February 1982 Vol.LVIII No. 2 60p

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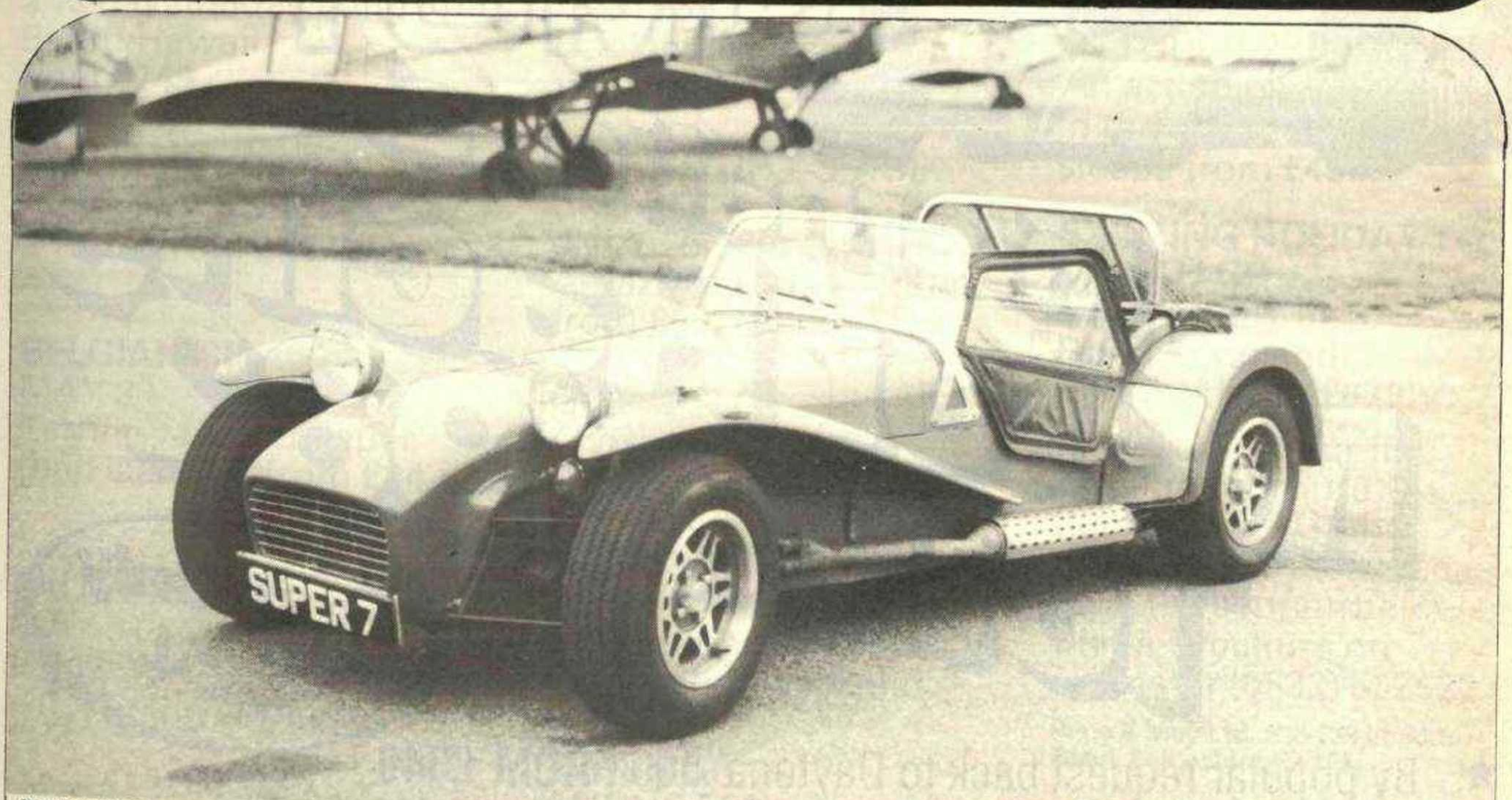
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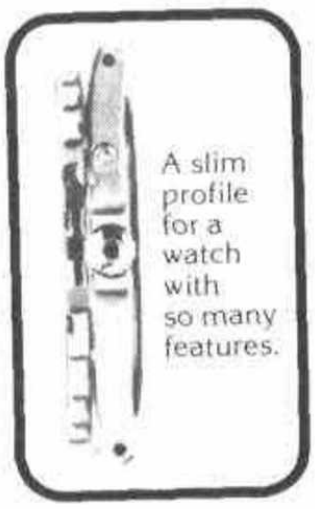
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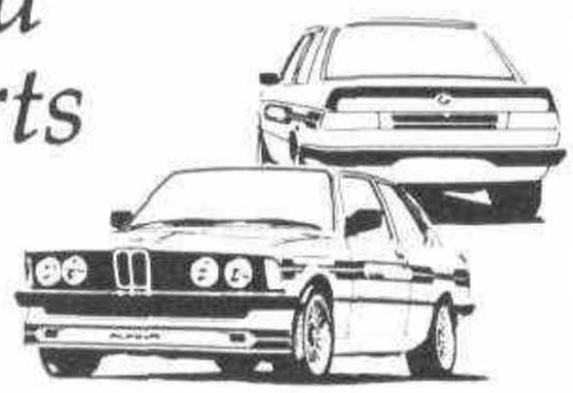
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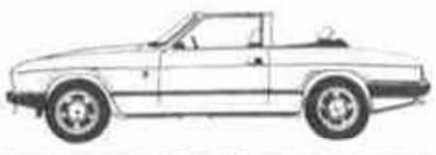
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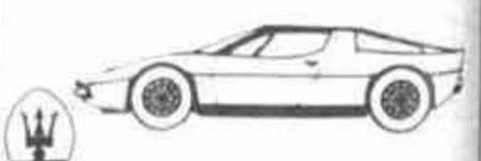
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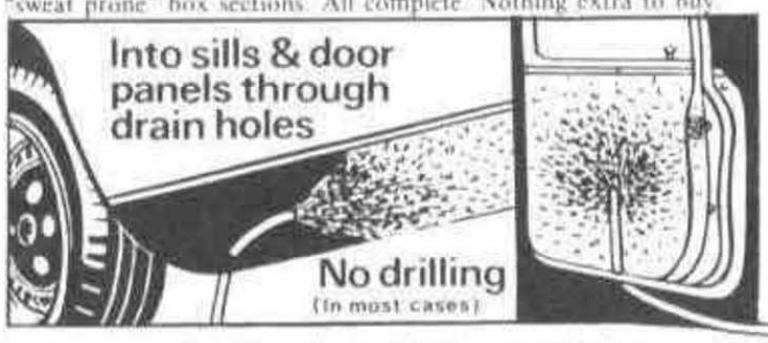
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Fast action at any angle. Even upside down

AA REPORTS after FOUR WINTERS
"No rust on visible WAXOYL treated areas"



LAING off-shore's largest Rig uses WAXOYL on sea-washed equipment

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

ICI recommend WAXOYL for brine circulation pipes

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 rustproolers give short-lived results using thin cheap oils. Those with harmful acids need washing off (otherwise acids eat metal!) Zinc compounds eventually fail. But please, watch out! Others (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.

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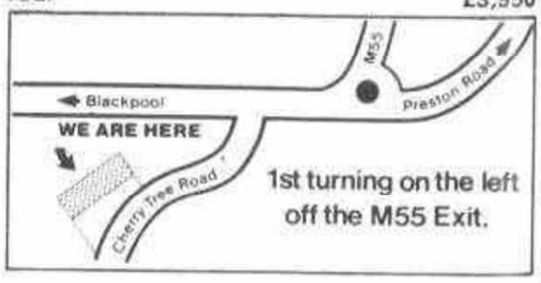
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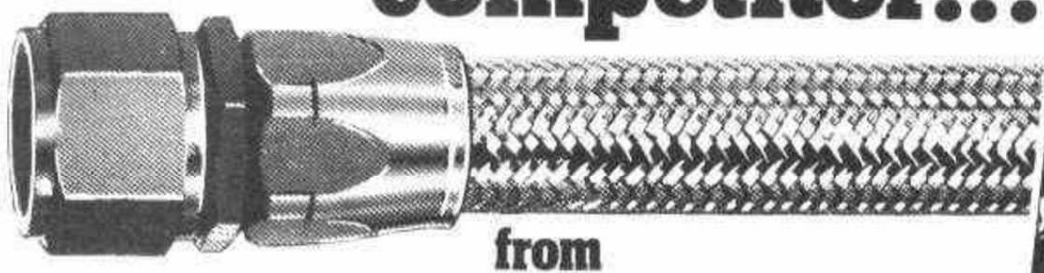
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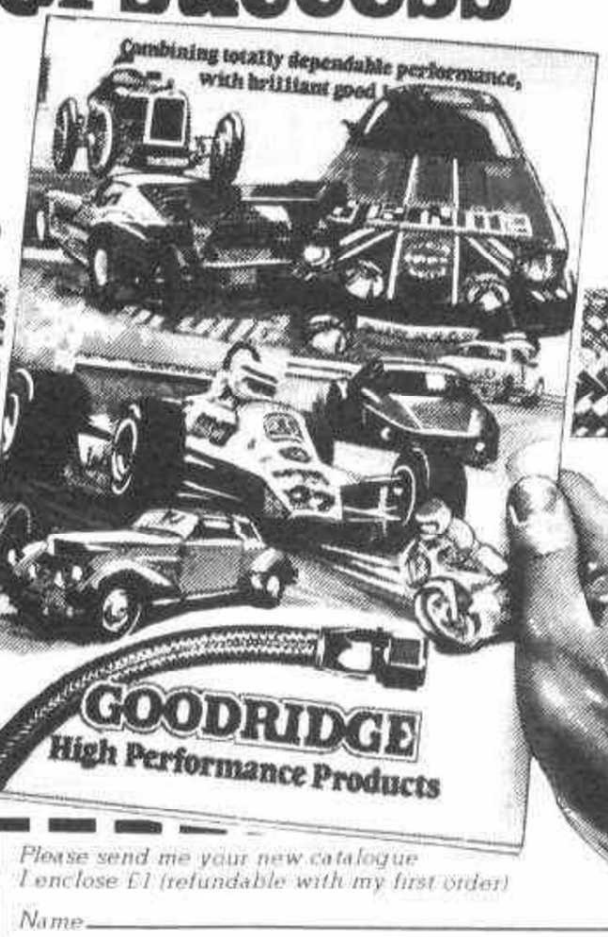
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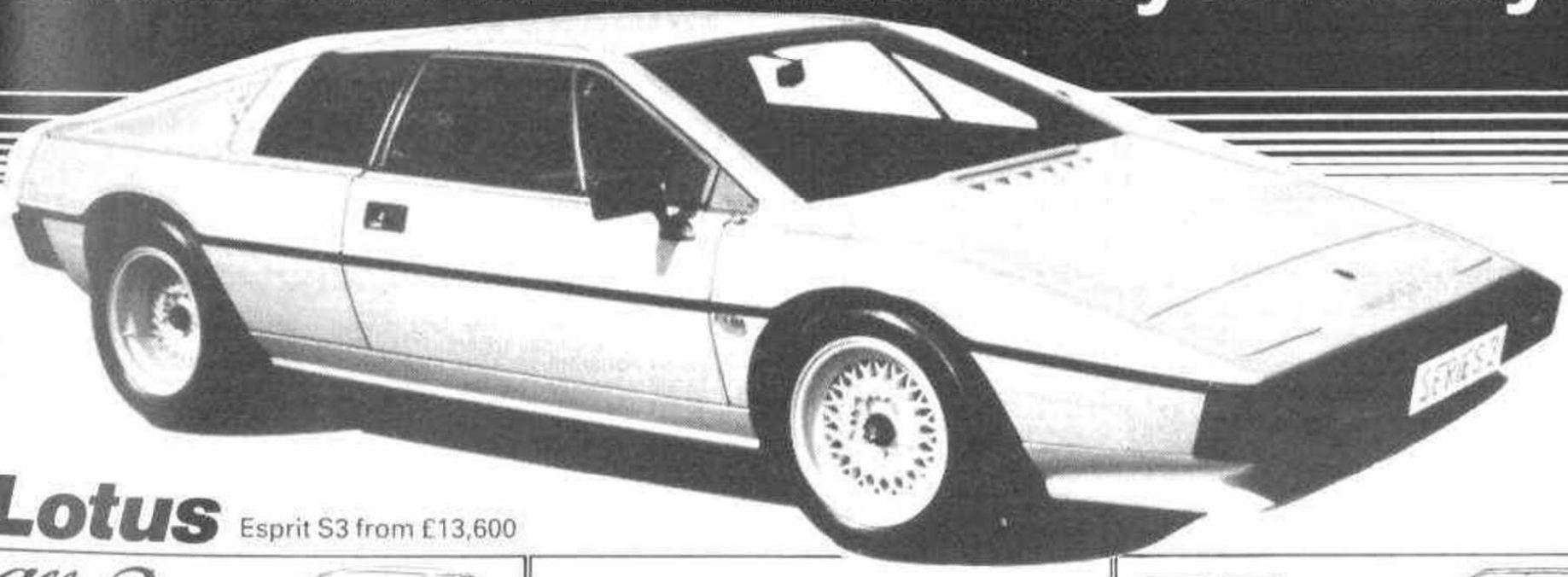
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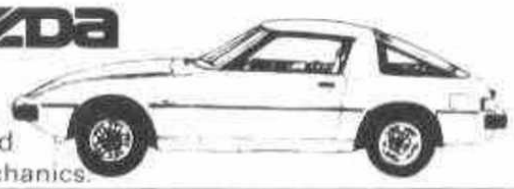
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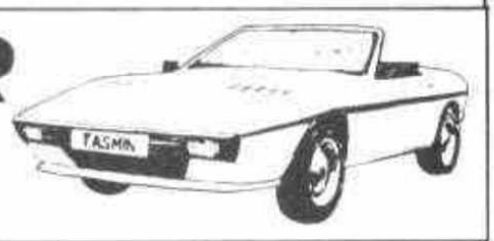
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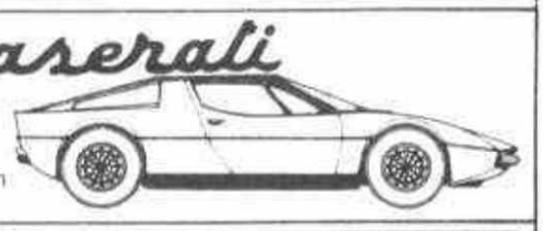
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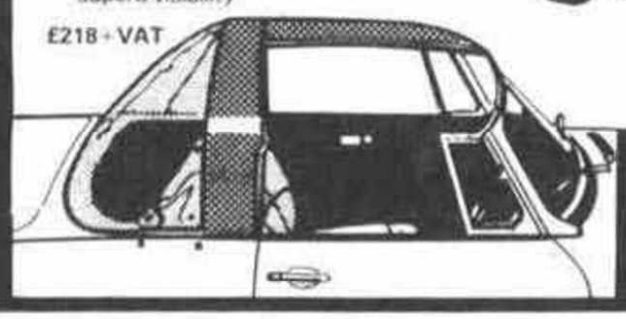
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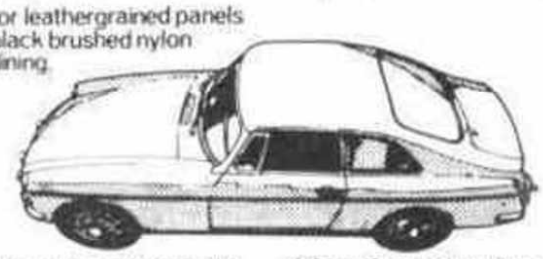
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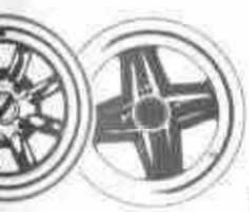
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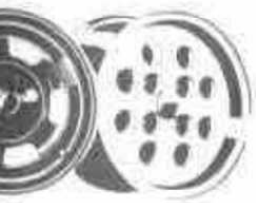
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	Mistral	R/lotion
	£19.25	£21.95
	£23.95	£25.50
	£26.85	£28.50
	£27.95	£29.95
	£31.95	£36.95

AL USE STD. NUTS
LUTION £12.00 per 16 NUTS



RACE

	Slot	Sonic
	£37.50	£37.50
0	£46.50	N/A
	£46.50	£42.95
	£47.50	£47.85

INCLUDES NUTS



	WELLER 8 SPOKE STEEL	
ALEYCAT ALLOY	Alleycat	Weller 8 Spoke
0	N/A	£13.75
	£28.75	£17.50
J	£31.75	£17.50
	£33.75	£17.50
	£36.95	£18.75
	£39.95	N/A

CAT & WELLER USE
NUTS
AGE WHEELS £1 EACH
NUTS (Set of 4) £13.95

Steering Wheels

RSPORT
r 3 Spoke Alloy
3" 14" 15" £19.95
r 4 Spoke Alloy
14" £23.50
Boss £8.95
£1.50 (COMPLETE)

Spoilers

t
Arch Spoiler Kit £110.50
t for Above £50.00
Spoiler Golf £37.00
Colour Decor Sets £31.50
Spoiler Golf £31.50
RICOR £3.25

Manifolds

ANCH
00
o/1600 Sprite £52.50
ha/X Flow £34.00
r L.C.B. £32.00
r 3 Branch £27.50
t/Sprite "A" £34.25
£19.00
P. £3.25

Seats



CORBEAU

GT4	£87.25
GT5	£67.45
GT6	£76.99
GT7	£87.85
GT8	£63.95
GT8 H/Back	£73.25
GTA	£31.95
GTA H/Back	£34.95
GTB Black	£73.25
GTB Euro	£104.45
GTB Euro Hi Back	£121.85
Euro S/Frame	£19.50
Sub Frame	£ 9.95
Comp Frame	£10.50
Flat Bar	£ 1.68
H/Rest	£ 8.95

HOPKIRK

Carrera Recline	£54.50
Super Carrera R/C	£61.25
Carrera Fixed	£41.95
Easy Rider	£34.65
Monza	£58.00
Sebring	£58.85
Dolomite	£26.55
Alpine	£30.45

ACCESSORIES AS CORBEAU

RECARO

Rally	£195.00
H/Back Race	£195.00
Ideal "N" 81	£195.00
Ideal "LS" 81	£225.00
Electric Adj.	£305.00
Ideal "C" 81	£465.00
Orthopaedic	£555.00
Headrests	£20–£23
Subframes	From £16.00

ALL SEATS £3.50 DELIVERY

Driveshafts -new

EXAMPLES:–

Golf 1/1300 L/H	£51.65
Golf 1/1300 R/H	£57.65
Golf 1500 L/H	£52.65
Golf 1500 R/H	£71.85
Beetle 1302 L & R/H	£56.95
Allasud L & R/H	£54.50
Alfetta L & R/H	£58.45
Audi L & R/H	£81.85

+ CHRYSLER, CITROENS, FIATS, RENAULTS & PEUGEOTS STOCKED £3.50 PAIR DELIVERY

Piper Camshafts

4 CYLINDER ENGINES

Fast Road (Green)	£21.00
Road/Rally (Yellow)	£23.00
Stage Rally etc. (Red)	£25.00

6 CYLINDER ENGINES
+ 50% ON ABOVE
SECURICOR £3.25

VALVE SPRINGS TO GO WITH ABOVE CAMS

Set of Single Springs 4 Cyl.	£12.50
Set of Double Springs 4 Cyl.	£17.50

CAM FOLLOWERS FOR ABOVE CAMS

Mini & Ford X/Flow etc.	Set £15.00
Ford 1.6/2 Litre S.O.H.C.	Set £24.00
Ford V6 Post 72	Set £30.00
Chevette "H" Series	Set £15.00

P. & P. £1.50

Coil Springs



ALL GUARANTEED 12 MONTHS
Prices per Pair

LEYLAND

MGB GT (F) +	£21.95
MGB Coupe (F) +	£19.80
Midget Rally (F) *	£19.85
Midget Lowered (F) +	£25.95
Midget STD. Height (F) +	£25.95
Range Rover (F & R) +	£39.40
Triumph TR7 (F & R) +	£26.25
Spitfire (F) +	£16.95
Triumph 2, 3, 4, 5, 6 + (F)	£21.50
Triumph 5 & 6 (R) +	£29.20
Dolly Sprint (F) +	£20.45
Dolly Sprint (R) +	£16.50
Triumph 2000 (F & R) +	£27.65

BMW

BMW 323i (F) +	£29.25
BMW 323i (R) +	£17.45

FORD

Capri (F) +	£17.85
Cortina Mk 1 + 1" *	£18.35
Cortina Mk 1 +	£18.35
Cortina Mk II +	£18.85
Cortina 1600E 51D	£19.96
Cortina Mk 3 (F & R) +	£25.95
Escort T/C RS 145lb + 1"	£17.95
Escort T/C RS 125lb + 1"	£16.95
Escort T/C RS 190lb + 1"	£26.50
Escort T/C RS 145lb –1"	£20.76
Escort 11/1300 145lb + 1"	£16.95
Escort 11/1300 145lb –1"	£17.95
Escort 11/1300 180lb	£17.95
Escort T/C RS World Cup	£19.95
Fiesta (F) +	£17.95
Fiesta (R) +	£16.85
Escort Mk 3 (F) +	£20.25
Escort Mk 3 (R) +	£22.95
Escort Mk 3 (F) + 1" *	£22.95
Escort Mk 3 (R) + 1" *	£24.75
Granada (F) +	£38.95
Granada (R) +	£38.95
Cortina Mk 4 (F) +	£34.75
Cortina Mk 4 (R) +	£33.45

LOTUS

Elan (F) STD.	£11.45
Elan (R) STD.	£15.95
Elan +2 (R) STD.	£19.45
Europa (F) STD.	£15.95
Europa (R) STD.	£15.95

RELIANT

Scimitar (R) STD.	£20.85
Scimitar (F) SE6 STD.	£25.50
Scimitar (F) Up to SE5	£27.85

TALBOT

Avenger (R) *	£25.56
Avenger (F) *	£27.50
Imp RAC Spec. (F) *	£17.28
Imp RAC Spec. (R) *	£24.95
Sunbeam (F) 145lb 1" *	£27.00
Sunbeam (R) 210lb 1" *	£22.28
Sunbeam (F) 165lb *	£20.65
Sunbeam (R) 165lb *	£20.65
Sunbeam (F) 195lb 1"	£25.30
Sunbeam (R) 195lb 1"	£19.25

VAUXHALL

Chevette (F) Tarmac *	£21.45
Chevette (R) Tarmac *	£34.25
Chevette (F) T *	£26.85
Chevette (R) T *	£34.25
Cavalier (F) +	£26.25
Cavalier (R) +	£34.25
Magnum (F) +	£20.85
Magnum (R) +	£23.35

VOLKSWAGEN

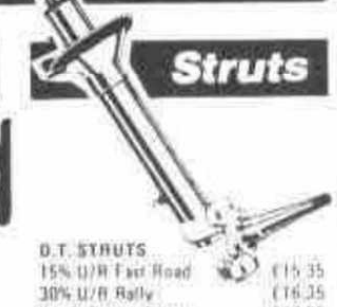
Golf GTi 1" + (F)	£23.60
Golf GTi 1" + (R)	£23.25
Golf Std. 1" + (F)	£23.60
Golf Std. 1" + (R)	£23.25

SYMBOL CODE

+	25% Up Rated From Standard
*	Rally Specification
1" etc.	Ride Height Difference from Standard Car
STD	Standard Specification

CARRIAGE POST £2 PAIR
SECURICOR £3.25 UP TO 3 PAIRS

Struts



D.T. STRUTS

15% U/R Fast Road	£15.35
30% U/R Rally	£16.25
Super Tweek Road	£17.95
Eppynt Wedged Rally	£19.95
World Cup Thick Rod	£19.95

TR7 UNITS ADD £10

STRUT ACCESSORIES

Strut Gaiters	Each £2.30
Brace Bars	From £15.95
Coil Spring Clamps	£5.95

N.B. All Struts carry a £10 per unit surcharge which is refundable on return of a serviceable old unit.
CARRIAGE & PACKING £3.50 PER PAIR

Lever Arm Shocks



ALL OUR UNITS ARE TO THE HIGHEST STANDARDS.

	30% UR	STD	NEW
D/bl. Arm	12.25	10.65	26.25
Single Arm	9.50	8.35	17.50
Marina	14.75	12.65	19.95

Cortina Mk 1 & 11 Adjustable Rear Levers (New) £12.95 Each
All Lever Arm Shocks carry a £10 Surcharge refundable on receipt of a similar serviceable lever arm.
CARRIAGE & PACKING £3.50 1 or 2 PAIRS

Conversion Kits

LEVERS TO TELIS

Marina Mk.1 & 2 Complete Kit

Adjustables Armstrong	£36.95
Monroe H/Duty	£34.95
Spax Adjustables	£44.50
Koni (The Best)	£55.00

Conversions available for Sprites (Rear), MGB (Rear), Healey 3000 (Front), M1000 (F & R), Riley 1.5 (F & R). Koni Only
ALL £65 PER KIT
CARRIAGE & PACKING £3.50

ROVER SDI REAR TELISCOPIC COIL SPRING CONVERSION

Monroe Kit Complete	£47.50
Koni Kit Complete	£139.50

CARRIAGE £3.50 SECURICOR

Leaf Springs



EXAMPLES	Prices Each
Sprite Mk 1 & 2, 3 & 4	£26.34
Healey 100/6, 3000	£28.50
Escort Mk 1 H/Duty	£21.00
Escort CD6 & CD8	£19.95
Cortina Mk 1 & 2	£28.00
Capri Mk II & III	£26.50
Morris 1800	£21.28
Marina (All) H/Duty	£26.70
Landrovers	From £34.50
Hillman Hunter	£24.00
Jaguar XK 150 '57 '61	£39.00
Jensen Interceptor	£61.00
MGA '55 '61	£25.50
MGB	£25.20
MGB Coupe H/Duty	£35.00
MG Magnette 2A, 2B	£40.50
Triumph 2, 3, 3A	£27.00
Herald	£48.00
Vitesses '62 '67	£36.25
Spitfire Mk 1, 2, 3	£36.25
GT6 Mk 2 & 3	£37.00
CD6 Ford	£19.95
CD8 Ford	£19.95

CARRIAGE 2 SPRINGS £3.50

Telescopic Shock Absorbers & Inserts

Largest U.K. Koni stockist



	ARMSTRONG STD		SPAX ADJ		KONI ADJ		BILSTE H/DU
	Front	Rear	Front	Rear	Front	Rear	Front
ALFA ROMEO							
Giulia, 1300, 1600	11.50	11.50	14.85	14.85	28.95	26.56	33.16
GT, GTA, GTV, GTJ, L, TI + Super	11.50	11.50	14.85	14.85	26.56	26.56	33.16
Alfetta, 1.6, 1.8, 2.0, GT, GTV, Giulietta	16.25	11.50	16.45	15.95	29.75	27.90	34.76
Alfasud 1350, 1500, Super Ti	N/A	11.50	N/A	17.96	+44.80	31.40	+49.12
AUDI							
100, L, GL, LS, + Coupe with Telescop... *	N/A	N/A	19.66	14.85	34.85	27.60	33.70
100,L,LS,GL,GLS,5E,55,Avant,200,5T & 5E	+22.50	15.75	N/A	N/A	+44.80	29.75	+57.80
BMW							
1500, 1502, 1600, 1602, 1800, 1802	+19.95	11.50	N/A	15.85	+42.85	28.86	+56.70
2000, 2002, Ti, Tii, Coupe, Turbo	+19.95	11.50	N/A	15.85	+42.85	28.86	+56.70
316, 318, 320, 323, 323i	+19.95	19.95	N/A	32.55	+42.85	34.15	+61.00
2500, 2.8, 3 Litre, S, L, 3.3L Saloon	+19.95	32.00	N/A	32.55	+42.85	42.85	+61.00
518, 520, 525, 528, 530, 630, 633, CS, CSi	+19.95	32.00	N/A	32.55	+42.85	42.85	+61.00
628, 635, CSi, 728, 730, 732, 733, 735i	+19.95	32.00	N/A	32.55	+44.80	42.85	+61.00
BRITISH LEYLAND							
Mini, Clubman, Cooper, 1275 GT Sal + Est	8.95	8.95	14.85	14.85	26.56	26.56	29.46
Mini Metro	8.95	N/A	14.85	N/A	26.35	N/A	N/A
MG, TD, TF, Midget, Sprite, Ali, MGB, MGA, Magnette	*	*	*	* Kit	*	* Kit	*
MGC	11.50	*	19.85	* Kit	26.56	* Kit	N/A
Morris Marina, 1st Sal, Est, Van 1.3, 1.8 All	*	11.50	* Kit	14.85	* Kit	26.56	*
DATSUN							
Cherry 100A, 120A, F1, F11 Saloon, Coupe	+19.95	8.95	N/A	N/A	+42.85	28.06	N/A
240Z, 260Z, 280Z, Coupe, 2 + 2, Zx	+22.50	+22.50	N/A	N/A	+44.80	+ 44.80	+65.70
FERRARI							
275, 330, 206, 246 GT B C S	N/A	N/A	N/A	N/A	42.85	42.85	N/A
Dino 308, GT6, GTB, GT4, GTS, Spider, +2+2	N/A	N/A	N/A	N/A	42.85	42.85	N/A
365, GT, GT4, GTC, Daytona, 2+2, 512, 400GT Auto	N/A	N/A	N/A	N/A	47.25	47.25	N/A
FIAT							
124, 125, 126	11.50	11.50	14.85	16.45	26.55	27.90	32.85
131, Mirafiori	+19.95	11.50	N/A	16.45	+47.25	28.86	+63.90
X1/9	N/A	N/A	N/A	N/A	+42.85	+42.85	N/A
Ritmo, Strada	+19.95	+19.95	N/A	N/A	+45.85	+45.85	+61.37
Panda	N/A	N/A	N/A	N/A	+45.85	35.35	N/A
FORD							
Fiesta 1.0, 1.1, 1.3, 1.6 *	+19.95	16.95	N/A	N/A	+44.80	42.85	+60.20
Capri Mk 1, 2, 3 All	+19.95	11.50	N/A	16.45	+44.80	29.66	+57.45
Escort Mk 1 1100/1300/1600 Sport Sal + Est	+19.95	11.50	N/A	14.85	+37.90	28.56	+51.78
Escort Mk 2 Mexico, RS1800, RS2000	+ N/A	11.50	N/A	14.85	+47.25	31.86	N/A
Escort Mk 3 Saloon, Estate +RS	+19.95	16.95	N/A	N/A	+44.80	+44.80	N/A
GILBERN							
Invader Mk 3	11.50	N/A	16.45	30.66	29.75	N/A	N/A
JAGUAR							
2.4, 3.4, 3.8, 240, 340, XK140, 150	23.75	N/A	19.66	19.66	36.80	36.80	N/A
3.8S, 420, 420G, E Type, Mk X	23.75	N/A	19.66	23.96	36.80	31.86	N/A
XJ6, XJ12, XJS	16.25	19.96	19.66	23.96	27.60	32.90	N/A
JENSEN							
Interceptor	23.75	23.75	19.66	19.66	36.30	36.30	N/A
Healey	11.50	11.50	14.85	14.85	32.90	32.90	N/A
LANCIA							
Fulvia, Flavia Saloon + Coupe	N/A	N/A	14.85	14.85	28.56	28.56	N/A
Beta Saloon, Coupe, HPE, Monte Carlo, Gamma	+19.95	+19.95	N/A	N/A	+42.85	+42.85	+67.46
Delta	N/A	N/A	N/A	N/A	+57.75	+57.75	N/A
LOTUS							
Seven Series 2/3/4	22.50	22.50	21.95	21.95	42.60	40.25	N/A
Elan, Elan + 2	22.50	+19.95	21.95	N/A	49.50	+44.80	N/A
Eclat 520, 521, 522, 523, 524, Elite 501, 501, 503, 504	23.00	23.00	21.95	21.95	47.25	47.25	N/A
Europe Series 2 inc. F/Cam	22.50	22.50	28.85	21.95	42.60	40.25	N/A
Esprit	15.75	23.00	17.86	32.56	37.90	62.40	N/A
MARCOS							
Coupe, 2 Seater	N/A	N/A	21.95	21.95	N/A	N/A	N/A
Mini Marcos	8.95	8.95	14.85	14.85	26.56	26.56	29.46
MAZERATI							
Ghibli, Bora, Mexico	N/A	N/A	19.66	N/A	35.30	33.75	N/A
MERCEDES Available please enquire price							
MORGAN							
Plus 4, 4+4, Series 2, 3, 4, 5, + Plus 8	11.50	*	14.85	*	26.56	26.56	N/A
OPEL							
Kadett B+C Models, Saloon, Coupe, (Ex GTE), Ascona + Manta A (Ex 11.50		11.50	16.45	16.45	29.95	28.86	29.46
Kadett D Model 1980 on	+19.95	11.50	N/A	N/A	+34.25	26.86	+52.91
Monza, Rekord III + Senator (Fitted with Struts at front)	+19.95	11.50	N/A	N/A	+47.85	28.86	+54.26
Commodore B, GS, +GSE, Rekord II	11.50	11.50	16.45	16.45	28.86	28.86	29.46
PEUGEOT							
104	+19.95	23.00	N/A	16.45	+41.80	41.80	N/A
204, 304	+19.95	23.00	N/A	N/A	+44.80	52.90	N/A
305	N/A	32.00	N/A	N/A	+44.80	52.90	N/A
404, 504, 604	+19.95	11.50	N/A	16.45	+44.80	32.75	N/A
PORSCHE							
911 (State Koni or Boge type fitted) + 914	+19.95	N/A	N/A	24.45	+44.80	37.90	+111.71
924 inc. Turbo	N/A	N/A	N/A	14.85	+42.85	29.75	+66.10
928	N/A	N/A	N/A	N/A	52.90	52.90	68.15
RELIANT							
Scimitar GTE SE5 + SE6	N/A	N/A	20.56	20.56	42.60	42.60	N/A
Scimitar GT	N/A	N/A	20.56	20.56	42.60	42.60	N/A
RENAULT							
R4, R5, R6, +R16	11.50	15.25	16.45	16.45	27.80	28.86	31.20
ROVER							
3 Litre + 3.5 Litre	N/A	N/A	19.66	19.66	26.56	26.56	N/A
2300 SD1	+19.95	N/A	N/A	N/A	+42.85	32.75	N/A
2600, 3500 SD1 models	+19.95	86.00	N/A	N/A	+42.85	Kit	N/A
Range Rover	23.75	23.75	19.66	19.66	37.75	37.75	39.66
Range Rover Heavy Duty Stabilisers	N/A	N/A	N/A	N/A	39.80	43.80	N/A
TALBOT							
Hillman Imp All	11.50	11.50	17.25	14.85	31.86	29.15	N/A
Minx, Hunter, Solaria + Avenger	+19.95	11.50	N/A	14.85	+42.85	28.56	N/A
Sunbeam 1.0, 1.3, 1.6 inc. Lotus	+19.95	11.50	N/A	14.85	+42.85	28.56	N/A
Solara, Horizon + Alpine	11.50	11.50	16.45	16.45	26.56	27.60	32.66
Simca 1000, All, 1100, 1300, 1500	11.50	11.50	14.85	14.85	27.60	28.86	N/A
TOYOTA							
Celica GT, LB, ST, Carina, Corolla 1200, 1300 inc 1600, Cressida	+19.95	11.50	N/A	17.95	+44.80	27.60	+66.70
TRIUMPH							
Herald, Vitesse, Spitfire, +GT6	12.95	11.50	19.50	14.85	31.40	28.86	N/A
Toledo, 1500, +TC, Dolomite + Sprint	12.95	12.95	29.35	19.85	31.40	31.40	N/A
TR3, 4, 4A, 5 + 6 (where tele fitted)	11.50	*	14.85	*	27.60	*	N/A
TR7 + TR8	+19.95	11.50	N/A	14.85	+42.85	28.86	N/A
TVR							
Griffith, 200/400 Series, Vixen S1/S2 Tuscan V8, M1000S	19.95	19.95	19.85	19.85	40.25	40.25	N/A
2500M, Vixen, 2500, 3000M, 3000S, Taimar	19.95	19.95	19.86	19.86	40.25	40.25	N/A
Taimar	11.50	23.00	N/A	N/A	N/A	N/A	N/A
VOLKSWAGEN							
Beetle All (with Telescopic)	11.50	11.50	14.85	14.85	28.86	26.56	N/A
Beetle 1302, 1303 (with front struts)	+19.95	11.50	N/A	14.85	+42.85	26.56	+61.76
Passat, 411, 412	+19.95	11.50	N/A	14.86	+42.85	29.15	+64.25
Golf, Jetta, Polo, Derby + Scirocco	+19.95	19.95	N/A	20.56	+34.25	30.25	+61.75
VOLVO							
120, 121, 122, 130, 131, 133	11.50	11.50	14.85	14.85	27.60	27.60	N/A
142, 144, 145, 164	11.50	11.50	14.85	14.85	28.86	28.86	31.20
242, 244, 245, 264, 265, 343, 345	+19.95	11.50	N/A	14.85	+42.85	28.86	+58.70

CARRIAGE POST £2.50 PAIR SECURICOR £3.50 PAIR

+ INSERT * LEVER ARM ^ STRUT ' MODELS MAY ALTER CONFIRM PRICE BEFORE ORD

Tyres rally & fast road



	GOODYEAR NCT	PIRELLI P7	DUNLOP
205/60 13	£49.30	£67.75	£53.60 D3
185/65 14	£42.50		£46.27 D3
195/60 14	£58.25		£58.70
205/60 15 HR	£62.66		
225/50 15		£121.00	
205/60 15	£73.40		£79.50
205/55VR 16	£131.56	£144.38	£142.95 D4
225/50VR 16	£149.24	£129.75	£162.33 D4

CARRIAGE TYRES £3.50 PER 2 TYRES "MAINLAND ONLY"
ALL PRICES ARE + CARRIAGE THEN + VAT 15% (15p in the Pound)
ADD 3% IF PAYING BY CREDIT CARD (TYRES ONLY)

How to Buy

ALL PRICES ARE + CARRIAGE THEN + VAT 15% (15p in the Pound)
PAY BY ACCESS/BARCLAYCARD AMEX
ORDER OVER THE PHONE OR WRITE IN
ADD 3% IF PAYING BY CREDIT CARD (TYRES ONLY)

Add VAT to all prices

ALL AVAILABLE MAIL ORDER–SEND FOR COLOUR CATALOGUE–ONLY
SECURICOR RAPID DELIVERY to UK mainland addresses at £3.25 for 48 hour or £9.50 for 24 hour ser

TISSOT
QUARTZ
below HALF PRICE
and
INTEREST FREE CREDIT!!!



Model No. Z40739
List Price
£145.00

NOW ONLY £69.50

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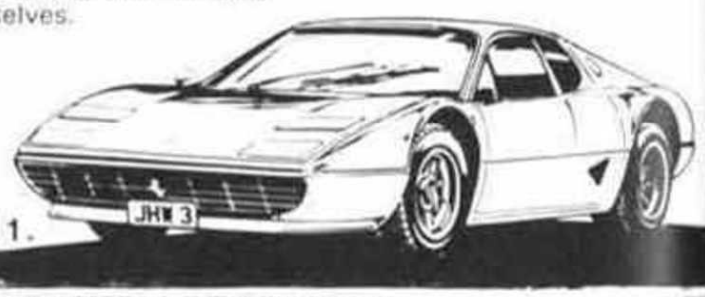
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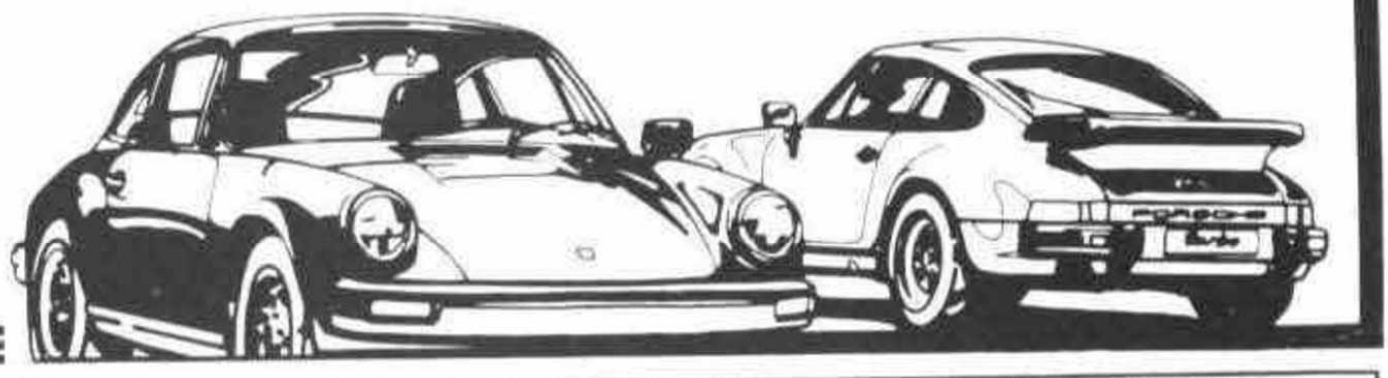
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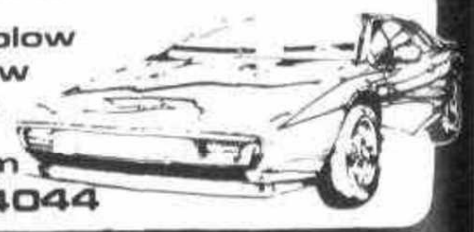
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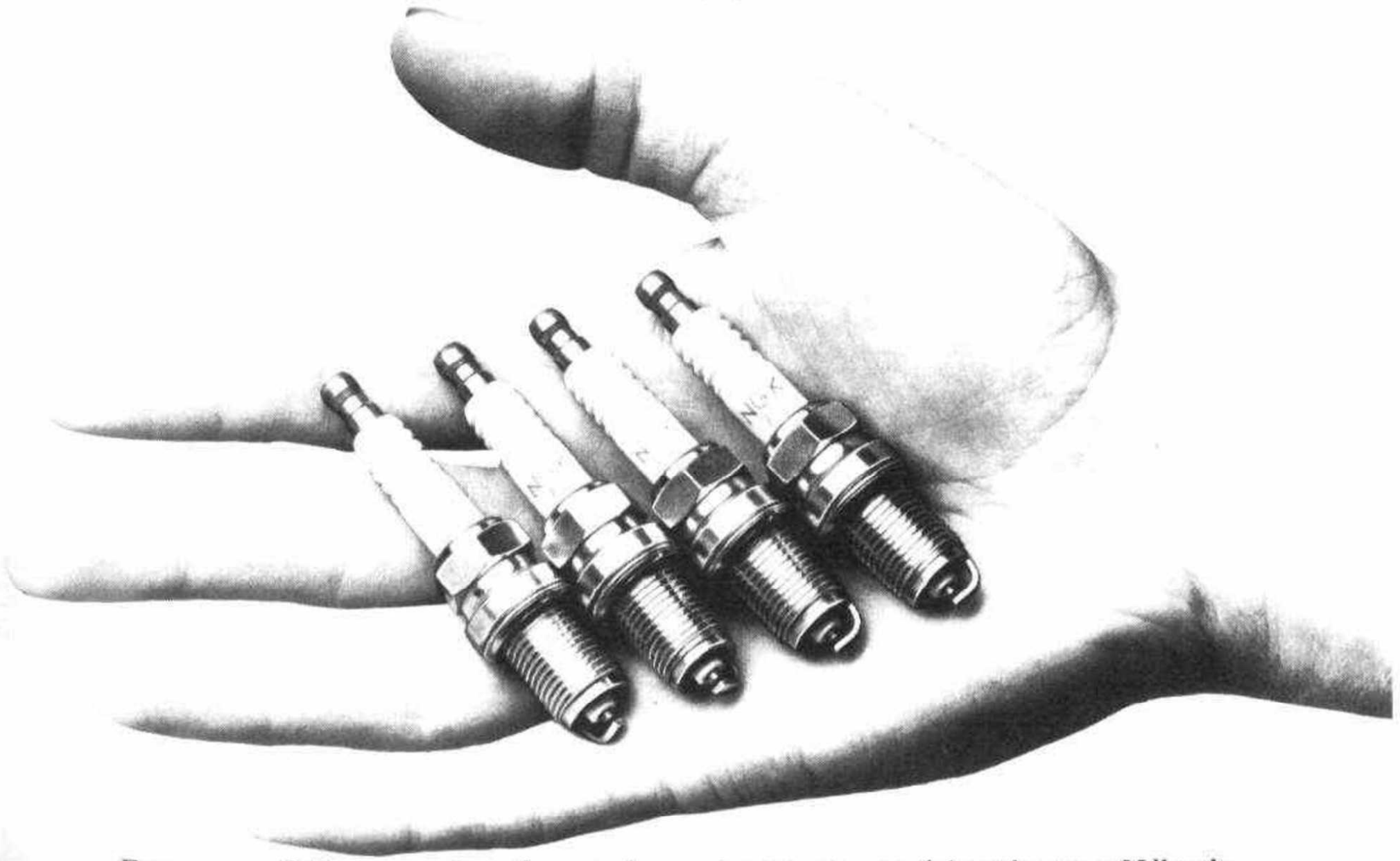
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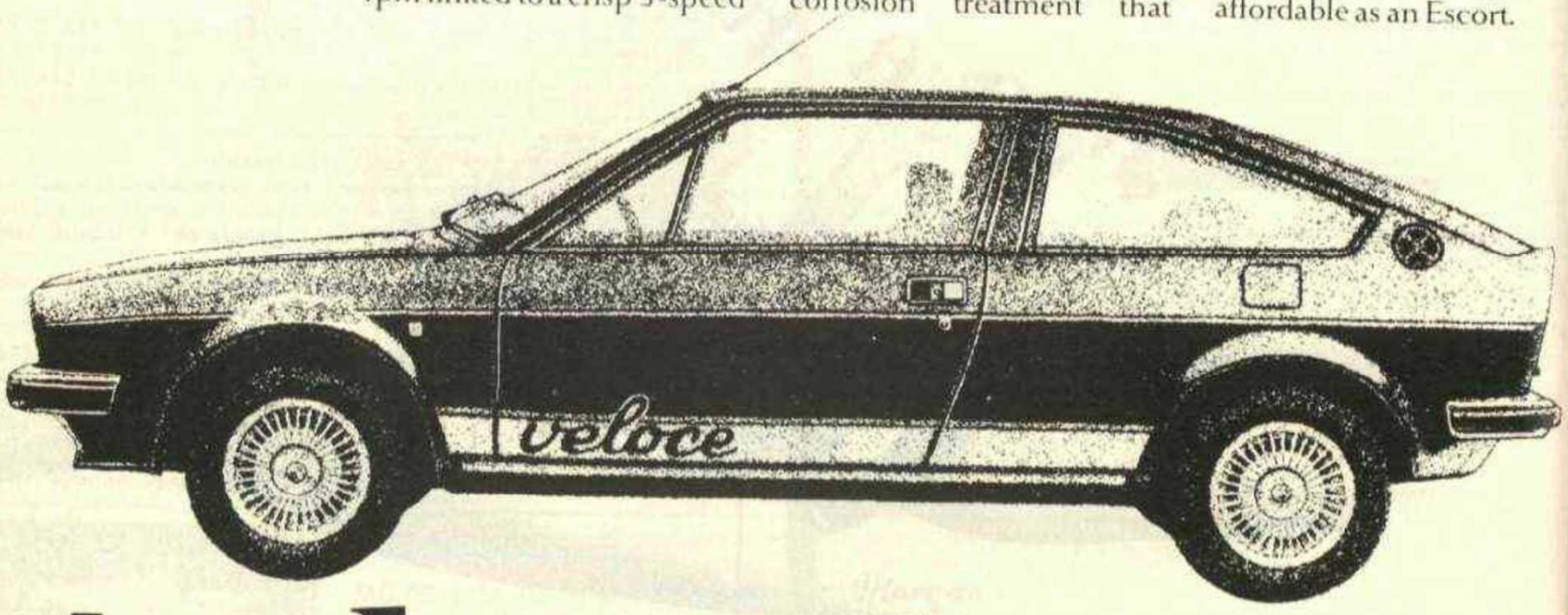
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VOL. LVIII No. 2 FEBRUARY 1982

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

STANDARD HOUSE,
BONHILL STREET,
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CONTENTS

	Page
Matters of Moment	143
Fixtures	144
Club News	145
Formula One Scene	146
Behind the Grand Prix Scene — The Circuit Inspector	147
Historic Grand Prix Cars — Maserati 8CTF	148
Rally Review	150
The revised Rover range	151
Mazda RX7	152
Exeter Trials of the past	154
Tuning Test — Fiat Abarth Ritmo	156
Veteran-Edwardian-Vintage	157
Vintage Postbag	163
My Year's Motoring — the Editor looks back on Road Test cars of 1981	168
Kyalami Testing *in colour*	178
Porsche 911 3.3 Turbo	180
Formula 3 in retrospect	186
Book Reviews	191
Air	192
Works Rally Quattro	194
Letters from Readers	197

FRONT COVER PICTURE: FORMULA 3 IN RETROSPECT: the heyday of the highly competitive 1-litre F3 is recalled in this shot of Tony Lanfranchi's Merlyn and Tony Trimmer's Brabham battling for the lead of a bunch during the 1968 Motor Show 200 contest at Brands Hatch. Both men showed tremendous speed and flair in this cut-throat category, yet neither ever made his mark in Formula One. This month we look at the great days of the 1-litre F3 and recall some of the fine drivers who never made the grade, starting on page 186.

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MATTERS OF MOMENT

FORMULA ONE TECHNICALITIES

As the highly-respected motoring writer Karl Ludvigsen, Vice-President of Ford-of-Europe Inc., reminded us last month, the engine-capacity regulations, the formulae, governing what is technically permissible "under the bonnet" in Formula One racing, is to be reviewed before the 1985 season, after having remained static since 1966, and agreement must be reached over any change by next October. It is then that the FISA will consider the best alternative, if any, to the prevailing rules that permit supercharged cars of up to 1½-litres and non-supercharged cars of up to 3-litres, all consuming commercial-grade petrol.

We would not presume to discuss this very important matter in the restricted space of this editorial. It is in any case something our contributors D.S.J. and A.H. will no doubt deal with in due course. All we intend to do here is to defend an aspect of Grand Prix (and other) racing which was dealt with adversely by the celebrated racing engine designer and constructor, Keith Duckworth, in the speech he delivered on the occasion of the presentation to him of the prestigious Ferodo Gold Trophy last year. Duckworth deservedly won this coveted award for his contribution to the development of the Cosworth engines that won eight out of last year's 15 Grands Prix and the Indianapolis 500 Mile Race, these engines of the famous 3-litre atmospherically-charged vee-eight formation being instrumental in gaining Williams the Constructors' Championship, and Piquet the Drivers' Championship with the Brabham team. All credit to Ford for financing the original deal. . . .

The comment of Duckworth's we want to comment on concerns the fuel-thirst of turbocharged racing power units. Duckworth pointed to the 1½-litre blown GP cars as being permitted to run against non-blown 3-litre cars in the mid-1960s because it was thought that mechanically-driven superchargers would rob such engines of much of their power, in spite of the forced-induction bonus, whereas future turbocharged 1½-litre racing engines, he suggested, would give power outputs which no normally-aspirated engine even of twice the swept volume could hope to match. That may be true, even if Duckworth's statement that "the turbocharger gets its power free" should surely be tempered by the thought that there must be *some* back-pressure and added weight losses. What really troubles us is that he sees future racing with turbocharged engines (which he himself is developing) as likely to be plagued with essential stops for refuelling and tyres, turning, in his opinion, Grand Prix races into "virtually two-part sprint events with a Fred Karno pit-stop in the middle".

The question to be answered is, do pit-stops ruin races? We suggest that in the past they have not! Furthermore, it seems that it could be these very pit-stops which could level-out racing between supercharged and non-supercharged cars in an interesting manner, as has certainly been the case previously. As we cannot foresee the future, it is logical to learn from the past. In that context, we can remember the spectator-interest caused by pit-stops for fuel and new tyres in many races, the lead inevitably changing because of such pauses. Today's F1 races are intended to appeal to the watching supporters (whether at the event or before a TV set) but all too often they soon become dull, if high speed, "processions". If pit-stops had to be made by the more powerful (turbocharged) cars, such processions would be broken up, and the race would have a satisfactory anticipatory outcome. (If this has not yet happened between today's cars, it must be because the very high-powered, excessively fuel-thirsty turbocharged engines visualised by Mr. Duckworth have not yet appeared.)

Pit-stops were a stimulating aspect of racing for many years. Not only did they introduce the aforesaid factor of uncertainty into the outcome until the chequered-flag was unfurled, but they brought into play the racing mechanics, that splendid race of men absolutely vital to motor-racing, but seen these days mostly behind the scenes. It may be argued that longer races are more applicable to pit-stops and in this context and, thinking of how much it now costs spectators to see a GP race, reversion to longer races might be no bad thing. Today's paying public gets very little, sometimes, from an under-200 mile, two-hour F1 contest, especially if it is curtailed for rain or other reasons.

In the olden times GP races were of enormous duration, even two-day affairs, to show the true worth of the victorious cars and drivers. When the first really big crowds attended GP racing in this country, at Donington, they saw Rosemeyer in action for more than three hours in 1937 before he won in an Auto-Union, and Nuvolari at work for rather longer when he won the GP for the same stable in 1938. Pit-stops altered frequently the order of these races and contributed to the speculation enjoyed by the big crowds who attended these Donington Grand Prix contests. We can see nothing "Fred Karno" about them! (Sometimes compulsory pit-pauses, not actually required by car or driver, have been used in minor events, to provide entertainment for the onlookers and training for the participants. These are quite distinct from pit-stops essential to the conduct of a big race.)

Even present-length races need not be spoiled by such stops, especially if they contain cars of widely

Continued overleaf

Motor Sport Fixture List for February

★ 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 = National. INT = International.

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Feb. 5th-7th	**Galway MC**	**Eyre Square**	**Galway, Southern Ireland**	**Galway International Rally (INT)**	17.00
Feb. 5th-7th	**Union Mecanisee Spa**	—	**Belgium**	**Boucles de Spa (European Rally Championship) (INT)**	—
Feb. 6th	Liverpool MC	Crest Hotel	Liverpool 108 420967	Mayfield Safari Rally (*R*)	09.00
Feb. 6th	Forest of Dean MC	Watts Tyres, Church Road	Lydney	Wyedean Stages (*R*)	09.30
Feb. 6th	Longton & DMC	Knowsley Safari Park	—	Stage Rally	—
Feb. 7th	Lincoln Motor Cycle CC	Newark Road Garage, Lincoln	121 966682	Bruce Robinson Rally (*R*)	08.00
Feb. 7th	H&DLCC	Rockhill Farm, Greete	Nr. Ludlow, 138 565725	Sporting Trial	10.30
Feb. 7th	Circle & Harrow CC	Brands Hatch Circuit	Dartford, Kent	CCH Sprint	13.00
Feb. 7th	Stroud & DMC	Motor House, Ebley	Stroud	Cotswolds Clouds Trial (*CI*)	08.30
Feb. 12th-14th	**International Swedish Rally**	—	**Sweden**	**Swedish Rally (World Rally Championship) (INT)**	—
Feb. 15th	Highland CC	Ladbroke Mercury Hotel	Inverness 26 684457	Ladbroke Snowman Rally (*R*)	08.00
Feb. 13th-14th	Furness District MC	Ravenglass, Cumbria	96 085964	Towers Leck Trophy (*CI*)	00.01
Feb. 25th-27th	**De Lacy MC**	**York Race Course**	**York**	**Mintex International Rally (INT)**	19.00
March 6th	West Essex CC	Langer Park Service Station	Felixstowe	Langer Park Forestry Stages (*R*)	—
March 7th	**SA Motor Racing Club**	**Kyalami**	**South Africa**	**South African GP (World Championship) (INT)**	—

MATTERS OF MOMENT

Continued from previous page

differing power. (Cases could be cited of very recent F1 races in which a car has been forced to go into the pits but has been competitive thereafter, even though with more-or-less evenly-matched cars in such short races, they are less desirable.) So we would have expected Keith Duckworth to see that pit-stops essential on the part of fuel-thirsty turbocharged cars could make it possible for such cars to race equally against the more fuel-conserving and efficient racing engines he advocates. This was the case when Seaman's rebuilt 1927 Delage was competing against the supercharged ERAs in the 1930s. The Delage was able to off-set its power deficiency and prove victorious because it could run a race non-stop, whereas the supercharged ERAs had to stop for more fuel. We well remember these races, and the prospect of the faster cars having to stop to refuel never spoilt them. Indeed, thinking back to the 1936 JCC 200 Mile Race at Donington, excitement was intense when Howe's ERA led the Delage by 8.4 sec. after 50 of the 77 laps but lost 39 sec. in the pits refuelling, so that the Delage took the lead, winning from the ERA by 51 sec. (see page 67 of "The MOTOR SPORT Book Of Donington"). Not only were such pit-stops highly exciting, for spectators, drivers *and* mechanics, but they levelled-up different approaches to racing engine techniques. . . .

After the war the same applied, when the heavy fuel-consumption of the 1½-litre blown Alfa Romeos was thus offset against the non-stop running of the 4½-litre non-supercharged Ferraris, etc. So why should a return to such a situation result in "two-part GP sprints with a Fred Karno pit-stop in the middle", as Mr. Duckworth fears?

We think that longer F1 races would be worth considering, even if they might be a strain to TV sports-producers. This is no reflection on whether or not the drivers of the 1980s "earn their keep" as did the drivers in former years, and such comparisons are pointless. It is simply that those paying dearly to spectate would get more for their money, a return to the kind of racing, for instance, when the winning drivers sometimes had to be helped out of their cars after driving for more than 3½ hours over the punishing Monaco circuit, or when Dick Seaman drove a powerful Mercedes-Benz for nearly 3 hr. 52 min. to win the 1938 German GP at the difficult Nurburgring. Pit stops would admittedly be seen to best advantage in the longer races. If any further proof of the excitement such pit-stops can create is needed, what of the 1935 German GP, in which Nuvolari had what could perhaps justifiably have been called a "Fred Karno happening", when the refuelling-pump broke? The four leading cars all stopped on lap 11 of the 22-lap race, for fuel and tyres. Those of von Brauchitsch, Caracciola and Rosemeyer were stationary for 47 sec., 67 sec. and 75 sec. respectively, but Nuvolari's out-dated Alfa Romeo lost 134 sec. Yet he then overhauled the field to win by 99.3 sec., a race hardly to be derided! The need for more pit-stops? What is there against them? Especially as a form of handicap in races contested by cars of varying power calling for heavy consumption of fuel in some cases. . . .

■ IT'S YOUR MONEY. . . .

Last year was a sad one where your money as British tax payers was involved. Industry-Secretary Sir Keith Joseph gave British Leyland another £990 million, in spite of that unhappy organisation's declaring a trading loss of nearly £500 million after closing the Speke body shop, their Coventry engines factory and the £27 million Rover plant at Solihull. Sir Michael Edwardes is reported, after his £8,000 a year salary increase, to be earning £90,000 a year. John DeLorean got another substantial government subsidy to aid his Belfast factory in making his $25,000 gull-wing sports cars, although these only sell in the USA, as we were told emphatically when MOTOR SPORT requested one for assessment last year.

Perhaps it was things like this which prompted Peter Schutz, Chairman of Porsche's Executive Board, to say recently that for Porsche the world-wide economic crisis is not a matter of planning for survival but of the degree of success this Company could continue to achieve. Porsche claim to have consistently made profits which have been reinvested in future developments. By last November the Zuffenhausen plant, producing Porsche 911SC and 928 models, was working to capacity making 70 cars a day, some 20% more than in 1980. Even in the USA, where the November 1981 sales were the worst ever, Porsche claims to have sold one-third of its output equal to within a few units of its equivalent 1980 sales. Porsche Cars (GB) Limited is said to be establishing new sales records, with Europe the most profitable market for Porsche cars.

Having declared that, Herr Schutz listed three main requirements for such success — provide a product the customer wants, motivate the employees by giving them maximum chances for advancement, and make profits for the shareholders. He commented that "It looks today as if the bigger companies are, the harder they fall; some of the conglomerates are struggling for survival." Said the German Director "It is quite possible for them to make losses for years but they are eating up their seed-corn, their investments. Sooner or later some of them will die."

We are not taking sides but feel that these opinions should be noted. Although Nissan-Datsun have so far not built its rumoured £250 million factory in Britain, BL is coupled irrevocably, it seems, to Honda, Lotus is linking up with Toyota to build a 2-litre Competitor for the Porsche 924, and Mazda's four million cubic foot spares centre in Kent to hold 1.2 million of spares (part of a £11 million Mazda UK building development) is on schedule. With Vauxhall losing nearly £60 million last year, Talbot (after a government loan of £50 million) closing its Linwood factory and a total of around 330,000 British motor industry workers made redundant in 1981, perhaps the best piece of news is that Victor Gauntlett has saved Aston-Martin Lagonda. . . .

Britain is not alone in motor troubles. Alfa Romeo (with Nissan-Datsun Associations) intends to have a four month shutdown — as here we mourn the demise of MG and TR7, so in Italy any curtailment of the exciting cars from the Land of Naples must seem catastrophic to enthusiasts.

The South African Grand Prix

LAST year the Grand Prix of South Africa, held on the fast Kyalami circuit, was the victim of the FOCA revolution and it was down-graded from a round in the World Championship series to a straight-forward International Formula One event. Bernard Ecclestone took his FOCA cohorts out to Johannesburg and put on a race with 1980 cars and 1980 tyres; it was not memorable.

Once the FOCA teams had succumbed and agreed to race with Ferrari, Renault, Alfa Romeo, Talbot, Osella and Toleman-Hart everything returned to normal and for 1982 South Africa was back on the World Championship list. Unfortunately the date given was January 23rd (Saturday) and MOTOR SPORT had to close for printing two days before. However, we shall have a full report with the usual photographic coverage in the March issue, but photographs of some 1982 cars, taken at unofficial pre-race testing, appear in the colour section of this issue.

* * *

Royal Aston Martin

EARLY in the new year, Victor Gauntlett was able to announce that Aston Martin Lagonda have been granted the Royal Warrant of Appointment by Prince Charles, who owns and cherishes a DB6 Volante.

Turbo-topics

MELVYN HACKETT of Roto-Master seems to e greeting 1982 with enthusiasm. Besides a role s suppliers of turbochargers to the British market – notably Janspeed, who are the largest in the ftermarket field — Roto-Master have prodded heir American sources for a new smaller rbocharger. Called the RM60 and based on the arrett AiResearch T04B, the unit is aimed at roviding more responsive boost effect on engines f 750 to 1,800 c.c.

Roto-Master also tell us that they have a new pe of wastegate now on offer, which combines a iston action with Teflon-coated rings to allow ore consistent operation. When people say "the rbo blew up", what they often mean is that the astegate failed to release excess pressure and us wrecked an engine, rather than the ecision-made turbine unit malfunctioning. So y progress on wastegate operation is to be elcomed.

We understand that Janspeed are currently erating demonstrators with these small RM60 rbos installed, including a Metro, Ford Escort R3 (quite well laid out for turbo as the exhaust de faces the air stream and offers good cooling otential) and Scirocco. We are also told that nspeed are offering an extensive turbo stallation warranty.

As for the enterprising Roto-Master concern, ey have now moved to another address in the uddersfield area: Rashcliffe Mills, Albert Street, ashcliffe, Huddersfield, HD1 3RD: telephone uddersfield 512222.

* * *

Toyotasport parts

S THE number of Japanese cars available to thusiasts increases monthly we can expect to see e importers following the paths which Ford and eyland trod in the sixties and seventies, with tensive performance equipment becoming ailable.

This has been true of Toyota for some time, hereas Datsun UK management has been rociously anti-motorsport since the late venties.

Toyota's efforts now include some itish-sourced parts and are looked after by even Johnson, a rabid enthusiast whose tenacity lped bring Toyota GB into extensive rallying pport during 1981.

From engine tuning parts to lightweight panels r Starlets, Corollas and Celicas (current models d those from the past), Toyota offer a mprehensive service. Looking through the llying, Group 1 production racing and Hot Rod cing entries one can see that competitors are ginning to take this service seriously, so that oyotas in motorsport are not the rare sight they ed to be in the UK.

Toyotasport components can be ordered rough the dealers or directly from Johnson at oyota (GB) Ltd, The Quadrangle, Redhill, rrey, RH1 1PX; telephone Redhill (0737) 585.

* * *

The Things They Say . . .

nd, of course, no round up of July, 1981 would complete without a mention of that famous ectacle watched by millions. No, not the Royal edding, but the opening of the Humber idge" — from *Motor's* review of last year, oving once again that it is not enthusiastic about British Royal Family.

CLUB NEWS

The Vintage Motor Cycle Club

THE VMCC certainly takes its rightful place with the older VCC and VSCC, and the HCVC, as a leading organisation looking after, and doing infinite good for, the older transport vehicles, in this case those with two or three wheels. Membership is open to any person who owns or has owned a motorcycle which is more than 25 years old or anyone interested in such machines. It is interesting that those joining are expected to maintain their machines in good condition. The Club has more than 4,500 members and is intending to become a limited company, opting for a first call of up to 6,000 members. A magazine, *The Vintage Motor Cycle*, is issued monthly and contains historic articles, and reports on activities of the 62 Sections (two overseas) which the Club fosters, these numbering, for instance, 43 such reports in the magazine issued last December, proof of the wide regional representation of this National Club. It also has Sections devoted to vintage racing (including grass-track) and a new Autocycle and Cyclemotor Section has been granted official status — offering almost the pleasure of riding a Pioneer machine, for about 1/50 the cost! The Racing activities included last year's Cadwell Park Meeting, at which 31 classes were contested over two days' racing, the winning makes numbering a 1930 Cotton, a 1928 Morgan and a 1929 Scott among the vintage competitors, Rudge, Morgan, Norton, Velocette and Triumph among the post-vintage contingent, and Norton, Vincent, Triumph and BSA of the post-war racers.

The VMCC also has Marque Specialists to help those with one-make restoration interests, and runs it own library. The Club President is Wally Frew and the Membership Secretary is Ken Hallworth, 26, Shrigley Road North, Higher Poynton, Near Stockport, Cheshire, SK12 1TE. A very big meeting is scheduled at Mallory Park next June which should interest others besides those owning old motorcycles or directly connected with the Club.

The Veteran Car Club

THE VCC has already announced its fixtures for 1982, which cover a larger number of varied events, to be organised by the eight Regional Sections. These include a Main Event to be staged by the North West Section, on 19th/20th of June, which will be a re-enactment of the 1920 reliability run organised by the Manchester AC. It will be held on the same day and dates as the original event and as far as possible the same route and marking system will be used. We are greatly in favour of the reviving of former events of this kind and although at first sight it might seem inappropriate for the VCC to associate itself with a 1920 competition, it is obvious that many pre-war cars must have taken part in this Run. The route will run from Manchester via Chester into North Wales, to Llandudno, giving many people a good chance to see veteran and Edwardian cars passing by, over roads typical of such motoring when the cars were younger.

The important Headquarters Main Event will be based on Buxton, from August 11th/15th, and of course the Brighton Run will be held in November. Last year's Headquarters Main Event in Islay was won by Bob Gregory's much-travelled 1904 Darracq (AA 1573), by 34 miles from John Carter's 1912 Sunbeam, the Darracq covering 955 formula miles. The Club has its headquarters and library at Jessamine House, High Street, Ashwell, Herts, SG7 5NL and issues a very professional magazine *Veteran Car* bi-monthly, this having a full-photographic front cover like that of the late-lamented *Light Car & Cyclecar*.

The Hagley and District Light Car Club

LOTON PARK features strongly in this Midland club's competition calendar with the first round of the RAC Hill Climb Championship taking place there on April 11th/12th and three rounds of the Midlands Hill Climb Championship being held on April 11th/12th, June 26th/27th and August 14th/15th. In addition, there is the closed to club members' day on March 21st and a co-promoted event with the Aston Martin Owners Club on July 24th/25th. Apart from hill climbing, the Hagley calendar for 1982 includes autocross, autotest, production car trial and sporting trial events — a very busy programme for a regional club.

The Launceston and North Cornwall Motor Club

IF the "Exeter" Trial had been run this year, no doubt the bulk of the marshals on the famous Fingle Bridge sections would have come from this Cornish motor club, as it has done for many years past. The LNCMC already runs its own brand of Classic Reliability Trial, the "Tamar Trial", in October each year, and this year is planning to expand its activity to include another such trial earlier in the year — on February 21st. This new event, to be known as the "Launceston Trial", will be based on Launceston, and should accommodate up to 100 entries, split equally between motorcycles and cars. Details available from L. W. Connett, 23 Gendalls Way, St. Stephens Launceston, PL15 7SE.

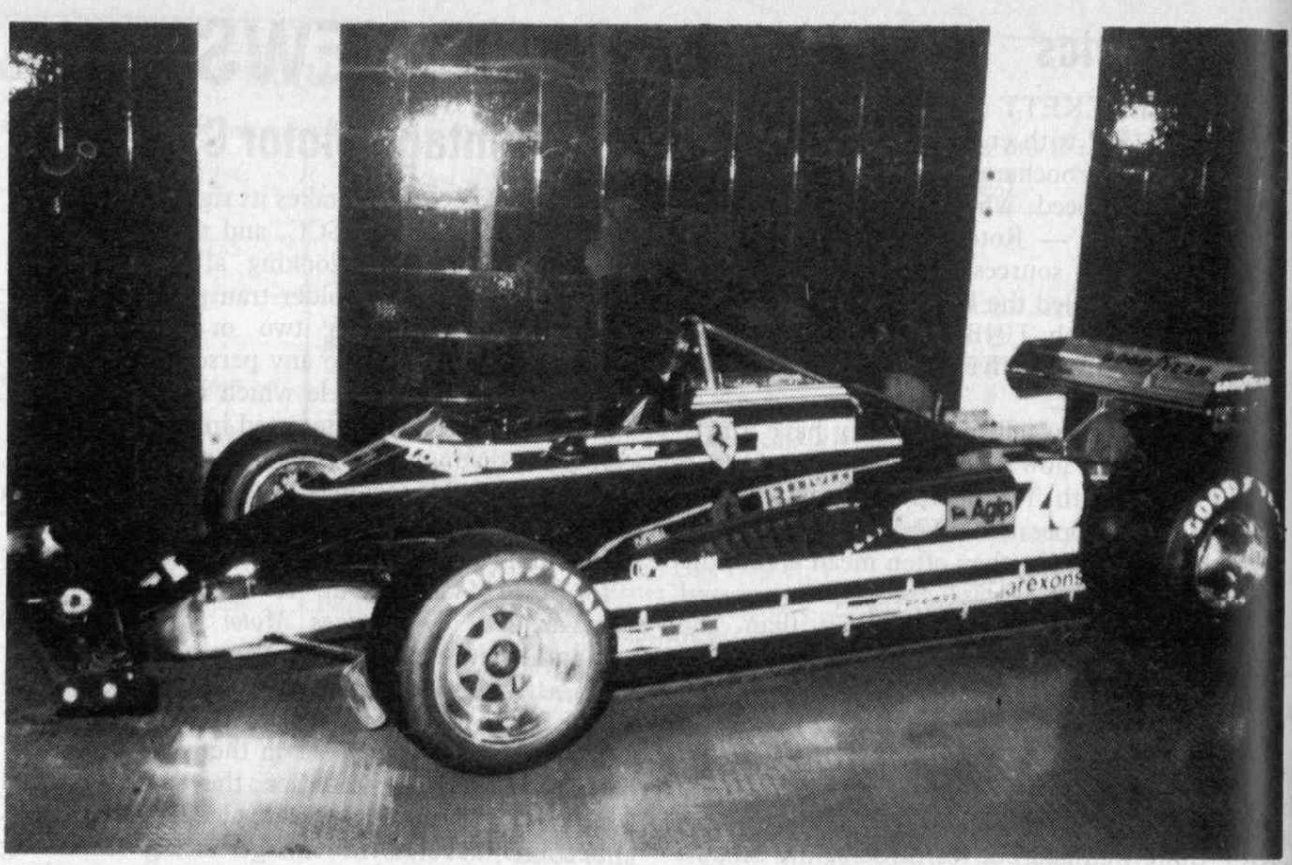
The Lincoln Motor Cycle and Car Club

THE citizens of Bourne, in Lincolnshire, have been collecting money in order to erect a suitable memorial to Raymond Mays, the moving force behind ERA and later BRM, who lived all his life in the town. To make their contribution to this fund, the LMCCC have arranged for Rivers Fletcher to give a talk and show some films at their headquarters at the White Eagle Club, Canwick Road, Lincoln on Tuesday, 2nd March. The basis of the talk will be Rivers Fletcher's involvement with Bourne, his pre- and post-war racing experiences and his involvement with the VSCC. The films will parallel the talk. Tickets and details available from Ben Irons, 26 Washdyke Lane, Nettleham, Lincoln. Tel: Lincoln 750960.

The Sunbeam Alpine Club, US

ACCOMPANYING their latest newsletter were details of the SAC's proposed tour of Britain during the autumn, in conjunction with the Sunbeam Tiger Owners Club. Starting on Friday, September 17th the participants fly to Heathrow prior to a ten day tour of the West Country, returning to London for three days of sightseeing. We wonder how many will ship their Alpines or Tigers across for the tour and how many will take advantage of self-drive hire cars.

The Formula One Scene



THE shape of things to come? Harvey Postlethwaite's design for the Ferrari 126 turbo, designated the 126C2, photographed hours after its completion early in January. Ferrari hoped to run two 126C2s in the South African Grand Prix for Gilles Villeneuve and Didier Pironi. The new car is believed to be rather lighter than the quoted 595 kg., itself a considerable saving over the 126CK. Postlethwaite's new chassis makes use of carbon-fibre for the bulkheads and the panels of the monocoque are of aluminium-skinned honeycomb material. The wheelbase is shorter, track wider and monocoque narrower than its predecessor.

THERE is something of a gloom in Holland at the moment for the Dutch Grand Prix has been struck off the list of World Championship F1 events due to financial reasons and the Dutch motor racing enthusiasts feel that without the Grand Prix Zandvoort will find it difficult to survive. Ownership of the Zandvoort circuit has been changing over the past year or two and it is felt that the present owner will only keep it functioning if he can hold a World Championship Grand Prix there. The circuit is in use nearly all the year round, rather like our Silverstone circuit is, and whereas Silverstone is the backbone of club activity in England, but not the only circuit, in Holland Zandvoort is the *only* circuit they have. Admittedly it is no more difficult for the Dutch enthusiasts to drive to Zolder or the Nurburgring than it is for Scottish enthusiasts to drive to Silverstone or Donington Park, but you cannot escape the fact that Zandvoort is the only racing circuit in Holland, and if it closes down the Dutch will be totally without a circuit within their borders. It is easy to overlook how fortunate we are in Great Britain with Silverstone, Brands Hatch, Donington Park, Oulton Park, Snetterton, Mallory Park, Castle Combe, Lydden Hill and the myriad of hillclimbs venues. If Zandvoort is lost to the Dutch enthusiasts perhaps we should dig up Brands Hatch and ship it over to the Hook-of-Holland! Holland may not be a very big country but its motor racing enthusiasts are as keen as in any country and by striking off the Dutch Grand Prix from the International list the FISA could be doing more harm than they realise.

Ten years ago, in 1972, there were fourteen events listed on the World Championship series of Grand Prix events and in 1982 there are sixteen. Of the fourteen circuits in use for Formula 1 Grand Prix events in 1972 only six of them are still in use for World Championship races this year. These are Kyalami, Buenos Aires, Monte Carlo, Brands Hatch, Osterreichring and Monza. Gone from the list for various reasons such as finance, track suitability, political manoeuvres and so on, are Jarama, Nivelles, Zandvoort, Clermont-Ferrand, Nurburgring, Mosport, Watkins Glen and Mexico City. Other circuits that used to appear on the calendar but are now long gone, are Barcelona, Francorchamps, St. Jovite, Anderstorp and Fuji. On the scene this year that did not feature in 1972 are Rio de Janeiro, Long Beach, Imola, Zolder, Detroit, Montreal, Paul Ricard, Hockenheimring, Dijon and Las Vegas. It is interesting to speculate on what the scene will be like in another ten years, in 1992. How many of this year's venues will still be in use and what will replace those that are dropped?

In passing it is also interesting to note that in 1972 Emerson Fittipaldi won five Grand Prix races for Lotus and claimed the World Championship, and Jackie Stewart won four races for Ken Tyrrell. Other winners that year were Dennis Hulme, Jean-Pierre Beltoise and Jacky Ickx. Of the fourteen scheduled races only twelve took place because Mexico City and Zandvoort were cancelled for financial reasons. Fittipaldi is still in the Formula One game, struggling desperately to keep his team solvent and limiting it to only one car this year, Lotus are still hoping to get back to those winning days and Ken Tyrrell is struggling along with two second-rate drivers and thinking longingly of the days of Stewart and Cevert.

The first Grand Prix of 1982 has already happened and over the winter months there was surprising calm behind the scenes, everyone concentrating on their own personal future rather than trying to alter everything. The infamous Concorde Agreement that was supposed to have cemented the union between FISA and FOCA proved to be a pretty futile document as far as stability was concerned and for this year there are some new rules for Formula One which should ease the path. There will no longer be a check of ground clearance, so the farce at the entrance to pit-lane is gone, thank goodness, and there will be no need for cars to have hydro-pneumatic jacking systems under their suspensions in order to look legal when checked. The new rules do not exactly say that the sides of your car can rub on the ground, but you are allowed protective material along the lower edge of the side-pods. In theory no part of the bodywork may touch the ground but no-one is going to try and check on it, so what it all amounts to is that the bottom edge of your side-pod can act as a seal but you must not have "skirts". Whatever you do have must not move relative to the rest of the bodywork. So now we know where we stand. It will be like 1981 but without the unnecessary jacking systems and the stupid ground clearance check.

Starting grids will now be allowed to have twenty-six cars on them, as against twenty-four last year (apart from Monaco which is a restrictive law unto itself with a limit of 20), so that two more back-of-the-grid hopefuls will be able to do some racing this year. Anyone using a 1981 car this year will have to alter the cockpit down by the driver's ankles, for there is now a minimum width across the inside of the monocoque. Apart from Ligier, whose Talbot cars were used as a yardstick, most teams using their 1981 cars will have to move the front springs outwards an inch or two to comply. The minimum weight has been lowered from 585 kgs. to 580 kgs. but otherwise most things remain unchanged. On the engine front it will still be a straight-forward battle between normally aspirated 3-litre engines and supercharged or turbocharged 1½-litre engines. The Cosworth 3-litre V8 is still soldiering on, as are the V12 Matra and the V12 Alfa Romeo, while in opposition are the V6 Ferrari turbocharged and the V6 Renault turbocharged, the 4-cylinder Hart turbocharged and the 4-cylinder BMW turbocharged. Later in the season we can expect to see the V8 Alfa Romeo turbocharged engine and possibly the V6 Matra turbocharged unit. In 1983 the turbocharged V6 Porsche should appear in a McLaren and it is anyones guess as to where the V8 Honda turbocharged engine will appear and in what.

Having nominated their drivers for the season the teams will only be allowed to make one change of a driver/car combination during the season, but no doubt a car that is totally destroyed in an accident and the driver killed, will come under *force majeure*, a lovely French phrase that allows any rule to be altered or ignored. It is even better than the great god "safety" which can alter most things. Most people know what they mean by "safety" but only the French really understand *force majeure*.

At the time of writing, before the South African Grand Prix on January 23, the Brabham team assure us that they will not be using any Cosworth V8 engines, only the turbocharged BMW in the new BT50 cars, Williams will not be racing their six-wheeler and Lotus are to run a "simple and conventional" car. Only time will tell on the accuracy of these statements.

After the South African race there is a long pause before the next event, which is at Buenos Aires on March 7th. Already the calendar we were given by FISA which appeared in the January MOTOR SPORT is being amended. The Las Vegas race has been brought forward from October 16th to September 26th just two weeks after Monza and it now seems possible that the Spanish Grand Prix at Jarama might be re-instated on June 27th as it would appear they have settled their financial debts. This would make Holland (Zandvoort) now "first reserve" always assuming they pay their debts and can afford the 1982 Formula One fee. — D.S.J.

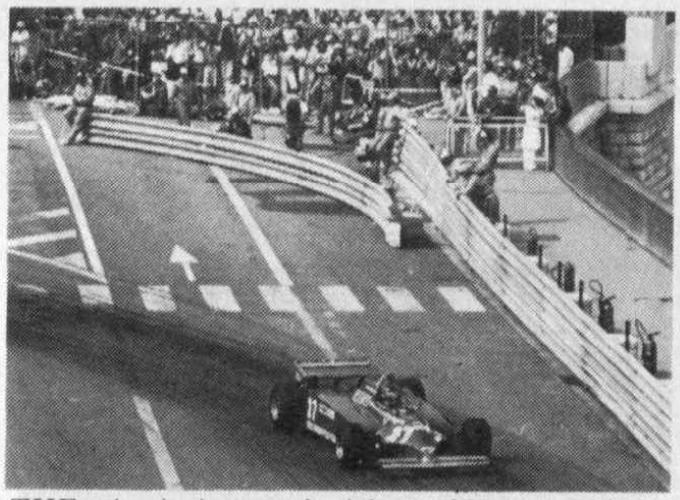
Behind the Grand Prix Scene

The circuit inspector

BEFORE anyone can hold a Formula One Grand Prix the proposed circuit must have an FIA licence and this is only issued after the circuit has been inspected and passed as being suitable. Exactly what is suitable is laid down in the FIA circuit requirement rules, with everything detailed as regards shape, length, width, surface, edges, obstructions and decor, gradients, starting area, pit lane area, paddock area, facilities, marshals' posts, access roads, escape lanes and many more things besides. When all these things are deemed satisfactory then the circuit is issued with a licence to hold Formula One races, but these licences are not handed out easily or overnight. You often hear talk of a Formula One Grand Prix being held at such-and-such a circuit or in this or that town, but there is little point in listening to such talk when you know that the place being talked about does not have a circuit licence, nor indeed made applications for one. A FISA inspector has to visit the proposed circuit very early on and make a report, and if it is satisfactory and the appropriate FISA committee approve everything else then an FIA licence is issued. But things do not end there.

A circuit may be issued with a licence with a proviso that certain alterations or additions must be made by a certain date, and the inspector has to go and approve these. Then when the actual date of the meeting arrives the inspector makes further checks on any outstanding work, on the general condition of everything and on the requirements for "on the day" equipment such as marshals' equipment, fire-fighting equipment, course cars, rescue services and so on. Before this the organising club will have received a vast FISA questionnaire which has to be filled in and verified by the inspector on the first morning of practice before he will give the meeting the "all clear" to go ahead. It has been known for organising clubs to arrive at the first morning of practice with scheduled work still not completed and the FISA questionnaire not filled in. Indeed one club claimed the questionnaire had never arrived from FISA. They made no attempt to chivvy up the offices in Paris for another one to be sent, so that practice was delayed while the paper work was sorted out, to their own detriment. Any circuit that has a large programme of work to undertake will receive a visit from the inspector well before the first day of practice, to make sure it is being done. Verbal promises are not enough, he wants to see it being done, and preferably completed. At all circuits there is a certain amount of regular maintenance required and this too is checked; things like road edges being trimmed, guard rails painted, fences and gates in good order, paddock facilities such as toilets and washing and general amenities. A circuit that is in continual use, like Brands Hatch or Silverstone, seldom presents any problems for everything is being kept up to scratch all the time, but circuits that are only used occasionally can fall behind in what is only routine maintenance. One-off circuits like Monaco and Long Beach have to be treated slightly differently but none-the-less they still have to comply with all the requirements.

During the meeting, either in practice or the race, and particularly in practice, the inspector has to keep an eye on the general running of the meeting. If there is an accident and catch-fencing or guard rails are destroyed they have to be

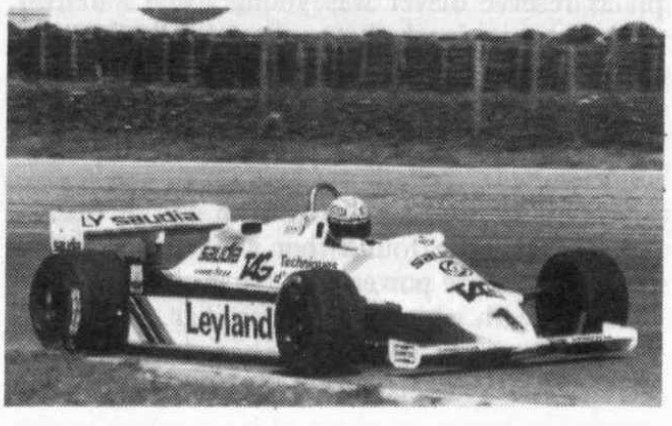


THE circuit inspector's job at Monaco includes careful inspection of all the temporary barriers which have to be erected to turn the resort's streets into a GP circuit.

replaced and replaced correctly; if the surface of the track is damaged by oil, petrol or fire it has to be looked at. Even when everything appears to be all right and ready for the "off" there can be a delay because the inspector has seen something that everyone else has overlooked. In no way can inspection hope to make a circuit safe, for when you are dealing with 550 b.h.p. cars weighing 600 kilogrammes (11½ cwt.) driven by young "hot-heads" out to win, which is what racing is all about, you can only hope to alleviate the outcome of an accident. To say that "this circuit is safe" is an ostrich-like remark, but you can say that a circuit has taken all possible precautions "to soften the blow". At one Grand Prix the cars were on their way round to the dummy-grid when I saw the circuit inspector tearing his hair out and rushing off. Afterwards I learnt that some well-meaning official had parked a row of cars on the infield with nothing between them and the track. They had been used to parade the drivers round the circuit during the pre-race celebrations and as they had been supplied by keen owners and clubmen someone though they should be allowed to watch the race unhindered. There was a nice patch of grass so they were directed to go to it and they lined up about thirty yards from the inside edge of a 140 m.p.h. corner in what was meant to be a run-off area! There was a bit of "humphing and mumphing" when they were all unceremoniously shuffled away into a safe area.

The circuit inspector has to be on the look-out all the time, for everything may look perfect on the night before the race but come race morning a new advertising hoarding has appeared where it should not be, a television camera has been mounted in a dangerous place, a new service vehicle such as a breakdown truck or a crane has been brought in and been badly placed, and so on. Even on race morning he can tour the circuit and see examples of thoughtlessness which he is quick to correct. A marshal may have parked his car in a bad position, blocking an access road, or an ambulance or fire-car may be parked pointing the wrong way for quick action, it is quite remarkable

SPHERICAL, ELASTICATED ATTENUATORS stacked carefully behind catch fencing at Zolder — all part of the circuit inspector's brief.



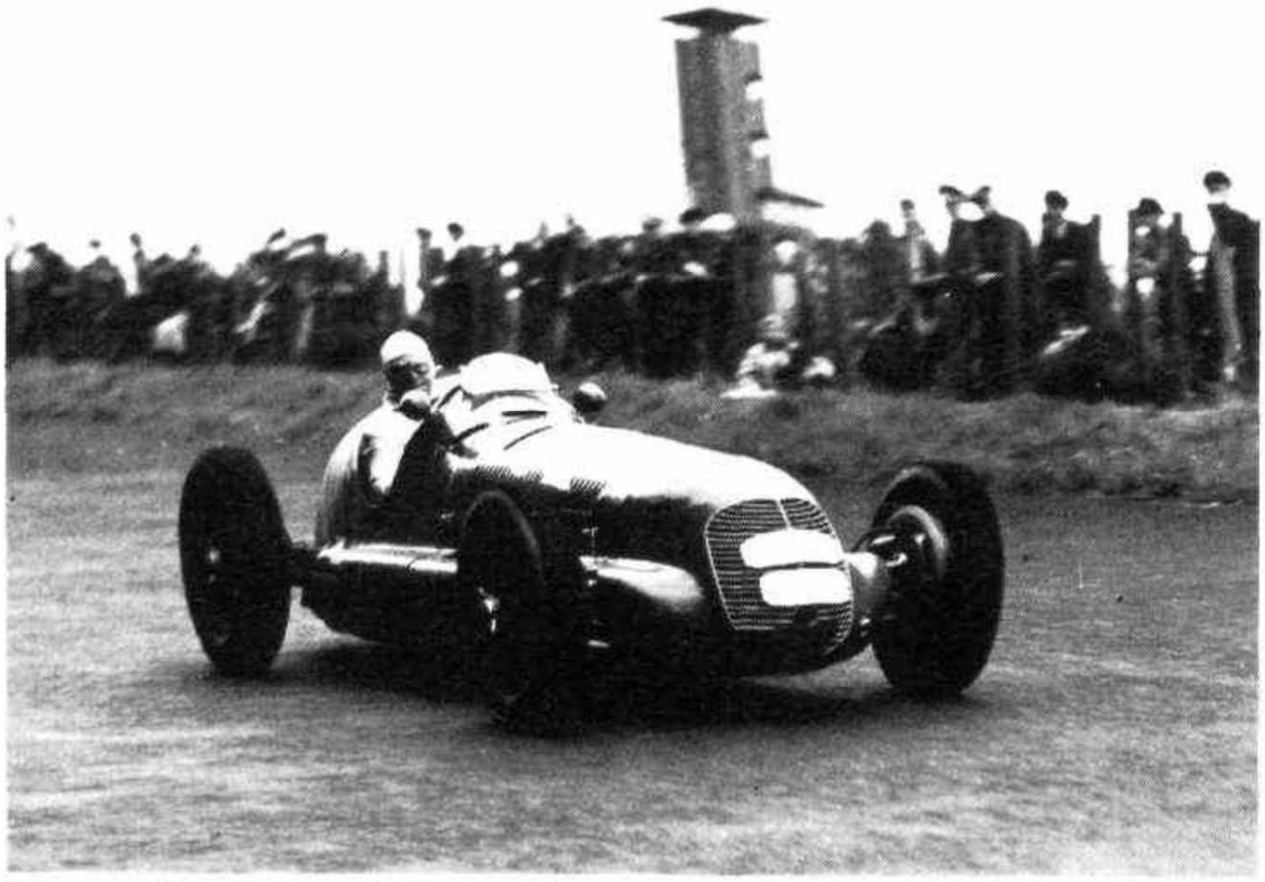
some of the things that people do, especially at circuits that only have one big race a year. Where racing is happening every weekend in the summer these little problems seldom arise, but none-the-less they always have to be looked for.

When setting up a circuit the drivers are often asked for any suggestions, and often they will proffer them anyway. Even at permanent circuits most drivers have an eye for irregularities and they waste no time in telling the inspector if they feel something is wrong. As he is in attendance at all the World Championship events and will have not only been to the circuit before any of them, he will already have scrutinised the circuit before any of them arrive for practice. He needs a certain amount of diplomacy and patience when dealing with drivers, for they all have different ideas, and at one circuit there was some discussion about a certain corner and where the "spherical elasticated attenuators" (old car tyres to you and me) should be placed. He took three of the "aces" round the circuit at separate times, and each showed him where they wanted the bulk of the tyres. There were three widely differing positions and there were not enought tyres to fulfil all three positions, so he left them where they had been put in the first place, which was a compromise of the three extremes. It was interesting that each driver had an entirely different idea about crashing on that corner. One viewed it from his personal point of over-doing it and going over that limit, another viewed it from the point of something breaking on the car at a critical moment and the third looked at it in the light of someone else causing him to have an accident.

One of the circuit inspector's biggest headaches is the prevalence of "publicity races" backed by manufacturers. Races for Renault 5 saloons, Alfa Romeo, Alfa-Suds, Toyota celebrity races and suchlike, for these invariably result in some monumental accidents that do not necessarily hurt anyone but they do destroy the scenery. When the scenery is all-important to circuit safety for serious racing all this damage has to be repaired before the Grand Prix can commence. Often these events are at the end of the second practice day and the work has to be done that evening, in which case the inspector has to be up bright and early on race morning to see that it is all done and done properly. Simple things like the bolts holding the guard rails together being too small or not done up tight, the over-lap on rails being the wrong way round so that the sharp edge points towards the cars, catchfencing badly positioned or with insufficient poles and so on. All this work is done by contract workmen who know little of the FISA regulations and to them a pole is a pole and a nut and bolt a nut and bolt. At one circuit, which was not permanent, the guard rails had been bolted together with bolts that were barely half the diameter of those normally used. There was quite a fuss over this for though the steel rails were acceptable they would have burst asunder at the joints if a car had hit them. I have one of these "rogue" bolts in my collection of Grand Prix "junk" together with a standard bolt and the difference is just unbelievable. Presumably a contract workman had been told to bolt the rails together and he used a readily available size.

The man who has the onerous role of circuit inspector is Derek Ongaro, who will be recalled as also being the official FISA starter for Grand Prix events featured in the first of this series. Like so many people behind the scenes the hours he puts in to help make things run smoothly would make a union official collapse in disbelief. Without all

Continued on page 151



PAUL PIETSCH driving Maserati 8 CTF number 3031 in the German Grand Prix in 1939 where he finished third.

Historic Grand Prix Cars

THE Maserati firm of the brothers Alfieri, Ernesto, Bindo and Ettore was always involved in Grand Prix racing, though they were never able to dominate the scene like Alfa Romeo did in the nineteen-thirties. They had to rely on income from customers for their sports and racing cars to keep them solvent, but nonetheless they always managed to be about the place where Grand Prix racing was concerned. They had a neat little single-seater 1½-litre "voiturette" with 4-cylinder engine which passed from the semi-elliptic leaf spring chassis to the 6CM chassis with torsion bar independent front suspension. This engine had the head and block in one (like the latest Hart Formula One engine today) with two valves per cylinder operated by twin overhead camshafts and with a single supercharger on the front. For the new Grand Prix Formula for 1938 they doubled-up on this basic design to produce an in-line 8-cylinder 3-litre engine. Students of history will find various references to this engine being a V8 but that is totally wrong: Maserati did make a V8 but that was for the previous Formula. This supercharged straight-8 engine proved to be very powerful and was mounted in a chassis using similar front suspension to the "voiturette" and a one-piece rear axle mounted on splayed-out quarter-elliptic leaf springs, a system that was to pass down to the 1939 "voiturette" model. The new Grand Prix car was designated the 8 CTF, the 8 being the number of cylinders, C for *corsa* (racing) and TF for *tests fissa* (head fixed), to differentiate from the earlier 8CM (*corsa monoposto*) of 1934 which had a detachable cylinder head. Two of these new cars were ready for the Tripoli Grand Prix on the very fast Mellaha circuit in Libya in 1938 on May 15 and it is the second one with which we are concerned here.

Maserati 8 CTF 1938

Chassis No. 3031
Engine No. 3031

The two cars taken to Tripoli were 3030 driven by Achille Varzi with racing number 10 and 3031 driven by Count Carlo Felice Trossi with racing number 28. The car featured in this article is 3031 which Trossi drove for 15 laps at Tripoli until the gearbox broke. For its first appearance it had proved to be pretty fast and was able to hold on to the tail of the new Mercedes-Benz and Auto Union opposition. It did not appear again until August 7th for the Coppa Ciano at Livorno (Leghorn), again driven by Trossi and this time he actually led the German cars, albeit briefly. After nine laps the engine spluttered and Trossi stopped at the pits. There was trouble with a carburetter and after returning to the race for six more laps it was retired with what was described as carburetter trouble. On the front of the 8 CTF engine there are two Roots type superchargers, one mounted above the other, and each has its own Memini MA 12 carburetter. The two superchargers feed into a common manifold for the eight cylinders; twin super chargers but *not* two-stage supercharging.

One week later, on August 14th, the Grand Prix teams were on the other side of Italy on the Adriatic coast for the Coppa Acerbo at Pescara, but Maserati fielded only 3031 for Trossi. In the previous race Geoffredo Zehender had driven the original car in place of Varzi. In the Coppa Acerbo Trossi was unable to challenge the German cars and while trying too hard he spun off the road. In pushing the car back onto the road and push-starting it he pulled a muscle and stopped at the pits in great pain. Watching from the Maserati pit as reserve driver was young Luigi Villoresi, who that morning had won the 6-lap "voiturette" race round the 25-kilometre circuit, and he was invited to get in the 8 CTF and have a go. He had never driven in a Grand Prix before and set off with some trepidation having had only two practice laps in the rain with the 8 CTF the day before, but soon found that 3031 was merely a bigger and more powerful version of the 1½-litre Maserati with which he was familiar. He took to the big car so well that he recorded fastest lap of the race before the engine started misfiring and he stopped at the pits. A change of plugs was tried and Trossi returned to the driving seat, but after one more lap the engine was still running badly and the car was withdrawn.

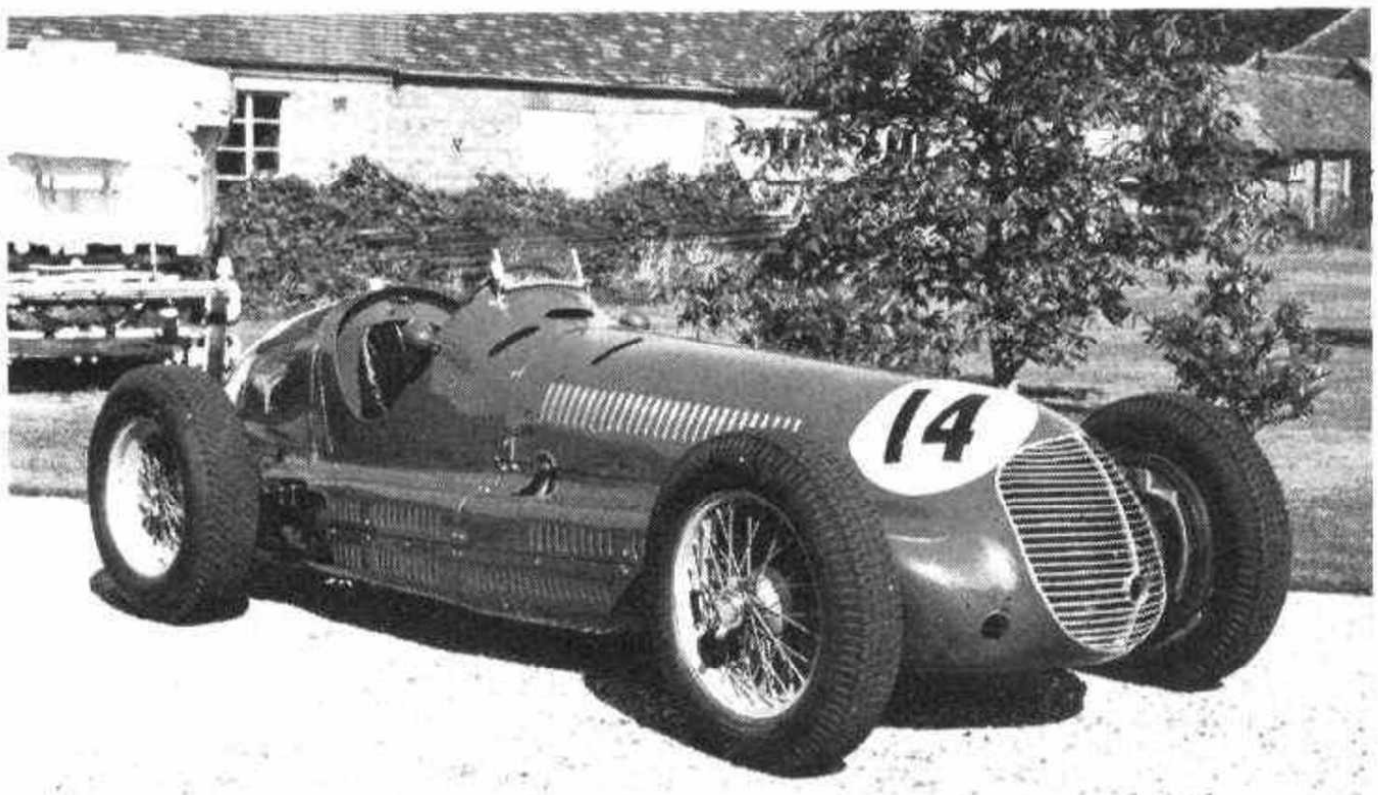
On its three appearances 3031 had shown good promise, challenging the Germans in its first race, leading them in its second race and recording fastest lap in its third race. The factory gave the Swiss Grand Prix a miss and concentrated on the Italian Grand Prix to be held at Monza on September 11th, completing a third car in the meantime and all three were entered for the race with Carlo Felice Trossi in 3031. It was disaster day for the new car was crashed, Villoresi retired 3030 after 29 laps with engine trouble and though Trossi finished 5th in 3031 he was disqualified for receiving assistance from a mechanic away from the pits.

In 1939 the Italians concentrated on "voiturette" racing, limiting the events at Tripoli, Livorno and Pescara to 1½-litre cars and even threatening to demote the Italian Grand Prix to "voiturette" status, all aimed at preventing German teams from monopolising the scene. With all their interest centred on 1½-litre racing the factory team only ran the 3-litre cars once in 1939. They sold the third car to the USA, where it won the Indianapolis 500 Mile race, and 3031 appeared for the German Grand Prix on July 23rd at the Nurburgring, in company with the original car. 3031 was driven by Paul Pietsch, a German driver who not only knew the Nurburgring extremely well, but had been racing Maseratis as a privateer for a number of years. The excitement that we Maserati enthusiasts experienced when we heard that the courageous Pietsch had "done a Trossi" and given the 8 CTF its head and charged past all the German cars was immense. It could not last unfortunately and the sparking plugs could not stand the heat. After a pit stop for new plugs Pietsch drove the race of his life to finish third behind a Mercedes-Benz and an Auto Union, but it was the end of the short but gay life of the 8 CTF Maserati as a factory car. The two cars were sold to the Frenchman Laury Schell, who together with his American wife Lucy O'Reilly ran the Ecurie Lucy O'Reilly-Schell. The cars, now painted blue in place of their Italian red, were entered for the Swiss Grand Prix on the Bremgarten circuit at Berne, with "Raph" in the original car 3030 and Rene Dreyfus in 3031. The original car suffered engine trouble in practice and did not start, while Dreyfus drove 3031 cautiously to finish 9th in his Heat and 8th in the Final. They were then entered for the proposed race in Zurich but the outbreak of war put paid to that event.

In October 1939 Laury Schell was killed in a road accident, and with France involved in the British versus Germany contest Lucy O'Reilly moved back to America and took the cars with her. Rene Dreyfus and Rene Le Begue also went to America and she entered them for the 1940 Indianapolis 500 Mile race, for the attack on Pearl Harbour had not happened yet and the United States of America were still in a normal state of peace. In the 1940 Indianapolis race Le Begue qualified 3030 but Dreyfus could not qualify 3031 so he borrowed his team-mate's car to try again, and promptly blew the engine up. For the race 3030 was fitted with the engine from 3031 and the two Frenchmen drove it into 10th place. Both cars were then sold to the Elgin Piston Company and 3031 was driven in the 1941 Indianapolis race by Mauri Rose. He claimed pole position in

qualifying, the car running as the Elgin Piston Pin Special but in the race did not live up to expectations and was classified 26th.

After the war 3031 was acquired by R. A. Cott and Russell Snowberger drove it for him, running as the Federal Engineering of Detroit Special. It ran with various owners at Indianapolis until 1953, never doing anything spectacular and not always qualifying. It stayed in the United States until 1968 when Cameron Millar acquired it and brought it to England. Apart from having a nose cowl like a post-war Ferrari and a bonnet to match, the whole car was remarkably original, repainted Italian red, and everywhere Millar looked he found the number 3031 marked with Maserati factory stamps. Rear axle, suspension parts, brakes, springs, engine, gearbox, steering and so on were all entirely original. The superchargers were badly worn and one of them had to be replaced, but otherwise 3031 was in fair condition. Millar had a new bonnet and radiator cowl made by an English panel-beater, using photographs to work from, but the end result was not very satisfactory. Somehow English panel-beaters seem quite incapable of reproducing a Maserati radiator cowl and grille that looks as though it were made in Italy. There have been attempts at Maserati 6CM, 8CM, 4CL, 4CLT, and 250F and none of them look right and the cowl that Millar had made was no better, but at least it was better than the Ferrari-like nose the Americans had made. In 1972 Cameron Millar was in the USA buying another Maserati and in conversation someone said the original cowl and bonnet for 3031 was still up in a loft in the mid-west. Joel Finn, the American Maserati enthusiast, ferreted out the loft, found the cowl and bonnet and dispatched them to Millar in England. They fitted the car "like a glove" and inside the cowl was stamped 3031, so Millar now had a totally original 8 CTF Maserati, the middle one of the three that were built in 1938 by the Maserati brothers. The original car is still in America in private hands and the third car, 3032, is in the Indianapolis museum which is most appropriate for it won the 500 Mile race in 1939 and 1940.



REMARKABLY ORIGINAL. The Maserati 8 CTF number 3031 as it is today owned and cherished by Cameron Millar and raced regularly in Historic events.

Cameron Millar runs his 8 CTF in Historic racing getting enormous satisfaction and enjoyment from driving this famous Grand Prix car, the only one to ever challenge the Mercedes-Benz and Auto Unions during 1938 and 1939. When Millar got the car I went to see it and he let me sit in the cockpit. It was a fine feeling sitting in the actual car that led the Coppa Ciano in 1938 and the German Grand Prix in 1939. A truly Historic Grand Prix car. — D.S.J.

NB Acknowledgement is made to Luigi Orsini and Franco Zagari for information supplied from their book "MASERATI — *una storia nella Storia*" and supersedes the article that appeared in MOTOR SPORT in April 1968.

Alfa News

ALFA ROMEO (GB) Limited seem determined on a "do or die" course to improve their share of the UK market this year. From the beginning of January, a new 5-year anti-corrosion guarantee applies to all new cars sold and the AlfaPlus extended guarantee scheme has been revised and renamed Alfa Cover. Gone are the parts vouchers of the old scheme, which caused much confusion both to the customer and the dealer, while free road-side assistance, car recovery and car hire all add up to helping customers become mobile as quickly as possible after a breakdown. The customer also has the option to purchase a further year or two year's cover for major components, providing this decision is made within the first nine months of ownership, giving a total of three years warranty. This is in addition to the five year anti-corrosion guarantee (which is dependent on the owner remembering to take his car for a corrosion protection check every year).

In addition, a new used car guarantee scheme has been introduced, aimed at improving the secondhand value of Alfa Romeo products and helping Alfa Romeo dealers to dispose of secondhand stock. Further assistance for both dealer and customer comes from a Lloyds syndicate special Alfa Romeo insurance scheme and the formation of a new finance company, in conjunction with Mercantile Credit, to provide the best possible credit terms.

However, it is the improvements to the cars for 1982, at little or no extra cost, which will make the Alfa Romeo range that much more attractive to the owner-driver. All Alfasuds now come complete with stereo radio/cassette players and the very aggravating boot release control has at last been transferred from the passenger side of the car to become readily accessible to the driver. The Ti versions of the 'sud benefit from new alloy road wheels at no extra cost. The Alfetta now has the radio/cassette player as standard, and the GTV 6 shows most improvement in specification for no extra cost having a sunshine roof, electric windows and an improved dashboard.

The deal looks to be excellent value, always providing the company will be there in three years time to honour those extended guarantee claims . . . — P.H.J.W.

Cars in Books

IN "The Hall In The Field" by Margaret Evans (Hodder & Stoughton, 1978), about running an ancient manor house in North Wales as an hotel, at a date unspecified but after World War Two, there is a reference to some visitors arriving in an Alvis. But this may not please members of the Alvis OC or the Alvis Register, because the authoress says that "this elderly car was surely the most fragile motor ever to negotiate our hill . . ."! Other cars mentioned are the local doctor's small Austin and another visitor's "opulent Rover", in which he carried a scooter in the boot for getting to the local golf-course, leaving the Rover for his wife.

On a more serious note there are many parallels with the present day in the political happenings and opinions about the future in "Harold Nicholson's Diaries — 1930-1964" by the famous author and publisher who became a Labour MP in the hope of receiving a peerage. The book is obviously meticulously edited by Stanley Olson (Collins, 1980). The author was no motorist, so all we glean about cars is that H. Nicholson was asked in the summer of 1939, with war imminent, whether his " . . . Buick would take an 8 ft. stretcher or only sitting cases and corpses." Although he quite frequently met the King and Mrs. Simpson he was unlikely, I think, to have been influenced by them in his choice of car.

Lloyd George is likened by 1943 to an old Rolls-Royce back-firing and spluttering (do they?), and after the abdication it was suggested that the Duke of Windsor would make an admirable Rolls-Royce representative, except that an ex-King could not start to sell motor cars. In December, 1947, a "lovely hire Daimler" took Nicholson to a party at Buckingham Palace and the car, described "my huge Daimler", was in use in London in 1950. There is a later reference to it — "I sailed off magnificent and outrageous in my Daimler" — in 1954 and mention of the Daimler ambulance which took Nicholson's wife (Vita Sackville-West) from the hospital in Cannonbury to their home, Sittinghurst Castle, in Kent in 1962, and to a Daimler driving them to a station *en route* for sailing to New York in the Queen Mary in 1963. I have a feeling that these cars may have been from Daimler Hire and advocates of the make may like to speculate about which models they would have been.

W.B.

RALLY REVIEW

IN January's MOTOR SPORT an advertisement offered for sale a car which had been made ready for the Peking to Paris Challenge but which was no longer required since the event had been cancelled.

It most certainly has not been cancelled, but nevertheless rumours have been circulating that it had, and no doubt people have been accepting those rumours.

When FISA's president insisted on calling it a French event even though it is organised from Britain, and muscling in on the diplomatic negotiations — perhaps he was after a medal — it led to the change of route necessary when Russia did not grant permission to pass through Soviet territory.

We heard that purists were offended by this, because there would be no chance of following the 1907 route. But that route was not going to be followed anyway. In any case, the 1907 rules were simple; start at Peking, finish at Paris and go whichever way you wish between the two.

That will not be the case this time, for there will be a fixed and mandatory route throughout. A free-for-all, as in 1907, is sadly no longer possible due to progress. Regulations and adminstrative requirements become more restrictive with every small advance of civilisation, it seems.

From Peking the route will go westwards, following roads and tracks to the North of the Himalayas, then turning southwards into Pakistan along the old silk trading route.

From Pakistan it will either go onward into the Middle East, which presents a somewhat boring prospect as far as roads are concerned, or down into India and more mountain tracks in the Himalayan foothills.

A sea crossing from Bombay will then take older cars through Suez to Piraeus, whilst sturdier machinery will be shipped to Mombasa prior to a journey northwards through Kenya, Sudan and Egypt to Alexandria for shipment to join their elder brethren in Piraeus.

The final leg to Paris will be relatively simple, but it will no doubt contain several special stages.

Diplomatic negotiations are now no longer as involved and complicated as they were when Russia was one of the goals, but much work still has to be done, particularly on a route survey, and we would therefore not be surprised to hear that the whole event has been postponed until 1983. Indeed, the organisers mention that possibility in their most recent bulletin. We prefer to consider it a probability.

There has been enough slurring of this event, largely by those who perhaps felt that they should be involved in the running of the whole thing and were outraged not to have been asked. It has not been officially cancelled.

* * *

When Björn Waldegård became World Champion after the whole of 1979 spent in desperately close competition with his friend, team-mate but serious rival Hannu Mikkola, he soon discovered that a champion's laurels cannot themselves guarantee success.

He was not short of a contract for he then drove for Mercedes, but the big Stuttgart cars were colourful and exciting without being successful and it was not long before this big German spending spree was over.

Walther Röhrl was the next champion, but he seemed to be rather fed up with driving for an Italian team, particularly as it seemed that Markku Alén would stay with Fiat for there was absolutely no love lost between those two drivers.



CHAMPION without a car. Ari Vatanen, photographed on the RAC Rally, won the World Rally Championship last year, but finds himself without a regular drive for 1982.

He left, signed a contract with Mercedes only to have the whole arrangement tumble about him when Mercedes pulled out of rallying before the ink was dry on the contract. Röhrl had a rather lean 1981 made up of bits and pieces and he discovered, as Waldegård had, that it was no sinecure being World Champion.

The third man to hold the title is Ari Vatanen, and he seems to be going along the same, familiar road. He has no contracted drive in 1982 and for most of the time he will do no more than undertake test sessions for Ford. He has said that he wants to spend more time at home in Finland this year than he did in 1981, but one wonders what degree of sincerity lies in that remark, and whether it was partly engendered by the need to explain publicly, and without losing face, his lack of a full contract.

It could be a little of both, for he really has had a busy 1981 and we can understand his desire to travel less in 1982. But he is by no means alone without immediate competition appearances, as shown by the sparse professional entry in the recent Monte-Carlo Rally — only Opel and Audi as full works team, and then just the odd Porsche to add interest.

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It seemed that every public information agency in Britain, and even beyond, phoned us in mid-January to ask whether we thought Mark Thatcher would be found, did we think he was stupid and inexperienced; how long could he stay alive after stopping; where did we think he was; would we explain all about desert travel and survival?

Obviously, we could answer none of those questions. But we were left wondering about the persons who asked them, and about an administration which allows a totally inexperienced competitor to tackle an arduous event.

We can make no comment on the state of preparation of the Verney / Thatcher / Garnier Peugeot. That it broke its diff casing is neither here nor there, for it happens to better cars on less difficult events. But at least they were carrying flares, and they did have enough food and drink.

But his experience was nil and yet he was allowed to compete in this long event, by-passing the usual competition licensing system insofar as it relates to Tom, Dick or Harry who have to climb the ladder from grade to grade on their way to a full international rally licence.

Short-cuts, it seems, are only for celebrities.

Thatcher has held racing licences for some time but it is totally illogical that this should enable him to tackle a rally, whether as first or second driver — and we understand that he was the second driver in this event. His pre-event remark that he considered a drive at Le Mans equipped him adequately for a Sahara crossing was totally ludicrous.

He might have the skill to cope with Le Mans, and even the stamina to stay awake and alert for 24 hours, but these attributes alone do not make a rally driver. And they certainly don't represent all that is required of a successful desert navigator.

Inhospitable, uncomfortable territory, whether it be a hot desert or a cold snow waste, has a nasty habit of wearing down determination. Even the slightest problem is magnified by discomfort, and when things go wrong it is the easiest way out to call it a day.

It is no disgrace to think in this way. It is perfectly natural to become despondent in the face of trouble, and it takes a great deal of experience of tough journeys to maintain all one's tenacity. Mark Thatcher did not have that experience before setting out from Paris.

There can be no doubt that they had wrong-slotted somewhere, which is not difficult to do in that country, but why didn't Thatcher admit it rather than just hint at it? It would have been no disgrace, but might on the other hand have emphasised even more his inexperience.

The RAC reserves the right to issue licences to publicity-commanding personalities whether they have made the step-by-step climb through the grades or not. This has happened in the case of annual events such as the RAC Rally and less regular ones such as intercontinental marathons.

It is both wrong and dangerous. Furthermore it brings the sport into disrepute. Only rally experience should qualify for a rally licence.

G.P.

Rover Revisions

THE SD1 Rover was first introduced in 1976 to replace the by then ageing 3½-litre large saloon and the 2000 and 3500 series of medium saloons. It was Rover's first venture into the hatch-back field and proved to be an instant success, winning the Car of the Year award. At first, there was only one basic model, the 3500 using the familiar V8 engine developed by Rover from a General Motors design. A five-speed manual transmission was standard, with a Borg-Warner automatic as an option, and there were a number of extras available to supplement the specification of the base car. Since then, there have been many detail alterations to the car and two smaller six-cylinder engines, of 2,300 and 2,600 c.c., were introduced well in time for the fuel conserving eighties, while at the other end of the range, the Vanden Plas model with leather upholstery and every possible extra as standard became the flagship of the Rover range. But it has not been until now that BL have given the whole car a comprehensive revision to maintain its appeal through the eighties.

The Edwardian splendour of the Hotel du Palais in Biarritz saw the introduction to the press of the results of an £8-million re-vamping programme which has resulted in an additional model to the range and a number of significant improvements both to the styling of the cars and to their specification.

The new model brings a return of the familiar designation Rover 2000 which combines with the continuing 2300, 2300S, 2600S, 3500SE and Vanden Plas to provide Rover with a range of six models to field in the "senior executive" area of the market. This sector has been showing a marked trend towards lower engine capacity cars which nonetheless have high levels of comfort and refinement — a combination which the new model has, and which should make it very attractive to the fleet buyer.

Looking for the diminutive 4-cylinder engine under a bonnet more accustomed to sheltering a V8 or a straight-six had us thinking that the 2000 would be a miserably sluggish car to drive. Not a bit of it. The 1,994 c.c. version of BL's "O" series engine produces sufficient power to propel the large car at a maximum of something over 100 m.p.h. and the acceleration figure for 0 to 60 m.p.h. of 12.5 sec. quoted by BL is healthy for a 2-litre saloon. With the five-speed gearbox (standard across the range) and a final drive ratio set to give over 23 m.p.h. per 1,000 r.p.m. in top, the base model Rover is remarkably restful to drive, quiet at motorway cruising speeds and surprisingly flexible. It is only in very hilly country or when trying to accelerate hard that the engine shows signs of strain.

At the other end of the scale, the V8 engined models are effortless to drive and are endowed with superb performance which puts many so called sports cars to shame. In manual form, they are geared for nearly 30 m.p.h. per 1,000 r.p.m., resulting in excellent fuel economy for such a large capacity car.

Exterior styling changes include a deep front spoiler on the four upper models and a deeper rear window to give much needed improved rear visibility. The headlamps are no longer inset, but are mounted flush with the bonnet edge, and the moulded front bumper is linked to the bonnet by a new front panel and full width moulded grille. Inside, the most obvious change is to the instrument panel. Still in the form of an oblong binnacle, mounted above the dash, the instrument panel of the 1982 series Rovers is wider and longer than before and features modern style tachometer and speedometer flanking a warning light panel in front of the driver with fuel level, oil pressure and water temperature gauges in the centre of the car. The heater controls have been much simplified and are mounted on the centre console. The lower binnacle has made it possible to lower the front seats slightly to give improved headroom and redesigned seating has increased leg room, although even this 5' 7" driver wanted the driving seat on the last but one stop. Walnutt veneer facings are fitted on the three top models, apparently by customer demand, but to this writer they simply highlight the plastic mouldings of the central console which extends back to divide the front seats. At the back, the rear parcels shelf has been considerably stiffened in its re-designed form and helps to reduce road noise from the rear.

Fully automatic chokes are now fitted across the range, the braking system has been completely revised with larger servo and master cylinder and new pressure limiting valve to prevent rear wheel lock-up and the suspension has been modified to give better handling and ride characteristics.

Unseen improvements come as a result of investment in the production line — for instance, the paintwork of the new cars benefits from the latest advances in paint technology providing, BL say, a highly durable finish, resistant to damage through stone chipping and with excellent anti-corrosion properties.

Economy of ownership is of ever increasing importance, and BL claim that with the 12,000 mile service intervals specified for the new Rovers, made possible by developments in oil technology and improved filtration, and reduced costs of servicing brought about by design improvements, the Rover range enjoys the lowest cost of routine maintenance over 50,000 miles compared with competitors. BL also claim better fuel consumption than their competitors.

The revised Rovers costs between £7,450 for the 2000 and £14,787 for the Vanden Plas.

P.H.J.W.



THE changing face of Rover — the obvious external revisions to the familiar SD1 Rover shape include a front air dam, wide moulded grille between bumper and bonnet and flush-mounted headlamps. The Vanden Plas model, above, also has fog lamps mounted below the front bumper and a rubbing strip down its sides.

BL's performance figures for the Rover range

Model	Capacity	Power PS	0-60 m.p.h. sec.	30-50 m.p.h. in 4th sec.	Standing ¼ mile sec.	Max. Speed m.p.h.	Typical m.p.g.
2000 (man.)	1,994 c.c.	101	12.5	10.1	19.0	104	34.1
2000 (auto)	—	—	13.9	8.3	19.7	101	—
2300/2300 S (man.)	2,350 c.c.	120	11.4	10.4	18.6	112	31.3
2300/2300 S (Auto.)	—	—	12.9	8.4	19.4	109	—
2600 S (man.)	2,597 c.c.	132	10.3	8.5	17.9	116	31.2
2600 S (auto.)	—	—	11.8	7.0	18.7	113	—
3500 SE/VDP (man.)	3,528 c.c.	157	8.6	7.4	16.9	126	29.0
3500 SE/VDP (auto.)	—	—	9.0	6.9	16.9	123	25.7

NB: 30-50 mph figures for automatic cars taken in third gear, kickdown disconnected

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BEHIND GP SCENE Continued from page 147

these people a Grand Prix might get off the ground but it could be an awful shambles and could lead to governments banning such a troublesome activity. So often one hears word of what goes on in high places when our "sport" comes up for discussion and invariably the attitude is that "they must keep an orderly house" and it is people like the circuit inspector who is doing his best, with all the others, to "keep our house in order".

At the end of the Grand Prix the circuit inspector's job is not done, rather like the journalists, for he then has to compile an official report on the meeting and this can run to six-pages or more, depending on what happened. Even if the whole meeting went smoothly he still has to make out a detailed report and will give chapter-and-verse on why the meeting was successful. When next you arrive at a circuit on the morning of the race, and everything is ready for the start, bear in mind that it didn't all just happen like that. There has to be an order of things and things have to be orderly and the circuit inspector is just one of those people whose work can only be appreciated by the end result. — D.S.J.

* * *

Connaught Register

DUNCAN RABAGLIATI who has compiled a register of all 35 Connaught cars that were built between 1950 and 1957 is seeking information on the whereabouts of the prototype Formula 2 single-seater A1 and the sports cars that were registered MPH 998, OPC 1, and LYV 366. These are the only ones not accounted for. Letters will be forwarded.

Six months with a Mazda RX7

DESPITE having been with us for nearly a quarter of a century, the rotary engine is still considered by laymen to be a "new" idea, not to be trusted until thoroughly proved in use. Many motoring buffs, on the other hand, dismiss the rotary as another of those blind alleys which litter the history of the motor car.

The idea, which first came to the public attention in the mid-sixties with the introduction of the rear-engined, single-rotor, air-cooled NSU Spyder, had been developed as far as a running prototype by the mid-fifties when NSU embarked on their development programme of Herr Felix Wankel's brainchild. However, early in the sixties, the rotary concept had captured the imagination of Kenichi Yamamoto in Japan and his company, Toyo Kogyo Limited of Hiroshima, entered into a licence agreement with NSU to develop the concept as well. By 1966, Wankel engined Spyders were popular in German motorsport, and Panowitz and Stunz won the GT Rally Championship that year with such a car.

Toyo Kogyo's development programme had seen the construction and testing of single, twin and four rotor engines and in 1967 came the introduction of the first Mazda rotary engined car, the Cosmos Sports, or 110S, which had a twin rotor, air-cooled engine at the rear.

It looked as if the rotary engine was to be the thing of the future when NSU introduced the Ro80 at the 1967 Frankfurt Show. With its twin-rotor, water-cooled engine up at the front, driving the front wheels through a torque converter, servo-operated clutch and a fully synchronised gearbox, the Ro80 won instant acclaim as "Car of the Year".

In 1969, NSU merged with Audi, and only the Ro80 continued to bear the NSU name, but sealing problems gave these fine handling cars a poor reliability reputation and they were withdrawn from the market in the early seventies. Meanwhile, Mercedes-Benz had toyed with the rotary concept with the mouth-watering C-111 sports coupé prototype which had a triple rotor engine developing nearly 300 b.h.p. in its first guise, followed by a four rotor unit producing some 350 b.h.p., but it was not developed further.

By 1973, only Toyo Kogyo were building rotary engined cars — in no less than five models. 1970 had seen the Mazda R-100 through the necessary exhaust emission tests in the USA, after considerable research with thermal reactors to clean the exhaust, and export from Japan to the States began. But these early rotary engines were not without problems and these led Toyo Kogyo into financial difficulties, only to be rescued by Japanese banking interests. Nothing daunted, they persevered with the rotary concept through the seventies, introducing the rotary engine to commercial vehicle applications for a brief spell and finally introducing the RX7 to the world in 1978. It immediately took North America by storm, and was soon selling 5,000 a month, beating both Porsche 924 and Datsun 280ZX by a handsome margin.

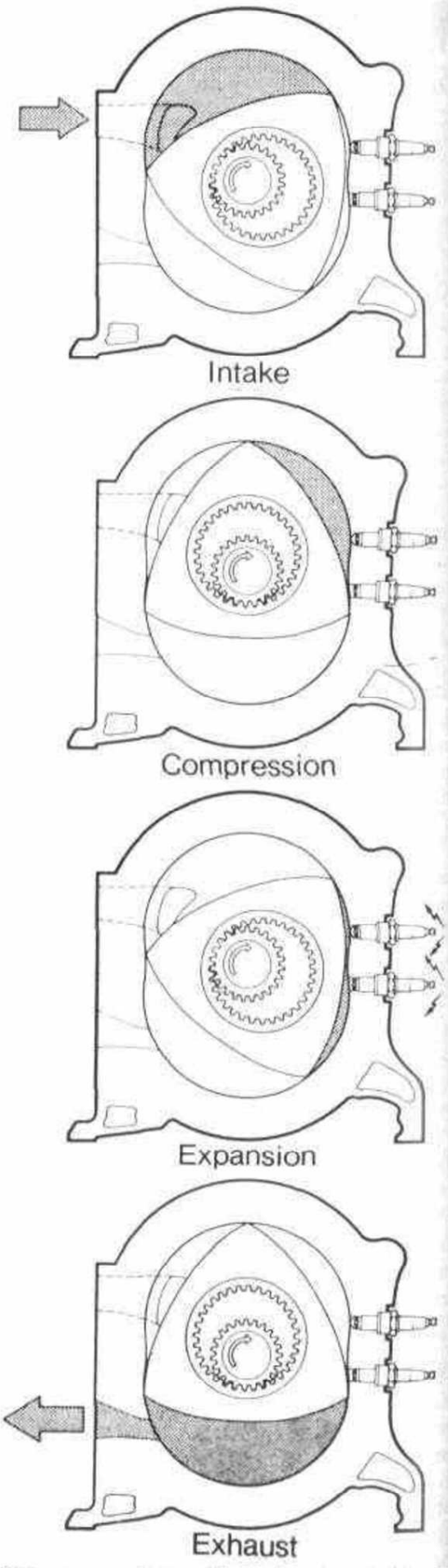
September 1979 saw its introduction in the UK, and demand was soon outstripping supply, even though its reception here was rather quiet and rather critical in some respects. In the middle of last year, a revised version, more powerful with improved braking, tyres and re-vamped interior went on sale and MOTOR SPORT took advantage of an offer from Mazda Car Imports (GB) Ltd. to try one of these rotary engined cars over a six month period.

The sleek body of this 2+2 coupé is rather un-Japanese in appearance and has a remarkable first-glance similarity to the 924 Porsche. The Mk. I Mazda came without any spoilers or rubbing strips, and although it looked very useful, there was something rather unfinished about the treatment of the rear of the car. The Mk. II has put all that right. At the front there is a substantial bumper with a plastic air dam below while at the rear is a flexible spoiler wrapping round the sides of the car. The bumper line is continued around the car in the form of rubbing strips linking the wheel arches, and the whole effect is that much more purposeful and finished.

The rear window doubles as the rear hatch and can be opened either from inside, using an electrically controlled release, or with the key from outside. It covers the somewhat small luggage area behind the diminutive rear seats (or seats for diminutive people) and supports its own wiper and washer. It opens on gas filled struts. There are thick pillars behind the doors which form part of a strong anti-roll-over frame and which can obscure rearward vision when manoeuvring and, more seriously, when negotiating certain slip road junctions. With the sloping screen and large rear window, the length of the roof is necessarily short, making a sliding sun-roof impossible; instead, Mazda have provided a tilting panel to improve summertime ventilation which can be lifted out completely and stored in a plastic bag behind the rear seats, always providing the space is not full of luggage. The bonnet hinges at the front and is released by a substantial pull catch which often required a fumble amongst the fuse boxes and wiring above the driver's right leg before it came to hand. A bent wire prop is used for support.

The interior trim of this grey car was deep red, the seat facings being of broad patterned cloth. Plain cloth covered the doors down to knee level, below which the car is covered in thick, almost fluffy, red carpet. The dash is of a colour-matched plastic moulding which rises in front of the driver to shield the black instrument panel which contains three circular dials — a tachometer in the centre, speedometer to the right and dial on the left containing fuel level, oil pressure and coolant temperature gauges. A row of warning lights extends across the bottom of the panel.

Switchgear is nicely designed, but rather scattered — to the right of the steering column are dash-mounted rocker switches for the fuel filler release (also openable by key from outside), for the aforementioned glass hatch, and for the adjustment of the driver's door mirror (this a four way rocker switch which is about the neatest mirror adjusting switch we have come across). To the left of the wheel is a choke pull and panel light rheostat. On the centre console, below the radio, ashtray and so on but in front of the gear lever, are switches for the rear screen heater and for raising and washing the headlamps. Behind the gear lever, over the transmission tunnel, are switches for the electric windows, electric aerial and rear window wash/wipe. The indicators are controlled with the right-hand stalk, which also rotates to control the lighting, while the wipers and windscreen washer stalk is on the left. The hazard warning light and the high intensity rear-fog lamp switches are on top of the steering column cover and are operated by putting the arm through the upper section of the steering wheel. We found it all too easy get confused by the controls for the minor functions, and to the last day with the car, this driver was opening windows instead of wiping the rear screen.



THE rotary engine is effectively a two-stroke, each firing cycle taking place with one revolution of the main shaft unlike a four-stroke which requires two revolutions of the crankshaft to complete a cycle. Colour photographs of the car appear on page 174.

The heating and ventilating controls on the top tier of the busy centre console are simple — one lever for temperature and another for mode of distribution, together with a four position rotating switch to control the three-speed fan. We found that the system worked well. In the late summer, the interior kept pleasantly cool without any need to open windows or the roof, while the heater coped with winter conditions quite happily, although in the very worst of the December weather it sometimes proved necessary to sacrifice warm feet for a clear screen.

Below the heating controls is a high quality

stereo cassette player, separate from the equally high quality radio. The centre console also houses an ashtray and cigarette lighter as well as clock, low down alongside the rear window heater and headlamp wash switches.

Front suspension is of the MacPherson strut type while that at the back is by coil springs, the live rear axle being located by four trailing arms and a Watts linkage. Gas filled dampers are used and anti-roll bars are fitted at both ends. Steering is by a variable ratio recirculating ball and nut system and is not power assisted. There are nearly four turns from lock to lock, but the variable ratio aspect of the steering means that in normal use the steering feels comfortably high geared, and yet not too difficult to manoeuvre. It is only when pressing on hard, when significant changes to front wheel direction have to be made quickly, that the low gearing makes itself felt.

The wheels are attractive, broad spoked alloy 5½J x 13 units, shod with 185 / 70 HR Dunlop tyres specially developed for the car by Dunlop in Japan. Sadly, the attractive wheels lost their sparkle as soon as winter conditions and the salty roads had to be negotiated. Disc brakes are fitted all round, and these are servo assisted.

The latest form of Mazda's twin-rotor, water-cooled rotary engine produces 115 b.h.p. at 6,000 r.p.m. from its two 573 c.c. displacement rotors, which give a nominal capacity of 2,296 c.c. since the rotary engine is effectively a two-stroke. The compression ratio is 9.4 to 1 and the car thrives on 2-star petrol. Since the maximum torque is developed at relatively high engine speeds (of the order of 110 lb. ft. at 4,000 r.p.m.) and the torque curve is rather peaky, it is understandable that the RX-7 is low geared relative to its piston-engined brethren having a final drive ratio of 3.909:1. The five-speed gearbox has ratios of:

1st:	3.674:1	giving 4.7 m.p.h. per 1,000 r.p.m.
2nd:	2.217:1	giving 7.9 m.p.h. per 1,000 r.p.m.
3rd:	1.432:1	giving 12.2 m.p.h. per 1,000 r.p.m.
4th:	1.00 :1	giving 17.5 m.p.h. per 1,000 r.p.m.
5th:	0.825:1	giving 21.2 m.p.h. per 1,000 r.p.m.

The apparent low gearing is not noticeable, however, since the turbine-like smoothness of the engine gives a very false impression of the speed at which it is rotating — it is very easy to cruise for miles in fourth at high speeds without realising that you haven't made the final up-change, and often only reference to the rev-counter will make the driver believe a higher gear may be used. So freely does the engine rev that in the interests of engine life, Mazda have equipped the RX-7 with a siren which sounds as soon as 7,000 r.p.m. comes up.

Starting the Mazda RX7 from cold is rather a different experience from anything else — at first, it seems that the choke will not stay out, but as soon as the ignition is turned on, an electro magnet holds the control in place and the engine will fire immediately. If the choke control is forgotten, the electro magnet is automatically switched off as soon as the engine reaches operating temperature. The RX7 is fuss-free on a cold engine, provided it is driven gently for the first few miles.

Acceleration from rest is spoilt somewhat by a rather baulky first to second change, and the best we could manage with our rather crude timing arrangements was a 0 to 60 figure in 9.5 seconds, rather slower than the 8.6 seconds figure claimed for the Mk. I. Top speed was certainly in excess of 120 m.p.h.

As described in the November 1981 issue, the RX7 is easy to live with, especially if most driving is on the open road. City dwellers who do not go far afield might find the car rather tiring, since, in traffic, much use of the gearbox is required to keep the engine running at optimum speeds. The ride is somewhat harsh, but the handling is excellent and the RX7 can be chucked about on country roads in a delightful fashion, the Japanese Dunlops suiting the car admirably.

High speed cruising is relaxing, and after initial annoyance, familiarity soon obliterates the ever present aircraft-like hum as one hurtles along dual carriageways. The brakes are excellent, but need treating with care since excessive pressure will make the Dunlops lock up on a dry surface, and correspondingly more readily in the wet.

The sort of details which go unnoticed in the usual 1,000 mile test make themselves very apparent over a 12,000 mile period, and items which at first sight are functional and praiseworthy become aggravating while others, which might be considered gimmicky initially, become valued adjuncts to motoring. In the former category are the windscreen washers. First, the jet is directed too high up the screen, even when cruising fast, leaving the lower arc un-wetted, and therefore smeared: this driver is short, and found this particularly aggravating. Also, the washer bottle is of very small capacity, and on the heavy salted Christmas roads in and around London a washer bottle full would be consumed more quickly than a tank full of petrol. The reservoir for the headlamp washers, on the other hand, seems to be of a much larger capacity, but as it is hidden low down behind the front bumper where it is difficult to fill, and impossible to see, the water could have been splashing all over the place and not going into the reservoir. Sensibly, Mazda have provided a warning light to indicate when this reservoir is in need of replenishment. No such warning exists for the screen washer, but Mazda do recommend checking the oil at each fuel stop, when it is easy to see how much cleaning water remains.

In the latter category, much to this tester's surprise, are the audible warning devices fitted to the RX7 — not the kind which warns other motorists of your presence, but the siren which operates when the engine is being over-revved and the chimes which come on if a door is opened when the engine is off and the lights are on. Familiarity with a car breeds slack habits and using the RX7 for everyday motoring, not racing round the country roads for fun, but usually in a hurry, it would have been very easy to over-rev. that rotary engine without noticing had it not been for the siren, and living in a street lit area, it is amazing how easy it is to leave lamps lit when parking at night.

The owner of an RX7 might be tempted not to obey Mazda's recommendation to check the oil at each fuel stop, but he would be unwise to do so, for the rotary engine is designed to use oil. We found that oil consumption over our six month period worked out at between 400 and 500 miles per pint, depending on who was driving and in what conditions — consumption went up markedly over periods of short-haul journeys, was in the middle of the range if being used for long distance, high speed work and was least, as one would expect, for gentler long-distance cross country use. Fuel consumption varied from 18.2 m.p.g., driven extremely hard, to 27.2 m.p.g. for mild touring. The overall average figure for our 12,320 miles with the car worked out at 23.4 m.p.g.

During its spell with us, the car never let anyone down but was not exactly trouble free — just before it was due for its 6,000 mile service, it developed a rather inconvenient flat spot between 4,000 and 5,000 r.p.m. and began to pop and bang on the overrun. This fault was cured at the service, but reappeared towards the end of our time with the car, by which time it was due for another spot of routine maintenance. The finish of the car was excellent in all respects, but certain items of trim managed to come adrift — the panel around the luggage area moving up into the wide pillar behind the passenger seat rattled intermittently and was obviously loose after 6,000 miles, while the moulded panel covering the windscreen pillar on the driver's side came completely adrift at 9,500 miles, but remained in place after careful replacement. At 10,000 miles, the interior mirror complete with interior light simply fell off its mounts when being adjusted, and remained loose, despite replacement, for the remainder of our test. Minor problems, perhaps, but the Japanese do have a reputation for perfection. . . .

Improvements which Mazda should consider are the provision of an oil level gauge to save dirtying the hands unnecessarily when re-fuelling and a larger capacity fuel tank — the nominal 12 gallon fuel tank provides a comfortable range of only some 250 miles. With a car so comfortable for long distance driving, a range of 400 miles is a desirable feature. Passenger comfort would be improved if the rear suspension was not quite so hard, and a new compromise between handling and ride comfort might make the RX7 more attractive to a wider sector of the market.

Priced at £9,200, at the time of writing, the RX7 costs more than the basic 924 Porsche (£9,100) and Datsun 280 ZX (£9,143), but offers the equipment of the more expensive versions of these cars. Another obvious competitor in this coupé market is the excellent 2.8 injection Ford Capri — it may not have electric windows, but it does have useable rear seats, better performance and costs £1,000 less. — P.H.J.W.

* * *

The Editor comments

Having experienced rotary engine motoring in the little NSU Wankel Spyder in 1965 and with the very well measured Ro80 in 1969, it was very interesting to make a more prolonged study of the latest version of the Mazda RX7 last year, having tested an earlier version in 1980. The idea was to let various members of the Standard House staff try it, and as I rather lost touch with it during the latter part of 1981, I have entrusted the full report to P.H.J.W. The RX7 with Mr. Yamamoto's courageous twin-rotor development of the Wankel-motor that NSU dropped and Mercedes-Benz abandoned, is most enjoyable, especially when clear of the traffic, although on motorways the aircraft-like background whine can be sleep-inducing. The gearbox needs to be used a lot in town driving.

Good handling, a nice five-speed gear change, fairly comfortable front seats and a handsome appearance make this an excellent fun car, in addition to which I found the RX7 a very handy, pleasant car for long journeys but with rather too hard rear springs. Essentially a two-seater, we did once get four adults into it, but only by having one pair of female legs protruding from the back close to the stubby gear lever. The switch gear is high class but scattered, the driver-release of the glass boot lid and fuel filler flap were much appreciated, less so the ding-dong warning of lamps left alight when the door was opened. Disc brakes all round, a rear spoiler, pop-up head lamps, clear and comprehensive instruments, an openable or removable roof and a low built rear are all nicely in keeping with this highly individualistic 125 m.p.h. sports Mazda. — W.B.

The MCC "Exeter" Trial

A look back

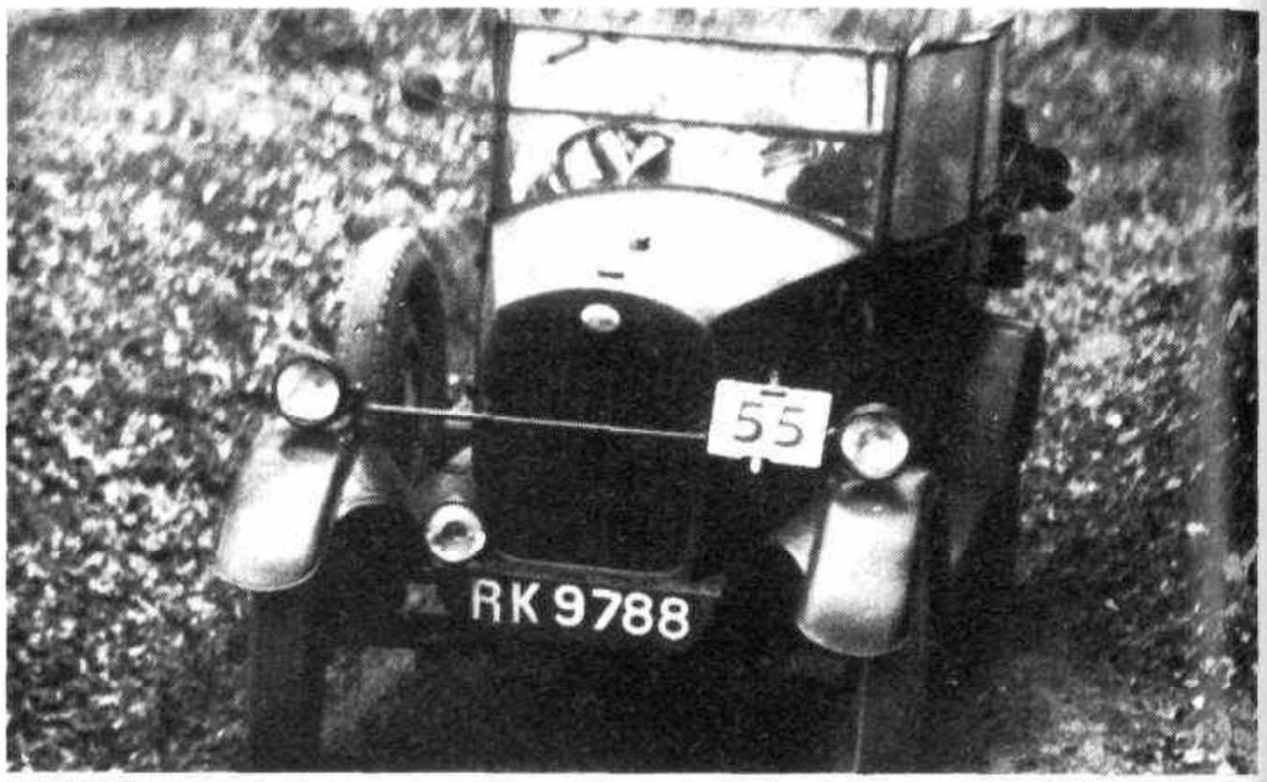
BECAUSE snowstorms of record severity, combined with iced-up roads, prevailed over Southern England before the 1982 "Exeter" Trial, the Motor Cycling Club wisely cancelled the event. Sad, especially when you think about the great concourse of willing voluntary helpers and marshals, the hotels, cafés and petrol stations which were opening specially for the event and the disappointed competitors, numbering more than 300, but it would have been totally indiscreet to have run such an event, even had the hills been usable, with such a calamity sweeping the area.

From my point of view, Terance Barnes, who was to have driven his 1934 TT Singer 6, had generously offered me his OE 30/98 Vauxhall which I duly entered, digging out my ancient Sidcup suit and "functional bad weather clothing" in readiness. It had occurred to me that as I am not a trials expert, nor very familiar with the ways of 30/98s, the 1982 "Exeter" might well, therefore, have been in two parts, one starting before me and running more or less to schedule and the other starting after the Vauxhall and running hours late as I stuck on every observed section!

In the absence of a 1982 "Exeter" to report, let us look back to other years of this historic Trial. The first was held in 1910, a reminder that the MCC is Britain's oldest sporting motor club. In those tougher times, the trial started on Boxing night (as did those MOTOR SPORT replica "Exeters" which I organised from 1953 to 1961). The real London-Exeter Trial used to start from Staines and go to Exeter and back again along what we now call the A30. With the crude lighting-sets of pre-WWI days, and the inevitable rain and fog, this was a formidable task. It remained so after the war — organised by the inimitable Jacky Masters and his wife, Bee — 310 miles of winter driving, with the main road hills of Chards and Trow observed in 1919. AA patrols helped as far as Salisbury and that year there were 39 car entries, ranging from big Oakland and Buick cars to Kaye Don's Tamplin cycle-car. Sammy Davis started his long association with the "Exeter" in an 11 h.p. McKenzie, which was reduced to only one gear when returning across Salisbury Plain. Archie Nash (GN) and Westalle (AC) had brand new cars and others relied on acetylene lamps, one driver even carrying spare oil lamps and another a set of road springs, just in case.

From 1920, Peak Hill was added, with Salcombe included the following year and in 1922 the long, chalky, White Sheet Hill near Beaminster was used. In those epic years, the trade saw useful publicity in these trials which were reported on at length in the weekly motoring papers, so works drivers in new cars were often sorely stressed. The AC people, for instance, decided to vent their overheated radiators into the exhaust system, after which they received glowing reports of ascending the hills without a trace of boiling! Legendary, too, were those early morning breakfasts at Deller's café in Exeter, with astonished waitresses stepping over piles of temporarily discarded, and very odd, clothing and having to wake dozing competitors when their eggs and bacon were ready.

From 1923, the pattern emerged of no hills to attempt before Honiton and nothing on the return route *via* Dorchester (tea at Salisbury). Later it got more difficult, there was a short timed test after the re-start on White Sheet in 1924 and a timed half-mile from the Salcombe re-start in 1925, the latter requiring average speeds of at least 12, 15 and 18 m.p.h. respectively from 1-litre, 1½-litre and over-1½-litre cars, the RAC turning a blind eye.



SCROGGS' two-stroke Trojan was a regular competitor in pre- and early post-war "Exeters". Photographed on the 1949 trial, Scroggs gained a second class award, losing a first when his two-speed car failed on Simms.

Entries had by now become enormous and formed an impressive, hours-long, winter cavalcade, amateur drivers turning out for the adventure and spectators to see how the well known competition folk would fare. Horses might still drag failures up the observed sections but 427 entries (152 cars, 17 three-wheelers and the rest motorcycles) were received for the 1925 "Exeter". Why did they do it? The motorcyclists said that otherwise the car drivers would die of a surfeit of Christmas food, and one horror stricken glance at the clothes worn by the bike riders stopped any repartee. (Modern "Exeters" are well divorced from Christmas, and most motorcycle competitors now wear smart "Barbour" suits.)

It wasn't until 1935 that the gold, silver and bronze medals were replaced by Premier and lesser awards, drivers always competing against the MCC, remember, not against one another. There were years of torrential rain, as in 1924 when the sea, encouraged by 60 m.p.h. gales, threatened to swamp Sidmouth — that was the year when Sammy Davis drove what he called a grave Austin 12/4, getting his gold medal in this fully laden tourer, and the long string of cars was tailed by a travelling marshal in a 13.9 h.p. Renault, an example of the great diversity of the entry and the improbable cars often encountered. By now there were six engine size divisions, and the 1924 entries included a big Excelsior, handled by Hornstead, a Chrysler, Stone in an un-named experimental vehicle and an ABC with four water-cooled cylinders (which sounds like another experiment), a side-valve Imperia (which got its gold medal), a staid de Dion Bouton — almost everything, indeed, from 7 h.p. Jowetts to J. P. Bainbridge's 40/50 Rolls-Royce. Three Senechals ran together and all scored "golds" and that 1924 Trial included two Morris Cowley Sports, a KRC, an Aurea, a DFP — in fact anything went, even an 8.3 h.p. Renault. Hay drove a £5 GN which caught fire and then had engine trouble and another GN lost a wheel.

SEARLE's heavy Riley Roadster needed traditional assistance on Windout in the 1949 trial.





MOTOR SPORT's readers are more interested in the four-wheel competitors in the "Exeter" — this photograph, taken on the 1981 event, is a reminder that the organisers are the Motor Cycling Club.

I once said that almost every make of car was raced at Brooklands except the Trojan. In MCC Trials, these slogging two-strokes were popular and very successful. A Model T Ford and several Bugattis might finish with no awards while improbable small cars gained their gold medals. In the mid-1920s, more closed cars began to join in, a reminder that a snug Bean Coupé had essayed the 1919 "Exeter". Sports cars naturally predominated, thus in 1924, 8 Salmsons scored 3 golds, 7 ABCs 5, 5 Alvis 4, 10 Rileys 5, 5 Lagondas 4, and 4 Lea-Francis 4 while H. J. Aldington and F. Hilary got two with their Frazer Nashes. Even a friction drive GWK was also good for a gold, as were the GNs of Clerk and Heywood. Ian Macdonald, later a well known Alvis driver, was still using a 12/20 Calthorpe, but retired.

By 1926, the SMMT had barred such trade participation and by 1927, although the start had reverted to Boxing night (which the MCC had abandoned for a time) the open space by Staines Bridge was now deemed too restricted for the 377 entries, so the start was moved to the Slough Trading Estate. The route was still an out-and-home affair, the total mileage being 336, the first motor cycle leaving half a minute after 8.00 p.m. and the first car scheduled back at Slough by 7.26 p.m. on the Saturday. Quite a drive, although there were only 4 observed sections (one timed, one with a restart) compared to 13 and several special tests, some timed, for this year's "Exeter". Incidentally, in those days, Sidmouth was "in transit", whereas this is where the "Exeter" now finishes.

The 1927 Trial was not to be — it was snowed off. The Officials got their 33/180 Mercedes-Benz well stuck when checking the state of the roads and the *Autocar* reported that while snow on the Sunday evening had delighted those who liked some additional adventure, by the following morning it had got out of hand. On the Tuesday evening, the marshals tried to get to their posts, only to find lorries embedded in the snowdrifts on the Reading to Newbury road. The Police telephoned to say that Salisbury Plain was impassable and the main Exeter road completely blocked.

The abandonment of the Trial was announced on a blackboard (only one starting point to worry about in those days) as competitors arrived in shoals. Some drivers wanted to try the run on their own, others persuaded a military band to play for them to dance to as the restaurant filled to capacity with people dressed like Arctic explorers. Until late at night, those who could not be warned continued to arrive, the motor cyclists frequently falling off in the rutted snow, after the early arrivals had returned home. The luckless press photographers lined up any willing competitors in the deepest snow they could find and set off their flashlights.

Those were the vintage years, and I note that in 1927, A. S. Scroggs was in a Rover 10 instead of his famous Trojan of later years, that Moss Blundell had forsaken the Rhode (which I owned in later days) for a Salmson, but Anthony was still using a Senechal and Michael May, the Alvis man, had entered a 10/23 Talbot, G. M. Giles would have been in a 2-litre Bugatti, R. L. Wise in a 30/98 and there were two dozen Austin 7s in the up to 850 c.c. class, opposed by three Singer Juniors.

The MCC reliability trials, as they were then called, have thrived ever since. The "Exeter" start was changed in 1930 to Virginia Water on the A30, and from 1928 a shortened route ending in Shaftesbury was used. As cars became more proficient, new hills were introduced. Harcombe came in in 1928 and was retained up to 1935, reappearing in 1939, but by then Fortame, Berhag, Higher Real, Devonish Pit and Batcombe were introduced from 1929 with timed tests and the Black Hill re-start figured in 1930. For a while, the MCC had compromised by starting the "Exeter" the day after Boxing Day (unless this fell on a Sunday) but by 1930 it reverted to the traditional day dating back to the beginning of the event. The score of mainly sports car awards in the 1928 "Exeter", run under conditions of rain, flood, mud and fog, included golds by 4 of 6 Salmsons, 7 of 10 Alvis (including Davis with a FWD 4-seater), 3 of 3 Lagondas, 3 of 5 Lea-Francis, 6 of 9 Rileys, 4 from 7 Frazer Nashes but nothing better than a silver among 3 Bugattis, while 25 Austin 7s won a dozen golds, 6 silvers and 6 bronze medals between them. An amusing, but sad, story concerns the crews of some open cars who parked them in the only shed in sight at the start to shelter from the impending heavy rain only to discover later that the shed was roofless. Starters embraced an Austin 7 van and Wright's very spartan and very rusty Frazer Nash JAP.

Fingle Bridge was used from 1932 onwards (I still have memories of being in the cramped back seat of Smith's Tamplin cycle-car as it was towed most of the way up this hill in post-war Exeters") in which year it stopped 68 competitors. The splendid entry of 296 was achieved in 1934, when Simms Hill, discovered the previous year, stopped 212 and the MCC had to find only 13 golds for the whole event. This notorious section was used in two parts when the trials were resumed after the war in 1949, but the combined hill stopped only 12 of the entry that year. Windout figured from the 1937 event, joined by Woodhayes and Knowle Lane in 1938. The "Exeter" has continued in the old style up to the present, allowing all manner of cars, including vintage, post-vintage as well as more modern machinery. Specials, such as Dellows, are included, but of course they must be legal for use on the road.

Had the 1982 event been held, we would have had to tackle Cricket, Stafford, Greenslinch, Tillerton, Fingle Bridge (in two parts), Fingle Woods (in three), Simms (just as difficult now as it was in 1933) and Higher Rochdean. When Michael Ware took the National Motor Museum's 30/98 through the 1973 "Exeter", it failed on Simms, Fingle (through running out of fuel) and Tillerton, but cleaned the other sections. So, that would have been our target in the Barnes' 30/98, especially as the NMM car is one of the earlier side-valve E-types and not an o.h.v. OE. I am sure it will all happen again next January, meanwhile, there is the MCC "Land's End", an even older event, the first being run in 1908, to enjoy on April 9th and 10th.

After all this, you may feel that the MCC is a Club worthy of your support — the membership secretary is A. L. Bonwick, 323a Blossom Field Road, Solihull, West Midlands B41 1TE. The annual subscription is a very reasonable £6. — W.B.

NOWADAYS, plenty of pre-war cars still compete, but the majority of competitors use relatively mundane vehicles — rear engined cars such as Hillman Imps and VW Beetles being especially popular.



TUNING TEST

Fiat Ritmo Abarth 125TC

Ritmo/Strada + Abarth = 118 m.p.h. and a new production competitor

JANUARY 1980: the writer huddles below a low stone wall in the hills behind Monte Carlo. In the valley beneath, a properly picturesque village, lights twinkling in the dusk and wafts of fresh baked *croissant* tempting one away from the draughty spectacle of the Monte Carlo Rally front runners. Attention is directed primarily upon the domination of Pirelli and Fiat with their boxy factory 131s, a combination that provided Walter Röhrl with victory. From our vantage point the most astonishing sight was the theoretically outclassed Group 2 Ritmo Abarth, with just 170 fuel injected horsepower to pit against the leaders' 220 plus. After early snow the roads were mainly dry and the front drive Ritmo, and its young Italian pilot, Attilio Bettega, were expected to drop back down the field.

The Ritmo chattered into sight. Its lightly studded Pirellis flicked the occasional spark to further illuminate the spectacle of an apparent racing saloon on the limit, barking its way through a rock-faced curve as though it were at Monza in a sunny Sunday race, rather than jinking along gravel and rough tarmac. The Ritmo was an impressively steady sight, proving that a front drive car could still punch its way into the top ten (it finished sixth — and a Golf was fifth) on the World's most prestigious rally.

Last month, in Rome, Fiat announced a road going descendant of that interesting competition car. Chief tester driver Giorgio Pianta confirmed that the front suspension and big ventilated disc brakes, the heart of that competition car's success, had been transferred (minus the body mounting points for the lower anti-roll bar, for production reasons) to the new Ritmo Abarth 125 TC. "It's fantastic", Pianta grinned happily, "the ride and cornering is the best we can make in a front drive car — and just as good with full load, no?"

We could only nod equally enthusiastically. After a morning spent on rather crowded roads around Rome and some deserted loose going, colleague Peter Newton and myself could only mourn the fact that this 7,500 per annum production base to a car that will almost certainly dominate national production racing and rallying in the future (group N, or showroom Group 1 in pre-82 parlance) will only ever be available in LHD. There are no plans to import these able, 2-litre, five-speed Ritmos, to Britain, but if you looked into the matter in Europe you would find the cost will be some 10 to 15% above Golf GTi.

Fiat see this Ritmo Abarth as part of their European sales renaissance. A useful competition base and image booster for the remainder of the versatile Ritmo (call it Strada in Britain) range. The 125 TC is officially aimed at a market above the Golf GTi — Porsche 924 and suchlike — but as one Abarth executive confessed quietly: "this car will attack GTi from the top while our 1600 (the recently introduced 105 TC) will complete the job from below!"

The detailed specification you can see from our panel, but it is worth noting that a similar aside revealed that fuel injection (which surely should be automatic on a car with pretensions to GTi superiority) was absent on grounds of cost. If it is used in future it will have to come from Bosch, rather than the mechanical Spica systems used by Abarth Fiats in competition.



LOOKS are a matter of taste, but this Fiat Abarth is more of a civilised road car than a competition terror in production trim. Performance is impressive, as it should be with 2-litres in a light hatch-back body.

"Driving Acrobats"

Fiat European Sales Manager, Lorenzo Cesare, made a charming presentation of the car. After inviting us to view it as "a small bombshell," he also suffered at the hands of the translators with an invitation to see how the car copes with "driving acrobats!"

Waiting for some companions — we started the trip three up and then settled for two, the most noticeable point about the interior was the enormous drilled throttle pedal! Mmm . . .

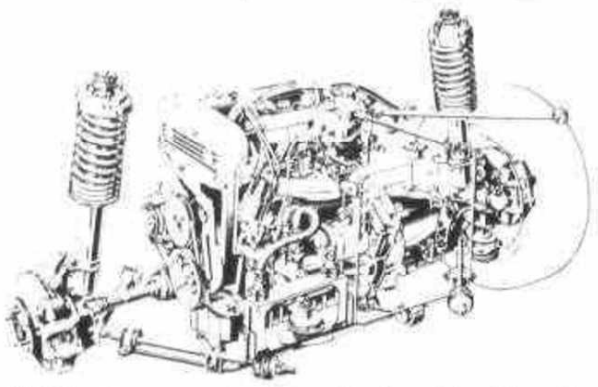
Instrumentation includes a large 220 k.p.h. speedometer (we saw 205 k.p.h. as our best) and a 7,000 r.p.m. tachometer, with warning zone from 5,750 to 6,250 r.p.m. for the long stroke twin cam. Minor instruments are mainly spread to the centre of the fascia and cover oil temperature, pressure and water temperature.

In action one's impressions are dominated by the mid-range pull of the 2-litre engine in this 2,100 lb. body and the extraordinary comfort of ride. The handling on Pirelli P6 185/60s was in a different league to Golf GTi or Escort XR3. Light understeer, very little change in characteristic if the throttle was released sharply in mid-corner, or the superb brakes applied fiercely. In short the ride and handling justified Fiat's claim, two or three aboard. We were glad to see Ferodo competition pads specified and working admirably, traffic or country.

Also outstanding was the quick change offered by the ZF gearbox internals. Fiat executives were concerned that we should be aware that their characteristic whining would be silenced in the next production batch, but we found it a nostalgic echo of that Monte Carlo model (a 1600 Ritmo 75, officially). More tiring is the expected resonance of a large four-cylinder engine in a tin box, around 3,500-4,000 r.p.m. Particularly as the gearing is quite short, allowing 62 m.p.h. at 3,000 r.p.m.

Third gear is good for nearly 80 m.p.h. and is most widely used for overtaking and cornering. This emphasises the engine flexibility and the remarkably progressive Weber-Abarth carburation. To the point where one accepts that, even if they have skimped the injection from the specification, it is acknowledged that the engine and carburation have been properly matched, along with the gearing, suspension and braking, to the vehicle. An honest piece of engineering.

Snags? Really the potential of chassis and 2-litres has been wasted. More straightline performance (perhaps 140 b.h.p.?) could be handled. Then the 125 TC would be a worthier contestant in the "substantial European market" Fiat see for this "super GTi" category. — J.W.



THE twin-cam engine was developed by Abarth to suit the Ritmo. The Group 2 rallying suspension provides the best ride / handling compromise for enthusiast use that J.W. has encountered in a front-wheel-drive.

Fiat Abarth 125 TC Ritmo: specification

Engine: Fiat toothed belt DOHC, 84 by 90 mm. (1,995 cc). Max power, 125 b.h.p. @ 5,800 r.p.m. Peak torque 140 lbs. ft., 109 lbs. ft. from 1,500 to 6,000 r.p.m. Abarth modifications: reietted twin choke Weber carburetter on replacement large bore induction manifold; tubular 4-2-1 stainless steel exhaust; Abarth camshafts; bi-metallic exhaust valves; tri-metallic main bearings; replacement "special" pistons; lightened flywheel; larger free-flow air cleaner; light alloy sump with anti-surge oil baffling; oil cooler with thermostatically controlled valve; electric fuel pump; Goetz heavy duty head gasket; Marelli electronic ignition; finned sump (external cooling) and three point anti-vibration engine mountings, including one to prevent falling out of gear on loose surfaces!

Transmission: Increased diameter, revised facing, single plate clutch. Driveshaft thickness increased. Fiat five speed gearbox casing with ZF-produced gears to Abarth close ratio recommendations. Power plant, gearbox and front suspension are sent from Abarth, Corso Marche, to Fiat Rivalta assembly factory.

Suspension: La Mandria (Fiat, Turin, track) comparative testing (against GTi and others) produced gas-filled damper road derivative 1979 Group 2 rally chassis. Negative kingpin offset MacPherson front struts; variable rate front coil springs; single tapered leaf rear (normally twin); larger wheel bearings, new hubs and 22 mm. front anti-roll bar.

Brakes: Ventilated, 9.6 in. diameter front discs; 7.5 in. rear drums. Ferodo 346 rally specification pads.

Wheels & tyres: Four spoke Pirelli alloy wheels. Pirelli P6 185/60 HR 14 tyres.

Body (external): Plastic front air dam incorporating lamps; curved rear polyeurethane spoiler; oval exhaust; badging, stripes, matt black paint details and three colour choice (black, red, silver).

Body (internal fittings): Abarth 14½ in. diam. three spoke steering wheel; extra instrumentation; unique semi-sports seating and woollen cloth trim; spare wheel moved to boot; twin tone horns; aerial and loudspeakers for non-standard radio. Bronze tinted windows and metallic paint, only options.

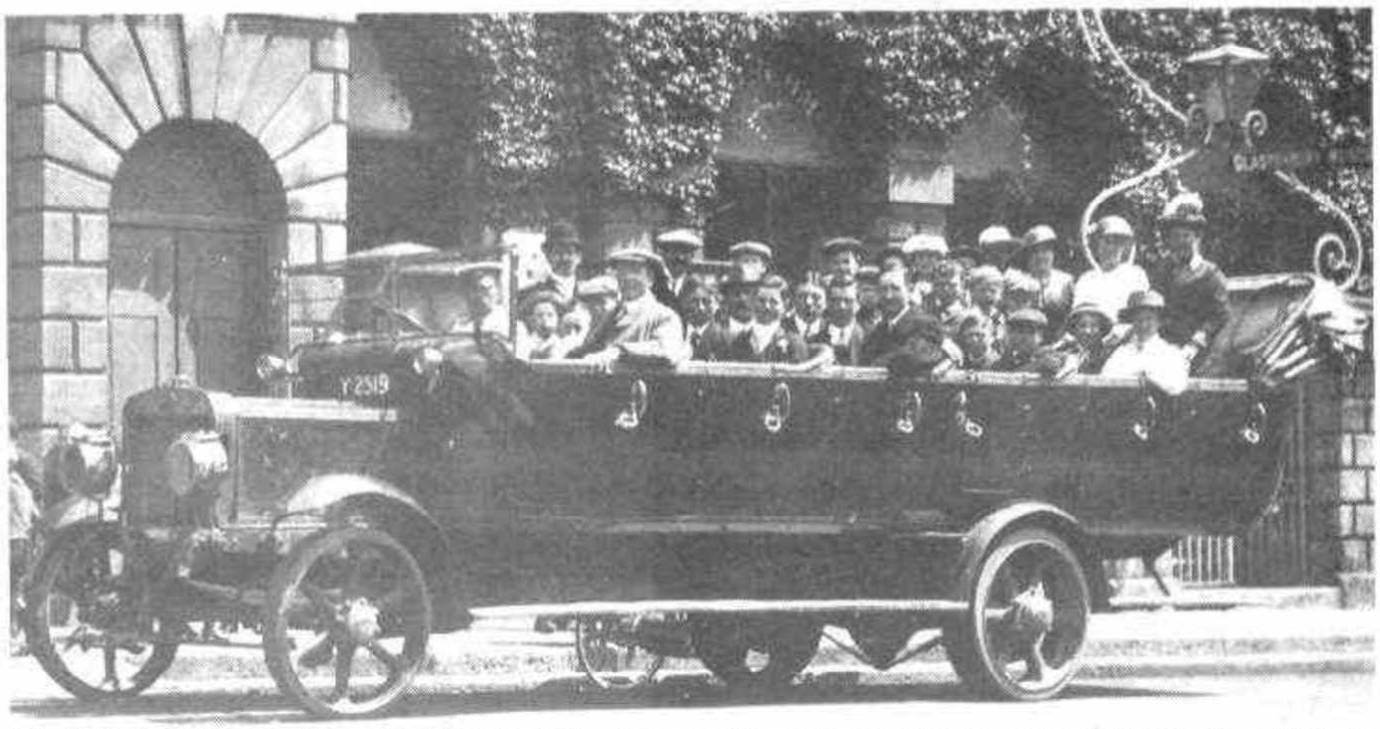
Performance (manufacturers figures): Top speed: 118 m.p.h.; 0-62 m.p.h.: 8.7s; 0-400 metres near ¼ mile): 16.2s; Urban m.p.g.: 22.7; At 56 m.p.h.: 39.7; At 75 m.p.h.: 30.4; Average: 29.4, fuel range over 300 miles.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

Motoring Memories

North Tipperary and elsewhere, 1920 onwards



ALTHOUGH such sights must have been relatively common in North Tipperary in the Edwardian and early Vintage years, this superb photograph of a solid-tyred charabanc was taken in Glastonbury, Somerset before the first world war. *[Photo courtesy of P. Birch*

THE particular part of North Tipperary lies in a triangle with points at the bridge over the Shannon at Portumna, Birr and Nenagh. In the motoring sense the district has one sure claim to distinction in that in the first decade of this century there lived at Belle Isle, near Portumna, Charles Segrave. His son, de Hane, was subsequently to win wide and undying fame. The Segraves were intimate friends of my father, who often spoke to me about de Hane. Charles Segrave brought a car with him from England, with a mechanic to look after it. If he was not the first motorist in the district, he was certainly one of the very early ones. The make of car is not known [I believe the first was an Argyle, followed by a small Rover and De Dietrich etc. — Ed.], they left the district before I was born in 1915, so I never met either de Hane or his father. He, of course, was a schoolboy hero of mine and I followed his racing and record-breaking career closely. I can still vividly recall the sadness I felt, as a schoolboy at Ampleforth, when he was killed on Lake Windermere.

In 1930 Major H. H. P. Deasy, of the Deasy car and Siddeley-Deasy, an uncle through marriage, returned to Ireland and came to live about 3 miles away from us. So perhaps this makes a second claim to motoring distinction for this part of Ireland. He had a Wolseley saloon of about 1928, with a 6-cylinder overhead-camshaft engine, the performance of which in his hands was anything but pedestrian.

I dearly love all internal combustion engines and even in the 1920s there was plenty to interest me. Our car was a 1914 Model T Ford, with brass radiator and flat-topped front mudguards. It had acetylene lighting, devised and fitted by my father. The house was also lit by acetylene. My father was taught to drive by my mother, who had started in 1912, also on a Model T Ford. The bad roads of those days, thin tyres, and lots of broken stones, made her an expert in wheel-changing and puncture-repair. In addition to the car there was a 1918 Titan tractor, a 1914 Evinrude outboard motor, and an open 18 ft. motor-boat my father bought from Charles Segrave. [This boat is referred to in Cyril Posthumus' biography of Sir Harry Segrave — Ed.] The latter had a single-cylinder 2-stroke engine made by G. H. Blomstrom Ltd., of America, with ignition by battery and trembler coil. Like the Evinrude, it was a machine of unbelievable crudity. I subsequently got both of them to go, but my father, to my sorrow, scrapped them. It is a pity, as the Blomstrom, particularly, would have been a real antique. It must have been made in the early part of the century.

In 1923 the Titan was supplemented by a second-hand Fordson, made in the Ford Tractor Plant at Cork in about 1919. It is still in existence today, and is the second-oldest working Fordson in the country. This was established in a competition run by Ford of Ireland a few years ago. In 1924 the Model T was sold and replaced by a Trojan on solid tyres. It was a very troublesome and unreliable car, and was only kept for two years. The narrow tyres wore two deep ruts in our avenue, and you were literally "in the groove" until you reached the gate about ¼ mile away. It was replaced in 1926 by a Citroën, of which there was a series of three. Unexciting cars, but rugged, long-lasting, very reliable, and well suited to local conditions. The last of the Citroëns was replaced in 1936 by a 22 h.p. Ford V8 saloon, which was sold during the war. In 1927 the Citroën had been supplemented by an open Austin 7, bought secondhand in England, and said to be a 1924 model. It was, to my mind, a delightful little car, of which more later. Also in 1927 the Evinrude outboard was supplemented by a Lockwood, an excellent American outboard motor which gave us a lot of fun and quite a few adventures.

In the 1920s there were not a great many cars in the district. Model T Fords were the most numerous, and Overlands were also popular. The local doctor had a Dort, and a friend of my mother had a Waverley. My cousins, the Esmondes (one of whom was Lieut/Commander Eugene Esmonde, VC) owned a Model T with a non-standard radiator, as also did an uncle of mine. The Esmonde Model T Ford was replaced by a Rugby Durant, which ran for many years. The engine was subsequently fitted to a boat which my brother and I owned. This made yet another addition to the family "stable". The Esmondes also had an ancient Overland lorry, with solid tyres and chain drive. The Durant was replaced by an A-C Light Six, a very nice car. Other cars in the district were a Briscoe, a Chevrolet with exposed overhead valve gear, and a Buick limousine of about 1920 or 1921. There was also a small French car, referred to as a "Baby Peugeot", but a recent article in MOTOR SPORT makes me wonder if this is correct. An uncle owned a small Lagonda of about 1925. I remember it as a 2-seater and it had a very high reputation. There was also an ABC owned by a cousin. All in all, quite a variety.

MOTOR SPORT touches on the aviation scene and I digress slightly to do the same. After the Treaty in 1922 British military flying ceased. Prior to 1922 one did see aircraft from time to time, but after that they were very rare indeed. However, one day in 1934 I was at a tea party with an uncle and aunt who had a large park between the house and the lake. We heard an aeroplane and presently saw it. It circled round and landed, the pilot being the Eugene Esmonde previously mentioned, who had flown over from England on leave from Imperial Airways. He was given tea, and then took off again to land at his home about four miles away. The aircraft was a Simmonds Spartan. It is perhaps worth mentioning that Eugene Esmonde and his five bothers, in WW2 won between them: VC, DSO, DSC, OBE. That VC was the second one in the family, an ancestor having won his Cross in the Crimea.

To revert to motoring, my own driving career began secretly in 1924. The mail was delivered to our local Post Office in a Model T Ford, the owner of which taught me the rudiments of the art. One could do such things on the public roads of the Ireland of those days. When my parents found out they took it very well, and I was allowed to drive on the avenue, which fortunately was fairly long. The Trojan, although troublesome to my parents, was a joy to me because, thanks to the internal starting device, I could start it myself, and drive it round the yard and on the avenue. The Austin 7, I remember with warm and lasting affection, I drove it quite a bit on the local roads, before getting my first driving licence in 1932. In 1934 I started my engineering apprenticeship in London and became a motorcyclist, owning Coventry-Eagle, Velocette MOV and KSS, and a Sunbeam S7 after the War.

Wartime was a motoring paradise for me, in the Middle East and Italy. I was an Infantry Officer and MTO of my battalion, and I used the opportunity to drive and ride anything I could lay my hands on — British, American, French, German and Italian — including a Sherman tank. What fun it was, and how I wish I had the petrol now that I used in so carefree a manner in those days! I owned my first car in 1952, a 1938 Series-E Morris 8, its arrival coinciding with that of the girl who became my wife. Despite being badly

Continued on page 160

Just one of
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UNIPART

The answer is yes.
Now what's the question?

Fragments On Forgotten Makes. No. 42

— The Payne & Bates



THE makers of the experimental Payne & Bates cars were gas-engine manufacturers of Coventry, a company which evolved from the Godiva Engineering Company of Castle Street. Around the year 1890 Walter Samuel Payne had established this Godiva works, his engineering expertise having been acquired, alongside his brothers, at George Stephenson's Thrapston factory in Northamptonshire, where steam engines were made; the boy's father, of that town, Mark Payne, was foreman.

The Godiva gas-engines were made in sizes of from ½ h.p. to 12 h.p. and were popular with Coventry tradesmen and townfolk, over 400 being manufactured, replacing many stationary steam engines, between 1890 and 1896. They have been claimed the first i.c. engines to be made in Coventry. In 1893 a new Godiva development was Payne's Oil Engine, that was apparently patented and was superior to the smaller gas engines.

Needing capital to expand what was essentially a family business, Mr. Payne went into partnership with a Mr. George Bates, who invested a large sum of money on behalf of himself and his son Henry. This enabled a new factory to be built at Foleshill Road, in 1897, with a private house, "Malmo Villa", opposite it — the house is now the Great Heath Post Office and the factory building also still stands. The name of his house was no doubt Mr. Payne's tribute to his gas-engine agents in Malmo, Sweden, Messrs. Andersson & Sjoberg; he had British agencies in London and Aberdeen.

More money was invested by Mr. Bates in 1898 and such expansion enabled motor vehicles to be contemplated. The first of these was, like so many others of the period, based on a single-cylinder Benz that Mr. Payne had acquired in 1897. These first P & B cars were direct copies of the Benz and it is thought that a small number may have been sold, but that more were made as the Godiva. The body for the first experimental P & B was the work of Hawkins & Peake of Bishop Street, Coventry, and a later six-seater wagonette body was made for them by Arthur Mulliner of Northampton, after which it is said that they made their own bodies.

Following the first single-cylinder two-seaters, Payne & Bates made a two-cylinder four-seater dog-cart. The Company registration of 1898 (nominal capital £7,000) included the making of "motors". It seems that around 1900 a P & B dog-cart was supplied to a local fairground-roundabout operator and another sold to J. Grose of Northampton. Records suggest that the delivery of the latter P & B car was made in company with the Company's aforesaid tiller-steered, solid-tyred wagonette, in which a total of nine people could be accommodated, so that two of the boys of the Payne family were allowed to go along. Apparently there was no throttle control between driving-seat and engine on the run from Northampton to Coventry, so Henry Bates had to sit on the floorboards to control speed while George Bates steered, the journey being completed with the candle lamps alight. . . .

There followed a front-engined Payne & Bates in 1900, whereas the previous ones, like a Benz, had the engine in the boot. This model had two vertical cylinders, double chain drive, and a four-seater tonneau body. It is thought that a few were sold privately by the makers but that they disposed of most of their output to R. M. Wright & Co. of Lincoln, who marketed them as Stonebows, the name being derived from one of the gateways to mediaeval Lincoln. Wright had been a racing cyclist and the Company he founded survives, as a BL distributor.

Another outlet for P & B in the horseless-carriage field was provided by Oscar Seyd of the International Motor Car Co. in London. It appears that after assembling some International-Benz, the firm, now a limited company, asked P & B, and Allard of Coventry (no connection with the later, well-known sports-car manufacturer) to design new cars for them. The P & B effort was the Royal, selling for £367/10/-, but it does not seem to have had much success. Another association was with a Mr. Pat Hamilton of Coventry, for whom P & B built two cars, called Shamrocks, but to the designs submitted to them. The first, a two-seater, was a failure, but the wagonette was able to get to London when Hamilton's financial backers, two doctors, refused to meet his bill unless taken there in this particular Shamrock. Although Payne & Bates had their own foundry, smithy, machine-shop, drawing office, test-shop and paint bay, even a showroom, and made their own bodies, the end came in March 1902, following a series of misfortunes. First, in 1901 the Company's finances were at a low ebb. Secondly, a law suit arose between P & B and their Aberdeen agent (the details remain mysterious, another possible piece of research for my proposed book about cars in Court!). But the finish can be ascribed to an accident in which George Bates, who held 4,001 of the Company's 6,007 shares, fell from a Godiva driven by Henry Bates, on a corner during a run in the winter of 1901/2. He sustained injuries to which he eventually succumbed. The Payne family decided to wind up the P & B Company in March 1902, but Walter Payne, having sold his factory to the makers of Radenite batteries, reopened his small workshop in Castle Street, Coventry, and recommenced the manufacture of engines, supplying those for the pioneer Ival agricultural tractor, made in Biggleswade, until 1906. Apparently Mr. Payne continued to make engines until his death in 1934.

The only P & B Godiva car thought to survive is that in the Coventry Museum. It was discovered between the wars by a Mr. Freeman, who died in the German air-raid on Coventry. A derelict 1901 two-cylinder 7 h.p. model, he restored it and ran it in one of Coventry's "Lady Godiva" processions. It took part successfully in last year's Brighton Run, and has at some time been re-registered BWK 1. It is a chain-drive model, with 3-speed and reverse transmission, automatic inlet-valves, full-elliptic suspension and the 4-seater body. All the founders of the Payne & Bates Company are deceased but the wife of Herbert Bates is alive at 80 and I am indebted to the eldest grand-child, A. W. Payne, for much of the information in these "Fragments" — he lives in Dorset and is still a keen motorist at 65, owning a 1970's MGB GT and a 1949 ES2 Norton, both, he says, enjoyed to the full. — W.B.

MOTORING MEMORIES — continued

neglected before I had it, it was still reliable and never let me down. It was succeeded by an s.v. Morris Minor, secondhand, which was a wedding present, and then there was a succession of Morris Minors, Ford Anglia 105 Es, 4 different Cortinas, a Hillman Minx and a Triumph 2000, also various Minis. The present "stable" includes a Dolomite 1500 HL, a Mini, a 450 Desmo Ducati and a Kawasaki 200 belonging to my sons, a 1936 Champion outboard fully restored and used quite a lot, and a 1939 Neptune outboard nearing completion of restoration. I also have a small 7-cylinder air-cooled radial engine under construction.

J. F. HICKIE

* * *

Ambitious Austin 7 Diamond Jubilee Run

IN conjunction with the Diamond Jubilee of the Austin 7 the 750 MC is holding an ambitious demonstration of the continuing practicability of these cars over the Easter week-end, in the form

of a John O'Groats to Land's End Run. This will be open to any driver of a pre-war Austin 7 (including the Big-Seven) who is a paid-up member of any Austin 7 Club belonging to the Austin Seven Clubs' Association. The event has RAC approval, with a waiver of permit granted. Cars will have to be properly taxed and insured and to have passed the MoT inspection.

The plan is that they will start from close to the John O'Groats Hotel at some time between noon on Easter Saturday April 10th and Easter Sunday, choosing their own starting time but signing-on at least half-an-hour before they propose to start, and, using any route they wish, clock in at a point close to the Land's End Hotel not later than 23.59 hours on Wednesday April 14th to be classsified as a finisher. The Land's End Hotel Control will be open from 9 a.m. on Easter Sunday, but as the distance exceeds 700 miles from the start, it seems unlikely that even the more-proficient crews will arrive at the finish as early as this. More likely not before mid-day at the earliest, which implies averaging some 30 m.p.h., almost non-stop. One would expect the bulk of the intrepid Austin Sevenists to make Land's End around the later part of Easter Sunday. However, this is not a race, and one would imagine that the less press-on crews would take several rests along the way. Although this and the choice of route means that no great cavalcade of Austins will be seen, those who enjoy seeing such game little cars in action will have a pretty good idea of which roads to watch for them. Maybe there will be some encouragement for the near-non-stop runs, as well as for the "plodders" who can finish by averaging only about seven miles per hour. The entry-fee is £5, two drivers are permitted but must man the one car throughout, and a camp is being arranged for those needing a holiday afterwards to recover. One way of getting to the start would be by overnight BR Motorail, costing some £120 from London to Inverness, or just over £100 from Crewe, for a car and two occupants, with a possible discount to contestants. Already much interest is being aroused, starters will be limited to 80, and as the entry list is now open, quick application seems desirable, entries close on March 27th. Details and entry forms from: K. A. Cooke, 26 Whomerley Road, Stevenage, Herts SG1 1SR.

The 750 MC provides proof of the longevity of the Austin 7 (as if you didn't know) with a front-cover picture for its December 1981 *Bulletin* of Bernard Crook's Austin 65 Sports which he has owned for over 20 years and has taken to all 19 Austin 7 National Rallies, including that at the NMM at Beaulieu last year. The club had its annual dinner-dance at Heathrow on January 30th. — W.B.

* * *

New Year Vintage

THAT vintage motoring is in good heart in Herefordshire and Wales was evident on New Year's Day, when, as last year, a meet took place at "The Verzons", just west of Ledbury organised by the area branch of the VSCC. An excellent Christmassy meal was available in the bar and the restaurant was open for full-scale lunches. Many had come in modern cars but more stimulating machinery in the car-park included Gray's 30/98 Vauxhall, an open 3-litre Lagonda, a 2-litre Ballot saloon, a GP Salmson, two "Chain Gang" Frazer Nashes, a Riley Special, an Ulster Austin with a non-standard radiator cowl, a vintage AJS motorcycle, two Austin 12/4s, Macmillan's Rolls-Royce, that stately 35/120 h.p. Daimler which sustained his occupants with a liquid alfresco meal carried in its trunk (this is not the "Brideshead" Daimler), Price's Chummy Austin 7 from Rhayader, a Type 55 BMW, a two-seater Railton, a 12/50 tourer, a 9/20 Humber tourer, and no fewer than ten Morgan three-wheelers, including an immaculate Family-model and a s.v.-JAP-engined Aero. These vintage cars were supplemented by grey and bright yellow Ruby Austin 7s, a nice 1932/33 Hillman Minx saloon, a very smart 1½-litre RM Riley saloon, etc. Hamish Moffatt, unable to pass over in his aeroplane, arrived on one of two Scott two-stroke motorcycles and the hot-air balloon was also unable to get aloft, due to the mist on this wintry morning.

The editorial Rover justified its presence by afterwards towing home a 1934 Austin 7 two-seater, also from Wales, that had "retired" at Lyonshall because of a loose flywheel. Prior to which, to flavour a vintage occasion, it had been driven over the course at Rotherwas, outside Hereford, still more or less flanked by factory buildings, where in 1924, a flying ½-mile speed-trial had been held at the WW1 shell-filling factory (f.t.d. by H. F. S. Morgan's Morgan, at some 70 m.p.h.) and then over another old public-road speed-trial course at Whitecross, last used in 1925 (f.t.d. by F. B. Taylor's Bugatti). — W.B.

* * *

Roll-over Bars

THE *Bulletin of the Riley Register*, another excellent printed Club magazine, in its issue of last December, posed the question of whether we want roll-over bars (safety cages) on open-bodied pre-war racing cars, in Europe, having seen these on the team of Austin 7s that came here from Australia, and were splendidly competitive, last season — such equipment being compulsory for racing in Australia. The Riley Register asked for its members' views.

Our feeling is that we most certainly do not want such unsightly and non-appropriate fittings here; bone-dome crash hats make historic racing look sufficiently unauthentic as it is. Safety precautions for modern racing, where speeds and crowds have increased since pre-war days, and on the road to satisfy the public health service, are one thing. But pre-war racing cars are not going any faster, generally speaking, now than they were in their hey-day, and are racing mostly over safety-improved courses. So why should the do-gooders think that the drivers of such cars require any more cosseting than they did in a less safety-conscious, more risk-accepting, age? — W.B.

* * *

Jean Bugatti at Shelsley Walsh

MAY MOTOR SPORT have the last word, after the correspondence about what happened when Jean Bugatti brought the 4.9-litre 4WD Bugatti to Shelsley Walsh for the Open Meeting of June 1932? Rumour now says he shattered the course-record before crashing and damaging the car beyond repair. But at the time, MOTOR SPORT reported that the car made three practice runs on the day before the event, a Friday, crashing on its last run at the first left-hand bend. On one of his previous runs he was "rumoured to have got within ⅕th of a second of the record". That would mean that he was timed unofficially to do a climb in 43 seconds, leaving Hans Stuck's record of 42.8 sec. with the 3-litre Austro-Daimler, established in July 1930, intact.

Our report confirms that the following day Early Howe made f.t.d. in 43.2 sec. with his GP Bugatti, braking hard before the Esses, and that Jean Bugatti was permitted to drive a borrowed Type 55 Bugatti (which MOTOR SPORT had tested the previous month) in the 2,001-3,000 c.c. Sports-Car class, which he won with a time of 49.2 sec., beating Bachelier's Bugatti by 2.4 sec., that gentleman not being pleased, therefore, about the permitted change of programme! Shall we leave it at that?

Before the Meeting in question, Harker also crashed, in his vee-eight Harker-Special, on the Friday, his passenger being flung out uninjured but Harker going to hospital. The event was attended by 15,000 spectators, our reporter said, arriving in 2,500 cars. Howe drove home in his 38/250 Mercedes-Benz, his Bugatti going away in his Commer Challenger van. What a lot of history has been enacted at the famous Worcestershire hill! — W.B.

* * *

Edwardian not Vintage

THE whole point of the mention I made last month about a 1906 20 h.p. Rolls-Royce being rebodied in crude imitation of a vintage coupé was ruined when the date I gave for the car was altered without my knowledge at proof-reading to "1926". The R-R EC wonders what happened to this odd Rolls-Royce, which was registered (DY 6228, it is believed) in Hastings. — W.B.

* * *

Puzzle Picture

THE picture on page 44 of last month's issue has had a lot of people guessing, with many frustrated enthusiasts telephoning with their ideas of what it might have been. Only one correct answer has come through at the time of going to press — see Roger Hargreaves' complete description in Vintage Postbag. The photograph was, by the way, taken last year in the Porsche museum at the factory in Zuffenhausen where this interesting early Porsche design is on display.

* * *

The Things They Say . . .

"What is it about piers that seems to attract conservationists? Earlier we haye talked of the plans to restore Brighton's second pier, and now there's a scheme afoot to raise £1-million to preserve a unique Victorian pier at Clevedon, Somerset . . . More comprehensible is the Mary Rose Trust to recover the Henry VIII warship (sunk in 1545) . . . and public reaction has so far produced £1.7-million (in three years) of the £4-million estimated to be necessary . . . Several more millions will then be required to install the 'Mary Rose' in a special Tudor Ship Museum east of Portsmouth, some time in the next 20 years. Brooklands, like the 'Mary Rose', is a unique part of British history, and must be preserved." — From an Editorial in the current issue of *The Brooklands Society Gazette*. This is the sort of fighting-talk which should get National coverage, if the preservation of what is left of Brooklands is to be saved. It is quite astonishing that piers, old ships and narrow-gauge railways, etc., receive enormous financial support for restoration purposes, when Brooklands where so much motor-racing and aviation history was established over a long period and where so much pleasure was given to such a large number of people on typically British sporting occasions, remains largely neglected, the Preservation Fund opened by the Brooklands Society standing at a mere £2,000. Shame on all motoring enthusiasts and preservationists! — W.B.

OBITUARIES

Philip Fotheringham-Parker

IT is very sad to have to record that Philip Fotheringham-Parker died in Sussex last year, not long after having returned from hospital after a long illness. He will be remembered as a very spirited Brooklands driver of Alvis cars, his Silver Eagle departing over the Home banking during a Mountain Handicap in 1932, when the clutch failed and upset the balance of things. Fotheringham-Parker was, however, a great all-rounder in motoring sport, racing ERA R1A with David Hampshire and drove a 6C Maserati to second place in the Wakefield Trophy Race at the Curragh in 1949. In 1951, he shared ERA R5B with Duncan Hamilton. He also competed in the Monte Carlo Rally, and supported the Veteran Car Runs in later years with his slow, but sure, very primitive Lutzmann as well as his 1904 white Steamer, 1898 Century tri-car and early Renault. His wife was also a staunch supporter of her husband's favourite sport. — W.B.

★ ★ ★

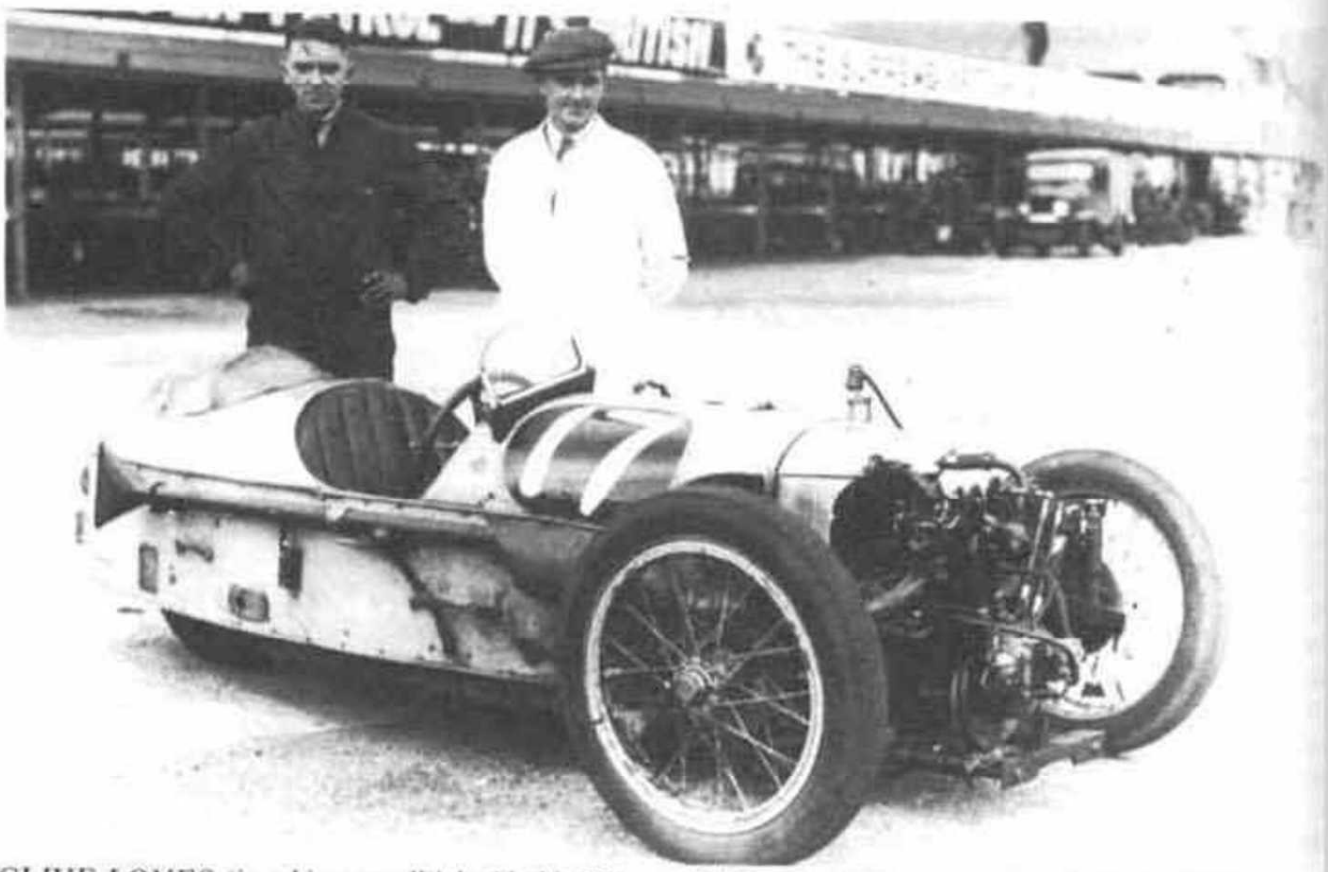
Two well-known Morgan 3-wheeler exponents have passed away, leaving memories of their many great achievements in that field. They were Clive Lones and Harold Beart. Who better to write their obituary notices for us than Morgan historian Dr. J. Alderson? He writes as follows:-

Clive Lones

CLIVE LONES died on November 6th at the age of 86. His long motor racing career began in the speed trials of the early 1920s with a side valve Blackburne engined Morgan Three-Wheeler. He tasted success almost immediately, and yet more so when he acquired one of the very special KMB o.h.v. Blackburne racing engines. Finding the Blackburne engine difficult to keep in reliable trim he switched to JAPs in 1926, and began a racing association with the engines that was to last over 30 years. His performances with racing Morgan Three-Wheelers have made him a legend to Morgan enthusiasts. He won the New Cyclecar Club's Cyclecar Grand Prix held at Brooklands against 4-wheeled opposition in 1928 and the Light Car Club's equivalent race in 1930. He was a member of the Morgan factory team in the Light Car Club Relay Races from 1931 until 1935, and in 1933 the team finished second at 89.01 m.p.h. When one realises that the A & B cars had both retired early leaving Lones with many more than his allotted 30 laps as 'C' car to complete, then the achievement, using only a 750 c.c. engine, becomes even more remarkable.

In 1929 Clive campaigned the Avon-JAP sprint car at Shelsley Walsh, climbing in 50.6 seconds with an 1,100 c.c. JAP. It was with this car that Clive had obtained the famous 750 c.c. watercooled JAP twin engine that he fitted to his Morgan with such good effect.

In 1936 Clive decided to turn to four-wheeler racing for good, and his famous three-wheeler Morgan was converted to take a GN back axle, becoming Tiger Cat which he then began to race in the increasingly flourishing sprints and hill-climbs of the period. The old Brooklands Morgan was however too heavy to do well, so Clive became one of the pioneers of the 500 c.c. formula in the post-World War II era. His early cars were self-constructed, and named Tiger Kitten, but the power was of course JAP, with go faster work by Clive himself. Using Tiger Kitten he even beat the more sophisticated Cooper drivers at Prescott and was the first 500 c.c. driver to break the 50 seconds barrier at Prescott.



CLIVE LONES (in white overalls) beside his 750 c.c. JAP-engined Morgan at Brooklands in 1932.

Clive continued his racing into the 1960s, when he finally retired, eventually moving back to Malvern for retirement with his wife (and early passenger), Nell.

All his successes had been achieved through his own hard work, and the fact that he died still holding 30 Three-Wheeler World Records speaks for itself.

Harold Beart

HAROLD BEART became interested in Morgan during his engineering apprenticeship in Croydon in 1922, where he acquired some lock up garages and began tuning. Achieving considerable success with a modified Aero he decided that the factory Morgan wasn't really adequate for Brooklands, and therefore designed and built his streamlined racer. As you know this covered 5 flying kilometres of Brooklands in 1925 at 100.40 m.p.h., making him the fastest unsupercharged 1,100 c.c. car driver in the world, and breaking the 100 m.p.h. barrier for the first time in Cyclecar records.

H. F. S. Morgan rewarded him by helping him purchase the old Frazer Nash factory at Kingston-on-Thames, and there he became the Morgan, and later also Wolseley, agent.

In the 1930s his racing and motoring world came to an end when he sold up to help the family farming business in Norfolk and he died in Norfolk last December, after a short illness.

V-E-V Miscellany.— It is good news that the late Rodney Clark's straight-eight Panhard-Levassor chassis, which was referred to in MOTOR SPORT for May 1970, along with some other then-extant Panhards, is being restored by sleeve-valve-fancier Robin Hill, who also runs a Minerva cabriolet de ville and craves a Voisin. He may put a Labourdette-style skiff body on the big Panhard-Levassor chassis when its overhaul is completed and he would like to hear of other straight-eight chassis of this make in this country. Letters can be forwarded. The Vintage Motor Cycle Club (see Club News) had some interesting items in the December 1981 issue of its ever-interesting, professional-looking printed journal *The Vintage Motor Cycle*. One was a useful breakdown, by Bob Currie, of the British Anzani-British Vulpine-Summit names used by virtually the same Company, and the other was correspondence as to which was the least-expensive pre-war motorcycle, as distinct from a scooter or mini-bike, contenders being the 1931 98 c.c. Coventry Eagle Marvel which sold for 19 gns., and the 98 c.c. Excelsior-Villiers of the same period, which sold at 14 gns., the 1922 Economic having sparked off the controversy.

According to the Bean CC Magazine, another Bean has turned up, a Fourteen which was discovered in derelict condition on a Midlands' farm around 1977 and was acquired by Bean Industries Ltd., a most commendable exercise, especially as they intend to have it put on permanent exhibition in the Black Country Museum this year. Apparently we could have got the news from an HTV news-item. The car, which carries a Birmingham Registration number, has been beautifully repainted in crimson lake, reports Jim Norman of the Bean CC, and other restoration is being done, Jaguar Cars making the upholstery, Lucas looking to the lighting system and British Leyland/Pressed Steel at Swindon much of the mechanical rebuilding, as an apprentices' project. Incidentally, the Bean CC is in good shape, catering for pre-war cars and some of its members may well take their Beans on a sort of guard-of-honour when this restored Bean 14 moves on from Swindon to the Black Country Museum. (The Club's membership secretary is Wendy Cooksey, 32, Wellington Road, Wokingham, Berkshire.)

Those whose special interest lies in the history of coach-building companies may like to know that *Automobile Quarterly* in America covered last year the story of the Dutch coachbuilders Shutter & van Bakel, who built bodies on many outstanding chassis from the pre-WW1 days, including between-wars Rolls-Royce and several on Lancia Kappa chassis, and at least one on a Bugatti, as well as a streamlined racing body for a K3 MG Magnette. Indeed, it is said that Paddon Bros. in this country were interested in this van Bakel bodywork but import duties imposed difficulties. Another facet of the collectors' movement which has been fostered from this American source is that of searching for old automobile stock-certificates.

athusiasts in the Midlands will be interested know that an Autojumble is planned for day, February 21st at Festival Hall, Kirkby in field. Enquiries to B. J. Parkin, 52 Beulah d, Kirkby in Ashfield, Notts. Tel. 0623 412. — W.B.

ntage Postbag

Not a Puzzle

he engine shown on page 44 of your January e is a 120 h.p. Austro-Daimler six-cylinder engine, designed by Dr. Porsche and of the used by S. F. Cody when he won the first e of £5,000 in the military aircraft petition. These engines were later built by iam Beardmore under licence in the UK, g well designed, reliable engines.

he photo is taken from the inlet valve side of engine and the apparent absence of a screwed stable tappet on the exhaust valve actuating of the rocker suggests that it is an early nple. Later Beardmore-built engines had a wed tappet at each end of the valve rocker to itate the combined operation of adjustment to e timing and setting the total clearance veen the valve rocker arm and the valve stems .7 mm. (cold).

gate, Surrey ROGER HARGREAVES

One-Owner Car?

ıst wondered how many of your readers can rove on this one? Bought new by Mrs. rson's husband in 1925, her 1925 14/40 xhall Princeton tourer is still owned by Mrs. rson today — regularly used by her, car pletely standard, never been rebuilt. Mrs. rson for many years has been a member of the CC and regularly attends Oulton Park and ington where she is extremely well known to members of the car park and paddock staff. ndered whether this could start any interesting espondence to find out how many cars there today still in original ownership for such a t period?

ly 23/60 Vauxhall Kington tourer is a 1924 del, completely original. It was first delivered Ceylon, where it was driven by the owner of a plantation and came back to the UK in second ownership in 1946. I am the third owner, having had the car for the past 15 years. The car is absolutely original, down to the fact that it still has the Ceylon number plates under the UK plates. It is used regularly, but I'm afraid doesn't stack up to Mrs. Pearson's impressionable record with her Princeton.

Portsmouth A. D. G. SHARP
Managing Director USG Ltd.

One to go

Sir,

In response to my letter, Mr. Pancheri has written to me from the Bentley Drivers Club to tell me that my 1925 3-litre Bentley is still going strong, now with 4½ engine and slab tank. That leaves my 30/98, PB7646, to be accounted for.

While writing may I just add that I agree with you about the Talbot of the 20's being perhaps the best-made small car. I had two, one with a real leather folding hood, leather seat and dicky seat, the other open. Both had the 8 h.p. engine and solid (no diff.) back-axle. The engine ran like a sewing machine; with its mini valves and tiny thin pushrods it would rev in almost complete silence. The steering was taut and cornering with the solid axle was great fun. Altogether a beautifully hand-crafted little car. With best wishes to MOTOR SPORT in 1982, my 58th year of reading.

J. B. ALTHAM (Grp. Capt.)
Little Shelford, Cambs.

Another MG to be traced

Sir,

The history of my MG J4, Chassis No.: J4004, Reg. No.: OJ 9483, is not known for the years from 1935 to 1961. The first owner was D. K. Mansell in 1933 and the second one was F. Allen who raced the car at Brooklands, Donington Park and Southport during the 1934 season. So far, no further history is ascertained until the car was recovered in 1962. It then became well known as Geoff Coles' red J4.

The photo enclosed, turned up recently which I hope might elucidate some of the unknown history. It is signed: "Mr. Wimbush, 1936" — probably showing the owner at that period.

Can any reader give information on Mr. Wimbush or concerning the car? This actual MG J4 can easily be identified by the curved shape of the "door" — cutting which is straight on other J4s. The No. 6 on the radiator might also be helpful. I am of course very interested in clearing up the full history and would appreciate any tiny indications.

Bad Schwartau, West Germany KARL-J. WEISSMANN

ZZLE PICTURE — who and when? See letter from Karl Weissmann.



Mercedes Meanderings

Sir,

I write with regard to your superb article on the Mercedes 60. I must say you have started 1982 on the "right foot" as far as I am concerned. However, I would like to make the following comments in the interest of history.

Firstly, Gottlieb Daimler was still alive and active, although suffering from a bad heart, when the 60 h.p. Mercedes was designed, so I think he would have had a large hand in the design, together with Paul Daimler and Wilhelm Maybach. After all, 32-years-old Paul had up to this date been involved in the Phoenix Daimler. The Works Records show that Paul Daimler took over from Maybach on April 1st, 1907. At this date Maybach left Daimler Motoren Gesellschaft (hereinafter referred to as DMG) to work with Count Zeppelin. Maybach made his first balloon ascent as an Observer and Union Volunteer in the American Civil War. He also made the first motor powered flight with a 4 h.p. 2-cylinder Daimler petrol engine fitted to a balloon, the property of one Karl Wolfert, who was a Leipzig Book Dealer. The flight was made on August 2, 1888. Another interesting fact concerning Maybach was that his brother worked for Steinway & Sons of Long Island, New York, and a Daimler engine factory was founded there as early as September 29th, 1888. Production did not start until 1893 and cars were produced there until 1907.

The next point of interest is that I have been unable to find any record of the name "Morris" in Zborowski's title. I can, however, verify that he married in February 1895 Margaret Astor, after her divorce from her first husband Baron Alphonse de Stuers. As a result of this union Count Louis Vorow Zborowski inherited a half-brother, Bertie de Stuers. As youngsters their close friend was Lord Limerick's son, Viscount "Glennie" Glentworth. Later to make his name with Napiers.

You mention that in the book "From Veteran to Vintage" the engine of the 60 h.p. Mercedes is quoted to be of T-head design. This we know to be incorrect. However, there is ample recorded evidence that T-head engines of 28, 32, 40 and 70 h.p. were produced alongside the 60 and 90 h.p. cars with OH inlet engines. This may well be what caused the confusion. The 70 h.p. was marketed as a replacement for the 60 h.p. and in fact two were entered for the 1903 Paris-Madrid Race. According to The Automobile Club de France records, only one started and crashed due to back axle failure presumably due to the same failure that the 90 h.p. cars were subject to.

Mercedes' experiments with high tension ignition began with the early experiments of the Swabian peasant, Robert Bosch, who developed Faraday's discovery of 1831, and was first used actively for ignition in 1895. Without doubt he was deeply involved in the experiments of Frederick Richard Simms, an Englishman, born in Hamburg, and the first importer of Daimler engines to England and a member of the Board of Directors of DMG in Germany. He later made a magneto bearing his name only. One can only guess how Willy Poeg fitted into all this. There is substantial evidence that Mercedes cars were fitted with high tension ignition as early as 1902. Also trembler coil experimentally, this work being undertaken by Simms and Bosch jointly.

The Hampton high tension conversion is especially cunning and one wonders whether it was done by the Works or by Gordon Watney of South Lodge, Weybridge, who did many high tension conversions. In July 1900, *La France Automobile* wrote of low tension ignition under Simms Bosch Patent. I have in my collection a high tension Bosch magneto with a 1902 Patent date. The first recorded use of a Bosch magneto on a production car goes to the Gaggenau-built Bermann car sold in England as the "Orient Express". It was designed by Joseph Vollmer in 1895, the English Patent granted 1896 and first operative 1898. The 7 kg allowance for a magneto in the racing of the period could be either high or low tension, so proves nothing.

Now concerning the Quadrant change. According to the Oxford Dictionary "quadrant" means a quarter of a circle, or an instrument with an arc of 90 degrees marked off in degrees. This described a gearchange of exactly the pattern on the Higginbotham car. There were three distinct types of Mercedes gear-gate being the aforementioned quadrant, the reverse gate as on the Collings car and in 1904 the H gate proper was adopted.

Having regard to the Mercedes power control, it was really a hand throttle or governor, and was later supplemented by Jenatzy Patent foot accelerator. I feel that the cuff-link legend concerning Zborowski is not without some truth. It may well have cost Zborowski's life on the Grand Corniche. It is also said that Baron de Pollange never recovered from the effects of the awful accident. It must be said that Mercedes cars were the fastest and most powerful things in existence. The world was not yet ready for them and thus came their reputation for killing people. Their road-holding has never been in question. Only the driver's skill. Re. the gyroscopic effect of the flywheels, I have found no evidence of this, but have been told this old wives' tale often.

Having access to the Gordon Watney and E. Bullivant Records I am able to confirm that the Lord Vernon car raced by G. W. Brown at Brooklands was the ex-Jenatzy car, later fitted with a 90 h.p. engine and with four outside exhausts rather than the two exhausts of the modified 60 engine. Some of these facts are confirmed by your own book, The History of the Brooklands Motor Course.

Clarence Gray Dinsmore was a sick man, partly paralysed, and a bit reluctant to lend his 60 h.p. car for the Gordon Bennett. Wilhelm Werner became Dinsmore's personal chauffeur until Dinsmore's death in 1905.

The shaft drive chassis mentioned is no surprise to me. Prototype work was going on all the time at DMG. For instance, at the Paris Show of December 1904 C. L. Charley showed on his stand a chassis equipped with front wheel brakes, pneumatic air brakes and self starter. Also equipped with dynamo and electric lights — once again another Mercedes first. Charley, incidentally, being one Charley Lehmann, an ex-professional racing cyclist from Alsace.

It is sad to recall that the girl who gave her name, which is of Spanish origin, to the famous cars, died in obscurity at a small flat in Vienna on February 23rd, 1929, aged 45.

PAUL FOULKES-HALBARD
Crowborough, Sussex

Early Bugatti Designs

Sir,

To those of us who know a bit about one make, W.B.'s remarkable knowledge of so many continues to interest and entertain, this time the 60 h.p. Mercedes. The statement that it combined (in 1903) "the most advanced engineering features ever brought together in one car" set me checking on Bugatti's earlier designs.

I had the good fortune a while ago when on the International Bugatti Rally to visit the De Dietrich factory and meet the present President; I was allowed into the drawing stores in the basement to see some of the original Bugatti drawings from 1902-4, which include, unbelievably, a drawing in battered condition of Bugatti's Paris-Madrid car, the one with the driver over the rear axle which was not allowed to run! From this and others you may wish to know that the Bugatti-de Dietrich cars of the period had the same features as the 60 h.p. Mercedes, namely pressed-steel frame, I-section axle, 4-speed box, mechanically operated inlet valves, falling behind to your standard perhaps by having — I think — a film tube radiator at that moment, and a quadrant gear change arrangement, rather than a gate as far as can be determined. However Bugatti gains by having *both* valves overhead! The detail of operation of these had been unresolved as far as I am concerned until I saw these drawings. It is clear that there were two side camshafts in the crankcase (*cf* Riley!) with pull rods to the valves. The cams were surrounded by sheaves, bearing rollers in contact with the cams, and the downward motion was given to the valves by L-shaped arms at the end of each pull rod (not as good as a rocker by our standards!).

The Paris-Madrid Bugatti did however have a tubular frame, unlike its touring sisters, and an engine of 160 x 160, thus a 12.8-litre monster like the larger Mercedes. So we won't take any credit away from the splendid Mercedes, even if it did need 67 sq. feet of radiator!

H. G. CONWAY
London

[The reference to 67 sq. ft. of radiator does, of course, apply to the area of cooling surface. — Ed.]

The 20/70 Crossley

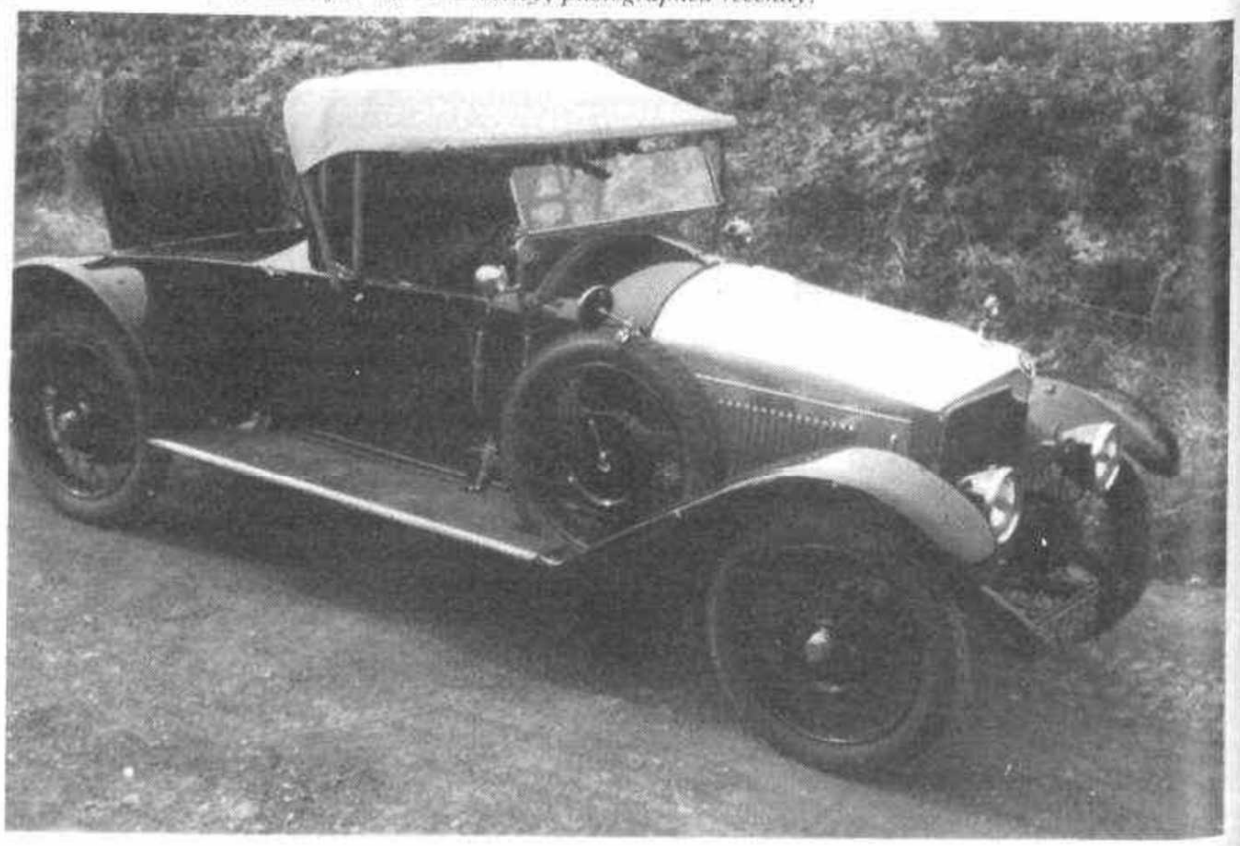
Sir,

One or two errors have crept into your article on the 20/70 h.p. Crossley, which was of great interest to me as I have owned one for the last 12 years or so — the tyre size was 820 x 120 not 880 x 120, and I believe open cars in 1920 and 1921 were fitted with 875 x 105 wheels and tyres. The handbrake operates on the rear wheels, and footbrake on the contracting shoes on the transmission drum behind the gearbox. Only when 4-wheel brakes were introduced did the handbrake operate on the transmission. It is certainly true that the brakes could be adjusted without soiling a cuff!

I share your puzzlement over the poor survival rate of the 20/70 h.p. Crossley — indeed I don't know of another intact example, although it would be good to be corrected on this point, yet 39 examples of the 19.6 h.p. model survive (including the "basket cases"). It is thought that 20/70 h.p. Crossleys formed the basis of two vintage specials which exist in Australia — in New South Wales Bob Pritchett's car "The Beast" has a Crossley frame and possibly axles, but 1924 Mercedes power unit, radiator and steering gear, and the "Alfa Crossley" in Melbourne is even more of a cocktail. It utilises the frame and axles from a late, front-braked Crossley 20/70 and retains the Crossley radiator, but the badge has been replaced with one from an RL series Alfa Romeo, which also provided the engine and gearbox unit. Steering column and fuel tank are Hispano-Suiza, the body and windscreen from a Singer.

I don't know the production figures of 19.6 h.p. and 20/70 h.p. Crossleys, but would hazard a guess at 1,250 19.6s and between 50 and 100 20/70s. Your comparisons between the 20/70 h.p. Crossley and its rival contemporaries are most interesting — unfortunately I can only speak from experience about the Crossley. I would suggest that the 3-litre Bentley and especially the 3-litre Sunbeam were rather different types of car by virtue of the pedigrees of their power-units, but submit that the 20/70 h.p. Crossley offered well in excess of 73% of the appeal and performance of the E-Type 30/98 Vauxhall, for 73% of its price. A knowledgeable friend suggests that perhaps Crossley's sales department was at fault and took the not-infrequently-found Northern stance that good engineering would sell itself, whereas perhaps a more active competition programme would have resulted in a much wider appreciation of what I believe was an outstandingly good model. Cushman's Brooklands performances

JOHN WARBURTON's fine 20/70 Crossley, photographed recently.



show that with relatively little development, a competitive vehicle was evolved. Incidentally, Cushman worked for Crossley Motors until 1928, when he joined Brigden & Co., automobile engineers of Brighton.

Which brings me to the performance of my car. I cannot quote any figures but acceleration and pulling power, especially in top gear and up hills, are remarkably good. The vibration period mentioned by the testers in the 1920s is not unduly apparent, and it will certainly do over 70 m.p.h. and cruise happily at 55 to 60 m.p.h. I feel that the overall performance was similar to the 1928 SD 12/50 Alvis beetleback I owned from 1969-80, but the manner in which it was achieved was totally different. The brakes are quite good as two wheel brakes go; I use the footbrake for gentle slowing and the handbrake for more urgent occasions. The cast-iron shoes give out a pronounced hissing noise which can generate some alarm amongst passengers who often feel that apparently superhuman braking effort is having little retarding effect. An experience of this kind moved one friend to dub the car "The Bacon Slicer"! The steering is light and precise. Without shock-absorbers fitted, the car is prone to hop sideways occasionally on hitting a bump on a corner, but otherwise the long springs give a most comfortable ride. The gearbox, contrary to the findings of the testers in the 1920s, is a joy to use, and the ratios ideal. With the torque available at low revs, bottom gear is only needed for hill starts. The cone clutch is sweet and free from any vice.

Crossley's sales-literature printed in November 1921 lists sports 2- and 4-seater versions of the 19.6 h.p. model, but the specifications make no reference to mechanical changes, just detailing features of the coachwork. Illustrations of the 19.6 h.p. sports models show coachwork practically identical to the early 20/70s of 1922-3, but with steel artillery wheels. Rear-axle ratio is quoted as 3.57:1. John Mellish of Bristol, whose well-known 1921 19.6 h.p. Crossley is the oldest example but one in the country, acquired his car as a chassis and has fitted a careful replica of the 1921 sports 19.6 h.p. 4-seater body, and the oldest surviving 19.6, an unrestored 1921 car owned by Dick Bray of St. Arnaud, Victoria, Australia, has the front half of a sports 4-seater body. So it would appear to have been Crossley Motors' intention to offer sporting versions of the 19.6 from the word "go".

Atherton, Manchester JOHN WARBURTON

Sir,

I am grateful for your article on the 20/70 Crossley, because in the late twenties I had one of these cars, and very splendid it was. It was left to me by my Father. It hadn't F.W.B. and the foot brake operated on the transmission, it had a clutch-stop, which when properly adjusted enabled snap changes-up to be made. Double-declutching was necessary when changing down; the hand brake (outside), worked on the drums on the rear wheels and was very powerful. The linings were cast iron working on the steel drum and sounded like an angry snake hissing.

I remember the immense torque from the long-stroke engine; it would pull away from 10 m.p.h. in top quite easily provided the throttle was opened slowly. It was also very fast and I often got the speedometer to 86 m.p.h. The exhaust must have been straight through (although there was a silencer) the note was pleasing mellow but very loud on acceleration. I think mine must have been a sports model, the body being different to the one you illustrated. It had a hinged panel from the back of the front seat which was secured inside by an over-centre catch on each side, it was helped up by a pair of spring-loaded hinged tubes. At the front of the cowl was a pair of aero screens. The space between the rear of the cowl and the back was covered by a short tonneau cover. It was painted duck-egg blue, had black wings and polished aluminium bonnet.

My Father was a Doctor in Manchester and was a keen motorist. The first car he had was a K-Type 10/12 Belsize tourer. It normally had a worm back axle, but my Father insisted on a bevel drive and it howled like mad. The number was NA 1711. My Mother also had a 1915 twin-cylinder Perry NA 2022, which I remember as a very nice little car. The next car was a Belsize 'O' Type 15.9 (NA 6552) of which we were very fond, this was followed by a Wolseley Ten, of which the less said the better. Then came the Short Twenty Armstrong Siddeley Saloon, a gutless wonder and as my Father didn't like Saloons he didn't keep it long. The next was a 19.6 Crossley which we all liked very much, to be followed by the 20/70.

I am a keen auto modeller and using photos, I am making a ¼₃ model of the 20/70. I have also scratch-built the 1924 Alfa Romeo P2, the 100 miles in the hour 1913 Talbot, The Roesch Talbot 105 and I have also a scratch-built 350 h.p. Sunbeam driven by Lee Guinness, Campbell and others. Finally I have made the GP Models' Napier Railton, and from pictures in your "History of Brooklands Motor Course," much extra detail has been added, including the starter-motor by the off-side rear wheel.

Brighton, Sussex W. L. TWENLOW-BOOTH

Mays' Sprint Car

Sir,

The letter from Bill Morris on the Mays' Sprint Car interests me as I was doing some work with Peter Berthon when this machine was designed, and of course I saw the car when it was made. The front suspension was originally designed for the sprint car and it was planned that it should be tested on the sprint car before it was to be used on the V16 BRM, not the other way round as suggested by Bill Morris.

Of course, there were disagreements amongst BRM Trust and BRM personnel during the difficult times in which the ambitious and controversial V16 project was undertaken, but despite all this there was remarkably little ill-feeling, and most differences of opinion were soon mended. I believe that no good and only harm can result from digging up old quarrels and mistakes that have been made, particularly when those mistakes have been forgiven.

I believe that this same situation applies to Kaye Don's accident in 1934. Though I was not present, I heard all about it from Sammy Davis and I am sure that he was right in his assessment, as he was on most things. Even if transcripts of the case are still available, I feel it would be quite wrong to re-open the controversy.

On a happier note, I was delighted to read the fine article on the 20/70 Crossley. On one of my early visits to Brooklands as a young school-boy I was lifted up to sit at the wheel of Leon Cushman's Crossley and I remember the very large steering wheel, gear lever and handbrake. Ever after I followed the fortunes of this car and driver, and I have always retained a special affection for the *marque*. If I remember rightly the then Duke and Duchess of York used a fleet of Crossleys on a State visit to Australia; it could have been the Opening of the new Capital, Canberra. I saw a line of these cars in a parade before the official visit; I think this was in London and there were some really fine open tourers.

I liked the later 2-litre, or was it 2½-litre, open sports-model, of which there is a fine example running in VSCC events to-day, and Vernon Balls took me round Brooklands in one of his not very successful racing version of the Ten with Coventry-Climax engine, in 1932.

Soon after the war, whilst acting as a consultant to Lord Brabazon, I spent some weeks at the Crossley Works in Manchester. I drove several of their large 'buses, some with most interesting prototype automatic gearboxes, and developed a great admiration for the engineering prowess of that Company. We miss so many great names in the British Motor Industry; Crossley is one of them.

Kineton, Warks. A. F. RIVERS FLETCHER

A £500 Challenge

Sir,

It is a brave man who would criticise the writings of your Editor but I am moved to comment on his article about this year's Brighton Run.

Mr. Boddy states, quite rightly, that Benz No. 1 (von Raffay), got to Brighton in 5½ hours whereas Benz No. 2 (Palumbo) took 6½ hours and had two breakdowns. What Mr. Boddy did not mention, probably because he didn't know, was that Benz No. 2 went the whole way under its own power whilst Benz No. 1 was on a trailer for a good part of the time — it does get one to Brighton quicker you know.

As the restorer and "maintenance engineer" for Palumbo's Benz, I would also like to refer to the two "breakdowns". Each year, by sophisticated tuning — like cleaning the plug now and then — we have been able to boost the power output above the original factory figure of one and a half h.p. The engine is now giving out something like a staggering two h.p. and the stage is reached where the transmission just will not cope. Result — one stop for a broken belt and one stop for a broken chain. We hope to solve this problem before the next Brighton.

On a different subject I was glad to note that Mr. Boddy did not repeat the wild statement in the programme that the Flather Daimler is the oldest British car going, but contented himself by saying that it is "claimed" to be. So it is — by Mr. Dennis Flather, often and loudly, but by no-one else. My friend Dennis really must stop indulging in his wild fancies because his car is certainly not even the oldest Daimler; it has features which Gottlieb Daimler did not even design until about 1899 — and I am not talking of modifications. I do not intend to bore your readers with details but if the "claim" can be proved I will give £500 to any charity Mr. Flather cares to name, if he will do likewise if he *cannot* prove it.

Meysey Hampton, Glos. TED WOOLLEY

[A competing reporter gets scant information about other Brighton Run participants and I had to take my information about them from RAC hand-outs. — Ed.]

V-E-V Odds & Ends. — A reader enquires about a trophy thought to have belonged at one time to racing driver the late Mary Grosvenor. It is in the form of a winged female statuette with what appears to be a Riley Kestrel saloon in relief beneath it, the inscription reading: "The Carb-Jector Challenge Trophy Replica". Can anyone say for what this trophy was awarded? The *Eastern Daily Press* had an article last December recalling an amphibious car made in

V-E-V ODDS & ENDS — Continued

1922 by Mr. King of Norwich in conjunction with his Norwegian friend Mr. Mathieson, who designed it. The basis was a Model-T Ford, round which was wrapped a hull of sheet-metal. The car was tried on land and sea at Cleethorpes but when taken to Yarmouth the sand proved too soft for it. Mr. King kept the prototype for a couple of years, using it frequently at Cleethorpes and two more were made by a Halifax firm. Our correspondent, the 76-year-old son of the builder, wonders whether this was the first amphibious car?

The Secretary of the Surrey Vintage Vehicle Society which meets in Redhill on the last Wednesday of each month, is Michael Gorman, 364, Carshalton Road, Carshalton. The reader who was seeking information about a badge of the Carlight Owners Club tells us that, apart from the badge having been made by John Pinch, he has received no further information, even the NMM being baffled. The badge has a green oval with white border, the lettering being red enamel, with a small green figure of a crossed-legged man with a bull's head at the top. The badge mount is of chrome. Could it be a caravan club badge? J. Thompson of Cumbria tells us that he is financing a trip in his 1935 Austin 12/4 Ascot saloon to Europe in August, hoping to raise money for the Cancer Research Campaign and seeks sponsorship, if anyone has any ideas. Letters can be forwarded.

On February 6th the National Motor Museum will hold a special show of films at the National Film Theatre in London, at 6.30 and 8.45 p.m. Some Ford films, the Donald Campbell film "How Long A Mile" not seen publicly before, some shots of tracked vehicle experiments in the West End in 1908 and home-movie pictures of the 1939 RAC Rally are among the attractions. Tickets cost £1.80 for each part, a combined ticket £3.60, obtainable from the Box Office, National Film Theatre, South Bank, London, SE1 8XT (s.a.e.).

Owners of pre-1934 Rover cars, motorcycles and bicycles, even if their owners do not belong to the Rover Sports Register, are invited to the Stonor Park Rally near Henley, which this Club is organising on May 23rd. Normal admission charges to the house; details from A. Milstead, 34, Wilmington Close, Woodley, Reading, Berkshire, RG5 4LR, Tel. 0734-692288. The present owner of the NA MG Magnette, Reg. No. BHX 238, ex-Freddie Thatcher and Brian Finglass, is anxious to know who drove this MG at Donington in April 1935. Can anyone provide this information, please? Finally, two MG queries have come in. A Benfleet reader is seeking information about his J2, which he has rebuilt, as this is apparently a car delivered to Miss Doreen Evans of Bellevue Garages in May 1933 and used by her for trials. The other MG poses a problem for Sherlock Holmes' attention! It is a 1932 F-type Magna, first registered by a Mr. G. C. Trentham of Birmingham in May that year, as OV 9757. It then had a sports body, later changed to a tourer. The car is now owned by a reader living in Exeter and what intrigues him are two badges on the car, cut from ⅛" aluminium plate, one of which is in the shape of a "B" and the other is a star with the number "2" cut out of the centre and on the reverse is written "6/6/32 — Brooklands". Now June 6th, 1932 was an ordinary weekday Monday, when no racing would have been taking place, so does the badge perhaps refer to some private race indulged in on that day by the MG's owner, maybe after he had been at the Track on the preceding Friday and Saturday for the JCC 1,000 Mile Race? — W.B.

Where to find your nearest stockist:-

Bedfordshire Camden Car Radio, Lake Street, Leighton Buzzard • Herbert Robinson, Windsor Road, Bedford **Berkshire** Berkshire Car Radio, 1 Market Place, Bracknell • Motolec, 175 Bath Road, Slough **Birmingham** A. B. Fletcher, 25 Great Lister Street • A. T. Gorton, 15 Sutton Street • 021 Radio & Electrical Wholesale Ltd., 598 Bristol Road, Selly Oak • Studio Musica, 140 Sandy Lane, Camp Hill **Bradford** Autosound, 15/17 Spring Gardens, Manningham **Bristol** Winterstoke Garage, 50 Winterstoke Road **Cambridge** Aylestone Auto Electrical, Aylestone Road **Cardiff** Radiocraft (Somerfield) Ltd., 251/253 Cowbridge Road, Canton **Cheshire** Car & Home Stereo, 219 London Road, Hazel Grove, Stockport • Car Radio Centre (Sale), 183 Wiseway Road, Sale • Car Sound, Trafford Street, Chester • Specialised Equipment, 341 Wellington Road North, Stockport • T.S.A. Services, 33 Greek Street, Stockport **Chesterfield** Chesterfield Car Radio, 37 Longedge Lane, Wingerworth **Clywd** T. F. Roberts (King Street) Ltd., 26 King Street, Wrexham **Cornwall** Car Radio Fitting Specialists Ltd., 17/23 Truro Road, St. Austell **Coventry** Carwood Motors Ltd., Herald Way • Henleys (Midland) Ltd., Kenpas Highway **Cumbria** Rickerby Ltd., Currock Road, Carlisle **Derbyshire** MG Auto Electrics, Kempton Park Close, Ascot Drive Ind. Estate • Midlands Tyre & Battery Service, 16 Corporation Street, Chesterfield • R. Townsend Radio & TV, The Green, Clowne, Nr. Chesterfield **Devon** Mobile Sound Centre, 248 Torquay Road, Preston, Paignton • Turnbulls Garages Ltd., Brixham Rd., Plymouth **Doncaster** Ecronome Factors, 10/13 Holmes Market, Wheatley **Dorset** Auto Radio VRS Ltd., 186 Castle Lane West, Bournemouth • Woodies Supplies Unlimited, Old Christchurch Road, Bournemouth **Dyfed** J. H. Roberts, 7 High Street, Lampeter • Wesley, Brynhyfryd Park, Aberystwyth Road, Cardigan **Essex** Car Audio Specialists, 7 Hyland Parade, Wood Street, Chelmsford • Entertainment Repair Services, 187 Becontree Avenue, Dagenham • E.C.S. Richmond, 216 High Road, Woodford Green **Glamorgan** J & B Electronics, 67 St. Helens Road, Swansea • Ianyrafal Motors Ltd., Pembroke Road, Ianyrafal **Gloucester** Ray Electrical, 287 High Street, Cheltenham • Moores of Gloucester Ltd., London Road • Regent Car Radio, 2 Gloucester Road, Cheltenham **Gwent** Gwent Car Sounds, Rudry Street, Newport **Gwynedd** W. A. & F. G. Evans, Regent Garage, Caernarvon Road, Ewcroeth • Llandudno Autosound Ltd., 19 Vaughan Street, Llandudno **Hampshire** Mascalarms Ltd., 34-36 New Road, Ludley, Basingstoke • Andover Motor Factors, 8 Anton Trading Estate, Andover • W. F. Ware T.V. Ltd., 27 The Green, Stubbington • S.G.M. Electronics, 4A Lyndon Road, Alton • Auto Services (Shirley) Ltd., 246 Shirley Road, Southampton • Drivecount, 193 May Street, Basingstoke • H. R. Knight Ltd., 68 Milton Road, Portsmouth **Hereford** Harrison & Macklin, Foley Trading Estate **Hertfordshire** Baldock Car Radio, 3 Hitchin Street, Baldock • F.C.P. Motors, 185/187 Turners Hill, Cheshunt • Autosound Services, 180 Queens Road, Watford • J & R Car Radio, 94 High Street, Stevenage • Inca Car Audio, 11 Cole Green Lane, Woodhall Shopping Centre, Welwyn Garden City • Russell Auto Electrics, 13/27 Loates Lane, Watford **Huddersfield** Express Ignition, St. Andrews Road, Asperly **Hull** Jordans of Hull, 45/47 Witham **Humberside** A.C.C. Limited, 38 Boothferry Road, Hull • C. H. Turner Ltd., 1/5 Corporation Street, Grimsby **Isle of Man** Industrial Equipment (I.O.M.) Ltd., Tynwald Street, Douglas **Kent** Invicta Motors Ltd., Lakeside Service Station, Sturry Road, Canterbury • Autocraft Limited, 119/131 Wrotham Road, Gravesend. **Lancashire** Car Radio Installations, 28 Higher Eanam, Blackburn • R.B.E.B. Lunsdale, 42 Carr Gate, Cleveleys • Mobile Radio (Preston) Ltd., 85/87 Fylde Road, Preston • Kitchen & Calvert Ltd., Hindpool Street, Barrow-in-Furness • Moving Sound Ltd., 151/153 Burnley Road, Accrington • Arthur Sherrocks (Radio) Ltd., Hodgsons Garage, Thornton Road, Morecambe • Westhoughton Car Radio, 291 Church Road, Westhoughton, Bolton • M. Green & Son, 81 Ansdell Road, Blackpool (South Shore) • Central Drive Forecourt Station, Central Drive, Blackpool • Formby Car Electrical Services, Altcar Road, Formby **Leeds** Uorce, 11 Kirkstall Road • Andrew Page & Co., Agsow House, 53/55 Mabgate **Leicester** Epic Accessories, 38 Nelson Street • R. Crostall, 1113 Green Lane Road • Ranger Motors (Leicester) Ltd., Welford Road • Castle Motor Co., 91 Abbey Lane • Car Electronics, 285/287 Welford Road **Lincolnshire** Eastern Tapes, 27 Corporation Street, Lincoln • J. H. Wand, 44/48 North Street, Bourne **London** Car Radio Services, 925 High Road, NW12 • Musicraft, 3 High Street, Acton W3 • Karatone Ltd., 204 North End Road, W14 • H. Leyton Ltd., 191 Francis Road, E10 • Atkinson Battery Service Ltd., 7 Pembroke Villas, W11 • Auto Audio Installations, 94/104 The Arches, Wood Lane, W12 • Bentonac, T/A The Car Music Centre, 122 Shepherds Bush Green, W12 • Colwood Auto Electrics, 172 Arthur Road, Wimbledon SW19 • Crouch End Hi Fi, 13 Park Road, Hornsey N8 • Dixons, Brent Cross Shopping Centre, Brent Cross NW4 • D.S. Electronics, 8 Parsons Street, Hendon NW4 • W. Jarrett Ltd., T/A Car Audio Equipment, 350 Lea Bridge Road, Leyton • London Car Radio Centre, 25/31 Taunton Place, NW1 • Sessions On Car Equipment) Ltd., 330 York Road, Wandsworth SW18 • Pinetrails, T/A Mach One, 175 Golders Green Road, NW11 • Telford Motor Services, 7 Woodlands Way, Putney SW15 • Waltham Stronger (Chiltons) Ltd., 59 Sidcup Road, Lee SE12 • Cavendish Sales, 281/283 Whitechapel Road, E1 • Hi Fi General, 39 Bedford Hill, Balham SW12 • Neasden Electronics, 51 Dudden Hill Lane, NW10 • Sounds Fantastic, 55/57 Anerley Road, SE19 • Stereo on Wheels, 27 Chiswick Lane, W4 • Video Wheels, 24/62 Market Square, Edmonton N9. **Manchester** Sound In Time, 50 Bury New Road **Merseyside** Sound Inc., 2 Chester Road, Whitby, Ellesmere Port • Wirral Car Radio, 2 Singleton Avenue, Birkenhead **Middlesbrough** M.W. Motors Ltd., Granville Road Garage, Granville Road • Car Sounds, 1 Union Place. **Middlesex** H.F. Stereo Systems, 175 Stanwell Road, Ashford • S.R. 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Motor Supplies, Automarine House, Bognor Road, Chichester. **Swansea** Shorts Auto Electrical, 43/49 Station Road, Llanelli. **West Midlands** Merrivale T.V. Service, 15 Dog Kennel Lane, Oldbury, Warley. **Wiltshire** Contact Electrical, 86/88 Southampton Road, Salisbury. **Wolverhampton** Charles Clarke Ltd., 52 Clifton Street, Chapel Ash. **Worcester** Mobile Electric Sales, Gregorys Mill. **Yorkshire** Auto Radio, 110 East Parade, Keighley • Car Radio (Skipton) Ltd., Unicorn Buildings, Devonshire Place, Skipton • Croft & Blackburn, Harvester House, Kirkby Road, Ripon • Elcar Limited, Colne Road, Huddersfield • Mobile Music (Harrogate) Ltd., Back Dawson Terrace, Harrogate • Ripon Auto Electric, Blossomgate, Ripon.

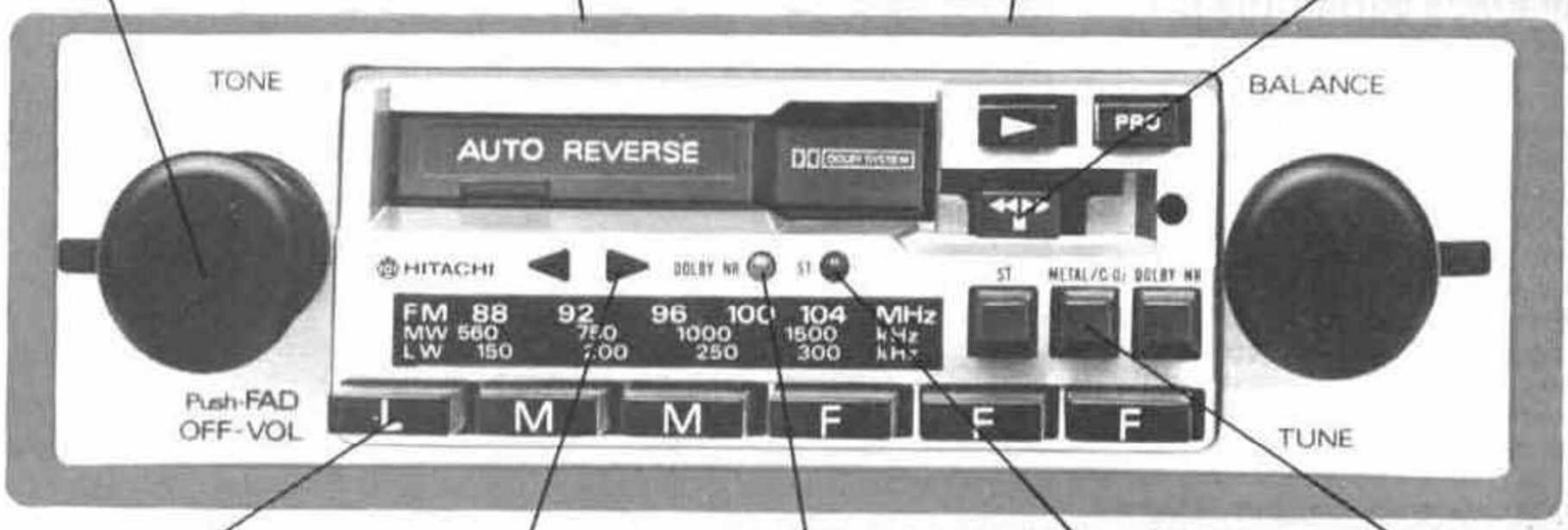
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MY YEAR'S MOTORING

The Editor looks back on the cars he drove during 1981

TWO things in particular never fail to astonish and cheer me, when I consider the cars I have driven over the passing years. One is how quickly motor fashions change, so that what one rates as a simply delightful car when it is first introduced and one is permitted to drive it, very quickly becomes out-dated and surpassed, either by a later version of the same make and model or by similar class cars of other manufacturers. The other satisfactory piece of automotive progression concerns the many in-built improvements, the driver and passenger conveniences as it were, which were once lacking in so many cars, or only available as extras, but which are now commonplace on many of the cars I try, so that to make references to them in road-test reports now seems superfluous, to which I would add that in the sort of mileages I usually contrive to cover in road-test cars little or no oil is now consumed.

Certainly we have come a long way from the days when our aged Austin Sevens and the like drank almost as much oil (fortunately it was a damn sight less expensive then) than petrol. Another heartening thing is that fuel consumption is continually improving, the m.p.g. figures obtained from some high-performance cars of 2-litres and over are thus very encouraging, while quite spacious economy-cars (which themselves possess very adequate performance levels, these days) tend to give the sort of fuel-saving which was expected only from the most pedestrian of baby-cars in the past.

Those are some of the reflections I have in mind as I sit down to review another year's motoring. Because of meeting colour-photographic sessions, Press dead-lines, the need for track assessment of certain road-burners, car collection overlaps, etc., I did not drive by any means all the cars submitted to MOTOR SPORT for road-test in 1981. What follows is a personal report only and not representative of our entire test programme for last year.

I kicked off in 1981 with a **Mazda 323 Hatchback 1500GT,** that attractive front-drive proposition aimed at the toughest, popular sector of the market which accounts for 44% of total British sales, with Mazda aiming for an 8,000 sales figure by the end of the year — a figure exceeded by the end of August. This rival to Ford's FWD New Escort was impressive, good to drive and represented a formidable value challenge, especially in its lower-priced, smaller-engined forms. Full equipment was matched by impressive performance despite high gearing, but somewhat dead steering and a rather harsh ride (shared with the Escort) prevented this 323 from being the complete small-car paragon. The lamps made night driving a pleasure, however, and there were many small but well-contrived items about the car; for instance, the driver could open the Hatchback with a floor-level lever. After enjoying similar well-made minor controls and such convenient fittings on a Mazda RX-7 we had for long-duration appraisal, I would willingly have a Mazda saloon as a personal possession.

Not having experienced for a very long time that very special kind of motoring which a BMW provides, I was happy to go off in a **BMW 628 CSi** coupé and I found it much to my liking. Detuned from the road-devouring 635 CSi, there was still



BEST SELLER — Mazda 323 hatchback.

enough punch from this 2,788 c.c. fuel-injection six-cylinder motor-carriage from Munich for some very fast motoring. With expensive touches of luxury, such as a sliding roof, air-conditioning, and a limited-slip differential etc., the cost was high, over £16,600 when tested. But to someone partially brought up on BMWs, there was no mistaking certain "house" features of this 1981 model, including poor lighting on dipped-beam, a hand-brake requiring a firm pull to make it effective on steep hills, a driver's door which would have preferred to remain ajar, a dangerous catch inside the glove locker, and a good gear-change to a gearbox in which the 5th speed was a true fast-cruising ratio. The very powerful brakes, too, had the BMW lag, and while it was most reassuring to have a computer-panel telling you that all was well for moving off, even that the screen-washer bottle was charged and the rear lamps functioning, it was still possible to garage the car with its side lamps alight. Equipment was very much in the generous BMW idiom, including an inspection-lamp and that nicely-fitted tool-kit on the inside of the boot-lid, but the air-conditioning drove me to near-distraction. Yet, when all was said and done, it was splendid to drive a BMW again, lively suspension and hard seats notwithstanding.

Michael Cotton then arranged for my neglected Porsche education to be extended, with a **Porsche 924 Turbo,** of which 100,000 had by then left the Stuttgart factory. This was a quality car rather in the BMW category with essentials such as easily-read instruments, etc. The finish, construction and general turn-out are part of a Porsche's instant appeal, even if the appearance of the 924 was a bit suspect and the rear seats only suitable for the keenest kiddies. As was to be expected, there was quite a lot of individuality about the 924 Turbo, such as being able to inadvertently engage reverse gear if you weren't concentrating (as with the old Ford Popular) and a right-hand, but well-placed, hand-brake. The steering was manual but very light and quick, except on acute corners, the 2-litre supercharged acceleration was highly impressive, with no turbo lag, but a flat acceleration curve below about 3,000 r.p.m., and winter starting, as admittedly with most other modern cars, was first time, every time. I rated this 140 m.p.h. front-engined, water-cooled Porsche a thoroughbred, like almost all of its breed.

As a contrast, I drove the ageing Editorial Rover 3500 to Canley to take away on trial the latest **Rover Vanden Plas** saloon. This was executive luxury motoring to a lofty degree, an old man's car if you like, although, in fact, on a long run to Norfolk and back *via* the Industrial

SPORTING 2-litre — Porsche 924 turbo.





EXECUTIVE EXPRESS — Rover Vanden Plas.

Midlands on urgent business, this old lady from Solihull (then still a Rover manufactory) lifted up her skirts and rushed along the Motorways and main roads most indecently quickly. And remembering that these Rovers, of any h.p. denomination, are commendable hatchback load-carriers into the Spen King bargain, I just refuse to believe that BL are finding them hard to sell. The Vanden Plas vee-eight has about all the up-market amenities any gentleman or executive could seek — they are listed on page 627 of last year's May issue, and the 1982 revised versions are described elsewhere in this issue, so I can save space here. Moreover, a top pace of around 125 m.p.h. and a 70 m.p.h.-cruise at only 2,500 r.p.m. is surely more than adequate for this class of car? The finish, ride, and reduced wind noise (remember how the late Raymond Mays likened this on his Rover to sitting in an air-liner?) were improved, over the earlier Rover I know more intimately, but I thought the wet-road cornering and the response to the accelerator (the Vanden Plas is heavier, of course) fractionally less good — but then, the beast you know . . . As ever, the vee-eight smoothness remains one of the Rover 3500's foremost delights — if you can afford the fuel thirst.

With turbocharging now as much a topic of news and conversation as mechanical-boosting was in my youth, it was interesting to put a **Renault 18 Turbo** through its paces. Here was a car of divided character, a docile family saloon that could be turned into a fascinating playcar, by just using the throttle. I rate it very highly, as a car interesting to drive and very flexible in fifth gear (another advantage of forced induction) even if 0 m.p.h.-onwards acceleration was near the average mark. Against this, the 18 Turbo was quite sparing of petrol, even when driven energetically. It possesses Gallic individuality, too, from the inclined push-rod-prodded o.h.-valves of the 1,565 c.c. engine to a fascia gauge which, scorning to tell you about oil *pressure*, is in fact a *sump-level* dial.

Easter 1981 was rendered pleasant by using an **Audi 80 coupé** to cover the MCC Land's End Trial, after going up to Oulton Park to watch some saloon-car racing, finishing off with a visit to Loton Park hill-climb on the Bank Holiday. I do not ever remember being anything but enthusiastic about the various Audis I have sampled. It is a handsome car, crisply styled, it possesses most of the more sensible modern amenities, including central door-locking, it is commendably economical, and the engine, good for 6,500 r.p.m. and giving 113 m.p.h., as excellent as the gear change, does not merit cheap jokes about not running on six cylinders — its 1.9-litres being, of course, divided between *five* cylinders. Individuality was met again, too, in such items as a warning light to show normal water temperature hadn't been attained, and an "Econ" gauge for those who are able to forgo the full performance of which this very acceptable coupé is capable.

TURBOCHARGED SALOON — Renault 18 turbo.



The next test car was a **Renault 20TX,** which was a fine way of being cosseted on a run to North Wales for a Fiat new-model pre-view. This big Renault had a few very minor annoyances, fully offset by the expected comfortable ride and seating. There is a good deal of French "character" about the 20TX, and it somehow conveys a whiff of the luxury cars of old, as distinct from similar, but more dashing, kinds of car such as the Renault 18 Turbo. Much more in this latter category was the **Alfa Romeo Alfetta 2000** in which, among other things, my wife and I went to a captivating evening at the Midland Motor Museum in Bridgnorth to see Kay Petre, that slight but so brave Brooklands lady driver, unveil the frieze Sammy Davis did years ago to decorate the MAC headquarters, and later to Oulton Park for the VSCC races. The Alfetta combines that classic twin-cam engine configuration with a de Dion rear axle. With 130 b.h.p. developed at only 5,400 r.p.m. it performed extremely well, with all the desirable Alfa characteristics of a lively engine emitting that pleasing snarl as it was opened-up, supple springing that in no way undermines excellent road-holding and fast cornering, and good instrumentation which possesses a few idiosyncrasies of its own. The all-round disc braking was acceptable but I didn't altogether like the imitation wood-decor or the baulky bottom gear, in a boxful of well-spaced ratios.

However, any Alfa Romeo is a welcome change after most other cars and realising, as a great 'Sud admirer, that I had not tried the fastest of this range, the Alfetta was followed by a **1.5 Alfasud Sprint Veloce.** It was a little charmer, endowed with splendid performance, yet quiet for such a small-engined (flat-four) confection and almost as roomy as the hatchback 'Sud. If the transmission was the least-acceptable aspect of this very-oversquare cylindered 95 b.h.p. edition of the 'Sud, there was no denying its continuing appeal, promoted by its "different" specification, its celebrated cornering power from well-contrived f.w.d., and even the back seat, I am told, is comfortable, while 0-60 m.p.h. in 10 sec. from 1,490 c.c. isn't bad!

Something very different came up for test in June, in the form of a **Subaru 1.8GL Estate-Car,** in which you could not only select drive to all four-wheels when conditions made this desirable, but had in addition a high and a low set of gear ratios. If the high driving-seat and other aspects of this clever Japanese car were of the old-fashioned kind, nevertheless it was quite nice to drive and I would give anything to have it at home as I write this annual survey, at a time of much snow and ice which the Rover doesn't care to negotiate, so that it has all too frequently to be abandoned at the bottom of the drive, a long, slippery foot slog to warmth and comfort. I am more than ever convinced that putting a practical 4WD transmission in an outwardly normal-looking saloon or estate-car is going to appeal to more and more car owners, especially if Arctic winters become the British norm. We took this Subaru down to some West Country trials-hills, where it convinced me that this combination of two-and-four-wheel-drive functioned sensibly and could be the greatest boon to many people even



4WD ESTATE — Subaru 1.8 GL.

though they may not wish to emulate farmers or cross-country fanatics. Quick acceleration may not be the 79 b.h.p. Subaru's best feature, but it is a comfortable, well-contrived car, which gave better than 30 m.p.g. of 2-star petrol on a long haul from mid-Wales to the Brooklands Reunion, and which ran quietly unless one was truly thrusting it along.

Remembering how we at MOTOR SPORT used to enthuse about Peugeots, I went off full of anticipation in the **Peugeot 305S** which arrived for appraisal in July. Unhappily, although the S-version of the 305 has 89 b.h.p. at its disposal, it is more a car for leisurely runs than for pressing on, even though the light-alloy, o.h.-camshaft 1½-litre engine runs up to 6,500 r.p.m. It is, in fact, somewhat under-geared in its four forward speeds, some of the styling and decor was disliked, and the FWD gear-train tended to whine. Instrumentation was uninspiring, and the under-bonnet clutter would hardly appeal to DIY-ers. It was also too expensive, but comfort, much luggage and passenger space, some generous equipment, a nice gearshift and very powerful brakes were among this Peugeot's plus points, and it is an undemanding vehicle to drive.

A car I had long wanted to try, the **Alfa Romeo GTV6 Coupé**, proved well worth waiting for, a car obviously eager to go, and combining all the former Alfa delights within a good-looking bodyshell. With its 160 b.h.p. Bosch-injected smoothly functioning engine, De Dion rear-end, Pirelli P6 tyres, and four very effective disc brakes. I was quickly aware of the security inbuilt into such a car, with its 0-60 m.p.h. pick-up in 8½ sec. for example which could be used so effectively, safely and enjoyably for defeating traffic-mimsers. The suspension soaks up road irregularities in that subtle Alfa Romeo fashion without promoting soggy handling and the interior is plushly fitted-out, but electric windows and a sunroof to augment the sluggish cool-air flow would have been appreciated, features we understand will be fitted to the 1982 cars at little or no extra cost. The manual steering was heavy for parking, the wheel's rim too slippery for ungloved hands, but the flexible performance of this latest V6 product from Milan was extremely enjoyable.

Standard House has become so Alfa Romeo-orientated that I am told we qualify for Alfa Romeo's Fleet-Users scheme, whereby, in the unlikely event of a breakdown you simply dial a Freephone number and help arrives, including loan of another car. The only reason I have not availed myself of this excellent service is the notchy, ponderous 5-speed gearbox, with low first and second gears, and the long-travel, too-sudden clutch of this otherwise enchanting GTV6 coupé. This does not matter much on the "open" road. But when commuting across London it is a weighty disadvantage, anyway to one spoilt by long acquaintance with the Borg-Warner automatic transmission in the Rover. This is a form of "lazy" driving to which I was firmly opposed, until I inadvertently became acclimatised. The difficulty I face is that this kind of self-change gearbox ill-accords with the sporting GTV6 and anyway, even if one conceded it auto-transmission, this is only available on the Alfa-6 saloon; anyway, MOTOR SPORT's MD has one of these to supplement his 450 SEL Mercedes and I am not sure one should have exactly the same car as the Guv'nor. . . .

Back to road-testing, the likeable **Mazda RX-7**, which was so commendably reliable over a big mileage, is the subject of a full coverage elsewhere in this issue, so we can move on immediately to the **Talbot Tagora 2.2GLS**, which I discovered to be a very restful large saloon, with an unexpected fuel-conservation advantage. It is one of those cars which doesn't seem to call continually for skilled driving in an endeavour to keep lesser cars at bay which one senses a Alfa Romeo or a Jaguar expects. This Talbot out of Chrysler / Peugeot, however, in spite of rather lackadaisical performance, got along well enough, on somewhat stiff suspension, and made light of a long day chasing motoring-ghosts — a very reasonable, economical and, I thought quite an enjoyable, family car. **The Renault Fuego 2-litre GTX** proved just slightly quicker than the Renault 18 Turbo, just that much more accelerative, yet it costs £750 less. It is a fine family conveyance, with the insulation from road shocks expected of a Renault, with many modcons for the 1980s, and good brakes, an excellent all-round roomy, two-door hatchback with effective anchors. The **Volkswagen Passat GLS5** I have commented on quite recently, as being a well-made, nicely-finished little car in the best Eurobox format, and one fully in keeping with the great VW reputation. **The Colt Lancer 2000 Turbo**, offers supercharged urge which is truly impressive (I'll say!), with no complications or throttle-lag, acceleration being in the "drag" category, yet this little rear-drive saloon can be unexpectedly docile, which was a relief when tackling ice-bound roads when handing it over to a colleague who was attending a VW Press party at the top of Fish Hill, Broadway, in mid-winter. This Colt also has some very likeable Oriental features. But it is the terrifically useable pick-up, that traffic safety factor, one remembers most. It is otherwise Escort-like, even to choppy rear springing, and I wish they had filled the screen-washer with anti-freeze before the Ice-Age set in — ironically there is even a warning light if the bottle is getting empty but not to say it will freeze up. The ergonomically excelling, impeccably engineered, load absorbing **Mercedes-Benz 230TE Estate-Car** was also reviewed last month. You have to drive the "little" 2.3-litre Merc. to believe its abilities. It was difficult to remember that this so beautifully-made and with everything so well to hand, estate-car is one of the lowest forms of current Mercedes life, as it is priced at £11,150 — not far off the level at which Ford of Britain's prices stop! That seems to have completed my 1981 road test schedule although, as I have emphasised, many of the more speedy, more

EXCITING ITALIAN — Alfa Romeo 2.5 GTV.



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exotic, and more unusual cars came within MOTOR SPORT's scope in 1981 — I like to think the ones I tried are those more likely to be bought in appreciable numbers — if you want to read full reports, back issues or photostats should be available.

Apart from full test-sessions I had sufficient experience of the new **5.3-litre Lagonda** to know that, magnificent as it undeniably is in "futuristic" formulae and top-car, prestige-making build, the Newport Pagnell £53,499-worth is not my kind of everyday car, and of the **Audi Quattro** (£14,500) to know that it easily could be. I also drove the commanding 4WD **Mercedes-Benz G-Series** omnibus, but only on main roads prior to lunching with Erik Johnson and fellow members of the Guild of Motoring Writers at Eastnor Castle. I rowed a **Fiat Panda 45** over some Welsh tarmac acclivities, on the occasion of its Press pre-view. Incidentally, with the just defunct Triumph Dolomite and the Ford Fiesta (on which they are an extra) this is about the only car now with openable ¼-windows in its front doors, for those who need fresh air and cannot master modern ventilatory systems, some of which *are* unduly complicated. The **Ford Fiesta XR-2**, that captivating high-performance version of a very successful little car, was likewise tried on pre-view frolics.

Last year, too, I had some fun in Terance Barnes' immaculate 1925 30 / 98 Vauxhall, and his smartly rebuilt 1934 ex-TT 1½-litre Singer Six sports two-seater and with my 1924 Calthorpe light-car from the VSCC New Year's Day celebrations onwards. I also used occasionally our low-mileage Fiat 126 (still on its original 1973 Marelli battery and Pirelli tyres) and Reliant Kitten, both 48 m.p.g. runabouts, the latter as spacious as the former is cramped, and I got Lord Montagu's 1903 22 h.p. Daimler through the Brighton Run. During the year the R-registration Rover 3500 got more rusty, required a new petrol tank and silencer, tried to shed its driver's door and its central door-locking played up, yet it remains a very acceptable form of transport which I am always glad to resume, even after trying other good cars of more recent design and manufacture and it remains a thirsty but now dependable staff-hack after more than 70,000 miles.

Now the chore of writing about these cars and trying to assess each one fairly has ended (driving them is another thing!) and we start all over again, another year of motoring enjoyment ahead, in what I am told is the Age of the Train. — W.B.

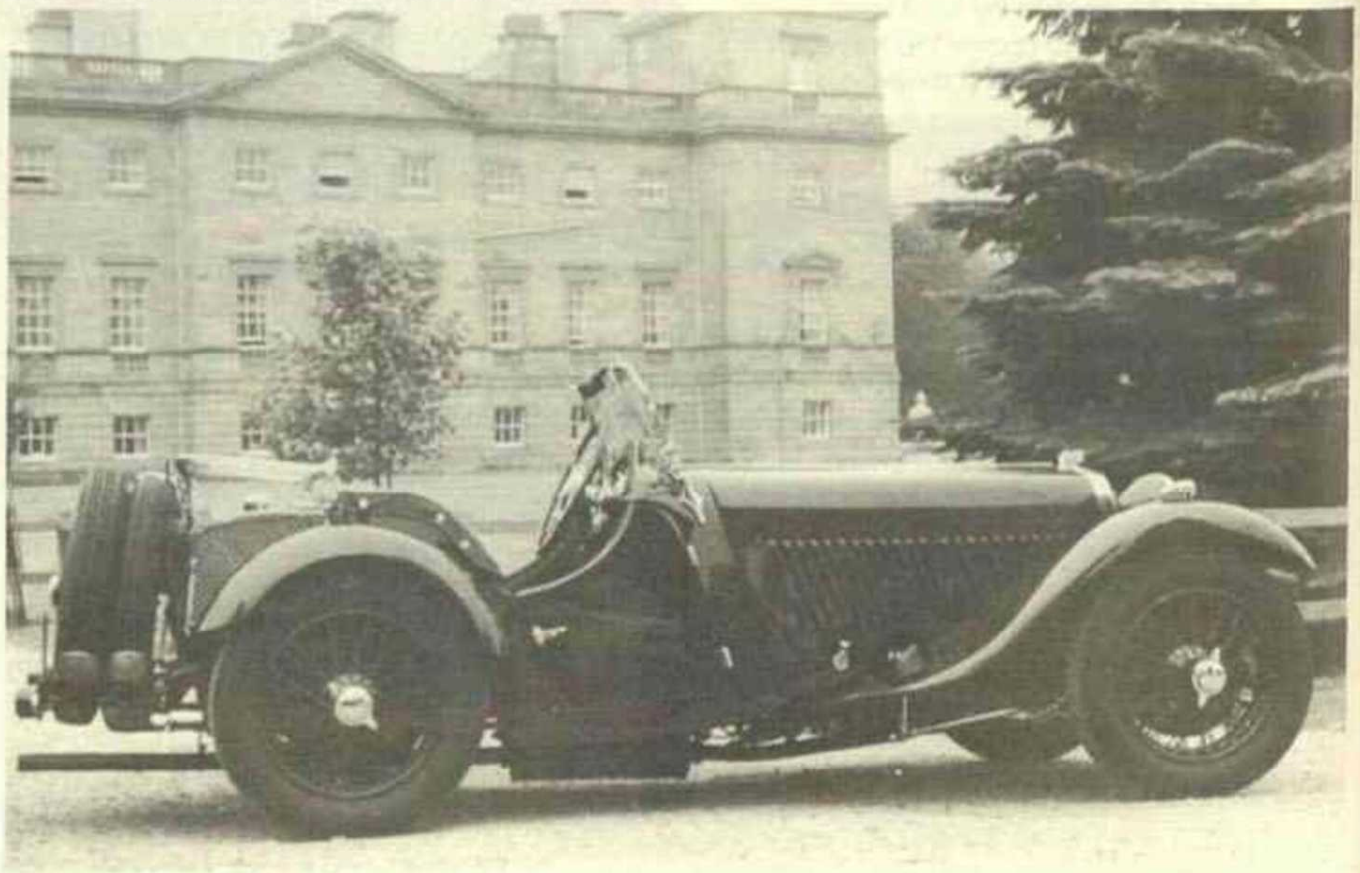
Petrol Consumption of Cars Tested by the Editor in 1981

Mazda 323 1500GT, 33.6 m.p.g. (two-star); BMW 628 CSi, 25.6 m.p.g.; Porsche 924 Turbo, 23.1 m.p.g.; Rover 3500 Vanden Plas, 19.1 m.p.g.; Renault 18 Turbo, 25.7 m.p.g.; Audi 80 Coupé, 30.8 m.p.g.; Renault 20TX, 25.5 m.p.g.; Alfa Romeo Alfetta 2000, 24.8 m.p.g.; Subaru 1.8GL 4WD Estage, 31 m.p.g. (two-star); Alfasud 1.5 Sprint Veloce, 28.3 m.p.g.; Peugeot 305S, 32.4 m.p.g.; Alfa Romeo GTV6 Coupé, 23.2 m.p.g.; Talbot Tagora 2.2 GLS, 29.6 m.p.g.; Renault Fuego 2-litre GTX, 27.2 m.p.g.; VW Passat GLS5, 29.6 m.p.g.; Mercedes-Benz 230TE Estate, 25.2 m.p.g.; Colt Lancer 2000 Turbo, 23.3 m.p.g.

The tyres on the road test cars tried by W.B. last year worked out at seven cars on Michelins, five on Pirellis, two each on Dunlops, Goodyears and Fuldas, with the remainder on Uniroyal, Continental and Avon tyres.



THREE OTHER CARS that W. B. tried during 1981 — the luxurious Lagonda, very impressive Audi Quattro and Terance Barnes' 1934 TT Singer.



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3500 SE



NDEN PLAS



2300 S

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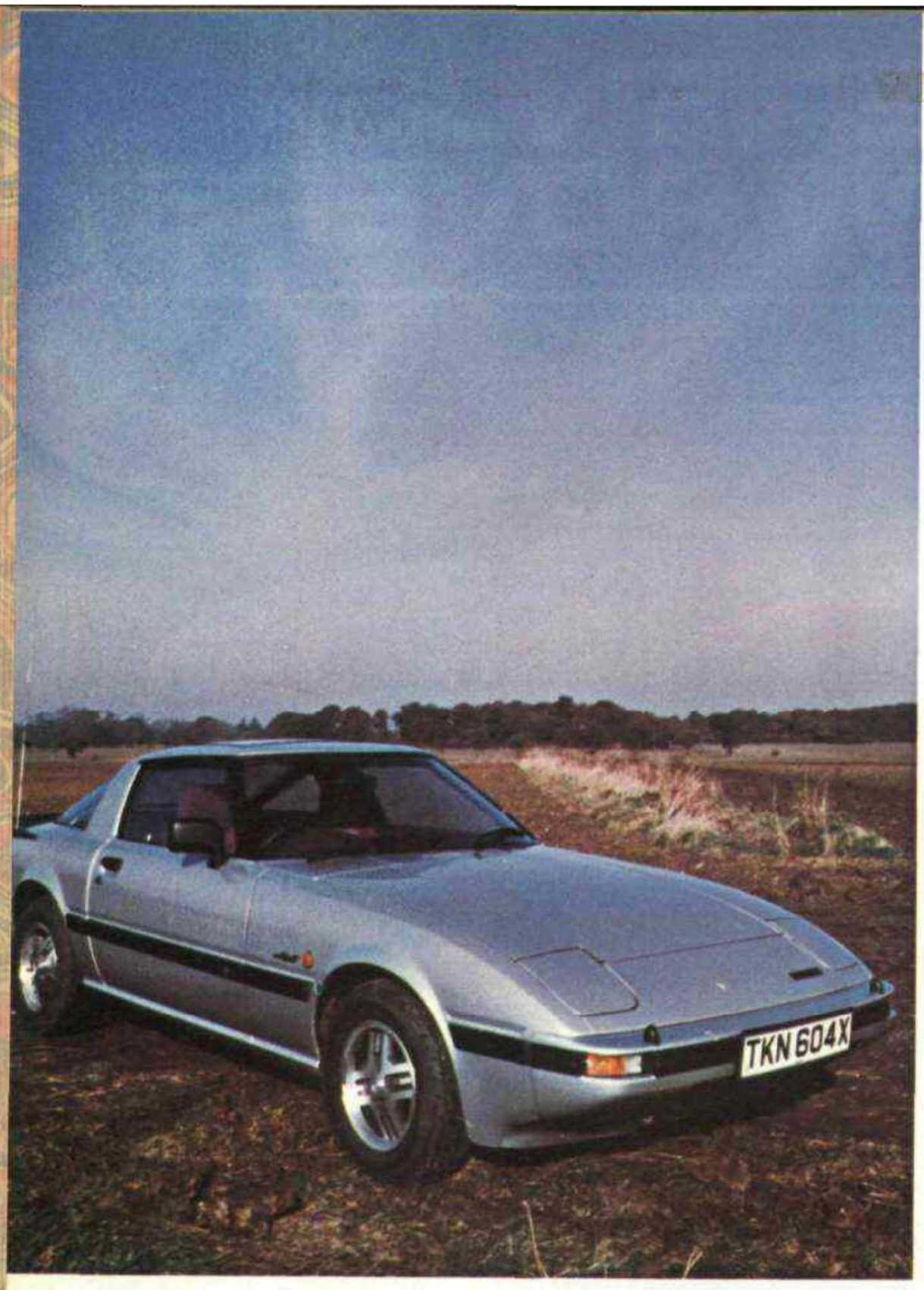
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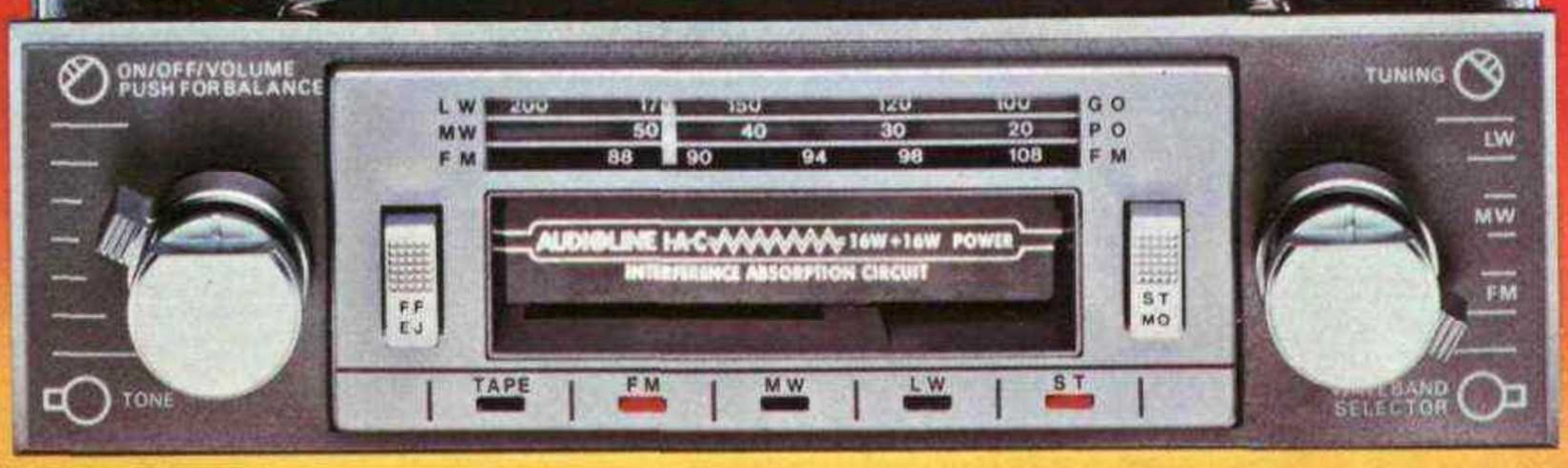




MAZDA RX 7 MOTOR SPORT had this rotary engined coupé from Japan for the latter half of 1981, during which time it covered some 12,000 trouble free miles. Its sleek external appearance had many, who should have known better, thinking it to be a product of a certain German manufacturer, but the interior trim, considerably improved over the mark one RX 7's, gave the game away, having an unmistakably Japanese style to it. The specification included a high level of equipment, notable amongst which was an excellent stereo system, but although the finish of the car was up to the standard we have come to expect from Japanese manufacturers, a couple of pieces of interior trim and the interior mirror did manage to come adrift towards the end of our period with the car. For more details, see page 152.



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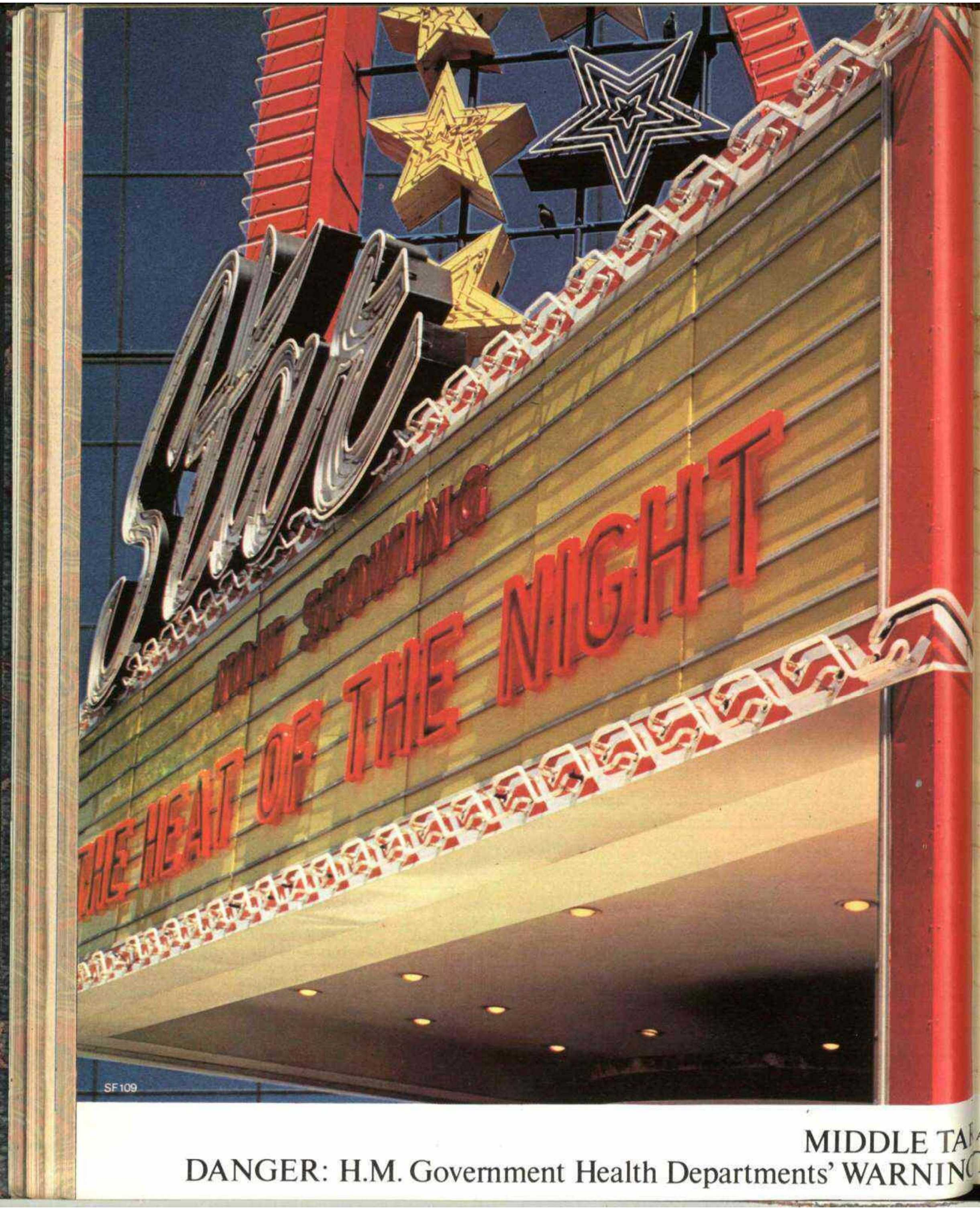
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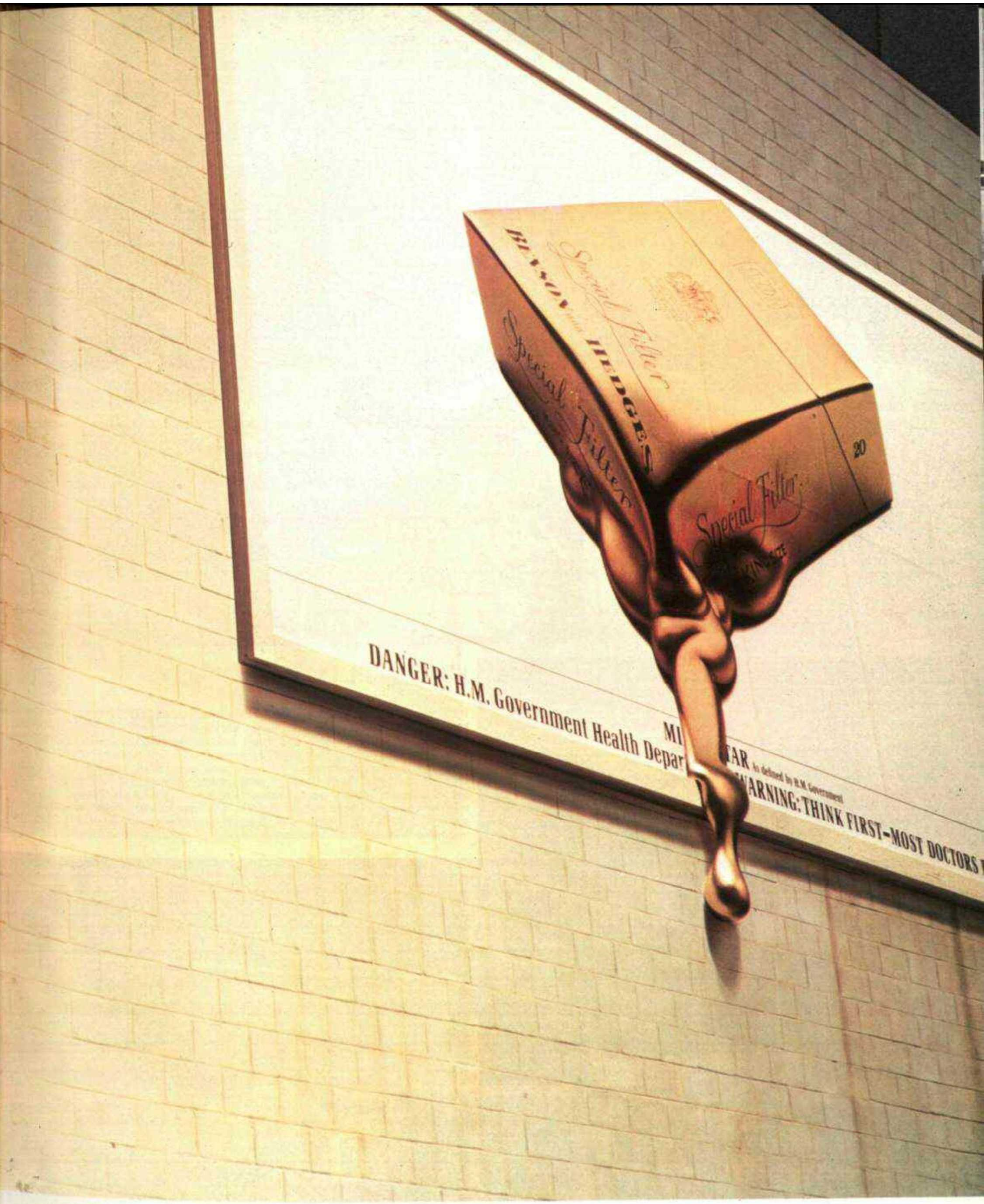
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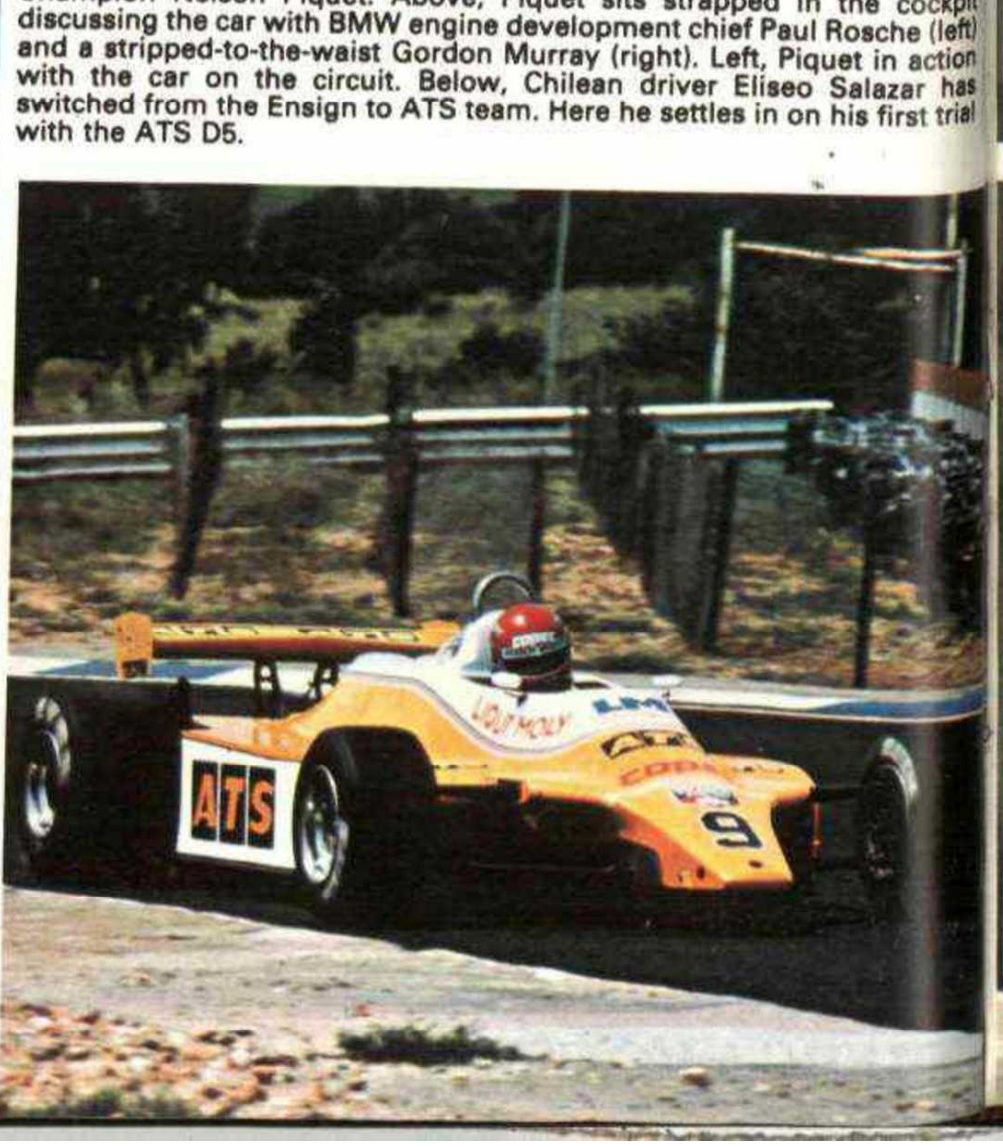
THINK ABOUT THE HEALTH RISKS BEFORE SMOKING





KYALAMI F1 TESTING

PRIOR to the South African Grand Prix on January 23rd, many teams took the opportunity to undertake some serious testing at the Kyalami circuit near Johannesburg. The Brabham team was making serious progress with their turbocharged BMW engined BT50 in the hands of World Champion Nelson Piquet. Above, Piquet sits strapped in the cockpit discussing the car with BMW engine development chief Paul Rosche (left) and a stripped-to-the-waist Gordon Murray (right). Left, Piquet in action with the car on the circuit. Below, Chilean driver Eliseo Salazar has switched from the Ensign to ATS team. Here he settles in on his first trial with the ATS D5.









ALTHOUGH Ferrari's brand new Harvey Posthlethwaite-outlined 126C2 wasn't present at the start of Kyalami testing, team driver Didier Pironi turned in some quick laps with a modified version of last year's 126CK (below). This car sported much revised bodywork with a round "bullet" nose and no front aerofoils. Left, Alain Prost's Renault RE30B was predictably quick during these test runs. Above left, the remains of Jochen Mass's new March 821 are dragged back into the paddock. Above, Marc Surer at the wheel of the new Arrows A4 prior to the accident in which he broke bones in both feet and had to be replaced in the driving line-up. This photograph was taken with a wide angle lens — the right front suspension is not bent!

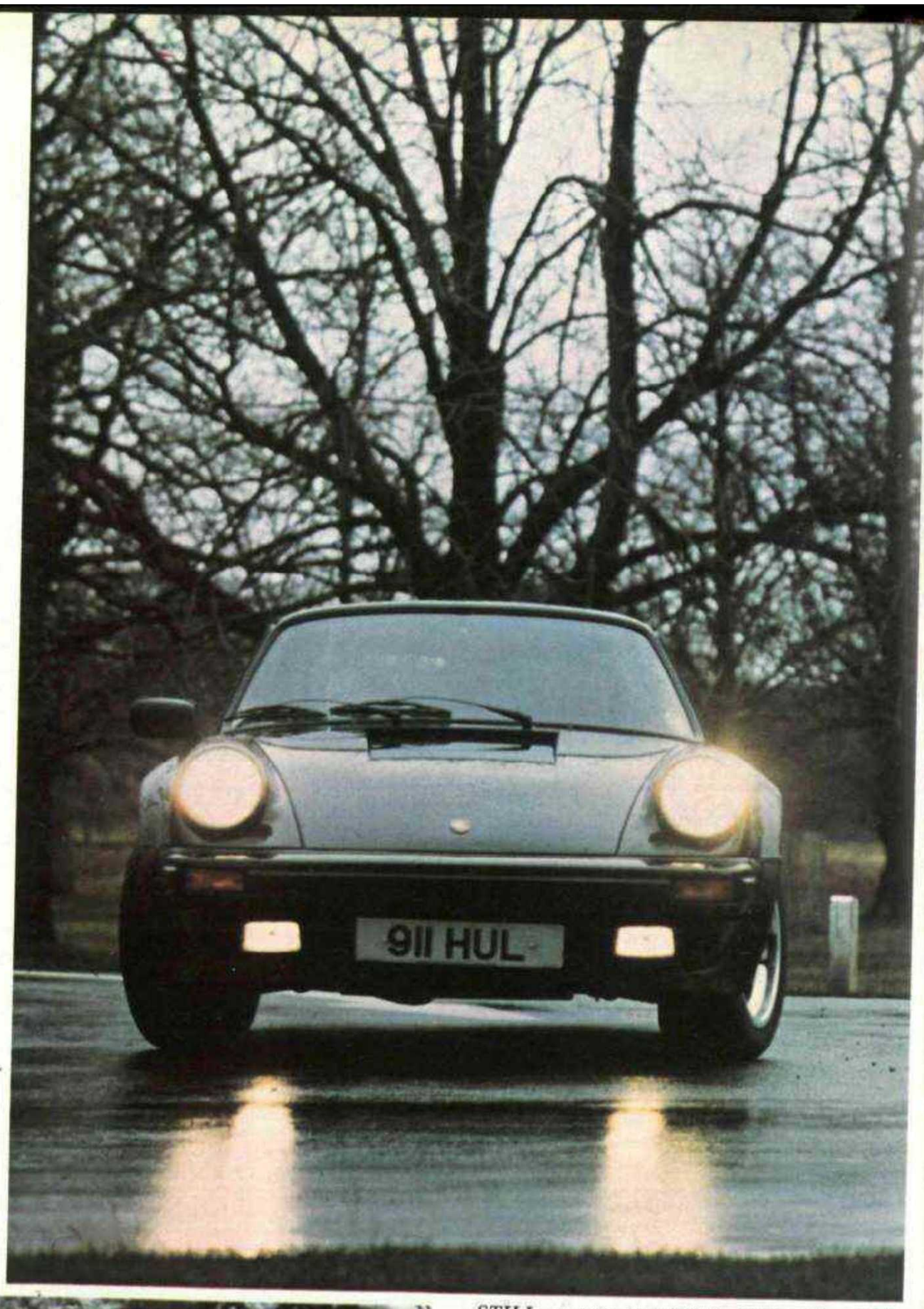


Porsche 911 3.3-litre Turbo

The ultimate variation on a theme!

IF you glance through the latest Porsche catalogue you will see the four 1982 models lined up in nose-to-tail formation. There is the "basic" 2-litre 924, slippery and effective; the new 944, slightly more aggressively styled round the same basic shell; and the 4.5-litre V8 928S, sculptured like a bullet, a true super-car to last the marque into the 1990s. Right at the back you will see something that is so totally different from its stablemates that one has difficulty in believing it could have come from the same manufacturer. Crouching low, attracting attention with its spats, spoilers and flared wheel arches, is the ultimate development of the 911 concept — the 3.3-litre turbo. For sixteen years these rear engined devices, the origins of which can be traced through the classic 356 back to the very dawn of the German company's history, have captivated and delighted a host of enthusiasts. Fitted with a 2.0-litre flat-six-cylinder engine developing 130 b.h.p., the first Porsche 911 took its bow in a very different world to that we've come to know in the 1980s. Petrol was about four and tuppence a gallon, Harold Wilson's Labour Government was less than a year old, the "swinging sixties" were in oh-so-misleading full cry, deluding so many people into believing that we really did live in a land of peace and plenty on which the sun would never set. Finally it was a time in which the multi-national oil companies had unfettered control over the globe's petroleum supply. Most people didn't know much about Arabs and probably associated their homelands with little more than the supply of packets of Christmas dates, rather than "black gold".

It is a measure of Porsche's stature that there is still room for the Porsche 3.3-litre turbo, and other similar supercars, in 1982. Perhaps it proves more than anything that there will always be a place for really *good* cars, whatever the economic climate. Quality stands for a great deal, even in these times when we're encouraged to accept mediocrity as the norm. A great deal of the success of the 911 range can also be attributed to the gentle process of evolution which has seen development to the current turbo's pitch. The 911 turbo has grown gently throughout the 1970s, starting as the much-acclaimed 3-litre turbo which came on the scene in 1974 as little more than a "homologation special" based on the racing RSR. In 1977 the first 3.3-litre turbo burst on the scene, offering the well-heeled connoisseur the chance of owning a projectile with race-track performance yet combined with an astonishing docility and flexibility. Yet, even with all that to be said in the car's favour, the Porsche 911 turbo is still something of an acquired taste, like caviar. Nobody would dispute that it is an excellent piece of precision machinery. But those who become lyrical at an encounter with a Ferrari 308 or similar Italian exotica will probably only give the Zuffenhausen product a grudging nod of approval. If you love the rasp of a four-can Ferrari V8 snapping into life behind your neck, you won't necessarily be impressed by that efficient, bland,



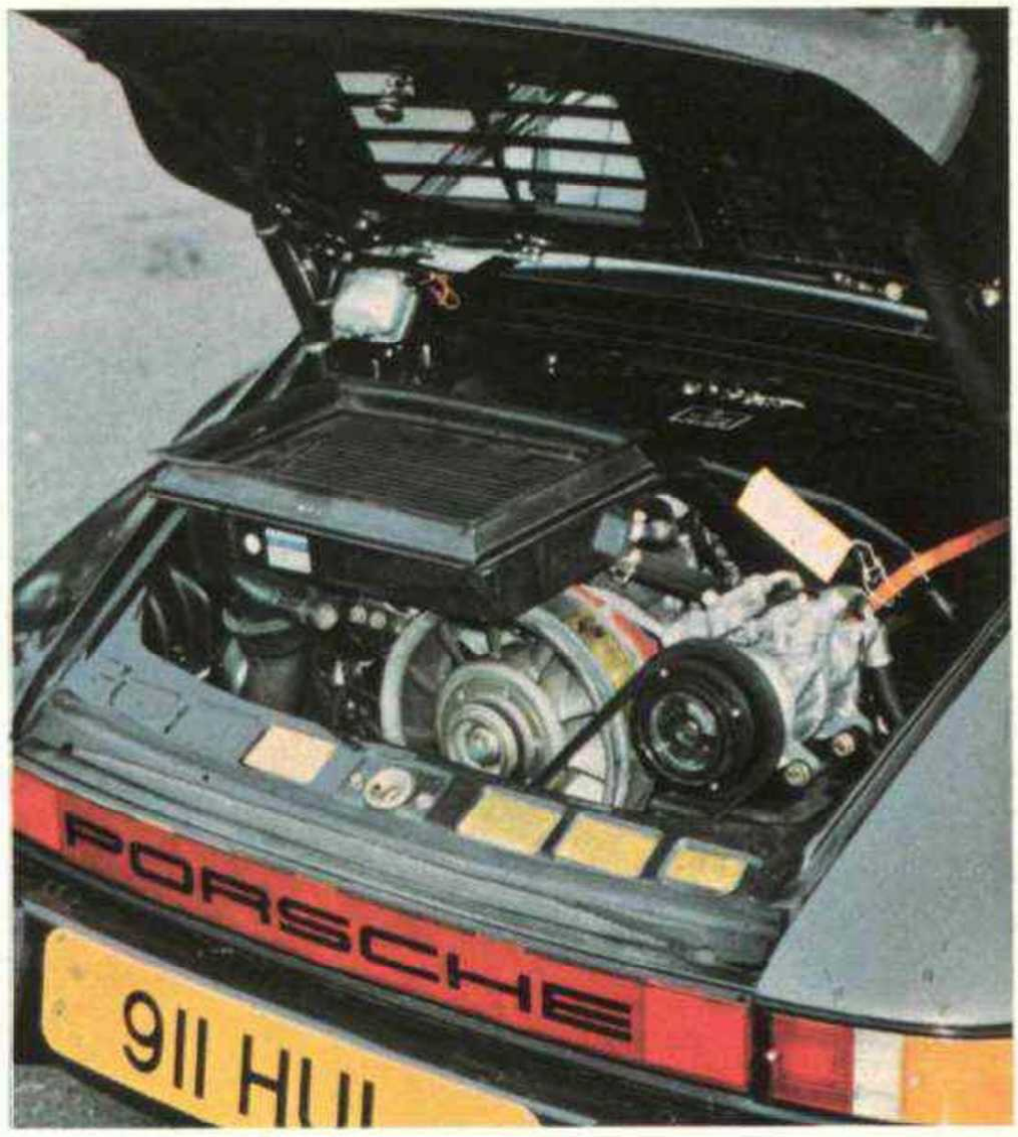
THE view the British motorist is unlikely to see on the open road . . .



STILL apparent, especially in this front shot, is the shape of the first 911, introduced sixteen years ago.



NEAR vertical pedals and a high dash are reminders of this Porsche's common ancestry with the Volkswagen Beetle, but there the similarity ends.



CRAMMING 3.3 turbocharged litres into a space originally designed for a normally aspirated 2-litre unit leaves little free space in the engine bay.

flat bark as the 3,299 c.c. flat-six-cylinder springs into action.

Climbing into the snug, cloth covered driver's seat, a shaft of concern crosses one's mind. Those spindly little front wings which fall into immediate view seem worryingly skinny, somewhat dated. The pedals are not, in my view, desperately convenient to operate. They're too high from the floor. Juggling to obtain an "ideal" driving position can also cause some problems. If you're long of leg, you may find that you're rather further from the steering wheel than you might like. I found that I was driving with rather more of a "straight arm" than usual behind the very comfortable, vertically positioned, leather bound wheel rim. But that's mere detail that can easily be accommodated in exchange for enjoying the Porsche turbo's more obvious attractions. The same can be said for the somewhat unpredictable heating/ventilation system. But, truly, these are minor trifles. You don't buy a 911 turbo in order to waft along in cosseted luxury. This is a machine for *Driving* with a capital "D". Much better to enjoy the relaxing sight of those beautifully calibrated instruments, white figures on a black background with readings indicated by red needles. Nothing could be easier on the eye, more informative or positively soothing. A reflection of the sheer thought that Porsche put into their motor cars.

One final thought before you get underway. How can Porsche instil such splendid handling into a car whose weight distribution *seems*, on the face of it, to be all wrong? With all that weight over the rear axle—*behind* it, in fact—how can it behave so decently? Well, the fact of the matter is that it does.

It its latest guise, the 3.3-litre flat-six is fitted with a KKK turbocharger and intercooler which adds up to quite a tight package in the engine bay. Developing 300 b.h.p. at 5,000 r.p.m. and producing 304 lb./ft. torque at 4,000 r.p.m., there is clearly no need for a five speed gearbox and the stubby, surprisingly precise gearchange controls only four forward ratios. With all the resultant

THE 911 3.3 turbo may be the ugly duckling of the current Porsche range, but it must be one of the most purposefully styled cars of all time. The sleek 911 shape of the sixties has developed flared wheel arches, rear wing, front air dam and impact-resistant bumpers to become the brutish super-car of today.





performance on tap it is quite remarkable just what a gentle machine the 911 turbo feels when it is being driven sedately. There is none of the coughing, misfiring, spluttering temperament associated with some so-called high performance machines. Inching one's way forward in a suburban traffic jam provides nothing more serious than sheer frustration as you think of the time that's being wasted—time that could be put to good use on the open, uncluttered road. If you're lucky enough to find one. In fact, for most of the time, "legal" motoring is carried out with such nonchalance, the car barely ticking over, that this Porsche really seems too good for current motoring conditions. But other subtleties in the car's character, such as its remarkable ability to brake with no fuss from high speed, thanks to its large drilled disc brakes working in harmony with that splendid Pirelli P7 rubber, its agility in tricky situations and its high speed stability, prove every bit as impressive as its straight line performance.

Suffice to say, this Porsche turbo is electrifying when it comes to getting off the mark. It leaps from a standstill to 60 m.p.h. in just over five seconds. In a little more than twice that time span, the 911 turbo is nuzzling towards the 100 m.p.h. mark. But that isn't all. With all that torque, it will punch between 80 and 100 m.p.h. in top gear in just about seven seconds. All that adds up to tremendous reserves of safety and manoeuvrability when it comes to dealing with lesser mortals. This 911 threads its silky progress through the traffic as if other cars don't exist, an assumption which can admittedly prove somewhat hazardous when you come upon some fellow who doesn't appreciate that you've already assessed what he is about to do and are concentrating on the next "problem" half a mile beyond him.

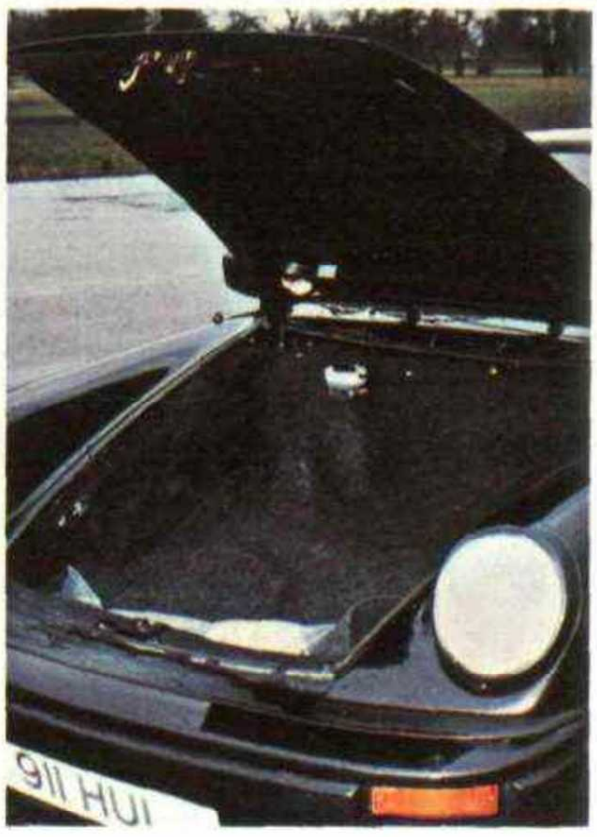
Those big Pirelli P7s (225/50 at the rear, 205/50 at the front) help to transmit a fair deal of "thump bump" when the Porsche is underway, but this never develops into anything which shakes the car off a predetermined course. The 911 turbo rewards conscientious driving but will not look after the unwary in the same fashion as the 928S. In the wet, particularly, the throttle should be squeezed with some caution, particularly when accelerating out of roundabouts, because that turbo snaps into action with very little in the way of lag once you have topped 2,000 r.p.m. It should also be mentioned, in connection with stability, that the 17.6 gallon fuel tank is situated at the front of the car and there is a quite perceptible difference in the handling when the tank is full as compared to when it is almost empty. It's not sufficiently different to be worrying, but you can sense that the front end is slightly more prone to understeer on wet roads in the latter situation. It would be most unwise to be lured into the "classic" 911 driving error — running into a soaking bend too quickly with a trailing throttle — with very little of that additional weight over the front wheels. But, apart from that area of vulnerability for the driver (which, one should emphasise, occurs only at relatively high speeds) the Porsche 911 turbo is well up to matching the skill of most competent drivers, move for move.

Sustained acceleration to 120 m.p.h. is provided as a matter of course and the way in

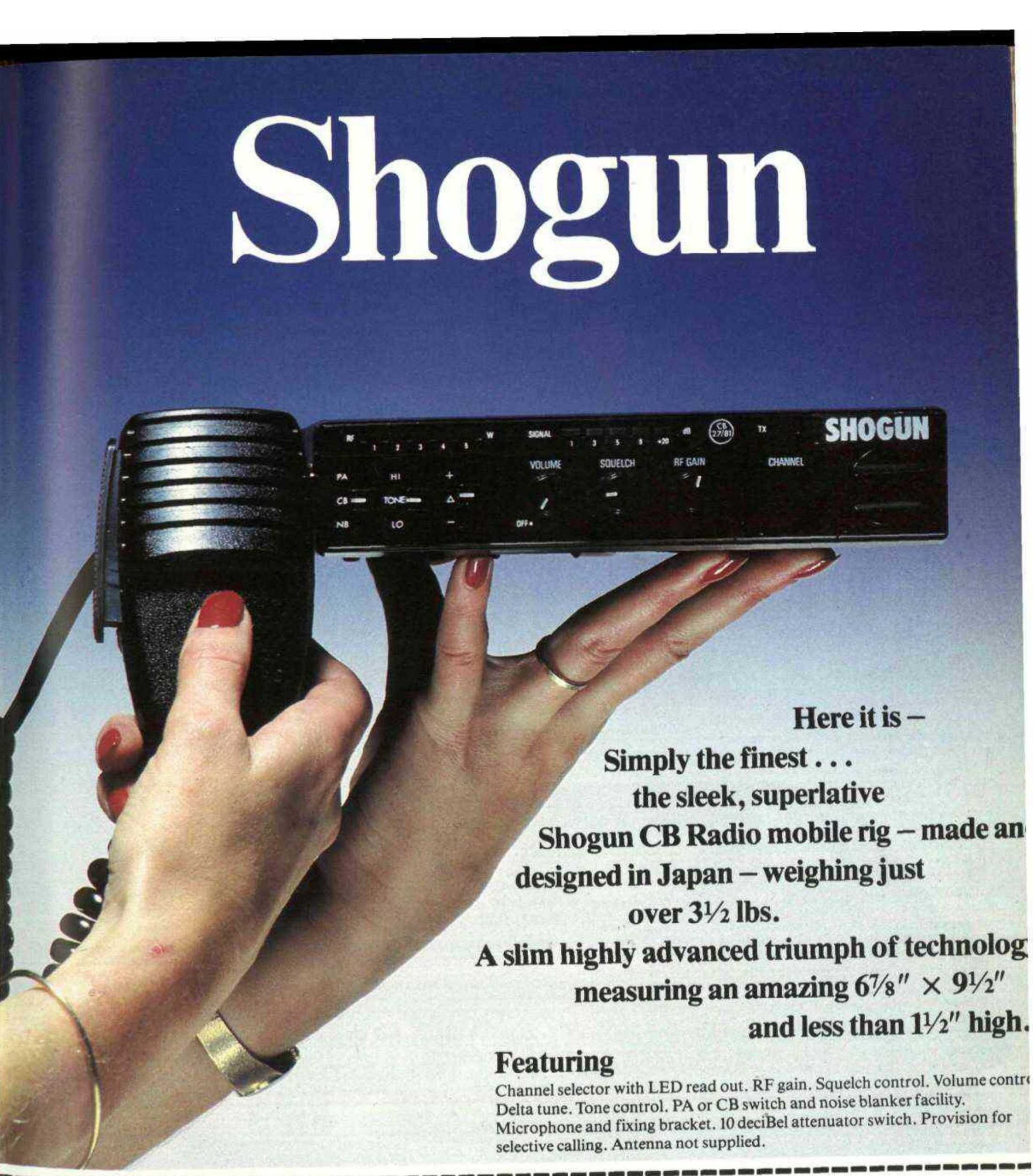
Continued on page 196

LUGGAGE space is not the Porsche's strong point — the front boot is quite cramped and somewhat awkwardly shaped. Nice touches are the rubber flaps to protect the paintwork when filling the tank and the readily accessible filler for the windscreen washers.





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Hot on the heels of the XR3 comes another high-efficiency hatchback from Ford.

The new XR2.

This potent little machine is a Fiesta that's been breathed-on by Ford's Special Vehicle Engineering Department, the same crack team that developed the Capri Injection.

Their assignment was to develop a Fiesta that you could easily race on Sunday, then commute to work in on Monday.

The result is a car that will roar like a lion or purr like a pussycat, according to your mood.

It is powered by a high performance 1600cc unit similar to the one that they use in the Fiesta Race Championship.

This raises the maximum speed to 104 mph* and reduces the 0-60 mph time to 9.4 secs.* But still returns 43.4 mpg at a constant 56 mph† so you won't need to make too many pit stops.

All this extra zip is controlled by bigger brakes (ventilated discs at the front), wide 185/60 ultra low profile tyres mounted on a set of



beautiful alloy wheels, and special uprated suspension. So the handling feels as sharp as a gimlet.

The exterior colour scheme with its black spoilers, wheelarch extensions and side-stripes is right in character with this shark among minnows.

And the cockpit, which contains a pair of extremely businesslike sports seats and a full complement of instruments, is finished in functional shades of grey. Very cool.

From the driving seat the XR2 feels as responsive as if it was wired to your nervous system: taut, beautifully balanced, almost alive.

Just drive it. It's a little demon on the open road and an ace in traffic.

*Autocar road test.

†Government fuel consumption test figures mpg (litres/100 km): Constant 56 mph (90 km/h) 43.4 (6.5); Constant 75 mph (120 km/h) 32.8 (8.6); Simulated Urban Cycle 28.0 (10.0)

XR3 illustrated fitted with optional head restraint pads, driving and front fog lamps.

And then there were two.



Ford gives you more. XR2 Ford

FORMULA 3 IN RESTROSPECT

Whatever happened to the likely lads?

RECOGNISE THEM?: Included in this bunch pounding down Paddock Bend at Brands Hatch in 1968 are Howden Ganley (No. 68), Jurg Dubler (60), Dave Berry (53), Norman Foulds (54) . . . and Ronnie Peterson (74).



IN the late 1960s any aspiring Formula 1 ace simply *had* to get into Formula 3 somehow or other. These days we're used to Grand Prix drivers emerging from other categories such as Formula Atlantic or even Can-Am and the system of progression is far less predictable than it used to be. Formula 3 is currently enjoying a particularly healthy time and, in particular, the Marlboro British championship seems set for sustained success in 1982. But, no question about it, Formula 3's heyday was in the late 1960s when the 1-litre, Ford-based "screamers" held sway. With just over 100 b.h.p. available if you were prepared to take your highly-stressed, three-bearing, four-cylinder engine to just under 10,000 r.p.m., you could propel your Brabham, Lotus or Tecno into the leading bunch and make a name for yourself. The competition was cut-throat, the grids all over Britain and Europe were absolutely enormous. But in these pre-ground effect days when even aerofoils were in their infancy, tyres were skinny and chassis straightforward spaceframes, driving ability was the single most important asset in a competitor's racing package. And it wasn't exorbitantly expensive by the standards of the day. £10,000 would have been a perfectly reasonable budget with which to contest the major British championships. In 1982 you'll probably need more than ten times that amount to buy the right sort of programme. And inflation, while it may seem outrageous, certainly hasn't multiplied by ten times in the past decade.

In the late 1960s Grand Prix team managers watched Formula 3 with an eagle-eye. Anybody who was good would be quickly gathered up by an F2 team to race in a category in which he could pit his skills against many F1 contestants. Ever since Jackie Stewart graduated from his Tyrrell Cooper-BMC in 1964, the first year of the 1-litre Formula 3, talent-spotters scanned the horizon for fresh material. And there were plenty of very capable drivers, many of them British, who struggled to the forefront of F3 to develop the split-second knack of winning in these gruellingly competitive conditions.

Of course, everybody knows and remembers the most obvious names. Britain produced **James Hunt** and twice Le Mans winner **Derek Bell** who has established himself as an endurance driver of World class even though his F1 career proved intermittent and largely unsuccessful. With intelligently planned support from Elf, France produced a host of notable names such as



SMART TEAM: The Charles Lucas team Titans were distinctively turned out in patriotic red, white and blue livery. This is "Charlie Luke" himself in action at Silverstone.

Jean-Pierre Beltoise, Henri Pescarolo and the ebullient **Johnny Servoz-Gavin,** all of whom made their way into F1 thanks to Matra's interest and co-operation. Sweden's contribution to the form book took the shape of those two great rivals **Ronnie Peterson** and **Reine Wisell,** both of whom made it through to F1, as did Antipodean stars **Tim Schenken** and **Howden Ganley.**

However, it's easy to recall the subsequent careers of these well-known drivers and it's not these famous names we're concerned with in this article. No, we've decided to look back across a selection of their rivals who, although highly competitive and capable of winning races, never graduated to the higher echelons of the sport. In many cases they're now earning their livings away from motor racing pure and simple. But most of them admit to retaining an avid interest in the sport which is never likely to evaporate.

Looking back over twelve to fifteen years one quickly detects a great sense of *camaraderie* amongst many of the participants. For example, one of the most notorious "bolt holes" in the F3 community was a flat in Harrow populated by such worthies as **Frank Williams, Charles Crichton-Stuart** and **Anthony "Bubbles" Horsley.** All were mad keen motor racing enthusiasts and they struggled into the 1-litre F3 on precarious budgets, Williams and Horsley financing their efforts by some pretty "dodgy" used car dealings. Classic stories connected with this *pied-à-terre* include the day that future World Champion car constructor Williams "streaked" down the garden to win a bet, returning to the flat to find that his associates had locked the door,

Continued on page 189

CLOSE DUEL: The battle for the lead of the 1968 Motor Show 200 F3 race at Brands Hatch with Tim Schenken's Chevron just ahead of Tony Lanfranchi's Merlyn.



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CHRIS CRAFT tries to slip his Tecno inside Roy Pike's Titan Mk. 3 at Mallory Park's hairpin. Both proved great F3 chargers in 1968; neither made it to F1 properly.

leaving him starkers in front of a disbelieving populace exiting an adjacent church! Williams also confessed that he could never quite work out why he was consistently being beaten to various car deals — until he discovered that Bubbles was listening into his calls on the extension and then moving in on his arrangements!

Heady days! Of course Williams, whose F3 exploits where characterised primarily by his incredibly hairy driving, has now reached the dizzy heights of Grand Prix stardom as a constructor. Horsley's subsequent career took him to Hesketh Racing, where he was responsible for fashioning James Hunt's early Grand Prix career, and he still works for "His 'Nibs" in a senior managerial capacity. Of this trio, Crichton-Stuart, a nephew of the Marquis of Bute, proved by far the most successful F3 campaigner. Driving for Stirling Moss's SMART organisation, he won the Argentinian Temporada series in a Brabham at the end of 1965. The following year he did the Temporada again, this time in a Natalie Goodwin-owned Brabham before retiring when his wife produced a child. So Charlie quit active motor racing, turning his hand to flying for several years. Now he's back amongst his old chums as a member of the Williams team and is the man who first put Frank in touch with his Saudi Arabian backers.

On a more successful level from the point of view of the 1-litre F3, one should never forget the name of **Charles Lucas.** In 1965 he fielded a colourful team of private Brabhams driven by himself, the late **Piers Courage** and American star **Roy Pike,** the whole equipe attracting a great deal of attention with their "colour coded" overalls and livery which was a major departure from the regular blue Dunlop driving suits of that time. The efficiency of the Lucas team led to an invitation to run works Lotus 41s the following year, but "Luke" himself was even more ambitious and commissioned the design and construction of his own F3 machine, the Titan, for 1968. Courage by this time was pursuing his F1 aspirations so Pike and Lucas did most of the driving. The cars were well turned out, quick and frequently won races. But neither man progressed much beyond F3. Lucas, who also drove a Maserati 250F with magnificent aplomb and later handled Lord Hesketh's birdcage Maserati in historic events, has now "retired" to farm his family's estate near Ripon in Yorkshire. Pike, considered by many of his contemporaries as probably the most meticulous and talented of all the 1-litre F3 drivers, now lives in rural Somerset and occupies his time with the painstaking restoration of old country houses. His friends confirm that he brings the same perfectionist approach to bear on this particular task as he did when he was in the cockpit of a racing car.

Casting one's mind back to 1969 we must bracket the name of **Alan Rollinson** right in with both Schenken and Wisell as a race winner of the first order. A determined Midlander, Rollinson financed his own private Brabham BT21 to run against the newer cars of his rivals. But his career never took him closer to Grands Prix than the odd F2 outing. Later he became sidetracked into Formula 5000 and later retired to concentrate on his garage business in Walsall. Even now he recalls those competitive days with great nostalgia, maintains a keen interest in the sport and is even considering a return in some club racing category "just for the fun of it".

There were, of course, two very definite levels to the F3 game. The national club championships and the major international meetings which attracted the overseas attention of people like Wisell and Peterson. One of the most successful club level F3 men was Bournemouth enthusiast **Harry Stiller** whose family had made a considerable fortune out of the "1001" carpet cleaner in the early sixties. Stiller's racing career petered out at the end of the decade, but his enthusiasm for the sport didn't diminish and he was behind the private Hesketh 308 in which Alan Jones made his 1975 Grand Prix debut. Subsequently Stiller moved to California where he became involved in selling Rolls-Royces to the rich and famous.

Bracketed together with Stiller must be the effervescent **Tony Lanfranchi.** Today we think of this Swiss-born Yorkshireman as the epitome of British club racing; a great enthusiast who loves racing as much for the fun of good company as being out on the circuit. But cast your mind back to the end of 1968. At the wheel of a Merlyn Tony, even then over 30 years old, proved that he was highly competitive and gave man-to-beat Tim Schenken a really hard time in several races. The high spot of his F3 career was probably his second place to Schenken's Chevron in the 1968 Motor Show 200 epic. But Tony's career never reached any subsequent heights of single-seater

achievement. To Lanfranchi, motor racing is meant to be fun and he can still be seen at any club meeting you care to choose round the country, loving every moment of it.

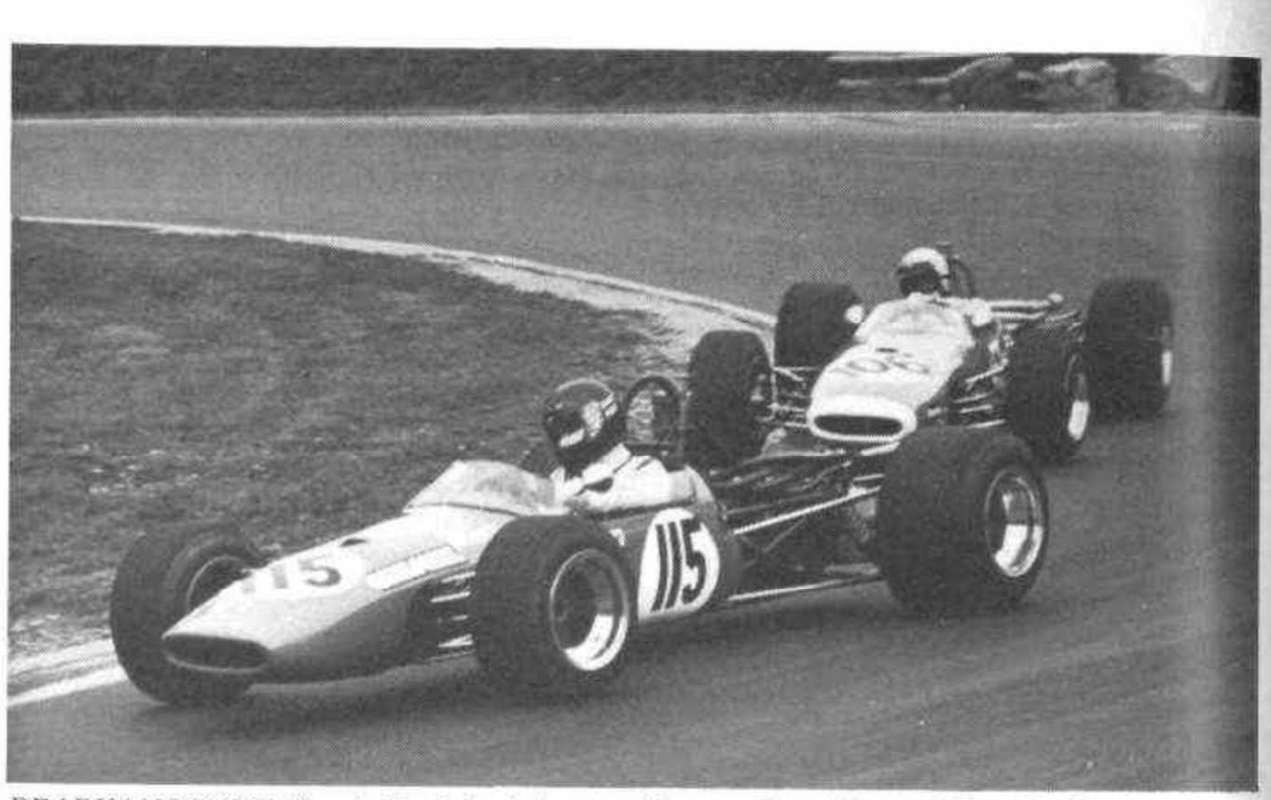
By the end of 1969, the F3 winner's circle had become a crowded place, occupied by Chevron and Titan in addition to Brabham and those foreign "infiltrators" who'd managed to get their hands on an Italian Tecno. But one man who ran against the tide for a couple of seasons was **Morris Nunn** who, in 1967, had opted for one of the spindly, slim Lotus 41s. Nunn really did run on a very modest budget, but his red car was lovingly prepared and always proved extremely competitive, Mo proving particularly adept at the business of slipstreaming which was so crucial an art on fast circuits such as Silverstone. Nunn's career subsequently involved a brief flirtation with Formula 5000 before he started building his own cars. The rest of the Ensign story was covered in last month's MOTOR SPORT, so no more need be said in this article!

Two British drivers of note to get their hands on Tecnos were **Chris Craft** and **Peter Gaydon**. Craft had established a reputation in saloon cars in the early 1960s before spending a year in Italy driving for the small BWA team in Formula 3. He subsequently returned to Britain and ran his own Tecno throughout 1968, proving impressively competitive. Craft actually managed a handful of F1 races in 1971 at the wheel of a Brabham BT33 owned by Alain de Cadenet, but he never established a foothold in this premier formula. He nonetheless built up a fine reputation as a sports car driver and has continued racing to date in a wide variety of long distance and saloon events. Away from the circuits he pursues his interests of interior and furniture design as well as photography from his Essex home.

Gaydon graduated to a Tecno in 1969 after a disappointing year struggling with a private Titan — the cars sold to private customers seldom demonstrated the same speed as the factory cars. He had a smooth, stylish approach to his driving and this earned him a seat in a Bob Gerard Brabham BT30 in F2 the following season. But Gaydon admits that his outlook changed completely after he married at the end of 1970. "Prior to that I never had any doubt that I would make F1", he says, "but then I began to think otherwise". After a handful of sports car races he finally gave up, but remained in close touch with the sport as a director of Motor Race Consultants, the race entry and management company. Later he moved to Donington Park as Managing Director where he enjoyed several happy years before moving on to take up the post of Marketing Manager of Hesketh Motorcycles.

Bearded former hillclimb ace **Peter Westbury** tried his hand in F3, running a very elaborate trio of Brabhams for himself, Derek Bell and **Mac Daghorn** in 1967. Westbury was perhaps a little old to really make a name for himself but he continued up into F2 where he ran his own private Brabham in the early 1970s under the banner of his Felday Engineering company. Subsequently he forsook the cockpit of a racing car for various business pursuits but can still be seen round British circuits on occasion, particularly in the role of a judge at the British Grand Prix.

From north of the Border came the pleasant **Richard Scott**, a dab hand with a privately owned, Frank Williams prepared Brabham in 1969 and 70, who subsequently also had a crack at F2. Richard's racing was mostly financed from his own pocket, but without sponsorship it was becoming increasingly difficult to sustain an effective F2 programme as the 1970s rolled on. Eventually this quiet and pleasant Scot retired back to his native land where he now runs a large kitchen equipment store in Aberdeen.



BRABHAMS BOTH: Brands Hatch battle between club racers James Hunt and Peter Deal in the summer of '69. One went further than the other!

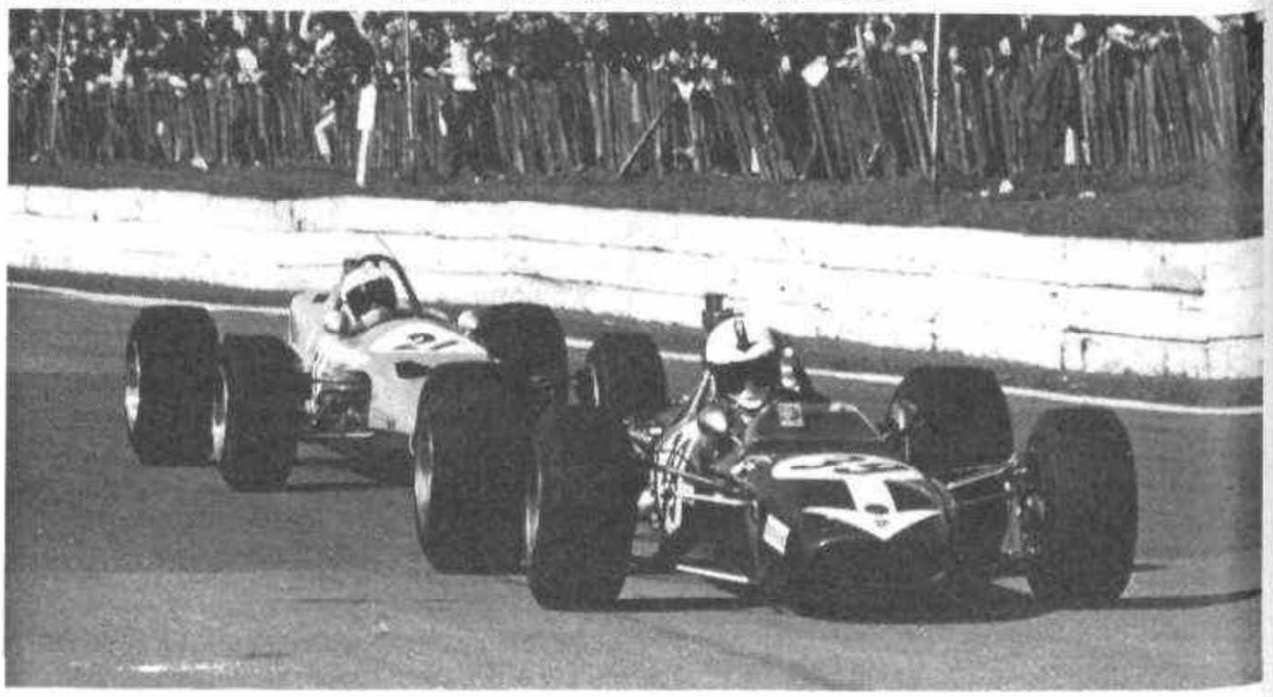
Occasionally the British F3 lads were shaken up by the arrival of some effective competition from the other side of the channel. The French usually arrived with their Matras, excellent handling monocoque machines which put their power down much better than their spaceframe British-built rivals. **Jean-Pierre Jaussaud** was probably the best "Frog" not to make it to F1, although he subsequently switched to a Tecno and later was badly hurt in a shunt during the F2 Monza Lottery. He just failed to win the 1972 European F2 Championship, his private Brabham losing out to Mike Hailwood's Surtees, and although he's no longer racing single seaters he can be seen in saloon cars at French national events. A young Belgian called **Jacky Ickx** popped up once or twice in 1966 with Ken Tyrrell's Matra and this machine was also used by Brabham privateer **John Fenning** to win the "slipstream special" at Reims the same year. Ickx's subsequent history is well-known; Fenning retired to manage his family's garage in the Hampshire town of Stockbridge.

Right at the end of the 1-litre F3 a wild young Frenchman called **Jean-Pierre Jarier** began to make his name in a Tecno, **Bev Bond** and **David Walker** were at loggerheads in the works Lotus team and **Emerson Fittipaldi** burst through the scene in a matter of weeks, leaping from Formula Ford to Formula 2 after only a handful of F3 races in between. Bond retired to his Hampshire seaside home after a few more erratic seasons in F3 while the writer last bumped into Walker in a Toronto bookshop three years ago! He was working on an automotive project for a Canadian university at the time.

From Switzerland came the pleasant **Jurg Dubler,** now a freelance television commentator with a national TV network in that country. He pops up at several Grands Prix during the course of a season. **Tony Trimmer,** 1970 MOTOR SPORT/Shell F3 Championship winner, still hovers hopefully round the fringes of British national racing. He won the Aurora Championship in 1977 and 78 but never had the chance to show his true colours in a Grand Prix environment. In 1970 he drove a smart white Brabham for Race Cars International, an independent team owned by Irishman **Brendan McInerney**. I'm told that Brendan subsequently

Continued on page 199

PETER GAYDON keeps his Tecno ahead of a rival at Crystal Palace, 1969. Gaydon subsequently worked as Donington Park MD and now works for Lord Hesketh's motorcycle company.



BOOK REVIEWS

The Scuderia Ferrari — Enzo Ferrari Racing with Alfa Romeo — 1929 to 1939" by Luigi Orsini & Franco Zagari. 429 pp. 9" × 11". *(Osprey Publishing Ltd., 12-14, Long Acre, London, WC2E 9LP.* £39.95)

What a splendid book this is! It tells, as is obvious from the title, the story of the years when that incredible, enigmatic character, the well-beloved Enzo Ferrari, was running his *Scuderia Ferrari* racing team of Alfa Romeo cars, before he commenced to make and race Ferraris. This is done in two ways — by describing the racing history of the *Scuderia Ferrari* from the origins of this famous team and then in detail about the years 1930 ("The first season"), 1931 ("Monza and Monoposto"), 1932 ("Year of the Tipo-B"), 1933 ("Year of triumph, and tragedy"), 1934 ("The old order changeth"), 1935 ("The value of Nuvolari"), 1936 ("Alfas in Auto-Union's year"), and finally about 1937/40 ("Decline and change"), and by describing the "hardware" which the drivers had at their disposal, divided into technical descriptions of the cars of the early days, and the four succeeding periods.

It may be that you have read plenty about racing Alfa Romeos in the past. But it is appropriate to this book to have these technical interludes, which are rich with engineering drawings, specification tables, and photographs — and where previously have you seen drawings of how the gear lever for the twin gearboxes of the 12-cylinder, twin-engined Alfa Romeo was connected? It is interesting that to avoid controversy, the P3 is also referred to as the Tipo-B Alfa Romeo.

All this is valuable historical material. But it is the pictures that make the book, 600 of them, clearly reproduced on top-quality, thick art-paper. Indeed, the high quality of the photographic reproduction makes me very envious! These are in the main photographs, from Italian archives, not seen previously, at any rate here. They depict all the great Italian (and other) Scuderia Ferrari drivers and officials, etc. (what splendid names they have, incidentally) in posed groups, with their cars, in action and in contemplation, etc. In addition, there are many good racing shots, such as of a Fiat Balilla on the Modena ring-road during the 1931 Mille Miglia, this being a Cav. Gandolfi shot, the sort in which he specialised, other great photographs being the work of his friend Dr. Testi. Close-up action pictures, not only of the cars but of motorcycles raced by the *Scuderia*, are there as well, and so good are these that the rev.-counter and handbrake in one Alfa Romeo cockpit are clearly visible, even the brake rods on another. All manner of intimate pictures are included and the *Scuderia's* transporters are not forgotten, from the 1931 Ceirano 45 and Lancia Eptaiota 254 trucks to the Bussing vans taken to the American Vanderbilt Cup race in 1936. The backgrounds to many of these photographs add to the fascination — the cars outside the Ferrari factory in Modena, the knickerbockered apprentice in the machine-shop, Nuvolari unable to find room in Enzo's bucket-seated Alfa Romeo at the 1930 Coppa Ciano because it is already occupied by Ferrari at the wheel, his wife Laura, Borzacchini and Arcangeli, with Augusto Coniato standing behind it, and to set the Italian scene, a Lancia Lambda saloon outside the hotel. And did you know that the bottle of mineral-water Nuvolari sucked through a tube while racing was attached to the front dumb-irons cross-tube, to keep the contents cool? — there is even a photograph to prove it!

Anyone who likes Alfa Romeos, or for that matter Italian cars and drivers, the latter seen off duty as well as at work, is magnificently catered-for in this big book. It's not all Alfa Romeo however — Mercedes-Benz, Auto-Union, Bugatti, Lancia and Fiat, etc., even a lone Aston Martin, figure in its pages. "The Scuderia Ferrari" concludes with tables of the *Scuderia's* results in the main car and motorcycle events in which they competed, with race numbers where known.

The editor of the English text is Doug Nye and I see that our Denis Jenkinson had a hand in this fine tribute to a great racing stable (the Ferrari legend) and these nostalgic recollections of a golden-age of motor-racing (not forgetting speed hill-climbing). The Italian text was translated by Aldo Piombini and filmset in Ashton-under-Lyme, for printing and binding in Hong Kong. The book is available here from Albion Scott Ltd. and is highly recommended! — W.B.

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As if every possible connotation of the motoring theme had not been covered, Automobile Quarterly Publications of 245, West Main Street, Kutztown, Pennsylvania, USA, has brought out a "Complete Handbook Of Automobile Hobbies" in its Hobby Book Series, edited by that genius lady auto-historian Beverly Rae Kimes. Moreover, they have decided it was worth making a very nice job of a book that, compiled by many different experts, covers old-vehicle collecting, motoring literature, mascots, art, memorabilia, *objets d'art*, restoring, researching and authenticating such possessions, finding old licence-plates, tyres, garaging old autos., insuring, transporting and exhibiting them, touring in them, competing for appropriate prizes, and the judging of such contests, the racing of vintage cars, etc. The 395-page hard-cover book does not just stop there. It continues with data about enthusiast clubs, buying and selling old vehicles, predicting values, preserving what it terms "your investment", flea markets, models (a section which should have world interest), how to best use motoring libraries, locating personal information about your beloved car, collecting paper Americana, starting your own car club, and much about fire-engines, trucks and motorcycles, not all the information being about old models.

Aimed mainly at the American way of automotive life, this book could contain some items you won't want to miss. We are flattered to find MOTOR SPORT among the few British journals listed for research consultation. — W.B.

* * *

Dalton Watson, 76, Wardour Street, London, W1V 4AN, have added William Kimberley's "The Complete Guide To The Triumph TR7 and TR8" to their books in this series. It costs £6.50, and includes a chapter on the TR7 rally-cars by Bill Price, former manager of Special Tuning at BL Motorsport. The little book is illustrated with colour as well as black and white pictures and should make many friends among those who enthuse about the modern Triumph sports cars — and perhaps among those who are not so keen, seeing that there is a concluding chapter on "Troubleshooting". — W.B.

* * *

The AA, like the BBC, has turned to publishing as an adjunct to its main function. Recent publications from Fanum House, Basingstoke, Hampshire RG21 2EA include "Discover America", produced in association with the American AA for Marks and Spencer. In 180 colour photographs, maps and street plans, the idea, the blurb says, is to enable the armchair traveller to compare his TV image of the USA with reality — a rather ironical thought for what should be a mobile motoring organisation. But the book is full of interest to actual as well as to potential Atlantic crossers, and inexpensive at £3.99. The other AA book, their soft-cover "Guest Houses, Farmhouses & Inns in Britain", uprated to 1982, is of more interest to those who roam our own roads. It details 3,000 economy places at which to eat or stay, for £2.75.

* * *

Two more of those informative and thoroughly fascinating, copiously-illustrated books about specific 'bus companies or makes of 'buses, from The Transport Publishing Co., 128 Pikes Lane, Glossop, Derbyshire SK13 8EH, which we have praised highly when reviewing earlier books in the series, are now available. These cover "The AEC Q-Family" and "75 Years of Crosville", respectively No. 2 and No. 5, by Alan Townsin and John Carroll. Each costs £6 in paperback but No. 5 is available in hardback for £7.50.

* * *

Another gap in aviation history is filled by "Aviation in Ulster" by John Croft, an attractive soft-cover 136-page book running from ballooning days to the present, civil and military aviation in Ireland being the theme of the text and pictures. The interesting point is made that the Railway Air Services Belfast-London fare of around £12 in 1937 has to be compared to the £86 Shuttle fare of 1979 and that journey times scarcely came down between 1934 and 1951, in spite of faster aeroplanes being used. The book is right up to date, with much data that will interest transport fans as well as military aviation buffs, as it runs from the efforts of Harry Ferguson to today's Lear Skyvans and Short's 360. The Foreword is by J. W. R. Taylor, Editor of "Jane's All the World's Aircraft" and the book is available at £6.95, from Blackstaff Press Ltd., 3 Galway Park, Dundonald, Belfast DT16 0AN.

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Albion Scott's new showroom, with over 100 yards of shelving and face-out racking for books exclusively on transport, military and modelling subjects, has now been put into operation in York Road, Brentford, Middlesex.

The showroom displays as far as possible the ever renewing stock of some 6,000 titles which pass through Albion Scott's hands in a year and which are available to bookshops and specialist modelling and motoring book outlets in Britain, Europe, the USA and throughout the book-buying world. The books themselves come from some 200 publishers in 15 countries. Provided they are well illustrated, the language is no barrier.

On display is probably the largest collection of books on transport, military and modelling subjects in Europe, details of which are contained in two specialist catalogues on Motoring and Military & Modelling books; in spring 1982 these are to be joined by one on Railway books. These catalogues are so extensive that data for them is held on a computer in the USA. The Brentford showroom completes a chain of specialist Albion Scott Trade outlets, which includes Bewdley, Worcs., for customers outside London and the Home Counties, New York (48 East 50th Street) for Motorbooks, Frankfurt (die Modell-Box, Friedbergerstrasse 41) and Tokyo (Light Corporation).

Albion Scott's London telephone number is 01-847 0511, and not as given in recent advertisements.

AIR

The proving of the Moth

THE De Havilland Moth biplane was undoubtedly the most successful light aeroplane of its era, notwithstanding a number of others, which can be listed as the Avro Avian, the Blackburn Bluebird, the Simmonds Spartan, the Robinson Redwing, the Parnell Imp and the Southern Martlet, if we confine the list to biplanes of the period. Last July I took you briefly through the fascinating but futile Light Aeroplane Trials at Lympne in the first year (1923) of their institution by the Air Ministry (its foresight overshadowed, as it happened, by the ever-air-minded *Daily Mail*). These trials proved two things. First, that a 750 c.c. engine (and later an 1,100 c.c. power unit) was unsuited to serious flying of even an amateur status, even for the pilot on his own (and equally, for two, with the subsequent enlarged engine stipulation). Secondly that motorcycle engines, even if slightly modified, were too unreliable for serious consideration in aeroplanes (and that the special 1,100 c.c. power units designed for the 1924 Lympne two-seaters were still too low-powered, at around 35 h.p., for requirements).

It was for these reasons that Geoffrey de Havilland produced the now immortal DH60 Moth. He was convinced that at least 50 h.p. was needed to power a practical school or touring two-seater light aeroplane, to give a cruising speed of 80 m.p.h. and a three-hour flying range. Making good use of Major Frank Halford's engineering expertise (he of the Halford Special racing car) in adapting unwanted war-surplus Renault V8 aero-engine parts for a new four-cylinder air-cooled in-line 60 h.p. ADC-Cirrus I engine, Capt. de Havilland ignored the 1924 and 1925 Air Ministry Lympne contests and got on with producing his new light aeroplane at the same time as Major Halford was evolving his engine for it — the latter apparently needing but nine weeks to put one cylinder bank of the Renault engine onto a new crankcase, with wet sump, retaining the cylinders and exposed push-rod o.h.-valve gear.

On February 22nd, 1925 the prototype DH Moth (G-EBKT) was ready for testing — I was 12 years old that day and although memory is blank, I expect I read of it with interest in the newspapers. Capt. de Havilland went up by himself in the new Moth from Stag Lane, Edgware, and finding everything in order, landed to pick up Capt. Broad and try again with a passenger. Again all was well and a top speed of 90 m.p.h. was spoken of which was beyond estimations.

So here was the first truly practical two-seater light aeroplane. It had a wingspan of 30 ft. and weighed 770 lb. empty, being, in fact, virtually a scaled-down DH51, of seven foot shorter wing span. The Moth's wings folded for easy storage (in the home garage?) and it sold for £885, reduced to £795 by August 1926, equivalent at the time to buying, say, a Lancia Lambda Weymann saloon, a 19.6 h.p. Crossley or a straight-eight Bugatti with something in hand. Soon afterwards the faster Cirrus II Moth was priced at £730, from its original price of £830. Success was assured and in spite of a small flood of similar biplanes, some like the Avro Avian, rather less expensive, it was the De Havilland Company that reaped the richest reward in this newly-released civilian field. In this it was aided by the dithering of the Government, which would not allow the newly-formed flying schools to use the obsolete, but essentially-safe, Avro 504 for training purposes, so had to give the orders to the De Havilland Company in spite of the snoot the DH60 Moth had cocked at the very light 'planes the Air Ministry had hoped to encourage with its Lympne competitions.



HEROINE WORSHIP. — Amy Johnson with the DH Moth "Jason III" in which she attempted an unsuccessful flight across Siberia early in 1931.

Before the summer of 1925 was over production Moths had begun to be delivered, and in that first year of production 29 were made, culminating in a total of 1,800 Moths when production ceased in 1934, having continued at Hatfield after the De Havilland Company left Stag Lane, and taking this remarkable little aeroplane through various marks, the later versions powered with the splendid DH Gipsy engine, which the Company were happy to sell to makers of rival light 'planes. And ironically, when the AM Light Aeroplane Competitions persisted into 1926, with the old engine-size stipulations replaced by weight-limits, Capt. Broad's 75 h.p. Genet-powered DH Moth took 3rd place, behind the Hawker Cygnet and the Supermarine Sparrow II. It is even more ironical that, although a book has been written about the DH Tiger Moth, there isn't, as far as I know, one devoted entirely to the DH60 Cirrus and Gipsy Moths, although this is largely made up for by the excellent coverage of this most famous of light aeroplanes in Terrance Broughton's book "The Story Of The British Light Aeroplane" (John Murray, 1963). So, rather than delve into details of the Moth itself, let us look at how its abilities were proved, in those early years of private aviation.

Some three months after the Moth's introduction, Sir Alan Cobham flew the prototype G-EBKT from Croydon to Zurich and back, in a time of 6 hours 6 min. for the outward journey, and 7 hours 45 min. for the return flight against a head wind, for the 1,000 miles. The 4½-litre engine apparently gave not a moment's anxiety and the average speed was over 70 m.p.h. at approx 17.8 m.p.g. of petrol (about the same as a vintage sports-car of similar engine size) and just over 70 m.p.p. of oil. This was an excellent first proving-flight for the new Moth, although it must not be forgotten that in 1920 Bert Hinkler had flown the 35 h.p. Avro Baby from Croydon to Turin in 9 hours on a leisurely flight, going on to Rome, where his intention of continuing to Australia was frustrated by the Authorities.

Within the British Isles the Moth did some impressive flying in the first year of its existence, when, just before Christmas 1925, Colonel the Master of Semphill flew one from Stag Lane to Dublin across the 70 miles of sea from Holyhead and, after a tour of the Irish Free State, returned in foggy weather by the shorter Stranraer route, landing on a mud bank near Lancaster to refuel with tins of petrol carried in the Moth's locker — true private-venture flying! As a result, the Irish Free State Government ordered four DH Moths, which were also flown to Dublin.

Moths also performed some useful flying during the General Strike of 1926. But the first of the truly epic flights undertaken in these machines, which were incredibly frail by today's constructional standards, was made in 1926/27, when Capt. Neville Stack, an Instructor at the Lancashire Aero Club, persuaded a pupil, Bernard Leete, to accompany him on a touring flight to India, Stack taking with him his ukelele to pass the time on the ground. Little money was available but Stack persuaded De Havilland's to sell them two 85 h.p. Cirrus II Moths, G-EBMO, painted white (which had won the 1926 King's Cup race at 90.5 m.p.h.), and G-EBKU, painted blue, which was the second Moth built. BP agreed to supply the modest 128 gallons of Anglo-Persian aviation spirit. These two second-hand Moths, with new Cirrus II engines, cost £1,200 the pair, including a 20 gallon extra fuel tank and a spare propeller for each machine. Leete was able to draw the money from the family trust. Beyond Rome they set up new records for light 'planes for the 5,540-mile journey, as none had assayed the route previously.

Both Moths were serviced by the RAF in Iraq, and fuel stops were planned at Bushire, Bandar Abbas and Charbar. The only trouble was when 'KU lost revs some 45 minutes out from Bushire

LONG DISTANCE MOTH PIONEER — B. S. Leete (later Squadron Leader Leete, OBE, AFC) who with Neville Stack in a sister machine, flew a prototype DH 60 Moth from England to India in 1926. The Air Ministry thought these two secondhand aeroplanes would never ever get to Rome, and so gave no support. [Photo courtesy of Mrs. Leete.]



and had to come down at an emergency landing ground in the desert to let the oil cool off. After flying on to Bushire, Wakefield's were contacted by telephone and they suggested draining off the Castrol R and refilling with Castrol X. This restored compression for the 450 mile flight to Bandar Abbas, which took less than seven hours.

The route through Bushire, Bandar Abbas and Charbar was chosen because Imperial Airways were prospecting the air-mail run to India. In fact, the DH 66 Hercules air-liner carrying Sir Samuel and Lady Hoare was encountered *en route*. Incidentally, Leete decided to remain in India, to help start flying clubs there, at which he was Chief Instructor, and during the war he became a Sqdn.-Ldr., being awarded the OBE and AFC, until blinded in a glider accident; he died in 1978 after writing a most interesting account about the India flight and his years in India during the time of the British Raj, a book which awaits a publisher.

As Moth production increased and improvements were made, those little aeroplanes accomplished other "proving achievements". The 1927 King's Cup race was won by W. L. Hope's Cirrus I Moth, at 92.8 m.p.h., Lady Bailey flew hers to a record height of 17,283 feet over Stag Lane (improved to 18,800 feet over Croydon in 1928 by Lady Heath, in a 90 h.p. Cirrus III Moth) and some notable long-distance touring-flights were successfully made. These included Lt. Bentley's *two* return trips, Croydon-Cape Town-Croydon, Lady Bailey's 18,000-mile trip to and around South Africa, and Lt.-Comdr. MacDonald's flight to Baghdad after going solo for only eight hours. Other pilots flew the later 90 h.p. Moths out to Kano, to the Gold Coast, etc., and the Gipsy Moth continued the good work in racing in the 1928 King's Cup race, which Hope won at 105 m.p.h.

Capt. de Havilland, and wife, set a 21,000 ft. altitude record in his own Moth (G-AAAA), Capt. Broad, taking aloft books to read, flew G-EBYK for 24 hours non-stop over Stag Lane, and a Gipsy I Moth, taken at random from the DH production shops, flew an officially-observed 600 hours (51,000 miles) after which engine servicing cost a mere £7/2/11 — shades of the Rolls-Royce Silver Ghost's 15,000-mile endurance test of 1907. Indeed, long-distance Moth flights were by then legion, even to a fatal cross-Atlantic bid. Pure record-breaking was soon to follow.

Thus Amy Johnson in "Jason" got from Croydon to Darwin in 19 days in 1930, the first woman to do so solo, having flown only 150 miles over England on her longest flight beforehand, although beaten on time by Hinkler's Avro Avian. (I have always wondered, however, how the repairs made to the Moth after it landed heavily, including a new wing provided by the RAF at Singapore rated, in record-claim terms.) Francis Chichester took five weeks, then put floats on his Moth for the epic navigational flight back from New Zealand to which his machine had been shipped from Australia. Space does not permit reference to all the record flights by DH Moths that followed, and which made the vintage years of aviation so entrancing — especially if, as I did, you went to Croydon to see the adventuring heroes return. Pilots of the calibre (and in this context, what a lot of fine qualities that word implies!) of O. Garden, C. W. A. Scott, Jim Mollison, Jean Batten and Grierson broke long-distance records in the famous light plane, before the Puss Moth and Leopard Moth monoplanes took over.

Jean Batten, on her third attempt, did Australia from England in 1934, in 14 days 23 hours, in a Gipsy I Moth, getting back in 1935 in 17 days, 15 hr. 15 min., after her engine had cut out over the Timor Sea, the Moth losing height from 6,000 ft. to nearly zero ft. before it picked up again. This was the first England-Australia-England solo flight by a woman, which Amy Johnson had hoped to achieve. By then the Moth was out of production. But it had definitely established its worth, in what we now call "the vintage years". By 1928 its price had fallen to £630. Several racing drivers owned Moths, including Sir Malcolm Campbell (G-ACMY — actually a Moth Major) and R. O. Shuttleworth (G-EBWD, which is still in the Shuttleworth Collection). Today "Moth" seems inevitably to imply a Tiger Moth, but let us spare a thought for the greatest of all the light biplanes, the genuine DH Moth of the period 1925-34. — W.B.

NB: I had intended to describe some of these epic Moth flights in more detail, but in a motoring paper space does not permit. I can, however, recommend such books as "Amy Johnson" by Constance Babington Smith (Collins, 1967), "Alone In The Sky" by Jean Batten (Airlife, 1979), and "The Sky's The Limit — Women Pioneers in Aviation" by Wendy Boase (Osprey, 1979) for an understanding of the risks and the atmosphere of flying the brave little DH Moth long distances in the vintage days. — W.B.

AIR MAIL

G-AFRN

Sir,

The request for information from J. T. Aldington with regard to the fate of Messerschmidt Bf108, G-AFRN, brings to light a strange tale.

The Impressments Log, published some years ago by *Air Britain*, gives the following facts. G-AFRN - c/n 2039 was impressed on 17/4/41 and became DK280. On 8/9/42 it suffered an undercarriage collapse at Western Zoyland, but was repaired and flew on until 20/7/44 when it crashed at Boughy Fall Farm, Colton, near Rugeley. This time it was scrapped.

G-AFZO - c/n 1660 was also owned by AFN Ltd. and was impressed on 23/9/41 as ES 955. Due to an error, it spent its service life as ES995 and was painted a high-gloss blue. Its service life continued until 24/5/46 when it went to 5 MU [Maintenance Unit — Ed.] at Kemble. On 19/9/46 it was restored to the register as G-AFZO with AFN Ltd. as the owners. The aircraft flew in these markings until 8/10/46. However, on 11/10/46, it appeared as G-AFRN, this change of identity being carried out at Heston. The aircraft continued to fly in this country until April 1950 when it was sold in Switzerland and after several changes of ownership it went to Germany in mid-1959 as D-EDIH. It was still based at Saarbrücken-Ensheim in 1964.

To complicate the tale of identities even further, a German registered Bf 108, D-IJHW, was impressed as AW 167, survived the war, was sold *with* G-AFZO to AFN Ltd. and eventually appeared *as* G-AFZO. This aircraft was also sold in Switzerland as HB-ESM and again was still extant in 1964.

Borrowash, Derbys. M. J. HUTCHINSON

Parnall Gyroplanes

Sir,

How pleasant to see the re-introduction of the "Air" feature, especially when correspondents unearth fresh evidence about little-documented types; a photograph of a personal reminiscence, perhaps. As I am intrigued by civil aeroplanes of the inter-war years (for never since has there been such a colourful and diverse selection) recent mention of the Parnall Gyroplane G-EBQG has been most welcome. This particular machine was equipped with a 120 h.p. Airdisco V8, which was an engine produced by the Air Disposal Company of Croydon in the very early twenties. No original design, it was basically the Renault 80 h.p. — war-surplus quantities of which had been acquired by the company — developed under the direction of Major F. B. Halford; and though an efficient enough motor of its type, it was really too large for the coming light planes of the time.

Keep up the good work . . .

London, SW17 GEOFF CLARKE

[Mr. S. Webb of Swindon has also supplied this information, adding that the C10 gyroplane had a 70 h.p. Armstrong Siddeley Garnet engine — Ed.]

Sandra

Sir,

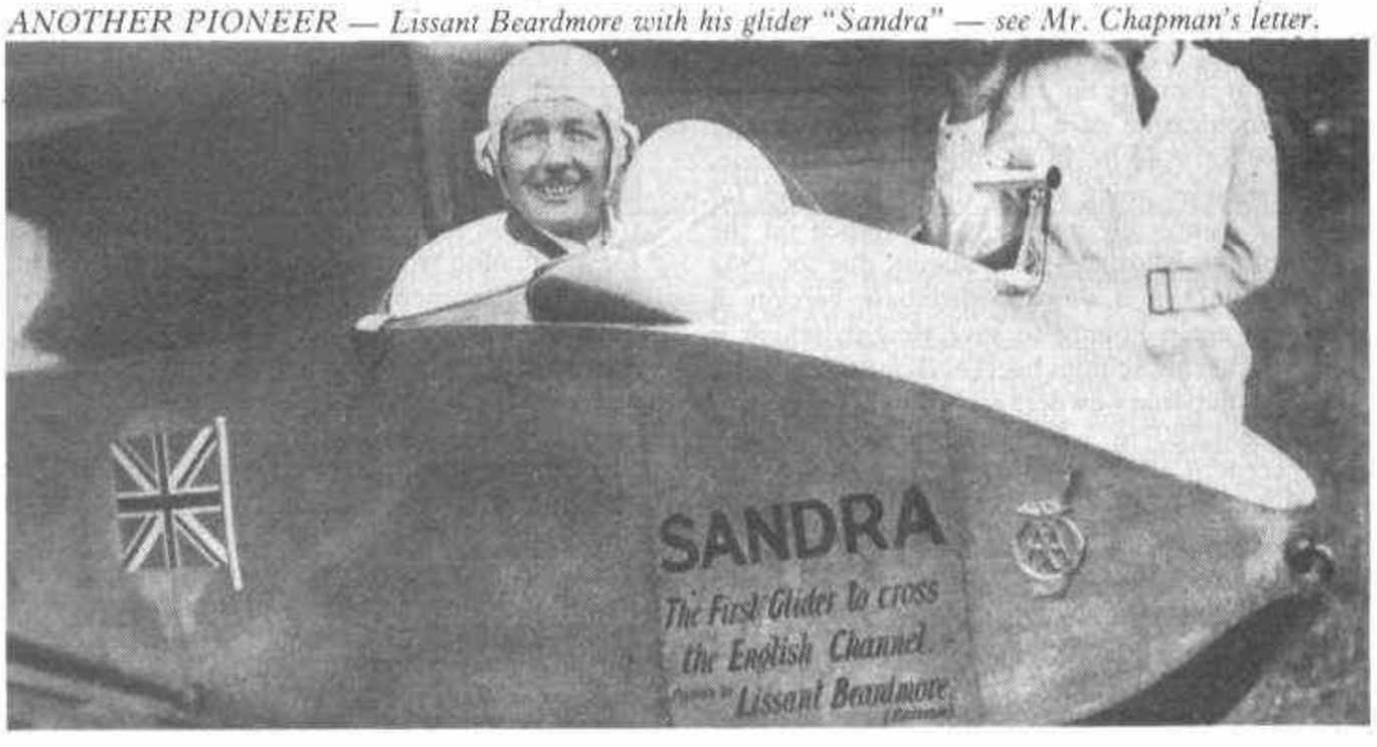
I thought you may be interested in the enclosed picture I recently came across in some old papers. I assume the AA badge on the nose indicates that Mr. Beardmore anticipated being able to find a friendly patrolman on his motorcycle combination mid-channel if he got into a spot of bother!

The Royal Aeronautical Association and the British Gliding Club could neither identify nor validate Lissent Beardmore's claim to be the first glider across the Channel. Can anybody shed any light on Mr. Beardmore's identity? Perhaps the Automobile Association?

Best wishes and keep up the high standard, which I have enjoyed for more years than I care to remember!

Benfleet, Essex REGINALD D. CHAPMAN

ANOTHER PIONEER — Lissant Beardmore with his glider "Sandra" — see Mr. Chapman's letter.



Rally Quattro

The car that brought rallying another route to success

BECAUSE four-wheel drive was such a dead duck in the racing world and had already been tried and found wanting commercially for anything but ungainly off-road vehicles, there were plenty of scoffers on hand when Audi announced their 4-WD Quattro at the Geneva Motor Show in the spring of 1980. The award-winning abilities of the Jensen FF and the performance of Stirling Moss with the Ferguson system at Aintree were all conveniently shelved. There were those, now amongst the keenest supporters of the car's "invincible technological advantage", who soon told us that, like front-wheel drive, it was doomed never to succeed in international rallying. Their grounds for such an assertion? "Too complex, too difficult to drive."

Now, after three 1981 World Championship victories (one the first ever scored by a woman) and a performance that simply routed any trace of effective opposition upon the recent Lombard RAC Rally, some of these "experts" are busy telling us that "no, of course, I didn't mean it was too complicated," and "of course, the Germans were bound to get it right," or "well four-wheel drive was bound to work, wasn't it?"

For Britain the first inkling of how effective the factory Audis were likely to be in the UK came on the pre-RAC Rally Donington Rallysprint. Anyone — even those with Ford embossed across their undergarments — could see that: a) Hannu Mikkola set one fastest time, with a rear wheel puncture for most of the run, against the best opposition the RAC rally was likely to offer, and b) Alan Jones defeated not only his fellow GP drivers easily but also all the rally drivers, bar Hannu Mikkola, when it came to his turn. All this in the rather tired ex-Sanremo factory test car that was used for the Donington TV outing. A car not even running the specially designed RAC camshaft that had been originally proposed. The engine had been the subject of a hasty top end overhaul in the swirling mists of Wales, at a Welsh test session held a few days previously. Mix in the fact that Michèle Mouton had shown that her determination and Quattro traction could win an event not biased toward Quattro motoring (Sanremo) and Britain got the Quattro message loud and clear.

Yet, set as they are for a massive number of 1982 entries in rallying and rallycross, through works and national Audi Sport teams, the Ingolstadt team are not relaxing. December 1 saw the homologation of a new alloy block to save some 20 kg. / 44 lb. in the nose-heavy machine, and testing is going on in the background for either a completely new rally car (based on the forthcoming Audi 80 4-WD saloon, due for 1982 public sale?) or a shorter wheelbase version of Quattro, again hoping to save weight, which is regarded as the Achilles heel (or *Achillesferse* as we German dictionary owners say) of the present car. At some 1,220 to 1,240 kg. (up to 2,734 lb.), compared to the sub-1,000 kg. weights anticipated by 1982 World Championship homeland rivals Opel, one can see their point.

Just before the RAC we were accorded the privilege of riding in the factory rally car with Mikkola while he was completing three days of Welsh testing (we were allowed a day and an evening interview, at which Mouton joined us).



EMPHASISING the handling, roadholding and traction advantages of the four-wheel-drive Quattro, Michèle Mouton exhibits only very mild understeer on the exit from a fast right-hander on the RAC Rally compared with the typically sideways stance of other, slower, front running competitors.



This was followed by a day trip, without the usual presence of our colleagues from rival journals, to the factory, which is less than an hour outside Munich. In fact the competitions department is an assembly area really, for the engines and vital transmission train are developed and come ready for installation from the nearby Audi engineering and development department, while the unpainted Quattro bodies are sent to Mätter in Stuttgart. They are returned in white primer with a mass of detail strengthening work, a virtual tubular sub-chassis and roll cage, and a host of bracketry needed to support the systems of a 300 horsepower, five-cylinder, four-wheel-drive, turbocharged, rally car.

Unlike many rivals Audi have kept a log of important dates in the development of their Championship challenger. They do not credit Jorg Benzinger with the original idea of transferring Iltis military vehicle technology to a road car, but that has always been our understanding of the case. It is also important to understand that the original competition manager, Walter Treser, got a very sharp heave-ho after the three-car team were disqualified from the Acropolis World Championship event (June 1981). Today the team is run by Roland Gumpert (ex-Iltis programme) and Reinhard Roede, who was concerned originally with suspension development engineering at Audi. We should also pay tribute to Jurgen Stockmar, who put some impetus into Audi's competition aspirations by running the Audi 80 in saloon car racing in the late seventies (the company won the European title, taking it away from fellow Bavarians, BMW, for the first time since 1973 when Audi won in 1980!) and to Freddy Kottulinsky, German nobleman and former Formula 3 "tough cookie", who has matured into a painstaking development driver.

"Fort Audi" has the usual teutonic aversion to unauthorised entry but competitions department is innocuous enough from the outside, its low two storeys and underground accommodation being part of suburban Ingolstadt. Unlike Ford's old "take the left at the telegraph pole with three rings round it and you'll find Boreham at the end," Audi have a huge board up proclaiming their business — and their sense of history. For the board tells you this establishment is also competition HQ for NSU and Auto Union! There were no 16-cylinder GP cars that we could see, but any team that produces a successful rally car of this complexity might find GP racing straightforward by comparison: it's just the politics that are difficult. . . .

Having buzzed for admittance the interior holds few surprises. Upstairs a modern office suite with East German child emigrant Gumpert controlling the technical reins from one unpretentious room. Reinhard Roede, at 37 years of age a year senior to Gumpert, looking after the administration role for 27 mechanics, four chief mechanics and a small staff — bringing total inhabitants to 43 — in a slightly grander office.

Since it was obvious that the team were now getting to grips with their complicated charge after a fraught mid-season, I asked Roede what he thought had made the difference. "Now we work more closely together with the engineering department," felt the drily humorous boss who has competed widely on two and four wheels himself. "We have had a shorter time to develop our cars than rivals at Opel, and everywhere else. Now we get a real quick exchange of information and action inside the company and that makes a big difference. Also the system of having one person to look after all technical matters is good. . . ."

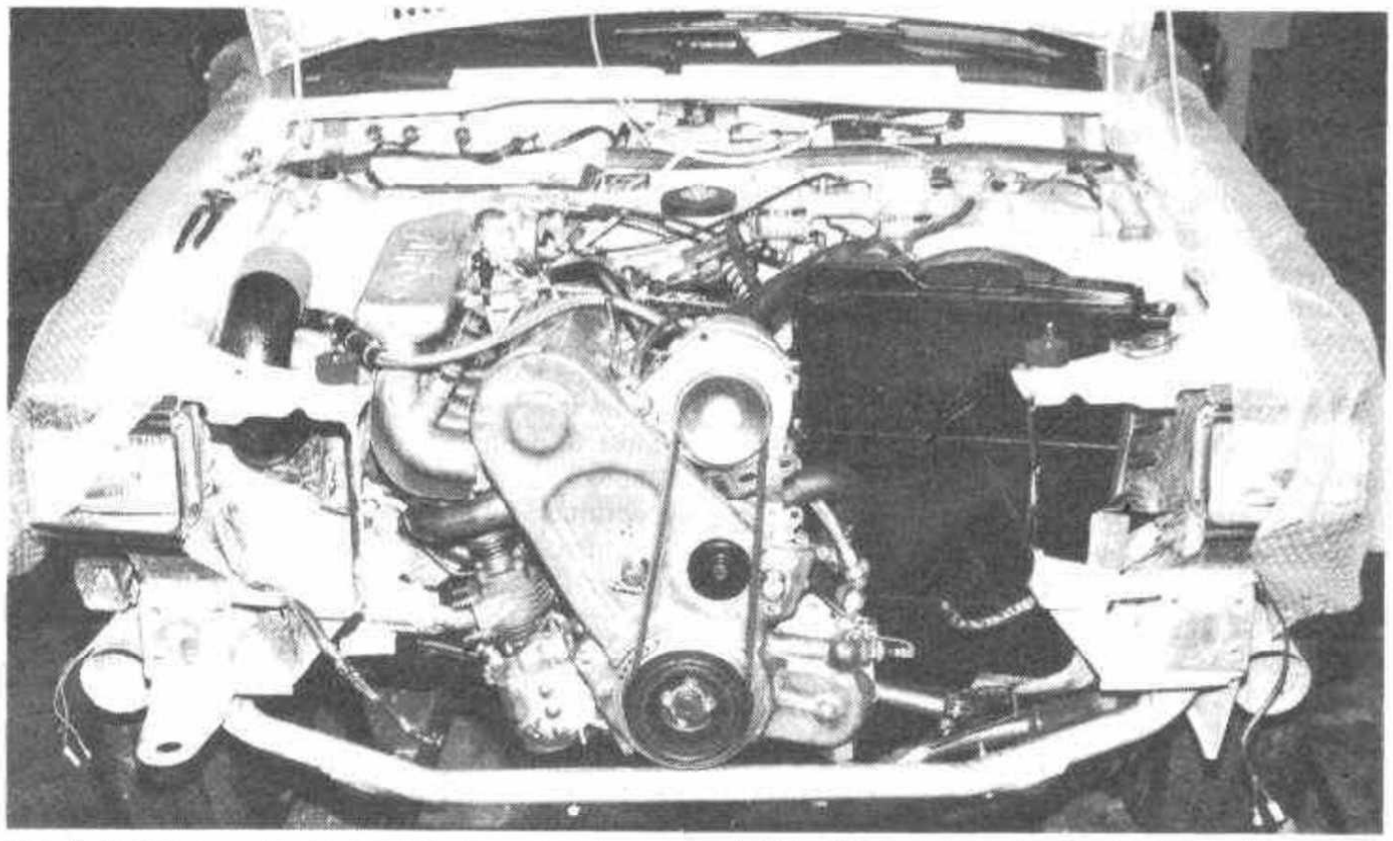
Discussions with Mikkola and Gumpert revealed that most progress has been made in providing predictable handling and a reliable 315 to 325 b.h.p. Gumpert felt, "you know, it would be easy to give Hannu 350 horsepower, or much more, but that is not the point. The point is to have a car at the finish of more rallies than we made in 1981. There will be better turbocharging in '82, for sure KKK and ourselves are working on this. What we want is more horsepower and less revs, to make the engine more like a normal aspirated unit with the best response that is possible." As an example of how much power potential lies within the 2.2-litre five, Gumpert detailed a doubling in depth for the Langerer & Reid air-to-air intercooler, releasing another 20 b.h.p. by further reduction of induction air temperature.

Both Mikkola and Gumpert admit that the Quattro would be more effective as a competition car with a larger, normally aspirated engine (one is tempted to nominate Rover's lightweight alloy V8), but Audi's marketing department can only justify such expenditure if the vehicle maintains the principles that are being offered to the public.

How was the handling improved? The answer, in as much as any outsider may learn it, was a combination of Mikkola's dedicated no-nonsense testing and Gumpert's practical research backed up by the inevitable computer back at base.

Mikkola remembers, "David Sutton let us have an Escort for comparison, so that we could see we were going always in the right direction. We did not use this too much, once we first had found where we were going.

"At first the engine temperatures were wrong, much too high. The engine was not nice to drive, there was *nothing* under 4,000 r.p.m. You had to wait, and wait, for any power. Then it would go



like *hell* (Hannu emphasised it to heeaall!) to 7,500.

"We did quite a lot of testing in Finland and in Greece. We got it really right after the 1000 Lakes. It used to go to the right when accelerating — and I had to allow at least one metre each side for safety.

"Also we changed the power split. Always it was pushing and understeering. Now we have 75 per cent. limited slip setting on the back; 100 per cent. on the middle diff. and no limited slip at all at the front."

That is just part of the story, necessarily glib for reasons of space, but you can take it as read that a good 50 per cent. of Audi's success is owed to continuous Mikkola test mileage since 1979. Testing that he conducts usually without a helmet and with a technician (Kleber or Audi supplied) alongside, and which is conducted by driving briskly by his personal standard and faster than all but a handful of other rally drivers in the World can manage flat out. He is not one for "I think it understeers a tiny bit here and we need 15.1 in. rims" school, but the flat statement: "it is understeering here, here and here," leaving the German technicians to find the answers on solid fact. The amount of equipment tested is enormous and Mikkola does not pretend to "know all the tricks they have in here. I just tell them: it is better, it is worse, and you can see by the watch what is happening."

At present Mikkola is still using the English language that he developed in over a decade of regular appearances and occasional living spells in this country. The team are also using English to communicate with Mademoiselle Mouton, but Hannu is learning the essential German technical phrases and is set to stay with the team until the new, lighter car comes for the 1983 season. He jokes about winning the World Championship at 40 (next year), but his recent years of comparative abstinence from alcohol and dedication to keeping fit have left him a fitter-looking man than he was during his factory Ford Escort career in the early seventies.

Looking at the Audis at rest in Ingolstadt was to view one of the most interesting technical exercises that any manufacturer has dared to field in motorsport. An engine, complete with its fuel injection, KKK turbocharger (the size of which may be varied from event to event in association with camshaft profiles to tune the motor to the likely terrain) and gearbox, is an awesome sight on its own. Now the layout and plumbing is neat

THE engine installation, even without the massive inter-cooler and air duct shown on the photograph below, is hardly simple, even though the mechanic's life is eased by the readily removable front cross-member.



compared with early examples, but there is still the inherent complication which attends such a car. Thus the philosophy that Gumpert expounded with convincing fervour, "in all things we must first make sure it does not break. Because if we have a breakage, usually it must take longer to repair than in other cars". For example Audi changed a gearbox on the RAC in a 59-minute record: David Sutton's Escort mechanics changed *three* gearboxes on Airikkala's Ford, one in 12 minutes, and that is not the fastest they can manage!

The approach shows in the suspension. Aside from the precise length of arms and exact mounting points being settled by the computer working from that 1000 Lakes and other test data, all the components have been considerably strengthened so that the car can brush a rock without requiring replacement suspension. Of course Audi pay the weight penalty, but the car is getting to the finish of more events — and extra power has never been a problem, just handling the way a turbo delivers it.

The "belt and braces" engineering attitude is also evident. Look in the boot. The massive 26-gallon tank curves round much of the space, surrounded by floor pumps, a separater tank and failsafe filters. After embarrassing bouts of fuel injection maladies, Gumpert has ensured that any stray air is separated before delivery to the motor, that filtration is obsessively thorough and that each high pressure pump has a back-up. As another example there is the latest development that — unlike the alloy cylinder blocks — will be seen in Monte Carlo.

This is the answer to the gearbox trouble Michèle Mouton experienced on RAC Rally. "First we make sure of the strength of the gears. There is a tooth missing from second, and also from the differential," Gumpert explained of their post-RAC findings, "so we take both and make them in stronger steel. Then just to make sure that — if it does happen again — we are OK, we put three very strong magnets in the lubrication areas of the transmission. If it does break you can drive for miles without damage!"

There was much, much more. The ride with Mikkola deserved a separate article to itself and I have asked the Ingolstadt engineers if we may revisit the department when they are testing the alloy-blocked cars, but this time I would like to see the engine and transmission development too. They smiled tolerantly, knowing that there is not much point until Quattro technology is transferred to the 1983 competition car publicly. Assuming they use what has been learned in the Quattro to produce a simpler and lighter endorsement of a 4-WD system that has already been effectively demonstrated as light and strong by 4-WD standards, the other two-wheel drive rally manufacturers might as well pack up their bags now and depart for something easy like GP racing!

Ranged against that technical achievement I would place a question mark against Audi management beyond the competition department. They have stood beside the project through the most difficult times, but rallying may not mean enough to the public for that persistence to continue to a competition replacement for Quattro. Spending this sort of competition money, a board member could well ask, should we revive the *Silberpfeile* (Silver Arrow) Grand Prix Team and sort those upstarts of Munich out? Stranger things have happened. — J.W.

Audi Quattro development timetable

March 1977: First outing of Audi 80 equipped with Iltis 4-WD.
September 1977: Expenditure for further research authorised, internal coding eventually changed from A1 to EA262.
November 1977: Production proposed of an Audi 4-WD using 80 floorpan. Early anticipation of Coupé 80 (Quattro actually preceded Audi Coupé to public sale).
January 1978: Sales and marketing directors are convinced by Austrian demonstration on ice and snow gradients of Turracher Höhe (Europe's steepest public road).

April 1978: Dry track Hockenheim gives 160 b.h.p. Audi 4-WD same lap times as cars with another 80 b.h.p.
May 1978: Production go-ahead from VW Chief Dr. Ernst Fiala.
Winter 1978/79: Audi campaigns amongst other European manufacturers for World Championship rules to admit 4-WD. Legal from 1980 onward: Renault and Fiat forewarned that 4-WD could be necessary for them too.

Summer 1979: Original A1 car has become A2 prototype with new style Audi 80 shell. Testing Sahara with 286 b.h.p. turbo five-cylinder motor.
September 1979: Stockmar persuades Ford / Mercedes-1980 contracted Hannu Mikkola to try Audi 80 4-WD turbo. Hannu takes it on local gravel forest road and remembers, "I could see the idea — and the handling was already much better than I had expected. Not like Land Rover at all!" Mikkola agrees to test in 1980, compete in 1981.
March 1980: Quattro shown at Geneva. Competition plan announced, but not the name of manager or driver(s). Tarmac testing programme commences in earnest for competition, loose surface specification mostly fixed at this point, but to change in light of experience.
September 1980: Series production, at least 10 a day, commences, and is still running in 1981, unlike most homologation cars, apart from Renault's R5 Turbo.
October 1980: Official pace car on Algarve European Championship round. Convincingly faster than opposition, though more tarmac work obviously needed. Crew: Mikkola / Arne Hertz. Mikkola relieved at Audi decision not just on technical grounds: Mercedes are to withdraw in 1981, leaving new German World Champion Walter Röhrl without a drive, and Ford are out of 1981 competition picture too.
November 1980: Hannu Mikkola / Arne Hertz, Michèle Mouton / Fabrizia Pons announced for two Quattro World Championship assault in 1981.
December 1980: First production Quattros reach German dealers.
January 1981: On the first of the month Quattro is homologated for international competition. Franz Wittman wins with the car on 11th (Janner Rallye, Austria). Mikkola and Mouton fail to finish Monte, but Mikkola sets eight fastest times to seven of winner, Mouton fails to complete a stage due to injection problems.
February 1981: Mikkola leads Swedish World Championship round from start to finish (Feb. 13th-15th).
October 1981: Mouton becomes first woman to win World Championship event, also scores Audi's first points in WC Makes series as Swedish Championship result was in drivers' series only.
November 1981: Mikkola wins RAC World Championship round despite a rollover accident in Lake District. Mouton gets as high as top three but off the road on last morning. Now 2500 road Quattros constructed, and 20 competition models.
Season 1981: Mikkola third on 1000 Lakes (Wittman crashes, killing official). During the year Mikkola leads Monte, Portuguese, Greek and Italian Sanremo rallies only to retire on all but Sanremo (fourth) where he takes 30 fastest stage times. Tour de Corse tarmac "race" seems to be only event in calendar that does not suit car, but desperate unreliability leads to appointment of Gumpert after Acropolis.
December 1981: Alloy cylinder block homologated and stronger gear wheels for second ratio and front final drive with fail safe magnet system to attract stray metal.
January 1982: Entries confirmed for Monte Carlo, Mikkola and Mouton: scheduled to do all European events in World Championship, plus others if money and points justify effort. Alloy block not used in Monte Carlo. RPM limit raised from 7,400 to 7,800 r.p.m. after valve train strengthening.

Group 4 Specification Quattro

Bodywork: Basic steel bodyshell is modified by Matter and then passed to Audi in painted form. Changes include welded aluminium tubular structure extending forward of front wheels and back to rear struts, with comprehensive roll cage and cross-bracing virtually a second chassis. Quick release aluminium dash panel, aluminium front wings, bonnet and plastic bootlid with enlarged rear spoiler. Dry sump oil tank and 120-litre safety fuel tank in boot. Separate aluminium guards under body, twin competition seats, full harness belts and fire extinguisher system. Fuel system now has air separation tank and pull out panel for quick replacement of complete system prior to injection piping.
Weight: 1,220–1,240 kg., kerb. **Length:** 171.8 in. **Height:** 52.4 in. **Width:** 67.59 in.
Engine: Inline five-cylinder, water cooled with aluminium SOHC head, iron block. Capacity, 2,144 c.c. (79.5 mm. by 86.4 mm. bore and stroke) with 6.3:1 c.r., Pierburg fuel injection and single KKK turbocharger. Air to air intercooler and maximum 1.6 bar boost for "minimum" 320 b.h.p @ 6,500 r.p.m.: over 300 b.h.p. likely between 5,500 and 7,000 r.p.m. Max torque, 304 lb. ft. @ 3,250 to 3,500 r.p.m., typical average quote. Dry sump lubrication, Castrol contract. Bosch spark plugs, Hitachi ignition.
Transmission: Four-wheel drive by Audi with limited slip differentials for centre and rear only. Fichtel & Sachs single plate clutch. Five-speed gearbox based on Iltis with closer ratios:— 1st, 3.00: 1; 2nd, 2.00:1; 3rd, 1.50:1; 4th, 1.22:1; 5th, 1.04:1. Choice of three differential ratios — 4.11; 4.55 or 4.87.
Steering: Retains power-assisted production system: stronger steering arm joints.
Wheels & tyres: Fuchs forged aluminium wheels from 6J × 15 to 10J × 15. Kleber contract.
Suspension: Based on Audi MacPherson struts, front and rear with Boge damping, front and rear anti-roll bars and wishbone length/mounting points optimised by computer for competition.
Brakes: Four ventilated discs (11 in. diam.) with bolted-on aluminium hubs, light alloy calipers, Lockheed-AP. Adjustable brake balance, handbrake acts hydraulically on rear wheels.
Performance: Depending on event ratios selected. Top speed quoted from 108 m.p.h. to 158 m.p.h. Acceleration from 4.9 to 5.2 sec. for 0 – 62 m.p.h. and 12.8 to 13.5 sec. for 0 – 100 m.p.h.

QUATTRO tailpiece.



PORSCHE 911 TURBO — continued

which this Porsche leaps forward to 130 m.p.h. in no way makes one think that the claimed 160 m.p.h. is anything else but completely believable. During our time with the car, spent in autumnal weather conditions, the 911 turbo returned a whisker less than 20 m.p.g. although it would be more realistic to expect between 15 and 16 m.p.g. if the roads were dry and one was exploiting the car's exhilarating performance more regularly.

Truly, this is a car for sheer motoring pleasure to be enjoyed by a driver and his companion. There is room for a couple of children behind the front seats but these seats will be required for extra luggage if you are planning on carrying anything more than an overnight bag since the space in the front luggage compartment is minimal. What's more, a price tag of £27,950 inclusive of car tax and VAT ensures that anybody purchasing one of these machines will probably be indulging himself and use it as a device to use on "high days and holidays", preferably before the World has rubbed the sleep from its eyes and struggled out of bed. In that connection, and to indicate the real character of the 911 turbo, I quote below from a note which I received from D.S.J. after he had sampled the sleek, black coupé.

"I got up this morning and did 100 miles round Hampshire before the public woke up. Fantastic. The ultimate tool, and so docile Auntie could go shopping in it. By nine o'clock it was all over, the public had woken up and it was a case of squirting from one traffic jam to another. It was then I realised that *real motoring* is now the province of the very rich (it always was really, though for a fleeting moment it looked as though peasants like you and me were going to be able to do it, but it was false). You keep a Porsche turbo or something similar like people keep boats. You don't use it to go anywhere, but when the weather is fair you go off for a sail. When the public are in bed, or stirring uneasily, you go off for a 100 mile blast, then put it away and go about your business in a Eurobox or an Execubox in the streams of traffic. An extravagant pastime, but then so is a three-masted schooner, a Spitfire aeroplane or a power boat. *Motoring* has returned to where it started. A pastime for the rich . . ."

Of course, motoring for the rich in days gone by didn't necessarily mean *efficient* motoring. And that is where things have changed dramatically. Improvements in metallurgy, aerodynamics, fuel systems and suspension are epitomised in the Porsche 911 3.3-litre turbo. Not only is this car about performance, it is also about efficiency. Fifteen years ago this sort of performance combined with a fuel consumption which can be coaxed towards 20 m.p.g. would have proved almost impossibly incompatible. The Porsche turbo may seem a rich man's toy at first glance, but it is *not* about wasteful profligacy. With superb standards of build quality, a seven year warranty against corrosion, Porsche are moving with the times — indeed they are in the leading bunch when it comes to setting standards by which cars should be judged. It is this appreciation that standards are ever changing, not static, combined with top-class engineering integrity which will guarantee that Porsche continue to make "socially acceptable" high performance road cars in the forseeable future.

Ironically, Porsche's determination to press on with a continual programme of improvement is the one thing that makes the Porsche 911 turbo, for all its overall competence, look so dreadfully outdated. It may be impressive, aggressive, "macho", call it what you will. But against that sleek 928S it looks to the writer like a nostalgic flashback to an age gone by. You have to drive it to appreciate it. For sheer pleasure on the eye, my choice would be the front engined V8 model. And when you take a final look at the 911 turbo, appreciating just what progress has been made in fifteen years, one can only look on to 1994 with an enormous sense of anticipation. What price a 200 m.p.h., ground effect, 5.7-litre turbo 928 turning in a regular 25 m.p.g.? As Jenks remarked in his letter to me, "Kee-rist!" — A.H.

Letters from Readers

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

Le Mans 1982

Sir,

Le Mans next June will be the fiftieth 24 Hour Race to be organised by the Automobile Club de l'Ouest who are planning special celebrations and presentations during the year in London, Paris and at the Circuit.

Through their newly constituted Club des Pilotes des 24h du Mans, the ACO have asked me to obtain details of all British competitors who have driven in the race.

In the first instance, I would ask all drivers who qualify, to send me their names, addresses, cars and years of participation.

Guildford ERIC THOMPSON

[Letters will be forwarded — Ed.]

Lancia Montecarlo — a delight

Sir,

It is partly due to MOTOR SPORT's (sometimes outrageously) opinionated style that I have been an avid regular reader for over a quarter of a century. D.S.J.'s views on a well-known Scottish ex-World Champion, your own on safety belt wearing, are but two examples that help make your magazine so compelling, whether or not one agrees with the opinions expressed.

However, when it comes to road-testing current models, there is perhaps an argument for a little restraint because of the possible commercial implications of what is written. A case in point is, I believe, the December report on the Lancia Montecarlo. My prime objection here is the headline, "Lancia Montecarlo — a disappointment", because, reading on into the report itself, P.H.J.W. goes on to write that with "another 50 b.h.p. . . . . this brief assessment would be a rave review." I just hope that potential Montecarlo purchasers were not so put off by the headline as to miss reading the reason for the disappointment!

Having acquired a new Montecarlo myself in November, I am finding it delightful. The country-lane handling is better than my driving ability, and I would find it jolly hard to exploit that extra 50 b.h.p. without being a menace to other road users. So far as the other two main criticisms levelled at the car are concerned, namely noise level and lack of internal space, the former I find notably less than in my Cortina Estate with roofrack fitted and therefore hardly unreasonable for a sports car with engine mounted only inches from the ear-drums. The latter might be a problem for those wanting an essentially practical car, but surely this Lancia would never be on the short-list of those for whom practicality was paramount — and, anyway as your report states, the boot is "capacious for such a small car". I will, however, concede that the driving position might be tricky for a tall driver, but I find I can accommodate my 5' 10" very nicely (though why the clutch-foot rest is not several inches farther forward, as it seems it could be without major structural difficulty, remains a mystery).

So my advice is that anyone wanting a thoroughly modern sports car for less than five figures should at least try a Montecarlo for size! If they need the extra b.h.p. that P.H.J.W. misses, then sadly they will have to spend the substantially greater sums asked for the likes of 924 Turbo, 911, Esprit, Ferrari 308, etc. I trust that you won't object to this mild "ticking-off", as I am confident that you wouldn't wish your report to put at risk the continued British availablity of a car that, in your main editorial in the same issue, you named among a total of only twelve models as a retainer of individuality for the enthusiast motorist.

Brighton R. A. OLIVER

"Tin-Boxes"

Sir,

As a reader for nearly 20 years I am incensed into writing to you for the first time, about your comments in "Matters of Moment" (December issue).

I refer to your advice to buy and maintain a good Vintage Sports car, and not to waste our money on mass produced awful "tin-boxes" of the 1930's. We are not all wealthy landowners or industrialists (or Magazine Editors) able to buy and run Bentleys, Lagondas and the like. The majority of old car enthusiasts in this country are modestly paid, with a mortgage and family to support, and run 1930s to 50s tin-boxes. We choose to waste our money buying and restoring "tin-boxes" because they are cheap to run and maintain and we find them enjoyable to drive. Without us there would be no examples of an important part of the motoring heritage of this country on the road today.

I have owned a number of 1930s "tin-boxes" and have used them as daily transport over nearly 20 years. They have proved to be sturdy, reliable forms of travel, which is what they were designed for over 40 years ago. We do not all have £10,000+ to *waste* on vintage sports cars to cavort around the lanes in, with our tweed jackets and caps, showing off to the county-set at the local.

I thought MOTOR SPORT was a non-biased magazine which supported all aspects of the preservation of our motoring history. I am beginning to wonder!

I shall continue to drive and enjoy my 1935 Austin Ruby every day, and may even continue to buy MOTOR SPORT.

Maidenhead, Berks M. I. COLLINS

[Mr. Collins has failed to understand the implication behind my reference to uninteresting "tin-boxes" and genuine vintage sports cars in "Matters of Moment" in the December 1981 MOTOR SPORT. Comparisons may be odious, but they govern so many things in life. I am certainly not against post-vintage "tin-boxes". If I were I would not give support to Clubs like the Austin Ten DC, 750 MC, Ford SV Club and so on, nor would I have enjoyed driving Austin 7 and Austin 10/4 "tin-boxes" of my own.

The point I was trying to make, remembering that most things are comparative, is that IF one has the wherewithal to purchase a vintage car, whether to "cavort around the lanes in tweed jackets and caps" or to enjoy the sounder foundation of VSCC participation, it would be stupid to buy a lesser car for which almost equally inflated prices are asked by some motor-copers. By all means use the 1930s mass-produced machinery as everyday transport — it certainly gives me much pleasure to see such cars on the road — but pay realistic prices for such vehicles, as quoted in many of the magazines of the one-make clubs that encourage ownership of them, not the excessive-values some traders place on inferior (comparative, remember!) makes and models. As for magazine editors being able to buy and run "Bentleys, Lagondas and the like", maybe. But not this one, who admits only to a couple of insignificant vintage light cars, one of which cost £35, the other being a free gift. — W.B.]

Dim Bulbs

Sir,

Your reference to "morons who use such rear illumination (rear fog lights) when there is no fog about" (Colt Lancer road impressions, January 1982) is a good illustration of the inability of many drivers to match lighting requirements to prevailing conditions. Other examples are driving with front fog lights on when they are not needed (Rover, Granada and Audi owners please note) and, of course, driving with no lights in conditions of poor visibility. On this latter point, I believe those who switch on only their parking lights are worse offenders as they have acknowledged that they need lights but seem incapable of choosing the right ones. I think the Police should be taking stronger action to ensure people do use headlights when it is necessary (I have, occasionally, seen Police cars with only parking lights on). I realise it can often be a matter of opinion as to what is poor visibility but if four out of five drivers have their headlights on then somebody ought to have a word with driver number five.

I have also noticed a growing tendency to misuse the hazard warning lights. Simply being parked at the side of the road does not require hazard lights and can be very confusing if another vehicle pulls up behind; only the offside flasher can then be seen by an approaching driver. Also, it appears that many believe that if they use their hazard lights they can park on yellow lines. Please let us keep the use of these lights for when there is a true hazard.

Maidstone, Kent. ANDREW DAVIES

Service

Sir,

It was 18 years ago when I became disillusioned with "garages", having to fork out £65 for a new steering box on my, by then, old TR2. It was my first car and having no mechancial knowledge then, took the vehicle to the main dealer for rectification of a steering vibration at 90 m.p.h. The new steering box made no difference whatever, and I was told "not to go so fast, due to the age of the car"!

The problem was cured for the sum of two shillings and sixpence, when a friend told me to have the wheels balanced.

Since then I've owned 14 TRs, five E-type Jaguars, etc., doing all my own mechanical work and am at present restoring a 1970 E-type FHC, which is 80% completed. To finance the final stages of the rebuild on the E-type, I sold my XJC 4.2 Coupé, and purchased a friend's 1974 BMW 2500 to keep mobile.

The car surprised me, it was reasonably quick, quiet, and comfortable, but rather down on power, so I decided to have the engine tuned. I telephoned Williams Motor Company of Manchester who informed me that they would tune the engine in one hour, and labour, costing £12 per hour would be a simple and relatively inexpensive exercise. The only other cost would be for parts — plugs, I was informed, were very important to this type of engine and should be of

the correct type.

So with some doubt in mind I took the car in for its first tune-up. On the way to the garage, the heater blower and screen washers ceased to function, suspecting a blown fuse I asked them to investigate this electrical problem.

Later in the day I collected the car and a bill for over £60, they had replaced the washer motor, £19, five plug caps (why not six?) and tuned the engine. I was informed that they were out of stock in the heater motor department, and therefore could not replace it. At over £70 each I was thankful.

Travelling home the car was much better and performance was definitely up. To my surprise, next morning the car was difficult to start, but did, and off I went to my office in Oxford 153 miles from Manchester. Half way down the M6, the car began misfiring. I reached the office in fits and starts and telephoned Williams Motors, who asked me to return the vehicle to them. This was impossible due to pressure of work in Oxford. The local BMW agent was fully booked, so it was a do-it-yourself job after work.

The weather at this time was atrocious, I replaced the coil, rotor arm, points but still the problem persisted. Eventually I removed the plugs, and found a set of "Fomoco" plugs; at finding these, I was disgusted, and fitted a new set of Bosch plugs, and the misfire completely disappeared. Two days later the screen washers ceased to function. At home the following weekend I decided to investigate the electrical problems myself. The screenwasher had failed due to badly burnt wiring which is close to the exhaust manifold, this being easily visible when the new motor was fitted, but ignored, this could have resulted in a fire, but I was lucky. The heater motor malfunction I traced to a broken brush spring, and the spring from a cheap biro has solved that problem, and saved me over £70.

Are there any mechanics left, or are they all replacement clones who are programmed to make as much money as possible, by replacement, rather than repair? Time surely cannot be a factor in this case as I repaired both the heater and washers in under half an hour.

Sale, Cheshire PETER FENLON

BL in the USA

Sir,

A recent experience of mine points at yet another reason why BL's marketing efforts in the US have failed. About a year ago the overdrive in my Scimitar coupé failed. It appeared that the problem was the solenoid, which is the one used in 1968, and later, MGBs. There are no Scimitar dealers here, so I asked the local MG dealer to sell me the part. He had no o/d solenoids in stock, but could get me one for $80.00 and a four-week wait. I eventually got the part from Queensbury Road Garage, a Scimitar dealer, for a total cost, including transatlantic phone call and air mail postage, of about $40.00. It arrived ten days after I placed the order. BL must think that the dollar is still worth only 5s — sorry 25p.

Cherry Hill, N.J. DANIEL W. FROMM

Philippe Etancelin

Sir,

Philippe Etancelin was never a "wool merchant", but a master "middle-man" in feathers — specifically, such feathers as used to end their days in pillows, mattresses and duvets. He managed at an early age to corner the entire French market, working furiously — with just one assistant — through the winter months to organise the collection of these feathers and pass them on to the bedding manufacturers. He made enough money in the process to enable him to close his business down for the whole of every summer, and to go motor racing instead.

This splendid system never failed him, and was the root of his fierce independence which switched him from Bugatti to Alfa Romeo when Jean Bugatti refused to allow him the discount on racing spares promised to him by Ettore after the 1930 French Grand Prix victory, and then to Maserati after Ferrari had offered him a place in his monoposto Alfa team — but only on the unacceptable condition that he would never be allowed to finish in front of his Italian team-mates, even if he was driving faster.

I lost my heart to "Phi-phi" as a schoolboy spectator at the 1938 Donington TT. Who can ever forget those hunched shoulders, the bared teeth, whirling elbows and cap back to front! None of this was a pose. He told me that he always wore a cap when driving, and found in his very first race that it blew off unless he reversed it. Nor was his ferocious style — or perhaps lack of it, some might say — simply a matter of histrionics, but was very effective indeed. On my last visit to him and his charming, elegant wife, he pressed into my hand a photograph of himself taken at the 1934 Montreux Grand Prix, on which the great Charles Faroux had written: "The man who is currently the fastest in Europe". And on his hall table I found a note left by Peter Ustinov, who had been there a few days earlier. It read: "To Philippe Etancelin, whose courageous and determined driving was the passion and inspiration of my youth".

Those few words perfectly express the feelings of my generation.

Callington, Cornwall. ANTHONY BLIGHT

Split Rear Seats

Sir,

In "Perfecting the Passat" (MOTOR SPORT, December '81) the editor muses as to whether BL or VW came up first with the divided, folding rear seat-squab arrangement.

Certainly my 1969 Skoda Octavia Combi exhibits such a feature and I would not be surprised to learn that the concept antedates even this.

Orpington, Kent K. W. DAWS

The Alta NPA 5

Sir,

The article on NPA 5 has prompted me to write with regard to my own experiences with this historic little car, especially as I am the mysterious "someone in Birmingham" referred to in the article.

I actually acquired the car in 1959 from Bruce Spollon (current owner-driver of ERA R8B/C) at which time it was in the most incredibly original condition, apart from colour — which was red. There were straight-cut gears, screaming axle, exciting engine noises, blaring exhaust, skimpy wings, one aeroscreen, no flooring (apart from a driver's footwell), and I expected to do my courting in such a vehicle. It was utterly unsuitable!!

I drove the car on the roads as daily transport for a short while, and even ventured to Prescott for a BOC Practice Day. However, the Wells rings between block and head were a very weak point; water would fountain out of the plug holes at very bad times.

Of course, she had to go to make way for other exotica. I sold her for about £325, the same sort of sum that I'd paid in the first place, to another man in Solihull, who I believe never used the car.

On another HW-Alta point, I feel I can lay claim to being the only other person to own both HW-Altas, apart from "the works" themselves. The other car being the earlier streamliner, MPB 77, which I owned in 1976. I shall be sorry to see the passing of your "Reggie No." article as I feel there are still many, many more worthy recipients of an article in this sportscar series. Perhaps you will come back to it again some day.

Solihull, West Midlands JEREMY BROAD

Quiet Connaught

Sir,

In his article "Did You See It?" in MOTOR SPORT January 1982, Mr. Jenkinson mentions the occasion when Johnny Claes' mechanic (Bianchi) drove Claes' A-series Connaught on the road. The occasion was not quite as he describes it.

At that time (1953 I think, but without much searching, cannot confirm) I was living in the flat over my drawing office at Connaught Engineering, and remember the occurrence clearly. It was a Saturday afternoon, Rodney Clarke and Mike Oliver were in Ireland, at Dundrod where Stirling Moss was driving a 2-litre Connaught — probably A8 since this was the fastest. I was trying to pick up a very faint broadcast on the radio which kept mentioning the race, when a car started and was running fairly fast below; I looked down to see the Claes car, rear end up on a jack and wheels turning, obviously checking the gearbox, which had received attention. I returned to the radio, but heard the car move, and the engine note change. Looking out of the window facing the A3, I saw the Connaught trundle down to the road, and when it was clear set off sedately down towards Ripley, to return about five to ten minutes later just as sedately. One of the reasons why I remember the event so clearly is that I was disappointed because the car was (very properly) driven so gently; I wanted to see it fly past, over the Burnt Common crossroads (before the roundabout was built) and on the way to Guildford.

The reason for this short road trip was that Bianchi wanted to check the gear change with the car actually rolling.

I do not think there was any other occasion when this car was driven out of Connaught Enginering and down the A3.

If one of the Connaught mechanics who was there should read this perhaps he could confirm my memory.

Woking, Surrey C. E. JOHNSON

Roadgoing BRM

Sir,

I was very interested in the article by D.S.J. about racing cars on the road.

I well remember attending the 1953 British Grand Prix at Silverstone (travelling the sixty odd miles there on a BSA Bantam). One of the supporting races was a Formula Libre event in which Farina driving the Thinwall Ferrari set the first ever 100 m.p.h. lap. He was hounded home by the two BRMs of Fangio and Ken Wharton. The BRMs of course being V16s.

It was not until years later that I read Raymond Mays and Peter Roberts book "BRM". In this I learnt that Mays had in fact driven Fangio's car to Silverstone. I can do no better than quote from the book. Mays said:

"We finished only a little while before the race was due to begin and the only hope of getting to the circuit in time was to drive the BRM from

Brackley in racing trim. I did my best to keep the noise down but it was still quite fiendish. It was an eight or ten mile journey to the circuit, and there were policemen everywhere to control the race-going traffic, but not one stopped me though I must have been breaking enough laws to have filled several pages of an official notebook. Fangio was pacing the starting-grid when I swept into the paddock. We changed wheels and sparking plugs and the car went straight on to the line."

What a glorious sight and more what a glorious, glorious sound! Perhaps Tom Wheatcroft will again permit us the privilege of hearing that exciting exhaust note!

Shepshed, Leics. MICHAEL WANTLEY

Formula One

Sir,

I was interested to read Karl Ludvigsen's letter concerning Formula One.

Like you, I too deplore control of technical development in F1, as epitomised by the Lotus 88 debacle. No one has given more to the technical development of the racing car than Colin Chapman, and it is indeed a sad day when his genius is undermined by the modern commercial circus.

F1 must always represent the ultimate in Grand Prix racing — if all you want is close racing, stick to Formula Ford. That being so, controls must be limited to safety, and must not be used to tamper with performance *per se*. The function of the definition of the formula itself, is to put competitors on the same footing, conventionally by limiting engine size. It goes without saying, of course, that to manipulate the formulae and "controls" to achieve standardised levels of performance is completely unacceptable. Nobody suggested that the rules of the Derby should be altered just because Shergar walked away from the rest.

One is bound to note that the lobby supporting the fuel-flow concept has arisen at a time when the fabulously successful Cosworth V8 is nearing the end of its useful F1 life. We heard nothing from Cosworth or Ford about fuel-flow when the DFV was carrying all before it. Can it be coincidence that the turbos are threatening to dominate F1 in the eighties?

Let those who want to compete in fuel efficiency contests go off and compete in the Mobil Economy Run, or whatever they call it nowadays. Fuel efficiency is not the stuff of which F1 is made, and I pray it never will be. The only way ahead for F1, unless it is to become a marketing tool for commercial interests, is to let design have its head, and to encourage the genius of Chapman and his ilk, not to stultify it.

Writtle, Essex DAVID ROCKER

With Frozen Fingers . . .

Sir,

On Sunday, December 13th, I was making my way eastwards along the M4 in the blizzard, and I considered I'd been doing pretty well to get up from Plymouth that morning, to around Bath, without mishap.

It was here about early afternoon that my effort was totally eclipsed by two figures cruising steadily past in a crab-track, pre-war, black Alvis(?) with *the hood down*.

Where this apparition had come from or whence they were going I shall never know, but the sight of the spectacle was as incredible as it was heart-warming. A far cry indeed from popping around a grassy field on a summer's day with a ticket on your headlamp.

I would like to wish them a happy new year, — particularly the intrepid "mechanic".

Woking, Surrey JOHN BUTLER

[The "crab track" suggests a Frazer Nash, rather than an Alvis. — Ed.]

Turbo-charging Background

Sir,

Just a few points in the letter from Mr. Clifford England, published in your December 1981, issue: I personally ordered the Napier "Nomad" because, at the time, 1945, we didn't know if the gas turbine, in propeller form, would be able to show the operating economy needed for a projected maritime reconnaissance aircraft. The "Nomad" was designed for an s.f.c. of 0.32 lb./h.p./hr. Napier estimated that they could complete the development of the engine in 4/5 years. I disagreed and said it would take 7/8 years on a c.i. (compression ignition) cycle which was then very experimental. Nevertheless, the project went ahead and I left in 1946 to return to my peacetime job.

I was, however, called back by Air Marshal Boothman, to re-organise my old "Engine R & D" department, in 1952; and found *(in its 7th year)* that the "Nomad" had been modified and the mechanically driven, centrifugal, blower removed. This was reasonable, since the axial, exhaust driven, compressor was quite efficient and the engine was correspondingly lightened. But the engine had not shown its capacity to achieve an s.f.c. of 0.32, and it looked as if the power (3,000 b.h.p.) was also going to be insufficient for the maritime project. I then gave Napier about 6 months to prove its brochure power & s.f.c. It failed to do this and I had to recommend cancellation.

Major Halford had already left Napier (in 1943 or '44) and was head of the de Havilland Engine Co. and *not* with Rolls-Royce. We now have the very successful "Nimrod" with jet engines, albeit some 30 years after the "Nomad".

Mr. Finch's letter in your current (January) issue is hardly correct in any respect. The Hawk engine (mainly used in heavy petrol airships in World War 1) was a Rolls design but the cylinders derived from the steel jacketed ones copied from those of the winning French Grand Prix Mercedes cars of 1914, one of which found its way to Henry Royce's design office in St. Margaret's Bay (nr. Dover). The V12 Falcon and Eagle engines were designed for aircraft and did not displace the Hawk as such. All had the sheet steel water jackets of the Mercedes. Setright was also completely wrong in his book ("The Power to Fly") on how the Hawk came into being.

You, Mr. Editor, were right in your footnote.

London SW7 Air Com. F. R. BANKS

FORMULA 3 IN RETROSPECT —
continued from page 190

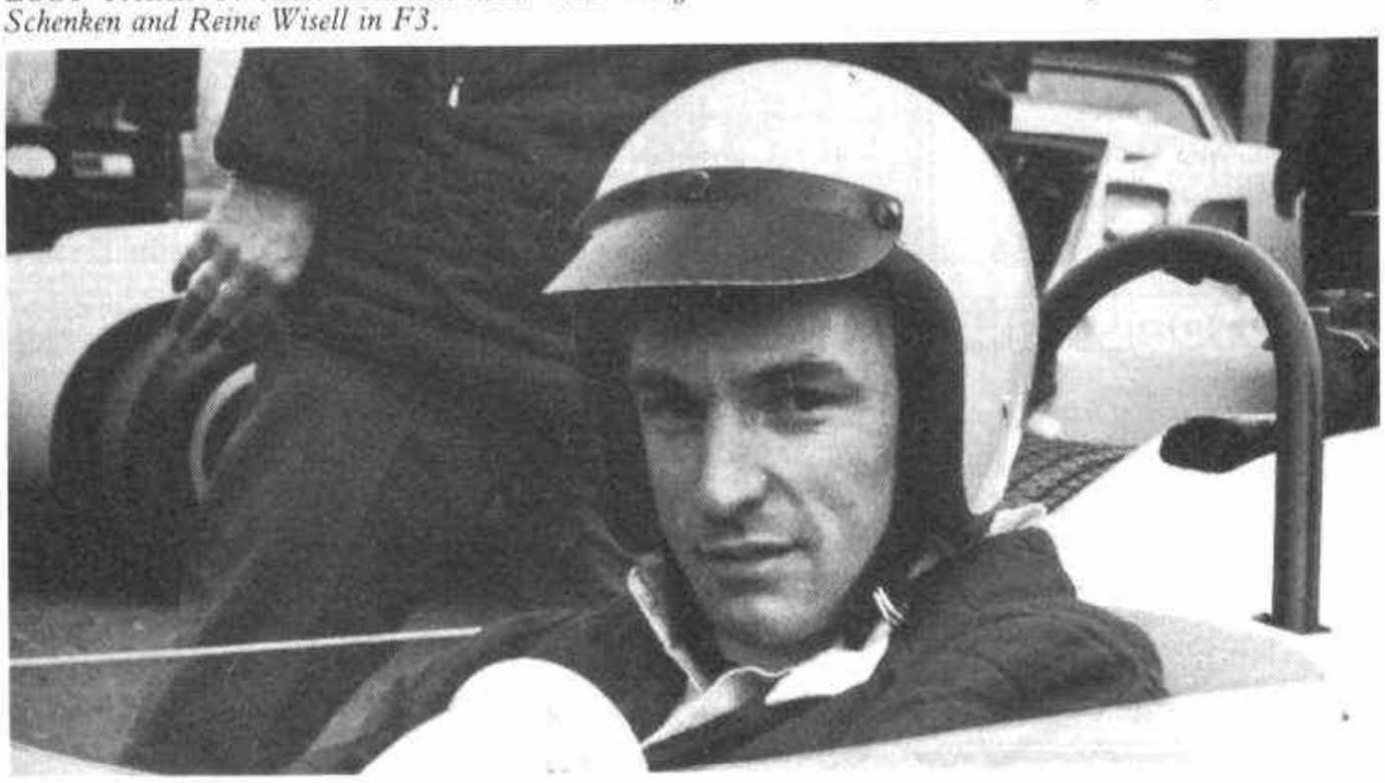
became a professional backgammon player in between stints of helping with his family's Dublin based contracting business. **Fredy Kottulinsky,** once the teror of European F3 with a series of Lotuses, now works for the Audi rally team in a test driving capacity!

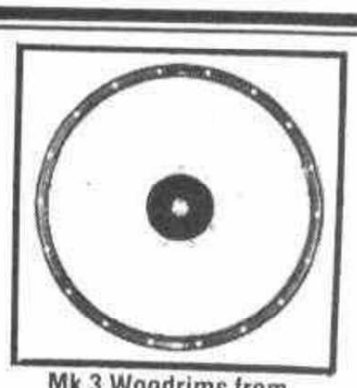
There were others who made it to F1, never to shine. **Jack Oliver** was briefly co-opted into the Lucas Lotus team in 1966 before pressing on towards an unsuccessful F1 career. Now he has a Grand Prix team of his own; Arrows. **Mike Bauttler** never reproduced his smooth F3 form in F2 or F1. He retired at the end of 1973 and now lives in San Francisco.

There are dozens, literally, of others. What happened to Cyd Williams, to Dave Berry or to Norman Foulds? Or Barry Collerson, Kurt Keller, Manfred Mohr and the French/Polish "Count" Adam Potocki? Are they still involved round the fringes of motorsport in some way or another? Or have they evaporated into some other area of business, sustaining themselves only with fond memories of spectacular racing, great rivalry and so many interesting circuits on which they could race. Motor racing in Europe could be fun in those F3 days. If you didn't want to shape up against Pike, Lucas or Schenken, you could trail your second-hand Brabham on its clapped-out VW pick-up to Schleizer-Dreiack in East Germany, to Brno in Czechoslovakia, to Hammenlinna in Finland or Enna-Pergusa in Sicily. There was sufficient money to be earned, even for an also-ran, to pay the cost of moving on to the following weekend's race. Many British drivers left for the Continental tour in April and didn't return until October.

Competitive, carefree happy days — for some! For others the 1-litre F3 was a crucial rung on the ladder of success. Either way, those who participated reckon it was the most competitive junior single seater category ever. And the most enjoyable. — A.H.

LOST TALENT? Alan Rollinson never made the grade in F1 — but he was every bit as quick as Tim Schenken and Reine Wisell in F3.





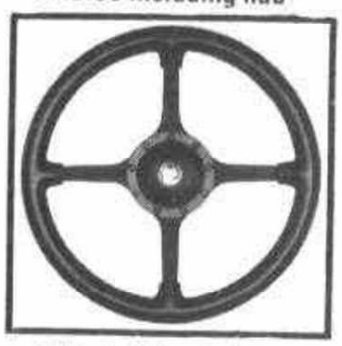
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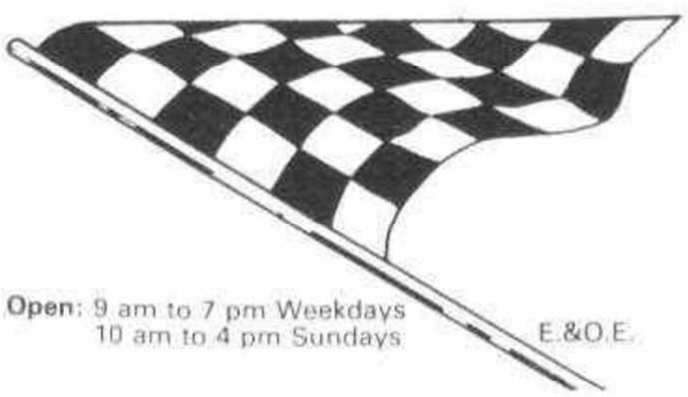
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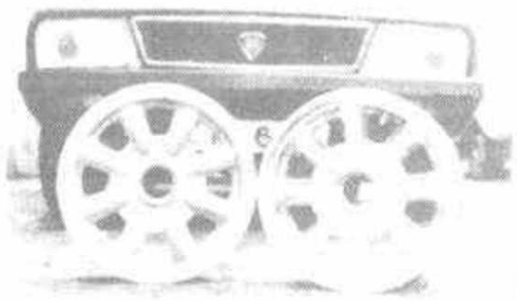
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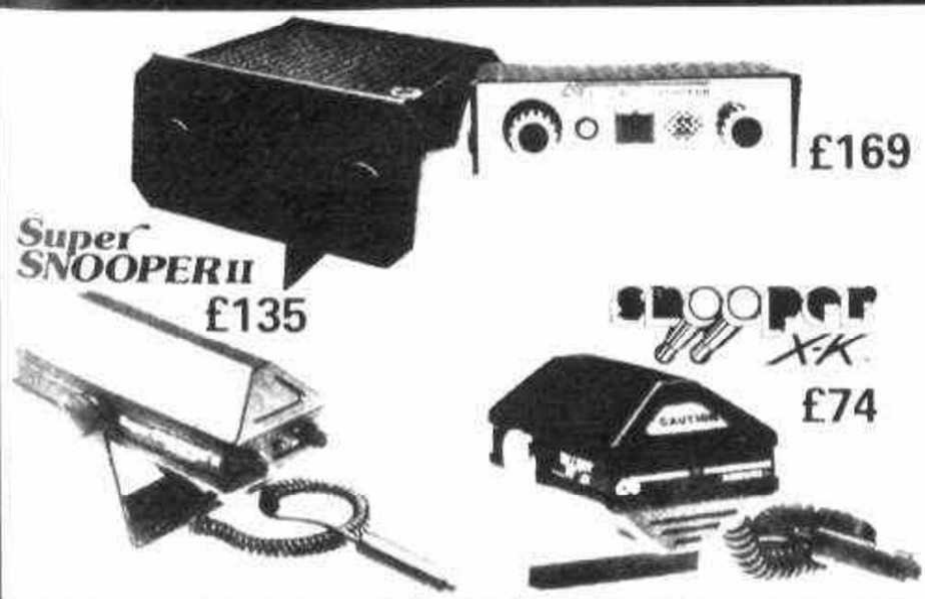
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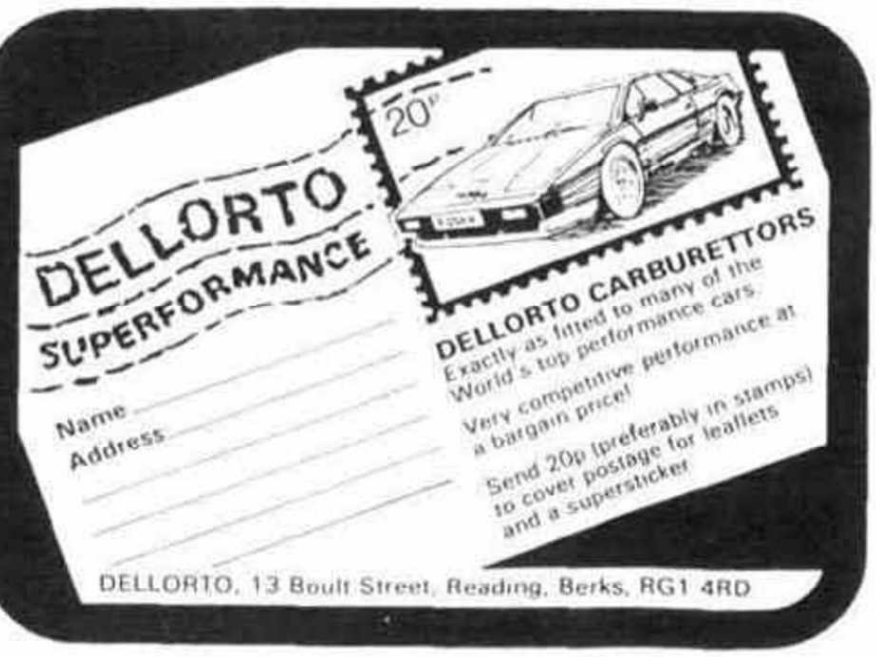
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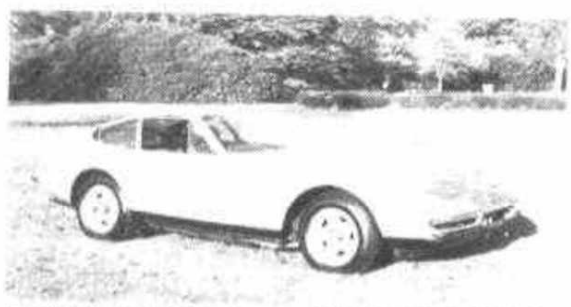
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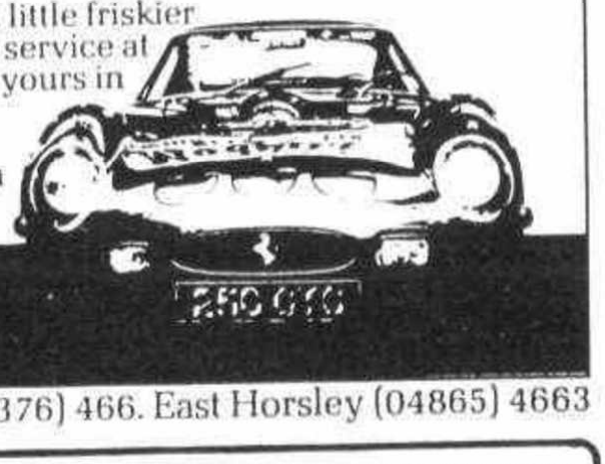
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MG TC, 1947, needs rebuild, bodywork etc., £1,900 o.n.o. Tel.: Lincoln 750228. (93304)

E-TYPE, 1970, 4.2, D.H.C., Old English white, £900 re spray, new sills, new mohair hood. £2,000 overhaul stereo, M.o.T. £7,800 o.n.o. Tel.: Patrick 01-785 6748 (home), 01-638 3588 ext. 284 office. (93305)

GORDON KEEBLE, 1965, excellent condition, full details on application, no reasonable offer over £2,500 refused. Tel.: 01-572 8759 or 01-897 9544. (93306)

V12 E-TYPE, Jaguar Roadster, 1973, soft top, silver grey, chrome wheels, 39,000 miles, excellent condition. £6,500. Tel.: 079 988 261. (93307)

MGB GT, 1981, W-Reg., Vermilion, only 2,000 miles. £6,000 o.n.o. Tel.: Burgess Hill 2328 evenings, weekends. (93308)

1949 / 53 COOPER, originally 500 c.c. racing, ex-Peter Jopp, modified with A30 engine and coupé body by Mike Cannon (Trials expert) in 1953, (documented Autosport Jan 1st 54), good running order, Reg. No. RKO 3, would easily revert to single seater. £2,850 o.n.o. Tel.: Stoke Goldington 271 (Bucks.). (93309)

ROVER 95, excellent condition, stored in heated garage, two tone blue. £1,000. Tel.: Ashford Kent 26251. (93310)

MG PA, 1934, 2 str., very original, part restored, needs finishing, excellent potential, many new parts including tyres. £2,500. Tel.: Southend (0702) 77654. (93311)

PANTHER LIMA, W-Reg., metallic blue and silver, 12,000 miles, soft top, hard top and tonneau, wire wheels, no expense spared a truly wonderful motor car. £6,850. Tel.: Charsfield (Suffolk) 232. (93316)

MASERATTI KYALAMI, June 1978, immaculate, personalised registration, 29,000 miles, metallic silver, all extras including air conditioning standard. £9,750. Tel.: day time 051-639 7771, evening / weekends 051-342 4990. (93317)

1924 AUSTIN Seven Scoop Scuttle Chummy, beaded edge tyres, very original specification, good all round condition. £4,250. Early A7 spares for sale with car or separately. Tel.: Vincent Reading 340698 evenings. (93319)

1933 LAGONDA 3-litre, sports saloon, full known history and documents, completely rebuilt, excellent original condition. £10,500. B. Dearden Briggs, Balderstone Hall, Mirfield, Yorks. Tel.: 496276. (93435)

FOR SALE—continued

LOTUS ELAN +2S130, K-Reg., 40,000 miles, above average condition. £1,950 o.n.o. Tel.: Cheriton Bishop 476. (93320)

RELIANT SCIMITAR coupé, 1966, red, wire wheels, stunning looker, £850 or swop W.H.Y. cash either way. Tel.: (0695) 421 405. (93321)

MGA Mk.2 Roadster, gleaming red, very original, drives like new. £2,900. Tel.: 051-548 5929, 051-546 0329 night. (93321)

BMW 323i, T-Reg., tints, s/sunroof, radio, new tyres, bargain for quick sale £4,495. Tel.: Stamford 0780 51869. (93442)

PHANTOM I, running chassis complete, fitted original Barker wings and running boards, 33 x 5 wheels. £6,500. Tel.: Derby 782177. (93436)

BENTLEY 3-LITRE, 1924, long chassis, VDP body, chassis expensively overhauled, body scruffy, sell outright, or exchange smaller vintage classic, modern luxury / exotic, antique paintings or property, cash either way. Broadway (0386) 852787. (93439)

LOTUS SEVEN, twin cam series 4 in black, absolutely immaculate. £3,450. Please Tel.: Bath (0225) 20312 office, 334149 home. (93440)

1929 AUSTIN 16/6 Burnham saloon, blue/black, sound original condition, present owner 20 years, licensed, M.o.T. £4,250. Tel.: Lymm (0925-75) 4599. (93443)

1928 STUTZ, Black Hawk model, BB speedster, excellent mechanics, new body, needs completion, also kit parts for 30/98 Vauxhall. Tel.: Colwall 0684 40241 for details. (93428)

ROVER 75, 1949, outstanding example in original condition and kept by one family since new, 49,000 miles only, best offer in writing secures. J. Elliott, "Glenside", Bideford, Devon. (93429)

INVICTA 1927 4½-litre, 4 seater tourer, reluctantly offered for sale, professionally restored 4-5 years ago, finished in British Racing Green, leather trim and full wet weather equipment, recent M.o.T. taxed, a superb and exciting car to drive and priced right for sale at £10,500 o.v.n.o. Tel.: (0436) 71365 (Scotland). (93432)

ASTON MARTIN, 1934, International Series II, excellent original car, recent mechanical work including brakes, new clutch, water pump and magneto, have brought this car to fine roadgoing condition, finished in black with cream leather trim, hood and side screens, price required £11,000 o.v.n.o. Tel.: (0436) 71365 (Scotland). (93432)

MGTA 1939, good condition, M.o.T. Sept. 1982, £4,250 o.n.o. Tel.: Chesham 786317. (93434)

ALFA 2000 Spyder, 1976, red, rustproofed from new, simply superb. £3,850 o.n.o. Tel.: Tean (05385) 3148 evenings / weekends. (93433)

LOTUS ELAN +2, 1976, fast appreciating collector's car, Bahama yellow, black upholstery, beautiful looking example, 30,000 miles, (one of the last built!) offers over £2,700. P. exchange considered. Tel.: 0508 30449. (93421)

GT6 Mk. III, 1974, Magenta, black, overdrive, H.R.W. tints etc., excellent condition, 27,000 miles. £2,195 o.n.o. Tel.: 061-865 0167 office, 061-973 6405 home. (93422)

ALFA ROMEO 1600 cc coupé, 1973, 41,000 miles, blue, beige interior, good condition. £1,600. Tel.: 0243663592 evenings. (93423)

MG MIDGET 8RG, 1977, absolutely immaculate, tonneau, radio, history. £1,795. Tel.: Byfleet (09323) 42996. (93426)

FOR SALE—continued

SILVER SHADOW, 1969, this immaculate car has covered only 37,000 miles from new, bronze paintwork with unmarked tan interior. £9,650. Tel.: 01-761 0562 w.e. or evenings. (93427)

FERRARI 246GT Dino, 1973, genuine 27,000 miles, absolutely mint, F.O.C. member. £9,250 P.ex. Tel.: Redruth 218322. (93419)

TRIUMPH TR2, 1954, thousands spent, totally mint throughout. £2,500. Tel.: Redruth 218322. (93419)

PORSCHE 911 SC Sport Targa, 1978 model, petrol blue, cork interior, meticulously maintained, full service history, 48,000 miles. £10,500. Tel.: Painswick (Glos.) 813689 evenings. (93420)

JAGUAR XJ12, 5.3 series II, 1979, maroon with black roof, beige leather interior, air conditioning, central locking, stereo etc., full service history from supplying dealer, 45,000 miles. £4,500. Tel.: Painswick (Glos.) 813689 evenings. (93420)

ROVER 80, 1960, excellent condition, 63,000 miles indicated, £875 o.n.o. Also Alfa 1750 GTV 1971. Offers. Tel.: Cowers Lane (077389) 382 (Derbys) After 6 p.m. (93444)

MORGAN 4/4, 1981, 2-seater, navy, red leather, Ziebart, 4,800 miles, £8,000 o.n.o. Tel.: 078688 297. (93445)

WOLSELEY HORNET SPECIAL, 4-seater tourer, 1932. Needs restoring. £1,500. Tel.: Doncaster 537801. (93446)

AUSTIN 7 ULSTER, 1928, short bonnet replica. Regularly raced VSCC, including trailer and some spares. £3,000. Philip Champion. Tel.: 01-642 8231 (work), Esher 64822 (Home). (93448)

MGB GT, 1971, Red, wire wheels, chrome bumpers, o.d., stereo. Completely restored to as new cond. New doors, wings, sills, lights etc. Excellent respray, no rust. £1,700 o.n.o. Tel.: Stirling (Scot) 64291. (93450)

PORSCHE 911E 2.4 coupé, 1973, blue metallic, in excellent condition. New XWX tyres. £5,000 o.n.o. Tel.: Eastbourne 58559, or 52819 days. (93449)

MGB GT V8, 1975. Excellent condition, new test, £2,895. Offers, p.ex. considered. Tel.: 0242 673134 Cheltenham, evenings. (93451)

ALFA ROMEO 1300 Junior Zagato. Recent complete engine rebuild and general mechanical overhaul. Excellent body, underneath and interior, eleven months M.o.T. Any trial. Tel.: 056 589 3275 (Cheshire). (93453)

TRIUMPH SPITFIRE 1500, 1978. Overdrive, 58,000 miles, tax, M.o.T., one owner, regularly serviced. £1,595. Tel.: Reading 64401. (93454)

SCIMITAR GTE AUTO, 1973, 50,000 miles, nevada gold, one owner, ideal motor for enthusiast, first £1,000 o.n.o. Tel.: 049-481 2733. (93455)

JAGUAR MK. II 240, 1968, warwick grey with red trim, manual overdrive, radio, a collectors item in truly superb condition, only needs seeing, two owners, full history available, offers around £2,500. Tel.: 021-360 8349. (93456)

FOR SALE. December 1979 Morgan +8, royal ivory with stone leather upholstery, reclining seats, luggage carrier and locking door handles. 13,500 miles, taxed to December 1982. £8,500 o.n.o. Tel.: Chapel-en-le-Frith 2751. (93457)

LOTUS ELAN +2S 130/5, April 1973, maroon silver, black interior, 49,600 miles, well maintained, mechanics, chassis, body and interior all very good, M.o.T. £3,250 or exchange Scimitar GTE. Tel.: Yeovil 28957. (93459)

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John Britten

Morgan TVR



This is the month for Valentines
Bunches of flowers and sloppy lines
So tell her this year you want a car
A nice little Morgan or TVR!

And our first heart stopper this month is a **"snow white" Porsche 928, February 1979,** eye catching check trim, air conditioning, stereo radio, P7 tyres, extensively travelled abroad, a veritable Romeo, splendid smooth motoring for approximately the same price as a new **TVR Tasmin,** which leads us nicely into our stock of **new TVRs,** beginning with four tantalising, tempting **Tasmin Convertibles,** choice of **silver, squadron blue, Ferrari red** or **midnight blue,** all fitted with **2.8-litre** engines and ready for immediate delivery. Considering the smallness of the **TVR** factory and the lack of resources it is quite amazing they turn out such a superior sporting motorcar. After all what other soft top car can you buy in this price bracket. Since this is the "month of romance" we tried to think of a suitable gift for those who purchase a new **TVR** in **February.** We thought of a night out with **Nysha,** but she wouldn't agree so you will have to be content with a bouquet of flowers (although **Chris** says if you are female, pretty and under 30 you can have a night out with him). We would like to bring to your attention the fact that this advertisement is coming to you with great difficulty — partly due to a visiting heckler in the office by the name of **Roland** (no not another dog but a Motor Trader friend) and partly due to having trouble describing the cars as they are under 6ft of snow. However, we have no trouble in describing the most perfect second hand **Tasmin Convertible** for sale anywhere: January **1981 TVR Tasmin Convertible, cosmos blue,** 3,000 miles, exceptional condition inside and out, for sale due to slipped disc, a saving of **£2,700** on the list price — must go to good home. Equally immaculate is our very rare **1981 TVR Tasmin 2+2, white** with patriotic livery, exceptional value due to the fact it has gone a very long way in a very short time (**Chris's** way of saying it is high mileage). However, it was serviced on the nail, there is not a single mechanical thing wrong with it and the price at **£8,500** should be very attractive. Stir your adrenalin with our **1978 TVR Convertible Turbo, gold,** Wolfrace wheels, factory fitted roll over bar, radio cassette, 20,000 miles, one of only thirteen, **£8,995** or in terms of performance per £— unbeatable except perhaps by our **1977 TVR Taimar Turbo, maroon,** neutral modelband, radio cassette, Wolfrace wheels, leather seats, without a doubt the cheapest way possible of frightening yourself silly **£5,950.** Less exciting but still speedy, **1978 TVR Taimar, squadron blue,** silver modelband, radio cassette stereo, ex property of Solicitor specialising in trades description Act (what better recommendation) **£4,950. 1977 S, TVR Taimar white,** brown model band, Wolfrace wheels, radio and sunroof, ex factory car, **£4,750. 1975 TVR 3000M, white,** brown vinyl roof and modelband, radio cassette, on its second visit here and fresh from a TV appearance in the programme "Fighter Pilot", **£3,500. 1972 TVR, Vixen, yellow,** brown vinyl roof, radio cassette, beautifully rebuilt, fitted with **Lotus twin cam** engine, making this a nice little mover, **£2,450. 1971 TVR Vixen, white,** radio cassette, a lovely little number **£1,795.** News on the **Morgan** front is that fairly shortly the **Morgan 4/4** will be fitted with a more up to date **Ford** engine to sell alongside their new **4/4** fitted with the **Fiat twin cam.** The +8 of course continues more or less unchanged except for the fitting of some beautiful **new 15" alloy wheels** with **Pirelli P6** tyres as standard. Nice to see the factory improving the breed. Of course a new **Morgan** ordered today would not appear for **5 or 6 years,** all the more reason to buy your beloved one of our excellent stock of "pre-owned" (that's American for second hand) **Morgans.** For example, **1982 Morgan 4/4 1600 4-seater, coffee and cream,** matching interior, wire wheels, delivery mileage. **1981 Morgan 4/4 1600 2-seater, metallic silver with metallic grey wings,** grey leather interior, matching hood and sidescreens, wire wheels, delivery mileage. **1980 Morgan 4/4 2-seater, nut brown,** stone leather, alloy body and wings, wire wheels, cherished number **(9 NOL). 1977S, Morgan 4/4 2-seater, signal red,** aluminium body, wire wheels, luggage rack, 16,000 miles, very presentable. 1976 Morgan 4/4 2-seater, deep brunswick green, wire wheels, bucket seats, previously owned by French charmer. **1971 Morgan 4/4 2-seater, Westminster green,** one owner, Brooklands aeroscreens, badge bar, tonneau cover, resplendent in new coat. **1969H, Morgan 4/4 2-seater, Bugatti blue,** 72 spoke wire wheels, wooden dashboard, wood rim steering wheel, black leather trim, twin side draft webers, very sporting little number. **1978T Morgan 4/4 4-seater, light orange,** wire wheels, reclining and folding seats, radio, low mileage. **1977 Morgan 4/4 4-seater, signal red,** wire wheels, luggage rack, 40,000 miles, resplendent with new double duck hood. **1975 Morgan 4/4 4-seater, black,** wire wheels, luggage rack, bonnet strap, spot lamps, please give it to someone you love! **1978 Morgan +4 Coupe, Westminster Green,** black leather interior, wire wheels, one owner from new, a real gentleman's carriage. **1975 Morgan +8 white,** fatty but cheap. **1976 Morgan +8, silver with gunmetal wings,** black leather trim, sound in wind and limb having been driven down from north of the border. **1981 Morgan +8, two tone metallic green,** green leather interior, 5,000 miles, one owner, genuine reason for sale. Moving swiftly on to our **"Others"** department, these being the cars we have taken in part exchange and wish we hadn't! Lets start off by offering our Company racing car for sale, **1980 Tiga Sports 2000,** Robertson Development engine, resplendent in electric blue with **Kiron** sponsorship logo, as driven to several good placings by ex-Prod Sports Champion in last season's Sports 2000 Championship, price of **£4,950** includes spare bodywork. **1979 Lotus Elite 503, metallic blue,** oatmeal leather interior, one owner from new, 34,000 miles, well recommended, **£7,950. 1977S, Lotus Esprit, orange,** Wolfrace wheels, very eye catching, **£5,750. 1979V, MG Midget, black,** Lenham hardtop with glass sunroof, radio cassette, price reflects its exceptional condition, **£3,250. 1976 VW Beetle Convertible, bright silver,** radio cassette, wide Rostyle wheels, 27,000 miles, Kings Road delight, **£4,950. 1978T, Datsun 260Z, gold,** radio cassette, one owner from new, exceptional performance per gallon, **£2,950. 1974 MGB green,** hard and soft tops, Wolfrace wheels, cheap and cheerful, **£1,295. 1974 BMW 3-litre, CSL, gold,** alloy wheels, Philips radio cassette, one owner from new, one of the last CSL's ever made, a modern day classic, **£3,950. 1977S Renault R5 metallic blue,** reasonable mileage, **£1,495. 1979 Alfa Romeo Alfa Sud, 1.3 Ti, leaf green,** biscuit trim, a nippy, excitable Italian, **£1,795. 1978 International Harvester, Scout SS 11,** off road fun and well capable of handling snow and ice, **£3,950. 1972 Mercedes 220/8 cream,** tan interior, central locking, stereo, power assisted steering and brakes, long MOT, full service history, nice example **£1,695. 1979V, Mercedes 450 SLC,** pale gold, photographic tycoon's personal transport, nominal mileage, new rear tyres, Playboy's dream, **£11,195.** For would be **Valentines** who want to **"Do It Yourself"** try building your sweetheart a **Midas** or an **Arkley.** In either case you will be face lifting one of **British Leyland's** better products into an even more appealing pet. Just think for **£330** plus VAT you can brighten up your ageing **MG Midget into a salubrious, head turning, eye catching etc. etc Arkley SS,** while for **£2,250** you can transform your **box like Mini** into a stunning, super fast, sleek, sensational **Midas.** It is worth noting that whilst we cannot supply the **Arkley** as a complete built motorcar, the **Midas** can come virtually complete, with mildly tuned **1300 Metro** engine and all brand new parts, the cost is a shade over **£6,000,** and it says something for the design of the **Midas** when you consider **Gordon Murray** has ordered one for his personal transport. (for the uninitiated **Gordon Murray** is the man who designed **Nelson Piquet's** World Championship winning **Brabham**). If you survive **St. Valentine's day** you will find us open **6 days a week till six in the evening** and will be very pleased to cater to your every whim (so long as you end up parting with money).













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1981	LOTUS ELITE 2.2. Monaco white, radio / tape, 4,200 miles.	£13,999
1980	LOTUS ELITE 2.2. Automatic, gold metallic, PAS, 9,500 miles.	£11,999
1980	LOTUS ELITE 2.2. Carnival red, PAS, a cond., Sundym, radio / tape.	£11,499
1981	ALFA ROMEO ALFASUD SPRINT. Bronze, tan trim, 4,000 miles.	£4,999
1978	AUDI 80 GL 5E. Red, sunroof, radio / tape, 25,000 miles.	£3,499
1981	BENTLEY. Sumptuous auto in silver, red hide trim, low personalised number plate.	£9,999
1979	BMW 525. Automatic in red metallic, beige velour trim.	£5,499
1980	(W) BMW 528i. Auto., PAS, tints, el. aerial / mirrors, 11,000 miles.	£9,999
1980	AUDI 80 GLE. Green, sunroof, alloy wheels, etc.	£4,499
1976	CITROËN SAFARI ESTATE. Silver, blue trim, PAS.	£1,999
1980	CITROËN CX FAMILIALE ESTATE. Red, sunroof, radio / tape.	£4,499
1980	CITROËN CX. Athena red, tan trim, PAS, radio / tape.	£3,999
1979	CITROËN CX PALLAS. C-matic inj., PAS, sunroof, etc.	£3,999
1980	COLT SIGMA GLX. Silver, grey trim, radio / tape.	£3,999
1979	DATSUN 260Z 2+2. Red, black trim, alloy wheels, radio / tape.	£4,999
1979	DATSUN 100A FII ESTATE. White, radio, HRW.	£2,299
1979	DATSUN 100A FII. Gold, vinyl roof, radio, HRW.	£2,149
1979	FIAT 127 SPORT. Black, black trim, radio, HRW.	£2,399
1979	FIAT 131 MIRAFIORI. Red, beige trim, radio / tape.	£1,999
1980	FIAT STRADA 65 CL. Blue, tan trim, HRW.	£2,899
1980	HONDA ACCORD. Blue, PAS, radio / tape, 8,000 miles.	£3,999
1979	HONDA ACCORD. Three door, red, black trim, radio, HRW.	£3,499
1979	JAGUAR XJ6 4.2 AUTO. PAS, white, Oxford blue trim.	£8,499
1976	JAGUAR XJ6 4.2 AUTO. PAS, Sundym, el. winds., c/lock, r/tape.	£2,999
1980	LANCIA BETA 1600 HPE. White, tan trim, alloy wheels.	£4,499
1979	LANCIA BETA 2000 ES. White, blue trim, sunroof, alloy wheels.	£2,999
1980	(W) MGB GT. White, tan trim, overdrive, etc.	£4,999
1980	MG MIDGET. Smart roadster in yellow, radio, etc.	£3,499
1978	MGB DROPHEAD SPORTS. In green, o / drive, radio / tape.	£2,899
1980	MAZDA MONTROSE GLS. Silver, black trim, radio, HRW.	£3,999
1981	MINI METRO HLE. Beige, red trim, radio, 6,900 miles.	£3,849
1978	MINI 1000. Red, grey / black trim, low mileage.	£1,999
1979	OPEL ASCONA. Gold, tan trim.	£2,499
1979	OPEL REKORD BERLINA. White, sunroof, alloy wheels, etc.	£4,999
1979	PEUGEOT 604. Blue, auto, PAS, sunroof, radio / tape.	£2,999
1979	PEUGEOT 504 FAMILY ESTATE. White, blue trim, radio.	£3,999
1979	RELIANT SCIMITAR GTE. Auto., PAS, s / rf., a / whls., radio / tape, blue.	£5,499
1978	RELIANT SCIMITAR GTE. Auto., beige, PAS, radio / tape, etc.	£4,799
1980	RENAULT 5 GORDINI. Black, a / whls., s / rf., radio / tape.	£3,799
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1979	SAAB 900 TURBO. Blue, alloy wheels, radio / tape.	£5,999
1977	SAAB 99 GL. Low mileage in blue, matching trim.	£2,199
1973	CHRYSLER ALPINE. Customised in red.	£1,099
1979	(V) TOYOTA CORONA GL LIFTBACK. Bronze, a / cond., radio.	£3,799
1976	TOYOTA CELICA 2000 ST LIFTBACK. Coupé, red.	£1,999
1981	(X) TRIUMPH SPITFIRE. Hard / soft top, blue, 300 miles only.	£4,499
1981	TRIUMPH TR7 DROPHEAD COUPE. In gold, 7,000 miles only.	£5,499
1981	TRIUMPH TR7 5-SPEED COUPE. Green, sunroof, radio / tape.	£4,699
1979	TRIUMPH TR7 5-SPEED COUPE. Red, sunroof, HRW.	£3,499
1978	TRIUMPH TR7. Automatic, in yellow, radio / tape, HRW.	£2,899
1977	(S) TRIUMPH SPITFIRE. Low mileage in white, black trim.	£1,999
1981	(Reg.) VANDEN PLAS 1500. Bronze, leather trim, radio.	£3,999
1980	VOLKSWAGEN SCIROCCO 'STORM'. 5-speed, s / rf., a / whls., leather.	£4,999
1979	VOLKSWAGEN GLS. Auto., blue, vinyl roof, radio.	£3,699
1978	VOLKSWAGEN PASSAT GLS. Auto., green, radio / tape.	£3,299
1974	VOLKSWAGEN 'BEETLE'. Orange, black trim.	£1,499
1978	VOLVO 264 GLE. Auto., black, PAS, a / cond., s / rf., leather.	£4,799
1980	VOLVO 244 DL. Red, black trim, radio / tape.	£3,999
1977	VOLVO 244 GL. Auto., green, sunroof, leather trim.	£3,499
1975	VOLVO 244 DL. Auto., green, radio, HRW, low mileage.	£2,599

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FOR SALE—continued

MORGAN 4/4, 4-seater, Dec. 81, brunswick green, wire wheels, underseal, reclining seats, head restraints, tonneau cover, door handles. £8,500. Tel: Upavon 441. [93458]

ALFA JUNIOR 1300 GT, late 1971, lovely condition, new tyres, brake pads, exhaust and clutch, radio, well maintained, years M.o.T. £775. Tel: Wimborne 884447. [93460]

RILEY 1.5, 1961, very low mileage, concours example, has to be seen, £1,195 or part exchange with Morris Minor considered. Tel: Blackpool 591868 (day); 883686 (evenings). [93461]

BENTLEY R-TYPE CONTINENTAL. Rare two-door coachwork by Franay of Paris. Black pearl with green interior. Opportunity at £9,750. Tel: 01-398 5593 or office 01-405 1250. [93573]

JAGUAR MK. VIII. Left hand drive, one owner and less than 20,000 miles from new. White with unmarked black interior. £4,000. Tel: 01-398 5593 or office 01-405 1250. [93573]

BENTLEY T-TYPE. 1971 model. Superb throughout. Full service history. M.o.T., taxed. £7,750. Tel: R. G. Newland (0480) 66638. [93575]

SPITFIRE. Hard top, new soft top, excellent condition, BRG, 'M' Reg. Emigration forces sale. £725 o.n.o. Tel: Hemsworth 613746 (Yorks.). [93576]

ALFA ROMEO Guilia Sprint GT, 1965. Present owner 10 years; very sound bodily and mechanically, in daily use, M.o.T. Nov. 82. £350. Tel: 01-650 5961. [93579]

ROVER 2000, 1971. Manual, white with black leather, 69,000 miles, two owners, M.o.T., excellent condition. £550 o.n.o. Tel: Amersham (Bucks.) 3471. [93580]

JAGUAR 3.4 'S' Overdrive, 1967. Metallic green, green leather, one owner till 1979, unused since. New clutch, discs and pads, M.o.T., full history, 82,000 miles. Needs tidying up. £600 or offer. Tel: Amersham (Bucks.) 3471. [93580]

DAIMLER 250 V8, 1967. 'F' Reg. Automatic, radio, virtually one owner from new, 78,000 miles, service history, Warwick green, long M.o.T., taxed. Pristine original condition throughout. £1,750. Tel: Mogador 832030 (near Reigate, Surrey). [93581]

ALFA-ROMEO 2000 GTV, 1973. Radio, long M.o.T., outstanding condition throughout. £1,495. Tel: Mogador 832030 (near Reigate, Surrey). [93581]

MGB GT, 1973 (June), 58,000 miles, overdrive, sunroof, new front wings, new trim, new suspension. £1,600 o.n.o. Tel: Ashby-de-la-Zouch 415709 (Leics.). [93583]

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MGB GT V8, 1973. 66,000 miles, damask red, Webasto sunroof, radio. Good original condition. £2,000. Tel: 01-748 6989. [93590]

ESCORT HARRIER 1600 Sport, 1980. One owner, very good condition, low mileage, well maintained, radio. £3,250. Tel: 01-626 3725 (day time). [93592]

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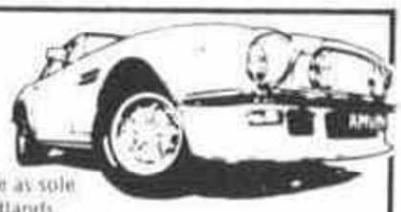
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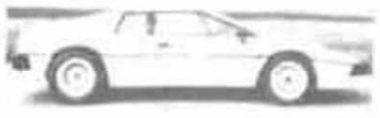
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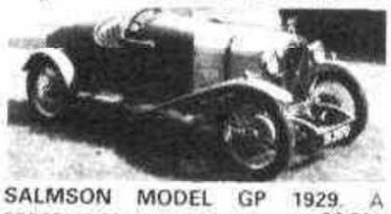
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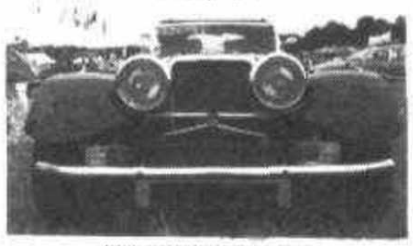
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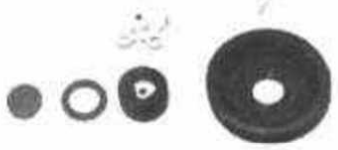
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TIP OF THE MONTH

On door handles, catches, and getting locked out.
1970 or later 911/930. Have you ever pulled the outside door handle trigger, only to have it disappear into the handle and stay there? And it's a right whatsit to prise out again! Almost invariably it's not because something's broken, it's just that the mechanism needs a little love and maintainance! All generation 911 door handles are held on, on the inside, by 2 small nuts, (8 mm spanner size). For access take off the top trim rail on the inside of the door (2 self-tappers and unscrew the lock knob), *carefully* unclip the corner of the trim panel (push-in clips), and pull it back just enough to slide in your hand with a socket on an extension. Slightly awkward, and don't drop the nuts! (use a greasy socket). With the handle off just dismantle, clean and lightly lubricate the trigger mechanism to free it off. If the trigger is bust, handles cost from £9.70 + V.A.T.
Time comes when the key will only just operate the lock mechanism. It's only putting off the evil day, but with the handle off, wrap something round the pin on the operating arm to enlarge it. Or the two 'ears' on the door catch mechanism as well. Ultimately you'll have to have a new catch mechanism, from £18.62 + V.A.T, but the worst bit is fitting it, as you have to take the window frame out of the door. And all the bolts will be seized!

BURGLAR PROOF YOUR DOOR LOCKS

On the subject of door locks, on the 1977 911/930 models, Porsche introduced a revised interior door lock, with a disappearing button and a rotating knob to raise it. This stops passing tea-leaves from lifting the lock button by hooking bits of wire under it! Particularly easy on Targas (so they say).
We supply this modification as a kit for £10.00 + V.A.T. per door, for all 1970-76 911/930 models. Fitting involves little more than removing the door trim and cutting a hole for the rotating knob in the trim panel. And it needs only a minor fiddle to fit it to pre-1970 911/912 models as well.
The Insurance Companies *ought* to give you a discount!



CHRISTMAS LEFT-OVERS

Our Christmas stock-order of 'Clymer' Workshop Manuals didn't arrive until early Jan.! However, when they did we found we'd got new editions:-
911/912. Now covers from 1965 to 1981.
924. Includes 924 Turbo, and covers from 1976 to 1980.
Both £7.50 each, plus £1.50 p&p.
These seem to be the most comprehensive manuals available, the only snag being they are for the American market, hence there are some detail technical variations, especially on later models. Nevertheless once you've sorted out your "headers" from your "hood", and your "fender" from your "rocker panel", they're excellent value!





LIGHTWEIGHT

Last year we built a road-going lightweight that we called the Spring Project. As we didn't finish it until the Autumn, we're going to call the next one Project 84 (its number in our Project Build series)!
We're building this one from the ground up based on a Guards Red 1975 bodyshell. The shell will be to full Turbo spec., fitted with 3.3 Turbo suspension and brakes, styled as or similar to the above photo, with lightweight panels, lightweight trim, Turbo flares, spoilers, etc. We currently have a 3.0 litre RS spec. engine and L.S.D. 5-speed transmission earmarked for it, but at this point the final mechanical spec. is 'Free'.
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BLACK COUNTRY Museum Transport Rally, Sunday 11th July 1982, classes for cars, motorcycles, commercial vehicles, buses, details, send S.A.E. to Dr. E. R. Clark, 122 Coniston Road, Wolverhampton WV6 9DU. (92518

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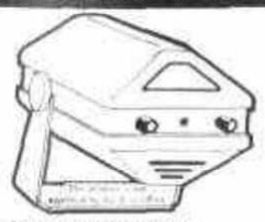
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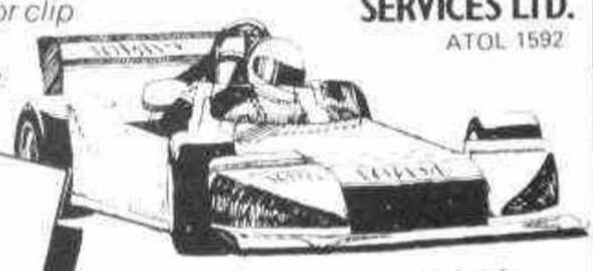
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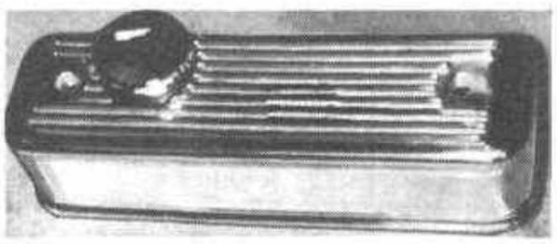
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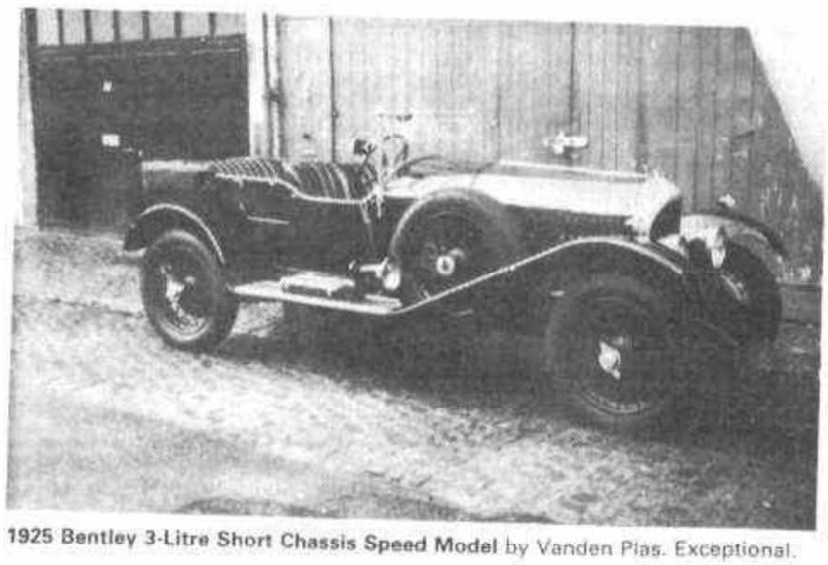
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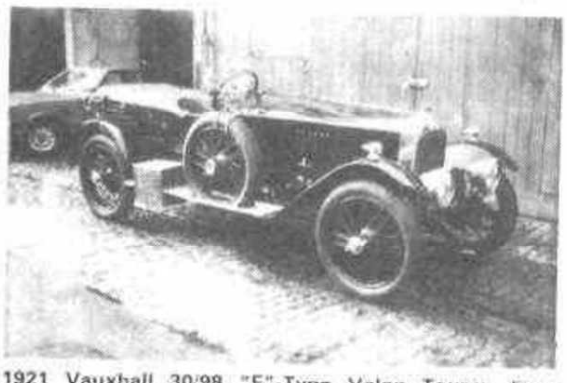
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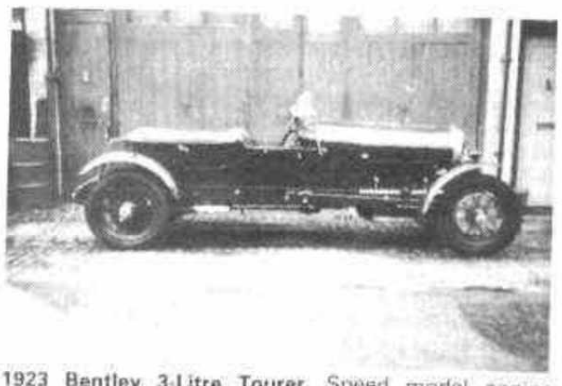
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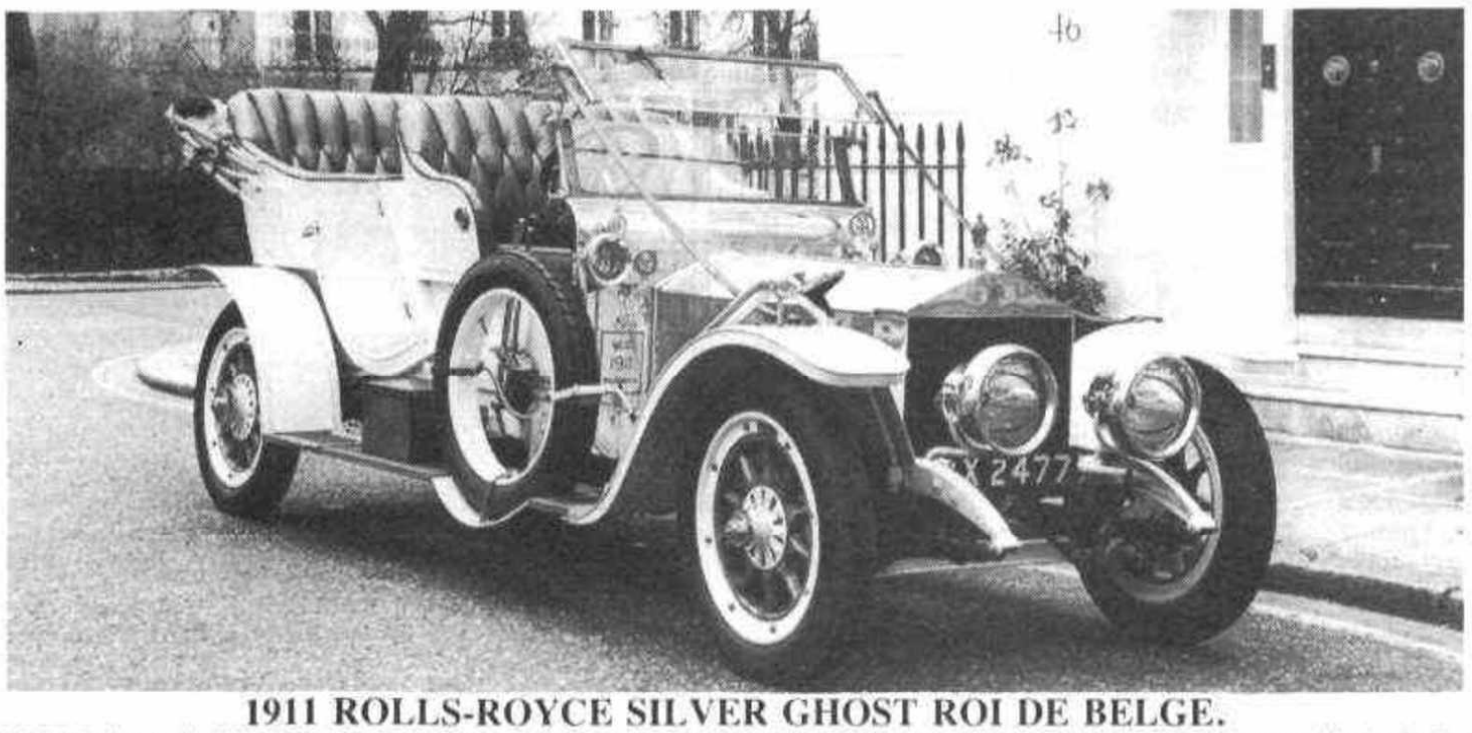
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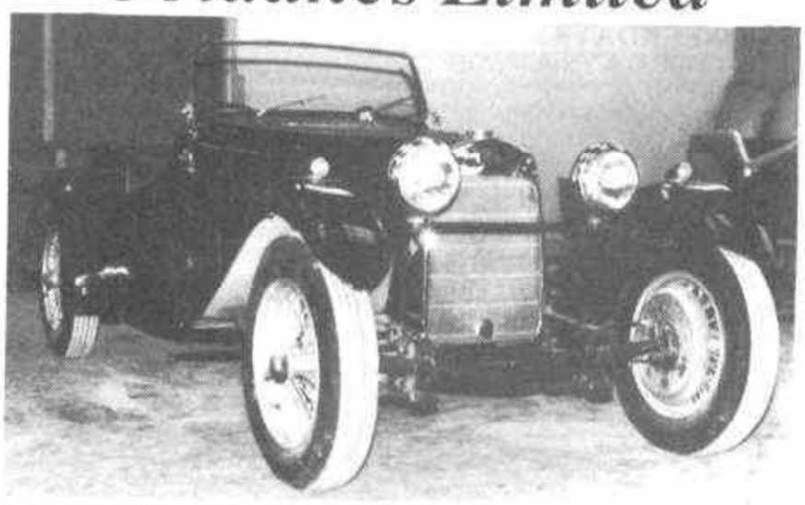
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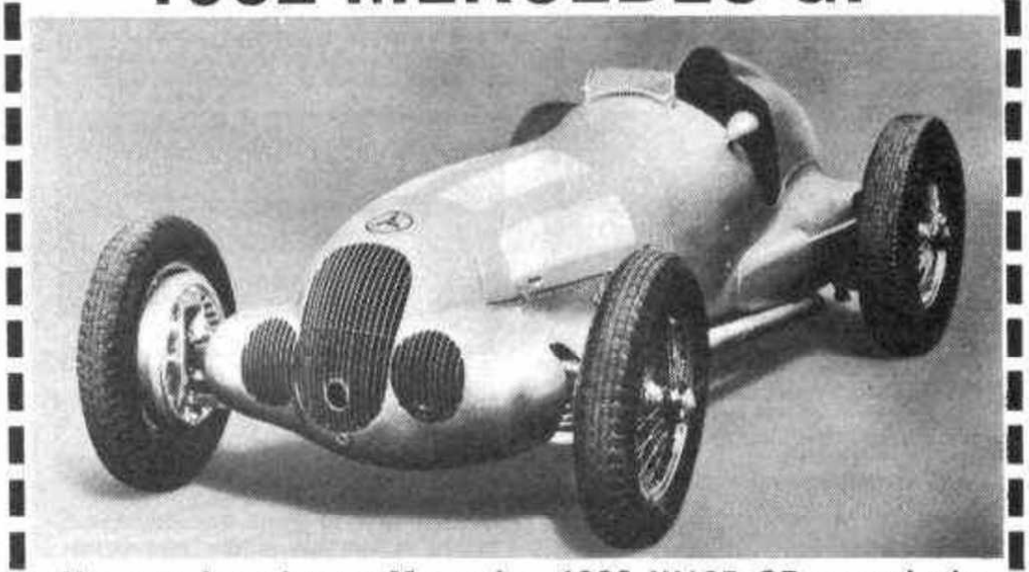
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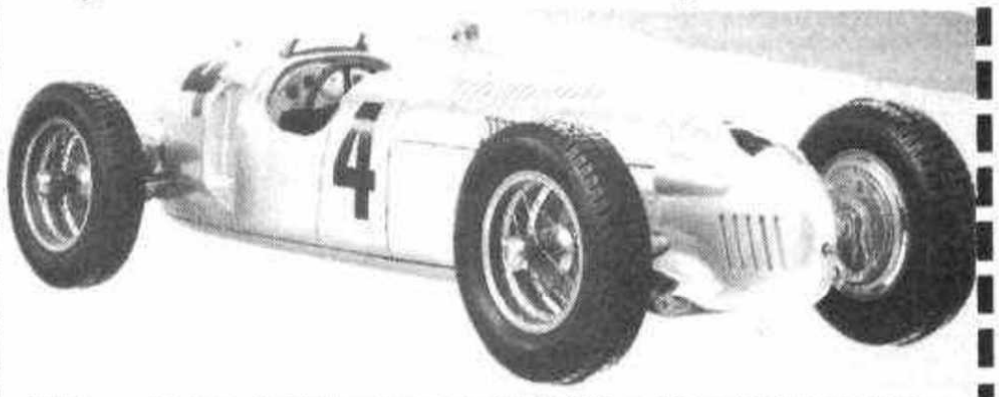
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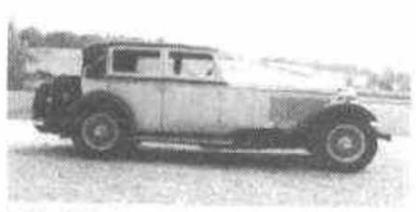
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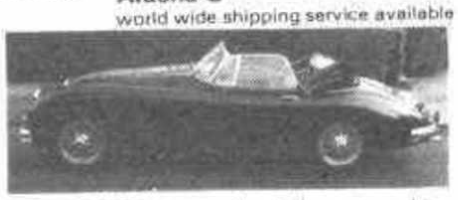


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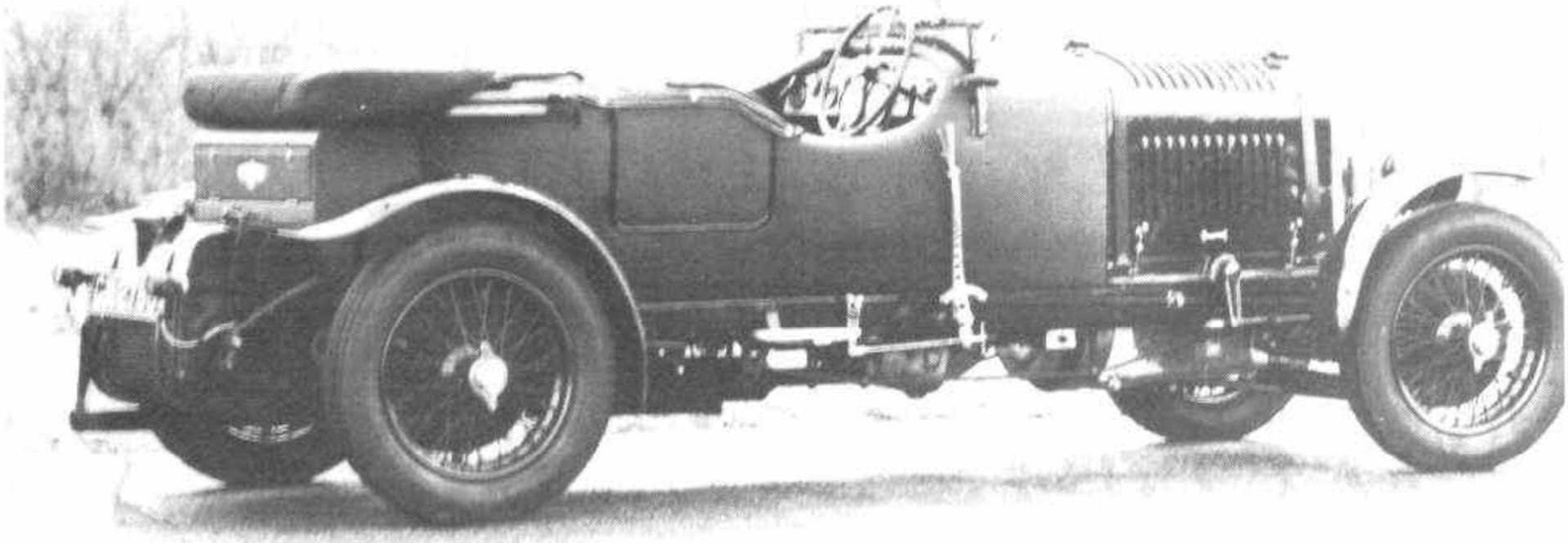


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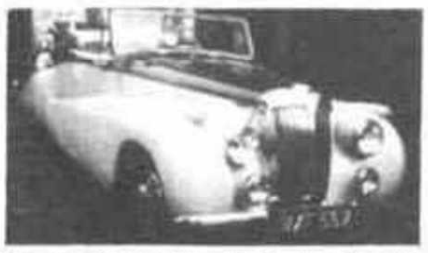
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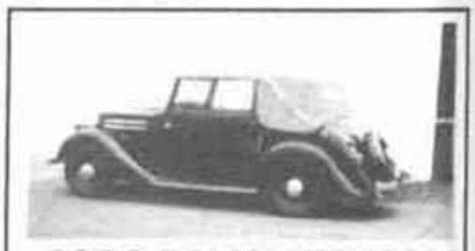
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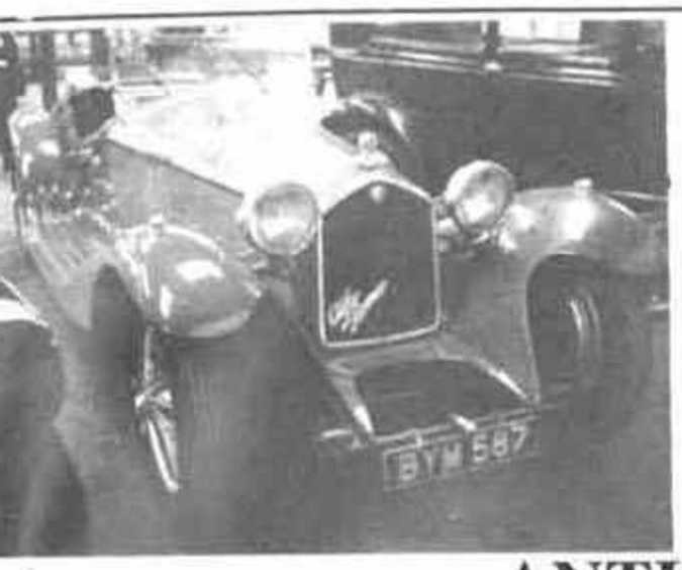
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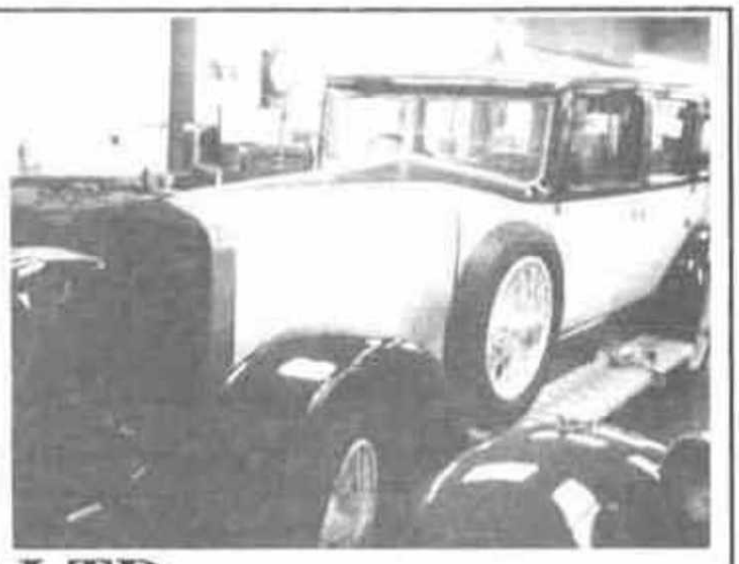


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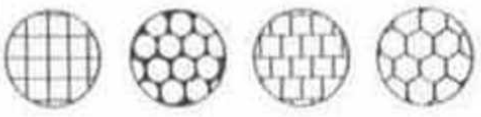
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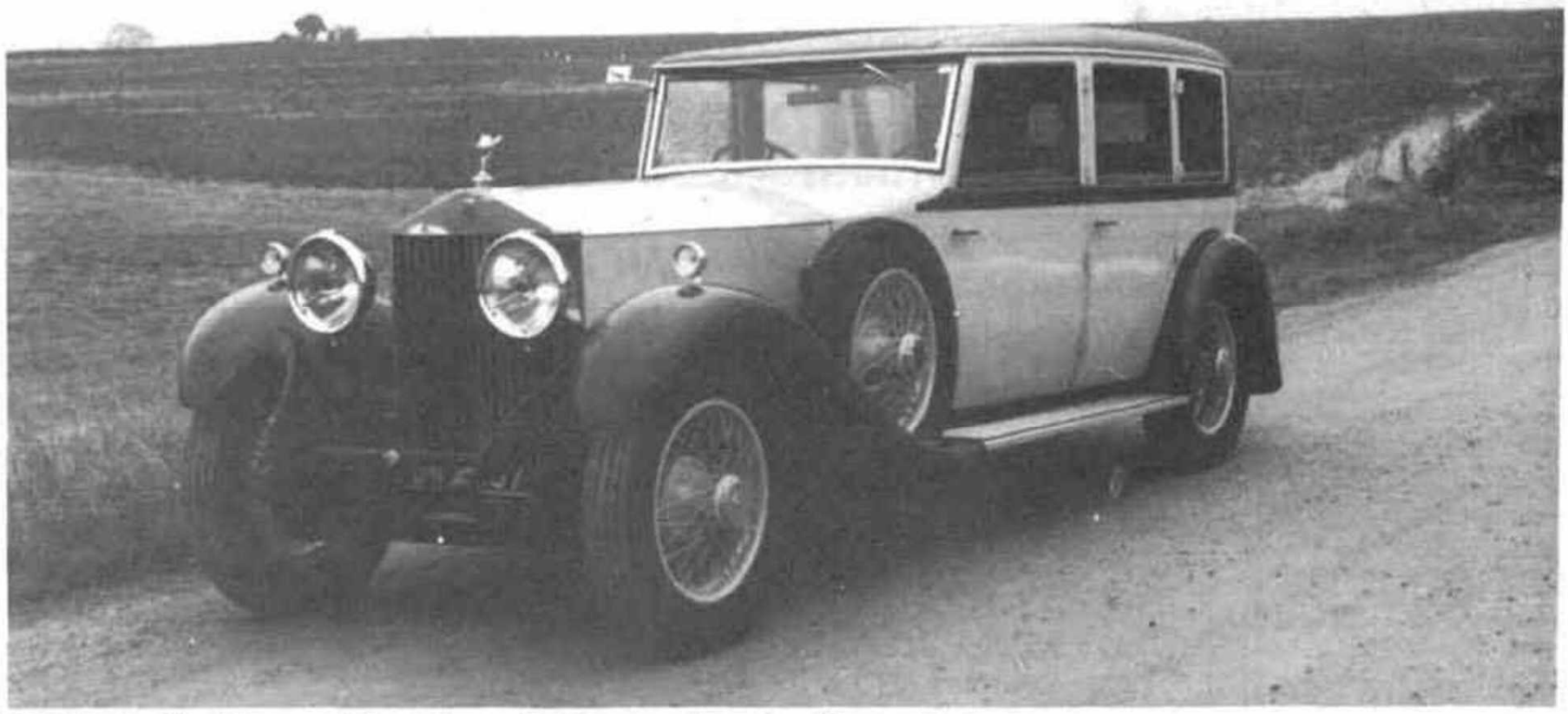
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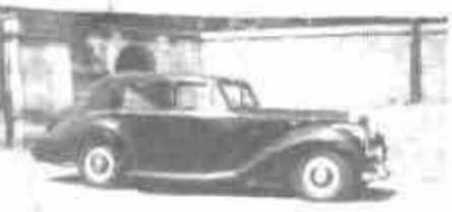
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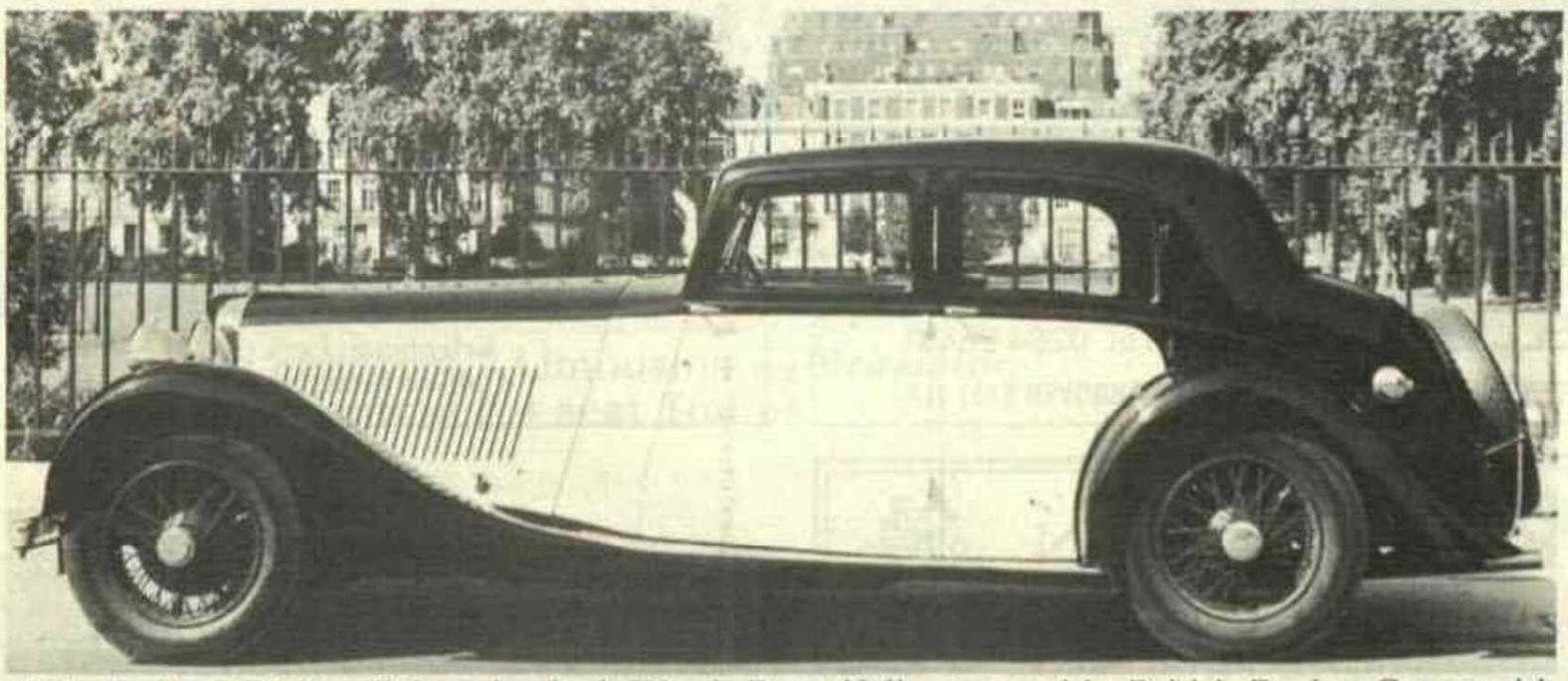
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