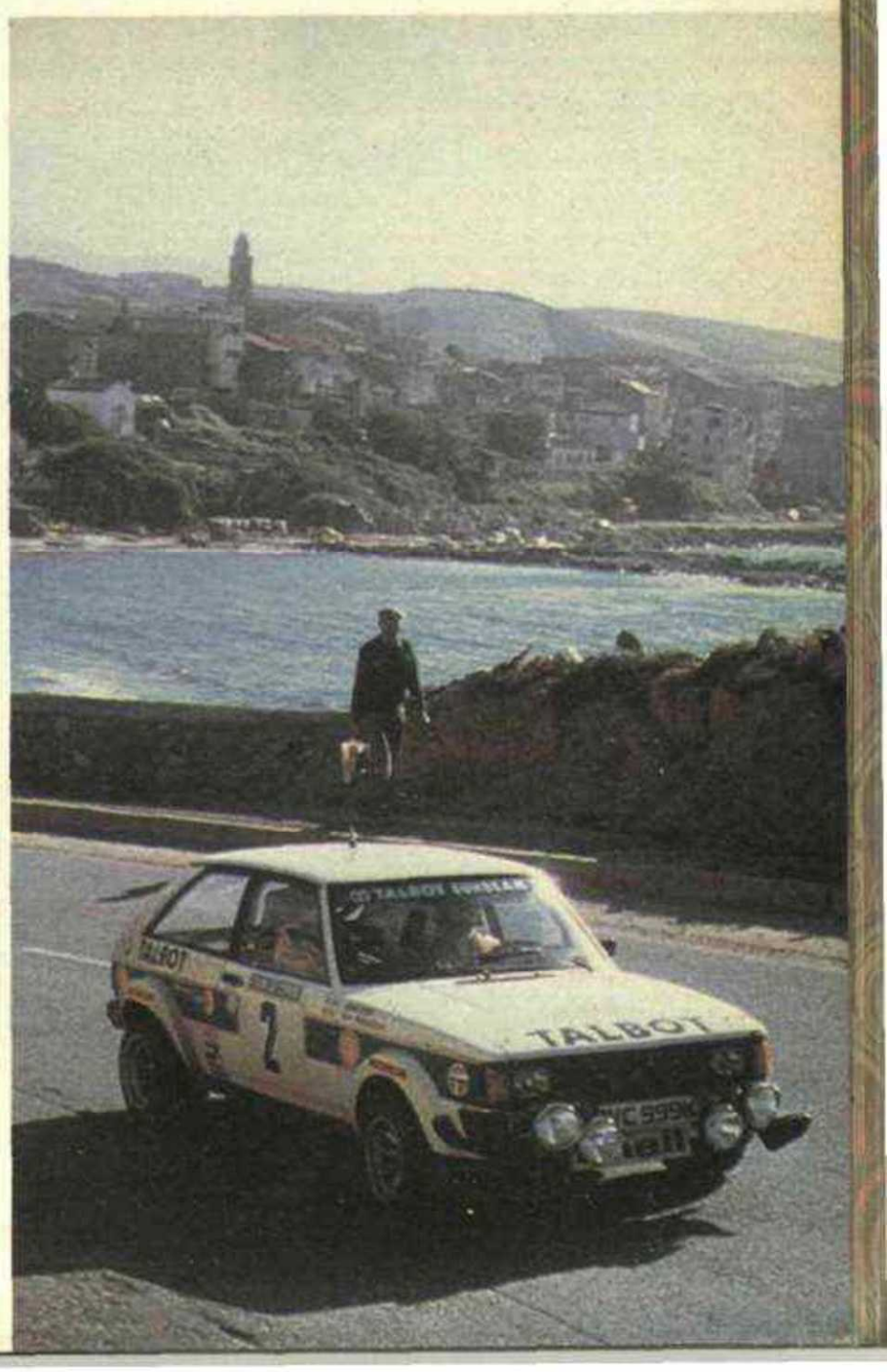
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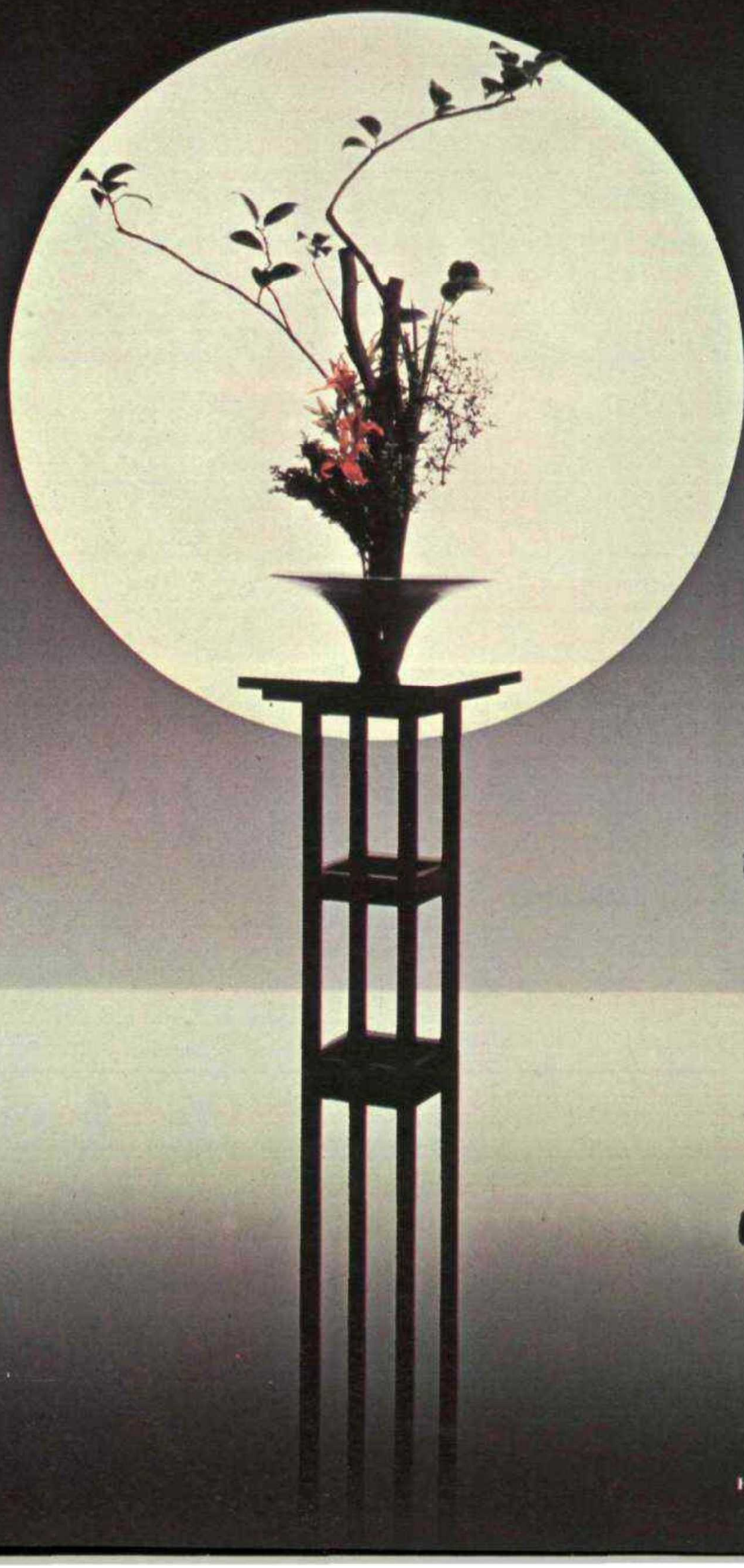
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TOUR OF CORSICA FAST, TIGHT, and the nearest thing to a road race without actually being called one, this rally exerts uncommon pressure on both human and mechanical reliability. Least troubled by either were Darniche and Mahé in their Lancia Stratos (above) and they won comfortably. An amazing drive in a somewhat unlikely car for a fast tarmac event was that of Tony Pond who was third in his Datsun Violet (below) whilst Guy Frequelin, Talbot's French driver, put himself and his team at the heads of both World Championship categories by taking his Sunbeam Lotus (right) to second place.





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VILLENEUVE and Pironi in their two Ferrari 126CKs lead the Williams duo Reutemann and Jones int Tosa, the first left hand corner after the start at Imola.

San Marino GP

continued on page 726

Turbo-charged 1½-litres in the first three places, with Reutemann fourth in the Williams-Cosworth V8 and the second turbo-charged Ferrari in fifth place, followed by Jones in the second Williams-Cosworth V8. So maybe it was cool, which helped the turbos, and maybe Ferrari were tweaking the boost pressure up abnormally high to put the engine into "sprint" form, but the name of the game is winning and each practice session is a competition in itself for anyone who is out to win overall.

The five observers returned from around the track and said "Forget it, everyone, but everyone, is cheating. All the cars were touching the ground on the high speed corners" so that little problem was solved. Those that were not using adjustable hydro-pneumatic devices were using twin-rate spring arrangements where the first spring collapsed under the down-force applied by the bodywork. The first four cars were then checked for weight, which is a minimum of 585 kilogrammes and the Williams weighed 587, the Renaults 615 and 618 and the Ferrari 616. This, coupled to speed trap figures, made people rush off and calculate 550, 600, 650 or even 700 b.h.p. for the turbo-charged 1½-litres which is good, because the whole point of an engine is to develop horsepower. Villeneuve was prepared to concede 570 b.h.p. for his Ferrari engine, if Reutemann would accept 495 b.h.p. for his Cosworth V8.

On Saturday morning the sun was still warm and the world was at peace. The sheer weight of policing the rules by the organisers the day before had beaten everyone into submission and they were all getting on with the job properly. Brabham, Fittipaldi, Osella, Arrows and Tyrrell were still playing with "trick" hydro-pneumatic suspension, while Williams never did use theirs. The morning "test-session" went off all right and on the tyre front Michelin was still supplying most of the teams, if they could afford to pay for the tyres, while Fittipaldi were happy with their Avons and Toleman were content with their Pirellis. Engines were still suffering, for a lap speed approaching 120 m.p.h. doesn't give them much respite. The Hart engine in Henton's Toleman showed signs of devouring a piston so the car was withdrawn from the final practice hour as there was insufficient time to change it. Renault started up the car for Prost and the engine promptly lost its boost-pressure and when he got into the spare car that lost its pressure as well, so all the French hopes rested on Arnoux. The pace in the afternoon was as hot as the weather and Villeneuve and Arnoux were vying for pole-position, while Reutemann sat and waited. Then the Argentinian joined in and promptly split the Ferraris, for Pironi had been

PRACTICE TIMES

No.	Driver	Friday pm	Saturday pm
1	A. Jones	1.36.280	1.36.317
2	C. Reutemann	1.35.844	1.35.229
3	E. Cheever	1.38.363	1.38.266
4	M. Alboreto	1.39.341	1.37.771
5	N. Piquet	1.37.417	1.35.733
6	H. Rebaque	1.38.823	1.37.264
7	J. Watson	1.37.639	1.36.241
8	A. de Cesaris	1.38.019	1.37.382
9	J. Lammers	1.40.872	1.39.419
10	S. Borgudd	1.41.196	1.39.079
11	E. de Angelis	—	—
12	N. Mansell	—	—
14	M. Surer	1.38.340	1.38.488
15	A. Prost	1.35.579	3.58.089
16	R. Arnoux	**1.35.281**	1.35.292
17	E. Salazar	1.39.161	1.38.827
18	D. Daly	1.39.453	1.39.157
20	K. Rosberg	1.37.459	1.37.906
21	F. Serra	1.51.454	1.41.114
22	M. Andretti	1.37.586	1.36.919
23	B. Giacomelli	1.39.372	1.36.776
25	J-P. Jabouille	1.38.140	1.38.702
26	J. Laffite	1.38.908	1.36.477
27	G. Villeneuve	1.35.576	**1.34.523**
28	D. Pironi	1.36.168	1.35.868
29	R. Patrese	1.37.061	1.36.390
30	S. Stohr	1.39.112	1.39.553
31	M. Guerra	1.39.799	1.38.773
32	G. Gabbiani	1.39.245	1.38.302
33	P. Tambay	1.39.215	1.37.545
35	B. Henton	1.49.951	no practice
36	D. Warwick	1.54.020	1.43.187

right behind his team-mate and once Brabham had got Piquet's car working to their satisfactio the little Brazilian was up there with them.

Anyone watching the cars go by must hav wondered what people are on about when they sa "all Formula 1 cars are the same, it's not like th good old days". Renault turbo-charged V6 wa followed by Alfa Romeo V12, by Ferra turbo-charged V6, by Cosworth powere Williams, by Talbot-Matra V12 and feeling it way into this powerful scene the Toleman-Ha turbo-charged 4-cylinder; and there were driver from all over the world, from Sweden to Chile from Australia to Northern Ireland. There i nothing dull about Formula One. And as fo driver ability, when you have Villeneuve Arnoux, Reutemann, Piquet, Pironi, Jones an Andretti up at the front you can guarantee there i going to be some racing. Before this final hour wa finished Reutemann decided that he could no beat Villeneuve's fastest time, and was wel satisfied with second place, so he changed out o his overalls into casual clothes and sat on the pi wall smiling benignly at his team-mate who wa fast "losing his cool". Alan Jones had problem with his gearbox to start with and while hi mechanics feverishly put it right he went out i the spare car, only to find the handling not to hi liking, then he went out in his own car again an when it was all over he ended up seventh fastest behind John Watson in the latest McLaren MP4 When a driver starts talking about being held up by the traffic as an excuse, you might as well g and talk to someone else. Villeneuve, Reutemann Arnoux, Piquet and Pironi all managed pretty well in the same traffic.

If your affections lay with turbo-charging, wit Ferrari, with Villeneuve, with Williams, wit Reutemann, with Arnoux or with Renault you could not help being happy on Saturday evening at least until it got dark, for then the thunder an lightning began and the rain started. On Sunday morning it was very wet, but by mid-day the rai

had stopped though the skies were still gloomy and there seemed little chance of the weather improving. During the half-hour warm-up session Prost was in the spare Renault, Watson was in the original MP4 McLaren while the new one was having its engine changed, both Ferraris were in short wheelbase configuration with new engines installed, running on a lower boost pressure as evinced by the waste-gate spring pressure adjusting screw and Fittipaldi had some wet-weather Avon tyres that looked suspiciously like Goodyears! The start was not due until 3 p.m. and as that time approached and cars were made ready the choice of "wet" or "dry" tyres was still wide open, for it was not raining and there was just a chance that it might stay dry. As the twenty-four drivers set off on the warm-up lap round to the grid, they left behind them six disappointed drivers who had not qualified, Stohr (Arrows), Daly (March), Lammers (ATS), Serra (Fittipaldi), Warwick (Toleman) and Henton (Toleman).

After some dickering about on the grid the scene ended up with only three cars gambling on starting on dry-weather tyres, Rosberg, Tambay, and Surer, and the rest were wondering how long their treaded tyres would last if it did not rain. Villeneuve led them away on the "parade" lap to the accompanying shouts and applause of the very partisan crowd. They all arrived safely back on the grid, except that Prost was already in trouble, his gearbox having broken first gear. As the back-markers came to a stop the red light came on and almost instantaneously turned to green in one of the quickest starts we have ever seen. Everyone got away, the two turbo Ferraris going straight into the lead, with the two Williams right behind them, Jones having made a meteoric start from the fourth row. It was joy day for Italy as Villeneuve and Pironi led the race, but already others were in trouble for Guerra (Osella) had been shuffled off the track and in the crash had injured himself in the leg, while poor Prost was right at the back of the field with his gearbox making horrid noises. Some people had given the turbo Ferraris a life of five laps in the lead, others had exaggerated as far as 12 laps in the damp conditions. At five laps the order was Villeneuve, Pironi and it was the same at twelve laps, the two squat Ferraris looking to be in complete control, which is more than can be said of some of the other competitors. Alan Jones hit his team mate up the tail and while Reutemann continued unhurt the World Champion had to stop at the pits for a new nose cone and while he was in, the car was changed on to "slick" tyres as the track was drying out quite fast. Watson tried to drive through on the inside of Arnoux's Renault, on the left-hander by the pits, and seemed to forget about the vast aerofoil stuck out the front of the MP4 and it got wiped off on the Renault's left rear wheel, which made the Ulsterman return to the pits on the next lap for a new nose and aerofoil. Prost retired with a wrecked gearbox and Laffite retired with bent front suspension when he also savaged Arnoux's Renault, as Watson had done, and come off second best. Poor Arnoux was now handicapped by a bent wheel and a broken exhaust pipe but decided to carry on. Reutemann was limited on how hard he was prepared to drive by a worrying vibration which may, or may not, have been emanating from tyres moving on the rims, so Patrese was able to pass him and take third place on lap 6. The Italian crowd could not ask for more, a Ferrari in the lead, a Ferrari in second place and an Italian driver in third place.

In the opening laps Villeneuve was finding his car tricky to drive as the power characteristics of his new engine gave all the power rather suddenly at the top end of the r.p.m. range. There was no lack of power, it was merely a bit sudden and this made it difficult to drive smoothly so Villeneuve was conscious of giving his rear tyres a hard time. When he came up to lap Jones and Tambay, the Williams driver having rejoined the race in 19th position, Villeneuve merely pulled out and ran round the outside of them on the long left-hander after the pits. There was no shortage of power in the Ferrari. From his pit signals he could see that Patrese was gaining on both him and Pironi and as the track was now nearly totally dry he assumed that the Arrows A3 was not consuming its rear Michelin "wets" so quickly as the Ferraris were. From what he could see of the sky it looked as though it was going to continue drying up so at

STARTING GRID

27
G. Villeneuve
(Ferrari V6 t/c)
1 min. 34.523 sec.
46 (1 min. 48.06 sec.)

16
R. Arnoux
(Renault V6 t/c)
1 min. 35.281 sec.
14 (1 min. 50.10 sec.)

5
N. Piquet
(Brabham-Cosworth V8)
1 min. 35.733 sec.
8 (1 min. 48.83 sec.)

7
J. Watson
(McLaren-Cosworth V8)
1 min. 36.241 sec. TP
47 (1 min. 48.37 sec.)

29
R. Patrese
(Arrows-Cosworth V8)
1 min. 36.390 sec.
10 (1 min. 49.41 sec.)

23
B. Giacomelli
(Alfa Romeo V12)
1 min. 36.776 sec.
10 (1 min. 51.23 sec.)

6
H. Rebaque
(Brabham-Cosworth V8)
1 min. 37.264 sec.
45 (1 min. 49.18 sec.)

20
K. Rosberg
(Fittipaldi-Cosworth V8)
1 min. 37.459 sec.
14 (1 min. 53.86 sec.)

4
M. Alboreto
(Tyrrell-Cosworth V8)
1 min. 37.771 sec.
9 (1 min. 50.95 sec.)

3
E. Cheever
(Tyrrell-Cosworth V8)
1 min. 38.266 sec.
9 (1 min. 50.59 sec.)

14
M. Surer
(Ensign-Cosworth V8)
1 min. 38.340 sec.
49 (1 min. 50.11 sec.)

17
E. Salazar
(March-Cosworth V8)
1 min. 38.827 sec.
13 (1 min. 51.83 sec.)

2
C. Reutemann
(Williams-Cosworth V8)
1 min. 35.229 sec.
51 (1 min. 49.75 sec.)

15
A. Prost
(Renault V6 t/c)
1 min. 35.579 sec.
2 (1 min. 57.39 sec.)

28
D. Pironi
(Ferrari V6 t/c)
1 min. 35.868 sec.
10 (1 min. 49.17 sec.)

1
A. Jones
(Williams-Cosworth V8)
1 min. 36.280 sec.
34 (1 min. 49.75 sec.)

26
J. Laffite
(Talbot-Matra V12)
1 min. 36.477 sec.
6 (1 min. 50.34 sec.)

22
M. Andretti
(Alfa Romeo V12)
1 min. 36.919 sec.
13 (1 min. 51.11 sec.)

8
A. de Cesaris
(McLaren-Cosworth V8)
1 min. 37.382 sec.
34 (1 min. 50.26 sec.)

33
P. Tambay
(Theodore-Cosworth V8)
1 min. 37.545 sec.
48 (1 min. 49.56 sec.)

25
J-P. Jabouille
(Talbot-Matra V12)
1 min. 38.140 sec.
33 (1 min. 51.49 sec.)

32
G. Gabbiani
(Osella-Cosworth V8)
1 min. 38.302 sec.
15 (1 min. 50.98 sec.)

31
M. Guerra
(Osella-Cosworth V8)
1 min. 38.773 sec.
(no time)

10
S. Borgudd
(ATS-Cosworth V8)
1 min. 39.079 sec.
45 (1 min. 50.88 sec.)

Did not qualify:
30 S. Stohr (Arrows-Cosworth V8) 1 min. 39.112 sec.
18 D. Daly (March-Cosworth V8) 1 min. 39.553 sec.
9 J. Lammers (ATS-Cosworth V8) 1 min. 39.419 sec.
21 F. Serra (Fittipaldi-Cosworth V8) 1 min. 41.114 sec.
36 D. Warwick (Toleman-Hart t/c) 1 min. 43.187 sec.
35 B. Henton (Toleman-Hart t/c) 1 min. 49.951 sec.

N.B. Times in brackets are best laps in race and number in bold is lap on which achieved.
TP denotes practice time recorded in spare car.

In the opening laps Villeneuve was finding his car tricky to drive as the power characteristics of his new engine gave all the power rather suddenly at the top end of the r.p.m. range. There was no lack of power, it was merely a bit sudden and this made it difficult to drive smoothly so Villeneuve was conscious of giving his rear tyres a hard time. When he came up to lap Jones and Tambay, the Williams driver having rejoined the race in 19th position, Villeneuve merely pulled out and ran round the outside of them on the long left-hander after the pits. There was no shortage of power in the Ferrari. From his pit signals he could see that Patrese was gaining on both him and Pironi and as the track was now nearly totally dry he assumed that the Arrows A3 was not consuming its rear Michelin "wets" so quickly as the Ferraris were. From what he could see of the sky it looked as though it was going to continue drying up so at

PIQUET has his Brabham right under Pironi's rear wing as he challenges for the lead. Patrese and Tambay follow.





JONES pulls to one side, his Williams showing signs of contact with team mate Reutemann as Arnoux's Renault sweeps by and Watson prepares to follow him through.

the end of lap 15 he dived into the pits for dry-weather Michelins, leaving Pironi to hold the Fort, which he did admirably. The stop was not one of the Ferrari team's best efforts and Villeneuve rejoined the race in 13th place and covered one lap to find the rain had started again, so immediately shot back into the pits for another set of "wet" Michelins and rejoined the race again almost a lap behind Pironi. Meanwhile Jones, Tambay, Watson and Surer all stopped to change over to "wet" Michelins. While all this had been going on it could not be missed that Nelson Piquet and the Brabham were looking very smooth and very confident. Piquet had not made the best of starts and was ninth on the opening lap, slightly hemmed in by some mid-field runners, but he soon got clear of them and joined the leaders in fifth place by lap seven and then passed Reutemann to take fourth place, and with Villeneuve stopping at the pits Piquet was hoisted up into third place, not too far behind Patrese. Six laps were all he needed to catch and pass the Arrows A3 and take second place and now Pironi was not so happy in the lead. Being followed by Patrese in an Arrows A3 is one thing, to be followed by Piquet in a Brabham is something else altogether. No doubt Pironi wished his team-mate was up there to help him, but the little French-Canadian was down in 12th place, but going like a ding-bat as always. The rain was stopping but the track was not drying so it was a question of how long wet-weather Michelins were going to last. Rosberg never got a chance to try the Avon "wets" as his Cosworth V8 blew up on lap 15.

We were now at half-distance, which was lap 30 and a turbo-charged Ferrari was *still* in the lead, and the second one was lapping faster than anyone else in the race. Anyone with the future at heart must have been very concerned. The Alfa Romeo fans were totally depressed for neither Andretti nor Giacomelli had been in the picture from the very start; Andretti had retired with gearbox trouble and now Giacomelli ran into Cheever, while the Tyrrell driver was trying to overtake and both cars were damaged and put out of the race. At the back of the field Tyrrell's new-boy Alboreto was doing quite nicely in his first Grand Prix and was holding off Gabbiani's Osella until lap 32 when they literally "fell over each other".

At the front Pironi was more than aware that Piquet had him all lined up in his sights, but he could not do anything about it as his rear tyres were wearing badly and limiting his performance. Earlier, he had lapped Tambay in the Theodore and the Frenchman had nipped in behind and got a tow from his compatriot's red car. When Tambay saw Piquet getting closer in his mirrors he got really close to the back of the Ferrari and sat there for three of four laps until he felt that Piquet was ready to pounce on the Ferrari. Then as they left the right-hander by the pits Tambay pulled out alongside the Ferrari, as if he was going to try and overtake, leaving the place clear for Piquet to slot into, and then pulled the Theodore

DEREK WARWICK practising in vain for his first Grand Prix in the Hart 4-cyl. turbo-powered Toleman TG181.



back in behind the Brabham, thus maintaining his tow. It was a delightfully intelligent and calculated manoeuvre so typical of the character of Patrick Tambay. Two laps later when Patrese's Arrows appeared in the Theodore's mirrors the Frenchman gave way in a similar clean-cut and clear move. Reutemann was still in fourth place and a fair way back in fifth place came Hector Rebaque doing a neat and tidy job in the number two Brabham. Behind him was Andrea de Cesaris in Watson's old M29F McLaren having an excellent drive, after mixing-it with the two Alfa Romeos he got away from them and also got past the ailing Renault of Arnoux. Behind them all Villeneuve was gaining ground rapidly, setting the fastest race lap on lap 46, just after he moved up into seventh place. As the Ferrari at the back of those who were all on the same lap was gaining ground, the Ferrari at the front was losing it and Piquet went by into the lead on lap 47 and two laps later Patrese relegated Pironi to third place. It was clear that the Cosworth powered cars were easier to drive on balding rear Michelin wet-weather tyres, than the turbo-charged Ferrari, and of course, Villeneuve had the advantage of a new set of tyres at his second stop. It had not rained any more but the track had not really dried out. As poor Pironi was forced down to fourth place by Reutemann, Villeneuve moved up to sixth place, ahead of de Cesaris and started to aim for Rebaque's fifth place. As Alan Jones said in 1979 "that guy never gives up". At this point Watson was also going very quickly, relative to the conditions, and recorded the second fastest race lap, but he was two laps down on the leaders.

Before Villeneuve could do anything about Rebaque the Ferrari's clutch started to slip, so that was that, and anyway the young Mexican was not waiting to be caught and as they started the last lap he slipped neatly past the ailing Pironi to take a well-earned fourth place. The immaculate and unruffled Nelson Piquet had driven yet another wise, intelligent and smooth race in a style that is fast becoming his trade-mark. You could not argue about Patrese's second place and the performance of his Arrows, even if you had wanted to, while Reutemann's third place scored his 14th successive finish in World Championship races, every one of them in an honourable position. Villeneuve was the hero of the meeting as far as the Italian public were concerned, even though the clutch slip dropped him back to seventh place and he had to be pushed in at the end of the slowing down lap. An unhappy Alan Jones finished down at the back, his mistake and two tyre stops putting him out of reach of the "racers". A neat and tidy drive was that of Marc Surer in the Ensign, who had started on "slicks", stopped to change tyres and kept going nicely into ninth place, only one lap down on the winner, while the Swedish driver Borgudd must have been pleased to qualify and finish at his first attempt at Formula One.

Two Ferraris at the start, two at the finish, pole-position, fastest race lap and in the lead for 46 of the 60 laps would indicate that the Scuderia Ferrari are on their way back to the top. A Ferrari is still a Ferrari no matter what shape it is or what sort of noise it makes, and it is red. After all the "businessmen's" quarrelling during the previous three days once they let the "racers" get on with the job all was well with the world for we have a good bunch of lads up at the front. Once the race started everything was fine, so what we want is more racing and less practice. The best way of stopping an argument or a union-meeting is to start up a Cosworth DFV engine. We should do it more often. — D.S.J.



PATRESE finished a fine second. Here he is at the ess-bend before the pits just in front of Tambay.

Results

THE SAN MARINO GRAND PRIX — Formula One — 60 laps — Imola — 5.040 km. per lap — 302.4 km. — Wet and Dry

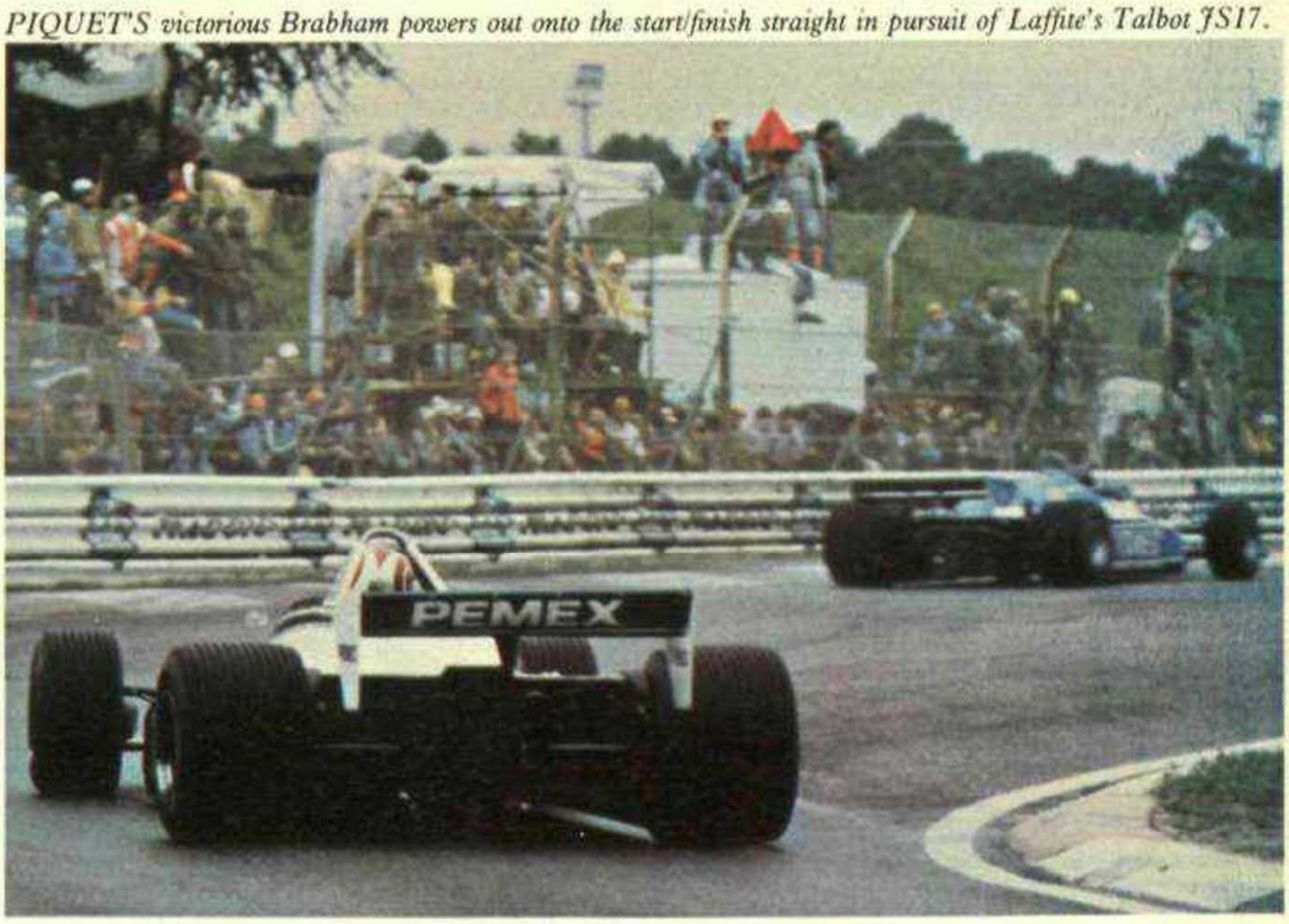
1st	Nelson Piquet (Brabham BT49C/11)	1 hr. 51 min. 23.97 sec. — 162.87 k.p.h.
2nd	Riccardo Patrese (Arrows A3)	1 hr. 51 min. 28.55 sec.
3rd	Carlos Reutemann (Williams FW07C/12)	1 hr. 51 min. 30.31 sec.
4th	Hector Rebaque (Brabham BT49C/12)	1 hr. 51 min. 46.86 sec.
5th	Didier Pironi (Ferrari 126CK/050)	1 hr. 51 min. 49.84 sec.
6th	Andrea de Cesaris (McLaren M29F/4)	1 hr. 52 min. 30.58 sec.
7th	Gilles Villeneuve (Ferrari 126CK/052)	1 hr. 53 min. 05.94 sec.
8th	René Arnoux (Renault RE27B)	1 lap behind
9th	Marc Surer (Ensign MN15)	1 lap behind
10th	John Watson (McLaren MP4/2)	2 laps behind
11th	Patrick Tambay (Theodore TY/01)	2 laps behind
12th	Alan Jones (Williams FW07C/11)	2 laps behind
13th	Slim Borgudd (ATS D4)	3 laps behind
14th	Jean-Pierre Jabouille (Talbot JS17)	15 laps behind

Fastest Lap: Gilles Villeneuve (Ferrari 126CK/052) on lap 46 in 1 min. 48.064 sec. — 167.9 k.p.h.

Retirements: Miguel Guerra (Osella FA1/B) accident, on lap 1; Alain Prost (Renault RE22B) gearbox failure, on lap 4; Jacques Laffite (Talbot JS17) suspension damage, on lap 7; Keijo Rosberg (Fittipaldi F8C) engine failure, on lap 15; Mario Andretti (Alfa Romeo V12) gearbox failure, on lap 27; Eddie Cheever (Tyrrell 010) accident, on lap 29; Bruno Giacomelli (Alfa Romeo V12) accident, on lap 29; Giusseppe Gabbiani (Osella FA1/B) accident, on lap 32; Michele Alboreto (Tyrrell 010) accident, on lap 32; Eliseo Salazar (March 811) engine failure, on lap 39.

24 starters — 14 finishers

PIQUET'S victorious Brabham powers out onto the start/finish straight in pursuit of Laffite's Talbot JS17.





BELGIAN GP IMMEDIATELY after the first, abortive, start of the Belgian Grand Prix, Piquet's Brabham leads Reutemann's Williams FW07C, Pironi's Ferrari 126CK, Watson's McLaren MP4, Cheever's Tyrrell 010 and Jones's Williams FW07C. JACQUES LAFFITE'S Talbot JS17 on its way to third place.





JOHN WATSON's McLaren MP4 ran as high as fourth at one point, but finished seventh.



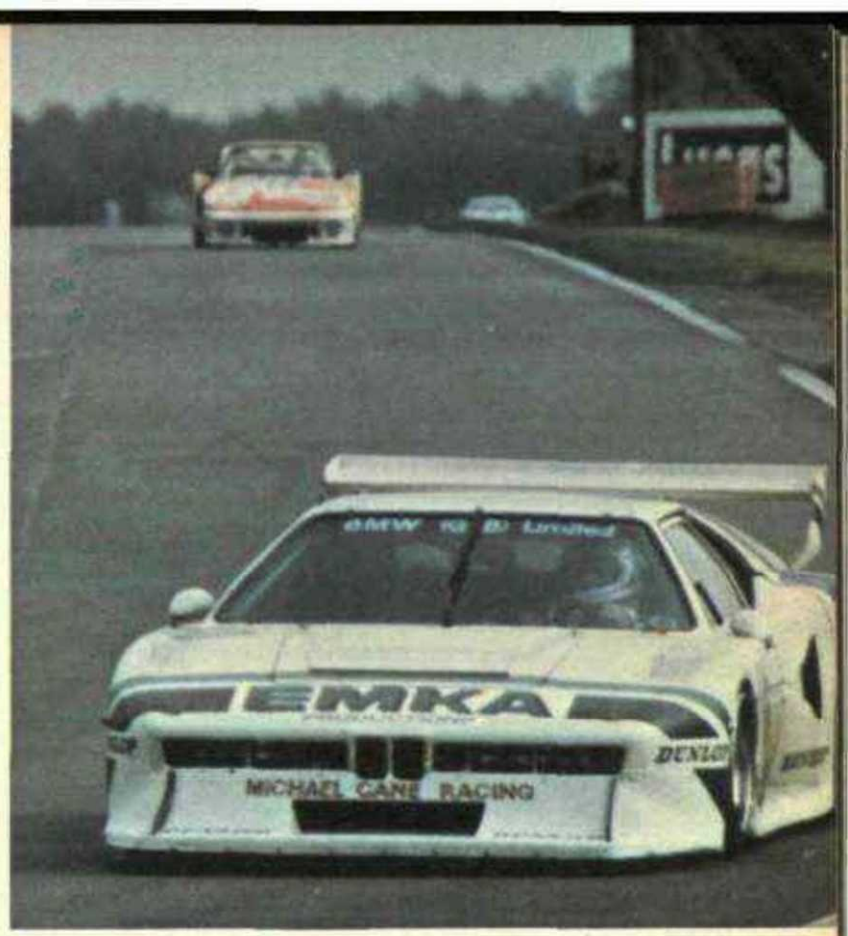
RENE ARNOUX had a troubled weekend, eventually failing to qualify. Above, he tries his hand at the wheel of the smart Renault RE30 during practice.

BIRMINGHAM's Nigel Mansell drove a splendid race to finish third in his Lotux 81.



JOCHEN MASS (above) had everything going for him at the Silverstone Six Hours. He shared the fabulous Joest Racing Porsche 908/80 with Reinhold Joest and Volkert Merl, and started the race from a confident pole position, only to crash at Woodcote.

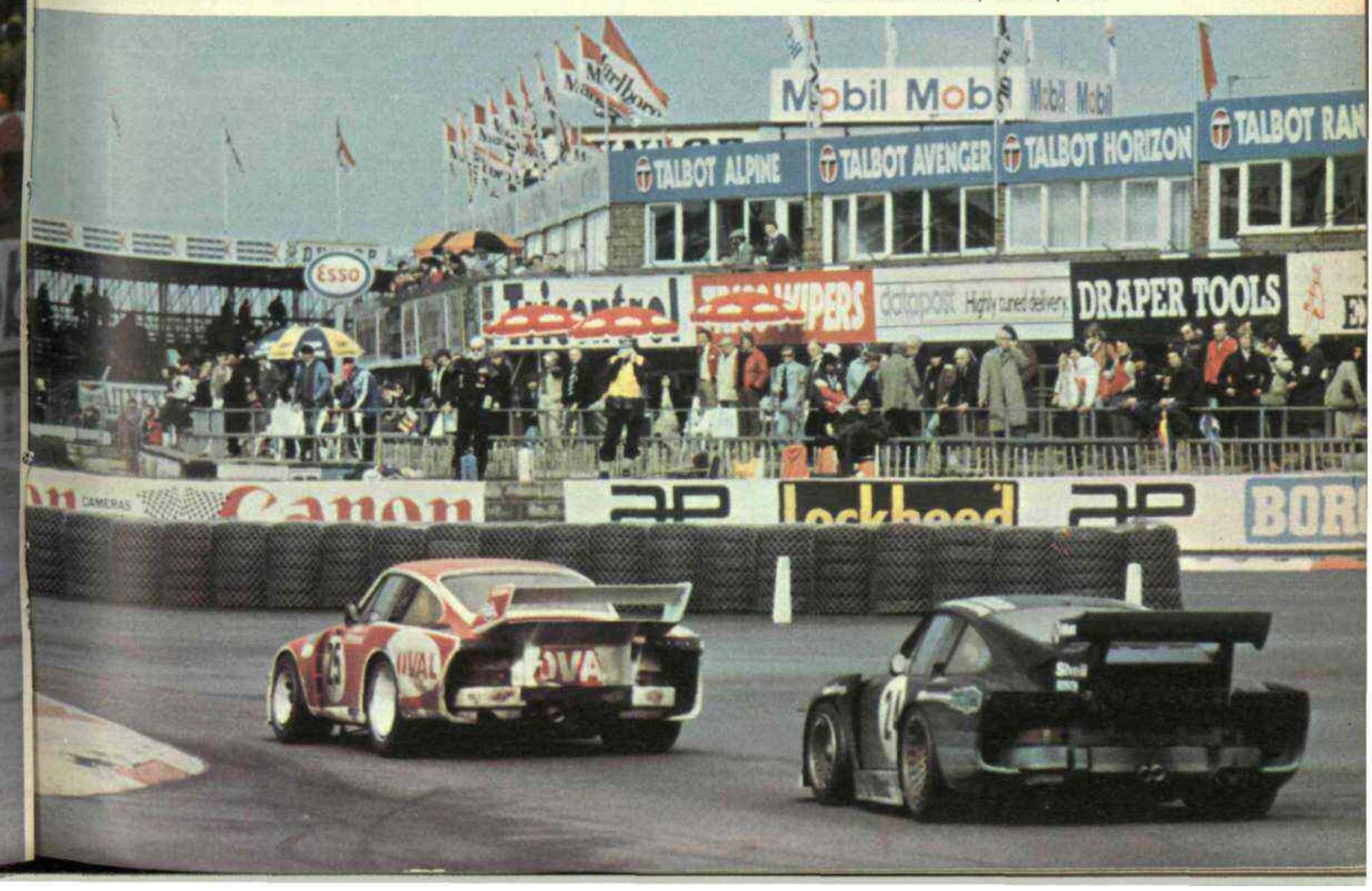






SILVERSTONE SIX HOURS

ONE man lured by the 'Le Mans practice' was World Rally Champion Walter Röhrl, who shared the Vegla Racing 935 turbo (far left), with Harald Grohs/Dieter Schornstein, and ended up on the victors' rostrum. Brute engine power wasn't everything, as a flamboyant Derek Bell (top, right) illustrated by taking the Bell/David Hobbs/Steve O'Rourke Gp5 BMW M1 to a heroic second place. Less fortunate were Adrian Yates-Smith/Preston Henn (left), whose IMSA 935 K3 retired after walloping the armco barriers for a second time. Lella Lombardi/Giorgio Francia (top left dicing with Richard Cleare's 934) again indulged in some Giant-Killing to bring their 2-litre Osella PA9 home fourth. Bottom, Monza winner Edgar Doeren chases the similar 935 turbo of Christian Bussi through the drying Woodcote chicane on his way to fifth place.





TVR Tasmin Convertible

A social climber

WHEN Trevor (TreVoR) Wilkinson started selling tubular chassis for enthusiastic home constructors to complete with Ford components in 1954, the idea was to enable the impecunious to build an effective sports car cheaply. In 1957, Wilkinson began marketing complete kits, using Coventry Climax, BMC B series or Ford 105E engines. By the mid-sixties, TVR were assembling finished cars — all were very sporting and somewhat spartan in character. It was not until the appearance of the Taimar in 1976, alongside the 3000M, that significant concessions to creature comforts were made, but the Taimar was still a full blooded sports-car. The Tasmin, which succeeds the Taimar, can be had in three guises — a convertible, a two seater coupé and a 2+2 — and goes one step further along the line away from the out and out sporting car towards the sporting-luxury car, but it doesn't quite make the grade.

Looking very aggressive from the front, sleek in profile and simply blunt from behind, this two-seater from Blackpool has many features which the sporting owner will enjoy, coupled with a number of aggravating points which, when taken together, detract from the pleasure of using such a vehicle.

TVR use many Ford components in the Tasmin, and there is also evidence of some Leyland made items, but the chassis and body are pure TVR. The body is made from glass reinforced plastic, (GRP), in two halves which are then bonded together along the waistline of the car. The body is mounted on outriggers from the tubular-steel, central backbone, chassis, and the bumpers front and rear are also of GRP, mounted on outriggers.

The engine is the German Ford 2.8-litre, fuel injected V6 unit, developing 160 b.h.p. at 5,700 r.p.m., driving the rear wheels through a standard Ford four-speed gearbox and final drive with fixed-length drive shafts emanating from the chassis mounted Salisbury differential. The suspension is independent all round, that at the front being coil-spring and wishbone, that at the back trailing arms and coil-springs. Telescopic dampers are used all round and a substantial anti-roll bar is fitted at the front. The whole arrangement is very stiff and gives the car roll-free cornering at the expense of a rather harsh ride.

Steering is by unassisted rack and pinion, and is very heavy at low speeds, making parking manoeuvres hard work. The rack is mounted ahead of the front wheels which makes for an extremely good turning circle if one has the strength to wind on full lock. Servo assisted disc brakes are fitted all round, those at the back being in-board, and of a slightly larger diameter than those at the front. Braking circuits are split front and rear, and a pressure limiting valve is incorporated in the rear circuit. The Tasmin runs on 205/60 × 14 low profile tyres fitted to TVR cast alloy wheels, the test car being equipped with Dunlops.

The interior is very attractively finished, but is ergonomically poor. The seats themselves, faced with suede velour, are very comfortable and provide excellent support, but short drivers will find themselves sitting too low and too close to the deeply dished leather rimmed steering wheel. The transmission tunnel is effectively the spine of the car, and is both deep and wide, coming well above elbow level. The pedals are well spaced although there is nowhere to park the left foot; the brakes are light to operate, while the clutch is the opposite, certainly heavier than, say, a 3-litre Capri. The short gear lever sits on top of the transmission tunnel, and is satisfying to use, if difficult to get at when the seat is anything other than right back. The handbrake is mounted between the driver and the gear lever and it is not easy to apply firmly as it is so high. The stalks operating the indicators, horn and dipping (left side) and windscreen wiper & washers (right) are well out of reach of normal length fingers when the hands are on the wheel, and the headlamp flashing action is very sensitive, bringing the headlamps up from their recesses if the indicator switch is not treated with a great deal of respect.

The instruments are American, made by Stewart Warner, and are arranged neatly in the recessed walnut veneer fascia. Flanked by a voltage dial and the fuel level gauge, the two main instruments, the speedometer on the left and the tachometer, are split by the oil pressure and water temperature gauges. A row of warning lights is positioned centrally above the instruments, and a separate warning light is mounted to the left above the volt-meter, to give warning of no charge. The lesser instruments are easy to read, but the two larger dials are not at all clear. The speedometer is the worse, being of only four inches diameter, yet having a calibration for each m.p.h. up to 160, with figures every 20 m.p.h., so it is rather cluttered. The mileage recorder is unconventionally, vertical, and the counter-balance on the speedometer needle obscures the figures at typical motorway cruising speeds. There is no trip recorder.

Switches for lights, hazard warning flashers, and rear fog guards share a central console with the heater controls and the National Panasonic cassette/radio unit. This console, nicely padded, comes well back into the car, making it difficult for the short driver to see where the controls are, without craning his neck back. Switches for the electrically operated windows sit atop the transmission tunnel between the gear lever and a very useful oddments tray. On the left of the fascia is a non-lockable glove box, again with walnut veneer, while centrally above the console

is a Kienzle clock flanked by heater vents. It is not possible to lock the passenger door from inside the car.

Loading the car for a weekend to be spent competing in the VSCC's Curborough Speed Trials and reporting on their Donington Park race meeting soon showed up what many will regard as the car's major weakness — lack of luggage space. The boot which has no lock of its own, being opened by a catch positioned in the driver's door pillar, is full of spare wheel, thus by the time a pair of wellingtons, a small photographers hold-all, a crash helmet, sleeping bag and waterproof clothing had been tucked away, there was no room for my overnight bag or brief case, both of which had to ride on the wide parcel shelf behind the seats. The boot is shaped in such a way that a conventional suit-case simply will not fit in unless the spare is removed. It is obviously intended that the GRP centre section for the hood should live in the boot when the car is being used open, but the clearance between the top of the vertically mounted spare and the boot lid make it rather awkward to stow the panel without being brutal when slamming the lid.

Starting from cold is a completely fuss-free business, the engine catches immediately and settles down to an unassisted 700 r.p.m. tickover very rapidly, pulling from cold with no hesitation. The temperature on the Fahrenheit-calibrated dial quickly comes up to its normal level of just under 200°, and warm air for early morning de-misting is soon available, the single wiper having removed the external moisture.

Leaving Standard House by car on a Friday afternoon is an excellent recipe for an hour of frustration, for in whichever direction one tries to go, the roads are thoroughly clogged up with other like-minded people trying to flee London for the weekend. As the skies were cloudy, and I prefer to listen to the radio rather than the cacophany of the capital, I left the hood firmly in place. The first five miles of the journey to the M1 took an hour, creeping a yard or so at a time, and never once getting beyond second gear. The Tasmin itself took it all very calmly. Not so the driver. Never did the temperature exceed 200°, never did the engine miss a beat although the oil pressure did drop to 20 p.s.i. at tickover, instantly recovering to its normal 60 p.s.i. as soon as 1,000 r.p.m. was showing. But the driver warmed up and his blood pressure rose. First, the steering is heavy at slow speeds, second there is no nearside mirror, necessitating a contortion to look back over the high rear ledge to check that no-one is coming up in the inside lane, third the radio decided not to work, but worst of all the centre tunnel was acting like a boiler, heating the interior of the car to an unacceptable level, despite use of fan, fresh air vents and open windows. The exhaust pipes are routed along this tunnel on the way to the stainless steel tail pipes, and, with no air movement around the car to take the heat away, the whole tunnel warms up to such an extent that the ungaitered portion of the gear lever becomes too hot to touch. Combined with this hot-house effect, there was a distinct and strong smell of curing GRP. [I am told that later production cars are fitted with heat-shields to prevent this "boiler" effect. — P.H.J.W.]

As the traffic thinned out on the M1, the interior temperature soon came back to an acceptable level. The TVR is quiet up to 50 m.p.h., but thereafter the noise levels are noticeable, perhaps as one would expect from a convertible, making conversation at the legal motorway limit somewhat strained with the hood on, and very difficult with it off.

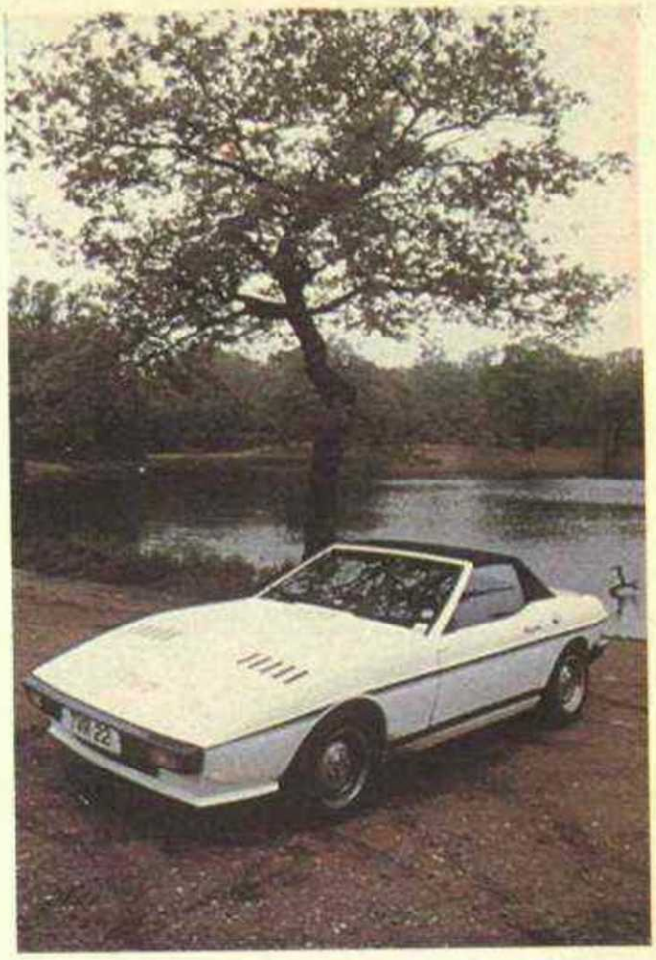
Once well clear of London, I pulled into a service area to remove the hood. The system is remarkably simple and is a definite plus for the car. Two over-centre struts keep the rear flexible portion of the hood taut and the centre section, which is rigid and made of GRP covered with the same material as used for the hood, is trapped between the edge of the rear section and the top rail of the windscreen, location being by lugs in the centre section which fit into corresponding slots on the mating surfaces. Release the struts and the rear section folds neatly into the area behind the seats, leaving the centre free to be lifted out and placed in the boot. Although the noise levels are in fact greater, making conversation more difficult, without the hood, the feeling is that the car is quieter. With the side windows up, one's hair is hardly ruffled even at very high speeds. With them down, the buffeting at anything above 60 m.p.h. begins to be uncomfortable. The Tasmin is geared at 22 m.p.h. per 1,000 r.p.m., and feels slightly undergeared — the engine buzzing somewhat at high cruising speeds. Top speed is quoted by the makers as 133 m.p.h., but with the hood down I feel that 120 m.p.h. would be nearer the truth, and perhaps 125 with it up — the sleeker Tasmin Coupé might well be capable of the higher top speed. With a standstill to 60 m.p.h. time of a shade over eight seconds, the car is no slouch, and there are not many cars on the road which will keep up with it.

Having spent Friday and Saturday nights near Sutton Coldfield, the journey to Donington Park up the A38, cutting off round the SW corner of Derby, was soon over, despite the heavy rain. The Tasmin's hood kept perfectly watertight, and the single wiper handled the downpour with ease. Opening the boot to find my wet weather gear, however, showed up another serious weakness — water flows straight from the lid onto the contents of the boot, and this happens however carefully one opens the lid. During a lull in racing, I had filled the TVR's twin, but inter-connected, tanks at the pumps in the paddock. The filler neck is designed in such a way that it is impossible to feed a standard filler nozzle fully into the neck, with the result that when the fuel chokes back, it comes out over the feet, and choke back it does if the filler cap on the opposite side of the car is not opened as well. Even then, it is slow to fill, and it is just not worth trying to squeeze in that last gallon, for much fuel will be wasted, sloshing out of both filler orifices.

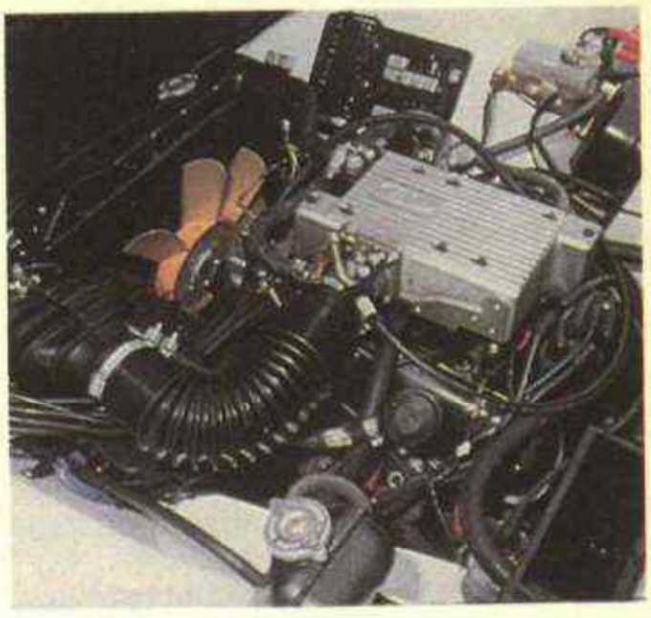
The minor road journey home, attempting, but failing, to avoid the traffic coming away from Silverstone after the six hour endurance race, showed that the car can be thrown around with confidence in a very satisfying fashion. The stiff suspension keeps the car very flat, and with its tendency towards readily controllable oversteer, fast cornering is a delight. The combination of the excellent acceleration, very powerful and beautifully progressive brakes and light (at speed) steering enable the driver to cover country roads quickly and easily, pausing only when baulked by slower traffic. The penalty one has to pay is a rather harsh ride, with kickback in the steering. Obstacles can be passed at the smallest opportunity, the exhaust making very satisfying noises as maximum revs are reached in the lower gears. The Dunlops keep the car firmly planted on the road, breaking away gently when pushed in damp conditions, but clinging on extremely well in the dry.

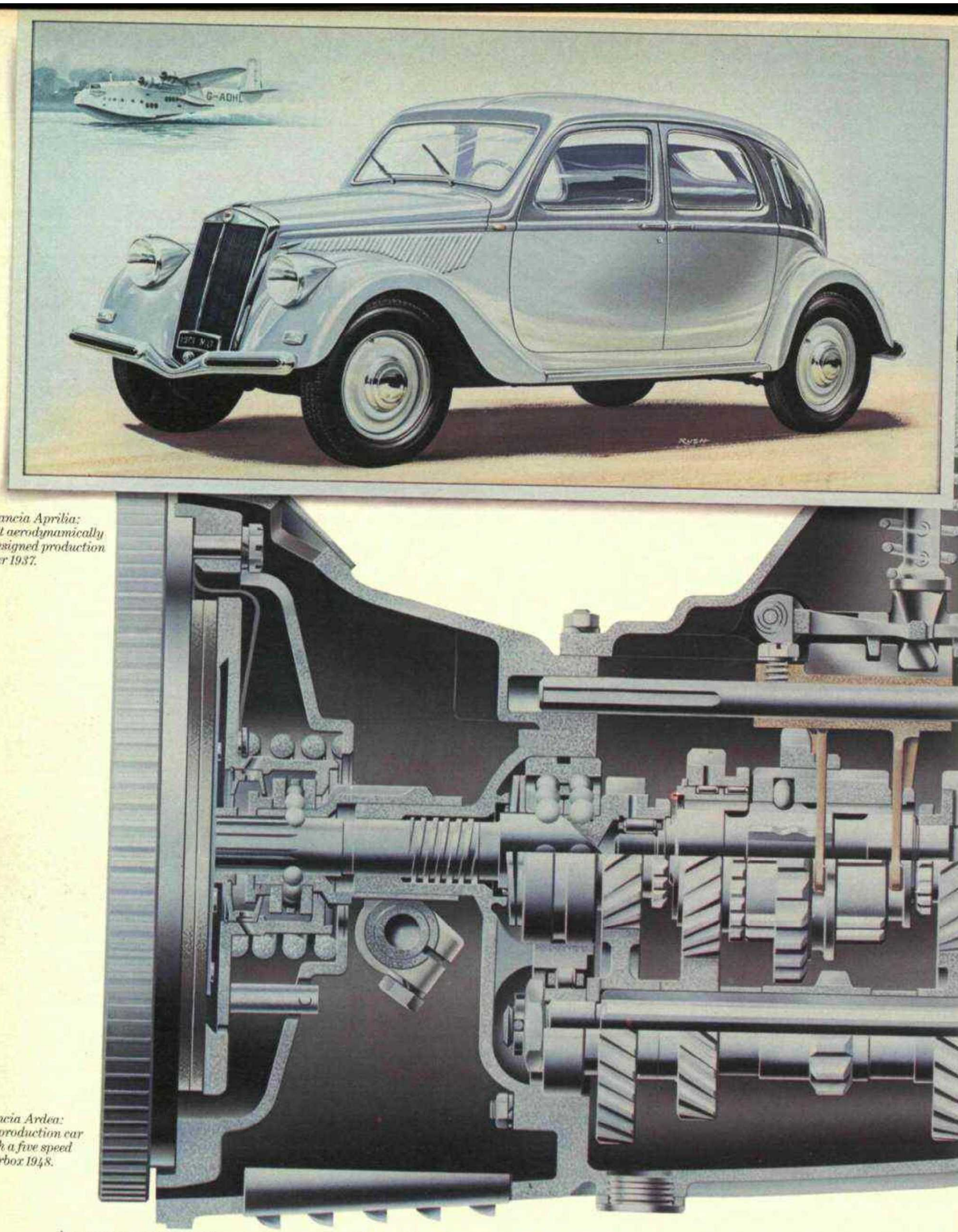
By the time the TVR came to be collected on its trailer and taken back to Blackpool, I had covered

Continued on page 805









Lancia Aprilia: 1st aerodynamically designed production car 1937.

Lancia Ardea: 1st production car with a five speed gearbox 1948.

As a racing driver, Vincenzo consistently produced times ahead of other cars.

As a manufacturer, he consistently produced cars ahead of their time. (Witness the ideas above.)

And although he died 44 years ago, his spirit did not.

Vincenzo Lancia always liked being first.

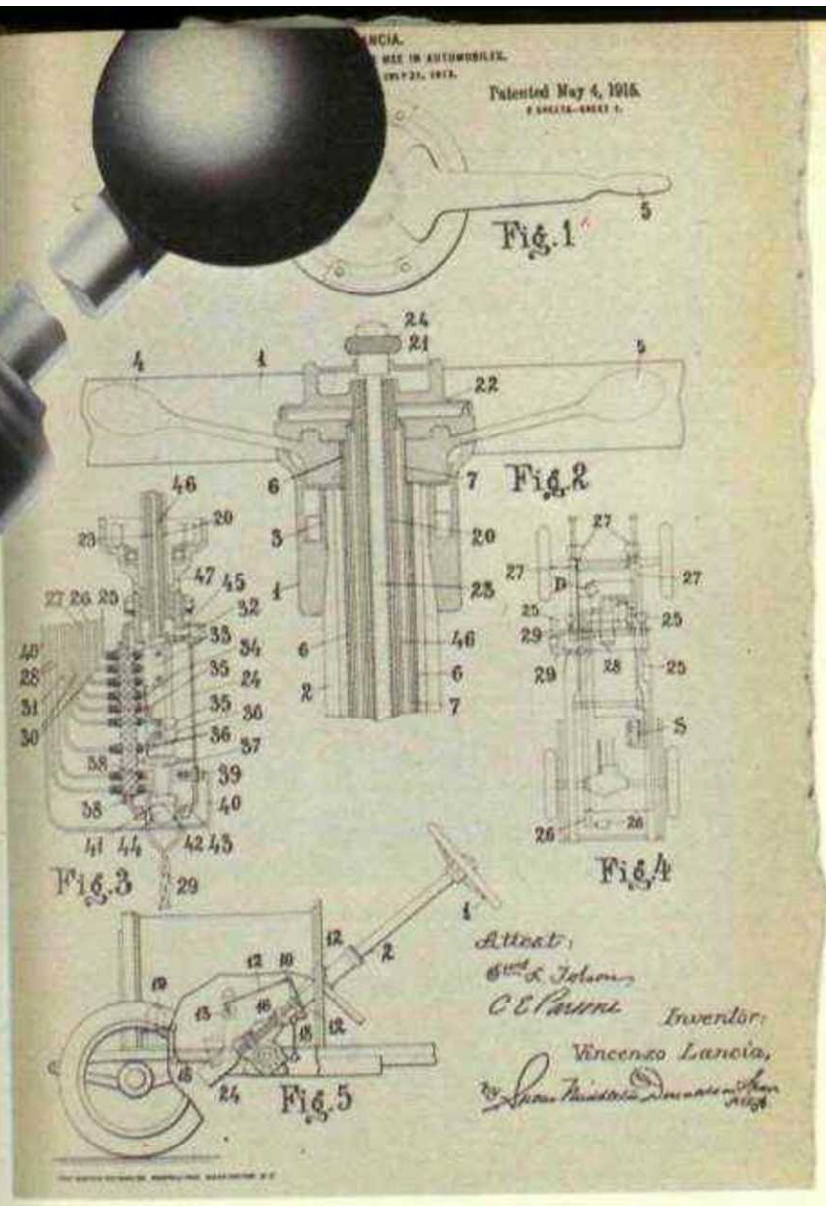
Reviewing the very first Lancia built, the October 1907 edition of Autocar said "it impressed us most favourably, especially as regards the flexibility of the engine, being excellently designed and beautifully finished."

July 1980 and Autocar considers the latest Lancia above. "The abiding impression given by the Delta engine," it says, "is of a delightful smoothness coupled with eagerness."

You don't, however, pick up 70% of the votes in a Car of the Year contest with just an engine pulling for you. (Even if it is, according to our engineers, capable of reaching 100 mph in 5th gear.)

You must have, obviously, a smarter than average body

LANCIA DELTA 1500 COSTS FROM £4,995. ALLOY WHEELS AN OPTIONAL EXTRA. (PRICES & SPEC. AT TIME OF GOING TO PRESS INCLUDE CAR TAX. FRONT SEAT BELTS. 6 YEAR ANTI-CORROSION WARRANTY. WE A



1st production car in Europe with centralized controls 1914.



Lancia Flaminia: 1st car with rear windscreen wipers 1957.

Lancia Delta: Car of the Year 1980.



design. (Luckily, Giugiaro's studio is only a bus ride from our Turin office.)

You have to provide an exceptionally high level of equipment (including an electronic safety-check system).

And you need a finish that reflects rust-proofing so hardy you can guarantee it. (Very few car makers offer a corrosion warranty as good as our 6-year one.)

It is not foolish to compare the Delta with the great medium-sized Lancias of the past.

As motoring journalist Bruce Smith mused after driving our car: "Classic cars are born of forethought and the Delta's marriage of Giugiaro design, new equipment and acclaimed systems is proof."

Vincenzo, we think, would particularly like our new way of upholstering seats.

We pinched the idea from the furniture industry. And no other car maker has anything like it.

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LANCIA

RAC MOTORING MEMBERSHIP & VAT, BUT EXCLUDE NUMBER PLATES & DELIVERY CHARGES.) FOR BROCHURES, CONTACT C. SHELLY, LANCIA INFORMATION CENTRE, PO BOX 39, WINDSOR, BERKS. SL4 3BS.



START of the 1980 South African Grand Prix with the Renault turbos of Jabouille (15) and Arnoux (16) leading into the first corner. Inset, team manager Jean Sage greets Arnoux as he takes the chequered flag to win the same event.

JEAN SAGE

"I'm primarily an enthusiast — If Renault were not in F1, I'd be quite happy to be involved in rallying. . ."

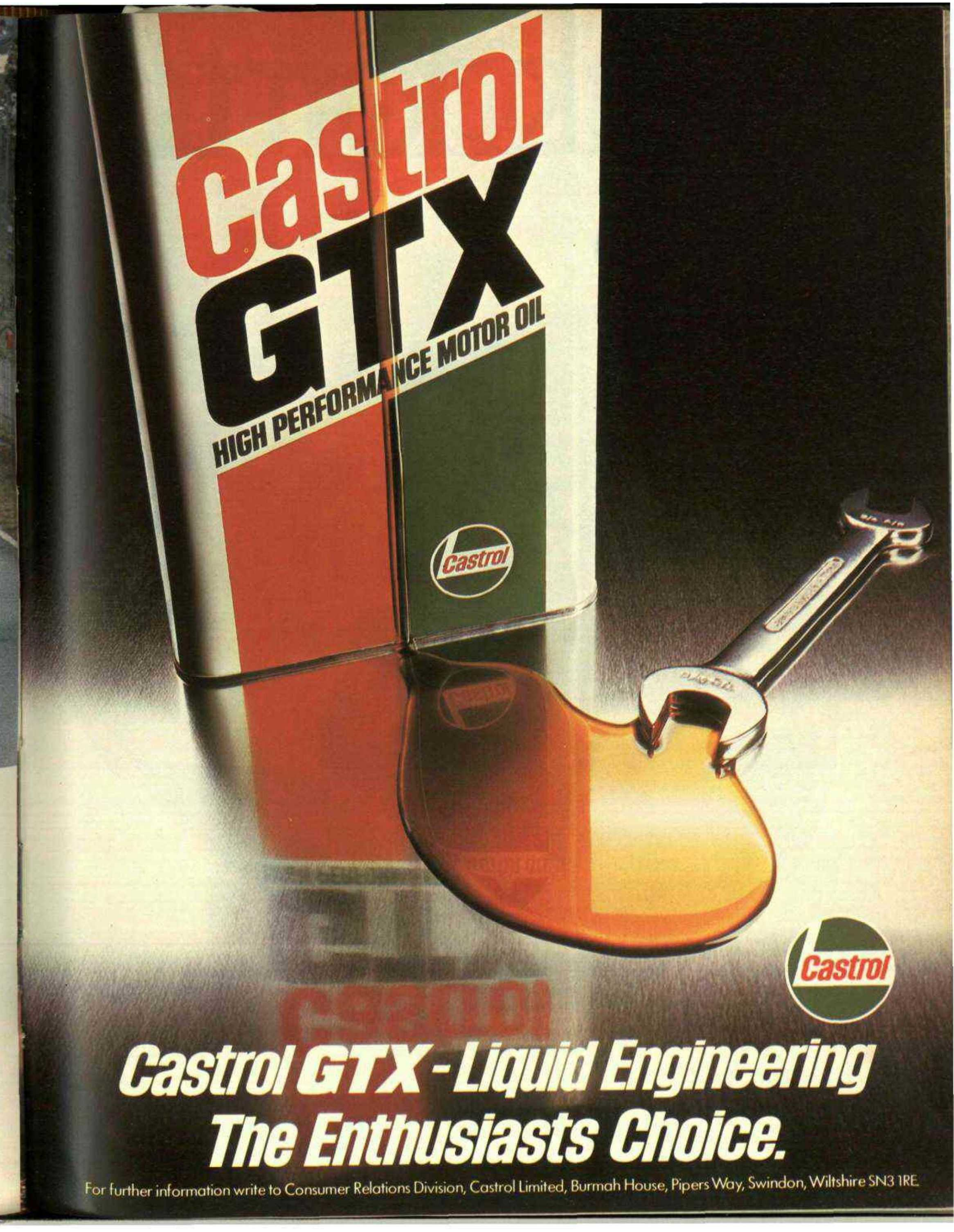
ALTHOUGH the political side of motor racing has received a great deal of attention over the past few years, Formula One has never really been a business which attracts casual involvement. If you scratch slightly below the surface of any racing team or organisation, you will generally turn up a whole host of continuing interest and commitment to the Grand Prix game. People don't often become *casually* involved in Formula One. Whether driver, team manager, journalist or mechanic, most people in the F1 game have served a long, hard apprenticeship in other forms of racing. Ultimately, it's their sheer enthusiasm for the game that carries them through. In the present day Renault Elf Grand Prix team we can see that emphasised in a way that a normal family grows together; drivers, administrators and mechanics all working through the junior formulae, enjoying their progression as friends and colleagues, before graduating into the world of Grand Prix racing. Working with people you can get on with is one important key to laying the groundwork for Grand Prix success, and few people know this fact better than 40 year old Frenchman Jean Sage who has been team manager of the Renault team since they brought their turbocharged cars onto the F1 scene in 1977.

Chatting to him after practice for the recent San Marino Grand Prix at Imola, he didn't come over as Jean Sage, team manager of the French Government assisted Renault Grand Prix team, but as Jean Sage, motoring enthusiast. His eyes lit up with nostalgic pleasure as he recalled his first visit to a motor race, at the early age of ten years. "We were living in Chambery at the time," he smiled, "and my mother took me the 15 kilometres from home to Aix-les-Bains to see the Formula 2 race, sitting in a little seat over the back wheel of her bicycle. I can remember it well. It was won by Raymond Sommer's 2-litre Ferrari ahead of Harry Schell's Cooper-JAP!" From that point onwards his enthusiasm was fired for cars and motoring sport, although he reflects with a tinge of regret that his father, who had never been interested in cars at all, was firmly against him pursuing these sort of ambitions. "I left home in 1960", Sage explained, "and I didn't have any contact at all with my father for 18 years". On a brighter note, he added, "but now he's really interested and knows everything that goes on in Formula One. . . although we still argue about which one of us caused the original rift between us!"

As early as his mid-teens Sage had become interested in rallying, helping his friends who competed, but it wasn't until he left the family home (by then in Annecy) and went to work as workshop manager for the Avis car rental company in Geneva that he became really immersed in the world of competitive motoring. He well recalls how he acquired his first outing as a rally co-driver.

"I knew Citroen driver Rene Trautmann quite

Continued on page 786


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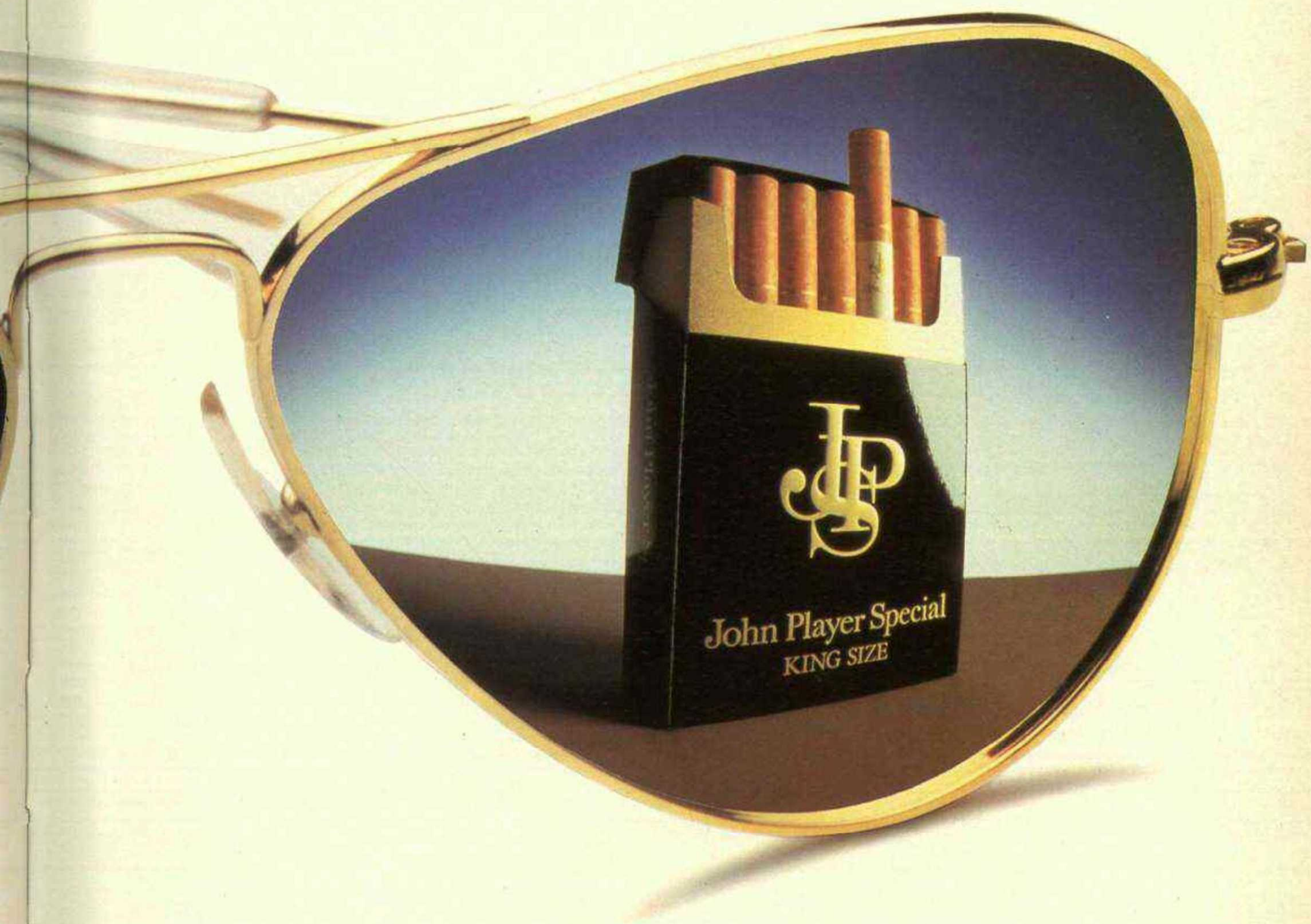
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JPS 64 MS

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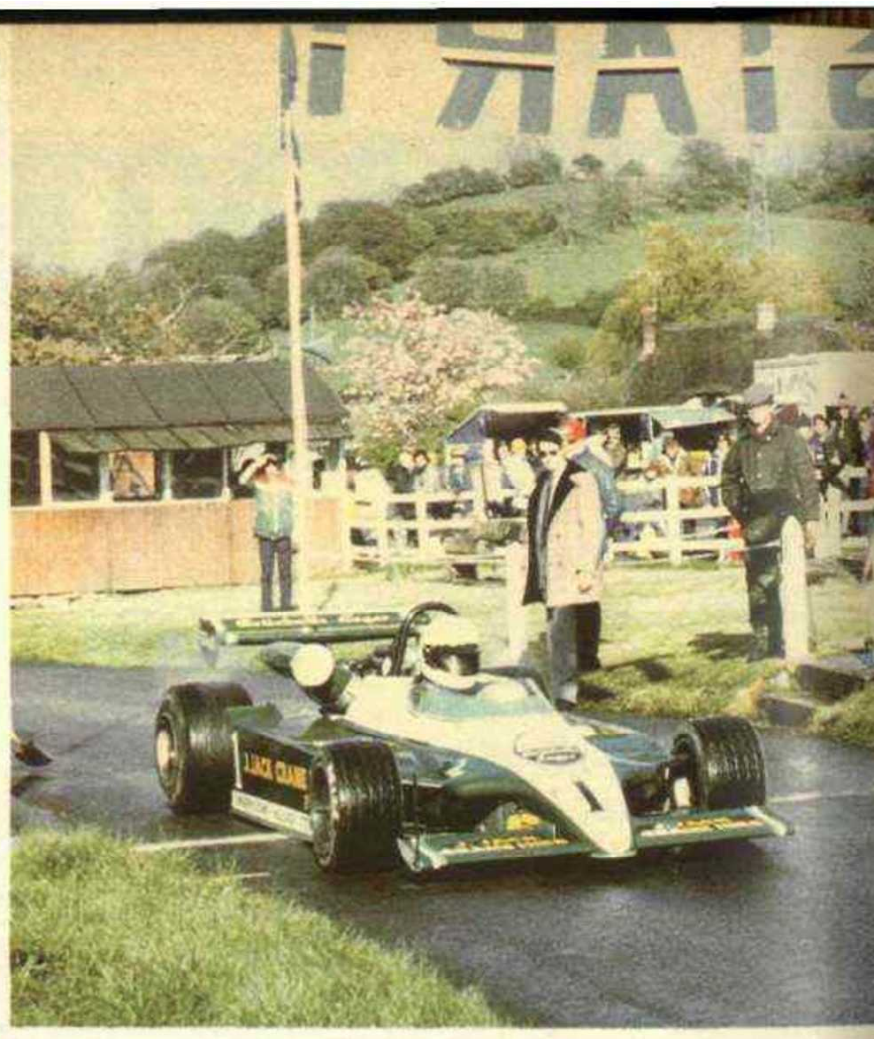
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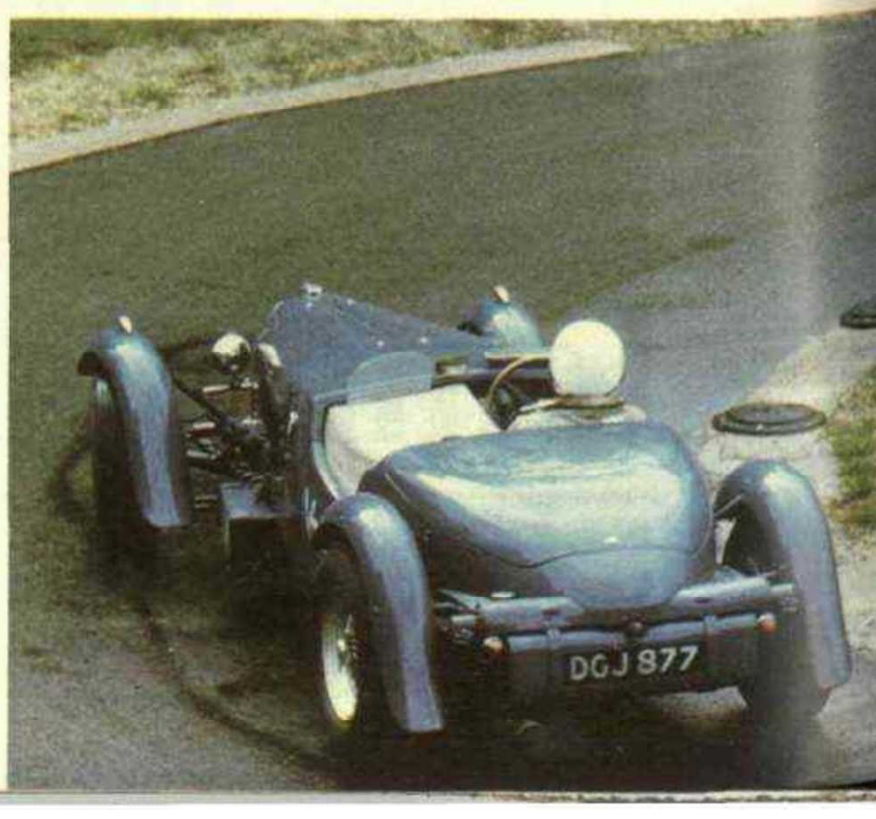




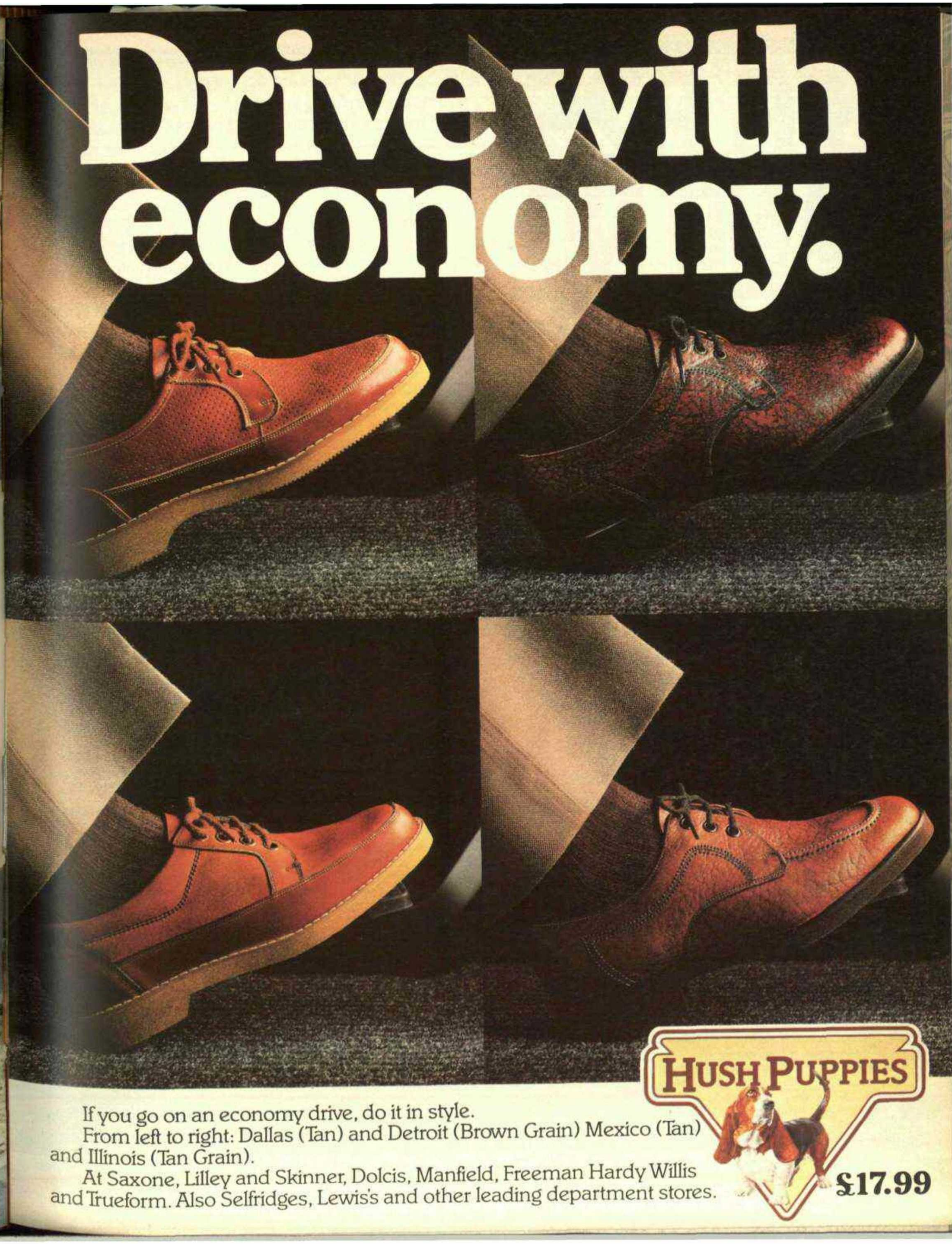
PRESCOTT

THE third round of the RAC National Hill Climb Championship took place at the Bugatti Owners Club's Cotswold venue, Prescott, on a miserably cold and wet May Sunday. Alister Douglas-Osborn (above left) showed fine form, making FTD with his 3.6 litre Cosworth engined Pilbeam during the class runs and winning the top ten run off at the end of the meeting by 0.3 seconds from second place man Roy Lane. James Thomson (lower left) was trying a little too hard on his last but one run, going straight on at Ettores, but damage was slight and his final climb in his Hart engined Pilbeam earned him third place. 1980 Champion, Chris Cramer, is obviously getting the ex-Formula 2 Toleman sorted out (above), taking fourth place in the top ten runs, scoring his first points of the season. The large single seater class is not the only one to provide excitement for the spectators — the 500 c.c. cars, epitomised by class winner Ron Warr's Cooper (left) appeared to be real handfuls in the wet conditions. Prescott would not be Prescott without a Bugatti — the example shown below being Ronnie Symondson's Type 57S, with which he competed at the very first Prescott meeting before the war and at most others since.





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In hard economic times it's not unusual for car manufacturers to cut prices. But in doing so, they often cut something else – those important extras that give a car that extra something.

So you may be surprised to discover that our new Saab 900 GLS Sedan, whilst costing less than £7,000, is equipped with many features which you're more likely to associate with much higher priced saloons.

Drive it as hard as you like through the hairiest of hairpins and the most expensive of these features will soon become evident. Power-steering. It's surprising how many drivers struggle through life without it, fighting with the wheel on every tight corner.

Of course, swinging round a bend will bring into focus a legendary Saab characteristic. Its road-holding. It really sticks to the road like tar, whatever the conditions.

Race it up a steep incline and you'll discover another equally impressive feature. The engine has twin carburetters. And power-assisted disc brakes all round certainly help, when the road takes a turn for the worse.



Saab prices start at £5,495 for the 99 GL Saloon. The 900 GLS Sedan illustrated costs £6,825. Prices correct at time of going to press and include Car Tax, VAT and front seat belts. Road Fund Licence.

The way the Sedan is finished inside will also impress you and quickly convince you that we haven't skimped on anything.

For instance, the driver's seat is not only fully adjustable for height and reach but is also electrically heated. Something which will guarantee you a warm start on a cold morning.

The upholstery is a plush material, that will not only attract a lot of admiring glances, but will also withstand a lot of abuse.

And, if you think the rear seat feels more like a luxurious settee, we'll understand, because it's been designed by one of Sweden's top furniture manufacturers.

The Sedan is also furnished with many other thoughtful features like headlight wipers, dual driving mirrors that are adjustable from the inside, a map-reading lamp, rear fog lights and a unique air filter to stop dust and pollen from seeping in.

We've even fitted bumpers that spring back to shape, should you bump into a neighbour in the car park. And should you find yourself burdened with a long load, the rear seat folds down, to give the big boot more than just a few extra feet. It more than doubles its capacity.

We think we've thought of everything. But the best way for you to find out how much thought has really gone into the Sedan, is to pay a visit to your Saab dealer.

You'll soon see we haven't cut corners. Test drive it around a few sharp bends and you'll find that you won't either.

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LEFT TO RIGHT: JON SMITH, NORMAN SPANN, (STANDING), STEVE SIMPSON, MIKE STUART, FRANK ROWLANDS, CHARLIE STUART (STANDING), JEFF HIGNETT.

The Quicks Rally Team. Seven men prepared to drive themselves flat out.

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H. E. Nash, T/A Yate Motors, 452 Badminton Road, Yate, Nr. Bristol, Avon. Tel: Chipping Sodbury (0454) 313496

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P. C. E. Motors (Reading) Ltd., 64 Cardiff Road, Reading, Berkshire. Tel: Reading (0734) 51724

Speen Garage Ltd., Bath Road, Newbury, Berkshire RG13 1QT. Tel: Newbury (0635) 42566

Wilcox Carriage Ltd., Streatley Garage, Streatley, Nr. Reading, Berkshire. Tel: Goring-on-Thames (0491) 872846 & 872712

Buckinghamshire
C. C. Dillon & Company, Askett Garage, Princes Risborough, Nr. Aylesbury, Buckinghamshire. Tel: Princes Risborough (084 44) 3019

Haymill Motors Ltd., Beaconsfield Road, Farnham Common, Slough, Buckinghamshire. Tel: Farnham Common (028 14) 2301/5563 Telex: 848285

River Garage Ltd., London Road, Old Stratford, Milton Keynes, Buckinghamshire. Tel: Milton Keynes (0908) 562194

Eric Silvey Motors, Thames Industrial Estate, Fieldhouse Lane, Marlow, Buckinghamshire. Tel: Marlow (062 84) 5359

Cambridgeshire
Mill Hill Garage, Wimblington Road, March, Cambridgeshire. Tel: March (035 42) 2311

Buckingham & Stanley Ltd., High Street, Histon, Cambridgeshire. Tel: Histon (022 023) 2258

Storey-Crighton Ltd., 939/943 Lincoln Road, Walton, Peterborough, Cambridgeshire. Tel: Peterborough (0733) 71836/73543

Cheshire
Anderson Motors Ltd., 31-33 Buxton Road, Hazelgrove, Nr. Stockport, Cheshire. Tel: 061-483-6271/81 Telex: 669202

Bracon Motors (Chester) Ltd., Western Avenue, Bracon, Chester. Tel: Chester (0244) 375744

Cleveland
Bob Alexander Ltd., Chapel Street Garage, Thornaby, Stockton-on-Tees, Cleveland County. Tel: Stockton-on-Tees (0642) 69781

Stokoe Brothers Ltd., Central Garage, West Road, Loftus, Saltburn-by-Sea, Cleveland. Tel: Loftus (0287) 40237

Cornwall
Fowey Motor Company Ltd., Polvillion Road, Lambs Barn, Fowey, Cornwall. Tel: Fowey (072 683) 3393

Mewlons Garage, Pendoggett, St. Kew Highway, Bodmin, Cornwall. Tel: Port Isaac (020 888) 221/215

John Richards Garage Ltd., North Roskear Road, Camborne, Cornwall. Tel: Camborne (0209) 713130/718170

Cumbria
McMeekin & Newby Ltd., Abbey Road, Dalton-in-Furness, Cumbria. Tel: Dalton-in-Furness (0229) 62336/62833

Telford Garage (Carlisle) Ltd., Willowholme Industrial Estate, Carlisle, Cumbria. Tel: Carlisle (0228) 26617

Derbyshire
Gordon Lamb (Chesterfield) Ltd., Pottery Lane, Whittington Moor, Chesterfield, Derbyshire. Tel: Chesterfield (0246) 450244

Main Street Garage, Newhall, Burton-on-Trent, Staffs. Tel: Burton-on-Trent (0283) 217513

Rock Bay (Motor Bodies) Ltd., Leek Road, Burbage, Buxton, Derbyshire. Tel: Buxton (0298) 2494/4609

Woodford Garage Ltd., Uttoxeter Road, Mickleover, Derbyshire. Tel: Derby (0332) 513943/511259

Devonshire
Anchor Garage (Bideford) Ltd., Meddon Street, Bideford, Devon. Tel: Bideford (023 72) 2467/8

Chenhalls Garages (South West) Ltd., Collaton Garage, Collaton St. Mary, Paignton, Devon. Tel: Paignton (0803) 558567/554205 Telex: 42611

Geoffrey Knight (Exeter) Ltd., 88 Polsloe Road, Exeter, Devon. Tel: Exeter (0392) 36563

Torcross Garage (Devon) Ltd., Torcross, Kingsbridge, Devon. Tel: Torcross (0548) 580205/580402

Dorset
Heddell & Deeks Motors Ltd., 382/6 Charminster Road, Bournemouth, Dorset. Tel: Bournemouth (0202) 510252 Telex: 418364

Olds, Portesham Motors, Portesham, Nr. Weymouth, Dorset. Tel: Abbotsbury (030 587) 247

Stour Motors, Queen Street, Gillingham, Dorset. Tel: Gillingham (074 76) 3226

Durham
Findlay & Wilks, Bridge End Garage, Howden-le-Wear, Crook, County Durham. Tel: Crook (038 882) 2105

Essex
Beacon Hill Garage 's (Brookascot) Ltd, Boars Tey Road, Silver End, Witham, Essex. Tel: Silver End (0376) 83139

Continental Cars (Stansted) Ltd., Station Road, Stansted, Essex. Tel: 0279-812534

P. S. & J. A. Emery Ltd., Beacon Hill Garage, Wickham Bishops, Witham, Essex. Tel: Maldon (0621) 891240

Forbourn Motors Ltd., High Street, Thorpe Le Soken, Essex. Tel: Clacton-on-Sea (0255) 861207

Tytney Garage Ltd., 41 Bluebridge Industrial Est., Colchester Road, Halstead, Essex. Tel: Halstead (0787) 472183

Gloucestershire
Cooks of Montpelier Ltd., Cooks Garage, Montpelier, Gloucester. Tel: Gloucester (0452) 22404

Mynd House Motors Ltd., 98/104 Barton Street, Gloucester GL1 4DZ. Tel: Gloucester (0452) 25251

John Wilkins (Motor Engineers) Ltd, Townsend Street, Cheltenham, Gloucestershire. Tel: Cheltenham (0242) 24348

Greater London (North Thames)
Ace Motor Company, 18-23 Radley Mews, Kensington, London W8. Tel: 01-937 5691

Ace Motor Company, 52 Churchfield Road, Acton, London W3. Tel: 01-992 7866

Ballards Garage, Joles Garage Ltd., 204 Ballards Lane, Finchley, London. Tel: 01-346 6697

Cricklewood Automobile Co., 63 Shoot-up-Hill, Cricklewood, London. Tel: 01-452 4803/9

Eagle Garage (Chingford) Ltd., Forrest Service Station, 178/180 Station Road, Chingford, London. Tel: 01-529 0097/8

Lester Motors Ltd., 250-260 High Road, Chadwell Heath, Essex. Tel: 01-590 2377/6657

Odeon Motors Ltd., Great North Road, Barnet, Herts. Tel: 01-449 5500

Saab (London) Ltd., T/A Saab Piccadilly, Devonshire House, Piccadilly, London. Tel: 01-491 2905 Telex: 8953213

The Swedish Car Centre, Northfield House, 128 Boston Road, Hanwell, Ealing, London. Tel: 01-567 7035/6521 (Sales) 01-567 0430 (Service) 01-567 1907 (Spares)

Greater London (South Thames)
Becketts of Eltham, 23-25 Courtyard, Eltham, London. Tel: 01-850 4840

Carr Bros. (Automobiles) Ltd., 112/114 High Street, Purley, Surrey. Tel: 01-660 4811/01-668 4131

Home Park Garage Ltd., 38 Uxbridge Road, Kingston-upon-Thames, Surrey. Tel: 01-546 9516

Stephen Victor Ltd., Old Town, Clapham Common, London. Tel: 01-720 6131/4

Hampshire
Balmer Lawn Garage Ltd., 24 Brookley Road, Brockenhurst, Hampshire. Tel: Lymington (0590) 23464 & 23575

Clifford Sales Ltd., Clifford House, 52-74 New Road, Southampton, Hampshire. Tel: Southampton (0703) 27051

Cross Road Garage, New Cheriton, Alresford, Hampshire. Tel: Bramdean (096 279) 400/455

Gunner & Allen, 10-14 Grove Road, Southsea, Hampshire. Tel: Portsmouth (0705) 730811 (Sales) 752011 (Parts/Service)

Gunner & Allen, 178 Portsmouth Road, Lee-on-Solent, Hampshire. Tel: Lee-on-Solent (0705) 550448/551463

Hamblin of Basingstoke Ltd., Church Street, Basingstoke, Hampshire. Tel: Basingstoke (0256) 64822/3

A. J. Hiscock & Son Ltd., Dean Garage, Hurstbourne Tarrant, Nr. Andover, Hampshire. Tel: Hurstbourne Tarrant (026 476) 316

Russel Company, The Saab Centre, Middle Wallop, Nr. Stockbridge, Hampshire. Tel: Wallop (026 478) 692 (Sales) 460 (Workshop)

West Sussex Specialist Cars Ltd., T/A Polaris, Headley Road, Grayshott, Nr. Hindhead, Surrey. Tel: Hindhead (042 873) 5363

Hereford and Worcestershire
The Birches Garage, The Birches, Shobdon, Leominster, Herefordshire. Tel: Kingsland (056 881) 367

Arthur Moore & Sons Ltd., Central Garage, Worcester Road, Great Witley, Worcester. Tel: Great Witley (029 921) 202 & 291 & 574

Bay Horse Motors (Hereford) Ltd., King's Acre Road, Hereford. Tel: Hereford (0432) 3791/66974

Motorcare, Windsor Street, Bromsgrove, Worcestershire. Tel: Bromsgrove (0527) 75210

Hertfordshire
Breachwood Motors, The Heath, Breachwood Green, Hitchin, Hertfordshire. Tel: Kimpton (0438) 832166

Bridge Garage, 22 Ravens Lane, Berkhamsted, Hertfordshire. Tel: Berkhamsted (044 27) 5473

Churchill Motors (Chipperfield) Ltd., T/A Tower Hill Garage, Chapel Croft, Chipperfield, Hertfordshire. Tel: Kings Langley (092 77) 64114/5 & 67096

Humberside
South Humberside Motor Co. Ltd., Heneage Road, Grimsby, South Humberside. Tel: Grimsby (0472) 48527/8

Southall & Stather, The Corner Garage, George Street, Driffield, Humberside. Tel: Driffield (0377) 42150

W. L. Thompson Ltd., Arnold Lane, Anlaby Road, Hull. Tel: Hull (0482) 23773

Isle of Man
Northern Motors Ltd., The Garage, Main Road, Ballaugh, Isle of Man. Tel: Sulby (062 489) 7229

Isle of Wight
York Avenue Garage Ltd., York Avenue, East Cowes, Isle of Wight. Tel: Cowes (0983) 293090/294044

Kent
John Fowler Garages Ltd., Linton Garage, Linton Road, Loose, Maidstone, Kent. Tel: Maidstone (0622) 46629

Seabrook Garage, 215 Seabrook Road, Hythe, Kent. Tel: Hythe (0303) 38467

Station Garage, Station Approach, Borough Green, Sevenoaks, Kent. Tel: Borough Green (0732) 883044

Lancashire
Bay Horse Garage (Burnley) Ltd., Parker Street, Burnley, Lancashire BB11 1UG. Tel: Burnley (0282) 58271/2

Bay Horse Garage Ltd., Longsight Road, Osbaldeston, Blackburn, Lancashire. Tel: Mellor (025 481) 2331

Rigby Road Garages, Rigby Road, Blackpool, Lancashire. Tel: Blackpool (0253) 28374/5/6

Guy Sweeten Ltd., Bow Lane, Preston, Lancashire. Tel: Preston (0772) 58565

Leicestershire
Langrop (Anstey) Ltd., Anstey Garage, Cropston Road, Anstey, Leicester. Tel: Anstey (053 721) 3674/2172

Status Garages (Leicester) Ltd., Nelson Street, Leicester. Tel: Leicester (0533) 544123

Thos. B. Williams (Ashby Parva) Ltd., Ashby Garage, Ashby Parva, Lutterworth, Leicester. Tel: Leire (0455) 209191

Lincolnshire
Mallett Bros. (Car Sales) Ltd., Northgate Garage, Northgate, Sleaford, Lincolnshire. Tel: Sleaford (0529) 302728

Malletts of Lincoln, 247 Lincoln Road, North Hykeham, Lincoln. Tel: Lincoln (0522) 681463

Greater Manchester
Anderson Motors (Hale) Ltd., Bancroft Road, Hale, Altrincham, Greater Manchester. Tel: 061-980 8004

Woolfold Motor Company Ltd., Mill Lane, Woolfold, Bury, Greater Manchester. Tel: 061-764 8191

Saab (Manchester) Ltd., Water Street, Greater Manchester M3 4JU. Tel: 061-832 6566

Merseyside
Cubleys of Ainsdale, Liverpool Road, Ainsdale, Southport, Merseyside. Tel: Southport (0704) 74114/5/6

Gates of Moreton Ltd., 77 Hoylake Road, Moreton, Wirral, Merseyside. Tel: 051-677 2212

Mayfield Garages Ltd., 574 Aigburth Road, Grassendale, Liverpool, Merseyside. Tel: 051-427 3500

Norfolk
Hannant & Sons Ltd., Newton Road, Castle Acre, Kings Lynn, Norfolk. Tel: Castle Acre (076 05) 238

Harvey Lane Garage Ltd., 32-36 Harvey Lane, Norwich Norfolk. Tel: Norwich (0603) 33536

Northamptonshire
Butcher's Garage, Kettering Road, Northampton. Tel: Northampton (0604) 714572/713023

Rothwell Autopoint (Reigsloe) Ltd, Desborough Road, Rothwell, Northampton. Tel: Kettering (0536) 710250/711218

Northumberland
John Rutherford & Sons Ltd., The Station Garage, Cornhill-on-Tweed, Northumberland TD12 4UG. Tel: Coldstream (0890) 2146/7/8

North Yorkshire
Brecks Garage Ltd., Malton Road, York. Tel: York (0904) 55787

Kilnghall Garage Ltd., Otley Road, Kilnghall, North Yorkshire. Tel: Harrogate (0423) 501571

T. Smithwaite Ltd., East Road, Northallerton, North Yorkshire. Tel: Northallerton (0609) 3921/2

Nottinghamshire
Blackriet Motors Ltd., Lane End Garage, Melton Road, Tollerton, Nottingham NG12 4EN. Tel: Plumtree (060 77) 4021

Co-op Garage, Clipstone Road West, Forest Town, Mansfield, Notts. Tel: Mansfield (0623) 21166

S. V. Mines & Sons Ltd., The Garage, North Muskham, Newark, Nottinghamshire. Tel: Newark (0636) 703232

Nattriss Garage (Mapperley) Ltd., 499-503 Woodborough Road, Nottingham. Tel: Nottingham (0602) 606674

Oxfordshire
Bessyre Garage, 75 Woodstock Road, Oxford. Tel: Oxford (0865) 57028

Orbit Motors, East Hanney, Wantage, Oxon. Tel: West Hanney (023 587) 257

White Horse Garage (Banbury) Ltd., 21-27 Broad Street, Banbury, Oxon. Tel: Banbury (0295) 50733

Shropshire
Westbury Garage (Salop) Ltd., Westbury, Nr. Shrewsbury, Salop. Tel: Halfway House (074 378) 457 611 (Sales)

South Yorkshire
Fenton Service Station, Wortley Road, Rotherham, S. Yorkshire. Tel: Rotherham (0709) 551155

Gordon Lamb (Sheffield) Ltd., 115 Ecclesall Road South, Sheffield, South Yorkshire. Tel: Sheffield (0742) 369946

Reg Morris Garages Ltd., Doncaster Road, Westwoodside, Haxey, Doncaster, S. Yorkshire DN9 2DR. Tel: Haxey (0427) 752332

Staffordshire
Anson Garage (Rugeley) Ltd., Market Street, Rugeley, Staffordshire. Tel: Rugeley (088 94) 76113/4

R. H. Breese & Son, Yarlet Bank Service Station, Yarlet, Nr. Stafford. Tel: Sandon (088 97) 248

High Lane Autos, High Lane, Tunstall, Stoke-on-Trent, Staffordshire. Tel: Stoke-on-Trent (0782) 84527

Surrey
Valley Service Station Ltd., 2 Outwood Lane, Chipstead, Surrey. Tel: Downland (073 75) 53464 (Showroom) 53771 (Workshop)

Sussex
Ballarny's Garage (Shoreham) Ltd., 120 High Street, Shoreham, West Sussex. Tel: Shoreham (079 17) 2456/61791

Jermyn & Sons, 8-14 Seaside, Eastbourne, East Sussex. Tel: Eastbourne (0323) 640139/0

Mann & Woodland (Car Sales) Ltd., 10 Medina Place, Hove, Sussex. Tel: Brighton (0273) 71807/720276

Shore Road Garage Ltd., Shore Road, East Wittering, Chichester, West Sussex. Tel: West Wittering (024 366) 2711

Turners Hill Garage Ltd., Turners Hill, Crawley, East Sussex. Tel: Copthorne (0342) 715467/715380

Somerset
Astley Motors, 12 Oxford Road, Pen Mill Industrial Estate, Yeovil, Somerset. Tel: Yeovil (0935) 26701/2

W. E. Bishop & Sons, 60 East Reach, Taunton, Somerset. Tel: Taunton (0823) 88351/2

Ray Hartnoll Motors (Somerset) Ltd., Furnham Road, Chard, Somerset. Tel: Chard (04 606) 2821/2

Suffolk
Dales Service Station, Dales Road, Ipswich, Suffolk. Tel: Ipswich (0473) 42547/43886

Horn Hill Garage Ltd., Horn Hill, Lowestoft, Suffolk. Tel: Lowestoft (0502) 3955 & 65692

Kings Autosales (Bury) Ltd., Street Garage, Barrow, Bury St. Edmunds, Suffolk IP29 5AF. Tel: Bury St. Edmunds (0284) 810411 & 810818

Tyne and Wear
Les Allen, Harbour View Garage, Roker, Sunderland, Tyne and Wear. Tel: Sunderland (0783) 77538

Pearsons Garage, Whitley Road, Longbenton, Newcastle-upon-Tyne, Tyne and Wear. Tel: Newcastle (0632) 668223

Warwickshire
Lime Garages (Leamington) Ltd., Lime Avenue, Lillington, Leamington Spa, Warwickshire. Tel: Leamington Spa (0926) 23221/2

West Midlands
Eachelhurst Garage, Eachelhurst Road, Erdington, Birmingham, West Midlands. Tel: 021-351 1027

Heron Motor Group, Manor Way, Halesowen, West Midlands. Tel: 021-550 9936

Highgate Garage, West Bromwich Road, Walsall, West Midlands. Tel: Walsall (0922) 22695/27819

Mists Garages Ltd., 138 Soho Hill, Handsworth, Birmingham, West Midlands. Tel: 021-554 2219/6311/6314

Yarnold & Murphy, T/A Wootton Wawen Garage, Stratford Road, Wootton Wawen, Solihull, West Midlands. Tel: Henley-in-Arden (056 42) 3647

Wiltshire
August Motors, Redlynch, Salisbury, Wiltshire. Tel: Downton (0725) 20340

The Bridge Garage, Maddington Street, Shrewton, Nr. Salisbury, Wiltshire. Tel: Shrewton (0980) 620349

Causeway Garage (Chippenham) Ltd., London Road, Chippenham, Wiltshire. Tel: Chippenham (0249) 55871

Swindon Motor Company Ltd., 34 Wood Street, Swindon, Wiltshire. Tel: Swindon (0793) 22065/35524

West Yorkshire
Robert Bowett Ltd., Dewsbury Road, Ossett, Yorkshire. Tel: Ossett (0924) 276023

H. Bryden & Son Ltd., Wellington Road, Leeds, Yorkshire. Tel: Leeds (0532) 633331/2

Grace & Sutcliffe Ltd., Lawkholme Lane, Keighley, W. Yorkshire. Tel: Keighley (0535) 602225/6

J. C. T. 600 Ltd., International Auto Centre, Apperley Lane, Yeadon, Leeds, Yorkshire. Tel: Rawdon (0532) 502231/3

Lanka Garage, St. Mary's Lane, Kirkheaton, Huddersfield, Yorkshire. Tel: Huddersfield (0484) 29754

NORTHERN IRELAND
Crosstown Motors, 110 Tandragee Road, Newry, County Down. Tel: Jarretts Pass (069 382) 602

R. J. McCleery (Motors) Ltd., Donard Street, Newcastle, County Down. Tel: Newcastle (039 67) 23582

Old Mill Cars Ltd., The Old Mill, Muckamore, Antrim, Co. Antrim. Tel: Massereene (084 94) 67444/67300

N. Thompson (Motors) Ltd., 250-252 Donegall Road, Belfast. Tel: Belfast (0232) 21019 (Sales) 41215 (Service)

Ivan Wilson, Screen Road, Coleraine, Co. Londonderry. Tel: Coleraine (0265) 52736/3087

Channel Islands
J. Le Maitre & Son, Northern Motor Works, Grande Maison Road, St. Sampsons, Guernsey. Tel: Guernsey (0481) 44420

Tradernart (C. I.) Ltd., 9 The Esplanade, St. Helier, Jersey. Tel: Central (0534) 36556 Telex: 4192295

SCOTLAND

Central Region
Kippen Autos, Main Street, Kippen, By Stirling, Central Region. Tel: Kippen (0786 87) 287

David W. Reid (Garthall), Beancross Road, Grangemouth, Central Region. Tel: Grangemouth (0324) 482709

Fife Region
St. Clair Motors (Kirkcaldy) Ltd., 180-186 St. Clair Street, Kirkcaldy, Fife Region. Tel: Kirkcaldy (0592) 52291/2

Grampian Region
The Keith Garage, 147-149 Moss Street, Keith, Grampian Region. Tel: Keith (054 22) 2501

Stanley Street Motors, 116-124 Stanley Street, Aberdeen, Grampian Region. Tel: Aberdeen (0224) 20911

Highland Region
Caberfeidh Motors Ltd., 60 Harbour Road, Longman South, Inverness, IV1 1UF. Tel: Inverness 39035

Lothian Region
Belgrave Motors (Engineering) Ltd., Westfield Road, Edinburgh, Lothian Region. Tel: 031-337 7204 (Service), 337 7432 (Sales), 346 1615 (Parts)

William B. Cowan Ltd., The Garage, Elphinstone, Tranent, Lothian Region. Tel: Tranent (0875) 610492

West Lothian Region
Daimen Motors, 28 Glasgow Road, Bathgate, West Lothian. Tel: Bathgate (0506) 52089

Strathclyde Region
Cambuslea Garage, Cambuslea Road, Ayr, Strathclyde Region. Tel: Ayr (0292) 266146

Welthall Garage Ltd., Welthall Road, Hamilton, Lanarkshire. Tel: Hamilton (0698) 285323

Westcars, 162 Crow Road, Glasgow, Strathclyde Region. Tel: 041-334 4661/3

Whitecraigs Motor Co. Ltd., 60 Tantallon Road, Shawlands, Glasgow. Tel: 041-649 6281/2/3

Tayside Region
Dickson Motors (Perth) Ltd., Dunkeld Road, Perth, Tayside Region. Tel: Perth (0738) 28211/7 Telex: 76403

Richard Lawson Garage, Kingsway Circus, Kingsway West, Dundee DD3 8QF. Tel: Dundee (0382) 816222

WALES

Clwyd
Ace Valeting Centre, Morville Garage, 28 East Parade, Rhyl, Clwyd. Tel: Rhyl (0745) 37344 (Sales & Parts) 31715 (Service)

Dyfed
Central Garage, Johnston, Haverfordwest, Dyfed. Tel: Haverfordwest (0437) 890377

Exchange Service Station, Capel Bangor, Aberystwyth, Dyfed. Tel: Capel Bangor (097 084) 268

Meusydd Garage, Llandeilo, Dyfed. Tel: Llandeilo (055 882) 3533

West Street Garage, West Street, Fishguard, Dyfed SA65 9NL. Tel: Fishguard (0348) 872847

Mid, South, West Glamorgan
Hafey Park Motor Company, Station Road, Llandaff North, Cardiff, South Glamorgan. Tel: Cardiff (0222) 552942

Motor Maintenance (Cardiff) Ltd., Crwys Road Bridge, Cardiff, South Glamorgan. Tel: Cardiff (0222) 485725

Scurlocks (Bridgend) Ltd., Riverside Garage, Riverside, Bridgend, Mid Glamorgan. Tel: Bridgend (0656) 3808

Velindre Service Station, Llangyfelach, Swansea, West Glamorgan. Tel: Swansea (0792) 71960

Gwent
Keith Price, Merthyr Road Garage, Abergavenny, Gwent. Tel: Abergavenny (0873) 2612/5414

St. Julians Garage Co. Ltd., 504 Caerleon Road, Newport, Gwent NPT 7NL. Tel: Newport (0633) 59911/2

Gwynedd
Pentraeth Garage, Pentraeth, Anglesey, Gwynedd. Tel: Pentraeth (024 870) 246

SAAB



PRESS OFFICER! — Marie Claude Beaumont, here seen having a one-off drive in the BMW-engined Elf 2 in 1975, now works with Sage doing PR for the Renault F1 team!

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well and I was at the first control at one of the national rallies when he pulled in. Another Citroen stopped behind him and its novice co-driver, terrified by his experience on that first stage, literally jumped out of this other car and ran off. Trautmann said to this other guy 'take him, he'll do OK', so I jumped in and was away. . ." This experience led to Sage being invited to co-drive for André Simon the following year in a LWB Ferrari 250. They did the Tour de France and were leading the Mont Blanc rally when Sage directed them about 200 yards down an incorrect track which ended up in a farmyard. As Simon was reversing round, he hit a small stone wall and the impact on the Snap exhaust extractor on the Ferrari's tail pipe broke the car's exhaust manifold. Jean still winces slightly as he recalls the language which Simon used to "tear him off a strip".

Throughout the early 1960s Sage became progressively more involved and committed to a motorsporting career, his employers at Avis clearly being most accommodating and tolerant of the time all this obviously took. In fact, Jean survived to be Avis's Lausanne branch manager as late as 1967 before he finally decided that motorsport was to be his full-time employment!

By that time he'd established himself as an occasional member of the works Alpine Renault rally team, thereby forging links which were eventually to take him to his current exalted position. "In 1966 I was co-driving for Jean-Pierre Hanrioud and we would have won the Alpine Rally if we hadn't struck trouble", he grins, "We did most of the French international events and won the Rallye de Cotes-Basque ahead of a Porsche in the pouring rain."

Around this time Sage became well acquainted with fellow Frenchman Gerard Larrousse, for whom he was not only later going to work at Renault but with whom he had the worst accident of his competition career. "We were preparing pace notes for the Tour of Corsica," Sage shudders at the memory, "and we literally fell off a bridge right in the centre of the island. We fell a full six metres on our roof onto some rocks and I broke my neck in the accident. Ever since that time I'm afraid I've had trouble with my neck, it pains me a great deal sometimes".

Sage also sustained a nasty head wound, the scars of which are visible to this day close to his gently receding hair line, but he makes light of the whole affair, amusingly pulling Larrousse's leg over the incident to this very day. Mid-way through our conversation his former co-driver appeared on the scene and there was some good-natured banter as they each attempted to aportion blame for that damaging excursion which took place fifteen years before. As Sage added, it didn't exactly damage their close friendship because they've been working, on-and-off, together for more than a decade! Keen to be back in competition, Sage admits that he forced the pace of his recovery from those unpleasant injuries, determined to get back into racing or rallying as soon as possible. "The accident happened in October 1966," he smiled, "and I was back racing a Group 4 Porsche 911, prepared by Gerhard Mitter, in the Monza 1000 km. sports car race the following April". During that season he finally severed his links with Avis when Swiss garage owner Andre Wicky, who had briefly tried his hand in F1 during the early 1960s, asked Jean Sage to become his garage manager. Wicky had several racing cars of his own and Sage jumped at the chance. "He loaned me a lot of cars," Sage admits, diplomatically refraining from suggesting that they were hardly potential winners, but admitting that it was all good fun at the time. "Incidentally," he interjects with a surge of amused pride, "I also had a go at F3. I knew Patrick Dal Bo who also came from Annecy and had some drives in his Pygmee which I handled in several races when it wasn't being driven by Wilson Fittipaldi." After a pause, Sage added, "I was a very *bad* Formula Three driver!"

The year 1966 was interesting for other reasons. Not only did he try his hand working as a journalist for French writer Bernard Cahier, now President of the International Racing Press Association — "I'm afraid that Bernard and I didn't see eye to eye and I didn't exactly take to writing!" but Jean Sage was taken on as an assistant to the production team which was filming the John Frankenheimer production *Grand Prix*. This gave Sage his first and only chance to handle a proper Formula One car. "It was an ex-works 1½-litre Climax V8 engined Lotus 33," he laughed, "and I'm the man in the film who's imitating Jim Clark at Spa. I have to confess that I had a lot of trouble keeping up with Jochen Rindt who was driving a Formula Three car!" He also had a more successful outing at Spa where he shared the class winning Group One Ford Mustang saloon and he recalls his most important international success victory, in the 2-litre class at Sebring three years later, sharing the Wicky Porsche 911S with its owner.

Throughout the late 1960s and early 1970s, Jean Sage continued to race from time to time, moving from Wicky's employment at the start of the fresh decade to look after the collection of racing cars which Jo Siffert had hired to the film company making the latest motor racing epic, *Le Mans*. Then, in 1972, he took the first significant step which was to lead him down the team management road to his current important position at Renault.

Gerard Larrousse signed up to drive for the newly formed Ecurie Archambaud team in 1972, driving a Lola T70 GT sports car as well as a 2-litre Lola T212 in the then-popular European 2-litre sports car series. He asked Sage whether he would join as the team manager. "I agreed, so my partnership with Gerard continued," Sage admitted, "everything looked good and we embarked on an ambitious programme the following year fitting a two-litre Lola with Schnitzer BMW engines." Sage frowns slightly as he recalls this step, admitting that the team *did* win two rounds of the European Championship, but discreetly implying that it *might* have been rather more if the engine had been a little more on the reliable side!

By 1974 M. Archambaud wanted to sell up his team, so Sage and Larrousse went into partnership and bought it themselves, continuing into 1975 when they took the ambitious step of building their own cars for the European Formula 2 series. "We built these spaceframe chassis with only six mechanics in a little workshop at Chatenay-Malabry, some way from Paris," smiled Sage proudly, "we'd got Jabouille with us by this stage to drive alongside Larrousse. But there wasn't much in the way of reliability. Although Larrousse won at Hockenheim and Jabouille scored two other wins, we had a total of 20 engine blow-ups with those BMWs. . . ."

Yet another step in this fascinating tapestry of inter-related careers took place at the close of the 1975 season in which, incidentally, they'd run a 2-litre Alpine-Renault sports car in some events driven by Marie-Claude Beaumont (who also had an outing in the F2 car!) — now press relations representative attached to the Renault Formula One team! Larrousse was recruited by Renault to oversee their expanding sports car racing programme, a programme which would lead to the Pironi/Jaussaud 1978 Le Mans triumph. While Sage bought out his friend's interest in their little company, Larrousse gently used his influence to steer the new 2-litre Renault V6 engines in Sage's direction for the team's use in 1976. The result was that Elf Switzerland sponsored the team, for drivers Jabouille and Michel Leclere and their reward for a season of single-minded endeavour was the European F2 Championship title. Again the basic ingredients of the Renault F1 effort were moving closer together. That Formula Two season provided an

endorsement not only of Sage's ability as a team manager, but also of Jabouille's ability as a development driver. He was a competitive runner in the cut-and-thrust of Formula Two, and also carried out the testing and most of the design and development work as well. What's more, their "Elf 2", as the car was officially known, waged a season-long battle with the works Martini team for Championship laurels — and the man "pipped at the post" by Jabouille was none other than René Arnoux, later to become Jean-Pierre's *team mate* in Renault's Grand Prix outfit! It was almost as if somebody was carefully channelling every little bit of French racing talent towards Grand Prix racing for Renault's further use and it must be seen as a good reflection on the sympathetic and sensitive way in which the Elf petrol company handled its motorsporting influence. Everything was following a careful path of evolution, without any unnecessary pressure or hurry, building for the future while at the same time getting plenty of value out of the present!

It was in the middle of 1977 that Renault finally pushed their turbocharged 1½-litre V6 engined Formula One car onto the Grand Prix circuits of the world, Jean-Pierre Jabouille driving it for the first time at Silverstone in the British Grand Prix. With Sage, Larrousse and Marie-Claude Beaumont watching from the sidelines, Jabouille circulated near the tail of the field before retiring. The more recent history of the Renault F1 is well known to MOTOR SPORT readers, for the French firm quickly mastered the technology of turbo development and, to date, the French marque has won four Grands Prix — France in 1979 and Austria in 1980 with Jabouille and South Africa and Brazil in 1980 with Arnoux.

Jean Sage enjoys his motor racing, although in a quiet moment you may well persuade him to admit that "I am a motorsporting enthusiast more than anything else. When everything goes right I feel really happy, you might almost say rejuvenated from the rather irritated state I get into when there are lots of political wrangles." He freely confesses that, if Renault was not involved in Formula One "I'd be quite happy to be involved in rallying" so even if the business considerations eventually oblige the competitions department at Viry-Chatillon to withdraw from racing, there is little chance that Jean Sage will move away outside the world of motorsport. Renault have been involved in rallying for many years and seem set to continue.



DEBUT: Jean Sage (far left) presides over the Renault F1 turbo's debut, British GP, Silverstone, 1977.

Trying to avoid the French/British "political" situation which many people tried to read into the recent FOCA/FISA problems, Jean Sage insists that this sort of intrigue does not interest him and he is reluctant to answer criticisms levelled against him by certain British teams who suggest he and his teams are FISA aligned, blind to any other view. In fact he has stood out firmly for a conciliatory approach to these difficulties, even though some in France would say that Renault's loyalties should be towards winning at any price. Sage insists that Renault want to win dearly, but there is little point winning against negligible opposition.

He has enjoyed a good relationship with his drivers and he talks in an obviously disappointed vein when he refers to Jean-Pierre Jabouille's decision to leave the team at the end of the 1980 season. "I had known Jean-Pierre for a very long time and I was sad that he was not more open with us. Larrousse and I had spent three months or so persuading members of the Renault board that Jabouille should stay on the team — some of them wished to get rid of him. He came to us and said that he was not happy, but I believe the real reason was the huge amount of money Talbot was prepared to pay. The first I knew about his proposed move was when I heard Pironi had signed for Ferrari. I told Gerard Ducarouge of Ligier that he was about to lose his driver, and he just couldn't believe it. But I realised that with Jabouille in the frame of mind he was in then, the attraction of driving alongside his brother-in-law Jacques Laffite might be considerable. And Laffite was obviously keen as well. Eventually we came to an amicable agreement."

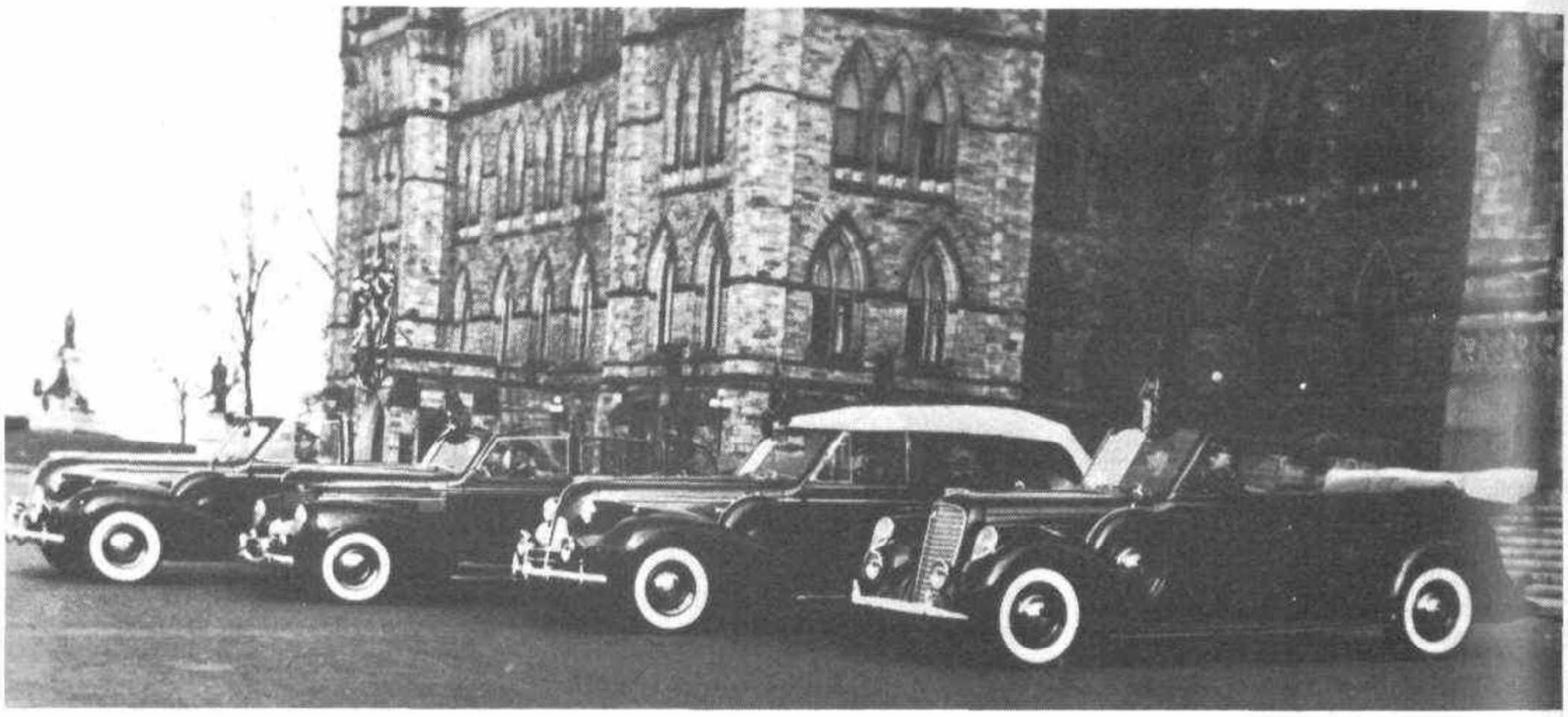
As far as Renault's signing Alain Prost is concerned, Jean Sage did not wish to be contentious although he did admit that he "felt a little uncomfortable" about the way in which that relationship developed. All in all Jean Sage attempts to tread a careful path through the politics which F1 involves, attempting to enjoy the best parts of his business without allowing the less appealing aspects of the Formula One scene to colour his overall enthusiasm for the game. Away from the circuit he admits to being "very nostalgic, perhaps too much so. I think we tend to get more nostalgic as we grow older, even in this game. I have a collection of interesting cars, but the older I get the further back I want to dip into history!"

Amongst Sage's collection of "nice cars" are a mouth-watering trio of Ferraris; a Daytona, a GTB/2 and an ex-André Simon SWB Ferrari Berlinetta — "*not* the one we rallied in together" — while there is also a Citroën Maserati SM — "don't tell Renault!" — a 1966 Lotus Elan and the four-cylinder 1,100 c.c. Alpine-Renault driven to victory in 1964 Le Mans Index of Performance by Roger de Lageneste and Henry Morrogh. Sage admits that he never gets sufficient time to indulge himself with them as much as he would like, but confesses to occasionally stopping one of his Ferraris, getting out and walking across the road "just to look back and admire it!"

As long as Renault are in Formula One, Jean Sage will be there looking after their interests. When they are gone, he may no longer walk the Grand Prix paddocks of the world, but can never imagine himself "not being involved in cars". Those who saw him, a few hours after French Grand Prix practice at Paul Ricard last year, mixing happily with the historic racers during an informal get-together in the paddock will appreciate the definition of the word "racing enthusiast" and how it applies to the genial Renault team manager. — A.H.

SAGE (left) and Jabouille (right) confer with Frank Williams' team manager Jeff Hazell at the 1979 British Grand Prix at Silverstone.





THIS line-up shows four of the special out-size convertibles built for the 1939 Royal Canadian Tour. From l. to r. they comprise McLaughlin Buick No. 1, the Chrysler Royal, McLaughlin Buick No. 2 and Model-K Lincoln.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

The 1939 Royal Tour Buicks

THE article on "Buick Bygones" in the issue of October 1980 has stirred-up much interest, one way and another. We have now had the following letter from a Canadian reader about the cars, not all of them Buicks, which were specially built, or very carefully prepared, for the Royal Tour of Canada which HM the King and Queen undertook in 1939, when the war clouds were forming over Europe and there was some doubt as to whether they would make the long journey. But make it they did and thus the special "Royal Tour" cars had a busy time. Incidentally, no aeroplane was allowed within three miles of the Royal Tour motorcade. The letter from Mr. Vern Bethel sorts out these monster top-privilege cars:—

Sir,

Re: Mr. Garry Coxall's comments on "Buick By-gones" and Royal Tour Cars, page 55, MOTOR SPORT, January 1981.

To set the record straight regarding the 1939 Royal Tour cars:

1. Five (not three) specially bodied cars were made, four of which were for use only in Canada, the other only in the USA;
2. The cars used in Canada were two McLaughlin-Buicks Series 49 (equivalent to Buick Series 90), a Lincoln Model K bodied by Lincoln (not Derham) and a Chrysler C22 Royal bodied by Chrysler;
3. The car used in the USA was a Derham bodied Chrysler C24 Imperial;
4. The Lincoln and the Chrysler C24 are in good hands in the US;
5. One of the McLaughlin-Buicks is owned by Larry Norton of Oshawa, Ontario and the other is in my stable in Vancouver;
6. The whereabouts of the Chrysler C22 is a mystery, although it may have been destroyed in a Vancouver fire many years ago.

Vancouver, BC VERN M. BETHEL

In addition to his letter, Mr. Bethel sent us some very good photographs of the cars used for the 1939 Canadian Royal visit and referred us to a long and very detailed account of it which appeared in the magazine *Torque* for September/October 1980. Space precludes a long summary of this very informative article. Suffice it to say that for anyone interested in the cars and how they were used it is essential reading. Not only are the Royal cars described but the author, Arthur James, covers the chauffeurs who drove them, how they were leapfrogged from place to place during the 9,510-mile Tour, what it cost to build the cars, their colours and upholsery schemes, how much the Canadian Government reimbursed General Motors (they were some 20-dollars out of pocket on the exercise but the publicity must have been worth every one), and what became of the cars in later times etc.

The latter is most interesting, two of the Buicks having survived, one owned by Mr. Bethel himself. It has run a definite 165,000 miles, perhaps 265,000 miles. The other Buick led a more sheltered post-Tour life, in the care of a lady-owner, and had clocked up only 19,000 when acquired by its present owner, who had used it for another 13,000 miles up to last summer. In the interim period some of the cars were displayed in museums and elsewhere and the Ford Motor Company put the Lincoln straight into the Dearborn Museum, where it can be seen to this day. Other cars besides those listed in Mr. Bethel's letter were used during the Royal Tour, including a Cadillac, other Lincoln convertibles, even President Roosevelt's 1936 Ford tourer, which he drove himself during a casual aspect of the Royal visit, and a V12 Packard, but Packard's did not build a special car, possibly because they were about to close down their Canadian plant and the Royal Tour cars had to be Empire-built. It was this which made the at first somewhat unpatriotic move on the part of HRH the Prince of Wales in ordering Buick cars acceptable — these are referred to in the *Torque* article and detailed in the "Automobile Quarterly Buick History". Incidentally, The Buick now owned by Larry Norton of Oshawa was given by Col. McLaughlin to the Earl of Athlone, the then Governor-General of Canada, after approval by the Prime Minister of Canada. There had been an attempt before this to send both Buicks to the New York World Fair but apparently the duty that would have to be paid caused the idea to be abandoned. — W.B.

* * *

The Highway Code's Half-Century

AMID the present anniversary mania we must not overlook the fact that the Highway Code has attained its 50th birthday. After recommendation in 1929 by the Royal Commission on Transport that the Ministry of Transport should issue a "Code of Customs" for all road users to study, which Sir Arthur Stanley had proposed after attending a conference of motoring organisations that included the RAC, the AA and the National Safety First Association (now the Royal Society for the Prevention of Accidents, a title which it adopted in 1941 when there was much likelihood of "accidents" from other than civil and motoring causes). Over 24 "customs" were suggested.

The first Highway Code arrived in 1931, instituted by Herbert Morrison, the then Minister of Transport. It cost one old penny. In 1935 it was revised during the era of Hore Belisha, to make

Fragments on Forgotten Makes

No. 41: The Waldron Wayfarer

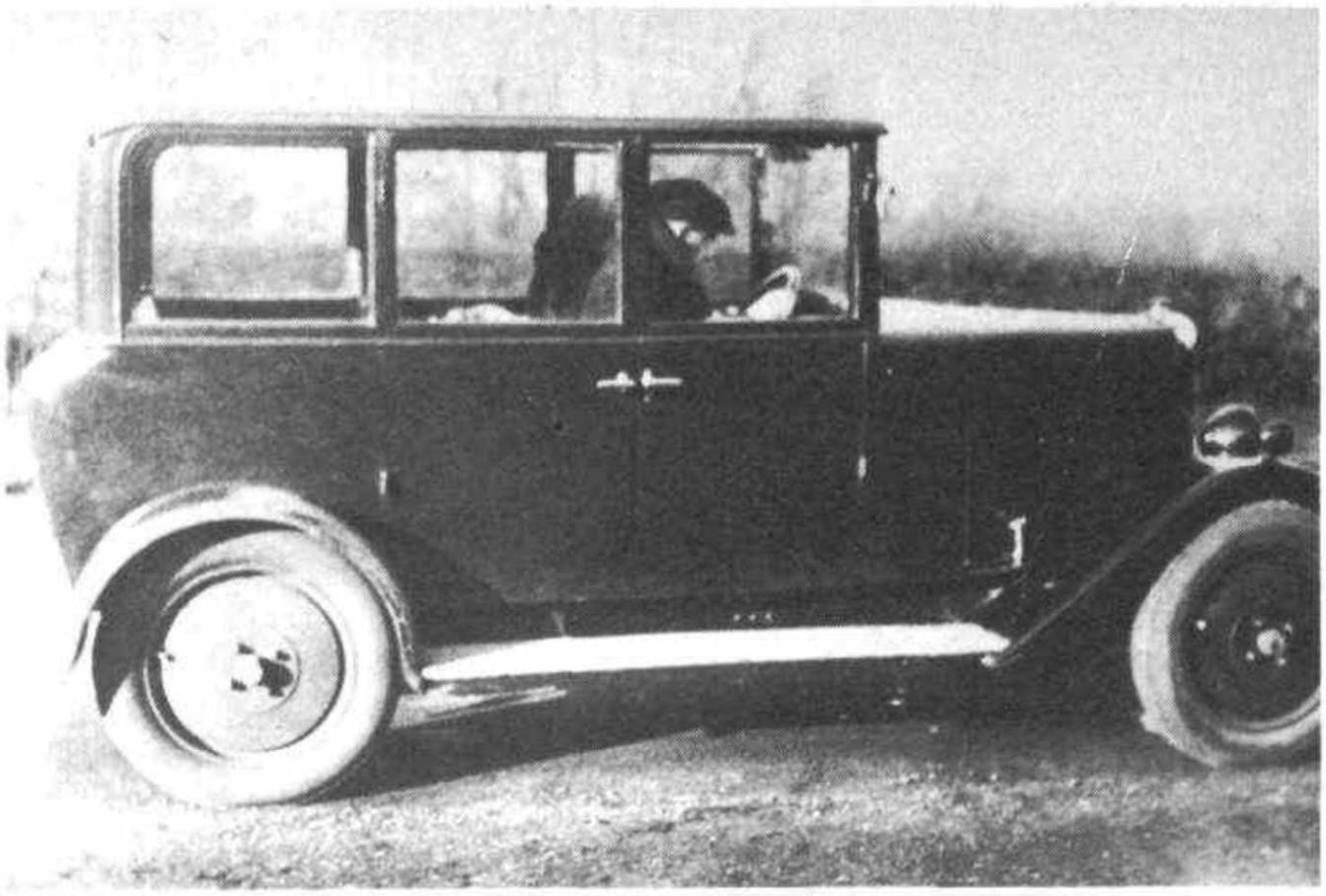
WHAT follows might more properly be called "Fragment on a Forgotten Car", because the Waldron was a one-off, although probably intended for production. When some photographs of it arrived in the office I was hard put to suggest what they depicted. One view made me think of a Lea-Francis, the radiator somehow implied a later Rhode, but the rear-decking of the saloon body was reminiscent of that found on some of the smaller Armstrong Siddeleys, except that it was more pronounced on those cars.

It transpired that what Mr. Peter Relph was telling us about was a very rare vintage light car known as the Waldron Wayfarer. What is more, he discovered it in the stables of its creator's old house in Merseyside and is now well on the way to rebuilding it. The car was presumably started in the 1920s and a saloon body was completed for it in 1930/31. The specification covers a non-proprietary 63 x 100 mm. (1,247 c.c.) side-valve four-cylinder engine. The prototype was given engine and chassis nos. 101, perhaps with a view to subsequent production, many manufacturers listing their first car well above the logical No. 1 so as to keep confidential their output figures. Mr. Waldron, the car's designer and constructor, registered it TF 3532 and the colour of the four-door saloon body was green and black. He used it for at least one foreign tour, when it wore an AA badge.

Mr. Peter Relph has now restored the car. I am indebted to him for the following information about this unique car. — W.B.

* * *

Fredrick Barnes Waldron, or Fred as he was affectionately known to his colleagues at Pilkington Brothers in St. Helens, died at the age of 94 in 1976, after a short illness, at the Windle Pilkington Home, Near Rainford, Merseyside.



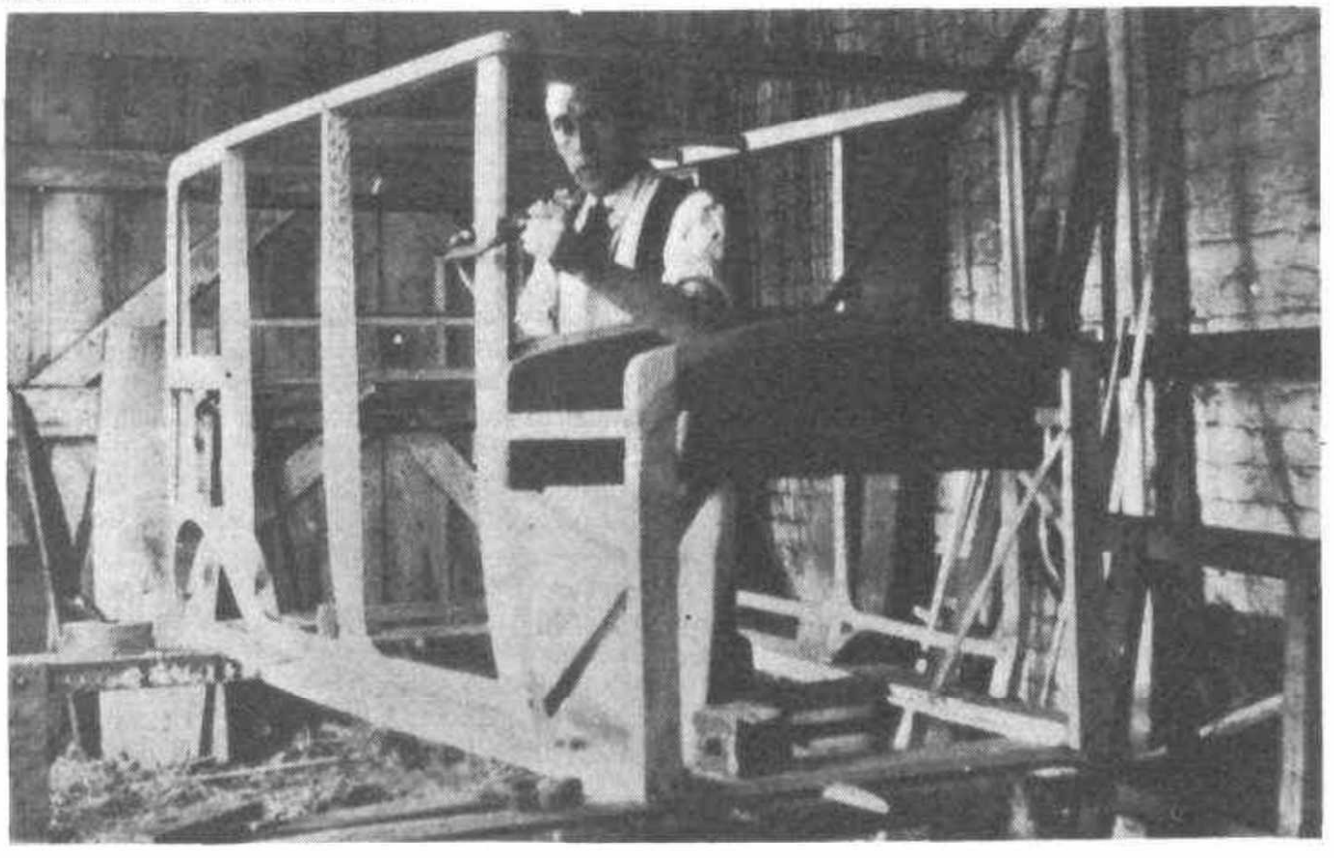
A PERIOD photograph showing Mr. Waldron at the wheel of his Wayfarer in about 1931.

"The Glassmakers" by T. C. Barker indicates that Waldron was educated at University College, Sheffield. He joined the company in 1911 as head of the drawing office, and very soon became a Director and Chief Engineer at the Cowley Hill Works. During a distinguished career with the company, he made a major impact on the glass making industry, being responsible for the pioneer work done on the twin plate grinder which was a massive step forward in flat glass production. He had previously invented vacuum-operated suction pads and had also developed a "Lehr" with Lord Cozens Hardy. He travelled extensively abroad on company business and visited Ford's production plant at Detroit in March, 1922, to view and discuss their automobile glass production.

Waldron, who was married to a member of the Dunlop family, lived in a large Edwardian house called "Norwood", in Eccleston Park, situated between St. Helens and Prescot. The house, which still exists, reflects his engineering tastes and incorporated a number of his own ideas. As well as being a chartered mechanical engineer, he was also a qualified architect, and in his later life, whilst a widower, he must have decided that he needed somewhere easier to live and maintain. He, therefore, designed and had built, in part of the large grounds of "Norwood", a modern detached house. He died intestate, and this house, together with its medium-sized garden, containing a dilapidated stable block which used to be part of the old house, was put up for auction. Whilst viewing the house, a local businessman, John Owen, noticed part of what appeared to be an old car in the stable. He was unsuccessful in obtaining the property at the sale, but some time later, having moved into another house in St. Helens, he mentioned the find to his neighbour, Peter Relph, a keen local vintage-car enthusiast. An immediate trip was made to see if

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THE body of the car being assembled at Smith's St. Helens Carriage Works in about 1930. It is thought that the craftsman's name was Broadhurst.

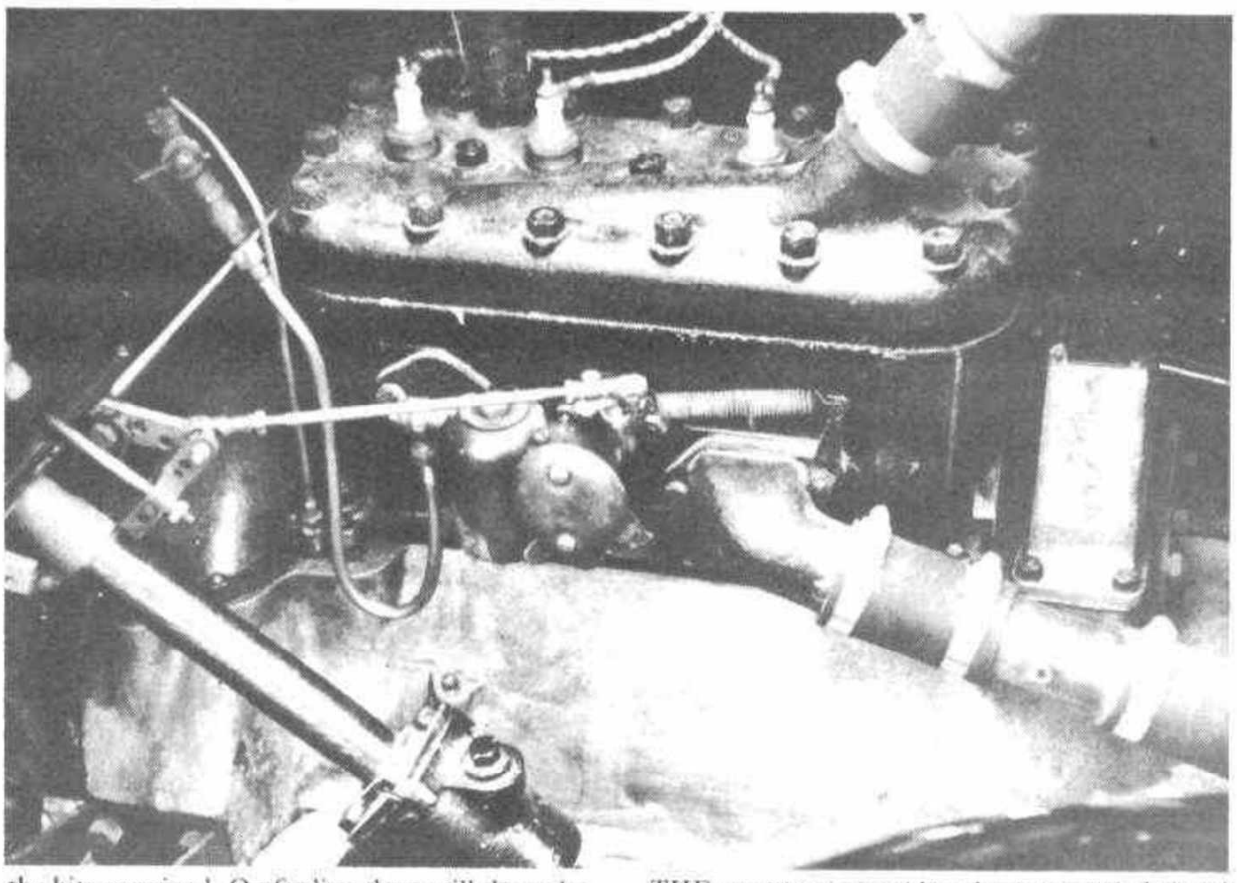


HIGHWAY CODE — continued

the presence of his Belisha pedestrian crossing clear. The third edition came out in 1946, when Alfred Barnes was Minister of War Transport but the price was unchanged. Alas, the fourth edition of the Highway Code, which was published in 1956, cost 6d.

As we ran through such Transport Ministers as Harold Watkinson, Ernest Marples and Barbara Castle there were reprints in 1961, 1963 and 1964 of the 5th edition that had arrived in 1959. A new edition was approved by Parliament in 1968 but published in February 1969. It had a Foreword by Richard Marsh and the reprint carried Fred Mulley's Foreword. When this edition was reprinted in 1970 and 1972 these had a Foreword by John Payton. The price had increased of course, to 6p. There were four reprints of that one, the last of which cost 15p.

A fresh edition came out in 1978, priced at 25p and is currently in use. And, bless my auctioneer's gavel, I wouldn't be in the least surprised if all these earlier isues of the Highway Code do not become collectors' items, seen by those who have that sort of glint in their eyes as appreciating assets! — W.B.



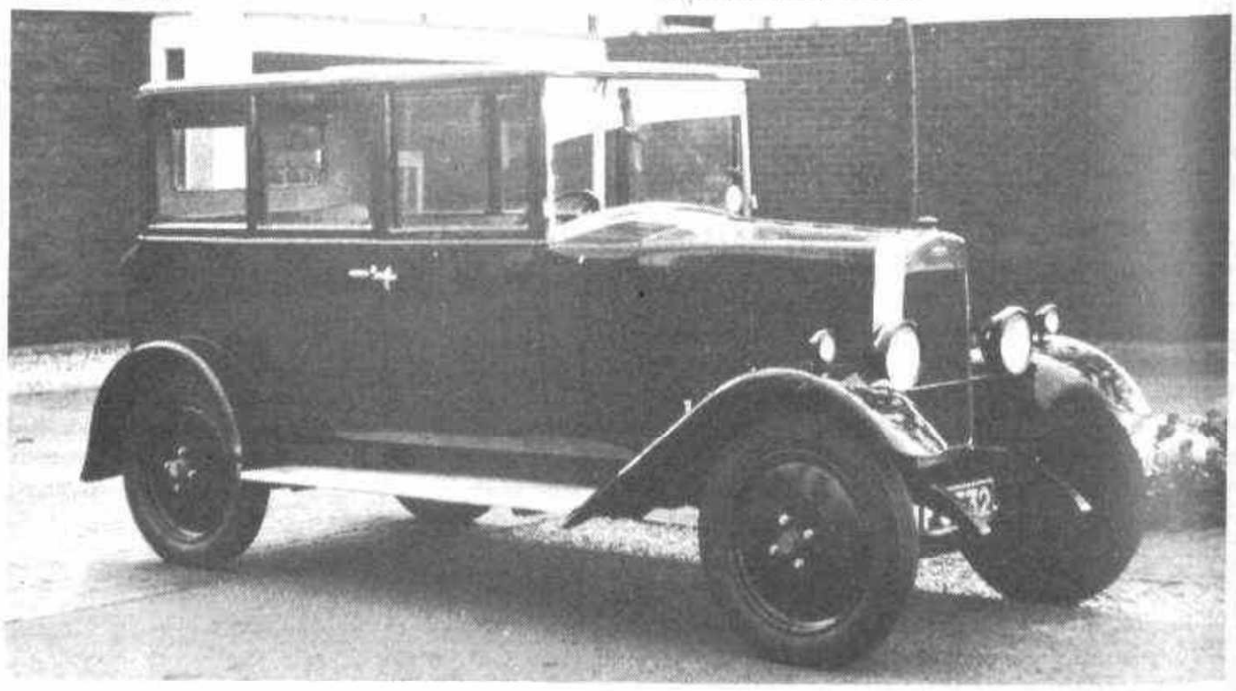
THE non-proprietary side-valve power unit designed and built by Mr. Waldron.

the bits remained. On finding them still there the new tenants were only too pleased to part with them for the reasonable sum of £100. Together with the car came some drawings of a large vintage saloon designed under Waldron's hand, and a short time later a number of photographs of this same car were made available — the photographs show the car on what was a holiday abroad. It has since been presumed that in the middle to late 1930s Waldron, presumably considering the design of the car outdated, cut the body into small pieces and dismantled the running gear, which for sentimental reasons he then stored in the stable block. Having worked on restoration in a similar, but not so extensive, rebuild before, Peter Relph realised the importance of collecting as much material, which could have come from the car, as possible. Anything amongst the piles of leaves and rubbish in the stable which could be a possible part was taken. Much of the ash body stored in the upper part of the stable was sodden and damaged due to a leaking roof. Certain parts were obviously missing — including the radiator, instruments and headlights. Tentative enquiries amongst local enthusiasts led Peter eventually to a gentleman in Prescot who, on learning about the rebuild of the vehicle, brought round some of the missing parts, explaining that years before, fearing collapse of the stable, he had taken them to avoid them being damaged.

It was originally proposed to strip all parts of the running gear and overhaul them before rebuild. But on cleaning it became obvious that only a partial strip was necessary. The side-valve power unit, of 1,250 c.c., is an integral casting containing gearbox, and flywheel housing, and is of unique design. The casting compares with a drawing in Relph's possession under Waldron's hand. The integral sump covers the engine flywheel and the clutch operates "wet". The engineering of parts is excellent and it is thought that most of the smaller parts were made by Waldron, whilst the major items were manufactured possibly by Entwistle and Gass, of Bolton, with whom Waldron had an association. The wheels were standard 4.75" x 19" rims welded to a solid convex disc, with the name "Linton Wheel Company Warrington" stamped on them. The chassis shows signs of later design changes, particularly in the inclusion of cross bracing, and the drawings confirm this. Braking is effected by rod to conventional expanding shoes within the drums. There are no proprietary parts on the running-gear apart from electrical equipment, and it is obvious that Waldron either had made, or made himself, all the running parts to his own design.

The body was made to Waldron's detailed design-drawings by the St. Helens Carriage Works, 43, New Cross Street, St. Helens. This building, which has since been demolished, was on the corner of St. John's and New Cross Street. The firm built specialist commercial vehicle bodies for local firms. It is known that Frank Lennon gave James Smith a £100-note in 1920 to build a travelling-shop body, which he did on an ex-WD Daimler chassis. The Wayfarer body was started in the shop in 1930 and was completed either late in the year or early in 1931. The upholstery bears the label R. E. Forster, Warrington, and the firm still exists as a furniture-trade outlet.

THE WAYFARER as it is today after being rebuilt by Peter Relph.



Correction

IN WRITING, on page 580 of last month's issue, of the number of copies made by other manufacturers of the pioneering, twin-cam, inclined-multi-valved, pre-1914 Peugeot racing engines I committed a stupid error, although the purpose of the discourse was in no way diminished thereby. The Peugeot of this kind which C. G. Brocklebank raced at Brooklands after the war and which killed Capt. Troop there in 1924 was wrongly quoted as having been one of the 1913 3-litre Coupe de *L'Auto* cars whereas, as I know very well, it was in fact one of the 1913 team of Grand Prix Peugeots, which had 5.6-litre engines. As I devote more than 2½ pages in my "History of Brooklands" to describing how Brocklebank maintained, tuned, repaired, and generally kept the old warrior going, this was indeed a stupid slip. The car was thought to have been the actual winner of the 1913 French GP, at Amiens, driven by Georges Boillot, at 71.65 m.p.h., just as Boillot won the Coupe de *L'Auto* race that year at Boulogne in the 3-litre Peugeot, at 63.15 m.p.h. In Brocklebank's hands it lapped Brooklands at 114.23 m.p.h., an impressive speed considering that the best Jules Goux could do before the war with one of the 1912 7.6-litre GP Peugeots was 105.97 m.p.h., the same driver lapping at 101.64 m.p.h. in one of the 3-litre Coupe de *L'Auto* cars.

One of the points I wanted to emphasise was that so similar was the chassis of his Peugeot to the 3-litre Bentley that Brocklebank was able to replace the ageing chassis-frame of the French car with a new Bentley chassis-frame, without much difficulty, an authentic story because it comes from his personal tuning-notebook, kept while he was racing the Peugeot. Clearly, F. T. Burgess copied not only a Peugeot engine when he designed the 1914 TT Humbers but a Peugeot chassis-frame when working for "W.O." on the 3-litre Bentley! It was this that tricked me into wrongly calling Brocklebank's Peugeot a 3-litre last month, but it is now apparent that in spite of the 5.6-litre engine, these 1913 GP Peugeots were of 3-litre Bentley compactness.

I have done some further research into this.

Laurence Pomeroy quotes a wheelbase of 9' 1" and a track of 4' 6" for the 1912-winning 7.6-litre Peugeot, and respective figures of 9' 4" and 4' 8½" for the 1913 3-litre Coupe de *L'Auto* Peugeot that one would have expected to have been smaller, and Brocklebank noted the wheelbase of his 1913 5.6-litre GP car as 8' 9" and its track as 4' 6". We know that the short-chassis 3-litre Bentley had a wheelbase of 9' 9½" and a track of 4' 8" (the later 9' 0" wheelbase Bentley would not have been available when Brocklebank did his rebuild), so I assume he had to shorten the Bentley side-members but found everything else the same.

Finally, to clarify recent controversy, I append a table of these controversial pre-war racing Peugeots:—

1912 Grand Prix: 110 × 200 mm., 7,598 c.c.
1913 Grand Prix : 100 × 180 mm., 5,650 c.c. (Brocklebank quoted 5,655 c.c., before his engine was bored out).
1913 Coupe de *L'Auto*: 78 x 156 mm., 2,980 c.c.
1914 Grand Prix: 92 × 169 mm., 4,491 c.c.
1914 Coupe de *L'Auto*: 75 × 140 mm., 2,472 c.c.

— W.B.

V-E-V Miscellany. — In the solid-tyred wheel tracks of Richard Smith's 1899 3½ h.p. Benz another old car has undertaken the End-to-End Run from Land's End to John O'Groats for charity. John Lees is undertaking the long haul in a 1934 Austin 10/4 Cabriolet, accompanied by Robert Lees and L. F. Trvdik, departing on May 23rd. Seven days were allowed for the 880 mile run and it was in aid of the Portland Training College For The Disabled. Which reminds us that the Austin Ten DC, which caters for all pre-1940 Austins, has a membership of something like 1,100 and new members seem to be recruited in very reasonable numbers each month. The current issue of the Club's magazine lists 34, with details of their Austins, and it also gives short biogs. of the retiring Committee members, with photographs of these gentlemen, which are two ideas that other Clubs might well copy. The editorial calls the recent Budget "Tory Blues", likening Sir Geoffrey Howe to the slayer of the Golden Goose, but points out that in many ways the older cars can be less expensive to run than modern vehicles. This is a Club very much for active participants, listing many social and other Austin-orientated fixtures. The subscription is £5.00 a year and the Membership Secretary is Peter Woodend, 3, Eastcourt Drive, Widmer End, High Wycombe, Bucks. HP15 6AH.

No less an organisation than the National Trust published an article in the Spring issue of its magazine about George Bernard Shaw as a photographer. This was interesting in itself but what catches the eye is a photograph purporting to be of Shaw's first car, captioned as "a 1920 AC Cobra"! There ain't no such animal, of course, and the car looks to us like a circa-1924 AC drop-head, which no doubt S. F. Edge of AC's was delighted to supply to such an eminent customer, although memory suggests that Shaw had earlier cars than this, one of which was, we think, a Lorraine-Dietrich. The March issue of *The Flying Lady*, the periodical of the Rolls-Royce OC of America, has a photograph on its front page of Frederick Coleman's White Steamer setting off with Claude Johnson's Rolls-Royce Silver Ghost (No. 60551) on the 2,000-mile tour that preceded the 1907 Scottish Trials and was followed by the Rolls-Royce's famous 15,000 miles RAC-observed reliability run.

The Railton OC's monthly bulletin has an article about Arab cars, in which it is stated that the idea originated with Parry Thomas, Reid Railton and Henry Spurrier of Leyland Motors, the pre-prototype being the SR Special assembled at Leyland. This Spurrier-Railton is said to have used a standard Enfield-Allday chassis and body and to have been raced "with some success" at Brooklands by Railton in 1924. We cannot find that it was placed in any major Brooklands race at that time but Railton did lap in this 2-litre aluminium car with yellow wheels at 92.57 m.p.h. The Thanet Fun-Run-of-the-Year, which Shell have an interest in, is from Blackheath to Ramsgate on June 14th, and includes vintage cars. The Biggar Museum Trust has formed an Albion OC, open to all interested Albion cars or commercials, and it has started an excellent magazine, using as its badge the Albion "Sure as the Sunrise" motif.

From Australia we have the latest news of Alan Chamberlain's replica of the giant racing Napier "Samson", using its original engine. The chassis is complete, with various axle ratios, three sets of wheels, and various spares, and is said to look magnificent in its green livery with copper cooling system. The engine was found to be in a sorry state and as Mr. Chamberlain intends to use the car's performance to the full, just as in 1904/08, he has made new parts for it where required, leaving as original just the crankcase, crankshaft, one timing-pinion, the ignition skew gears, some of the inlet manifold assembly, and a few nuts and bolts. All the new parts have been made, so completion of "Samson" cannot be far off. Unfortunately, Alan Chamberlain has to go into hospital for some work on an old leg injury but he hopes to fire-up the big Napier next year.—W.B.

Vintage Postbag

Maybach Engined Special

Sir,

I enclose a photo of the Maybach engine in the special that Stan Jones raced in Australia some thirty years ago, reference the article "Fathers, Sons & Brothers" and the letter from Mr. J. E. B. Little in the April MOTOR SPORT. This shows it in its supercharged form but it ran originally on six Amal motorcycle carburetters and later in life on three very large SU carburetters. The engine was a German military unit fitted to half-track troop carriers used in the Middle-East during the 1939/45 war. Some of these vehicles found their way to Australia after the war and eventually finished up in scrap yards. Charlie Dean, who built the Maybach Special, acquired three of these engines and they were very rugged, well built and receptive to tuning.

The bore and stroke of this 6-cylinder unit was 90 x 100 mm., giving a capacity of 3.8-litres and on a 6.5 to 1 compression ratio it gave a constant 100 b.h.p. at 3,800 r.p.m. with a peak of 112 b.h.p. The hemispherical combustion chamber and the overhead camshaft which operated the inclined valves through roller followers and rather heavy curved rockers allowed a lot of tuning development, as did the separate inlet and exhaust ports to each cylinder. A later engine used in the Maybach Special was of 4.2-litres.

Dean built a tubular chassis with heavily modified Studebaker i.f.s. and a Lancia rear axle, while a Fiat 525 gearbox was adapted to the Maybach engine. Stan Jones took the car over from Charlie Dean. The full story of the Maybach Special in all its various forms can be found in John Blanden's book "Historic Racing Cars in Australia".

S. Australia — G. H. BROOKS

VSCC and Sponsorship

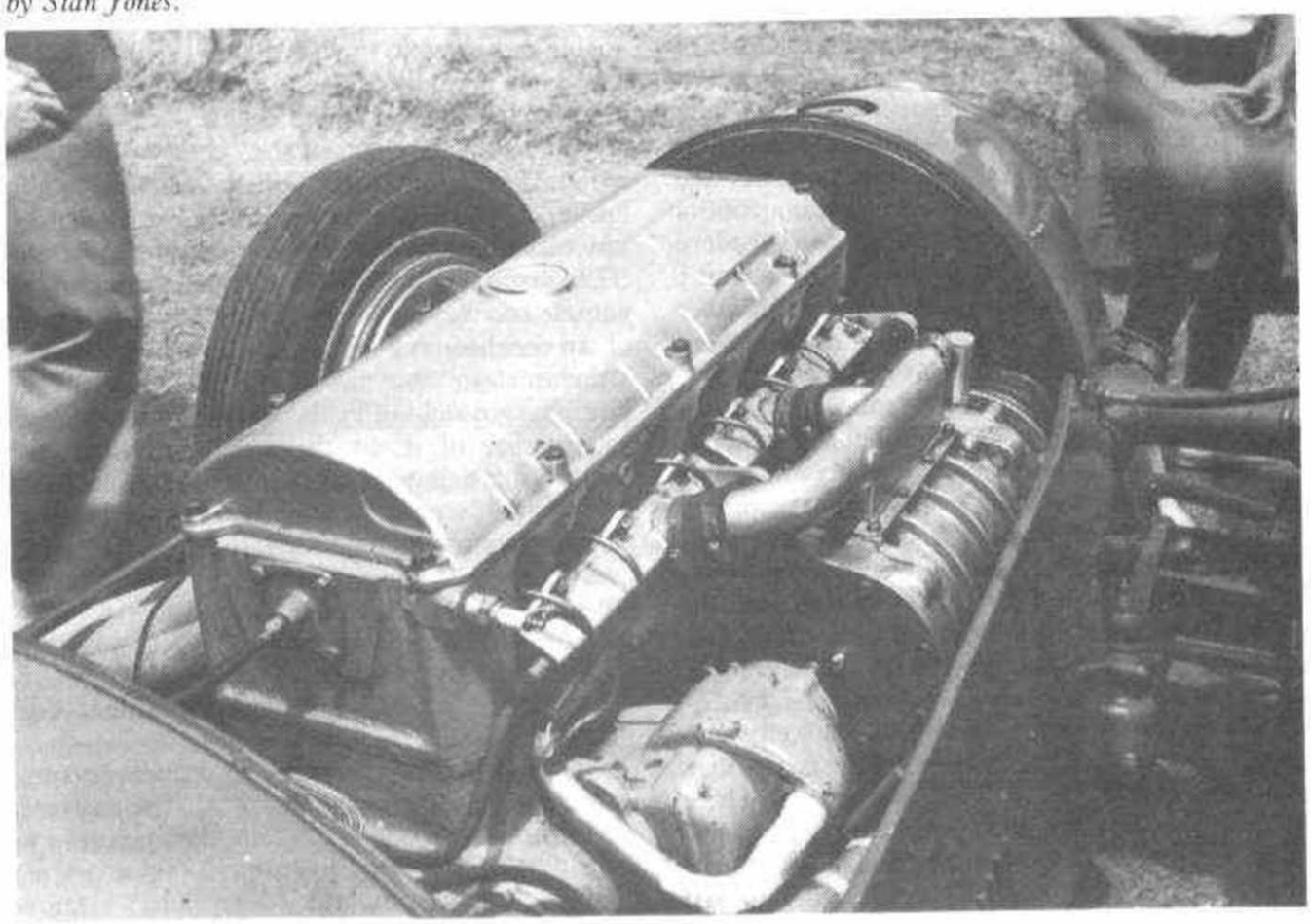
Sir,

With reference to your VSCC April Silverstone report, it is not quite correct to say that the Prewar Allcomers' Scratch Race for the Haggar Trophy set a precedent for the VSCC by being a sponsored race, for 18 years ago the first race for the Merrydown Trophy, presented by the Merrydown Wine Co, was held at our April Silverstone meeting, and then was run annually on four occasions until 1966.

The only precedent seems to be the move from Wine into Trousers — both equally essential to our members!

Newbury, Berks — PETER HULL, Secretary, VSCC

"THE single overhead camshaft Maybach engine in the Special built by Charlie Dean in 1947 and later raced by Stan Jones."



Humber Racing History

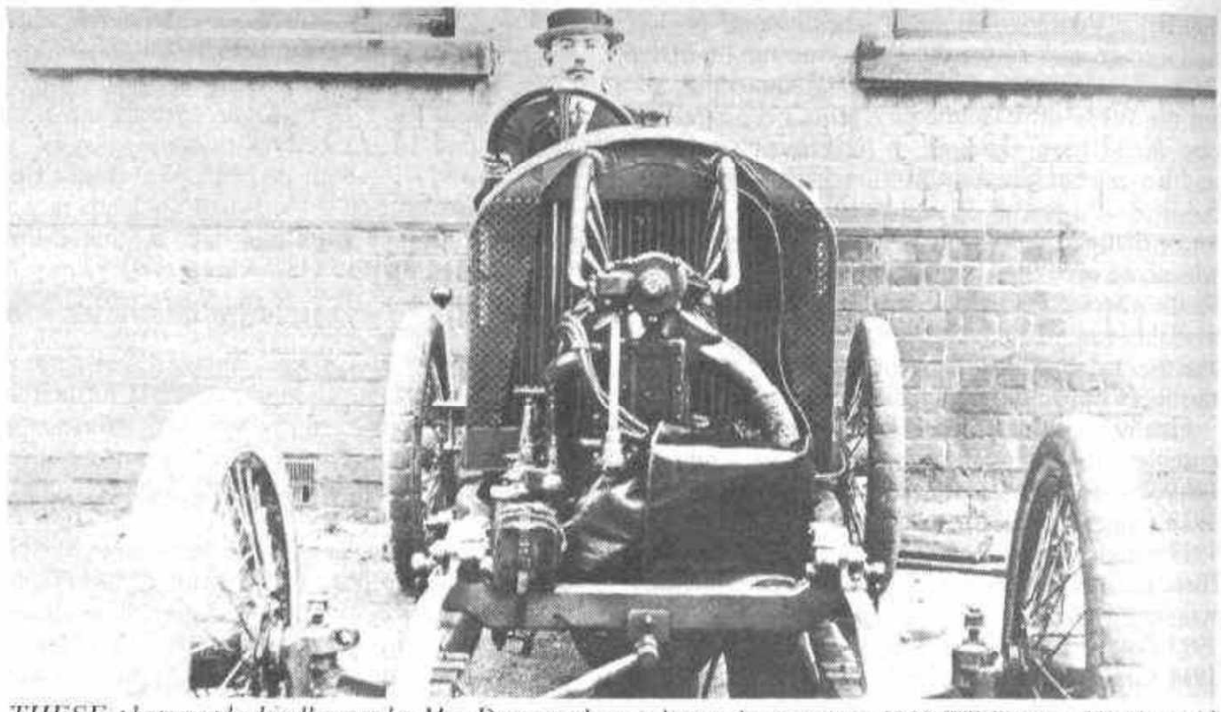
Sir,

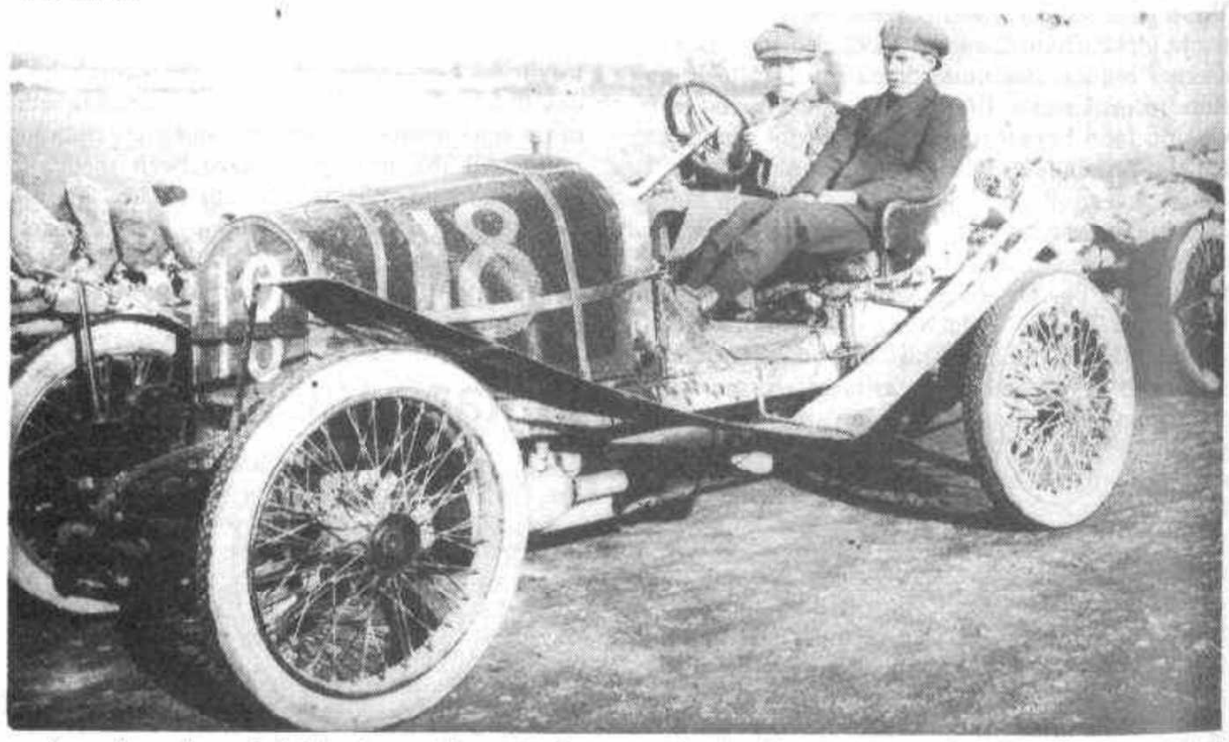
As you so rightly say in your May issue, imitation may be the sincerest form of flattery, and Peugeots 2 o.h.c. design may well be one of the most copied, but I cannot accept without a comment that Burgess' 1914 copy, in the form of the team of Humbers for the TT of that year, was, as you say, Humber & Co's "one and only" venture into motor racing.

Humber and Co. had entered for all the Isle of Man TT races prior to 1914, and whereas it is true that the bulk of their entries smacked more of touring practice than of racing, one must, surely, make honourable exception for the two Beeston-Humber o.h.c. entries for the 1908 "Four-Inch" race. For the 1905 TT Humber entries were exactly to catalogue specification; the 1906 Beeston-Humber entry was similar to the catalogued 16/20 but had minor modifications, whereas the 20 h.p. Coventry Humber bore no relation to the catalogued 10/12 h.p. at all — rather was it closer to the 15 h.p. Coventry Humber that was not catalogued until 1907. (An early example, perhaps, of a production car being developed from a "racing" car?) For 1907, both Humber TT cars were entered as 16/20s, though the Beeston-built 16/20 had been dropped from the catalogued models after 1906, while a Coventry-built car of this size had never yet been built. The Beeston TT car was presumably a modified 16/20, but again, engine and chassis dimensions had been altered. The Coventry entry resembled the largest of catalogued Coventry cars, but the engine was considerably enlarged, being of 124 mm. × 121 mm. as against 94 mm. × 112.5 mm.

For 1908, Humbers fielded one Coventry racer, designed by G. W. A. Brown, who also drove it (unsuccessfully) in the race, but the two Beeston-Humber entries were totally different from anything that had previously emanated from either Beeston or Coventry under the Humber label, with single overhead camshaft engines, the camshaft driven by skew gears and vertical shaft, and with their radiators mounted behind the engine in Renault fashion, the engine itself protected by a wiremesh "meatsafe". With their sketchy bodies, consisting of no more than two seats and a large bolster petrol tank astern of them, and with four massive exhaust pipes merging into an expansion box on the near side of the car, and Humber's own design of centre-lock wire wheels, their appearance was much more that of the contemporary racing car than that of its touring counterpart. From photographs and drawings in my possession I would attribute much, if not all, of their design to Theodore James Biggs, who, after a varied career in the cycle and motor industries, had joined Humber Ltd. in 1906 at Beeston. Significantly, he went with that other stout supporter of competitive motoring, T. C. Pullinger, from Humber to Arrol-Johnston in Paisley in 1909. Significantly, because Arrol-Johnson then produced a whole series of radiator-behind-engine cars, including those entered for the 1911 Coupe de *L'Auto*. Although these 1911 Coupe de *L'Auto* cars were side-valvers, the firm was reported in the motoring press of the time as having an overhead-camshaft design under consideration. Biggs again?

Neither of the o.h.c. TT cars did well, both retiring, but they were appreciably faster than Brown's Coventry car, "The Manxman". Three o.h.c. Beeston cars were built, the "prototype" going over to the Island as spare car. The two race entrants were subsequently converted into fast road cars by private individuals, one featuring in *The Autocar* of December 3rd 1910, the other being portrayed in the issue of April 13th 1912 of the same periodical.





THESE photographs kindly sent by Mr. Demaus show (above) the prototype 1908 TT Beeston Humber with Jimmy Reid at the wheel (note the vertical shaft to drive the overhead camshaft) and (below) Reid's car for the race itself.

Whether Burgess used Peugeot drawings when laying out the post-war Bentley chassis or not is an interesting point. [See W.B.'s "Correction" on page 790 — Ed.] What is certain is that Bentley Motors had one of the Burgess-designed Humber TT cars in the works for some time, a fact that has ample corroboration from a number of sources.

In conclusion, I only wish that someone would "come clean" on the details of exactly how Burgess got sight of his Peugeot in order to make a Humber of it, in the same way that your splendid article gave us the details of Coatalen's "industrial espionage" up in Wolverhampton! Coatalen himself would scarcely have let a rival in on his plans, one would think.

Tenbury Wells, Worcs — A. B. DEMAUS

Early Euro-American Cars

Sir,

Dr. Ellam (May 1981 issue) asks who invented the Anglo-American sports hybrid. The answer in the true sense has to be Railton, the first cars with the 4,010 c.c. *Essex* Terraplane 8 engine (not the famed 254 Hudson, which came later) being on sale in the summer of 1933. The straight-8 Brough Superior came out in May 1935, the Lammas-Graham in September, 1936, and the Jensen was announced a month or so later, though in fact quite-extensively modified sports editions of the Model-40 Ford V8 had been offered by the West Bromwich firm since 1934.

The earlier Euro-Americans — one thinks of things like the straight-eight Audi and the Delaunay-Belleville 8 — were not in any sense sporting, and were a means of getting a straight-8 in the range without a tooling bill calculated to send anxious shareholders up the wall. A case could, however, be made out for the f.w.d. Buccialis, some of which used Continental motors — the legendary Double-Huit 16-cylinder, indeed, was made up from a pair of Continental blocks — but was it a sports car?

In the 1920s, incidentally, there were quite a few specials with sporting connotations based on the Model-T Ford, some of which were produced commercially. How about the Maiflower in Britain, the Montier in France, and the DeWandre and Speedsport in Belgium? The Montier had quite a distinguished competition career in events like the *Circuit des Routes Pavees*, and Montier was still playing around with Ford V8s as late as 1933-4.

Midhurst, Susex — MICHAEL SEDGWICK

Henry or Verdet?

Sir,

I was most interested to read your comments on my article on the 1912 Grand Prix Peugeot in *Autocar* of March 14th. You will already have seen the follow-up story in the April 11th issue of *Autocar* in which I explain that the drawing was simply a worked up illustration from a rough pencil sketch to make a heading. However I was misled, I think, in believing that the valve operation was desmodromic. My authority for that was Paul Yvelin, the Peugeot executive who had access to all the surviving Peugeot files, for the purpose of writing "Cinquante Ans de Course Automobiles" which is a history of Peugeot competition activities. There is a great deal of new material in this and since he got everything about the dimensions, valve angles and valve drives on the 1912, 1913 and 1914 cars right I assumed that when he referred to the valve gear of the 1912 and 1913 Grand Prix cars — not the Coupe de *L'Auto* cars please note — as having "commande desmodromique" I believed him rather than the Cresswell drawings in "The Grand Prix Car". The reason for this was that I knew that these drawings were made thirty years after the event at a time when there were certain Teutonic obstacles to getting at the Peugeot files. However I was satisfied that I could be wrong when I researched further and found reproductions of photographs of the engine which indicated that there was no positive connection between the tappets and the valve stems and therefore desmodromy was impossible. I would agree with you, however, that there is a degree of desmodromy in the tappet in that it is positively pulled back to relieve the valve of inertia loads. To be truly desmodromic however, the tappet would need to be under control of the camshaft through 360 deg. You will also find a scale drawing of what the engine could have looked like, but not necessarily did look like, in *Autocar* of April 11th. This is lacking in that the inlet and exhaust valves could be much closer thereby reducing the bore overlap.

I was most intrigued to find the mention of Louis Verdet in Yvelin's book because, to me, the Charlatan legend has always been too much like a fairy tale. Robert Peugeot was too much of a hard-headed business man to pin the hopes of the reformed Peugeot company on a group of men, however gifted, with no tangible design experience. He sent them to Verdet, who had designed some of the most successful Peugeot racers and some outstanding aero engines. We do not know who designed the Peugeot racing engines, Henry's name has been repeated so frequently that we have come to believe that he was responsible, but the basis for this folklore is pure journalistic conjecture. W. F. Bradley, who was there and in on the act maintained that he was only a draughtsman. The *Motor*, in their description of the winning engine in 1912, give the name of the designer as M. Vaselot which could be a misprint for Verdet but not for Henry. Please be sure that I am carrying no special brief for Verdet, but his existence does open up a number of blind alleys in the Henry story and as responsible historians it is up to us to find out more rather than tearing at each other's hair.

Rugby, Warks. TED EVES
Editorial Consultant
Autocar

[In saying that "W. F. Bradley," who was in on the act, maintained that he (Henry) was only a "draughtsman" Mr. Eves was telling us only half a story. In his book on the Targa Florio race, Mr. Bradley refers to Ernest Henry as the "Swiss Engineer" and in the *Autocar* after the war he makes much of Henry being the great engineer responsible for the all-conquering Peugeot racing cars of 1912 to 1914. Bradley was a delightful motoring journalist but as an historian I have found him to be unreliable.

Robert Peugeot may have been hard-headed but he wasn't in trusting the entire output of Peugeot to the so called "Charlatons", only his racing car reputation. And, didn't Paul Zuccarelli have designing abilities?

I agree whole-heartedly that "as responsible historians it is up to us to find out more" but is it responsible to quote W. F. Bradley out of context? An engineer can be a draughtsman, but a draughtsman is not necessarily an engineer. But at least we have laid the desmodromic red-herring! As for misprints, I have suffered from them in my time and still do, and I agree "Vaselot" for "Verdet", is not impossible. Curious, though, that *Motor* never enlarged on this information, nor imparted it to Laurence Pomeroy. Now we shall have to wait to see what Griffith Borgeson uncovers. — Ed.]

30/98 Mishap

Sir,

As anyone interested in the Land's End Trial must be a reader of MOTOR SPORT, may we use your columns to thank those marshals and spectators who lifted the Vauxhall off us so swiftly after our *contretemps* at Bluehills Mine. Damage to all concerned was very much less than it might have been and the old girl brought us home at her usual rousing pace.

Twyning, Glos. BRIAN and CARL GRAY, TED ROBERTS

"Three GNs"

Sir,

Your article on Stafford East's three GNs was most interesting, as the history of cars of this age is now becoming difficult to authenticate.

As you know, Basil Davenport modelled the body of Spider on Kim, so that they have a passing resemblance, although Spider was developed to a very high state of tune and became a most successful sprint car, winning at least 114 firsts between 1924 and 1931, thus just beating Kim's 112. I have checked the 114 from Basil Davenport's collection of results and press cuttings, which are very thorough up to 1927, but less so beyond then, so there may be other successes which by that time Basil could not be bothered to record.

Mention of the Indian rope trick with the clutch brings to mind the story told by Ralph Wilde of taking Basil Davenport up Shelsley in Ralph's Vitesse GN. Halfway up the hill the clutch started to slip so Ralph went to put his foot behind the clutch pedal to pull upwards and assist the clutch spring. Basil's foot was already there! If Basil thought the clutch spring not strong enough, he would tie several lengths of elastic to the clutch pedal and bring them out through a hole in the body side and tie a spanner on the end to hold them tight.

The Akela GNs are fascinating vehicles, and although the parts are there to be able to reconstruct five cars, the number considered to be the total production, all the cars were butchered unmercifully in their middle age and used as the basis for cheap specials. It is only in their old age that they are being converted back into their original form.

Stafford East's car is ex-Ivy Cummins, chassis No. 3094 or 3096, always considered as the spare car for the 1922 200-mile race and sold to Ivy Cummins afterwards. She converted it to a single seater and used it extensively in sprints, letting G. M. Le Champion drive it on occasions. She sold it to Lance Mucklow (ELF not ERF as in your report) in late 1925 and he used it most successfully until 1929 when he sold it to W. H. Hylton. Lance Mucklow's brother was Professor Graham Mucklow of Birmingham University and he was responsible for many tuning improvements on this car as well as Basil Davenport's Spider. Mucklow kept his engine the original 84 × 98 (1,087 c.c.) in order to ensure winning the 1,100 c.c. class as Spider was gaining the honours from 1,500 c.c. upwards. After Hylton the car was raced by Prestwich in 1933 and then its movements are uncertain until Basil Davenport acquired it from J. W. Ecroyd in the early 50s. To the best of my knowledge this car was never registered.

You mention H. B. Showell as an Akela owner. He had my car, chassis No. 3093, which was the Godfrey car which finished 3rd in the 1922 200-mile race. Godfrey sold it to Nigel Asprey in 1926 who registered it PE 9074 (originally it was IT 354 which has now been restored to it) and raced it with his brother K. M. Asprey at various sprints and hillclimbs. Asprey sold the car to Donald Bird of the custard family, who used the car in 1928 and I think enlarged the engine from its original 84 × 98 to 89 × 120 (1,493 c.c.).

In 1929 Bird sold the car to Hugh Showell, who threw away the two-seater body, as by then it was rather tatty and made it into a single-seater. He had the spectacular accident at Shelsley in September 1929 when he left the road at the S bend, knocked down a photographer, breaking his leg, and finishing in the bushes below the road. It was then rebuilt with a large supercharger and chain-driven cams into a very spartan single-seater, but I have no record of it having ever finished an event in this form. In 1931, Showell dismantled the car when he returned to his father's Norfolk farm and eventually gave the pieces to Basil Davenport after the war.

I helped Basil to rebuild the car to its 200-mile race form, though still with 1,493 c.c. engine, and he and I raced it in the 60s until we stripped the cam drive gears. When rebuilt we put the plungers of the oil pumps below the floor level, and not above as can be seen on Stafford's car, as Basil felt that they would not have submitted the passengering mechanic to such a potential personal hazard in the event of an accident.

I bought the car from Basil three years ago and am now rebuilding it again, bringing the engine back to its original 84 × 98 form. One interesting point is that the chassis frame is stamped 3090A, despite the log book quoting 3093.

Bill Craddock has the Pickett car, chassis No. 3092, and this was also made into a blown single-seater when raced by K. M. G. Anderson in 1932. Anderson sold it to Nigel Orlebar who sold the engine to Craddock who recreated the 200-mile race car. This car is registered XL 6458, and is probably the one raced by A. P. Dempster at Brooklands.

Bill Craddock also owns the T drive engine used by Nash in his race winning 1921 car, registered IT 327 — the number Stafford now has on Kim and a number Nash used on several cars over the years. This is engine No. 309.

The fifth Akela is the one originally sold to Capt. Trubie Moore in 1923, registered U7884, chassis No. not known for certain but could be 3095, and used by Moore in several north country events. It was raced by H. R. Humphreys in 1927 and L. Cole in 1928 before being bought by Jack Moor who made it the basis for Wasp. Jack, also known as "Moses", altered the bore and stroke and used Norton barrels I believe to achieve a

continued on page 798



Alfa Romeo 8C/35

THE 8C/35 Alfa Romeo winning the Donington Park Grand Prix in 1936 with Richard Seaman at the wheel. On the outside of the car under the exhaust pipe is an oil cooler, while the tail contains the fuel tank behind the driver and the dry-sump oil tank in the extremity. On the bonnet is a discreet Scuderia Ferrari badge.

IN THE interview with Dan Margulies in the April issue of MOTOR SPORT he mentioned that his enthusiasm for motor racing was started in 1937, when he saw Hans Ruesch win the Grand Prix in Bucharest in a 3.8-litre Alfa Romeo 8C/35. For British motor racing enthusiasts this particular Alfa Romeo also holds an important place in history. It was one of the last of the 8C/35 models to be raced by the Scuderia Ferrari at a time when they were changing over to the 12C/35. Prior to the appearance of the 8C/35 the front-line Alfa Romeos in Grand Prix racing were the ultimate development of the Tipo B, the famed "monoposto", erroneously called the P3 by many people. The eight-cylinder Jano-designed engine was enlarged to 3.2-litres, the steel channel chassis frame had i.f.s. by the Dubonnet system and a rigid rear axle sprung on reversed quarter-elliptic leaf springs, like a Bugatti. The rear axle still retained the Jano divided propshaft and twin crown-wheel and pinion units. Experiments had been carried out, but not in racing, with an independent rear suspension with a chassis-mounted final drive unit on a Tipo B.

All this was leading up to the new Grand Prix Alfa Romeo for 1935, which Enzo Ferrari was to continue to run with his Scuderia Ferrari in Modena. The Alfa Romeo factory in Milan were very occupied with military contracts for the rising Mussolini government so racing projects took a bit of a back seat and the new Grand Prix car was a long time coming. It did not make a race appearance until September 1935, for the Italian Grand Prix at Monza, when two cars were entered, for Rene Dreyfus and Tazio Nuvolari. The little Italian "maestro" had engine trouble and retired and when the Frenchman came into the pits to refuel and change tyres, Nuvolari took over and completed a stirring drive into second place behind Hans Stuck's Auto Union.

The Tipo C/1935 was a totally new design, albeit using some of the experience gained with the Tipo B. The chassis frame was tubular, all four wheels were independently sprung, the gearbox was in unit with the differential and mounted on the rear of the chassis and the front-mounted engine was of the classic Jano straight-eight-cylinder design, with the overhead camshafts driven by a train of gears between cylinders four and five. It was of 3.8-litres capacity, of 78 × 100 mm. bore and stroke, supercharged by two Roots-type instruments and running on a methanol-based fuel gave 330 b.h.p. at 5,400 r.p.m. Compared to the slim lines of the Tipo B, the Tipo C had a rather bulbous bodywork and the classic Alfa Romeo radiator had given way to an oval "birdcage" cowl. Already under development was a 4-litre V12 engine destined to go into the new chassis. Alfa Romeo fortunes were looking up.

Following the Italian Grand Prix Nuvolari had an easy win in the Modena Grand Prix, driving the only 8C/35 against a field of earlier Alfa Romeos and no Mercedes-Benz or Auto Unions. He retired in the Spanish Grand Prix at San Sebastian but finished second to an Auto Union in the Hungarian Grand Prix at Masaryk. Although the 8C/35 had showed promise it was not really a match for the German cars, but with the 4-litre V12 engine giving 370 b.h.p. at 5,800 r.p.m. it could be a different story. The 12C/36 model was ready for the 1936 season and the 8C/35 models were used as back-up entries for new drivers in the Scuderia Ferrari. Sometimes there would be two 12-cylinder cars and two eight-cylinder cars, sometimes only one 12-cylinder and three eight-cylinders and at the Italian Grand Prix there were three 12-cylinders and one eight-cylinder.

In the Coppa Ciano at Livorno in August 1936 there were two 12-cylinder cars (Nuvolari and Brivio) and two eight-cylinder cars (Pintacuda and Dreyfus). The only real opposition came from three Auto Unions, hurriedly sent to Italy after the German Grand Prix; Mercedes-Benz were having a bad season and did not enter. Nuvolari was forced to retire in the initial rush from the starting line when the differential of his 12C/36 broke. The immediate reaction of team manager Nello Ugolini was to call in Brivio in the other 12-cylinder car and give it to the team leader, but Nuvolari decided he would rather take over the eight-cylinder car of Carlo Pintacuda. This he did and rejoined the race in seventh place and in a typical Nuvolari drive he caught and passed everyone, including the three Auto Unions, and won the race. It was this 8C/35 car that Hans Ruesch, the Swiss amateur driver, bought from the Scuderia Ferrari as the 1936 season drew to a close.

Ruesch entered it for the 1936 Donington Park Grand Prix and nominated Richard Seaman as his co-driver, but on his way to the Leicestershire circuit he deviated to Worcestershire to take part in the Shelsley Walsh hillclimb, as an initial try-out for the car. He probably wished he had gone straight to Donington Park, for it poured with rain at Shelsley Walsh and all he could do was to flounder up the hill in 47.07 sec. At Donington Park it was a different story for Ruesch and Seaman won with ease, the 8C/35 Alfa Romeo being the latest and most powerful car in the entry. Ruesch drove the first half and Seaman the second half and apart from a slight "coming together" with Bira's 8CM Maserati when the owner was at the wheel of the Alfa Romeo, it was an effortless and immaculate win. In the accompanying photo of Seaman in the car, the damage to the lower part of the tail can be seen, inflicted by the front of Bira's Maserati.

Like many Swiss racing drivers Hans Ruesch, who hailed from Zürich, found Britain an agreeable place for motor racing, the simple amateur atmosphere being more to his liking than the hard school of European Grand Prix racing. Ruesch stayed on and raced at the closing BARC meeting at Brooklands track where he finished second to Raymond Mays (ERA 2-litre) in the Mountain Championship race. He complained that Mays had jumped the start, but the Stewards refuted the suggestion. During the winter of 1936/37 he shipped the Alfa Romeo out to South Africa for their summer season, along with many other Europeans, even though the races were handicap events. He netted a fifth place in the Grosvenor Grand Prix at Cape Town and was unplaced in the Rand Grand Prix at Johannesburg.

Returning to Europe Ruesch entered the British Empire Trophy race at Donington Park but was forced to retire with gearbox trouble. Being a "professional" amateur privateer Hans

Ruesch picked his races cannily, going to the smaller races where opposition was negligible, rather than trying to compete with the factory teams, though obviously he was duty-bound to enter his own country's Grand Prix at Berne and it was good for his professional status to run at Monaco and Nurburgring. During 1937 the Alfa Romeo was very active and travelled far, recording wins in the Frontieres Grand Prix at Chimay, the Finnish Grand Prix at Helsingfors, the Bucharest Grand Prix in Rumania (where Dan Margulies saw it in action) and at the end of the season Ruesch returned to Brooklands and this time won the Mountain Championship race. He had intended to race in the JCC 200 mile race at Donington Park, which was due the week after the Swiss Grand Prix, but trouble with the car on the Bremgarten circuit forced him to scratch from the British event. The day before the Swiss Grand Prix he had won the National "Prix du Bremgarten" which, for the 8C/35 Alfa Romeo, was more of an ego trip than a serious motor race, but as the leading Swiss racing driver of the time he was expected to take part in his country's major club event.

During the 1937 season Hans Ruesch and the 8C/35 finished 8th in the German Grand Prix on the Nurburgring and 8th at Monaco, in both races among the "big boys". In the Monegasque race he was placed on the starting grid alongside Pintacuda, who had raced the 8C/35 in 1936, but who was now in a 12C/36. While all this was happening in Europe, back in England in small club speed trials and hillclimbs the name of Dennis Poore was beginning to appear in the results sheets with an MG sports car.

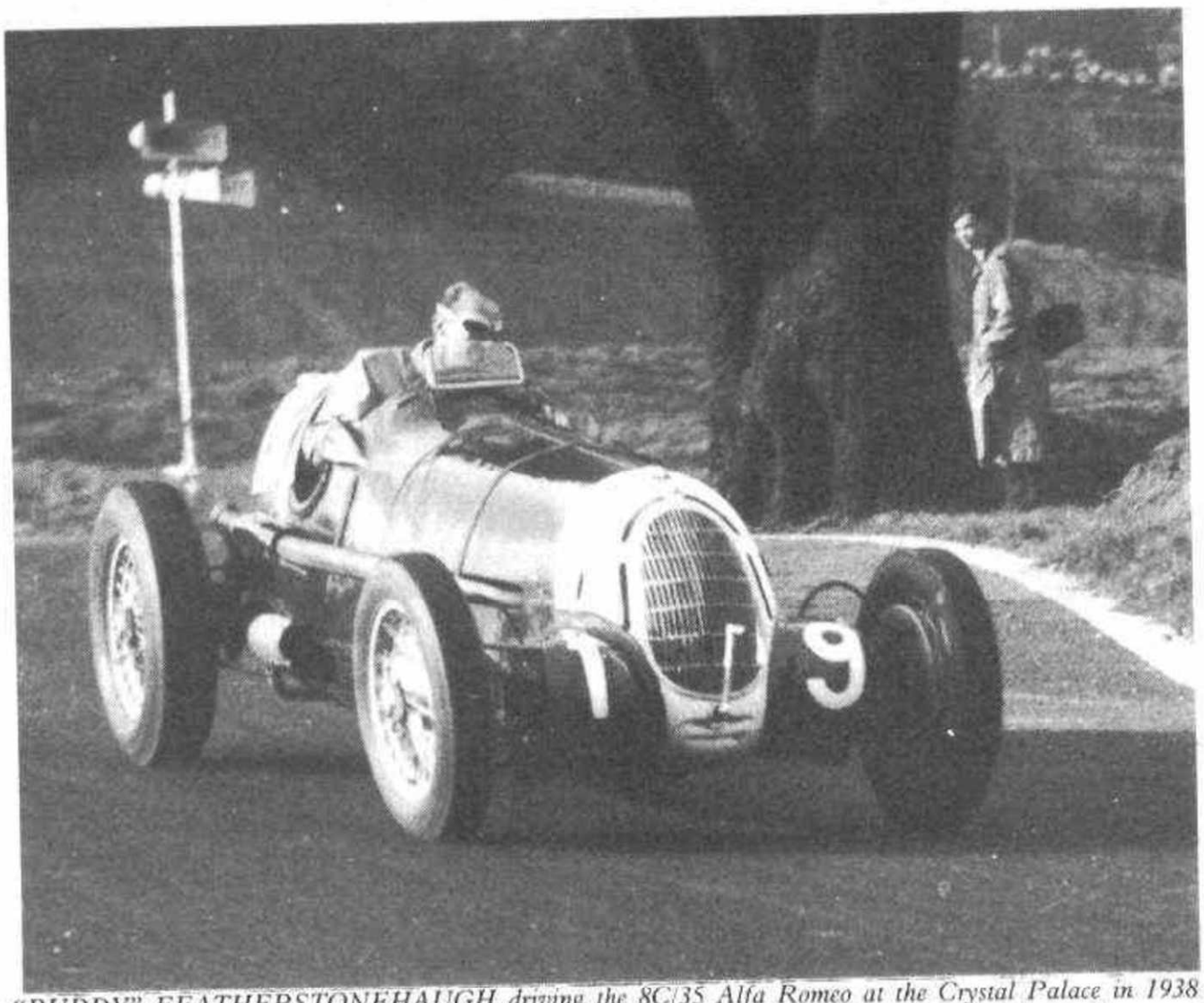
In 1938 a new Formula for Grand Prix racing came into use and this limited supercharged engines to a capacity of 3-litres, so the 8C/35 and the 12C/36 were now obsolete, as were all the Auto Unions and Mercedes-Benz. Naturally the factories built new cars for the new Formula, but it meant that the privateer no longer had the possibility of taking part in Grand Prix races, so Ruesch's activities with the 8C/35 were brought to a halt. He entered the car for one meeting at the Crystal Palace, in April 1938, with R. E. L. (Buddy) Featherstonehaugh as driver. It finished 5th in the second-heat, but in the final the well-known saxophone player and dance-band man managed to roll it over.

In 1939 Hans Ruesch, living in Zürich, must have been much more aware of the impending war than anyone in England and the Alfa Romeo remained in London. Ruesch drove it in the Sydenham Trophy race at the Crystal Palace in May 1939, winning Heat 2 and coming 3rd in the final. This meeting was notable for the fact that Ruesch had his hands full with the big Alfa on the twisty London circuit and Bira in his ERA just could not find a way past the Swiss driver, and it was obvious that the Siamese driver was being held up. In the final Prince Chula, Bira's cousin and team-manager, decided to put twin-rear wheels on the ERA, as the circuit was getting slippery and polished. Once again the big Alfa got away first and Bira tried all he knew to get by, but Ruesch would not concede an inch. In the pits Chula was nearly apoplectic with rage until finally, with the ERA leaning on him, Ruesch made a slight error of judgement on one corner and ran wide. Instantly the ERA was by and away into the lead. [Sounds like Jones and Reutemann at Long Beach 1981, doesn't it? — A.H.]

In July 1939 Ruesch once more entered the car at the Crystal Palace, but he failed to turn up, as by now anyone in central Europe was either digging a hole in a neutral country or organising a trip to the United States, away from the impending disaster of a European war. Hans Ruesch sold the Alfa Romeo to Robert Arbuthnot, of High Speed Motors in Lancaster Mews in London, as he could see no further use for it himself. Arbuthnot was an Alfa Romeo specialist and dealer and had been racing a 2.3-litre Monza Alfa Romeo. The British were still believing what Prime Minister Neville Chamberlain had told them when he returned from Munich in 1938, and the BARC ran its August Bank Holiday meeting in 1939. Arbuthnot entered the 8C/35 and was leading the 10 lap Campbell Trophy race, ahead of all sorts of famous drivers like Mays, Bira, Whitehead, Ansell, Cotton etc., until he spun off on a corner and had to let them all go by. However, he did have the consolation of recording a new Class C lap record for the circuit.

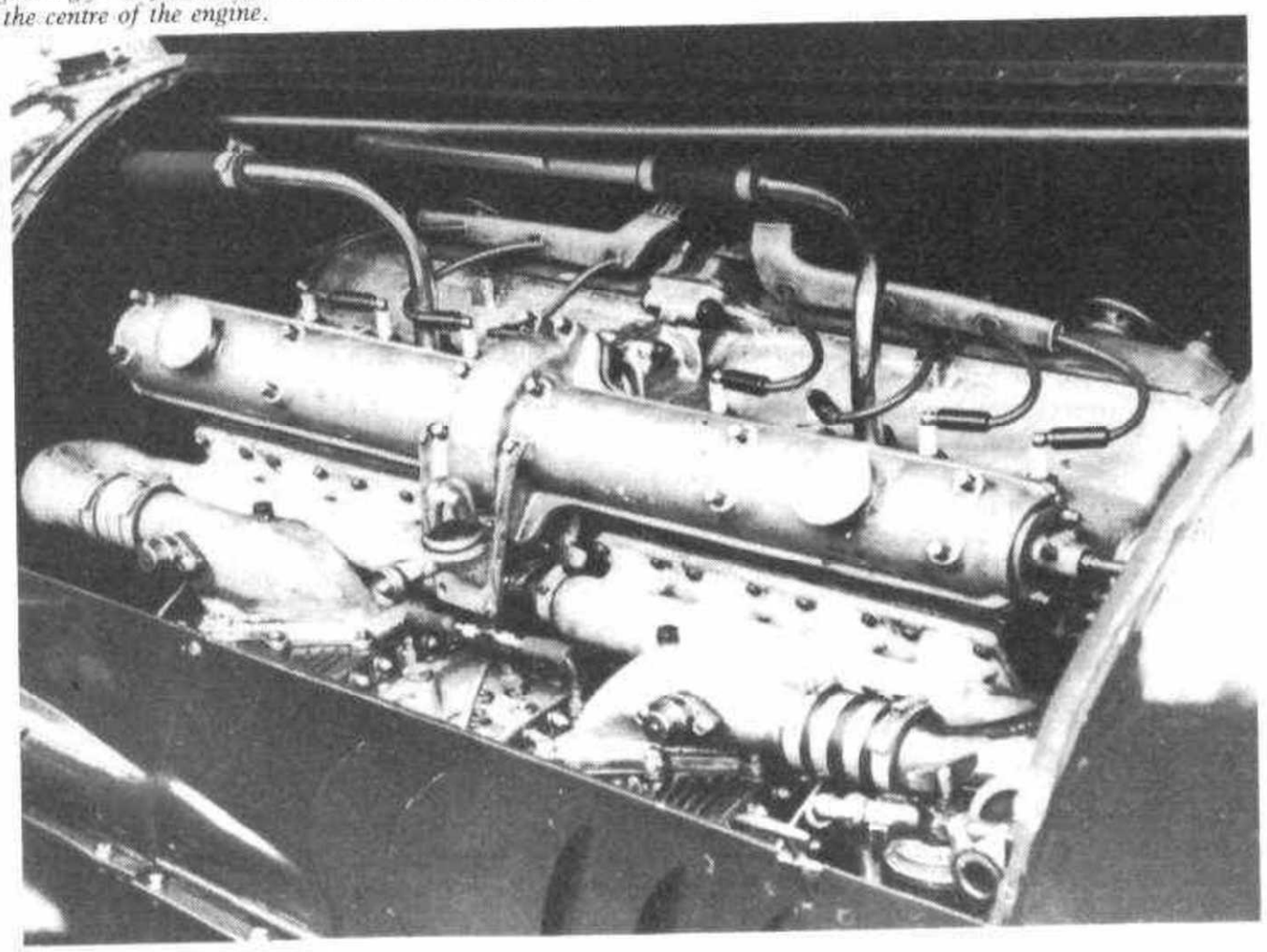
When the war broke out on September 3rd 1939 the 8C/35 Alfa Romeo was salted away,

continued overleaf



"BUDDY" FEATHERSTONEHAUGH driving the 8C/35 Alfa Romeo at the Crystal Palace in 1938 before he up-ended it. Note the white painted nose cowling, with the rest of the car in red, to denote the owners Swiss nationality.

THE straight-eight 3.8-litre engine of the 8C/35. In this photo it is fitted with two Wade superchargers, each one feeding four cylinders from the ends of the cylinder blocks as distinct from the Alfa Romeo layout which fed from the centre of the engine.



ALFA ROMEO 8C/35 — continued

along with most of the other racing cars of the time and Arbuthnot intended to race it again when sanity returned. Alas, it was not to happen, for he was killed in a road accident in August 1946, having survived the war years. In 1947 the 8C/35 was purchased by Dennis Poore, who it will be recalled, was competing with an MG Midget when Ruesch and the big Alfa were at the height of their fame. Poore sprang to prominence at the second race meeting held on Gransden Lodge aerodrome, when he won the big event of the day, handling the 8C/35 with confidence and ease. From then on he competed in every possible event in the British Isles, from straight-line sprint meetings, through hill-climbs to circuit races at the new Goodwood airfield track to similar converted aerodromes at Boreham, Silverstone and elsewhere. R. D. Poore and the 8C/35 Alfa Romeo was a familiar sight to enthusiasts all over the country in the immediate post-war years. When Ruesch acquired the car it was naturally painted Italian red, and to comply with the International colour code for Switzerland of red and white he painted the nose cowling white. Poore had the car painted British racing green and outwardly it remained unchanged, but a lot of work was done on the engine over the years he raced it. The two Alfa Romeo Roots superchargers were replaced by English Wade instruments and the inlet manifolding was completely revised. In 1950 Dennis Poore won the RAC Hillclimb championship, which was no mean feat with such a big car against the more nimble ERAS. It could still run in National Formula Libre events at the airfield circuits, but there was no place for it in International events and Poore ended its active life by taking part in VSCC Historic racing car events.

By 1953 Dennis Poore was very involved with Connaught racing and Formula 2, as well as with Aston Martin in sports car racing, so the old Alfa Romeo was pensioned off and laid to rest in one of his factories in Southampton. Since then it has only seen the light of day on one occasion and that was for the Castrol 75th Year celebrations, when it appeared at their London Exhibition. After that it returned to its resting place and it is still there today — D.S.J.

DENNIS POORE with the 8C/35 now painted green, cutting the last corner on the Rest-and-be-thankful hillclimb in Scotland. Note the twin rear tyres which aided grip but made the car very wide at the rear.



Beat the Thief

THEFTS of the kind of car which "no-one would steal because it is too distinctive" have been growing recently at an alarming rate. As one bereaved TR5 owner says in a letter published in that excellent Club Magazine, *TR Action*, . . . "it had been driven on to a lorry, dismantled on its way to Clacton and (the empty shell) rolled off the tail board on arrival. They (the police) also held the view that it was organised crime." The unfortunate owner goes on to describe the ghastly wrangle he had with his insurance company to get sensible compensation, and concludes ". . . if I had my time again, I would: 1. Alarm the car up to the hilt. 2. Make sure it is insured under an assessed value, and absolutely nothing else, on a comprehensive policy. 3. Guard with my life receipts of work done, with photographs to verify (send only photocopies with claims forms). . . ."

Good advice for anyone with a car of special value to protect. Item 3 is easy enough to achieve and most one-make or national clubs catering for owners of Veteran, Vintage, Thoroughbred and Classic cars have an agreed value insurance scheme which is usually well worth using. Owners who prefer not to belong to clubs, or whose cars are not covered by such schemes, can usually negotiate such policies through specialist brokers such as John Scott & Partners.

But alarming the car? There are many systems available, some expensive, some sophisticated, some cheap and some useless. What is certain, is that it is far more difficult to protect a soft top car than a saloon and one product which came to my attention recently might be of interest to owners of such cars who wish to do all they can to save themselves the frustration of having their car driven away from the pub car park. It is an ultrasonic detector, marketed by Motolarm of 3 Broadwell Parade, West Hampstead, London NW6. This, when coupled with one of Motolarm's anti-theft alarms such as the very sophisticated Stelios siren, detects any unwarranted intrusion into the car whether through the doors or not. A six second delay is incorporated with all these alarms to enable the owner to enter and turn off the system before the siren sounds. The ultrasonic detector will work under a taut tonneau cover (a loose one, inclined to flap in the wind, is likely to create false alarms), but has to be so de-sensitised if it is to operate in a completely open car (to prevent normal pedestrian traffic setting off the alarm) that it might not notice a hand gently releasing the handbrake and guiding the steering wheel, although it did when I tried it out on an elderly MGB.

The Stelios siren is one of the most sophisticated and expensive alarms available. It has its own self-powered siren, and operates immediately if the car's battery is disconnected or if the connections to the alarm are severed or tampered with in any way. Intrusions into the car through the driver's or front passenger's doors are subject to the six second delay, all others (including boot and bonnet) cause the alarm to go off immediately. Sudden movements, such as might be experienced if anyone tried to tow the car away without opening it, also sound the alarm, which operates for 30 seconds on each occasion it is triggered off, and also cuts the circuit to the ignition coil. It can be linked to the car's horn and/or light circuit.

It can be fitted to all negative earth, 12v or 24v vehicles, and costs £66.60 plus VAT for the basic Stelios system and fitting kit plus a further £16 and VAT for the ultrasonic detector. Fitting is simple, and the unit takes up little space.

P.H.J.W.

* * *

Miniatures News

THE CULT of the expensive child's car seems to be growing. The latest of which we have heard is made by Hamilton Brooks & Co. of Hereford, who also make Morgan and Triumph TR7 children's cars. Their latest is a Saudia-Williams F1 miniature, commissioned by Williams Grand Prix Racing Ltd. — just the thing for the offspring of wealthy Arabs! It is a half-scale replica, driven by an electric motor. The little car emulates the real thing in having a glass-fibre body and the unique green steering-wheel. The Saudia-Williams Grand Prix team has ordered four of these cars There is two-speed running gear, giving a top speed of some 15 mp.h., and the model is aimed at children of from six to ten years of age. Nine-year-old Tony Brooks did some of the test-driving. It is said that the price of the production model will be "substantial". — W.B.

THE prototype Hamilton Brooks half-scale Saudia-Williams on track test.



Number Plates — HWM 1

THE HWM team of single-seater Formula 2 cars made a good name for themselves in European racing in 1951 and 1952, but as Formula 2 began to forge ahead they got left behind by more powerful cars, like Ferrari and Maserati, and lighter cars like Cooper-Bristol and Connaught. The initials HWM derived from Hersham & Walton Motors Ltd. the motor business being run by John Heath and George Abecassis, in New Zealand Avenue at Walton-on-Thames. By the middle of 1953 the once successful HWM Formula 2 team was beginning to fade and with a new 2½-litre Formula for Grand Prix racing due and the imminent entry of Mercedes-Benz, Lancia, BRM and Vanwall it was obvious that there would be little room for what was essentially an amateur team.

Looking for new competition fields the two partners turned their thoughts to sports car racing and they were encouraged by the performance of one of their old 1950 Formula 2 cars that Oscar Moore had fitted with a Jaguar XK engine. In the workshops at Walton-on-Thames they still had the prototype chassis for their 1951 single-seater team, so they took this and used it as the basis for a new HWM-Jaguar sports car. Jaguars let them have an ex-works 3.4-litre C-type Le Mans engine and this was installed with a C-type Jaguar gearbox and an American Halibrand final drive unit, incorporating drop-gears to get everything as low as possible. Previously they had built a Jaguar powered HWM-Alta for hill-climb exponent Phil Scragg, and had supplied a full-width, all enveloping body for the car, but Scragg did not use it, preferring a simple lightweight body with exposed wheels and separate mudguards. HWM retrieved the unused aluminium body and it was fitted to the prototype Formula 2 chassis by welding outriggers to the large-diameter tubular ladder-frame. The Jaguar engine was set up with new camshafts designed by Harry Weslake and used three double-choke Weber carburetters and when complete the car weighed 2,072 lb., with a wheelbase of 92 inches.

While the car was being built the Southport registration authorities in Lancashire were just starting to issue the number plates HWM and an enthusiastic official in the local licensing department wrote and asked Abecassis if they would like HWM 1 for their new car. Naturally they accepted the offer gratefully and it was not until much later that they realised they should have taken an option on HWM 2, 3, and 4 as well. However, the new car was painted green and duly registered HWM 1 and it made its competition debut at the June 1953 Shelsley Walsh hillclimb where Abecassis finished 2nd to Wicke's Allard in the big sports car class. The following month the car was driven to Reims where it took part in the 12 hour sports car race preceding the French Grand Prix. It was driven by Abecassis and Paul Frère and was running 3rd when a locating bracket for one of the torque arms for the de Dion rear axle broke away and forced their retirement. Abecassis continued to appear in events in Britain and elsewhere and he shared the car with Graham Whitehead in the Goodwood 9 hour race but a broken timing chain forced them to retire. It failed to start in the Tourist Trophy at Dundrod when a driveshaft broke in practice, but it did manage to win a short race at Goodwood. At the end of the season Lance Macklin borrowed it for the Coupe du Salon at Montlhéry and was challenging for the lead on lap 2 only to stop on the far side of the circuit when the main lead came off the ignition coil. After the race I had the pleasure of retrieving the car and driving it back to the paddock and the performance for those days was very impressive.

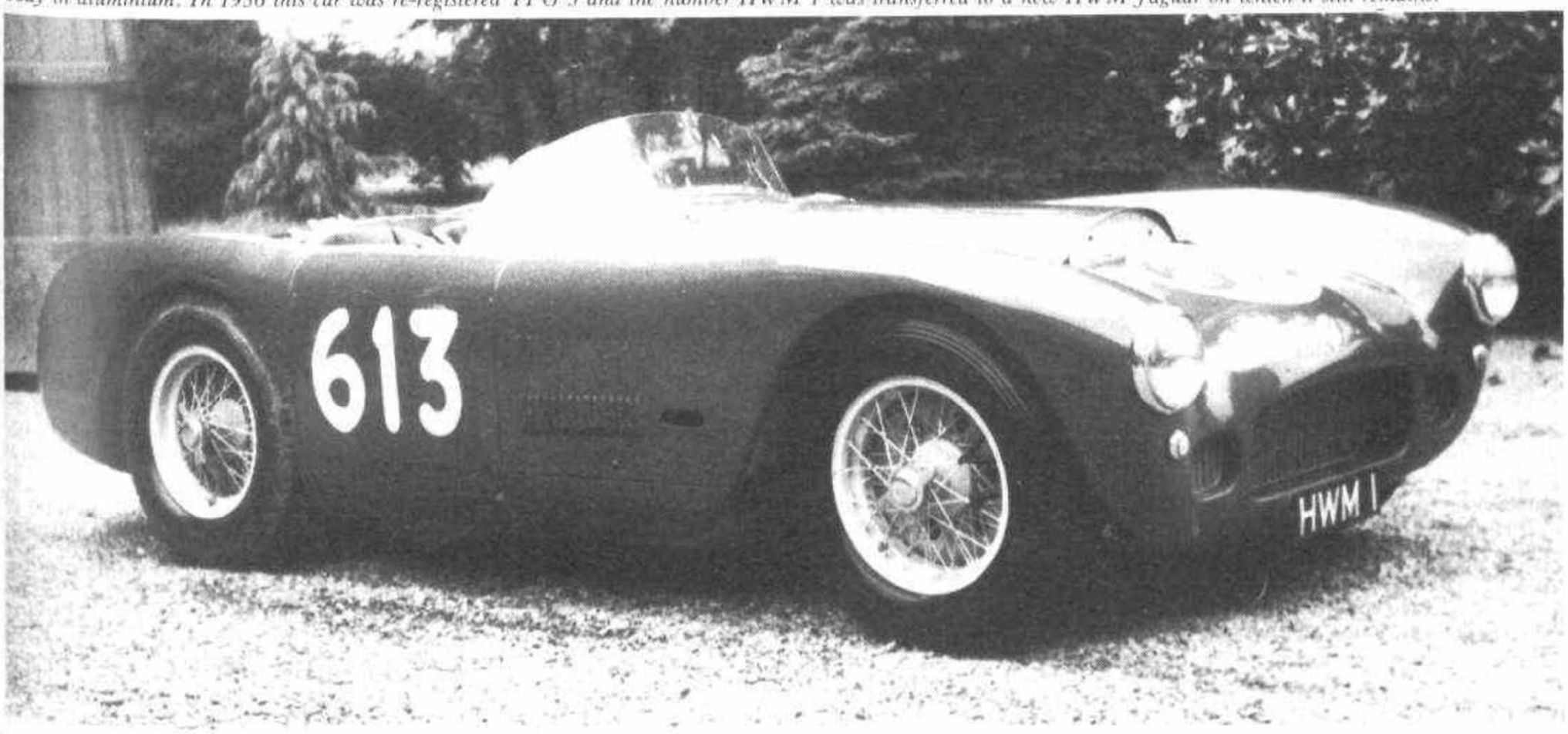
During the winter months plans were made to run the car in the 1954 Mille Miglia so during the rebuild the aluminium body was removed and a steel one made of similar shape, the better to stand the battering of 1,000 miles of normal Italian roads. The original aluminium body was sold and the new owner fitted it to an HWM-Cadillac V8 that he built up from spare parts, this car being registered 2 BMF. The rebuilt HWM 1 started the 1954 season with races at Castle Combe, Oulton Park and Goodwood and was then driven out to Italy for the Mille Miglia. Once again I came into contact with this famous car for George Abecassis agreed to let me ride as passenger with him in the Italian road-race. Our number was 613 which meant we left Brescia at 6.13 a.m., the last car away, and we had a comfortable cruising speed of 5,200 r.p.m. in top, which represented 142 m.p.h. Unfortunately a rear shock-absorber broke and then the rain started and the car became uncontrollable over 100 m.p.h., so that we were 20 minutes behind schedule at the first control point (200 miles). We had averaged 87 m.p.h. and that was too slow to justify carrying on. We drove across country to Bologna where we lunched and watched the leaders pass through, and then rejoined the course and had a good run back to Brescia, albeit with a limit of around 100 m.p.h. Just before the final control we turned off the course, much to the puzzlement of spectators, and returned to our base.

After repairs to the shock-absorber the car was driven back to England and Abecassis finished 2nd at Silverstone to Froilan Gonzalez in a works 4.1-litre Ferrari. It was raced throughout 1954 winning small events but usually failing in the more serious races, though it did manage 4th overall in the Tourist Trophy at Dundrod when Jim Meyers shared the driving with Abecassis. It raced in such faraway places as Sweden and Portugal and led a pretty hard life as it was always driven to and from the races, so that it did many more road miles than racing miles. At the beginning of 1955 John Bolster borrowed it to do one of his famous road-tests for *Autosport*. With the low 4.11 to 1 axle ratio fitted he timed it to do 0-100 m.p.h.in 17 seconds and with a high 3.48 to 1 axle ratio he recorded a maximum speed of 145.1 m.p.h. Abecassis continued to race the car in 1955 and on occasions it was lent to other drivers, Mike Keen driving it at Snetterton, Johnny Marshall and Dick Protheroe finishing 8th in the Goodwood 9 hour race and Noel Cunningham-Reid driving it into 3rd place at Castle Combe. John Heath also drove it on occasions as Abecassis had a new car.

By now HWM were concentrating solely on sports cars and for 1956 an entirely new

continued overleaf

THE original HWM-Jaguar to carry the number HWM 1 seen before the start of the 1954 Mille Miglia. This is with its second bodywork, made in steel, as against the first body in aluminium. In 1956 this car was re-registered YPG 3 and the number HWM 1 was transferred to a new HWM-Jaguar on which it still remains.



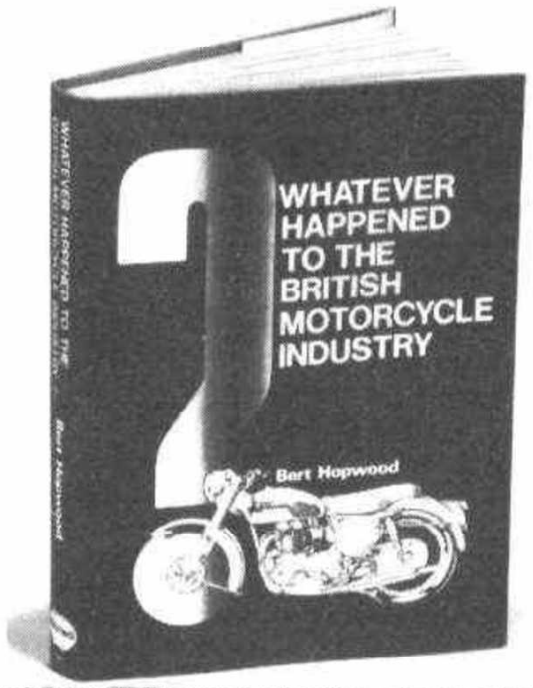
BOOK REVIEWS

"Whatever Happened To The British Motorcycle Industry?" by Bert Hopwood. 315 pp. 9½" × 6½" (*Haynes Publishing Group Ltd., Sparkford, Yeovil, Somerset BA22 7JJ*. £8.95.)

In view of what looks mighty like an impending take-over of the British Motor Car Industry by the Japanese, if what has happened to our Motorcycle Industry is anything to go by, it could be hoped that such books as these might point a way out before it is too late, with Honda licking up Leyland, Mazda installed at Ford and Datsun about to build in this country. Bert Hopwood is not the first writer to express his feelings on the sad decline of a once-powerful and innovative Motorcycle Industry in Britain but he does have the advantage of having risen to managerial and board-room positions in the once-great companies from factory-floor level.

What he says is exceedingly interesting. He takes the reader step by step through the engineering, and the thinking behind it, at the Ariel, Triumph, Norton and BSA concerns, from his teenage beginnings, *circa* 1925, and from the depression of 1930 onwards. Although his object is to explain how and why, in his view, the Industry failed, along the way those more interested in the motorcycles themselves than the means of marketing them will find some very enthralling "inside" information and new slants, and in this respect racing and other two-wheeler competition work is certainly not neglected. Hopwood, who is a Ch.Eng. and a F.I.Mech.E, was himself responsible for such famous motorcycles as the BSA "Golden Flash" and the Norton "Dominator", and when BSA collapsed he was preparing a design that might have carried them into the 1980s.

In a sense this book is reminiscent of a politician's autobiography after his retirement from office, although Bert uses Christian names for almost everyone. But, like a retired politician, he does not pull his punches — his poor opinion



of Edward Turner (who gave us that excellent 4½-litre V8 engine that powered the Daimler "Majestic Major" and in smaller form the Jaguar that tried to be a Daimler) is truly outspoken, nor did he think well of Dennis Poore. Plenty of scandalous revelations are exposed by Mr. Hopwood, such as how Geoff Duke, having tried out and approved of a 250 c.c. BSA MC1, entered one as a "GDS" for the 1955 Lightweight TT without telling anyone at BSA's, which caused much trouble for Hopwood, and of how Hopwood was sacked "as an economy measure" from Norton's by Gilbert Smith, leaving Joe Craig to bask in the glory of the Dominator going into successful production. There is plenty more in this vein. Even Bob Holliday, Editor of *Motor Cycling* does not get off scot free!

He disagrees with the writer of a similar purpose book as to why Norton-Villiers-Triumph closed down, and industrialists and social scientists should relish his exposures. On the other hand, there is much of great interest about the machines themselves, from the scooters and mini-bikes and that maxim of micro-economy, the Ariel 3 tricycle — one of the famous or infamous failures (although if you could find and tolerate one today you could tax it for £7 a year), to the most exciting racing machinery, not only of the makes named as those he worked on, but of opposition models as well.

The only reason why I am not reviewing this unusual and absorbing book at greater length is

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NUMBER PLATES — continued

HWM-Jaguar was built as a works car and the registration number HWM 1 was transferred to this new car. The old original HWM-Jaguar works car was sold to Ray Fielding and it was re-registered YPG 3. The new HWM 1 had a more bulbous body shape and the tubular chassis had all four wheels independently sprung by coil-spring/damper units, whereas the original HWM 1 had used i.f.s. by a transverse leaf spring and a de Dion rear end sprung on torsion bars. The second-generation HWM 1 made its debut in the 1956 Mille Miglia, driven by John Heath, but with tragic results for he crashed and died from his injuries, and with his death Abecassis lost the taste for racing. HWM 1 was rebuilt and used by a number of drivers to fulfil various commitments for the firm and then in 1957 it was sold to John Bekaert who used it extensively in club racing. It passed through various amateur hands until it disappeared in the nineteen-sixties. It was subsequently dug up and restored in the nineteen-seventies and used in Historic racing and today is owned by Kirk Rylands. The original car, still carrying its second registration YPG 3 lives in North London. — D.S.J.

(I am indebted to Doug Nye for much of the information on the two cars carrying the number plate HWM 1. He did a great deal of research on the cars for his book "Powered by Jaguar", MRP Ltd., 1950. £10.95.)

VINTAGE POSTBAG — continued

capacity just over 1,500 c.c. so that he could compete in the 2-litre class. At that time Geoff Sharp had GNAT in the 1,000 c.c. class, Basil Davenport had Spider in the 1,500 c.c., so Jack had to go up a class to enable Wasp to win anything. This car disappeared after the war, but a GN chassis with Morgan front suspension and an Akela engine was found in Hertford a few years ago and we like to think this engine is the ex-Wasp one.

If we all live long enough, one day we may see the original team plus the two extra cars in being again.

Middlewich, Cheshire — RON SANT

Sir,

I think it only right that you should know that I have had several letters regarding the GN article, all of them complimentary to you, so why they came to me I don't know. It appears that the real enthusiast still enjoys reading about real motor cars and cyclecars.

Thank you for being so kind about me.

Chesham Bois, Bucks. — E. A. STAFFORD EAST

* * *

V-E-V Odds and Ends. — We regret to learn of the death of Mr. Denham Brown, who died last March. He worked on the racing Straker Squire now owned by Adrian Liddell and showed considerable interest in the car in recent years. The VSCC President, Tom Threlfall, has added the ex-John Rowley Edwardian Th. Schneider to his versatile stable of interesting motor cars. The AC OC is pleased that after a space of 42 years Ray Morley has been reacquainted with the Montlhéry AC that he drove in rallies and trials in the 1930s, acquiring in 1931 the body from the similar car used by the Hon. Mrs. Victor Bruce for her 24-hour run at the French track. In 1938 the AC was part-exchanged for a 1938 16/80 AC, the monetary part of the deal amounting to £22 10/-. The car later passed to Col. Draccopoli and has now been acquired by David Hescroff, who showed it to Ray Morley; it figured on the front cover of the Christmas issue of *Action*, magazine of the AC OC, in which was being serialised the story of the 1927 Monte Carlo Rally, won by the Bruces' AC, which S. F. Edge then presented to them.

The Morgan Three-Wheeler Club's *Bulletin* for April carried an article by Kelvin Lee about how he took his restored 1922 De Luxe Morgan back to meet one of its previous owners, who was then 87 years old. This gentleman had bought the Morgan when it was nearly new in 1922 and the only other owner since then had been a nephew, who never got round to using it, so the mileage when the Morgan's present owner acquired it was a mere 12,800. Incidentally, this is another case of the person who bought the Morgan in 1922 having been an assistant coachman who, after he returned in 1919 from war-service on the Somme, was promoted to chauffeur, driving a Fiat on the then-quiet roads of sleepy Herefordshire. By the way, for those who like to see Morgans racing, the next round of the Morgan Three-Wheeler Racing Championship takes place at Brands Hatch on July 5th with the following round at Cadwell Park on July 18th, no three-wheelers masquerading as Morgans being permitted to run. The annual Morgan SCC "Mog-In", including modern Morgans, will be held at Elvaston Castle near Derby on June 6th/7th. The Morgan Three-Wheeler Club Secretary is Doug Ellis, 105, Mays Lane, Earley, Reading, Berks.

When Bedford Commercial Motors handed over the first of its new TM 4-4 military trucks to the British Army at Buller Barracks, Aldershot recently, the keys of the first five of these Bedfords were handed to their Army drivers by Major-General F. J. Plaskett, MBE, Director General, Army Transport and Movement. He arrived with Dee Savage, Bedford's Director of Marketing, in Vauxhall Motors' WW1 D-type 25 h.p. Vauxhall Staff-car, which has been featured in MOTOR SPORT — alas, the Press hand-out calls it a WW2 vehicle! Besides this car from the Vauxhall Motors' Historic Collection, a display of historic Bedford vehicles was also staged, including the original-type 2-tonner of 1931 and three earlier generations of Bedford 4WD Army trucks, a reminder that it is exactly 40 years after the production of the first 4WD Bedfords for the Armed Forces that the recent order for more than 2,000 Bedford TM 4-4 trucks, worth nearly £40-million, was placed. — W.B.

that it is aimed at the motorcycling fraternity — but let those who have this country's interests at heart read, learn and inwardly digest its contents and observations. It is very generously illustrated, with some 240 clear pictures, and, what is more, most of the pictures that matter are placed close to the textual references. There is one reference to cars which intrigued me. The Ariel Nine flat-twin is said to have had a Harper Bean engine but as Bean did not make a two-cylinder car does this mean that they made the power units for Ariel? It was said to have been "not too reliable", and the four-cylinder Ariel that replaced it, one of which, a 1924 model, I used to see after the war, driven by a maiden lady with great verve through the villages of Hampshire and Berkshire, had, according to Hopwood, a Swift engine. When the Ariel Nine was prone very quickly to break its back-axle, Jack Sangster quickly cured the trouble with a commanding order to increase the size of the axle shafts to 1¾", while the car's designer, Tippen, was suggesting, after prolonged stress work, a diameter of 1.154". Other oddities, like the Fleet three-wheeler and even lawn-mowers, have crept into Hopwood's book and the development work on Wankel engines and the price of obtaining a licence for such German rotary-power is there, too. Bert's book is one which I am sure you will find it hard to put down. I hope Sir Michael Edwardes has received a copy. . . . — W.B.

"How to Make Your Own High Pressure Spray Plant" by H. G. Hearn. 138 pp. 8¾" x 5½". *(Angus & Robertson, 10 Earlham Street, London, WC2. £5.95).*

Written in a rather aggressive and superior style ". . . for the benefit of all you 'Do It Yourself' enthusiasts. . .", H. G. Hearn's book nonetheless contains much useful information about the construction, use and abuse of a high pressure spray plant. Chapters cover choosing the equipment, assembling the pressure tubing (a chapter is also included on the subject of silver soldering, a necessary process in assembling the tubing), acquiring and rigging a pressure tank (ex-government fire extinguishers are highly recommended, but any container tested to 130 lb./sq. in. or more should be suitable), making a spray gun, using the equipment, improving it and using it for other applications. Appendices contain advice on respraying a car, further details about the spray gun head, and a rather incongruous page about the dangers of working with asbestos.

This volume is not of general interest, but gives good advice for anyone who wishes to save money by assembling his own high pressure spray plant: a job I have been contemplating myself for some time, which will be made easier for having read this volume, which has to be ordered through a bookseller. — P.H.J.W.

* * *

Following his scholarly histories of British Aviation from the earliest times to the outbreak of the second World War, similar coverage of British Airlines across the World, and three delightful books of his aviation experiences, expressed in non-technical terms, Harald Penrose has now come up with "Cloud Cuckooland" (Airlife, 7 St. Johns Hill, Shrewsbury, 155 pages, 8¾" × 5½", £6.95), which is an extension of his earlier reminiscences about many aspects of aeroplanes and flying. His great all-round knowledge of aviation and his love of flying, whether in aeroplanes or watching birds, and his power of descriptive writing, make his new book another treat which flying men will want to retire to a secluded place to enjoy.

Penrose uses the 18 chapters to tell us in fine prose of flying his Curry Wot, of journeys in a Tipsy monoplane, of seeing as a small boy in a train pioneer-aviators taking-off, of a trip in a Southampton flying-boat, of taking-off and landing an amateur-built Volmer pusher-amphibian from a Canadian lake, of sailing, of chasing birds on the wing, of ascending in a modern hot-air balloon, of tricky flights in a helicopter and in a borrowed Auster, even of returning to gliding, and making his first flight with a hang-glider at the age of 71. And more, including a fine piece about a night flight from Vienna to Paris in a Hawker-Siddeley 125 Executive twin-jet. Each chapter is headed by a David Gibbings' sketch. One or two of these chapters may have appeared previously in the recently-defunct *Blackwood's Magazine* but most of them are, I think, new; and quite delightful. Now I await avidly the promised autobiography of this gifted test-pilot-turned-writer. — W.B.

* * *

The latest titles in those clear and expert-compiled Osprey "Autohistory Series" are "Aston Martin V8" by F. Wilson McComb, "Citroën SM" by Jeff Daniels, and "Lamborghini Countach" by J-F. Marchet and Peter Coltrin. Each of these landscape sized 212 × 185 mm. volumes has eight colour pages, 90 black-and-white illustrations and runs to 136 pages. Edited by Tim Parker, each costs £5.95.

* * *

When a journey is made for pleasure rather than business, it is often more enjoyable to choose a route away from the busy and hectic main roads. For those who like the idea of getting off the major trunk routes, but who are not sure quite which alternative route is best, the AA's "Alternative Routes in Britain" is to be recommended. It costs £8.95 and is available now from booksellers around the country. It lists some 26 routes, describes the villages and points of interest encountered on route and contains many photographs of special features. The routes are described in a very clear fashion, and maps are included, although these are confusing for those who expect north to be at the top of the page. The book is well produced, the photographs clear and the text easy to read.

* * *

Another AA publication of interest to those whose journeys may be undertaken at a relaxed pace, or who wish to plan a touring holiday, is the five-volume series of Baedeker Guides, translated from the original German and up-dated by the AA. These cover Great Britain, France, Germany, Italy and Spain and may be had individually at £5.95 each or at £25 for the set. We have only seen the volume for France which contains political, social, historical and economical details of the country as well as descriptions of the various regions and their special features of interest. Simple plans are included for the major towns, but tourist maps are not, so it needs to be used in conjunction with a separate road-atlas or folding map. The AA, realising this, include a fold-up map of France, but this is of rather poor quality and only serves to show the relative positions of the larger towns. The last 40 or so pages of this 312-page book are taken up with the usual practical information about road and traffic regulations, currency, accommodation and so on. — P.H.J.W.

A Memorable Occasion — on Cassette

IN JUNE 1958 there was a memorable happening at the Oulton Park circuit, as I well remember. Through the efforts of the late Laurence Pomeroy, Mercedes-Benz had been persuaded to take out from their Stuttgart Museum their two fabulous pre-war Grand Prix racing cars, a 1937 W.127 and a 1938/9 W.163, so that these, the most powerful road-racing cars of all time, could be demonstrated during the VSCC meeting at the Cheshire circuit.

The problem was who should be entrusted to once again unleash these very potent racers, for the 5.6-litre straight-eight W.125 developed 580 b.h.p. at 5,800 r.p.m. (the hand-out says 646 b.h.p.) on its special methyl-alcohol fuel, being capable of some 195 or more m.p.h., and the smaller V12 3-litre gave 485 b.h.p. at 7,800 r.p.m. and was able to go about as quickly. It was decided that Peter Collins and Tony Brookes should be given the considerable honour of driving the demonstration laps and they exchanged cars in so doing. Both, as I remember vividly, were enormously impressed with the power and acceleration of the pre-war cars, compared to the modern Grand Prix machinery they had been racing. For some time, for example, Brooks was troubled by what he thought was mechanical vibration in the W.125 but it turned out to be the effect of wheelspin on the dry track when he put his foot down in top gear. . . .!

This memorable occasion was recorded by Stanley Schofield and his Chief Recordist Gordon Pitt and these tape-cassettes are still available, to bring back memories of those two fabulous German GP cars running round Oulton Park at "characteristic speeds," with the young drivers entrusted with them being interviewed by Laurence Pomeroy. As an added attraction, the quite characteristic sounds of the 1½-litre V16 BRM that was a controversial sensation when it made its debut, after Raymond Mays' efforts, in 1950, are also on the tape. This remarkable car is described in sound by Nevil Lloyd, in another crisp commentary. The tape concludes with a sound picture of the development of the later 2½-litre BRM with the voices of Jo Bonnier and Graham Hill lending authority to the commentary. Technical details of both Mercedes-Benz and the V16 and four-cylinder 2½-litre BRMs are included with each cassette, as is a short history of these prominent pre-war and post-war GP contenders. The tape helped me to relive many happy occasions and enthralled some of my grandchildren who were hearing what, up to that moment, had only been a thought put there by verbal description. As there is only a limited number of tapes, orders can only be dealt with in receipt rotation. Mark envelope (Tape Offer).

Please send me.....Cassettes of BRM/Mercedes at: UK £3.99, Europe £4.99, all other countries £5.79 per cassette, for which I enclose cheque/p.o payable to MOTOR SPORT (Magazine) Ltd. for £.....

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ROAD IMPRESSIONS

Opel Commodore

LAST September General Motors Ltd. re-introduced the famous Commodore name into their Opel range on a 2.5-litre six-cylinder four door saloon which is intended to slip in between the 2-litre Rekord and the 3-litre Senator and Monza. Three years had elapsed since they had dropped the previous Commodore model, and as the writer had used a 1975 GSE coupe with its 2.8-litre Bosch K-Jetronic injected engine for editorial purposes for more than two years, it was with much interest that we examined the latest Commodore saloon. The machine we tried was the Commodore Berlina which, in the words of Opel's press department, "is designed to meet the needs of junior management who have to work within a price limit". Inclusive of car tax and VAT its price tag works out at £8,120.35p which means that it is almost £1,000 less expensive than the CD 2.5S Berlina which is aimed at more senior executives and, consequently, offers a fuller specification which includes electrically operated windows, front fog lamps, central locking, sliding roof and suchlike.

Outwardly, the new Commodore presents an interesting amalgamation of Opel styles, merging the smart frontal appearance of the Senator with the compact body shell of the Rekord. Our test car was fitted with a four speed manual gearbox, although a three speed automatic and (unusually in this day and age) a four speed manual with overdrive is also offered as an alternative. The overall impression exuded by "our" Commodore was that of a solid and accommodating medium sized saloon, offering adequate performance and more than respectable handling without adding up to a tremendously exciting package for the enthusiastic driver. The iron block, alloy head 2,490 c.c. engine has a bore and stroke of 87 mm. x 69.8 mm. and develops a smooth 115 b.h.p. (DIN) at 5,200 r.p.m., hardly endowing the Commodore with lightning acceleration; 0-60 m.p.h. in just over 12 seconds isn't really sufficient to shake off a tenaciously driven Alfa Sud! But that's not really being fair to the Commodore's concept or character; it's not a car to be whirled round country lanes with great abandon, although it does cover the ground on secondary roads with surprising ease and fleetness of foot.

The driving position we found to be particularly comfortable, especially the relationship between the pedals, steering wheel and pleasant four speed gearchange. The rev. counter facing the driver has an orange line at 5,750 r.p.m. and a red line at 6,500 r.p.m., and is smooth enough to about 4,500 r.p.m. beyond which point it not only gets a bit rough but also feels a trifle breathless. It will run up to a top speed of around 105 m.p.h. at which point it is stable and pleasantly free from tiring wind noise, but it's a car which requires a firm, not competitive, approach to being driven. The gear change isn't exactly ponderous — in fact it's quite precise in terms of its selection, but it isn't to be hurried in the manner of some Ford boxes, say. The clutch takes up smoothly and the dual circuit, servo-assisted front disc/rear drum displayed no indications of fade during the Commodore's spell with us.

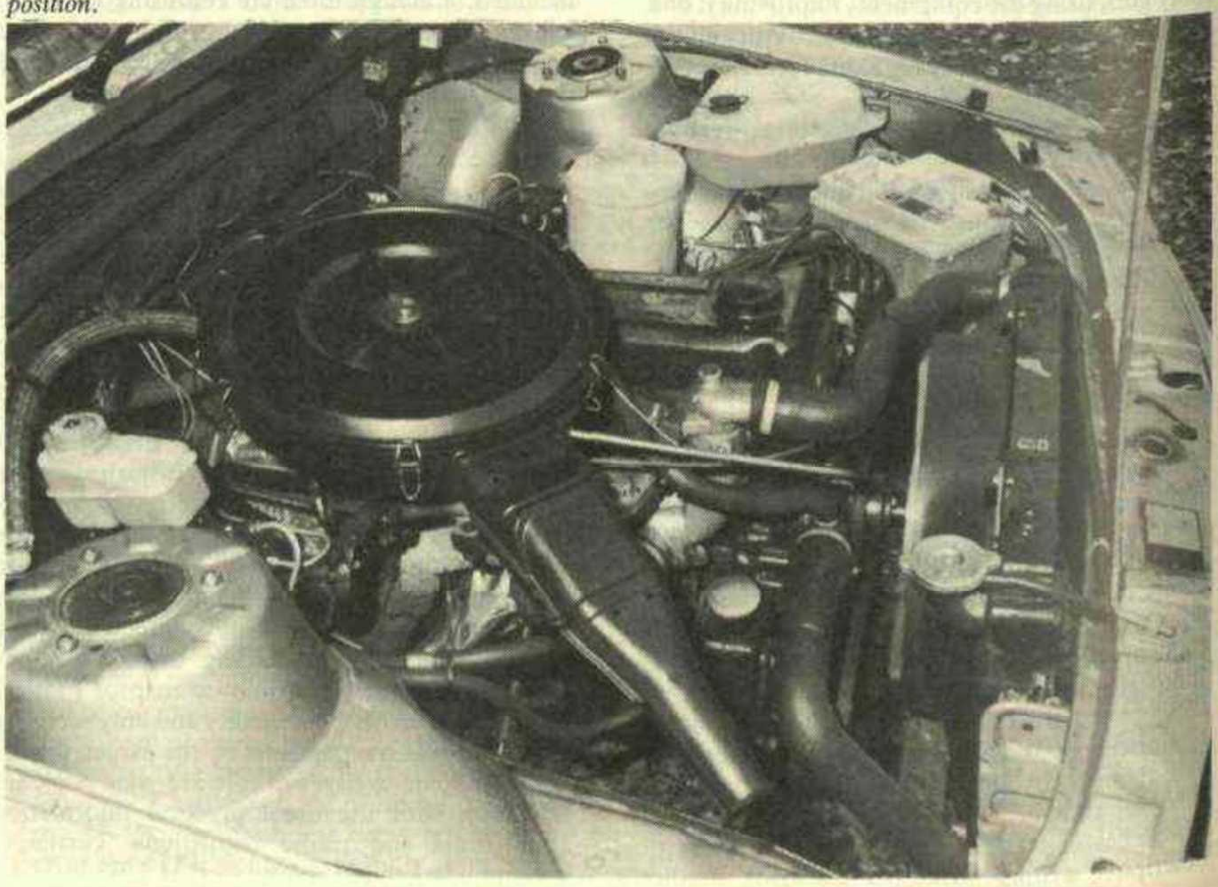
Power steering and handling are very respectable indeed and the car can be thrown around. In fact I don't suppose for a moment that any self-respecting Commodore owner will exploit this side of the car's character to its full, but it really is a most reassuring car feeling nicely neutral until you really push hard and then a gentle feeling of understeer makes itself felt. If you try to find out what this Commodore *really* behaves like when pushed to the "ragged edge", there is still no unruly response. The tail breaks away as the inside rear wheel loses adhesion, but there isn't sufficient power being developed for you to get into any real trouble!

The suspension is by means of MacPherson struts and coil springs at the front and a live rear axle with four link arms, anti-roll bar and coil springs. The ride is firm without being harsh, except on the roughest roads, the Commodore riding on 6J pressed steel wheels shod with Michelin 195/70 XVS radial rubber.

Internally, this Opel is nicely trimmed and comfortable without being sumptuous. The seats are trimmed in a tasteful velour upholstery, offering reasonable comfort and support although very tall people will find there is not quite the range of adjustment they might like. Laminated windscreen, heated rear screen and tinted glass all round come as standard equipment and the very full instrumentation, displayed under a non-reflective sloping glass cover, include rev. counter, speedometer, oil pressure gauge, voltmeter and odometer with trip. There is a quartz clock and the windscreen wipers have two speeds plus an intermittent wipe action. Heating and ventilation operates on the mixed-air principle through six individually adjustable outlets on the fascia panel and others directed at the footwell, the system enabling the air within the car to be changed three times a minute.

The fuel consumption recorded by this stylish, smart Opel averaged out at just over 36 m.p.g. and no oil was used during its 900 mile stint at Standard House. Unlikely to appeal to enthusiasts with any sporting pretensions, the Commodore 2.5S Berlina will be well received by professional people who wish to travel in undramatic comfort without breaking the bank when it comes to purchase price. — A.H.

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1981. W 735i Auto, Reseda metallic, special equipment.
1981. W 323i Stratos blue, sunroof, 5 speed gear box.

COOPER LEICESTER,
929 Loughborough Road, Rothley, Leicester.
Tel: 0533 374444.
1980. V 316 Met blue, manual sunroof, alloy wheels, radio.
1981. W 320 Cabriolet, met blue, overdrive, P7 wheels, P.A.S.
1980. W 323i Red, overdrive, sunroof, alloy wheels.
1979. V 520 Auto, Blue, manual sunroof, P.A.S., radio.
1981. W 535 Silver, electric roof and windows, P7 wheels.
1980. W 635 Red, beige hide, elec sunroof, radio cassette.

COOPER THAMES DITTON,
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1979. V 728 Auto, Ocean/blue, electric roof and front windows, air conditioning.
1980. W 323i Auto, Graphite, radio/cassette, 7,500 miles.
1978. S 323i Pastel blue, electric sunroof, vinyl roof, radio/cassette, 12,700 miles.
1980. W 323i Cashmere/tan, sunroof, 500 miles only.
1980. W 528i Black, electric roof and windows, comp. suspension, limited slip diff., 12,660 miles.
1980. W 528i Auto, Olive green metallic, electric sunroof, central locking, radio/cassette, 9,000 miles.

COOPER BISHOPSGATE, (Not open Sundays.)
220-226 Bishopsgate, London EC2. Tel: 01-377 8811.
1981. W 520 Auto, Polaris silver, blue velour, high spec.
1980. W 528i Auto, Cashmere met, black velour, high spec.
1980. W 528i Auto, Black, electric roof and windows.



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1980.W 728, Reseda green, green velour, sunroof.
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Letters from Readers

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

Stratos v M1

Sir,

The Lancia Stratos is indisputably a "homologation special", but to imply that it is not "a practical, everyday machine", in J.W.'s road test of the BMW M1 (April 1981) does not in my personal experience do the car justice.

The quality of the interior trim and some aspects of the external finish might cause distress to devotees of certain German cars, but it is in most cases no worse, and in some much better, than the majority of exotic Italian cars of the 1970s.

The Stratos, though, stands head and shoulders above most really fast two-seaters when aspects such as accessibility for servicing and luggage space, two of the most important requirements for a so-called practical car, are concerned. A direct comparison of the former with the 246 Ferrari Dino, which uses the same engine, proves the Stratos to be immeasurably easier to work on. One photograph in your road test shows that access to the M1's engine is a joke, while space for luggage is referred to as being minimal. That in the Stratos is certainly adequate for a week's luggage for two, providing thermos flasks are substituted for picnic hampers. I also note in passing that the M1 and the vast majority of latter day "supercars" have room only for "space saver" spare tyres. The Stratos appears to be old fashioned in this respect.

The biggest obvious difference in approach between German and Italian car makers is in matters of "style". The Stratos shape is one of the most outrageous ever, either loved or loathed, being more accurately described as "space age" in most people's minds than any other car. It's practical too. The attractive frontal aspect apart, and notwithstanding the connection with Lamborghini at one time, the M1 looks bricklike in comparison.

It is sad that the production Stratos seems to have been hastily built in some respects, giving many motoring journalists in the past a misleading impression of the car's road behaviour, as one of the most unpredictable mid-engined cars. The suspension on my car has recently been adjusted to the correct settings for the first time, and I would rate the handling of the car very highly, even in extremes. The way the car can be balanced on throttle is most exhilarating, perhaps in a way that drivers of "D" type Jaguars, amongst few other cars, will have experienced.

Olney, Bucks — ALEX MOORE

Peugeot Problems

Sir,

Having obtained a fairly favourable opinion of Peugeots through various reports and bearing in mind the company's reputation for solid engineering I purchased a 1977 ZS Coupé and thoroughly enjoyed the first 30,000 trouble-free miles.

However at this mileage water consumption started and the vehicle was checked at various times for suspected external leaks.

At 40,000 miles water consumption had increased to 100 miles per pint and my local supplier took the car in and removed the cylinder head. Three hundred and fifty pounds later my car was returned and I received assurance that the modified gasket and head stud set fitted would cure the problem.

At 40,000 miles the car was back with my agent, water consumption again being 100 miles to the pint or should I say 280 kilometres to the litre.

One hundred and eighty-seven pounds later Peugeot motoring was restored to almost immediate subsidy from the Water Authority, accordingly payment to the agents was withheld.

My car now rests with the concessionaire: upon payment of not more than six hundred pounds, I may once again be in a position to enjoy Peugeot's "Economy" motoring.

Yate, Bristol — C. K. LUTON

Bond Formula Junior

Sir,

Seeing Mr. Pearson's letter in the March copy of MOTOR SPORT reminded me of an aluminium and fibreglass Formula Junior car constructed in 1961/62 by Laurie Bond. I presume that Mr. Bond drew heavily on his Berkeley car designs when he drew up the specification for his Junior, for not only did he employ lightweight construction but also front wheel drive. This, of course, was a very unusual feature on Juniors of that era. It seems that only four cars were constructed, one of which was raced by the ex-Berkeley works driver John Goddard-Watts. It would appear that the cars were not successful and little has been heard of them since. Should any MOTOR SPORT readers have any further knowledge of the cars, or their present whereabouts, perhaps they would like to contact me.

Gerrards Cross, Bucks — N. J. HALLIDAY

[Letters can be forwarded]

Caveat Emptor

Sir,

I have read with interest the articles by Dennis Jenkinson on the proliferation of reproduction cars which may or may not be passed off as original by unscrupulous individuals.

Another issue which goes hand in hand with this practice is the creation of a history for an original car which makes it more saleable.

I was surprised to see advertised in your May 1981 issue, by a dealer incidentally, the Riley 9 which finished 5th at Le Mans in 1934. The

continued overleaf

LOTUS 88 — continued from page 727

they decided that it was breaking the rules and was illegal. They applied the general rules under *Definitions, Article 252*, where it says *Mechanical components include all parts for the propulsion, suspension, steering and braking and all accessories whether moving or not which are necessary for their normal functioning.* It then goes on to say *Chassis: Structure of the car which holds mechanical components and coachwork together*, coachwork having been defined as, *All entirely sprung parts of the car licked by the external air stream, except the safety roll-over structures and the parts definitely associated with the mechanical functioning of the engine, transmission and running gear.* It does not say that you cannot have the coachwork on one chassis and the mechanical components on another chassis. The "beefing" by other designers is principally against the aerodynamic down-force being transmitted directly to the wheel uprights, when the small springs become coil-bound (i.e. solid), and not through the car's main suspension system.

For the moment the Lotus 88 twin-chassis, twin-suspension, first and second chassis car, call it what you will, has been deemed illegal and consequently banned. But we have not heard the last from the men at Ketteringham Hall. Meanwhile everyone is happily cheating on the footnote to *Article 274/3* which says, *Under no circumstances shall any suspended part of the car be less than 6 cms. from the ground, with the car in its normal racing trim, the driver on board. . . If corrections of suspension height can be made with the car in motion, the conditions defined above must be respected with the adjustment at the lowest static position usable in racing.*

At Imola the official observers on the fast parts of the circuit said that "everyone, but everyone, had the sides of the coachwork touching the ground". If everyone cheats then it is all right. I really do not see what all the fuss was about over the Lotus 88. The really pathetic part of the whole affair was to hear Chapman's "friends" in FOCA say "if it's accepted, we'll have to copy it". Had they said "if it's accepted we'll have to find a way of beating it" I would have gone along with them. As it is the Formula One Constructors' Association (FOCA) has split itself apart and can be considered dead and buried, apart from running a useful Travel Agency, providing they like your face and you have cash in your hand. — D.S.J.

TVR — continued from page 773

some 1,200 miles at a fuel consumption of 20.2 m.p.g. With the quoted 14 gallon capacity, it should be good for 250 miles between fill-ups, which is not really enough for modern usage, but our photographer ran out of fuel some 210 miles after I had filled it at Donington, the car taking 10.4 gallons on that occasion, and I found the car hesitating and misfiring a further 220 miles from then, despite the above empty reading on the gauge, the tank then taking 10.2 gallons, thus indicating that four of the 14 gallons are "dead", giving a safe range of only 200 miles.

Taken as a sports car, the Tasmin is superb, but spoilt by having to carry such items as electric windows, walnut trim, and so forth. Taken as a luxury car, it disappoints, having just too many niggling faults to be acceptable in a car of this category, particularly when one compares it with the opposition, which admittedly, are not convertible. The convertible is the cheapest of the Tasmin range, costing £11,800 inclusive of taxes, while the +2 version is a whole £2,000 more at £13,800. An automatic gearbox is available on all models for an extra £400. A basic 924 Porsche (£9,103) doesn't have quite the same accelerative powers, and it is not open, but it handles just as well, the ride is considerably better and the interior is much more ergonomically satisfying. A Mazda RX7 (£8,700) loses a little both on acceleration and in handling, but is much more comfortable for a long journey and has more space for luggage. And the +8 Morgan (£9,780) is much more a sporting machine, having noticeably better acceleration and just as good road holding and handling. But the TVR Tasmin is a rare car, having a certain individualistic character which is difficult to define, but which so many value. Something to do with being hand-made in small quantities. — P.H.J.W.

reason why I am surprised is quite simple, the car which finished 5th at Le Mans that year resides in my garage, specifically VC8304, winner of the 1932 TT driven by Whitecroft. VC8304 finished 4th in the 1933 Le Mans race as well as 5th the following year, driven by Von Der Becke and Peacock in both races.

The car advertised in your magazine is, I believe, the factory car entered in the 1933 Le Mans race and driven by De La Roche and Sibilleau which retired. This car was not entered in the 1934 race, VC8304 being the only Brooklands entered that year.

I am sure the dealer in question did not knowingly make a false claim in this case, however, by not verifying historical claims before they are advertised, the credibility of creative histories is reinforced.

California, USA RODNEY SMITH

Mercedes W125 Power

Sir,

Two of the accepted truths about the 1937 W125 cars among motor racing historians are (1) that it revived the use of the De Dion axle and (2) that its power rating was as high as 646 horsepower. I see that both of these views are put forward on page 621 of your May, 1981 issue. As I discovered while working on my book, and as I reported therein, neither is correct. Your readers may be interested in what I found.

The De Dion axle, according to the principles described in your article, was introduced and used in the 1935 Grand Prix Mercedes-Benz. The description of it in my book was based on a sketch made for me some years earlier by Ing. Josef Müller; no photo of the axle existed, to my knowledge. Four years later I saw the 1936 chassis, I believe unique, now owned by Count Dönhoff, and saw, to my pleasure, that it conformed to my description!

The engine of the 1937 Grand Prix Mercedes-Benz was the 5,660 c.c. eight-cylinder W125, used only that one season in Grand Prix racing. I had access to all the test data for the engines used during the season, and based on this I wrote, "On the normal [racing] blend the W125 engines that were leaving the two Scheerer test benches were producing between 550 and 575 b.h.p. toward the end of 1937. On WW fuel [used only in testing, as its consumption rate was too high for racing] the range was between 580 and 610 b.h.p."

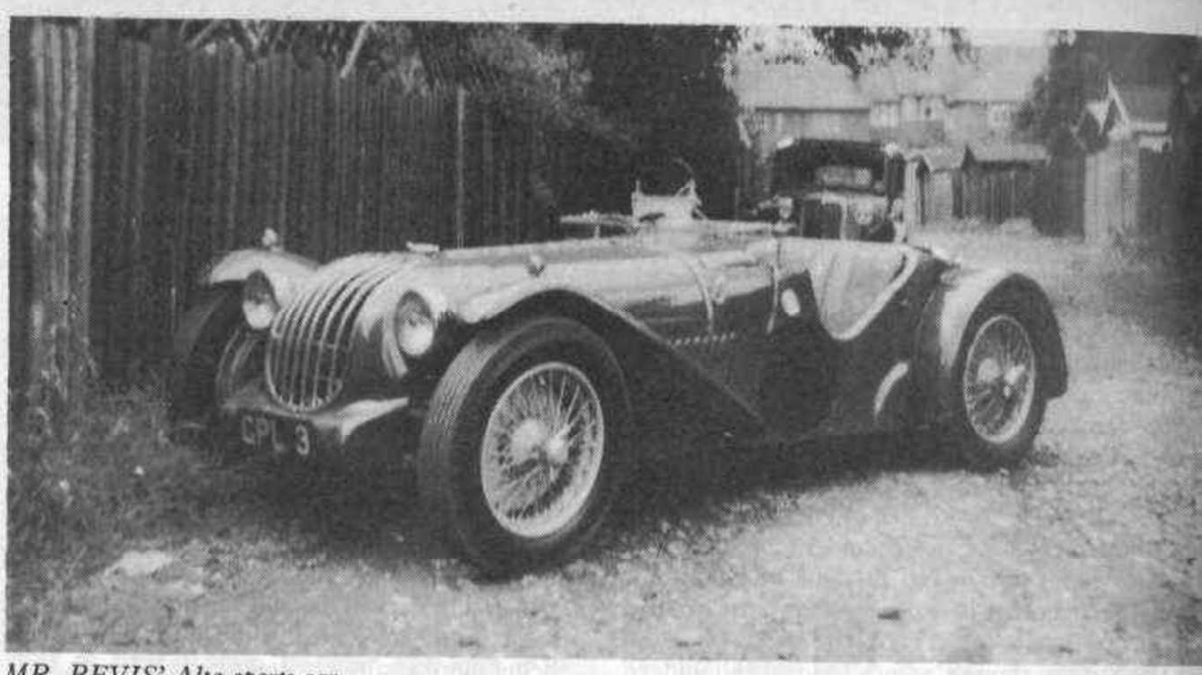
Where, you may well ask, did the 646 b.h.p. figure come from? I found that there was a factual basis for it. At the end of 1937 W125 engine number 9 was fitted with a supplementary boost-controlled carburetter and tested with WW fuel, neither having been used in Grand Prix racing. The engine was built to be available as a standby unit for the October Record Week. On October 19, seventeen days after its Grand Prix career had ended, it produced 646 b.h.p. at 5,800 r.p.m. In fact its gross power output was 788 b.h.p., for 142 horsepower were required to drive the Roots supercharger. The engine was unsuccessful in its record-breaking role. A similar unit was used in training for hillclimbing in 1938, but was not raced as its throttle response was considered too "problematic".

London NW1 KARL E. LUDVIGSEN

Alta Recollections

Sir,

D.S.J.'s interesting article on Alta history has motivated me to assemble a few memories of a 2-litre blown sports Alta owned by me for just over a year during 1961 and 1962. My Alta was ex



MR. BEVIS' Alta sports car.

John Heath and a truly impressive sports car by any standards. The exhaust system had the lot! An enormous bunch of bananas, Brooklands silencer beneath the driver's right elbow and a fishtail for good measure. There was a huge Roots supercharger sucking through a 2" SU, I remember 8-10 p.s.i. as being the normal reading on the boost gauge; a highly sophisticated light alloy, twin cam engine of 1,990 c.c. with wet liners, ENV110 preselector gearbox, 16" brake drums, no doors, flared wings, rounded tail and aeroscreens completed the ensemble. I now know that only seven sports Altas with 1½ or 2-litre engines were ever made. Although I didn't appreciate the fact at the time, this was a pure-bred racing car with an extra seat and a few less pounds boost: a sort of road-going ERA.

I bought her from John Grice at the VSCC Prescott meeting in 1961 for £375. The delicious whiff of Castrol R which seemed to permeate every inch of the car was certainly a deciding factor in the purchase. I towed her home behind my 1927 2-litre Lagonda.

The Alta, for all its complexity and state of tune, turned out to be entirely usable and reliable. The only trouble I experienced was with the ENV gearbox. In theory, the friction bands in these gearboxes are self-adjusting as long as the gear-change pedal is pushed to its limit each time before being released. Competitive acceleration through the gears in a potent car usually means rather hurried pedal work and consequently the linings slipped, became hot and bothered and wore out quickly. The mechanics at a local corporation bus depot proved exceedingly helpful and knowledgeable about the repair of pre-selector boxes.

The excellent braking, direct steering, stiff suspension and predictable handling allied to shattering acceleration up to an easy 100 m.p.h. meant that twisty roads became twistier and the long straight bits shorter and narrower, which makes for a far more interesting and exciting journey and is what sports car motoring is all about.

I became an avid Alta fan and began to read up and research all the literature I could unearth on the marque. I found many references to what must have been my car when compaignd by John Heath in the years immediately prior to and after the war. Birmingham's Central Reference Library was particularly helpful. But, the more I read, the more I began to discover that the highly developed blown engine that I had been using for trips to the pub, shopping and general daily use, much as one might use a TR2, had a long and, to me, disturbing history of unreliability an fragility. The gas-filled rings separating coolar from combustion chamber, previously the object of purely academic interest, now became th cause of increasing awe and considerable respect Temporarily putting pessimistic thoughts to th back on my mind I continued to treat the Alta as I expected it to be utterly dependable and luckily, so it was.

I entered the occasional sprint and continued t enjoy the car, but my growing knowledge of Alt matters brought on an increasing awareness that was driving an exclusive and rather precious motor car. And, more to the point, any serious mechanical failure could entail financial disaster thus I reluctantly decided to sell her. One of my advertisements in MOTOR SPORT eventually produced a buyer, at £400. It was with mixed feelings that I watched her being driven away to Weston-super-Mare, I think it was, before going to America.

GPL3 came back to England in 1978, thanks to Dan Margulies, and I think he still has the car Apparently several undignified modifications were carried out in the States and she can never properly be called "original" again.

How things have changed in 20 years with the exception, in the nicest possible way, of MOTOR SPORT.

Stoulton, Worcs P. BEVIS

TAILPIECE

MOBIL obviously do not read MOTOR SPORT



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SUNBEAM TALBOT TI. 1980, orange, black interior and coachlines, twin Webers, alloy wheels, lowered stiffened suspension, rear belts, many factory extras, 7,000 miles. Faultless condition. £3,650 o.n.o. Tel.: 01-467 3680 (day)/3647 (eves.). (77283

AUSTIN HEALEY 3000 Mk. III. 1966, low mileage, complete rebuild, superb condition. £5,000. Tel.: Alcester (Warks) 0789 762540 evenings. (77186

MASERATI BORA. 1972, only 24,000 miles, silver, superb condition. Reluctant at £8,750. Tel.: 01-669 7811 *(office) Rusper (029384) 512 (home), Surrey/Sussex border.* (77630

PV 544 VOLVO. LHD, one owner 17 years, used daily. £550 o.n.o. Tel.: Pett (Sussex) 2003. (77627

MGC GT. 1967, automatic, low mileage, believed ex-works demonstration car, three year immaculate restoration to concours standard. Great emphasis placed on originality. Specifications include: chromium wire wheels, sunroof, rustproofing, documentation including photographs. £9,250 or offer. Tel.: Taunton 88349, *8 p.m.-10 p.m.* (77633

VOLVO ES 1800 (Sports Estate 2+2). April 1973, o.d. gold with black leather trim, radio & stereo, tyres almost new, long M.o.T. & taxed, 51,000 miles. £2,500 o.n.o. Tel.: (0603 713937 business, (0603) 715446 private. (77635

MORRIS MINOR 1000 CONVERTIBLE. 1965, sound chassis for complete restoration. £400. Also 1934 Austin 7 box saloon complete, easy restoration. £900. No dealers. Tel.: 0934 832267 after 8 p.m. (77742

LOTUS ECLAT 503. *Silver with champagne leather interior,* air conditioning, p.a.s., 5-speed box, 10,000 miles only and guaranteed. A bargain at £8,900. Tel.: 01-352 3590 (no dealers please). (77744

DAIMLER V8 250. 1968, white, red leather interior, 55,000 miles, carefully stored for many years, immaculate condition, everything original, taxed and M.o.T.'d. £2,200. Would consider p.ex. MG or Europa, must be in A1 condition. Tel.: 07698 615 evenings. (77745

SUNBEAM SALOON. 1932, sound body, *engine* dismantled but complete, full restoration job. 1926 Brough Superior, SS100 motor bike, 60% restored, requires front wheel rebuilding and spindle. No time wasters please. Tel.: Norwich 867317. (77746

LANCIA MONTE CARLO. June 1978, 25,000 miles, turquoise, immaculate condition, new tyres, superb stereo sound, electric windows and aerial. £3,300 o.n.o. Tel.: 0203 614354. (77747

STANDARD VANGUARD SALOON. July 1953, black, good runner, engine and body good. £575 o.n.o. Tel.: 088 924 374 *(Staffordshire).* (77748

TR6. 1973, excellent condition, sparkling mimosa paintwork with brown interior, 54,000 miles with recent petrol injection overhaul including new metering unit (under warranty), also decoke with new piston rings and skimmed head in February. £2,650. Tel.: Morpeth 58250. (77749

AC ACECA BRISTOL 100D2. 1957, metallic blue, dark blue interior. £8,500. Ferrari 365 GT 2+2: 1968, gold on chocolate, beige interior. £8,750. Both cars superb collectors pieces. Money urgently required for even *more* exciting machine! Jim Fitzgerland. Tel.: 023 063 296 (office) or 223 (home). (77750

BSA SCOUT. 1935, two seater sports, restored to exceptional condition, very rare. £4,500. Tel.: Godalming 5020. (77751

MORRIS 1000 TRAVELLER. 1971, very good condition, 10,280 miles. Offers around £2,500. Tel.: Hereford (0432) 66012. (77590

FOR SALE—continued

REO 8 CIL CUSTOME ROYALE. 1933, only done 18,000 miles from new, eight-seater, dual side mounts, wire wheels with discs, rhd, Packard Straight Eight 1932, lhd, perfect condition, Whitewalls. Tel.: 40-118900 (Netherlands). (77754

STANDARD PALL MALL 14 HP. 1924, all original English logbook, etc. Dellow Hillclimber Mark 5. Only *six made of this very rare bolide.* 1954 Tel.: Holland 4904-6963 evenings only. (77754

1935 ALVIS Speed 20 SD, in original condition. Overseas posting forces the sale of this beautiful car. £5,500 o.n.o. Tel: Smallfield 2336 (Surrey). (77910

RARE 1937 Austin Ruby 2-seater sports tourer. Very original enthusiast's car. £3,500. Tel: 01-229 7100 and 01-459 3511. (77911

DB5 ASTON MARTIN. D *regd.* silver-black, mechanically good, body average, tyres good, brakes *overhauled, new petrol pump ZF box.* £3,450 o.n.o. Tel: Cirencester 66179. (77912

PORSCHE 914/4. 1971, ±£600. Will accept Morris Minor convertible in exchange (post 1963) same value. Box No. 6515. (77907

MG TC 1949. Beautiful, professionally restored bodywork, requires retrimming. Offers around £5,200. Details phone Russell Moles, Bishops Stortford (Herts) 54946 office. (77899

LEA FRANCIS 1928/9 sports racer, ex-Winder Lea F es. now with totally rebuilt high comp. 4ED Meadows tuned engine, complete and running, some spares. £5,750. Tel: McGrath, Brownhills 5004. (77900

ROVER 110. 1964. Two tone Juniper green/grey, one owner until March 1980. Bodywork restored, new original-type carpets, all original tools, new crossply tyres, mileage under 60,000, MoT & tax until Feb. 1982. £2,000. Dr R. Buchan, Tel: Great Yarmouth (Norfolk) 50885 eves. & w'e. Norwich 410759 business hours. (77901

GILBERN INVADER ESTATE, K reg. Yellow/black. £1,900 o.n.o. Many extras. Tel: Shoreham-by-Sea 2069 evenings. 01-686 5622 ext 4429 office. (77902

RILEY Big Four Blue Streak Kestrel, 1937 regd. RLY 16. Engine 16 h.p. in good condition, taxed and MoT. A car in regular use, £2,700, p.x with cash. Tel: 051 546 0329, 548 8929. (77903

ROLLS-ROYCE Phantom I, 1927. Complete running limousine, £8,500. Also delightful 1927 running complete Twenty chassis £4,500. Tel: Derby 792177. (77904

TR7 AUTO, 1978. 27,800 miles, MoT April '82, taxed August. Excellent condition. £2,695 or offers. Tel: Rainford (074 488) 4138. (77905

LOTUS ELITE 501. 1976. Black, oatmeal cloth trim, genuine 45,000 miles, halogen headlights, stereo radio/cassette, good condition, always properly maintained. £4,250. Tel: Bristol 294440. (77291

JENSEN FF, 1969. Excellent condition, four wheel drive, anti-lock brakes, usual refinements plus personalised plate, taxed. £2,800. Tel: Evesham 47277 daytime, Broadway *852332* evenings. (77977

LOTUS ESPRIT S2, 1978(T). Yellow with brown suede upholstery, radio, service history, genuine 14,300 miles by two careful owners, used entirely as second car, exceptional condition. £7,750. Tel: Rotherham 543627. (77978

AC 2-LITRE sports saloon, 1952. Prize winner, pictured Automobile Quarterly. Metallic beige/red leather, low mileage since comprehensive rebuild, rallying, spares, documentation. Offers. Tel: Radcliffe-*on-Trent (Notts) 2424.* (77979

1965 JENSEN CV8. Excellent condition bodily and mechanically, MoT, Taxed. £3,500 o.n.o. Tel: 02074 2852. (77982

ROLLS-ROYCE Silver Ghost. 1920 two seater tourer. Present owner 25 years now acquiring veteran £18,500. T. C. Windsor. Tel: Guildford 223501 days, East Horsley 2961 evenings. (77984

1966 DAIMLER 2.5 V8. Webasto sunroof, complete mechanical rebuild. Impeccable. £2,995. Jaguar 3.4 *Mk. II 1966 manual, Mint. £2,750. 1969 E-type 2+2* automatic. BRG c.w.w. must be seen. £4,750. Chrome bumper MG B's & GT's also available. Bob Price Autos. Tel: 0803 842748 (Torbay). (77986

RAILTON. Unique 1934 Berkeley tourer ex. Straight, 2 owners from new. Total mileage under 50,000, completely original and in excellent condition. History includes third place in the 1934 South African Grand Prix, in my care since 1937. What offers? Bradford, Membland, Newton Ferrers, Nr. Plymouth. Tel: *Plymouth 872317.* (78032

TR6, JULY '73. MoT March '82, tax Oct '81, radio, stored last three winters, engine refit 3,000 miles ago, excellent condition. £1,995 o.n.o. Tel: Dinnington 567838. (78033

TR4 IRS. Overdrive, signal red, 2 owners, full service history from new, completely original and immaculate £3,000. Tel: 01-660 6543. (78034

MG TA, 1939. Good running condition, much work done and many new parts. £4,500 o.n.o. Tel: Chesham (Bucks) 6317. (78035

E-TYPE V12 2+2. Dec '71, BRG, manual, chrome wheels, stereo, maintained regardless of cost. Offers in region of £5,000. Tel: 0492 2755 shop hours, 0492 55290 evenings. (78036

MY MORGAN is for sale. 4/4, 4 seater, 1974, signal red, stone leather upholstery, 33,000 miles, Kenlowe, 72 Spk, W.W. Ziebart. Twin servo, I rack. Beautiful car. See her at Mike Duncan, Midlands Morgan Agent, Birmingham. (78037

AC 428 FRUA fixed head. Holley 4 barrel carb. 450 b.h.p. Ford engine. Stunning performance, exceptionally good looking and reliable car in fine condition. £10,000 o.n.o. Tel: Chudleigh (0626) 853127. (78039

FULVIA 160DHF coupe. 1972 Rosso corsa/black. 59,000 miles. New tyres, exhaust, timing chain, C.V boots. Dellorto carbs. Taxed. MoT. documented service history. Excellent condition. Personal registration. £1,695. Tel: 0482 656475. (78040

FOR SALE—continued

MG-B GT JUBILEE MODEL. 27,000 miles. Immaculate, one owner since new, MoT and licence 12 months, N regd. Offers over £3,000. Wheeler, Whistley Bridge Field, Twyford, Reading RG10 0RA. (78041

MG-B GT, 1970. One lady owner since new, 42,000 miles only, sunshine roof, Manual with overdrive, Tax & MoT till October. £1,050. Mrs. Kenneth Neve, The *Pinfold, Aston-by-Budworth, Northwich, Cheshire.* Tel: 056 585 350. (78043

JAGUAR XJS, 1977. Export model, rare manual transmission. As new condition, only 25,000 miles. £6,750. Tel: 01-363 8366 *day,* 01-449 3006 evenings. (78044

JENSEN HEALEY. Thought to be the last ever built. Unused, mint condition. Offers. Tel: Willenhall 60385. (78145

CROSSLEY 10 BUXTON. 1934. Nice original *condition. Present owner 12 years. Drive away.* £1,950. Tel: Bristol 35251. (78158

JAGUAR E-TYPE V12 Roadster. Hard top, manual, 37,000 miles, service history, r/stereo, tinted glass, white/red. £7,300 o.n.o. Tel: 0531 2838,or 0531 86 245. (78159

MORGAN 4/4 4-seater. 'N'-Reg. Cardinal red, new black hood, 36,000 miles, 12 months M.o.T. First offer over £4,999 secures. Tel: Reigate 42037 (evenings/weekends). (78161

ROLLS-ROYCE 20 *for sale due to death of owner.* 1926. Chassis GUK 19 V windscreen landaulette by Carbodies. Very similar to GUK 71 P.172. Those Elegant. Chassis and engine completely overhauled by Ristes of Nottingham. Body restoration started to a very high standard and now needs completion to make a superb car. Trunks, tools, mascots etc. also for sale. Eastwood, 22 Park Rd., Alrewas, Staffs. Tel: 0283 790442. (78162

MGB GT. 1975. Red, excellent condition, garage maintained (receipts). £2,300 o.n.o. Tel: 051 648 5483 (after 6 p.m.). (78163

DAIMLER V8 250. 1969. Auto., p.a.s., superb 57,000 mile example with full history. Two careful owners. Superb coachwork and interior full M.o.T. £1,895. Tel: 01-504 2064. (78165

MERCEDES 190 SL. 1960. Blue, hard top. A really beautiful car. M.o.T., taxed. £5,250 o.n.o. Tel: Rainham, Essex 54152. (78167

AN MG MIDGET restored and in mint condition, preferably 1953 to 1955 TF Model wanted by Englishman resident in Singapore and visiting England shortly. Please write with details and price to: K. Julian Scott, c/o Lesley Randall, ABI Ltd., 121 Kings Road, Reading, Berks. RG1 3EF. (78168

PANTHER LIMA Mk. II. 'W'-Reg. Dec. 80. Black/red side panels, hard and soft tops, only 700 miles. Privately garaged, hardly used, genuine sale. £6,500 o.n.o. Tel: Crawley 34824. (78169

HONDA S800 Coupé. 1968. Silver. In outstanding condition, engine completely rebuilt by Honda in January this year. Over £800 recently spent to bring this superb car to original condition. £1,300 o.n.o. Tel: Bristol (0272) 777070. (78171

MORRIS 1000 TRAVELLER. Air-Vice Marshall first owner 1969. Year's M.o.T. VG condition. Original log book. Tel: 0962 881884 (Balchin). (78173

ALFA ROMEO 2000 GTV. 1972. Periwinkle, 40,000 genuine miles, excellent condition, complete history. Offers over £2,000. Tel: Harpenden 5084. (78174

E-TYPE ROADSTER. 1969. Series II. CWW. White, black interior, rebuilt by Jaguar specialist. AA full conditional report, immaculate condition. £5,250. Tel: Teignmouth 5395. (78176

JAGUAR MK II 2.4. 1966. Manual/overdrive, low mileage, full history, new sills, taxed, M.o.T.'d. £1,095 o.n.o. Tel: 061 431 9953. (78177

MARCOS 3-LITRE V6. Reg. NRV 26H. Is absolutely original to Marcos spec., superb throughout with low mileage. Garaged during winter months. Stereo, sunroof, electric windows, etc. £3,850 o.n.o. Tel: Bath *0225 837047.* (78178

FORD PREFECT. 1960. Very good condition. 75,000 miles, M.o.T.'d and taxed. Registration 2 JAF. Stereo cassette. Full service record. £1,400 o.n.o. Tel: Bournemouth 510466. (78179

ASTON MARTIN DB4 Series 5. Beautiful collectors car in very good condition. Genuine reason for sale at only £3,850. Tel: Plymouth 862655. (78180

MASERATI A6 GCM. Two engines, ex-Scuderia Milan in process of restoration. One complete other short *block. Correct twin magneto twin cam Formula 2 etc.* Offers around $25,000. Christopher Stewart, 71 Duke Street, London W1. Tel: 0279 870370 (nights). (78152

IMMACULATE DAIMLER DART. 1961. Three owners since new. Total rebuild by experts. All bills available. Original log book, hand book etc., etc. Realistic offers. Tel: 0327 42000. (78151

450 SLC. Classic white, cherished number plate, immaculate condition. £8,950. Tel: 0604 411348 (evenings & weekends). (78148

PORSCHE 911S. 1967, *red, new engine, clutch, tyres,* sunroof, excellent stereo system. £3,750. Tel.: 01-435 5195. (78288

MG F-TYPE MAGNA. 1932 (original), reconditioned engine and gearbox, needs some work. £3,500. Box No. 6521. (78290

SUNBEAM ALPINE SERIES V. 1966, pale blue, hard/soft tops, overdrive in third and fourth, recently resprayed original colour, new soft top and carpets. £1,350. Tel.: Plymouth 880798. (78292

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JENSEN INTERCEPTOR. K-Reg., genuine 20,800 miles, red with black hide interior, tinted glass, air conditioning, radio/cassette, very good condition throughout. Offers around £2,400. Tel.: Cobham 2120 (evenings). (78775

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ALFASUD 1,186 c.c. TI. R-Reg., 38,000 miles, excellent condition, just respayed. £1,400 o.n.o. Tel.: Boston (0205) 68107. (78774

COLLECTORS' RARITIES. 1936 Talbot Sports, part restored (valued £950); 1949 Minor convertible, tuned, excellent (£1,850); 1954 Minor Estate, v.g.c., daily use (£1,150), must go, £3,750 or p'exchange XK Jaguar. Tel.: Guildford 505099 evenings. (78760

FIAT X1/9. June 1979, two-seater sports in gold with removable targa hard top, 1,500 c.c. 5-speed only, 15,000 miles, taxed until October, excellent value. £3,500. Tel.: Sheffield (0742) 51769. (78761

FERRARI DINO. 1974, red, black leather, low mileage, beautiful condition. £9,000 o.n.o. Tel.: 061-338 2902 after 6 p.m. (78762

JOWETT. 1927, restored 1974, very good condition, M.o.T. £2,500. Details from Brockbank, Coxtie Green 73227 (Essex). (78763

LAGONDA 3½-LITRE PILLARLESS SALOON. 1935, rechromed, resprayed, M.o.T., taxed. Offers over £3,500. Tel.: Bolton (0204) 53325. (78765

PORSCHE 911S COUPE. 1974, copper brown metallic with tan trim, electric sunroof and windows, service history, outstanding condition inside and out. £6,295 o.n.o. Tel.: 0609 3501. (78767

BMW TURBO. 1974 (N), limited edition, service history, details. Tel.: 01-449 1144, Chris. (78753

LANCIA FULVIA S3. 27,700 genuine miles, first class condition, P-Reg., meticulously serviced 34.5 m.p.g. average, run on Mobil SHC, electronic ignition, Pioneer KE2300 Stereo, reluctant sale at £1,850 o.n.o. Tel.: Odling Sevenoaks 61229. (78755

ALFA ZAGATO JUNIOR 1600. 62,000km from new, Abarth Scorpione 1300, very original. Tel.: 042484 440. (78756

LOTUS ELAN FHC. 1970, long M.o.T. Mobelec ignition, s/steel exhaust. £1,450. Tel.: Macclesfield 0625-74593. (78757

ROVER 3500S. 1974, one owner, Mobelec ignition, s/steel exhaust, 22-27 m.p.g., lovely condition. £1,350. Tel.: Macclesfield 0625 74593. (78757

ALFA 1600 GT JUNIOR. 1976, one owner, genuine 32,000 miles, immaculate example of this classic Alfa. £2,250 o.n.o. Tel.: 0407 710316. (78758

GOLF GTI. 1981, black, tinted windows, sunroof, delivery mileage only. £5,750 o.n.o. Tel.: Coventry 416938. (78759

JENSEN HEALEY GT. 1976, only 203 r.h.d. made, excellent condition. £3,500. Tel.: 0380 5681 (Wiltshire). (78746

PEARL CABRIOLET AUSTIN SEVEN. 1937, second owner wishes to sell this comparatively rare vehicle, running, unused 2 years, comprehensive literature. Offers around £2,000. Tel.: 0472 826215. (78747

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MARCOS 3LV6. Sunroof, stereo, electric windows, Superslot alloys, dazzling white, outstanding condition, have owned this car six years and know that it's one of the finest examples. £3,800. Tel.: Bristol 39961 evenings. (78751

BRISTOL 411 S1. November 1970, metallic blue, grey hide, electric windows, radio, sliding roof. £3,850. Tel.: 0747 870153 (evenings/weekends). (78750

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TVR MK2. Reconditioned MG 1600 engine, fitted rollbar, sunroof, good all round condition. £1,000. Tel.: 01-455 3640. (78825

EX-WORKS AUSTIN Healey 3000. 1963, Sebring car 56 FAC, raced by Hopkirk/Morley. Lightweight aluminium body, works hard top, total mechanical rebuild (over £2,000), 200 b.h.p. engine, very fast road car. Concours winner. £8,500. Tel.: Wolverhampton 712001 days, Telford 604279 evenings. (78826

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MGB GT T-Reg black, sunroof, radio, 10 year rustproofed, one lady owner, beautiful car, £3,800. Tel.: Amersham 5569. (7881

TVR 3000ML N-Regd, metallic blue, black vinyl roof, sunroof, tinted glass, walnut dash, radio/cassette, V.G.C., tax, M.o.T. £2,650 o.n.o. Tel.: 01-303 3713 after 6 pm or weekends. (7881

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LOTUS ELAN S4 S/E, yellow, in excellent condition, less than 1,500 miles on rebuilt engine, new front suspension and steering, radio, £2,100. Tel.: Nutfield Ridge 2765. (7881

ALFA ROMEO 2000 Spyder in gleaming white, 28,000 genuine mileage. 1975 P-Reg. A stunning example of this collectors marque, offered with Ziebart rustproofing, burglar alarm and radio. £3,250. Tel.: Watford 23969 (work) or 26727 (home). (7880

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FORD DELLOW 1950 Trials car, must be the smartest example around, complete history and absolutely original £2,750. Tel.: Blackburn 025 481 2639. (7880

RELIANT SCIMITAR. 1972, automatic, full service history, Ziebarted chassis, stainless exhaust, radiomobile, new M.o.T., exceptional condition, £1,750. Tel.: Southend 77254. (7880

FERRARI 1955, 250 Europa, very good original condition, black Pininfarina aluminium body, cream leather interior, interesting history. R. Francis, Old Penywrlodd, Clyro, Hereford HR3 6JX. Tel.: 0497 820792. (7879

LOTUS 11 Series 2, Le Mans, completely dismantled, incomplete but most of the important bits there. R. Francis, Old Penywrlodd, Clyro, Hereford HR3 6JX. Tel.: 0497 820792. (7879

MORGAN +8 1974, Red, 33,000 miles, registration 4 BAF. Northallerton, North Yorkshire. Tel.: 0609 748623. (7879

1933 MG K3, replica, all parts to build including, radiator, supercharger, manifolds, tank, instruments, preselector, engine rebuilt. £5,500. M.G. PB, dismantled, good basis for rebuild, £1,500. Tel.: 0844 291725. (7879

DUTTON PHAETON 1980, 1600GT, red, excellent condition, must be seen, not the cheapest but among the best, offers arond £2,150. Tel.: Leeds 741995. (7880

TRIUMPH GT6, Among the last to be registered (M), new gearbox, exhaust, sun roof, Kenlow, tax, M.o.T., tyres, cloth trim, radio etc. Fine example of classic car, beat depreciation at £2,200 o.n.o. Tel.: 01-458 8866. (7880

FERRARI DAYTONA 1972, red, Connolly leather interior, in concours condition and maintained to the highest standards used as occasional summer car by F.O.C. Member, and complete with special registration number, £18,500. Billericay 57162 (evenings). (7878

JAGUAR 3.4 S-Type, 1964. My beautiful Jaguar is for sale, very original with green coach work, beige leather upholstery with new Wilton carpets. Oldham & Crowther engine, all mechanical parts completely overhauled, garaged at all times, will accept £2,500 for quick sale. Tel.: 01-736 8148 evenings and weekends. (7879

ALVIS TF21, Mk.4, 1966, little used last 10 years, recent extensive body rebuild, resprayed from bare metal, beautiful example of rare marque. £3,850. Tel.: Wroxham (06053) 2310. (7879

MERCEDES BENZ 300SL Gull-wing door coupé, silver paintwork with extra quality red interior. One previous reg owner (for whom the car was built) in the U.S.A., present owner two years, during which time the car has been completely restored and is now in quite outstanding condition, Mercedes Benz test report just completed, M.o.T. & taxed, personalised number plates, offers invited over £25,000. Tel.: 0684 72779 (Tewksbury, Gloucestershire). (7879

TVR TAIMAR 1979 (June), 29,500 miles, brown with oatmeal cloth and model band and matching vinyl sunrooof, alloy wheels, radio/tape, elect windows, service history, offers over £5,000. Tel.: Gt. Missenden 4376 evenings, weekdays. (7878

MASERATI KHAMSIN 1978, blue/beige hide, 13,000 miles, M.D.'s second car, £13,750 o.n.o. Tel.: 0325 720736. (7878

ALVIS TD21, 1960, Alice blue saloon, manual, wires, Waxoyl treatment, garaged and rarely used, really superb classic, £1,750 o.n.o. Tel.: Office 01-930 1656. (7878

RAILTON STRAIGHT 8, 1935 Light sports tourer, completely rebuilt, ready to race, taxed, M.o.T. £5,750. Tel.: 061-485 1873. (7878

MORGAN 3-WHEELER Family registered 1933, J.A.P. air cooled SV twin, running order, unused since complete rebuild, offers around £2,200. Hennessy, 86, Holmfield Road, Leicester. Tel.: 0533 738897. (7878

MORS. Very rare 1926 14/20 model, sleeve valve open sports 4-seater, twin wire spares and trunk, stored many years and in very fine original order, consider small Rolls part exchange. £12,000. Tel.: Chieveley 279. (7878

JAGUAR E-TYPE V12. 'L'-Reg. 2+2, Red, sun roof, radio, excellent condition. £5,500. Tel.: Wirral 051 336 4647 (evenings). (7891

JAGUAR MK. V 3½-litre Saloon. 1949. Original, unrestored and in reasonable condition. Tel.: 062 082 3033. (7891

ALVIS TC 21-100 Drophead. Amazing original condition, interesting history, mechanically new. £3,495 o.v.n.o. Tel.: 01-723 8877. (7891

MGC GT. Reg'd OTO 414F. Red/black interior, wire wheels, manual. Stored since Dec. 1980 but in good running order. Original specification, ideal for restoration. Offers over £1,000. Tel.: Nottingham 411689. (7891

LOTUS ELAN SPRINT. 1971. DHC. Colorado/white, radio, tonneau. Excellent condition. £2,950. Tel.: Kineton 640 485 (Warks.). (7891

TVR TAIMAR. 1977. Silver with black interior, 41,000 miles, excellent condition and factory serviced. £4,500 o.n.o. Also Jensen-Healey 1973. Completely restored with all new parts from Jensens. £2,200. Selling both for TVR Convertible. Tel.: (0270) 55155 ext. 3411 (day) 582391 (evening). (7891

FERRARI 400GT 78. Very rare 5-speed, blue mink/magnolia hide trim with blue leather inserts. Full Maranello history. One owner. New cost today £35,000, this one must be sold at £15,000. Tel.: Mr. Cook 01-692 8420 (office). (7893

FOR SALE—continued

MERCEDES 230 SL. 1965, off white and brown hard/soft tops, collector's car, Mercedes maintained, one of the best examples around. £4,985. Tel.: 01-370 3827 between 10 a.m. and 2 p.m. weekly. (78283

LANCIA FULVIA 1.3 S3 COUPE. 1975, green, v.g.c., one owner, 22,000 miles. £1,500. Tel.: Atherton, Lancashire 876456 after 6 p.m. (78284

JAGUAR XK150 FHC. 1959, old English white/red interior, recent extensive work carried out, including many new body panels, repaint, all new braking system, steering overall, engine rebore, new carpets, chrome, plus much more. £5,700. Tel.: Lochans 077682/343. (78285

E-TYPE AUTOMATIC Series 2, 2+2. 1969, sunshine roof, complete stainless steel exhaust, chrome wire wheels, completely rebuilt, new bonnet, door skins, rear valances, boot floor, all new chrome and resprayed original primrose, mechanically perfect, must be seen, photographs on request, private sale £5,750. Tel.: 01-398 6671 (office), Esher 64288 (home). (78286

E-TYPE 4.2 sports 2+2. 1969, red with black leather interior, total rebuild, just completed at cost in excess of £7,000. Offers around £6,250. Tel.: Ken Powell, Unisant Ltd., coachbuilders on 021-559 3841. (78287

RILEY MONACO. 1931, fabric saloon, unused since professional rebuild (1979), show condition, practical and economic vintage car. £3,750. Exchanges, for rebuild project, w.h.y., considered with cash adjustment. Stored Bedfordshire. Box No. 6520. (78296

FORD V8 PILOT. 1950, dark blue, M.o.T., taxed, superb condition, mechanically sound. Offers. Tel.: Buckingham 6745 (evenings). (78297

BENTLEY JAMES YOUNG T-TYPE. Elegant two-door, one of only nine, blue, Webasto roof, fridge, Sundym, reconditioned differential, gearbox and engine, further £2,700 spent in last six months on mechanics. Appreciating practical classic. £10,850 o.v.n.o. Tel.: 0703 768841/864610. (78298

BMW 2000 CS COUPE. Believed Paris show car, 1967, known history, superb condition, must be seen, collector's dream, taxed, new M.o.T. Offers around £2,000. Tel.: 01-549 4945. (78299

VW CONVERTIBLE GOLF GLI. Three weeks old, delivery mileage only, warranty valid, Mars red. £6,500. Tel.: Stamford (0780) 3112 or 52240 after 6 p.m. or weekends (Mr. Gowers). (78301

JAGUAR 3.4 AUTO, 1965, 69,000 miles, dark blue, new M.o.T., excellent condition. Offers. Tel.: Boston Spa 843384 (Yorkshire). (78303

RARE 1949 Daimler Barker DeVille drophead coupé. Magnificent collector's car. Tel.: 01-229 7100 and 01-459 3511. (78304

MASERATI SEBRING 3500 GTI, 1964, red, five speed, stainless steel exhaust, Borrani wire wheels, new tyres, very good condition, must be sold. £2,750 o.n.o. Tel.: 0342 312727. (78305

LOTUS ELAN 2+2S 130/5, M-Reg., white oatmeal, Sundym, T&T'd, immaculate. £3,750. Tel.: Chipping Sodbury 317253. (78346

E-TYPE V12 2+2. August 1973, pale primrose, black leather, 39,000 miles, stored in heated garage in winters and therefore pristine condition, extras include h.r.w., p.a.s., stereo Radiomobile, mudflaps, used by enthusiast as second car. Good cash offer or exchange for immaculate low mileage Esprit S2. Tel.: Scunthorpe (0724) 843225 after 6 p.m. (78347

JENSEN GT. Metallic red, beige interior, December 1975, 43,000 miles, excellent condition throughout, tinted electric windows, Radiomobile, radio cassette, regularly serviced, 12 months M.o.T., owner going abroad. £3,270. Tel.: Arbroath 0241-76915. (78348

TR6, 1969, 18,209 miles, genuine mint condition, service history. Offers over £4,700. Tel.: Wolverhampton 29078 or 722046. (78349

KOUGAR 4.2. Professionally built with mostly new parts finished in B.R.G., taxed, must be seen and tried to appreciate Reg. No. 999 PBP. £5,250. Tel.: Horley 3311. (78351

TR5, 1968, blue, 76,000 miles, two owners, garage maintained, spares included, good condition. £1,800 o.n.o. Tel.: Coventry (0203) 62680 evenings. (78352

E-TYPE ROADSTER 4.2. 1965, opalescent silver blue, chrome wire wheels, a rare opportunity to acquire this prize winning car. £7,500. Tel.: 0282 814245 (78353

MGSA TICKFORD. 1937, extremely rare and elegant four seater. Ideal for MG family (T-Type too small?) Superb condition, body stripped to bare metal and resprayed two tone. New hood and lining, carpets, chromework, excellent mechanics, unused on road since 1962. 75,000 miles believed to be genuine. MG registration, any exchange considered. Offers over £8,500. Tel.: 0373 63970. (78354

W. O. BENTLEY. 1924, long chassis blue label, 3-litre, engine and chassis completely rebuilt, new VDP tourer body to Robinson drawings, five new tyres, VDP style wings, car unused for last 30 years, a little money and work can complete a fine car. Offers around £15,000. (78355

VOLVO P1800S. C-Reg., good condition, stored last six months. Offers invited. Tel.: Mark on Oxford 726092 office hours. (78357

MG-B GT V8. 1974, white/beige, CP bumpers, sunroof, radio, 85,00 miles, Waxoyled, professionally re-built engine, H/C pistons, new exhaust, new tyres, privately owned, usual superlatives superfluous, genuine. £3,750. Tel.: Cholmondeley 425. (78358

JOWETT BRADFORD VAN. Completely restored, new body panels and as original, dark blue, over painted as Jowett Cars Ltd. Delivery Spares Van, immaculate. Tel.: Burnsall 248. (78359

JOWETT JUPITER SA. 1952, fully restored to immaculate condition, re-upholstered, etc., red. Tel.: 0756 72248. (78359

MORRIS 1000, January 1958, six months M.o.T., in daily use, 60,300 miles. £300 o.n.o. Tel.: Romford 46429 (evenings). (78360

MG MIDGET, W-Reg., September 1980, black with black trim, 4,000 miles, still under Supercover. £3,900 o.v.n.o. Tel.: 0283 840 545 (Staffs). (78361

LOTUS 7 Sill. 1969, 1600GT, red alloy, partially rebuilt with chassis re-panelled by the manufacturers, complete but requires finishing. Offers around £2,000. Tel.: 01-995 1642 (evenings). (78362

GT BEETLE. 1973, 1600 engine, torsion front suspension, sports wheel, two new tyres, eye-splitting red, sound throughout, £900. Tel.: Bramdean (Hants) 236. (78364

E-TYPE 1961, Roadster, black, white hood, tinted glass, entirely rust free, new M.o.T. and tax, stunning looker £5,750. Tel.: Gosport 27989. (78478

1934 AUSTIN Lichfield, original engine, fully restored to concours condition. £1,950 o.n.o. Tel.: Coventry 69388 evenings. (78479

DATSUN 260Z, 2+2, 1975, genuine 30,000 miles, good condition, rot free, taxed, M.o.T. £2,100. Tel.: Whaley Bridge 2604. (78480

FOR SALE—continued

LOTUS ELITE Climax Series II, 1961, rebuilt decrazed body, blue interior retrimmed grey/black, fine example, house purchase forces sale. £4,500. Brown, 13 Hyde Park Gdns, Winchmore Hill, London N21. Tel.: 01-360 2392. (78367

LIGHTWEIGHT 3.0CSL pristine condition, one owner, fully documented, 78,000 miles. £3,450. Tel.: 01-501 1718. (78368

FIAT X19. S Reg., metallic blue, good condition. £2,100. Tel.: Cox Petersfield 2031 day, Rustington 71614 evngs. (78474

ALFASUD 1.3TI, 1978, excellent condition, dealer maintained, Zwbarted, taxed, tested. £1,845. Cramlington (Northumberland) 0670 732416. (78476

MORGAN PLUS 4, G Registered and one of last TR4A cars built, new chassis and front suspension, new wheels, wings, body panels (aluminium), tonneau. Reupholstered, completely original specification. £5,850 o.n.o. Tel. Youlgrave (062988) 532. (78477

LOLA FJ Ford Holbay dry sump, Hewland gearbox. £300. Tel.: 02 425 60 37 Brussels, Belg. (78514

LANCIA FULVIA Zagato 1969 H, silver, new M.o.T., 66,000 genuine miles, good order. £795. Tel.: Gosport 27989. (78478

ASTON MARTIN D.B.S.6 late 1968, auto, M.o.T., taxed, all usual refinements, good condition. £3,000 o.n.o. P.ex. Tel.: Barry 735614 S. Wales. (78482

RILEY RMA 1952, very sound, recent professional engine overhaul. £1,200. Also Landrover LWB series 1, both with M.o.T. Tel.: 05476 291 (Herefordshire). (78483

RELIANT KITTEN Estate, P Reg., 41,000 miles, rust-proofed chassis, electronic ignition, laminated screen, wood roof rack, +pund insulated, full instrumentation etc. Approx. 50 m.p.g. Immaculate. £1,200 o.n.o. Tel.: Dronfield 412945. (78485

JAGUAR MK. II, 3.4, 1964, manual, overdrive, one owner and only 23,000 miles, original service books and tools, golden sand, tan leather interior, looks like new. £4,995. Tel.: Nottm. 207368. (78486

ASTON MARTIN DB6, 1969, red with red interior, automatic, radio, c.w.w., fully serviced and in excellent condition. £5,100. Tel.: 061 747 7866 (daytime). (78488

1936 TRIUMPh VITESSE 14.60 white, fully restored, magazine featured, believed only 45,000 miles, taxed, M.o.T. £2,750. Tel.: 0202 429770. (78489

MORGAN +8, late 1972, 34,000 miles, excellent condition, red, black trim, many extras's. £4,500 o.n.o. Tel.: Fundenhall 407 (Norfolk). (78492

TVR TAIMAR, 77, white, brown coachband, tan interior, sunroof, electric windows, towbar, tinted glass, stereo, Wolfrace wheels, excellent condition, first born forces reluctant sale. £4,350. Tel.: Boston 51870. (78493

SCIMITAR COUPE, silver, black interior, sun roof, o.drive, mag. wheels, s.steel exhaust, tax, M.o.T. 1982, £1,250 o.n.o. Tel.: Kingswinford 4957. (78494

ALVIS TF21 series IV, 1966, 95,000 miles certified, M.o.T. Nov. 1981, one owner, fully documented history, 5-speed, steel sliding roof, p.a.s., in good order throughout. Tel.: David Lewis (0873) 810857 (home) 810058 (office) with offers around £1,550. (78495

DE-TOMASO Pantera, 1974, RHD, beautiful yellow & black coachwork, Campags, tints, new tyres, clutch, over £500 spent recently, rot free example of this ultra fast practical supercar for £6,500. P.ex? Tel.: 051 480 5608. (78496

MGB ROADSTER, 1978, absolutely immaculate, 15,000 miles, flamenco red, £7,875, no time wasters. Tel.: 021 445 3276. (78497

LOTUS ELAN +2S 130/5, 36,000 miles, exceptional condition, serviced and maintained by Lotus main agent, recent work includes suspension overhaul with new dampers springs bushes etc., new exhaust, brake pads and discs, Rotoflex couplings, battery, M.o.T. Jan. 81, tax Aug. 80. £4,000. Tel.: Canterbury 68506. (78498

WHITE MERCEDES 280 SE, 1968 automatic, power steering, stereo, exceptional condition, executors sale. Offers around £900. Tel.: 01-546 1476. (78499

TVR 1800S, 3,500 cc, Rover V8 E type diff., alloy wheels, needs tidying, professional conversion would make good competition base. £1,650. Tel.: Chorleywood (09278) 3599. (78500

AUSTIN MINI Countryman automatic, must be good condition body and mechanics. Tel.: Tamworth Staffs 60497. (78501

DAIMLER 250, V8, 1964, genuine 44,000 miles, immaculate and totally original throughout, offers around £2,395. Private sale but HP p.x. arranged. Tel.: Faversham 3979. (78502

TR4A IRS, Reg. Oct. 1967, Wedgwood, black interior, M.o.T. offers near £1,000. Tel.: Preston 732022. (78503

J2X ALLARO, the totally original Clark Davins aerodynamic car, has yet to complete 10,000 miles. Offers to 0635 253525. (78505

M.G.B. GT, R Reg., o.d., w.wheels, absolutely immaculate, lady owner, Sandglow. £3,050. Can be viewed Ascot or Christchurch. Tel.: Ascot (0990) 25108 or Highcliffe (04252) 6916 anytime. (78506

1973 FIAT 130 coupe, white/Russet velour interior, 48,000 miles. £1850 o.n.o. Tel.: Aberdeen 321482 evenings. (78511

TRIUMPH SPRINT 1979, blue, 26,000 miles, seat covers, excellent condition £3,100. Tel.: Marlow 7230. (78517

DE TOMASO, INNOCENTI, L Mini, 1977, Zwbarted, sunroof, radio cassette, red blue int. (photo of similar, May Motorsport page 545) £2,000. Tel.: 0278 60423. (78513

STAG, M-Reg., auto., mimosa yellow/tan interior, all Stag extras, full history, Cadulac undersealed, concours condition throughout, must be seen. £2,500 o.n.o. Tel.: Northampton (0604) 859264. (78776

TVR 3000M, 1976, 46,000 miles, brown cream, sunroof, Sundym, glass, alloy wheels, new tyres, electronic ignition, Blaupunkt radio, immaculate condition throughout. Reluctant sale at £3,500. Tel.: Billericay 52058, Ware 4052. (78777

SILVER GHOST, O Series, Alpine Eagle specification, high speed chassis, Maharaja's exotic, sporting all weather cabriolet, Brighton, brass age or interesting vehicle considered in part exchange. Replies to Box No. 6523. (78778

SUNBEAM 16 TOURER, 1921, older restoration, original upholstery, auster and trunk fitted, oozing character. £9,000. Tel.: Southend 585986 or 41092. (78778

SUNBEAM TALBOT 90, 1952, 39,000 miles, original tool kit & radio. £1,450 o.n.o. Tel.: Leicester 538871 day, 718729 evenings. (78768

AUSTIN HEALEY 3000, 1959, very sound condition, wire wheels, overdrive, hard top. Offers over £2,000. Tel.: Plymouth 779829. (78770

CAPRI 3000 GHIA, R-Reg., auto., p.a.s., sunroof, etc., royal blue, gearbox overhaul 100 miles ago. £1,950 o.n.o. Tel.: Coventry (0203) 449555. (78771

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£7,795 MERCEDES 230 (W123) 1979. Bright red with parchment trim, auto with p.a.s., electric sunroof, tinted glass, central locking.



£4,995 LANCIA 2000 HPE 1980. Metallic blue with grey cloth, metal sunroof, radio cassette, 7,000 miles only.



£4,595 ASTON MARTIN DBS 6-Cylinder. Auto., 1970, J-Reg., bright red with black hide, tinted glass, alloy wheels.



£3,995 MGB 1979. Pageant blue with grey cloth, overdrive, detachable hard top with glass sun hatch, soft top, tonneau, one owner, 18,000 miles.



£3,595 ALFA ROMEO SUD SPRINT 1.5 1979. White with dark brown interior, radio etc.



£2,995 ALFA ROMEO GIULIETTA 1.6 T-REG. Midnight blue with beige cloth trim.

£8,795 BMW 633 CSIA 1977. Metallic reseda green, auto with p.a.s., air conditioning, electric sunroof and windows, four head rests, radio cassette, electric mirror and aerial, alloy wheels.

£8,495 BMW 728 AUTO 1979. Metallic reseda with air conditioning, electric sunroof, electric windows, alloy wheels, twin electric mirrors, tinted glass, central locking, radio cassette.

£7,995 BMW 633 CSIA 1977. Metallic ruby red, auto. with p.a.s., air conditioning, electric windows, alloy wheels.

£7,695 PORSCHE 924 LUX. AUTO 1979. Pale lilac with biscuit interior, factory sunroof, alloy wheels, tinted glass, rear wiper, very attractive.

£6,995 JAGUAR XJS 1977. Damson with beige hide, auto with p.a.s., air conditioning, radio cassette, etc.

£6,595 SAAB 900 TURBO 1979. Metallic blue with metal sunroof, electric windows, alloy wheels, p.a.s., radio cassette, unblemished.

£6,195 LOTUS ELITE 1977. Black with oatmeal cloth interior, fitted radio cassette.

£5,995 MERCEDES 450 SEL 1975. Strato silver with blue velour, air conditioning, electric sunroof, electric windows, alloy wheels.

£5,995 TVR TAIMAR 1978. Metallic blue with neutral model band, sunshine roof, radio, alloy wheels, 16,000 miles.

£5,995 JAGUAR XJ6 4.2 1978. Moroccan bronze with tan hide, electric windows, tinted glass, radio cassette, etc.

£5,995 JAGUAR XJS 1976. White with navy hide, auto with p.a.s., air conditioning, radio cassette etc.

£4,995 VOLVO 245 DL ESTATE 1979 SERIES, T-REG. Most attractive in blue with navy cloth, headlamp wash wipe, etc.

£3,995 COLT SAPPORO 1979 V-REG. Metallic red with coltsport alloy wheels, p.a.s., 5-speed gearbox, radio, etc.

£3,495 ALFA SUD 1.5 Ti 1980. Italian red with black trim, sunshine roof, radio cassette, 7,000 miles only.

£3,245 FORD CAPRI 3.0 GHIA AUTOMATIC 1977. Metallic gold with tan interior, metal sunroof, alloy wheels, etc.

£2,995 RENAULT 30 TS AUTO 1978. Metallic gold with brown cloth, radio, electric windows, central locking, etc.

£2,795 FORD FIESTA 1.1 L 1979. Yellow with check cloth interior.

£2,595 CITROEN GS 1220 CLUB 1979. White with brown tweed interior, one owner.

£2,595 LANCIA 2000 HPE 1976 (DECEMBER). Dark brown with gold coachlines, metal sunroof, electric windows, alloy wheels.

£2,595 TRIUMPH TR7 1977. Tahiti blue with tartan trim.

£2,195 FORD CAPRI 1.6 1976. White with black interior, vinyl roof, radio, etc.

AVAILABLE SHORTLY
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620-628 STREATHAM HIGH ROAD, STREATHAM, S.W.16.

FOR SALE—continued

LOTUS ELITE. 1978. 'T'-Reg. Black, 21,000 miles, electric door, mirrors, radio/cassette, first class condition. £6,950. Tel: 051 678 8005 (eve.)/051 263 3559 (day). Private Sale. (78920

MG J2. 1933. AXE 105. Very sound and original. Re-built head with all new parts, new brakes, exhaust, petrol tank, tyres as new. £4,500. Also for sale new J2 crankshaft. Tel: 0760 337292. (78921

MGB ROADSTER. 'N'-Reg. Chrome bumpers, damask red, overdrive, recent M.o.T., new hood, tyres, very good condition. £1,795 o.n.o. Tel: Milne Work, London 01-437 0488/01-349 0927 (home). (78922

E-TYPE JAGUAR Roadster V12. 1973. 38,000 miles, manual, silver grey, chrome wheels, excellent condition. Hardly used as owner abroad. £8,500. Tel: (079 988) 261. (78923

TRIUMPH STAG. 1976. Red, immaculate condition, tinted electric windows, radio. Tel: Ruislip 36483. (78926

PORSCHE TARGA Carrera 3.0 Sportomatic. 1977. 21,000 miles, colour blue, fuel injection, radio. Superb condition. £10,500 for quick sale. Tel: Sunbury-on-Thames 84706. (78925

VOLVO P1800E. 1970 (J). Manual, magnificent in BRG, second owner last five years. Price reflects condition. £2,750. Tel: Yateley (0252) 871378. (78927

AUDI 100S COUPÉ. Radio, one owner, exceptional condition, full service history, 9 months' M.o.T. Tel: High Wycombe 714018. (78928

AUSTIN SPRITE. 1971. Blaze, 48,000 miles, two owners, current owner for last eight years, well looked after, will suit enthusiast collector. £1,450. Tel: 0403 68637 (Horsham, Sussex). (75381

MINI COOPER. 998 c.c. 1969. Genuine 48,000 miles, M.o.T. Excellent original condition throughout. £685. Tel: 021 354 4434 (Birmingham). (78929

ALVIS TA21 D/H Coupé. 1951. Near Concours order, 2 reg. owners, recent work includes paintwork, chrome, trim, engine, brakes, steering, exhaust, tyres. New M.o.T. £4,000. Tel: Exmouth 72293 (p.m.). (78930

BMW 2002 TII Lux. Nov. 75. One of the last 12 produced. BRG/black velour interior, tinted glass, rear seat belts, Alpina wheels, 5 new XAS tyres, auto. reverse cassette/stereo radio. Tax & M.o.T. until 82. Very quick and economic and immaculate throughout. £2,350 o.n.o. Tel: 01-641 0771. (78931

ALVIS TA 21. 1952. Drophead Coupé. Black, beige leather, body work and mechanics carefully maintained in very good condition by one owner for 13 years. Offers invited. Tel: 01-748 4849 (evenings and weekends). (78933

JAGUAR E-TYPE 3.8 FHC. 1964. Black, wire wheels, possible Concours winner, must be seen. £4,500 o.n.o. Tel: 0246 590024. (78937

SINGER HUNTER. 1954. Saloon. Mechanically sound, bodywork poor. Would make interesting restoration project. Tel: Northampton (0604) 858118. (78936

MORRIS MINOR CONVERTIBLE. 1964. Rebuilt, refurbished, repainted 79/80. M.o.T. Jan. 82. Just completed older one, so will sell £900 o.n.o. Tel: Rustington 5465. (78938

BUGATTI T46 TOURER. Ready to use, excellent condition, magnificent car. Offers around £28,000. Box No. 6528. (78939

MODEL T FORD Tourer. 1923. Mechanically totally overhauled, body almost completed, but owner has no time. £3,500. Tel: Tarrington 229. (78939

FERRARI 246 GT. 1973. Red/black leather interior, immaculate in all respects. FOC registered. 30,000 miles. Offers around £9,450. Would consider p/x low mileage Esprit 2. Tel: 0743 56420 (evenings). (78941

COLLECTORS MGB GT V8. 1976. Flame red, immaculate condition, 19,900 miles, sunroof, radio. £3,995 o.n.o. Tel: Rochdale 33157. (78942

LAGONDA 1934 16/80 Sports Tourer. Most attractive car, well maintained and ready for road. Tel: Smith 0371 2728. (78945

DEEP SANDERSON 301GT. HSCC Registered. Eligible for two championships. Full race trim with 134OS engine, Weber, SCCR gearbox. Road equipped but not registered. Must sell for good reason. Make me a reasonable offer. Tel: Barrow-on-Humber (0469) 30688. (78946

PORSCHE 911 2.7 Sportomatic. £5,000. 1974. Immaculate engine & body. Full AA report. New oil tank & tyres. Tel: 01-940 6578. 122 Richmond Hill. (78947

BENTLEY MK. VI H. J. Mulliner Lightweight Saloon. 1951. Page 256 Greens' "Fifty Years". Excellent coachwork in duo-grey, good chassis and mechanics, interior needs some attention. Sound car without rust problems. £4,500 or p/ex. Tel: 0624 5859. (78948

ROLLS-ROYCE PHANTOM 1 7HC. 1925. Page 167 "Those Elegant Rolls-Royce". Two-seater d/h coupé with dickey. Complete chassis, mechanical and body rebuild 3 years ago to high standards. A delight to own and drive. £25,000 or p/ex. Tel: 0624 5859. (78948

MGA TWIN Cam Roadster. 1959. Chassis YDI 2105. In presentable condition, runs well but fitted 1800 c.c. engine. Would exchange for MG T/P/J-type, any condition. Tel: 041 639 4523. (78950

ALFA 2000 GTV. 1972. Registered, red, Webasto sunroof, two owners, 29,000 miles. £1,200 o.n.o. Tel: 01-674 4145 evenings. (79045

BENTLEY CONTINENTAL S2 Mulliner 2 door, in Shell grey/maroon interior, Geneva show car 1960. One previous company director owner since return from Switzerland 1966, superb low mileage example of this rare and stylish design with restored interior and service history, offers over £25,000. Tel: 01-821 4095 (office) 01-937 6568 (home). (79046

ASTON MARTIN DB4, 1962, M.o.T., tax, overdrive, excellent, bargain, must sell £3,850. Tel: 0476 (Grantham) 67615. (79047

AUSTIN A35, 1957. M.o.T. needs some bodywork. £175. Set new carpets £30, workshop manual £10. Tel: Grantham 0476 67615. (79047

1972 MGB Costello V8, white, Webasto roof, radio/cassette, taxed Nov. Tel: Wanborough (Wilts). (79049

TRIUMPH STAG 1974, automatic, hard and soft top, French blue, 34,000 miles, M.o.T. Feb. 1982, excellent condition, reluctant sale. £2,595 Worthing 34655. (79050

ROLLS-ROYCE Silver Dawn 1954, only 59,000 miles and in magnificent, unrestored condition. Reasonable offer. Tel: Chesterfield (0246) 6335. (79051

MAGENTA T-REG, tax, M.o.T. Modified MG1100 engine, reconditioned gearbox, Galvanised chassis. Many details, £1,150. Tel: Fareham 237999. (79052

1921 LANCIA Kappa, rare early vintage tourer in need of restoration, very original, 5½-litre, 4 cylinder, s/v engine. £4,500 o.n.o. seen Silverstone. Tel: office hours 01-638 3211. (79057

THIS IS NO no boy racer, no bonnet lumps, no go faster stripes but a genuine high speed Grand Tourer. My MGB GT V8 'Mike the Pipe' special with the very strong 'B' box, many extras in beautiful low mileage condition. Taxed, M.o.T., no gawpers, no paupers. £2,500. Tel: St. Dominick 50554. (79053

ABANDONED GENTRY (Replica MG TF) project, complete body shell, reconditioned Triumph Vitesse chassis (Mk. II), two Vitesse 2L engines, g box, o/d etc. Buyer collects. £700 o.n.o. Tel: Sheffield 368763 evenings. (79054

GILBERN INVADER, 1971 recently overhauled engine, gearbox, clutch & overdrive, needs slight attention hence £1,100. Tel: Seascale 28474. (79058

ASTON MARTIN D.B.2, 1952, complete new leather interior, new carpets, new tyres, reconditioned head, needs minor work to bring to roadworthiness £2,900 o.n.o. Tel: 0296 72584 (Buckingham). (79059

RILEY 1½, RME, very good garaged and cared for, new professional roof, new tyres & spares etc., M.o.T. £1,950. Tel: 0277 841071 Stock Essex. (79060

BMW 3.0 SI, 1973, recent head overhaul, exhaust, brakes, battery etc., definitely not the usual rubbish. 20 plus m.p.g. £1,450 o.n.o. Tel: 021 559 5596 evenings. (79061

GILBERN GENIE 1968, superb condition with overdrive, s/s exhaust, electric windows, a fast yet economical classic car. M.o.T. £1,350. Tel: Conwy 3419. (79062

ROVER 3.5 Coupe, 45,000 miles from new, full service documentation, one owner, 1971, K-Registered, new gearbox and exhaust just fitted (all bills), silver birch over admiralty blue. £1,750. Tel: 01-642 6563. (79063

JENSEN HEALEY Mk. II, convertible, 24,000 miles only, 5-speed, 1975, P-Registered, hard and soft tops, £2,995. Tel: 01-647 9262 (then 01-642 6563 between 6th-20th June, as I'm on holiday). (79063

TR6, 1969, seeks good home, excellent overall condition, 39,000 miles. Blue, white hood, M.o.T. Oct., tonneau, etc., £2,850 o.n.o. Tel: 021 476 7218. (79064

MERCEDES 250 SL, F-Reg, auto, one owner from 6 months old, very sound car superb mechanically. £4,350. Tel: 01-994 2687 evenings. (79066

JENSEN 541R. 1960, completely rebuilt to original, M.o.T. £2,450, 101 Wistaston Road, Willaston, Nantwich. Tel: 0207 665726. (79067

1949 AUSTIN 16 KTT much loved, been with family since 1958, £375. East Horsley 3323. (79068

FERRARI 410 Super America, 1956, 4.9 Lampredi, Pininfarina (seven built), 29,000 miles, mechanically and cosmetically mint (but senile original paint). Very scarce collector's Ferrari. Osca, land speed champion, 1955 (# 1159). Historic racer, with Chevy, aluminium, beautiful body, mint in all respects, ready for track or display, quite unique. Suitable offers/trades, P.O. Box 972, Linden Hill, N.Y. 11357. Tel: (212) 855 8933. (79069

SCIMITAR GTE, 1979, green, tan trim, overdrive, P.A.S., electric Sundym, low mileage, immaculate throughout, £5,995 o.n.o. Tel: 0773 810429 (Notts.). (79070

1930 ROLLS-ROYCE 20/25, complete engine, chassis rebuild 3,000 miles, Sedanca body requiring some work, original road test car. Tel: 0282 72266. (79071

X1/9 FIAT Sports, R-Reg, metallic green immaculate throughout, removable top, M.o.T. £2,450 o.n.o. Tel: 061-620 8013 day 061-338 4646 evs. (79073

V12 E-TYPE Jaguar Convertible, M-Reg, automatic, 43,000 mls, white with beige trim, chrome wheels, radio, exceptionally clean throughout, £6,950 o.n.o. Tel: 061-338 4646 day 061-620 8013 day. (79073

TRIUMPH TR6 (BUO 8L), five month rebuild just completed, modified suspension and engine (approx 200 b.h.p.), new carpets, soft top etc., all trim rechromed, near concours condition, recorded 45,000 miles. Tel: Balmore 509 (Scotland). (79074

TVR 1600M, 1976R, 38,000 miles, sunroof, radio, recent gearbox, regularly garage maintained, immaculate bodywork in metallic blue, arrival of baby forces sale. £3,150 o.n.o. Tel: Sheffield 351960. (79075

MGB GT, 1975 with overdrive, sunroof, radio, 35,000 miles, taxed September, M.o.T. 1982, offers £2,000 plus after 2nd June. Cheltenham 35045. (79076

STAR 14/30 (1925) part restored chassis with new 4-seater tourer body frame (cost £2,000). Spare engine, gearbox, radiator etc., best offer over £3,000. Tel: Burton 214305. (79077

1939 ROLLS-ROYCE Wraith complete and running, needs restoration, cash needed, only £3,750. Tel: Llithfaen (075885) 369. (79078

M-REG. Triumph Spitfire, mimosa, new hood, carpets, clutch, undersealed, decoked, vgc, new M.o.T. £1,050 o.n.o. Tel: Chesham 75320. (79079

ASTON MARTIN DB5. Rare automatic model in magnificent original condition throughout, present AMOC owner eight years and known previous history, now for sale as have purchased AMV8. New M.o.T. and taxed, any inspection invited. Tel: Droitwich 772082. (79080

BMW 3.0 CSL, rare chance to acquire immaculate pedigree collector's model of 135 m.p.h., 0-60 in 7 secs, fuel injection coupé. New engine, complete recent overhaul with replacements, new paintwork with racing stripes, no expenses spared, alloy wheels, leather wheel, Recaro seats, radio cassette. Always fully maintained by BMW Concessionaires and full history of car available. £6,999. Tel: 01-794 7524. (79081

MG PA for restoration, almost complete car without engine, original log book. Offers. Tel: Frome 64149. (79346

1971 MK 3 COOPER S, new engine, gearbox, extras, must sell, due house purchase. £1,975 o.n.o. Tel: 051-342 5019 (Wirral). (79347

1965 HEALEY 3000 Mk III, BRG, wire wheels, overdrive, one owner, £4,500. Tel: (0494) 881828. (79348

JAGUAR MK X, S-Type, 420, doors, boots, bonnets, bumpers from £5 each. Riley 12/4 block relined, standard pistons, 14/6 pistons, Austin Seven chrome radiator, Riley Records, Catalogues, Handbooks (most pre-war), S.A.E. List. 43 Castle Hey, Skelmersdale, Lancashire. Tel: 0695 22790. (79349

AUSTIN HEALEY 3000, 1959, new hood, resprayed (red), new wires, good mechanics, £3,500. Tel: Warwick 0926 44508. (79339

GOLF GTi Convertible, 1981, 1,500 miles, red/black, twin headlight conversion, as new, £6,300. Tel: 0983 64575. (79340

1934 RILEY Lynx 9 h.p., 4-door, 4-seat Sports Tourer, chassis up rebuild to connoisseurs condition, new Connolly hide interior, hood, paint, tyres, etc., house purchase forces urgent sale at well below true value. £5,950. Tel: 0783 42313. (79335

NOSTALGIA

. . . IS 100 ADS OLD!

This issue marks my 100th Appearance in Motor Sport. I don't think anyone could have foreseen just how appropriate the name 'Nostalgia' (that incidentally, I chose 'out of the blue') was to become over the last 8½ years; or indeed how extraordinary the growth of interest in things 'historic' has been, with the commensurate & unfortunate escalation in prices. Glancing through my scrap-book of early ads. (a painful experience!), I've picked out a random sample of 'Nostalgia' to amuse those of you who have followed this column since 1973, and to horrify newcomers to the scene! Here goes:- 1962 Lotus Elite — totally restored - £900; 1966 Ferrari 330GT - £1,400; 1962 Dick Protheroe 'E'-Type - £1,750; 1929 Lea Francis Tourer - £1,300; and two to really hurt - 1964 AC Cobra - £4,250 and 1965 Ford GT40 - £7,500! Ouch!

STOP PRESS: 1964 AC Cobra '289' Mk 2, RHD, 400 b.h.p. GT40 eng; 2,000m since Total Autokraft rest. The quickest & best road/race Mk 2 in the world.

Prescott ('Classic' Hillclimb Meeting), June 6/7th. 'The Goat' pub, Hertford Heath, Sun. June 14th, noon. Silverstone (A.M.O.C. 'Horsfall'), June 27th.

JAGUAR 'D' TYPE LYNX REPLICA: believed the only 'short-nose' ever made, with remarkable attention to detail authenticity, and presentation to the very ultimate in 'Concours' standards throughout; Forward Engineering 300 b.h.p. 3.8-litre engine (Webers, 'D' exhaust etc.); BRG with light green Connolly hide & carpeting; alloy peg-drive wheels etc.; **one of the most exciting cars I have ever driven (incl. 7-litre Cobras!); absolutely brand new (500m.) but a tremendous saving on list price (and delivery times!)**



1950 JAGUAR XK120 ROADSTER — KDF 425; Winner 'Best XK120' International XK Day and chosen to represent Jaguar by carrying 'Lofty' England in the British Grand Prix Historic Parade, both in 1979 (hardly used since); totally original, including log book, 'semaphores', engine, trim etc.; 39,000 miles, with recorded history from new; **one of the finest and most original XK's in the world.**

FOR THE WILLHIRE/PIPER POST HISTORIC SERIES: 1968 LOLA T160 CAN-AM SPYDER — Chassis SL160/9; a certain outright winner (lighter, more powerful & cheaper than a T70 Mk IIIB); 500 b.h.p. fuel inj., Chevy 332 c.i. (5.4-litre) pukka race engine (750 b.h.p./ton!); chest of new spares, tyres 'wing' & 300 b.h.p. Corvette mint all included; also road taxed; already has 'Concours' Awards; **the last of the beautiful Can-Am cars.**



1950 EX-WORKS HWM-ALTA F1/F2; the most famous & beautiful HWM of all! a unique opportunity to acquire a truly historic and very important milestone in British post war Grand Prix Racing History (Moss/Abecassis had over a dozen major successes in International GP's in 1950, with Fangio, Farina & Ascari etc. as 'the competition'); registered for European & UK Historic Single-seater & Sports-racing, & for VSCC events; 4-year Grist restoration to perfection; road taxed (10 min. conv., orig. log book etc).



FOR THE VARLEY HISTORIC FJ CHAMPIONSHIP: 1963 LOLA MK 5/5A — Chassis BRJ 49; the ultimate contender for the series, restored to genuinely 'better than new' standards; full Holbay-Ford all steel dry sump engine, Hewland gears etc, absolutely exquisite!



1924 BENTLEY 3-LITRE BOAT-TAIL 3 str. — PP 1793; I am proud to offer certainly one of the finest '3-litres' in the world! 5 years in the rebuild, this magnificent & well known car retains its original chassis, engine & all running gear, clothed in a unique & painstakingly exact replica of the famous Nagle 'one-off' Mulliner bodied Boat Tail (XY 196). Tony Townsend was responsible for much of the restoration, & the finished article is to the highest 'Kensington Gardens' standards!



1964 MERCEDES 220SE 5 str. CONVERTIBLE; the most beautiful example of my favourite series of convertibles; dark blue, grey leather, new black mohair hood; absolutely superb throughout, & outstandingly good value.



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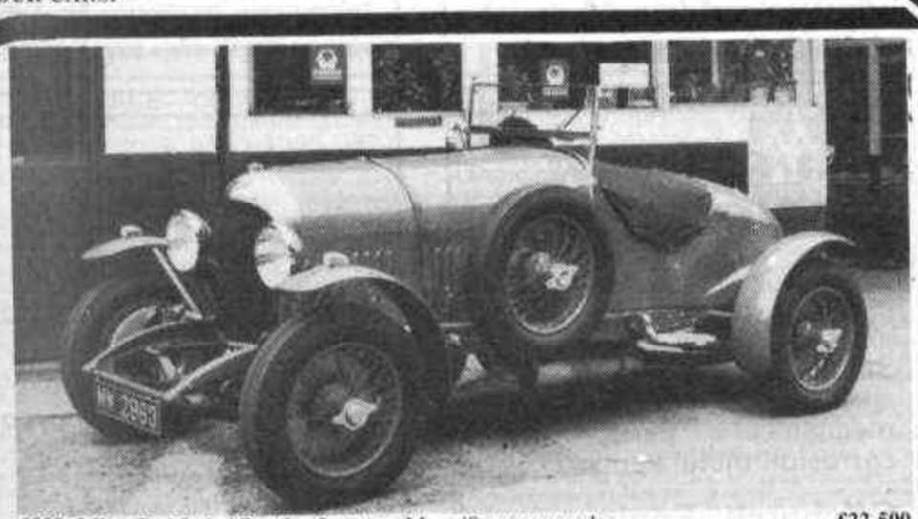
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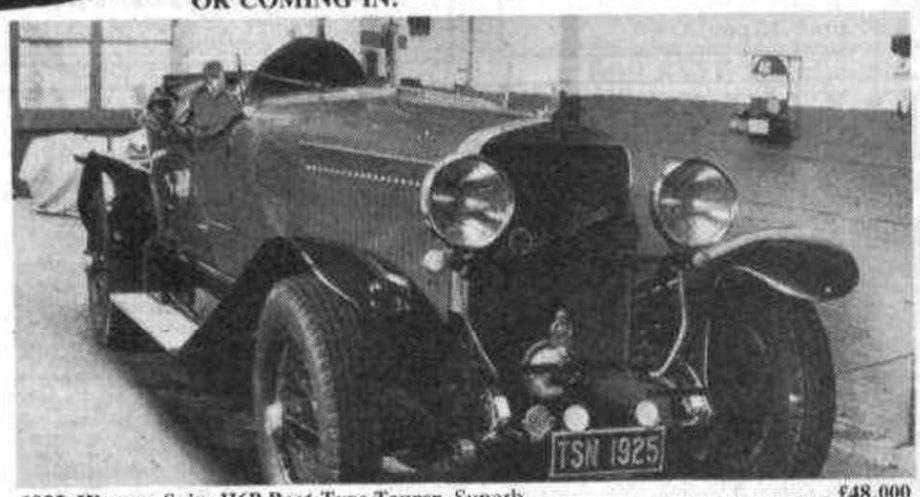
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1928 **3-litre Red Label Bentley 2-seater.** Magnificent example. **£22,500**



1925 **Hispano-Suiza H6B Boat-Type Tourer.** Superb. **£48,000**



1939 **Packard Super Eight Limousine.** Jet black, most impressive, Reg. No. FUL 1. **£6,450**



1954 **Jaguar XK120 Drophead.** A very nice example in white with pale blue hide interior. **£8,500**

UPWARDS OF 30 MG's USUALLY IN STOCK

1981 **B Commemorative Model.** 270 miles. **£6,595**
1981 **B Commemorative Model.** 139 miles. **£6,695**
1981 **B GT Commemorative Model.** 501 miles, undersealed, radio/cassette, remove-a-top sunroof. **£6,995**
1979 **B GT.** Red, remove-a-top sunroof, expensive radio/cassette. **£3,895**
1979 **B.** Red, one (company) owner, radio, tonneau. **£3,245**
1979 **B GT.** Inca yellow, £85.97 pre-sale service. **£3,795**
1978 **B GT.** Carmine, one owner, 1,893 miles. **£3,595**
1978 **B.** Green/orange trim, 10,473 miles, tonneau. **£3,595**
1977 **MGB GT.** Red, radio, £160 pre-sale service. **£3,195**
1975 **(P) BGT V8.** Bracken, 41,641 miles, sunroof, radio, etc. **£3,795**
1975 **B GT.** Jubilee model, green, two owners, sunroof, radio. **£2,995**

1973 **BGT V8.** White, tinted, radio/cassette, £146 pre-sale service. **£2,765**
1973 **Model MGB GT.** Automatic, yellow, sunroof, radio. **£2,195**
1973 **(Nov.) BGT V8.** Blue, radio, tinted, Reg No GO 15000. **£2,545**
1972 **(73 Model) B GT.** Black tulip/yellow ochre, wire wheels, overdrive, tinted, new Hitachi radio/cassette, sunroof. **£1,795**
1972 **B GT.** White, blue cloth, overdrive, headrests, e/aerial, radio/cassette. **£1,295**
1970 **(69 Model) MGC GT.** Purple, one of the last with black trim, reclining seats, wires, radio/cassette. **£2,975**
1969 **C GT.** White and blue, wire wheels, sunroof, leather, radio/cassette. £1,425 spent November 1980. **£1,595**
1954 **MG TF 1250.** Black, last owner 10 years, unused last five years, wire wheels, history on request. **£5,775**

1953 **AC 2-Litre Greyhound Saloon.** Maroon. **£995**
1974 **Alfa Romeo Spyder Veloce 2000.** Yellow, one owner. **£2,245**
1967 **Aston Martin DB6.** Olive green, two owners only since new. First (lady) for 10 years. Auto., chrome wheels, elec. windows, etc. **£6,495**
1966 **Austin Healey 3000.** Blue, w/w, o/d, radio, phone for details. **£4,495**
1964 **Austin Healey 3000 Mk. III.** White/red, last owner 3 years, overdrive, wire wheels, original Autocar test car. **£3,695**
1963 **Bentley Series III.** Two-tone green, local owner last six years. **£6,495**
1977 **(October) Datsun 260Z 2+2.** Metallic aubergine, 14,564 miles, alloy wheels, 5-speed, stereo, plus self-seeking radio. **£4,445**
1978 **Fiat X19.** 1,290 c.c., orange, Targa hard top, £328 pre-sale service. **£2,995**
1977 **(December) Fiat 128P Berlinetta Coupé.** Red, 2 owners. **£1,395**
1967 **Jaguar 420.** Automatic, radio, approx. £500 spent by us. **£895**
1977 **Reg. ('71 model) Maserati Indy.** Met. green, 5-speed box, air cond., PAS, complete history file available. **£5,500**
1972 **(November) Lotus Europa twin cam.** Big valve engine, J.P.S. colours, bills for £654, specialist work just carried out. **£3,295**

1972 **Lotus Elan Sprint.** FHC, two-tone brown and white, new remove-a-top sunroof, 42,237 miles, complete history file available. **£3,195**
1972 **Lotus Europa Twin Cam.** Red, 42,707 miles. **£2,495**
1972 **Lotus Europa 1650 c.c.** Wolfrace wheels, silver/red, please phone for full details of this very "SPECIAL" car. **£3,495**
1979 **Reg. ('71 model) Mercedes Benz 280 SL.** LHD, convertible, hard/soft top, power steering, manual, radio/cassette. **£4,295**
1973 **Reg. Siva.** (Poor man's Porsche) Gullwing 2-seater, 1600 Porsche engine, wheels/instruments. **£2,695**
1979 **Triumph Spitfire.** Carmine, tan check trim, one owner, 14,899 miles, hard and soft top, undersealed, radio, complete service history. **£3,395**
1978 **(T) Triumph Spitfire.** Pageant blue, one owner, 29,244 miles, o/d, H.R.W., undersealed, expensive radio/stereo, e/aerial. **£2,775**
1978 **Triumph Spitfire.** Yellow, one owner, o/d, 12,890 miles. **£2,595**
1977 **Triumph Stag.** (Last year of production) Green, one owner (BLMC) elec. windows, radio, PAS, o/d, hard/soft top, approx. £250 spent by us, including full service, etc. **£5,445**
1974 **Triumph Spitfire.** Yellow/black, choice of two. **£1,195**
1972 **(L) Triumph GT6.** Yellow, overdrive radio/tape, electric aerial. **£1,995**

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Mercedes 300SL Roadster, 1959. Silver metallic coachwork, beige interior. Superb lines, coupled with remarkable performance; also a Gullwing Mercedes 300SL, in the same livery.



Rolls-Royce Silver Wraith; Hooper Empress line limousine, in embassy black with a biscuit midriff, P100 headlights. Interior is sumptuous in tan leather, with rugs, new headlining, walnut wood cappings repolished to the highest standards. Truly fine example.

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LEA FRANCIS 2½ Sports, 1950, low mileage, black, aluminium body, rebuilt, bills available, £5,500. Details. Tel: Crowhurst 535. (79344

LOTUS SUNBEAM Talbot W-Reg, 1 owner, 8,000 miles, embassy black, grey velour, immaculate condition, as new, £5,950 o.n.o. Tel: (0632) 442932 or (0234) 712209. (79345

PEUGEOT 304 Cabriolet, new hood, very good condition, reluctant sale due to growth of family. Tel: Esher 67672. (79343

PORSCHE 911S 1970, N-Reg, L.H.D., Vic Elford's works road car, Stuttgart factory fitted 2.4 S engine, new heat exchangers, tyres, oil tank, immaculate, £3,950. Tel: Oxted 6241 01 777 0600 (x 336). (79336

DAIMLER 250 V8, Big Bumper model, 1966, service history from new, £1,500 recently spent on engine, auto gearbox, steering brakes etc., Connolised, concours, sacrifice, £1,495. Tel: 01-577 3435. (79341

MGC GT one of the last registered, WON 86J, mineral blue, wire wheels, M.o.T. to May 82, complete with 4 new winter tyres, £1,640. Victory Clark. Tel: Ramsay Cambs (0487) 840926. (79337

E-TYPE V12 Roadster 1974 (N), one of the last, manual, azure blue, navy interior, works hard top, tinted glass, w/w tyres, service records low mileage, garage, immaculate throughout. £9,250. Tel: 01 624 2275 or 01-346 0700. (79330

1938 ALVIS Silver Crest 6 cyl saloon, running but body needs restoring, £900. Tel: Lowfell 873648 evenings. (79331

ASTON MARTIN 1937 LS Saloon, coachwork by Abbot, one of 50 produced, easy restoration, offers to Tollard Royal 334. (79333

HEALEY 3000 1959, wires, overdrive, taxed and tested, good reg number, some tidying needed, £2,750. Tel: Lowfell 873648 evenings. (79332

S-REG LANCIA *Monte Carlo, immaculate condition,* 22,000 miles, radio/cassette, electric windows, white with black trim, £4,200 o.n.o. Tel: 0407 741 421. (79334

ALFA ROMEO 1600GT Junior, 1975, 40,000 miles, 1 owner, Dinitrol, good condition, £1,500. Tel: Frome 830714 evenings. (79326

LANCIA FULVIA 1.3S Coupe, 1973, only 39,000 miles, used as second car, sunroof, radio, excellent condition, £835. Tel: Upper Basildon (Reading) 371; Bracknell 26826 ext 171 (Office). (79327

MGB GT 1974, green, chrome bumpers, superb condition, addition to family forces sale, best offer over £1,500. Tel: Leeds 670938. (79328

260Z 2+2 DATSUN, 1978, large sunroof, electric fan, ZX wheels and tyres, *carefully maintained, excellent* condition, offers near £4,800 including expensive accessories. Tel: Wells (0784) 73784. (79329

LOTUS ESPRIT 1978, 29,000 genuine miles, orange, superb condition, excellent mechanics, regularly serviced, bills available, stereo, £6,700. Tel: Northleach 631 evenings. (79321

FOR SALE. Interesting restoration projects: A35, 1959 5966AC, M.o.T. £280. Rover 75, 1957, stood two years £285. Wanted: Characteristic two seater, Pinfield Lodge, Barnt Green, Birmingham 445 2551. (79322

ALVIS 1963 TD21 Series 2, one owner, 72,000 miles, excellent mechanically, no rust, 5-speed ZF box, wire wheels, £2,500. Tel: Crewe 68323. (79324

MORGAN 4/4. Beautiful red 2-seater, N-Reg, radio, M.o.T., an *excellent investment at £3,890. Contact Ken* on: day 01-242 2263; evenings 01-602 0363 or 01-767 1489. (79325

FOR SALE—*continued*

JENSEN HEALEY, 1973, total rebuild over last two years, not to be confused with usual rusty smokers. £3,250. Tel: Broadstone 697234. (79316

LAGONDA 2½-LITRE Saloon, partially dismantled for restoration, manual, handbook, offers — Stevens. Tel: 0734 666386. (79317

FORD ESCORT RS2000 Custom, December 1979, black, Panasonic stereo, auto aerial, security locks, air horns, 15,500 miles, excellent condition, reluctant sale due to house purchase, £4,200. 01-583 2647 office hours. (79318

DELAGE D6/70, 3-litre Chapron bodied sports saloon, very graceful car, re-painted and chromed, long M.o.T., mechanically excellent, £5,750. Tel: 021-308 1078. (79319

1931 12/50 ALVIS, pretty 2-seat body, professionally built, very strong, outside exhaust, good tyres, M.o.T., taxed, excellent, V.S.C.C. Trials race/road car, ready for use, £3,650. Tel: Hemel Hempstead 832604. (79320

ASTON MARTIN DB 2.4 Mk. III, 1959. Mechanically rebuilt. Prepared ready for repainting and retrimming. *Some interesting history.* £3,500. Tel.: 01-346 1235 (office hours). (64129

AUSTIN MINI Cooper 'S' Mk. III, 1,275 c.c. May 1971, 14,600 genuine miles. Red, blue interior, sunroof, standard BL factory fitted extras. £3,950 o.n.o. Tel.: Huddersfield 833907. (79084

SUNBEAM TALBOT "Open Sports" 1939, ex-Lancashire "Flying Squad" Illustrated calendars and motoring books. Outstanding original example, taxed. Offers? Tel.: Hertford 59977. (79086

HEALEY (Riley) "Mille Miglia" 1948, open roadster, BRG, genuine very low mileage, then world's fastest series production motorcar, taxed. Offers? Tel Hertford 59977. (79086

ROLLS ROYCE Phantom 1, 1929. Showroom *condition, mechanically sound, super car for show or* use weddings? £15,000. Tel: Lincoln 31598. (79087

SUNBEAM 14/40 tourer, 1925, excellent original body and good mechanical condition. Taxed with MoT until March 1982. New tyres, complete weather equipment £7,750. Tel: Crewkerne (Somerset) 72322 after 7 p.m. (79088

PORSCHE 924 LUX, 1979, 5 speed, one owner, 25,000 miles, £7,395. Tel: Frensham (025125) 2232 after 6.30 p.m. (79089

ARMSTRONG SIDDELEY 1928 Broadway saloon. Fully restored, concours winner, stored several years, very minor paintwork required to return concours. £8,500 o.n.o. Also, Armstrong Siddley 1938. Beige body, brown int., 27,000 miles from new, totally *original and in superb order. £7,500 o.n.o.* Tel: Tottington 2222.3 (Lancs) and 061 761 6329 after 8 p.m. (79090

TRIUMPH STAG 1978 (T). Last one registered London. 13,000 miles only. Automatic, red black interior, fitted radio, electric aerial and alarm. £6,795. Tel: Hertford 52174 evenings. (79091

LOTUS ELAN SPRINT FHC. Stripped completely. Chassis rebuilt to almost rolling chassis in concours winning condition complete with over £1,500 worth brand new parts in original makers packing to complete to concours. House purchase forces sale. For quick sale £2,750 o.n.o. or exchange classic motorcycle. Cash either way. Tel: 021 445 2768. (79092

DAIMLER E registration. Manual, 67,000 miles, good mechanical condition, new MoT, body has some rust. £700. Tel: Cobham 3402. (79097

FOR SALE—*continued*

JENSEN INTERCEPTOR Mk III 'J' series, 1973. Tangerine, black vinyl roof, only 65,000 miles, full history, fastidiously maintained by skilled Jensen Mechanic with no expense spared. Utterly immaculate inside and out. Very fast and exciting and an incomparable investment at £3,950. Tel: 024 369 2571 (West Sussex). (79093

BENTLEY R-TYPE S-S saloon, 1954. Automatic, black, tan hide. Documented history confirms a mere 114,000 miles. Superb original condition and cannot be faulted, mechanically impeccable with new automatic gearbox fitted recently. Complete original tools, handbook, etc. The condition is suitable for a West End showroom where it would be offered at *substantially more than my asking price of £6,950.* Tel: 024 369 2571 (West Sussex). (79093

PORSCHE 924 TURBO. L.h.d., 1980 EU SPEC 3,200 km., beautiful one off custom factory paint silver petrol blue metallic, green tartan black int. Twin mirrors, tints, washers, coco mats, Blaupunkt Paris, fitted cover, vinyl bra, absolutely immaculate. Uk taxes paid, available at once. Owner returning US. £13,750. Tel: 0234 67275. (79094

FIAT 124 Sport coupe, July 76, 1800 5-speed. Year's MoT, taxed, engineer maintained, 55,000 miles by 2 owners, rustproofed from new, always garaged, stereo radio-cassette. £995. Tel: Leeds 610695. (79095

JAGUAR 3.4 MK2. 1963, metallic burgundy, beige interior, chrome wire wheels, sunroof, totally original. *Should be seen and driven to be appreciated.* £3,500. Tel: 01-438 1093 (days). (79098

SPYDER ALFA ROMEO 2000, 1975, Ivory, 48,000 miles, full MoT. Desirable car. Bargain £1,995 o.n.o. Tel: Stamford (Lincs) 0780 4312. (79099

COUPE BMW 3.0 Csi, 1974, Sienna, beige luxurious trim, 50,000 miles, radio cassette, taxed & MoT. Tel: Stamford (Lincs) 0780 4312. (79099

PORSCHE 911 Targa. Late 75, every Porsche extra, absolutely immaculate condition, long MoT. £6,550. Tel: Raleigh 774761. (79100

PORSCHE RS Carrera 2.7, 1973. White, unused two years. Immaculate. Must sell. £7,850. Tel: 01-764 1312. (79101

RARE 4-SEATER convertible Alfa GTC 180 made r.h.d. Over £1,100 spent. New hood, needs respray. First £1,600 secures. Tel: 01-874 8152. (79102

MORGAN 8, 1973 Genuine 16,000 miles. Superb condition, undersealed, new Michelin tyres. Red with stone leather upholstery. Luggage grid. Spare wheel cover. £5,500 o.n.o. During Tel. Borough Green (0732) 883320 evenings, 882122 daytime. (79103

1951 JAGUAR Drophead Mk. V, 3½ £2,500 spent on mechanical restoration, requires bodywork and trim restoration. £4,750. Tel: Wendover 623165 (Bucks). (79104

1960 JAGUAR XK 150 3.4 SE model. Two previous owners, 74,000 miles, excellent original condition. £3,850 o.n.o. Tel: Leicester 538871 day, 718779 evenings. (79106

FRAZER NASH 1927 Tourer. £12,000. For details Tele: Harrogate 711203. (79107

DATSUN 280 ZX 2+2, 1980, 12,500 miles only. Director's car. Superb condition. £7,250 o.n.o. Tel: 0268 747041 (office). (79109

BMW 3.0 CSL. Lightweight coupe, gold with black velour interior, tinted electric windows, p.a.s., *sunroof, stereo, recent tyres, low mileage, superb* condition, consider p.ex. £3,750. Tel: 0208 2721 or 4531. (79114

FOR SALE—continued

ALFA ROMEO 1750 GTV. 1970, but V-Reg., excellent rustfree condition, l.h.d., 68,000 miles. £1,400 o.n.o. Tel: Wickhambrook 371. (79110

RILEY LYNX 9 h.p. 2-door tourer, 1933, green red, trim, excellent condition, tonneau, sidescreens, etc., taxed and M.o.T., recent engine rebuild, £6,475. Tel: Hertford 50197. (79111

XK120 ROADSTER. 1951, B.R.G., good condition, original chromework, etc., long M.o.T. £4,250. Part exchange modern sports car. Tel: 061-427 1876. (79112

JAGUAR 3½-LITRE. 1947, four owners from new, a solid and most original car in good running order, new M.o.T. £2,450. Tel: 061-427 1876 (PLUS 4). (79112

COLLECTOR'S MG-B GT V8. 1976, flame red, immaculate condition, 19,900 miles, sunroof, radio. £3,995 o.n.o. Tel: Rochdale 33157. (79113

CORVETTE STINGRAY (Limited edition) Sports Pace car. Silver and black, registered 1979 in mint condition, 25 years of Corvettes, 3,000 made for World Market, believed only four in this country, 9 months M&A cover, taxed until January 1982, lhd, very, very fast 20 m.p.g. Dealers asking up to £21,000 for these, removable roofs, etc., wide tyres, low mileage, will part exchange any interesting car up to £7,000 balance cash. Don't miss this one. Bargain! £12,750. Tel.: 051-548 6151 day, 061 792 9089 evening. (79115

TIGER 4.2 1966, full equipment, 100% *original*, 95,000 miles, v.g.c. £3,000. Tel: Parker, Kentisbeare 088 46 325. (79116

MG-B GT V8. 1973, damask, red, new tyres, M.o.T., brakes, recent shockers, batteries, kingpins. £2,250. P'ex. cheaper car. Tel: Rose, Peterborough 71321 242924. (79117

MORGAN 4/4. 1979 (December), V-Reg., silver grey, aluminium body, usual extras, 6,000 miles. £6,500. Tel: 0937 844277 evenings/weekends. (79119

PORSCHE 914 SC 2-litre Targa. 1974, yellow, rare mid-engined, v.g.c., serviced by agents, bills to show, W-Regd. £2,500. Tel: Major Jeffery on Fleet (02514) 22977 after 7 p.m. (79120

LAGONDA LG45 SANCTION III. 4,467 c.c., drophead coupe, cream, enlarged boot made for continental travel, coachwork by Lagonda, made under the direction of W. O. Bentley, mileage 5,701 since complete overall. £15,000 o.n.o. Tel: Studley 2966 evenings. (79121

LAGONDA V12. 4,480 c.c., short chassis sportsman saloon (4 door), dark blue, manufactured October 1939, *first licensed 25th June 1946*, mileage genuine 71,274 since new. Lagonda coachwork, blue upholstery, immaculate condition. £15,000 o.n.o. Tel: Studley 2966 evenings. (79121

BRISTOL 400. 1948, reconditioned engine, new brakes, kingpins, etc., M.o.T., taxed. £2,500 o.n.o. Tel: 01-937 6739 evening or 01-836 0832 day. (79123

MORGAN 3-WHEELER. 1935, widened, lowered, hydraulic brakes, complete but needs overhaul. Offers. Tel: Stonehouse 3606 (Glos.). (79126

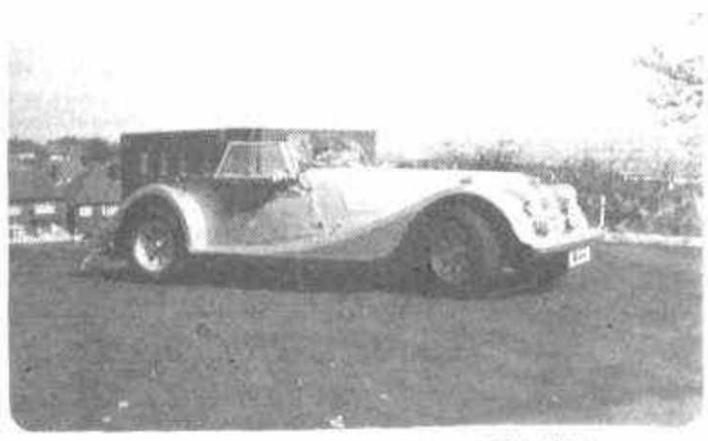
MORGAN 4/4. Delivery mileage only, many extras, very reluctant sale. Tel: 0493 750300 from 31 May. (79127

LOTUS ESPRIT SI 1978, red mag. wheels, extended front bumper with twin Hella fog lamps, JPS wheel, *remote controlled mirrors*, 27,500 *miles*, good condition. £5,000. Tel: Mr. Kane 01-994 1376 or office 01-486 7581. (79384

MIKE DUNCAN
Midlands Morgan Agent

92 WINDMILL HILL,
HALESOWEN, BIRMINGHAM

TEL:
CRADLEY HEATH (0384) 67675



Morgan sweat shirt £6.50. Tee shirts £4.00. Children's sizes at £6.00 and £2.50.

The better weather sees a hive of activity here in the Midlands with lots of Morgan people about. The big date in June is the Willhire 24 hour race on the weekend of the 27th at Snetterton. Let us hope we can do better than last year's 3rd place. Why not come and watch the action! Stock at press date looked like this.

1980 W +8 in blue with aluminium bodywork and stone trim at **£9,500.**

1979 4-seater. Brown stone leather, only 5,000 miles and as new. **£7,700.**

1978 4/4 2-seater. Green with stone leather and wire *wheels etc.* **£6,500.**

1978 4-seater. Black aluminium leather. Wire wheels, immaculate at **£6,500.**

1974 4-seater. Red stone trim and hood, wire wheels, luggage rack etc. **£5,000.**

1974 4-seater. Ivory, wire wheels, brake servos, luggage rack. **£5,300.**

1973 4/4 2-seater. Blue. **£3,850.**

1969 4-seater. Silver blue, black leather. **£3,700.**



The London *Morgan* Distributors

Rush for the sun this summer in any of the following **Morgans**. For the sum of £1.60 you can have on your desk top, kitchen top, bedside table or in your pocket a **Morgan** Plus 8 with detachable hood. About the size of a Dinky toy. For the people who wish to detach the hood, sit behind the wheel and re-perm their hair perhaps a new **Morgan** Plus 8 in British Racing Green with beige leather interior, matching hood and side-screens could well be the answer. A **Morgan** Plus 8 of 1980 vintage with only 500 miles is also offered in the same colour except with tan leather interior. If the piggy bank doesn't quite run to this perhaps a 1971 **Morgan** Plus 8 in black could be the answer. This car has a tonneau cover and a bonnet strap. It also has a Morgan at Beaulieu 1980 sticker on the windscreen. Must mean they used quite strong glue. **Morgan** 4/4's come as two seaters or four seaters and we have some of both in order to avoid any disappointments. **Morgan** 4/4 in signal red, 1981, black interior and tonneau cover. Morgan 4/4 in Royal Ivory two seater, wire wheels, black leather interior, luggage rack, spot lights, door handles, locking petrol cap. For those of you who have started the process of having little **Morgan** people we have the following 4 seater. **Morgan** 4/4 4 seater finished in British Racing Green, beige leather interior, wire wheels, folding wind screen (really get the flies in your teeth), luggage rack and matching hood and sidescreens. Another **Morgan** 4/4 4 seater is also in British Racing Green but with black leather interior, wire wheels, luggage rack. Back in the **Morgan** 4/4 2 seater department we have another **Morgan** 4/4 in Royal Ivory 1978 with bucket seats, tonneau cover and luggage rack. Canary yellow is the colour of a 1977 **Morgan** 4/4 with tan leather interior and the car has only done 8,000 miles. The hood irons have been chromed as has the rocker cover. In the early **Morgan** field we have a 1973 **Morgan** 4/4 in yellow with wire wheels, tonneau cover and it will be fitted with a new engine, due to the current engine's fondness of smoking Castrol. Seen our latest **Morgan** tie pin?

morris stapleton

Reece Mews, London SW7 01-589 6894

FOR SALE—continued

TRIUMPH SPITFIRE. 1980 V. Finished in white with chequer interior, fitted with hard top, overdrive, 13,200 miles, £3,525. H. A. Fox Richmond Tel.: 01-940 9741. (78046

AUSTIN HEALEY 3000's, matching pair, both gleaming 1961 BT7's, Colorado red, w.w.wheels, h/tops, o/drive, etc. Excellent original condition, always garaged, no winter use during recent years. One car is an original very rare Ruddspeed version (triple carbs, special cam etc.) Both cars my ownership for considerable time. Prefer to sell together for bargain price of £7,500. May split (c. £4,250 and £3,750). Tel: Ash Green 872391 evenings, w'ends. (79382

PORSCHE 911S Roman purple, 1973, electric roof, Porsche specialist engine rebuild, £3,950. Tel: 0952 461031 day. (78274

TVR 3000M July 1978, excellent condition, sunshine roof, radio cassette, £4,500 payable in Jersey. Tel: 0534 27511 days, 41137 evenings. 79386

MERCEDES BENZ 300SE Convertible, 1966, automatic, p.a.s., stored last 3 years, good original condition, £4,950, may consider PX. Tel: 01-286 1865. (79387

ASTON-MARTIN DB6 Mk 2 1970, dark metallic green, superb tan leather interior, 69,000 miles, automatic, p.a.s., full service history, one of only 375 built, £4,950. Tel: 01-789 8525 office. (79388

CHEVRON B8 Sports racing car, BMW 2-litre, dry sump engine by Alan Smith, Hewland FT200 gearbox, patriotic red white and blue, ready for historic racing, £8,950 or offers, exchanges. Tel: 01-789 8525 office. (79388

MGB GT V8 1974, chrome bumpers, yellow with black interior, sunroof, stereo, good condition, £2,400 o.n.o. Tel: Burgess Hill 45593 days, Brighton 694213 evenings. (79390

MGB GT Jubilee model 1975, BRG, all extras, lady owner, 40,000 miles, £2,800, taxed to Nov. '81. Tel: 01-607 4614 evenings. (79392

MGB GT October '79, green, showroom condition, 10,000 miles, sun roof, £4,995. Tel: 01-499 3727. (79394

FERRARI 250GT Berlinetta 1958, Mille Miglia winner, Italian champion 1958, for further details Tel: 0676 23018. (79393

1923 MORGAN DELUXE completely dismantled and incomplete but includes many new parts, offers over £750. Tel: 088 62 203. (79395

LANCIA FULVIA 1600HF Lusso, radio, Konis, well maintained original condition, to be sold by lady owner leaving London, £1,075 o.n.o. Tel: 01-262 3395. (78516

RILEY LINCOCK 1933 Sports, rare ¾ coupe, immaculate condition, full M.o.T., numerous spares, drive away, offers around £4,950 or exchange classic. Tel: John Burningham, Biggleswade (Beds) 313531. (79396

PORSCHE 911S 1973 but S-registered, superb example in concours condition with full history of enthusiasts ownership. Under 70,000 miles, Sierra brown, absolutely perfect and must be seen. Regularly serviced and cared for by Porsche specialists. Stereo radio-cassette, electric aerial/sunroof, £6,000 o.n.o. Tel: Bristol (0272) 279615 days, Chipping Sodbury (0454) 321378 evenings, w'ends. (79397

BMW CSL. Polaris silver, prepared for Museum, 52,000 recorded miles, brand new tyres. £5,000. Tel: (0632) 470101 (79399

FOR SALE—continued

1938 MGTA good runner, no rust, offers or exchange E-Type Roadster. Tel: 031 557 1973 days, 031 229 6570 evenings. (79398

RILEY 1951 2½-litre drophead coupé, original owner wishes to dispose of this rare model. Inspection invited, photograph available on request, offers. Tel: Hindhead 042873. (78300

SCIMITAR GTE '85, lady owner, only 43,000 careful miles, red, black interior, auto, stereo, complete overhaul, absolutely beautiful condition like new, £2,500 o.n.o. Tel: 01-653 4798 days, 01-222 1833 evenings. (79402

MGC GT 1969, M.o.T., new tyres, oil cooler, sills, batteries, reclining leather seats, o/drive, wire wheels, good condition, must sell, £975 o.n.o. Tel: 01-261 1373 days (ask for Jonathan) (0734) Twyford 340209 evenings. (79403

LOTUS ELAN +2 S 130 5, 1974, regency red, oatmeal interior, alloy wheels, tinted glass, radio cassette, beautiful condition throughout, £3,500. Tel: 01-603 5917. (79404

TR6 150 b.h.p., K Registered, immaculate, new steel body panels, hood, carpets etc., mechanics excellent, £2,250 o.n.o. Tel: (Worcs.) 0386 792984 evenings. (79405

SINGER LE MANS 1935, two-seater. £2,500. Similar 4-seater, £2,000. Also 1939 Singer Roadster, £1,500. All runners but needing some work for M.o.T. Tel: Brighton 552487. (79406

MORGAN 4/4 2-seater, 1981, delivery mileage, black leather, wire wheels, aluminium body and wings, roll bar, door handles, undersealed, stereo etc. List price. Tel: 01-508 7536. (79407

AUSTIN HEALEY 3000 Mk. III, b.r.g., o/drive, wires, completely professionally restored, immaculate condition throughout, £4,700 o.n.o. Tel: 021 354 4434 (Birmingham). (79408

LOTUS ELAN DHC, 3,000 miles since exceptional 3 year rebuild by enthusiast owner. You must telephone for amazing details of this concours winning Lotus, £3,500. Tel: Newcastle 0632 851920. (79409

PEUGEOT 203 l/h drive, 1953, 36,000 miles, re-sprayed original black, grey cloth interior, new carpets, tyres and batteries, in v.g. condition, sensible offers. Tel: 061 428 5349. (79410

MORGAN 4/4 immaculate black 2-seater, wire wheels, leather upholstery, spots, fully undersealed, made October 1978 but not licensed until May 1979, 15,000 genuine miles, £6,500 o.n.o. Tel: Bristol (0272) 313071. (79412

V8 MGB GT 1976, Tahiti blue, cherished and maintained regardless of cost, building new V8 LE GT, £4,950. Full details Tel: 01-370 5594. (79413

SWALLOW DORETTI 610CRF original works car, present owner 12 years, restored with spare car, £3,500. Tel: 01-370 5594 (79413

PORSCHE 911 1966, reluctantly must sell, superb condition, all offers considered. Tel: 061 962 3315. (79414

MASERATI GHIBLI 1970, silver with black leather interior, low mileage, this car is in excellent condition throughout having been maintained to the highest standard, offers around £7,500. Tel: (Redbourn) 058 285 3322 evenings or 01-253 0230 days. (79415

PORSCHE CARRERA 2.7 Targa, 1974, guards red, average mileage, l.s.d., 7.8" wheels, new tyres, excellent condition, PCBG owner, £8,300 o.n.o. Tel: 0227 58618 evenings. (79419

FOR SALE—continued

DATSUN TURBO 260Z 2+2, 1978 T, primrose yellow, electric windows, plus all the usual refinements, 31,000 careful miles, new tyres and exhaust, fast and beautiful, only £4,950. Tel: 021 233 1575 office or 021 421 6995 home. (79146

FERRARI 308GTB fibreglass model, wide wheels, 4-branch exhaust, a/c etc. Actual car featured on pages 40/41 *Great Marques* totally immaculate and original with history, £9,500. Tel: Derby 0332 515282 or 559685. (79417

ALFA ROMEO 2000 GTV, 1973, new M.o.T., metal sunroof, minilite wheels, 60,000 miles, good condition, £950. Tel.: Windermere 4366 office hours and weekends. (78678

PANTHER J72, January 1978, metallic green, 18,000 miles, £12,500. Tel.: Hill on 01-570 3427 (daytime) 01-570 3276 (evenings & weekends). (75383

FERRARI DINO 246GT. Registered 01.01.71, ex-Rob Walker, 49,000 miles, but replacement engine, gearbox unit fitted with 15,000 miles only. Red/black interior, FDC member last six years. Total strip and Graypaul bodywork restoration recently, history, bills, documents and photos available. Offers on £9,500. Tel.: Stoke (0782) 750345. (78672

BMW 3.0 CS. Managing directors personal car being completely restored at present throughout to original condition, turkis/grey velour, rustproofed, sunroof, radio/stereo, QH fog and headlights, electric windows, mechanical overhaul just completed. Available end of June 1981. Telex 36286 or telephone 0889 882152 for details. Also, VW 1303 Beetle M-Reg., in excellent condition throughout. (78673

ALFA ROMEO ALFASUD Sprint Veloce 1.5, 1980 W-Reg., dark blue, still under guarantee, house purchase forces sale, £4,100. Tel: 0676 23018. (78674

MERCEDES 230 SL, 1965, RHD, manual, 78,000 miles only, superb white bodywork, faultless mechanics, house purchase forces regretful sale, £4,750. Tel.: Brighton 412588. (78676

SUNBEAM TALBOT, 1951, Mk. II 90 drophead, blue with burgundy hood, splendid example, spares, £3,000. Tel.: Barnstaple 5814. (78677

MOKE (ENGLISH), 1966, new hood, needs respray, £1,100 o.n.o. Tel.: 0295 810824 evenings. (78679

MGC GT, 1968, overdrive, wires, sunroof, radio/cassette, electric aerial, absolutely superb, recent engine and major body rebuild, new wings, doors, inner/outer sills, rear quarters, full M.o.T., taxed. £2,450 o.n.o. Tel.: Swindon 695594 (evenings). (78680

MORGAN +8, 1977, S-Reg., signal red with contrasting white hood, tonneau and spare wheel cover, tan leather, upholstery, chrome luggage rack, stored every winter, only 4,200 miles, superb condition, new exhaust, full M.o.T. and tax. £8,550 o.n.o. Tel.: Teignmouth 78888. (78681

CLASSIC CONVERTIBLE, ALVIS TD21, Four-seater d.h.c., good mechanics, in daily use, body and trim, slightly shabby. £2,500 o.n.o. Tel.: Lonbay, New Romney (06 793) 2156. (78682

PORSCHE 914 2.0-LITRE, 1974, metallic blue, black interior, new M.o.T., taxed and in mint condition, new tyres, tape/radio, Porsche alloy wheels, centre console, known history. £2,995 o.n.o. Would p/ex 911, 1976 onwards with cash adjustment. Tel.: 0358 22304. (78685

MERCEDES 220S, 1959, excellent condition. £1,500. Also 220a 1953, convertible, lhd. Offers. Tel.: Bodmin (0208) 850293. (78686

FOR SALE—continued

LANCIA BETA COUPE 2000, 1978 (T), excellent condition, white with red cloth interior, sunroof, stereo, Protectol guarantee, under 18,000 miles, bargain £2,250 o.n.o. for quick sale. Tel.: Ascot 25505 evenings/weekends. (78688

RILEY MONACO, 1936, special series, rebuilt engine, unrestored, current M.o.T. Best offer secures. Tel.: Great Easton 665. (78689

FIAT VIGNALE GAMINE DROPHEAD, 1972, 29,000 miles, very rare, present owner five years, 500 mechanics, 60 m.p.g., serviced, new clutch, year's M.o.T., garaged, only used dry weather, bright red coachwork. Noddy car shape, black hood interior, fast appreciating. £1,800 o.n.o. Tel.: 01-688 8877 days, 01-693 4200 evenings. (78690

TRIUMPH GT6, K-Reg., 68,500 miles, radio, sunroof, tax, M.o.T., new tyres, exhaust, alternator, etc., going abroad. £1,150. Tel.: 01-643 1175 (Sutton). (78691

JAGUAR 3.4 S-TYPE, 1964, manual with overdrive, black with red upholstery, two owners, genuine 27,150 miles, excellent condition. £3,500. Tel.: Crowcombe 609 or 651. (78693

ROVER 14 HP, 1938 saloon, splendid car in fine original condition. £1,575. Tel.: Chesterfield (02461 78907. (78694

DAIMLER V8 250, 1968, automatic, excellent condition, all usual fittings, many extras. £2,000 o.n.o. Please ring for details. Tel.: Bransgore 72241 after 5.30 p.m. (nr. Bournemouth). (78695

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SILVER CLOUD, 1968, p.a.s., 66,000 fully documented miles and history, always maintained by R.R. agents, mink over regal red, new gearbox, M.o.T., unmarked interior, excellent overall condition £8,500. Tel.: Reigate 47937. (78698

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TR4, Ex-Jersey car, new steel panels fitted, Surrey and soft top, wires, radio, taxed, M.o.T., mint condition. £1,650. Tel.: Southport 40185. (78700

RILEY 9 h.p. MERLIN, 1936, rare model, manufactured 1936, 1937 only, pre-selector gearbox, good body, chassis, not taxed, but running order. £1,750. Tel.: Leamington Spa 28867. (78702

PORSCHE 911S TARGA, 1973, W-Reg., yellow, good condition, l.h.d., new oil tank fitted. £3,950. Tel.: Seaford (Sussex) 892423 after 6.30 p.m. (78704

JENSEN 541S MANUAL, 1961, one owner, 48,000 miles. Offers. Tel.: Wrington 862608 (office), 862262 (home). (78706

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the motoring press who have had the pleasure of road testing this exciting British Sports car. Phone to arrange a test drive and we are sure that you will be more than somewhat impressed with the ride, performance and handling of this Lancashire hotpot. For roughly half the price of a new **Tasmin** you could have another new fibreglass car, capable of over 100 m.p.h. and returning 45 miles to the gallon whilst carrying four people — what is it I hear you asking with baited breath — it's the all **new Midas mark II.** This **Metro** based, beautifully finished, practical mobile would make an ideal commuter car and we are pleased to announce that we have the first one in captivity in North London. Do come along and view this lovely little "alternative car" and we are sure you will become as entranced as we are ourselves. Judging by the amount of telephone calls we have



received, lots of people oviously saw the interview with **Peter Morgan** on TOP GEAR and we can confirm that **new Morgans** ready for collection now were ordered in early **1975.** For those not so fortunate to have ordered then we can recommend any of the following secondhand cars as a substitute. **1979 V Morgan 4/4 2-seater, Royal Ivory,** wire wheels, aluminium body, one owner, 9,000 miles, Ziebart, electronic ignition, the only 4/4 we have ever seen with a limited slip differential: would be ideal for **Morgan Club** events and is already fitted with a roll over bar. **1973 Morgan 4/4 2 seater, dark blue,** wire wheels, bucket seats, recently taken in from a regular French customer of ours — the car had an Irish M.o.T. certificate — is



this is what is known as the French Connection? **1979 Morgan 4/4 2 seater, deep brunswick green,** one Solicitor owner, wire wheels, one of the last of the nice chromed bumpers. **1975 Morgan 4/4 2 seater, Indigo Blue,** black leather, bucket seats, could be someones ideal fantasy. **1980W Morgan 4/4 4 seater, Deep Brunswick Green,** door handles, 200 odd miles, sporting family carriage. **1979 V Morgan 4/4 4 seater, canary yellow,** wire wheels, black leather, reclining seats, +8 spotlights, bonnet strap, door handles, luggage rack, 3,000 miles, 1 owner, all the extras on this car leave us a bit breathless. **1979 Morgan 4/4 4 seater, Golden Yellow,** wire wheels, black leather, reclining seats, 15,000 miles, one owner who needed more power to his elbow hence his swapping this for a plus 8. **1977 Morgan 4/4 4 seater, signal red,** wire wheels, reclining seats, bonnet strap, 39,000 miles, new Morgan forces sale, lucky man! **1976 Morgan 4/4 4 seater. Deep Brunswick Green,** radio stereo, exceptionally low mileage, came to us with a little help from our friends at **Coupes of London** — "paintwork to the gentry". **1975 Morgan 4/4 4 seater, black,** the wirest of wheels, luggage rack, bonnet strap, milkmaid's delight. **1974N, Morgan 4/4 4 seater, signal red,** wire wheels, reclining seats, radio, now looking very spruce after £700 respray. **1981 Morgan +8, two tone metallic silver grey,** leather trim, matching hood, radio cassette, delivery mileage, an absolute show stopper. **1979 Morgan +8, canary yellow,** aluminium body, blue leather trim, arriving soon, more details to follow. **1977 Morgan +8, chocolate brown,** reclining and folding seats, stone leather trim, 17,000 miles, matching hood and side screens, acquired through friendly neighbourhood car sales emporium. Avid readers of our monthly blurb may have noticed our tendency to refer to **MGB's** and their variants as convertible Austin Cambridges or Sporting Morris Oxford's, but we mean no disrespect and in fact are all very fond of **B.L.'s** sturdy and faithful old workhorses. Indeed there are very few cars which represent better value for money. All this is just to build you up to the fact that we have discovered a supply of new **convertible Morris Oxford's!** We have a choice of three **MGB Roadsters** and two **MGB GT's,** all nice colours and specifications so telephone **Messrs Alford & Davies** for more details. Moving along to the used **TVR's** we kick off with one of the nicest **1972 TVR**



Vixen S2's in captivity, **white** in colour with bills for a million pounds spent on it in the last few years (prone to gross exageration sometimes) a modern day classic. **1980 TVR 3000S Convertible, red,** black cloth seats, Wolfrace wheels, radio cassette, one owner, supplied new and serviced by the good old boys of Arkley. **1979 TVR 3000S Convertible, silver,** radio cassette, new pattern Wolfrace Turbo wheels, at present acting as **Chris's** latest smoke (is this a recommendation). **1977S TVR Taimar, white,** brown modelband, sunroof, Wolfrace wheels, 34,000 miles, radio, traded in for a topless model (no, no, I was referring to a car Chris). **1977 TVR Taimar, brown,** neutral modelband, sunroof, radio, 30,000 miles, also exchanged for breezy temptress. **1976 TVR 3000M, metallic blue,** white vinyl roof, sunroof, radio cassette, recent heart transplant giving it a new lease of life. **Arkley Kits** — our demonstration **Arkley** will be at the **National Kit Car Rally** held at Donington on **6th and 7th of June** in the hands of the ever enthusiastic **Peter Filby,** so go and keep an eye on him for us! In anticipation of the mad rush we have just restocked with a fresh batch of **Arkley kits.** Whilst on the subject of kit cars it is worth remembering that the **Midas** can be bought as a body kit to transform your



aged Mini, prices start from **£2,000,** adding another string to our kit car bow. **Odds and Ends: 1968 Sunbeam Alpine GT, blue,** Wolfrace wheels, one owner, 130,000 miles from new, excellent example of collectable car at **£995. 1977 MGB GT,** white, sunroof, 39,000 miles, **£2,850. 1970 Lotus 7 Series IV, yellow,** radio, 2,700 miles since complete rebuild with new chassis and new engine, must be one of the best plastic seven's available, **£2,750. 1978 Lancia**



Monte Carlo, gold, Targa top, radio cassette, 24,000 careful miles, one owner, exchanged for a +8, **£3,950. 1980 TR7 Convertible, metallic blue/green?** one owner, 15,000 miles, a pleasant way of tangling your hair (Ah, the joys of open motoring), **£4,500.** On the racing front you will remember that **Chris** promised to do better next time — well, he has, co-driving with **John Sheldon,** he won the **MCD 200 mile race** at **Mallory Park** on the Spring Bank Holiday — he's now having trouble getting his head through the door and needs a larger size in crash helmets. In closing we would like to thank **Mr. Moody** of **Bristol** for his amusing letter and we can only say that we are glad the Sprite was on his foot and not the policemans!



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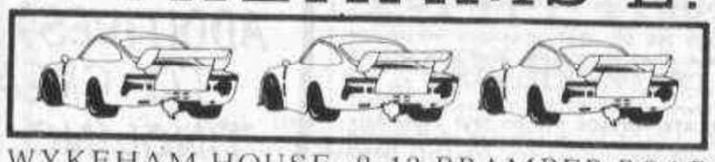
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FORTHCOMING EVENTS

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DONCASTER RACECOURSE Autojumble, Saturday 11th July, 10 a.m. to 5 p.m. 200 12' stall plots at £4 each. Details. Tel: Doncaster 57801. (72632

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NATIONAL MOTOR MUSEUM at Beaulieu "Museum Action Day", Sunday 14th June. See behind the scenes. Exciting displays and cavalcades. Motoring Book and Model Fair. Visitors coming in pre-1960 vehicles admitted at half price. Tel: 0590 612345 for more details. (77272

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NATIONAL AUSTIN SEVEN Rally at Beaulieu, Hants, on Sunday June 28th. All Sevens and Seven enthusiasts welcome to attend, over 300 cars expected. Entry forms and visitors tickets from Rally Secretary, Ian Nelson, 229 Sussex Gardens, London W2. Tel: 01-262 6114. (78045

LONDON STOCKWELL Swap meet for collectors of model cars, Dinky, Corgi, Solido, etc.; Saturday July 11th, 10.15, St Michaels Church Hall, Stockwell Park Road, London SW9. Buy, sell, exchange. Tel: 01-733 9964. (78365

NECPWA SLEDMERE House Rally, June 27th/28th. All classes welcome (except heavy commercials) Gymkhana, Concours, Bar-B-Q, Autojumble on 28th. Enquiries Tel: Harrogate 65430. (79418

TO BE SOLD by auction by order of the owner at: Dagenham Dock Industrial Auction Centre, Chequers Lane, Dagenham, Essex, on June 24th 1981. A 1964 Bentley S3 4-door saloon — original condition. A 1935 Rolls-Royce black and yellow Sedanca de Ville, pristine condition, 1st registered September 25th 1935. For further information contact Ref. BES/37, Henry Butcher & Co., Brownlow House, 50/51 High Holborn, London WC1V 6EG. Tel: 01-405 8411. (79383

MID-SURREY Autojumble and Collectors Fair, Sunday 19th July, stalls £6.50. Tel.: 01-669 7008 (evenings) for details. (78692

GRAND LONDON Autojumble, 25th October, Royal Horticultural Society's Old Hall, Vincent Square, SW1, stalls from £12. SAE to Priory Grange Garages Ltd., 2nd Floor, 73 New Bond Street, London. Tel.: 01-493 3321. (78935

POTTERSPURY FESTIVAL OF TRANSPORT, 27th, 28th June, Grand Midland Concours, 8 classes, plaques for all entrants cars motor cycles commercial vehicles, auto jumble, stalls, full programme of entertainment. Forms from Mrs Lawrence, 82 Meadow View, Potterspury, Northants. (78815

AUCTION, 3rd July, A303 at Wincanton, Delage chassis (2), miscellaneous car spares. Catalogue, 50p. Husseys, Exeter EX2 8TH. (79065

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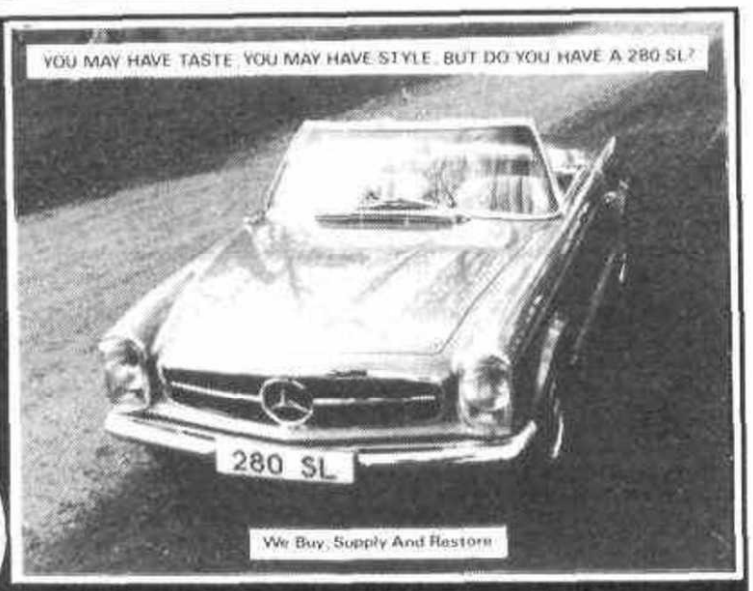
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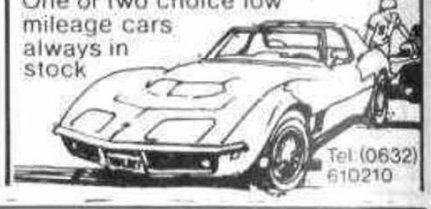
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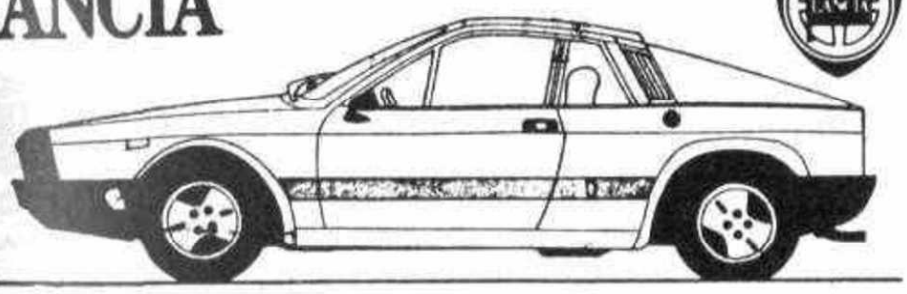
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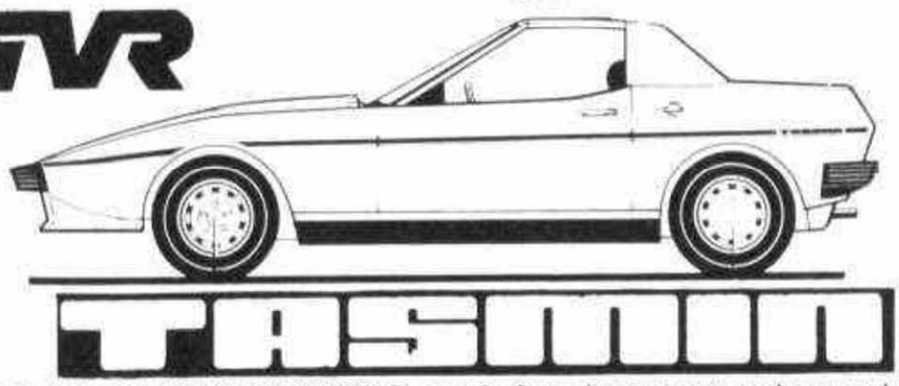
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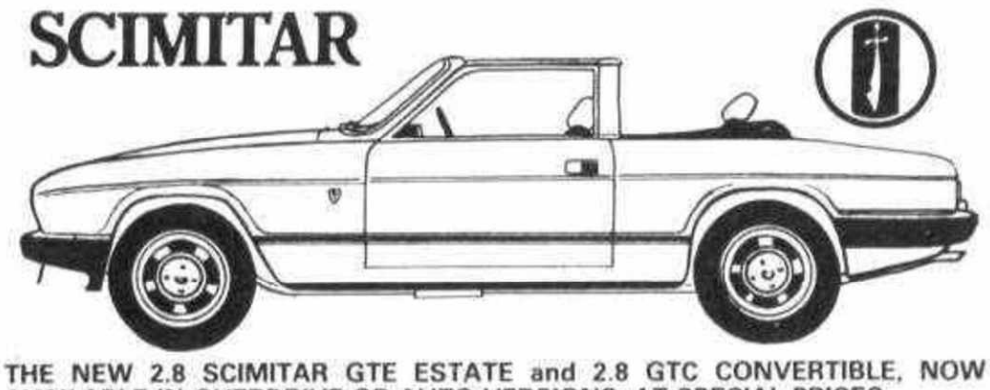
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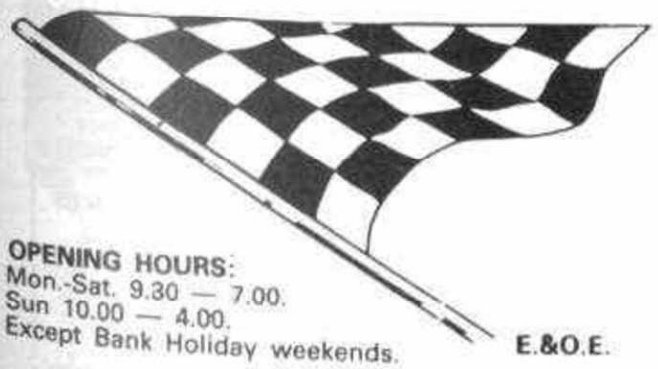
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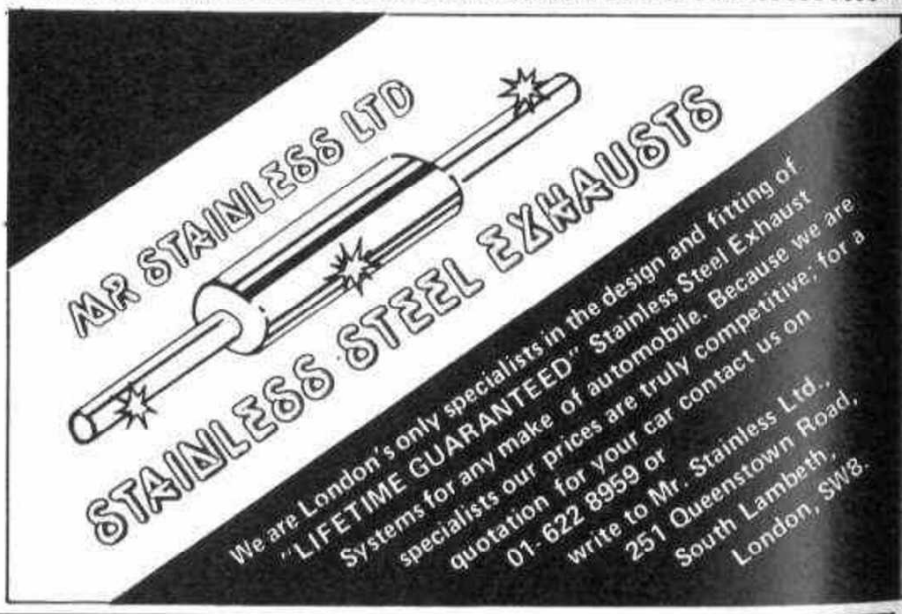
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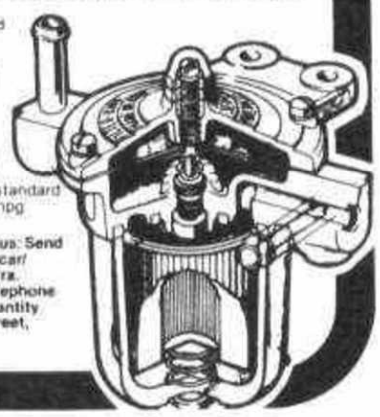
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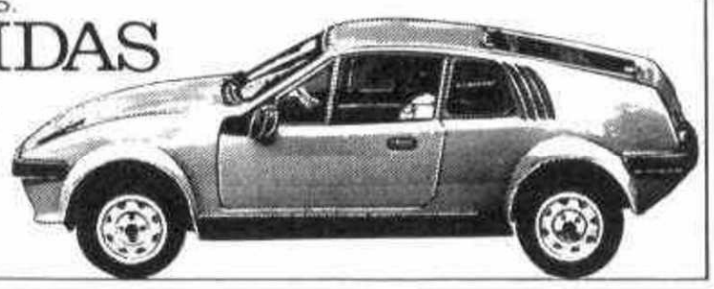
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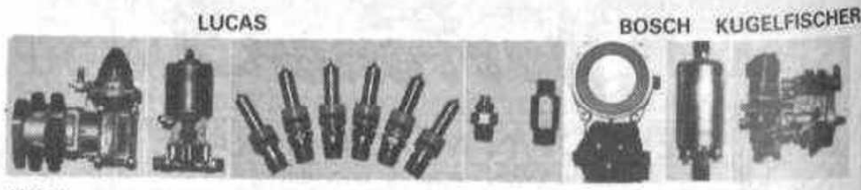
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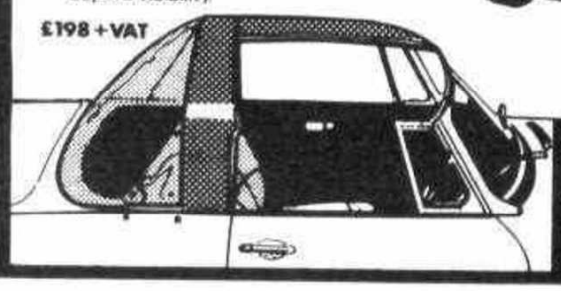
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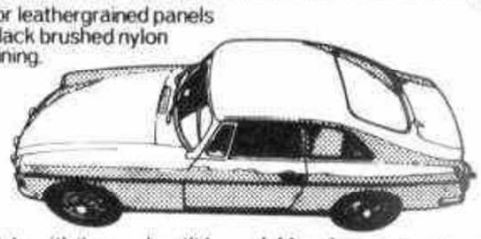


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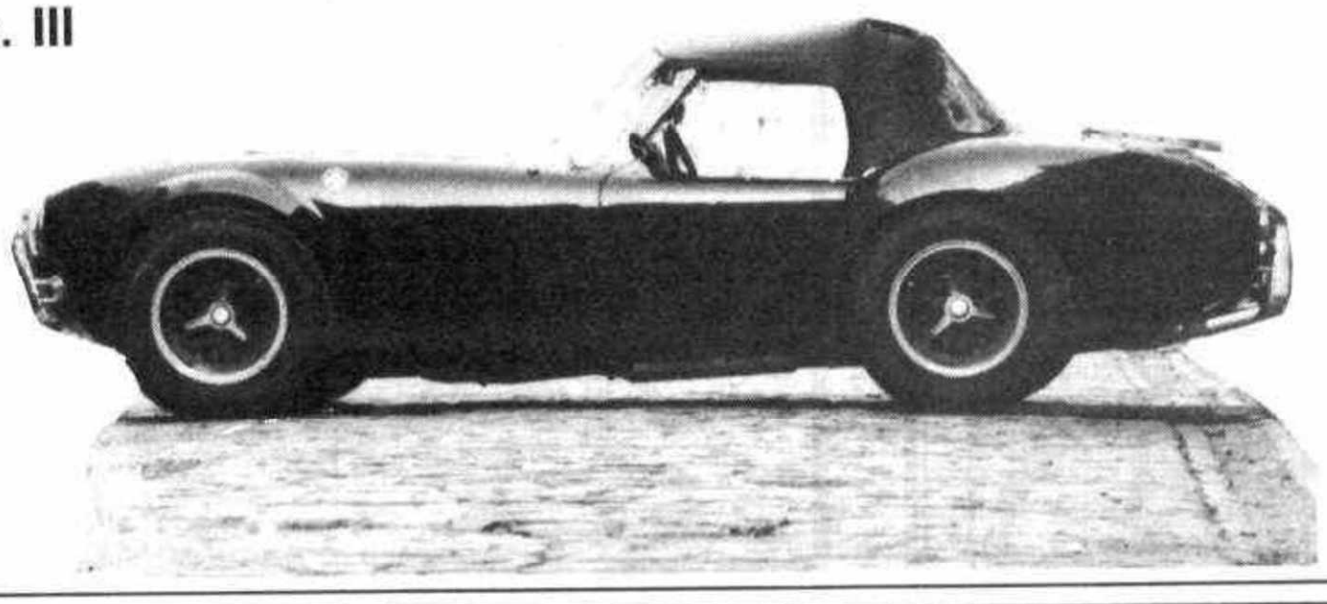
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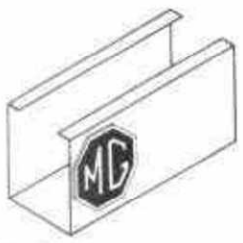


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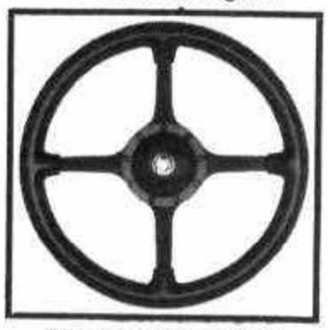
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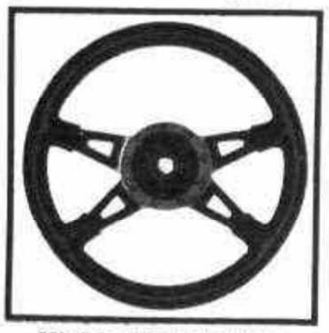
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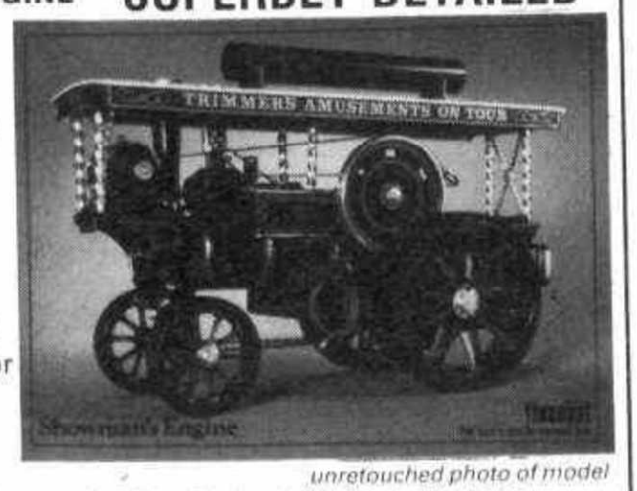
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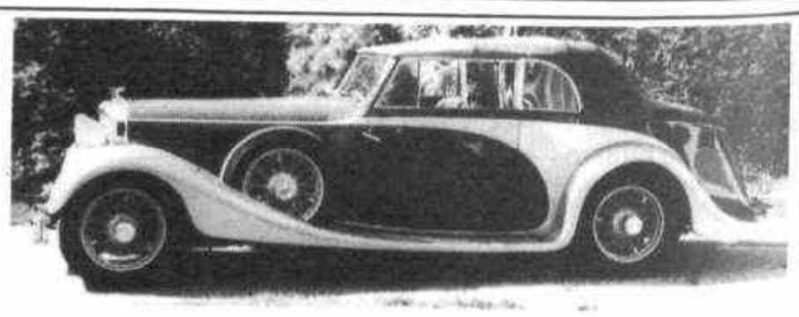
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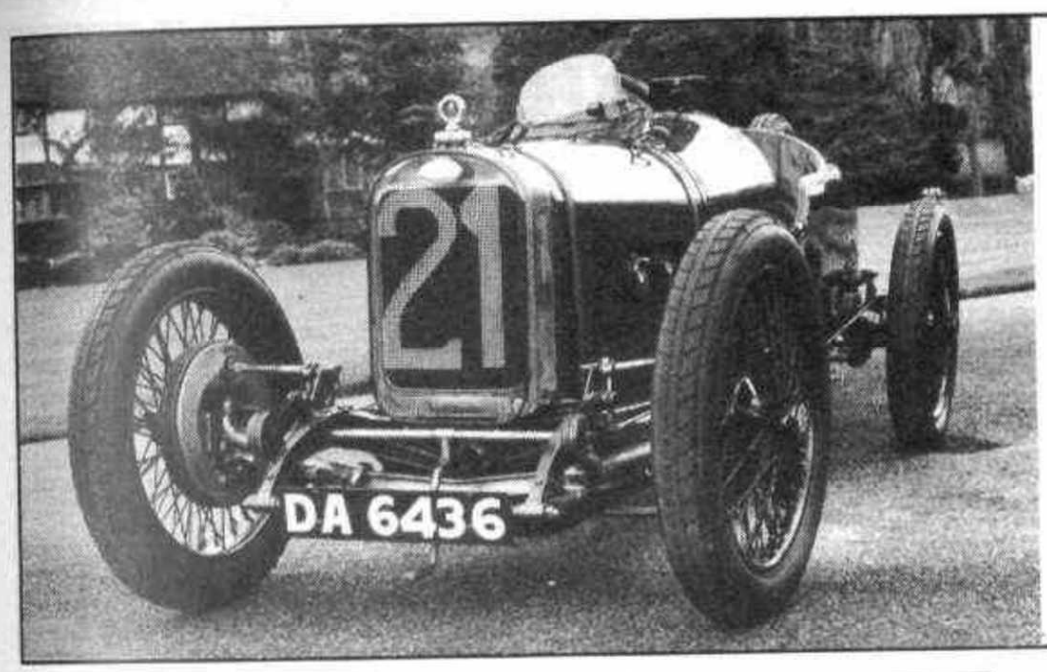
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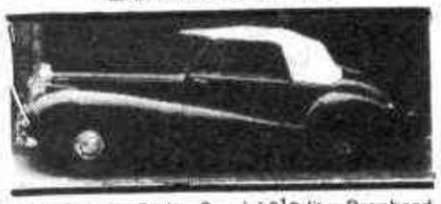
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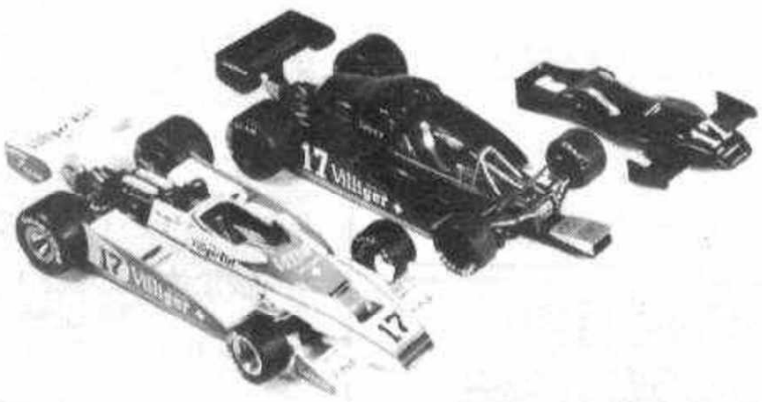
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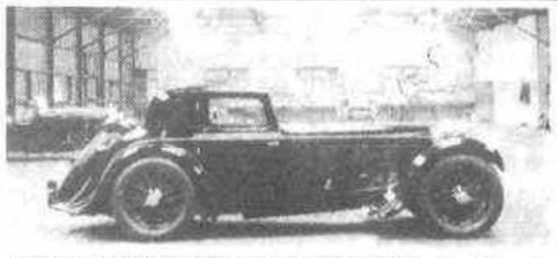
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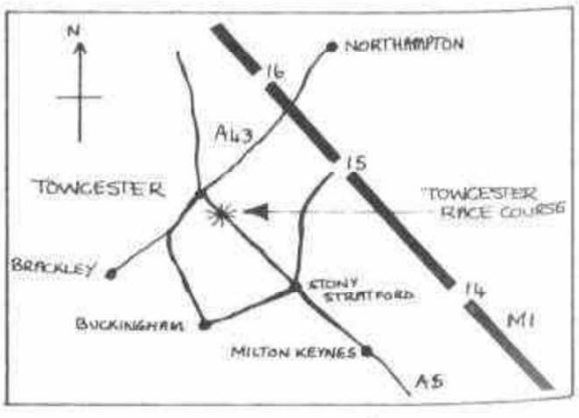
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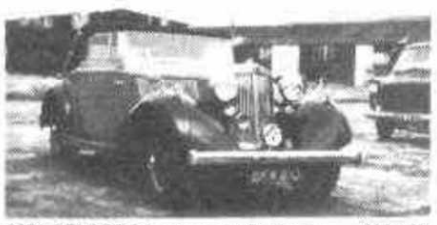
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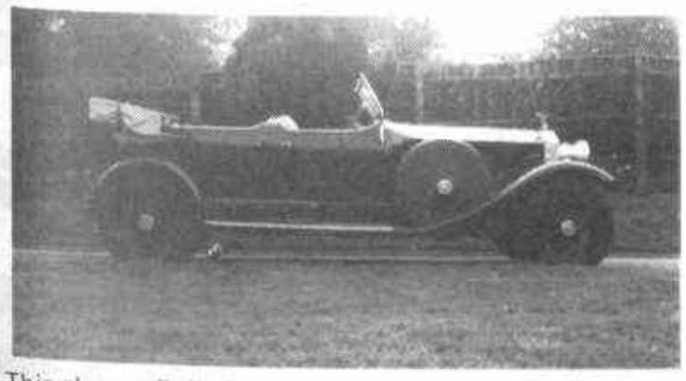




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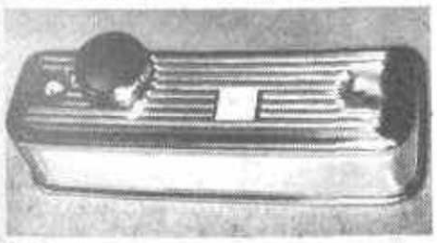
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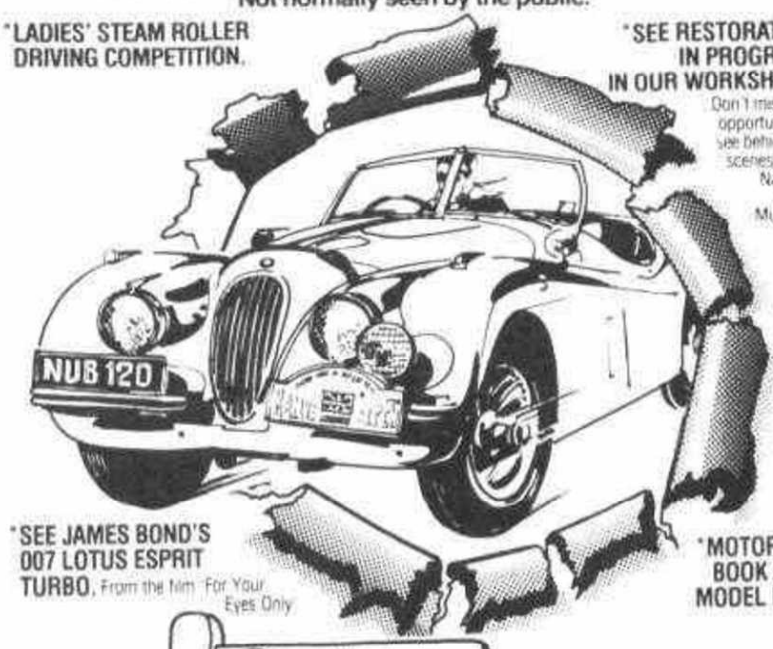
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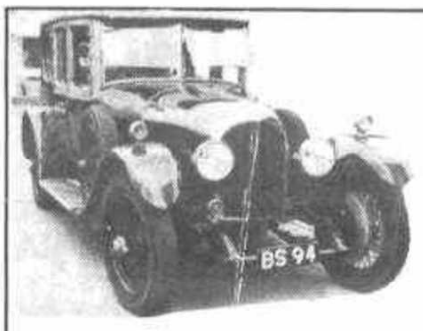


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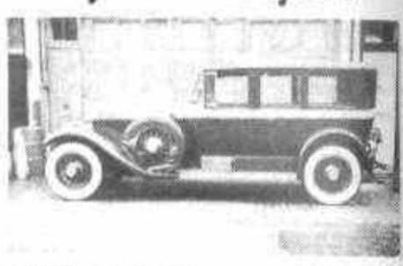
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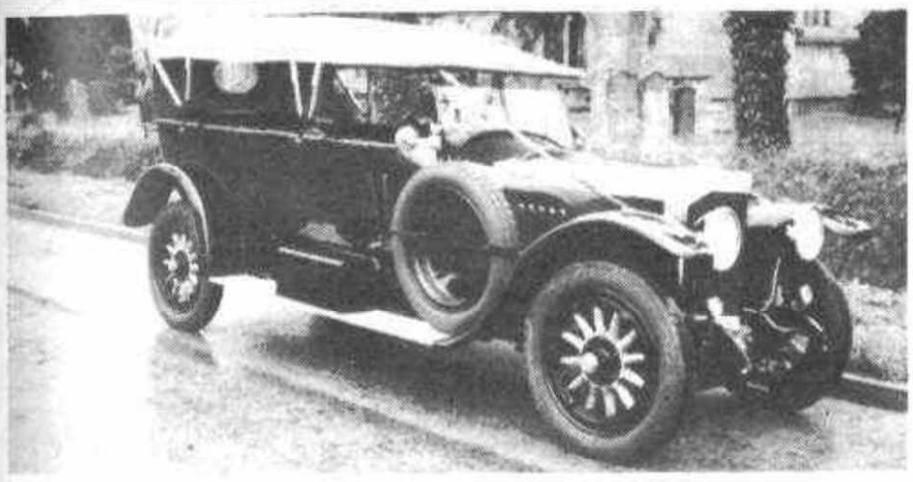
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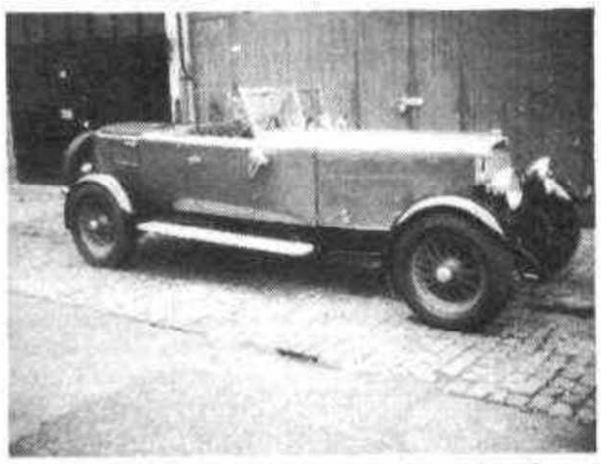
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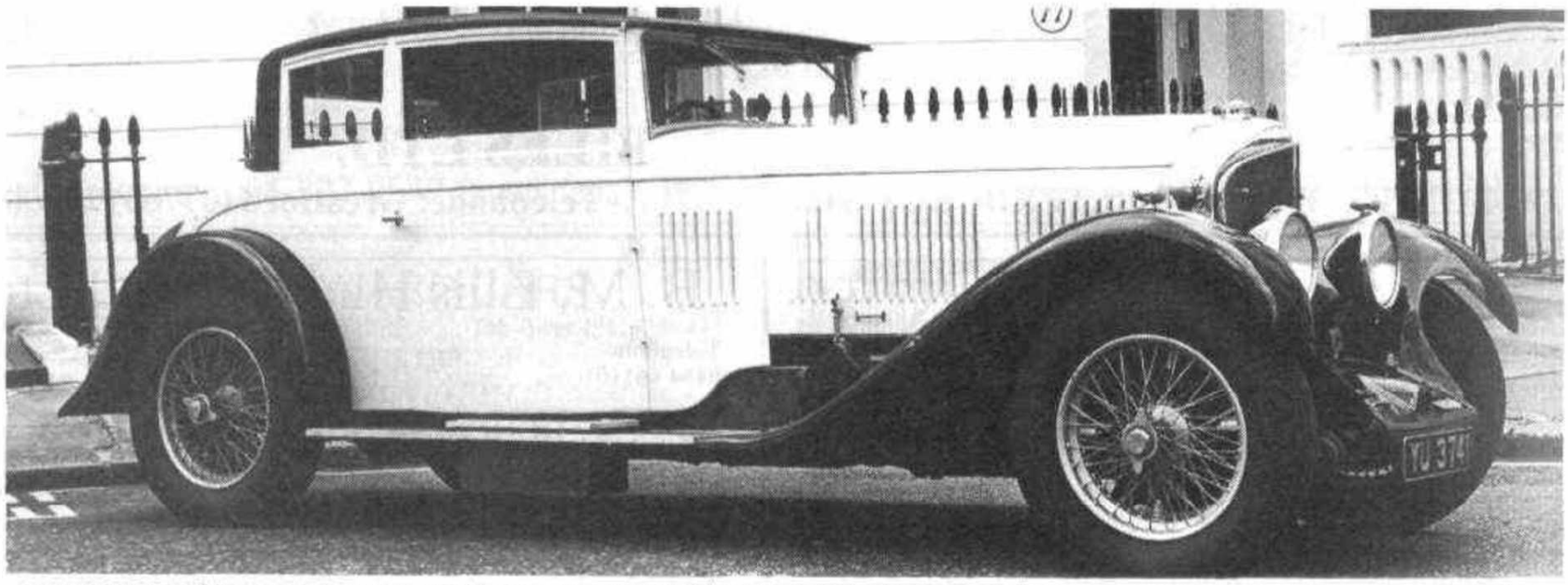
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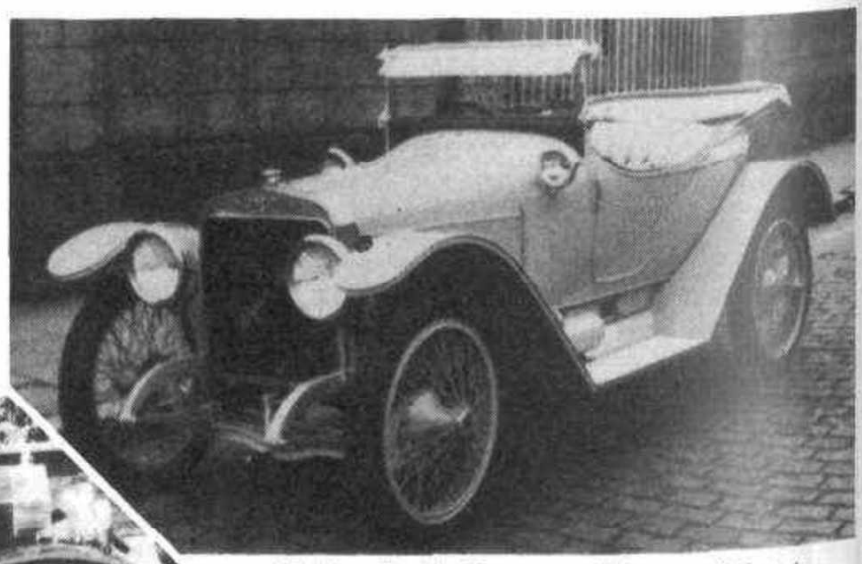
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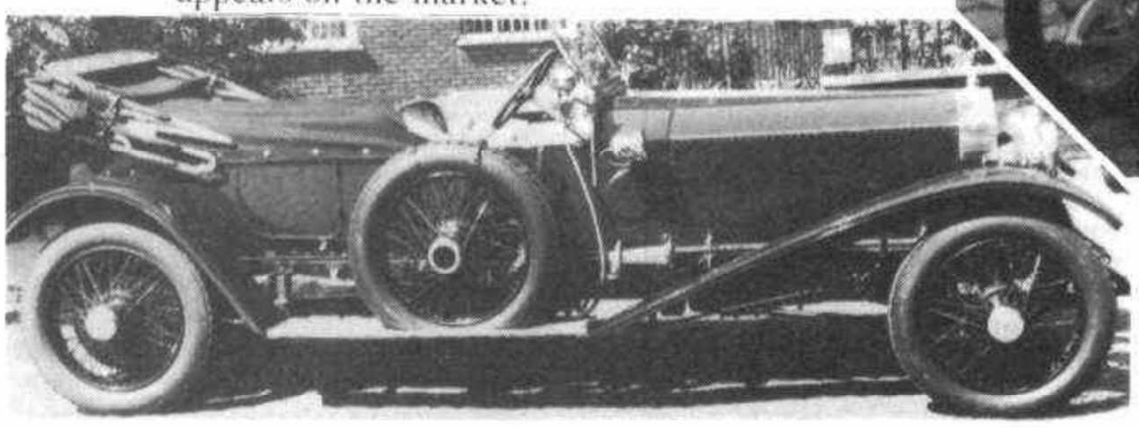
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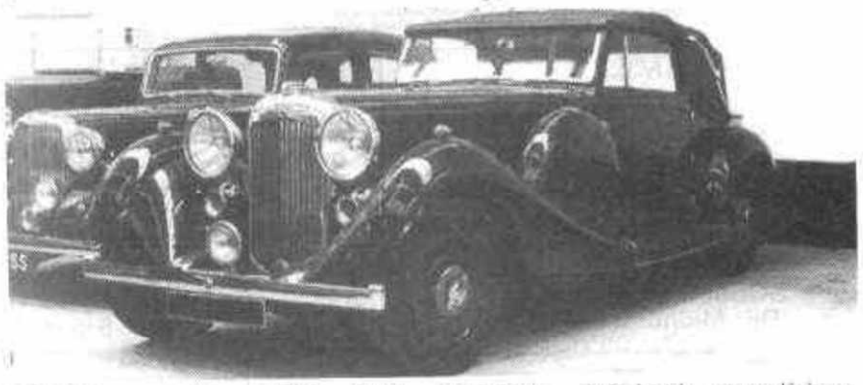
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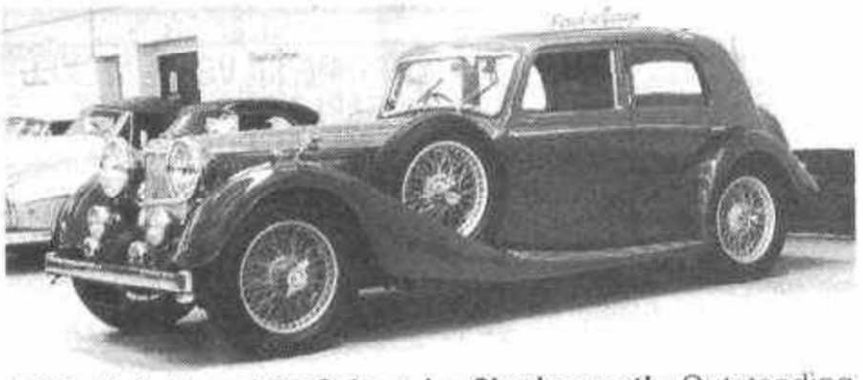
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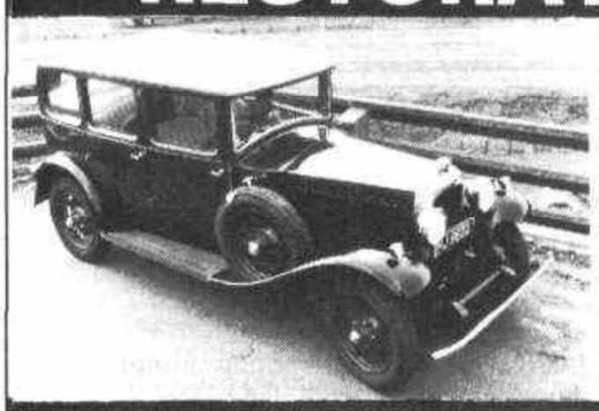
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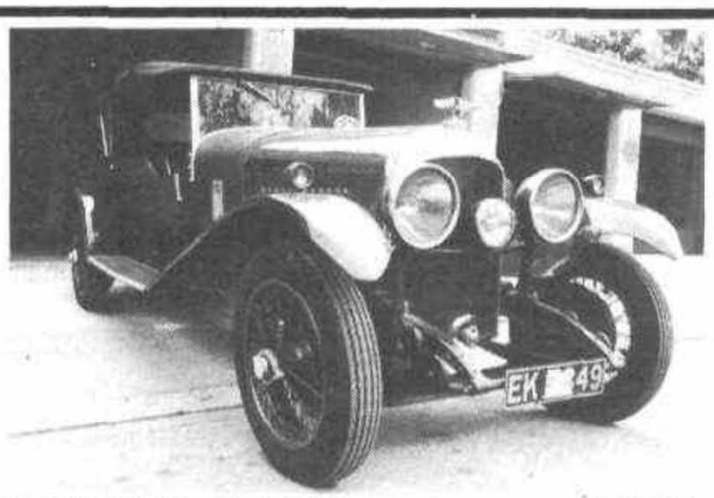
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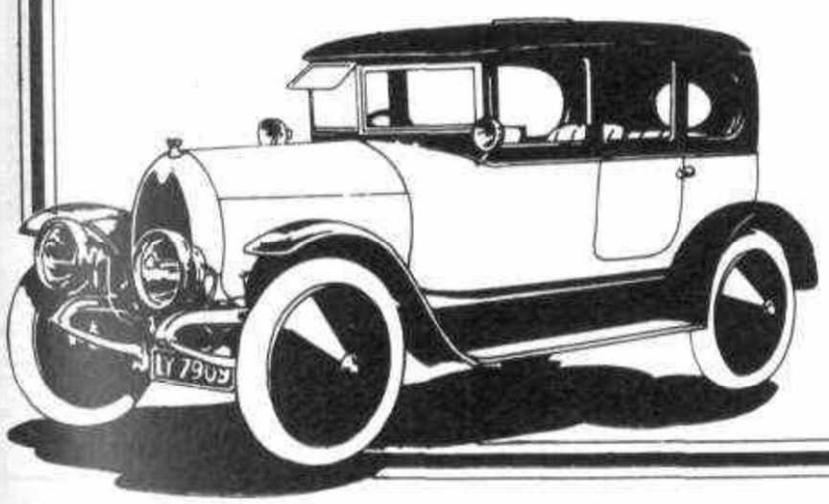
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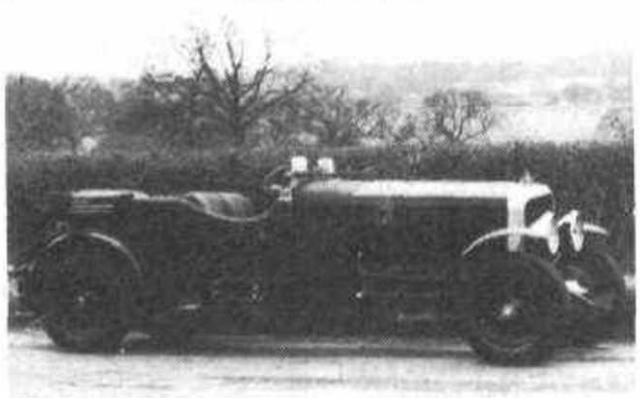
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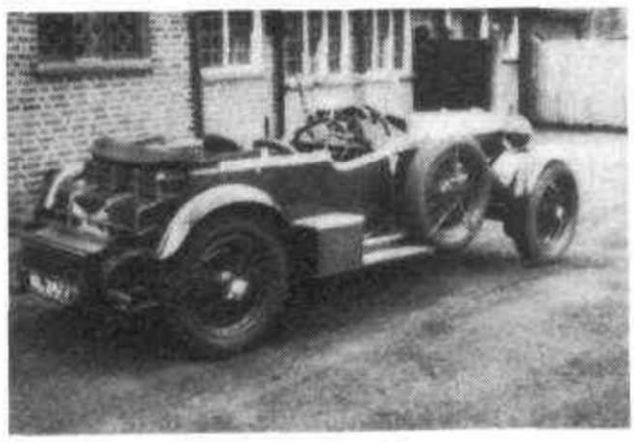
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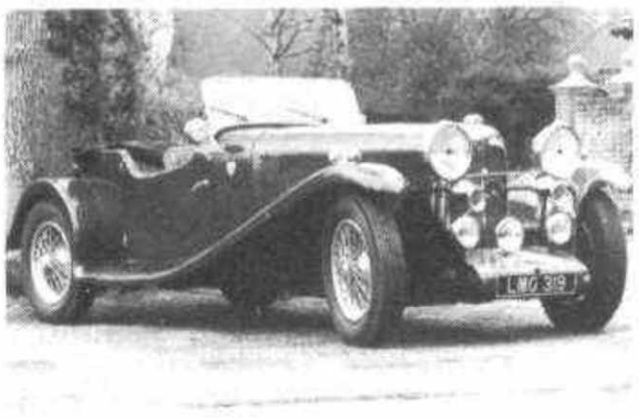
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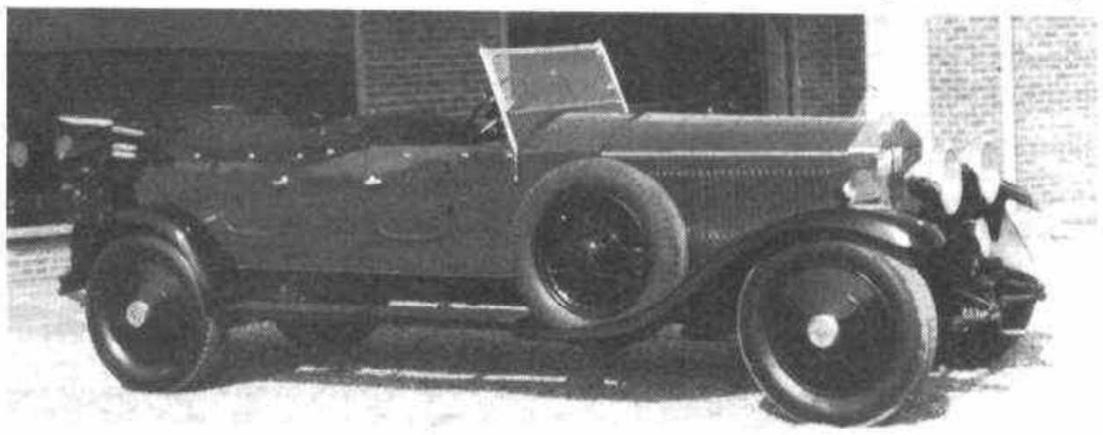
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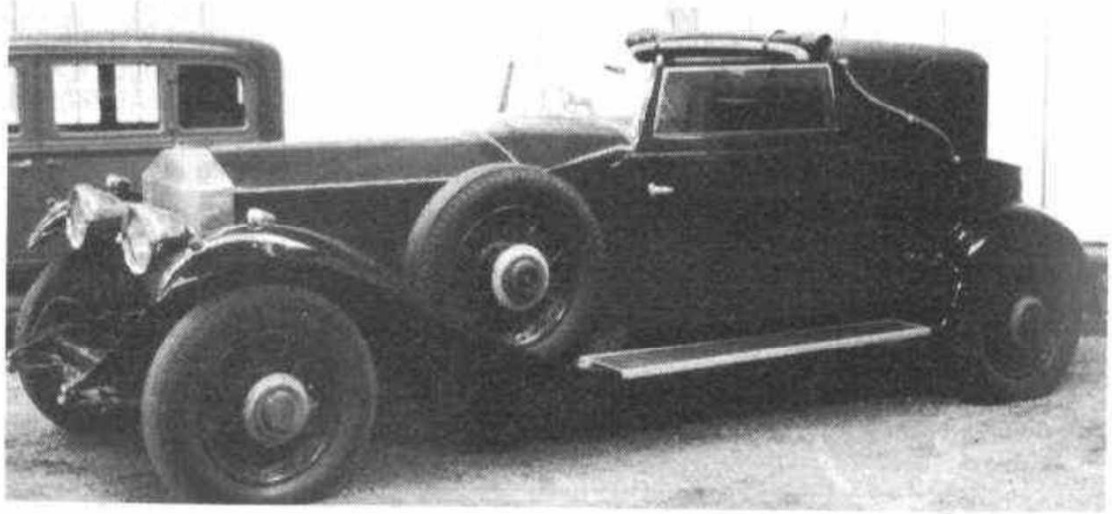
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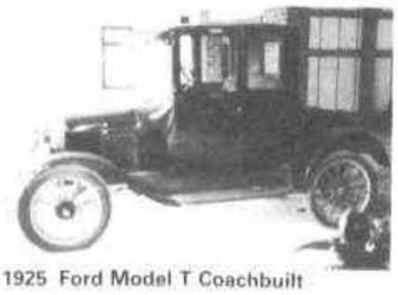
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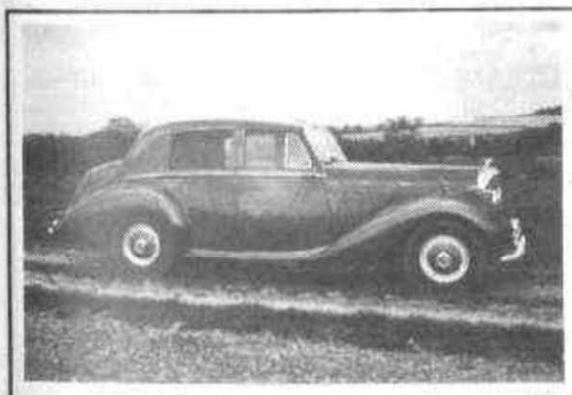
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