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Lotus Europa Spec. + 2S 130/5.
TVR 'M' Series.
Must be in good condition and average mileage for year.

MOTOR RACING. MODSPORTS.

The formula remains unchanged for 1981. At least 2 privately entered Caterham Sevens will be competing.

PRODSPORTS

The proposed regulations were due for publication in June. No regulations were available at the time of going to press. The Ford 1600 GT only raced in Class A this season. Drivers enjoyed themselves but were not expected to win. We hope that we are not judged 'too fast' again.

The **Caterham Seven** can be driven to the circuit and raced without expensive modifications.

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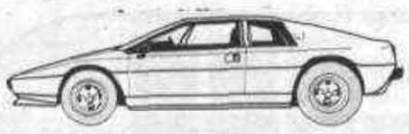
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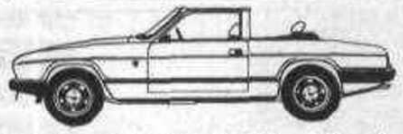
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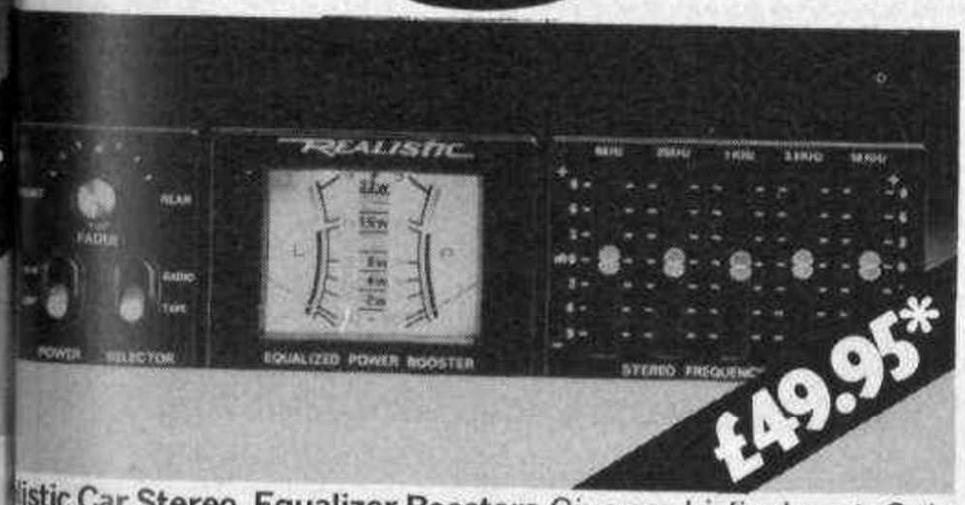


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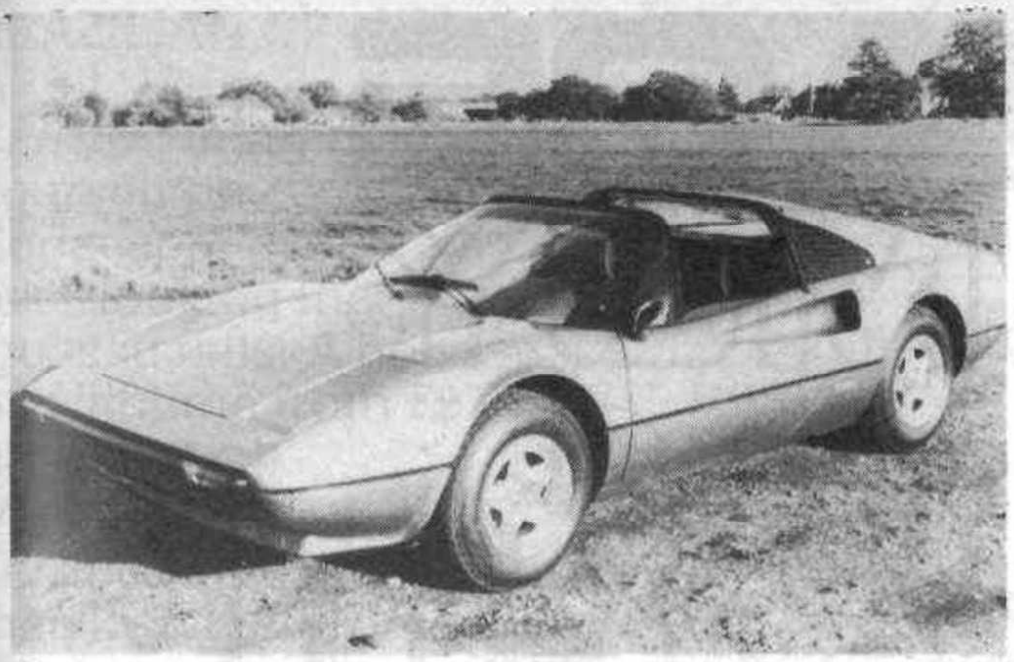
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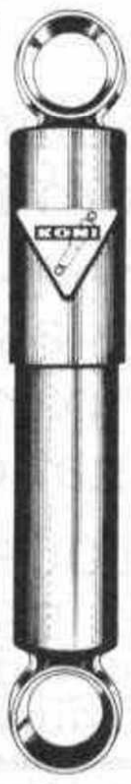
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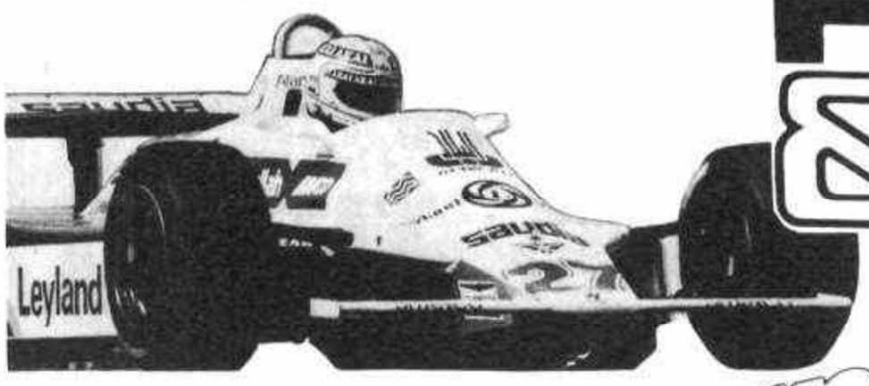
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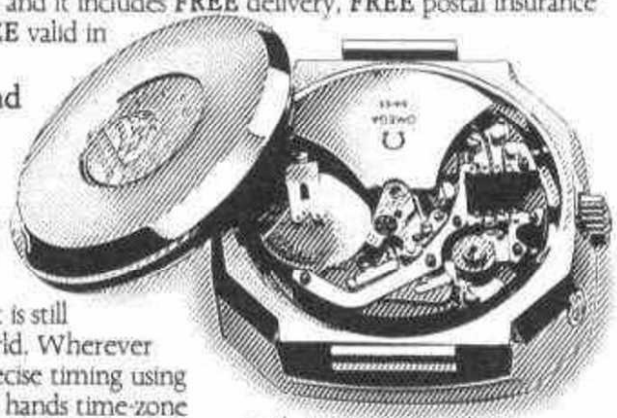
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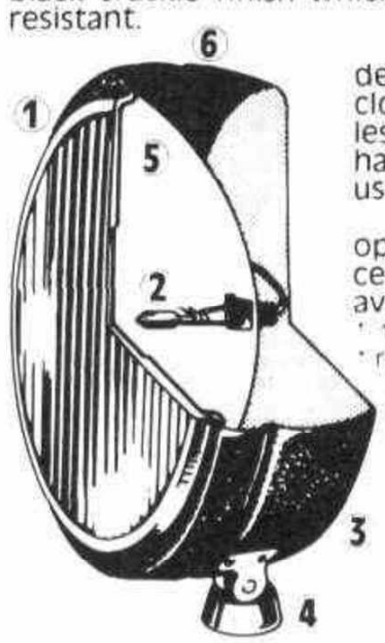


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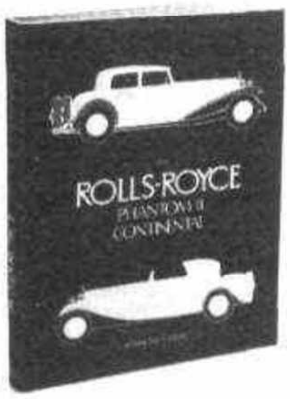
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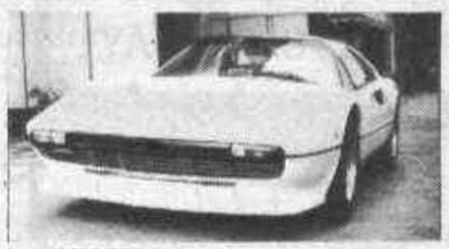
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How Waxoyl holds 'Showroom' Condition

'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.



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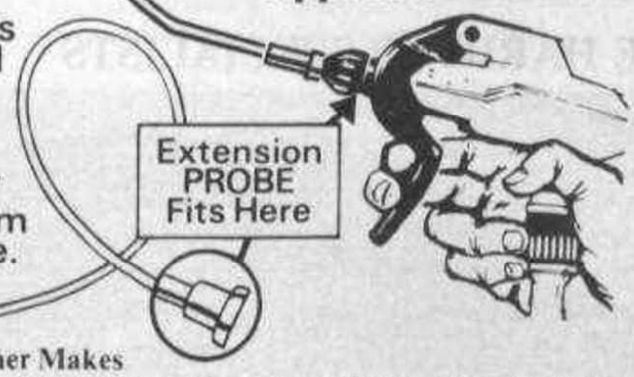
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Min. preparation. No need to crawl-under car (in most cases) Suction end of Super 'JUMBO' Applicator feeds direct from Waxoyl can. Pull trigger to load up. Let fly! Hardly any contact with fluid. (Soft and smooth to hands anyway) Adjustable, wide-to-concentrated 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.





Rust Knaws Upwards

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

Salt & Water Spray Tests

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

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

Waxoyl holds 'Showroom' condition'

Why Big World Users Trust Waxoyl

Waxoyl Kills Rust with no come-back (The only rustproofer that DOES, according to test results by one of world's biggest oil companies.) *'Rust stopping qualities very good'* reports Swiss Gov't. after Lab. tests. *'Most satisfactory'* says Chrysler Centre, Basle, Australia, N.S.W.: *'On Rover 3.500 coating still intact in corrosive sea air'* Motor Magazine: *'Remains active indefinitely'* Westerly Marine, Portsmouth: *'Protection excellent on marine diesel oil tanks'* (Tank bases standing on supports otherwise impossible to rustproof.) *'Fantastic stuff'* says Citroen Car Club. Veteran Motorists Mag: *'No sign of corrosion on '72 car; does inhibit existing rust'* Autocar Mag. *'One of cheapest, effective ways to protect a car'* Chesterfield: *'9 Yr. old Volvo looks less than half its age'* Civil Eng'ng. Polytechnic: *'On Mole Valley Flood Scheme, base steel instrument cases in open countryside rust-free to date'*

If Considering Other Makes

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

Year After Year Protection

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

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.

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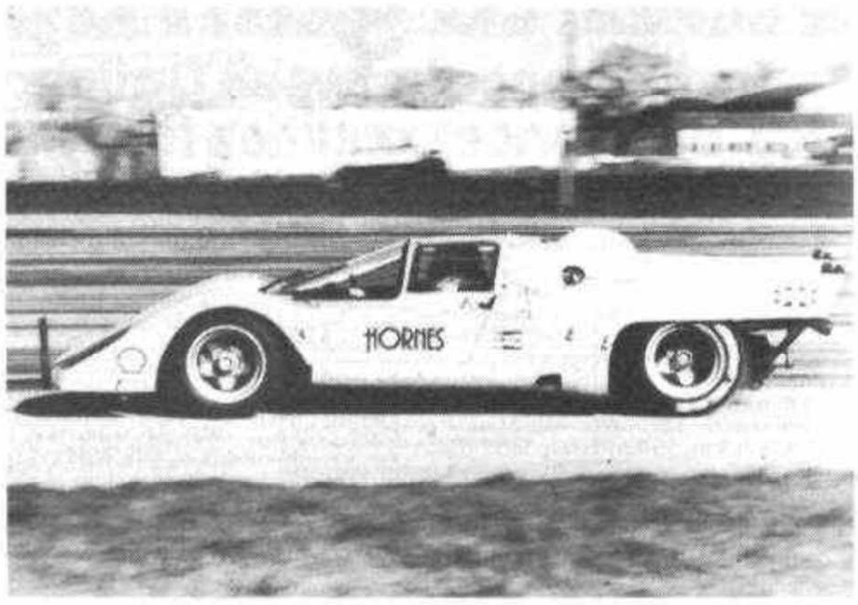
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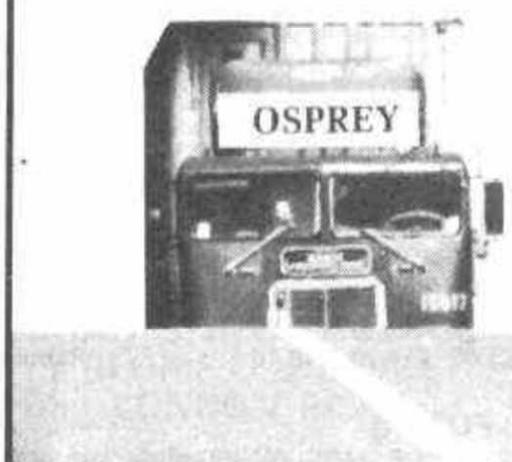
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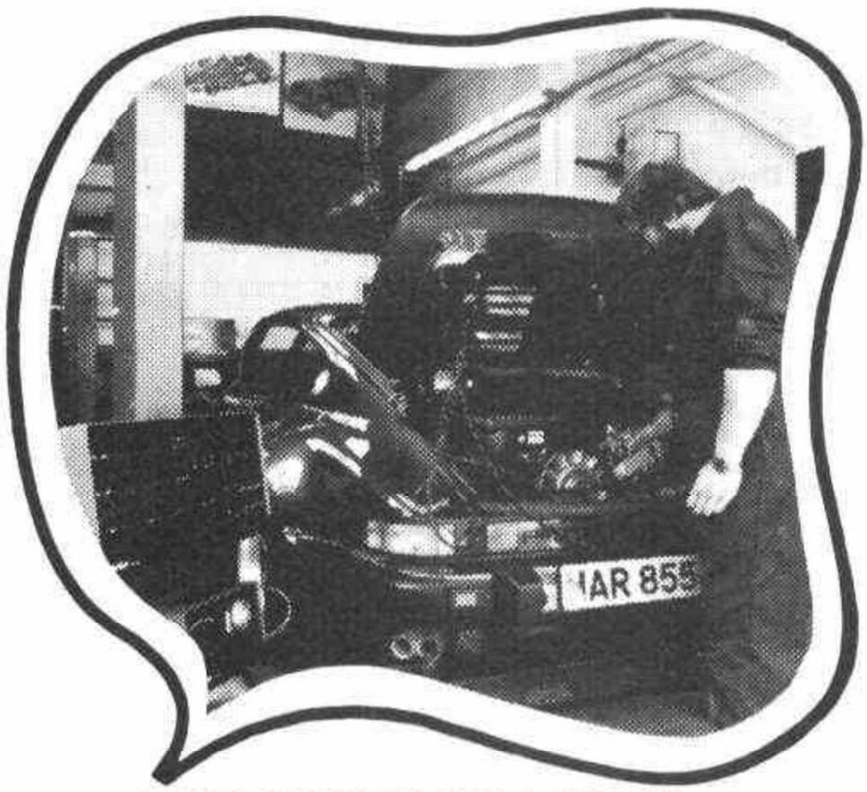
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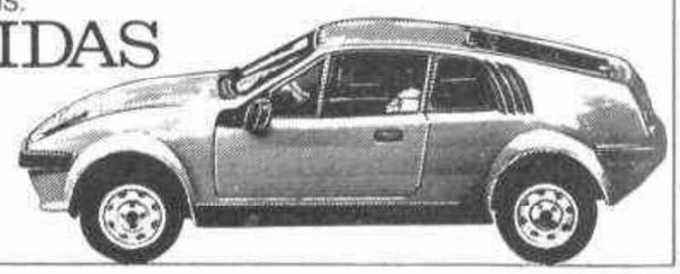
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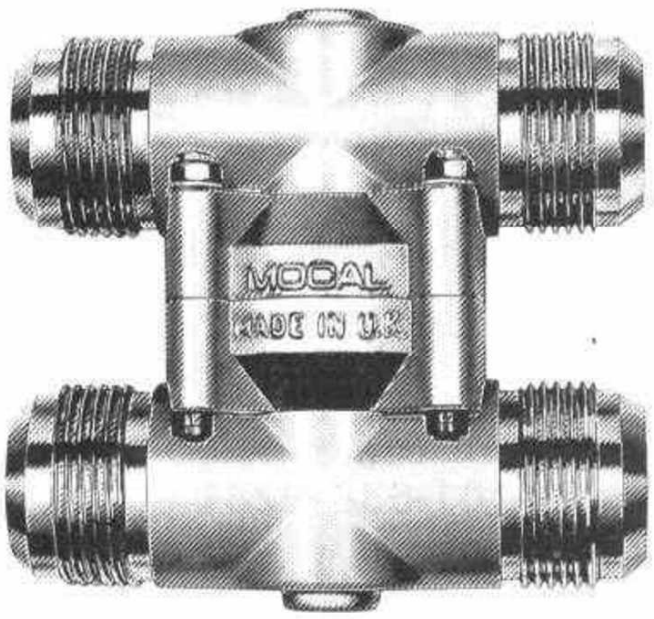
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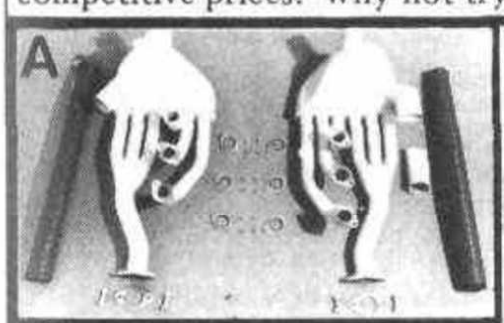
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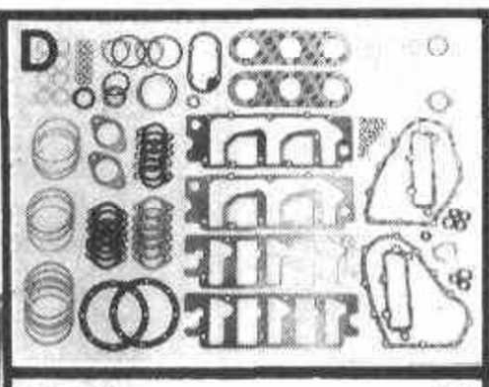


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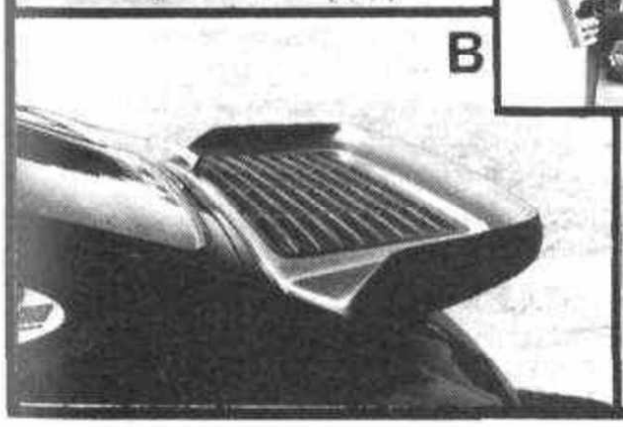
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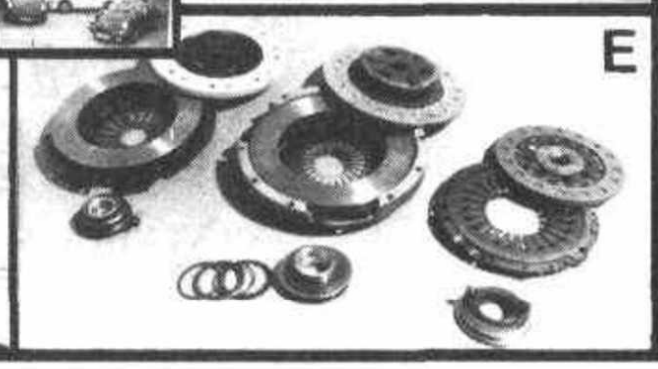












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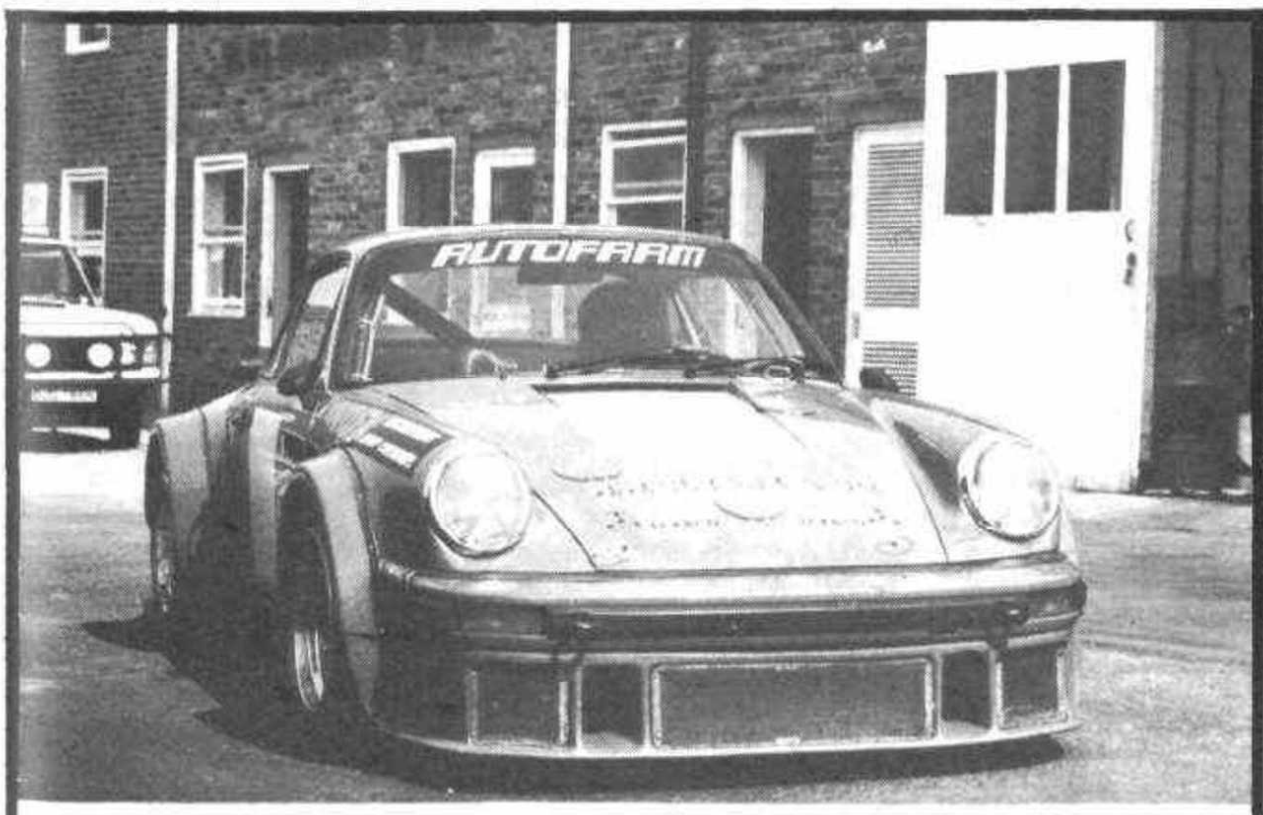
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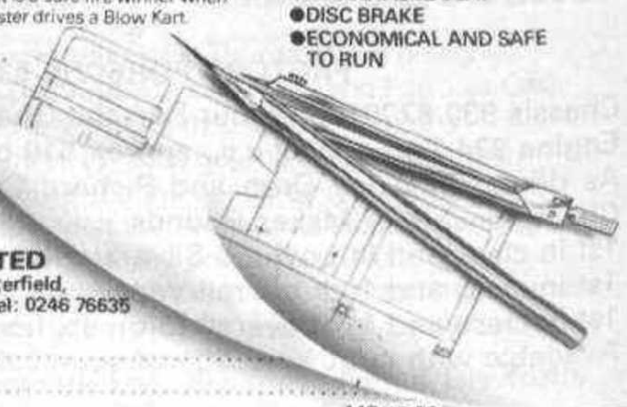
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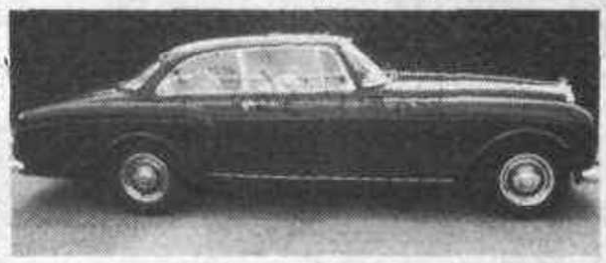
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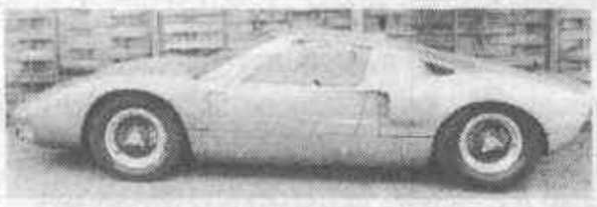
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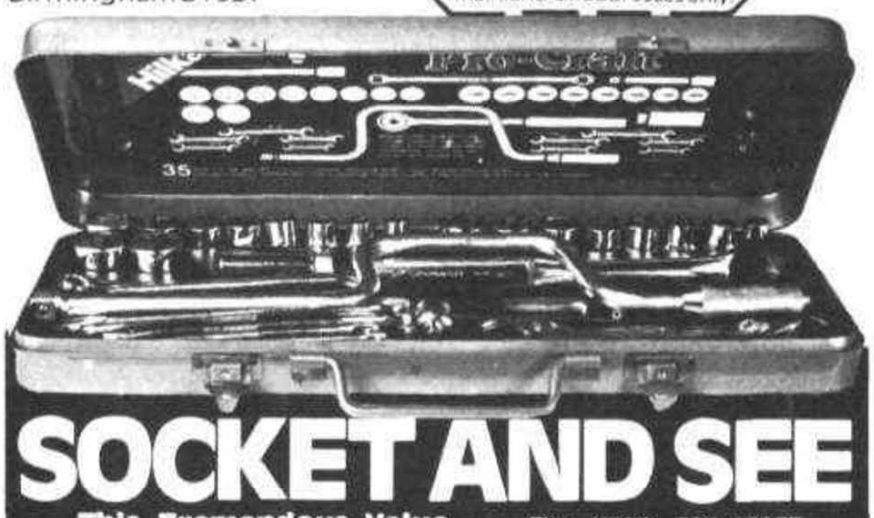
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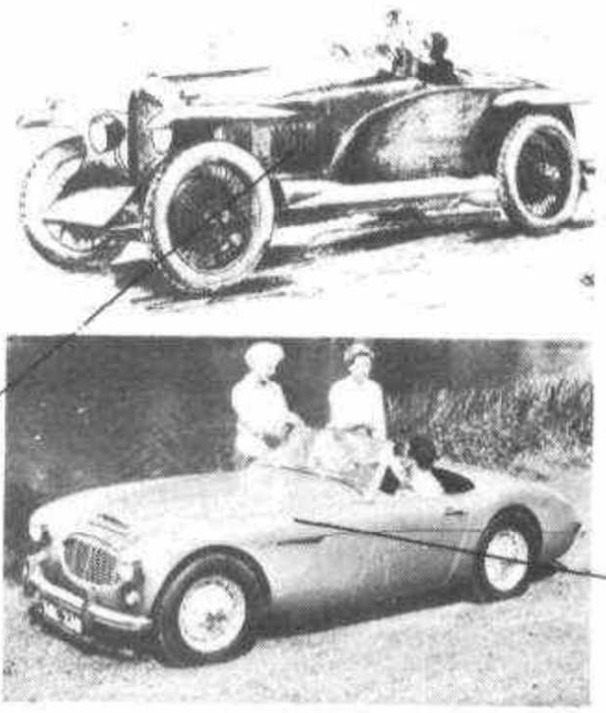
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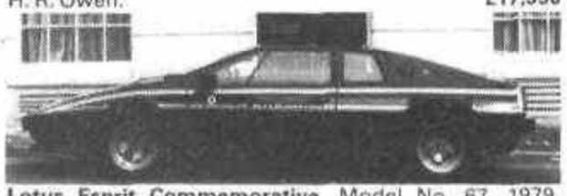
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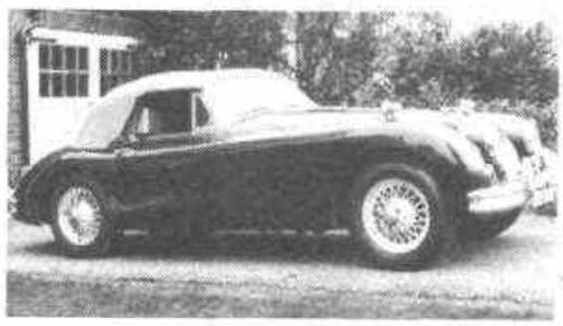
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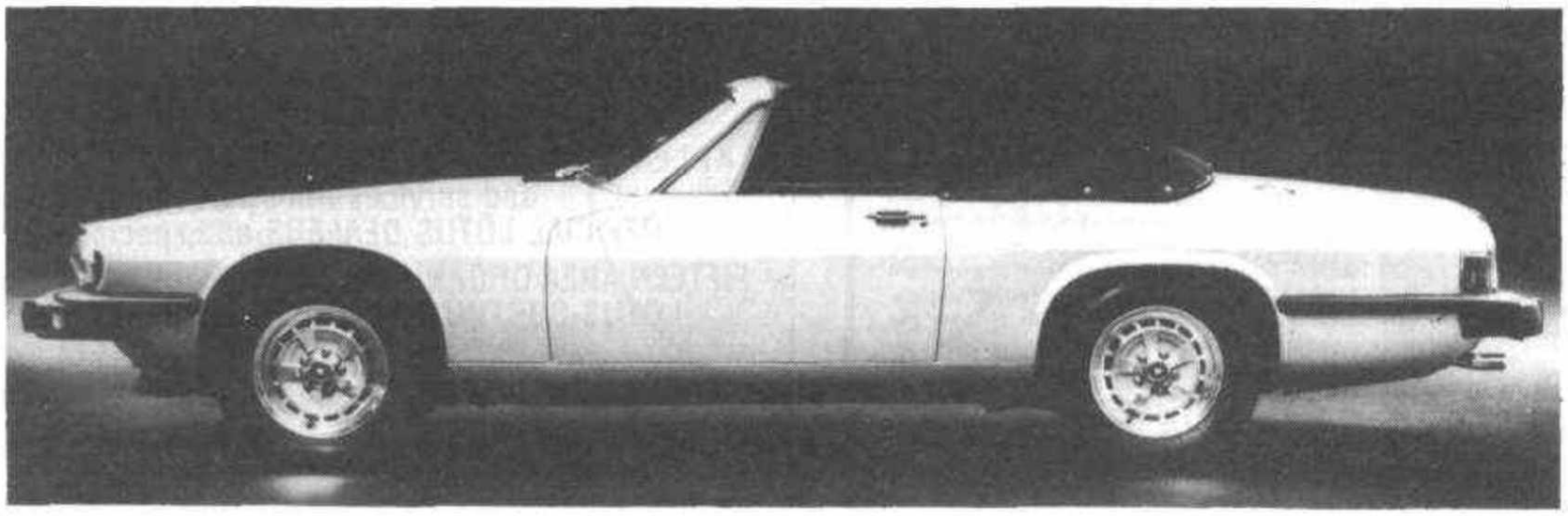


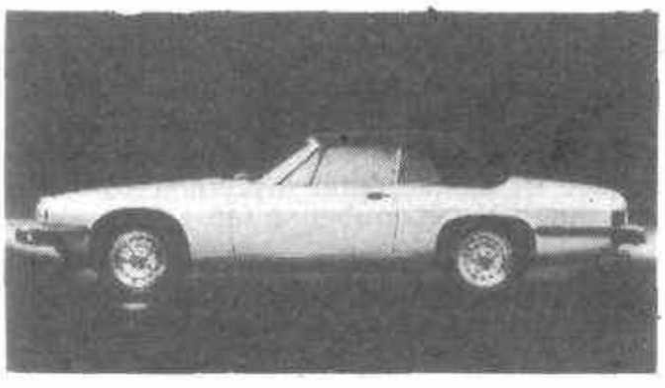
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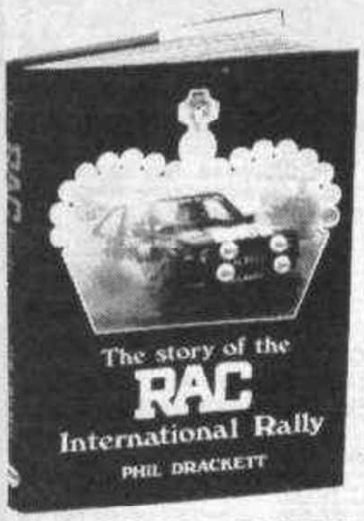
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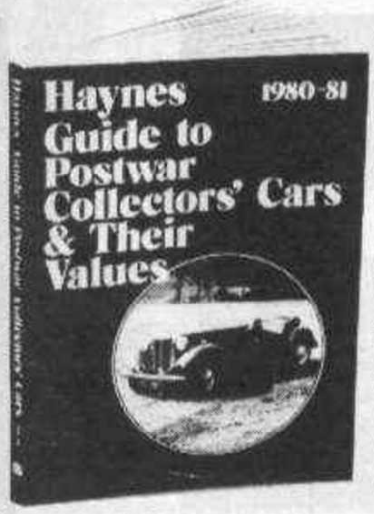
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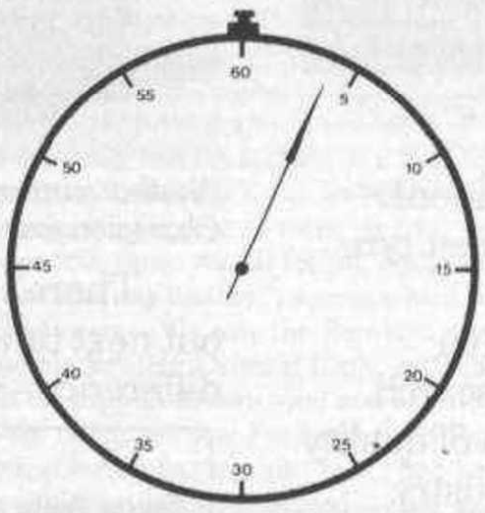
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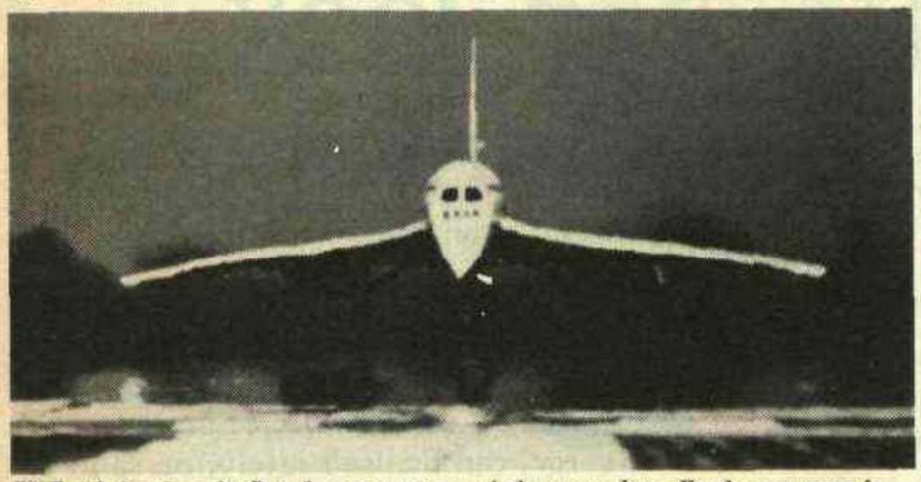
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MOTOR SPORT

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

Fifty-sixth year of publication
Publication date first of the month

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FRONT COVER PICTURE: ON THEIR WAY. Brig. Charles Maple, Director of BL Technology's Technical Audi, and Bill Boddy, Editor of MOTOR SPORT, leaving London in BL Heritage's 1903 16 hp Albion during this year's Renault-sponsored VCC/RAC Veteran Car Run to Brighton — story on page 1890.

ANNUAL SUBSCRIPTION RATES

Subject to increased postal rates and cover price.

SURFACE MAIL:	Home	£9.75
	Overseas	£11.20
	USA	$29.15
	Canada	$33.25
AIRMAIL:	Europe	£11.65
	Middle East	£15.70
	Australasia	£19.35
	All other countries	£17.55
	USA	$45.05
	Canada	$51.35

MATTERS OF MOMENT

THAT WAS THE YEAR THAT WAS

"The maxim of the British people is 'Business as usual'" — Winston Churchill.

This is the last issue of MOTOR SPORT that will be published this year, the first twelve months of the 1980s, so it behoves us to glance back at a few of the significant motoring happenings therein. From our viewpoint it has been mostly a good year — one in which F1 Grand Prix racing was competitive, at times exciting, and satisfactory, with Alan Jones a worthy Champion, if one overlooks the bickering about the Spanish Grand Prix and the storm which may lie ahead over who controls top-grade motor racing in 1981.

This year the BBC managed Sunday-evening coverage of some of the F1 races, much appreciated by those avid for an overall picture, to whet their appetites until they could read full accounts by A.H. and D.S.J. in *Motoring News* and MOTOR SPORT. Club events survived the greed and the politics, the Motor Cycling Club continuing to hold its classic long-distance trials with their night sections, that constitute adventure for hundreds of riders and drivers, of all manner of homely vehicles, and fun for many spectators. There were Club race-meetings and hill-climbs all over this green and pleasant land, including the MCC Silverstone Race Meeting and the 750 MC Six-Hour Relay Race, etc., which only pressure on editorial space prevented us from reporting. In the field of International rallying, top manufacturers resumed former battles for public recognition in 1980 which last month's well-supported and spectator-inundated RAC Rally concluded. All in all, the sporting scene has been in a healthy state.



Bogey Man of 1980 — Norman Fowler, the Conservative Minister of Transport.

In old-car circles the VSCC ran its full programme without a hitch (with the Enstone driving tests to come on Dec. 6th), but among the Historic racing-car folk there was ill-feeling about reproduction racers competing against genuine historic cars that have a "continuing history", a term which only makes sense if a date is inscribed for the commencement of that achievement. We saw the Bentleys return to Le Mans, no less than 130 of them(!), organised by the irrepressible Bentley Drivers' Club, and, indeed, the many one-make clubs, from Trojan to Rolls-Royce, went on creating their own vital and so enjoyable background to the sporting motoring scene. Among club saloon-car racing we saw Ford vanquish Rover and Stirling Moss return to the circuits for Audi, with less mechanical fortitude than his "fans" had hoped for. In other areas of the Sport, too, it has been as good a year as could have been expected — not only on the roads and circuits, with vintage commercial-vehicles and traction-engines as well as with cars, but on the water and in the air.

Early in 1980 the RAC British Motor Sports Council came in for strong criticism for its unrealistic proposed increases in the fees charged to the smaller motoring Clubs for running events, and because of fresh legislation, which killed off the VSCC Measham Night Rally, for example. Prompt lobbying seems to have quelled the worst of these intentions. The fuel-shortage scare receded, to the extent of petrol becoming freely available, at reduced prices if you shopped around, which shows that politicians never cease to puff out rubbish. During 1980 British Leyland managed finally to kill-off the great name of MG.

The former feeble cry that an Imports Embargo should be imposed, to aid the diminished British Motor Industry, was heard again and again during the year that is now coming to a close. Better by far to build cars capable on their own merits of repelling the competition. In the past eleven issues of MOTOR SPORT we have reported on Daihatsu, Datsun, Mazda and Toyota cars, to keep you *au fait* with the Oriental opposition.

Of exciting new models that burst upon the motoring scene during 1980, the BL Mini Metro had such a fanfare of prolonged publicity (80 m.p.g. and all that . . .) that this might have undermined the new baby, had it not been such a good and interesting economy-car. So from British Leyland Metro to Rolls-Royce Silver Spirit, Britain has brave new cars to offer, with Ford introducing their FWD Escort and their ingenious hemi-head CHV engines that contrive to combine the classic combustion chamber shape with the use of but a single o.h.-camshaft, Rover for their six-cylinder cars having done the same sort of thing, by

Continued overleaf

We wish our readers

A Happy Christmas and New Year

Motor Sport Fixture List for DECEMBER

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

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

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST TOWN OR MAP REFERENCE*	*CATEGORY*	*TIME*
Dec. 6th/7th	West Midlands Police MC	Five Ways Café, Wroxall	139/228699	Tally Ho Rally *(CJ)*	23.00
Dec. 6th/7th	Caernarvonshire & Anglesey MC	Wellfield Car Park, Bangor	115/582722½	J. J. Brown Memorial Rally (Round of *Motoring News*/BTRDA Rally Championship) *(R)*	22.30
Dec. 7th	Sporting Owner Driver's Club	Little Kimble,	165/824071	Road Trial *(R)*	09.00
Dec. 7th	BRSCC	Brands Hatch Circuit, Nr. Fawkham	Dartford, Kent	Race Meeting *(C)*	13.00
Dec. 10th/14th	**Federation Ivoirienne du Sport Automobile**	—	**Ivory Coast**	**Bandama Rally (World Rally Championship)** *(INT)*	—
Dec. 13th/14th	Lancashire and Cheshire CC	Oswestry	Salop	DBR Petite Rally *(CJ)*	23.30
Dec. 13th/14th	Ecurie Royal Oak MC	Congleton Cattle Market	118/863642	Oaks Trophy Rally *(R)*	—
Dec. 13th/14th	De Lacy MC	The Hull Crest Hotel, North Ferriby, Hull	106/008½261	The Hull Crest Seven Dales Rally *(R)*	23.46
Dec. 28th	Port Talbot MC	Ministry of Defence property	Mynydd Epynt	Virgo Rally *(R)*	10.00
Dec. 28th	BARC	Brands Hatch Circuit Nr. Fawkham	Dartford Kent	Race Meeting *(R)*	13.00
Jan. 10th/11th	Border MC	Finningley	Nr. Doncaster	Morning Star Trophy Rally	—
Jan. 10th/11th	Bath MC	L. R. Bence Ltd., Marksbury Avon	172/664620	Jubilee Rally	—

MATTERS OF MOMENT

Continued from previous page

halving the number of rockers formerly associated with prodding inclined valves with one o.h. camshaft. Which brings us to technical developments, in which the increase in Turbocharging, both for racing and production cars or as proprietary-kits, has been the notable trend in 1980. It did not maintain Renault's early promise in F1 — but perhaps in 1981? There is still plenty of engineering variety among the cars you can purchase, if less obvious innovations.

Openable cars are coming back into the catalogues, to cock-a-snoot at the safety-always "do-gooders". Driving through the front wheels has been normal for almost all small cars and many larger ones, and this been accompanied by a considerable increase in the number of four-wheel-drive vehicles on offer, so that those who find normal roads too congested for them, can easily go cross-country; although we sympathise with the Rambling Clubs that object to the presence of motor vehicles along the green-ways. Small cars of character and individuality continue to attract much attention and therefore our choice of "Personal Car of 1980" might well be the VW 5-speed Golf GTi, also available as the GLi Convertible. . . .

As car-ownership is so closely related to living-standards, we are delighted to learn from some sections of the media that inflation has decreased satisfactorily in 1980. But until essentials such as bread and milk cost less, this good news will be lost on most of us!

Quite the worst piece of motoring news that came up in 1980 was the proposal of the ill-advised Minister of Transport Mr. Norman Fowler, to remove the existing car-taxation system and replace it with a tax on all motor vehicles, *whether in use or not*. We have fought hard against this and believe that the Minister is having second-thoughts, or at least, as politicians so often do when cornered, is postponing action. However, do not let this deceive you. He is said to have already recruited 500 Inspectors, whose duties, as we understand it, would be to enter private premises *without a warrant* and seek out unused vehicles. How Mr. Fowler can do this while purporting to want to introduce his new taxation measures in order to *reduce* the cost of Police-time in tracing untaxed vehicles, we fail to comprehend. Come to that, how he could sally forth gaily on the 1980 Veteran Car Run, after proposing such a fatal blow to all old-vehicle interests, and still save-face, is also beyond us. Do you realise that anyone who has, say, half-a-dozen old vehicles which have been awaiting restoration for twenty years could with the back-duty that is suggested, be milked next year for £7,200? (If we have it incorrectly, excuse us — the Editor wrote early in October to his MP for clarification of these and other aspects of the matter, but a reply is not to hand. . . .)

On the whole,1980 was a better year than might have been anticipated. Except for this quite astonishing Conservative "1984 Big Brother" lack of regard for the old-car movement. It might be thought that, with the Labour movement in dis-array, the Conservative's "Iron Lady" has it in her powers to succeed, and remain Prime Minister for another spell. But unless Norman Fowler retracts and leaves car-taxation alone, or puts all tax on petrol without a too great an increase in the cost of a gallon, she may well fail. Never mind Norman's sop of no tax at all on pre-1940 cars, this will not appease those who restore and run post-war Classics, for a start. . . .

Our National (BL) Motor Company has done well in introducing the Metro and its workers in quelling their threatened strike. We hope that similar sense will continue to prevail and that it will embrace the whole of the Motor Industry and other Industries. It seems mere common-sense that inflation will never be beaten if wage-increases continue to be demanded. It might, indeed, be said that those in non-union employment may see even a 6% rise as something beyond their reach and unnecessary unless productivity justifies it, and that older persons who have saved for their retirement may not see eye-to-eye with the CBI and others in the call for reduced lending (and therefore interest) rates. Yet how seldom the media puts the case for OAPs and retired persons. . . .

However, be of good cheer! It may never happen, that fear you have of an unsettled future, in whatever direction. The 1981 season in our world opens with a country-wide celebration of 50 years of Vintage-Car usage, on New Year's Day, and the MCC will run its Exeter Trial on January 9th/10th. Enjoy it all while you can. . . . —W.B.

* * *

The MCC Exeter Trial

ANOTHER issue of MOTOR SPORT will have appeared before the 1981 MCC Exeter Trial has happened, but those planning to spectate (entries to compete have closed) may care to know that the date is January 9th/10th and that the Observed Sections will be the favourites Fingle Bridge and Simms, together with that at the Cricket St. Thomas Wildlife Park, and those at Windout, Rocombe, and Streetes. Spectators are asked to be very careful to leave the lanes clear for competitors and the 300 or so competitors to drive with extreme care, in the interests of the Sport. Anyone experienced in marshalling may find their services welcome — the person to contact is J. Walker, 51 Little Bushey Lane, Bushey, Watford, Herts, WD2 3DS. The event finishes at Sidmouth on the Saturday. — W.B.

* * *

Tax on Possession

"I HAVE received a great many responses to the consultation paper. Many of them have come from classic car owners. Let me make it clear that it is not part of the Government's intention unfairly to penalise this group. The consultation paper already proposed special rates of exemption for vehicles over 40 years old and one of the things we will now be considering is whether this special status can be extended to take in more classic vehicles. Similarly, we are contemplating the possibility of exemption for long periods of laying up which would help people who are rebuilding or modifying vehicles which have been off the road for a long time. I shall also be considering the effect of the proposals on motor traders and I have met them recently to discuss this.

"I have, of course, taken very careful note of all the representations we have received, and was grateful for the responses to the consultation paper. We have not entered into any firm commitment on the details and we will be anxious to avoid unnecessary difficulties when we reach our final conclusions. Let me emphasise that I shall be giving very careful consideration to all the comments and suggestions made to me. This will take time and a final decision is not imminent."

The Editor may not have received a reply from his M.P., but The Department of Transport recently published this extract from a reply made by the Minister of Transport to a written parliamentary question submitted by the Member for Christchurch and Lymington, Mr. Robert Adley. It is pleasing to know that many motorists have made comments to the Minister following his consultation paper published in July, but the tone of his parliamentary reply indicates that Mr. Fowler has made up his mind to go ahead with the principle of his proposals, only conceding that certain exemptions may be considered.

We still feel that the whole idea of a tax on the possession of a motor vehicle (or anything, for that matter) is quite ludicrous and utterly wrong. Keep badgering your MP's — we must do all we can to prevent the government imposing yet another financial burden on the already overtaxed motoring enthusiast. — P.H.J.W.

* * *

Audi Rally Plans

AUDI NSU Auto Union have announced a major onslaught on the international rally scene with their new 2.14-litre 4-WD Quattro coupé. This will run to International Group 4 regulations and will contest the World and European Rally Championships next season. Two entries will be made, one for Finnish star Hannu Mikkola, the other for French lady Michele Mouton who finished seventh on this year's Monte Carlo Rally. In addition to the rally programme, Audi will continue to support an entry in the European Touring Car Championship (using an 80GLE) while they will be testing the Quattro at Hockenheim and Nurburgring in the near future to see whether it has a future in this category as well. — A.H.

* * *

BMW Drivers Club

A GROUP of BMW enthusiasts has got together to form a Club which is completely independent of the factory and the UK importers. There will be the usual social activities offered by one make clubs as well as a regular news sheet and bulletin. Emphasis will be placed on helping owners of older cars to keep their running costs down without any sacrifice in reliability — and this will include an insurance scheme for club members. The secretary is Sheila Benham, the address is 107 Brandon Road, Watton, Thetford, Norfolk and the Club should be fully operational from January 1st.

* * *

The MP Who Didn't Reply

THE Editor wrote to his MP, Tom Hooson, the Conservative Member for Brecon and Radnor, on October 3rd, about the proposed change in Car Taxation. An acknowledgement, dated October 8th, was received, stating that our queries had been passed on to the Minister of Transport and that "I will come back to you as soon as I have his comments on the points you raise". *Over a month later* no further communication has been received! Towards Election-time MPs are busy kissing babies, even calling on you. At other times, apparently, mere voters do not matter and motorists can be ignored!

* * *

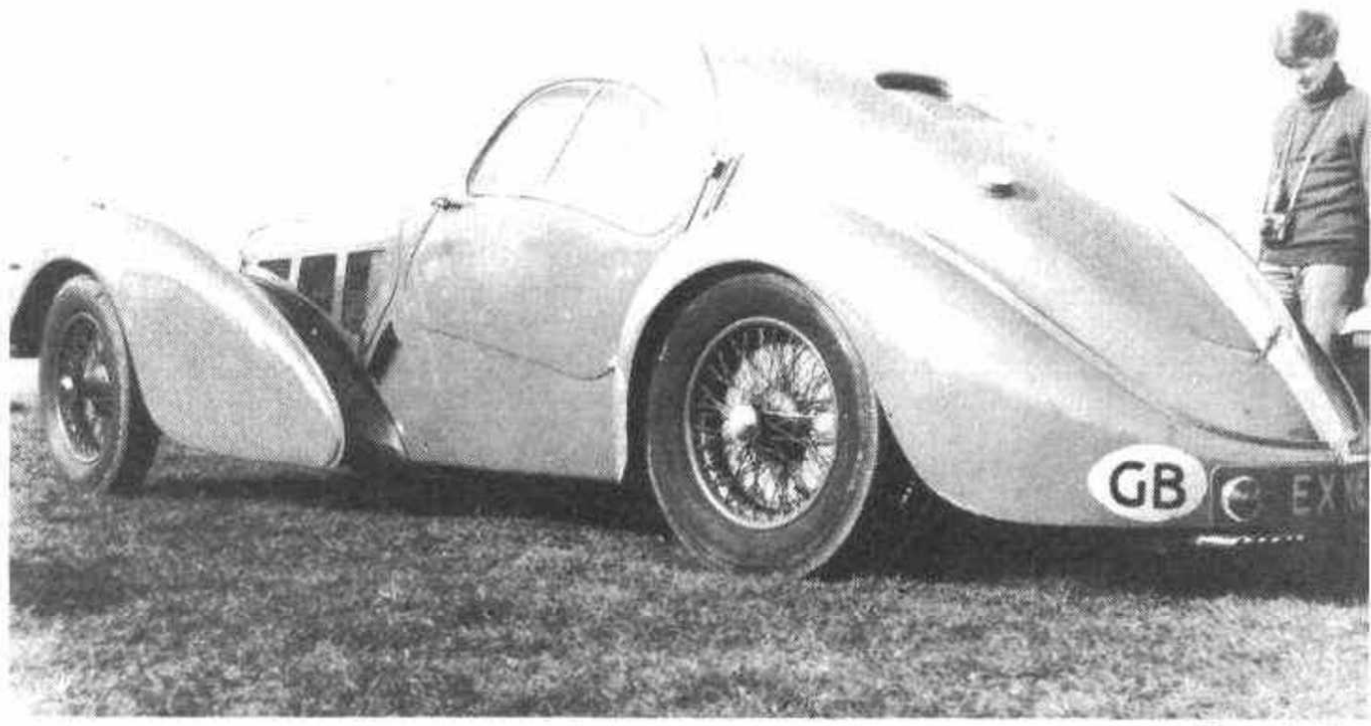
Australian Grand Prix

Calder Raceway — 15th November 1980
1st Alan Jones (Williams FW07B/7)
2nd Bruno Giacomelli (Alfa Romeo V12)

IN THE story in this issue on the 1980 season of the Williams team, add one to their total of race victories and one more win to car number 7. This Australian outing was a works entry. — D.S.J.

* * *

The book "Down The Hatch" by Mark Kahn is published by W. Foulsham & Co. Limited, Yeovil Road, Slough, Berks and not by Carole Pengelly as inadvertently printed in our October edition.



The real thing

THE BUGATTI 57S "ATLANTIC" COUPÉ

WHEN THE Bugatti factory in Molsheim was at the peak of its production, in the mid-nineteen thirties the basic model was the Type 57, a 3.3-litre straight-eight, twin-overhead camshaft engined car, with conventional channel-section steel chassis frame, half-ellliptic leaf springs at the front and the classic Bugatti reversed quarter-elliptic leaf springs at the rear. With a single carburettor the model was the Type 57 and with a supercharger (compressor) it became the 57C. There was a wide range of bodywork available, from four-door saloon to drop-head coupés and the chassis was for sale without coachwork, so that the customer could have a body to his own choice by a specialist coach-builder. Both the 57 and 57C were essentially touring cars, though various options were available to make very good sporting cars.

Using the same mechanical components a more sporting chassis was introduced that was shorter and lower which was called the 57S and with a supercharger added it became the 57SC, the ultimate road-going production Bugatti. The S chassis was unusual in having very deep side members from the middle to the rear, still of channel-sectioned steel, and at the rear there were large holes in the sidemembers through which the rear axle passed, suspension still being by the classical reversed quarter-elliptic leaf-springs. The tubular front axle stemmed directly from the Grand Prix Type 59, in that it was in two halves with a threaded muff joint in the centre and minimal rotational movement was possible between the two halves. This did not give a degree of independence to the front wheels but it reduced inter-action between the king-pins. As one king-pin castor angle changed with suspension movement it did not automatically affect the opposite one. That was the theory anyway, and for precise and accurate steering the 57S was a yard-stick that few could match even 20 years later.

As with the Type 57 and 57C, the 57S and 57SC was available in chassis form for specialist coach-builders to practice their art upon and some very pretty bodies resulted. The S chassis departed from the long established horse-shoe shaped flat radiator, so distinctive of Ettore Bugatti for so many years, and used an almost elliptic radiator shell with the longer axis vertical, and with a pronounced vee formation. It was also very low and whatever the mudguard formation that was used their highest points were about level with the radiator line. However clothed the 57S was a very striking looking car. The factory offered a two-seater fixed-head coupé with a rather bulbous tail, known as the "Atalante" and its sales were quite good, in either S or SC form while various coach-builders offered similar fixed-head coupés or drop-head coupés.

At the London Motor Show in 1935 a "way-out" Bugatti body design was offered on the S chassis, the coupé body having an unbroken line right down to the tail. It was constructed of Elektron and all joins formed exposed ribs, one over the centre-line of the roof and others along the top of the mudguards. In those days the welding of magnesium-alloy was in its infancy and certainly was not possible by the average body-builder. You either accepted this new body style and construction as something exotic and bizarre that only Bugatti would dare to put on the market, or you viewed it as a joke that looked like a bridge-builder had been at work. This prototype was called "L'Aerolithe" but by the time the first production one was built the following year the name had been changed to "Atlantic", not to be confused with the "Atalante".

Some reference works quote five or six "Atlantic" coupés being built, but so far I have only been able to trace three, not counting the prototype. There have been two fake ones made in recent years with aluminium bodies on Type 57 chassis. Two real ones came to England, one registered DGJ 758 eventually went to America, and the other was EXK 6 which is still in this country. Although the official title was the 57S (or SC depending on whether a supercharger was fitted) "Atlantic" coupé, they were more popularly referred to as the "Elektron Coupé". In the Schlumpf Collection in Mulhouse there are nine versions of the Type 57S (or SC) including four "Atalante" coupés, but no "Atlantic". The Elektron coupé is one of the few models that the Schlumpf brothers never acquired.

Continued on page 1861

The Formula One Scene

THE *Federation Internationale de l'Automobile*, the International government-recognised body that looks after all forms of motoring sport from Autocross to Grand Prix racing through its member clubs, has issued the calendar of events for the 1981 season to count for the FIA Driver's Championship, won this year by Alan Jones, and the Manufacturers Championship, won this year by Frank Williams Grand Prix Engineering. These two awards are known as the FIA World Championships and the first was instigated in 1950 and the second in 1958. It was agreed last spring that there would be a four-month winter break, for the months of October, November, December and January. The last Grand Prix in 1980 was at Watkins Glen on October 5th, and the first one for 1981 is scheduled for January 25th, which I suppose we can accept as a token four months. This rule came about because some people within the Formula One Constructors Association (FOCA) were trying to organise races in November and December, "to fill in the Grand Prix year world-wide". There was not too much support for this idea from the working members of FOCA as they felt they needed a break between seasons to regroup and re-organise, especially those who had suffered a shambolic season.

The 1980 season had some ups and downs and was very disjointed in places, but through it all the drivers and the teams came out on top and there was some good racing and a lot of good driving. Alan Jones (Williams FW07B) came out on top as a very worthy World Champion, winning more races than anyone else, always being in the thick of the racing, driving hard all the time, being a real pace-setter and above all winning races that he didn't *have* to win. A real down-to-earth, hard-charging, no-nonsense World Champion with a degree of track-craft and cunning that is going to rival that other famous Australian, Sir Jack Brabham.

The season was not all happiness and light for sadly we lost three drivers from the scene. Gianclaudio (Clay) Regazzoni had a terrible accident at Long Beach, from which he escaped alive but it is doubtful whether he will ever walk again, so badly were his legs damaged. His spirit is fantastic and his enthusiasm for motor racing undiminished, and if he is to be confined to a wheel-chair for the rest of his life he is determined to stay in the racing game in some administrative or organisational capacity. I doubt whether Regazzoni has any idea of how many fans he has in Great Britain, it is certainly a great number and I know they all wish him well and mourn at the loss to Grand Prix racing. Without the "help" of the PR world and the "media" Regazzoni projected an incredible aura into the spectators, most of whom never got closer to him than the width of the racing circuit. At the time of his accident it was thought that the titanium brake-pedal had broken, but subsequently Ensign had independent engineering tests carried out on an identical pedal and proclaimed the pedal blameless. Having had a "near-miss" when a similar thing happened on a Maserati sports/racing car at 130 m.p.h. I know that there is nothing you can do but accept the facts.

In mid-season another terrible crash occurred at *Hockenheimring* during practice testing when it would appear that something broke on a V12 Alfa Romeo Tipo 179. Sadly it claimed the life of the wiry little Patrick Depailler. The Frenchman also had his following among enthusiast race-goers for the simple reason that he was a hard-trier who drove with everything he had got, and you could see it. If you have six drivers in a race the law of averages says that one will drive a bit hopelessly; if you have twenty-four in a race it means there will be four hopeless ones and this makes the real trier stand out. Depailler was a real trier and we can ill-afford to lose people like him.

At the end of the season the reigning World Champion, Jody Scheckter, stepped out of his Ferrari and retired gracefully from the scene. I say gracefully because he announced in mid-season that he was going to give up after the Watkins Glen race. Unlike previous World Champions James Hunt and Niki Lauda who walked out on their teams before the season was ended, Scheckter made it clear that he was going to honour his contract with the Scuderia Ferrari and drive through to the very end. This he did and finished in last place in his last race, but nonetheless the Ferrari team appreciated it and Enzo Ferrari has gone on record as saying that Jody Scheckter was the most honest racing driver he had known.

Along the way the Shadow team disappeared with barely a sound.

For some teams the 1981 season is settled and the promise is good. Frank Williams has said that nothing is being changed in his team, same drivers, same engineers, same personnel, same sponsors, same everything. They are intending to carry on where they left off, which was first and second in the Canadian GP and first and second in the United States (East) GP. With Scheckter giving up racing Enzo Ferrari was quick to replace him and signed up Didier Pironi, much to the dismay of the Ligier team. There has never been any doubt that Gilles Villeneuve was staying with the team, so Ferrari has a very strong driver line-up for 1981. Italian racing enthusiasts are consoling themselves in that Pironi "sounds" like an Italian, and though he was born in Paris his parents are of Italian origin. This past season has seen the Ferrari team floundering about with their 312T5 and one knowledgeable English engineer in a very successful team said "There are three major mistakes you can make when designing a ground-effects racing car, and Ferrari have made all three". At Imola they showed which way they are going, with the introduction of the turbo-charged 1½-litre V6 Tipo 126C, and it showed great promise, being quicker than the 3-litre T5. Needless to say, Villeneuve drove both cars so it was a sound comparative result. With the natural talent of the little French-Canadian and the cool application of Pironi, the Ferrari team look strong for 1981.

The Renault-ELF team promised much in 1980 but achieved little, though what they did achieve was well done. Anyone who saw the South African GP will remember the total domination by the French turbo-charged cars. At the time many people said it was the turbo-charger advantage at the altitude, but they were so dominant in practice at Zandvoort at sea-level! No one has dared to take their eyes off the Renault team all season because the potential is there and it is like a great sword hanging over the head of the established unsupercharged 3-litre engines. You feel it must come crashing down one day and destroy the establishment, but it is taking a long time. All seemed set for Renault to continue into 1981 with the same team, but without warning Jean-Pierre Jabouille left the team to join a rival French concern. Jabouille has been with Renault since the first turbo-charger revolved and has done all the development driving, as well as racing for the team since their first entry in Formula One in 1977. At the time of writing a replacement for Jabouille has not been announced, but it looks as if it will be Alain Prost. Team leader will be the enthusiastic René Arnoux.

While Ferrari were running their turbo-charged 1½-litre V6 at Imola Alfa Romeo had on display their new engine, a very neat and compact 1½-litre turbo-charged V8, which is due to appear at races about mid-way through 1981. Meanwhile their V12 Tipo 179 has been going from strength to strength, with little Bruno Giacomelli "driving like a good 'un". At Watkins Glen he was on pole position and in the race no-one was catching him until the electrics failed. While not officially confirmed at the time of writing it would look as if Mario Andretti is to lead the Alfa Romeo team in 1981, and that can't be bad. Already Alfa Romeo have announced a new version of the Tipo 179, ready for the early part of 1981. It is only improved in details, but shows that Carlo Chiti and Autodelta, who are the racing arm of the state-owned Alfa Romeo concern, are well ahead with their plans.

The French Ligier team, supported by Gitanes cigarettes and the ELF company fluctuated between flashes of brilliance and periods of despair during 1980, but nonetheless always had to be reckoned with. I felt they were doing things they didn't really understand and achieving good results in spite of themselves. There was no solid, relentless progression along a known path. By mid-season their future was looking interesting for Guy Ligier had made a deal with the Talbot company for them to take over his team for 1981. The Talbot company arose like a phoenix from the ashes of Humber, Hillman, Singer, Rootes brothers, Simca and Chrysler, and probably some other firms that I have forgotten. This amalgam of automotive derelicts went through the death-throes of Simcas called Sunbeams, Hillmans called Chryslers, and so on until there emerged the resurrected name Talbot, though what a Talbot really is is hard to define. Talbot decided to join in Formula One racing and after a brief flurry with a mythical tie-up with BMW, they planned to take over the Ligier team with the support of *Engins Matra*. Now Matra are a pretty serious concern and were in Grand Prix racing a few years ago, leaving quite a good impression. Some of their engineers have been "on loan" to the Ligier team, so the combination of Ligier, Matra and Talbot looks pretty good. A slight set-back came with the departure of Didier Pironi, but a replacement to join Jacques Laffite came as an equal surprise in the lanky form of Jean-Pierre Jabouille from Renault. Jabouille and Laffite are brothers-in-law, so there should be family harmony in the team. As Matra are working on a turbo-charged engine the acquisition of Jabouille makes a lot of sense. I can't help wondering whether there was not some industrial connivance behind the scenes within the French motor industry over the move by Jabouille from Renault to Talbot. To get the new Talbot team under way it seems that Matra are resurrecting their classic V12 engine. After all, Alfa Romeo have been doing quite well with a V12.

On the turbo-charged engine front BMW announced their entry into Formula One (at long last and long overdue) with their 1½-litre 4-cylinder engine in an exclusive deal with the Brabham team. Already an experimental car built around a BT49 has been out on test powered by the turbo-charged BMW engine. The brilliant Nelson Piquet is staying as number one driver for Brabham and he deserves a strong number two to support him, but it looks as though he will have to make do with a "rent-a-drive" hopeful, for money

is going to acquire the second Brabham rather than talent.

Like most teams Lotus have had their doldrums, but theirs have gone on too long. Andretti and Colin Chapman were no longer on the same wave-length and their young recruit Elio de Angelis was still learning. Now de Angelis is to be number one and a new Lotus has been out on secret tests, so clearly things are moving up in Norfolk, and not before time, for Team Lotus are natural front-line runners and when they are at the back it's not because they are hopeless or finished, but because something is desperately wrong somewhere.

The McLaren team have been gradually sinking and going from bad to worse. Before the season ended they gathered themselves up and joined forces with a small racing group called Project Four, who have been involved in Formula Two and BMW Procar M1 racing. This new set-up has been named McLaren International and Marlboro cigarettes are the money behind it. The designer with Project Four is John Barnard and he took control of the McLaren M30, so designer Gordon Coppuck was pushed out into the cold. In 1981 the cars that come from McLaren International are to be called Marlboros, which will surely make poor Bruce McLaren turn in his grave. We shall continue to call them McLarens, just as a Lotus was never a John Player Special.

On the brink of rejoining Grand Prix racing is March Engineering, and Gordon Coppuck has joined Robin Herd on the design team. Since deserting the Grand Prix field March have been very active in Formula Two and have lost none of their expertise, so their return is viewed with interest, and it looks as if Derek Daly will be their driver. Also from Formula Two the successful Toleman team are planning to make the big step up into Grand Prix racing, with their car designed by Rory Byrne, who has done all the work on the successful Formula Two cars. They have the support of the Pirelli tyre company, who has been supplying tyres for their all-conquering 1980 season of F2, so the entry of these two factions into Grand Prix is most interesting.

By the time these words are published (December 1st) there will be a bare two months to the first race of 1981, which is due to be run in Buenoes Aires on January 25th. From January 1st a new Formula One rule comes into force which bans any part of the car, other than the tyres, from touching the ground. This in effect bans sliding side-skirts that control or assist the under-car air-flow, the aim being to reduce the down-forces being generated and subsequently the cornering powers being achieved, and in consequence the actual cornering speeds.

On the face of things the 1981 season is all set to go, with everyone of any importance well ahead with their plans. Renault and Ferrari have already been testing cars without side skirts and there are fifteen races lined up for the FIA Grand Prix season. But now a diversion has arisen. From an unknown source a soft covered booklet arrived stating that THE WORLD FEDERATION OF MOTOR SPORT has been formed and it is to run THE WORLD PROFESSIONAL DRIVERS CHAMPIONSHIP. There was no covering letter with this booklet, it contains no address for this new association, there is no secretary named, nor any officials of any sort and would appear to be a GREAT HOAX. There is a list of eighteen races they are proposing to run and the following are said to be giving their support:- Arrows, ATS, Brabham, Ensign, Fittipaldi, Ligier, Lotus, McLaren, RAM Racing, Tyrrell and Williams. It will be appreciated that they are all users of the Cosworth DFV engine and all have been running on Goodyear tyres. With the exception of Williams and Brabham it is a pretty good collection of "no-hopers" and "tail-end-Charlies". Their rules and regulations are pretty much a re-write of the existing Formula One rules from the FIA yellow book. The interesting thing is that they are proposing to hold races on the same circuits on the same day as some of those in the FIA Calendar for 1981. Others are to be on circuits to which the FIA has not given Formula One sanction, and others are on circuits that do not exist at present.

As the Formula One Construction Association are frequently mentioned in this document it is reasonable to assume that FOCA are behind it and that Bernie Ecclestone and Max Mosley are there somewhere. In the journalistic profession it is a rule that a "letter to the Editor" that is unsigned goes straight into the waste-paper basket. This document from THE WORLD FEDERATION OF MOTOR SPORT is being put under my desk until I know who is behind it. If it is not a GREAT HOAX than it would appear to be an unrecognised "PIRATE" organisation of which the governments in those countries who have delegated responsibility to their national motoring organisations (the Royal Automobile Club in Great Britain, for example) cannot possibly approve. If we are to take this association of Cosworth engine users seriously it means they are not encompasing Ferrari, Alfa Romeo, Renault, Talbot, Osella, Toleman, March and the drivers Villeneuve, Pironi, Andretti, Giacomelli, Arnoux, Prost, Jabouille, Laffite and Daly.

A few years ago Stuart Turner of the Ford Motor Company said "The trouble with people in Formula One is not that they are liars, but they just don't know how to tell the truth".

A colleague said "You can't have a real Grand Prix without Ferrari".

Who would you rather watch, Villeneuve, Arnoux, Pironi, Andretti, and Jabouille or Jones, Reutemann, Piquet, de Angelis and Watson. We shall miss Alan Jones and Nelson Piquet.

D.S.J.

The 1981 season looks like this:-

Events for the FIA World Championship		*"Pirate" events proposed*
January 25	Argentine GP — Buenos Aires	——
February 7	S. African GP — Kyalami	S. African GP — Kyalami
March 15	USA (West) GP — Long Beach	USA (West) GP — Long Beach
March 29	Brazilian GP — Rio de Janeiro	Brazilain GP — Rio de Janeiro
May 2	——	USA (East) GP — New York
May 17	Belgian GP — Zolder	Italian GP — Imola
May 31	Monaco GP — Monte Carlo	Monaco GP — Monte Carlo
June 7	——	Spanish GP — Jarama
June 21	Spanish GP — Jarama	Belgian GP — Spa Francorchamps
July 5	French GP — Dijon	French GP — Dijon
July 12	——	Swedish GP — Andertorp
July 18	British GP — Silverstone	British GP — Silverstone
August 2	German GP — Hockenheim	German GP — Hockenheim
August 16	Austrian GP — Osterreichring	Austrian GP — Osterreichring
August 23	——	Dutch GP — Zandvoort
August 30	Dutch GP — Zandvoort	——
September 13	Italian GP — Monza	Canadian GP — Montreal
September 27	Canadian GP — Montreal	USA (East) GP — Watkins Glen
October 4	USA (East) GP — Watkins Glen	——
October 11	——	Mexican GP — Mexico City
October 18	——	USA (West) GP — Las Vegas

THE BUGATTI 57S — continued

As can be appreciated the "Atlantic" coupé was about the ultimate in 1930s exotica, whether beautiful, ugly, fascinating or ridiculous depended on the eye of the beholder. But, would you believe, someone has made the semblance of an "Atlantic" in fibreglass! The mechanical components are Type 57 and a run of six is envisaged. We always thought the "reproduction" business was getting out of hand, but a fibreglass "Elektron coupé" has got to take the award of the year.

On that silly note we will end this series of fake cars and turn our attentions to other aspects of the old car game, hobby, profession or racket, depending on which branch is involved. Before leaving, it has been interesting to note that the descriptions of "bastard" cars without history or fake cars purporting to genuine ones seems to have upset some readers, notably those with such cars to sell or those who have bought them, wittingly or unwittingly, or those who are constructing them *(verb sap)*. In the Autumn issue of *Bugantics*, the magazine of the Bugatti Owners Club, there is a very apt paragraph which we quote in full with their kind permission.

"The scene in the racing world is a bit tarnished by controversy on the authenticity of restored or replica cars, something the Bugatti owner has known about for some time. Indeed some of the worst cases of the replica disease are with our make of car — people claiming cars as genuine when they are not, others ascribing original chassis numbers on conjecture to cars which patently cannot be proved or in some cases demonstrated. One can understand if not condone a dealer doing this *(caveat emptor)*, but it is sad to see members of the Club doing it. But when an original chassis number on a Bugatti, Ferrari or Maserati adds £10,000 to the value of the car you are trying to sell we suppose it is to be expected, human nature being what it is." — D.S.J.

The real thing.



The Lancia Gamma 2500 Coupé

A Likeable Car, in the Lancia Tradition



AFTER driving Beta and Delta saloons carrying the famous Lancia badge I have remarked that, good or otherwise as they may be, they are not, in my opinion, true Lancias.

Everything changes and one does not expect to be able to buy a "modern Aurelia GT" from the present-day Fiat-controlled Turinese Company, alas. However, the Gamma coupé I have been sampling over quite a big mileage, including using it as my back-up car on the RAC Brighton Run — except that, unlike selfish entrants whose towed trailers congest the route, the Lancia went down by the alternative roads and was waiting for me in the Paddock from 9.30 a.m. — is a very reasonable substitute for the older cars of this individualistic Italian make: as it was intended to be. For it was conceived and built, from 1975, entirely as a Lancia, instead of being a Fiat/Lancia project, although they departed from tradition by calling in Pininfarina as the stylist. The individuality is there in some quantity — a 2½-litre very much over-square (102 × 76 mm., 2,484 c.c.) four-cylinder engine with a single overhead-camshaft for each pair of cylinders, belt-driven, driving the front wheels. There is independent suspension all round, by coil-spring struts, four-wheel disc-braking, with ventilated front discs, and ZF power-assisted steering. The lines of the coupé body are handsome and in no way obtrusive.

When we first sampled these Gamma saloons and coupés the comment was favourable, apart from noting scuttle shake, and when later I drove the Gamma saloon I liked it but thought Lancia had tried to put down a little too much power (140 DIN b.h.p.) through those front wheels. What has been done since to improve the Gamma, I do not know. But it is now a very acceptable motor car. The unusual engine was at first criticised as noisy. Now it is reasonably quiet, and very smooth. It is a very "torquey" unit, too, pulling away in the higher gears from absurdly low speeds. It gives more than adequate performance, from very easy cruising speeds of 80 m.p.h. or more in fifth gear, to a top speed of around 120 m.p.h., with acceleration from rest to 60 m.p.h. in less than 9½ sec. The engine peaks at 6,000 r.p.m. The scuttle shake remains, over bad roads, and if the car is asked to run at a ridiculously slow pace in too high a gear the slight vibration through the big steering wheel, that asks three turns lock-to-lock, is tremendously magnified — but you do not drive like that, do you?

As a long-legged car for making light of great distances the Gamma is very good indeed. The seats are extremely comfortable. The gear-change is enjoyable, the lever slipping eagerly out of one gear and into another, aided by spring-loading to the centre of the gate, rather like the gear-change of the Aprilia. Reverse is easy to engage, opposite the fifth-speed position in the gate, but the lever then sends your left-hand dangerously close to the brake lever if this is "on". The steering is light, accurate and responsive. The clutch is light, but one's foot has to be parked under it. The gear ratios are well chosen for progressive acceleration and the brakes kill speed unobtrusively. Fast cornering can be enjoyed with no apparent body roll or tyre howl. The once-noticeable front-end shimmy on deliberately quick bottom-gear take-off is no longer there, although on a slippery gradient even the Michelin XVS tyres would fail to kill wheelspin for a few yards. There is some wind noise at speed.

The facia is rather ordinary, with matching Veglia electronic speedometer and tachometer (traditionally failing to zero, as they read 10 m.p.h. and 500 r.p.m. respectively with the car and engine stationary!) flanked by square-shaped fuel (with warning light), heat, oil-*level* and oil-pressure gauges, which are, however, uncalibrated. The big dials contain warning-lights, including those for low brake-fluid level and worn front brake-pads. A set of six press-switches looks after rear fog-lamp, hazard-warning, front fog-lamps, interior light, rear-window demister and screen-wiper speed. The heater also has press-button controls, the switches labelled STOP, A/E, RESC., and SUN. which needs some understanding! There is also a horizontal slide control, which tends to slack off, under the vacuum actuation, and a two-speed fan. There are all manner of controllable vents, so that no-one should be uncomfortably hot or cold in a Gamma. Full air-conditioner is available.

There are three steering column stalk-controls, the r.h. ones for lighting and turn-indicators (correct, in my opinion, for a r.h.d. car), the other for the screen wipe/wash. The indicator stalk tended to cancel a trifle too soon. A touch of luxury is provided by electric window-lifts, a key-locked fuel-filler flap, beneath which the screw-cap is sensibly angled, and an adjustable steering column. The big heavy doors have curiously-shaped interior handles with big angled-out grips to close them, somewhat clumsily; they stay open as required. The boot-lid is unlocked by key, this inserting below the lid, beside the "2500" motif. The Gamma coupé has its own "leather-bound" instruction book. The rear-view mirror has a lever to select its non-dazzle position without altering the adjustment.

Interior stowages consist of small bins down on the scuttle, a small open central well above the lidded smoker's companion, this well containing a digital clock the setting of which can be inadvertently deranged by objects in this cubby, and a deep but too-shallow facia-cubby with a lock where one would expect to find a big drop-bin.

All-round vision is good and the body sills and wheels-hubs are such that they do not easily pick up mud. In the four lower gears this Lancia Gamma coupé will do 33, 55, 79, and 101 m.p.h. without over-revving.

The suspension is on the hard side, with some back-end kick-up, but even on rough roads the ride remains comfortable. Minor details are that the deep sun-vizors are spring-loaded to retain them against the roof, inconvenient when they are required to be fully-extended, and that the front seats slide forward as the squabs are inclined to provide easy access to the rear compartment. One sits unusually low in the Gamma, with the n/s wing invisible to the average driver. The front-seat squabs are adjusted by conveniently-placed micrometer-knobs and when the doors are shut the squabs are automatically locked in position. The seat head-restraints can be raised or lowered. A switch on the central console operates the radio aerial. The fast and enjoyable Gamma gave 24.3 m.p.g. of 4-star petrol over a big and varied mileage.

The front-hinged bonnet lid is self-supporting but the impressive light-alloy "boxer" engine is largely buried beneath the big air-cleaner for the Weber carburation, etc. No oil had been consumed in over 1,000 miles. The price is high, at £10,500, but the car is an outstandingly satisfactory one for Lancia "fans". — W.B.

The Wartime Diaries of an RFC Officer

(Continued from the November issue)

WE HAVE reached the Diary entries of "X", the RFC Officer who became a well-known racing motorist after the war, for December 1917. He was met on December 14th by Bush and his Crossley, in which they went to the War Office and later set off for Wyton, arriving by lunchtime. Lady X was staying near Ely, so her son visited her before going on for the night to his fiancée's parents' house at Newmarket, "The Moat", which had a real moat round it — has it survived, I wonder? Next day Bush went back after dinner to London in the Crossley, presumably an RFC car, taking Acting Sergeant Tollerton with him, but X remained behind to shoot. He had to return on the Sunday, but this was no hardship, as the 4.11 train from Newmarket was met and X was driven home in time for dinner. At this period there would be much work to do at the War Office, but this did not stop X from working until 2.30 one morning on the Vauxhall. Girl friends would meet X at his office but if an air-raid started they would go to the St. James's Hotel. "Charley's Aunt" was the play to see, at this time.

X was inspecting Red Cross vehicles and RFC Transport at Chichester, the latter inspection involving a train journey that ended 1½ hours late because of the fog, but this did not prevent X and Bush from obtaining lunch first, Tollerton and Rowson having met them at the station in the Vauxhall. After which it was into Brighton with a girl, staying at the flat and going to the Hippodrome. The next day Transport was inspected at Shoreham. Back in London, X did some odd jobs at his office on a December Saturday morning, lunched alone at the Bachelor's Club, then got out the Vauxhall and drove to Newmarket, arriving in time for tea — "Car ran quite well". What would be a memorable vintage-run in 1980 was just routine to X in the war-time winter of 1917. . . .

Just before Christmas the snow came. X had fitted a carburetter off another car to the Vauxhall and had made a sledge to tow behind it, when it was not in use for going down to the Post Office in Cheveley to do some telephoning. There was also skating on the aforesaid moat. The snow was thick in Newmarket, so after the festivities X returned to London by the 9.32 train. After going to London Colney and Hendon aerodromes with Col. Small, and to Northolt in Gen. Platt's "gin-palace", it was time to attend the carefully-planned New Year's Eve dinner/dance, described by X in his diary as ". . .this Huge New Year's Bend". After lunching at the Ritz he changed and went to it, taking two ladies, for Gen. Salamond. "All the Generals came, Generals Longcroft, Higgins, Jenkins and Hogg". (One of these ladies was Esmé Bentley, a sister of W. O. perhaps?) The dance ended for X at 6 a.m., so not surprisingly he "Got up very late" on New Year's Day, 1918. He went straight to Claridges in Dewis' black Rolls-Royce limousine, to fetch a party for lunch at Palace Place with General and Mrs. Hogg. The conscientious General was then taken to his office by X, who returned to say goodbye to his girl friends at Claridges before himself going to his office, seeing Dewis "about radiators" on the way. These were radiators for Spad aeroplanes, which the Mercedes Company was presumably making or repairing, X later taking Major Bush to see about them.



". . .to inspect the transport" — in this case a Leyland crash-recovery lorry. (JMB/GSL Collection)

Time does not seem to have pressed unduly as the war entered into its final bloody year. For example, early in January X caught the 2.35 train from London to Ely, and had time to take tea at "The Lamb" before going out to the 26th Wing, Rowson bringing the Vauxhall up there, for a journey on to King's Lynn. It was so cold that X was drinking rum. We find him motoring into Sedgford in the Vauxhall in deep snow, for Officers of the 7th Wing to be photographed. After lunching with Major Nichol they pressed on to Feltwell and arrived at Newmarket in time for dinner, in spite of stopping at Barton Mills for tea — "Vauxhall going much better". That new carburetter!

One January Saturday the Vauxhall was motored down to London, dropping Gerald at Hatfield and arriving at Princes by 1.30 — "Had indifferent run". The purpose was to introduce X's fiancée to the General and Sybil Leach, at the St. James's Palace Hotel. After dining there Allan Knight and the girls went to see "Brewster's Millions" and "had a cheery time, too cheery, and went home to bed."

On a Sunday X might be Duty Officer at the Brigade, which did not stop Gerald, Archie and Toby Tillie joining him there, nor them all dining at Prince's. About this time, although continuing to dine at the Carlton and the Ritz, X's party moved to the Hyde Park Hotel, "having found the St. James's Palace so expensive." It seems that marriage was looming, because X consulted Sir Charles Russell, and was examined by his doctor, which cost 14 guineas. He also drove in a Clement he had bought from Cummings for £60 to see the Padré at London Colney. He dined at Prince's with one of his Transport Engineer Officers called Bayer and sent the General's Crossley saloon into Northolt for repair. It seems that the Clement could also have done with such treatment, because when it was taking X's fiancée and her mother from Cricklewood, where she was staying, to Kilburn it broke down and they had to continue their journey in a taxi. However, "the old Clement" took X to the Brigade the next morning and he went to see Cummings, probably about the breakdown. His fiancée was now ill with suspected appendicitis in Newmarket and X went by train to see her. Having contacts in high places had its advantages, because the General gave X leave to go to her again directly he was wanted. In the meantime, there were visits to Hounslow with Waddington.

On January 15th X received news that the appendix operation on his fiancée was over and that she was all right; before that he was "nearly off my head with anxiety". He spent the day of the good news returning 20 gallons of petrol to the Brigade garage, lunching at the Ritz with General and Mrs. Shelmedine, afterwards driving her home in the Clement, seeing Tom Lithgow, working in his office, and doing a car deal with Dewis. In order to see the patient X bought a 25/30 h.p. Mercedes all-weather for £300 and after lunching Lady X at Prince's he returned to the Brigade, met his friend Gerald, and they set off for Newmarket. It was a hazardous journey. Outside London they ran into thick snow and "had an awful run". The Mercedes ran out of petrol five miles from Whittlesford, so they had to walk to the station there, get a train to Cambridge, then one to Newmarket, arriving at 11 p.m. Here they knocked up Crisswells Garage, hired a car, took a supply of petrol out to the Mercedes, which was presumably more thirsty than X had calculated, arriving back at the garage at 4.30 a.m. Maybe Gerald wished he hadn't bumped into X at the office! For they now slept in the back of the Mercedes; "it was snowing like blazes and thick snow". They woke up at 8 a.m. and got the car going, driving it to X's fiancée's parents house, where he was permitted to see her for five minutes. . . .

X naturally spent much time with his fiancée. Her medical advisor, Dr. Wilkin, borrowed the Mercedes during the day and in the afternoon X "messed about" with the Padré and in the garage. He also went down to the aerodrome (Thetford?) and saw Sowrey and Egerton. After a few days of this and more "fiddling about with the car", X drove the Mercedes back to London and reported to the General. He then sold the Clement to Newman (George Newman, later to race Salmsons, perhaps?) picked up Sybil Leach, Gerald and Rowson, and drove in the Mercedes to London Colney to "get juice". This made possible yet another expedition to Newmarket, arriving at 11.30 p.m. X made this journey possible by doing jobs at Thetford aerodrome, from where he was

Continued overleaf

taken "in the Thetford Crossley" to Harling Road, the night-landing ground I believe.

The family car at Newmarket was now a Hillman, but it was the Mercedes that fetched Tollerton from the station and in which X had a "very good run" back to London, going *via* Saffron Walden, in about 3½ hours. One Sunday, petrol obviously being available, X did some social calls with Lady X in the Mercedes, which included taking a lady-friend to Hounslow, where X went to the aerodrome (to justify the fuel?), after which it was to Harrow for tea at the "King's Head" and home to London *via* St. Albans. Air raids on London were still happening. There was one on January 28th, just as dinner at Claridges had started, and "which went on until nearly 1.30", but this did not prevent X from taking his party to a dance at the Marble Arch House and driving them all home, in the Merk". That day X had "got 6 tins of petrol", and the next day he went down to London Colney, back to Watford, and at 8.30 picked up Lady X and motored to Crawley in about two hours, when they heard another air raid taking place on London. On his way back in fog the next day X called in at Croydon and inspected the Transport before going on in the Mercedes to the Brigade in London. He then tried to make Cassiobury Park but the fog called a halt near Watford. The rounds of the aerodromes continued, with Staff Crossleys meeting the train, and X would be driven down to Cassiobury Park by Tollerton in the Vauxhall to stay there — "Lovely old place". He was resisting a posting to Winchester at the time.

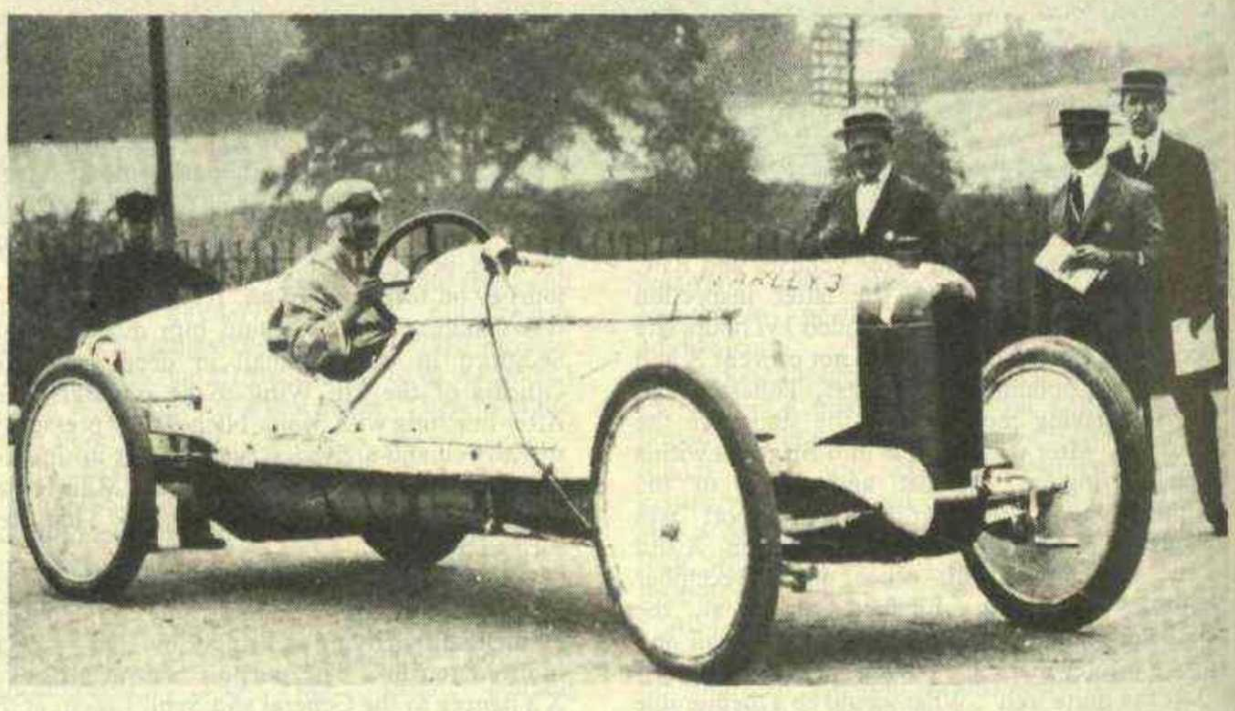
The Vauxhall was then driven to London — it "went awfully well" — where it was sold to Hartley for £275, the new owner departing in it. So X had to borrow Syim's 12 h.p. Rover for runs out to St. Albans and Cassiobury Park. Then it was a case of going by train to Maidstone to the 6th Wing with the Engineer Officer Curtis and on to Wye (in Kent), with a call on Count Zborowski at Canterbury, but he was out. The Mercedes was sold to Dewis to £310, a profit of £10, and Newman called to show X a Renault landaulette. Dewis had lent X an Austin two-seater which he demonstrated, and a 45 h.p. Mercedes was collected from the same source, and X also took a GN to Lichfield to be sold. The new red Mercedes "was not running too well", but it, and the Austin driven by Gerald, found their way up to Newmarket. This is interesting because this refers to the racing Austin "Pearley" which Percy Lambert had raced very successfully at Brooklands. The diary entry for February 8th, 1918 says: "Both had good runs".

The ex-racing Austin was used to go to Brandon and it got Gerald and X there by lunch-time, in spite of a burst tyre. After lunching with Capt. Waring and his wife they were driven in a Crossley tender to Feltwell. On the run back the Austin burst another tyre at Barton Mills, so "Olga came out to fetch us in the Merk". They got home in time for dinner. Next day they all started off in the Mercedes to retrieve the Austin but had a breakdown. So they returned for lunch and then set off again in the family Hillman, Tollerton (who sounds to have been a tower of strength) having arrived on his Rudge motorbike. In this fashion the return to London was made, Tollerton in the 45 h.p. Mercedes which he took back to Dewis the next day, X and Gerald in the racing Austin with lunch at Hatfield and a call at London Colney. X then bought the famous Austin for £100.

I am aware that these extracts may seem rather repetitive to some readers. But as "period-pieces" I consider them well worth recording — after all, Evelyn Waugh's Diaries seem similarly repetitive to me yet *The Sunday Times* thought them worth serialising and Wiedenfeld and Nicolson published them in an edited volume running to 814 unillustrated pages (I extracted the motoring episodes at the time of publication, in 1976, largely for the benefit of Frazer Nash folk), and presumably these Waugh Diaries delighted the literary world. So I will continue with X's equally-period accounts, especially as the aeroplanes he flew should, I think, be recorded and after he had been promoted to Flight Commander at Thetford, which must have been very much to his liking, he flew again, in June 1918. — W.B.

(To be continued)

THE 20 h.p. Austin "Pearley III" which was raced at Brooklands by Percy Lambert from 1909 to 1912 and is probably the car that "X" was using, in road-equipped form, for many of his RFC journeys in 1918. It was last heard of in the Manchester area in 1930. The photograph shows it as it was after Lambert had won the seventh 100 m.p.h. Long Handicap at Brooklands in 1912, lapping at 83.28 m.p.h. The plate comes from the revised edition of "The History of Brooklands Motor Course" by W. Boddy, see page 1919.



AIR MAIL

Alex Henshaw

Sir,

I was interested to read your appreciation of Alex Henshaw's "Flight of the Mew Gull" in the current issue of MOTOR SPORT. In the later stages of the war I visited Castle Bromwich factory and airfield and there I saw a Spitfire new off the production line. It was taken up on its initial (test) flight by the unorthodox method of winding up the undercart and continuing flying at the same altitude! I was told the pilot was Alex Henshaw, and that he commuted between his home (near Oxford) and Castle Bromwich by air, even on occasions for lunch.

Torthorwald V. LUDFORD-BROOKS

Mann Egerton's Air Fleet

Sir,

The reason for the Mann Egerton & Co. Ltd. aircraft is that aircraft were built under licence by them, these particular ones in 1916. The big Short bomber was known as their type CA having the lengthened fuselage which was incorporated into these machines after Shorts had realised that the initial batches of short fuselage machines lacked longitudinal stability. Mann Egerton had only built one short fuselage aircraft from a batch of twenty before the modification was implemented.

The middle aircraft in the photo is not in fact a Short but the Mann Egerton Type "B" which, while the fuselage tail unit and floats were Short 184 design, the wings were completely Mann Egerton designed, having two bays, heavy overhang of the top wing etc., and the Sunbeam Mohawk was mounted higher than in the Short 184. Ten of these were built.

The last aircraft is a Sopwith 1½ Strutter two-seater from a batch of thirty machines built for the RNAS in 1916. The other photo showing the Henri Farman with BE2a 456 in the background was taken at Farnborough, almost certainly in September or October 1913 before the BE was sent to CFS. The unmarked Henri being a French built machine would be awaiting the allocation of its serial number presumably.

Scarborough STUART LESLIE

The War-Time Diaries

Sir,

I am still following with great interest "The Diaries of an RFC Officer" and can understand the views of W. C. Jones, of Ottawa, in his letter to you.

In my father's case (the Tollerton so often mentioned!) he went to France in 1914 with the BEF and was a Despatch Rider and driver to Lord Trenchard, before joining the Flying Corps and Captain "X".

Grimbsy SYBIL JACOBS

Aircraft Re-registration

Sir,

The person in September's MOTOR SPORT who thought that his Austin Whippet was junked after he got £15 for it, has, I fear, been done. According to A. J. Jackson's "British Civil Aircraft 1919-59" (Putnam), G-EAPF was sold in April, 1929, to New Zealand where it received its new registration, ZK-ACR. Furthermore it could not have publicised "Hell's Angels", as that film was not made until the thirties.

Chiswick RODERICK C. WITNEY



MIDDLE TAR As defined in H.M. Government Tables.

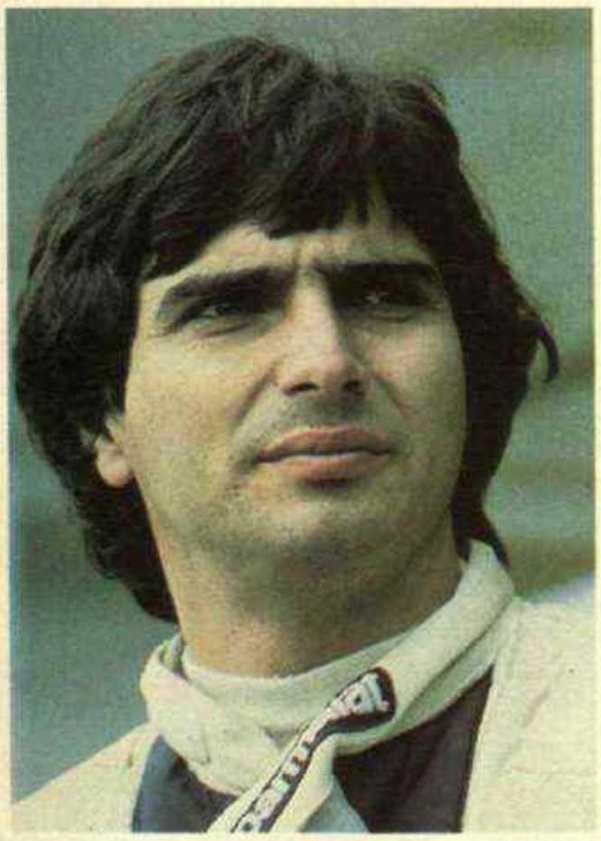
H.M. Government Health Departments' WARNING:

CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

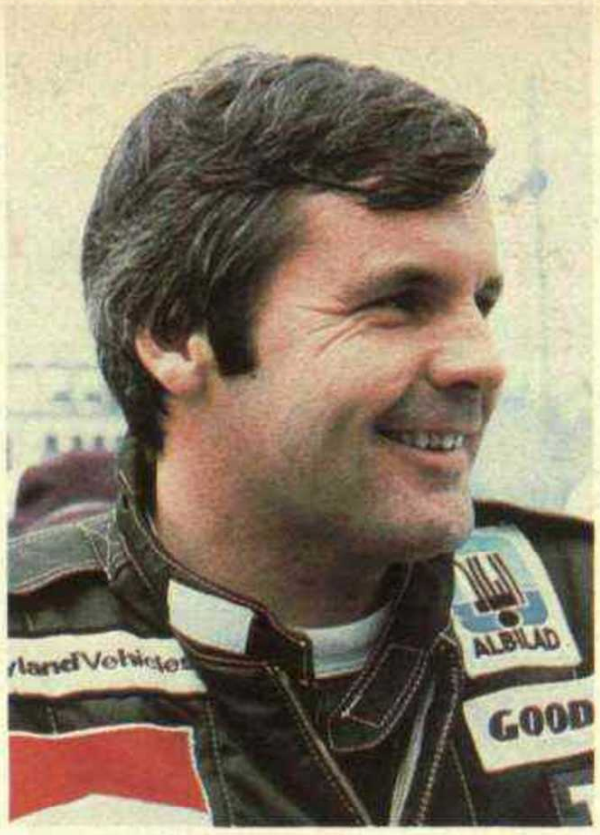
THE WINNERS

The driver successes of the 1980 Grand Prix season are illustrated on this page.

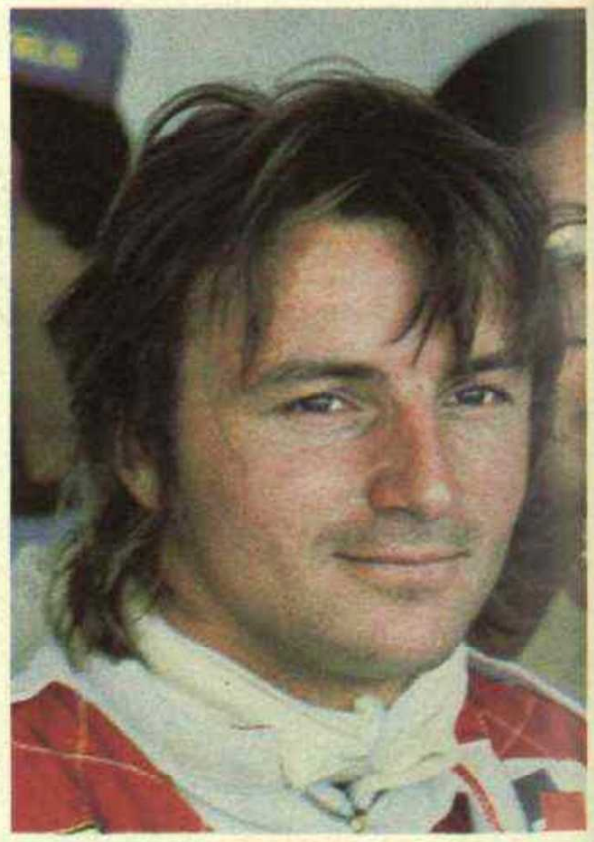
The name of the game is winning, whether in practice or in the race.



Nelson Piquet
1st USA (West) GP
1st Dutch GP
1st Italian GP



Alan Jones MBE
1st Argentine GP
1st French GP
1st British GP
1st Canadian GP
1st USA (East) GP
and
1980 World Champion



René Arnoux
1st Brazilian GP
1st S. African GP

Fastest Practice Laps

René Arnoux	3
Alan Jones	3
Jean-Pierre Jabouille	2
Nelson Piquet	2
Didier Pironi	2
Jacques Laffite	1
Bruno Giacomelli	1

Fastest Race Laps

Alan Jones	5
René Arnoux	4
Didier Pironi	2
Nelson Piquet	1
Jacques Laffite	1
Carlos Reutemann	1



Carlos Reutemann
1st Monaco GP



Didier Pironi
1st Belgian GP



Jean-Pierre Jabouille
1st Austrian GP



Jacques Laffite
1st German GP


RITMEESTER
5 HALF CORONA
MADE IN HOLLAND
ROYAL DUTCH

Efficient engineering plus adrenalin.

What leaps from 0-60 mph in just 8.6† seconds, rushes on up to 113 mph and clings to the road like a competition car, yet returns an almost unbelievable 40.9 mpg at a steady 56 mph** and requires less maintenance than most family saloons?

Answer: Ford's astonishing new XR3.

Tuned for the eighties.

The XR3 story began four years ago, just when the fuel crisis had really begun to bite.

That's when Ford went to work on a new front wheel drive Escort.

The target they set themselves was to design a car that would cost even less to run than its predecessor. But perform as well or even better.

The sports derivative of this new Escort, designated the XR3, was to become the purest expression of that ideal – the epitom of the fast, high efficiency hatchback.



High power. Low service costs.

The heart of the XR3's exhilarating performance is its brand new high efficiency engine, a triumph of elegantly simple design.

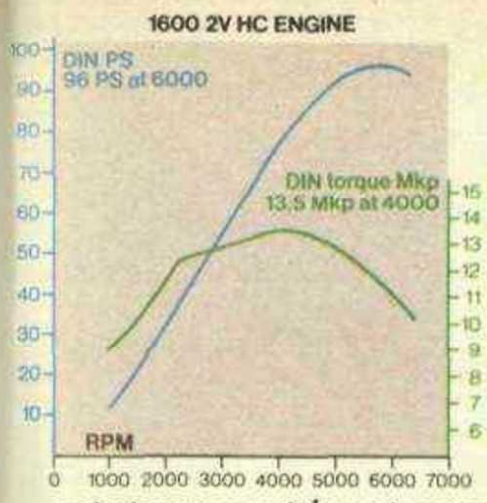
With an aluminium cylinder head, hemi-spherical combustion chambers, high lift overhead camshaft, twin choke carburettor and breakerless ignition, it produces no less than 96 bhp from only 1.6 litres.

Even more important from the point of view of running costs, the new engine is very straightforward to service. It only needs a majo service every 12,000 miles, with an interim service at 6,000.

Efficient shape. Light weight.

It's the XR3's strikingly efficient shape that releases the engine's full potential.





Thanks to a deep front air dam, the fairings round the wheels and that big dished rear spoiler, it has a drag coefficient of only 0.375.

Equally vital to acceleration and fuel economy, computer technology has kept the car's weight to a minimum without sacrificing strength.

Limpet-like roadholding.
Businesslike cockpit.

The pleasure of driving this refined little machine is sharpened by its phenomenal roadholding.

Suspension is independent all round with pressurised gas filled shock absorbers and supple coil springs, ventilated disc brakes and rack and pinion steering. And the car squats low and wide on those beautiful alloy wheels with their advanced ultra low profile tyres.

Deeply contoured bucket seats provide a businesslike driving position. The steering wheel is small, the pedals broad and firm, and the gear change short and crisp.

A nice touch, the rev counter is positioned in its housing so that the red line is at the top.



And here's another example of the technology that's gone into the car, a new electronic module activates an array of warning lights which allow you to check oil level, brake pad wear, radiator and screen wash levels without leaving your seat.

Best of all, this red blooded sports car can carry four people comfortably and has a load capacity of 48.7 cu ft with the back seat folded.

So at £5123* it's totally practical, not just a rich man's toy.

If you'd like something to stir the adrenalin, ask your dealer to arrange an XR3 demo.

*Max. price at 2nd December, 1980. Seat belts, car tax and VAT included. Delivery, number plates and head restraint pads at extra cost. †Ford computed figures.

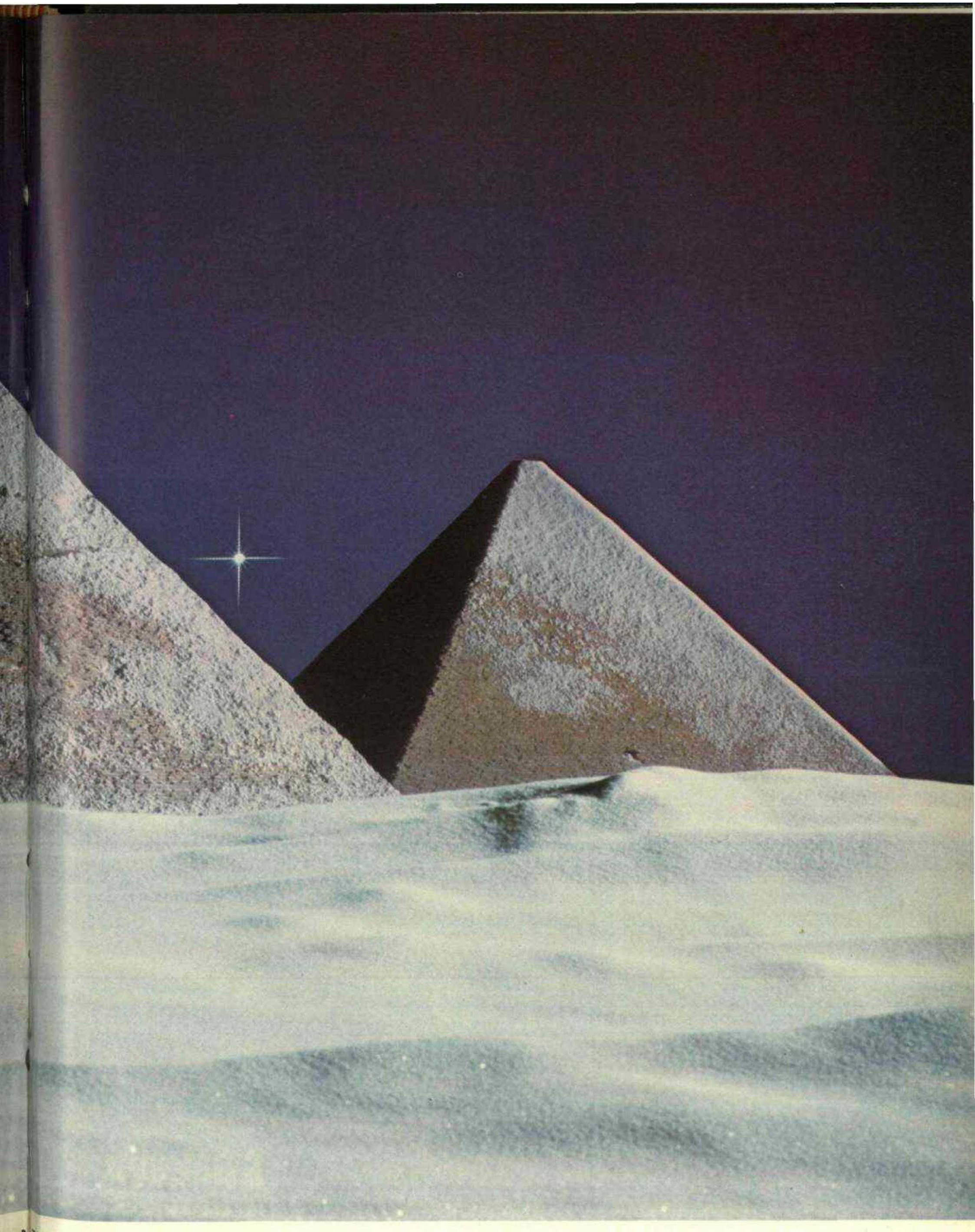
**Gov. fuel economy figures – mpg (litres/100km): Constant 56 mph (90 kmh) 40.9 (6.9). Constant 75 mph (120 kmh) 31.7 (8.9). Simulated urban cycle 27.7 (10.2).

FORD ESCORT **XR3**

Ford

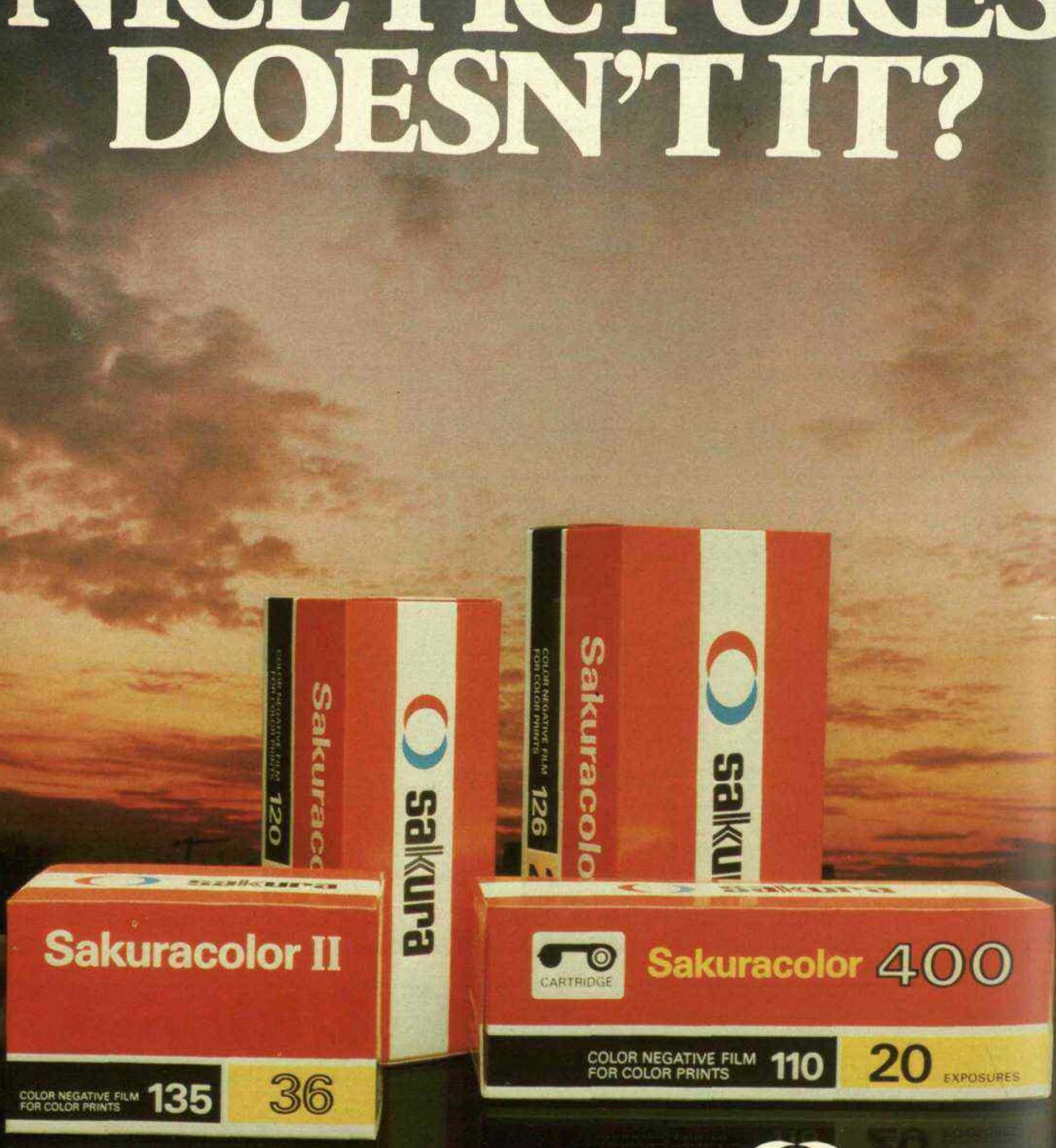


MIDDLE TAR As defined by H.M. Government H.M. Government Health Departmen



nts' WARNING: CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

TAKES NICE PICTURES. DOESN'T IT?

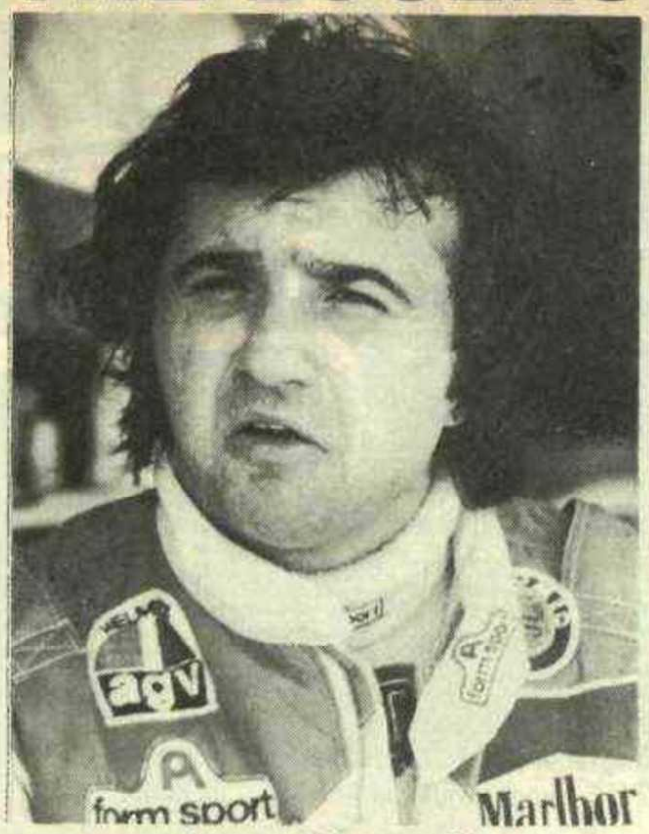


Manufactured in Japan by Konishiroku. Konishiroku UK, Feltham, Middx. 01-751 6121.

THE LOSERS

There is an old saying that says "to finish first you must first finish." If the object is to win Grand Prix races then retirements are to be avoided.

This page is devoted to Grand Prix drivers who took part in all fourteen World Championship events, with abysmal results: 50% or more retirements



Bruno Giacomelli
12 Retirements



Jean-Pierre Jabouille
11 Retirements



Mario Andretti
9 Retirements



Eddie Cheever
9 Retirements



Gilles Villeneuve
7 Retirements



Derek Daly
7 Retirements



Riccardo Patrese
7 Retirements

The Schuler Super Ranger

ARTHUR Silverton is the General Manager of the UK division of Schuler Presses, the German machine press manufacturers. He has been a Rover owner for over twenty-five years and had his first Range Rover in 1971. He started improving the vehicle shortly afterwards, as a private project, and decided that Ferguson Formula transmission combined with an anti-skid braking system would suit the Range Rover particularly well. So, in conjunction with FF Developments Managing Director, Tony Rolt, well known for his racing exploits in the late thirties and immediate post-war years, a FF Range Rover was produced. Realising that others might be interested in such a vehicle, and wishing to take the development further than he could on his own, Arthur Silverton convinced Schuler on the viability of the project. Thus the UK division of the company found themselves diversifying into the four-wheel-drive market, with Arthur's son Toby running this side of the business and that very experienced off-road event competitor, Alvin Smith, helping with vehicle testing and development.

A number of Super Rangers have been produced with varying specifications, for Schuler offer a full range of modifications for the Range Rover stretching from trim details, such as coach-lined paint finish, leather upholstery and Wilton carpets through to alterations like a four headlamp conversion, engine modifications, up-rated suspension, automatic or manual five-speed gearbox, FF transmission and Mullard electronic anti-lock braking: you name it, Schuler almost certainly do it — Range Rover-wise, that is.

My first introduction to a Schuler converted vehicle was at a test track late in July, when the prime source of interest was the effect of the anti-skid braking system. The demonstrations were most impressive, with the converted vehicles stopping in a much shorter distance than the standard version on wet surfaces, with not a trace of wheel lock and with full steering control. We were also able to indulge in some steering tests and found that with the FF system fitted, the Range Rover handles and steers quite remarkably well. The secret of all this is in the transfer box, of which more later. We were not able to try the conversion out in off-road conditions (what I consider to be the natural habitat of the Range Rover — not Chelsea!) which seemed a pity as I was sure that the altered transmission (about which I had originally been quite sceptical) would really pay off in such circumstances. A word in Arthur Silverton's ear, and arrangements were made for me to borrow his own Super Ranger (something of a mobile test bed for the various developments) for a weekend to coincide with the VSCC's Welsh Trial which I was helping to organise. I was not disappointed.

Arthur's own car has a standard engine and a Chrysler Torqueflite three-speed automatic gearbox combined with the FF transmission and Mullard anti-skid braking system. A cruise control has been fitted and the alloy road wheels were shod with Michelin M & S tyres. The trip down the M4 from Schuler's HQ near Ascot was very relaxed, with the cruise control working perfectly and keeping a steady 70 m.p.h. It was immediately apparent that the chain driven transfer box, the heart of the conversion, was very much quieter than the standard gear driven arrangement, and the heavy clonk as the transfer is made from drive to over-run, which typifies the



THE Super Ranger in its natural habitat.

standard version was completely absent. Luckily, I had no occasion to put the anti-skid braking system to the test, nor did I try any clever tricks with the improved steerability, despite the temptation of the near deserted roads between Hereford and Hay, for this was to be a test of the vehicle's performance off the road.

The weather was ideal for this sort of trial — pouring with rain, as only the Welsh skies know how. The way to the first sections was itself a challenge to competitors in such very wet conditions, being a path up the side of a field, with no proper base. The first section itself was very short, but extremely steep, something like 1 in 2½, with a muddy surface over a loose stone base. The start line was at the foot of a bank, with the cars' rear wheels in a small stream. In better conditions in previous years, I have seen Land Rovers sitting at the start of this section with a wheel spinning impotently in the mud. Thus my three passengers were more than somewhat surprised when, with the Super Ranger in low ratio, and the selector in the 1 position, I gently increased the revs enabling the torque converter to transfer power to the wheels very, very gradually — thus not breaking the limited grip between the tyres and the ground — and the laden vehicle wuffled gently up the bank and on into the bracken. I am sure that a standard version would not have achieved this climb without a run at it, and I am equally sure that I would not have been able to coax a manual FF Range Rover up: my clutch control just would not have been good enough to feed the initial power to the wheels gently enough. After this, rock and bracken, shale and mud, grass and stream were all taken in our stride and I was beginning to think that the Super Ranger was invincible, but I was forgetting about Cwmheyope.

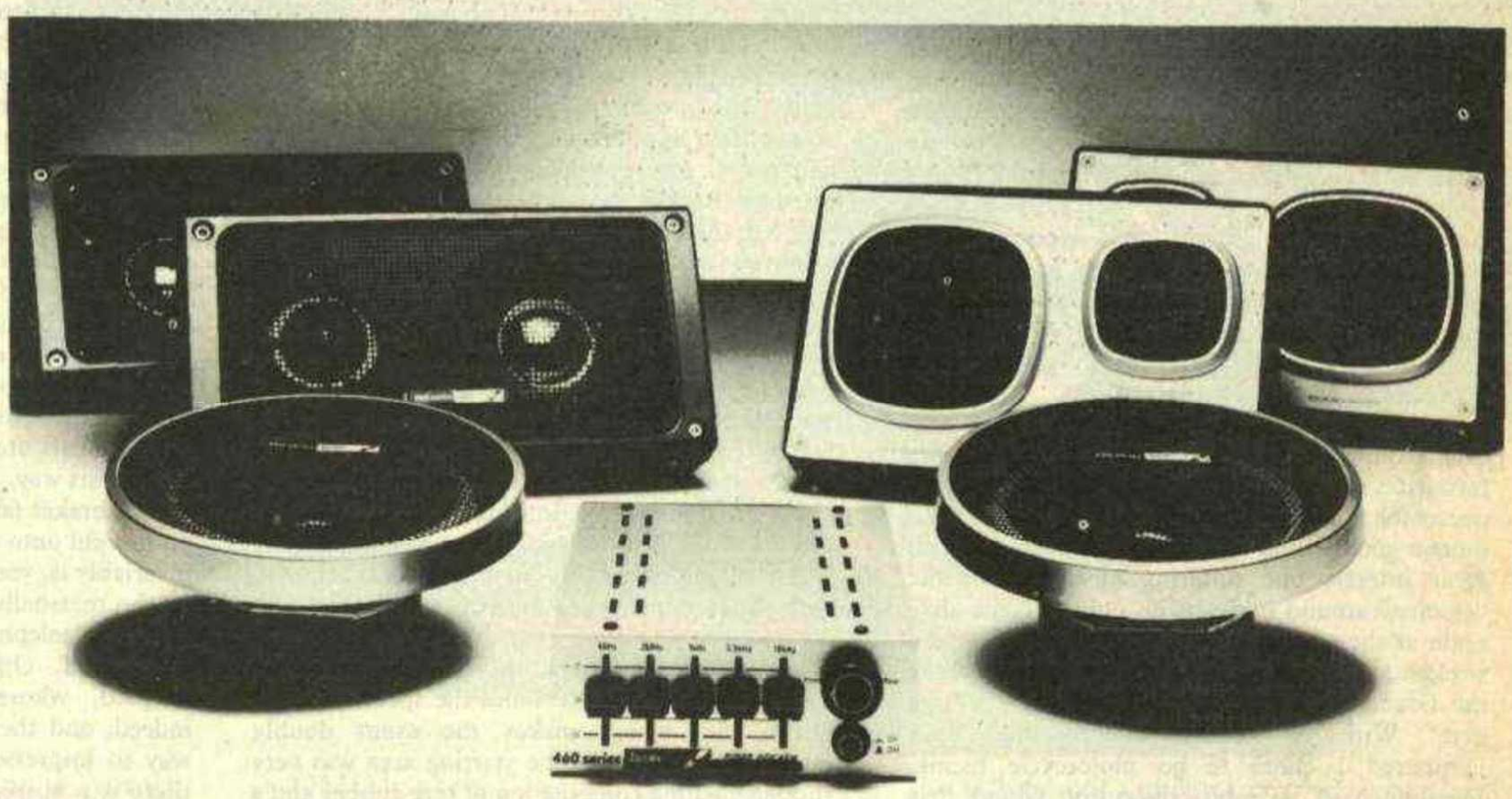
Cwmheyope is the VSCC's name for a very steep, mud on shale track running up into the woods on the north facing side of a hill. The approach is quite narrow, and there is a near 90° left-hander in a mud bath at the bottom of the section. In good years, when there has been little Autumn rain, I have seen Range Rovers with the odd competitor at the top of this hill: I have driven a locked differential Land Rover up in moderate conditions; but usually, only the bottom third of the hill succumbs to the modern four-wheel-drive vehicle. Some of the light-weight vintage cars manage it, just, but the majority flounder in the mud at the bottom. This year, there was more mud than usual. There was more floundering than usual, and only one car managed to get its rear wheels out of the mud at the bottom. The Super Ranger would have got to the top, I am quite sure, if it had not been baulked by a carelessly placed tree trunk, blocking the track. What it would not do was to start off again once we had been stopped. I tried gentle power, and it moved an inch or two. I tried a higher gear and lots of revs, hoping to cut through the surface grease to the hard standing that I knew was below. I tried reversing down and starting off again, but this time, the tyre treads were all full of mud, the track surface was really slippery and we had to give it best.

The following day was rather more pleasant, so it was something of a surprise to find myself running out of traction on a section which is not particularly steep. I attempted it a couple of times, and stuck in the same place on each occasion, despite trying different gear ratios and techniques. Thinking about this rather embarrassing failure (I had told a number of my friends how good the vehicle was), I realised that it was the one situation, relatively common, where the clever FF system can be beaten. This happens when one side of the vehicle is higher than the other, and the two wheels on the upper side are on a more slippery surface than those on the lower. The two upper wheels lose grip together and spin at the same rates, the centre viscous coupling in the transfer box knows that the two propshafts are rotating at the same rate, and can do nothing to help. The fitting of a viscous coupling, or really effective, beefy, limited slip diff, to the rear axle would prevent this, and Schuler are already working on the possibility of such a modification.

To summarise, I found the automatic FF transmission Range Rover to be very much more effective cross country than the already effective standard item (this is borne out by Alvin Smith's outstanding competition successes with such vehicles) and I only found myself in trouble when both wheels on the same side of the vehicle lost grip — a situation where a standard Range Rover would be equally badly off. It took quite a time to come to terms with the automatic gearbox set-up when coming down very steep, slippery slopes as engine braking is almost non-existent at slow speeds whatever gear is selected and the anti-skid braking system is inoperative below about five m.p.h. (so that you can actually stop!). It can also be fooled into thinking that the vehicle has stopped if all four wheels lock up together on a

Continued on page 1878

CONQUER THE SOUND OF SPEED.



THE PROBLEM

Every car's accelerator is also a noise pedal.

The harder you press it, the more engine noise, road noise, wind noise, and transmission noise it brings into play.

And at 6000 revs, accompanied by rain and a strong headwind, the best a good stereo unit can do is to compete.

You can hear it alright, but the clarity of the high and middle frequency tones is lost in the general cacophony around you.

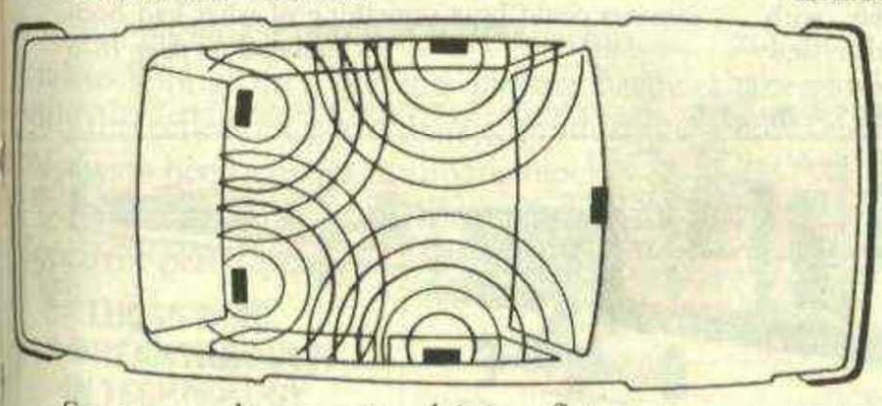
To conquer the sound of speed, your stereo needs a little help.

THE LUCAS ANSWER

To achieve more volume without losing quality, the first thing you need is more power.

The Lucas LS460 Booster produces up to 100 watts of it.

Making it one of the most powerful boosters on the market.



So even when you're driving flat-out, it rarely needs to exert itself.

Enabling your car stereo to reign supreme.

EVERY CAR DEMANDS A DIFFERENT SHAPE OF SOUND

As you can imagine, every car's interior is acoustically different.

Apart from enormous variations in size and shape, the actual surfaces reflect or absorb sound in different ways.

So the LS460 doesn't just produce more high quality sound, it allows you to shape it by incorporating a Graphic Equaliser with separate click-stop slide controls on 5 sound frequency bands, and a 5-element peak reading power indicator.

Plus a fader control to alter the overall balance between the front and rear speakers.

Enabling you to adjust the sound level for Beethoven, the Clash, or the Mother-in-Law.

PRODUCING THE POWER IS ONLY HALF THE STORY

You don't have to read Hi-Fi Magazine every week to imagine what 50 watts will do to a 6 watt car speaker.

It simply won't take it.

That's why the Lucas LS460 must only be connected to special high power speakers, capable of handling 100 watts peak power between them.

Naturally, Lucas have developed just such a range of speakers, specially for use with the Lucas LS460.

There are door speakers, and 2 types of shelf-mounting rear speakers, incorporating all the latest advanced technology that's normally associated with high quality stereo equipment for the home.

Whilst we would recommend that you ensure total compatibility of quality by specifying Lucas throughout your audio system, our power booster and high power speakers are compatible with other equipment on the market.

When you have heard the complete system we know the quality of sound that results will simply astound you, even in a small family saloon at 70 mph.

So if you're getting tired of hearing nothing but the car's resident quartet–engine, transmission, wind and tyres–fit a Lucas LS460 Booster, plus Lucas High Power Speakers.

And conquer the sound of speed.

THE LUCAS LS460 SERIES IS AVAILABLE FROM MOST GARAGES, ACCESSORY SHOPS AND LUCAS SERVICE AGENTS WHO ARE LISTED UNDER 'GARAGE SERVICES' IN YELLOW PAGES.

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A Weekend by the Sea

REGULAR READERS may have noticed last month that the end of season Grand Prix races in Canada and the United States were written by A.H. and not by D.S.J. The reason is simple; as my three score years approach I still have the urge to compete rather than watch, and I satisfy that urge by racing a motorcycle in a small amateurish way. Some years the timing of the International calendar of Formula One races slots neatly into my clubman's calendar and by flying back from a Grand Prix (and getting the story written promptly!) I can escape for a weekend to a motorcycle sprint or a hill-climb and ride my "home-built" 650 c.c. Triumph engined special for the sheer fun and satisfaction of it. Success is something that has never really entered my competition career very seriously.

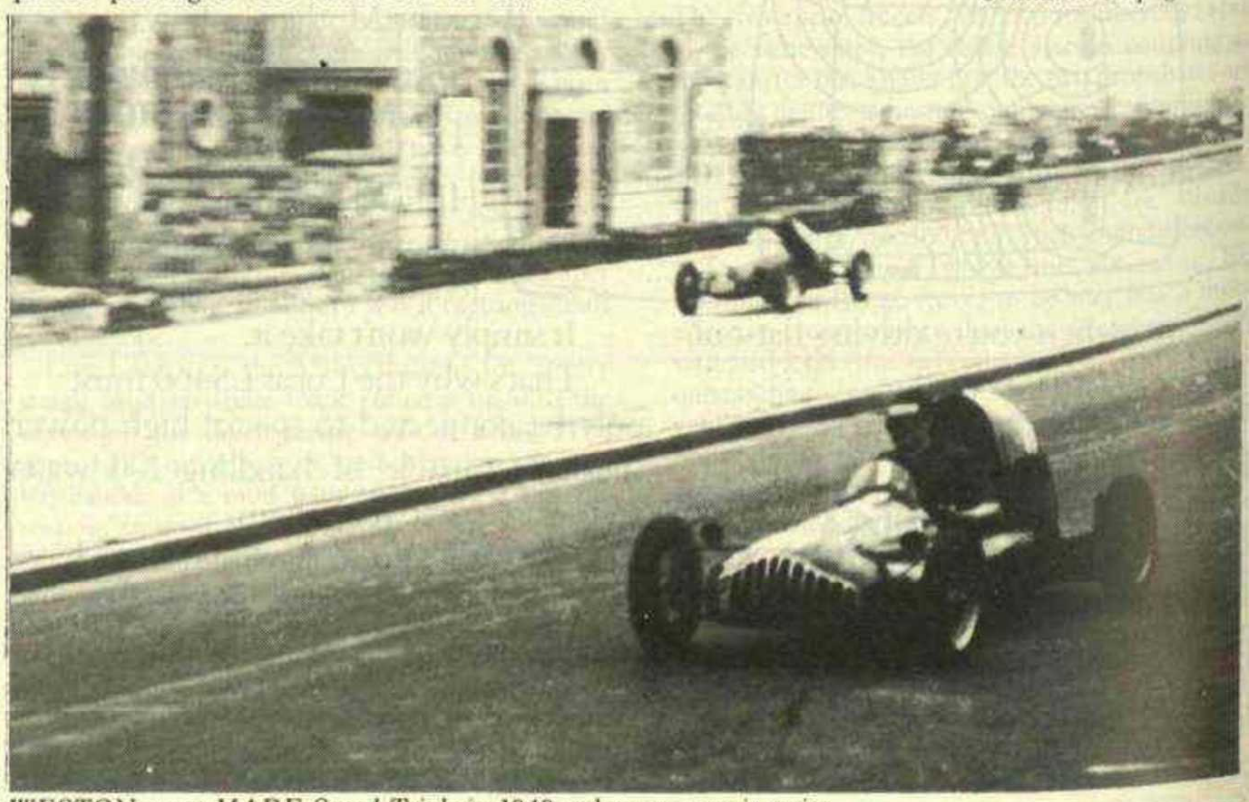
This year my clubman's calendar had two events on one weekend, both of which are favourites of mine, but the weekend was the same one as the final Grand Prix of the year. It has been quite a good Grand Prix season, starting off with great interest but suffering an attack of the "glooms" around mid-season, only to come alive again at the end, so I was rather torn between a weekend of competitive motorcycling or watching the Grand Prix season ending on quite a high note. With my active motorcycling years numbered I chose to go motorcycle racing. Fortunately A.H. who covers the Grand Prix season for our sister weekly newspaper *Motoring News* has very similar views on Grand Prix racing to those of my own. We both think that the name of the game is winning, we can watch with appreciation a driver like Villeneuve whose approach to racing is a breath of fresh air, we admire the down-to-earth approach of Alan Jones, the brilliance of Nelson Piquet, we like the total lack of "bull" in the Williams team, the open and pleasant honesty of the Renault team, the fervour and passion of the Ferrari team and a superb Grand Prix start makes us both stand up and cheer. Consequently, when A.H. said he was prepared to cover the North American races for MOTOR SPORT in order that I could indulge in a little personal competitive riding and a stirring of the adrenalin, I was happy for my part, and I hope for MOTOR SPORT readers, to let him do my job for me.

My weekend involved a trip to the West of England, with a speed trial on the seafront at Weston-super-Mare on the Saturday and a hill-climb at Hartland Quay on the North Cornwall coast on the Sunday. The speed trials at Weston-super-Mare have been taking place annually since 1948, when they were instigated by the Bristol Motor Cycle and Light Car Club. The venue is the road running westwards from the pier, with the sand and sea on one side and the lawns and seafront gardens on the other side. These speed trials started out as a standing-start half-mile, with cars running two at a time, one on the roadway and the other on the very wide promenade normally restricted to pedestrians. The course takes a long gentle curve to the right, but not severe enough to cause any problems. When the promenade sprouted lamp standards and seats the two-at-a-time running had to be curtailed and the running was restricted to one car at a time on the roadway. This road and the gardens are the property of the town council, which is why it can be closed and used for motoring competitions. After a number of years the organisation passed over to the Burnham-on-Sea Motor Club, and today's Secretary of the Meeting, Ben Durk, has been organising this annual affair for 17 years. The meeting is essentially for cars, from tuned-up saloons to ex-Formula One cars, but as with so many western motor clubs the Burnham-on-Sea club is sympathetic to motorcycles and each year invite nine solo motorcycles and three sidecar outfits to give "demonstration runs", which is how I get my annual ride up the Western-super-Mare seafront. Although classified as a "demonstration" so that there is no actual competition and no awards, nobody hangs about and we all give the bikes "full noise" from the word go. Back in the 'sixties the roads around the pier entrance were rebuilt, with a one-way system of traffic islands and so on, which meant that the starting line had to be moved westwards. As the end of the seafront road runs straight onto the beach it was not possible to move the entire measured half-mile westwards, so the distance was reduced to the International measurement of 500 metres, or half a kilometre. This did not detract from the event in any way at all and if anyone had an eye on International records they could use the Weston course as a yardstick.

Individual times are taken by beam-timers, with the terminal speed measured over the finish line, so when you are competing you are out to improve on two things, the time to cover the standing-start 500 metres and the speed over the finish line, which makes the event doubly interesting. This year the starting area was very slippery, with a combination of tyre rubber and a fine layer of sand, so that the first 50 or 60 yards were quite exciting, even on a comparatively low-powered bike like mine. My fastest run, which wasn't the neatest of the four that I did, was a 15.54 sec. with a terminal speed of 103 m.p.h., the Triumph twin-cylinder engine turning over at 7,200 r.p.m. Another competitor on a 350 c.c. modern racing Yamaha got a time of 15.43 sec. with a terminal speed of 118 m.p.h. It would have been fun if we could have run together. All this paled into insignificance when the two big bikes ran. The first was a production road-going 1,100 c.c. 4-cylinder twin-overhead camshaft Suzuki, which the rider had ridden up from Plymouth that morning complete with pillion passenger. He removed the rear-view mirrors, fixed racing numbers on and did a time of 13.70 sec. with a terminal of 120 m.p.h. The other big bike was a modern road-racing solo 750 c.c. water-cooled two-stroke Yamaha, ridden by the sidecar racer Mick Boddice. His time was 13.44 sec. but his terminal speed was 137 m.p.h.! These two big bikes together would have made a fine sight (and sound). While we were enjoying our own little private competition and hopefully pleasing the spectators with our "demonstration" our sense of proportion was kept in check when we heard that the fastest racing car had just clocked 154 m.p.h. over the finishing line. That must have been exciting; it certainly sounded impressive from the paddock.

The whole atmosphere at the Weston-super-Mare speed trials is very pleasant and relaxed, everyone is friendly and courteous and the proceedings run so smoothly that you are hardly aware of all the people involved in the organisation. Competitors are funnelled up to the starting line along a single-car-width avenue of barriers, with spectators on both sides and as each one comes out of the funnel and into the start area the marshals are ready to line him up and send him on his way. At the far end of the braking area if your brakes fail or your throttle sticks open you go straight onto the beach, but if all is well, and it invariably is, you turn a corner to the left and stop in the marshalling area where there is a young lady on a telephone ready to give you your time and speed. On this corner is the municipal hospital, whose authorities are very tolerant indeed, and the organising club go out of their way to impress upon competitors the fact that there is a hospital at the end of the course, not from the point of view of its convenience should any competitor have an accident, but to get everyone to co-operate in keeping noise down to a minimum. Co-operation seems to be the keyword at this pleasant event, and competitors switch their engines off as soon as they can after finishing their run. Any manoeuvring of cars in the finish-paddock is done by hand by a band of willing marshals. During the meeting one of the staff from the hospital was going round the paddock with a tape-recorder making interviews and so on for a programme that was being compiled to be broadcast over the hospital radio. This seemed to be an excellent idea so that the inmates could hear something of what had been

Continued on page 1878



WESTON-super-MARE Speed Trials in 1948, when cars ran in pairs.

THE MOST POWERFUL DRIVING LAMPS IN THE WORLD



Thanks to the steady improvement of standard headlights, most auxiliary lighting has become a mere duplication.

Yet the fundamental object of having additional lamps is to acquire something extra.

So Lucas have developed a new quartz halogen driving lamp that simply outperforms every other lamp. It's the first really new auxiliary lamp developed in years–and it's British.

And when you consider that there are stringent European legal regulations to meet, that's no mean achievement.

THE UNIQUE NEW HOMOFOCAL LUCAS 20-20

To produce a world-beating driving lamp obviously required some inspired thinking.

Our major breakthrough was in perfecting the homofocal DMC reflector.

Basically, it's an extremely precise 'stepped' reflector that accurately collects the light from a halogen bulb filament, concentrating it into a powerful beam.

And as the diagram shows, it produces its power from a shallow reflector, neatly demonstrating that you don't need a big, bulky lamp to achieve maximum safety.

The homofocal principle has been around for some time.

But because traditional steel reflectors tend to 'spring' after pressing, playing havoc with the reflector's performance, production has always been a major stumbling block.

So Lucas simply developed the perfect material.

LUCAS DMC. A BREAKTHROUGH IN TECHNOLOGY

This is a special compound, developed by and exclusive to Lucas.

Unlike steel it always keeps in perfect shape, at all working temperatures.

Enabling Lucas to manufacture a homofocal reflector that retains its efficiency permanently.

DMC has other useful properties too. It's durable, completely rustless, and very light in weight.

Add to that a specially treated glass, matched to the optical performance of the homofocal reflector, that maintains accurate light distribution at all temperatures and it's fair to say that the new Lucas 20-20 makes every other lamp obsolete.

IT BURNS OFF THE OPPOSITION

Having digested enough advanced technology for one day, let's take a look at the performance of the new Lucas lamps.

We tested the Lucas 20-20 against other leading lamps, and for sheer long-distance penetration and spread, there's nothing to touch it.

Not one of them could hold a candle to the Lucas 20-20.

Proving that it's the most powerful 'on-the-road' driving lamp in the world.

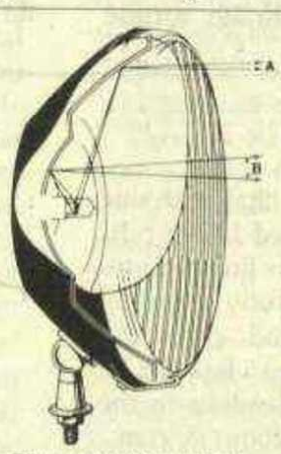
Average Lighting Performance Against Competitor Lamps

TEST	CIBIE SUPER OSCAR	CIBIE OSCAR PLUS	WIPAC HAIR RAISER	LUCAS 20/20
Straight Ahead	105020.49 Candelas	116279.07 Candelas	80010.49 Candelas	156230.49 Candelas
Illumination of distant hedgerows	4218.750	4018.254	4375.555	4556.250
Illumination at 75 metres	668.6899	664.8936	643.0686	821.8199
Illumination at 50 metres	405.5263	422.7941	486.2059	652.0863

In stringently controlled standard tests, including the ECE headlamp test conditions, size for size the Lucas 20-20 driving lamp produced considerably more long-distance penetration and spread than any other leading lamp.

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Surprisingly, the world's most powerful driving lamp isn't always beaten on price.



The stepped homofocal reflector, with its two different forms, gives brilliant central intensity (A), as well as extra light at wider angles (B)

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And because of its unique design and construction, no other lamp combines such consistent power and accuracy, with such total durability.

Just one of the benefits of Lucas High Technology.

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You'll find them at all Lucas Service Agents and most major car accessory shops.

And if all this makes you unhappy with the lamps you've got now, then we can only apologise.

But that's progress for you.

Please send me full information on the Lucas 20-20 lamps, and the rest of the Lucas Car Accessory Range.

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MS12/80

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THE SCHULER SUPER RANGER —

continued from page 1874

greasy slope. Nonetheless, a little care and experience soon showed that there was no great disadvantage to an automatic, while there was much benefit in terms of smoothness.

As metioned before, the heart of this conversion is in the transfer box: this is where the drive from the gearbox output shaft is transferred and split to the two prop-shafts. On the standard Range Rover this transfer is achieved by a gear train and a conventional differential which will accommodate any amount of speed difference between the front and rear prop-shafts, but which can be locked for off-road applications. It is this transfer box which produces the familiar Range Rover clonk when drive is taken up, or when going onto the overrun.

The FF transmission has a snatch-free chain driven transfer box incorporating a viscous coupling and a differential which, by epicyclic action, provides a 40/60 front/rear torque split, and it is this viscous coupling which prevents more than a few per cent relative movement between the front and rear propshafts — a FF converted Range Rover can be driven with one of the propshafts removed completely.

On the FF transmission, the differential is of the epicyclic type. The carrier is the input, the annulus the rear output, and the sun gears provide the front output by way of a chain drive. The difference in diameter between the front and rear outputs (the sun gear and the annulus) provide the unequal torque split, while the viscous coupling acting directly between the annulus and the sun gear shaft limits the relative speeds of the two outputs, thus preventing wheelspin, and also transferring brake torque



THE only occasion on which the Super Ranger failed to fulfil expectations was when the n/s wheels were deep in a rut, the o/s wheels in thick mud and the vehicle on a 1-in-3 slope.

from one pair of wheels to the other when the front-rear grip is different in a heavily laden vehicle. The viscous coupling consists of a number of interleaved plates, rather reminiscent of a multi-plate clutch, not actually touching, but running in a special silicon based fluid. This offers no resitance to small speed difference between the two axles, as are common when manoeuvring in tight spaces, or when accommodating differences in tyre diameter, but the resistance to speed variations rises rapidly if one wheel tries to spin, or to lock. It is because this viscous coupling is fitted that it is possible to incorporate a single-sensor anti-skid braking device. The sensor is fitted to the input shaft of the central differential, and the Mullard devised electronic module reverses the hydraulic line pressure during anti-skid operation by means of a solenoid operated valve fitted to a basically standard servo. The hydraulic lines are barely altered from standard, and the system is built fail-safe.

Cost? The FF transmission conversion will cost about £2,400 including VAT, and the anti-skid braking system about £1,300 including VAT, although, of course, the latter can only be fitted to a vehicle which has the former. A 12 month warranty is given, and the fitting of these modifications to a new Range Rover does not invalidate the BL Warranty. An expensive business, but the difference is appreciable, and Schuler have a waiting list of customers wanting this treatment for their vehicles.

When I returned the rather muddy Super Ranger to Ascot, I was able to have a brief drive in Toby Silverton's Super Ranger — this one fitted with a 4.4-litre engine, hot cam, five-speed box with overdrive fifth, the FF and anti-skid options, lowered suspension, wide wheels and tyres — by way of sampling a Super Ranger converted for mainly road application. Just the sort of Range Rover I have been liable to scorn as being pointless: I still feel it is rather unnecessary, but I did enjoy it, watching 3-litre Capri drivers wince as they were out-dragged from lights . . . but that is another story. — P.H.J.W.

A WEEKEND BY THE SEA

continued from page 1876

going on outside all day. He had a chat with our fastest rider, the one who had clocked 137 m.p.h. over the finish line. When the class is finished you return along the promenade, skilfully avoiding the seats and lamp standards and enter the paddock to one side, so that the next class can be all ready, lined up in the funnel leading to the start-line. Everything is over by about 5 p.m., everyone having had two practice runs in the morning and two competitive runs in the afternoon, and when the weather is as good as it was this year you could not wish for a more pleasant day by the sea.

As I was loading my bike into my van I was chatting with Reg Phillips, who used to be one of the leading RAC Hill-Climb Championship contenders and who still enjoys a sprint meeting or hill-climb with his turbo-charged 3000 AC coupé. I was well satisfied with the four runs I had done on my home-built special, having clocked well over "the ton" on each run, but I was watching my friend Dave Place taking the numbers off his 1,100 c.c. Suzuki, putting the rear-view mirrors back on and preparing for a quick ride home to Plymouth. I tried to imagine what a bike with that sort of performance must be like on the open road, and I began to wonder if I hadn't got it all wrong, going to the trouble of spending many hours building a racing bike, carrying it about in a van, and going through all the motions of being a racing motorcyclist, when I could go and buy a fast modern touring machine that, fully equipped, was so much faster than my bike that it was silly. Reg Phillips said, "yes, but the Suzuki is nearly twice the capacity of your bike, and probably cost £2,500 whereas yours cost



THE Hartland Hill-Climb is "wild and woolly".

£250 and you had all the fun of building it". He was absolutely right, satisfaction is relative.

Leaving the pleasant atmosphere of Weston-super-Mare I drove for three hours along the North Devon coast onto the promontory of Hartland Point, arriving at the Hartland Quay Hotel in good time for a few drinks in the bar with the other lads that were staying there for the hill-climb on the following day. This rugged coast-line of the most wonderful rock formations is wild and woolly at the best of times, and the hill-climb is equally wild and woolly. Although I describe Hartland Quay as being in Cornwall, I believe it is actually in Devon, but the boundary between the two West of England counties is somewhere very close by. The Quay itself is virtually cut out of the rocks and dates back to the days of Sir Francis Drake and at the foot of the cliffs is the hotel and pub. From outside the public bar a narrow road winds up the side of the cliff in a series of left and right hand bends and is a private road until it reaches the top of the cliffs, which is why we are able to use it for a motorcycle hill-climb. The road is bumpy, but the bumps are the same for everyone and if you haven't got both wheels clear of the ground at about 70 m.p.h. over the finishing line you are not trying. Inevitably someone falls off on one or other of the bends, but injuries are rare, as speeds are comparatively low

Continued on next page

FORMULA ONE TREND OF DESIGN

Ignition Systems

THERE HAS always been variety in ignition systems for racing engines, different systems offering different advantages and appealing to individual designers or choice being affected by nationalism and industry. In the days of the racing magneto there were Lucas, Simms, Bosch, Ducellier, Scintilla and so on, each having its following. Just as the ignition system is a vital and important part of an engine, so the sparking plug is equally important and plug manufacturers invariably work hand-in-hand with ignition manufacturers. The magneto disappeared from the racing engine around 1959/60 and as peak r.p.m. of racing engines increased coil ignition took over, starting as the simple electric coil and distributor and developing into highly sophisticated electronic equipment.

The igniton manufacturers were, and still are, always seeking to provide bigger and better sparks to fire the plugs as compressions and b.m.e.p. figures keep rising and American systems at Indianapolis led the field in ultra-high voltage. A point was reached where the normal single electrode sparking plug could no longer sustain those high voltages for more than a few minutes so a new type of sparking plug was called for. The high voltage ignition systems were known as capacity discharge and the special sparking plugs developed for use with this CD ignition were called surface discharge, or SD, Basically these plugs did away with the separate tag to which the spark jumped from the centre electrode on the normal plug. Instead the centre electrode discharged radially in all directions to the annulus of the outer body of the plug over the full 360 degrees, all at the same time, or to any particular point that happened to be nearer to the centre electrode or offering the best conditions for a spark to travel through.

The CD ignition system and the SD sparking plug eventually found their way to Formula One engines, and the Champion sparking plug people in particular worked closely with the Italian Magneti-Marelli firm on a system for the flat-12 Ferrari engine. A variation on the surface-discharge plug is the Semi-surface-discharge plug, in which there is an annular air-gap between the insulator surrounding the central electrode and the outer body of the plug, the spark being able to traverse the gap at any point, radially from the central electrode. At the moment in Formula One the Magneti-Marelli CD ignition system is the most popular in use on Ferrari and Alfa Romeo engines, naturally, and also on the turbo-charged Renault V6. Of the Cosworth DFV users McLaren, Lotus, Ligier, Arrows and Osella all use Magneti-Marelli, while Fittipaldi use it on 50% of their engines, being unconvinced of its superiority to the orthodox Lucas coil system. On this Italian system there is no automatic retard mechanism to ease starting, though usually a DFV will fire up on fixed ignition advance. However, if it doesn't go first time there is a "retard" switch in the system that can be pressed to delay the spark and give a retarded ignition firing point, the spring-loaded switch being released as soon as the engine fires. An advantage of the SD or semi-SD sparking plug is its ability to continue firing even when "wetted" by a rich mixture, so that mechanics love the system as it has done away with the bogy of "wetting all the plugs". Known affectionately as the "lightning-voltage system" an engine that has got hopelessly rich with flooded injection trumpets can still be made to start without the necessity of removing and drying the plugs.

A similar CD system has been developed over the last few years by Walter Scherhag, a German electronics engineer with a factory near Frankfurt. His firm is called Contactless Ignition and his first experiments with the Cosworth DFV were with Team Tyrrell in the days of the Project 34 six-wheeler. He was soon working closely with Cosworth Engineering and Champion plugs and today Williams, Brabham, Tyrrell and ATS all use Contactless ignition on their engines. While developing the ignition system Scherhag also perfected a vastly superior "rev-limiter" to the Lucas one normally used on Cosworth engines. Teams have found that the Contactless "rev-limiter" is much more consistent in its ability to "fade" the ignition at a pre-set figure. Today's Cosworth V8 engines are limited to 10,800 r.p.m. and the latest engines, with larger diameter valves, known as "big valve Cosworths" are rather critical on peak r.p.m. All the teams using the Contactless ignition system praise the "rev-limiter" and its ability to remain constant, whereas the Lucas system has been known to vary over two or three hundred r.p.m. At today's cornering speeds the driver has little time to actually "read" the tachometer on gear changes and relies on the "rev-limiter" to tell him when to change gear.

As the name of the German firm implies there are no orthodox make-and-break ignition contacts in the system, nor in any other racing ignition system these days, the pulses being effected by a "trigger" pick-up against serrations on the flywheel or on a rotating disc, or as in the case of the latest Cosworth engines, off the nose of the crankshaft. This is the most satisfactory place to take your "pick-up" from as it is compact and suffers no variations due to back-lash in gears as you get if you take it from a camshaft or a distributor disc.

The third system in use is the normal Lucas coil system as developed for the Cosworth V8, but only the Ensign team use this English system exclusively. Fittipaldi use it on half their engines, unable to convince themselves of any advantage or disadvantage over the Magneti-Marelli system. The Lucas is not a capacity discharge ultra-high-voltage system, so it uses normal sparking plugs.

Some drivers who have tried Cosworth V8 engine with Lucas ignition against engines with Magneti-Marelli or Contactless CD ignition and SD plugs, feel that the latter system gives better torque characteristics. What is probably happening is that the SD plugs are working better at lower r.p.m. when the injection mixture is not perfect, probably too rich after being on the over-run, so the feeling would be that the CD ignition is giving "pull". Actually it is the surface-discharge plug that is better, but it needs capacity discharge ignition to make it work. It is a "chicken-and-egg" syndrome.

There is no doubt that the general trend has been towards CD ignition, with Magneti-Marelli the favourites. Their technical assistance during practice and testing encourages this, while Walter Scherhag is making big strides with his Contactless firm and working closely with the teams. Lucas seem to be falling by the wayside, not through lack of expertise or enthusiasm in the racing division, but from apparent apathy in the hierarchy. It seems that "management" cannot, or will not, see the value in Formula One racing.

D.S.J.

Continued from previous page

and no-one would think of riding without leathers, boots, gloves and crash-hat, even if they were allowed to. A ride up the Hartland Quay course doesn't take long (I'm still trying to break 30 sec. and keep up with the fast boys!) but it is immensely satisfying and it makes the adrenalin flow just to look at the cliff face and the rock outcrops. This event has something in common with the Weston-super-Mare speed trials, in that it takes place by courtesy of the land owner, and the goodwill and tolerance of the landlord of the hotel. Because the Weston-super-Mare Speed trials only happen once a year, the noise and disruption they cause is tolerated. If clubs tried to run six events a year, for example, everyone would soon get fed up. Equally, we can run events at Hartland Quay before the summer tourist season begins and after it is finished. To try and run events in the summer would not only be ridiculous but would be anti-social. I find that people are generally tolerant providing you don't exaggerate, but too many sporting venues have been lost due to "flogging-them-to-death" and exaggerating. It is very easy to have too much of a good thing.

Before going to bed on the Sunday night I listened to Simon Taylor on the BBC telling us about the last Grand Prix of the year and hearing how Alan Jones, in spite of having sewn up the World Championship at the previous race, drove brilliantly after a first corner mistake that dropped him to 12th place, and battled through to second, behind the flying Alfa Romeo of Giacomelli and took over the lead when the Alfa expired. "Good old Jonesey-boy" I thought, "he's a real racer and a very worthy World Champion". He could so easily have cruised round after his excursion off the track and trailed home eighth or ninth or something, but then Alan Jones is not like that. As I went to sleep I thought, "that's odd, there were 22 other drivers in that race who *could* have been in second place when the Alfa expired, and ten of them were *ahead* of Alan Jones on the opening lap, I wonder what they were all doing." I slept soundly after a very pleasant weekend by the sea, safe in the knowledge that A.H. would tell me all about it when he returned to London.

D.S.J.

* * *

The Things They Say

Before driving a Rover V8 saloon in the Motor Show Trophy Race at Donington Park, Alan Jones (1980 World Champion F1 driver) is quoted as saying "It will be totally different — it is a lot heavier than a Formula 1 car, a lot less powerful, has no ground effects, but it is for these reasons I am looking forward to the race". The Press hand-out stated that the challenge of driving the Rover V8 saloon was an attractive proposition to Jones.

He has been racing a car like that for most of the European season. No, not a Williams FW07B, but the BMW "Procar" M1 coupe. The "one-make" circus races have accompanied most of the Grand Prix events in Europe this season and Jones has been one of the regular competitors.

ROAD IMPRESSIONS

The Toyota Crown 2.8 Super Saloon



MANY years ago someone in Australia who had close associations with Rolls-Royce aeronautical products, and therefore knew good engineering when he encountered it, told me how satisfied he was with a big Toyota six-cylinder saloon, at a time when the Japanese penetration into Europe had scarcely begun. I have ever since been interested to know more about this car and, with the different makes of smaller Japanese saloons now looking more or less all alike, it was nice to be driving away from the Birmingham Motor Show in the latest Toyota Crown Super Saloon, with its 2.8-litre overhead-camshaft fuel-injection engine, if only to enable me to keep abreast of what the challengers are doing.

The Toyota Crown is an impressive-looking motor car, rather like a crib of a big Ford or Vauxhall of a few years ago. Inside, all is spaciousness, detailed convenience, with extraordinarily complete equipment and mod. motoring cons. The specification is conventional front-engine, back wheel drive, with a live rear axle. The six-cylinder 83 × 85 mm. (2,759 c.c.) engine has a 7-bearing crankshaft, Toyota electronic fuel-injection, breakerless ignition, a chain-driven o.h. camshaft, and an aluminium cylinder head. The drive goes via an Alsin-Warner 3-speed automatic-transmission in conjunction with an auto-selected overdrive. This ingenious overdrive can be locked out by a switch on the facia but there is so much performance available with it in use that I had it in operation almost throughout the test. The gearing is very high, though bettered by the Rover 3500 SE which does 2,693 r.p.m. at 80 m.p.h., the Toyota's engine doing 2,965 r.p.m. at 80 m.p.h. in o/d top, but the Rover is 740 c.c. larger. Let me say here and now, before you get the impression that this is a very big and therefore fuel-thirsty car, that the 191.3"-long, 105.9"-wheelbase Toyota returned m.p.g. figures of from 24 to 26 and will, apparently, give from 27 m.p.g. to well over 30 m.p.g., if driven reasonably pussy-foot.

So here is an impressively big, very spacious car of truly notable 4-star economy, and as its fuel tank holds 15.8 gallons, the range is highly commendable, too. It is also a very soothing car to drive. The engine is very quiet under all ordinary conditions, and inaudible when idling. The cooling/heater fan makes just a hiss, on any of its three speeds. The gearbox has the expected hold-bottom and second positions but they are seldom called for.

The Toyota Crown is fitted out with almost every conceivable piece of equipment for the creature comfort of its occupants. Air-conditioning (although I really needed a course on this to learn how to use it to the best advantage!), press-button and lever to release the boot-lid and fuel-filler flap without leaving the driving seat, recirculating air-conditioning for the rear occupants, incorporating a freezer to take four beer-cans(!), with their own controls for this and the radio, the most sophisticated self-seeking, volume-compensating radio imaginable, driver's seat adjustment in three dimensions, up, back-and-fore and squab-angle, with 3-degree lumber support adjustment as well, interior lighting that comes on as a key is turned in a door lock, electric windows, make-up mirror normally concealed in the big lockable cubbyhole, map-reading lamp, front and back compartment reading-lights, retracting rear-seat head-restraints, plenty of interior stowages, a *seven*-digit with decimals mileometer (watch it, Volvo!) in the speedometer, which dial is matched by a neat, smaller tachometer dial, sensible warning lights. Engineering-wise there are 24 electric fuses protected by three fusal links, separate driving-belts for viscous-coupled coolant fan, the alternator and the air-conditioning pump, and even chocks to aid tyre-changing.

An idea of the practicality of the equipment is provided by the self-opening boot release with an override within the cubbyhole, which can be locked, preventing access by the driver alone. There is an unusual form of central door-locking, by first locking all four doors from a switch on the driver's door sill, then using the pip to unlock this door, relocking it from without with the key. I prefer the more conventional central locking. There is a digital clock, shining too brightly at night, when, although the facia-lighting can be doused with a rheostat-switch more effectively than in the Rover, there remains too much brightness from the complex radio/stereo panel and the illuminated gear-position indicators.

The engine will run up to 5,800 r.p.m. before the red-warning line on the tachometer dial is reached and it develops 145 (DIN) b.h.p. at 5,000 r.p.m., and 123 lb./ft. torque at 4,000 r.p.m. — a nice lazy unit. The power steering, geared 3¾ turns, lock-to-lock, is satisfactory without being in any way outstanding. Acceleration is impressive, even in o/d, being of the order of 0 to 60 m.p.h. in 10½ seconds, while top speed, for what this is worth, is around 113-114 m.p.h. There is generous carpeting about the interior of this impressively-large car, its seats, upholstered in thick moquette, are comfortable, the boot large and unobstructed, with the spare wheel under the floor and the tools neatly in a locker. The aforesaid very fine radio has an aerial with a facia switch for extending and retracting it. There are Cibie dual halogen headlamps but on dip the beam was lethally inadequate. The reversing illumination was excellent; perhaps I should have driven the Crown backwards after dusk.

This is altogether such a fully-equipped, such a convenient big saloon that it is very competitively-priced at £8,840. So why are we not all driving them? The reason lies in the poor roadholding and indifferent ride after you have compared the Crown with a Ford Granada or Opel Senator (or Vauxhall Royale). The disc/drum servo brakes are very light and nicely progressive in action but the steering of the Japanese car is too vague, but can be lived with, for it is pleasantly light. The Toyota Crown's cornering is another matter. There is initial gripless understeer that quickly turns into bad oversteer and the lack of grip in the wet can be quite disturbing — I had an embarrassing moment on a corner I know very well, coming downhill into Burford from Stow-on-the-Wold. This diminishes the Toyota Crown, in the eyes of fast drivers. But I would like to try it on tyres other than the Japanese Dunlop SP Steelexcell 70-195/70 HR 14" ones of the test car. For those not addicted to hurrying, and for fleet usage, the Toyota Crown Super Saloon, by reason of its quiet running, very praiseworthy petrol economy and its astonishingly comprehensive and well-contrived equipment, can be seen as a competitively-priced proposition. The flat, square lines are impressive, too, but I did not like the wheel trims. Certainly it is a car well worth trying, although one tall driver said he would need more room in the driving seat. You can obtain more information by contacting Toyota (GB) Ltd., at The Quadrangle, Rédhill, Surrey RH1 1PX.

W.B.

The Maclure Riley to RRA

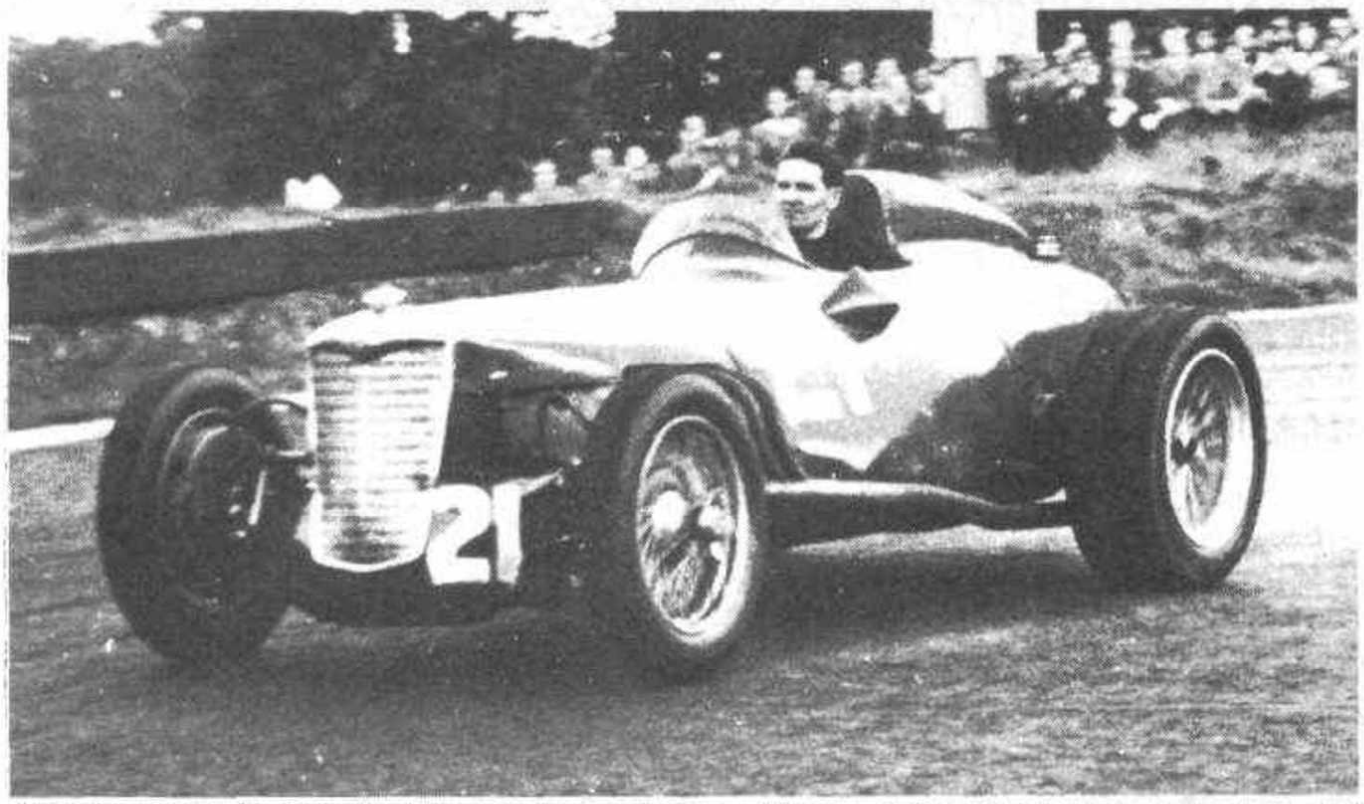
DURING 1936 and 1937 Percy Maclure was competing in all the major British motor racing events with a Riley that was undergoing continual development. It was one of the long-tailed Ulster TT Sprite cars, which he ran stripped, as a pure racing car, using a variety of engines from 999 c.c. four-cylinder to 1,986 c.c. six-cylinder, picking whichever size seemed to suit an event or handicap class. The difference in the lengths of the 4- and 6-cylinder engines was accommodated by means of long/short gearbox tail-shafts and long/short torque-tube ball housings.

In the winter of 1937/38 he acquired the Riley works chassis with independent front suspension on the Andre-Girling swing-axle system with large-diameter coil springs, which had been raced in 1936, and with it the long-tailed offset single-seater body with head fairing. Using his own car and this ex-works chassis Maclure concocted a new car for 1938, fitting his TT-type tail and a Riley radiator grille in place of the works bulbous front. He continued to ring the changes on his own collection of Riley engines, all unsupercharged, multi-carburetter six-cylinders, using 1,486 c.c., 1,738 c.c., 1,748 c.c. and 1,986 c.c. capacities. He changed the original rod-operated Girling brakes for some very special Lockheed two-leading shoe hydraulic brakes, but retained the normal racing Riley gearbox, torque tube transmission and rigid rear axle spring on semi-elliptic leaf springs. He ran a very full programme of events throughout 1938 from Shelsley Walsh hill-climb to the Donington Grand Prix and his most famous victory was in the International Trophy at Brooklands on a simulated road-circuit.

Maclure and his Riley were very popular with spectators for his driving was very fast and neat and while the car was not as sophisticated as an ERA, Alta or Maserati, he was well able to challenge such cars, and always drove bare-headed, and often without goggles.

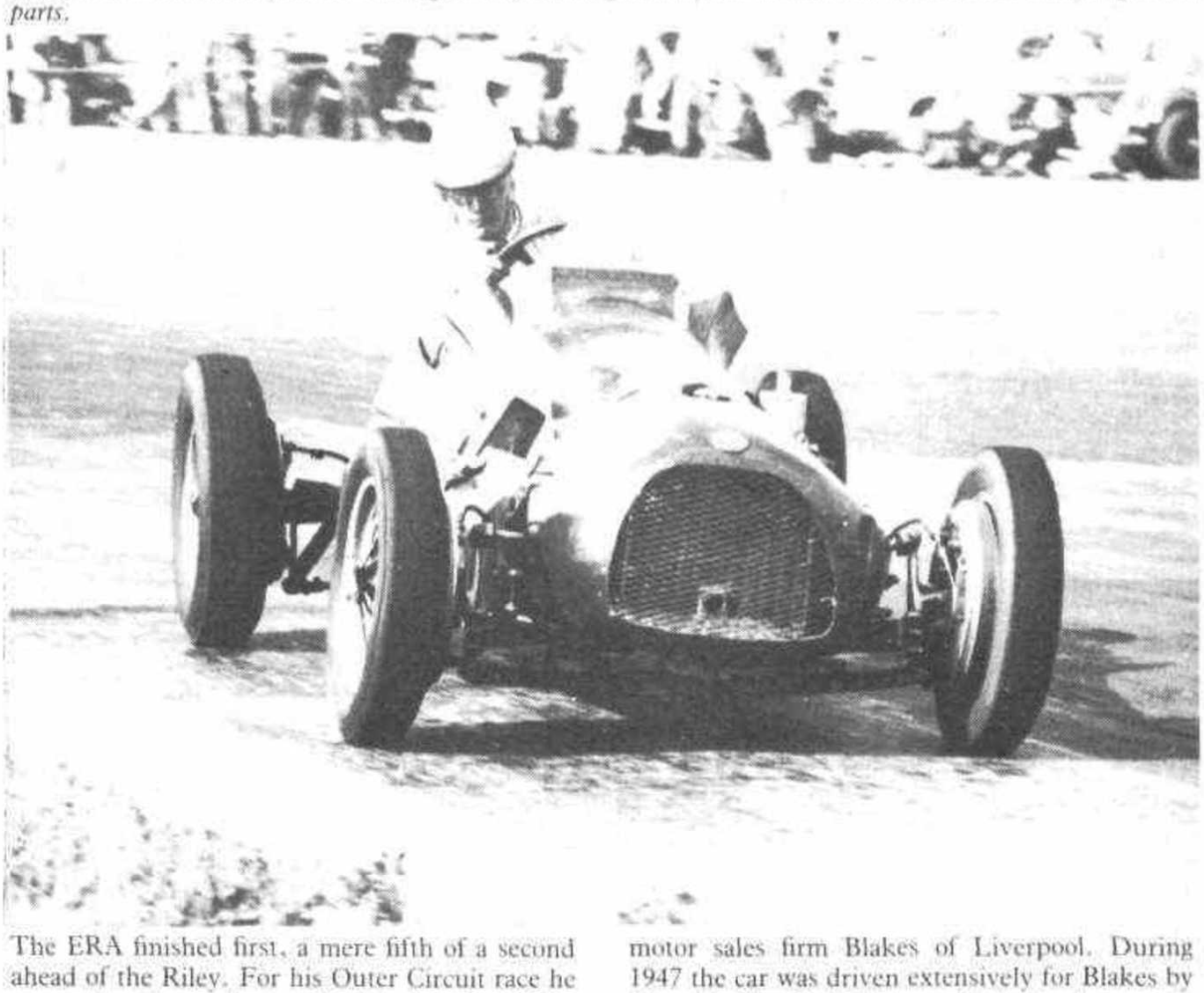
In 1939 he acquired the famous "White Riley" which by this time had been painted blue and raced briefly by Mrs. Kay Petre. This car had been developed by Raymond Mays and Peter Berthon in 1933, in conjunction with the Riley firm and they supercharged the 1½-litre 6-cylinder engine to make a very potent sprint car. It was the guinea-pig and prototype for the original ERA which appeared in 1934. After a Brooklands meeting with the car apparently "as bought" Maclure removed the supercharged engine and installed it in his own i.f.s. chassis, at the same time removing his TT style body and re-refitting the ex-works single-seater body with the long tail and head-fairing. In this form the car was a match for the earlier ERA cars, and according to contemporary reports he later changed the "White Riley" engine for a genuine ERA engine, though there is some doubt about the veracity of this.

By August 1938 the car was at the peak of its development and at the Brooklands meeting on August 7th he came close to achieving a remarkable trio of victories. Short distance races were held on the high-speed banked Outer Circuit, which was full-throttle all the way, on the winding and twisty Campbell Road Racing Circuit, and on the short triangular Mountain Circuit. After winning a handicap race on the Campbell Circuit at 71.34 m.p.h., Maclure was re-handicapped for his Mountain Circuit race, and sent off from the same mark as a B-type ERA.



Percy Maclure in his Riley in its ultimate form at the Crystal Palace on August 26th 1939, with supercharged 1½-litre engine.

Geoff Richardson in his first RRA using the engine and gearbox from the Maclure car and some front suspension parts.



The ERA finished first, a mere fifth of a second ahead of the Riley. For his Outer Circuit race he was re-handicapped yet again, but in spite of this he came home first at the highly respectable speed of 122.71 m.p.h., with a fastest lap at 127.38 m.p.h. Following this Brooklands meeting Maclure competed in the Imperial Trophy at the Crystal Palace on August 26th against the strongest possible ERA opposition. He was third in his heat and sixth in the final. The war in Europe then put a stop to all motor racing in Britain and Maclure went to work on engineering in the Midlands. Sadly, his health was none too good and he died during the war years at the early age of 37.

By 1946 the Maclure supercharged Riley had found its way into the Reg Parnell stable, and his partner Joe Ashmore had a brief outing with the car before moving on to an ERA. The Riley then went to the Reece family in Liverpool who were running a racing team under the aegis of their motor sales firm Blakes of Liverpool. During 1947 the car was driven extensively for Blakes by Mrs. Sheila Darbishire, and she took part in sprints, hill-climbs, airfield races and in the British Empire Trophy race held in the Isle of Man. It was fundamentally as Maclure had last raced it, but the frontal treatment had been altered, a rounded nose cowling replacing the elongated Riley grille, and the long tail and headrest had been replaced by a smaller and lower tail similar to the TT Sprite tail. Sheila Darbishire set up a number of ladies' records with the car and frequently finished in the first three in the 1½-litre racing class, usually among ERA cars. At the end of 1948 Blakes advertised the car for sale, complete with spares, and Geoff Richardson bought it to replace the Bugatti he had been racing.

In 1948 it had a very active season, competing in the Jersey Road Race, the British GP and in

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Cornering Super-low profile Pirelli P6 is recommended by Ford on new Series X Capris. Gives phenomenal all-weather grip, plus fast, precise steering response.

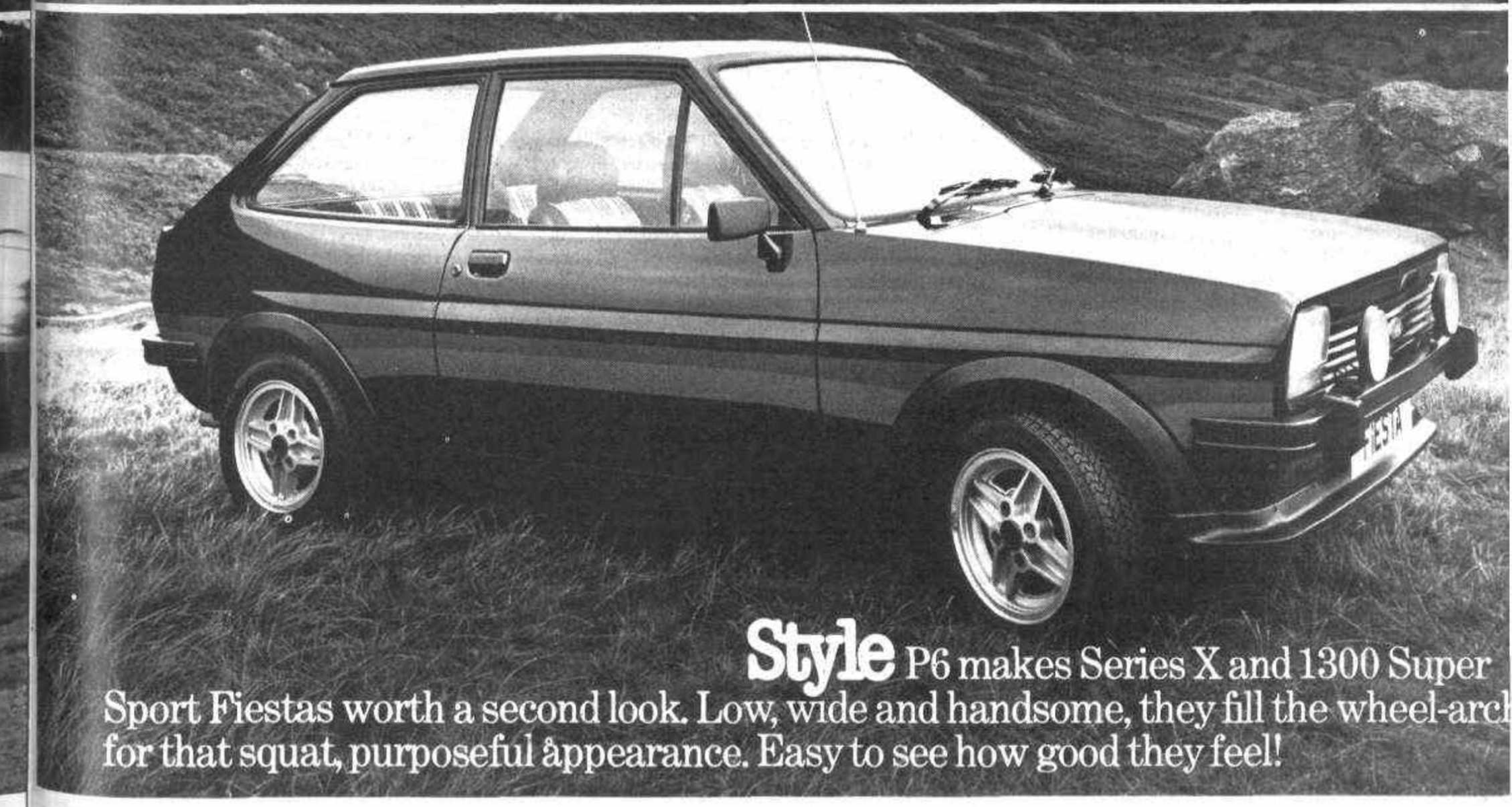
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THE FRANK WILLIAMS TEAM

The recipe for success

THIRTY STARTS, twenty-three finishes, seven victories, six second places, six third places, three pole-positions, six fastest race laps, the World Drivers Championship and the World Manufacturers Championship. Those are the bare statistics of the 1980 season of Formula One racing achieved by the Frank Williams team. Impressive enough in themselves, but it is worth looking deeper into the successful season of the team from Didcot in Oxfordshire in the lovely rolling countryside beyond the Blewbury Downs.

There are people in the media that feed the populace who think that the driver wins races, and that is all there is to it, but the driver is only a part of the story. It is the team that wins the race, the driver is one of the employees of the team doing as vital a job as anyone else in the team, but with the added responsibility that he is doing his job in the eye of the public, and his job is the vital last link in the chain; albeit, a very important link. Throughout the past season a feature of the Williams team has been the harmony within its ranks, everyone doing his job confident in the knowledge that everyone else in the team is doing his (or her) job equally conscientiously. This confidence is bred from the very top and permeates right down through the team, whether the people are at the races or back at base in the factory. The two most important ingredients for a successful team are the team owner and the number one driver, and in Frank Williams and Jones you have two people who inspire everyone who works for them, whether they are designing, manufacturing, assembling, or organising. The air about the Williams team has not been one of arrogance, knowing they are the best, but one of confidence that says "We'll show you who is best".

The system to which they have run their cars this year is to have a group of mechanics looking after the car for Alan Jones to race, another group to look after the car for Carlos Reutemann to race, a third group to look after the spare car or T-car, (T standing for "Training") and a fourth group to look after the test-car that does all the experimental work between races. These groups of mechanics (two or three) are headed by a chief mechanic overall, and at a race they stick with "their" car, rather than "their" driver. If Alan Jones is practising on car number 9 and number 7 is the spare car, then each car is being looked after by its own mechanics and if Alan Jones changes from his own car to the spare car, then he automatically changes mechanics. Such is the harmony within the team that you will see Jones step from one car to another without even raising his visor or saying anything, and drive just as hard. Each driver has his own attendant engineer, Patrick Head looking after Jones and Neil Oatley looking after Reutemann, no matter which car they are driving, though naturally the two engineers keep in close touch and Frank Williams keeps in close contact with everyone. This interchange and mingling along the team is so smooth and unobtrusive that it could pass unnoticed. If there is an emergency then everyone gets stuck in together, as happened in practice at Zandvoort when Jones crashed in car number 9. The "test" team who were preparing car number 5 back at the factory downed tools, loaded all the bits into a Leyland Sherpa van and hot-footed it for the Zandvoort paddock. Everyone got stuck into building up car number 5, while others



THE WILLIAMS team in action at the pits.

stripped out the damaged number 9 and while the final practice was under way the bent monocoque of 9 was on its way back to Didcot, the Sherpa hardly having had time to cool down.

To achieve their 1980 results the team have used six cars and have been fortunate in not having to scrap any of them due to driver error, unlike some teams, and this has not been luck, but part of the overall good judgement in assembling the team, which takes us back to the team owner who has to make the final choice. The season was started with two new cars, numbers 5 and 6, built to 1980 specification, called B, which included improved monocoque construction, different aerodynamics and developments on all the details of the 1979 cars. Number 5 was built around a 1979 monocoque that had never been used, while number 6 was totally new. The spare car for the South American races which started the season was number 4, more or less unchanged from 1979. As things turned out the new cars did not work too well first time out and Jones raced number 4 in Argentina. This was to prove to be its last race, and it won. For South Africa a new car had been completed, which was number 7, so number 4 was passed over to the Test and Development team and was not seen in public again. Cars number 5, 6 and 7 became the race team until mid-season, at Brands Hatch, when number 8 appeared. At this point number 6 was dismantled and the bare monocoque was sold to RAM Racing as a spare for their team of cars, which they had purchased in the winter, these being numbers 1, 2 and 3 of the FW07 series. For the German GP another new car was completed, number 9, and this let number 7 go to the test-team to replace number 4, which had been virtually destroyed in an accident at Donington Park while testing some experimental tyres. For the Dutch GP number 7 rejoined the race-team as the spare car, and number 5 became the "test car" but as already explained it had to be "press ganged" into use as a standby. For the final three races of the season the race-team was numbers 7, 8 and 9 and for the two North American races number 5 was taken along as well.

By the beginning of November the work programme was that 5 was being prepared for some test-work with the latest Cosworth engine with a different layout of oil and water pumps, necessitating changing over the radiators and plumbing, with water on the left and oil on the right, and experiments with the Ferguson Formula differential were planned. Car number 7 was being prepared for a works entry for Alan Jones in the Australian GP, numbers 8 and 9 were being race-prepared to start 1981 and a new car, number 10, was being built to augment the team until the FW08 series gets under way. The wrecked number 4 was being straightened out and built up as an exhibition car.

Looking back on the 1980 season we see that the team took part in fifteen Formula One races with two cars each time (30 starts) which means that the drivers never failed to qualify, and they finished twenty-three times. Of the seven failures three were due to accidents and four were mechanical failures. In Argentina Reutemann ran off the road while trying to pass Piquet and filled the radiator air intake with grass. Due to the high ambient temperature and the Williams heat



NEIL OATLEY administering to Carlos Reutemann.

exchanger oil cooling system, the temperatures of oil and water were already high enough, and a fast lap to the pits with no air going through the radiator was more than the engine could stand. In Brazil it was Reutemann who again retired, this time through no fault of his own, for as he left the starting grid the cage in the inner constant-velocity joint on the left-hand drive-shaft broke. As Reutemann completed the opening lap to return to the pits, aware that something was wrong in the transmission, all the load was put on the right-hand drive-shaft and by the time he got to the pits the shaft had broken. Although the final outcome was a broken right-hand shaft, the cause was the failure on the cage on the left-hand shaft. The cause was not discovered until later. In South Africa Jones retired with a mangled up gearbox as a result of losing all the oil from a leak at a joint on the gearbox oil cooling system. After three races the season was not looking very good, with one first place (Jones in Argentina), one third place (Jones in Brazil) and a fifth place (Reutemann in South Africa). This last result was not very impressive for it had involved a pit-stop to change tyres and the ceramic "skids" on the right-hand side skirt had worn away. In Long Beach the team reached an all-time low, principally due to driver errors. Reutemann was involved in the mêlée that Giacomelli caused early in the race and in restarting, the Argentinian let the clutch in violently and another c.v. joint inner cage broke. Jones retired when he tripped over Giacomelli's Alfa Romeo later in the race. The second c.v. joint inner cage breakage called for some serious investigation and it was ultimately discovered that the suppliers had delivered joints made in England instead of in Germany; both are to the same design specification but the German one is fractionally different in the cage design, though outwardly the two are the same. When Patrick Head informed the chief engineer of the British firm about the two failures, no interest was shown, so from then on he made sure his supplier got the c.v. joints from Germany! No further trouble was experienced.

In Belgium both cars finished, but in Monaco Jones retired with a roughness in the transmission that he thought was the differential breaking up. What had actually happened, it later transpired when the gearbox was stripped, was that a tooth broke off the final-drive pinion. Luckily it dropped clear of the crownwheel so that the bevels went on working but there was a horrid "clonk" every time the space was reached where the missing tooth had been. The next tooth took quite a battering but hung on, though if Jones hadn't been sensitive to the feel and had gone on racing the whole lot would have broken up. While discussing this recently with Patrick Head on a visit to the Williams factory, he fished out the broken tooth from a cupboard in his office, and later when we were in the gearbox department he showed me the pinion shaft with the missing tooth, and the next tooth looking a bit hammered. The cause of the failure was that the ratio for Monaco was very low (8/35) and the metal available around the roots of the pinion teeth is rather marginal. The only other race calling for this low final-drive ratio is Canada and before assembling the gearboxes for that race the pinion teeth were "hand" finished to avoid any over-stressed areas. Some drivers could use a low axle ratio all season and never have trouble, but they don't win races. Alan Jones drives hard, though he is not hard on the machinery, but he does need perfection in mechanical components to withstand the loads he imposes. The team's fortunes were raised at Monaco by Reutemann winning the race.

The next race was the controversial "illegal" Spanish GP which was removed from the FIA World Championship series, but nonetheless took place. While leading, Reutemann was run into by Jacques Laffite in his Ligier and the Williams crashed out of the race through no fault of the driver or the team. Alan Jones won the race but he had to use all his craft and guile for his water temperature gauge was "off the clock". He nursed the car along, doing a few "slow" laps to let things cool off and then a couple of quick ones in case anyone realised he was in trouble, then some more "slow" ones, and so on. By this time the cars had been extensively modified in detail and the whole of the underside of the engine was enclosed, to improve the under-car airflow, but this was at the expense of higher oil temperature. Consequently the heat exchange system could no longer be used and a normal oil radiator, in the left hand side-pool, was used. The system had first been tried in Zolder and worked perfectly, but the ambient temperature in Spain was very high, plus the fact that Jones was using one of their Cosworth DFV engines that always ran slightly hotter than the others. After race investigation showed the gauge to have been faulty, but even so it was good that Jones was able to drive cannily.

The Spanish race was on June 1st and Reutemann's retirement was the last occasion on which a Williams car failed to finish a race. They ran right through to Watkins Glen on October 5th starting two cars and finishing two cars, and in the last two races they were first and second both times. An impressive record by any standards, and not due to luck. When asked about this reliability Patrick Head was reluctant to put it down to any particular reason, preferring to accredit it to a first-class team of mechanics and engineers. He admitted that engine reliability was down to Cosworth Engineering who service and prepare the majority of their engines, though John Judd of Engine Developments prepared the engine which won the French GP. Gearbox reliability is down to their own mechanics who build the gearboxes from scratch, using a Hewland casing. The total lack of suspension or chassis failures you can put down to good design from the team of Neil Oatley and Frank Dieurne, who are led by Patrick Head, as also is the strength and security of the riveted aluminium monocoque, the nose fins, the rear aerofoil, the side-pods, the sliding skirts and all the other hundreds of parts that go to make up a Formula One car. Nothing happens of its own accord, it all has to be designed, made and fitted. Everything is given a "life" in miles or hours and is then replaced, nothing is left to chance, nothing is skimped, nothing is given the benefit of the doubt. The night before a race everything is checked and double-checked, any highly stressed part is crack-tested, any consumable item is cast aside and replaced by a new one. Patrick Head pointed out that collectively the team have a lot of racing experience, even if they have not been in racing for very long. They have been running a proven design that they all know well, they have not had their work schedules drastically upset by major catastrophes, "and" he added with a grin, "we've got dear old Frank at the top doing the worrying." Frank Williams is a natural worrier, his mind is always on what might happen, he is always worring about ways of avoiding trouble. For ten years he has been playing with Formula One cars and has absorbed a lot of knowledge in that time. He's seen most things happen and whereas in the past he could not afford to do anything about it, now that he has the immensely



FRANK WILLIAMS does the worrying . . .

strong financial support of Saudia Airlines and Leyland Vehicles he can afford to do something about the things that worry him.

Achieving the results of the past season has not been cheap, but there is no doubt that his two major sponsors, along with Goodyear, Champion, Mobil and all the other firms who support the team, must feel it is money well spent. Frank Williams is not spending his money on high living, extravagant habits, exotic cars or plush office suites, it is all going on the racing team and the future of the team. The factory is equipped with a good range of machine tools and they manufacture more and more parts themselves, while a ¼-scale 100 m.p.h. wind-tunnel, with moving-road working section is nearing completion.

There is no question of the team resting on its laurels, they are all set to carry on where they left off. Both drivers have signed on again and all the staff and racing personnel are unchanged for 1981, a sure sign of a happy and successful team.

D.S.J.

Analysis of the Williams team cars during 1980:

FW07/4: Spare car to Argentina — Used in race by Jones — 1st
Then as "test-car" fo research and development.
Severely damaged in crash at Donington Park.
Repaired and resurrected as an "exhibition" car.

FW07B/5: Built around a spare 1979 monocoque. Raced by Reutemann in:
Argentina — Retired
Brazil — Retired
South Africa — 5th
Long Beach — Retired
Belgium — 3rd
Monaco — 1st
Spain — Retired
France — 6th
Britain — 3rd
Germany — 2nd
Then as "test-car" for research and development.
Spare car in Canada and Watkins Glen.

Continued on page 1888

Driving the New FWD Ford Escort

THE NEW Ford Escort which replaces the old front-engined/rear-drive model (of such great rally fame) is of much importance to Ford-of-Britain and they expect that it will lift them from Home Sales leaders to remain top of the market but with *three* models — Cortina, Fiesta and Escort, in front. They already have a sporting version of the new car in the pipeline, the 96 b.h.p. Weber-fed three-door Escort, and one may expect more competiton successes from these changed-design Escorts. So I was interested to drive one of the new cars in England and Wales during the period of the Motor Show.

The model submitted for test was the 1.6 GL five-door Hatchback — all are Hatchbacks unless with Estate-car bodies. After the expectations I had expressed for the new model I was at first somewhat disappointed. The gearbox, using a short concertina-gaitered lever, functions with the smoothness expected from Ford gearboxes, but it needed an unpleasant effort to depress the lever and get it over to the left against the strong spring-loading forward into reverse (the gate is sprung to the right, or higher, cog locations) and the clutch needed care, as on some Fiestas. There is not the immediately apparent interior space emanating from the transverse-engine/FWD configuration that is so obvious and pleasant in the Austin Metro and although one tolerates some noise from almost all small cars, I had hoped for a little less from the Escort's clever new hemi-head, single o.h.-camshaft CVH engine at a Motorway cruising pace, when there is a deep buzzing background to the sound level. Then there was the considerable kick-up, loud bump-thump, and rather lurchy, lively ride from the new independent strut-cum-arms rear suspension, continuing the older Ford tradition of a lumpy ride, from the back springing. (Ford say they have damper mods. in hand). A bit of Hydragas is called for, perhaps?

However, overall, this is an endearing little car. It is comfortable, nice to drive, although with rack-and-pinion steering which is somewhat vague around the straight-ahead position, which is also heavy for parking (just over 3½ turns, lock to lock). This steering is, indeed, not exactly light but it has good castor-return. There is very useful performance. The instrumentation is clear, in Germanic fashion, but I could have done with a tachometer in place of the big clock, the seconds'-hand of which rushed round a thought disconcertingly. Ford has gone to triple cranked control-stalks, with which I at first got as confused as if I were in a Fiat. The small r.h. one is for putting on the side and headlamps but the latter have to be dipped with the l.h. stalk, which is also used to control the direction-indicators (which I prefer to have on the right, on a British car). This l.h. stalk also operates the horn, and it is not always where it is wanted, or doing what was intended. The equal-length r.h. stalk control is for wipe/wash and intermittent screen-wiping.

There is a simple two-lever control with vertical quadrants, very conveniently placed for the driver to adjust the heating/ventilatory system, supported by a three-speed fan, and there are central and extremity facia vents with neat directional adjusters. Cornering is safe and sure, with no particular front-drive instincts, and the disc/drum brakes are effective. The back seat folds down but the tail-cill is not as low as it might be, from the load-humping aspect. All manner of

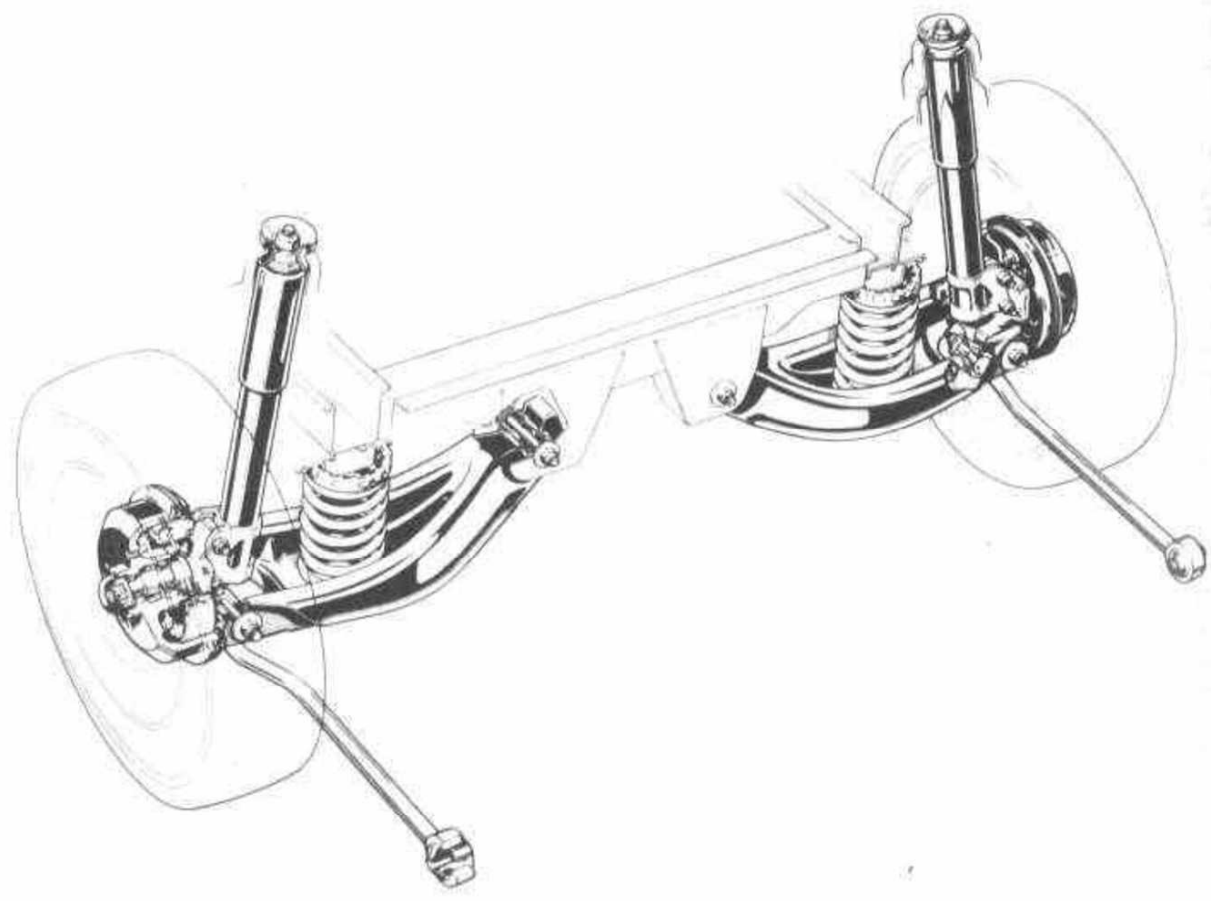


interior stowages supplement a lockable cubbyhole that took my camera, and flimsy but large front-door bins. There is a coin-tray under the facia, and facia shelves and open cubbies are provided. Below the Ford radio and above the open stowages is a lidded, pull-out smoker's companion. The pips for internally locking the doors are impossible to lift with the fingers, necessitating use of the handles to open the doors, and a driver cannot reach the rear ones! The Hatchback lid can be opened without using the key and it rises high enough to stand under, restrained by gas-struts. The bonnet requires propping open; it is rear-hinged.

The speedometer is easy to read, although there is no 30 m.p.h. figure but, again, it is very surprising not to have a tachometer on this model. There are ten warning lights placed above and below the fuel-gauge and water-heat gauges, these lights including one that lights up if the sump oil level is too low (perhaps because the dip-stick is difficult to find) and another if the front brake-pads are unduly worn. Others indicate low coolant and/or screen washer fluid levels—luxury car stuff! The fuel-gauge takes time to give a reading but is steady-indicating thereafter, until it gets into the last quarter.

The opening glass-panel sunroof, which can be tilted at the rear if required, and which can be covered from below with a sliding sun-blind, is a

THE RATHER UNUSUAL independent rear suspension of the FWD Escort. With the damper settings used on the road test car, the ride is too hard.



good piece of equipment; it is wound open and shut. The engine started reasonably well on automatic choke, if not always instantaneously. It got rather alarmingly hot in traffic. The car has a rather obtrusive rear towing hook and, of course, a Hatchback rear panel wipe/wash.

This 1.6 New Escort GL got along very quickly without effort but with that unwanted buzz, and there were also some unlocated body rattles. From brim-full to the fuel gauge-needle indicating refuelling to be required took me 246 not unduly economical miles and with this kind of driving and a great deal of starting up and short-haul running I got a useful 36.2 m.p.g. of 4-star. There is a big angled fuel filler on the o/s, unflapped. The tank holds 8.8 gallons.

It is in its ability to cover the ground while retaining the one-piece feel of a good car that the 1.6 Escort scores. Its 80 × 80 mm. (actually there is a 0.02" oversquareness) alloy-head o.h.c. engine, gives 79 (DIN) b.h.p. at 5,800 r.p.m. and will turn its five-bearing crankshaft safely up to 6,100 r.p.m., with a peak of 6,500 for short bursts, and it has a torque of 92 lb. ft. at 3,000 r.p.m. enabling it to give good top-gear pick up and to run in traffic on that ratio. At the legal 70 m.p.h. it is running at 3,626 r.p.m., so is very well within itself. Taking it to its full revving capabilities this great new power unit propels the New Escort at 35, 58, and 86 m.p.h. in the three lower gears and the maximum obtainable in top gear is between 103 and 105 m.p.h. In the same way, acceleration is impressive, with 0 to 60 m.p.h. coming up in 10.6 sec. This sort of performance, with an easy 60 m.p.h. cruising gait coming up so quickly, allied to the Ford New



THE BLUNT rear of the New Escort: mud flaps would obviously be of benefit to those living in rural areas.

Escort's very modest petrol thirst and its convenient Hatchback body are the strong points. The Escort has durable-looking cloth upholstery and a trim which is practical if a bit plasticky. The ample rear-compartment foot room and Ford's reputation for dependability and service must surely mean that the new model will be every bit as successful and popular as its predecessor. The lines of the New Escort are crisp and compact. The test car was shod with Michelin 155 SP13 XZX tyres on 5" × 13" wheels. The doors have effective "keeps". Switching off the engine puts out the headlamps and there is no glove-locker light. Although torque-reaction between engine and body can be deliberately induced, it is virtually non-existent, a point scored over the Metro. In another FWD context, there is some understeer but this is not excessive. The clever aerodynamics keep the back window clean and wind-noise is subdued. We look forward to a longer test of the high-performance XR3 model and meanwhile recommend the 1.6 GL as a very effective small car at the price of £4,518 or £4,726.15 with the sunroof. — W.B.

RALLY REVIEW

Manipulation by FISA

NOT long after the Rally Organisers Association of New Zealand held their successful Motogard Rally as part of the 1980 World Rally Championship, FISA and its Rally Commission cast a dictatorial and grossly unfair snub in their direction by omiting the rally from the list of championship events in 1981.

No regard whatsoever was paid to the opinions and markings submitted by FISA inspectors, nor to the need for a geographical spread of events, nor even to a rule that for inclusion in any given year, an event must have been successful in the previous year and have attracted at least 50 starters. In place of the Motogard Rally, the Rally of the Thousand Lakes was given manufacturers' status as well as its present drivers' status, whilst the poorly organised and under-patronised Rally of Brazil was given drivers' status.

No-one will argue against the quality of the Rally of the Thousand Lakes, but the suggestion that the event in Brazil was better than that in New Zealand is totally ridiculous. Voting by Rally Commission members was obviously rigged, for collusion in advance resulted in the selections of members from Mediterranean countries being identical. Indeed, the very nature of the choice suggests that considerations other than ones of fair play were in the minds of those responsible.

It took many years for those who know about the sport to put up sufficient pressure that the FISA, largely those who knew much less about it, to create a proper World Rally Championship for Drivers. That this championship should now be manipulated to serve the personal ends of FISA members is intolerable. Authority without ability is bad enough, but without integrity it becomes downright criminal. — G.P.

Himalayan battleground

EARLIER this year an illustrated account was published in MOTOR SPORT of journeys we had made in India to survey the proposed route of the first Himalayan Rally and to produce the roadbook for that event. The route, particularly in the mountains themselves, was astonishing and included some of the most difficult and breathtakingly exciting sections ever to be linked into a rally route.

The raw material was most certainly there; all that remained was the need for an organisation which could process it into a successful rally. The rally took place at the end of October and, alas, the organisation wilted visibly.

Even though it was a road event with timing only in minutes just like the Safari, results processing was painfully slow and often inaccurate, whilst a couple of excellent forest sections had to be scrubbed because a marshal decided to issue a bulletin to the first seven cars, sending them along a totally different route.

What is more, a political movement decided to take a hand by attempting to disrupt the rally to demonstrate its power. This was beyond the control of the organisers, but it did serve to camouflage shortcomings which would otherwise have been more prominent. Mobs of rioters attacked cars with rocks and cudgels, and competitors were not exactly at ease when they had to run several gauntlets which resulted in smashed windows, damaged bodywork and various cuts and bruises. This largely affected only the leaders, for after the first attacks the rioters dispersed to re-form elsewhere.

Several route changes had to be made to avoid known trouble spots, and finally a decision made to cut out the third leg of the rally, by far the best, which went closest to the snow-capped peaks, through delightful towns such as Ranikhet and Mussoorie. The fourth leg was also drastically cut, and competitors were led from one competitive section to the other in a convoy escorted by police, along roads heavily guarded.

This entire operation was kept secret, and even competitors were unaware of the destination, lest the rioters would have time to travel ahead, and it was a terrible shame that many hill villages and towns laid on elaborate preparations for welcoming parties only to be disappointed by the non-appearance of the rally. A tremendous amount of goodwill must be recovered before the rally has any chance of using the same route again.

The people of the mountains were quite unlike those of the plains, and the feeling among the majority of competitors, both foreign and Indian, were that they had been needlessly deprived of the pleasure of tackling the best rally sections which the Himalayas could provide.

In the early stages of the rally, Shekhar Mehta in his Opel Ascona and Achim Warmbold in his Toyota Celica were well matched at the head of the field, but the Toyota broke a valve and Mehta kept his lead to the finish, followed by a couple of girls, Marianne Hoepfner and Oda Dencker-Anderson who were determined to take their Celica through all the riots if that is where the rally went. If the men were prepared to take the risk, then so were they, and every credit to them for doing so.

Wolfgang Siller and Hans Schuller were third in their Datsun 160J, followed by an Australian

continued overleaf

RALLY REVIEW — continued

trio, Doug Stewart, Brian Hilton and Peter Pattenden in a near-standard Peugeot 505. Best placed Britishers were Dave Liddell and Mark I'Anson in a Talbot Sunbeam which was eighth, whilst tenth went to another British crew, Geoff Warkup and David Howell in a Lada 1600. RAF men Dick Lewis and Bob Jones were 12th in a Land Rover, whilst the much publicised Morris Minor of Philip Young and Rupert Jones was 15th, albeit in a mechanically ailing condition.

We are always reluctant to criticise those who are doing a job for the first time, but in this case considerable good advice was simply not taken, particularly in respect of essential requirements. However, if good use is made of lessons learned the hard way, and if sponsors consider it worthwhile, there is no reason why a 1981 version of the rally should not be a success. — G.P.

Results:

1st	S. Mehta/L. Drews (Opel Ascona 400) (4)	212m
2nd	M. Hoepfner/O. Dencker-Anderson (Toyota Celica) (2)	257m
3rd	W. Siller/H. Schüller (Datsun 160J)(2)	265m
4th	D. Stewart/B. Hilton/P. Pattenden (Peugeot 505) (2)	297m
5th	R. Stohl/K. Modlhammer (Lada 1600) (2)	310m
6th	A. Pfuhl/P. Lippmann (Mercedes Benz 450 SLC) (4)	347m
7th	M. Ellis/G. Pearson/I. Baxter (Datsun 160J) (2)	373m
8th	D. Liddell/S. I'Anson (Talbot Sunbeam) (2)	438m
9th	R. Khoda/B. Kalsi (Datsun 120Y) (2)	454m
10th	G. Warkup/D. Howell (Lada 1600) (2)	501m
11th	G. Köser/E. Erbach (Opel Kadett) (1)	507m
12th	R. Lewis/R. Jones (Land Rover)	508m
13th	B. Wadia/S. Naik (Toyota Celica) (1)	568m
14th	G. Naldor/G. Harris (Toyota Celica) (2)	596m
15th	P. Young/R. Jones (Morris Minor)	605m

Röhrl is World Champion

EVEN if there had not been any World Rally Championship in 1980, there would be no doubt as to which driver deserved acclaim as the best performer throughout the year. German driver Walter Röhrl, who first became known by getting his Capri among the holders of the 1972 Olympia Rally, has won no less than four championship qualifiers this year, equalling Ove Andersson's previous record, and there can be no doubt that 1980 will have been his year.

At the end of October he drove a Fiat 131 Abarth in the Tour of Corsica, and with his usual reliability and tactical precision he restricted himself to achieving a high points-scoring place rather than going all-out for a win. He finished in second place and clinched the championship for himself, and the manufacturers' category for Fiat.

The Tour of Corsica is probably the nearest thing to a road race that one can nowadays achieve without actually breaking all manner of regulations. It runs over twisty, tarmac roads around the coast and over the mountains of the island, and authorities are so co-operative that the organisers can use special stages, very fast "chronometric" sections which are really special stages in disguise, and road sections so tight that even a stop for fuel or a wheel change can result in serious time penalties.

Many of the roads are closed to all other traffic, not only the special stages, and there is a distinct atmosphere of both Targa Florio and Mille Miglia, with some discomfort thrown in caused by high winds, heavy rain and cold nights.

The most outstanding drive in this year's Tour of Corsica was that of Jean Ragnotti at the wheel of one of Renault Sport's R5 Turbos. He dominated the first part of the first leg, lost time with a puncture, then forged his way back through the field to take the lead again before the end of that leg. Alas, in the second the car shed its alternator belt, and the overtightened nuts took so long to remove that the unfortunate Ragnotti was beyond his maximum lateness.

Bernard Darniche and Guy Frequelin then moved into first and second places in Fiat 131 Abarth and Talbot Sunbeam Lotus respectively, but whilst the latter was overtaking the former on a special stage the cars touched and both went off the road, allowing Jean-Luc Thérier to take the lead in his privately entered Porsche 911SC which he had rented from the South of France competition workshop operated by The Almeras brothers — the same concern which provided Jean-Pierre Nicolas with the Porsche in which he won the Monte-Carlo Rally two years ago.

Thérier has recently been doing extremely well in French dirt-road events, but not particularly in those which are on tarmac. In the World Championship he has had a run of bad luck in Toyotas, and indeed this is his first World Championship victory since he won the Press-on-Regardless Rally in the USA in 1974.

Although the victories by Röhrl and Fiat are assured, lower down the positions are not so clear, for in Corsica the scrutineers very strangely presented Britain's Andy Dawson, who drove a Datsun 160J to sixth place, with a note proclaiming that he had been disqualified for an alleged homologation irregularity — front shock absorber top mounts. This was done long after the allowed time, the day after results became final, in fact, and in any case the mountings concerned were those which have been used on Datsuns for some years. Dawson has rightly appealed, and it may be some time before the matter is concluded. Meanwhile, our results continue to show him in sixth place. As a matter of interest, the scrutineer concerned was the same who disqualified Mäkinen's winning Mini Cooper S after the 1966 Monte-Carlo rally. — G.P.

Results:

1st	J-L. Thérier/M. Vial (Porsche 911SC) (4)	14h 51m 43s
2nd	W. Röhrl/C. Geistdörfer (Fiat 131 Abarth) (4)	15h 02m 06s
3rd	A. Coppier/J. Laloz (Porsche 911SC) (4)	15h 17m 21s
4th	B. Saby/"Tilber" (Renault 5 Turbo) (4)	15h 21m 25s
5th	M. Mouton/A. Arrii (Fiat 131 Abarth) (4)	15h 23m 57s
6th	A. Dawson/K. Gormley (Datsun 160J) (2)	15h 54m 57s
7th	C. Gardavot/C. Audibert (Porsche 911SC) (3)	16h 26m 37s
8th	P. Rouby/A. Garcon (Renault 5 Alpine) (2)	16h 33m 02s
9th	J-F. Farrucci/A. Gori (Opel Kadett GT/E) (1)	16h 43m 11s
10th	J. Bagarry/A. Bonne (Porsche 911) (3)	16h 49m 31s

122 starters, 16 finishers

RACING CAR DEVELOPMENT — continued from page 1881

hill-climb and sprints, being entered as an ERA-Riley and its best performance was third place in the speed trials at Luton Hoo, behind a 2-litre ERA and a 3.8-litre Alfa Romeo. The following winter Richardson dismantled the car and used the engine and gearbox and some of the front suspension components and various bits and pieces to construct his own special, on a new chassis frame made by Rubery Owen, with Richardson independent rear suspension, which he called RRA (Richardson Racing Automobile). The Maclure Riley as such, was gone. The chassis body and such bits as were left were sold and disappeared into the misty unknown, while the engine was rebuilt by Richardson and ultimately enlarged to 2-litres. In 1955 the engine was removed from the RRA chassis and sold to an ERA owner, and the engineless RRA (with some bits of the Maclure Riley still on it) was sold.

Thus the Maclure Riley in 1½-litre supercharged form was last identifiable as Richardson raced it in 1948. In recent years the chassis and some other bits came to light, owned by a Riley enthusiast in the Midlands, who earlier had acquired much of the Maclure unsupercharged Riley engine components. The RRA chassis is also still in existence so there are two projects under way, one is to re-create the Maclure Riley in 1,986 c.c. multi-carburetter form, with the i.f.s. chassis as raced in 1938; the other project is to build up an ERA engine and re-create the original RRA that stemmed from the Maclure Riley in its supercharged form. What will not be happening is the creation of the Maclure Riley in its ultimate 1939 form as shown in the accompanying photograph. — D.S.J.

ANALYSIS OF WILLIAMS TEAM CARS — continued from page 1885

FW07B/6: New car for 1980.
Used in practice in Argentina by Jones.
Raced in Brazil by Jones — 3rd.
Raced in Long Beach by Jones — Retired.
Car broken up in July and monocoque sold to RAM Racing as a spare.

FW07B/7: New for South Africa.
Raced by Jones in:
South Africa — Retired
Belgium — 2nd
Monaco — Retired
Spain — 1st
France — 1st
Britain — 1st
Holland — 11th
Used as "test-car" between British GP and Dutch GP.
Spare car for Italian GP, Canadian GP and at Watkins Glen.
Raced by Jones in Australia.

FW07B/8: New for British GP at Brands Hatch.
Not raced. Spare car in Germany.
Raced by Reutemann in:
Austria — 3rd
Holland — 4th
Italy — 3rd
Canada — 2nd
Watkins Glen — 2nd
Five starts, five finishes.

FW07B/9: New for German GP.
Raced by Jones in:
Germany — 3rd
Austria — 2nd
Italy — 2nd
Canada — 1st
Watkins Glen — 1st
Five starts, five finishes.
Crashed in practice in Holland.
Rebuilt at factory on same monocoque. Only superficial structural damage.

FW07B/10: Completed November 1980 — Not raced

Analysis of team results:

Races started — 30 Pole position — 3 (Jones)
Races finished — 23 Fastest laps — 6 (Jones 5, Reutemann 1)
Retirements — 7

First places — 7 (Jones 6, Reutemann 1)
Second places — 6 (Jones 3, Reutemann 3)
Third places — 6 (Jones 2, Reutemann 4)
Fourth places — 1 (Reutemann)
Fifth places — 1 (Reutemann)
Sixth places — 1 (Reutemann)
Eleventh places — 1 (Jones)

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UNUSUAL SCENE IN HYDE PARK — The Town Crier clears a way for the Veterans, at the start of th year's London-Brighton Run. He seems interested in how one intrepid passenger regards facing the journey in th front-seat of M. J. Landless's 1899 De Dion Bouton quad.

To Brighton Again

Hyde Park to the Pylons in under 4½ hours, on a BL Heritage 1903 Albion

THERE ARE many aspects of that inimitable British institution, the Veteran Car Run, by grace of the RAC and the VCC, but instead of writing of the celebrities who took part, from HRH the Duke of Kent on Lord Montagu's Royal Daimler to Norman Fowler, on another Daimler — one sincerely hopes that having seen the enthusiasm that exists for old-car motoring he will think again about his savage overall tax on all such vehicles, hulks or otherwise — or of what happened to some 320 competitors on the post-1905 cars that delight the road-side spectators every November, I propose to follow my annual practice of recounting personal experience of doing the Run on one particular veteran.

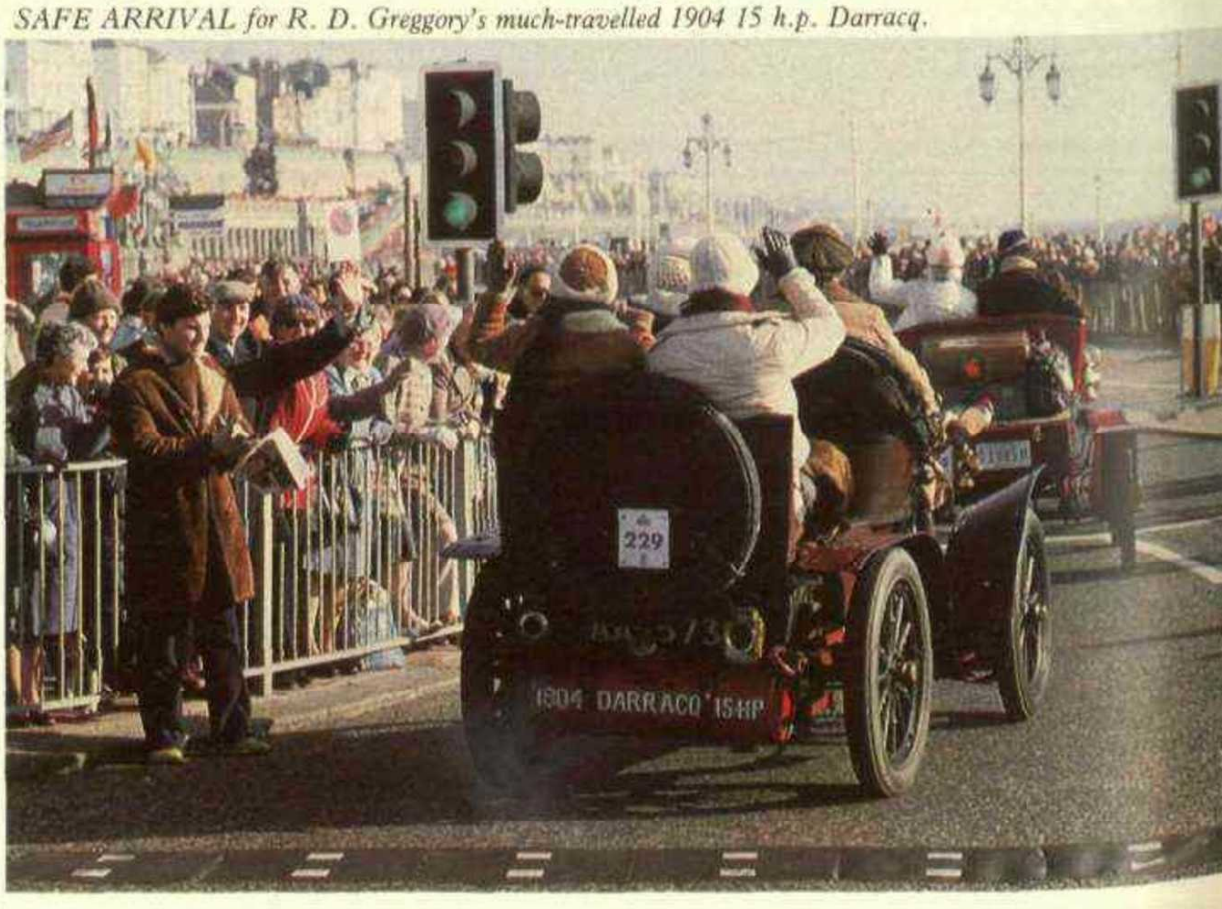
Since 1937 I have taken part in one capacity or another, not always unfortunately as a driver, on Peugeot, Hurtu, De Dion Bouton (twice), Lanchester, Panhard-Levassor (four times), De Dietrich, Mors, Tony Huber, Wolseley (twice), Mercedes (three times), Brushmobile (three times), Humberette, Decauville, Cadillac, Fiat, Benz, Darracq, Beaufort and Thornycroft. This year, through the courtesy of Peter Mitchell, I was able to go with Brigadier Charles Maple on yet another "new" make, BL Heritage's 1903 two-cylinder Albion, substituted for the 1901 Lanchester which Peter drove himself. In the year of the Metro it would have been nice in a way to be on such an advanced car as the Lanchester, Britain's first original car as it were, but I had done a very fast run driven by George Lanchester himself years ago, whereas the Albion broke fresh ground.

Its early history is obscure. Built by the famous Scottish commercial-vehicle manufacturers, it is one of the 16 h.p. chassis which had languished for many years up at the Scotstoun Glasgow factory until BL Heritage acquired it about two years ago and set about starting to resuscitate the mechanicals and make a reproduction waggonette body for it.

The T-head twin-cylinder engine of this Albio has low-tension ignition, although this ha disappeared by the time of their four-cylinde model. The engine runs at a governed spee controlled only by a steering-column lever whic overrides the governor. Cooling is by a squar shape radiator with separate brass shell and l

Continued on page 189

SAFE ARRIVAL for R. D. Greggory's much-travelled 1904 15 h.p. Darracq.



0-60 mph: 6·6 secs*



20-20,000 Hz: 65dB**



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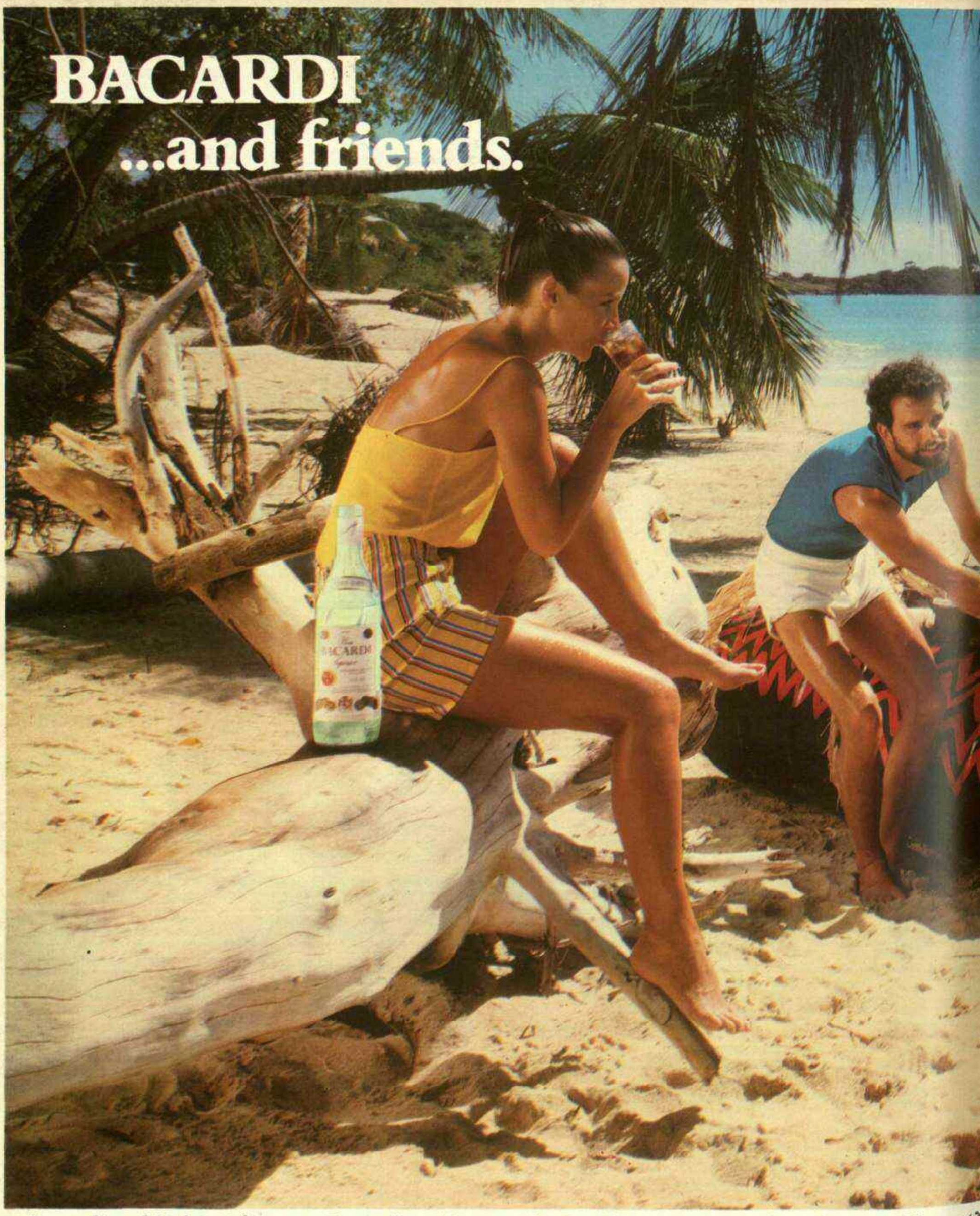
This is because the new oxide technology used to perfect ferro super LHI has the same effect as turbocharging car engines.

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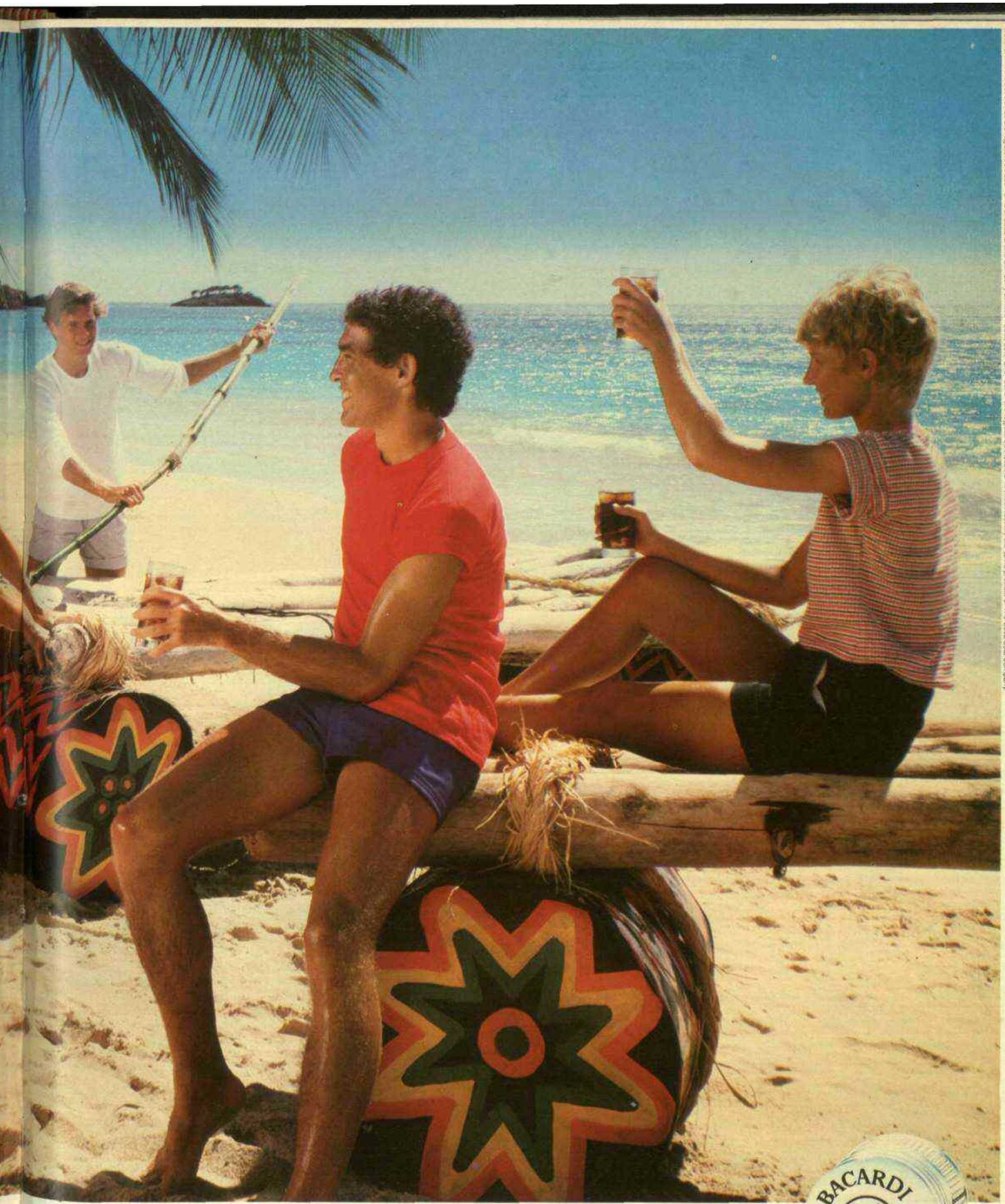
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*'What Car' June 1980 road test. Porsche 924 Turbo. **With noise reduction.



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BRIGHTON RUN — continued from page 1890

vertical gilled tubes, a big belt-driven fan behind it and a water-pump driven at the n/s of the engine by a long shaft. The two "mangle-wheels" driving the camshafts are quite exposed, unlubricated, and ring melodiously, yet appear reliable enough.

The carburetter down on the n/s is a complicated affair, with built-in choke and an extra air-valve. The engine drives through a cone clutch and three-speed and reverse gearbox, to a combined differential and countershaft within a massive aluminium casing, final drive being by encased side chains. The chassis has ½-elliptic springs all round, and runs on solid-tyred artillery wheels. The back wheels are shod with 100 × 720 rubbers; the front wheels are smaller and their tyres being in somewhat worn condition, we started the Run hopefully with rubber bands round them. The front axle is tubular in the centre of square-section at the extremities and it has exceedingly tall king-pin posts and a steering track-rod ahead of it. In short, a conventional autocar of its period, perhaps a little primitive in its retention of l.t. ignition and, being governed to run at some 500 to 600 r.p.m., calling for quick engagement of the lower gears on hills. A little like the Company's lorries, maybe, but a quite lively performer and one running cool in the hills.

It was on this interesting Albion that we left Hyde Park in dazzling sunshine and a biting wind at 8.23 a.m. on November 2nd, among a unique Cavalcade of motoring history, bound for Brighton-by-the-Sea. BL Heritage, whose collection can be viewed in the excellent Museum at Syon Park in London, close to the M4, had four cars in the 1980 Run. This Albion, crewed by Maple and myself, Peter Mitchell in the Lanchester, that great enthusiast Alex Park and his wife in the 1904 20 h.p. Thornycroft, and Tony Ball and his wife were explaining their first "Brighton" on the little 1899 3½ h.p. Wolseley. We all met at Syon Park on the Saturday to look our mounts over, and to partake of trial runs.

On the Sunday the Albion got away well, proving well able to out-run many of the others. The controls are conventional — external gear and brake-levers, the former working in a gate quadrant and the latter *pushing* on. The two pedals are of piano pattern. There are no instruments of any kind, the dash being occupied mainly by the flat petrol tank, its small brass filler-cap partly in the cut-away scuttle. Beside it, before the driver, is the ingenious "Albion Patent Mechanical Lubricator", with single glass sight-feed. Although this has a plunger-pump, the driver can more or less ignore this, because a cam-operated distributor, revolving anti-clockwise, moves slowly over six feeds, which supply oil where needed to engine and elsewhere. The Albion's equipment can be summed up as a bulb-horn and a single No. 746 Lucas "King-of-the-Road" brass lamp.

We had set off behind Colin Chapman's big 1903 beehive-radiator Wolseley. In Victoria Street it became obvious that the ploy of protecting our front tyres with stuck-on rubber bands was a poor one, as the o/s band became detached and had to

Continued on page 1910



BIG BEN has seen some strange happenings in its time. Here Prof. Sir Hugh Ford's 1902 James and Browne follows J. Schofield's 1902 Renault on the approach to Westminster Bridge.

ON THE MADEIRA DRIVE — De Dion Boutons were the most popular make in the Run. Here, triumphant, we see S. O. Ripley's 1903 8 h.p. two-seater ahead of C. F. T. Moon's 1902 8 h.p. tonneau-bodied; both have single-cylinder engines.





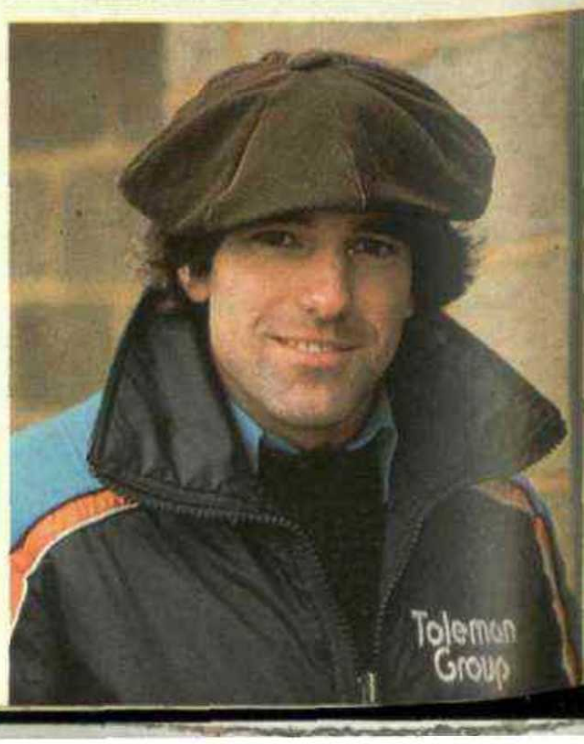


FORMULA 2: Toleman TG 28

The British team an Italian touch that conquered E

LEFT: The Toleman team in action at the Silve Warwick's winning sister car behind. Centre: 1-2 for from Derbyshire and Derek Warwick a runner-up wi Witney HQ with Henton's race and spare chassis in





AS WITH the majority of enthusiasts reading this article, the writer had never met Ted Toleman, or any of a family that has supported British motor and watersports extremely effectively for many years. This year has been a particularly good one for the company that makes much of its living transporting many of the brand new cars we see on our roads — not in the main business, where the recession must have its affect as elsewhere — but in their sporting support. In power boat racing there has been an international Championship success for Toleman personally. In rallying the Toleman sponsored SMT Vauxhall Chevette for Terry Kaby won the British national Championship after two years of finishing second in Jimmy McRae's hands. However, it has been in international Formula 2 that the most glory has accrued.

For a reported £500,000 the Toleman team have brought Britain its first victory in the series since Mike Hailwood beat Emerson Fittipaldi in 1972. It also marks a break in the run of overseas victories for engine manufacturers in the series, as from 1973-1979 either BMW or Renault motors powered the victorious machines. In 1980 it was the modest Brian Hart operation at Harlow that provided the four cylinders encased in alloy that brought Brian Henton the title — one he so nearly won for Ralt last year — with his younger team-mate Derek Warwick as splendid runner-up. They scored four victories in the 12 Championship rounds, but with private Toleman-Hart scores added, the combination was victorious in seven championship rounds.

In this wave of patriotism let's not overlook the enormous contribution made by Italy. From the Pirelli competition department came steel-braced radials fit to win that 1980 European Championship against the best that Goodyear could field for the traditionally dominant F2 combination of March, Goodyear and Munich-made BMW racing engines.

March had to be content with three victories during the year, while Toleman's B team based at Silverstone, the Matt Spitzely/Alan Docking operation, netted three further victories for the TG280-Hart/Pirelli combination, confirming that this was the chassis to have this year, even without Toleman's later rear suspension layout.

How did this Anglo-Italian combination arrive in our midst?

The oldest and best-proven part of the combination was the Hart alloy engine. It's fair to say that this grew from Brian Hart's long-standing association with Cosworth racing four cylinder motors, particularly the 2-litre versions of the Belt Drive A-series (BDA) which was equipped with an aluminium block at the close of Hailwood's Championship season, subsequently succeeding in both racing and rallying.

Hart developed a purpose-built racing motor of his own original design and manufacture to debut in 1973. It shared many principles that the BDA — and the 1600 c.c. FVA — had established, particularly in the use of a four valve per cylinder layout. The unit has been successful in sports car racing as well as Formula 2, but should not be confused with the Hart-built BDA 2-litre aluminium engines that Ford always insisted upon for their works Escorts: put the BDA and the Hart side by side and the differences are apparent.

From Toleman's viewpoint the Hart 420R engine has two prime advantages over the BMW.



O-HART TEAM ANALYSIS

with

urope

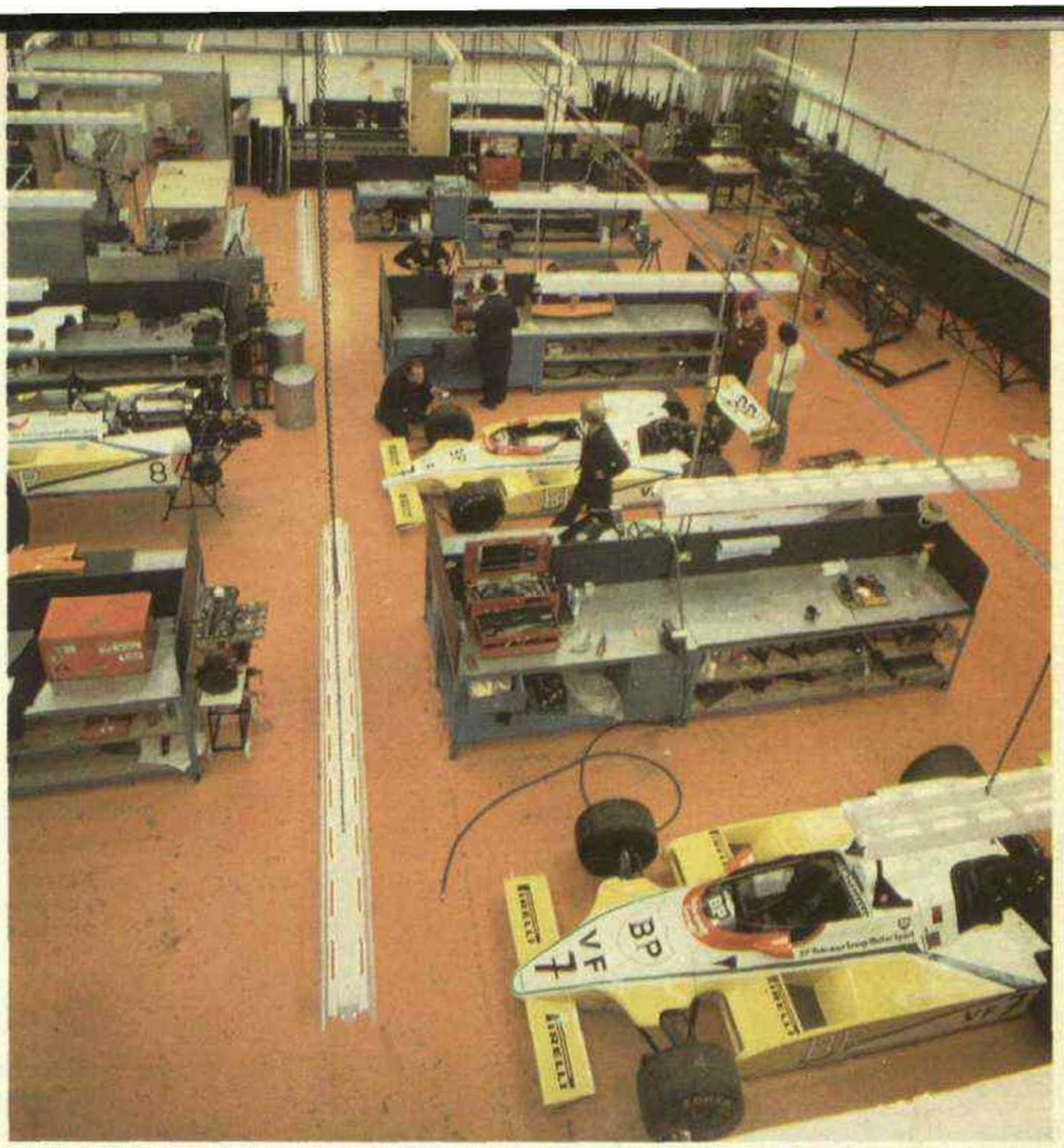
rstone pits with Henton's TG280-Hart in the foreground and Brita with Brian Henton (left) the proud European Champion h time on his side from Hampshire. Right: part of the impressive full view.



ABOVE: The reliable Hart aluminium engine has given remarkably litle trouble throughout the season, a distinct contrast to the BMW engine record. The British unit, designed specifically for racing, also offers a weight advantage over the Munich motor and runs unstressed by chassis load. Top left: Rory Burn has been engineering for Toleman from the start and is a close associate of Brian Hart. Below is draughtsman John Gentry.

To the right we show the fabulous Ford truck that the team use, which comes complete with blueprinted engine and development Pirelli tyres!

It's 235 lb weight is a good 45 lb less than the M12/7 series in its latest Munich form (BMW still use the iron production cylinder block) and the reliability has been exemplary since Lucas and Hart produced a revised transistorised ignition layout that has been employed since 1979.



Toleman team engineer Rory Byrne told us, "we have run the Hart two years in a two car team and had *one* race failure. This season Henton has finished every race, though he had to pit twice. Warwick's only non-finishes were due to accidents. We find that a very impressive record." So would their rivals!

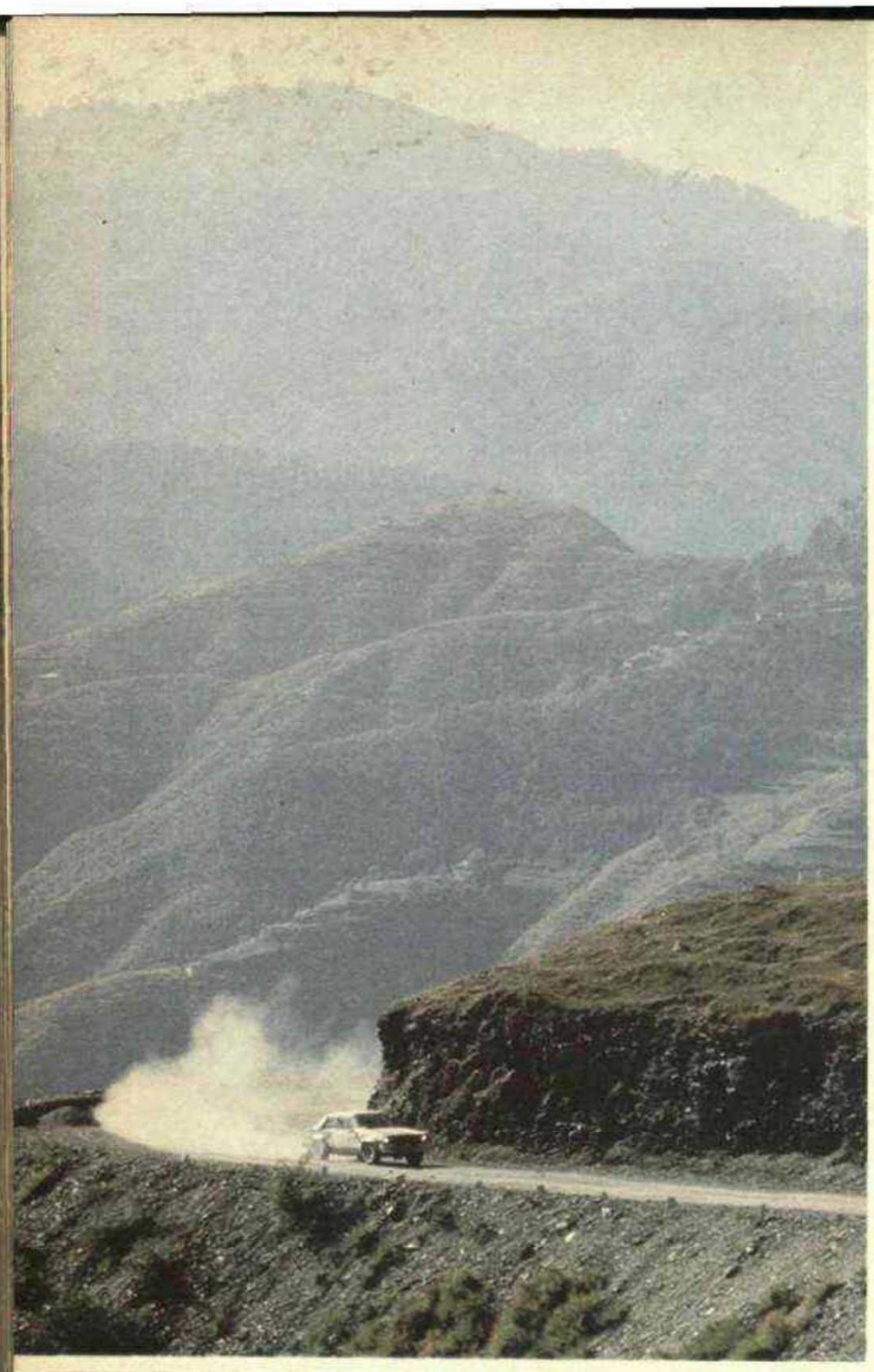
Former Royale designer Byrne, who has been with the Toleman effort in Formula 2 since its inception (with March 782-BMWs) in 1978 has been perhaps the central figure in the team alliances that the Toleman effort created. Together with draughtsman-designer John Gentry, South African Byrne guided us through the story of how the Toleman came to be *the* standard by which other Formula 2 teams judged their success. Ironically those rivals, such as Project 4 with their Marches and the March factory itself, are certain candidates for Formula 1 next year, while Toleman has still not made the decision to join the premier league when we called, particularly awaiting Pirelli's decision on GP racing before committing themselves.

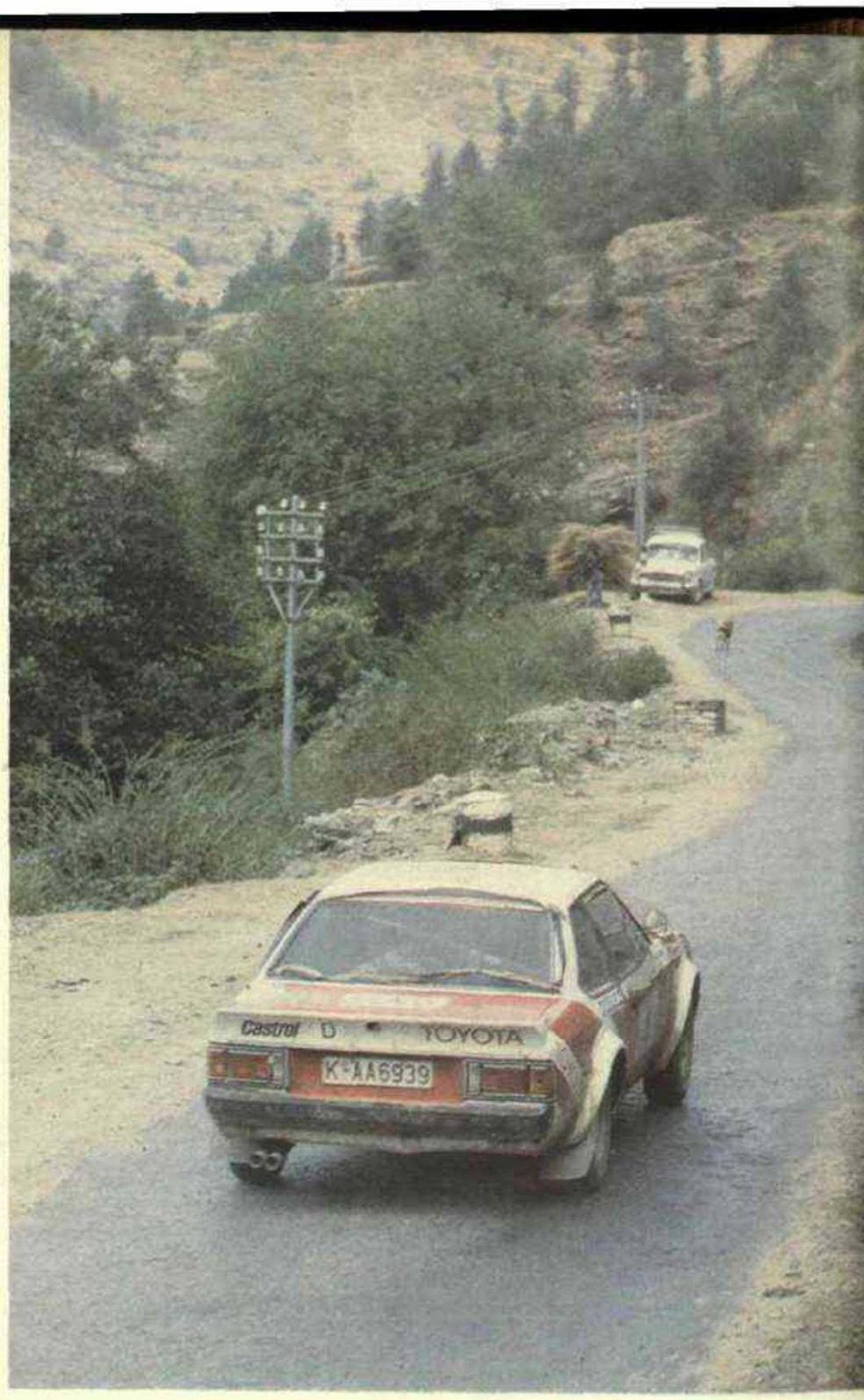
Byrne and a couple of mechanics were the Toleman F2 effort when I first encountered them, buried within Tom Walkinshaw's premises at Kidlington early in 1978. Toleman was to support some of Walkinshaw's saloon car racing efforts with BMWs that year, but the Byrne equipe were entirely separate, intent on running two chassis for Byrne's fellow countryman Rad Dougall. Byrne commented, "we had a third that year at Thruxton with Rad, but we lost our way after that".

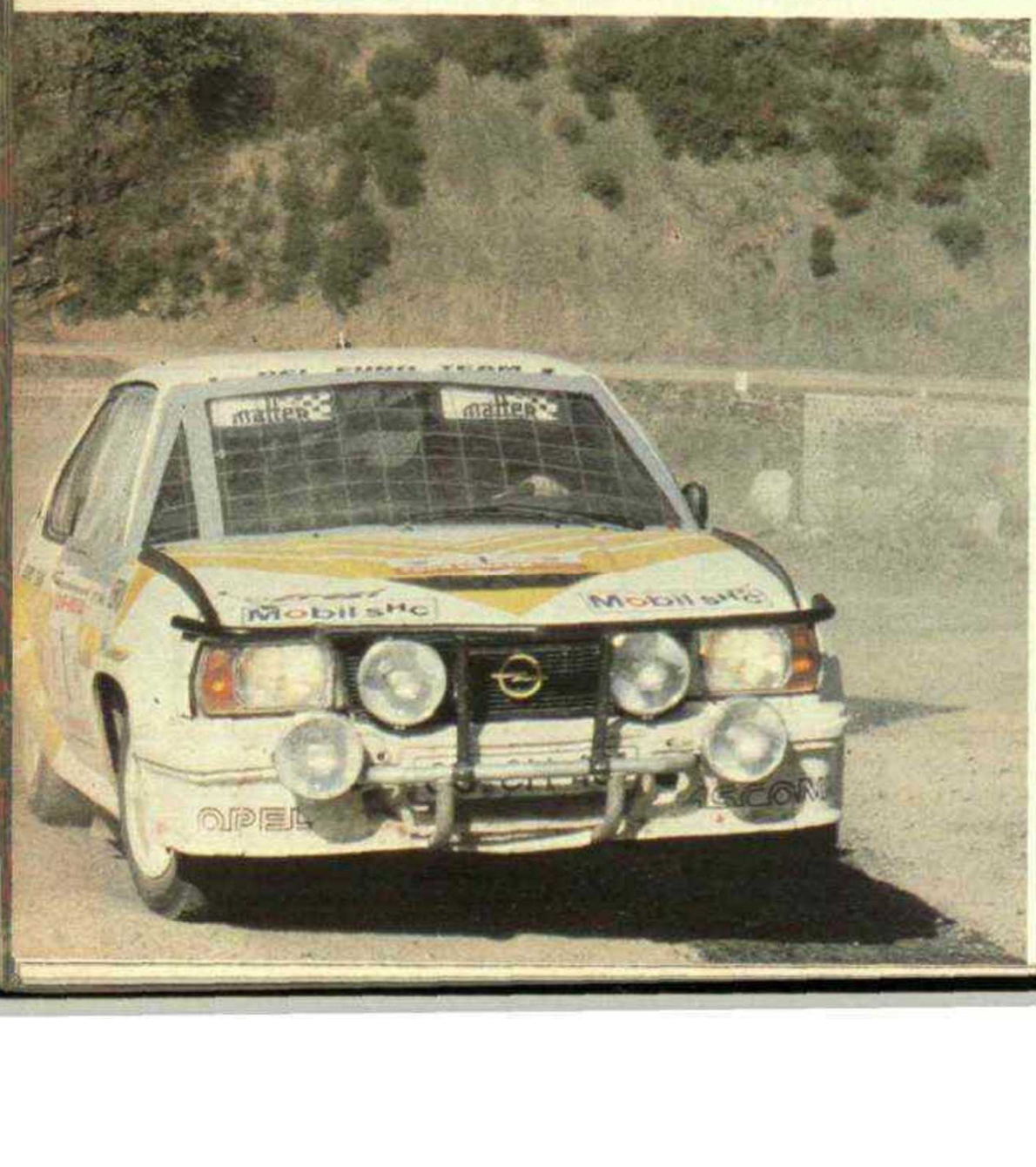
For the winter Temporada series in South America the experienced Brian Henton was hired to drive the Toleman Marches. The new link worked well, but Byrne felt, "to win the Championship in Europe you must create a car,

Continued on page 1905

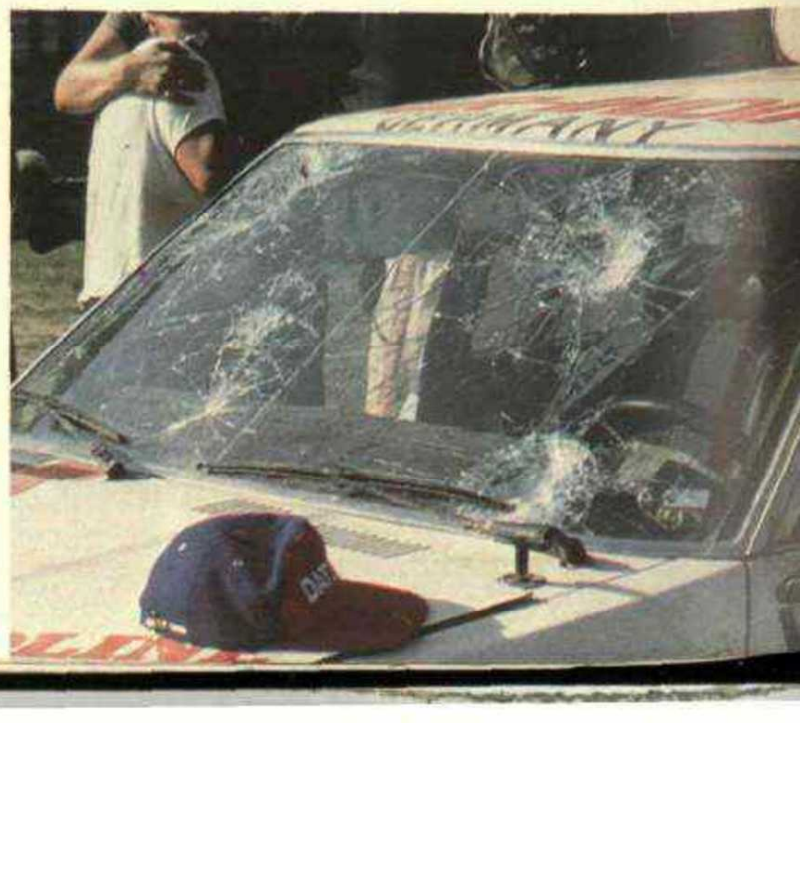


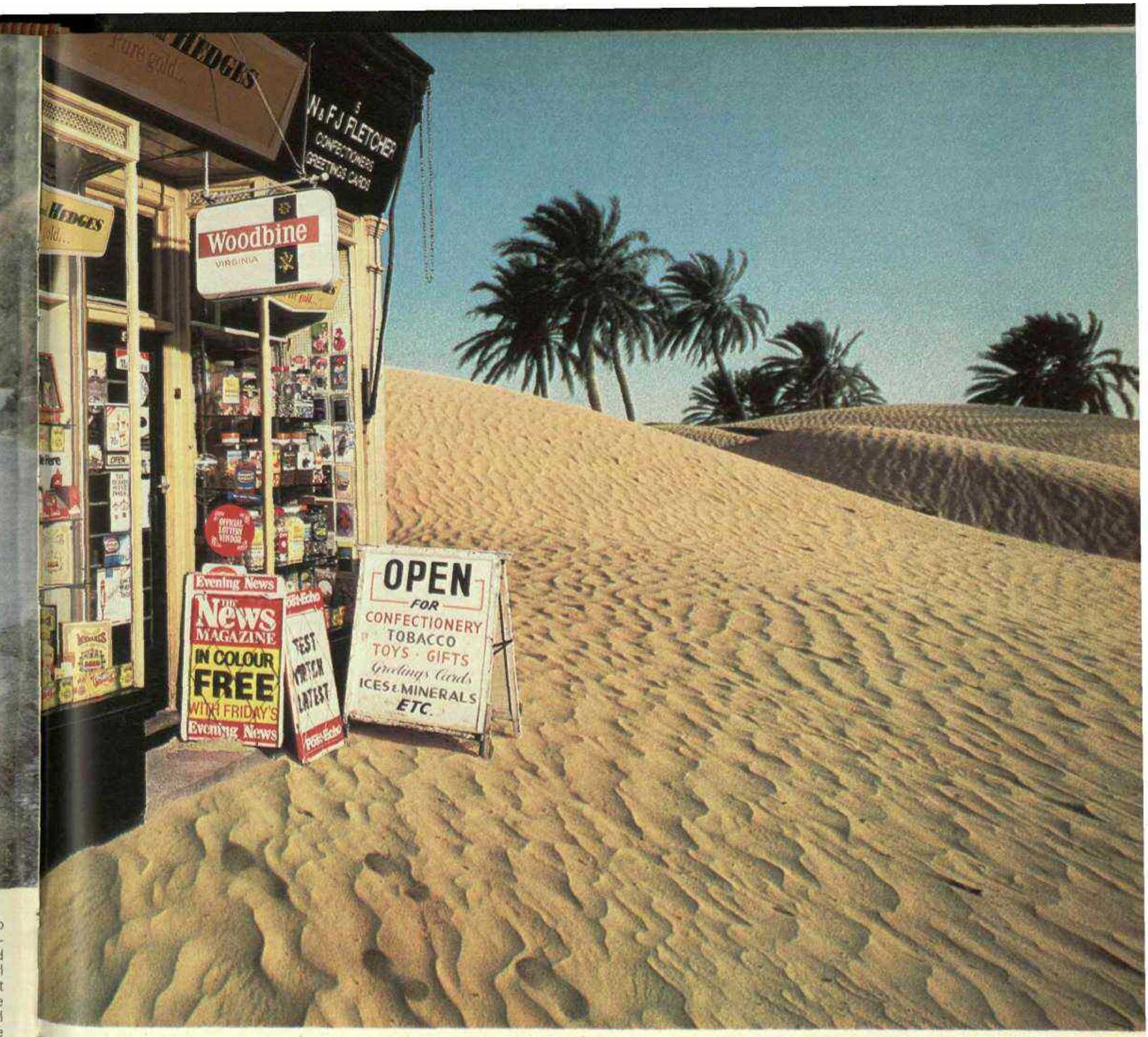






HIMALAYAN RALLY The first competitive event to run up into the lofty Himalayas was sadly marred by organisational shortcomings and a series of violent attacks on competitors by a political faction determined to demonstrate its power. Below is what windscreens looked like after running the gauntlet, whilst the Opel Ascona of winner Shekhar Mehta (left) was well protected afterwards by grilles and meshes. Only the foothills of the Himalayas were eventually penetrated (top left), and much of the running was on tarmac roads as shown above being tackled by that petite but tough little French girl Marianne Hoepfner who took her Celica to second place.





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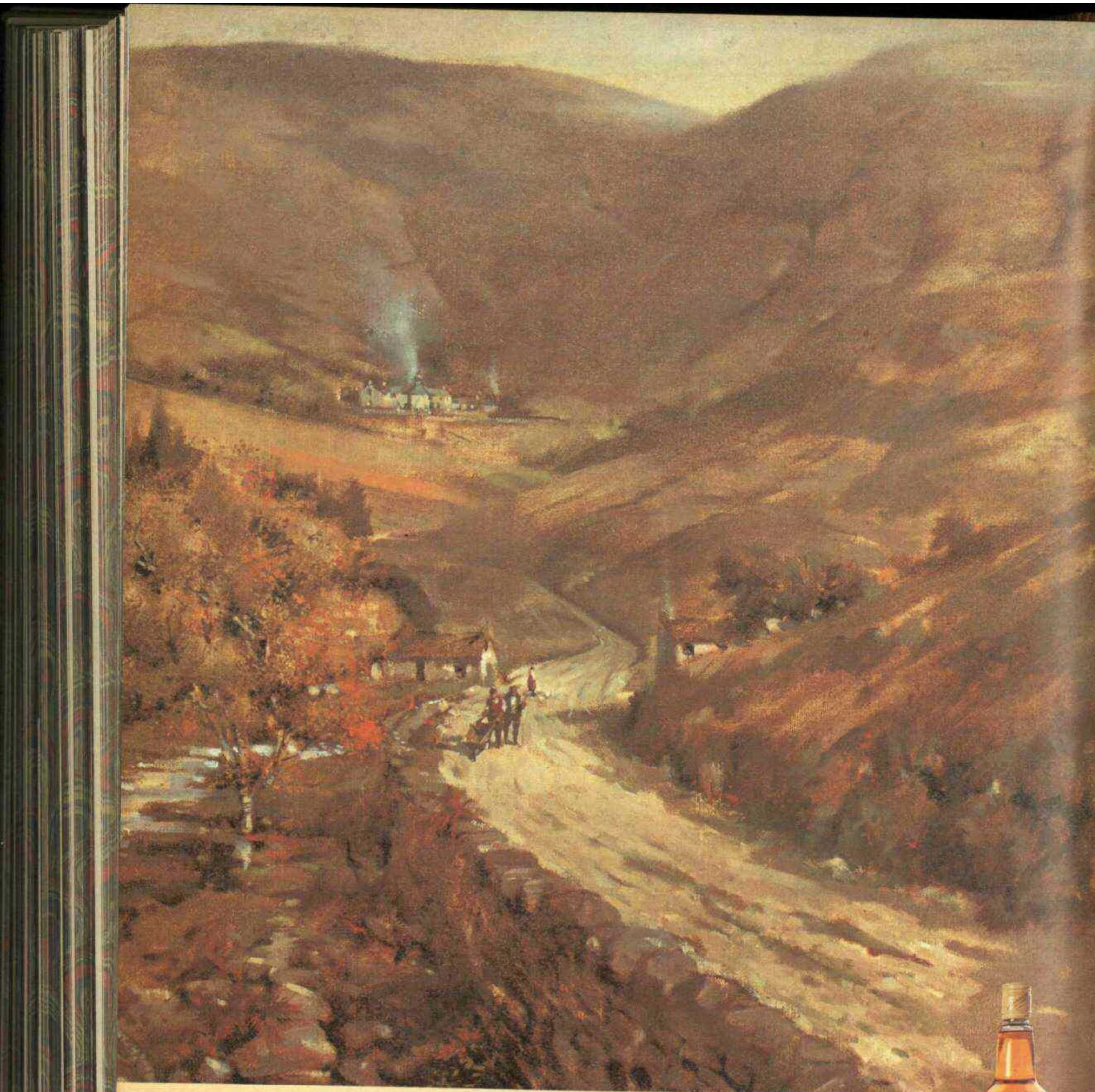
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†DoE Test: mpg (l/100km): Urban: 21 (13.4). Constant 56mph (90km/h): 35.3 (8). Constant 75mph (120km/h): 29.1 (9.7).



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SUPREME

For your pleasure



HIMALAYAN RALLY David Liddell and Mark l'Anson, two British privateers on their first event outside the UK, were delayed in the early stages but towards the end they put up some excellent times in their Talbot Sunbeam (above) to finish eighth. The ecclesiastical Morris Minor driven by Philip Young and Rupert Jones (below) may have gained much publicity, but you can't make a sprinter of a pensioner and the shortened route rather helped it keep its fifteenth place.

Connoisseurship



Cutty Sark Scotch Whisky

TOLEMAN TEAM —
Continued from page 1897

it's no use having a customer car, you're always one step behind". That may sound as if they went straight out and built the Toleman, but they didn't. March was abandoned for Ralt. In Byrne's opinion, "the Ralt RT2 was the best chassis of the season, but it was delivered just two weeks before the first race (Byrne had been assisting Ron Tauranac on the project, so saw the problems) and it was a struggle to catch up. Then we got a month break in the season, got some weight off the car and Brian took three wins, one of them disallowed at Enna, which cost us the championship."

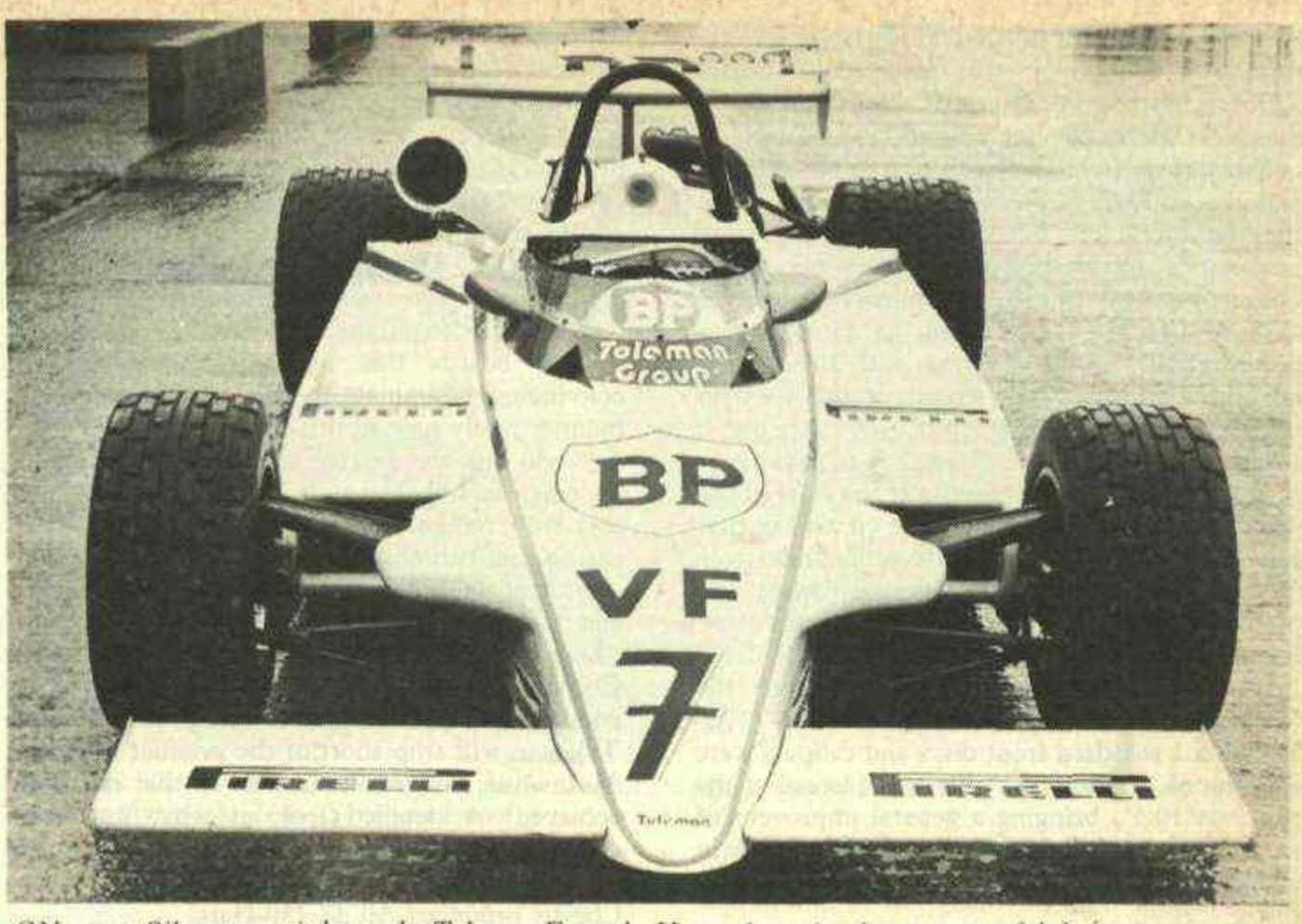
They failed to win the 1979 European F2 title by two points. However both Toleman and Byrne were impressed with the basic principle that more control of their destiny was needed. Since the end of 1978 they had employed former March team manager Roger Silman and the decision was taken to go the whole hog: own premises, design and a Pirelli tyre contract, which Byrne had negotiated before the close of 1979. "We did some testing around August-September '79 with the Ralt on Goodyears, Japanese Dunlops and Pirellis. Actually the Jap Dunlops were quicker than Goodyears, as well as the Pirellis, but the race durability was suspect."

All the testing was done in Britain, but Pirelli already had F2 form with Piero Necchi in 1978 (some promising times) and had supplied tyres for Eddie Cheever's Osella in 1979, when the combination finished third in the European series. As Byrne said, "the potential was obviously there".

Having established that the radial was the way to go was extremely important, for it laid one of the main design factors in the chassis. Though March were testing with Pirelli and going quicker than on the Goodyears they used in 1980 at the time of our Witney visit, Byrne held to the view that the full benefit of the Pirelli's extraordinary abilities cannot be realised without designing a chassis specifically for use with radials, improved by subsequent running experience. Byrne was also disenchanted with the BMW engine, but that dated back to 1978 when he found "the rebuilds were 50% more expensive, it was 40-45 lb heavier and not as reliable as the Hart. The Hart was transformed when the ignition system was changed for 1979, much more tractable and just as powerful". Today the Hart is rated at a conservative 300 b.h.p. on 9,500 r.p.m. with 180 lb ft. torque peak at 7,500 r.p.m. A useable power band between 7,500 and 10,000 r.p.m. is reported.

It was in the closing months of 1979 that Brian Hart and Toleman became working partners in the bid to win the Championship, Hart changing the oil pump layout and the metering unit to suit the Toleman installation and clean up the air stream for maximum ground effect: the engine is run unstressed.

It was in August 1979 that Gentry joined the outfit, best known for his Shadow GP work. Drawing of the 99 in. wheelbase, alloy monocoque machine could get underway in earnest. The prototype was built at B & S Fabrications, an arrangement that existed for monocoque construction until very recently when it was announced that Toleman would link with Lola for the construction and after-sales service of their chassis. "They made a better job of it than we could", says Byrne bluntly, "leaving us free to get on with the design and running of our own works cars. Having seen the equipment they have up their for chassis manufacture, I must say I'm



ON a wet Silverstone pit lane, the Toleman Formula II car shows its clean, purposeful design.

delighted we've done the deal . . . I think it will be good for both parties".

The first TG 280 (a separate list of chassis constructed is attached, together with a working specification) ran on the 22nd January 1980. Though only able to use Pirelli's hardest compound tyres, which were not within their normal operating temperature on the cold Goodwood tarmac, Stephen South pressed the Toleman round in a very competitive 1m 8.8s. It was the third run of their first ever test session. . . .

Stephen South tragically did not stay linked with the Toleman team owing to F1 contractual bargaining with McLaren that came to nought, and it was thus Brian Henton who re-appeared in the Toleman line up alongside Derek Warwick, who brought with him much improved BP VF7 sponsorship after a disappointing season with the British oil company's backing in a private March during 1979. Warwick was British Formula 3 Champion the previous year, a category in which BP have always been traditionally strong in their support for British drivers.

Observers at the time were all struck by the incredible quality of the Toleman's construction, which was supervised at Bob Sparshott's BS Fabrications by Byrne, but owed something to the standard of workmanship they had exhibited on the Chaparral 2K USA Championship winner and their work on various Formula 1 projects. Compared to March there had to be a difference, for March build cars on a commercial scale, and some of those realities must affect the Tolemans built for the customer market too, but for 1980 a Championship victory and nothing less was the objective.

The main ingredients in the recipe — British oil company money and smart promotion; British car and engine engineering; Italian tyres and two able British drivers are well known, but did Byrne think there had been those whose contribution had perhaps passed unnoticed amongst these previously mentioned "heavyweights?"

We had time to absorb yet more of the well lit and spacious 1979 factory unit that houses Toleman Group Motorsport as Byrne considered his answer with typical care. "Max Boxstrom and the boys at Dymag wheels have had to work pretty hard. Perhaps harder than we knew because they had to keep up with the F1 teams experimenting with 13" and 15" diameter fronts this season. We run three different front and rears, so I guess you would have to say he did a real good job to keep up with us all this year!

"Bruce Rolston, up at Bicester, had his work cut out too. He did all our glassfibre body stuff and was brought in suddenly at a pretty crucial stage. We've run various sidepod arrangements (no skirts in Formula 2 this year, so the pod became ever more important). I remember him having four days to make the buck and a run of four new airboxes (a smaller side-design) which he did very efficiently."

From the design aspect Rory Byrne felt the most crucial aspect had been to get the best out of those tyres. "I'm not going to tell you how we did it, but I can say the important suspension point was the amount of camber we ran. The camber change affects these tyres — which are steel-braced in a unique way that includes fabrics in the construction, but which are not the same methods as Michelin use at all. Camber change affects them differently to a crossply racer like those from Goodyear. You need more negative camber on bump and less under roll. At all costs there must be no positive camber because the breakaway is very sudden with these tyres. There's still a lot to learn about these kind of tyres. March showed they would give an improvement just bolted on, but that's not the answer."

Although Pirellis had proved particularly good in the wet in earlier seasons, on the Toleman in 1980 wet races they were pretty disastrous — a plan for me to drive the car in the wet had to be scrapped as too dangerous! If Derek Warwick found it snaked on wet straights, who am I to argue? Thus a full wet weather programme is a priority development for the team's 1981 TG 281 programme, along with various Hart engine parts that have already proved effective in 1980 assessments.

In fact there's a lot more to come from the team in F2 because development was stopped pretty early in the 1980 season. They started the year with a 1,2 at Thruxton on Easter Monday, despite

continued overleaf

TOLEMAN TEAM — Continued

tyres that they knew were incorrect in lateral stiffness. By the third race of the season Pirelli managers Mario Mezzanote and Giani Turchetti had inspired their compatriots to new heights, and the stiffness problems were history. From then on Pirelli did not stop working supplying new compounds despite an obvious superiority.

Toleman kept up the development pace too. A lack of straight line speed at Hockenheim prompted a new front wing and airbox that allowed an instant 300 r.p.m. at the German circuit "or an instant 200 r.p.m. anywhere else", in Byrne's words. Byrne's achievement, acknowledged by Brian Henton at the close of the year was in resisting the pressure on him in that early stage of the season to reduce the understeer in the car by altering the chassis, when the problem was in fact the tyres. They could have spent an awful long time up the creek. . . .

By this stage — in fact just before the Vallelunga third Championship round — AP Formula 1 standard front discs and calipers were introduced. These of 11" diameter instead of the previous 10.5", bringing a general improvement in friction area and heat dissipation, for twin calipers were also introduced with the bigger discs.

Silverstone was the fifth Championship round and it had become obvious already that Tolemans were going to take the title. The works had a £5,000 "tweak of the week", which turned into a season-long feature that was sensibly, in Byrne's view, not adopted by the Docking team. This was a fundamental change from conventional rear suspension to a top-mounted vee of two coil spring and damper units connected down to the main suspension arms.

Byrne was naturally proud that the later B-specification had shown improvement "straight out of the box". It also necessitated fitment of an oil-water heat exchanger into the side panels as twin Serck oil coolers were within the rear bodywork horizontally, occupying some of the space needed for the B-specification coil spring/damper assembly. Byrne pointed out that the Docking/Spitzely team had not needed to follow the works lead in the cars that they ran for Siegfried Stohr and Huub Rothengatter because it was not worth it on a cost/lap time improvement basis. The improvement?, "a couple of tenths", said Byrne, but then that's what motor racing is frequently all about. . . .

The season was not just a straight run of triumphs, and that was the refreshing thing about Byrne's conversation. He recorded what had happened, warts and all. From this emerged a picture of a genuinely close-knit team who regarded their drivers with awe for their wet weather achievements at Nurburgring even when not winning and, from a relaxed interview in our contemporary *Motoring News* from both Warwick and Henton, a pair of drivers who could not have dreamed of having better support from all concerned. There were setbacks and tempting Red Herrings to pursue, but with their feet firmly to the boards this team came through to convincingly dominate the European season in a manner rarely seen in this competitive category.

When this was written it still wasn't known if Toleman would be out in Formula 1. For sure they were not going to make the beginning of the season, but running tests with Brian Hart's turbo version of the 420R were due days after we called, and it seemed likely that the team would join "League Division 1" on the return of the circus to Europe. Even without Pirelli's radial flair they could be competitive, and it seems unlikely that Toleman will stop short of the premier division. Meanwhile, congratulations on all that has been achieved! A detailed look at what has been constructed so far follows. — J.W.

Chassis produced All TG280-Hart

C1: Original prototype and separately maintained test car. Sold to Alberto Columbo.

C2: Derek Warwick's race chassis, scheduled for sale end of 1980.

C3: Docking/Spitzely team, driven mainly by Huub Rothengatter of Holland.

C4: Most successful chassis for European Champion Brian Henton.

C5: Team spare chassis, fully race-prepared at each event.

C6: Docking/Spitzely for Italian Siegfrid Stohr, winner two championship races.

C7: Black, sold to Japanese private customer complete.

C8: Constructed for Ford Germany and Zakspeed to test suitability of 1.4 Zakspeed turbo BDA (developed from Capri German championship engine) and delivered to Harold Ertl.

C9: Turbo development chassis for works to accommodate Hart turbo motor.

Toleman TG280-Hart specification

Chassis: Monocoque constructed in riveted L89 and L72 aluminium alloy sheets with detachable box section pontoons. Designed so that Hart engine is unstressed, some specialised parts in SAE 4130 standard heat-treated steels. Monocoque weight, 72 lb.; total car weight, 1,136 lb. (515 kg.). Wheelbase, 99.1"; length, 163.0"; height, 35.5"; body width, 51.5"; ground clearance, 2.5"; front track, 59.25"; rear track, 56.5" (track measurement according to circuit and weather, 1" narrower wheels for high speed circuits, etc.).

Front suspension: Top rocker arms operate inboard coil spring/dam per unit, damping by Koni. Unequal length, wide base lower arm in aerofoil section SAE 4130 steel. Cast magnesium upright Dymag 9-10" width by 13" diameter four-spoke alloy wheel.

Rear suspension: Top rocker arm and lower unequal length wide base wishbone linked to inclined coil spring/Koni shocker-absorber units mounted in vee out of airflow. Rockers and wishbones in 4130 steel, magnesium uprights and, as at front, cockpit-adjustable (via cable) anti-roll bar. Dymag 14-15" wide by 13" diameter rear wheels.

Steering: Jack Knight rack and pinion: magnesium housing.

Brakes: Lockheed twin caliper fronts with 11.0" diameter fronts and Lockheed four piston calipers on 10.25" diameter rear discs. Girling master cylinders and Mintex M171 pads or Ferodo DS11. All discs ventilated and adjustable balance bar, to control front-rear bias.

Body: Glass reinforced plastic reinforced strategically with honeycomb lay-up for nose, cockpit, engine cover/rear deck and sidepod panels. Front wings in L72 alloy and rear wing, with adjustable flap, same material. Central pillar has ABS front and rear mouldings.

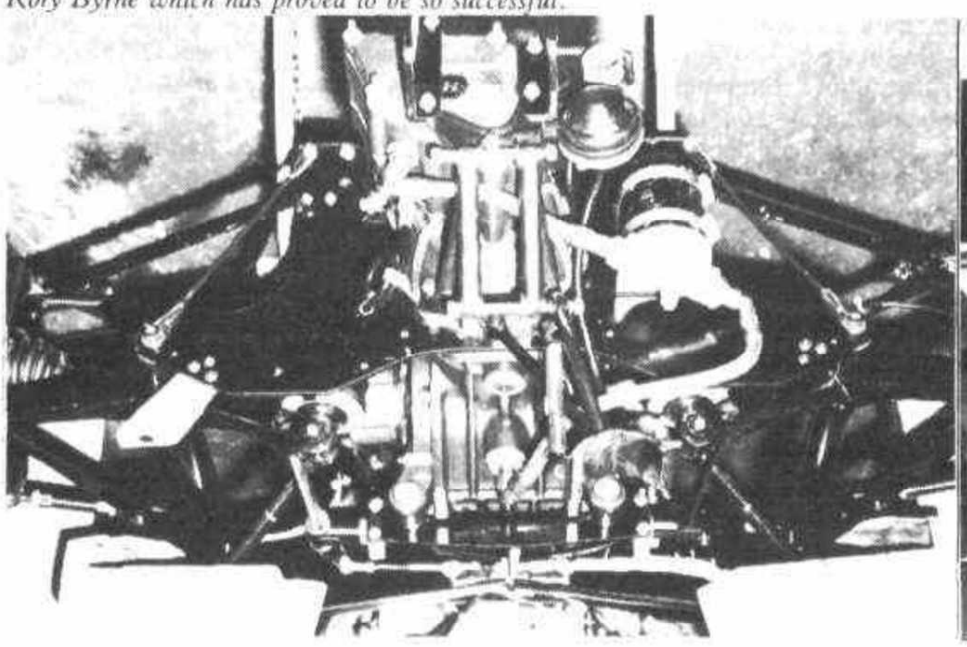
Tyres: Pirelli P7 255/35 VR 13 or 215/50 VR 13 fronts. Rears, P7 335/40 VR 13 or 315/45 VR 13. All radial ply, steel braced construction. Fuel, oil and water systems: 22 gallon Marston petrol safety tank, 130 p.s.i. delivery to Lucas injection, electric and mechanical pumps. Alumium oil tank of 3 gallons mounted between monocoque and engine, oil and water heat exchanger. Twin side water radiators mounted in side pods and made from aluminium.

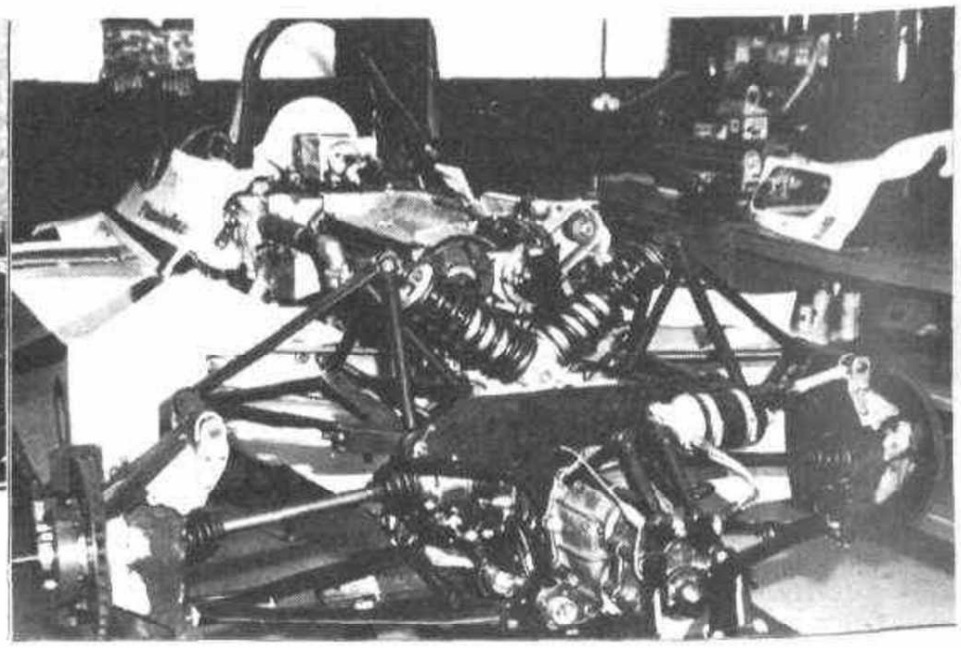
Electrics: 12v Varley dry cell battery under driver; Lucas ignition and Rita r.p.m.-limiter; electrical activation for Dreadnought fire extinguisher system.

Engine: Hart 420R; height 16.25"; length 27"; width, 17.5"; weight 235 lb.; m.p.g. 7.5 (through seasonal average); peak power, 300 @ 9,500 r.p.m; maximum torque, 180 lb. ft. @ 7,800 r.p.m.

Transmission: Dry sumped, integral oil pump, Hewland FT 200, 5-speed. Borg & Beck twin plate clutch, 7¼" plate diameter.

THE two different rear suspension layouts used on the Toleman cars during 1980. On the left, the conventional system, while on the right is the new arrangement devised by Rory Byrne which has proved to be so successful.





Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

PHIL PADDON

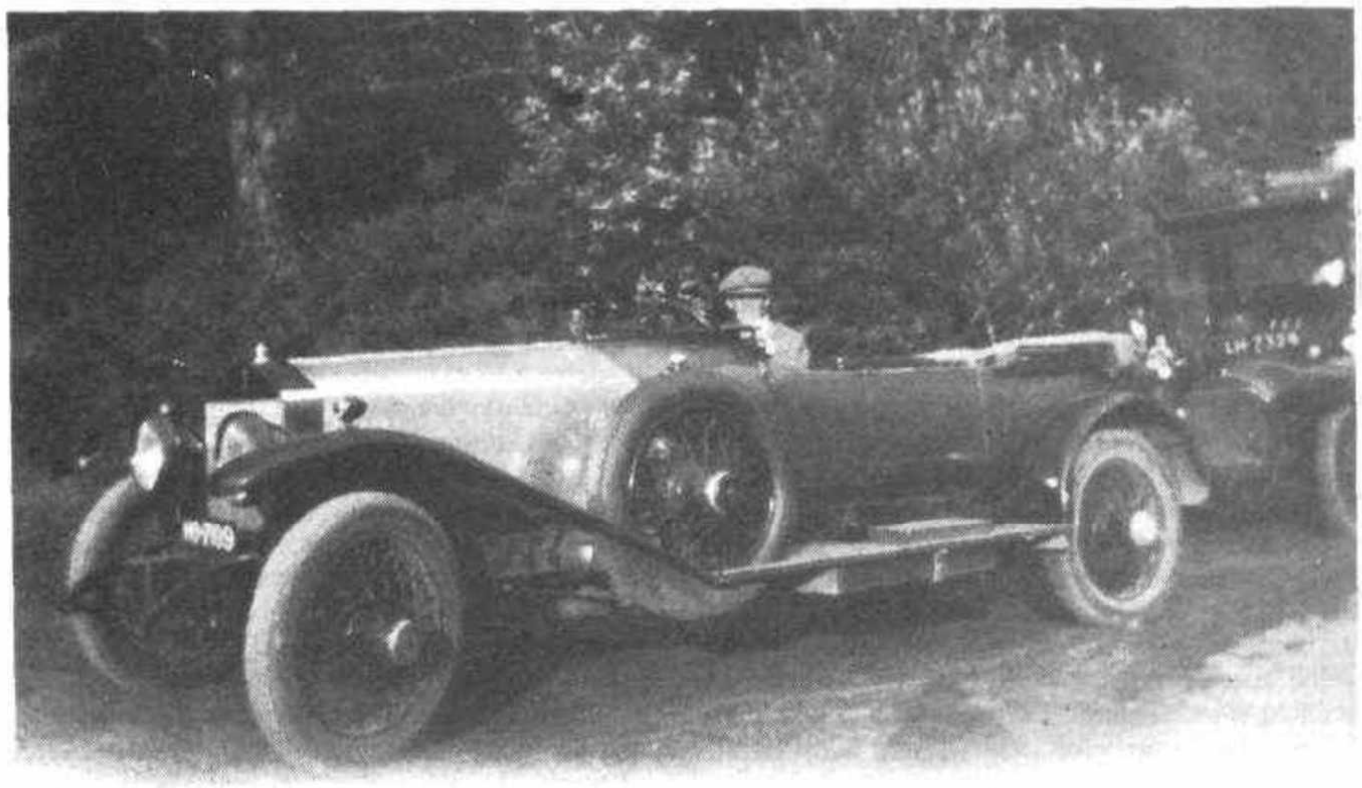
IN THE RFC Diaries that we have been serialising there are several references to "X" meeting Phil Paddon, who was then a well-known figure in motoring circles closely associated with the firm of Paddon Brothers, the Rolls-Royce specialists, who still operate from the original premises in Knightsbridge's Cheval Place. A few notes may therefore not be out of place.

I am indebted to Comdr. Hugh Keller, himself a great Rolls-Royce enthusiast and owner of an immaculate 1929 Rolls-Royce Twenty James Young Weymann saloon, for his assistance. Comdr. Keller served in the Royal Navy, joining the Grand Fleet from Dartmouth in 1916. After the war he had a sports AC and then a 10/23 Talbot Weymann saloon, fitted with radiator-shutters, and a big trunk on the back, in which he and his sister motored to Nice. He wonders if this excellent little car has survived — its Reg. No. was XY2034.

Before the First War Paddon was in partnership with Vincent Herman, who was killed in the first fatal accident at Brooklands, when his Minerva overturned in a race there during the opening season of 1907. Paddon had founded his Company in 1905, with the celebrated aviator Tommy Sopwith. It was then known as Paddon and Sopwith, being situated at 1 Albemarle Street, W1 (where the racing-motorist Tommy Hann had offices in the 1920s), with workshops in Pavilion Road. The link is self-explanatory when I say that Paddon was a great enthusiast for the then-popular sport of ballooning, going aloft with pilots of the calibre of the Hon. C. S. Rolls, Tommy Sopwith and Moore Brabazon, later Lord Brabazon of Tara. Indeed, he shared a balloon called "Palsop" with Sopwith. After one flight it landed in Regent's Park fortunately not in a Zoo enclosure. After it had been deflated it was stored in a convenient shed, where the statue of HM Queen Victoria, which now stands near Buckingham Palace, was being completed, so the intrepid aviators had the first view of it, before it was formally unveiled.

In those days his Company sold all makes of cars but his friendship with Rolls gave him a preference for Rolls-Royces, in which he was later to specialise. His first sale of a 40/50 h.p. car of this make was in 1907 to an old school friend, who bought a new Twenty Rolls from Paddon in 1928, and a new Phantom II in 1934.

By 1907 Sopwith had become totally immersed in aviation, so Paddon brought in his two brothers, Cecil and Stanley. The boys' father had been a diamond merchant who, after losing most of his fortune in South Africa, was for a time chauffeur to the Earl of Dunraven. Before the 1939 war Paddon had a little 8 h.p. Renault, which he used for running about London. Neville



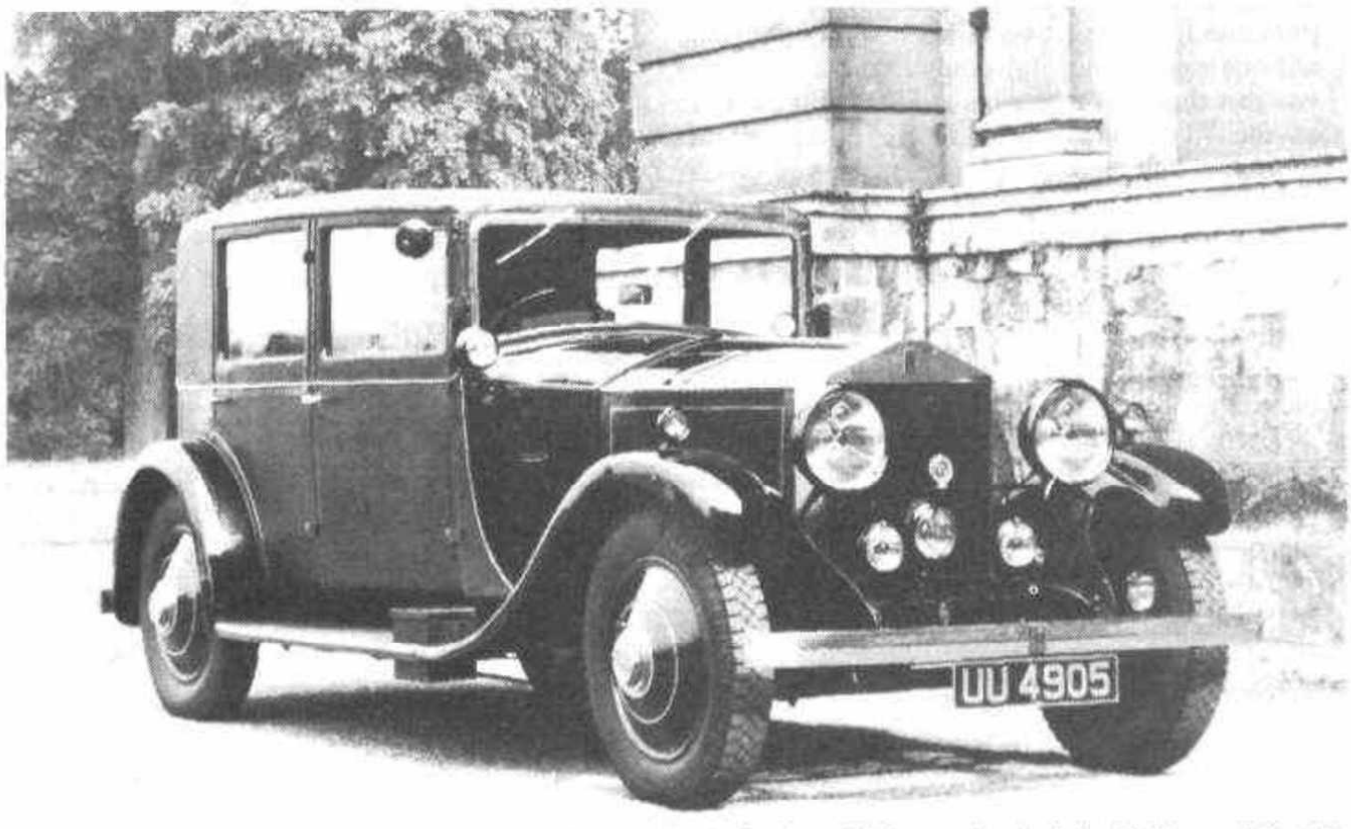
THE 40/50 Rolls-Royce with the body made for Phil Paddon (pictured at the wheel) by Sidney Moss. The style follows that of the 24/60 Sunbeam tourer of the early 1920's.

Minchin bought it when war broke out. Paddon then conducted his business from his cottage at Holmwood. The Renault had been a drophead coupé, but Sydney Moss in Fulham (another name found in those RFC Diaries) converted it into a fixed-head coupé. It is interesting that Paddon Brothers were to take a Renault franchise in 1967.

The Company began its transfer to Cheval Place in 1920, into premises built in 1910 as the London Repair Dept. of the Benz Motor Company. This is where Segrave's GP Opel was housed after the war (indeed, may have been stored throughout the war?). The move was completed by 1928 and many extensions have been made since. During the Second World War the premises were occupied by fruit merchants and, as before, business was conducted from Holmwood. Hugh Keller joined Paddon in 1925, when the enthusiastic amateur golfer Algy Pearson and Percy Barry were Paddon's partners, his brothers having left, Cecil to go to South Africa, Stanley to the India Stores Department where he rose to the position of Director-General, with a Knighthood, before emigrating to Canada.

Paddon was very friendly with Neville Minchin who had various Rolls-Royces with lightweight bodies and he designed and built several special bodies on Rolls-Royce chassis. One of these was made by Sydney Moss, to the pattern of the tumblesided tourer found on the 24/60 Sunbeams of the early 1920s, on the 40/50 h.p. Rolls-Royce chassis 65-CE. Keller and Paddon also evolved the lightweight body of the former's present Rolls-Royce. Paddon had a wonderful Secretary in Miss James and an excellent mechanic in Albert Etherington, who had joined him as his chauffeur in 1920. It was this chauffeur who drove Paddon and Neville Minchin with Louis Coatalen and Segrave who were competing in Paddon's Grand Sport Delage to the 1921 French Grand Prix at Le Mans, Segrave having first driven Minchin down to Guernsey from London in one of the 1914 TT Sunbeams — obviously the car written up by Kent Karslake after the war in his "Veteran Types" series for MOTOR SPORT — fitted with a touring body, Paddon went to most of the early motor races and dealt in many racing-car sales. He died in the early 1950s, the Company being taken over by Brian Grave and his sister, Mrs. Cave.

W.B.



CDR. HUGH KELLER's 20 h.p. Rolls-Royce, the body for which was devised by Keller and Paddon together and built by James Young, the coachbuilder.

Another First World War Diary

APART from the RFC Diaries left by "X", see page 1863, some letters written to her family by a girl of 18 while she was serving as a driver in the ASC during WW1 have been appearing in the magazine of the Royal Corps of Transport, whose Editor has kindly permitted us to publish the following extracts. Incidentally, the daughter of this ASC driver still possesses her mother's 1917 driving-licence. The girl in question had the delightful name of Miss Hayacinth Hunter and she served with a detachment of 606 Company, ASC, whose headquarters were then in Holland Park Avenue. Her duties were driving personnel about the vast Woolwich Royal Arsenal during the latter part of the 1914-18 war, and further afield when required.

In the Summer of 1917 we find Miss Hunter deciding to quit munitions work, for which she had been receiving about 29/- a week on day work and about 27/- a week for night shifts. Motor driving was paid 35/- a week and Hayacinth, who was living at the Queen Mary's Hotel in Abbeywood, in SE London, wrote home for suitable clothes, as uniforms would not be issued for a month. Apparently motor drivers were urgently required, as Miss Hunter was able to finish in the machine-shops on a Tuesday and start driving on the Wednesday; but six-months' driving experience and a licence were needed. On her first day in the Woolwich Arsenal Garage Miss Hunter drove about the place in a Ford, obviously a Model-T, but that August afternoon the Duty Sergeant was at his wit's-end to find someone to drive an Inspection Department Official to the 3 p.m. Ministry meeting at the War Office in London. So, although her licence had not arrived and she did not know her way about London, after he had given her a five-minutes' trial on a Studebaker he sent her off. The young lady found the car "completely different from anything she had driven before" but all went well until a tyre punctured in the pouring rain in Kingsway. She squatted down in the mud and put on the spare-rim (the Stepney?), nobly assisted by the Messenger she was driving. After much difficulty and hammering they got it on, only to find, on letting down the jack, that this tyre, too, was punctured. Four or five garages were visited but not one would help, until they found a place that was just shutting, with some soldiers outside. One of the "Tommies" mended the puncture and refused a half-a-crown tip — maybe you would have done the same, for 18-year-old Hyacinth?

They got back to Woolwich at 8.30 p.m. instead of at 7 p.m. as scheduled, the girl-driver in a filthy mess. She was supposed to go out again in the Ford but it had broken down and would not be ready until dinner-time, so she wrote home instead.

There is an interesting reference to Mrs. Moxsy, who bossed the girls and drove Col. Taylor home; he had told this lady that Miss Hunter could drive a 90 h.p. car and that he was very keen to get her as his driver. Apparently Miss Hunter had not actually driven such a car; she thought the Colonel was thinking of "Jock's car", and one wonders what this was and whether Jock was a member of the Hunter family.

Miss Hunter was thoroughly enjoying driving about Woolwich, in spite of "railway trains rushing out at you from all directions", and although she found keeping reports was a nuisance, she regarded the driving as "great sport". She was "as fit as a fiddle and thoroughly enjoying herself". But she was bitter about not being able to get a friend a job at Woolwich because she was over 21 and she expressed contempt for the posters (the classic Kitchener poster?) that said they were clamouring for recruits, when they were not. She was delighted to be called upon to take out a "Stude" (Studebaker). "When the Fordites who have driven gate changes long before they could even drive a Ford", were not called upon.

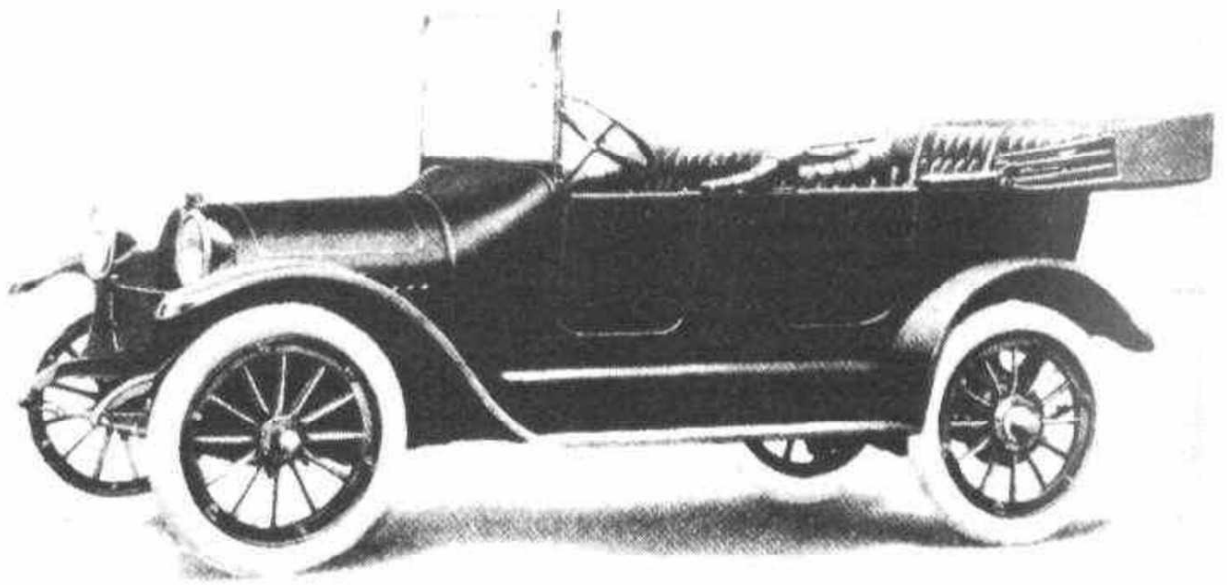
One day consisted of fetching a Col. Galloway from his home, and in the afternoon taking Lady Kathleen Lindsay about the Arsenal, while in the evening there were Majors and a civilian to drive home. Getting lost on the way back, Miss Hunter arrived rather late and was relieved to find that Col. Richard, whom she was supposed to be driving, wasn't there, especially as the Studebaker's engine "wouldn't start again for little apples". Two boys at the garage got it going by dousing it with petrol. Miss Hunter expressed a good knowledge of, and appreciation for, cars when she wrote: "0.84 is a brute to start, 0.86 which I took up to London is much better to start but is a brute to change gear on. They all have their little peculiarities, specially my Ford, whose steering and footbrake are positively suicidal". However, they were expecting new vehicles the next day, these having been rumoured to be at HQ at Shepherds Bush — one wonders whether "X" (see page 1863) was associated with them. Probably not, as they were ASC, not RFC, vehicles.

Social engagements were interrupted by a Vehicle Inspection but usually the 21-year-old CO was very decent about granting the girls time off. There is an amusing reference about how a young girl-driver coped with nasty passengers — "You can always tell him to sit behind 'cos it balances the car better and they've got to obey". Apparantly this applied to Officers as well as to civvies, but "we have a very decent lot to drive about here; they all behave very well. Do send some more lavender next parcel".

The new vehicles had arrived by August 14th, 1917 — "We have got the most luscious new Fords you ever saw in your life, all black and shiny 1917-pattern, with sloping bonnets and black radiators like the Studes; saves us a lot of cleaning and looks very chic". Mrs. Moxsy had been on holiday to Scotland and had not slept a wink on the journey back, presumably on the night train, "so I expect her driving today will be erratic".

The girl was not afraid to press on. She wrote home of one incident when, with a Lieutenant and a Major in her car, she tried to squeeze between a lorry and a hand-barrow as these were converging, with no time to blow the horn. The coster had the fright of his life and dropped his barrow. When they got to their destination Hyacinth asked the Major "Whose fault was it? Mine I suppose." She was obviously disappointed when he replied "Yes, it was yours"! Then there was the occasion when she took a Col. Vandeleur to D15 in the Arsenal and he told her to wait a minute. She waited a minute and as someone had come out and said there was no need to stop any longer, she drove away. Soon there was a frantic telephone message to say the Colonel wanted her. "I was in the middle of making up my reports so I shoved everything under the seat, ground her up, and broke all records through the Arsenal. He seemed a little hurt I had abandoned him". Fortunately he knew family friends, so soon recovered!

The job entailed driving with very confidential patterns of gun-bores, etc. from E30 to D15, both gun-sheds, but when a Major told Miss Hunter she should be wearing gunner's buttons on her khaki coat she told him he was wrong, as she was in the ASC. "He seemed rather amused, I don't know why". . . . Butter sent from her home in Berwickshire was appreciated in the Mess, and when the Sergeant left the girls gave him a silver cigarette-case; the new man was very different", a regular Sergeant Major with a S. African medal". The Fords were apt to soot-up their plugs, which Miss H. could cope with, but if she was "carting round a box of pay" she might commandeer any other car that was passing. The ASC Company was fussy about its drivers, so it was usual to get a uniform made by a tailor in Woolwich, keeping the Army issue, which was of "tommie's stuff", for driving about the Arsenal, changing into the other one for journeys to Town. An awful fuss arose when it was proposed to make all the girls, whether ASC, WL, OF, or RFC, join the WAAC. "We should have to drill and be given CB and all



The same or a similar war-time Studebaker to that which Miss Hunter drove on ASC duties and which she found similar to the 1917 black-radiator Model-T Fords, also used as transport by the Royal Arsenal at Woolwich.

that sort of thing; in fact we would be treated just like soldiers. We *can* be pretty insubordinate and the WAAC intends to stop all that!" Nevertheless, Hyacinth signed on for a year, or the Duration if that were shorter.

In the end her uniform came through. She went to Devonshire House for it, but was sent to Wigmore Street. She found it "rather short in the skirt". She hated Selfridges when she went there for shirts, and couldn't get a taxi when it began to rain and she was laden with parcels.

There was leave spent at Ickleford Manor at Hitchin, then back to the driving, taking two big-wigs down to Proof Butts, meeting Majors who had missed their trains, etc., so that the "Stude-pup" as they called their new Fords, "from their strong resemblance to Studebakers", fairly boiled. [Interesting this, although it was not intil the 1920s that most of the cheaper American tourers looked all alike — Ed.]. The "motor-hogs" would have wild parties in the Mess, attended by the Officer ("He didn't dance as he had rather a tummy-ache, poor babe"). They would make lunch in the garage instead of going to Lyons and usually drove "pukka Army Officers, all gunners". The girls were known by their surnames and seem to have been on duty from 6.30 a.m. to 7 p.m.

On a day off Miss H. would perhaps go up to Town. On one such occasion she was let off driving a Major Burden to the War Office and just caught a train in time to get there to watch a performance of "General Post" at the Haymarket, from the dress-circle, with her boy-friend, whose uniform made him look like a half-fledged Officer, and girl-friends. They would lunch at the Charing Cross Hotel, take tea at Stewart's, walk in the Park, and dine at Prince's where there was a mixture of evening dresses, and uniforms — I seem to have heard it before! When driving a Major Clutterbuck she hit a bicycle but the man who landed on the step of the car wasn't hurt and the Major (was he the person who had driven a Fiat at Brooklands in 1908, in the Household Brigade Cup Handicap?) said it wasn't her fault, so she did not report it, hoping the man had not taken her number.

There was a great fuss getting a girl's buttons polished and her car smart when she had to take a Col. Galloway to Buckingham Palace to receive his CMG "and on the way she had a puncture and got dirty again". Miss H. wrote of a race between three Fords, driven by herself and two male drivers, to the petrol-store and back (a sort of Le Mans start, as they were cranked up first), which amused an old Admiral but not "Staff" who had observed it and said "I suppose you were doing 50 round the corner?" Her white fur gloves caused a sensation in the cold winter of 1917. Taking a Major Bishop of the Marine Artillery to Holborn she skidded right round in avoiding a cart outside the Herbert Hospital ("Fortunately, he doesn't suffer from nerves"). The run back was done in 40 minutes from Waterloo Bridge, on a solitary oil-lamp, "as the headlamps had shorted-out as usual and the other oil-lamp had no paraffin in it. A nice tram-inspector lit the oil-lamp". Miss H. was detailed for a Studebaker in October 1917, "an antiquated 'bus, painted khaki all over, even its shiny parts". But it "turned out to be a perfect lamb". It was used quite soon for a run to Dagenham, through Barking, East Ham, and across the Ferry, and then to a 6 p.m. Ministry meeting.

There were cheery Sundays with the CO (Major Alcock) and Mr. Napier joining in, and "Consequences" played at the digs "with Mrs. Moxsy acting as censor". In November the Studebaker did about 90 miles in one day's driving, including right out to Acton, about 20 miles from Woolwich, which was done in an hour, through the traffic. It then went to Dartford, where a Major defused some bombs dropped in the night. Miss H.'s red boots were much admired by the Major . . . Alas, her car was now literally coming to pieces, in various people's hands. It went to HQ to be overhauled and "so they've sent me a *Ford*. I must say it's brand-new, just out of the shop, but a Ford!"

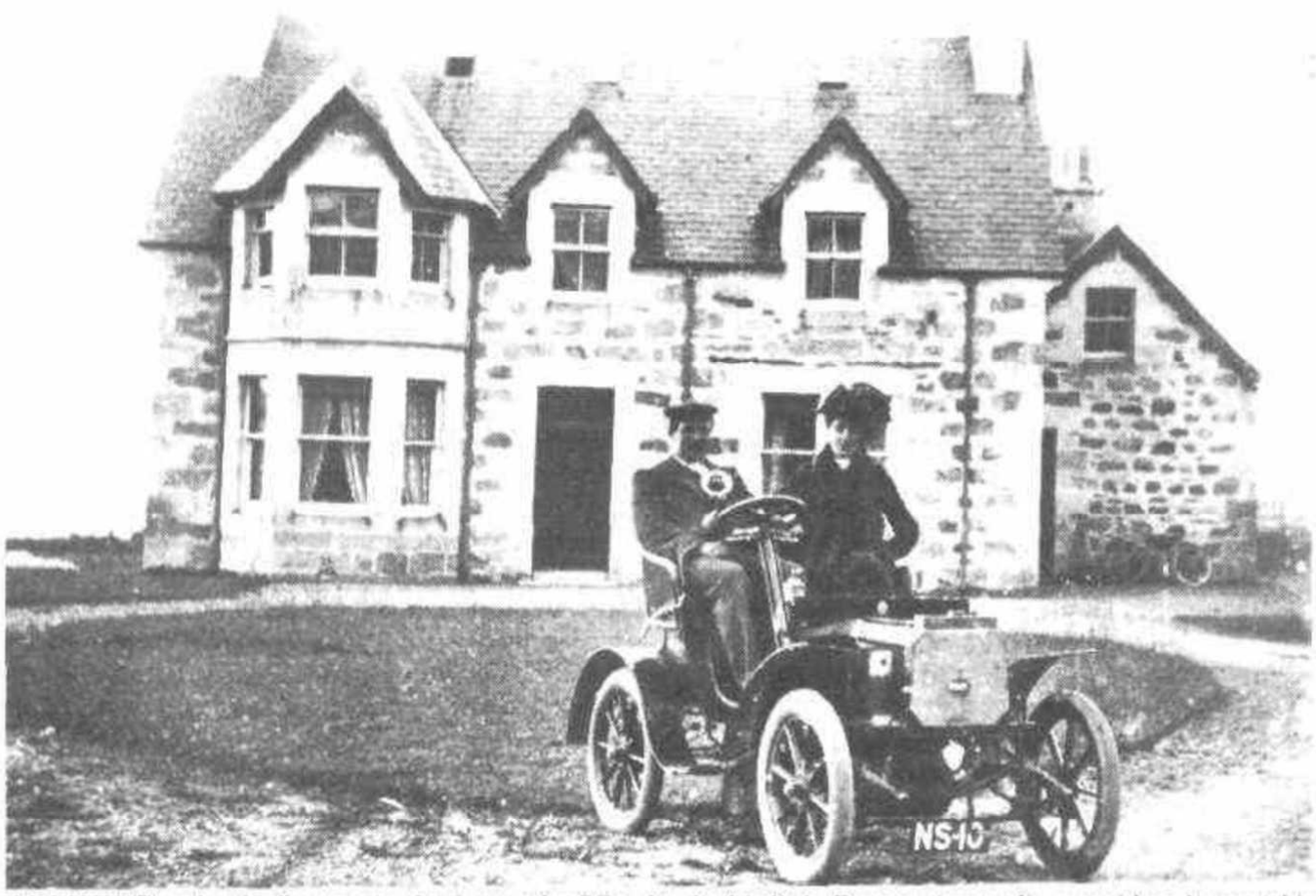
My thanks go to the Editor of the R.C.T.'s magazine for this charming "period-piece". One wonders what kind of motoring Hyacinth Hunter enjoyed after the war was over? — W.B.

V-E-V Miscellany.— Are prices asked for the older cars about to fall? At Sotheby's Ardingly "Historic Transport Spectacular", out of 75 vehicles auctioned, 25 were withdrawn as not reaching their reserve prices, while at Sotheby's "Town & County Festival" Sale there were 77 Lots, out of which five were withdrawn and 33 were unsold. . . . In connection with my last August article "A Coatalen Conundrum", Australia's George Brooks has sent us a colour transparency of a car which came to a rally at Victoria in 1955, and which had one of the rare single-overhead-camshaft, sixteen-valve OV Sunbeam engines. It was obviously in a 16/40 Sunbeam tourer, so was the 3-litre four-cylinder version of the substitute for that car's normal side-valve power unit. With the one I saw before the war in the Lambert Special, that makes at least two of these 3-litre OV Sunbeam engines to escape from the Wolverhampton factory. H. W. Tucker-Peake is planning to have a Vintage and Veteran section in the 1981 MCC Land's End Trial, as part of the celebrations to mark the 80th Anniversary of the Motor Cycling Club, rather as they did for the 50th Anniversary. It is envisaged that there may be observed climbs of hills like Porlock, Barton Steep, Beggars Roost, Ruses Mill and the original Bluehills Mine, which were respected gradients in vintage times. The idea would be to use a shorter route for the old cars, but running to the standard times at Observed Controls. The dreaded Roost could be compulsory or optional, depending on its condition and the type of cars entered. We look forward to hearing that this proposal is going ahead and hope the RAC Competitions Department will look kindly at it.

Roger Howard tells us that he has found a later picture of the twin-blower installation on the 4-litre V12 racing Sunbeams than the one which headed this section in the October issue. It shows a much more professional layout, so it seems likely that our photograph was taken either after one of these engines had been rebuilt post-war for Sir Ralph Millais or as it was quickly cobbled-up after the failure in 1926 of the single supercharger, and Roger's picture may be as revised when Reid Railton rebuilt the cars for Sir Malcolm Campbell. Again, a case of over to the Midlands Motor Museum, to look at the ex-Neil Corner Sunbeam. . . . Incidentally, Roger is anxious to trace the history of his Type 37A Bugatti. Its Reg. No. is HGT-874 but it is thought to have carried BPE-660 before the war; does anyone remember it? When writing, the Bugatti had just completed 1,200 miles in ten days, including five on the Isle of Skye; as Roger says, the ideal touring car?

A reader has sent up some photographs of early cars in Scotland. One is thought to have been the first in Sutherland and Caithness and looks like a Peugeot. Its Reg. No. is NS-10 and in another photograph this number is seen to be on what may be an Alldays. Another picture is of three cars outside a house that is still in existence in Scotland. Indeed, the reader, Arnold Toynbee, photographed his Ferrari outside it, alongside the present owner's BMW. In the old picture two 8 h.p. Rovers, *circa* 1904, which are said to have indulged in a race from Tongue to Thurso, are seen with the aforesaid Alldays, the latter on solid tyres and chain-driven. N. Lees asks us to point out that we were incorrect in our report of the

continued on page 1911



ALLEGED to be the first car in the far north of Scotland, this little Peugeot is standing outside a house which still exists.

TO BRIGHTON — cont. from page 1895

be removed. We ascended Streatham Hill strongly in 2nd-speed, but by Streatham High Road the steering had become abnormally stiff and before descending the hill down to the Common we had to remove the n/s front-tyre band.

The next problem was loss of the cap on the end of the steering push-pull rod, only the axle preventing complete disconnection of the mechanism. There was a lot of free play at the 4-spoke steering wheel but Charles gallantly brought us to the very obliging Lowfield Heath Service Station, where our request for split-pins of large size were no trouble at all. In the end the wooden handle of a hammer was sawn off by Charles Maple to act as a bung behind the split-join, and we were off again, although the steering remained extremely stiff.

The gradient to Redhill had been another 2nd-gear ascent, and I saw Roger Collings in full-cry in his well-loaded 1903 60 h.p. Mercedes. It is difficult to tell what ails stationary cars, as you sweep past. Lord Strathcarron was seen walking about beside his 1903 10 h.p. Georges-Richard Brougham at Thornton Heath but later he came pobbling by, so was perhaps just re-circulating his blood. It looked, however, as if Emson's 1900 3½ h.p. Pieper had irretrieveably broken its back axle. Johnnie Thomas, however, was weaving through the, at times very heavy, traffic in his 1899 2¾ h.p. Buchet tricycle, to score another first-arrival, and his son, I was glad to hear, also got in on his 1903 2¾ h.p. Humber motor-tricycle. John Bolster was in safely and about to return the same day to his home in Kent, his customary regular piece of proper Veteran motoring, on his 1903 7 h.p. Panhard-Levassor, as he has done for so many years.

We had a stop to check a loose petrol tap, and at Salford refuelled the Albion with just less than two gallons of essence, a little oil, and less water. Here Davies' 1899 3½ h.p. Benz dog-cart was taking on water, and later bowled merrily past us. In spite of increasingly heavy bunches of modern cars stationary ahead, and the usual lack of traffic policing as we neared Brighton, the Albion "took the Pylons" (official finishing place) at just after 12.45 and half-an-hour later we were bowling along the Madeira Drive, to be greeted by Commentator Tony Marsh, Ken Revis and others — another Brighton Run very satisfactorily concluded, and no doubt fairly characteristic of many others' experiences. In those closing stages we felt for the Dutch rider of an 1899 2¾ h.p. Rochet Quadricycle who was pedalling in on the pavement, with some six sticky miles to go.

At the finish we indulged in some biscuits-and-cheese hospitality from Renault and



JOHNNIE THOMAS (right), seen here at the start in Hyde Park alongside the 1896 Lutzmann, was first into Brighton on his 1899 Buchet tricycle.

met Alex Park, who had come through trouble-free in the Thornycroft, in spite of a little overheating. However, as we left in that excellent, individualistic modern motor car, a Lancia Gamma Coupé, the only model in my opinion that deserves to carry the traditional Lancia badge, the BL Heritage Wolseley and Lanchester had yet to make their landfalls but were well on their way. What fascination the Brighton Run holds for many of us. — W.B.

NON-STARTERS

J. R. Garrett, (Gladiator, 1895), Mrs. S. G. Large, (Benz), A. Tramhel, (Delahaye, 1896), F. E. Davis, (Whitney Steamer, 1896), R. A. Westcott, (Wolseley, 1896), J. R. S. Guiness, (Clement-Panhard, 1899), Welsh Industrial & Maritime Museum (Benz, 1900), Mrs. Q. J. Loder, (Stephens, 1900), R. Clapham, (De Dion Bouton, 1901), Lt. Col. J. F. Gresham DSO, (De Dion Bouton, 1901), C. L. Blake, (Packard, 1901), D. R. Perry, (MMC, 1902), C. G. Goldsmith, (Panhard-Levassor, 1902), P. D. Harper, (Panhard-Levassor, 1902), J. C. F. Bennett & Mrs. M. Southam, (Cadillac, 1903), A. Essex, (De Dion Bouton, 1903), Mrs. E. M. Jarvis, (De Dion Bouton 1903), E. J. Jarvis, (De Dion Engined Car, 1903), B. J. Garrett, (Gladiator, 1903), Mrs. J. Allen, (Oldsmobile, 1903), K. Boulter, (Peugeot, 1903), E. D. Lee, (Stevens-Duryea, 1903), A. H. Lenz, (Decauville, 1904), A. Bosomworth, (De Dion Bouton, 1904), J. F. Denton, (Ford, 1904), A. Fergusson, (Gladiator, 1904), M. R. J. Edwards, (Hotchkiss, 1904), T. Moore, (Humberette, 1904), P. A. Armour, (Humberette, 1904), C. Deverell, (Knox, 1904), A. Warner, (Lanchester, 1904), N. Persson, (Oldsmobile, 1904), Mrs. Y. P. Baily, (Phoenix Tricar, 1904), G. P. Greenwood, (Phoenix Trimo, 1904), T. Love Jnr., (Rolls-Royce, 1904), D. J. Goldsmith, (Stanley Steamer, 1904), R. N. Ganger, (White Steamer, 1904), I. C. Moore, (White Steamer, 1904).

NON-FINISHERS

R. S. Miles, (Benz, 1899), J. M. A. Paterson, (Locomobile Steamer, 1899), M. Clough, (Marot-Gordon, 1899), E. J. Jarvis, (Panhard-Levassor, 1899), I. R. Smith, (De Dion Bouton, 1900), G. E. Dorrington, (English Mechanic, 1900), A. W. Emson, (Pieper, 1900), G. Cordin, (Darracq, 1901), J. S. Corry, (Benz, 1902), A. Hancock, (Columbia Electric, 1902), J. Blaivie, (De Dion Bouton, 1902), J. C. Leake, (Locomobile Steamer, 1902), K. Schildbach, (Mors, 1902), J. Hickman, (Panhard-Levassor, 1902), E. R. P. Boorman, (Panhard-Levassor, 1902), E. D. Thompson, (Peugeot, 1902), P. Le Moal, (Renault, 1902), C. W. Sawyer, (Stanley Steamer, 1902), B. G. Hon, (Clement, 1903), I. Davis, (Franklin, 1903), P. Tacon, (Humber, 1903), Dr. M. Luther, (Mercedes, 1903), Mrs. P. Jensen, (Oldsmobile, 1903), Dame Margaret Weston, (Peugeot, 1903), D. H. Pittaway, (Pheonix Trimo, 1903), P. A. Brandt, (Turner-Miesse Steamer, 1904), Mr. A. Jones, (Turner-Miesse Steamer, 1904).

The 1903 Albion

The car I was on in this year's Brighton Run (No. 140) was a product of the Scottish Company better known for its commercial vehicles. It was founded late in 1899 and its earliest cars were high dog-carts, like those made by Arrol-Johnston (one of which Tom Lightfoot used to drive in VCC events with a splendidly heavy foot). Not surprising, as the Albion partners were from that Company. After 1902 Albion turned to more conventional private cars, first with a two-cylinder 16 h.p. model like the BL Heritage example we used on the Run and which is depicted on this month's front cover.

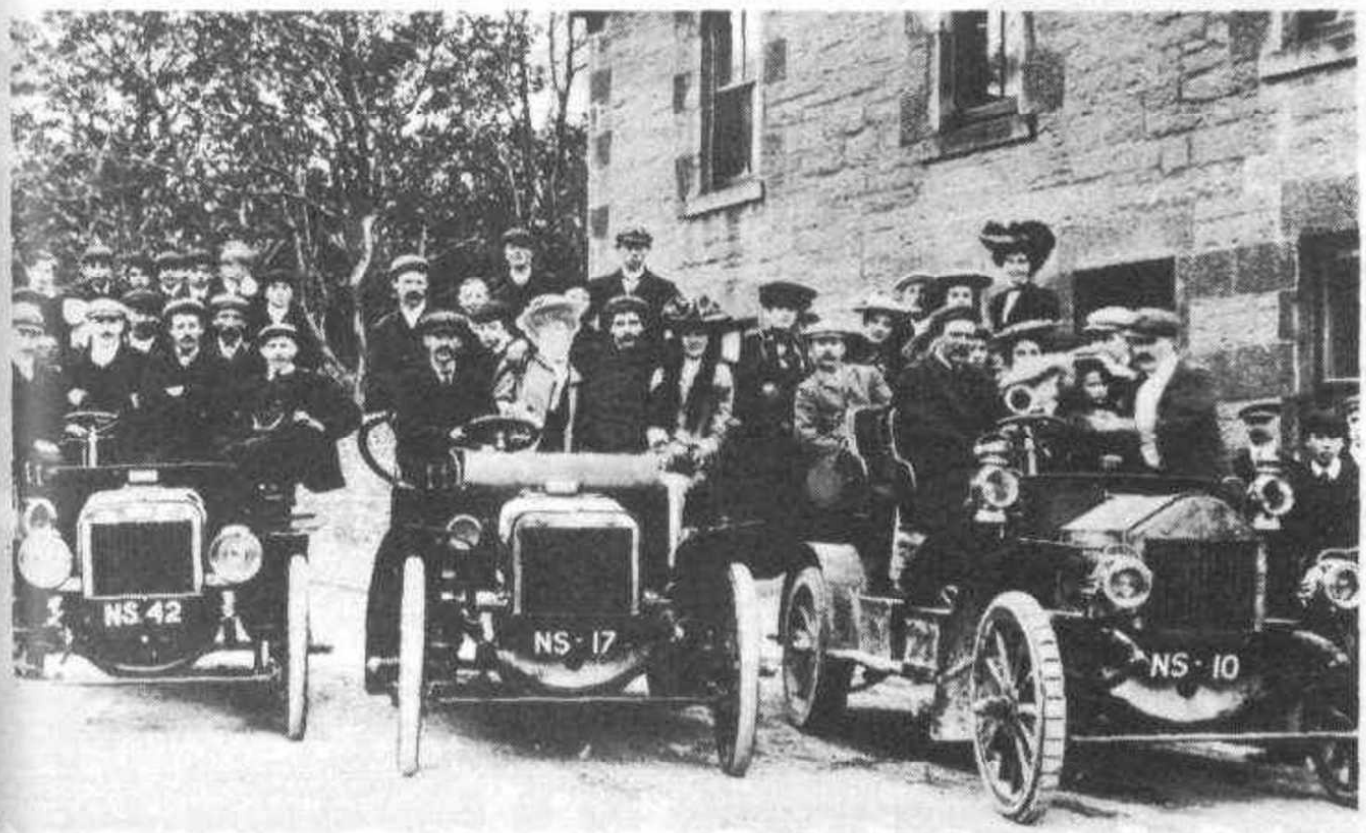
The engine has a bore and stroke of 4¾" × 5" and normally runs at 950 r.p.m., giving top speeds of 6, 13 and 22 m.p.h. in the gears, top being direct. It has a Murray Patent governor (T. Blackwood Murray having used it on the Arrol-Johnstons), which regulates engine-speed, mixture-strength and ignition-advance, from crankshaft speeds of 180 to 1,000 r.p.m. Power output is 17.7 b.h.p. Lubrication is by the Albion Patent device, which I believe was actually an Empire-Murray lubricator. Originally it seems that both axles carried the same size wheels, 34", with 3½"-wide solid tyres. The wheelbase came in five different lengths, that on the BL Heritage car being long enough to accommodate bench-seating along both sides of the waggonette compartment. The Albion's curved-dash is reminiscent of early Daimler styling — W.B.

Motor Journalism 72 Years Ago

A READER has sent us some pages from *The Motor-Car Journal* of September 1908. It was published as a weekly by Cordingley's, in the Charing Cross Road. The issue in question was full of news and motoring items that now read quaintly. For instance, Brooklands Track, in its first full season, was in good use, for dust-trials and a test of a 40 h.p. Dennis fire-engine with a Gwynne-Sargeant turbine-pump running at 1,700 r.p.m. There was news from Paris by "Marney", a long description of the new Daimler double-sleeve-valve engine and of the latest 45 h.p. six-cylinder Napier, and their own correspondent reported the "Four-Inch" Race in the IoM. In the Letters Pages we find a Mr. Duckham expounding on the need he had found to carefully lubricate disc clutches(!) and Mr. Percy Richardson of the Sheffield-Simplex Motor Works Ltd. was allowed to write his own road-test report, on one of his cars on Scottish hills.

The Editor wrote that there was no sign of the expected destruction of the canine race by the motor car, for in 1907 1,640,017 dog-licences had been taken out, or 30,586 more than in the previous 12 months. Apparently it did not occur to him that perhaps more people were licensing their pets on the hope of claiming compensation from autocarists who ran them down! A Mr. J. A. Eggar was suggesting, at a meeting of the Farmham Council, that turnpikes be reintroduced, with tolls restricted to motorists. Was he, I wonder, a relation of the Mr. Eggar from this district, I believe, who enthusiastically raced Austro-Daimlers at Brooklands and elsewhere after the war? As then in *The Motor*, aeronautical matters were dealt with, but what caught my eye was a Social Column — I have often thought we should have a "scandal" column in MOTOR SPORT, were we sufficiently brave. That in the *MCJ* of 1908 referred to Lord Curzon suffering a head wound when his motor-landaulette collided with another car about a mile from Sunningdale Station when His Lordship was on his way from London to his residence at Hackwood Park near Basingstoke; the seemingly endless walls surrounding the estate still stand, I believe. He continued his journey by train. The Churchill wedding was described as "quite an automobile affair" and it was said that Miss Marie Corelli had introduced the motor car and a dirigible balloon into her latest book "Holy Orders". From the legal column we find that the hit-and-run driver was still about, the chauffeur of Lord Newborough being remanded into custody at Woking, charged with leaving a 13-year-old boy dying by the road-side after the passage of a dark green car. His Lordship, who was in Harrogate at the time, telegraphed to express deep sympathy with the boy's relatives and to offer to defray the funeral expenses — thereby presumably incriminating his man! There was also a reference to another case in which the great King's Councillor, T. W. Staple-Firth, who was so successful in defending motorists, lost (but appealed) when arguing that no offence had been proved by "owning" that one had been committed. It was also stated that Totnes Magisterial dignity called for drivers to appear before them *in person*, a solicitor alone being insufficient. In many ways conditions in 1908 were worse than in 1980. Elsewhere, special automobile instructional classes were announced, such as the Petrol Motor Class at the Borough Polytechnic. Another "period-piece"! — W.B.

V-E-V MISCELLANY — continued



VSCC Donington Meeting in saying that his Riley Snipe had met with an accident at Cadwell Park. Our apologies! Agreeing with Mr. N. B. Towler's letter in the September issue about vehicles lasting a long time in Middle Eastern Countries, another correspondent has sent us photographs (not suitable for reproduction) of what he thinks may be the remains of the trucks used by General Sir John Gibbs when he was an RAF Intelligence Officer in Iraq and described in his book "War In The Desert". These are at the vehicle-littered interior of Gurayat Fort and the cycle-type mudguards suggest that they may be Model-A Fords, one left-hand-drive, the other right-hand-drive. Can anyone confirm this? A caption to a copy of one of the paintings of MG cars commissioned by the Collectors Library of Fine Arts says that George Eyston was Cecil Kimber's passenger in MG "Old No. 1" during the 1925 MCC Land's End Trial, which is new to us. A reader is seeking to discover what kind of British Salmson he has discovered, before making it into a Special when perhaps it should be restored to original order; it is a puzzle to the British Salmson Register. The wheelbase is 8'4" instead of the usual 9'2½", and one of the radiator shells that came with the car, which was dismantled, is 4" lower than standard and has radiator-shutters. The car has a chassis plate for a Type AZ and the chassis and engine nos. are 108. Letters can be forwarded. — W.B.

Vintage Postbag

"Talking With Ernest Siddeley"

Sir,

One rather good point I did not mention to you during the interview is really of considerable interest and is as follows: In about 1927 I was returning home to London after a visit to Winchelsea to see some old friends and was driving my 30 h.p. Armstrong Siddeley Sociable up that well-known hill out of Sevenoaks when I came alongside an open 2-seater Aston Martin and was just about to overtake him when I noticed he quickly slipped into a lower gear and shot away from me. I was very impressed and a few days later I came across the same Aston Martin at Brooklands and found that it was driven by Lionel Martin himself. He too remembered the incident and told me he had a four speed gearbox and slipped into third from top.

A little later I told my father about him and the advantages of a four speed gearbox. Of course the 30 h.p. at that time only had a three speed box and this is the reason why a year later my father decided to adopt the Wilson four speed gearbox, amongst other reasons such as easier gear changing.

It is of interest to look back on developments of this nature and the old 30 h.p. Armstrong Siddeley was a particularly good performer.

And I also remember a Siddeley Special being entered in the One Hour High Speed Race at Brooklands. Douglas Scott drove his car and it completed his hour's run at just over 80 m.p.h., not too bad in those days. But his plugs got so hot at the end that his engine went on running after it was all over for nearly another hour after switching off, not a little! but for a very long time.

Bloxham, Oxon. ERNEST SIDDELEY

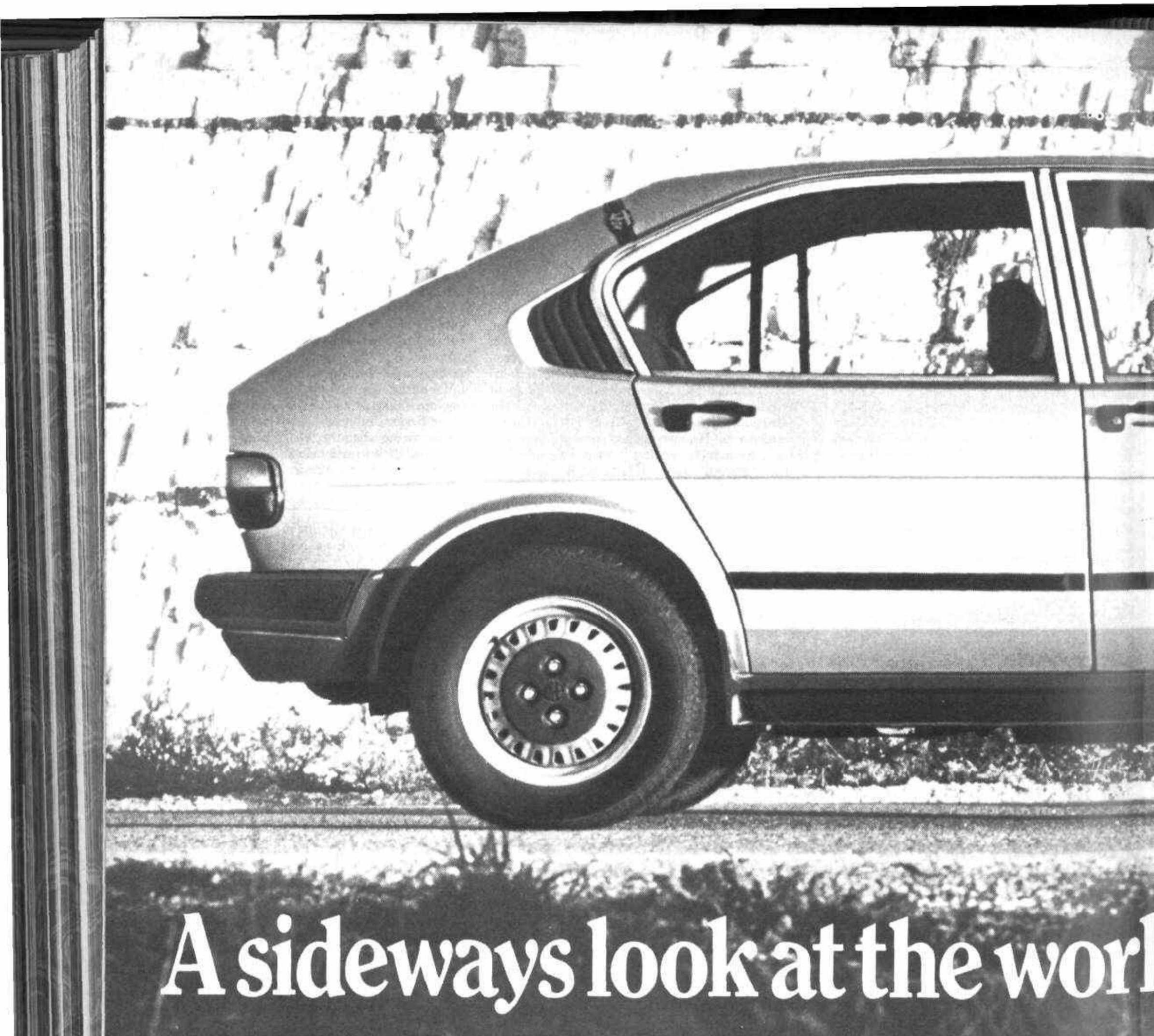
The Denmark Special

Sir,

Perhaps your readers may be able to help me in tracing the history of my recently acquired Denmark special.

So far, I have gathered the following information which I believe to be correct. The car is one of a pair built by R. Watling Greenwood just after 1935. These were based on a Morris eight chassis utilising most of the Morris parts but

continued on page 1915



A sideways look at the worl

Because other drivers most commonly view our new Alfasud from behind, they will have missed its very attractive profile.

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*Autocar, September 13, 1980

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with a Ford engine. The bodywork is all aluminium with a startlingly long tail piece. (The nose cone I believe has had some recent modification to the original design). These cars were known as RWG Historic Racing cars. In 1946, two brothers Denis and Mark Deere (or Beare?) bought one of the cars, used part of each of their Christian names and renamed the car the Denmark. It was subsequently raced: where and to what extent and how successfully I have yet to find out except it crops up at the Brighton Speed Trials in October, 1954 where it is listed at 38.26 secs., when driven by D. A Beare. The other car was raced by R. Watling Greenwood himself and also won class records at the Brighton Speed Trials. Extracts on this event show the following information regarding the course run in 1949 at 43.40 secs.; 1950 at 37.65 secs.; 1951 at 37.80 secs. (Class — 2nd place); 1952 at 35.50 (1st place — New Class record); 1953 at 34.89 (1st place); 1954 at 35.61 (1st place). I also enclose a copy of an extract from the September, 1954 issue of MOTOR SPORT showing R. Watling Greenwood winning the 1954 Brooklands Memorial Trophy. This is as much information as I have been able to trace and I would be very grateful for anything further on the Denmark's history or correction to the above information.

Berrylands, Surrey IAN ROGERS

[Letters can be forwarded — Ed.]

The Type 55 Bugatti

Sir,

I was glad to read the piece concerning the T55 Bugattis. Mine has given maximum pleasure since purchasing it in 1962; in spite of owning T35B and T51 GP cars, it remains my favourite by a wide margin.

There are some points which need clarification. Firstly 38 cars were produced. I have details of 27 known owners (Schlumpf has eight), two are positively broken up, leaving nine as yet unaccounted for. My records show that less than half those made were fitted with the "Jean Bugatti" 2-seater coachwork and it is quite incorrect to assume that this was the standard body; bodywork was cheap in the 1930s and a customer for such an exotic car got what he preferred. I would agree with the noise level in closed versions; mine with the hood up sets eyeballs rotating, making rain a welcome excuse.

Another small point: on 51/55 de-tune was a 1:1 blower ratio in place of a rorty 1.2:1, reducing the power, also a smaller outlet for the supercharger.

It has been common knowledge for at least eight years now that a batch of T54/55 American-made frames were about and I have seen two easily-recognisable but incomplete cars using them, both of course with Roadster bodies as that is what innocents expect. However, reproducing a T55 is no simple matter, for unlike many Bugatti models the T55 does not share its main components, whereas the chassis shares a similarity with T47, 54 and 59 (all rare) front and rear axles, gearbox, braking system and many of the smaller details are peculiar to this model. A would-be imitator finds he is into an incredible amount of expense if he is to get the job "right"; this has been reflected in the quality of examples I have seen.

For myself I see no harm in accurate reproductions. A man spends his money as he sees fit; anyone who would pay out a fortune for a mock T55 must be keen, and another real car to keep myself, Neil Corner, Bruce Murphie (and eventually John Marks) company might not be a bad thing; of course I am speaking of my feelings only. One thing is fairly sure, he won't make much profit if that is the motive; if however corners are cut, the thing becomes pointless.

To my certain knowledge there are new chassis existing for Bugattis, Alfas, Amilcars, 'Nashes, Ferraris and Vauxhalls, including many other makes acquiring them during rebuilds. To legislate hastily against "new" cars may only result in the antique trade trick so popular on the Continent of producing a fine set of chairs from one original plus a beaten-up wardrobe, the more worm the better.

Back to T55s. For the record my car 55221 was the 1932 Le Mans entry with Chiron and Bouriat driving, fitted with a horrid body, it ran out of fuel on lap 22. Afterwards it was bought by Jacques Dupuy and fitted with a handsome Figoni body, which it still wears. It remained in France until 1959/60 when Hugh Conway found it in a sorry state, less engine, I bought it, with an illustrious Ramponi-tuned engine out of 55223 (AUL-23) in preference to a Jean Bugatti example, as I wished to use it and considered the body more practical: I still do. The rebuild was completed in 1966 and has given constant service since, some ten trips to France on "jollies", but it does have an appalling thirst. Hopefully it will take me into old age with a crank rebuild every seven to nine years.

About three years ago, while visiting Menton, I found the remains of another car, 55228, and what it lacked I had in my stock of spares; although the bonnet was original the rear bodywork comprised an excellent reproduction Jean Bugatti. Now there is nothing more pleasing to we old-car chaps than a bit of oneupmanship, the thought of two T55s in the garage was too much, so I rifled a few piggy banks and sold a spare house and behold it was mine! When the dust had settled my greed became obvious. I didn't really want it so I passed it on to a good and well-heeled chum, who is giving it the full treatment.

I must admit I am intrigued as to who is embarking on the bogus car Jenks has seen; it's an exclusive club this 55 Owners and I don't believe any of the other three know either.

Chedworth, Glos GEOFFREY ST. JOHN

A Bolster Special

Sir,

I am currently rebuilding the ex-Richard Bolster Frazer Nash GN Special built in 1939, and incorporating parts of his previous specials, but powered by 4.2-litre Hudson.

He never actually finished the car before war broke out; it would have made its debut at the September '39 Shelsley, so pre-war photos of the car are non-existent.

However, a post-war owner, a Mr. G. J. Grant of Leicester, definitely used the car at Shelsley, June 2nd 1962, unfortunately crashing on the first run, and since that date the special has been in pieces, and some of the parts, including body, radiator etc., have gone missing.

Could I please appeal to your readers, for any information which could assist with this rebuild and with piecing together the early post-war history of the special. Perhaps someone may remember the car during its spell in the Leicester area, or may have photographed it at Shelsley, or, dare I hope, may even know what happened to some of the missing pieces such as the plated shell Hudson radiator, which Richard Bolster fitted originally.

At present I have only one photo to assist me, — a nearside view of the complete car without body, and an almost useless photostat of the car in the Shelsley paddock (No. 97), before its fatal run.

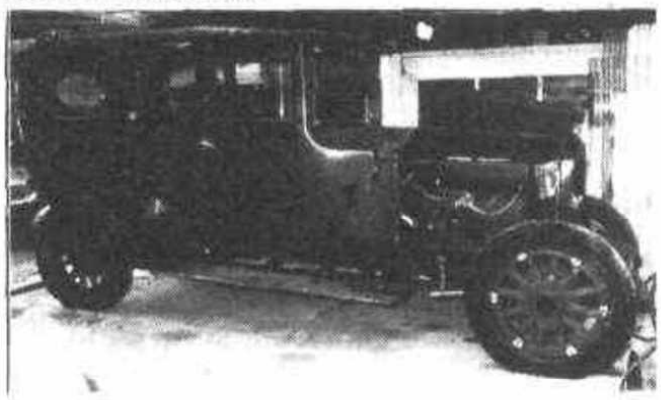
Your assistance, and that of your readers, would be greatly appreciated.

Llanybyther, Dyfed. ROWLAND J. WEEKS

"Buick Bygones"

Sir,

I read with great interest your article "Buick Bygones". I am in the process of restoring a 1924 Buick McLoughlin (Buick Canadian off-shoot) English-bodied limousine. It's feasible that the bodywork was commissioned through the London agents Lendrum and Hartman as the vehicle is rumoured to have originated from the Crystal Palace area.



The body was built by The Elkington Carriage Company, Kings Road, Chelsea.

The National Motor Museum has no record of them. I imagine they must have been a small concern.

The Buick's radiator was nearly identical to Packard and to counter Buick's slogan of When better cars are built Buick will build them, Packard's was: When prettier cars are built Packard will build them! [A new one to us. Can the Packard club comment? — Ed.]

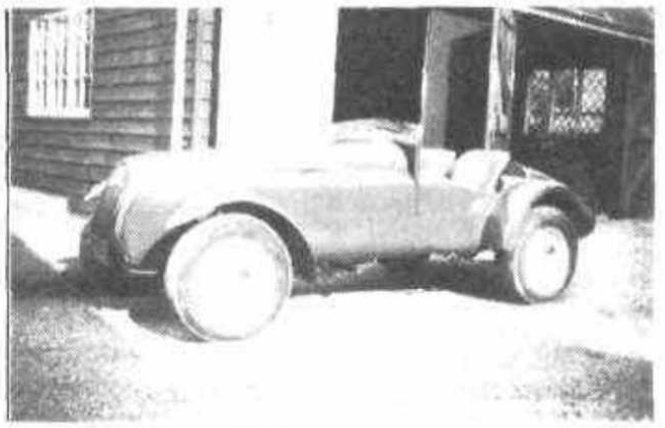
Crowborough, Sussex IAN PRATT

Another Special

Sir,

I enclose a photo of a Special I owned about 30 years ago. It was built after the war by Caesar at Bristol from Hudson & Railton parts for a friend of his, who had owned a Railton before the war, and had the 122 b.h.p. straight-eight engine in a shortened Railton chassis, with a very light aluminium body. I rescued it from the breakers, in a very sad state.

Chichester, Sussex G. de JONGH



G. de Jongh's Special

A Cyclecar Pioneer

Sir,

The word "Cyclecar" cropped up in the October issue. So I dug up an old article which appeared in *The Light Car & Cyclecar* 60 years ago. The contraption that I put together was quite effective as there was nothing much stopping it being so. The front suspension was Morgan as was the dummy radiator, and petrol tank. However, after a few months use I dismantled it and sold the bits and reverted to my T-model

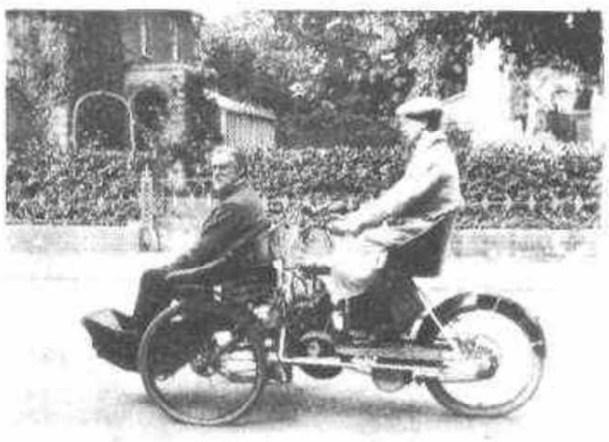
Continued overleaf

Ford. I started driving in 1912, at age 18; these days I drive a Mini 1000, a reliable, efficient and handy car, but it is a bit like driving a jet-propelled dodgem. I would much sooner drive an A35 if they were still being made. They were a nice friendly little car.

Bristol E. SOUTHAM

[The cyclecar Mr. Southam built in 1920, when he was living, as he is now, in Bristol, was a four-wheeler with a 4 h.p. Blackburne engine driven by chain to a countershaft, through a 3-speed Sturmey-Archer gearbox, and by a single 1"-wide belt to the n/s. back wheel, the axle being on ¼-elliptic springs. The "radiator" held the petrol and the front Morgan-type coil-spring struts sloped backwards slightly. Top speed was quoted as 45 to 50 m.p.h. and hill-climbing was said to be excellent. It was typical of the many cyclecars built by enthusiasts in the 1920s, an aspect of motor sport no longer enjoyed. — Ed.]

V-E-V Odds & Ends.— It is rather a coincidence that, having referred in "V-E-V Miscellany" to the possibility that the remains of some historic Model-A Fords may exist in the Gurayat Fort, in the Middle East, when MOTOR SPORT's Rally Correspondent was covering the Himalayan Rally he came upon two Fords still in regular use. He thought they might have been Model-Ts, but the accompanying photograph shows them to be Model-B commercials, which you do not often see still in service, these days. In an announcement about the London-Brighton Veteran Car Run last month we referred to some of the rare makes that were due to take part. As these have caused some confusion, we will confirm their origins, from the official programme. The Jeanperrin is an 1897 device that came over from Switzerland to compete in the 1969 and 1975 Runs, the Scheibler Aachen is described as a friction-driven German car making its debut in the Run, the Grout is an American steamer and the Elmore a two-stroke job made in Ohio. Of these, only the Elmore has been officially dated by the VCC. Can anyone identify the make of the Forecar in the



accompanying picture? The reader who sent it to us says it was being driven by a cousin, with his father in the hot-seat. Later this rider had a big-twin James outfit, in which our correspondent was once taken for a ride up Porlock. Another photograph sent in by the same reader shows seven pre-1914 cars at a garage in Haverford West, where his brother was Works Manager and who let him spend hours skimming out the distributor-caps of Model-T Fords, the only task he was entrusted with. And the picture shows a couple of brass-radiator Model-Ts lined up with what look like Rover, Swift and Humber light cars. There is also a fine period study of a Mors tourer Y-2045 and another of the late A. P. Marriage on his early Rex motorcycle. — W.B.

Fiat Query Answered

Sir,

The GP Fiat, pictured in your November issue, in which Bordino is about to take the Queen of the Belgians for a ride, is a 1923 Type 805, not a 1922 Type 804. A distinguishing feature of the 805, which can be seen in the picture, was that the rear springs were inside the frame: those of the 804 were outboard. Bordino's car bore No. 2 in the 1923 European GP.

The caption to the picture as it appeared in *The Motor* shortly after the Monza race, stated that the event took place on the roof track at the Fiat works. It also stated, incorrectly, that the car was one of those entered for the 200 miles race.

King's Lynn, Norfolk A. ARCHDALE

Sir,

I am afraid I cannot solve the mystery of what Queen Elizabeth of the Belgians was doing in a 1922 GP Fiat (*MS* p. 1754) but I think that the presence of the bulb horn may be accounted for by the fact that it was, I believe, customary at that period for Grand Prix Fiats to be driven from the works at Turin to the race venue, even if it was as far away as Strasbourg. I have often thought that it might add interest to the current Formula One Scene if the regulations stipulated that all competing cars must travel under their own power for at least, say, 100 kilometres on ordinary roads on their way to the circuit. Perhaps FISA and FOCA would like to argue about that one.

Incidentally, that must have been quite something of a bulb horn on the 1922 Fiat if it could make itself heard in competition with a racing engine at full cry without a silencer. Perhaps it was only used, in a manner popular with Paris taxi drivers at the time, while the car was held up in a traffic block.

George Nympton, Devon KENT KARSLAKE

"Dorcas"

Sir,

I was most interested to see in MOTOR SPORT a picture of DORCAS, the front-wheel-drive special built by the Clegg brothers. This special, from the limited information I have available, used the gearbox, differential and front suspension from a BSA FWD vehicle ("trike" or Scout). I would be grateful if you could ask for any information on the vehicle, especially its present location. Reference was made to DORCAS in John Bolster's book "Specials", and also in Professor Gordon Clegg's (one of the brothers, I assume) excellent books on engineering design in which the construction of the specials is used as an example of progressive development in overcoming engineering difficulties. Any help you can give in this matter would be most gratefully received.

Guildford PETER D. COOK

Cars on Historic Occasions

Sir,

In reference to Mr. Boddy's query about the car taking the Prime Minister Stanley Baldwin to Fort Belvedere to meet His Majesty the King — could the car have been a Humber Snipe? No matter that the Duke of Windsor's memoirs referred to an ugly "little" black motor car.

In the television series about the abdication Mrs. Simpson is shown leaving for France from Fort Belvedere in His Majesty the King's Buick. The car in the film is a 1937 Buick; the actual car was a special-bodied 1936 Buick and, at least twenty years or so ago, was owned by Raymond Way of London.

Toronto, Canada GARRY COXALL

The Skinner Special

Sir,

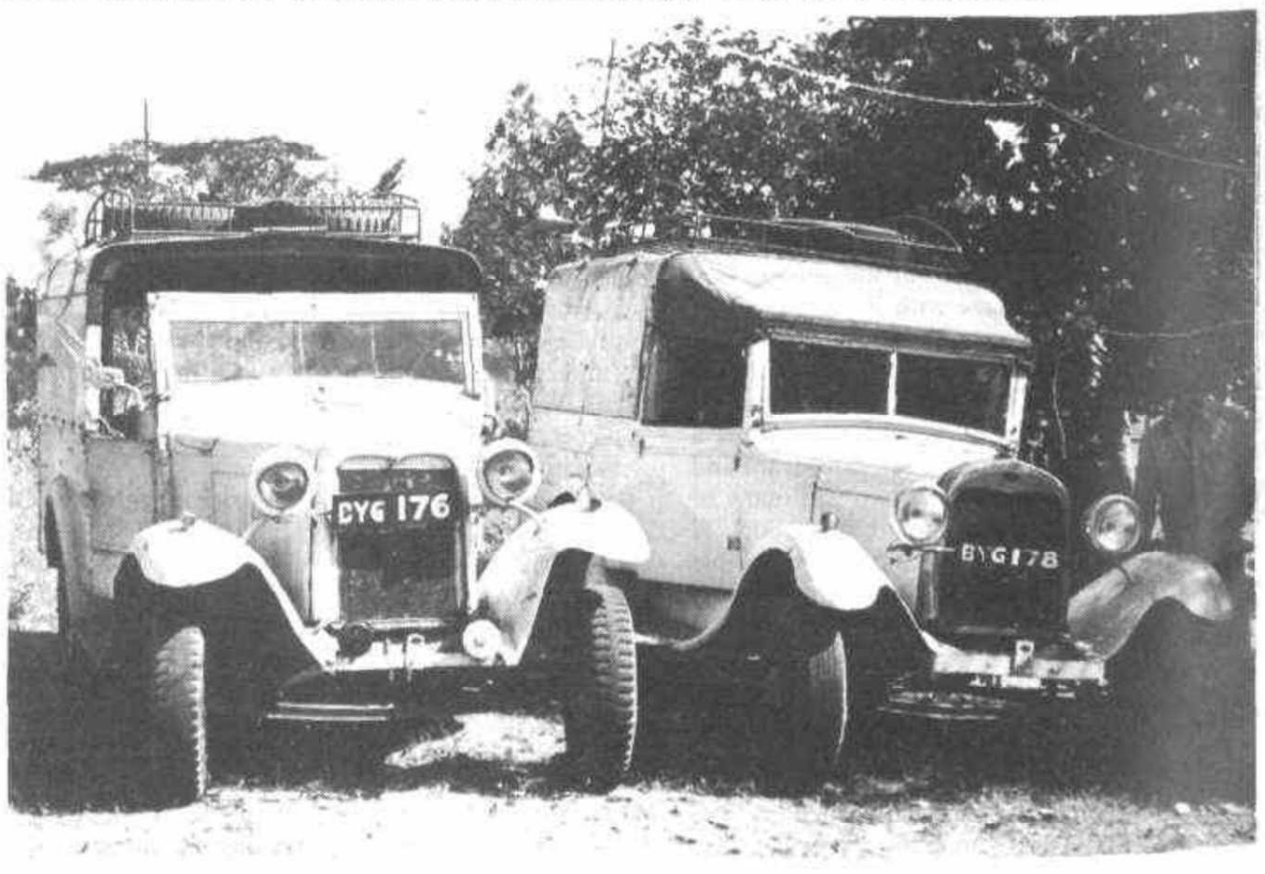
There is a new (and apparently little-publicised) motor museum, called "Automobilia", a short distance from St. Austell, Cornwall. Amongst the exhibits is an SU (Skinners Union), about which very little seems to be known. The engine is clearly a 4,168 c.c. straight-eight Hudson, with four SU carburettors. The radiator shell seems to be Morris Oxford of about 1934/5 (when the car was built). The wheels have a Morris look, and the beam front axle is drilled. The body is a sporting coupé, with a boot.

Carl Skinner, I recall, put a 4-litre Hudson engine into a "£100" Morris Minor chassis, which was enormously successful at Shelsley in 1937/8. The coupé was presumably his road car — does anyone know any more about its history?

Guildford JOHN WILLIS

[Over to John Bolster perhaps? — Ed.]

THE Ford commercials G. P. encountered in the Himalayas — see V-E-V Odds & Ends.



Books for Christmas

"Goodwood — The Sussex Motor Racing Circuit" by Peter Garnier, FRSA. 120 pp. 9½" × 6¾". *(Dalton Watson Ltd., 76, Wardour Street, London, WIV 4AN.* £7.00).

This is another in the series of National Motor Museum National Trust Books, published by the high-class house of Dalton Watson. I am cross with Peter Garnier for doing it, because it has given me a very bad attack of the nostalgics. The multitude of very good pictures with long and accurate captions bring back so much of the pleasure of watching racing at the Sussex circuit, the race-course made by His Grace, The Duke of Richmond and Gordon, who contributes the Preface. It is almost all there, the early post-war days, the Club Meetings, the important long-distance races, and many of the famous, and less-well-known, drivers who competed at Goodwood.

The book takes us from the very beginnings of this circuit to the very end, and it also takes in the vintage days, the demonstration-runs and similar Goodwood happenings. Peter has even remembered to include a race for the MOTOR SPORT Brooklands Memorial Trophy, which was contested at this post-war BARC "Brooklands' substitute", before we transferred the contest to the VSCC, although, as the opening parts of his story are about the Brooklands link with Goodwood, even to a picture of the Memorial Garden, I could have hoped for a little more about MOTOR SPORT's contribution. That apart, here it all is — the Paddock tunnel being built, Moss, Hawthorn, Farina, Collins, Salvadori and all the great drivers we saw in action at Goodwood, Poore and Walker winning the Nine Hour Sports-Car Race in a DB3S Aston Martin from the D-type Jaguars and Monza Ferraris; "Bira" and Goldie-Gardner with the Duke; Hilda, Duchess of Richmond with her grandson the Earl of March asking an amusing question of Parnell as he prepares to sample the V16 BRM; the 1952 and 1959 fires involving Aston Martins at the pits; rally and vintage cars at the track, and of course Johnnie Morgan who fathered it all.

A pack of nostalgia and history, in clear pictures. Just the present for English race-goers who perhaps cut their teeth at Goodwood.

W.B.

"Croydon To Concorde" by Capt. R. E. Gillman. 230 pp. 8¾" × 5½". *(John Murray Ltd., 50, Albemarle Street, London, W1X 4BD.* £8.50).

This is an extremely good and readable book for anyone who likes first-hand accounts of flying the later types of aeroplanes. Strictly one should read Ron Gillman's "The Shiphunters" first, because this is his account of his war-time flying. But having had a surfeit of aviation history, I decided to read "Croydon To Concorde" first. It covers most of the more recent so-called "air-liners", commencing with the DH86 and the DH Rapide and running right up to experience of Concorde, the Lockheed TriStar, and finally the NASA/Boeing 737 which smacks of the future D.S.J. once predicted for motor racing, with the cars controlled by "black boxes" and the drivers redundant, such is the human race likely to be at the mercy of the silicon-chip.

Yet, the futuristic machines apart, Gillman covers most of it, and throws in for good measure an alarming and modest account of how he flew the difficult Replica 1909 Avro Triplane from Old Warden to Denham. But Gillman is a modest pilot; he has been awarded the DFC, DFM, and is a FRMetS, MRAeS and MRIN, but this does not show-up on the book's dust-jacket. The story of how he came out of the RAF, applied for a civilian flying job at Croydon, was interviewed by the great Capt. Gordon Olley and told he could take the next DH86 service to Liverpool after he had been shown round one in a hangar and made six take-offs and landings in it, is both typical and a startling exposure of how casual it then was. What Gillman thought of Olley's flying is also very entertaining.

The rest of the book consists of either personal experiences of Gillman's, or the recounting of old tales from his experienced angle — the latter including how a Vickers Viking got back safely after a bomb had burst in its freight compartment and of how Eric Starling, trying for his Commercial pilot's licence, found that in the dark he had gone off his intended route and landed the Robinson Redwing he was flying in a Calais street. Both have been told in other books but both well repay another look at them. Of all his graphic but unexaggerated accounts of flying commercial aeroplanes I think the descriptions of landings in fog are quite splendid. Try to read them shortly after you have been driving a car in fog and the full implication should be apparent! Whether you will ever want to fly again as a passenger is another matter . . . Gillman lets us into all manner of little air-line "trade secrets", like how National flags have not always been retracted from the flag-posts of air-liners such as the Viking, of what over-night stay-overs were like, with or without the Stewardesses, and the ploy for smuggling gifts through Customs, which did not work for every pilot. "Croydon To Concorde" is a feast of good reading for those in any way intrigued by commercial aviation, and fellow pilots should find interest in comparing their ideas about well-known air-liners with Gillman's. His story of a classic "over-shoot" in a Vickers Viking compares with his vivid accounts of getting his passengers safely down through thick fog. The book is illustrated with some good, if mostly small, pictures, numbering a few personal ones among the official hand-outs. Returning to the text, there are some brief mentions of trying Bell and Sikorski S61 helicopters and of how Gillman got out of having to pay for a Lynx-engined Cierva C30 Autogyro he had brought for £850 in 1946. There is versatility, too — the author rebuilt an Avro Avian in his garage in 1950, and founded the Vintage Aeroplane Club, and he describes what it was like to fly a Blackburn B2 light 'plane after piloting a Beverley.

This book will make a worthwhile Christmas present for commercial aviation fanatics and will also be of much appeal to those who have reason to travel frequently by air. The sister book, "The Shiphunters", is by the same publisher and costs only £3.95, and will be reviewed next month.

W.B.

"Jaguar — The History of a Great British Car" by Andrew Whyte. 249 pp. 9¼" × 6". *(Patrick Stephens Ltd., Bar Hill, Cambridge, CB3 8EL.* £9.95).

Had this book been written by anyone other than Andrew Whyte I would be letting out a prolonged moan of "not *another* book about Jaguars". St. Christopher knows, there have been so many already — from Lord Montagu's original exhaustive history compiled with the aid of Sedgwick through big picture books, the road-test report reproductions, the accounts in enormous detail of the Jaguar sportscars, the SS and Jaguar saloons, and books on the great competition achievements of what is, as Andrew says, a great British car.

However, Andrew Whyte has studied Jaguar history so intensively since he served his apprenticeship there and later worked in the PR and other departments of "The Jaguar" at Coventry that this book cannot fail to be thorough, and to break fresh ground.

Wisely, Andrew takes us through the history of the Jaguar Company with especial emphasis on the personalities concerned therewith; and he has persuaded Sir William Lyons, FRSA, RDI, DTech., to himself write the Foreword. So this is at once a comprehensive and a fascinating book, of interest to those who knew, or seek to learn about, other aspects of the British Motor Industry as well as to the Jaguar fanatics. Part 1 is devoted to "The People", most of whom the author knew personally. Part 2 details "The Products", from the Swallow sidecars with which William Lyons had his far-reaching beginnings, to the XJ Jaguars. This section is mainly tabular and takes in all kinds of important facts and data, such as selections from the factory records of car numbers related to famous owners (Billy Cotton had E-type No. 860031, Lofty England No. 850004 and Innes Ireland No. 860009, for instance and you can trace some of the Show and demo. cars; but not the two E-types MOTOR SPORT bought for its Continental Correspondent). The full list of SS-Jaguar 100 two-seaters is given. These tables alone will be of immense worth to historians and should amuse Jaguar fans for hours.

In the historical part of "Jaguar" the author takes us quickly through it all, with much worthwhile detail about the pioneering days. There are pictures of Sir William at school and later with his motorcycles, fascinating reproductions of old advertisements and of photographs of old factory buildings etc., of Austin 7, Fiat, Morris-Cowley, Standard, 12/50 Alvis, and Wolseley Hornet cars carrying Swallow bodies, even a Swallow push-car. In these and other rare shots Andrew Whyte has unearthed some very interesting links with the past. The book then runs on easily into the SS and early days of Jaguar, with anecdotes to leaven the solid commercial history. It is such that no serious-minded Jaguar enthusiast can be without it.

If I have any grumble, it is that the book seems to dodge about a bit, chronologically, and that, although the successful competition exploits of Jaguar are naturally included, a separate book about them is still badly needed, which I hope one day Andrew Whyte and "Lofty" England may jointly write. From some of the reminiscences Whyte has included from England's varied motoring career it is clear that "Lofty" has a great tale to tell — his little aside about a trick played on the late Charles Follett whets the appetite! The competition side has understandably had to be curtailed in this book, which is primarily about how SS and Jaguar cars (and Swallow sidecars and bodies) were made and the people who made them. In this context, how unusual problems were sorted out with Clyno and Austin 7 chassis when Swallow bodies were being put on them will interest others besides Jaguar folk, and then there are even pictures of Bill Lyons on his honeymoon in his father's 10/23 h.p. Talbot tourer and Pat Lyons with her father's Vauxhall; so it isn't all Jaguar. Right through the book similar unexpected pictures are to be found, the total number of illustrations being 185, with 43 tables.

But the book does not deny, nor confirm, the rumour that when he was planning the twin-cam XK Jaguar engine "Bill" Haynes persuaded Rootes to allow him to look at the drawings of Louis Coatalen's 3-litre Sunbeam engine (and why not?), before the World's greatest production "double-wipe" engines were finalised, so maybe there *are* still a few items left to fill in! I remember, too, that Sir William Lyons generously wrote to say that of all the reports he had read of the very wet 1950 TT race at Dundrod, he thought mine in MOTOR SPORT captured the atmosphere best of all. (That was the year we flew to Ireland in an Airspeed Consul and only just got back to Brands Hatch in time for the Sunday 500 c.c. Club Race Meeting because Speke Airport had closed down on the Saturday night and we could not refuel.) In Whyte's book that TT, very important to Jaguar's new car, in which Stirling Moss' XK120 won at 75.15 m.p.h., gets just four lines and one photograph. I mention this to emphasise that Whyte is concerned more with factory matters than with the circuits; but it would be nice one day to have the inside story of Jaguar's great racing victories.

In the meantime, for those who can stomach yet another dose of the "Big Cats", here is an enthralling addition to detailed motoring history, which should sell well, especially around Coventry. I sometimes think that general motoring history is more pleasing than detailed one-make stuff — but Andrew's book, is an exception — did you know, for example, that Bill Rankin, the Jaguar PRO, invented "Red Barrel" as a slogan for Watney's, or that for years Lyons had a lady Sales Director? These and many more SS/Jaguar facts will be found packed between the covers of this fascinating PSL publication. — W.B.

"Martlesham Heath" by Gordon Kinsey. 263 pp. 9¼" × 7". *(Terence Dalton Ltd., Water Street, Lavenham, Suffolk.* £6.95).

There is great enjoyment to be had from this rather unusual book, first published in 1975, reissued in 1979, about the Martlesham Heath Experimental Flying Establishment in Suffolk and what went on there from 1917 to 1973. It came into being because the author used to hang about the unfenced aerodrome as a boy, watching and logging what happened. He has put it all into this specialist book and has persuaded many great men to recall *their* memories of flying at Martlesham and he has got Air Vice Marshal John Gray and Air Commodore H. F. V. Battle to contribute a joint-Foreword.

Printed on fine art-paper, which humours the excellent pictures, the book is a mixture of personal accounts of flying from Martlesham Heath in the carefree pre-war days, of the close calls and accidents that were obviously part and parcel of such an Experimental Station, some of these of quaint outcome, and technical and historical notes on famous pilots stationed there, diaries of daily activities, lists of aeroplanes tested there, in what fashion, from 1917 to 1939, and accounts of mods, done to many of them. Compelling stuff for all historically-minded aviation buffs! Motoring pictures include a vintage Daimler landaulette passing Station headquarters and a fine shot of a black-radiator Model-T Ford with Huck's-starter installation made by Ransomes, Sims and Jefferies of Ipswich.

Beyond this, the book tells much about how Martlesham came into being, how its hangarage was extended, with sheds sometimes destroyed by fire or damaged by machines running into them, even details of the aerodrome lease, not to overlook lists of the Officers who commanded the Station (Bader was one), a table of Operational Squadrons there from 1917 to 1939, and information about armament-testing during the same period. The end-papers are of the layout of Martlesham around 1930, with the various sheds, etc. annotated (I wish someone could do this for the whole of Brooklands), and there is a map of the area, much of which must have been known to "X", of the RFC Diaries we are serialising. The author's own "spotter's diaries" from the (secret?) war years of the 1940s appear to have been used for some enthralling entries and while many of the photographs are standard hand-outs from aeroplane manufacturers, or from similar sources (including *Flight's* photograph of one of my favourite aeroplanes, the Gloucestershire Mars Bamel-I biplane which took the British Air Speed Record at Martlesham in 1921, flown by J. H. James), others are special to this unique book. Verses from the old days on the open Heath, details of how security tightened up as war approached, it is all there, a rare breath of the old days. Unusual, yes. But a book few flying enthusiasts will be able to resist. — W.B.

"Kaleidoscope of Char-A-Bancs And Coaches" by Stan Lockwood. 96 pp. 12" × 8½". *(Marshall Harris & Baldwin Ltd., 17, Air Street, London, W1.* £6.95).

This one is just enormous fun. It is crammed with motor-coaching pictures from the earliest times to the Motorway Age. Some of them have appeared previously, in the pages of *Old Motor* in its old format. No Matter! Collectively they make a fine display, of beautifully-reproduced photographs on fine art-paper, that capture the very essence of Public-Service transport down the years. The end-papers of one coach following another on a surburban road, otherwise deserted, both vehicles in the road-centre, are alone a fine introduction to what follows. Stan Lockwood certainly has a retentive memory of the coaching world (he joined the London Central Coach Station in 1930) and the chapters he uses to carry the extensive spread of pictures are titled "The Pioneers", "Lure of the Open Road", "The Motor Coach Grows Up", "Railways Beware", "Inside Story" (the interior of motor-coach bodywork), "Something Special", "Coach Stations", "Accidents Will Happen", "Continental Interlude", "Comfort Stop" (the heading picture here is of a solid-tyred Karrier outside a pub), "The Streamlined Thirties", "Coaches Go To War", "Postwar Revival", and "Abroad Again", on to "The Motorway Age".

It is informative, evocative stuff! Some of the vehicles are all but unbelievable, like a 3-ton Foden steam-waggon with a frilled-top char-a-banc body perched high up on its platform, an even more lofty and overhanging body on a Mann steam-waggon, or the 1911 Thames coach, similar to one at Beaulieu, with masses of passengers perched on its roof. Anyone who enjoys casual roadside-scenes will also revel in this book: there are the coaches parked at Tarporley races in 1914, a lady being hoisted into an open coach in Holborn, coaches on Scotland's Devil's Elbow in 1926, with unidentifiable American cars, an early Austin 20 tourer, bull-nose Morris and Model-T Fords intermingling, and a truly astonishing view of 37 open-bodied coaches setting off for an outing from Guildhall Square, Plymouth, some time in the 1920s, a few of them empty, perhaps to act as reserve vehicles. Space precludes mention of all the good things in this book. But what a splendid volume to browse through on Christmas afternoon — and the price is right, too. — W.B.

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This is "Battle of Britain" Year and in the book of this name by Len Deighton, the well-known war historian, every aspect of those grim but proud days can be relived in word, picture and diagram. Done in a rather "popular" but comprehensive style, the book runs to 224 pages each measuring 10" x 7½", and it is full of pictures, diagrams and statistics, some of the plates in colour. The publishers are Jonathan Cape Ltd., 30, Bedford Square, London, WC1 and it costs £8.50. Yet another good suggestion for a present!

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It is interesting to follow the competition by two well-known motor-book publishers, Patrick Stephens and Motor Racing Publications, with books in the one-make commercial-vehicle history field. MRP Ltd., 28, Devonshire Road, London, W4 2HD, have just brought out their Scania title, in their landscaped "Trucks Today" series, a make which PSL covered some time ago, in their "World Truck" series. The present book is by Eris Gibbins and it covers the Scania scene very fully from 1902 to the present, on 112 copiously-illustrated pages. The price is £6.95.

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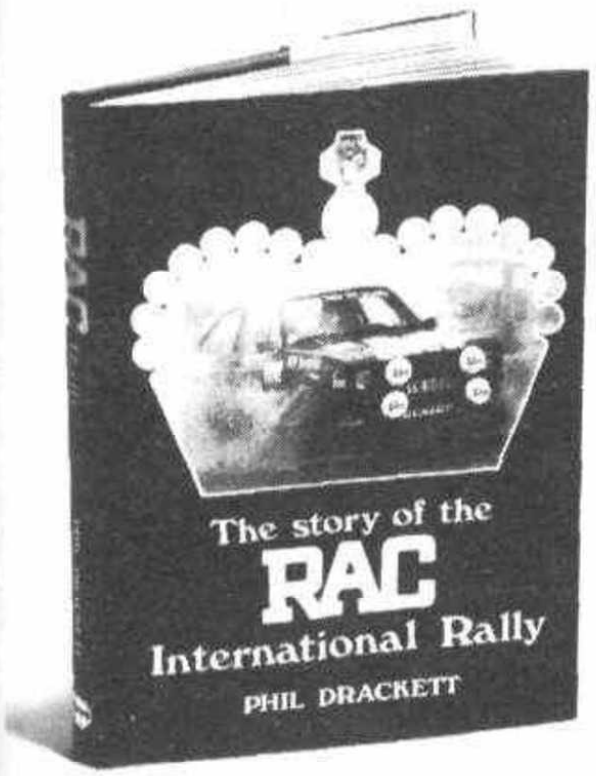
Anyone seeking a quick gift to amuse those who can stand motoring cartoons is directed to "The Best of NIBZ on Motoring", which contains lots of the work of *Autocar's* cartoonist, in a soft-cover £1.50 booklet published by Rolling Stock Publications, 7, Middle Street, Montacute, Somerset. Postage is 35p extra if not bought in a bookshop or at a newsagents. It is intended as the first of a series and might well serve as someone's stocking-filling.

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The Rolls-Royce Enthusiasts Club has reprinted "Rolls-Royce Memories" by H. Massac Buist, which appeared in 1926 and original copies of which, we are told, now fetch well over £100. In fact, I have one of those originals, so do not necessarily welcome a repro. Like the better reproduction furniture, however, this is a crib very well done. This will not however make the rather insipid contents, which add very little to existing Rolls-Royce history, any more readable (I am prepared to be challenged over this). With typical R-R integrity nevertheless, the Club has used paper from the same mill and the book weighs the same as the original. For those who must have everything there is appertaining to Rolls and Royce, the R-REC Club Shop at Paulerspury can post you a copy of this reproduction for £10.75. "A superb Christmas gift" is how the blurb describes it.

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Phil Drackett, Chief Press Officer for the RAC Rally, has updated to some extent his book and retitled it "The Story of the RAC International Rally", in time for this year's RAC Rally. It was first published in 1970 as "Rally of the Forests" by Pelham Books. It describes this important rally in popular style, as can be deduced from some of the chapter headings, like "Pardon, my slip is showing" and "Our hearts were young and carefree". But it does give the story of the RAC Rally between two covers, with many exciting illustrations, and with full appended results of that event from 1932-39, and from 1949. What Drackett has done is to add material, superficially, about the pre-war days, when this was a long-distance road-rally for more or less



ordinary cars. A much fuller account would have been justified, if only to please old-car fanatics. But the new chapters do indicate to the present-day world of forest-stage rallies what it was like in the mild old days. Regrettably, the short coverage omits any mention of the really primitive cars which used to cock-a-snoot at the then-moderns on the RAC Rally, like a certain Edwardian Crossley and my little 1922 Talbot-Darracq that got through in 1936 without loss of marks on the road section, etc. The impact of certain aids to slow-running and, conversely, to quick driving-test times, that some competitors adopted, and, for the record, the more serious accidents that happened, might also have been included. Instead, Phil Drackett has been content to just sketch in the more amusing and light-hearted aspects of these pre-war RAC Rallies that so many entrants, manufacturers included, took so seriously. No route-maps, not a single pre-war action picture, appear. But some coverage is better than no coverage at all, and I suppose few if any publishers would now look at a full-length book solely about this one rally pre-war, or about the MCC long-distance trials, for that matter. So it is good that this RAC Rally book is available again. The Haynes Publishing Group Ltd. of Sparkford, Yeovil, Somerset, BA22 7JJ publish it at £7.95.

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Every Motor Show has its "Dream Cars", those engineering and styling flights of fancy — some of which look literally as if they might fly — that seldom appear in action and often are never seen again. They were there at the NEC this year. Those who like to look at such things, bodywork stylists perhaps who hope to draw inspiration from such cars of to learn from them what to avoid, now have many such designs set out for them, in a book called "Dream Cars" by Michael Frostick. He covers such flights of fancy by Chrysler, Ford, Ghia, Bertone and General Motors, with lots of photographs set out in Dalton Watson's characteristic de luxe style, over 192 10" x 7¼" art-paper pages, with a Tailpiece of rather unexpected nightmares or dreamer's creations, in the form of the Rover Scarab, Mercedes-Benz 540K, the Burney Streamline, the Docker Daimler, that twin-engine V16 Rover-powered Bugatti Royal Replica and so on. The book can be yours, if you want it, for £10.50.

Octupus Books Ltd., 59 Grosvenor Street, London, W1X 9DA, have hit upon the idea of publishing a series called "Great Marques", to cover in largely a big colour pictorial-format important makes of the more illustrious cars, adding a potted history, and specifications tables, relating to them. These books have been produced under Senior Editor Michael Gilliat and General Editor John Blunsden and the first three titles cover Ferrari, Mercedes and Porsche. While many of the photographs have been seen previously and many have been borrowed from manufacturers' archives, the excellent colour and the large page-size of these books (12¾" x 9") results in some very attractive pictures, except that the larger ones over a double-page spread suffer from having to be folded into the binding. But many people will no doubt like the idea of big colour-presentations of cars like the SSK Mercedes-Benz (and its engine), the W136 GP Mercedes-Benz and modern and older Ferraris, etc. Nothing new, but a nice way or representing old material! The Ferrari book is by Godfrey Eaton with a Foreword by Jody Scheckter, the Mercedes book by Roger Bell with a brief Foreword by Juan Manuel Fangio, and the Porsche book by Chris Harvey with a Foreword by Dr.-Ing.h.c. Ferdinand Porsche, presumably obtained during a seance. Each book, printed in Hong Kong, runs to 96 pages with its index, and each sells for £3.95 net.

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Adrian Feather has brought out another book of Aston Martin Press road-test reports, this one covering the period 1959 to 1969, so including test reports on the DB4, DB4GT and Zagato, DB4 Vantage, and the DB5, DB6 and DBS and variants. Articles from American journals are included, the reproduction, on magazine-size pages is very good indeed, and it is always nice to have such material in book-form; I enjoyed re-reading Innes Ireland's accounts of running his DB6 and DB6 Vantage Astons. There are no MOTOR SPORT reports, however. The book is to go out in a limited edition of 1,000 copies and the recommended price is £10. Apply to Adrian M. Feather, "Burnside", 40, Hollow Lane, Draycott-in-the-Clay, Sudbury, Derby, DE6 5HQ.

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A number of books and directories about the World's or our National motor museums are available but Albion Scott Ltd., 51 York Road, Brentford, Middlesex are now distributing full-scale books about individual motor museums. We have seen the one about the Porsche Museum, which is No. 3 in the "Famous Automobile Museums" series and sells as a 159-page stiff-cover book for £6.95. It is interesting that Porsche has a very fine collection of racing cars and engines in their Museum, covered in this book in many pictures and a curious mixture of British and Japanese text. We have no information on the other books in this series.

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A useful present for those interested in car bodywork made in glass reinforced plastics would be the comprehensive book of that title by Richard Wood, who is very experienced in this kind of rustless structure. The book runs from early work in this field, to current practice, and it contains a bibliography and a list of suppliers of glass-fibre materials, etc. The publishers are Pentech Press, 4, Graham Lodge, Graham Road, London, NW4 3DG and the price is £8.95.

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For those still running Brough Superior motorcycles of any age from 1919 to 1940 the late W. S. Gibbard, Technical Adviser to the Brough Superior Club, wrote a handbook for them before his untimely death. It comes from the Club, and has a Foreword by the Bishop of Sherwood.

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Finally, so far as "Books For Christmas" are concerned, may we remind you that the standard work about Brooklands Track, with official lap-speeds, details of record attacks and race results, "The History of Brooklands Motor Course, 1906-1940" by W. Boddy, has been reissued in revised form by Grenville Publishing Co. Ltd., at £15.90. It has a unique collection of hundreds of pictures of rare and famous Brooklands racing-cars and personalities, and containing all those official facts and figures, including a complete list of BARC Certificates, tabulated results of the Brookland long-distance races of 1921-1939, and the Rules and Regulations that helped to make the old Motor Course what it was.

Cars In Books

THERE ARE several interesting references to cars in the late Dennis Wheatley's third volume of autobiography, "The Time Has Come — 1919-1977, Drink and Ink" (Hutchinson 1979). For instance, the thriller-writer says that after his maternal grandfather died in 1916 his parents acquired a considerable income and had a chauffeur-driven Wolseley, which took his father and himself to their office every morning (presumably he means every *week-day* morning), from the South London suburb of Streatham, to South Audley Street. As this was a car bought presumably after the Armistice it could have been a 23.5 h.p. six-cylinder or, as this was not made until 1920, perhaps a pre-1914 model. It was not always dependable, the author telling of the time when it had been ordered round to take guests home from a dinner party, when the chauffeur reported an engine fault, which enabled Wheatley to walk his girl home to Clapham Park. At about the time when his parents acquired their Wolseley Wheatley used his Army gratuity on a car, ordering a Charron-Laycock, described by him as "a powerful three-seater car, costing £515." It should have been fun, he says, but delivery was not promised for several months and in the summer 1919 the agents wrote to say the price had been increased by 30%. As Wheatley had spent his gratuity by then and could not have found even £500, the order was cancelled. Later in the book there is a description of flying to Egypt by Sunderland seaplane (he presumably means a Short Sunderland flying-boat).

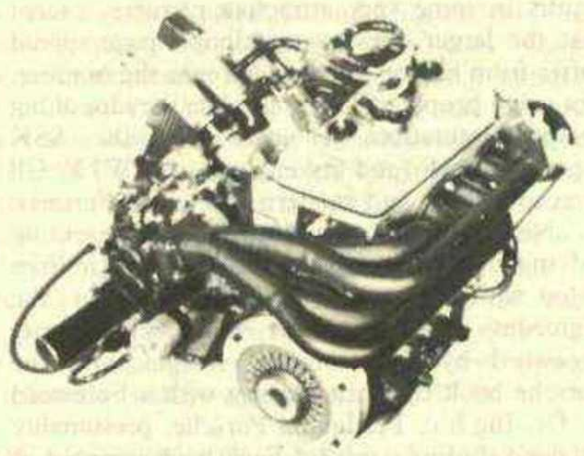
There is little of a motoring flavour in "A Year to Remember — a reminiscence of 1930" by Alec Waugh (W. H. Allen, 1975) except that from it we learn that Waugh could not afford to own a car in the early 1920s and that his brother Evelyn (who wrote "Vile Bodoes", which has a motor-racing theme) did not learn to drive until after his second marriage. He tells of his pleasure in obtaining his MCC (cricketing) scarf — which makes me think he would have been very sad to know that while he was at Lords two boys used sometimes to go to the Oval at Test Match time and just fool about in the players' dressing room. I refer to myself and the youngest son of the great John Berry (Jack) Hobbs, then at the height of his centuries-scoring fame. Jack Hobbs had an Austin 12 or 16 saloon and at the time of which I write had replaced this with a Sunbeam Sixteen fabric saloon, later replaced by a Sunbeam Twenty saloon, if memory hasn't failed me. Later in this book Waugh refers to dining at the RAC

Turbo Topics

TURBOCHARGING is on the increase, no doubt about that. An interesting letter came in from a reader in Seattle the other day, in which he wondered whether vacuum-servo braking is quite the correct thing on a Turbocharged car. My remarks about the "sudden" feel of the Audi 200 Turbo's retardation and the power-braking of the Audi Quattro prompted the thought, cautiously put.

Well, a turbocharger is only a supercharger driven by an exhaust-gas turbo and if it, the supercharger, sucks mixture from the carburetter as it did on most engine-driven supercharger layouts, the effect on vacuum-servo braking must be the same. However, on the Renault 18 Turbo the blower feeds air into a pressurised carburetter as Mercedes-Benz did in the old days of supercharging. In the past we have had supercharged cars with suction-servo braking and we have seen proprietary supercharging sets put onto ordinary cars, some of which must have used vacuum braking-assistance. On the other hand, it does seem that raising inlet manifold pressure by supercharging (or Turbocharging) is not the best way of humouring a brake servo which is actuated by manifold suction. As I discovered before the war when driving a 6½-litre Bentley, the suction is essential, for having switched off the big engine to conserve petrol I could scarcely afford, I had a shock when I tried to stop the heavy car and found absolutely no help from the brake pedal. Only hauling on the hand-brake saved the situation. And in recent times I have been astonished to find how many cars have very little reserve "vacuum" indeed, by which I mean that if you coast with the engine stationary, after one or two applications of the brakes all servo assistance has gone, whereas the older cars had reasonable-sized reservoirs to store the "vacuum" for just this contingency.

However, presumably, properly-conceived vacuum-servos function all right with Turbocharging, because Saab, Audi on the 2WD car, Lotus, Peugeot, and Ford Mustang all use vacuum brake-assistance. Indeed, you only find sophisticated power-braking on Rolls-Royce, Bentley, Citroën, and Audi Quattro. Suction-braking works for diesel engined cars and the Mazda rotary-engined RX-7, incidentally.



THE very neat turbocharger installation for the Renault 5 Turbo, the brakes of which are vacuum servo-assisted.

When I was taking-away the road-test Audi 200 5T I asked at what speed the Turbocharger revolved. No-one knew. When I was at Rolls-Royce trying the new Silver Spirit they told me they were experimenting with Turbocharging (for their expected smaller-engined car?). So I put the question again. No-one knew. But Rolls-Royce Motors Ltd. has since written to tell me. They say that Turbochargers fitted to cars like the Audi and Saab run up to 120,000 r.p.m. and that larger Turbochargers, like the Garrett Air-Research model which R-R have been playing with, have a maximum speed of between 60,000 and 70,000 r.p.m.

That's a lot of speed! Back to our Seattle correspondent. He makes the point that in the aeronautical world the rim of a turbine-disc goes through compressive and tensile stress-cycles due to combinations of heating/cooling and increasing/decreasing speeds, so that aircraft turbomachinery is subject to very definite life-restrictions, to safeguard against low-cycle fatigue. When failures do occur they are, he says, spectacularly destructive. Our correspondent wonders if everyone who is on the automobile Turbocharging band-wagon is aware of this? So do we. — W.B.

CARS IN BOOKS — continued

and going down to Cornwall the next day with Gwen Frangcon Davies who had starred in *The Barretts of Wimpole Street*. It was in 1930, remember, so they started at 8 a.m., in a chauffeur-driven car, stopping the night at Chagford bound for Moushole. How the chauffeur's infatuation for a maid at the Easton Court at Chagford resulted in this hotel becoming a famous literary centre is explained in Waugh's reference to that vintage journey, but the make of car they were in, which took until the late afternoon of the second day to get to Moushole, is not quoted.

"An Open Door" by Monica Dickens, the great grand-daughter of Charles Dickens (Heinemann, 1978), surprised me by being a veritable feast of motoring snippets, the reader who told me of it deserves this column's thanks. As early as page 7 you come upon it, with a reference to the Lancia tourer and upright Renault driven by a chauffeur named Hawley at the grand-parents' family house at Chilworthy near Chard, in Somerset. As with many autobiographies, it is sometimes difficult to date the incidents referred to, but if this was during or just after the First World War the Lancia was probably a Theta or a Kappa. It used to have to reverse up mountain passes. Later, about 1929 I think, we are told that Ronald Majer taught Monica's father and mother to drive, when he was not chauffeuring their Wolseley. During these lessons Fanny Dickens hit some cows and decided not to drive again but Henry Dickens used to drive the Wolseley on Sundays. It is illustrated on a page of photographs devoted to the family's cars — have publishers been influenced by my long-running series of "Cars In Books" to include more about motoring than was once the norm?

The picture shows the Wolseley to have been one of those overhead-camshaft fabric saloons with side-mounted spare wheel, dummy hood-irons, and vertical bonnet louvres, probably an E6 16/45 h.p. model. Much later Monica Dickens writes of the MG one of her boy-friends allowed her to drive. There is a picture of it, with another sports-car standing beside it, said to be a Singer 9 although it looks more like a Wolseley Hornet to me. The MG is described as having knock-off wire wheels, a bonnet strap and a fold-flat windscreen, so was perhaps a J2. The picture shows both cars with the windscreens folded down, although it look as if the author, then a bobbed-haired young girl, is incorrect in saying this was because there was no screen-wiper. The Reg. No. of the MG was RV-2665 and of the Singer or Wolseley Hornet AKE 862.

It was the blue Wolseley saloon that took Monica to her presentation at Court, where they queued for hours (*?-sic*) on Constitution Hill with hawk-nosed chauffeurs driving Rolls-Royces and Daimlers with coronets on the doors. Later her father's car is described as a "grey box", when Monica was in her house-maid's period, this referring presumably to his Vauxhall. At this time they kept their cars at a garage in the Portobello Road, Monica's being, she says, a Sunbeam SS. This, too, is illustrated (BCY-359) and looks like an SS-Jaguar coupé. Could it be that "SS" puzzled a caption writer, who though it was meant for "Sunbeam Special", which is how the car is captioned in a picture of Monica leaning on it while waiting for the Ferry on the Isle of Wight, although her long dress and cottage in the background hardly smacks of a port? She calls her car a Sunbeam, however, in the text but she may have been thinking perhaps of her days as a munitions-worker at Sunbeam-Talbot's in Ladbrooke Grove during the war, working on aero-engine parts, as her book describes? Incidentally, the other cars on the page devoted to their photographs are a 1926 Standard tourer, probably an SL04 Fourteen, bought for new £365, and a line-up of three early family cars, a Panhard, a big Edwardian Standard tourer, and what looks like a little Renault with gilled-tube radiators alongside its coal-scuttle bonnet.

We have still not exhausted the cars in "An Open Door", Henry Dickens had a grey Vauxhall in later years, with two little arms that flapped out on either side for turning signals — those semaphore-indicators which Hugh Keller refers to as "the twigs", on his Rolls-Royce Twenty. After the war the authoress bought a very dubious red open car which expired when the riveted cracks in its crankcase opened up, but the make of this one is not given. By this time it seems that Henry Dickens had a new blue Vauxhall, its bumpers soon curling from contact with doorposts in his mews garage, which he kept into the 1960s. Going back to the blue Wolseley, this is said to have had celluloid windows that let up and down on straps, like railway-carriage windows. [Surely not *celluloid* in 1929? Although earlier Humbers had used a sophisticated system of such side curtains. — Ed.]

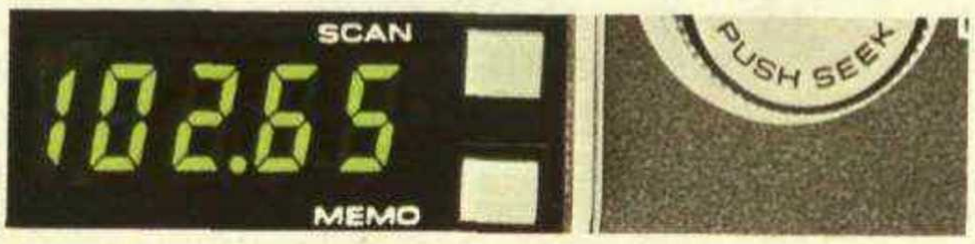
A friend's snub-nosed Morris with dickey also gets a mention and we are reminded that Monica Dickens based one of her novels on a murder and the R101 crash. In view of the confusion over what I think was an SS-Jaguar in Monica Dickens' book, it was a co-incidence that the next non-motoring book I picked up, "The Initials In The Heart" by Laurence Whistler (Rupert Hart-Davis, 1964) told quite definitely of the open Swallow Special, "precursor of the Jaguar", that Rex Whistler lent the author for driving the actress Jill Furse back to London from a week-end visit to Daye House in Wilton Park near Salisbury. The only other motoring references in this book are of finding at a Somerset cottage in 1939 a 1917 Crossley, open to the skies, in the field adjoining it — more accurate dating than I would aspire to! They thought the old touring car romantic, a memento of the other war. There is a later hint that Jill was driving a Humber Snipe in Devon and mention of Rex Whislter's will which included his car — a TV documentary about the famous painter refered to his love of fast cars, one of which may, I think, have been a pre-war late-model 4½-litre Lagonda. — W.B.

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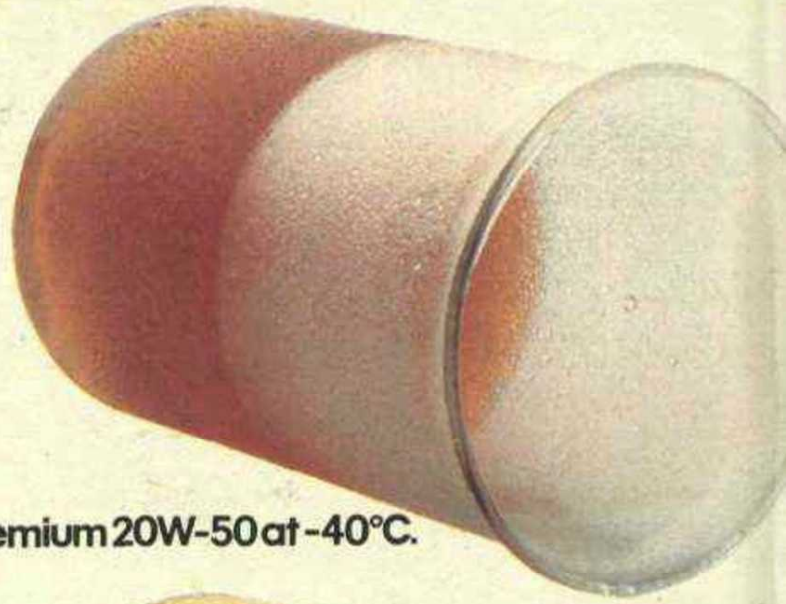


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Pistons after 40,000 miles

Mobil 1.

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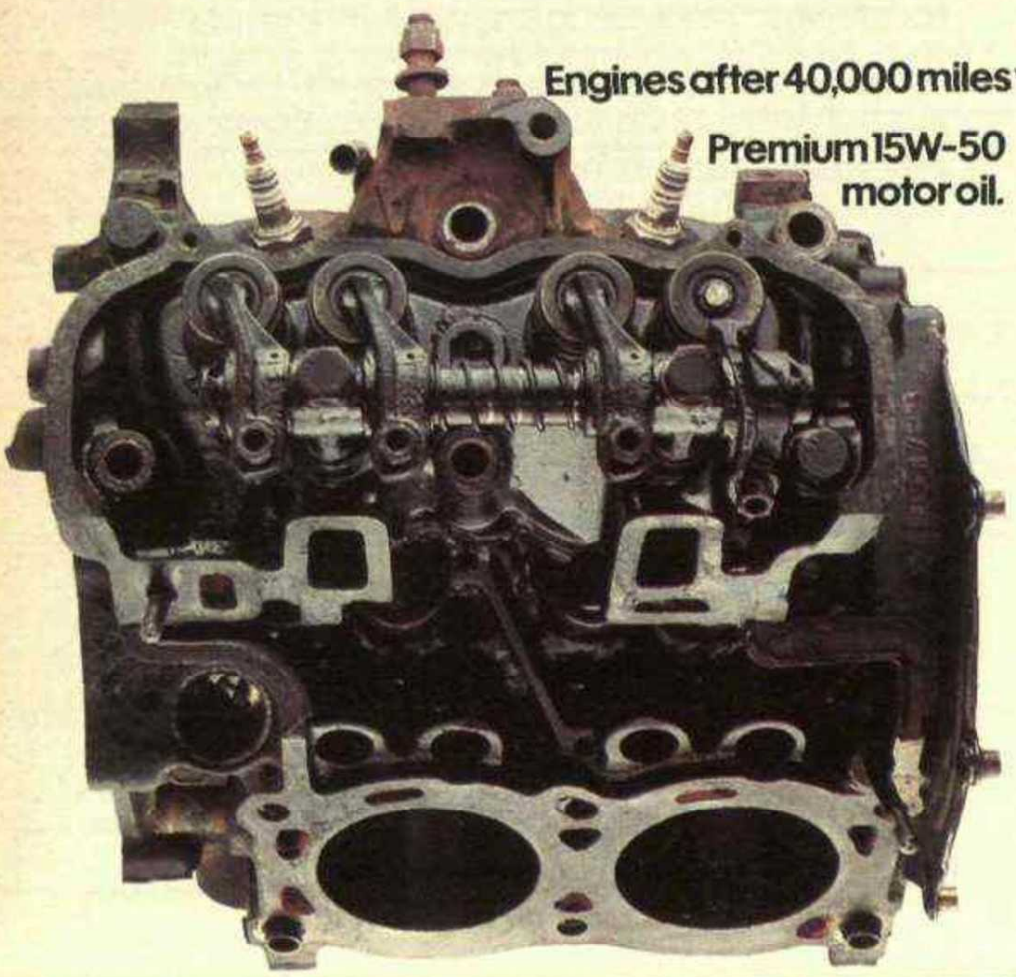
Mobil 1 at -40°C.

250000

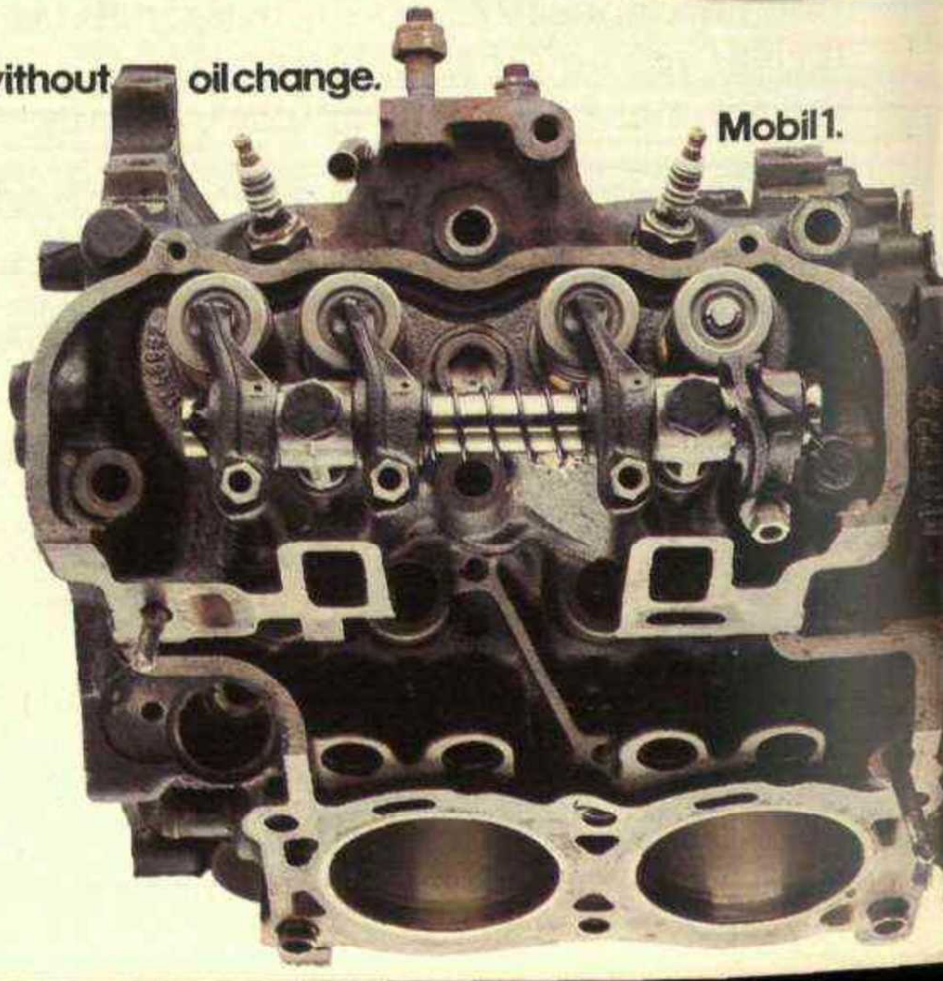
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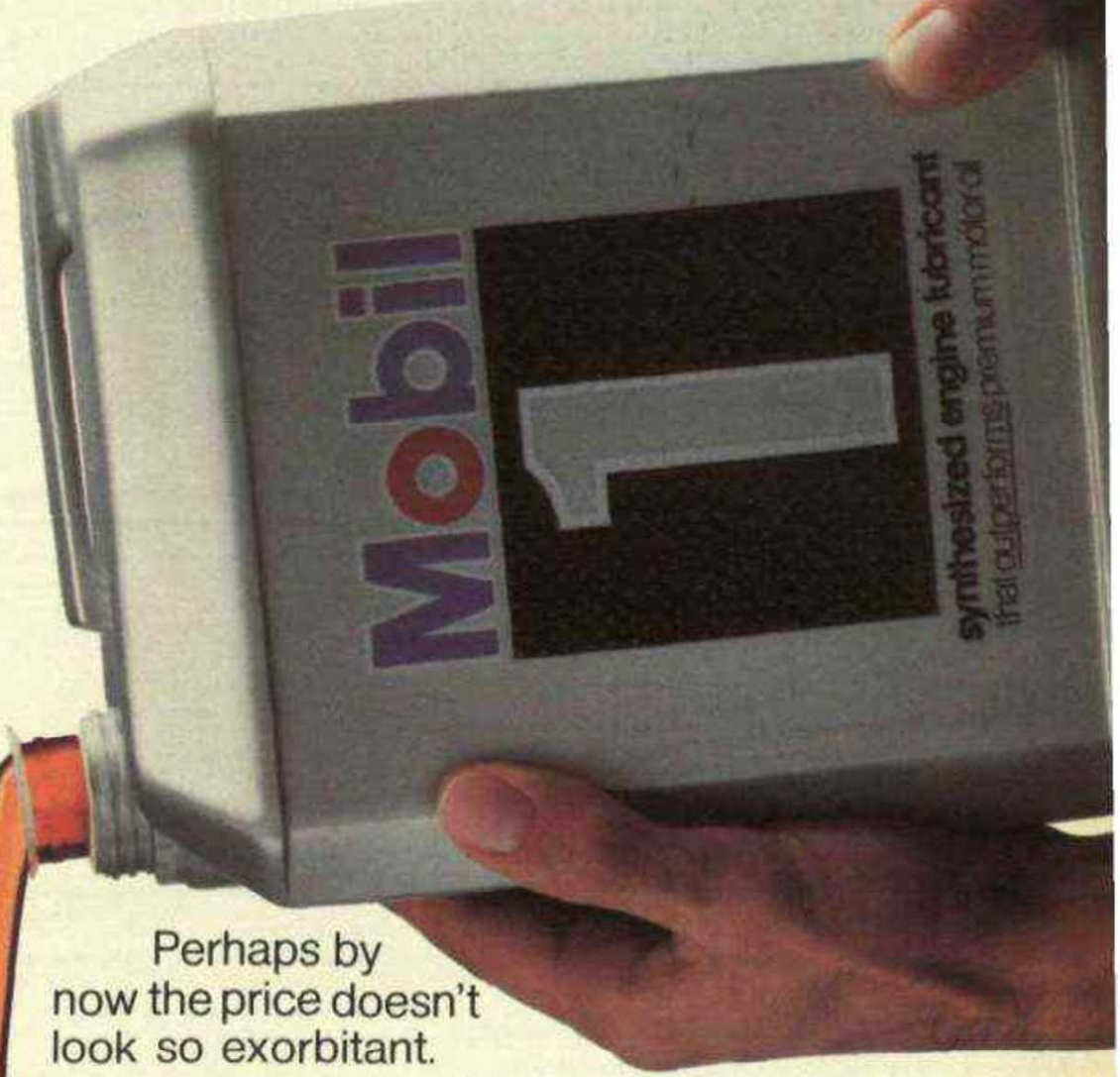
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£15* for 5 litres.



Perhaps by now the price doesn't look so exorbitant.

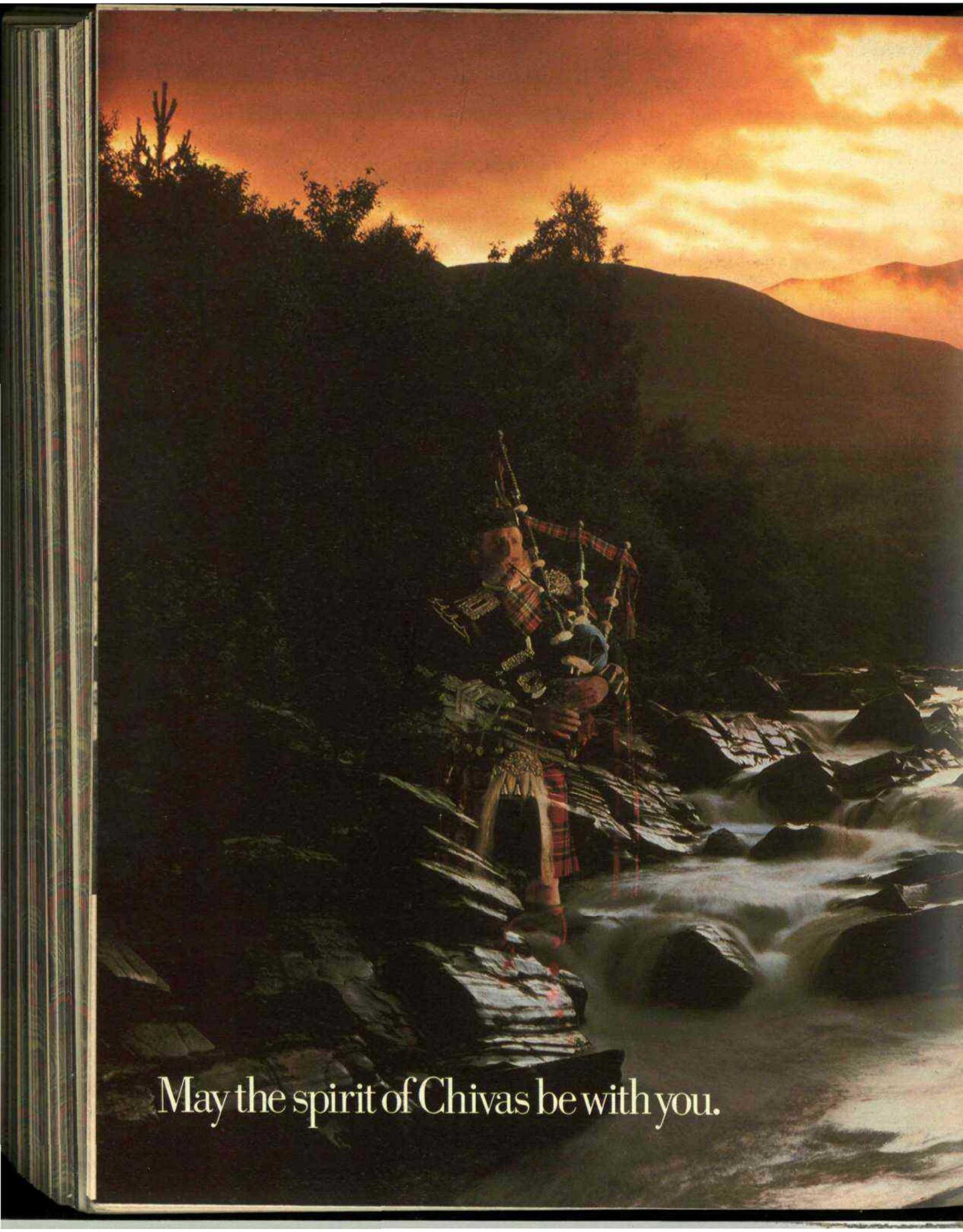
It's still high, we'll admit. But maybe you should be asking yourself if you're paying enough for oil now.

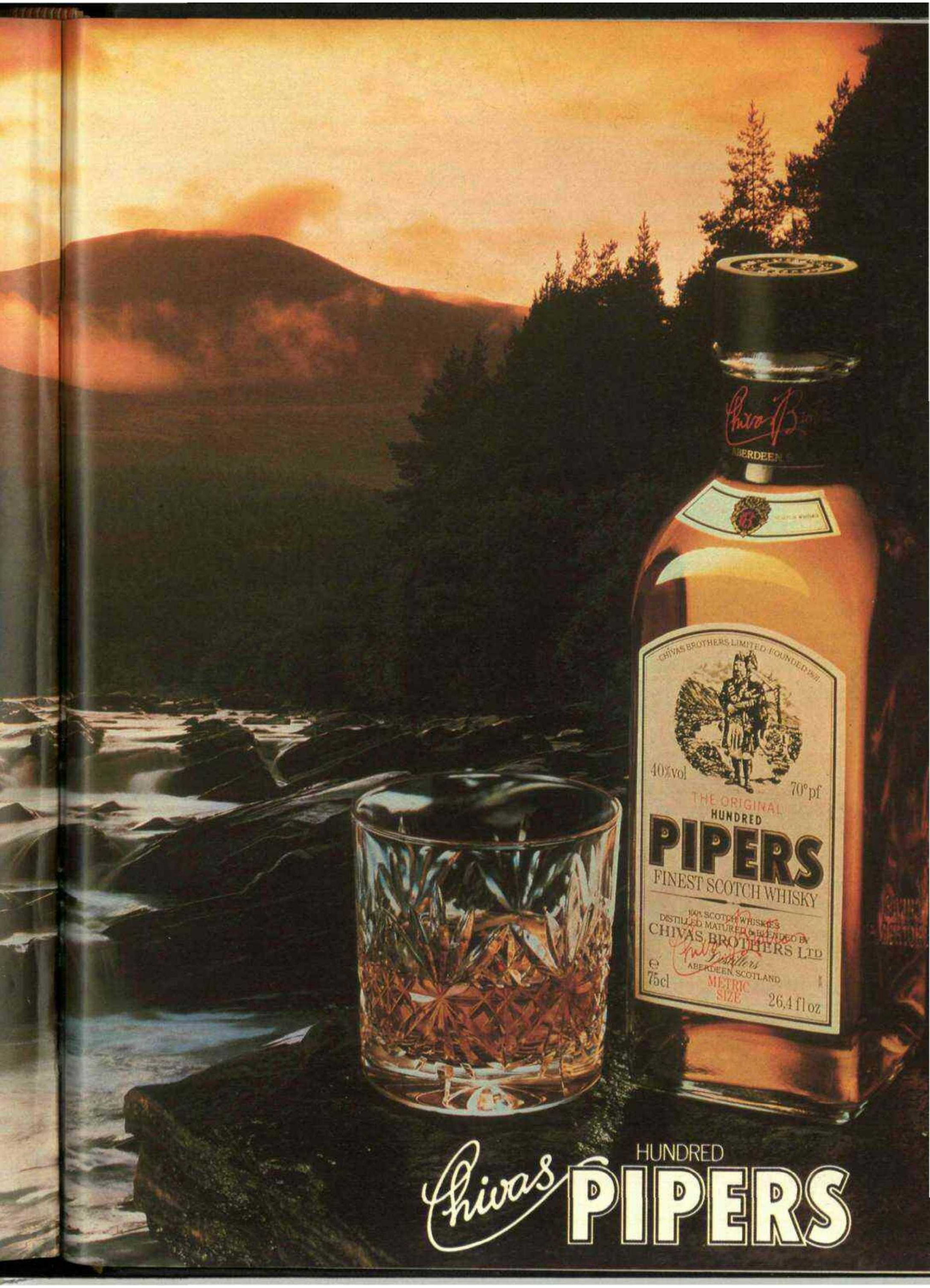
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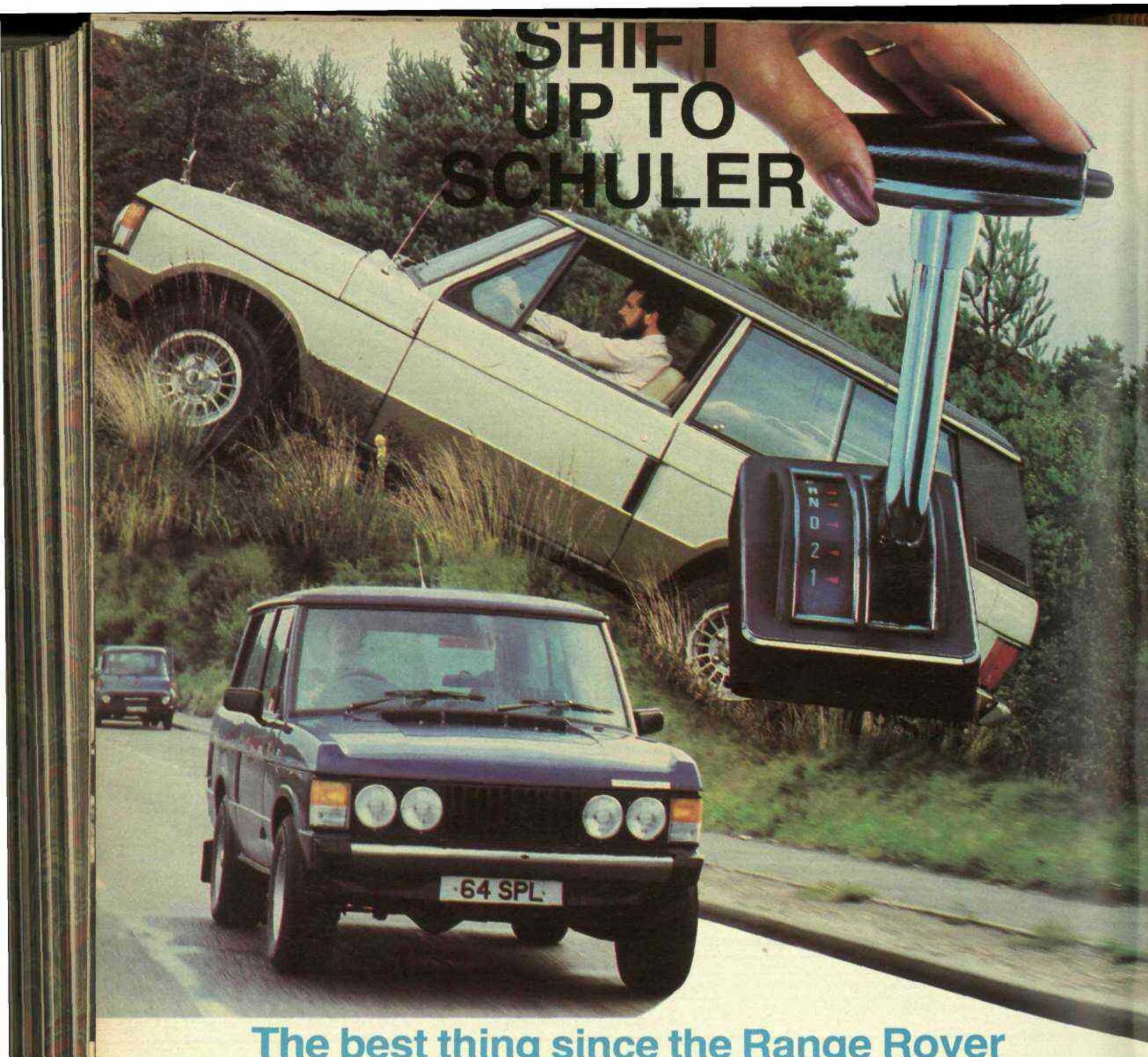
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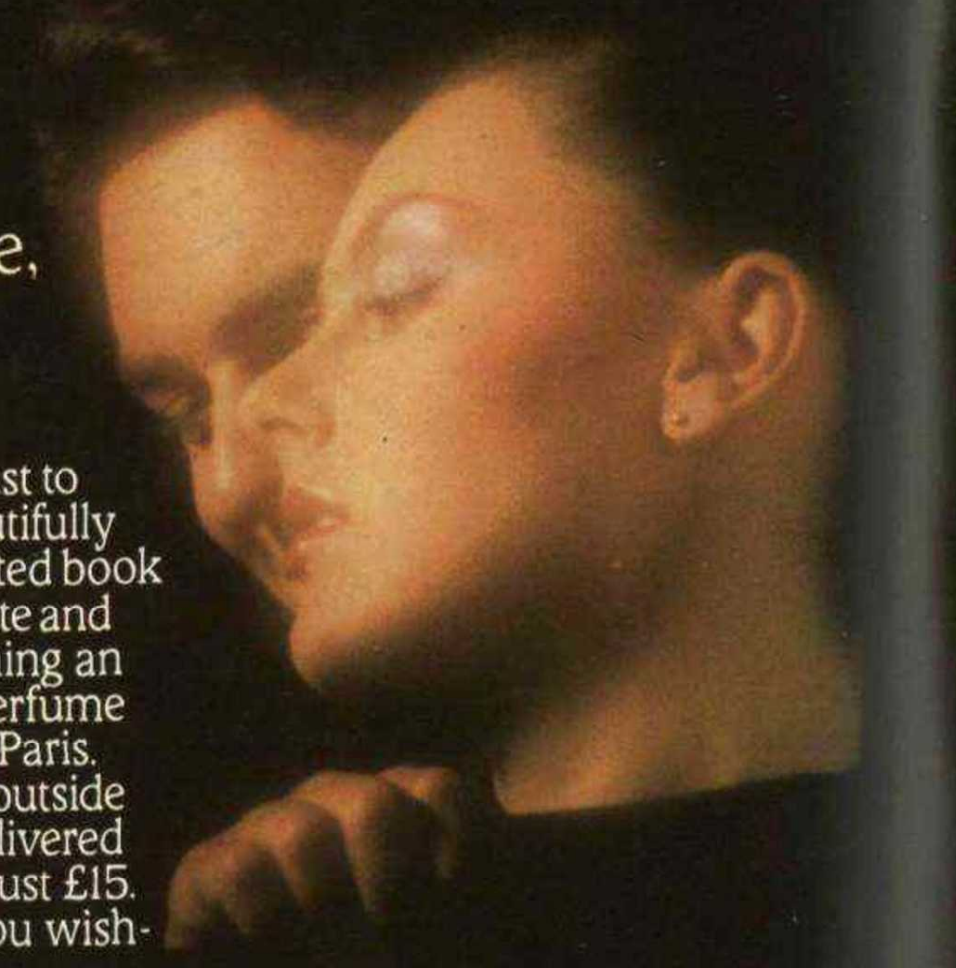
ALAN JONES (top) drives Tony Pond's TR7 V8 in the rally section of the combined event, while (centre left) rally drivers Per Eklund, Tony Pond and Hannu Mikkola try their hands at racing in Mazda RX7's. Derek Daly's Sunbeam (below right) provided some spectacular viewing in the rally stage. After the event, road and track drivers confer — Mikkola and Jody Scheckter (centre right) and Pond, Scheckter, John Watson and Jones (below left).





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Historic Racing

THE racing of old cars goes from strength to strength and nowhere is it more prolific than in Great Britain. Much of the fascination lies in the variety of cars taking part, both single-seaters and sports-cars, and to see an ERA locked in combat with a Bugatti, or a Cooper-Bristol with a Connaught or a 250F Maserati with a P25 BRM or a Lister-Jaguar with a Cooper-Monaco is to see why this type of racing has such a strong following. The racing may not be as fast as Formula Ford, Formula Atlantic or FF2000, but the cars do *look* different and the drivers *look* as if they are trying very hard, and some of them are. Apart from the traditional vintage meetings organised by the VSCC, at which all the races are for old cars, the historic scene has been exposed to a wider spectator band by reason of the series of events run in conjunction with modern race meetings.

This series has been supported by the Lloyds & Scottish finance company and the events have been part of an overall Championship, with classes for various groups of cars ranging from single-seaters 1931-1940, to sports-racing cars 1958-1960, so there has been something for every type of old car. The pace has been set by the single-seaters 1954-1960 and from this group came the overall Lloyds & Scottish Champion. This was Willie Green driving Anthony Bamford's Ferrari Dino 246 that came from America after being sent out there from the Ferrari factory. Bamford also entered Stirling Moss in a copy of the car Green drove, that was made in Leicestershire, and at the final race of the series another copy appeared, driven by John Surtees so that Bamford was able to record a 1-2-3 with his real Ferrari Dino and the two made by Graypaul Motors. All good historical stuff! If you continually won your class, even though you were nowhere in the overall race, the points system allowed anyone to be overall champion, and second overall to Green was the ebullient Gerry Marshall in a Lister-Jaguar, while third overall on points was Roger Friend in a Lotus Eleven with



THE copy and the copied. Stirling Moss (left) at the wheel of one of Anthony Bamford's new Dino Ferraris in company with 1980 Lloyds and Scottish Champion, Willie Green, in the original Dino.

1½-litre Coventry Climax engine.

There were seven events counting for the Lloyds & Scottish Championship throughout the 1980 season and these together with VSCC and other club meetings kept everyone pretty busy. As 95% of the competitors race for fun in their spare time there is a feeling that five major events would be better in 1981, otherwise Historic Racing becomes a full-time profession and only a few of those taking part can afford the time and money for this.

In Europe old-car racing has not really got off the ground, even though (or perhaps because of) the FIA took a hand and instigated a European Historic Championship. Events have been poorly supported and the cream of the cars and drivers were far too busy with the Lloyds & Scottish Championship to venture into Europe. A Coupe d'Europe was run for large cars and a FISA Trophy for small cars, the former being won by Michael Bowler with his Lister-Jaguar (it only acquired a Jaguar engine when it became Historic!) and the latter by Alan Baillie with a Lola Mk2.

Basically the Historic scene is one of fun and friendliness, with everyone messing about with old cars because they happen to like them, but clouds keep appearing in the sky. First it was Anthony Bamford having Graypaul Motors make him two more Dino Ferraris, then it was the appearance of a very fast Mallock U2 and among the Lister-Jaguar contingent an embarrassment arose in the shape of a well-driven Cooper-Monaco, the 2½-litre Coventy-Climax mid-engined all-enveloping sports car. The 250F Maseratis and the P25 BRMS have been eclipsed by the Ferrari Dino 246, and now the clumsy great Lister-Jaguars are about to be by the nimble Cooper-Monaco. If Historic Racing is all about reliving the past, then the scene is well set. We only want Jack Brabham in a Cooper-Climax to run rings round Moss and Surtees in the Ferrari Dino copies and Historic Racing will have truly come alive. — D.S.J.

VSSC Eastern Rally

ROAD Rallies are ever more difficult and time consuming to organise but the VSCC struggles on with such events, taking advantage of some of the concessions hard wrung from the RAC earlier in the year, enabling the lower speed, navigational style rally for pre-war cars to take place under less burdensome PR regulations than those set for nocturnal road rallies. The Eastern Rally, held one Sunday at the end of October, was such an event covering some 80 miles of Cambridgeshire countryside. Navigation on this event is traditionally difficult and this is reflected by a spread of marks ranging from 247 penalties for the unfortunate crew who finished last to a mere 13 for the winners, Roger Collings and navigator David Filsell.

Results

Eastern Trophy
R. A. Collings, 1929 Bentley Sp.6.
1st Class Awards
N. H. S. Lees, 1938 Bentley 4¼; Mrs. M. North, 1931 Invicta; R. Potter, 1926 AC; P. L. Glover, 1927 Alvis 12/50; S. G. Harvey, 1935 Riley Lynx.
2nd Class Awards
A. D. Jones, 1923 Vauxhall 30/98; F. G. Moore, 1933 Railton; R. M. Keyworth, 1936 Austin Nippy; B. Dowell, 1928 Sunbeam 25; J. M. Baxter, 1937 Riley Kestrel; P. R. Cattell, 1933 Riley Lynx.
Third Class Awards
R. J. Odell, 1923 Lagonda 11.9; D. Johnson, 1930 Austin 7; R. W. H. Lees, 1928 Bentley 4½; R. A. K. Colquhoun, 1932 Lagonda; C. J. Hancock, 1927 OM; B. M. Clarke, 1929 Bentley 4½.

VSCC Lakeland Trial

IN CONTRAST to the club's Welsh Trial only a month previously, the Lake District event was run over very dry ground in sunny, if windy, conditions. The lack of moisture on the surface meant that there were some very high scores on sections which are normally un-climbable, and the winner, Barry Clarke, only dropped three points in the whole event with his much modified Austin Chummy. The necessarily tight sections planned by the local organisers tended to benefit the small cars — the 30/98 Vauxhall contingent suffering particularly badly from the tight corners.

Results

Kirkstile Trophy
B. M. Clarke, 1928/35 Austin 7.
Kirkstale Plate
J. A. McEwen, 1930 Riley 9.
First Class Awards:
D. J. Ellison, 1939 Riley/Mercedes; P. C. Longhurst, 1929 Riley Special; H. F. Moffatt, 1923 Bugatti Type 13; R. M. Parker, 1928 Austin 7; D. G. Laxton, 1924 Austin 7; M. U. Hirst, 1928 Alvis 12/50.
Second Class Awards:
D. A. Thirlby, 1927 Frazer Nash Boulogne; M. T. Joseland, 1926 Frazer Nash Fast Tourer; L. J. Stretton, 1927 Frazer Nash Super Sports; N. Arnold-Forster, 1925 Frazer Nash Anzani; J. E. Meeks, 1921 Austin 20; J. A. Lang, 1926 Austin 7; T. J. Threlfall, 1928 Ford Model A.
Third Class Awards:
R. G. Winder, 1927 Austin 7; J. N. Fenner, 1929 Riley Special; J. F. Harris, 1938 Lagonda Rapier; J. A. Mackinnon, 1929 Austin 7; A. D. Jones, 1923 Vauxhall 30/98.

A Jaguar Calendar

TAKING advantage of the publication of Andrew Whyte's Jaguar book, James A. Graham. 1-3, Mallory Road, Bishop's Tachbrook, Leamington Spa, CV33 9QX, has issued a large Jaguar calendar containing several SS and Jaguar pictures per month. The price is £4.30 post-included, to UK addresses.

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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

Eligibility of 500's

Sir,

May I take this opportunity to reply to the correspondence following my letter which you published in your August issue. It seems that I shall now be able to trace the history of my car with much greater accuracy. The letter published in the September issue, from Malaysian resident, Mr. M. Evans, reveals his considerable knowledge of racing in the Far East, and contains information about the Chan brothers, which has already shed some light on what little history I have of my car. As such MOTOR SPORT has already performed an invaluable function, and I would be grateful if you could pass on my full address to Mr. Evans in the hope that I may contact him direct.

With reference to Mr. R. C. Bergel's letter, he seems to have taken my comments as a direct criticism of the VSCC's racing policies. This was certainly not my intention, as I have every respect for the VSCC. As Mr. Bergel points out, they are race organisers in their own right, and are fully justified in making what rules they like. They have always maintained a "front engine only" policy, and to their credit, have stuck to it without exception. However, one can't help feeling that their "strength of conviction" would be severely strained in the event of one of the Auto Unions falling into "the right hands". I must also say that I cannot accept that the VSCC's policies are entirely and solely in the interests of competitive racing. Surely, a rear-engined 500 c.c. Formula racing car, or for that matter a post vintage Morgan 3-wheeler (both of which are ineligible for VSCC racing), does not pose a serious threat to a 1959 Formula One Ferrari Dino!

As far as I am concerned those points are neither here nor there, as my discontent does not necessarily lie with the VSCC. What I do find disappointing, is that despite having the best and most comprehensive historic racing scene of the whole world in this country, and despite having the most organisations whose sole purpose is supposed to be to promote historic racing, I still cannot race my Cooper-JAP.

As Mr. Chivrall points out in his letter, I am just an enthusiast who owns an *original* piece of racing heritage and wants to enjoy himself by actually racing it, and because I'm British I can't. I'm afraid that if this situation persists, I *too* will have no option but to "rebuild" a replica historic GP car as well.

Towcester, Northants D. ANDREWS

Cooper 500s & the VSCC

Sir,

Of course much of what R. C. Bergel (Cooper JAP Eligibility) says is correct. The VSCC did, and still do, as I'm very much aware, think that rear-engined post-war cars are duller than 250F Maseratis etc., though I doubt if many of them have seen, or much less, driven, them recently. D. Andrews no doubt thought Bergels' driving of Bugattis was exciting, but it's irrelevant. The facts speak for themselves to anyone not saddled with bigotry or blinkered by profit. My 1949-50 V-twin 996 c.c. Cooper JAP and like cars which raced in Formula II events of that period, are of more historic interest and worthy of preservation than new "fakes".

I don't want to stop anyone making cars and having fun but I object to the restrictions that stop Andrews, myself and others racing anywhere in this country in our single-seater cars. It would be a great benefit to all if those who condemn our type of cars would, instead of writing inane letters to magazines and attending discussions behind closed doors, come, see, hear and smell one in action. Then listen to the reasoned arguments for the cars' inclusion into Historic Racing. We have heard all their arguments for exclusion and we accept them no longer.

Could we present ourselves and cars to a club or organisation to put our case for racing these historic cycle cars? They are rapidly going out of existence as spares for GN specials, Morgans and the like. Modern AMC gearboxes replace the Manx Norton ones and speedway 500 c.c. engines replace one of the greatest of all British racing engines in its final stage of development.

Akeley P. R. E. WIGGLESWORTH

Vehicle Excise Duty — Tax on Possession

Sir,

This proposal has put me in mind of an excellent way of reducing the effects of ever increasing shop-lifting. Why not simply levy a surcharge on all customers to pay for the goods stolen by the dishonest 8%? I am sure that, once established, this principle could be applied to all sorts of modern social problems, e.g. lock up every male under 18 each Saturday afternoon because he might be a soccer hooligan.

I might evade road tax, but I don't.

Aspatria, Cumbria KIRK RYLANDS

A Rolls-Royce Book

Sir,

I have read with considerable interest your review of my book "The Rolls-Royce Phantom II Continental" in the September issue of MOTOR SPORT and I thank you for your comments.

There are, however, a few points which I should like to make with regard to your comments, the first having to do with your position that: "The title of this book is misleading, because the author covers all the Phantom II Rolls-Royce cars, etc.". In this context, you must consider that the Continental is not a type apart but is strictly a derivative of the standard version. Therefore, in order to intelligently discuss the Continental version, it is incumbent upon the writer to apprise his reader of just what constitutes a Phantom II and this I attempted to do.

Further, as I brought out in the text, all changes and modifications to the chassis type during its production run were made without exception to both versions, standard and Continental.

My original title to the book was "The Rolls-Royce Phantom II and Continentals" however, after discussion of said title with Mr. Dalton, it was his feeling that the title should be as it is.

The second point I would like to clarify refers to your passage, "While this is really a picture book, etc." You will note that the book comprises a total of 272 pages of which pictures are contained on only 82 pages, give or take a few depending on how you classify pages with only a partial page devoted to a picture. This then leaves a total of approximately 190 pages devoted to text, schematic drawings, catalogues, and appendix, etc. This relationship, I would suggest, hardly qualifies the work as a picture book. In this context, I feel you have done the publisher and myself somewhat of an injustice.

Kansas, USA RAYMOND V. GENTILE

Ulster Replica

Sir,

Regarding last month's article on Austin Ulsters, the story of a reproduction Ulster with one of my bodies fooling a dealer is incorrect. It was tempting to let it pass, as it would have been good for the reputation of my bodies. However I know which car was referred to. It had started life as a genuine Ulster, but its specification had been so changed that it was only worth a fraction of the asking price.

It is unlikely that a GRP (glass reinforced plastic) bodied reproduction could be passed off as a genuine car. Close inspection would reveal the wrong body material and the modified touring components. Many people want genuine cars for their prestige value, but aren't interested enough to learn all about the cars before buying one. These people, it is said there is one born every minute, may be cheated, but it is doubtful if a real enthusiast would be caught.

My book, which costs £3 including P&P, is intended to help the less well off build a car which looks and performs like the real thing, although lacking the prestige of being genuine. There are more mechanical parts lying around than there are bodies. If they are to be used new bodies have to be made. Good reproductions enable people to see what the original cars used to look like. This is especially worthwhile in the case of cars that no longer exist.

Worthing, Sussex. CHRIS GOULD

That Front Suspension

Sir,

The point of my letter, as Mr. Ballamy is, of course, fully aware, was that I, not he, was responsible for correcting the geometry on the Allard divided axle front suspension in the period 1950-54 when I was Chief Draughtsman and Chassis Designer of that Company. He concedes this by saying I "came to the right conclusion". However, to answer his many points in as objective a manner as possible; I did do a considerable amount of homework on the subject and was fully aware that he had "sold" divided axle front suspension units to Allards in the immediate pre-war period. This was in any case common knowledge among enthusiasts and was confirmed (in detail) by Sidney Allard when I joined the Company. I can't quite understand how Mr. Ballamy misconstrued my letter to the extent that he gained the impression that "I regarded the arrangement as original for 30 years". I only claimed it to be a logical arrangement, and it is after all a relatively simple system.

It would seem that Mr. Ballamy did not do *his* homework otherwise he would have known that divided axle front suspension was tried, and discarded, before 1914 by several designers because of the phenomenon known as gyroscopic

precessional torque. In an effort to overcome this problem an American Co. who went into production in 1935 with a divided axle system, arranged the axle beams to "pass each other" to pivots on the opposite chassis side rails. This was a heavy expensive arrangement and was still not free of "gyroscopic kick" so it was abandoned after a few months in favour of an SLA scheme. This precessional torque problem is the limitation I was "hinting at" not the relatively simple geometrical arrangements.

There was not a great deal of written matter on suspension in the immediate post-war period and divided axle and front suspension got only the briefest mention, if at all.

The only material written by Mr. Ballamy that I subsequently came across was publicity matter for the LMB conversion units for the "Pop" of the period.

It was because of this paucity of properly considered material that I wrote the articles on the subject which were published in the *Auto Engineer* for January 1954 and June 1955.

Mr. Ballamy is right about one thing however, Colin Chapman and myself were at school before the war — but it didn't take us 30 years to realise that the divided axle front suspension system is not on as a serious suspension system for any vehicle except possibly "mud-plugging buggies" and the like, a subject with which Mr. Ballamy is no doubt familiar.

Sevenoaks D. R. HUME

The Zis 101

Sir,

In his fascinating Buick article in October's issue the late Mr. Russell Johns mentions the Buick and the Buick/Packard hybrid used by the Russian Ambassador and Trade Delegation before the war.

Surely at least one of these cars would have been the Russian-built Zis 101, which I believe owed a good deal to Buick design. I seem to remember M. Maisky's Zis getting some publicity as being the first Russian-built car to operate on British roads.

Claygate, Surrey D. W. OWEN

The Volvo Lifespan

Sir,

You refer, in your article on the Volvo 244 GLT — August issue — to the recent Volvo advertising claim of a 17.9 year average life for their cars. The implication, one must assume, is that the buyer of a new Volvo might reasonably expect this sort of life out of his new car. I would suggest, however, that this is somewhat unlikely.

The statistics used in the advert are Swedish and, as I understand that their roads are not salted in winter (studded tyres being used instead), the only relevance they have over here is as a comparison scale between various makes of car.

More important, though, is the fact that the current Volvo bodyshell wasn't even in production 17 years ago! The model which is providing these attractive statistics for Volvo is the "hump-backed" PV 544, which *was* genuinely indestructible. It went out of production around 1962, I think, but there must still be a good number left in Sweden as, up here in the North-East, we see quite a few well-preserved examples coming over on the Scandinavian ferries each summer. Current Volvos are obviously less prone to serious rusting than the majority of their mass-produced contemporaries but whether they will enjoy the same sort of life as the PV 544 and the Amazon is entirely a matter for conjecture. Certainly, early examples of the present shell seem to have fared worse than the last Amazons (122 series) which ran concurrently during the years c. 1968-71.

On a different subject — remember the line from the Beatles' song "Taxman"? "If you try to walk, I'll tax your feet". Mr. Fowler's bright idea must surely be the modern version of window tax! The entire premise on which it is based seems, to me, to be extremely suspect. That 1.25 *million* cars (or considerably more vehicles if you include lower-rated motorcycles) could be evading tax each year, for the *entire* year, is (to put it mildly) highly unlikely. I would suggest that the Swansea computer has come up with the £75m figure by comparing the number of vehicles still registered (i.e. anything not yet officially scrapped) with the number of tax discs applied for, thereby including as tax evaders all of us who either lay vehicles up for the winter or collect non-runners with a view to eventual restoration.

But then, 1+1 does equal 10 in the binary system, doesn't it!

Longframlington DAVID M. LANDERS

Triumph or Lancia?

Sir,

I would like to comment on the two letters last month from Mr. K. S. Elvery and Mr. Richard Sleight. Although the two were on a different subject matter they had connecting threads.

I sympathise with Mr. Elvery when he says that the TR8 is not available in this country or in Europe as I made a point of asking a Leyland Representative at the Motor Show if I could place an order. He told me that it will be on sale about March 1981. I visited the Leyland Stand on the Tuesday of the first week and I had a personal letter from the head of the Leyland Field Office on the Thursday thanking me for my enquiry and that they had passed it on to my local distributor. This was good service from Leyland but possibly the same does not apply locally as I have heard no more from this end.

I have nothing but praise for my Lancia Monte Carlo bought new in 1978 except for the braking in the wet weather. The bodywork and appearance is like new and no rust. Also good, competent and courteous service. The new model is worth waiting for as it has been completely revised, but here again it will not be available until early spring 1981. I have decided to take whichever comes first the Lancia Monte Carlo or the TR8. Of course, you cannot beat the classic Pininfarina body which looks right from any angle — more than can be said for the Triumph. The other night I had a dream in which I imagined I was driving the Monte Carlo but it had the V8 engine!!

Poole, Dorset S. M. J. SAUNDERS

Fiat Problems

Sir,

For some years I have quite regularly read in your excellent magazine both letters and articles in which the British Motor Industry and British cars are "knocked".

The opinions expressed may well be true and the only new British car I have ever owned (a 1978 MG-B Roadster) certainly had its problems and disappointed me. Foreign cars, however, also have their problems as is evidenced by my unhappy experiences with my Fiat X1/9 1500.

The Fiat was purchased new by me in April 1979 partly on the basis of your full report on the earlier 1300 model. After an MG Midget and then an MG-B the car was a delight. The design and the whole concept of the vehicle were unsurpassable but unfortunately the execution of these two factors leaves a lot to be desired. Upon collecting the car from my local Fiat agent in Newcastle-upon-Tyne it was immediately apparent that all was not well. In fact I returned the car the following morning and reported 22 defects including what turned out to be a broken syncromesh baulk ring on second gear rendering that gear unusable, an inoperative speedometer, chipped paintwork, an oil leak from the transaxle, several electrical defects etc. Over the next few months these matters were slowly corrected and overall the car performed well until my first long trip which happened to be my honeymoon. Driving south on the A1 the car showed signs of overheating by the time my wife and I reached Scotch Corner. I refilled the cooling system several times between there and Dover and had the car looked at by Fiat Garages in Peterborough and Canterbury. We had intended to drive to Paris but as both garages failed to remedy the overheating we decided not to hazard France and so turned back and took the car to Fiat headquarters at Brentford.

It seemed apparent to me that the cylinder-head gasket was blown but Fiat at Brentford assured me after having the car for two days that this was not the case.

On the way back north from London the car again overheated and ultimately Irvine Motors Limited of Newcastle removed the cylinder-head and discovered that the gasket was in fact blown.

With a new cylinder-head gasket the car performed satisfactorily for almost a year during which time it was driven to Yugoslavia and back at very high speeds and without any trouble. Eventually the car began to overheat again and after replacing the thermostats, the water pump and the radiator the Fiat representative ultimately authorised the replacement of the cylinder-head. Again the car ran satisfactorily for a while but then again began to overheat. The replacement radiator fitted by Irvine Motors Limited was discovered to be defective and replaced. Now at long last the car seems to be behaving properly and I trust will continue to do so.

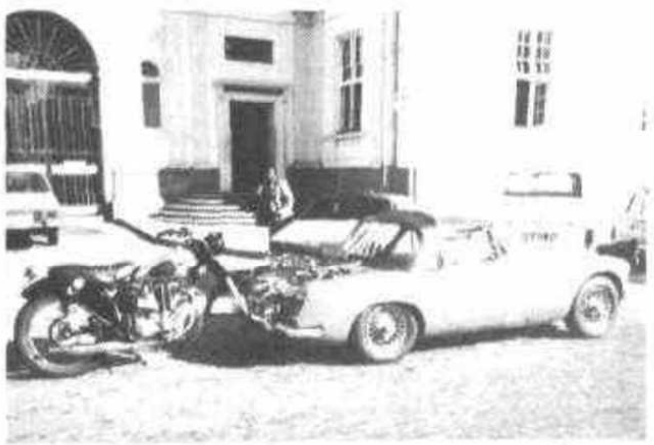
The repairs and replacements outlined above have kept the car off the road for a total of nine weeks.

Potential purchasers of foreign cars should therefore be warned that foreign cars are not necessarily more reliable than their British counterparts.

Incidentally my wife's, £498.00 when new in 1972, Fiat 500L is probably the most reliable motor car I have ever encountered. It is, of course, air-cooled!

South Shields P. ATKINSON

TAILPIECE



We thought they stopped making fore-cars at the turn of the century. . . .

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DAIMLER SP250, 1963, 30,000 miles, hard/soft tops, very good all round condition, £2,500 no offers. Tel: 0795 842832 (Kent). (66685

ROLLS-ROYCE Phantom 1 1929, really impressive handsome lines coachcraft bodywork (1938). Last used regularly 1939, excellent condition throughout, reluctant sale, £16,000. Dr. Stewart. Tel: (Lincoln) 0522 31598. (66686

BENTLEY SPEED Six, dismantled, 90% complete including chassis frame, axles, wheels, engine, clutch, gearbox, mechanical brakes, instruments, radiator. Body and bonnet to suit available. Tel: (0453) 3869 office, (0453) 46222 evenings. (66689

1979 ALFA ROMEO 1600GT Junior, subject of recent AA test, verdict: excellent mechanics and perfect bodywork (Ivory). Genuine 24,500 miles. Recent comprehensive service, new exhaust etc, immaculate! £2,750 o.n.o. Tel: 01-794 9759 days, 01-485 4975 evenings. (66732

PORSCHE 911T, 1971, white, ESR stereo, 'S' wheels; thousands spent over the last year make this car look and drive like brand new. Please look at others first, £5,950. Tel: 082 340 374 or 0823 480267 Somerset. (66734

DATSUN 260Z 2+2, 1978, bronze metallic, black interior, alloy wheels, 5-speed box, 20,000 miles, serviced every 3,000 miles, superb condition, any inspection welcomed, wife's car — must sell, £4,950. Tel: Archie 0303 50587 (64700

ASTON MARTIN DB5, 1966, concours, rated finest example available, £10,000. Tel: Mr. Byfield on 01-352 7348. (65524

MERLYN MK 6 sports racing car, completely restored, with Nelson twin cam and Hewland gearbox, only four races from new, one first and two seconds in the classic sports car events. Tel: Alex Seldon on Frensham 2261 evenings. (65657

MORRIS OXFORD Series Mo. 1953, 58,000 miles, needs bonnet to complete, otherwise v.g.c., stored 10 years, offers. Tel: Hermitage 201079. (65817

AUSTIN A40 sports convertible 1953, in excellent all round condition, Jensen made aluminium body in red, original owner's handbook etc. £1,500. Tel: 01-594 4287 business hours. (66248

JAGUAR E-TYPE 4.2 roadster, 1970, 57,000 miles, very good condition, white with black hood and interior, CRW, £5,500. Tel: 0534 37020. (66322

FORD ZODIAC Mk. 1, 1956, two-tone beige, low mileage, superb condition throughout, this is a unique opportunity to acquire possibly the finest remaining example of this attractive car, £4,000. Tel: Sunbury-on-Thames 87691. (66681

TR4A 1967, IRS, wire wheels, Surrey top, stored for one year following extensive rebuild, white with black interior, £1,900 o.n.o. Tel: 09657 472. (66682

VOLVO 1800ES Sports Estate, 1973, met. blue, black leather, overdrive, radio, sunroof, genuine 48,000 miles, 2 owners, exceptional condition £3,100 o.n.o. Tel: 09657 472. (66682

SPITFIRE MK. II 1966, 43,000 miles, one owner, used as second car, excellent condition, offers. Tel: 0532 662845. (66683

LAGONDA 1936, LG45 DHC, original car wanting little work, price according to condition, offers on £10,000 cheaper vintage or PVT car may be taken in part exchange. Tel: Sheffield 0742 366941 evenings. (66677

ALLARD 1950, saloon, complete with some spares, some restoration done £1,100. Tel: Sheffield 0742 366941 evening. (66677

FERRARI 308 GTB, R-Reg, silver coachwork, black leather int. aircond, front spoiler etc, £10,250 or would consider exchange for late Jensen Interceptor convertible. Tel: 03743 67462 9-5 (Benfleet). (66678

LANCIA FULVIA coupe spares, all new, n/s rear wing, front bumper, brake pads (F) and shoes, brake discs (F), n/s rear caliper, gaskets, handbrake cables, air and oil filters, lockset, alternator, belts. Tel: Macclesfield 617722. (66679

ABSOLUTELY SUPERB Rover 3-litre, coupe, 1965, automatic, the sought-after one, beautiful burgundy, with grey hide, one owner, collectors' car, 44,000 genuine miles, RAC/AA inspection, original toolkits, maintained excellent condition by fastidous lady owner, offers around £1,900 or any part exchange considered, preferably old. Tel: Great Missenden 4008 (Bucks). (66680

FIAT BERLINETTA 128 3P coupe, June '76, alloy wheels, M.o.T. 12 months, tax 6 months, v.g.c. future classic?, £995 or offer. Tel: Winsford 06065 2847. (66119

LOTUS SUPER Seven SIII, reluctantly offered for sale, totally superb, built by ex-team Lotus mechanic, one owner, all receipts, big valve vegantune twin cam, polished alloy BRG, too many extras to list, offers around £4,800. Tel: John Wymondham 605871 days. (66672

75 (JUL) SCIMITAR GTE, o/d, only 45,000. Mint mechanical condition and appearance. Teal blue black interior, £32,500. Tel: 01-218 2824 01-788 2913 evenings. (66673

ROLLS-ROYCE 1935, 20/25, owner driver James Young Bromley Sports Saloon, runs well and complete and original but in need of restoration, £4,950. Nudd, Hemington House, Shardlow. Tel: Derby 792177. (66675

B.M.W. 328 ex-Stirling Moss, perfectly original condition, rebuilt 20 years ago, used twice since at Prescott, 1 first, 1 second. £20,000. Lotus Elite S2 1960, totally rebuilt £5,000. Part of private collection, details of these and others from 0949 50295 (Notts) evenings. (67486

1931 ALFA ROMEO 1750 cc 6 cyl. 2D HC engine, gearbox, supercharged, good running order compressor half complete £5,000. Lalanne, Route Nationale 10, 37250 Sorigny, France evenings (47) 246842. (66837

FOR SALE—continued

FERRARI DINO 246GT, 1973, RHD, 20,000 miles, Blandford viola, excellent condition, £9,950 o.n.o. Tel: Bristol (0272) 557727 or 553605 8 a.m.-6 p.m. (66735

LOTUS ELITE 501, Sept. '79, V-Reg., silver-black, leather-suede interior, 14,000 miles, £9,750 o.n.o. Tel: 0532 861155 (office hours). (66833

RENE BONNET D'Jet Coupé, 1963, rare, pretty, mid-engined, 1108 c.c., Renault Gordini, immaculate, French racing blue paintwork, forerunner of the Renault Alpine, £7,250. Tel: Bristol (0272) 557727 or 553605 8 a.m.-6 p.m. (66834

MORRIS 1000 Delux, 4-door saloon, H-Reg., one lady owner from new, genuine 19,000 miles, excellent condition, a collector's car, serious offers only, above £2,000. Tel: Leeds (0532) 682218. (66835

PONTIAC FIREBIRD new 1980-81, 4.9 V8 turbo, pace car, white, blue velour trim, auto, t/roof, p-steering, p/brakes, air cond., t/glass, rear defr., am/fm stereo, delivery mileage, £9,000. Tel: 0656 733662 after 5 p.m. (66836

DEEP SANDERSON 301GT, No. 6, 1963, full race 1340S, complete rebuild this year, MSCC registered. About £2,200, p.ex. motor bike. Tel: Barrow on Humber (0469) 30688. (66989

ROVER 110 1964, one owner till March 1980, excellent original mechanical condition, mileage approx. 50 + thousand, bodywork restored, except for spare wheel cover and rear wing aprons, complete set of new original type carpets (hand sewn) — not fitted — two-tone juniper green and grey two new Xply remoulds one front Mitch x on rear. Two rear aluminium doors in primer and aluminium boot lid, spare dual petrol pump etc, go with this car, owner going abroad late December, £1,550 o.v.n.o. Tel: Gt. Yarmouth 57027 (business) or 720685 (home). (66992

INVICTA 4½, 1927 high chassis drophead tourer, body and upholstery recently restored, engine, gearbox rebuilt 1980, beautiful condition, offers over £7,500. Tel: Hutton, Banbury 50571 (office). (66993

CAPRI 3000S, 1978, white, sunroof, plus many extras, 33,000 miles, carefully maintained from new, £2,900 o.n.o. Tel: 051-608 6217 (Merseyside). (66994

MG8 (ROADSTER) Oct. '78 (XOG 700T) enthusiast's car, numerous extras from new inc. special silver coachwork/black and grey trim, Wolfrace wheels; stereo/radio cassette, anti-rust, full and half tonneau covers, quite a gem! £3,850 o.n.o. Tel: 021-236 4502 days, 021-426 1008 evenings. (66995

FERRARI 308 GTB, R-Reg., 18,000 miles, metallic silver, new tyres, new electric fans, full service history, immaculate condition, £10,000. Tel: Maidenhead 24644 days, 37113 evenings. (66996

PORSCHE 924 celebration model, only 100 made, Martini colours and matching interior, quadrophonic stereo, R-Reg., low mileage, engine and body work in A1 showroom condition, used as second car. Reg. No. NMR 924R, £6,600. Tel: Leamington Spa 311736 office hours and Coventry 302846 evenings. (66997

CUSTOM BUILT gold London taxi, luxurious fittings, cocktail cabinet, Draylon interior, quadrophonic stereo, reconditioned petrol engine, automatic, registration number WTL 9, £2,200. Tel: Slough 26597. (67011

CITROEN SM gold special coachwork 16450 mileage registration NOW 661M A1 condition, maintained by Worthing Motors Ltd. £12,000 o.n.o. Tel: Worthing 61978. (67010

MORGAN 4/4 2-seater, T-Reg., metallic silver, wire wheels, bucket seats, rustproofed, luggage rack, £6,000. Tel: Danbury 3768 evenings. (67008

SCIMITAR GT Coupe, 1968, 3-litre manual with overdrive, s/s exhaust, £1,100 o.n.o. Tel: Cambridge 892936. (67007

TRIDENT VENTURER V6, wide chrome wires, tinted glass, good running order but requires odd jobs for M.o.T. £950. Tel: Bedford 66223 home, 44211 office. (67006

DAIMLER V8-250, 1968, willow green, 44,000 miles, excellent condition, £1,600 o.n.o. Tel: 0453 46428. (67005

MORGAN SS twin JAP 1929, mint, £6,250, two easy classic restorations 1919 ABC Scootamota (stored 54 years) £750 Greeves 250 Villiers twin, £135. Tel: Bromfield 206. (67004

BRISTOL 405, one owner twenty years, taxed, M.o.T., works engine, 25,000 miles, gearbox, overdrive, clutch, 5,000 miles ago, complete works history, £2,950. Tel: 0203 23071 office, 029-577 377 home. (67003

CONCOURS 1955 300 SL Gullwing, first time offered, signal red, black interior and fitted luggage, belly pans, all tools and manuals, no expense spared in restoration to factory show car condition. Shown 12 times in 1979 winner of 26 awards to include 1st at International Gullwing Convention, Concours at Ambassador, New Port and 1st in class and division of international Showcar Association. Consider transfer of awards with sale. Truly the finest restored Gullwing in the world. Considering offers to $100,000 L. Philip Lutfy, MD., USA 602-252 8089, 264 3450. (67002

MERCEDES 1955 300 SL Gullwing, excellent original condition with new silver finish, all belly pans, tools and manuals, 53,000 documented miles, asking $60,000 or would take 300 SC roadster or cabriolet as full or partial trade. Phil Lutfy, 602-252 8089, 264 3450, USA. (67002

MG-B V8. October 1974, bracken, chrome bumpers, 54,000 miles, taxed and M.o.T., sound condition, £2,850. Tel.: Kettle, Tamworth (0827) 3829. (67066

TVR TAIMAR. November 1977, S Reg., 30,000 miles, gold, chocolate band, tan interior, sunroof, new tyres, electric aerial, etc., well maintained. £4,500. Tel.: Miller Stoke-Upon-Trent 504103 (business), 22941 (home). (67063

BUGATTI. 1938, 57S fitted with factory Atalante two-seater, fhc body, extremely rare car. For details write to Box No. 6440. (67069

FOR SALE—continued

PORSCHE 911 S COUPÉ. 1975, Mexico blue/tan interior, air conditioning, average mileage, service history, excellent condition, any examination welcomed. £7,850 o.n.o. Tel.: Saffron Walden (0799) 41199. (67065

MORGAN PLUS 4, 1951, smart, genuine car, sound investment, year's tax, M.o.T. £5,000. Tel.: Christow 52631. (67070

MG-B GT V8. November 1975, damask red, tinted glass, stereo, 53,000 miles, v.g.c. £2,950 o.n.o. Tel.: Witchampton 840589. (67133

TR4A. Beautiful condition, 29,000 miles since full renovation, surrey h/s tops, wires, overdrive. £2,150 o.n.o. Tel.: 01-213 7702 (office) Mr. Longley. (67134

ALFA MONTREAL. 1973(M), 38,000 miles only, beautiful condition, over £800 recently spent on restoration, no rust, metallic blue, house purchase forces quick sale. £5,500. Tel.: Llandudno (0492) 76600 day, 75896 eves. (67135

BRISTOL 406. 1961, dark blue in exceptional condition. This car was the last to be manufactured with a Bristol engine. £3,500. Tel.: Sudbury (Suffolk) 74823 evenings. (67136

BENTLEY SI. 1956, beautiful interior and excellent Tudor grey over velvet coachwork, used daily and totally reliable, consider interesting part exchange. £4,950. Tel.: 0924 470297 (Yorks) eves. (67137

JAGUAR MK. II 3.8. Overdrive, bodywork and interior restored, excellent throughout, long M.o.T., viewing in London may be arranged for serious enquirers. Cheap at £1,350, so no offers. Tel.: Cardigan (Wales) 2958 after 7.30 p.m. (67139

BRISTOL 400. 1947, superbly rest, very original condition. For details contact G. Burrows, Black Snake Inn, Granton, Tasmania, Australia. Tel.: 002 637219. (67237

1936 PACKARD 120 SEDAN. £2,000. 1928 Buick 4-door sedan. £2,000. Tel.: 0749 72607 or 076 122 511. (67238

MORRIS 1000 CONVERTIBLE. 1957, two owners from new, fully restored, very sound, genuine 57,000 miles. Price £1,950 o.n.o. Tel.: Radstock 32267 evenings or Frome 4500/4639 day. (67240

TVR TURBO reluctantly offered for sale. Phenomenal performance, beautiful condition throughout. Too much specification to print. Special paintwork, 27,000 miles. £6,750 or exchange. Tel.: 0978-263672. (67241

ASTON MARTIN DB/11. Rebuilt to original show condition throughout, new hide, chrome wheels, etc., must be seen. £5,950. Exchange vintage tourer. Tel.: Webb Southend-on-Sea 712729. (67242

MORGAN PLUS FOUR. Rare 1954 cowled rad, tube headlamps, twin-spare model in very good condition. Now with TR4 engine. Because I don't really want to sell my orange spiteful darling the best offer will have to be good. Tel.: Gloucester 28772. (67243

1930 AJS 2¾ H.P. 350 c.c. R5 in concours condition. Rare and beautiful. Serious offers only. Time wasters will be cairn terriered to shreds. Tel.: Gloucester 28772. (67243

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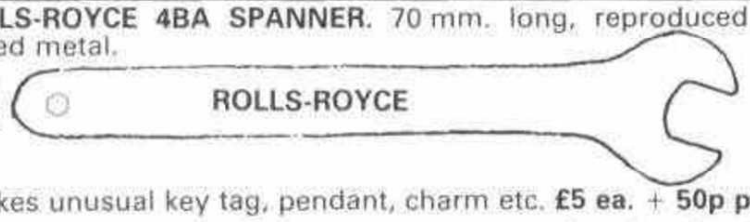
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KARMANN GHIA Volkswagen 1,600 cc coupé, 1965, two-tone grey, one owner, meticulously maintained and in first class condition, recent new engine and clutch, exterior restored 1979. Present mileage 45,375, 2875 with new engine, £1,900 o.n.o. Doctor C. V. Oldroyd, Cartmel (044-854) 538. (67866

CLASSIC LOTUS ELITE, 1963, series II special equipment, Coventry climax, ZF gear box, certified 38,000 miles, M.o.T. October 81, fast appreciating car, £3,000. Tel: Maidstone 57588. (67867

1973 350 SL Mercedes Sport (every extra), 1 owner, light metalic blue with dark blue hard & soft tops, full service history, also 1957 Ford Prefect , 4-door, in black, 1 owner and 19,000 mls., (genuine) both cars in superb condition throughout offers. Tel: Rushden 4277 Friday & Saturday. (67869

LOTUS ELAN SPRINT DHE. Hand built from factory parts in 1977, R-Reg, 21,500 miles, green white gold, Webers, Tonneau, Radio, knock on wheels, excellent, seen south £3,200. Tel: Newport 0983 522581. (67870

TVR 3000 M, Red, 73/74, sun roof, cassette, low mileage, good condtion throughout, new M.o.T. £3,225 o.n.o. Tel: Morpeth 58699 anytime. (67871

ALFA ROMEO GUILIETTA 1.6, 1979, 23,000 miles, black, radio, rust proofed, rear fogs, £3,400. Tel: 0274 29661 ext. 43. Office hours. (67872

LOTUS ELITE 501, 1976 P, tints, excellent, £4,500 or p/x cheaper Elite/Eclat/Esprit or Porsche. Rearsby 665. (67878

ASTON MARTIN DB4 vantage 1962, recently overhauled by R. S. Williams, good condition throughout, property purchase forces sale of this investment £6,800. Tel: 01-642 9876 (day) Godalming 21270 (evening). (67879

1979 FORD GRANADA 2.8 GLS. Manual, power steering, alloy wheels, tinted, electric windows, central locking, radio, Derbyshire. Tel: 0298 3947. (67874

BMW 3.0 CSL, golf yellow, 1972, cassette radio, recent engine overhaul, new tyres, 60,000 miles. £3,500. Tel: Saffron Walden 40123. (67881

LANCIA FULVIA S3. 1974, silver/black, only 29,000 miles, excellent condition, dealer serviced, recent new exhaust and front pads, radio/cassette, glass sunroof, taxed/M.o.T'd, reluctant sale at £1,750 o.n.o. Tel: 01-638 2075 (office) 01-989 7413 (home). (67882

VW BEETLE Cabriolet, 78 last edition, perfect, £5,500. Tel: 01-733 7874. (67883

ALFA SUD SPRINT VELOCE, June 80, 5,000 miles, warranty, sunroof, rustproofed, lady owner, genuine reason for sale, £4,200. Tel: 0525 23 345 (eves) Bedfordshire. (67884

DATSUN 260 Z, N-Reg, 57,000 miles, one owner, radio/stereo, electric aerial, Koni shocks, Wolfrace slots c/w 205 Super D1's, Endrusted, metallic saphire blue, black interior, rearguards, spot/fog Ol, 3 Fiamis. Tel: Derby 662718. (67885

JAGUAR Mk II, 3.4, Beige, automatic, PAS, 1 yr. M.o.T., excellent condition, £800. Tel: Uxbridge 33294 after 6 p.m. (67887

AUSTIN HEALEY 3000 Mk III. Superb with rare works hard top, soft top, wires, Kenlowe etc., low mileage, original logbook, handbook, reluctant sale by club member, offers over £4,500, South Benfleet 53521. (67888

M.G. SA saloon and VA tourer both M.o.T.d and excellent, for sale/exchange only as a pair more details 01-439 0120 daytime. (67869

FORD PREFECT, E493A, thoroughly excellent alround condition, full M.o.T., offers. Tel: 0203 404573. (67890

JAGUAR E-TYPE, V12 2+2, manual, red, 18,850 miles only, stored winter months, Zeibart, extra undersealing from new December 1972, original near concours conditon, region £6,650. Private Tel: 05644 2539. 0527 43636 Birmingham area. (67891

TRIUMPH VITESSE Mark 2 (1970), 1 owner, suitable conversion/renovation. £250 o.n.o. Tel: 0468 62019. (67892

3.8S JAGUAR, P.A.S. recent engine rebuild, new auto gearbox, steering, suspension overhauled, almost new exhaust, four new doors, sills & wing, taxed, tested, beautiful car, business forces sale £650. Tel: Glossop 63348, Derby. (67893

L-REG ALFA 1600 GT Junior, taxed, full test, radio, recent exhaust & clutch, red with black interior, a good example of this classic 2+2 £750. Tel: Glossop 65885 Derbys. (67893

JENSEN HEALEY, M-Reg, yellow, black trim, long M.o.T. and tax, h/s tops, tonneau, v.g.c. £1,595. Tel: Bognor 827288. (67894

MORGAN 4/4 series II competition 1958 very rare original car. 1172 cc, side valve engine, reconditioned and highly modified 1,000 miles ago. Three speed gearbox with overdrive on all gears. Car completely rebuilt 5,000 miles ago, it is impossible to describe this very interesting car fully in this advertisement, price around £3,750, please Tel: Upton Magna 304 (Shropshire). (67895

MORGAN 4/4 4-seater, Brunswick green with natural leather upholstery, natural hood and tonneau, wire wheels, spots, luggage carrier, bonnet strap etc. aluminium body and rustproofing guarantee. Sensible offers invited. Tel: Eastbourne 32256 or Hastings 435146 evenings. (67930

1932 RILEY MONACO, superb original car in excellent condition. £3,600, also excellent 1929 Scott. Tel: Wythall (0564) 823045. (67931

PA MG re-upholstered, new tyres, wheels stoved, present owner 27 years, good condition, many new parts, JN 6414, highest offer, also rear axle, propshaft, gearbox, cylinder head, complete etc, plates NG 1843 EX 3346. Offers write to view Hellen — Heath Farm, Bradfield, Manningtree CO11 2QR. (67932

FOR SALE—continued

ALFA ROMEO Alfetta, 1.8 Saloon, Dec 76 R, 45,000 miles, company maintained. £1,450 o.n.o. Tel: 01-903 5770. (67925

LOTUS ELAN Sprint F.H.C., yellow, final chassis made, genuine 23,000 miles, perfect. £4,750. Tel: Dunstable 606974. (67926

COOPER F1/2, 1958 rolling chassis with some bodywork, Coventry Climax two-litre F.P.F. in running order, ERSA gearbox in poor condition, £7,000 as is, alternatively might sell ex-Rob Walker F1/2 Cooper, excellent condition with good ERSA box and brand new 2½-litre F.P.F. in component form £20,000. Tel: 0242 862034. (67928

TVR TAIMAR TURBO November 1978, one owner, carefully maintained, full history, superb example. Tel: Home — Henfield 3107; Office — Westerham 62271. (67929

JAGUAR E-TYPE Series 1½ Roadster, 1968, red, c.w.w., tinted glass, excellent condition. £5,250 o.n.o. Triumph TR2, 1955, B.R.G. very original sound example, reluctant sale after 12 years ownership, realistic offers invited. Tel: (0278) 662984 Somerset. (67934

1963 JAGUAR 3.4 manual/overdrive, genuine 72,000 miles, 2 owners, present since 1966, very original condition, realistic offers invited. Darch 0392 860395 (Exeter). (67934

PORSCHE 911T, 1973, 2.4, sepia brown, tan interior, Recaros, electric tints, XWX's, 5-speed, 911 Reg, superb condition inside and out. Tel: 0392 50005 or 51567. (67935

AUSTIN HEALEY 3000 Mk.II BT7, 1961, colorado red, fully restored, Healey Day Award Winner, with other recent Concours recognition. £4,250 o.n.o. Tel: Clarke 0926 32412. (67936

SCIMITAR GTE, T-Reg, white, Webasto sun roof, Wolfrace wheels, stereo, manual o/d, 13,000 miles, lady owner, excellent condition. £4,750. Tel: 0562 884442, evenings. (67937

TRIUMPH 2000 Roadster, previous owner 29 years, in very good order throughout and possibly best original example available. £3,850. Johnson, Low Graythwaite Hall, Newby Bridge, Cumbria. Tel: 0448 31676. (67938

JAGUAR E-TYPE F.H.C., 1965, carmen red, c.w.w., radio/8-track, really excellent condition, long M.o.T. Best offer around £3,000. Tel: Fleet 22429 (Hants) evenings/weekends. (67939

ALFA 1973 1600 GT Junior, 55,000 miles, M.o.T. July 1981, used daily. £550. Tel: Birmingham 021-354 9972. (67940

TVR TAIMAR, 1977 (R), black, sun roof, electric windows, Wolfrace wheels, Pioneer 20W radio/cassette, £1,400 spent recently, 48,000 miles. £4,000. Tel: 01-228 5387 after 6pm. (67941

E-TYPE JAGUAR 1968 Series 1½, 4.2 Roadster, old English white with black interior, chrome wire wheels, maintained in outstanding condition by one owner over past ten years, new sills, door skins, front and rear wings, engine, brakes and suspension rebuilt, new radiator, battery and much more. Full supporting documentation, taxed & tested. A superb example of this much sought classic. £6,500 o.n.o. Gantspeed Engineering, Chapel Lane, Mareham-le-Fen, Boston, Lincs. Tel: Workshop (06583) 474; Home (06583) 202. (67942

MINI COOPER S Automatic 1967, Wood & Pickett dash, professionally flared body, wide mags, oil cooler, servo brakes, sheepskins, R.R. paint, John Players Colours. Super car. £1,650. Tel: 01-540 5305. (67945

1929 ROLLS 20HP Brougham coachwork by Felbert of Paris, runs well, Marchal lighting, mascot, handbook, requires paint and trim to rear compartment, nearest £5,000. B. H. Parkinson—Ribchester 564 evenings. (67946

AUDI 100 GL5S automatic, metallic, tints, headlamp wash, four-speaker stereo cassette, T-Reg 1979 model, utterly immaculate but surplus to requirements. £3,950. Finance, exchange, warranty possible. Tel: Smallfield (Surrey) 2648 eves/weekends. (67948

JAGUAR E-TYPE V12, 2+2, 1973, 43,000 miles, manual transmission, azure blue, tan hide interior, radio/cassette, electric aerial, this car is in superb condition throughout. £6,500. Tel: Camborne (0209) 714120. (67950

TOPOLINO FIAT 500C, 1955, 34,000 miles, believed genuine, original and running but work required, around £400. Tel: Leeds 842633. (67952

VINTAGE HILLCLIMB/Sprint special Grannie, comprising Morgan, A7, JAP, KTS parts, reliable and fun, with spares. Just acquired a '500' so sell £2,000. Tel: Bristol 312000/422804. (67953

JAGUAR E-TYPE V12, 1973, 2+2, blue with blue interior, 41,000 miles, Ziebarted in immaculate condition throughout present J.D.C. owner six years, £5,950 o.n.o. See under exchanges. Tel: 021-354 5829 days; 021-373 5056 eves. (67954

E-TYPE DROPHEAD 4.2, 1969, c.w.w., red, mileage, 42,900, very attractive car. £6,000. Part-exchange any Rolls Royce. Tel: Cannock 6483 daytime. (67956

DE TOMASO PANTERA GTS P-Reg, L.H.D., v.g.c., black & white, new clutch. £7,500. Tel: 01-530 5604. (67955

ALFA ROMEO GTV 2000, 1974, taxed Dec, M.o.T. Jan, car needs some attention, owner needs cash! Thus only £500 o.n.o. Tel: 0272 293962 eves. (67957

MGB GT 1973 M-Regd, outstanding condition, blue/tan, professionally rebuilt, balanced and tuned engine, Cibies, digital clock, Hitachi stereo, tow bar, new clutch, exhaust, batteries, M.o.T. Sept 1981, tax March 1981, one previous lady owner, truly excellent in all respects. £1,875. Tel: Frodsham (Cheshire) 33931. (66434

MORGAN +8. New and unregistered, full specification. Further details from Box No. 6435. (65724

TR6 1974. Just completed after a £7,000 rebuild. All new wings and doors, engine completely rebuilt, new metering unit, six new injectors, new petrol pump, new clutch. All electric components rebuilt, back end overhauled, new carpets and trim throughout. Finished in powder blue with black interior. Radio/cassette. New Wolfrace wheels and tyres. Looks fantastic. £3,495 o.n.o. Tel: Offley 542 (Nr. Luton) after 6.00 p.m. please. (64129

E-TYPE 4.2 COUPÉ. Series 1½ 1968. Abandoned rebuild. The following work has been done: new diff., rear suspension rebuilt, all brakes replaced, front suspension rebuilt, new radiator, servo, clutch. Gearbox checked over, rebuilt engine, new door skins, new sills. Some retrimming done. Chrome wire wheels. Some spares available. Finish to your own standard. Best offer by end of December secures. Might part exchange. Tel: Offley 542 (Nr. Luton) after 6 p.m. for details. (64129

MGTA 1937. 70% rebuilt. Also another car dismantled. Offers or exchange roadworthy sportscar. 0926 23473 (Warwickshire). (51286

FOR SALE—continued

ASTON MARTIN DB6, 1969, 59,000 miles, celeste blue, excellent condition, manual, radio, stereo. £5,000 o.n.o. Tel.: 01-606 8099 office hours. (64406

BENTLEY S1 LIGHTWEIGHT Mulliner 4-door, RHD collector's piece, p.273, J. Green's Bentley Book. Tel.: France (40) 60.55.13. (62855

ORTHOPAEDIC reasons force disposal of mint 308 GT4. Will sell or part exchange for similarly tampered low mileage 911 S or Carrera. Must have service history. Tel.: Richards evenings 04914 2200. (63410

LANCIA FULVIA S3 RALLYE COUPÉ. May 1975, brown, 44,649 miles, M.o.T. May 1981. £1,500. Tel.: Barnsley 45371 eves. (63492

1926 BULLNOSE Morris-Tourer 2-Seater & Dickey. Totally restored and mechanically sound. Taxed. M.o.T. Very nice car, used for pleasure. £5,600 o.n.o. Tel.: Chieveley (Berks) 452. (63776

RENAULT 5 GORDINI, 1979, gold, below average mileage. £3,950 o.n.o. Tel.: Moreton-in-Marsh 50024 after 15th October. (64118

ALVIS FIREFLY Saloon, 1932. Wilson pre-selector gearbox, M.o.T. £1,950. Tel.: Woldingham 2224. (64287

RARE CONVERTIBLE FOUR SEATER, 1966, Mercedes 300SEW, cabriolet, auto., power steering, brakes, very good body, paintwork, chrome, hood, stored two years, no M.o.T. £3,450 o.n.o. Modern car considered in part payment. Trent, 10 St. Mary's Road, Docaster. Tel.: Doncaster 67615 day, 23097 evenings. (64416

MAZDA, RX7 VTV 6V, green, radio cassette, electric aerial. £6,500. Taylor, 88 Caravan Park, Arksey, Doncaster. (64587

TRIUMPH TR7 "S". Five speed, sliding roof, stereo cassette, radio XAS's. £2,00. "L" GT6. £1,050. Tel.: 04882-405. (67994

FORD MODEL B, 1933, four-door, original black paint and brown leather interior, concours, best offer or exchange. Tel.: Christchurch 476122. (67995

TALBOT DARRACQ, 1922, 16 h.p. saloon, maroon and black, Bedford Cord interior, concours. Best offer or exchange. Tel.: Christchurch 476122. (67995

MGA COUPÉ, 1962, 1977 MA Championship winner, rebuilt mechanically and bodily, M.o.T.'d, drives beautifully. Tel.: 01-741 2731 day. (67999

CHEVROLET STEP VAN (bread truck), 1954, 20 feet of Grumman Aircraft designed aluminium. Big but cute. Runs. Needs work and luvin'. Imported September 1980 after magnificent run Kansas to Chicago port, Liverpool to Reading, Kansas licence, UK duty paid, not UK registered. Some history! £275. Tel.: (0734) 863375. (68001

LOTUS EUROPA JPS, L Reg., alloys, sunroof, low mileage, rebuilt twin-cam, really immaculate. £3,000. Lincoln 690331. (68002

MORRIS MINOR 1000 4-Door Saloon. 1970, over £500 spent on steering, suspension, wings, etc., M.o.T. and taxed 1981. £895. Tel.: Poynton (Cheshire) 873678. (68003

MG MIDGET, New, unregistered, brown, standard equipment. £3,950. Tel.: Poynton (Cheshire) 873678. (68003

LOTUS ELAN +2S 130/5. 1973, lagoon blue/metal-flake/oatmeal trim. Regularly and meticulously maintained by main Lotus agents and Club Lotus member. New chassis fitted August. In superb order throughout with long M.o.T. Detailed history and invoices available. £3,300 o.n.o. Tel.: Crowthorne (Berkshire) 6503. (68004

ASTON MARTIN DB4, 1960, chromed Vantage engine, radio, radio/TV, many extras, also several £100's worth of spares. £3,500. Tel.: Mid Glam. 0685/811542. (68005

DTV CHEVETTE 2300 HSR 5-SPEED. High ratio axle, twin fuel tanks, tubular manifold and gas flowed head (very quick!), 19,000 miles, excellent condition, balance of Vauxhall warranty. £6,500. Tel.: 0905 55019 (eves). (68006

HEALEY 3000 Mk. IIB. Partially rebuilt, clean sound condition, wires, overdrive. £2,450. Tel.: Hemel Hempstead 69455 (day), Berkhamsted 5909 (evenings) Marchant. (68007

MG-B GT V8. Citrus with black vinyl roof, sunroof, rustproofed, tow bar, stereo cassette. £3,650. Tel.: 01-467 9095 evenings/weekends. (68008

BMW 3.0 CSL. A superb example of this famous lightweight. Repainted original Polaris silver. 9,000 miles on new engine. New exhaust, clutch, flywheel. Blaupunkt radio/cassette, Alpina wheels and spoiler. A collector's piece at £3,900. Tel.: C. Tout 01-505 1558. (68009

JENSEN INTERCEPTOR, 1972, Series 3. White with white interior, resprayed, new radiator, all usual refinements. £3,500. Tel.: Peter Stevens, Harwell 369 Oxon. (68010

JAGUAR E-TYPE V12 DROPHEAD. L Registration, 36,000 miles, extras, carefully maintained, beautiful condition throughout. £5,250. Tel.: 021-354 4434 (Birmingham). (68011

W. O. BENTLEY 3-litre Open Tourer. Engine and chassis rebuilt to exacting standard, best Bentley available for price, body requires tidying. £17,750. Tel.: Brian Downes, Penkridge 4610. (68012

MERLYN SPORTS Racing Car with Nelson twin cam. Very quick car, accepted HSCC. Lotus 30 well sorted, class winner, Classic Sports Car Championship 1980. Tel.: Frensham 2261 evenings. (68014

MAGNETTE ZB, 1959, well maintained, present owner 12 years, 16,000 miles on fully rebuilt engine, original logbook, recarpeted. £1,500. Tel.: 0602-607670. (68015

BLACK PORSCHE 911S TARGA 2.7. Full lightweight Autoform turbo body conversion, tinted windows, Recaro seats, special registration, 45,000 miles, outstanding looks and performance. £7,895 possible part exchange 3.0S Capri. Tel.: Letchworth 3450. (68016

ALFASUD SPRINT 1.5, 1979 Model, 5-speed gearbox, tinted glass, velour trim, radio, fast economical car. Only £2,995. Possible part exchange. Tel. Hitchin 31165. (68016

JAGUAR 240, 1968 manual, overdrive, radio, BRG, 1 owner, genuine 32,000 miles, superb condition, absolute bargain. £1,500. Tel.: 0222-514831. (68017

E-TYPE JAGUAR DROPHEAD, November 1974, signal red, black interior, chrome wheels, works hardtop, radio/stereo, electric aerial, rustproofed, 27,000 miles, superb throughout, private sale. Offers around £8,250. Tel.: 033-523 350 (Derby). (68019

DAIMLER 250 V8, 1968, bodywork excellent, no corrosion or filler, suspension, steering completely overhauled at cost of £1,400 this year by Alan Smith's Garage's, Derby, original, radio. £2,250 o.n.o. Must be sold. Tel.: 033-523 350 (Derby). (68019

ALVIS 12-50 SPECIAL, 1931, fabric, 2 seat body, outside exhaust, suitable for VSCC events and road use, tax and M.o.T., low mileage since rebuild four years ago. £4,200 o.n.o. Consider part exchange ancient or modern. Tel.: Lichfield (Staffs) 23922. (68020

FOR SALE—continued

RILEY NINE MK. IV, 1929, original two-seat and dickey bodywork, sound, excellent performance, year's M.o.T., ½ year tax. £4,250 o.n.o. Sloan, 41 Culverhouse Road, Luton. (68021

ASTON MARTIN VANTAGE. Only 2,000 miles, in unusual sebring blue with magnolia leather upholstery throughout, walnut facia and internal trim, "Berlin" electronic cassette/radio AM/FM, lambswool rugs, electric door mirrors, headlamp wash device, rear fog lamps, lockable filler caps. Price £30,500 o.n.o. Tel.: 09064 7125 office hours. (68022

1963 TRIUMPH TR3 with FHC Michelotti coachwork by Vignale. Finished in silver with black interior completely original and excellent throughout. £4,750. Tel.: 0536 85926 after 7 p.m. (68023

VINTAGE CROSSLEY, Limousine, rare 1930 super-six model, rebuilt 20 b.h.p. engine, magnificent original car. Bargain at £3,950. Also vintage Humber Saloon. Good original car, drive away. Tel.: 0253 33806 after 6 p.m. (68024

BATMOBILE BMW 3.2-litre. Genuine factory lightweight. Spoiler, Air dam, boot mounted wing, 1973, white, motorsport colours. Scintillating performance! Collectors Investment. £7,450. Tel:01-385 1805 (London). (64416

MORGAN 4/4, 1958, 2-seater, Ford 1300 GT. Under 2,000 miles since chassis-up rebuild (all bills), red 10 months M.o.T. Eligible for USA import. £3,650. 061 748 4226. (66234

RILEY GAMECOCK, 1932, part restored. Basically requires painting and fitting the wings, doors, lights, trimmings. Offers around £3,500. (Essex). Box No. 6443. (68304

JAGUAR 420 1968, Rare manual overdrive model. Wire wheels, Motorola. Excellent condition, long M.o.T. £795. Tel:Harefield (Middx.) 4620 after 7 p.m. (68307

JAGUAR 420 1967, Chrome wires, Webasto sunroof, auto P.A.S., Motorola, brake overhaul, M.o.T. 81. Perfect example. Black/black. £1,450 or exchange Unrestored Healey MG or E-type, cash adjust. Tel:01-540 5305 (Wimbledon). (68306

MINI COOPER S, Automatic 1967. Fully restored, Wood/Pickett dash, flares, mags, JP special colours, super car. £1,500. 01-540 5305 (Wimbledon). (68306

DAIMLER 2½-LITRE V8 saloon. Automatic, maroon, 1967. Good condition, M.o.T., two owners. £1,050. Tel:01-650 0278. (68308

BRISTOL 1961, 406, Penult 2.2 made concours. Tax May 81, M.o.T. Nov 81. Engine rebuilt, run in. Offers around £3,250. Tel:01-449 5816. (68309

CLIMAX ELITE. Complete but stripped. Fortune already spent. Restorer's dream, only £1,950. Buyer purchases new parts acquired at discount. Tel: Winterslow (0980) 862373. (68310

LOTUS 7 S2. Ford 1500 GT engine, Ford 2000 E gearbox, Cosmic wheels, enamel exhaust, excellent condition throughout. £2,450. Tel: David Horridge, Arundel 882101. (68314

AUSTIN HEALEY 3000 MARK III, 1967, B.R.G., w/w, overdrive, immaculate condition. £4,000. Tel: Heathfield (Sussex) 2888. (68315

MG V8, Sept. 1975. Rubber bumpers, M.o.T. Sept. 1981, radio/cassette. Must sell. £2,950 o.n.o. Tel: Lavington (0380 81) 3734, Wiltshire. (68317

ROLLS-ROYCE, 1928, 20 h.p. four seat tourer in first class condition throughout. £9,950 o.n.o. Tel: (Cadnam) 042 127 2182, evenings. (68318

GOLF GTI, 5-speed, red, radio/cassette, one owner, 16,000 miles. Selling as new one imminent. £4,650 o.n.o. Tel: 0603 501220. (68311

MG-B GT, Late 1974. Chrome bumpers, extras, rustproofed, 38,000 miles, outstanding condition throughout. £2,200. Tel: Blakesley 546 (Northants). (68312

MG MIDGET, 1978, Ziebarted BRG, radio, low mileage, second car, immaculate. £2,285. Tel: Warterlooville 3048. (68319

LANCIA BETA 2000ES saloon. August 1977, White, blue interior, sunroof, electric windows etc., one owner. Excellent condition. No rust. £1,600. Tel: Reigate 49639. (68313

MORGAN 4/4, 4 seat, 20,000 miles. P reg., immaculate. £4,900 o.n.o. Tel: 01-508 3416. (68320

MATRA SPORTS, 1969. Unique collector's item. Excellent mechanics and body. Chassis needs welding. £500. Tel: 04895 5087. 68321

MORGAN PLUS 4, 1955, two-seater, TR2 engine, cowled radiator, twin spares. Excellent condition. Long M.o.T. £3,500 o.n.o. Tel: 061 427 1876 (plus 4). (68322

AC ACE BRISTOL 1959. Metallic blue, with blue leather, chrome wires, overdrive. Excellent condition. Long M.o.T. £10,000. Part exchange considered. Tel: 061 427 1876 (plus 4). (68322

MORRIS 1800, "S" "H" Reg. White, 19,000 miles, one owner, immaculate condition, full year's M.o.T. £1,500. 34, Toller Rd., Quorn, Loughborough, Leicestershire. (68323

PEUGEOT 504 TI, 1978 "T" Reg., 25,000 miles, excellent condition. Sun roof, PAS, Blue. Must sell £3,300. Tel: Lowestoft 65585. (68324

BMW 3.0 CSL, Lightweight coupé, 1973, 55,000 miles M.o.T. to July 1981. Orange with black interior. Extensive mechanical work carried out since 1978. Garage invoices available. An excellent example of this fine model. Drive away for £4,750 o.n.o. Tel: 0603 610213. (68325

1957 ASTON MARTIN DB2/4 Mk II. Fixed head coupé. Very rare (only 199 made) with 3-litre Vantage engine, LI head, twin exhausts, Alfins, etc. Black with superb original grey leather interior. Only 56,000 miles and mechanically first class. Extensive handwritten mileage log and meticulous servicing history. Right hand drive, all tools, manuals and original Bill of Sale. Suitable collector of Historic racing. Sale by A.M.O.C. area representative. £4,500. Delivered free C.I.F. UK port. Call 312 441 8363 (Chicago USA). (68326

FERRARI 330 GT MK II, 1966. Right hand drive. Believed one of only 24 made. Silver. Special no. plate if Required. Stored last 8 years and in need of some attention. Offers please for this classic car. Phone Bungay (0986) 3423, to view in London. (68327

RILEY 1½ 1954. Excellent throughout, long M.o.T., new roof, black/red, sound. Very nice example. £1,695. Vast quantity 1½/2½ spares 1946-54 also available. Tel: Saffron Walden 22330. (68328

FERRARI DINO 246 SPYDER. L Reg, red/black trim, 40,000 miles, superb condition. £1,200 spent on car last 18 months, M.o.T. October 1981. £10,250 o.n.o. Tel: Southampton 735169 or 20182. (68329

GILBERN INVADER II, 1971. Specialists engine, new shocks, springs etc. Excellent condition. House purchase forces sale. £1,450. Tel: Chester 677109. (68330

ALVIS TD21 Convertible. Almost totally rebuilt. Unmarked, elegant, luxury motor car. £6,950. Tel: 01-467 0933. (68336

GOLD SEAL SPORTS CARS
01·764 7662/3



£4,995 ASTON MARTIN DBS 6 CYLINDER 1970, J-Reg, auto PAS, bright red with black hide, alloy wheels etc.



£3,695 DAIMLER DOUBLE 6 1976 white with black vinyl roof, fuel injection, V.D.P. mouldings, history.



£3,195 BMW 518, 1976, mint with tan cloth, radio cassette, service history.



£6,395 BMW 320/6 AUTO 1979, black with grey cloth, metal sun roof, tinted glass, radio cassette.



£2,795 BMW 2002 CABRIOLET 1973, white with check cloth trim, alloy wheels, radio, etc.



£3,995 ALFA ROMEO MONTREAL 1975, right hand drive, blue with tan cloth, alloy wheels, radio cassette.

£17,695 ROLLS-ROYCE SILVER SHADOW, 1975, P-Reg, metallic Seychelles blue with beige hide, all usual features.

£9,995 FERRARI 308 GTB 1977, bright red with black hide, air conditioning, radio cassette.

£8,495 LOTUS ESPRIT S2 1978, T-Reg, metallic silver with black hide, AM-FM radio cassette.

£7,995 BMW 728 AUTOMATIC 1979, Fjord blue metallic, electric sun roof and windows, tinted glass central locking.

£7,495 DATSUN 280 ZX 2+2 AUTO 1979, V-Reg, Metallic gold with black cloth, 1 owner, 12,000 miles.

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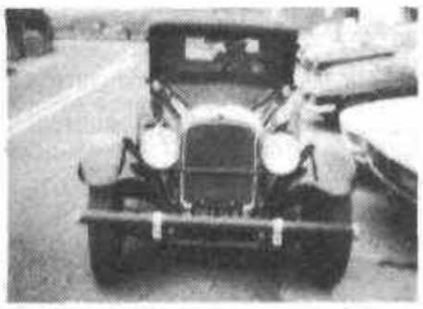
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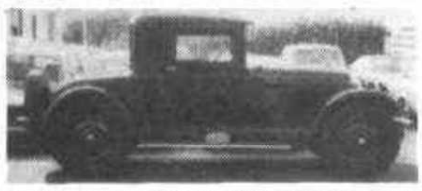
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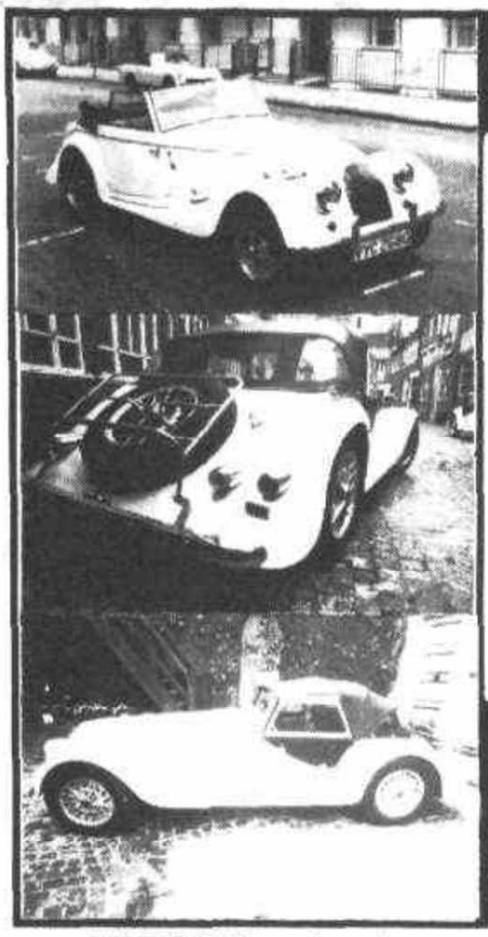


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'Crusted Craniums Squirtman you have let the cakes burn.' 'I know Robin I thought I might become famous like King Alfred' 'No chance Squirtman you can't be a King and be seen in a Kittenmobile'. 'You're right Robin let's go to the **Morgan** shop and see which **Morgan** will suit my new role of King'. 'Crackerwobblies Squirtman your brain's gone. Give me the kittenmobile's handle and let going to the **Morgan** shop!' 'This **Morgan** is brand new Squirtman and it's the Plus 8 version. Look at the price Robin it's only £9,950'. 'Mutton chops Squirtman would suit you in this new **Morgan** 4/4 two seater, fitted with spot lights, door handles, luggage rack and the car has been undersealed'. £7,250. 'Tightcorks have got nothing on this 1977 **Morgan** 4/4 4 seater finished in desert blue with folding and reclining seats or this 1975 **Morgan** Plus 8 in sea blue with stone leather upholstery. Matching hood and sidescreens. The mileage on the **Morgan** Plus 8 is only 24,000 miles. The price of the pair is £5,750 for the **Morgan** 4 seater and £6,250 for the **Morgan** Plus 8!' Scuttle shaking hip displacement Squirtman look at this 1979 **Morgan** 4/4 two seater in British Racing Green, 13,000 miles and very good value with it's wire wheels, roll bar and luggage rack. £6,500'. 'Robin don't look now but there is a woman sitting in that 1978 **Morgan** 4/4 two seater, Royal Ivory colour, luggage rack, door handles and bucket seats. £5,950'.'Visionrama Squirtman you actually managed to see she was female inspite of her topless dress. Look at this 1978 **Morgan** Plus 8 in nut brown with stone leather interior, luggage rack, door handles, spot lights and matching hood, tonneau and sidescreens. £7,500'. 'Robin I'm beginning to blush as she is looking at me'. 'Well go and stand next to that 1977 **Morgan** 4/4 in crimson red, wire wheels, tonneau cover and luggage rack at £5,750 or that 1974 **Morgan** 4/4 also in crimson red. £4,500. 'What is that car over there Robin?' 'That's a 1965 Austin Healey 3000 Mk 3 in silver blue with wire wheels, radio and overdrive £4,250'. 'Clucking hens Squirtman there is a 1977 **Morgan** Plus 8 in signal red with black leather interior, spot lights, luggage rack, 21,000 miles. £6,250'. 'It's okay now Squirtman the lady has just left the **Morgan** to go and look at the **Morgan** books and those **Morgan** pedal cars'. 'Some of the kids in Crud City would love one of those'. 'Talking of that it's time we left'. 'Let's go Squirtman' 'Oh God he's fainted.'

morris stapleton

Reece Mews, London SW7 01-589 6894

FOR SALE—continued

LANCIA COUPE 2000FH, power steering, electric operated windows, sun roof, radio cassette player, colour bronze, two owners, recorded mileage 57,000, £1,750 o.n.o. Tel: 0283 63392. (68138

ISO RIVOLTA, Ferrari red, biscuit Connolly hide trim, 34,000 miles, 1975P, private Reg. No. available, stereo, looks like £25,000 worth of car for £4,750. Tel: 0422 56761 or 883811 evenings, possible part exchange. (68140

SCIMITAR 3500S the ultimate 4-seater dual purpose sports estate, fitted the reliable Rover 3500S engine high performance cams, pistons, overdrive, wide Wolfrace wheels, royal blue with gold coach flash, stereo, possible part exchange, £2,750. Tel: 0422 56761 or 883811 evenings. (68140

ASTON MARTIN DB4, 1962 Superleggera, overdrive, excellent condition, long M.o.T. and tax, stereo radio cassette, new battery, tyres, brakes, fast and fun bargain £4,850. Tel: Grantham (0476) 67615. (6814

AUSTIN HEALEY 3000 Mk. III, concours condition, BRG, tan leather upholstery, w.w., o.d., offers over £6,000. Tel: Patrington (0964) 70608, after six p.m. Would Michael Roehler of West Germany contact if still interested. (68142

MG-B 1971 Roadster, mustard, tow bar, radio, Rostyle wheels, new clutch, long M.o.T., £850. Also Mini Cooper S 1966, sun roof, locks, requires little attention, sensible offers. Tel: 01-607 7643 mornings; 01-254 9092 evenings. (68143

LOTUS ESPRIT 1978, S-Reg., 23,000 miles, £6,500 o.n.o. Tel: 0562 740900 days, Stourbridge 4945 evenings. (68145

PORSCHE CARRERA RS Touring, 1973, 76,000 miles, full service history, fully Ziebarted, very sound condition bodily and mechanically, £8,500 o.n.o. Tel: 0532 892784 office, 09012 3084 home. (68146

ROLLS-ROYCE PHANTOM I 1926, 4-seater tourer, good condition but price will allow for complete body restoration, car at present in California. Please write to: J. Hall, Dew House, Marton-Cum-Grafton, Nr. York YO5 9QY or Tel: 0532 892784 office, 09012 3084 home. (68146

TR4A 1965 recession forces sale of my beloved second car, meticulously maintained, almost perfect in every respect, white with red interior, overdrive, wire wheels, asking £2,300, but no reasonable offers refused. Tel: Glemsford 281181 days, Hedingham 60659 evenings. (68147

LANCIA SPYDER 1600, this vehicle which has been dealer maintained from purchase in December 1975, and has since covered 39,000 miles, is a good example of this much sought after Italian classic. Circumstances force reluctant sale. Sacrifice at £1,800. Tel: Cottenham (Cambs) 50320. (68150

JAGUAR XK120, coupe 1954, M.o.T. May 1980, in regular use, £4,500, full particulars Tel: 062-081 333. (68152

TRIUMPH STAG 1977, yellow, automatic, hard and soft tops, one owner. Full service history, £3,500 or offer, or part exchange, 1½-litre Aston Martin. Tel: Tarrington, Windsor Road, Cobham. Tel: 7717. (68153

BRISTOL 403. Very sound. M.o.T. July '81. Everyday use, must sell to fund restoration of 409. £2,200. Tel: Bristol (0272) 39306. (68457

LOTUS ELAN DHC S4 Sprint. J Reg. 1970. Absolutely immaculate body and mechanics on new Lotus chassis. Any inspection welcome. £3,150. Tel: 01-361 9237. (68455

FOR SALE—continued

320 HP per ton, 0-60 under 6 secs., Caterham Seven BVTC fitted with 162 b.h.p. stage 3, Vegantune engine. T-Reg., 7,000 miles, all extras and immaculate, best offer around £4,000. Tel: Laugharne 215. (68156

TR6 1973 L-Reg., 150 b.h.p. model, emerald green genuine 34,000 miles, immaculate condition, overdrive, tonneau, £2,650. Tel: R. D. Guy 01-688 8313 office hours. (68156

ASTON MARTIN DB6, Vantage 1969, silver, black leather, chrome wires, excellent condition throughout, £4,750. Lancia Fulvia Zagato, 1969 silver, black interior, excellent condition, £750. Tel: Subbington 2588. (68157

1966 MG-B GT coupé, running order, tax expired, M.o.T. till June '81, £750. B. Ash, 1 Eagle Parade, Buxton. (68158

JAGUAR 420G, 1970, Ascot fawn, automatic, totally original condition. Never resprayed, literally unmarked throughout, genuine 58,000 miles. £1,650. Can be seen London or Southampton. Tel: Earldoms 373. (68387

ASTON MARTIN DBS6 Vantage, 1970, 34,000 miles, Black, chrome w.w., tan interior, £6,500 o.n.o. Tel: Wakefield 256 331. (68388

MG TD2, 1953. One owner since 1967. Totally rebuilt 1972. No longer Concours but excellent investment at £4,250. Tel: 01-876 4037. (68390

MERCEDES BENZ 350SL, 'V' Reg., 1972, Metallic beige alloys, Blaupunkt stereo, 46,000 miles, manual, £5,750. Tel: Mostyn (074-572) 596 after 6 or at weekends or 01-928 7999 (extension 2132 office). (68466

BRISTOL 401, 1952. Excellent working condition, good coachwork, 1 year M.o.T. Sound investment, £2,200 o.n.o. Tel: Winterslow (Wilts.) 862215 (evenings). (68467

LOTUS SUNBEAM, November 1979, 17,000 miles, black with Connolly grey leather trim, new clutch, engine rebuilt, £4,000. Tel: 01-387 1661. (68391

AUSTIN HEALEY Sprite, 1965. Red black soft top, £650 o.n.o. Tel: Mrs. Ramsay Arundel 883376. (68389

FIAT 509, 1926, 4-seater open tourer in restored condition. Very complete and original, 4 cylinder o.h.c., r.h.d. £4,500. Tel: Paul 0908 582651 (Bucks.). (68386

ASTON MARTIN DB4, 1961. Overdrive, chrome w.w., 92,000 miles. Exceptionally good condition, 80 p.s.i., genuine car, £3,000 cash for quick sale. Tel: 0908 582651 (Bucks.). (68386

MG ZB MAGNETTE, 1958 Reg. 98 CKJ. No M.o.T. Some rust, various spares. £75. Tel: Oram, Longstone, St. Mabyn 350 Cornwall. (68460

LOTUS ESPRIT S1½2, April 1978. Metallic silver. One owner, Director's car. Regularly serviced. £7,500. Tel: Plymouth 25897 (office hours). (68461

ASTON MARTIN DB6 Mk. II Manual, 1970. All systems normal, mileage 58,000, red, tan interior, £4,950. Tel: 0752 862655. (68462

JAGUARS SPACE PROBLEM. Any two can go. Mk. 9 £750. Mk. 10 3.8 man. o.d. £275. 420G £475. 'S' Type £625. Need minor jobs but bargain prices considering overall condition. Or p.x. interesting motorcycles. Tel: 031 663 8250 (evenings). (68463

LANCIA FULVIA 1.3 S, March 1976, 43,500 miles, white, beautiful economical, radio, new clutch and exhaust, M.o.T. March 1981. £1,600. Tel: 01-866 0061. (68464

FOR SALE—continued

JAGUAR MK. 1X Saloon, 1961. Manual gearbox with overdrive, 50,000 miles from new, excellent two tone grey paintwork with red leather upholstery, sunroof. Splendid collectors car. £4,000. Tel: Burley 2338. (68459

JAGUAR V12 E-Type FHC, 1971. Automatic, sunroof, 2 owners from new, 52,000 miles, light blue paintwork with navy upholstery, service history, excellent condition throughout. £5,750. Tel: Burley 2338. (68459

BENTLEY S3. Possibly one of the ten best in the UK. Bodywork & interior are simply magnificent. Excellent mechanically. For sale only with extreme reluctance due to equity purchase in new venture. However must sell. £6,950 or near offers. Tel: 041 638 2745 (home) 041 221 3523 (office). (68458

VOLVO P1800E June 1971, gold, specimen condition, distributor maintained, 2 owners last 8 years, lady enthusiast, true 56,000 miles, fuel injection, discs all round, mag wheels, Radiomobile etc. Other cars kept, almost ready for classic concours (seen Lincs.), offers £1,950. Tel: 065 86 256. (68340

MG-ZB 1957 Varitone, steel sliding roof, original HMV P.B. radio, recent M.o.T., cared for by present owner last 19 years. Tel: Malvern 64285. (68342

PORSCHE 911T Targa, 1973, LHD, N.Reg., sports, attractive car, sound condition, M.o.T., taxed, £4,500 o.n.o. Tel: 089 276 802 (E. Sussex). (68343

MORGAN 4/4 2 seater, 1975, one owner, 25,000 miles, signal red, wires, leather bonnet strap, unused spare, carefully maintained by owner and factory, waxed weekly! Offers around £5,500. Tel: 0602 231592. (68345

BUGATTI 1928, Type 40, well known and reliable car, complete and original chassis and engine etc. Chassis No. 40471, replica grand sport body fitted in 1975. Tel: Great Missenden (02406) 2880. (68346

1930 DELAGE D6, elegant van Vooren saloon, rebuilt mechanics and electrics, M.o.T. in daily use, body and interior a bit scruffy, £6,000 lots of spares. Tel: 079682 248. (68348

SCIMITAR GTE, 1977, 36,000 miles, blue, overdrive, tow bar, taxed and tested, excellent condition, £3,350. Tel: 01-907 8534. (68349

TVR 3,000m., 1977, roman bronze cream, sunroof, overdrive, stereo, £3,400 for quick sale. Tel: Droitwich (09057) 3034 evenings. (68350

LANCIA MONTE Carlo, T-Reg., 14,000 miles, first class condition, blue with red interior, one owner, £3,500. Tel: High Wycombe 27004 or Morpeth 790367. (68351

ASTON MARTIN DB6 ZF vantage, AMOC concours winner 1980, totally as new, simply the best, £8,500 or offers. For full details Tel: 01 349 9218 days, 01 951 3253 evenings. (68352

LOTUS ELAN +2 130/5, roman purple with oatmeal trim, July 1974, genuine 26,000 miles, two owners only, radio, sundym and alloy wheels, carefully maintained, most service records available, £3,400. Tel: 01-675 5563. (68354

COUPE AUDI 100S automatic, L-Reg., orange, radio, M.o.T., new exhaust, brakes, £800. Tel: Oxted 3406 evenings. (68355

LANCIA BETA Monte Carlo, 1978, white blue cloth upholstery, electric windows, stereo radio cassette, immaculate, low mileage, £3,650. Tel: Bexhill 214157 or Herstmonceux 3541. (68359

PORSCHE 911E 2.4 1973, sportomatic, metallic blue, 57,000 miles, ESR, usual extras, superb throughout, £4,100 no offers, bargain. Tel: Bagshot 71344. (68360

FOR SALE—continued

E-TYPE ROADSTER SI 4.2, 1965, manual, c.w.w., rebuilt to a very high standard, both inside and out, now near concours condition, gleaming coachwork, unmarked interior, excellent mechanics, investment £5,650. Tel: 01-504 2064. (68356

DAIMLER SOVEREIGN 1969, 4.2l, sable tan interior, taxed May 1981, £850. Also Daimler Jaguar 1963 2.5 silver, manual, bargain once £495. Tel: Leeds 862785. (68357

MERCEDES 280CE 1973, 2-door, 4-5-seat, pillarless saloon, automatic, p.a.s., central locking, HRW, radio, tow bar, good condition, regularly maintained, taxed and tested, £1,800. Tel: Pickering (N. Yorks) 72509 office, 73756 home. (68361

MG TA 1935, only slight work needed, re-upholstered in red leather, 5 new tyres, new engine in excellent running order, all original equipment, £4,000. Tel: Andrew on Cheltenham 27778 9 days, Cheltenham 41299 evenings. (68362

JAGUAR MK. II 3.8 with overdrive, Coombes conversion, only one owner, 95,000 miles, excellent throughout, wire wheels, vented bonnet, all tools, handbook etc. £3,200 o.n.o. Tel: 01-546 2027. (68363

RILEY MPH, replica chassis, wooden framing for body, plus wings and other bits, £750 o.n.o. Tel: 07462 61245. (68364

ALFA ROMEO 2000 GTV (June '73), high lift cams, 45 m.m. carbs, 170 b.h.p. £1,000 o.n.o. P. Brokenshire, RAF Wyton, Huntingdon, Cambs. Tel: Huntingdon 52451 ext. 489 days, 429 evenings. (68365

TRIUMPH GT6 Mk. 3 (non overdrive) 1972, genuine low mileage, new M.o.T. and respray, HRW, radio, etched windows, reluctant sale of appreciating motor. £950 o.n.o. Tel: Bridlington (0262) 602262. (68366

1930 LAGONDA 2-litre, Tourer, and 1926 Rolls New Phantom limousine, both in superb condition sell or exchange both for 3-litre Bentley. Tel: 051-638 3205 1 p.m. to 6 p.m. (68367

MERCEDES-BENZ 350 SL, December 1972, automatic, P.S., metallic grey-blue, dark blue hard top, black soft top, rear seats, full service history, excellent condition, £5,250 o.n.o. Tel: Royston (0763) 42010. (68368

ALFA ROMEO 2000 GTV SE 1975, dutch blue, white vinyl top, sunroof, alloy wheels, 31,000 miles, £1,750 o.n.o. Tel: Royston (0763) 42010 evenings and weekend. Wrestlingworth (076723) 217 (weekdays — Mr. George). (68368

ASTON MARTIN V8, 1973, fuel injection, auto, Ascot grey blue leather, quad 8-track and radio, 40,000 miles on clock, just back from Aston Martin Distributors having spent £700, £4,500 o.n.o. Tel: Great Ayton 2346 office hours, 3486 evenings. (68369

ASTON MARTIN DB4, 1960, as used in 1979 thoroughbred sports car championship, excellent condition throughout, spare LSD, 5-road wheels/tyres, 4 racing wheels/tyres, a sound reliable car that is fully road legal and easily convertible back into standard road car. Sensible offers to 01-808 2003 work, 01-223 3378 home. (68370

EX CAIRNS Ex-Collis 4.3 Speed 20 Alvis, totally rebuilt, rewired, new racing tyres, fastest 4.3 Silverstone 1.17.9, £10,000. Tel: Worthwood 24625 days. (68371

TR6, 1975, pristine condition, recent overhaul, 33,000 miles, French blue, full M.o.T. and taxed, radio, overdrive, special registration, £3,200 o.n.o. Tel: Watford 31012 Herts. (68373

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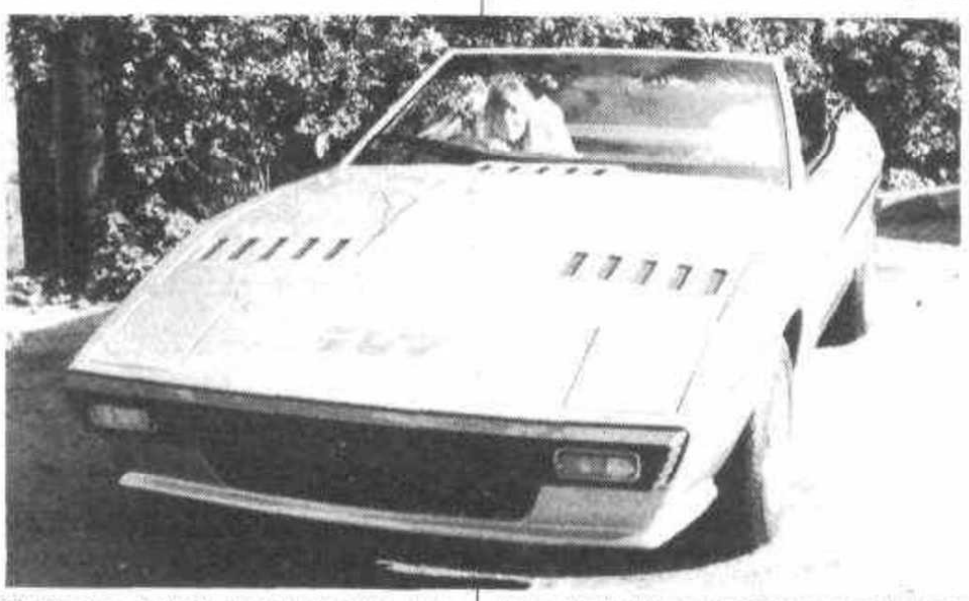


On the First Day of Christmas John Britten sends to you a **Ferrari 308 GTB**. Continuing with our policy to have a **Ferrari** at Christmas, this year's offering is a **76R** registered in **bright yellow** with black leather trim, stainless steel exhaust system, air conditioning, 27,000 miles, a real gift! *On the Second Day of Christmas John Britten sends to you two* **Tasmins 2+2's**. What better Christmas present could there be than one of the all new range of **TVR Tasmins** — these being the superb **Convertible** and the excellent 2+2. Being one of **TVR's** foremost distributors we have a good selection of these mouth-watering cars. The **2+2** which will carry you and your children to see Santa and the **Convertible** for blowing away the alcoholic haze on Boxing Day. We have a choice of three **Convertibles, gold, dark blue** and **red**. One two-seater **Tasmin** in **black** and two **2+2's** in **silver** and **opalescent blue**. *On the Third Day of Christmas John Britten sends to you three* **+8 Morgans**. Real adrenalin makers these.

second in the Mog 80 Concours and its alloy bodywork really gleams. *On the Fourth Day of Christmas John Britten sends to you four* **4-seater Morgans**. (How do they think of it!) **1980 W Morgan 4/4 4-seater, red**, reclining black leather seats, luggage rack, rustproofing, 500 miles, bought through our Mancunian agent. **1973 Morgan 4/4 4-seater, nut brown**, wire wheels, refurbished at the Morgan factory in 1979, at present residing at Epsom amongst the downs and salts! **1976 R Morgan 4/4 4-seater, deep brunswick green**, wire wheels, reclining seats, wing mirrors, this car is so nice we have just put the price up (inflation strikes at Arkley). **1973 Morgan 4/4 4-seater, yellow**, wire wheels, reclining seats, one owner. Stands out well against the snow. *On the fifth Day of Christmas John Britten sends to you five* **1600M's**. You'll have to allow some poetic licence here as we have in fact only got one — **1975 TVR 1600M, yellow**, black vinyl roof, exceptionally fine condition in spite of

miles, give yourself a fright for Christmas! **1977 S, TVR Taimar, white** with brown modelband, sunroof, Wolfrace wheels, radio/stereo, yet another **TVR** customer exchanging his warm **Taimar** for an open air convertible — hardy race the British! **Brand new**, unregistered **TVR Taimar, white**, brown modelband, sunroof, last of the line, just the gift for wife/girlfriend/mistress (delete as applicable). *On the Eighth Day of Christmas John Britten sends to you eight* **TVR Convertibles**. This includes the **Tasmin Convertibles** mentioned on the Second Day, and the following **3000S Convertibles**. Choice of two **new** and unregistered **TVR 3000S Convertibles** in **British racing green** and **silver** — Last of the line of one of the rarest models **TVR** ever made, only **125** right-hand drive versions of this were built, and we believe they will become in time a very collectable modern day classic. **1979 V TVR 3000S Convertible, black**, with gold pin stripe, tan leather seats, radio, 12,000 miles —

radio/cassette, electric windows, Wolfrace wheels, fastest banana split in captivity. **1965 Lotus Cortina, pure white** (unlike its driver), genuine example of this very rare trendsetter. **1956 Morgan +4, snow white** (without the seven dwarfs) a good old reindeer. **1977 TVR 3000M, silver** with charcoal modelband, overdrive, sunroof, radio, clock, a real Christmas bargain for someone. **1979 V, Alfa Romeo GTV Strada, black**, one owner, electric windows, 13,000 miles, as new, taken in part exchange for Tasmin Convertible. *On the Eleventh Day of Christmas John Britten sends to you eleven* **ideas for motoring gifts** (and yet more poetic licence). Chrome bumpers for thoroughly modern **Morgans** (to replace those nasty anodised ones). Chrome luggage racks (to replace the nasty painted ones). Painted luggage racks (for those with no luggage racks). Morgan pedal cars for people with no licences. Morgan books for those with time to read. One blue TVR reclining seat (bring comfort to





1980 Morgan +8, black, stone leather trim, door handles, 126 miles, absolutely as new. **1978 Morgan +8, black**, stone leather (has a familiar ring) Group 1 engine, roll over bar, quicker than quick. **1977 Morgan +8, yellow**, aluminium body, luggage rack, 19,000 miles, serviced at the Morgan factory, lighter than light. Coming soon as a Christmas bonus, a **1977 S Morgan +8, metallic grey**, green leather trim, 15,000 miles in incredible, repeat incredible, condition. This car has been absolutely cherished by its last owner and finished

being attacked by an appropriately named woman whilst being used by our sparkling little number, Nysha — who is having a lot of hassle with a Mrs. Hasle. *On the Sixth Day of Christmas John Britten sends to you* **six two-seater Morgans**. **1980 W, Morgan 4/4 2-seater royal ivory**, red leather trim, wire wheels, a rare treat. **1980 Morgan 4/4 2-seater, black**, red leather trim, wire wheels, 600 miles, a real little cracker. **1979 V, Morgan 4/4 2-seater, signal red**, reclining seats, 1,500 miles, matches the red berries on the holly. **1978 Morgan 4/4 2-seater, Christmas tree green**, 6,000 miles, goes very nicely with ivy (Ivy who?). **1978 S, Morgan 4/4 2-seater, royal ivory**, red leather (all this red leather is very Christmassy not to say kinky), chrome wire wheels, roll over bar, resided most of its life north of the border. **1974 N, Morgan 4/4 4-seater, signal red**, wire wheels, bucket seats, returned once more to its spiritual home at Arkley. *On the Seventh Day of Christmas John Britten sends to you seven* **TVR Taimars**. Yet more poetic licence is needed here as we only have five. **1980 TVR Taimar, black**, charcoal modelband, sunroof, radio cassette, one owner, 6,000 miles, supplied new by our good selves, mean, moody and magnificent (the car not us). **1978 T, TVR Taimar, brown**, neutral modelband, electric windows, radio, one owner from new, also supplied and serviced by JBG, previous owner now enjoying the somewhat chilly delights of convertible motoring. **1978 T, TVR Taimar Turbo** (all these T's are affecting Chris's teeth) **metallic gold**, brown modelband, sunroof, Wolfrace wheels, radio stereo, one owner, 17,000

something to feast your mince pies on! **1978 T TVR 3000S Convertible, charcoal**, Wolfrace wheels, tuned engine — fastest sleigh in the business. **1978 T, TVR Convertible, blue**, Wolfrace wheels, radio and, as they say in the trade, a nice driver. **1978 T TVR 3000S Convertible, racing green**, radio/cassette, one owner from new, supplied and serviced by JBG and hence perfect to add to your Christmas fayre. *On the Ninth Day of Christmas John Britten sends to you nine* **Arkley conversion kits**. This is the tenth Anniversary of the **Arkley** being unveiled at the Christmas Racing Car Show in 1970. Why not buy one of these for the little son and heir so that he can change Daddy's Midget overnight, to give him a real Christmas surprise! *On the Tenth Day of Christmas John Britten sends to you ten* **assorted sportscars**. **1969 Lotus Seven, red** fibreglass with polished aluminium panels, Wolfrace wheels, very smart tonneau cover, full weather equipment so you won't get too cold over Christmas. **1978 T Datsun 260Z, silver**, sunroof, radio/cassette, one owner, a car that we would love to sell you if we can but prise it from our Sales Manager's clutch. **1973 Alfa Romeo GTV 2000, silver**, relatively rustfree, swopped for TVR 1600M and not as expensive as one might think. **1975 Lotus Europa Special, Olympic blue**, alloy wheels, rare and appreciating example of the last real Lotus. **1969 Gilbern Genie, metallic green**, sound in wind and limb. **1977 MG-B Roadster, red**, radio/cassette, nominal mileage, fine example of convertible Austin Cambridge. **1977 TVR Turbo, yellow**, with brown modelband and vinyl roof,

your living room). One rolled Fiat 500 ideal for converting to beach buggy. Five new TVR road wheels to update your pre-'75 3000M. Redundant **John Britten All British Racing Team** stickers and embroidered badges (aah! past glories). *On the Twelfth Day of Christmas John Britten sends to you Best Wishes for a* **Happy Christmas** and we hope all your Christmas parties go with a real swing, but remember not to imbibe too much and invite the attentions of the Blue Meanies. We will see you in the New Year when we return from our Christmas sojourn on **4th January**. In the meantime, **Chris, Nysha, Roger, Vernon, Rob, Simon, Bill** and not forgetting **Uncle John Britten** and all, wish a particularly Happy Christmas to all the customers who bought cars from us — thanks for keeping us in business.



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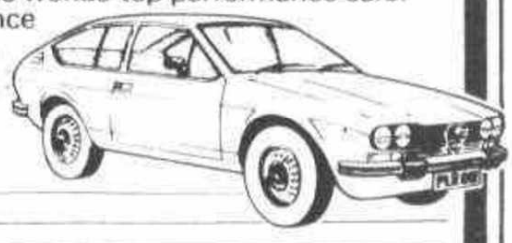


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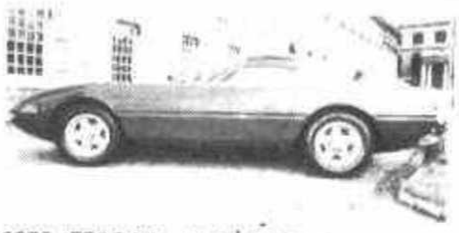
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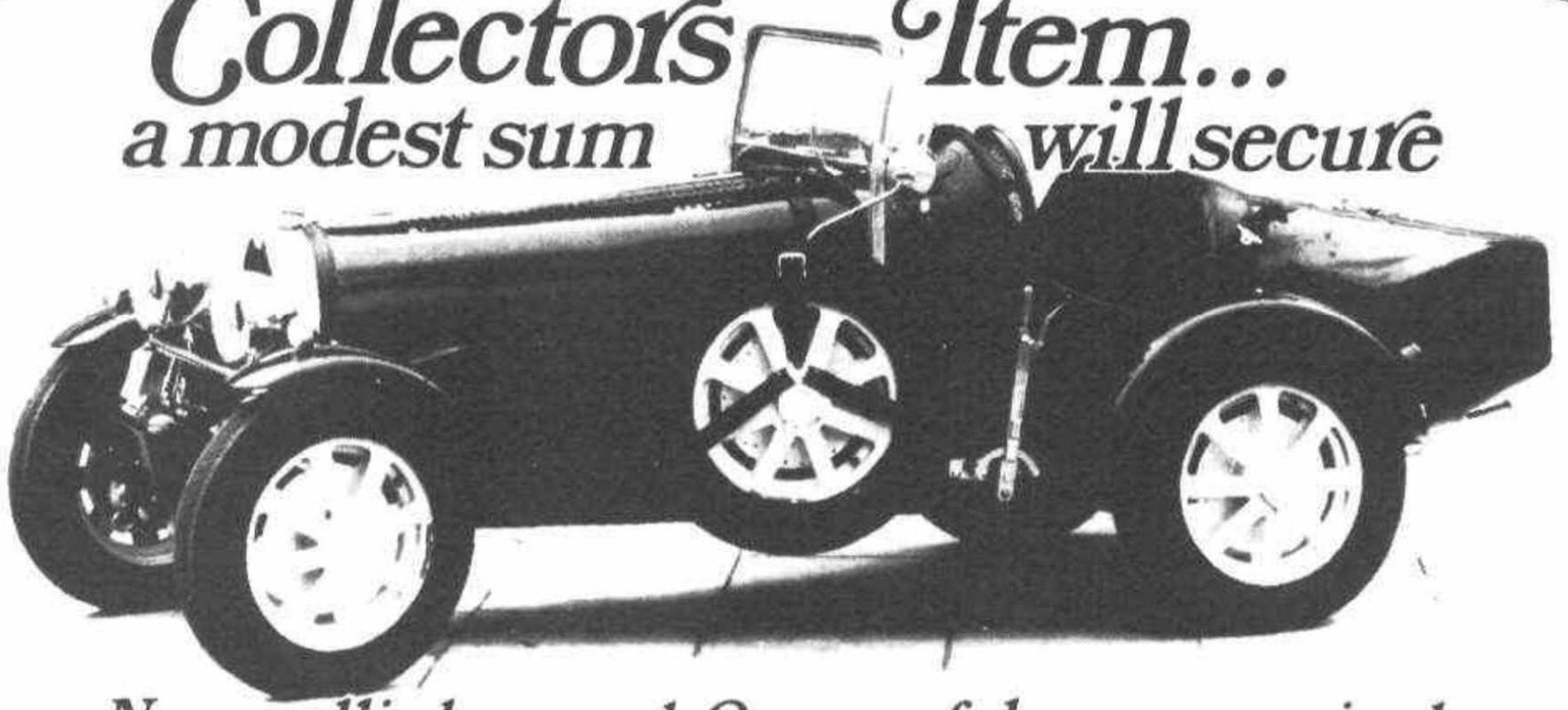
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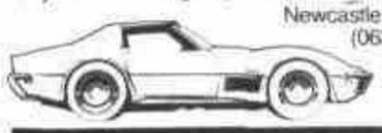


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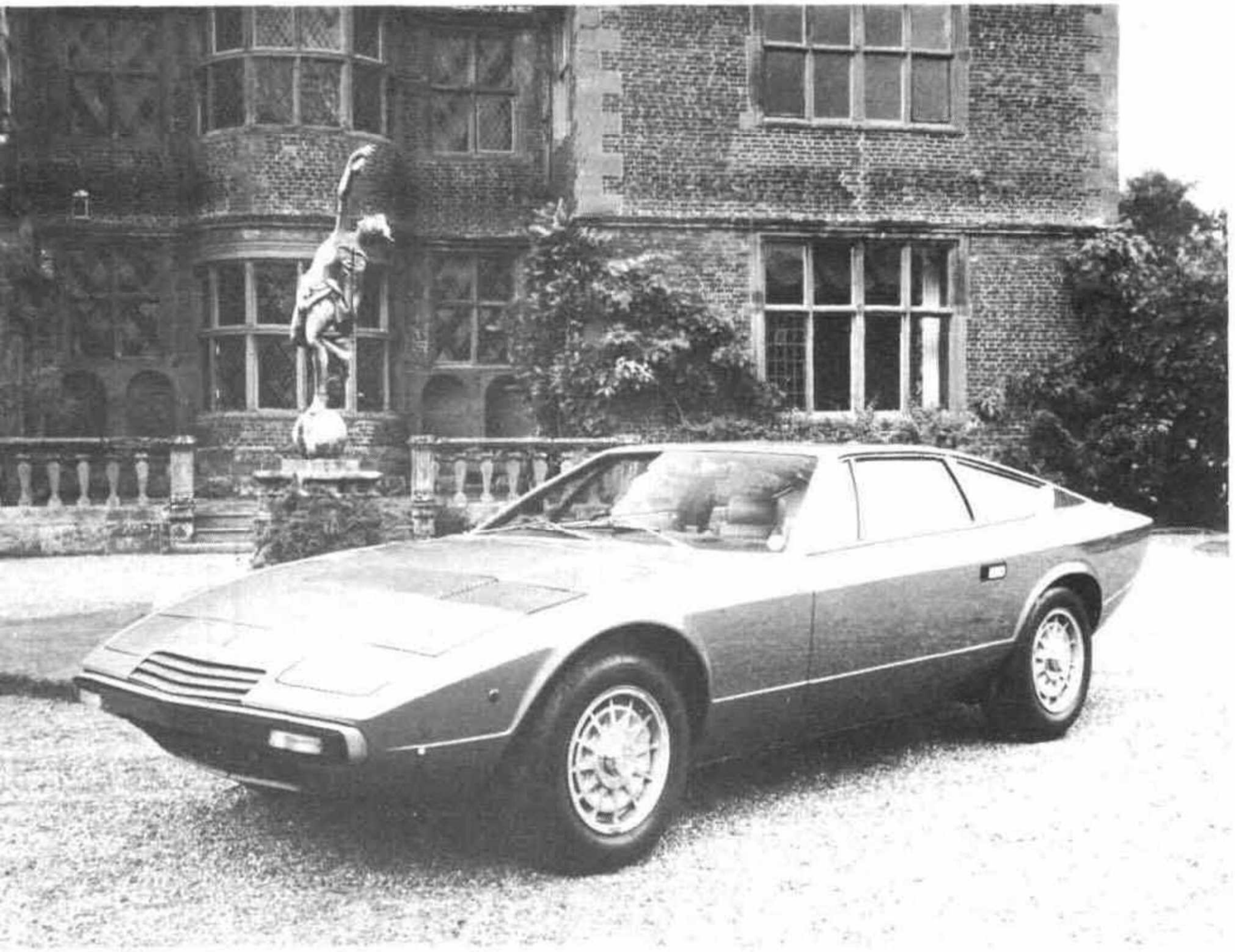


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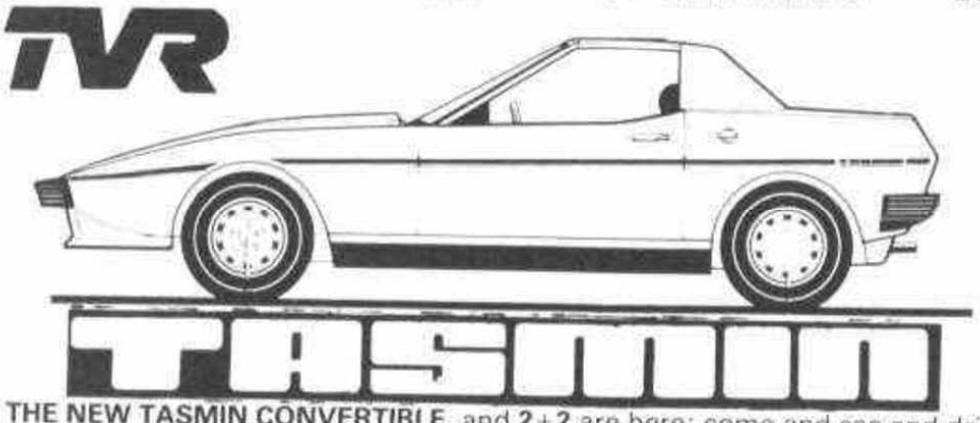
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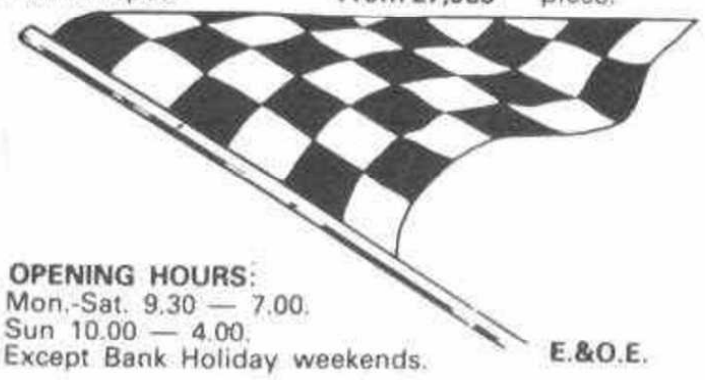
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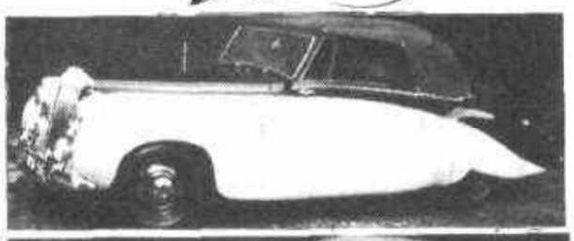
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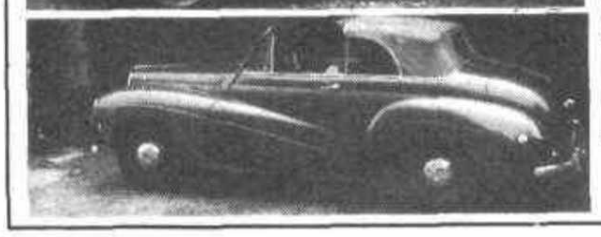
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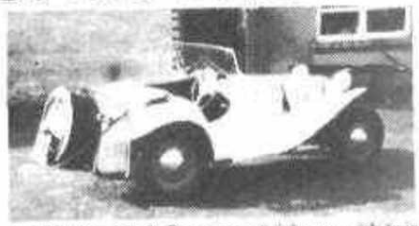
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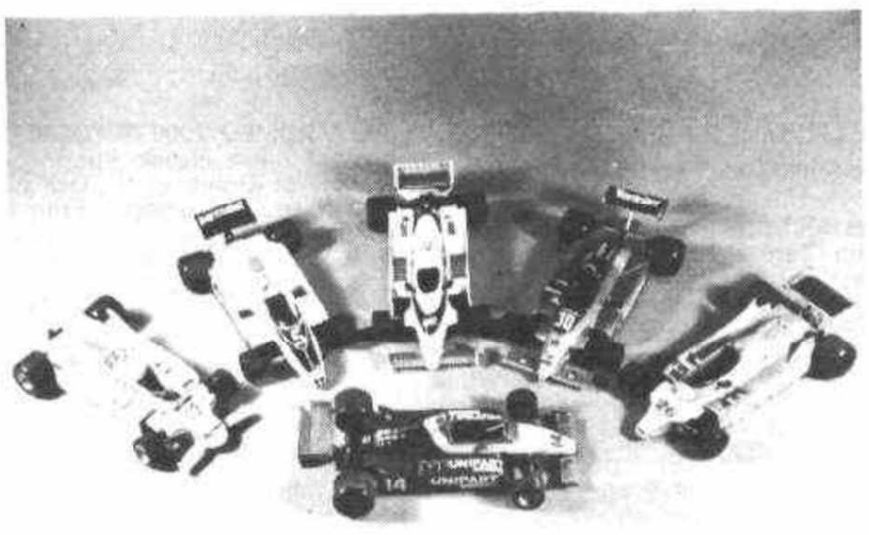
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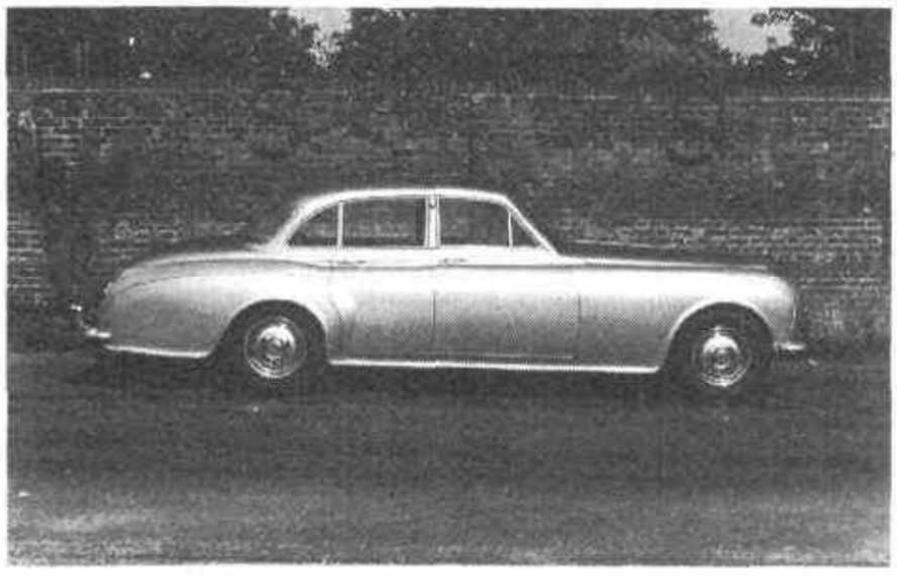
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Jaguar Mk I & II, photo shows a 3.8, we have 3 of these, 5 3.4's and 3 2.4's. Conditions vary from scruffy to superb and prices accordingly.

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Jaguar Mk X & 420G We almost certainly have the best selection on offer, including a fully renovated L.H.D. Mk X, photo (at Assen Automuseum in Holland) and an 18,000 mile 420G at **£5,250.** Plus 10 more from **£750.**



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Jaguar MkVII, VIII & IX, from **£500** to **£4,750**. 2 low mileage, one owner Mk VIII's, 2 very good Mk VIII's, 1 exceptional Mk IX and serveral others to clear.

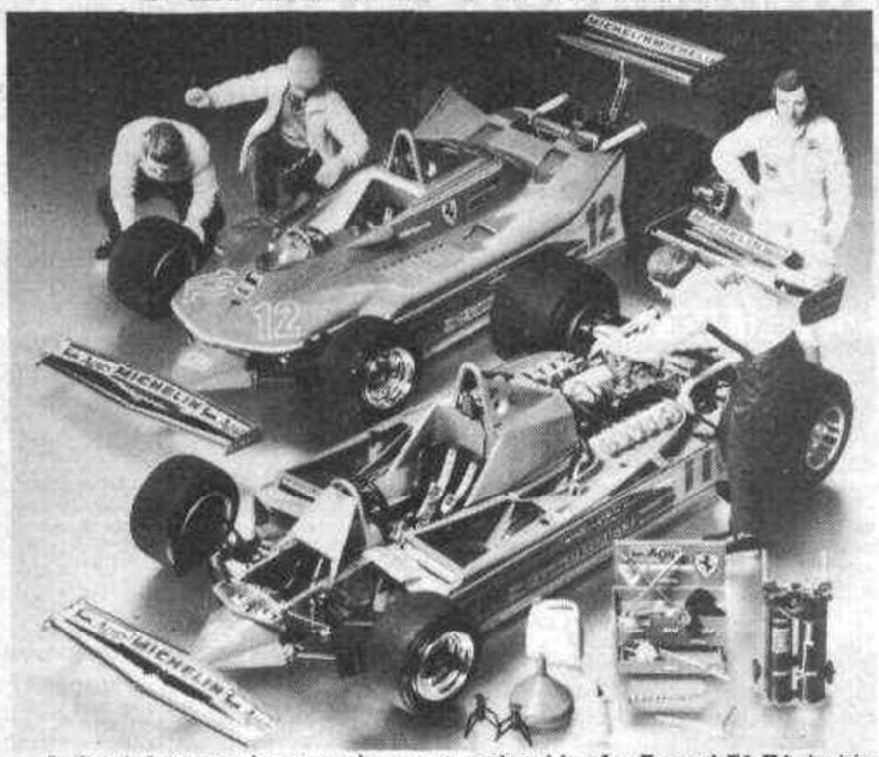
A selection of other interesting vehicles;
1925 Studebaker, 1950 Armstrong-Siddeley, 1959 Austin Princess L.W.B. Limo, Volvo P.1800 Sports, 1964 Jensen CV8, 1967 Daimler Majestic Major L.W.B. Limo's (choice of 3), 1967 Reliant Scimitar 3 litre by Ogle.

Craig, Freda & Andrew Hinton and all the staff at Jaguar Corner wish our friends, customers and fellow enthusiasts, at home and abroad, a very merry Christmas.

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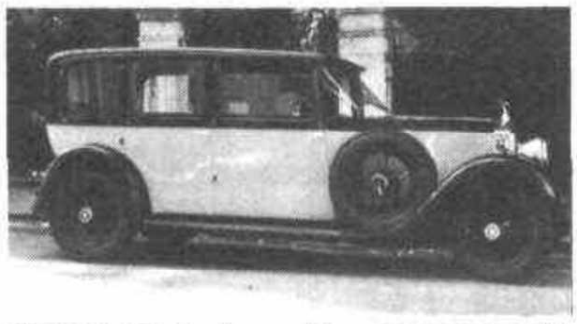
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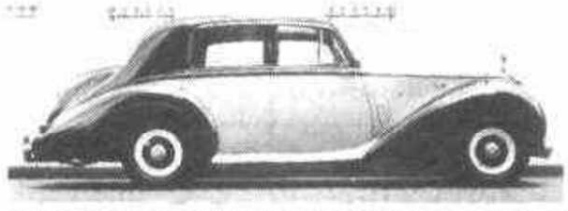


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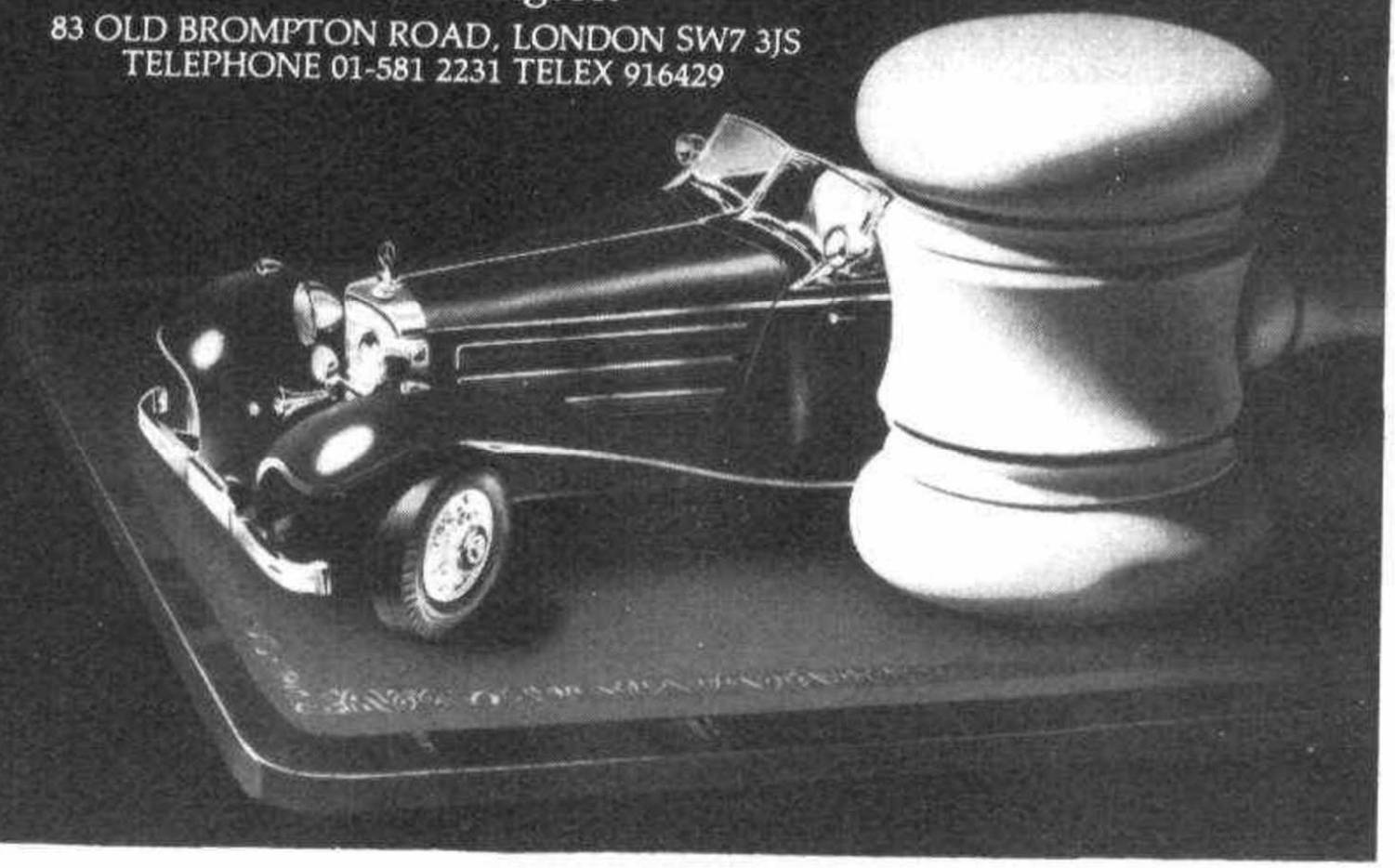
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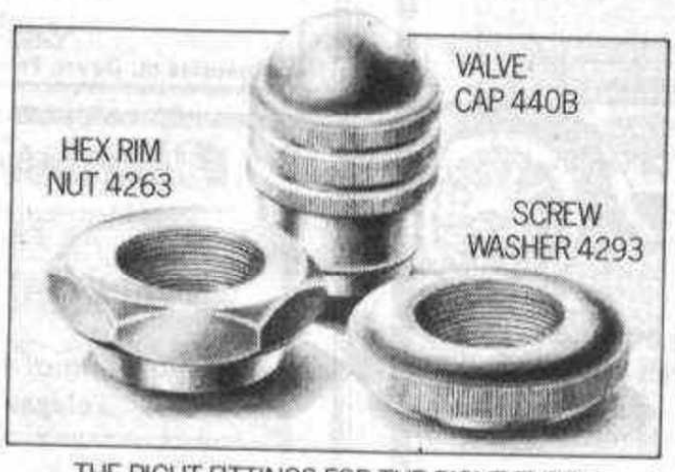
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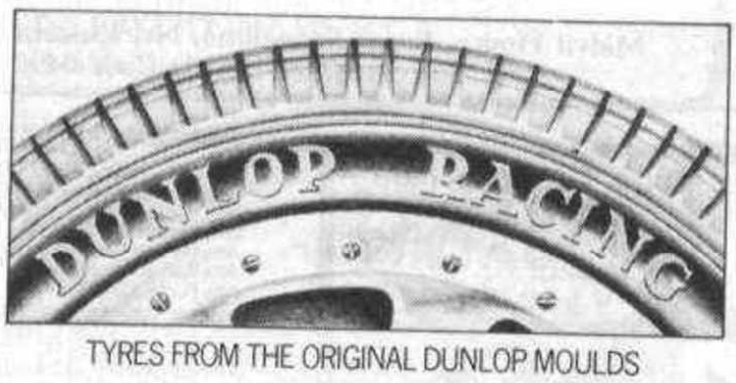
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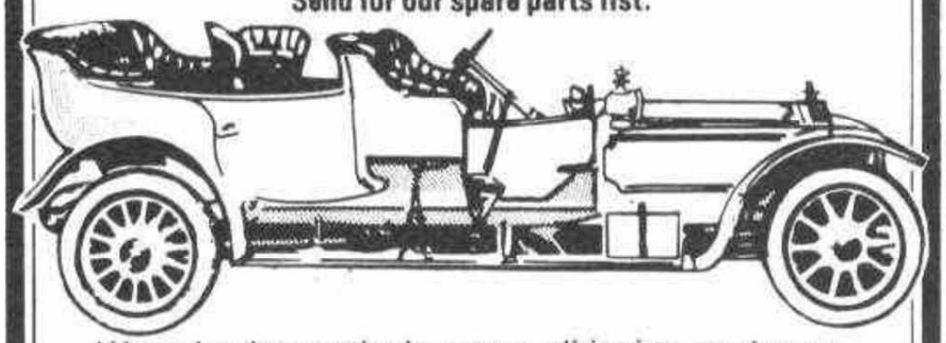
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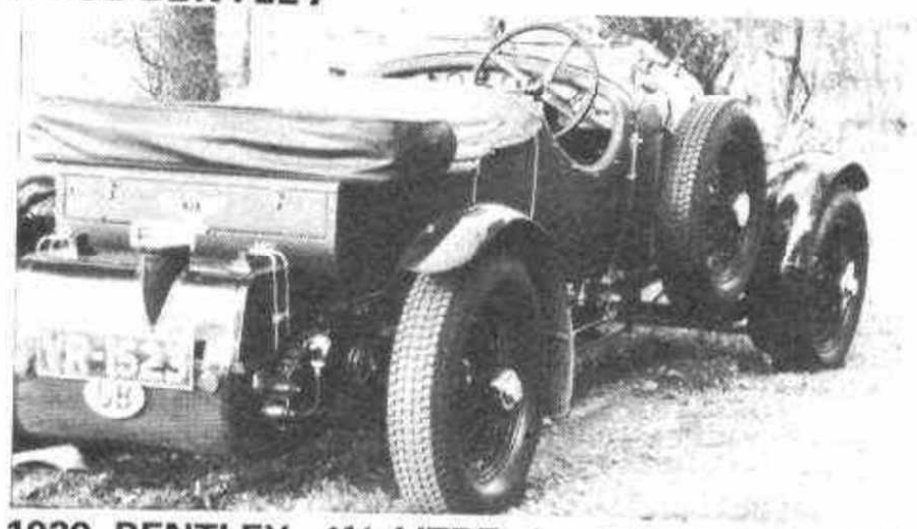
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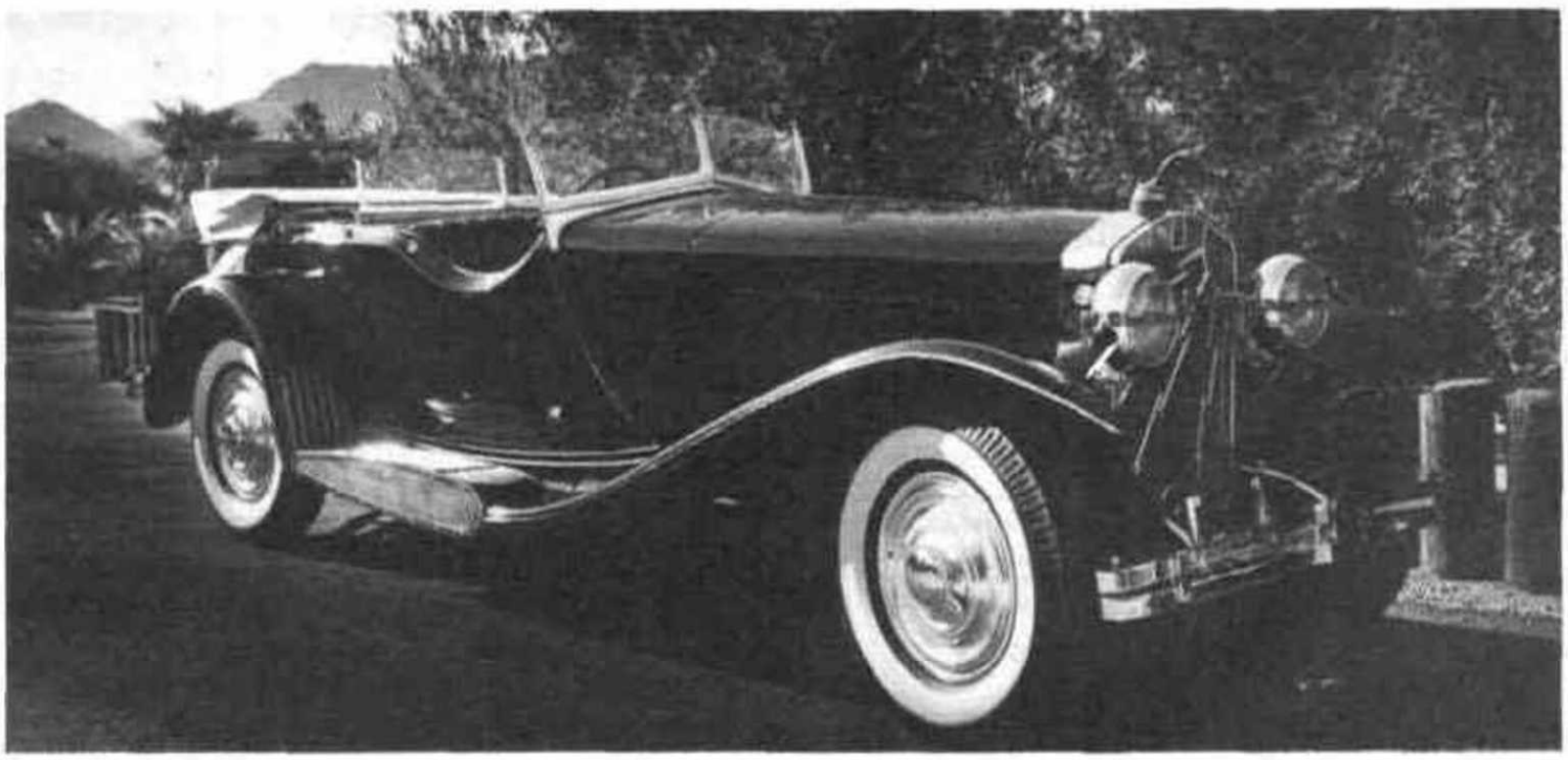
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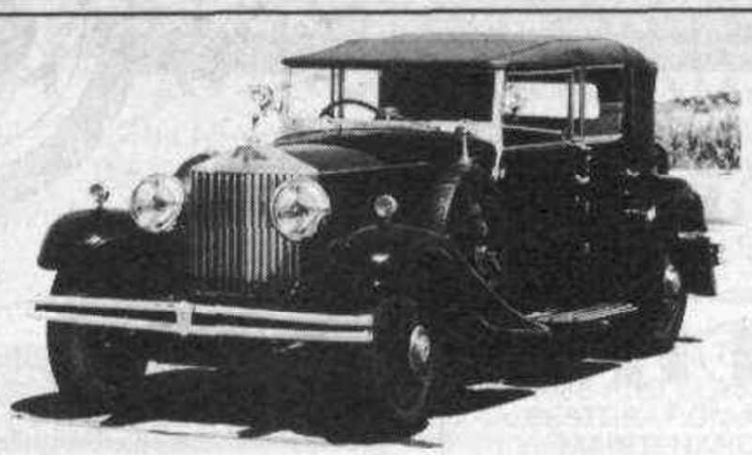
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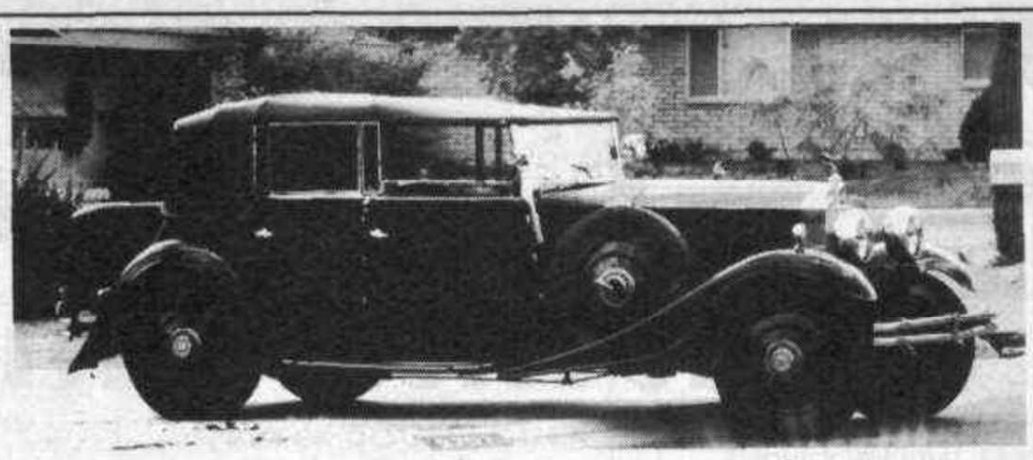
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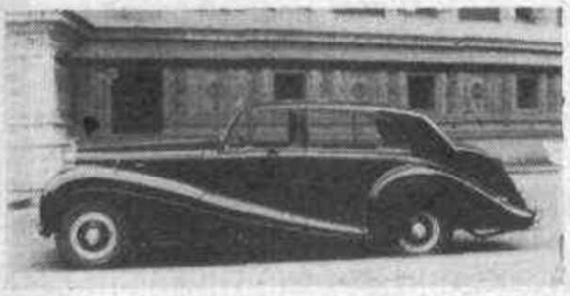
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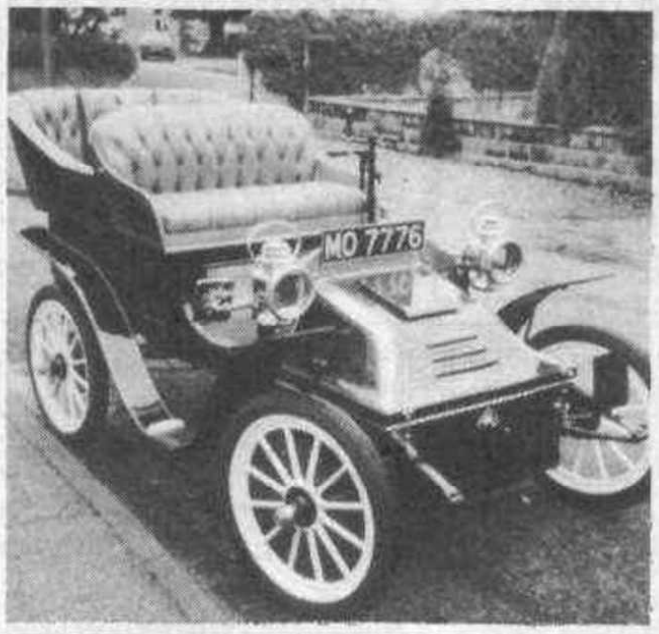
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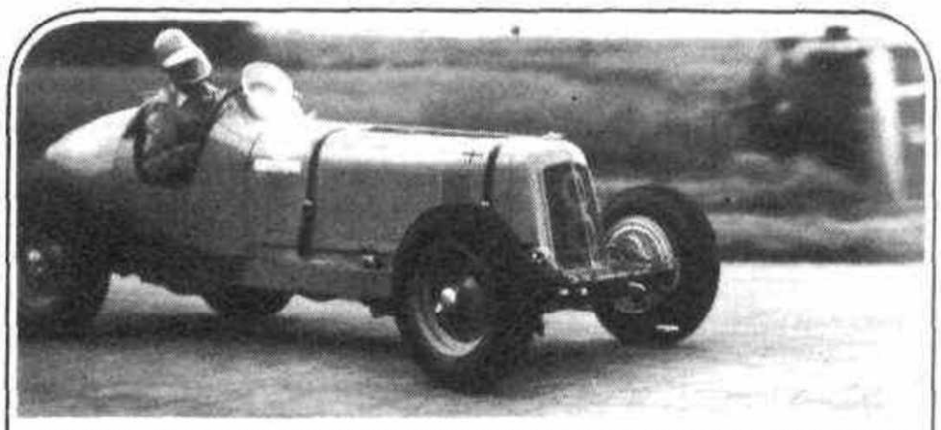
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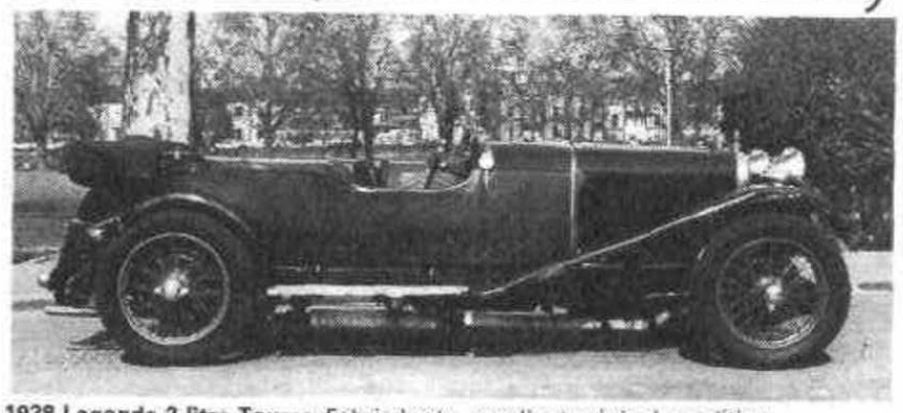
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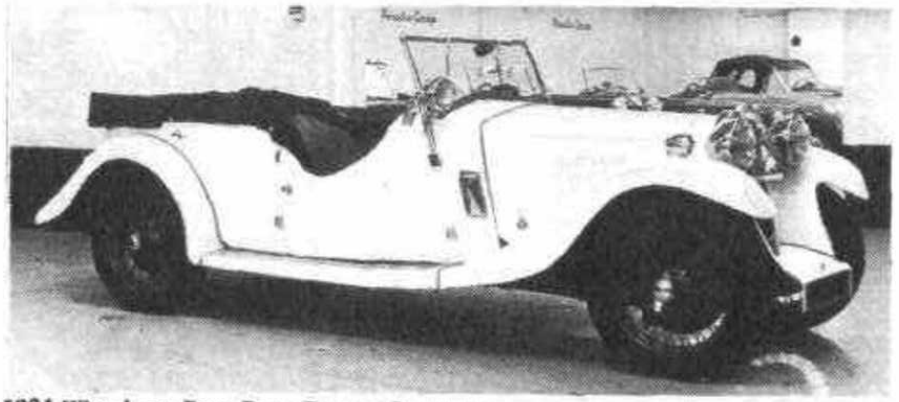
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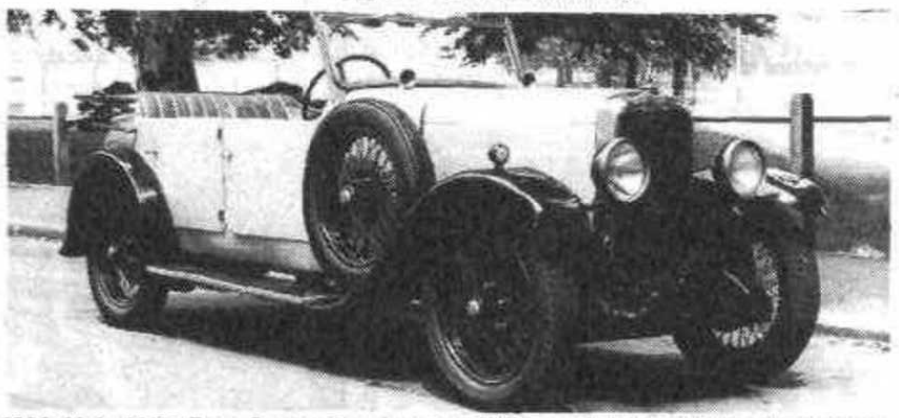
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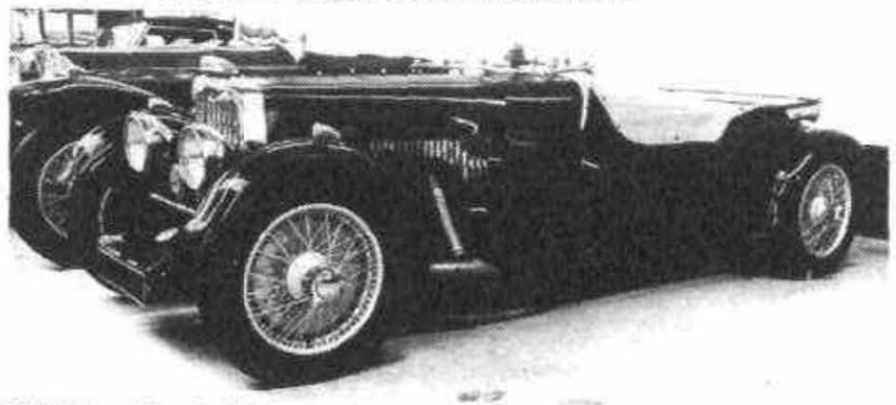
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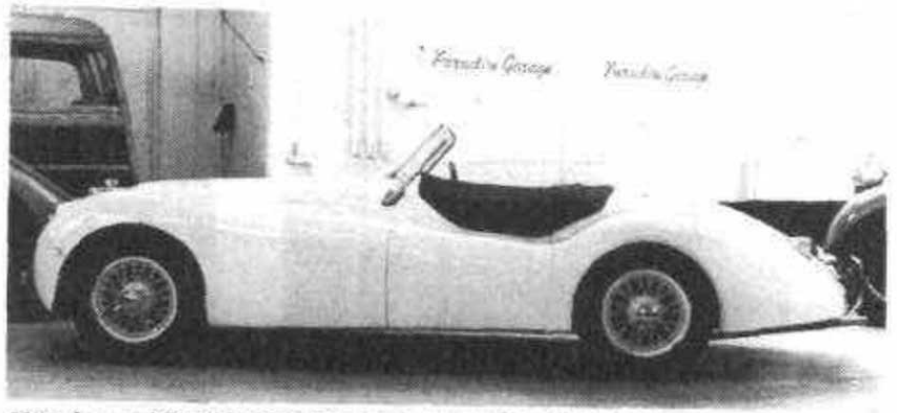
1966 Aston Martin DB6 Vantage. Outstanding condition.



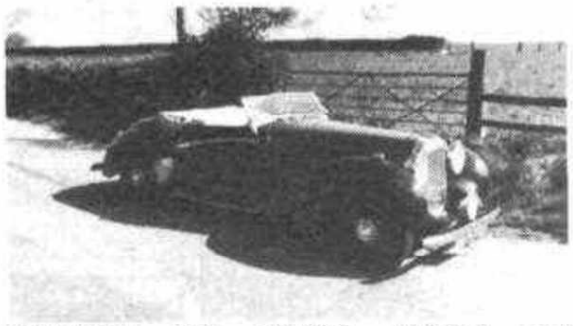
1936 Aston Martin 1½-litre Le-Mans Open Four Seat Tourer.



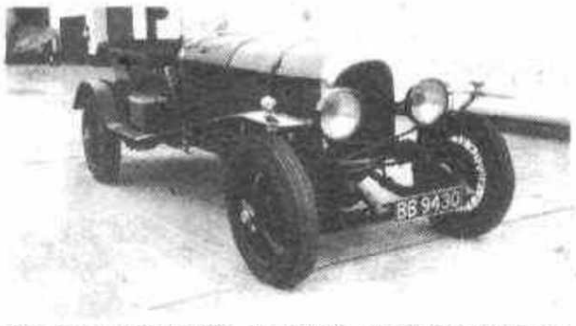
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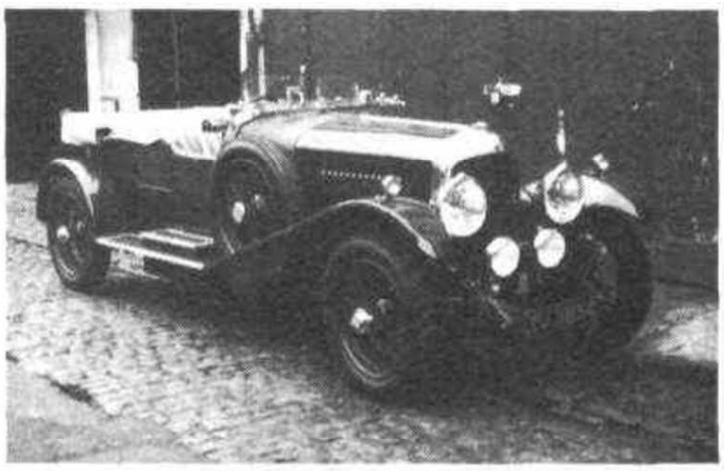
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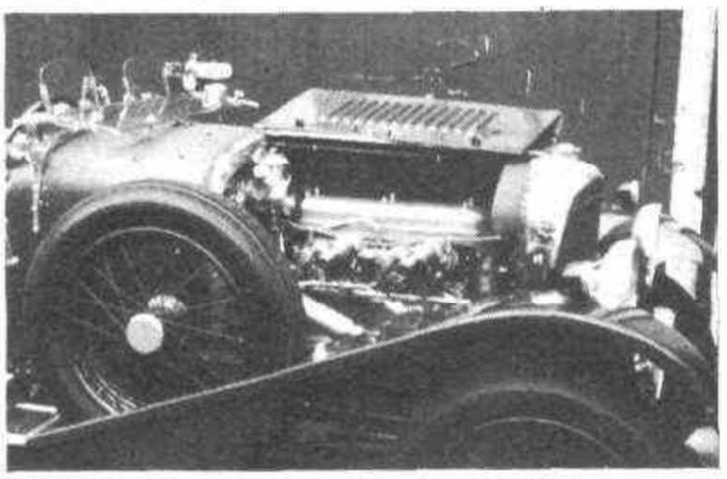
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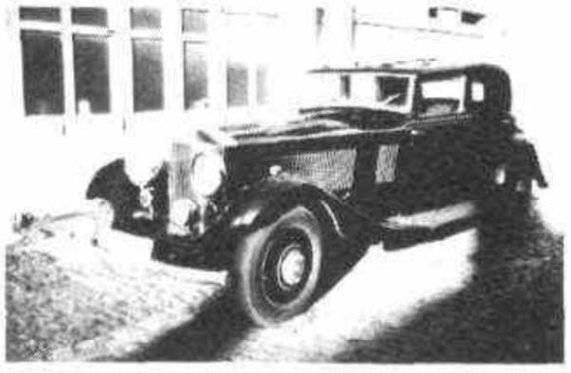
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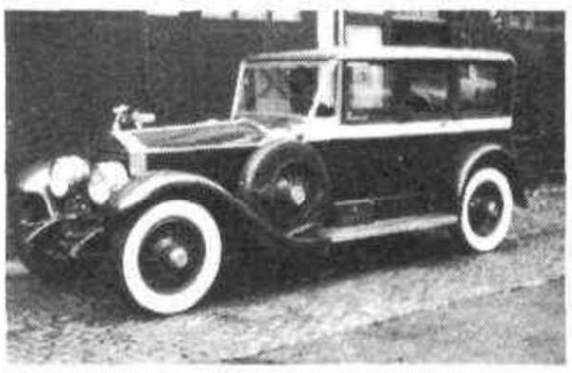




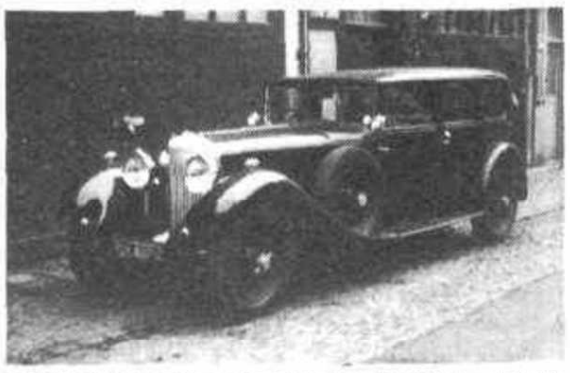
1927 Bentley 4½ litre Chassis No. SL3501 (very early 4½ litre), Vanden Plas style bodywork in near concours condition.



1933 Rolls Royce Phantom II. Continental Sports Saloon by Barker, chassis No. 130 MY, 98,000 miles, believed genuine, fine original interior.



1925 Rolls Royce Springfield Ghost Limousine by Brewster, left hand drive, front wheel brakes, centre gearchange. Excellent example.



1931 Bentley 8 litre Limousine by Park Ward, original, unmodified 8 litre.

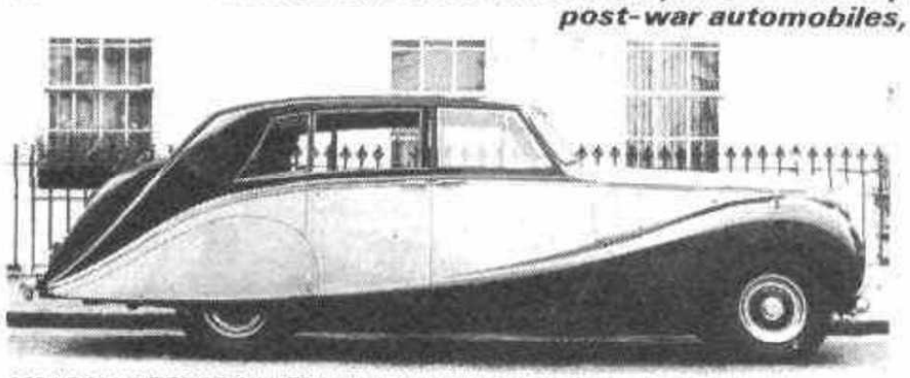
1935 Bentley 3½ litre converted to pick up. Registration No. BNN3.
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1925 Bentley 3 litre Speed model, Vanden Plas Tourer.
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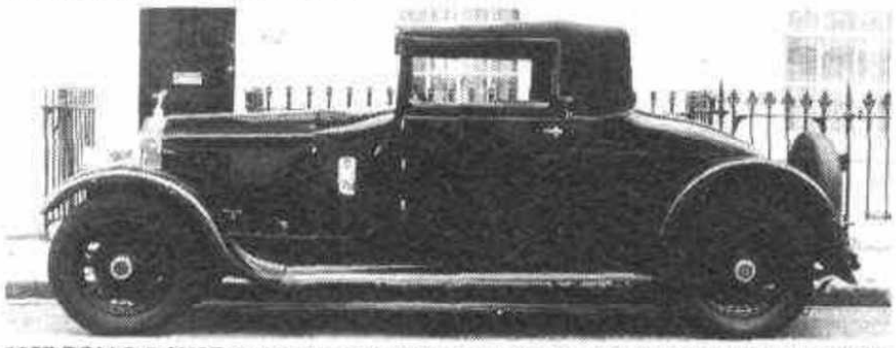
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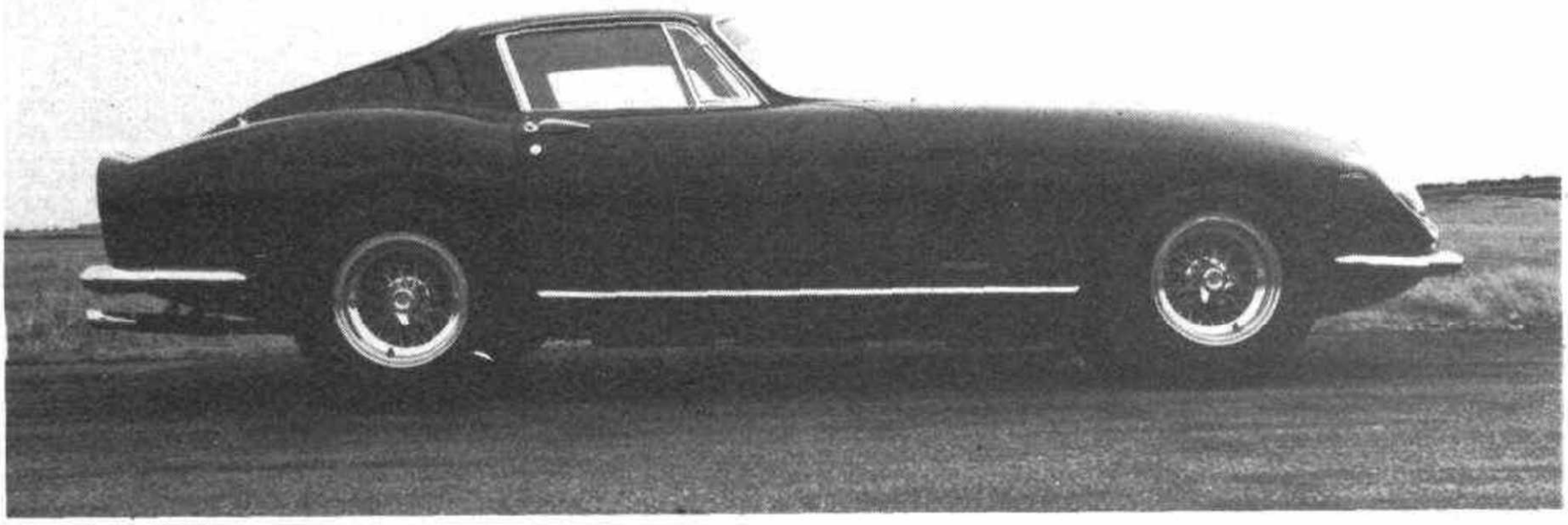
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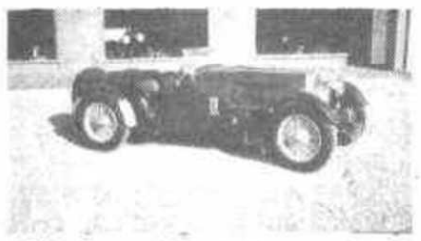
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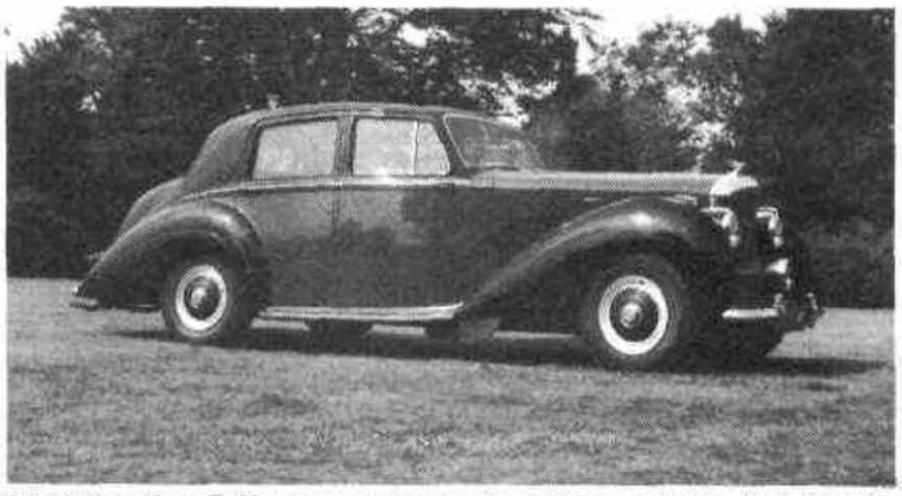
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ROLLS-ROYCE SILVER SHADOW 4-door saloon. First registered 1969. Finished in Shell Grey with black upholstery. 74,000 miles. Air conditioning.

BENTLEY S3 4-door saloon. First registered 1963. Finished in Sand with red upholstery. 98,000 miles only.



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Printed by The Lincoln's Inn Press Ltd. for the Publishers: Motor Sport Magazine Ltd., Standard House, Bonhill Street, London, EC2A 4DA.

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