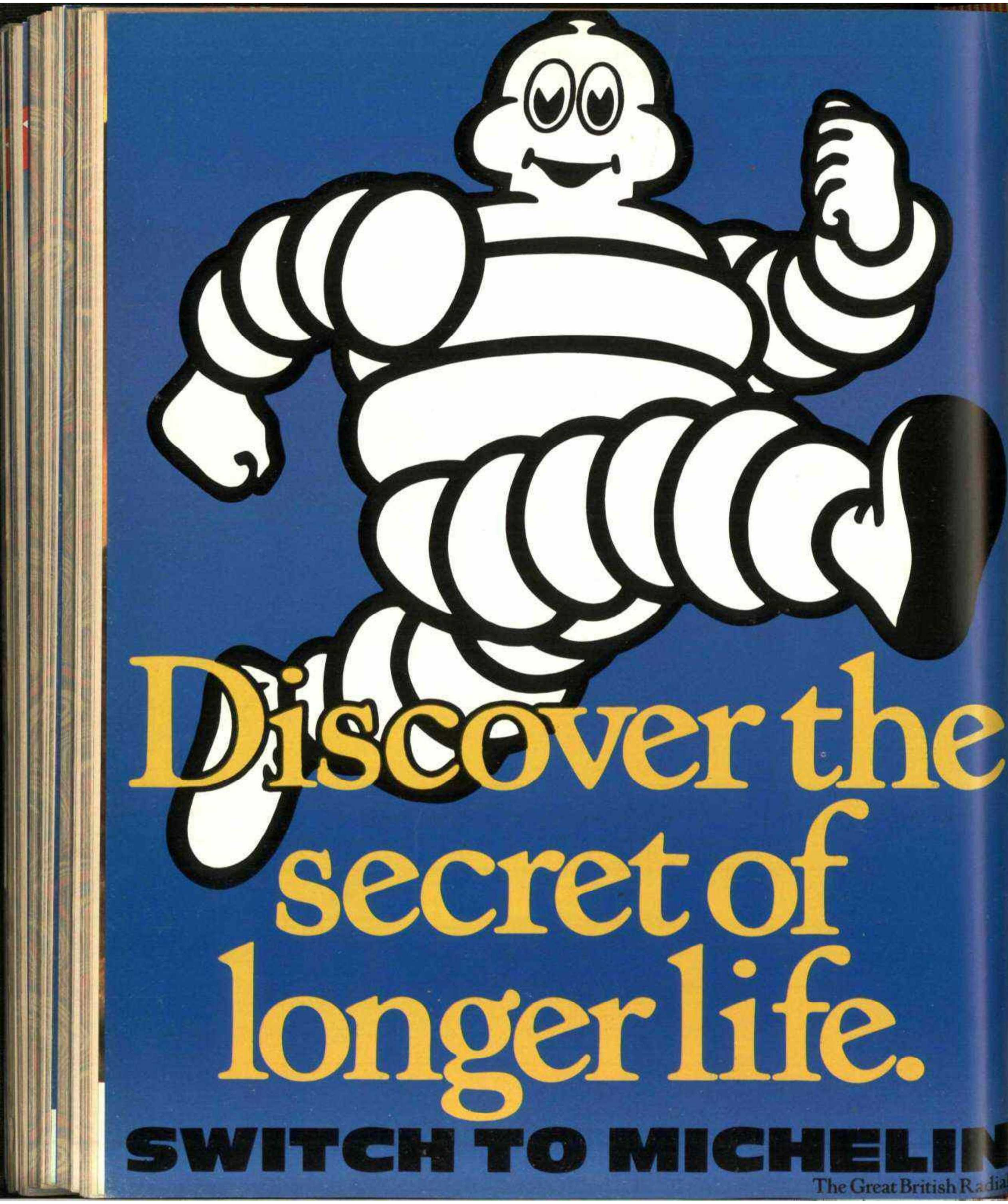
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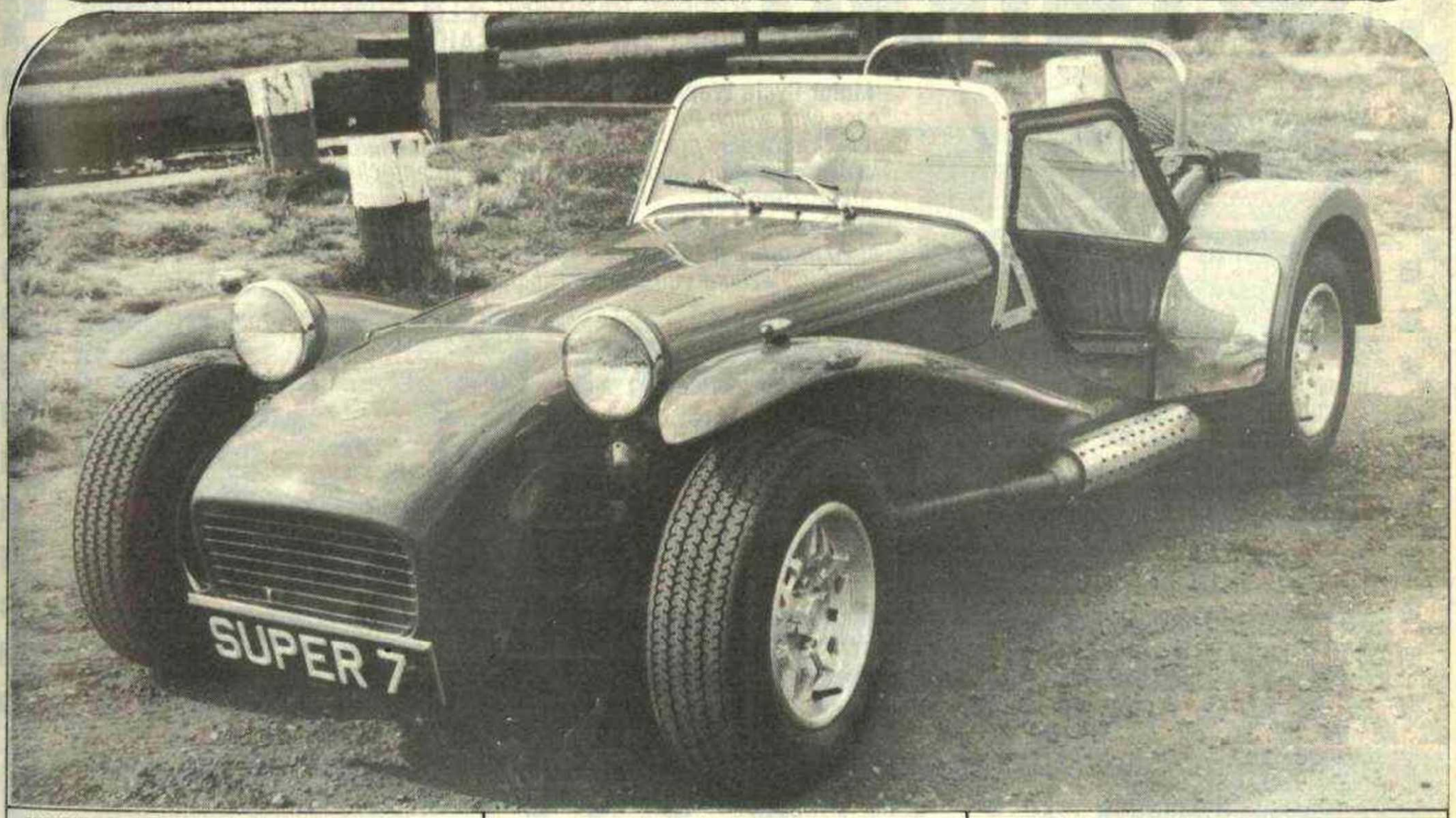
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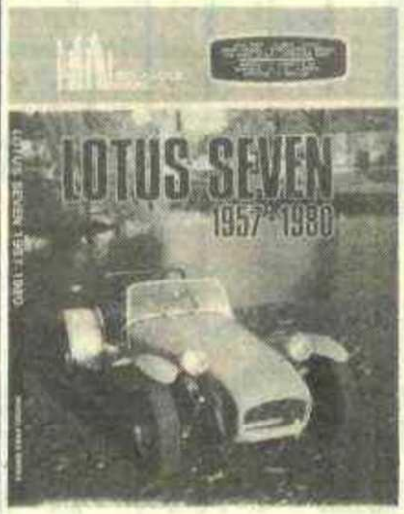
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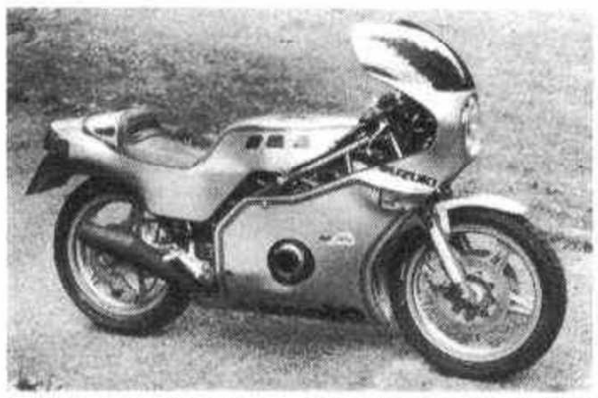
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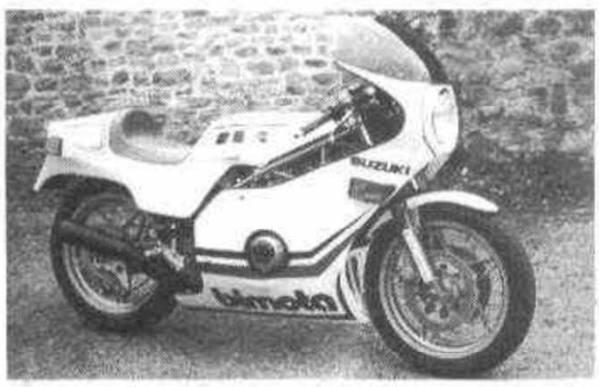


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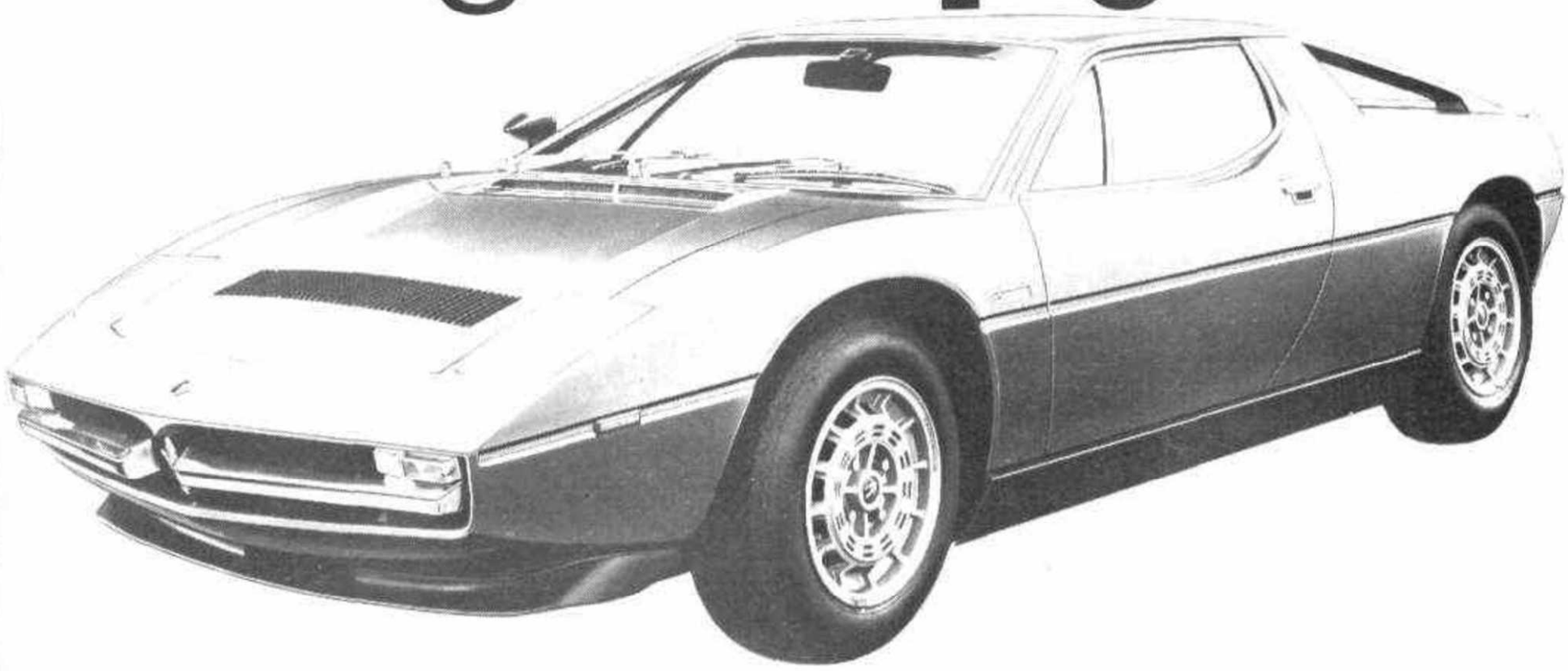
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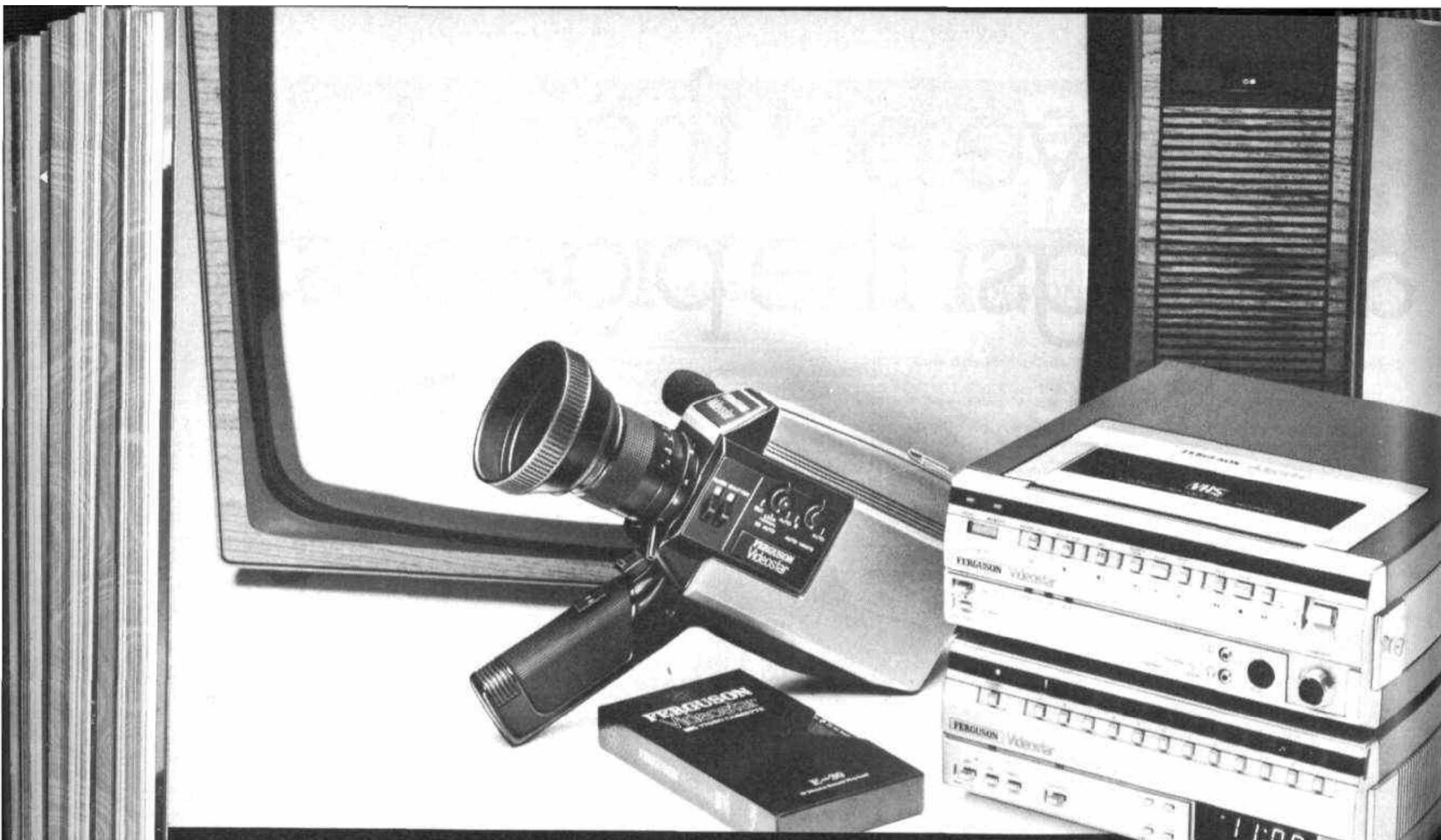
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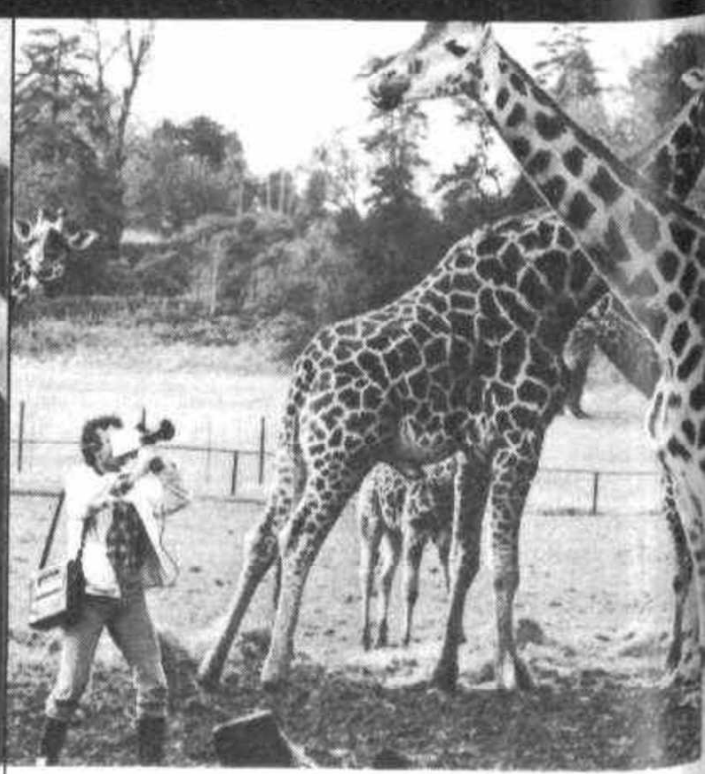
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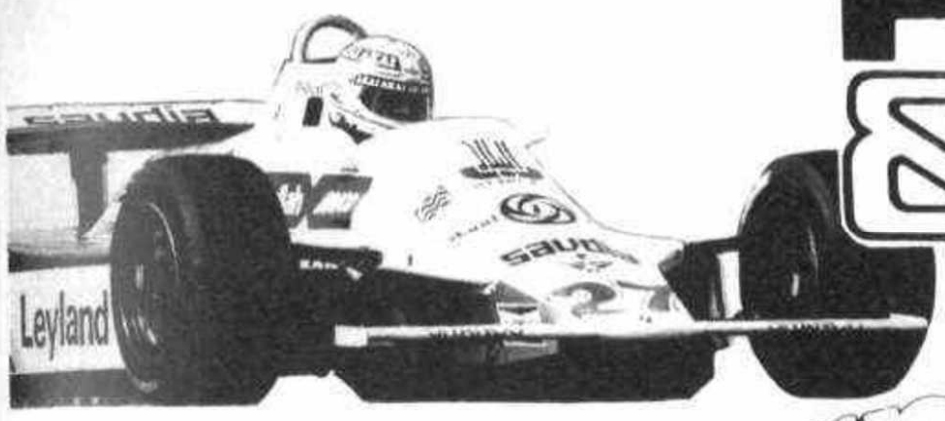
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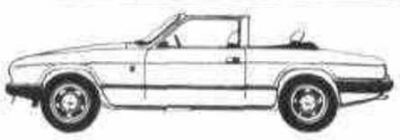
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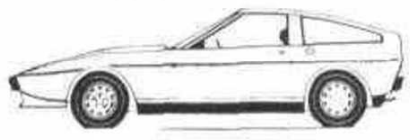
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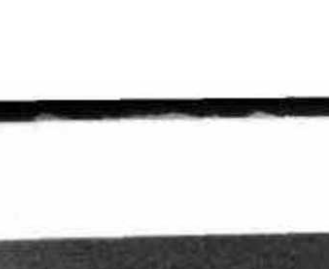
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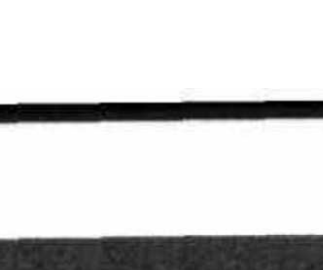
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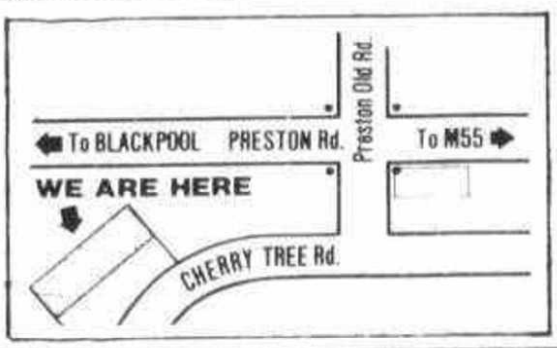
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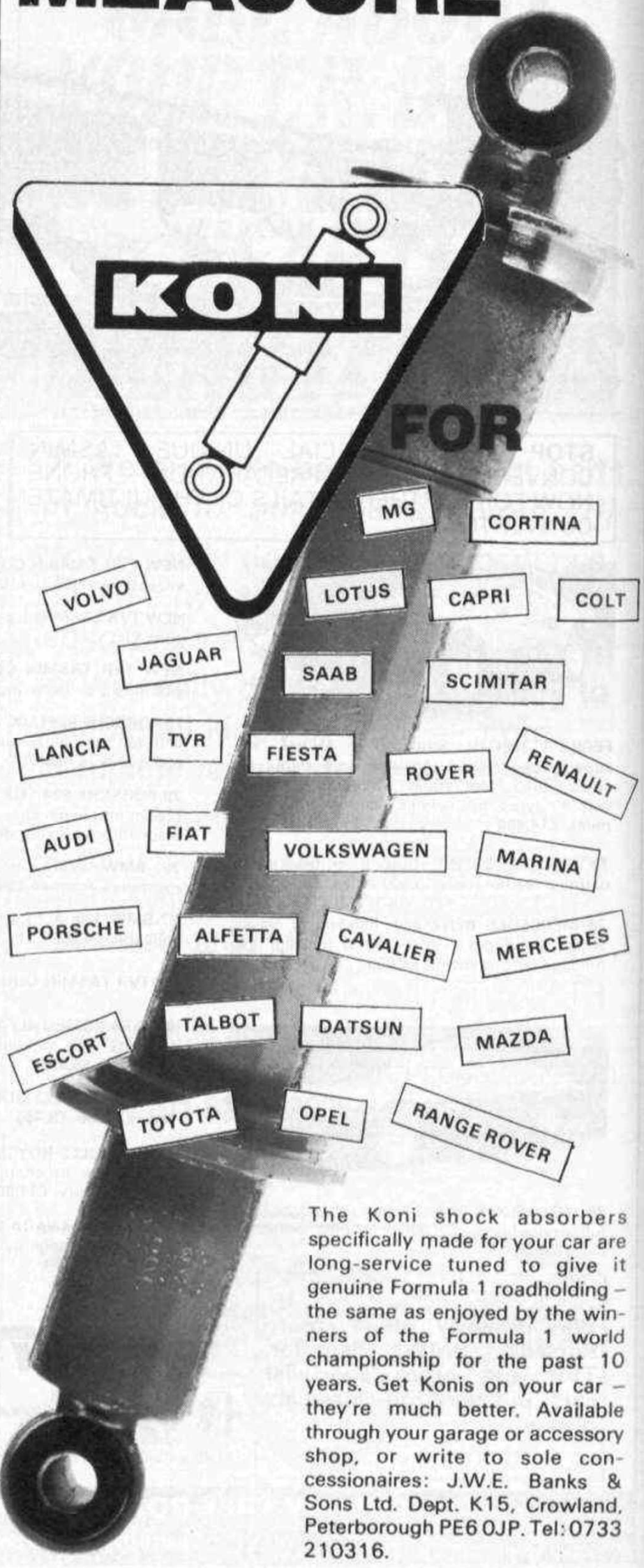
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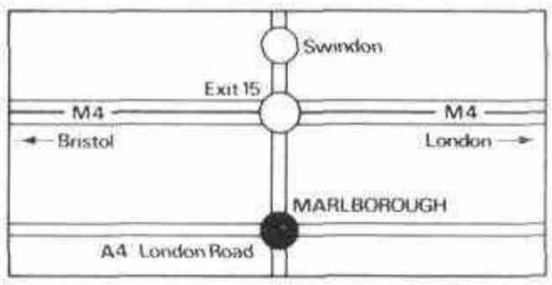
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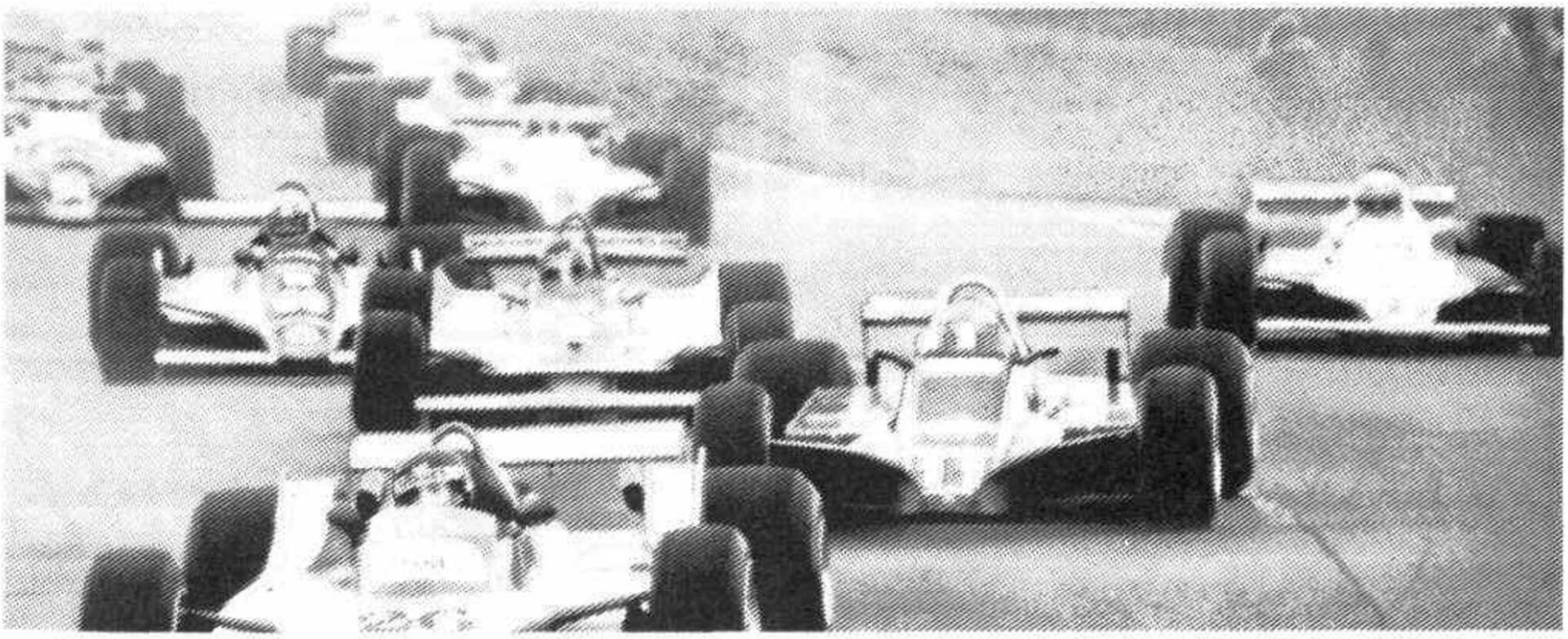
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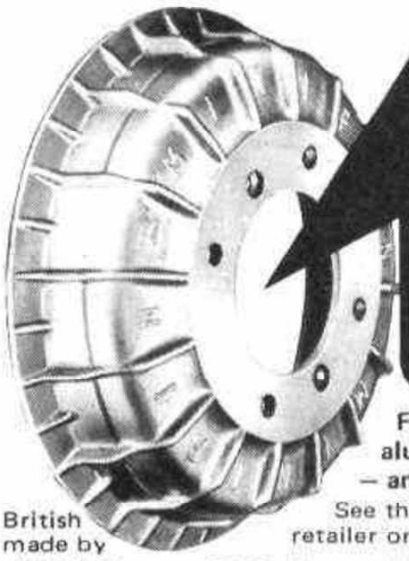
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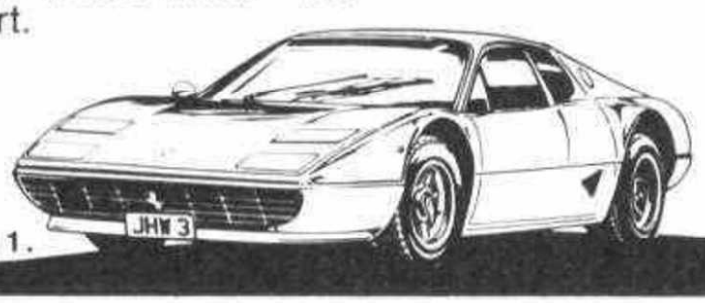
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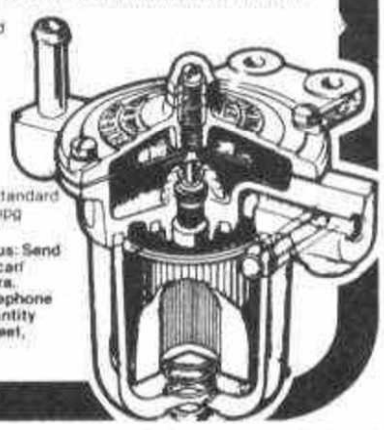
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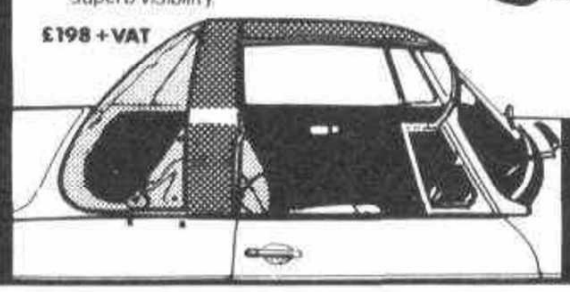
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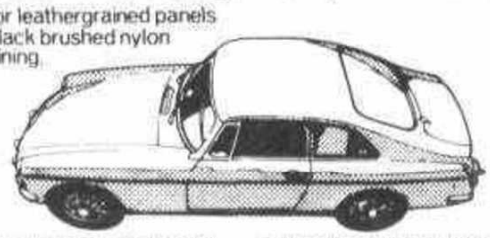
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1973 Rolls-Royce Silver Shadow. Regency bronze over walnut, matching interior, air conditioning, cruise control, radio/cassette, etc. **£13,995**
1974 Daimler Sovereign 4.2 Automatic. Central locking, radio, electric windows, lavender blue with black trim. **£2,995**
1978 Chrysler Alpine GLS. Metallic blue with grey cloth interior. **£3,295**
1976 Rover 3500 V8 Automatic. Blue with black interior, radio. **£2,795**
1977 Triumph TR7. White with black trim, radio. **£2,395**
1977 Audi 100 GLS. Automatic, metallic blue with beige cloth interior. **£3,695**
1979 T Ford Granada 2.3. Automatic, metallic blue with beige cloth trim, radio. **£4,395**



WALKER & DEEKES SPORTS CARS

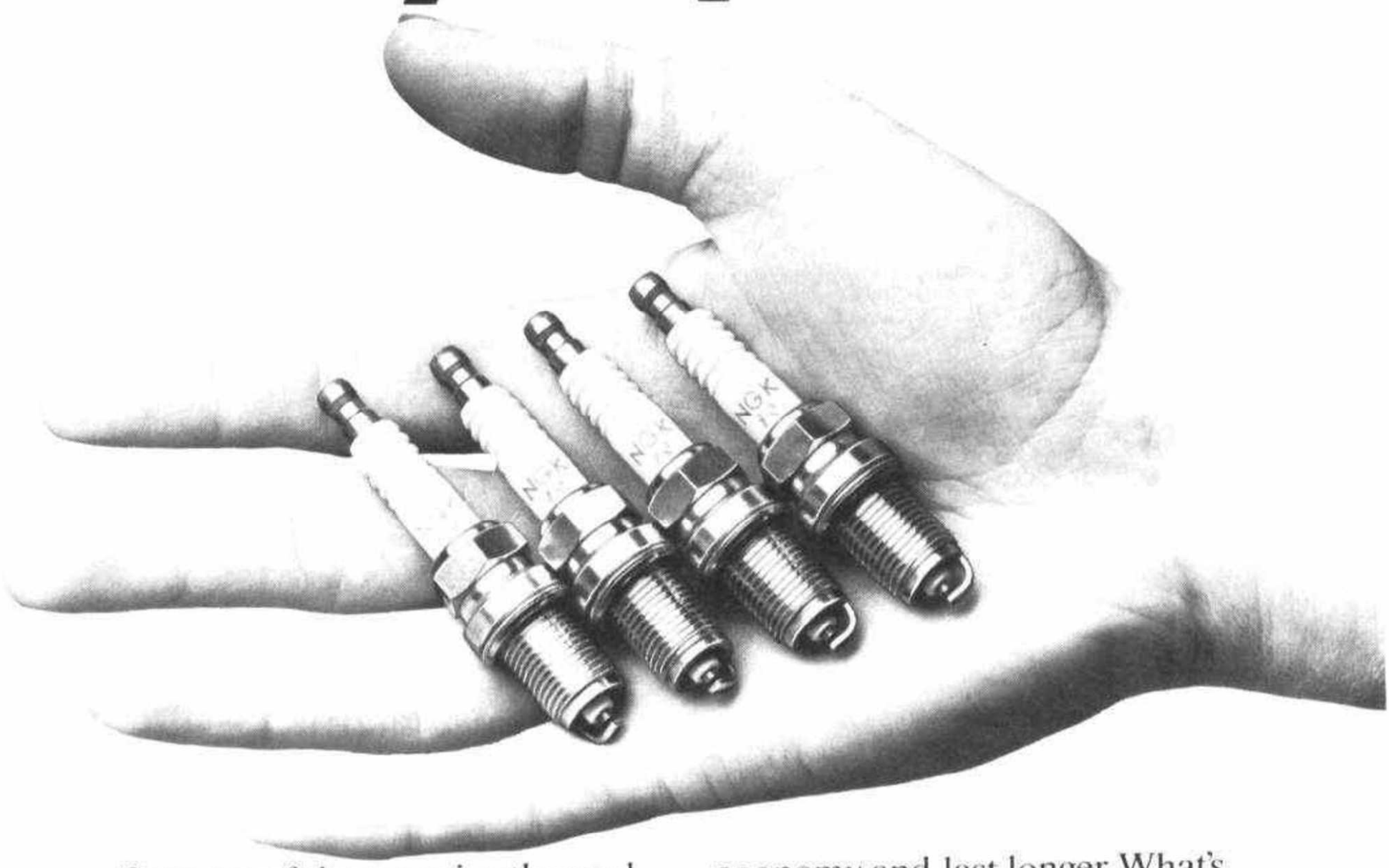
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1978 Spitfire. Inca yellow, o/d, h/top	**£2,495**	**1974 W-Reg MGB GT.** Black, o/drive	**£1,995**	**1979 Mini 1275 GT.** Black	**£2,495**
1978 Spitfire. White, o/d, 31,000	**£2,495**	**1978 T-Reg MGB.** Black, o/d, 29,000	**£3,395**	**1977 Mini 1275 GT S-REG.** Red	**£1,895**
1977 Spitfire. Red, radio	**£1,965**	**1975 P-Reg MGB.** Citroen, yellow, o/d	**£1,995**	**1977 BMW 633 CSi.** Auto, a/cond	**£7,950**
1974 Spitfire. Magenta, o/d, alloy wheels	**£1,395**	**1974 MGB.** Bracken, new engine	**£1,995**	**1977 BMW 320i.** Green metallic	**£3,795**
1973 M Spitfire. Magenta, o/d	**£1,295**	**1970 J-Reg MGB.** Bronze yellow, o/d	**£1,095**	**1979 Fiat X19.** Gold, 13,000 miles	**£3,395**
1972 Spitfire. Saffron yellow	**£950**	**1979 V-Reg, MG Midget.** White, 11,000 m	**£2,795**	**1978 Fiat X19 T-Reg.** Black Lido	**£3,195**
1978 TR7. 5 speed, s/roof, white, 34,000	**£2,795**	**1977 MGB GT V8.** Yellow, o/d, s/roof	**£3,695**	**1978 Fiat X19.** Metallic blue	**£2,795**
1977 TR7. choice of 4	**£2,395-£2,595**	**1973 M-Reg MGB GT V8.** White, o/d	**£2,395**	**1977 Fiat X19.** Metallic blue	**£2,395**
1977 TR6. 1974, white	**£2,295**	**1973 BMW 3.0 SCL.** Gold	**£3,250**	**1977 S-Reg Jaguar XJS.** Auto, almond green	**£5,950**
1973 GT6. Bronze yellow, s/roof, o/d	**£1,645**	**1977 TVR Taimar.** White, S/roof	**£4,650**	**1977 Jaguar XJS.** White, auto, s/sun roof	**£6,750**
1978 MGB GT. Inca yellow, o/d, 19,000 m	**£3,495**	**1978 Datsun 260Z, 2+2.** Blue	**£3,950**	**1980 W-Reg Renault Gordini.** Black	**£4,395**
1977 S-Reg MGB GT. Carmine red, vinyl roof	**£2,795**	**1972 Lotus Super Seven.**	**£2,450**	**1979 V-Reg Renault Gordini.** Gold, glass roof	**£3,695**
1974 N-Reg MGB GT. Citroen yellow, o/d	**£2,095**				

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ALFA ROMEO 2000 GTV SR June 1980 red/grey velour interior, red vinyl roof, metal sliding sunroof, air conditioning, electric tinted windows, alloy wheels, radio/cassette, one owner, only 6,000 miles, still under manufacturer's warranty **£4,895**

TRIUMPH STAG 1977 S Tahiti blue, hard & soft tops, manual with overdrive, two owners, 34,000 miles, superb condition **£4,595**

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LANCIA MONTE CARLO CONVERTIBLE 1978 White, superb condition, one owner, 34,000 miles, full service history **£3,495**

LANCIA BETA 2000 HPE 1978 T-Reg Lincoln Green, off White interior, sunroof, undersealed, spot lights, only 20,000 miles **£2,595**

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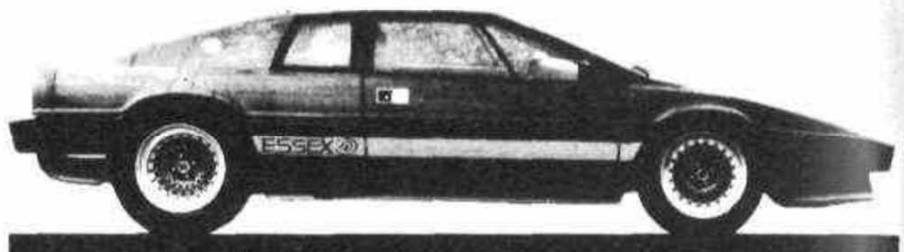
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ELITE 501, Jan 1979, one owner, 23,000 miles, stereo system, finished in metallic brown with beige cloth trim. £9,975.

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TIP OF THE MONTH

Don't Spoil It! Or at least not without a little thought, as the wrong spoiler combination is not good news at 100+ (on the Autobahn of course. Not here, now would you . . .). Paul Frere's '911 Story' (£10.95) explains it in detail, but rule of thumb is: **Pre '74** don't fit just a rear, **'74 on** (impact bumper) don't fit just a front or just a large rear. So if you can't run to the ultimate aerodynamic shape of the 3.3 Turbo on the right, buy a pair. . . .

STORES DEPARTMENT

How about a 914 month? Well, why not, it's summer, you can take the tops off, and anyway, we could do with tidying up our 914 stores corner!

1973 2.0 914, damaged at the front but repairable. This was a really beautiful full history car — LHD of course — that we'd rather sell than dismantle. A bit over £1,000 with all the essential bits to repair.

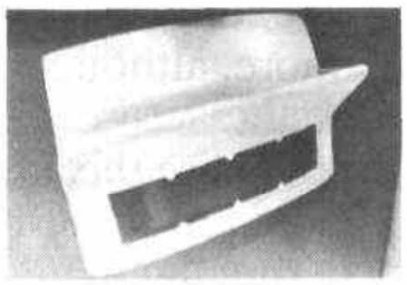
1973 2.0 914 engine, complete and running well. **£450**

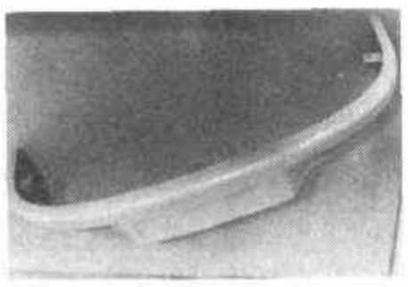
Plus sundry large boxes of bits all going for very sensible prices, including body panels, Bilstein struts, gearboxes, etc.

SPRING PROJECT

We've been pottering away over the winter with another 911 lightweight road car that should by now be back from the paint shop for its final build. It has steel Turbo rear flares, 3.0 RS Lightweight style glassfibre panels and spoilers, and will (probably!) be finished in Grand Prix White with black look, plus a Full lightweight interior in black, Recaro seats, Sport Bilsteins, 8J and 9Jx16 wheels with P7 tyres, Carrera suspension and brakes, and currently an L.S.D. transmission with a 2.8 litre dual ignition fuel injected engine. With all the essential bits for an immaculate and very high performance road car, price must be around £12,500, depending on final specification.

MAY SPECIAL OFFER





Carrera RS pattern rear 'DUCK-TAIL' and front spoilers. The front bolts on to any pre-'74 911, and the rear will bolt on to them all. Its capacity's a bit limited for the wine glasses, but it's a super cosy spot for the cat. Anyone got a pet duck? Reduced from £150 to **£110 + VAT/Pair**.

3.5 LITRE

Is very definitely fun! Our ultimate Carrera Lightweight is at long last on the road, and with go provided by our 3,506 c.c. fuel injected dual ignition engine, and stop by our '4-pot' all-round A.P. Racing Brake Conversion, it's everything we hoped for. We're having fun (and wins!) on the hills — it was Porsche 1-2-3-4 at Prescott in April — and even more fun getting there and back! We only need to remove a little more of the Pilot's Brain . . . .

CARS FOR SALE

1973 Carrera RS 2.7. Grand Prix White with blue. We said last month that we hoped to have completed our total body renovation (strip to bare metal, new wings, loads of new bits, oven baked paint, etc. etc.) We hadn't of course! But if we haven't by now we'll be cross! **£9,500**

1973 911E 2.4. Oxford blue, black trim, '74 reg'd. New exhaust, XWX tyres, stainless steel oil tank, recon injection pump, just fully serviced. A singularly quick one. **£4,500**

1974 Carrera Targa 2.7. Black, black trim, 57,000. Excellent original car with all the Carrera extras, interior re-finished in Recaro black cloth, exterior re-furbished and looking absolutely superb. **£8,000**

1974 911S 2.7. Light green, tan trim, 2 owners, 59,000, and we've just fitted a replacement engine that's only done 12,000 from new. E.S.R., elec. windows and all the usual extras. A beautifully sound, rust-free original car. **£6,450**

1971 911T Lux Targa 2.2 L.H.D. Just resprayed red with black interior. S Reg, front spoiler, 911S alloys, new tyres, Konis, much work done. A very sound car we've known since before it was U.K. reg'd. **£2,750**

1979 (May) 911SC Sport. Black, black look, black trim, 21,000 miles, 2 owners, full history, all the extras and immaculate. **£13,750**



1979 (April) 928 manual. Metallic black, 3,100 miles **£16,750**



3.3 Turbo 1978 model, very comprehensive re-registered, re-styled. Engine/transmission overhaul. Guards red with black leather **P.O.A.**



1977 Carrera 3.0, silver, black look, black trim, sport spoilers. 2 owners, 48,000 **£10,950**



1976 Model 2.7 911 Lux Targa. White, black trim, tartan inserts. 2 owners, 33,000 **£8,950**

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1978 LOTUS Eclat 521. Silver, red leather trim, radio/tape **£6,499**
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1979 FIAT X1/9. Mid-engined two seater, Gold, black trim **£3,449**
1979 FIAT 127 Sport. Black, black trim, radio, rear w/wipe **£2,749**
1978 JAGUAR 4.2. Auto, Brown, leather trim, PAS, radio/tape, elec windows **£5,999**
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1979 MGB GT. Green, black trim, o/drive, Sundym **£3,999**
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1979 RELIANT Scimitar GTE. Silver, o/drive, PAS, Sundym, Wolfrace wheels **£5,799**
1977 RELIANT Scimitar GTE. Auto, Brown, PAS, radio/tape, HRW **£3,999**
1973 RELIANT Scimitar GTE. Auto, Grey, alloy wheels, HRW **£1,999**
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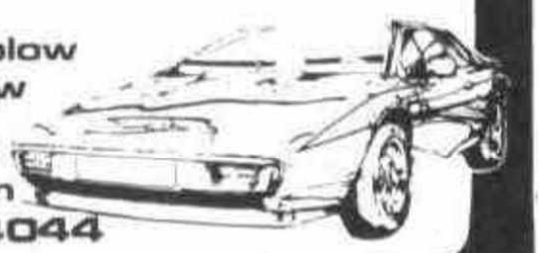
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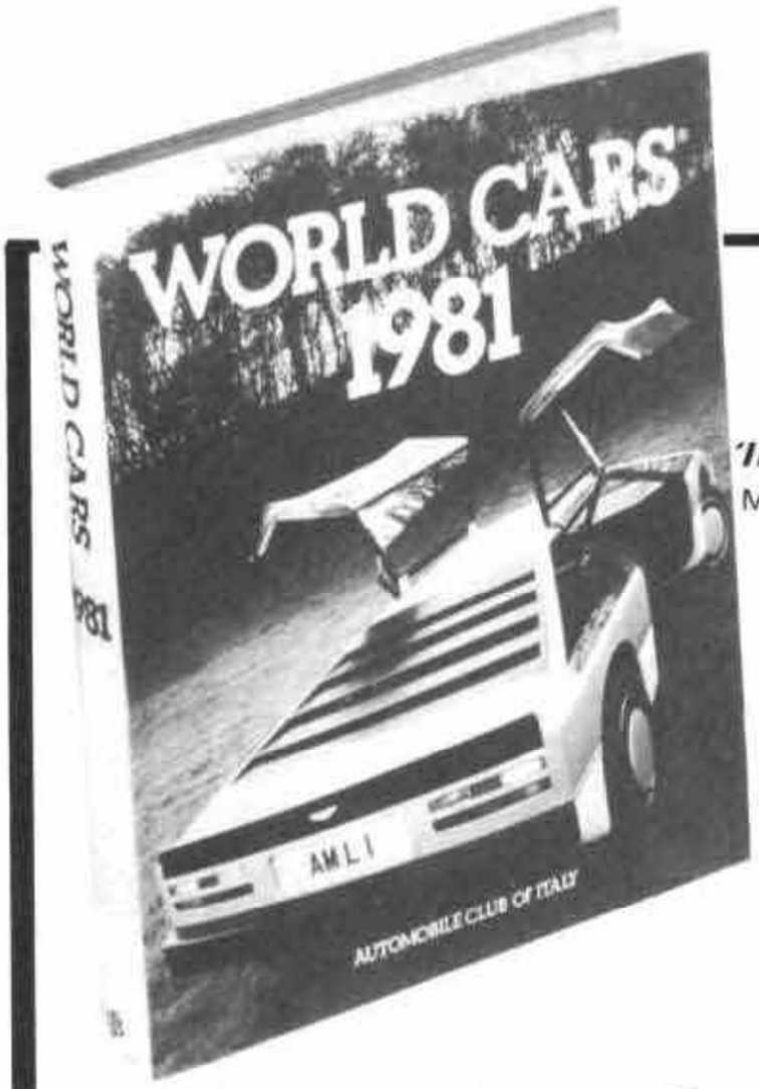
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INCORPORATING **SPEED** AND THE **BROOKLANDS GAZETTE**

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FRONT COVER PICTURE: James Thomson rounds the final hairpin on the tree lined Wiscombe Park Hill Climb course. This 20-year-old driver from Yorkshire has had a meteoric rise to the front echelons of hill climbing with FTD at several events this year. Although he took his Pilbeam to win the large racing car class at Wiscombe, he failed to make FTD, being beaten by fractions of a second in the top-ten run-offs by Dave Harris and Alister Douglas Osborn.

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MATTERS OF MOMENT

■ BUDGET BLUES

Car-users always pay very dearly in taxation and the last "blue" Budget ran to form, with 20p a gallon on petrol-tax and the licence rate up from £60 to £70. This at a time of recession, when it is imperative not to increase the cost of transporting manufactured goods and foodstuffs and when we are something like half-a-century away from the valid idea of the private car being in any way a luxury, for the majority of owners.

When the Government first got hold of the idea that all motor cars should carry number plates, there was an outcry. But this was inevitable, nor could much objection be raised when a tax on cars was introduced, because this was to pay for the better, dustless roads this new form of faster transport required. From that, however, it was but a short step to extracting an ever-increasing, unfair, levy on motor-vehicle owners, made far, far worse when the Road Fund was raided, before being deflected entirely to general Government revenue.

Apart from that, no very clear idea of how best to tax mechanically-propelled vehicles, to extract the maximum from their operators, emerged. In the early days of petrol-carriages authority devised a sliding-scale of taxation, at a not unduly vicious rate. This was changed to one based on horse-power in 1909-10. This also had a sliding-scale basis, ranging from £3 levied on cars of 6½ h.p.-12 h.p., up to £42 for those of over 60 h.p., in six increments, a total of seven horse-power classes in all. In 1920 the later RAC horse-power formula was adopted as the taxation basis, this working out at £1 per h.p. It was a disaster for British car design, because it took into account the diameter of the cylinders and their number, and thus encouraged low-speed, long-stroke engines. It bore small relation to developed horse-power; a Model-T Ford paid £23 a year (from the former six guineas!), a 3-litre Bentley £16. It was seen to be unfair to the big-engined but comparatively inefficient [I have to be careful here, for so many VSCC members are readers! — Ed.] older cars, and for a time those with engines made prior to 1913 were given a rebate.

Admittedly there was a reduction to 15/- (75p) per rated horse-power in 1934, but the aged-engines concession had long been abolished and with petrol tax ever increasing, not much of a concession was gained. Anyway, it was increased to 25/- per h.p. in 1940.

The Government of the day thought again in 1948, and introduced a flat-rate taxation system, but muddled thinking prevailed, because cars registered before that year were still taxed on the horse-power-rating method. (Which must have been nasty for legislative civil-servants and motor-tax offices but nice for those who printed the bumph.)

Finally, an overall flat-rate tax was introduced, and it only remained to increase this from £10 per year to £50, £60 and now to £70, while always retaining a savage tax on petrol, a tax dating back more than 70 years. In his "blue Budget", giving vehicle-users the blues, Sir Geoffrey Howe increased both, to a surprising degree. He is justifiably being criticised up and down the land, by those with goods to transport and those who will now pay more dearly for them, by those living in rural areas who depend almost entirely on the private car for daily transport, by those workers who go to and from business by car and who may not have had a pay-increase to compensate, and by those who use their cars for much-needed relaxation, in the country, or conversely, in the towns.

What do vehicle-users get in return for paying so much into the National Exchequer? An inadequate amount of this money allocated for repairing roads or building much-needed new roads. Speed-traps that can do almost nothing at all to promote road safety, applied in numerous cases to unrealistic speed limits which have not been updated for years in spite of vehicle improvements and inflicted in some areas with disgustingly-inaccurate radar-guns which were not exposed until one wrongly convicted person took time and money to fight their use; no increase in general parking-space, but wardens to pounce if a vehicle pauses for a few minutes in village or city street; closure of local motor-taxation offices, resulting in cost, delay, and frustration to those from whom these astronomical levies are extracted; compulsion to pay purchase-tax and fit safety-belts which are not compulsory to wear, and now the feeble introduction of new seat-harness legislation relating only to young children and not even to be endorseable if disobeyed! [Please strap yourself to your "lethal weapon" if you feel safer that way, unless, like the writer, you are claustrophobic, but do fight *compulsion*, legislation that it would be almost impossible to enforce — Ed.].

If Sir Geoffrey Howe was so anxious to hit the motorist yet again, and harder than before, he might when doing so at least have introduced a clause that would have encouraged the use of smaller-engined, less-petrol-thirsty cars. It would not have been difficult, surely, to have allowed the former £60 tax-rate to have remained, say for cars with engines of less than 1,500 c.c. This wouldn't have made tax forms or collection much more complicated than the prevailing system that has divisions innumerable for commercial-vehicles and which still contains those historic reductions for 6 h.p. and 7 h.p. cars first

Continued overleaf

Motor Sport Fixture List for May

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
May 1st/3rd	**ASAC Corse**	—	**Corsica**	**Tour of Corsica (World Rally Championship) (INT)**	—
May 1st/3rd	**Real Pena Motorista Vizcaya**	—	**Spain**	**CS Rally (European Rally Championship) (INT)**	—
May 2nd	750 MC	Oulton Park Circuit	Nr. Tarporley, Cheshire	Race Meeting *(R)*	—
May 2nd	**ASA Nivernais**	**Magny Cours**	**France**	**European Formula 3 Championship (INT)**	—
May 2nd/3rd	Bugatti Owners Club	Prescott	Cheltenham	Round of RAC Hillclimb Championship *(N)*	—
May 2nd/3rd	Exeter Club	Haldon Forest	Nr. Exeter	Southwest Stages Rally *(N)*	—
May 3rd	**AC Bologna**	**Imola**	**Italy**	**San Marino GP (World Championship Round) (INT)**	—
May 3rd	DRC	Donington Park Circuit	Castle Donington, Derby	Race Meeting *(R)*	—
May 3rd	BRSCC	Snetterton Circuit	Norwich, Norfolk	Race Meeting *(C)*	—
May 3rd	Slaithwaite MC	Fulbeck Airfield	Navenby, Lincs.	Opposite Lock Rally *(CJ)*	09.01
May 3rd	London Car Club	Goodwood Circuit	Nr. Chichester, Sussex	Pace Sprint Championship *(R)*	—
May 3rd/4th	**BRSCC**	**Brands Hatch Circuit**	**Dartford, Kent**	**Race Meeting (INT)**	14.30
May 4th	BARC	Thruxton Circuit	Nr. Andover, Hants	Race Meeting (British Formula 3 Championship) *(N/R)*	14.00
May 4th	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting *(N/R)*	—
May 4th	BRSCC	Castle Combe Circuit	Chippenham, Wilts	Race Meeting *(C)*	—
May 4th	BRSCC	Mallory Park Circuit	Leicester	Race Meeting *(INT/C)*	—
May 4th	AMC	Lydden Hill Circuit	Sittingbourne, Kent	Festival of Motorsport *(CJ)*	—
May 8th/10th	**Escuderia Drago-Winston**	—	**Spain**	**Maspalomas Rally (European Rally Championship) (INT)**	—
May 9th	VSCC	Curborough Sprint	Lichfield	Sprint Meeting *(C)*	—
May 9th	BARC	Oulton Park Circuit	Nr. Tarporley, Cheshire	Race Meeting *(R)*	14.00
May 9th/10th	Quinton MC	Bengry's Car Auctions Limited, Kingsland	149/437595	Novice Rally *(C)*	23.31
May 9th/10th	West Cumberland MC	Whitehaven Sports Centre	89/975177	Peak Revs Rally *(R)*	11.41
May 9th/10th	Chester MC	Anchor Motors	Wrexham	Trophy Rally *(CJ)*	—
May 9th/10th	Otley MC	Auction Mart, Otley	206 450½	Colman Tyres Rally (*Motoring News* Championship) *(R)*	23.15
May 9th/10th	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeeting (World Championship for Makes) *(N/R)*	—
May 9th/11th	**Union des Automobilistes Bulgares**	—	**Bulgaria**	**Ziatni Piassatzi Rally (European Rally Championship) (INT)**	—
May 10th	**Vallelunga ACI Sport**	**Vallelunga**	**Italy**	**European Formula 2 Championship (INT)**	—
May 10th	VSCC	Donington Park Circuit	Castle Donington, Derby	Race Meeting *(C)*	—
May 10th	BARC	Snetterton Circuit	Attleborough, Norfolk	British Formula 3 Championship *(N/R)*	14.00
May 10th	BARC	Mallory Park Circuit	Leicester	Race Meeting *(R)*	14.00
May 10th	Woolbridge MC	Wiscombe Park	Honiton, Devon	BARC Hill Climb Championship *(R)*	—
May 10th	AMC	Lydden Hill Circuit	Sittingbourne, Kent	Race Meeting *(R)*	—
May 10th	South of Scotland CC	Burnside Farm, New Abbey Road	Dumfries	Crossflags Production Car Trials *(CJ)*	10.45
May 10th	Eastern Counties MC	Sea Front, Felixstowe	Suffolk	Challacombe Jeep Felixstowe Autotest *(R)*	10.15
May 13th/17th	**AC Pavia**	—	**Italy**	**Four Regions Rally (European Rally Championship) (INT)**	—
May 15th/16th	**SWAC**	**Cardiff Airport**	**Wales**	**West Park International Welsh Rally (INT)**	09.45
May 15th/17th	**ASAC Lorrain**	—	**Italy**	**Lorraine Rally (European Rally Championship) (INT)**	—
May 16th	Westmorland MC	Barbon Manor Estate	Kirkby Lonsdale, Cumbria	Speed Hill Climb *(N)*	14.00
May 17th	**RACB**	**Zolder**	**Belgium**	**Belgian Grand Prix (World Championship Round) (INT)**	—
May 17th	BRSCC	Cadwell Park Circuit	Louth, Lincs.	Race Meeting *(R)*	—
May 17th	**AMOC**	**Brands Hatch Circuit**	**Dartford, Kent**	**Race Meeting (INT/R)**	14.15
May 17th	SMRC	Ingliston Circuit	Duns, Berwickshire	Race Meeting *(R)*	—
May 17th	TEAC	Lydden Hill Circuit	Sittingbourne, Kent	Race Meeting *(R)*	—
May 17th	Sevenoaks & DMC	North Weald Airfield	Epping, Essex	RAC British Autotests Championship *(R)*	10.30
May 23rd	MG CC	Silverstone Circuit	Towcester, Northants	Race Meeting *(C)*	11.30
May 23rd/24th	East Kilbride MC	Inverkip Garage, Main Street	Inverkip, 63/209722	Fairlie Roads Rally *(CJ)*	—
May 23rd/24th	**DRC**	**Donington Park Circuit**	**Derby**	**The Donington 500 (European Touring Car Championship) (INT)**	—
May 24th	SSCC	Knockhill Circuit	Fife	Race Meeting *(R)*	14.00
May 24th	BARC SW	Gurston Down	Broadchalke Salisbury	BARC Hillclimb Championship *(N)*	13.30
May 24th	BRSCC	Oulton Park Circuit	Nr. Tarporley, Cheshire	Race Meeting *(C)*	—
May 24th	**ADAC Zentrale eV; ADAC Mitterlrhein eV; Sportabteilung**	**Nurburgring**	**Germany**	**World Championship for Makes, European Formula 3 Championship (INT)**	—
May 24th	**ASA La Chatre**	—	**France**	**European Formula 3 Championshiop (INT)**	—
May 24th	**Autodromo Internazionale**	**Mugello**	**Italy**	**European Formula 2 Championship (INT)**	—
May 24th	**USAC**	**Indianapolis**	**USA**	**Indianapolis 500 (INT)**	—
May 25th	**BARC**	**Brands Hatch Circuit**	**Dartford, Kent**	**John Surtees Car Raceday (INT)**	14.00
May 25th	BARC	Snetterton Circuit	Nr. Attleborough, Norfolk	Bank Holiday Car Races *(R)*	14.00
May 25th	BRDC	Silverstone Circuit	Towcester, Northants	British Formula 3 Championship *(NR)*	—
May 25th	BRSCC	Mallory Park Circuit	Leicester	Race Meeting *(C)*	—
May 25th	BRSCC	Castle Combe Circuit	Nr. Chippenham, Wilts.	Race Meeting *(C)*	—
May 25th	AMC	Lydden Hill Circuit	Sittingbourne, Kent	Race Meeting (Festival of Motorsport) *(CJ)*	—
May 27th/31st	**South Swedish Rally**	—	**Sweden**	**South Swedish Rally (European Rally Championship) (INT)**	—
May 29th/31st	**Motor Club Mirage uzw Landen**	—	**Belgium**	**Haspengouw Rally (European Rally Championship) (INT)**	—
May 31st	**Automobile Club de Monaco**	**Monte Carlo**	**Monaco**	**Monaco Grand Prix (World Championship Round) (INT)**	—
May 30th	**500 MRCI**	**Kirkistown Race Circuit**	**Co. Down, Ireland**	**Race Meeting** *(C)*	13.30
May 30th/31st	Newport CC	Newport	Gwent	Motoloyd Trophy Rally *(R)*	23.30
May 30th/31st	MAC	Shelsley Walsh	Worcester	RAC British Hill Climb Championship *(N)*	11.00
May 31st	AMOC	Curborough Sprint	Lichfield	Sprint Meeting *(R)*	—
May 31st	750MC	Lydden Hill Circuit	Sittingbourne, Kent	Race Meeting *(R)*	—
May 31st	SSCC	Knockhill Circuit	Fife	Race Meeting *(R)*	—
May 30th-June 5th	**Automobile and Touring Club de Grece**	**Acropolis**	**Greece**	**Acropolis Rally (World Rally Championship) (INT)**	—
June 6th	BARC	Oulton Park Circuit	Nr. Tarporley, Cheshire	Race Meeting *(R)*	14.00

MATTERS OF MOMENT

Continued from previous page

registered before 1947 (which pay £50 a year), for over-250 c.c. motorcycles first taxed before 1933 which weigh less than 101.6 kg. (£14 a year), and for three-wheelers weighing 425 kg. or under (£28, or £7 if of less than 150 c.c.!). [All ridiculously complicated, although we hope sincerely that people using older vehicles that comply will make sure they obtain these concessions — Ed.].

The country's motor transport is far too highly taxed, Sir Geoffrey, which can only harm Britain in this time of recession.

THE NO. 1 DRIVER

All the bickering that is at present dulling the greatness of Formula One racing will, no doubt, be discussed elsewhere, by those who were present at the races concerned or who know about Grand Prix motor racing as it is run today — the major rows, which race counts as a Championship event, why the new Lotus cars are banned, and so on. There will also be much interminable discussion about Carlos Reutemann refusing to let Alan Jones win the Brazilian Grand Prix.

There is nothing much that hasn't happened before in racing, however. Segrave once gave Lee Guinness the slip and won the 1921 JCC 200-Mile Race against Talbot-Darracq team orders, after René Thomas had disobeyed Coatalen's instructions and beaten Guinness at Le Mans earlier that year. Then there was the classic case of von Brauchitsch ignoring Neubauer's signals at Monaco in 1937 and beating the number one Mercedes driver Rudolf Caracciola who had been intended to win, and we remember how Fangio only let Moss win by a whisker, again for Mercedes-Benz, at Aintree in 1955 and, moreover, made it very obvious. On the other hand, there has been very thorough co-operation between drivers in the past, when often a slower driver has been called in and his No. 1 put in his place — Collins would stop and hand over to Fangio in the Ferrari team, for instance, and if space permitted we could quote a great many more examples. But in those days, there was not the intense pressure of Big Business, High Finance and TV to inflate such items of motor racing interest into major episodes surrounded by drama and gloom.

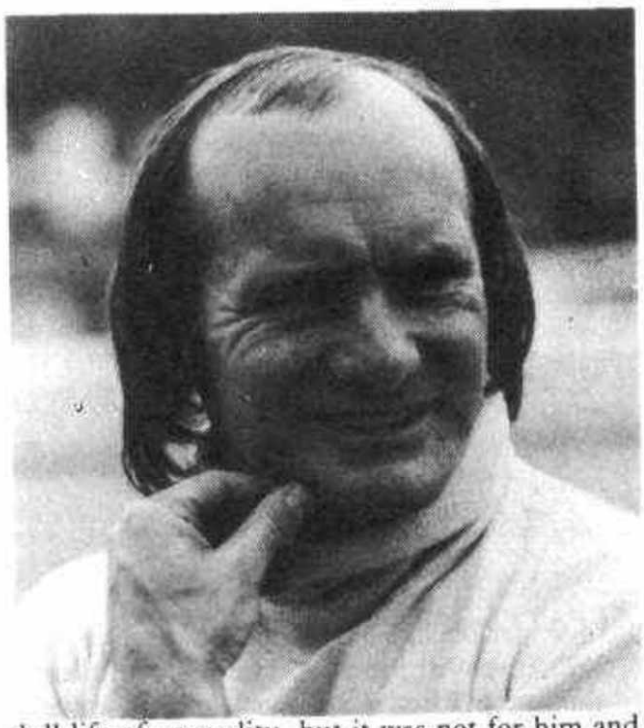
OBITUARY

Mike Hailwood, MBE, GM

WHEN A racing man dies in action, in a race or while testing, it is sad. When a racing man dies in old age, having led a long and full life, it is also sad. In neither instance is it a shock, it is just part of life. A racing driver who dies in full action is part of the hard side of motor racing which we must all face up to; death in old age is as inevitable as night turning into day. But when a racing man dies neither in action nor in old age that is awfully hard for us to bear.

Stanley Michael Bailey Hailwood died as the result of a banal road accident on Monday March 23rd after doctors had spent two days fighting to save his life. Driving his family Rover saloon Mike crashed into a lorry not far from his home in Tanworth-in-Arden. The circumstances of the accident were completely unjustified.

Known affectionately all over the world as "Mike the Bike" Hailwood was World Champion more times than most people can remember, he won more races in the Isle of Man than most people can remember, and was quite simply the greatest racing motorcyclist that has ever lived, not just because of what he won but more importantly because of the way he won. There must be more true legends about Mike Hailwood and his motorcycle racing than all the rest put together. When he turned to car racing he did not excel in quite the same way, but equally he was no sluggard, but he upset some car people because he enjoyed life too much, and was not as "serious" or "dedicated" as they would have wished. This, of course, was complete nonsense, for you do not win races on the Isle of Man if you are not serious and dedicated, but that does not mean you have to be boring and gloomy. After a bad crash in a McLaren Formula One car at the Nurburgring, Mike gave up car racing and tried to "retire" to a



dull life of normality, but it was not for him and he returned to have another go at motorcycle racing. After an 11-year gap he went back to the Isle of Man and won two more TT races, with rides that brought tears of emotion to the strongest men's eyes, none more than his own.

Then he really retired and set up a motorcycle business in Birmingham with an old friend and sparring partner Rod Gould and at the age of 41 was enjoying life to the full, happily married with two growing children. That he should die as the result of a stupid road accident makes one wonder just who is in control of our destinies. Mike the Bike may be dead, but he will not be missed, for he will never go from our thoughts, wherever there is a racing motorcycle Mike will be there. For motorcycle and car racing enthusiasts Mike Hailwood will always be there. He was and always will be the greatest motorcycle racer of all time. You cannot destroy a personality like Mike Hailwood by simply killing him. — D.S.J.

The VSCC at Donington

THE SECOND Vintage SCC race meeting of 1981, counting towards the MOTOR SPORT Brooklands Memorial Trophy Contest, will be held at Donington Park on May 10th, a Sunday, although Sunday racing would never have been countenanced at Brooklands. The first race will start at 2 p.m. and the programme will include the Shuttleworth and Nuffield Trophy Race after which the day's racing is named. This is for pre-war racing cars, over 12 laps from scratch. There will also be the Tim Birkin and John Holland Trophies Scratch Race, over eight laps, for vintage racing cars, a race for vintage sports cars in road-trim, an allcomers' race and the usual supporting races. All those who enjoy seeing the older motor cars in full cry on this excellent Midlands circuit should have an enjoyable day, unless the Autojumble draws them away. Admission charges are £3.00 for adults, children under 14 free and paddock transfer is £1.50, dogs not admitted — W.B.

* * *

Air Display

That worthy organisation, the Guild of Air Pilots and Air Navigators, is holding a Flying Display on May 24th., at Denham Airfield, where many years ago we attended one of the first meets of the Vintage Aeroplane Club. All the usual items are promised, including ascents by hot-air balloons, parachuting, model aircraft, etc., and there is to be a display of vintage and other cars, probably with Bentleys predominating. — W.B.

AC News

WE hear that AC Cars Limited have virtually completed the transfer of company activities from the Old High Street, Thames Ditton, factory to the newer premises in Summer Road, Thames Ditton, Surrey.

For the time being, the Sales Department for the AC 3000 ME Sports Car now in production, will remain at the Old High Street address, pending the construction of new showroom premises at Summer Road. Information regarding the AC 3000 ME will be supplied and demonstrations arranged by contacting Keith Judd (Sales) on 01-398 5621 or 01-398 0183.

* * *

Correction

ELISEO SALAZAR is, of course, Chilean and not Swedish as implied in the caption to the photograph on page 587.

* * *

Things They Say

"SPORTS CAR racing has not much appeal to English crowds. The greatest fun is derived by the competitors themselves, and by those few hardy enthusiasts who cheerfully pay up to inspect anything on four wheels that smells of petrol. To the great body of the public, however, motor racing means out-and-out racing cars, and the brighter the paint the better." From *Speed* magazine, 1937. Nothing changes, does it?

CLUB NEWS

Cooper Car Club

PLANS are afoot to form a Club or Register for owners and enthusiasts for Cooper cars and the many derivatives. Already support has come from Cooper drivers of old like Eric Brandon and Alan Brown. The activities of John Cooper and his father range from simple JAP engined 500s, through big sports cars to Formula One cars, as well as various road cars. Co-ordinator for this proposed new club is Grahame Fleming, 16 Queen Elizabeth's Walk, Wallington, Surrey, England, who will be pleased to hear from anyone interested in joining or helping.

MG Car Club, V8 Register

OF the many Registers within the MG Car Club, that catering for the owners of the V8 engined B GT models must be one of the smallest, but this, by no means, implies any lack of activity. Founded towards the end of 1978, the register has its own regular social meetings, a strong and very useful spares scheme and, perhaps most valuable of all, publishes very detailed workshop notes in the main club's monthly magaine, *Safety Fast*. The first fifty of these workshop notes have been brought together in a handy, spiral bound book and these will be available to members at £5.50, or to non-members at £7.50. Register secretary is Victor Smith, 14 The Mall, East Sheen, London SW14 7EN.

The Bugatti Owners Club

IN addition to catering for the needs of the many enthusiasts for Monsieur Ettore Bugatti's products, the Bugatti Owners Club runs a series of hill climb meetings at their Cotswold headquarters, Prescott Hill, near Cheltenham. This year, the twisting hill, which once was the front drive to Prescott House, will be host to two rounds of the National Hill Climb Championship, as well as to rounds of the more local, but similarly prestigious, Midlands Hill Climb Championship and to less formal, Club events. One such, which promises to be good value for the Classic Car enthusiast, is the meeting to be held on June 6th and 7th, where there will be classes for sports and racing cars, subdivided into two groups, pre-war and post war to 1964. It is also intended to hold a special parade of 30/98 Vauxhalls, many of which will also be competing in the pre-war sports car class. Secretary of the Meeting is Pat Preston, Deep Mill Lane, Great Missenden, Bucks.

Tayford Trophy Magazine

IN Scotland, three independent clubs, the 750 Motor Club (Scotland), the Arbroath and District Motor Club and the 55 Car Club, share many of each other's events, thus maintaining a high level of activity for their members at the same time as keeping the burden on volunteer organisers to a minimum. Throughout the year, members compete in a series of events for the Tayford Trophy, an inter-club challenge award, and the activities are chronicled in entertaining style in another joint venture, the monthly Tayford Trophy Magazine. One of the larger meetings this year, the Tayford Trophy Fintry Hill Climb, will be organised in conjunction with the Aberdeen and District Motor Club and takes place on May 10th.

The VSCC at Silverstone

(April 11th)

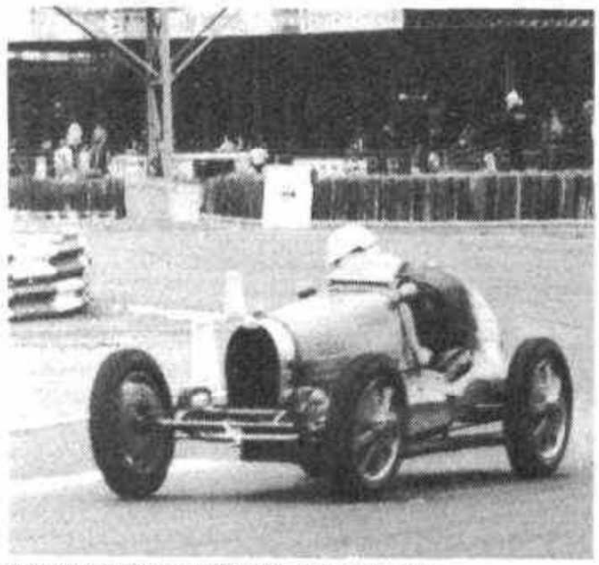
THE Vintage SCC had excellent weather and a fine entry of 150 cars for its first Silverstone race meeting (Club circuit) of the year. First, cars circulated for 40 minutes in the traditional High Speed Trial, said to be a simple exercise for novices; but it caused four retirements and four failed to qualify. Of those who put in the required number of laps, three were girls, Miss Forti (Alvis Speed 20), Di Threlfall (Austin 7), and Jane Arnold-Forster (Austin 7), the participation of the ladies being a happy aspect of VSCC competition in this age of female-liberation — so please, Grant Peterkin, can we one day have an all-ladies' VSCC race, as they used to do at Brooklands?

The first race was a five-lap Handicap, Duly's Alfa Romeo Monza winning from Bellenie's 1½-litre Riley Special and Chant's 4.3-litre Alvis "Brutus". In this race, a car which looked as if it had strayed from the Brooklands' outer-circuits was the very long Giron-Alvis, with dual superchargers for its 3½-litre engine hidden in the nose cowl, the work of the late Louis Giron.

Next came the 10-lap Itala and Lanchester Trophies Scratch Race for genuine vintage racing cars. Nothing stopped Hamish Moffatt in Wall's *monoposto* Type 35B Bugatti from dominating the event from start to finish, and as Kain and Mason chased him hard in their Type 35Bs this was a convincing Bugatti domination. Moffatt lapped at a rousing 80.07 m.p.h. having won last year, in this Bugatti. Nigel Arnold-Forster's Becquet-Delage, a 1923 GP car in which is installed a 1917 V8 12-litre Hispano Suiza aero-engine, its exposed cylinder-blocks and cam-covers painted blue, even to the core-plugs, to match the handsome bodywork, was a centre of interest. There is but a two-speed gearbox, giving ratios of 2.46 to 1 and 1.74 to 1, so Nigel has to coax the 150 to 200 horses away on the clutch, with some judicious wheelspin from the 4.50/4.75-21 rear tyres. Sure enough, he stalled it at the start but some impressive and quiet speed along the straights enabled this exciting car, on its first modern appearance, to catch all but the three leaders, for which it won the Lanchester Trophy (at 70.20 m.p.h., with a best lap of 74.69 m.p.h. — for other speeds, see results), from Adrian Liddell's dazzle-hued Straker Squire. The Hispano engine of Nigel's compact monster is quoted as of 11,959 c.c., which compares with the 11,762 c.c. of the similar engine in the 1921 Brooklands Wolseley Viper. A Type 55 Zenith carburetter between the cylinder blocks feeds each bank through large inlet piping and there are two plugs per cylinder, each magneto supplying four plugs per block.

All this excitement did not detract from the excellent drive by 'Trishia Pilkington in a 1930 1,750 c.c. blown Alfa Romeo which her husband had cobbled up from spare parts, being careful not to make the body a replica of anything in particular. She finished fifth ahead of Tom Threlfall's well-known Lancia and the Straker Squire.

The lone five-lap Scratch Race was then led from beginning to end by Malyan's 328 Frazer Nash-BMW, with Newman's 1½-litre Riley Special and Bellenie's similar confection following it at a spaced-out distance. That led to the 10-lap Pre-War Allcomers' Scratch Race. This set a precedent for the VSCC, in that it was a sponsored race, although only in respect of the winner's trophy apparently. The competing cars did not carry decals, however, and it wasn't possible to see whether all the drivers were wearing Haggar International Magic Stretch Slacks, although I must say I hadn't realised that you can buy a new pair of trousers these days for only £12. There was a further whiff of sponsorship in the air, for it was rumoured that the famous ex-Prince "Bira" ERA "Romulus" (R2B) was racing for the only time this year, at the request of *Vogue* magazine. That did not prevent Bill Morris from driving it magnificently, leading all the way, with a fastest-lap of 82.70 m.p.h., about which Donald Day in his 2-litre ERA (R14B) and Nick Mason in another 1½-litre ERA (R10B) could do nothing at all. So this was just as much an ERA domination as the other 10-lap race had been a Bugatti walk-over. While cars like Gahagan's ERA (R7B) and Felton's Alfa Romeo were retiring, Morris built up an unassailable lead, to the delight of Narisa Chakrabongse, owner of "Romulus". Following the trio in were Tim Llewellyn in the big Bentley and Pat Marsh in ERA R1B. Another to retire had been Peter Morley in the 24-litre Bentley-Napier, after a good start. He was thinking longingly of Nigel's bottom gear of 2.46 to 1, which he could use as an uprated top-gear on his true monster, which is otherwise unchanged since last season. Paul Morgan was out in an interesting road-going, just-pre-war 4½-litre Talbot, with remade single-seater body, a car thought not to have been used until after the war. Harper's ever-welcome Aero Morgan was out-cornering Freddie Giles' GN/Morgan "Salome" in spite of the latter's extra wheel, the three-wheeler no doubt aided by modern Avon tyres, to finish ninth. But in a later race it dropped out, its puzzled owner peering beneath it on the straight, where it had come to a standstill. Reverting to this Haggar Allcomers' race, Millar's Maserati 8CTF did not appear and Lindsay had a return of the old magneto trouble with the ERA "Remus" (R5B).



MOFFATT and Wall's 35B Bugatti.

To off-set the excitement of this race another 5-lap Handicap followed, although this must have seemed just as exciting to those taking part — incidentally, the race-fields were very big, so that any one of them might almost have constituted an entire smaller pre-war Brooklands meeting! Mrs. Pilkington came through well in her "new" Alfa Romeo to win from Hudson's 1½-litre Ulster Aston Martin and Loveday's Alvis Speed 20, Zeuner meanwhile again losing all the sparks in his Type 37 Bugatti.

So we came to what had to be the fastest race of the afternoon, the 10-Lap Allcomers' scratch contest. The presence of the vast and immaculate transporter of Neil Corner Racing implied that Corner was back again with his 3-litre 12-cylinder ex-Tasman Dino Ferrari. In fact, he was completing part of a sell-off of some of his cars, pending some rumoured interesting new developments in his stable, de Cadenet taking his D-type Jaguar (the tail-fin of which just clears the transporter 's roof) and the Hon. Patrick Lindsay the 1914 GP Opel. The enthusiastic and versatile Lindsay said he was racing "Remus" as relaxation after auctioning an equally-famous painting for nearly £2-million a few days before, and to his credit he drove away after the racing in his newly-acquired Edwardian racing Opel.

Opposing Corner in the race were Simon Phillips in his 1958 Lotus 16 and Martyn Chapman in the equally-well-known 1958 3.7-litre Monza Lister-Jaguar, although rumour says he may be selling the Lister, perhaps to get on with the E-type ERA project. An added attraction, and one which it is said would-be spectators were enquiring about beforehand, was David Llewellyn in the ex-Stan Jones' 250F Maserati, which Alan Jones' father drove into 3rd place in the 1957 Armore New Zealand Grand Prix. Non-starters included Vic Norman's second Ferrari, the Dino 246, which would have been entrusted to Albert Obrist (just as well it non-started, for this is a car using some new parts and having "no continuous history", so should be foreign to VSCC policy). The 4CL Maserati of Dan Margulies (whose career we featured last month) had blown-up expensively in practice.

It turned out an exciting race. Corner was nowhere in it on the opening lap, which was led by Chapman, with Lindsay's incredible 1936 ERA "Remus" second, now on its third magneto, and Phillips third. Next lap and Corner was third, as Lindsay had dropped back a bit, flame streaming from "Remus" exhaust-pipe on the over-run. By lap 4 Corner was in second place and on the next round he went into Woodcote on the right of the Lister, to pass it, but his lead was short-lived. We were now debating whether Lindsay had his ERA going faster than ever before or whether the post-war cars were not up to form, because the ERA was still in fifth place, behind Harper's B-type Connaught but ahead of Norman's 250F Maserati, and not giving much ground. Someone thought Corner was braking earlier into Woodcote than he had done in other races. A cynic wondered whether they were staging a ding-dong battle in the hope of being noticed by a race-sponsor, with a view to getting themselves Haggared, debagged, or something. . . .

However, two laps from the finish Corner decided it was time to do something about Chapman's fairly comfortable lead and he again went past, lapping at 90.59 m.p.h., to win safely from the Lister-Jaguar, Phillips some way back in third place, with Harper next home, Lindsay still a most creditable fifth, and Norman trying to close the undignified gap. Llewellyn spun his Maserati at Becketts, twice I believe, and retired, although he reports that it is a nice car to drive, but he is obviously still learning. It was good to see Alan Cottam's Connaught out again, one of four entered, although Harper's car should not have a Jaguar engine with the "toothpaste tube" body.

A slightly drawn-out afternoon merged with evening as the two final 5-lap handicap races were run off. In the last Chant's 4.3-litre Alvis "Brutus" won from Tim Llewellyn's 8-litre-engined Bentley, and Macpherson, who came up fast from the very back of the field in his Cooper-Bristol. In the previous event the winner had been Bugler's LG45 Lagonda, which took the lead two laps from the finish, beating Bishop in

HILL CLIMB REVIEW

Wiscombe Park

THE first of 16 rounds of the 1981 British Hill Climb Championship took place on Sunday, April 12th at the attractive Devonshire venue, Wiscombe Park. Early season, new car vagaries caused a large number of non-starters, resulting in only just over 80 competitors coming to the start line on a chilly spring day. Nonetheless, the competition in most classes was close, even if the hill was rather too slow for any records to fall, and the organisers and sponsors (Aston Martin Owners Club and Pace Petroleum) must have been pleased with the day's proceedings.

After rain the previous night followed by early morning mist, Wiscombe's tree lined upper reaches took a long time to dry out, which, in turn, created a certain tactical lethargy amongst the more experienced competitors who were all angling to practice with the track in the condition it would be in during the competition. Thus practice started in a rather desultory fashion and finished rather later than planned, leaving little time to inspect the cars in the paddock before the first competitive runs.

Class 1, for Special Saloon Cars under 1,300 c.c. was a close run thing between 1980 Haynes Leaders Hill Climb Champion, Charles Barter, and former Champion, John Meredith, the decision going to the latter with a time of 44.33 compared with Barter's 44.52. Both were driving Hartwell Imp derivatives. The larger Special Saloon Car class was left wide open when current record holder, Jim Thomson, mounted the bank at the left hand corner only yards after the start, recording 66.08. Fastest after the first runs was Mark Spencer in his very handsome, black, 2.2 litre engined RS2000 Ford with 49.29, but Tony Howell took his Mini up in 47.77 on his second run, setting Jim Thomson quite a challenge, which he met with a very tidy climb in his 2.3 litre Vauxhall Chevette to record 47.39, winning the class. Spencer was third, his second climb taking 48.34 secs.

Class 3, for GT and Modified Sports Cars, under 1,300 c.c., contained only three competitors, all using Imp power. Fastest after the first runs was Simon Brookman's Ginetta with 49.93, but on the second runs Ian Sargent managed 49.55, with his Clan, to win the class. The large GT and Modified Sports class was, in contrast, very popular, containing a number of Aston Martins, a batch of Sunbeam Tigers and no less than six Gilberns, and every car with the possible exception of Oliver Walker's Lightweight E-type Jaguar looked fit for use on the road. With such a range of machines, the times were spread across a wide band, top honours falling to Paul Channon's immaculate and very handsome AC Cobra with 47.40 — perhaps this result is not surprising when one knows that Channon has completed over 200 timed climbs of this, his local hill. Second was the equally attractive "Sphinx" Jaguar of Paul Weldon, this Allard bodied 'D' type Jaguar engined car recording 48.23 followed closely by Andy Simm's 48.33 with a 4/4 Morgan. Fastest of the Aston Martins was the DB4GT of David Heynes with 52.07, best Gilbern on Handicap was Nicholas Vandervell's Invader with 56.49 and quickest Sunbeam Tiger was Richard Day on 52.8.

The fifth class, for under 1,600 c.c. Clubmans and Sports Racing Cars, went to the Mallock of Charles Wardle and Jim Robinson, the former winning with 42.04 to Robinson's 43.19. Third in this all-Mallock class was Alex Grenfell on 43.52. The over 1,600 c.c. Clubmans class was rather poorly supported and was boosted by the entry of two pre-war sports racing cars, in the form of the Monza Alfa Romeos of Tony Taylor and David Shute, Taylor's best time being 54.67. Of the other three competitors, Graham Priaulx from Guernsey made the fastest time in a very impressive second climb recording 40.86 with his 2 litre Tiga SC80.

Classes eight and nine were for racing cars under 1,100 c.c. and between 1,100 and 1,600 c.c. respectively, the Imp engined Harrison of Alan Cox leading the smaller class after the first runs with 43.78, but losing position to Russell Ward's March 773 on the second runs where Ward climbed in 42.48 secs. to Cox's second time of 42.78. Martin Bolsover and David Gould had the larger class sewn up between them, their collective slowest time being over two seconds ahead of their nearest rival. The decision went to Bolsover, with 40.15 on his second run with his new Pilbeam MP51 while Gould's Ford BDA-engined, self-made Terrapin recorded 40.87.

The over 1600 c.c. racing class was the best subscribed, and promised the most excitement with all but one of the top ten from the 1980 championship entered. Roy Lane suffered from fuel feed problems with his March in practice, and was all set to share David Harris's Pilbeam, but managed to effect repairs to the Hart engined car in time. Richard Fry and Edward Williams had purchased Rob Turnbull's Pilbeam MP41 during the week before the event and substituted this car for the Ralt they had originally entered, which meant that Turnbull was without a drive.

Alister Douglas Osborn was running a large capacity (3.6-litres) experimental Cosworth DFY engine, reputedly producing 530 b.h.p., in a 1981 built Pilbeam 47B incorporating improved rear suspension and altered side-pod profiles. David Franklin, on the other hand, had completely removed the aerodynamic side-pods from his BMW engined March. Chris Cramer, 1980 Champion, was using an ex-Formula 2 Toleman TG 280, running on Pirelli tyres and Martyn Griffiths' car consisted of the monocoque from Harris's old Pilbeam MP 42, but equipped with a complete set of new components and powered by a 2.5-litre Hart engine. Harris himself was running a Pilbeam MP 50, again Hart engined. An unfortunate non-starter was Chris Dowson with his ex-MacDowell Brabham BT 34 — some valve collets had broken and he was unable to obtain and fit spares for this 5-litre Repco engine in time.

First competitor to break the magic 40 seconds (for the day — the record stands at 36.40 to Chris Cramer) was James Thomson, the twenty year old son of Jim Thomson (winner of class 2) who has taken the hill climb world by storm this year with his very rapid progress in his Hart engined Pilbeam MP 40, recording FTD at a number of venues. His first climb at Wiscombe was 39.18, which gave him the lead at the end of the first climbs, the only other competitors getting below 40 seconds being Douglas Osborn (39.60), Harris (39.64) and Griffiths (39.53). By the time the second climbs were taking place, the track was somewhat faster, enabling Thomson to reduce his time to 38.62, Douglas Osborn to 38.85 and Harris to 38.81. Lane improved on his first run time to bring him into the under 40 second bracket with 39.49, and Griffiths was close to his first run with 39.87, the class thus falling to James Thomson.

Thus the qualifiers for the top ten run-off were:

Priaulx (Tiga SC 80)	40.86
Dungworth (Malcolm) (Pilbeam MP 22)	40.57
Franklin (March 782)	40.41
Harvey (Max) (March 792)	40.29
Bolsover (Pilbeam MP 51)	40.15
Griffiths (Pilbeam MP 46)	39.53
Lane (March 812)	39.49
Douglas Osborn (Pilbeam MP 47)	38.85
Harris (Pilbeam MP 50)	38.81
Thomson (Pilbeam MP 40)	38.62

Cramer had had an unfortunate day, having recorded an uncharacteristically slow time on his first climb with his new car which is obviously still very much in the testing and improving stage, and hitting the bank on the first corner on his second ascent. Not discouraged, he agreed to give the commentary for the top ten runs, which got underway with 41.68 to Priaulx and 41.25 to Dungworth, indicating that the cool, late afternoon breeze had slowed things up from the earlier conditions. The only improvement on qualifying time was made by Franklin with 40.31, and at the end of the first round, Thomson was still ahead with 38.65 to Douglas Osborn (38.89) and Harris (38.92). As the cars returned to the paddock for the final climbs, it was interesting to note that Douglas Osborn was weaving all over the track in an attempt to warm his front tyres, while others were warming the rear tyres by spinning the wheels in short bursts. Commentator Cramer made the point that it is no good having hot rear tyres with cold fronts, as this makes for an unbalanced car, far better to have both warm.

The tyre spinning antics obviously paid off, albeit to a limited extent, as the final climbs showed improvements. First to break Thomson's first run time was Douglas Osborn with a climb in 38.57, despite a rather untidy exit from the first corner, but Harris promptly managed 38.29. Would Thomson be able to eclipse this to record another FTD? Driving in his usual neat style, he made a valiant attempt, but was in fact a tenth of a second slower than his previous time with 38.74, leaving Harris the winner of this, the first round of the 1981 National Hill Climb Championship.

— P.H.J.W.

VSCC SILVERSTONE — continued

Hernandez' Austin 7 and Peter Binns' road-equipped Brooklands-model Riley. Also road-equipped was Bob Danaher's Maserati 8CM, driven by son Sean. J. F. Middleton was given the Crompton "Driver of the Meeting" Award, his 1929 4½-litre Bentley looking very standard, although he did open a pane of its vertical windscreen for racing, which is more than Haye did on his equally standard-looking 1927 SD 12/50 Alvis beetle-back. — W.B.

Results:

Lanchester & Itala Trophies Race:
1. H. F. Moffatt (Bugatti), 78.95 m.p.h.
2. B. B. D. Kain (Bugatti)
3. N. Mason (Bugatti)

Haggar Pre-War Allcomers' Race:
1. W. R. G. Morris (ERA), 80.89 m.p.h.
2. D. H. Day (ERA)
3. N. Mason (ERA)

Allcomers' Race:
1. E. N. Corner (Ferrari), 87.89 m.p.h.
2. M. C. Chapman (Lister-Jaguar)
3. S. Phillips (Lotus)

5-Lap Scratch Race:
J. Malyan (Frazer Nash-BMW), 65.89 m.p.h.

First 5-lap Handicap:
K. Duly (Alfa Romeo), 70.54 m.p.h.

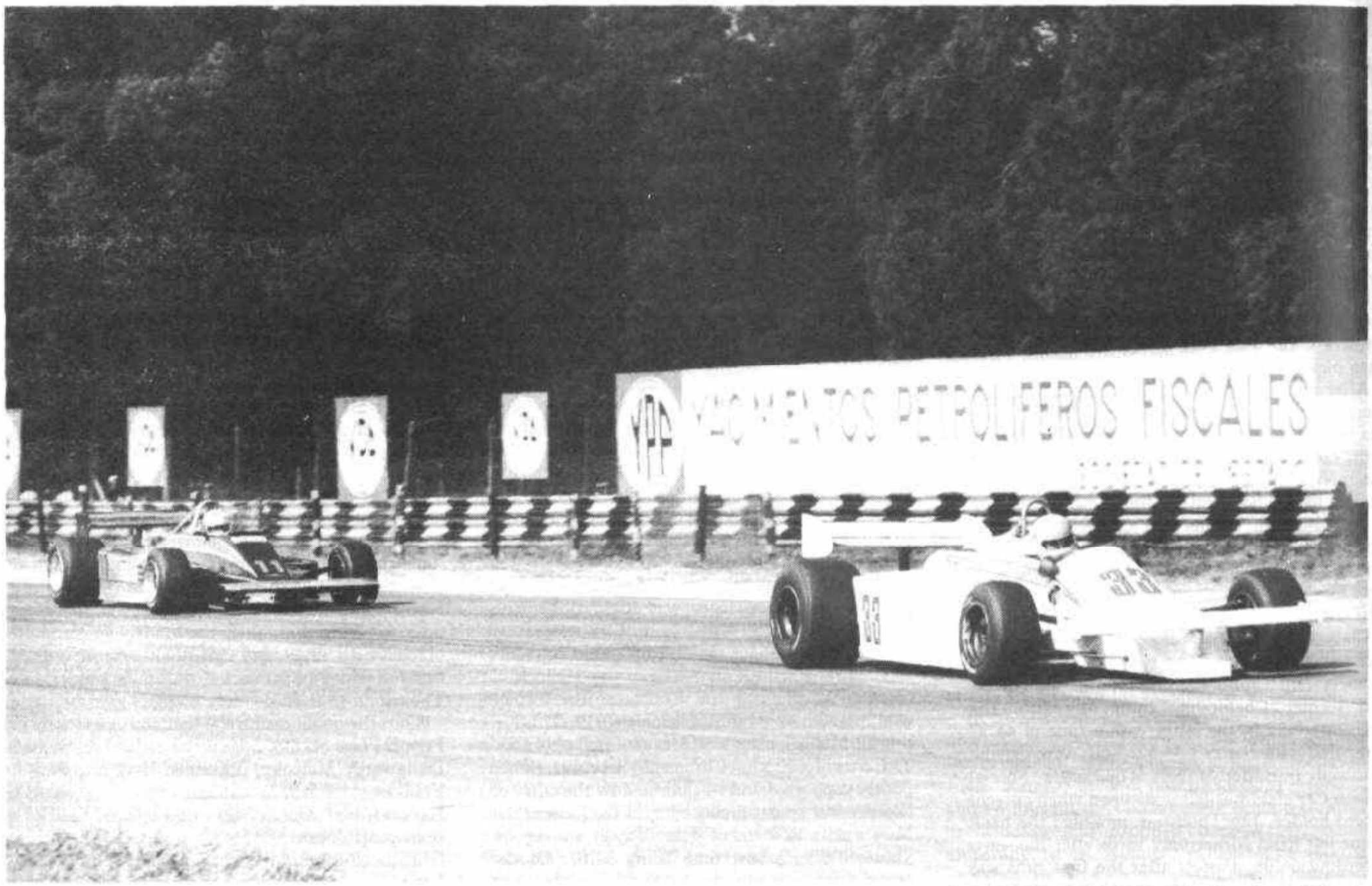
Second 5-lap Handicap:
Mrs. Pilkington (Alfa Romeo), 65.99 m.p.h.

Third 5-lap Handicap:
J. C. Bugler (Lagonda), 62.02 m.p.h.

Fourth 5-lap Handicap:
B. R. Chant (Alvis), 69.80 m.p.h.

Fastest lap of the day: E. N. Corner (Ferrari), 90.59 m.p.h.

Leaders to date in the 1981 MOTOR SPORT Brooklands Memorial Trophy Contest: B. R. Chant (Alvis), 26 points; G. Bellenie (Riley Special), 21 points; Duly, Moffatt, Malyan, Morris, Mrs. Pilkington, Bugler 18 points each. *Next round:* Donington, May 10th.



ARGENTINE GRAND PRIX

PATRICK TAMBAY's Theodore leads Elio de Angelis's Lotus 81 in the opening stages of the Argentine GP. Tambay retired, de Angelis finished sixth.

Piquet makes up for his Brazilian mistake!

Buenos Aires, April 12th

FROM the start of practice for the Argentine Grand Prix, held at Buenos Aires' Municipal Autodrome within the spacious *Parc Almirante Brown,* Nelson Piquet was without question the man to beat. Driving his Brabham-Cosworth BT49C fitted with the novel hydro-pneumatic suspension system which has caused howls of "unfair" from rival teams, the enthusiastic young Brazilian was absolutely determined to make up for the silly mistake he had made two weeks before when he'd started the rain-soaked Brazilian Grand Prix on "slick" tyres, a tactical decision which turned out to be a woeful error of judgement. The Buenos Aires circuit had been resurfaced for a considerable part of its length since last year when the surface broke up quite badly in several places and this, combined with the effective way in which Gordon Murray's new suspension system has circumnavigated the "skirt ban", contributed to a pole position time which was a second and a half faster than last year! In 1980 Alan Jones was the fastest qualifier in 1 min. 44.17 sec. in his Williams FW07; this year Piquet's Brabham BT49C recorded a 1 min. 42.665 sec. lap during the first timed practice session, held in comparatively cool conditions, and he was never really challenged from that point onwards.

Piquet was not without his problems, however. On one occasion he lost his brakes as he came into one of the tight infield hairpins, the pedal going "soft" due probably to some air in the system or a slight fluid leak. The Brabham careered off onto the grass, narrowly missing a photographer, before shuddering to a halt with its driver almost trembling with fright! The main opposition to Piquet's Brabham came from the Renault and Williams teams, the French turbocharged cars running reliably throughout although not quite demonstrating the out-and-out speed which some optimists had predicted in view of the two long straights at Buenos Aires. Prost continued using chassis RE22B which had originally come to South America as the team spare and been taken over by him for the race at Rio while Arnoux was at the wheel of RE26B which had been rebuilt round a new monocoque following the startline shunt in Brazil. Prost qualified second fastest on Friday on 1 min. 42.981 sec., keeping his place on the front row despite failing to improve during the warmer weather conditions of the final session. Arnoux's best was 1 min. 43.997 sec., good enough for fifth fastest even though the uncomplaining driver felt once again that he simply couldn't "get with it" and wasn't driving at anywhere near his best.

In the Williams pits there was an atmosphere of cautious optimism, the team obviously attracting a considerable degree of attention in view of the

ENTRY

No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Alan Jones	AUS	Williams	FW07C	White Green	Cosworth V8	Michelin	Saudi Arabia Leyland
2	Carlos Reutemann	ARG	Williams	FW07C	White Green	Cosworth V8	Michelin	Saudi Arabia Leyland
3	Eddie Cheever	USA	Tyrrell	010	Blue	Cosworth V8	Michelin	
4	Ricardo Zunino	ARG	Tyrrell	010	Blue	Cosworth V8	Michelin	
5	Nelson Piquet	BR	Brabham	BT49C	Blue White	Cosworth V8	Michelin	Parmalat Foods
6	Hector Rebaque	MEX	Brabham	BT49C	Blue White	Cosworth V8	Michelin	Parmalat Foods
7	John Watson	ULS	McLaren	MP4	Red White	Cosworth V8	Michelin	Marlboro Unipart
8	Andrea de Cesaris	I	McLaren	M29F	Red White	Cosworth V8	Michelin	Marlboro Unipart
9	Jan Lammers	NL	ATS	D4	Yellow	Cosworth V8	Michelin	ATS Wheels
11	Elio de Angelis	I	Lotus	81	Blue Red Silver	Cosworth V8	Michelin	Essex Petroleum
12	Nigel Mansell	GB	Lotus	81	Blue Red Silver	Cosworth V8	Michelin	Essex Petroleum
14	Marc Surer	CH	Ensign	N180B	Red White Blue	Cosworth V8	Michelin	
15	Alain Prost	F	Renault	RE20B	Yellow White Black	Renault V6 t c	Michelin	ELF
16	Rene Arnoux	F	Renault	RE20B	Yellow White Black	Renault V6 t c	Michelin	ELF
17	Derek Daly	IRL	March	811	Black White	Cosworth V8	Michelin	DIN Guinness
18	Eliseo Salazar	CHI	March	811	Black White	Cosworth V8	Michelin	DIN Guinness
20	Keijo Rosberg	FIN	Fittipaldi	F8C	White	Cosworth V8	Michelin	
21	Francesco Serra	BR	Fittipaldi	F8C	White	Cosworth V8	Michelin	
22	Mario Andretti	USA	Alfa Romeo	179C	Red White	Alfa Romeo V12	Michelin	Marlboro Scaini
23	Bruno Giacomelli	I	Alfa Romeo	179C	Red White	Alfa Romeo V12	Michelin	Marlboro Scaini
25	Jean-Pierre Jabouille	F	Talbot	JS17	Blue White	Matra V12	Michelin	Gitanes ELF
26	Jacques Laffite	F	Talbot	JS17	Blue White	Matra V12	Michelin	Gitanes ELF
27	Gilles Villeneuve	CDN	Ferrari	126CK	Red	Ferrari V6 t c	Michelin	Fiat Agip
28	Didier Pironi	F	Ferrari	126CK	Red	Ferrari V6 t c	Michelin	Fiat Agip
29	Riccardo Patrese	I	Arrows	A3	Orange White	Cosworth V8	Michelin	Ragno Beta
30	Siegfried Stohr	I	Arrows	A3	Orange White	Cosworth V8	Michelin	Ragno Beta
31	Miguel Guerra	ARG	Osella	FA	Blue White	Cosworth V8	Michelin	Denim Aftershave
32	Guiseppe Gabbiani	I	Osella	FA	Blue White	Cosworth V8	Michelin	Denim Aftershave
33	Patrick Tambay	F	Theodore	TR3	White Red	Cosworth V8	Michelin	Teddy Yip

PRACTICE TIMES

No.	Driver	Friday pm	Saturday pm
1	A. Jones	1.44.662	**1.43.638**
2	C. Reutemann	1.43.935	1.44.094
3	E. Cheever	1.45.117	1.45.357
4	R. Zunino	1.47.464	1.48.143
5	N. Piquet	**1.42.665**	1.44.364
6	H. Rebaque	1.44.712	1.44.100
7	J. Watson	1.45.073	1.45.202
8	A. de Cesaris	1.46.387	1.46.663
9	J. Lammers	1.47.174	1.47.576
11	E. de Angelis	1.45.252	1.45.065
12	N. Mansell	1.45.369	1.45.790
14	M. Surer	1.45.734	1.46.188
15	A. Prost	1.42.981	1.43.748
16	R. Arnoux	1.43.997	1.44.080
17	D. Daly	1.48.191	1.49.571
18	E. Salazar	—	1.51.086
20	K. Rosberg	1.45.273	1.44.191
21	F. Serra	1.46.743	1.46.706
22	M. Andretti	1.46.329	1.46.059
23	B. Giacomelli	1.47.109	1.46.918
25	J-P. Jabouille	1.49.581	1.50.226
26	J. Laffite	1.46.854	1.47.594
27	G. Villeneuve	1.44.236	1.44.132
28	D. Pironi	1.45.108	1.45.599
29	R. Patrese	1.45.008	1.45.357
30	S. Stohr	1.47.342	1.46.444
31	M. Guerra	1.47.609	1.48.571
32	G. Gabbiani	1.48.121	1.48.203
33	P. Tambay	1.46.872	1.45.297

rivalry between its two drivers and the fact that Reutemann was trying for the umpteenth time to break the apparent jinx that has thwarted his efforts to score a home victory time after time. A brand new spare car (chassis no. 14) had been built up in time for the Buenos Aires race, but Jones and Reutemann stuck to their usual machines for qualifying. On Friday Reutemann managed a 1 min. 43.935 sec. best before suffering an engine failure and this looked as though it would be good enough for third place on the starting grid until Jones bumped him back to fourth with an impressive 1 min. 43.638 sec., the fastest time for Saturday and set with only four minutes of that final session to go.

Neither Williams driver had been totally satisfied with their car's handling and the atmosphere between them and their rivals at Brabham, the next pit to theirs, was hardly improved when Frank Williams put in an official protest about the BT49C's hydro-pneumatic suspension system on Friday afternoon following the end of practice. The normally calm Gordon Murray was "absolutely disgusted", to use his own words, not because he did not agree that his system used a clever loophole in the rules, but because he had been told a fortnight earlier in Rio that Williams admired his interpretation of the regulations and would not be protesting it "because the FOCA teams should stick together!" The stewards considered the Williams protest, and rejected it, as they did one on the same subject from Renault after the race on Sunday, so they were in no doubt that *they* felt the Brabham system to be legal, even if few others (apart from Brabham) agreed with them!

Meanwhile, down in the Lotus garage there were some very long faces, for the scrutineers had not been as benevolent in the case of the new "twin chassis" Lotus 88, rejecting it when it was first presented. This left Colin Chapman completely drained and exhausted, for he felt that he had been the victim of something approaching a conspiracy and virtually said so in a rather hastily worded press statement which was released on Friday. Chapman was so disappointed about the failure to admit his new car that he left Buenos Aires before the end of practice and thus, for the first time in 22 years, was not in the pits to see his cars race on the Sunday. Of course, neither de Angelis nor Mansell were particularly happy either, for no development work has been done on the overweight type 81s over the past few months and they seemed real handfuls on the fast Buenos Aires course. Under the circumstances de Angelis did quite respectably to qualify tenth, although his 1 min. 45.065 sec. best was miles away from a competitive lap. Mansell was 15th on 1 min. 45.369 sec. despite clutch failure on Friday which indirectly contributed to gear selection difficulties.

Completing the top six, as if to emphasise the effectiveness of the Brabham BT49C suspension, was Hector Rebaque (1 min. 44.100 sec.) the little Mexican driving smoothly and tidily, his car not fitted with the experimental Weismann gearbox on this occasion. In seventh place on the grid was the irrepressible Gilles Villeneuve, running the gauntlet of a host of Ferrari engine failures and spectacular spins. His team-mate Pironi briefly

THOUGHTFUL: Mario Andretti ponders over his Alfa Romeo's disappointing performance with Autodelta's Carlo Chiti.



STARTING GRID

15
A. Prost
(Renault V6 t/c)
1 min. 42.981 sec.
6 (1 min. 46.57 sec.)

2
C. Reutemann
(Williams-Cosworth V8)
1 min. 43.935 sec.
43 (1 min. 46.26 sec.)

6
H. Rebaque
(Brabham-Cosworth V8)
1 min. 44.100 sec.
8 (1 min. 46.35 sec.)

20
K. Rosberg
(Fittipaldi-Cosworth V8)
1 min. 44.191 sec.
3 (1 min. 48.92 sec.)

11
E. de Angelis
(Lotus-Cosworth V8)
1 min. 45.065 sec.
43 (1 min. 47.65 sec.)

28
D. Pironi
(Ferrari V6 t/c)
1 min. 45.108 sec.
2 (1 min. 49.22 sec.)

33
P. Tambay
(Theodore-Cosworth V8)
1 min. 45.297 sec.
30 (1 min. 47.86 sec.)

14
M. Surer
(Ensign-Cosworth V8)
1 min. 45.734 sec.
4 (1 min. 48.77 sec.)

8
A. de Cesaris
(McLaren-Cosworth V8)
1 min. 46.387 sec.
18 (1 min. 49.85 sec.)

21
F. Serra
(Fittipaldi-Cosworth V8)
1 min. 46.706 sec.
10 (1 min. 49.95 sec.)

23
B. Giacomelli
(Alfa Romeo V12)
1 min. 46.918 sec.
37 (1 min. 48.32 sec.)

4
R. Zunino
(Tyrrell-Cosworth V8)
1 min. 47.464 sec.
33 (1 min. 49.01 sec.)

5
N. Piquet
(Brabham-Cosworth V8)
1 min. 42.665 sec.
6 (1 min. 45.28 sec.)

1
A. Jones
(Williams-Cosworth V8)
1 min. 43.638 sec.
36 (1 min. 47.01 sec.)

16
R. Arnoux
(Renault V6 t/c)
1 min. 43.997 sec.
33 (1 min. 47.18 sec.)

27
G. Villeneuve
(Ferrari V6 t/c)
1 min. 44.132 sec.
37 (1 min. 48.83 sec.)

29
R. Patrese
(Arrows-Cosworth V8)
1 min. 45.008 sec.
40 (1 min. 48.30 sec.)

7
J. Watson
(McLaren-Cosworth V8)
1 min. 45.073 sec.
31 (1 min. 47.34 sec.)

3
E. Cheever
(Tyrrell-Cosworth V8)
1 min. 45.117 sec.
(—)

12
N. Mansell
(Lotus-Cosworth V8)
1 min. 45.369 sec.
2 (1 min. 50.88 sec.)

22
M. Andretti
(Alfa Romeo V12)
1 min. 46.059 sec.
18 (1 min. 48.49 sec.)

30
S. Stohr
(Arrows-Cosworth V8)
1 min. 46.444 sec.
28 (1 min. 48.83 sec.)

26
J. Laffite
(Talbot-Matra V12)
1 min. 46.854 sec.
5 (1 min. 50.06 sec.)

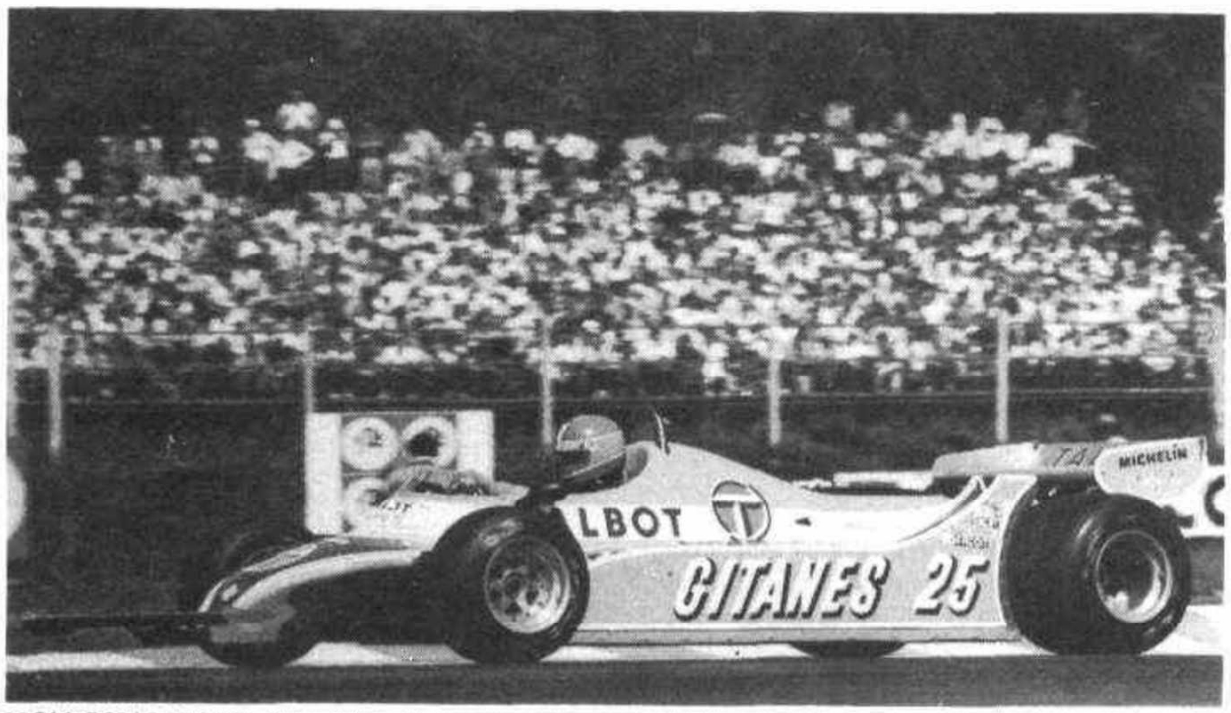
9
J. Lammers
(ATS-Cosworth V8)
1 min. 47.174 sec.
37 (1 min. 49.14 sec.)

Did not qualify.
31 M. Guerra (Osella-Cosworth V8) 1 min. 47.609 sec.
32 G. Gabbiani (Osella-Cosworth V8) 1 min. 48.121 sec.
17 D. Daly (March-Cosworth V8) 1 min. 48.191 sec.
25 J-P. Jabouille (Talbot-Matra V12) 1 min. 49.581 sec.
18 E. Salazar (March-Cosworth V8) 1 min. 51.086 sec.

N.B. Times in brackets are best laps in race and number in bold is lap on which achieved.

tried the sole Comprex supercharged 126CX-V6 engine at Buenos Aires during untimed testing on Thursday afternoon, but this quickly broke a drive belt and was put away in the back of the garage. For the rest of the weekend the flame-spitting Ferraris were fitted with KKK turbocharged engines which seemed to be in major troubles every time one looked in the Ferrari pit's direction. Villeneuve put on his usual display of never-say-die enthusiasm, although most people felt he was too near the limit for too much of the time; not for himself, you understand, but for the survival prospects of his troublesome racing car. His best lap was 1 min. 44.132 sec., quicker than team-mate Pironi who was 12th quickest on 1 min. 45.108 sec.,

continued overleaf



NON-QUALIFIER: Jean-Pierre Jabouille couldn't qualify his Talbot-Matra — and this time there was no Jarier to act as stand-in.

ARGENTINE GP — *continued*

conserving his best race engine for Sunday's Grand Prix.

Despite grappling with brake and handling problems Rosberg qualified his Fittipaldi F8C well in eighth place on 1 min. 44.191 sec., the Finn being the last of the "hares" for behind him was a margin of almost a second back to Patrese's Arrows A3 which just wouldn't rev properly during the last session. John Watson had started off very promisingly in the new McLaren MP4, but his pit crew has wasted a lot of time attempting to isolate a handling problem which, on detailed examination, turned out to be caused by a broken shock-absorber. They subsequently failed to get back into the swing of things and the Ulsterman's practice efforts in this new machine earned him a 1 min. 45.073 sec., eleventh quickest. That was substantially better than his youthful team-mate Andrea de Cesaris who spent most of his time spinning his older McLaren M29F and qualified 18th.

In the second half of the grid there were few surprises, although both Tambay in the Theodore and Surer in the Ensign were doing a good job of embarrassing several well-heeled and established teams. The Alfa Romeos were in dire trouble with both handling problems and a mysterious reluctance to rev, the latter fault being put down to a faulty batch of coils, and Mario Andretti tried a revamped 1979 chassis with different weight distribution and new profiles for its side pods, this machine dubbed 179D/1. In the end the American handled his regular 179C, starting from 17th place on the grid, five positions ahead of his equally frustrated team mate Bruno Giacomelli. The Talbot-Matra team had rather foolishly sent reserve driver Jean-Pierre Jarier home to France, feeling that Jabouille was now well able to cope with the business of qualifying for a Grand Prix. That they were wrong is not a reflection on Jabouille's physical condition, but a reflection on the totally chaotic state the team found itself in. Neither driver could get his car handling remotely well and, for most of practice, the Matra V12s were spluttering on less than their full quota of 12-cylinders, the spare car being pressed into action regularly. Laffite was an ignominious 21st on 1 min. 46.854 sec. while Jabouille joined the hopeless Osella and March teams in the ranks of non-qualifiers.

The first pointer to troubles for Alan Jones came during the half-hour warm up session on race morning when the World Champion complained that his Williams' Cosworth engine felt "really flat". The mechanics pored over it, stripping the fuel injection system as they frantically sought to get to the root of the problem. There was no question of changing the engine in the time available, but they did the best they could and Jones went to the line with his fingers well and truly crossed.

When the race started, it was simply "no contest". Piquet eased the Brabham BT49C into the lead from Jones mid-way round the opening tour and completed the first lap five lengths clear of Jones, Reutemann, Patrese, Arnoux, Prost, Rebaque, Pironi, Rosberg and Watson. There had been a bit of a "kerfuffle" at the start as Cheever's Tyrrell burnt out its clutch on the line, the American driver getting away very slowly and holding up those behind him on the right hand side of the grid. Villeneuve had also had an appalling first lap, getting very sideways on the long flat-out right hander at the far end of the circuit, and coming through right at the tail of the field. On the second lap, with Piquet extending his lead with contemptuous ease and Reutemann shooting past Jones into second place, both Pironi and Mansell trailed into the pits to retire with expensive and spectacular engine failures.

By lap seven Piquet's advantage was an amazing 12 seconds and the order behind him had settled down with Reutemann ahead of Prost and Rebaque, driving well, in front of Jones, Arnoux, Patrese and Watson. Tambay's Theodore was throwing out a lot of oil smoke, Andretti's Alfa sounded dreadful and Serra was regularly missing gearchanges as he came past the pits. On lap 13 Lammers decided that his ATS's handling was so awful that he stopped to have the rear wing changed and two laps later Surer's overworked Ensign retired with engine failure. Running so close to the back of the field that it was embarrassing, Laffite's Talbot-Matra crawled into the pits and gave up the contest at the end of lap 19.

Meanwhile Piquet was more than 20 sec. in the lead and the Argentine crowd, who had vociferously been shouting their support for Reutemann became strangely silent as Rebaque not only caught their hero but slipped past him on lap 15 and began to pull away. There was an air of unreality about the proceedings now, for Rebaque may be a handy enough driver, but there is no way the Mexican is of the calibre of Reutemann, Prost, Jones or Arnoux and here he was in second place with these others strung out behind him. Jones, in fifth place, was handling Arnoux quite confidently and Watson was within sight of them both, then there was a gap to Patrese, Andretti's rough-sounding Alfa Romeo and Tambay's oil-throwing Theodore which was closely embroiled in a tussle with de Angelis.

From this point onwards the race degenerated into a tedious procession, its air of unreality partially mitigated when Rebaque's fine efforts came to an end mid-way round lap 33. The rotor arm within the Brabham's distributor broke and the second Brabham BT49C coasted to a silent standstill out on the circuit. That left Reutemann in second place from Prost, Jones and Arnoux and the race ran out processionally in that order with Piquet winning as he pleased to the accompaniment of a lot of "humphing and mumphing" about the Brabham's suspension system. In the closing stages of the race de Angelis forced his Lotus 81 past Patrese's Arrows to take sixth place, the latter driver plagued with wheel vibration and a sticking throttle which is something to be avoided on the fast sweeps of a track like Buenos Aires!

Patrese thus finished seventh ahead of Andretti, for Tambay's Theodore had retired when its oil ran out and, Watson had stopped the new McLaren with a strange vibration at the rear. Villeneuve spent a frustrating afternoon sitting behind local hero Zunino's Tyrrell until his Ferrari spun off with a broken driveshaft. Zunino, incidentally, was penalised a full lap for taking a short cut after a spin, so although one might have considered the 1981 Argentine Grand Prix a somewhat processional event, at least the officials were fair and dispassionate in applying penalties for those who offended! — A.H.

Results

THE ARGENTINE GRAND PRIX — Formula One — 53 laps — Autodromo Buenos Aires — 5.9682 kilometres per lap — 316.31 kilometres — Warm & dry

1st	Nelson Piquet (Brabham BT49C/11)	1 hr. 34 min. 32.74 sec. — 200.63 k.p.h.
2nd	Carlos Reutemann (Williams FW07C/12)	1 hr. 34 min. 59.35 sec.
3rd	Alain Prost (Renault RE22B)	1 hr. 35 min. 22.72 sec.
4th	Alan Jones (Williams FW07C/11)	1 hr. 35 min. 40.62 sec.
5th	René Arnoux (Renault RE26B)	1 hr. 36 min. 04.59 sec.
6th	Elio de Angelis (Lotus 81/3)	1 lap behind
7th	Riccardo Patrese (Arrows A3)	1 lap behind
8th	Mario Andretti (Alfa Romeo 179C)	1 lap behind
9th	Siegfried Stohr (Arrows A3)	1 lap behind
10th	Bruno Giacomelli (Alfa Romeo 179C)	2 laps behind — not running
11th	Andrea de Cesaris (McLaren M29F)	2 laps behind
12th	Jan Lammers (ATS D4)	2 laps behind
13th	Ricardo Zunino (Tyrrell 010)	2 laps behind

Fastest lap: Nelson Piquet (Brabham BT49C/11) on lap 6, in 1 min. 45.287 sec. — 204.066 k.p.h.

Retirements: Eddie Cheever (Tyrrell 010) clutch failure, on lap 1; Didier Pironi (Ferrari 126CK/050) engine failure, on lap 3; Nigel Mansell (Lotus 81/2) engine failure, on lap 3; Keijo Rosberg (Fittipaldi) fuel pump-drive, on lap 4; Marc Surer (Ensign MN15) engine failure, on lap 14; Jacques Laffite (Talbot-Matra) engine failure, on lap 19; Francesco Serra (Fittipaldi F8C) gearbox trouble, on lap 28; Hector Rebaque (Brabham BT49C/12) ignition failure, on lap 32; John Watson (McLaren MP4) gearbox trouble, on lap 35; Patrick Tambay (Theodore TY/01) loss of oil, on lap 35; Gilles Villeneuve (Ferrari 126CK/051) broken driveshaft, on lap 40.

24 starters — 13 finishers

Letter from South America

Dear D.S.J.,

When I arrived in Argentina I began thinking about the old saying which goes "the Good Lord smiles on the righteous". In South Africa (where you didn't come), it poured with rain; in Brazil (where you didn't come again), it poured with rain. In Long Beach (where you *did* come), we were bathed in sunshine. Surely, I thought, it won't rain in Argentina. Well, it did. The two practice days prior to the Grand Prix were dank, overcast and full of intermittent showers. But thankfully, this "spell" was broken on race day and we were treated to some typical Buenos Aires weather with bright skies and a hot sun.

A great deal has happened since Long Beach, much on the two South American circuits but also plenty of activity, discussion and bickering in the paddocks. Naturally, by the time we arrived in Buenos Aires the focal point of attention was the "feud" between Carlos Reutemann, the local hero, and his team mate Alan Jones, this resulting from the Williams 1-2 finish in the Brazilian Grand Prix where Reutemann failed to allow Jones through to win (for whatever reason) against team orders. You will recall that Frank Williams was most insistent at a recent press conference in London that his drivers were only employees (very important employees, admittedly!) and they were highly paid for doing precisely the job they were employed to do — and that included adhering to pre-arranged team instructions. Although Frank has insisted all along that this is an internal matter and that press speculation merely "stirs it all up", I think you'll agree that if he comes out publicly taking such a firm stand at a press conference, he can hardly complain when we all want to know what he proposes to do about a major exhibition of indiscipline as displayed by Reutemann in Brazil. In fairness to the Williams team, I think that their boss has made it very clear that Reutemann must abide by his commitment in the future and that a further breach might result in his being replaced. But in Argentina Williams was very keen to play down the whole affair and, although the drivers now both regard each other with a certain degree of caution, there was plenty of banter which relieved the tension of the situation.



GAMESMANSHIP: Alan Jones holds up his provocative pit board to the jeering Buenos Aires crowd. Frank Williams obviously approves!

The most amusing moment came during the second day of practice when some wag in the crowd opposite the Williams pit held up his own "pit board" reading "REUT-JONES", indicating that was the order the Argentine crowd wanted them to finish the race. Frank Williams immediately responded by coming to the pit wall and holding aloft a board reading "JONES-REUT", much to the vociferous disapproval of the crowds. Then the drivers joined in. Jones held up the same board, then Reutemann held up another board saying "REUT-JONES". The crowd loved every minute of it, cheering or whistling contemptuously depending on which driver was in view. The sequel to that came on race morning during the untimed warm-up session when half a dozen other teams held up "JONES-REUT" boards to the crowd, all at the same time. You can imagine the reaction!

Thankfully, the problem of keeping his team in order didn't arise for Frank Williams in Argentina. Reutemann, on his 39th birthday, finished second and took the lead of the World Championship for Drivers. Jones, hampered by a down-on-power engine, finished fourth in what he later described as "the most frustrating drive of my whole career". But the Williams team did at least maintain its record of bringing both cars home in the top six; second and fourth would have most teams doing backward somersaults of delight, so it's a measure of the high standards set by the Williams team that they were rather disappointed with the outcome.

Of course, the Brabham BT49C which led the race from start to finish in the hands of Nelson Piquet attracted more than its fair share of attention. Gordon Murray has neatly side-stepped the current regulations concerning ground clearance in a very clever and, in my view, quite legal fashion. His clever system of hydro-pneumatic suspension allows the car to settle down to the point at which its side skirts are running to within an infinitesimal fraction of an inch from the ground, obviously touching occasionally as do all the current cars under conditions of pitch and roll. When the car arrives in the pits, the bodywork and skirts are back to the regulation 6 centimetres above the ground, thus conforming to the rule that says the car should have this ground clearance when leaving and arriving in the pits. Of course, this is a very delicately balanced system and its legality at the time it arrives in the pit lane depends on the driver coming in very slowly indeed so that the air pressure over the body's upper surface is minimal and the car doesn't remain below the crucial 6 centimetres. The scrutineers at Buenos Aires were obviously quite satisfied that the car is legal because they rejected two protests on the subject, one from Williams during practice and one from Renault after the race. The same scrutineers decreed the Lotus 88 to be *illegal*, although they were fulsome in their praise for Colin Chapman's ingenuity. That was no consolation for the very depressed Lotus chief who issued a very terse press statement which implied that the rest of the Grand Prix world was "ganging up" on him. That, in turn, provoked the FISA President M. Balestre to announce that he was imposing a 100,000 dollar fine on Chapman for making what amounted to "scandalous and untrue" allegations about the integrity of race officials! By the end of the weekend the whole affair was well and truly out of hand, even the French teams, who have hitherto been loyal to FISA, tabling a motion

continued overleaf

DOES IT TOUCH? Hector Rebaque in the Brabham BT49C which ran second in Argentina for some distance before retiring with a broken rotor arm. Does it regularly or systematically touch the track with its skirts? Designer Gordon Murray answers with an emphatic "no!"



LETTER FROM SOUTH AMERICA — continued

which objected most strenuously to M. Balestre's approach to the whole situation. Anyway, almost all the teams were unanimous in their opinion that the FISA President *should not* act unilaterally in such a fashion, so it's to be hoped that sanity and reason prevail in this matter when everybody cools down a bit, and that Chapman's implied threat that he might withdraw from Grand Prix racing over the Lotus 88 affair was made only in the heat of the moment.

In Brazil it was very pleasant to see Morris Nunn's enthusiastic little Ensign team achieve a taste of success, the pleasant Swiss driver Marc Surer splashing home to a praiseworthy fourth place and taking fastest race lap as well! This was the best result achieved by former F3 racer Nunn's team since he first tried his hand at the business of Formula 1 eight years ago, and it was achieved on a real shoestring budget. After a problem with their race engine, Surer was down to the team's last DFV as he started the Rio race and Mo Nunn was keeping his fingers crossed that they would not need to stop to change tyres since he had only two spare wheel rims at his disposal! I have to record that the Ensign team's sadly overworked DFV suffered a (not too serious) mechanical failure in Buenos Aires which caused Surer's retirement from the Argentine Grand Prix, but although Nunn is short of money, he is absolutely determined to hang on in the Grand Prix game and Surer is racing in return for only his expenses. It's so easy to write people off in this business, as many people once did Frank Williams, so perhaps if Ensign attract a really substantial sponsor they might make some progress. Remember, though, it's not simply a case of obtaining a big budget, but the knack of spending it to best effect which is absolutely crucial to success, as Frank Williams indeed has demonstrated.

Shortly before I went out to the South American races I was flicking through the pages of Mike Hawthorn's books *Champion Year* and *Challenge Me the Race*, good reads even by 1981 standards. I was reminded just how much racing has gone on in the Buenos Aires Municipal autodrome, in particular the historic victory of Stirling Moss in the spindly rear engined Rob Walker Cooper-Climax in the 1958 Argentine Grand Prix. Hawthorn recalls an air flight down to Buenos Aires in company with his team mates, their journey taking well over 30 hours in a propeller-driven Lockheed Constellation with little more than coffee and sandwiches to sustain them, and many stops en route. In 1981 an Aerolineas Argentinas Boeing 747 jet liner wafted us the 6,400 miles from Paris to Buenos Aires, non-stop, in little over 12 hours with all the creature comforts that you could expect in your own lounge at home. We live in a wonderful world, don't we?

Yours,
A.H.

GOOD TRY: Marc Surer in the Ensign on his way to a praiseworthy fourth place in the Brazilian Grand Prix at Rio.



Formula Two at Hockenheim

THIRD time was very lucky for Swedish Toleman-Hart driver Stefan Johansson at Hockenheim on April 5. Johansson, won his third ever Formula Two race driving for the works assisted DS Team Toleman. He started the race, the second round of this year's European Championship, from a mid-field grid position but rapidly sliced through the pack to catch up with the leading quintet, which consisted of the Ralt-Hondas of Mike Thackwell and Geoff Lees, the Ralt-BMW of Manfred Winkelhock, the March-BMW of Riccardo Paletti and the Maurer-BMW of Eje Elgh.

The Maurer was suffering from a lack of straightline speed so Johansson was soon up to fifth place and when, on lap 23 of 30 the charging Paletti's battery expired, Johansson found himself disputing third place with Winkelhock. Third place became second a couple of laps later when Thackwell, who had led for the majority of the distance, suffered a fuel pick up problem and fell back to fourth and then fifth place on the subsequent tour as Lees, whose tyres had deteriorated, spun. However, it looked as though Winkelhock, the local hero, was destined to claim that first place at the flag for each of Johansson's doggedly determined attempts to pass was convincingly checked. But Johansson had a surprise up his sleeve. Entering the wide, sweeping hairpin bend known as the 'Sachs Curve' for the last time (with just two corners ahead of him) Johansson feinted a lunge for the inside, fooling Winkelhock into taking a tight line to block him, and then calmly drove around the outside of the German to claim a brilliant victory. Third place was salvaged by Thackwell, fourth by Elgh and fifth by Lees while Carlo Rossi in another Toleman-Hart took the last point for sixth place. — I.M.B.

* * *

Miniatures News

NEWS of a remarkable model aeroplane engine appeared last year in *The Chartered Mechanical Engineer*, whose Editor has given us permission to publish details. The model in question was made in 1919 and entered for a competition organised by Thos. Parsons and Sons, covering any model of a 1914/18 war-weapon. Mr. F. J. Williams entered his model of a 70 h.p. V8 Wolseley-Renault aero-engine but stipulated that it shouldn't qualify for first prize, as had it won this it would have been presented to HM Queen Alexandra. He was, in fact, awarded the third prize, of £15. The prizes were presented, incidentally, by Alcock and Whitten-Brown (who had just been Knighted for their trans-Atlantic flight) only 25 days after their historic crossing.

Mr. Williams, who was Chief Inspector at Wolseley's during the war, was persuaded by the Works Manager, Mr. Dougal, to make the model, after production of aero-engines had ceased. These Renault aero-engines were also made by Rolls-Royce and they gave Major Halford the idea for his four-cylinder Cirrus engine, as used in the first DH Moths. The two men at Wolseley's were to make a model each, but Mr. Dougal never completed his. The Williams' model was made from aluminium castings and its four-bladed propeller measures 170 mm. in diameter. The engine is 140 mm. long and weighs 750 grams. I use the present tense because the model still exists owned now by Mr. Williams' son, who is Vicar of Barnt Green. Magnetos, copper inlet-piping, and the cylinder finning are all faithfully reproduced. The Competition raised £11,000 for the War Seal Mansions Fund, homes for ex-Servicemen founded by Sir Oswald Stoll, through an exhibition of the models. The winning model, of *HMS Princess Royal* and that which was second, a Handley-Page aeroplane, were given to HM the Queen and to HRH the Prince of Wales, respectively, their builders, however, getting prize money of £60 and £25.

Auto Replicas have added to their previous 1:43-scale metal-kit for making a Type 13 Bugatti, another of this car endowed with a pointed-tail racing body and cowled radiator, run in the 1924 JCC 200-Mile Race at Brooklands. The car in question is modelled on Moutant's which finished 10th in the class, although the "blurb" with the kit is inaccurate. The kit is available from Auto Replicas, 56a, Sandbanks Road, Parkstone, Poole, Dorset, BH14 8BJ, from whom a catalogue of other such kits, covering more Bugatti cars, also a TT Replica Frazer Nash in 1:24-scale, and a great many smaller models, is available nice to find another Brooklands car among them! Future kits to cover a Citroën FWD cabriolet, 1954 Sunbeam Alpine, 1955 Chevrolet convertible, 1925 Amilcar coupé, Jaguar XK-150, Lancia Lambda, and 1939 Morgan 4/4 are planned and kits of 0, 00, HO and N railway-back-up vehicles are also listed, including an Austin 7 van, Riley Kestrel, Model-Y Ford saloon, AC Cobra, etc. these costing from £1.55 in kit form to £10.35 for a completed version of the A7 van, for example. Ordinary workbench tools are required to make-up these kits. — W.B.

FORMULA ONE TREND OF DESIGN

Aerodynamics

IT SEEMS that every time we reach the threshold of a new and fascinating development in Formula One somebody panics and brings in new rules to set development back a step or two. However, it does not take long for designers to catch up again and either make progress up the same channel or better progress up a different one.

One such point was reached in 1958/59 with the all enveloping body on Formula One cars. In 1954 Mercedes-Benz and Connaught had shown the way with aerodynamic bodywork that enclosed all four wheels and for a time this looked as if it was going to be the way to go. The variations in circuits in use, from the high-speed Avus track to the street circuit in Monte Carlo, showed up the impracticability of total enclosure for a full season, but on some circuits it was a definite bonus. When Cooper produced a totally enclosed 2½-litre at Reims, that was very fast but aerodynamically unstable, officialdom clamped down on the all-enveloping bodywork for single-seaters, though oddly enough there were no restrictions on sports car bodywork.

Later the development of aerodynamics to provide down-force began, which was very different to the objects of the total enclosure bodywork. In the Mercedes-Benz, Connaught, Cooper experiments the aim was more speed on the straights by reducing the drag, though Connaught were also seeking to give the car improved aerodynamic stability at the same time. The advent of aerodynamic devices, that started off as small fins on the nose and ended up with vast aerofoils above the car, was to increase the loading on tyres and thus increase the tyre's grip on the road-surface when cornering, braking or accelerating. By the time this had begun, tyre development had made many major strides forward, notably in the tubeless construction, which allowed wide and low profiles with square shoulders, thus putting a greater area of rubber in contact with the ground, and in rubber compounds. Meanwhile the cars themselves had become lighter and engines had become more powerful. Tyre development was way ahead of car development, whereas in the past it had always been the other way round. People will talk about the 1937 Grand Prix cars having 580 b.h.p. (not the 646 b.h.p. flash-readings quoted by the media) but they forget that the starting line weight of such cars was about 2,500 lb. whereas the modern Formula One car with 500 b.h.p. has a starting line weight of around 1,700 lb., and it has about ten times the area of rubber in contact with the road and that rubber has far greater adhesion than 1937 rubber. It is no wonder that circuit average speeds have gone up from 100 m.p.h. to 140 m.p.h. at somewhere like Silverstone. With the relative low weight the tyres are not being used to their limits, as is shown by the temperature readings, so that the advent of aerodynamics to increase the effective weight of the car, without suffering the penalty of having to accelerate and brake this increased load, was an avenue in the endless quest for speed up which everyone went with alacrity.

It was getting interesting, with movable aerofoils that "feathered" when no down-force was needed, such as in a straight line, and went on to full effect when braking and cornering. Aerofoils over both front and rear wheels were



NOSE-FINS have re-appeared. The Brabham BT49C version with down-turned end.

being used, and divided aerofoils to split the down-force between left and right hand wheels to counteract roll when cornering, were appearing. Some of the methods of "feathering" for the straights were intriguing, Ferrari were using the engine oil pressure, the oil pressure varying with the speed of the engine so that at peak r.p.m. the aerofoil was completely flattened. Lotus provided their driver with an extra pedal which he operated with his left foot, pushing the pedal down to flatten the aerofoil, while Cooper had a spring-loaded and balanced mechanism that relied on the wind pressure to flatten the aerofoil; the faster you went the flatter the aerofoil and as you shut off and braked the fall in speed through the air let the aerofoil rise up.

All these devices were mounted on the chassis to start with but it was soon obvious that much of the down-force being created was being used to compress the suspension springs before any effect was transmitted to the tyres, so the next move was to mount these aerofoils directly on the wheel uprights so that all the down-force was used to increase the load on the tyre. (Remember that these aerofoil "wing" sections were all being used upside-down from the way they are used on aircraft. An aerofoil section generates "lift" on an aircraft, described as positive lift. For a racing car you turn the aerofoil upside-down and create negative lift, or down-force.) Mounting the aerofoils directly on to the wheel uprights meant that the mountings received all the road shocks and vibrations and we suffered a lot of breakages, with near disastrous results, due to inadequate design and inadequate testing in laboratories. It was mostly done by "suck-it-and-see" methods prevalent in the kit-car racing industry at the time. When the Brabham cars suffered aerofoil mounting breakages before the very eyes of officialdom in Spain, and Lotus suffered two horrific crashes due to breakages, a major clamp-down was imposed on the aerodynamic trends. Had there been some serious engineering manufacturers in Formula One at the time, instead of a collection of well-meaning special-builders, the restrictions might not have been so severe. All movable aerodynamic devices became illegal, sizes were restricted, as were the positions, and mountings had to be attached to the sprung part of the car.

It did not take long for ingenuity to overcome these restrictions and progress forwards again and then we moved into the under-car air-flow "ground effect" principles, which Jim Hall had pioneered with his Chaparral Can-Am cars. Colin Chapman developed the use of the air-flow under the car at a time when everyone else was trying to prevent the air from going under the car, as it was causing disturbance and drag. The Lotus 78 and 79 encouraged the air to flow under the car and it was then used to create a negative pressure so that the air flow over the top of the car that was creating a positive pressure on the bodywork, would be more effective. An important factor in this principle was to seal the sides of the car to the ground to prevent any of the air passing under the car from going anywhere but through the venturi shaped undersides and out the back. Ceramic-faced skirts were designed that slid along the road surface, making an effective seal, but because the car was moving up and down on its suspension these skirts had to slide up and down in slots, with spring mechanisms to keep then down in contact with the road. They also had to be able to move up and down, relative to the rest of the car, over road irregularities.

All this was in search of more down-force to increase the load on the tyres to be able to make better use of the adhesive properties of the improved rubber and improved tyre construction, and thus generate higher cornering power or better braking, while accelerative traction was an added bonus. It had nothing to do with sheer speed, in fact almost all improvements in down-force go in opposition to ultimate speed. It is average speed round any given circuit that is important, measured in time, and you can often sacrifice maximum speed for greater cornering power and show a better lap time. It is a question of compromise and balancing down-force against drag, cornering power against speed. There is a lot of loose talk about such-and-such aerodynamic device being "faster" without the qualification that "faster" means lap-time, not m.p.h. down the straight. This mis-quoting and mis-use of words was used by the uninformed with regard to sliding side-skirts. They were said to make the cars "faster" which a lot of people assumed meant m.p.h. in a straight-line, when what they did was to give the aerodynamic effects the possibility of producing better adhesion from the tyres and produce "faster average speeds" round a given circuit.

As the technique of "ground-effect" improved it was possible to reduce the devices producing down-force above the car, so that front and rear aerofoils could be reduced in size and bodywork shape was becoming much smoother. Nose-fins had almost disappeared and rear aerofoils in some cases were minimal. Sufficient down-force was being generated by the shape of the car, both above and below, and all the while average speeds round circuits were rising (Silverstone had nudged 150 m.p.h. average speed) not due to the ground-effect or skirts, but because their effect was permitting greater use to be made of the tyres and the tyre designers were still ahead. Aerodynamics and ground-effects do not keep a car on the road when cornering, it is the tyres that do this, and then only the small "contact-patch". Aerodynamic effects provide a means of using the "contact-patch" more efficiently.

Once again officialdom moved in as there was growing concern over the continual rise in average speeds round circuits and the continual rise in the G-forces being developed in cornering and under braking. The sliding side-skirt had crept in before anyone admitted that it constituted a "movable aerodynamic device", but as everyone was cheating it was considered legal! In the Spring of 1980 it was ruled that Sliding-skirts would be banned as from January 1981 and by mid-summer 1980 Renault were testing without sliding skirts and by Autumn Ferrari had designed a new car without sliding-skirts. All the British "kit-car constructors" went Bolshie over the rule and used it to fan the flames of a power-struggle going on

continued overleaf



DRIVING IMPRESSIONS

VW's 200 m.p.h. diesel

47 m.p.g. at a constant 155 m.p.h.

THE object at my damp feet looked more like a stranded missile than a car, though its cowled-in wheels and front aerodynamic tabs were missing after recent months spent posing at shows. In its natural element, the Nardo test track of Southern Italy, this VW project — the ARVW, or Aerodynamic Research VW — a 16 ft. plus projectile, made such effective use of its turbocharged ex-LT van diesel that eight diesel world records (many belonging to Mercedes Benz) were broken. The slowest speed record attained was that for a standing 10 kilometres (150.20 m.p.h.) while the fastest single lap during several days, culminating over 1½ years' hard work, was 224.85 m.p.h. Significantly the one hour period, where the ARVW could work to its designed limit of 5,000 r.p.m. in the fourth of four converted Audi 100 ratios, brought the highest official record (219.47 m.p.h.).

Ehra Lessien, the huge VW test track hard up to the border with Eastern Germany, was the site chosen for us to drive the intriguing chain drive (×2 of 20 links apiece) VW, but conditions were such that we did little more than discover that first gear truly was worth 62 m.p.h. and find the extraordinary pulling power at 1,000 r.p.m. in fourth.

Work started on ARVW in September 1979 with the brief of reducing drag coefficient (Cd) to a minimum while operating a fuel efficient engine and stable body. Project leader Dipl. Ing. Jurgen Nitz, a young man with an affection for the original Jaguar E-Type, was appointed project leader and it was he who guided us. Overall responsibility for 600 research and 5,000 development engineers is that of the seven-league boot equipped Dr. Ulrich Seiffert, who was the gentleman who spotted that our modest height would best fit into this 32.95" tall machine with its glider-modelled cockpit.

Nitz told us, "the body really was born in a wind tunnel." The orginal work with wood and styro-plastic models was done at Wolfsburg, but once they were satisfied with the shape, Bauknecht produced the fibreglass reinforced plastic bodies and some detail work for two cars. Overall length of the final version was 196.85"; width some 44.56" wide (resting on a miniscule 25.59" track, half that of a Ford Escort or a Golf!) and supported on a 98.42" wheelbase, a couple of inches shorter than you would find for the current Capri.

Apart from fitting in the configuration of a mid-engine, 28.58 gallons of diesel (in tanks either side of the driver), and all the associated cooling and transmission systems, VW were obliged to consider the height of any potential driver and the use of 15" diameter BBS wheels. They carried Pirelli tyres, because this company was the only one sufficiently interested to offer a special low rolling resistance slick, compounded especially for this vehicle and track.

The result was a long, thin, tube. Much in the tradition of previous record breakers you might say, save that they had to insert another 10 mm. (nearly 4") to accommodate even a shorty such as myself during the early design stages. Also disimilar to many record breakers was the wide use of production mechanical parts and the complete driving ability of the finished product. Of course, it rolled heavily with such a narrow track measurement — even with coil springs that our body weight could not begin to compress — but the braking and 1,000 r.p.m. full throttle, fourth gear, flexibility were outstanding memories of a car that even steered and re-started in much the same way as a production car: obviously too much lock, too quickly, was going to upset the silver *apfel-wagen* but even my gross inputs, over 2-3" of standing water, left the vehicle pointing straight ahead, and the driver wishing that something more sporting than 2,000 r.p.m. in third could be realised without the car slipping any further sideways.

Under the sleek body, with its perspex cowls for aircraft landing lights (giving illumination superior to that of some rally cars, despite the cowling and use of only two 100 watt units) and cockpit, there is an oxygen welded aluminium frame. This has some stressed panels, especially around the safety fuel tanks. The tubing is used to run both front and rear roll-over hoops, as well as the input and output cooling sides of the front Behr water radiator.

The in-line six is boosted to a maximum 0.86 bar *via* a single KKK tubocharger and the charge is water injected instead of intercooled in the interests of lessening aerodynamic drag. The only air feed in the side of the body is necessary to control temperatures in the turbocharger area.

Mahle pistons operate a 16:1 c.r. — standard LT van is 23:1 — after enlarging the alloy head's swirl chambers. A specially made Goetze gasket was also necessary, as was the old diesel trick of spraying the piston undersides with oil. The camshaft remained standard, thus the extraordinary flexibility in association with recalibrated Bosch injection.

FORMULA ONE TREND OF DESIGN — continued

within the management of Formula One on the International level. It was all a wasted effort and the first World Championship Grand Prix for 1981 ran to the new rules and sliding side-skirts, like total enclosure and movable aerofoils, were a thing of the past. The reasoning behind the ban was that ground-effects were providing big increases in lap speeds and sliding skirts were a key factor in the effectiveness of ground-effect. Remove the key factor and you remove the effect, and reduce lap speeds, but nothing is as simple as that.

At the moment we have returned partially to the pre-ground effect era and the cars have sprouted nose-fins or full-width front aerofoils and rear aerofoils have become larger and deeper. Just when these appendages were beginning to disappear thanks to improved techniques elsewhere, they have all returned, but it may only be temporary as new ideas formulate for regaining or maintaining down-force without suffering the penalty of increased drag.

One thing that has gone (thankfully) is the driver excuse for a mediocre performance. Last year you would hear a driver explain how he suffered from a sticking skirt and how this stopped him being at the front of the grid. Or a retirement was caused by a driving error letting the car run over a kerb and damage a skirt, and to listen to some drivers you would think a car without moving side-skirts was undrivable. This year they all seem to be getting on pretty well without sliding side skirts and some of them have lost a good excuse for being hopeless. In sheer practical terms the elimination of sliding side-skirts has reduced the cost of a Formula One car by at least £700 (each skirt cost around £350) and there is £700 worth less damage done when a driver spins off over a kerb. No doubt they have all found other ways of dissipating that much money, which is an important factor in Formula One for some teams.

In addition to re-introducing nose-fins, full width front aerofoils and larger rear aerofoils to gain more down-force there are other subtle tricks being tried, the most obvious one being the Brabham hydro-pneumatic "ride-height" adjustment, but more of that in a future article.

D.S.J.

The results? A maximum 175 b.h.p. at 4,700 r.p.m., with some 217 lb. ft. of torque at 4,100 r.p.m. to move the 2,310 lb. machine with its remarkable 0.15 drag factor. In fact the original models lacked the front tabs, just as in our test, and they recorded 0.13 Cd. Consider that Ford and VW have been involved in some spirited German argument over factors of 0.42 for the Golf and allegedly for the Ford Escort (which is claimed to have a factor 0.385 in normal trim or 0.375 in XR3 guise) and you begin to appreciate the radical results VW have achieved with what is a moving research machine, *not* a theoretical model.

There is an awful lot more of technical interest within the ARVW, but not space to elaborate. How does it feel to drive?

Tantalising, in a word. A sheet of water, varying in depth from tenths of an inch to several inches almost prevented our driving the car at all. The 195/50 P7s could not have had a tougher task, especially with no front tabs and such a narrow track.

VW decided to trust us. Hurriedly I crammed myself into the unpadded cloth "seat", threading my legs through warm alloy tubing to reach the conventional foot controls, which include a brace to the left of the clutch. Cockpit details include six dials. One is a 5,500 r.p.m. tachometer of the same unobtrusive black and white dial design as the supporting instrumentation which covers engine, intake and transmission temperatures, as well as oil pressure and boost (the most we registered was 0.6 bar).

I had time to note that a golfball gearlever knob was retained for the righthand change and that two ventilation outlets, complete with moving flaps, were provided. Then the canopy was thrust down upon us and near panic set-in. I did not even know how to start it, though the smell of diesel had inspired me to find the cockpit/engine fire button *very* quickly, in case it should be needed: it wasn't operational anyway, as a colleague later proved!

Having pulled the stiff gearchange down into neutral, the left hand key could be pushed in to set the diesel ready for cranking over. As it was warm it fired with gratifying rapidity. It had not been necessary to remove the steering wheel to get me in, but even I had to put my knees high into the front hoop, to get my helmet to clear the perspex envelope that slipped rain droplets off without the need for a wiper.

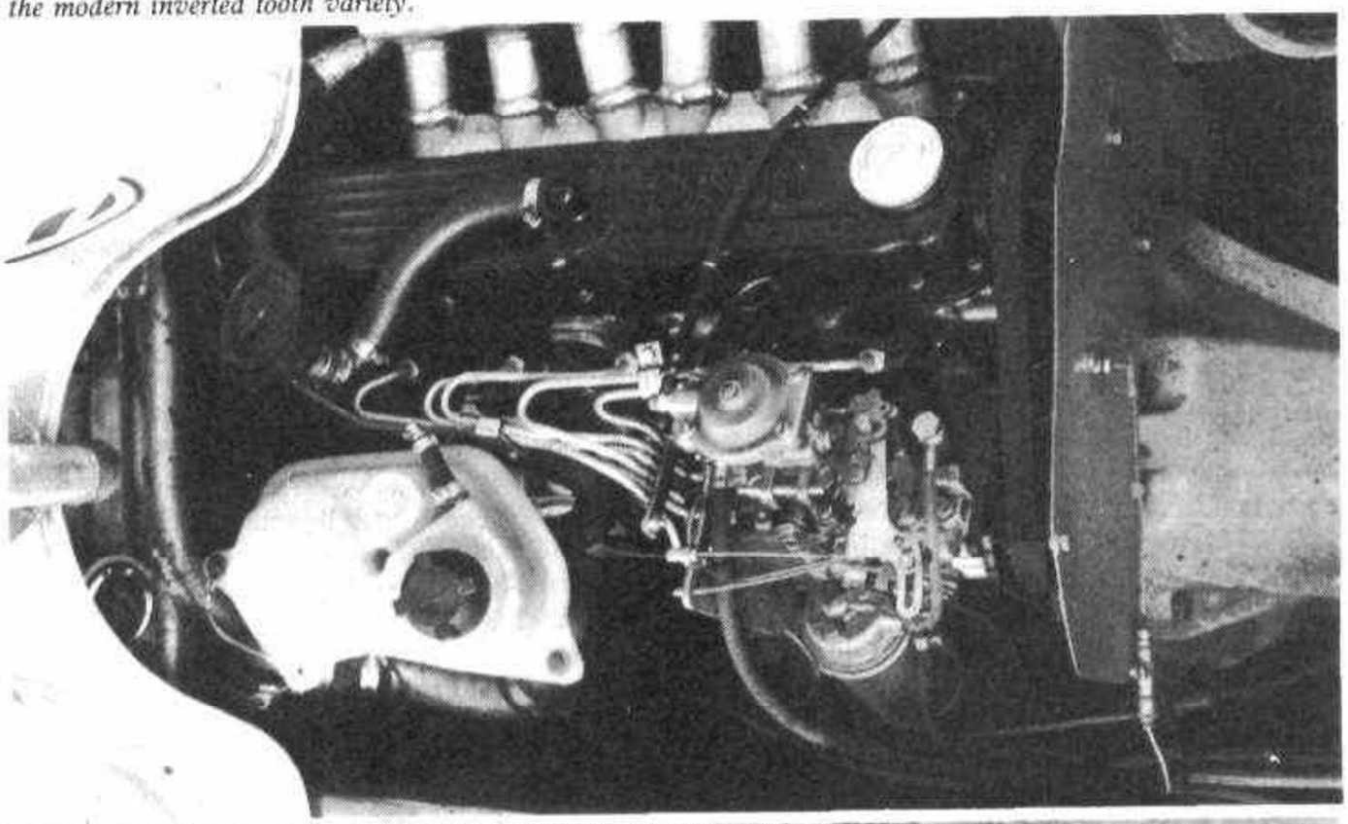
I spent about 20 minutes rumbling the 2.4-litre around an enormous steering pad and came away impressed on a number of counts. First was the comfort of the ride, which must be quite something at high speed. The torsion bar front suspension and involved fabricated trailing arm with VW inserts for the conventional monotube dampers, plus the long wheelbase, allow a fine ride. There is an unwieldy feeling of wallow when turning, even at a modest 50 m.p.h. Get up on a banked track with the springs staggered on ride height for 200 m.p.h. plus and minimal ground clearance, and it must be a very different story!

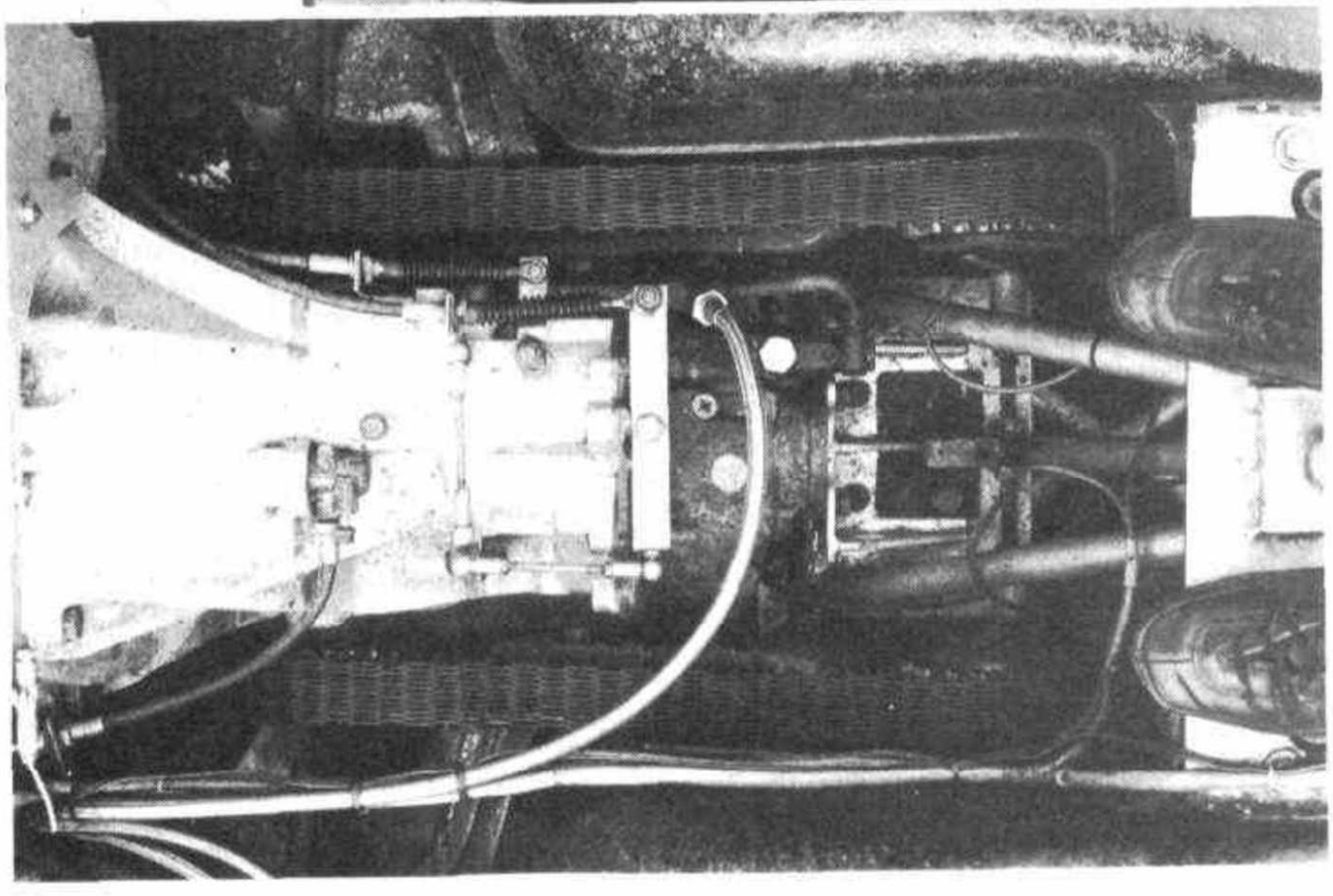
Brakes, steering and gearchange all seemed pretty average, but that engine was a wonder. From 1,000 to 5,000 r.p.m. it does a good solid job, not with sensational kick in the back at this weight, carrying neccessarily tall gear ratios. The manner in which it will growl from 1,500 to 4,500 r.p.m. confirms that diesels can do a lot more than just puff heavily overladen lorries uphill in clouds of evil black smoke.

Necessarily "a brief encounter" but fascinating, nonetheless. — J.W.



THE cockpit of the ARVW is more than somewhat cramped, as medium height J.W. discovered, for despite slouching well down in the seat, his helmet would often touch the perspex dome. The engine (centre) installation looks very agricultural in comparison with the space-age appearance of the car, and the transmission (bottom) is reminiscent of the heroic age of motoring, the final drive to the wheels being transmitted by side chains, albeit of the modern inverted tooth variety.





ROAD IMPRESSIONS

THE RENAULT 18 TURBO

A Splendid Family Car, with Racing Connotations



THE Renault Group, France's biggest car manufacturer, having decided to use turbo charging for winning at Le Mans and then for initially-successful participation in F1 racing, have justified this technical innovation by applying this form of supercharging to the exciting mid-engined Renault 5 Turbine and the commercially-available Renault 18 Turbo (£6,589). The latter is an excellent all-round family car, to which turbocharging has been sensibly applied, to increase performance very materially while not clobbering petrol economy and at the same time retaining the desirable facets of a medium-sized family saloon.

Turbocharging, with its origins long ago in the realm of high-altitude aeroplanes and Indianapolis racing cars, was innovative when Renault came up with it for modern F1 racing, but is now becoming commonplace for high-performance road-cars, with Audi, BMW, Lotus, Peugeot Diesel, Porsche, Renault, Saab and Volkswagen offering it as an aid to better performance. Renault have been circumspect in using it for the 18. The Garrett TO3 installation blows cooled air into the single-barrel 32DIS Solex carburetter, as Mercedes-Benz used to blow air into the carburetter of *their* supercharged models, from the 16/60 h.p. to the great 38/250 h.p. sports cars. (This recalls the impertinent letters of a young man I wrote to the old *Light Car & Cyclecar* magazine, about whether this was the better way of boosting an engine, which at least earned me exciting demonstration rides in supercharged 36/220 Mercedes-Benz (blow-into) and 2-litre Lagonda (suck-from), when I was still wearing a school-cap . . .).

I see that Renault claim that by placing the carburetter downstream of the turbocharger the engine can take in cooled air and that fuel condensation is avoided — just the argument in favour of the little-used blowing-through the carburetter system when I wrote to the motoring Press on the subject some fifty or more years ago . . . The air-cooler behind the Renault 18's water radiator reduces air-intake temperature to around 50 to 60 deg. The feed is through Tecalamit "flexibles", which stand up to the maximum boost of approx. 11.7 lb./sq. in. Above a boost pressure of about 8½ lb./sq. in., the exhaust feed to the turbine is by-passed. The engine's compression-ratio has been reduced from 9.3 to 1 to 8.6 to 1 to align with the supercharge, and the boost pressure is prevented from exceeding the aforesaid maximum by an ignition cut-out. A further turbocharging refinement is that, in conjunction with the transistorised-ignition, a quartz "accelerometer" acts as a "pinking" sensor, temporarily retarding the ignition. Renault claim that good economy is wooed by this device, as it enables a quite high c.r. to be used in conjunction with the boost from the turbocharger.

Nor is that all, because the Renault 18 Turbo has stronger reciprocating and crankshaft assemblies than those of the normal 18, the lubrication system has been carefully revised, and valves and pistons are made of more-highly-heat-resistant materials. The cooling system has also been revised. So this is not just a case of tacking on a turbocharger as an inexpensive means of increasing the power output of a production engine. As for the Renault's turbocharger itself, it is said to have a meticulously balanced impeller assembly, lubrication of its bearings is generous, and it is constructed of special materials in respect of turbine and housing. To obtain the desired low noise-level, not only has the Renault 18 Turbo's body been sound-proofed, but the engine employs valve timing — 10-50-50-10 — suited to the exhaust flow and temperature characteristics of a boosted power unit, which Renault claim eliminates the vibration which backfiring on the over-run can cause.

Having applied themselves to turbocharging this all-aluminium non-transversely-mounted 1½-litre engine, after much experience gained from developing the F1 racing turbo engines of that capacity, Renault did similar work on the 18 as a whole, to meet the performance increase. For instance, the front suspension, by four unequal-length wishbones and coil springs, with telescopic hydraulic shock-absorbers, is of new design, with negative-offset, as used for the Fuego, 20 Diesel, and now the 18 Diesel and 18 Turbo Renaults. It has a spring-rate of 170 lb./in., an increase of 43 lb./in., a periodicity of 0.84 with the car empty, increasing to 0.89 at full-load, the camber-angle varying from plus or minus 30', the castor-angle being 3° 20' and the king-pin inclination 13° 20'. The anti-roll torsion bar is 19 mm. in diameter.

Likewise, the rear suspension, independent on this front-wheel-drive car, has been stiffened, the spring rate for the coil springs going up by 28 lb./in., and the periodicity is 0.66 when the car is empty, 0.86 at full load, camber 0' to minus 30', while toe-in is 0-0.36", against 0.04-0.11" of the front wheels, whose off-set scrub radius is −0.2" at the point of contact. The rear anti-roll torsion bar has a diameter of 25 mm. The servo braking of the 18 Turbo has been uprated in similar fashion. Thus the Master-Vac is an inch larger in diameter, at 9", the 2.12"-dia. front-brake pistons are 0.23" bigger, and the front ventilated discs are 0.40" bigger, at 9.37", while the rear brake drums of this diagonally-split dual-circuit system have gained an increase in diameter of 1.89", being 8.98" in diameter.

It will, therefore, be appreciated that this Renault 18 Turbo is a specialised car and not just a casual adaptation of the ordinary 18, which, by the way, is the Renault Group's best-seller in the UK. For the performance it offers the family motorist, this five-speed, fully-equipped Renault represents excellent value-for-money, in spite of being the first volume-production turbocharged car from a French factory. On the road the first impression is of very light steering, very usable acceleration, and an engine that is almost inaudible when idling at 750 r.p.m., and which is decently quiet at normal cruising speeds, only making its presence heard with a power roar at around 5,000 r.p.m. As for turbo-lag, it is not apparent as a pause before picking-up, more a matter of waiting for the power to flow, which it does from 2,000 to 2,500 r.p.m. onwards. Wind noise is very low indeed and as the engine will not often be held at speeds as high as 5,000 r.p.m. in this country, because that means exceeding 104 m.p.h. in fifth gear, the general sound-level is very satisfactory. Admittedly, the Renault Turbo will not live with the similar engine-size VW Golf GTi with the Schrick-KKK turbo installation but this car costs nearly twice as much as the Renault 18 Turbo and also it is a case of comparing a super-sports saloon with a GT family saloon.

My first experience of this interesting Renault was a long run over Motorway and country roads. It made a suprisingly fast time and was enjoyable to drive. I was surprised at the way in which the fifth gear could be used almost continually, without feeling that the engine was being stifled, and by the splendid surge of power as the boost came in with an almost imperceptible whine, which vanished on the over-run, confidence inspired by the powerful brakes, which possess a sort of wrap-round feel rather than over-servo-ing. The suspension is firmer than I had expected, after experience of other Renaults, giving notice of bad going and promoting a lateral motion to the body under these conditions, without this stiffness constituting an uncomfortable ride. Nevertheless, fast cornering, especially round acute bends, causes roll, but this never got out of hand, the back-end suddenly coming into line with a sharp thrust to the upright stance.

Some testers have found the power-steering too light. It is certainly "finger-and-thumb" effortless at speed and very useful for parking, but I did not dislike this and it is said to be a palliative for excessive under-steer. Only when cornering at the limit, which is not perhaps the intended everyday role of this Renault Turbo, does such light steering have the disadvantage of very little feel at the front wheels. It is geared just over 2½ turns, lock-to-lock (3½ with manual steering), and there is faint servo-sound towards full lock, on which you are told not to park.

The driving position is commandingly high and although at first I thought the velour-cloth, petal-type high-back seat hard and too clingy, adjustment of the squab angle with the big knob provided for the purpose gave more comfortable seating. The steering column is also adjustable. In fact, this Renault Turbo is very complete in its amenities. Thus there is electro-magnetic central door-locking, with tiny, very neat, sill indicators (although it does not include the boot, which has its own key-lock), easy remote-control of the

driver's door-mirror, electrically-operated windows in the two front doors, and a laminated windscreen, etc. If you want to spend more, a sun-roof costs £206.31 extra, Super Gloss metallic paint £51.58, and you can even have leather upholstery for another £577.07.

On the road this Renault 18 Turbo is "different", an interesting car to drive. The 1,565 c.c. (77 x 84 mm.) 5-bearing, alloy engine with valves inclined in the classic "Peugeot" manner but operated by push-rods and rockers, produces 110(DIN) b.h.p. at 5,000 r.p.m., thanks to the turbo-induced boost, and 133.8 lb./ft. torque at a modest 2,250 r.p.m., also by DIN rating. Thus speed and acceleration from this 8-ft. wheelbase, 19.7-cwt. saloon are in the 2-litre, or even 2½-litre, category. Top pace is 113 m.p.h., 0-60 m.p.h. through the gears takes 10½ seconds, 0-80 m.p.h. a matter of 13.6 seconds, and it is possible to increase speed from 40 m.p.h. in an urban area to the legal 60 m.p.h. open-road British cruising speed in 8.4 seconds, *without dropping out of fifth gear*. In this ratio the engine runs smoothly, although a four-cylinder unit, doing 3,250 r.p.m. at an indicated 70 m.p.h., whereas running in 4th at this speed means an increase of 750 r.p.m. The gearbox has a dog-leg gate, reverse left and back, fifth gear right and forward, of the "H". No gear baulks from rest but on the move the change is somewhat notchy. Neither a poor nor an outstanding gearbox; the lever has a substantial knob and fairly long movements. The central handbrake lies out of the way but on the test-car was fiddly to release completely and if it moved about an eighth of an inch to the right its warning light came on.

The instrument binnacle is as on the Renault Fuego, and quite well arranged. Main dials are the 140 m.p.h. Jaeger speedometer with k.p.h. readings and six-figure total (and trip) mileage recorders, and the tachometer, which is red lined from 6,000 r.p.m., with a prior warning from 5,500 r.p.m., in addition to an economy segment, marked solid from 1,300 to 2,500 r.p.m., straked to 3,000 r.p.m. A combined heat-and-fuel gauge is between these and there is an oil-level gauge below this giving the sump-level reading with the engine stationary and the ignition "on": this in lieu of an oil-pressure gauge. There is also a small boost gauge, calibrated in coloured strips instead of figures. It is intended to be a further guide to economy-operation, its white zone representing normal boost of 100 to 1,000 m-bars, the orange zone 1,000 to 1,500 and the red more than 1,500 m-bars. Frankly, I preferred to concentrate on driving this energetic Renault but even so I got 25.7 m.p.g. (4-star) on a rather quick dash from Acton to Wales. With more restraint no doubt 30 or more m.p.g. would be achieved. The fuel filler cap is under a flap on the off-side, but a lock is extra. The tank holds 11.66 gallons (53 litres). Reverting to the fascia, there are 13 warning lights in a row across the top of the instrument panel, which has rhéostat control of illumination intensity. Very big press-knobs look after hazard-warning and rear fog lamps on the left, rear-window demisting on the right. The door locking is controlled by a smaller switch on the panel itself. All the instruments are under an anti-dazzle panel and are easy to read through the two-spoke 15" steering wheel, which has a thick leather-trimmed, but not uncomfortable, rim. The steering pulls if the throttle is opened quickly in the lower gears but the effect is not so pronounced as on the 30TX with 32 more b.h.p. There is nice castor-return action from the rack and pinion mechanism but I would not call this notably precise steering.

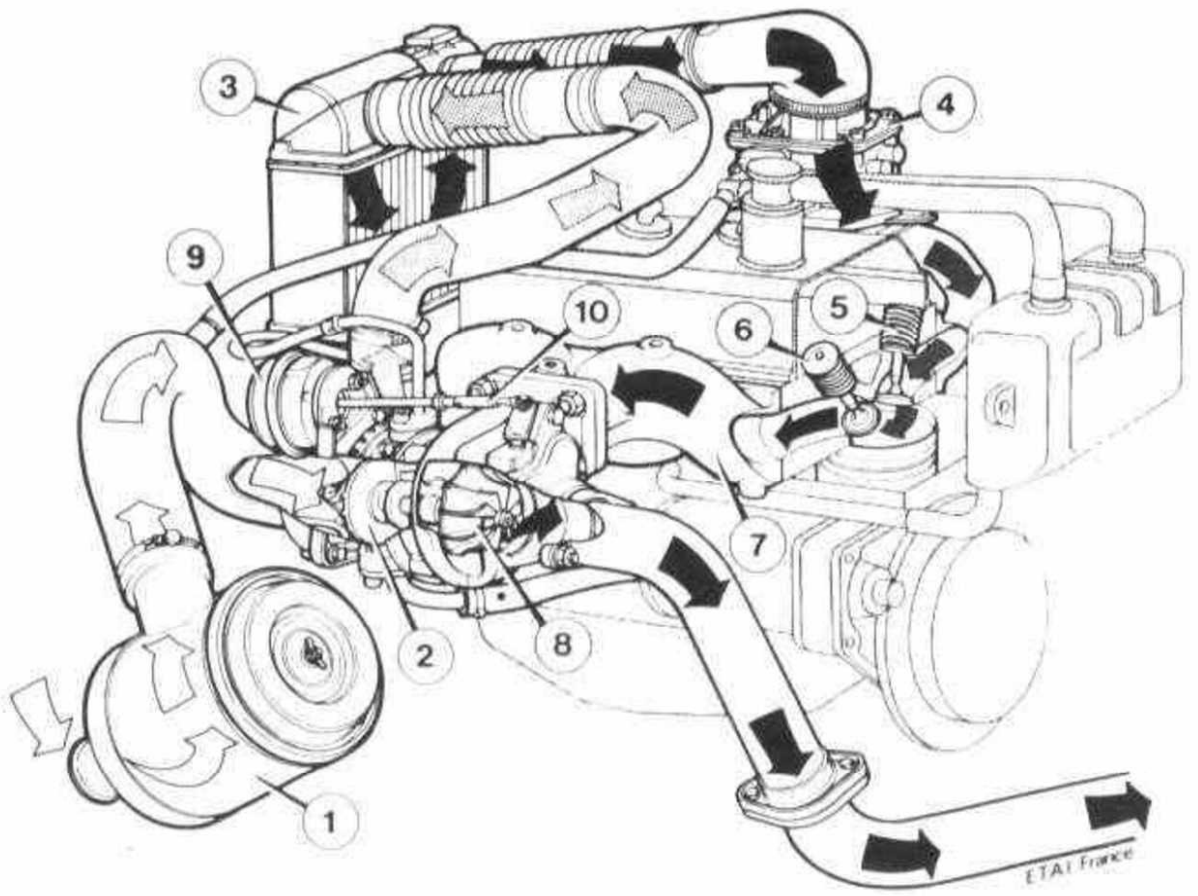
The central console contains the switches for the rather-leisurely electric windows, where they are more accessible than many set lower down, the aforesaid boost-gauge and a Kienzel quartz clock, being between the pushes. Below is the Philips stereo radio (an extra, as is the n./s. door mirror), using a roof aerial, then the simple-to-understand heater/ventilation controls with the variable-speed fan operated by a vertical knurled knob, the system functioning well, with visible flaps in the fascia vents, although these only adjust horizontally. Finally, going down the console, there is a useful coins-container, a lighter and a drawer-type ash-tray. The combined console and transmission tunnel is wide but the pedals are not much off-set to the left, although a normal-size foot will park only beneath the clutch pedal. Stowages include door-bins and an unlockable drop cubby.

Three stalks operate the remaining services. On the right the longer one works the lamps and, conveniently, the French-note horn, the short upper one the turn-indicators, the left-hand stalk looking after wipers and washer, with multi-purpose settings. There is full width floor carpeting, guttering above the doors which did not prevent tiny drops of water sometimes reaching the seats, soft head-restraints to the front-seat squabs and very well-contrived door arm-rests-cum-pulls. The doors have useful strip-type "keeps". I was surprised to find, instead of the expected Michelin tyres, that the test-car was shod with Goodyear NCT HR65 185/65 HR14 steel-belt tyres, but I have no complaints on that score! The four-stud light-alloy wheels are an ugly aspect of this rather nice and unusual-looking Renault. On this subject, I could do without the "Turbo" names and speed-lining along the car's body sides, for this is no rorty boy's racer; the neat Turbo insignia on frontal grille and boot should surely suffice? Especially as the front air-dam and rear spoiler are not too obvious, particularly to family-car folk.

The boot is a box taking a commendable amount of luggage (13 cub. ft.) but it is the opposite of a Hatchback, for the high cill means humping loads up into it. The unobstructed boot floor has a detachable rubberised mat. The test-car was blue-hued, correctly for a French car, in my opinion, but the interior is plasticky and some of the welding rather obvious. The headlamps are by Cibie.

The rear-hinged bonnet has a driver's-side release lever. Its prop. was difficult to withdraw and was already corroding. The turbocharger is quite small, on the near-side of the engine. The Renault battery, on the off-side behind the radiator, is rather low-set but has the traditional master-switch incorporated in one of its terminals and sparking plugs, ignition distributor and oil-filler are fully accessible. The doors close nicely, the clutch is commendably light and smooth, the engine easy to start, using the manual choke convenient to one's right hand, and no oil was wanted after 500 miles.

This Renault 18 Turbo is a significant car and on the rear window of the test-car there was a sticker proudly reminding us that the Company's other turbocharging application, on the Renault 5, won this year's Monte Carlo Rally. The 18 Turbo would be a nice car in which to drive to a Grand Prix, especially if Renault can regain their former victorious form with their turbocharged F1 cars! — W.B.



HOW it all works — a diagrammatic representation of the turbocharger and intercooler installation of the Renault 18 Turbo. The white arrows indicate air at atmospheric pressure; lightly speckled arrows, pressurised air; heavily speckled arrows, pressurised and cooled air; black arrows, exhaust gases.
Key:—
1 air filter
2 centrifugal-impeller supercharger
3 charge intercooler
4 pressurised carburetter
5 inlet valve
6 exhaust valve
7 exhaust manifold
8 exhaust gas-driven radial-flow turbine
9 boost-pressure sensing capsule
10 exhaust turbine by-pass valve

SPEED

Some personal landmarks

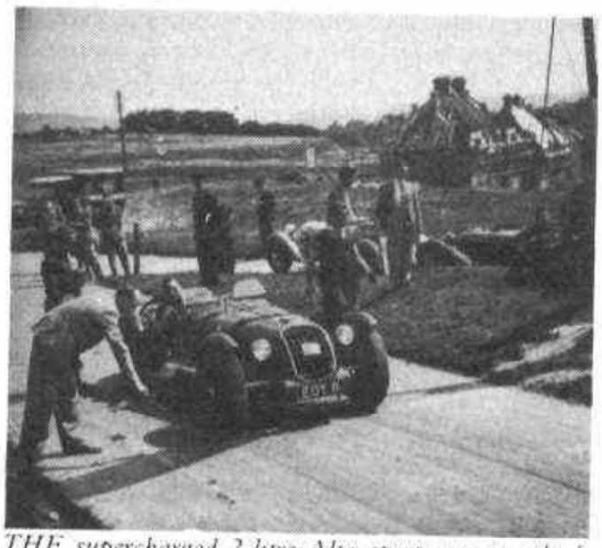
I DO not remember when I became obsessed with speed, but it must have been at a very early age, and I have no idea why. It was not due to family influence or environmental influence, but speed and racing attracted me long before my parents bought me my first pedal cycle. I had already found a lock-up garage within walking distance of my home in which two lads were preparing a 2-stroke DOT motorcycle for grass-track racing, and the total lack of frills and road-equipment, plus the knobbly tyres on this simple machine fired my imagination as I peered through the open door as they worked away. As soon as I got a pedal cycle it had an imaginary twist-grip and a piece of cardboard stuck in the front brake caliper so that the spokes, hit as they went by, made a lovely "engine" noise. The faster I pedalled the more exciting the noise and my imaginary twist-grip was "up against the stop".

The next "accesssory" I acquired was a speedometer driven off the front wheel and with a friend I made up a test-rig on the kitchen table and calibrated it more accurately than the production dial, using a borrowed stop-watch and rev-counter. I don't think my long-suffering parents really understood what we were up to as one of us wound furiously on the pedal crank and the other applied the counter to the tyre and operated the stop-watch; optimistically we calibrated it up to 50 m.p.h. The next move was to borrow a tandem bicycle, to which we fitted our corrected speedometer and with my friend Frank on the back we soon found we could knock up 25 m.p.h. down the slightest slope and that was the first speed landmark passed. We reached a terminal of about 43 m.p.h. down the 1 in 9 slope of Westerham Hill on the North Downs in Kent, which was exhilarating, even if the long slog back up again was hard work.

After 25 m.p.h. came double that figure, 50 m.p.h. I had been in an express train by this time, which in those far off days attained the remarkable speed of 60 m.p.h., but that didn't count as the car and motorcycle were the only things that really meant anything in my life. Eventually 50 m.p.h. came up on an old-fashioned strip or ribbon-type speedometer on a four-seater Rugby touring car in which I was being taken on holiday by a friend of the family.

Obviously 75 m.p.h. was the next goal and this came up with a friend in his Matchless engined Morgan 3-wheeler down the long slope across Ashdown Forest in Sussex. It was made more memorable because we ran out of petrol just as we reached our terminal speed. In the far distance we could see a garage and petrol pumps but the question was "could we stop in time". If we overshot we were going to have to push the Moggy back up the hill, so while Geoff applied the footbrake as hard as he could I hauled on the handbrake with both hands. We swerved into the garage forecourt with everything on, but unfortunately the surface was loose gravel, so all three wheels locked up and we slid helplessly past the pumps. By sheer luck we stopped about a foot from the fence at the end of the forecourt and we didn't try to explain to the garage man what that was all about!

The target of 100 m.p.h. was another matter altogether. Three-figures, or the ton, as 100 m.p.h. was known in the late nineteen-thirties was only for the gods. There was virtually no



THE supercharged 2-litre Alta sports car in which D.S.J. first saw 100 m.p.h. It is on the starting-line at Lewes Speed Trials in 1939.

production car that would attain this magic figure and the only sports cars that would do this were expensive race-bred models. Today any self-respecting family hatch-back or Eurobox will see 100 m.p.h., but in those days the equivalent family cars did about 67 m.p.h. if they were good ones, and a bare 60 m.p.h. if they were mediocre specimens. By 1939 I had got a part-time job as mechanic to a man racing Alta cars, a 1½-litre single-seater and a 2-litre sports model. The sports Alta was supercharged, running on petrol-benzole fuel and was always driven to race meetings, so if I wasn't being towed in the single-seater there was a chance to ride in the 2-litre and that accelerated up to 100 m.p.h. very easily and it was very exciting.

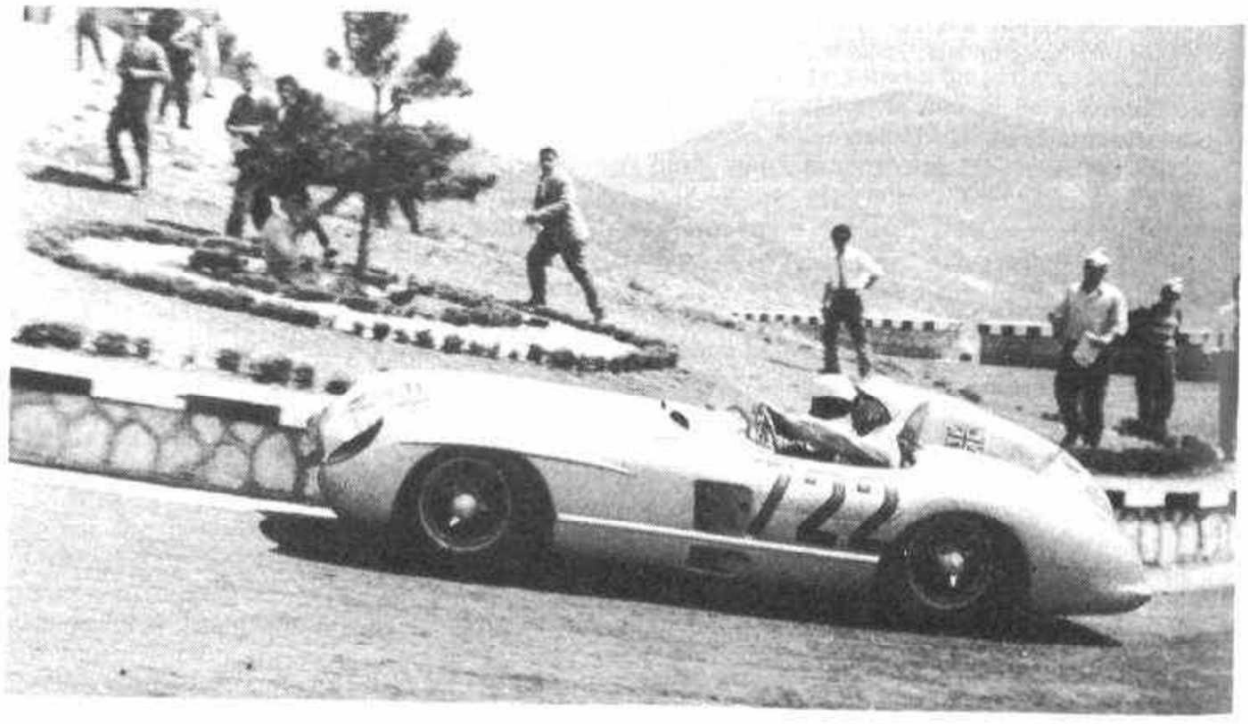
The war years put a curb on opportunities for speed on the road, and speed in the air was of little interest, so it was not until 1950 that I saw the next obvious landmark, which was 125 m.p.h. This was at the Nurburgring where my Belgian friend Marcel Masuy was racing an all-enveloping Veritas sports car powered by a methanol-burning BMW 328 engine. During practice he said "come for a lap" and without screen, goggles or crash-hat I leapt in and we were away. This was before Germany was allowed back into FIA International racing, and as neighbouring Belgians we were allowed to compete in Germany before the rest of the world. That Veritas was very quick for a 2-litre sports car and we did an easy 125 m.p.h. along the undulating straight from Dottinger-Hohe back to the start. Nobody was perturbed about a competitor taking a passenger round during official practice — happy days of freedom.

It was an equally happy time of freedom that the next landmark was passed. This was in 1954 in the HWM-Jaguar with George Abecassis while "testing" before the Mille Miglia. We took a blast up the Brescia-Milano Autostrada and the HWM with its tweaked-up "works" Le Mans engine went straight up to 150 m.p.h. and sat there for minutes on end, until Abecassis felt it was "going all right". The Mille Miglia race round the roads of Italy offered wonderful opportunities for undiluted speed for mile after mile and in 1955 a nice round 175 m.p.h. landmark was passed with Stirling Moss in the Mercedes-Benz 300 SLR sports cars. Its ultimate speed was actually 177 m.p.h.

Having reached 175 m.p.h. the only possible next landmark was 200 m.p.h. but regrettably that never came up for opportunities never came and "civilisation" and "safety" began to obsess the minds of those who control our destinies and the freedom of the open road disappeared. I managed 180 m.p.h. in the big 4½-litre V8 Maserati and rides in potential 200 m.p.h. cars like the Porsche 917 and Porsche 935, as well as Can-Am cars came along, but never anywhere where the ultimate maximum could be exploited. I did once do 200 m.p.h. above the A11 road on the way to Snetterton with Jim Clark in his Piper Twin Comanche, but that did not count. Clark agreed with me that it would have been more fun doing (hopefully) 200 m.p.h. past Lakenheath, instead of over it, in a Lotus 40. Unless somebody takes me round the Fiat Nardo test-track or across Bonneville Salt Flats I'm afraid my target of 200 m.p.h. is never going to be reached, which is just as well, for I would only want to do 225 m.p.h. after that and 250 m.p.h. after that.

I think it was Sir Henry Segrave who used the expression "the endless quest for speed" and he was absolutely right. I look at Stirling Moss and Phil Hill and think "you have driven the MG record breaker at 250 m.p.h." and I used to look at dear old George Eyston as he poked around amongst the Formula 1 cars at Brands Hatch, and think "he has driven at 350 m.p.h.". When I met Art Arfons my reaction was "here is a man who has been at 500 m.p.h. on land". Craig Breedlove has been at 600 m.p.h. and Stan Barrett has been at 700 m.p.h. Speed is an obsession and I am happy to be obsessed by it. — D.S.J.

IN THE 1955 Mille Miglia, with Stirling Moss, the Mercedes-Benz 300SLR reached an ave. 175 m.p.h. on the roads of Italy.



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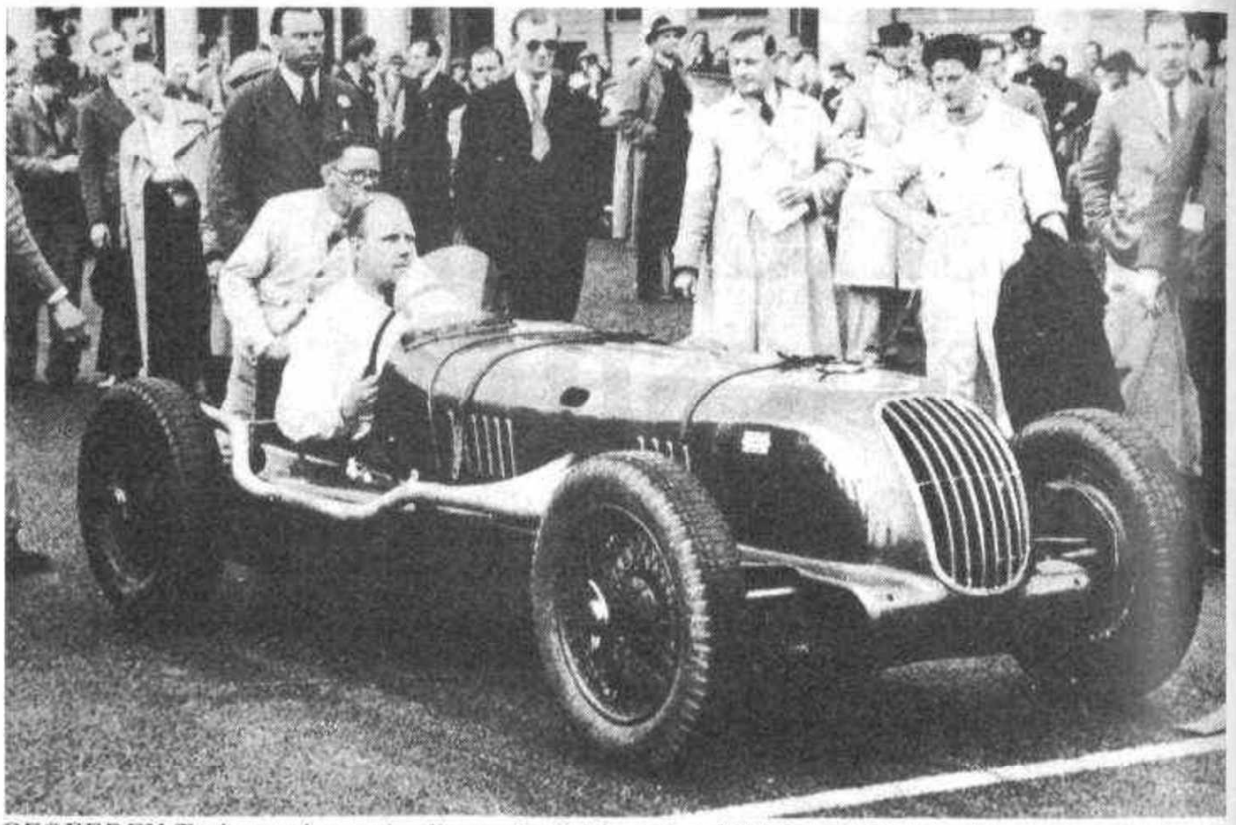
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ALTA

Sports and Racing Cars



GEOFFREY Taylor on the starting line at the Brighton Speed Trials in 1938 when he set up a new course record driving the 2-litre "offset" Alta that had been built originally for Philip Jucker. At the tail of the car is works manager H. J. Griffiths, while alongside, in white overalls, is mechanic Paul Emery.

FIFTY years ago, in 1931, the Alta Car and Engineering Company Ltd. was formed by Geoffrey Taylor, then 27 years old and the owner of a small home-built sports car, the object being to build production versions of this car. Taylor had been earning a living doing contract machine work for the nearby ABC company close to where he lived in Kingston Hill, in SW London. Late in 1927 he began building himself a sports car, not only to his own design, but also of his own making, especially engine components such as crankshaft and connecting rods. His objective was an 1,100 c.c. car that was not only small and light but also ultra-low as he felt that most of the sports cars of those days were too high to achieve good handling. From the Rubery Owen catalogue of those days he selected a proprietary channel-section chassis side-member design, which when turned upside down gave him what he was looking for. A pair of these side-members provided the basis for his car and the axles and springs were mounted above the chassis rails, instead of underneath in the more conventional manner. Half elliptic springs were used at the front and trailing quarter elliptic springs were used at the rear. The 4-cylinder engine was mounted equally low in the chassis and the finished car set new standards for the time.

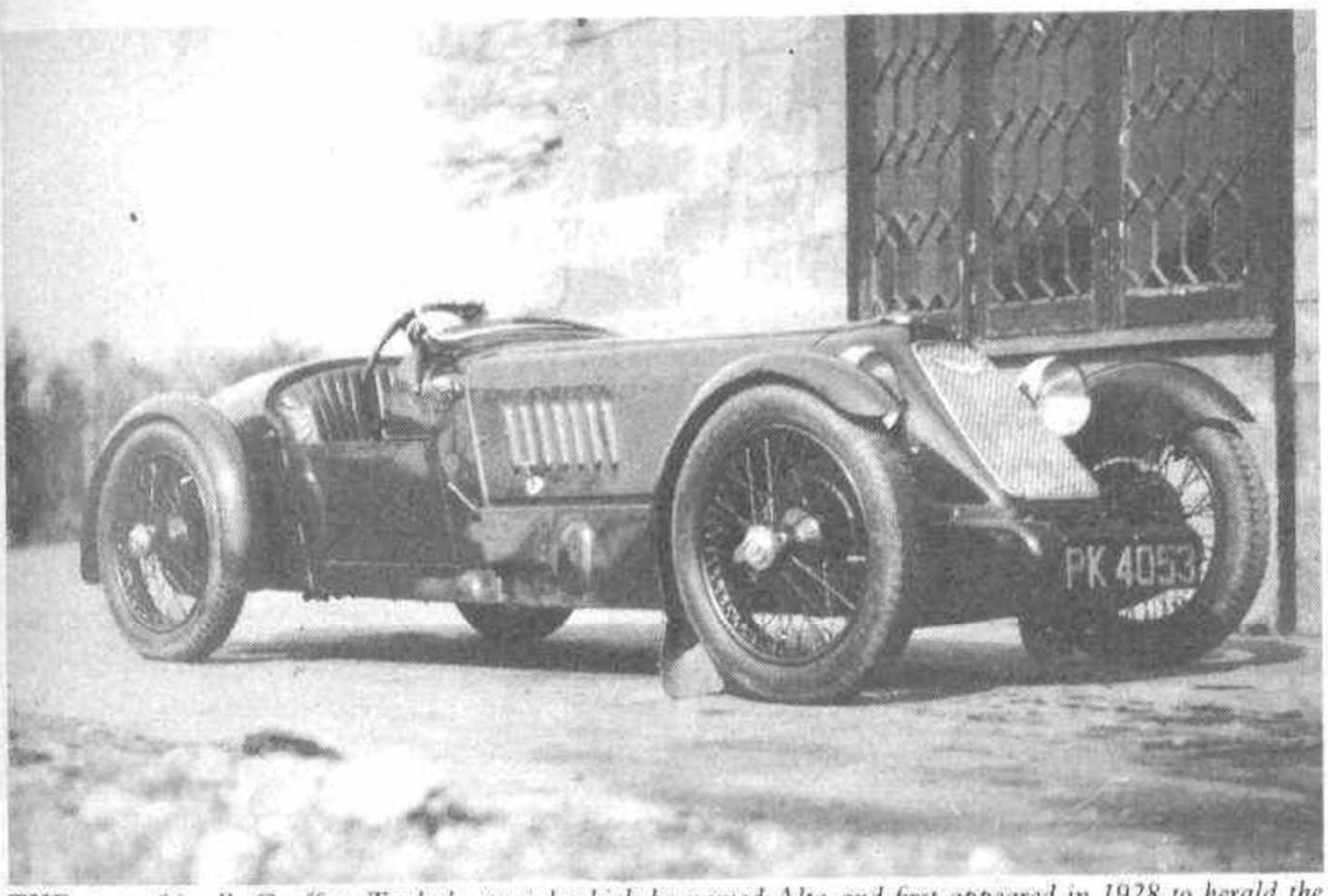
The engine was made in aluminium, with cast-iron wet cylinder liners and there were two overhead camshafts driven by a vertical shaft and skews gears from the rear of the crankshaft. Valves were at 90-degrees in the alloy cylinder head and seated on steel inserts. Bore and stroke were 60 × 95 mm., giving a capacity of 1,074 c.c., on a 7.6 to 1 compression ratio the power was said to be 49 b.h.p. at 5,200 r.p.m. and the engine was safe to 6,200 r.p.m. All this work was done in the stable-block of the family home on Kingston Hill, using the minimum of machinery, enthusiasm and hard work making up for any lack of facilities. Having completed the car Taylor needed a name for it and he chose Alta, the name of a town in Alberta, Canada, which he had come across in a novel he had been reading. He chose this name for no other reason that that it appealed to him. This first Alta was registered in November 1928 and given the Surrey number PK 4053 (see illustration). Naturally it was soon a familiar sight around the neighbourhood and it made its debut in competitions, for this was one of Geoffrey Taylor's aims, in the London-Land's End trial of 1930, in which it achieved a Bronze Medal. The following year it competed again in the London-Land's End Trial and this time netted a Silver Medal.

By this time Taylor was all set to begin producing further examples of his "prototype" and had registered the "Alta Car and Engineering Company Ltd.", in January of 1931 with a share capital of 1,000 £1 shares all owned by Taylor himself. Dissatisfied with local contractors' ideas about building him a factory on a piece of land he owned at Tolworth on the Kingston-by-Pass he got stuck in and built his own factory for a fraction of the cost and in a fraction of the time and in April 1931 he was able to announce in the motoring press that the 1,100 c.c. Alta sports car was available for £350. Like many small motor manufacturers Taylor was averse to numbering his first production car as No.1, so he considered his owned car, PK 4053, as the prototype and started at 10. This meant that the first production car was No.11, completed during the summer of 1931 and sold to a Mr. Last of Littlehampton. It had a short life for in the diary of the works manager, H. J. Griffiths, there is a note which reads ". . . completely smashed and written-off. Feb. 1932". Meanwhile PK4053 was still in regular use by Geoffrey Taylor and was used for publicity and advertising purposes, as well as for experimental work and as a general works hack. The second production car to be built was No.12 and this was delivered to the Viscount Curzon in December 1931 and was registered GT1617 (see illustration). The works notebook mentions that an allowance of £120 was made on an MG and £140 on a Morris Cowley coupé, taken in part-exchange, the MG later being sold at a profit and the Morris Cowley at a loss! Viscount Curzon subsequently became The Rt. Hon. The Earl Howe, CBE, DL, JP. and today is Patron of the Alta Register.

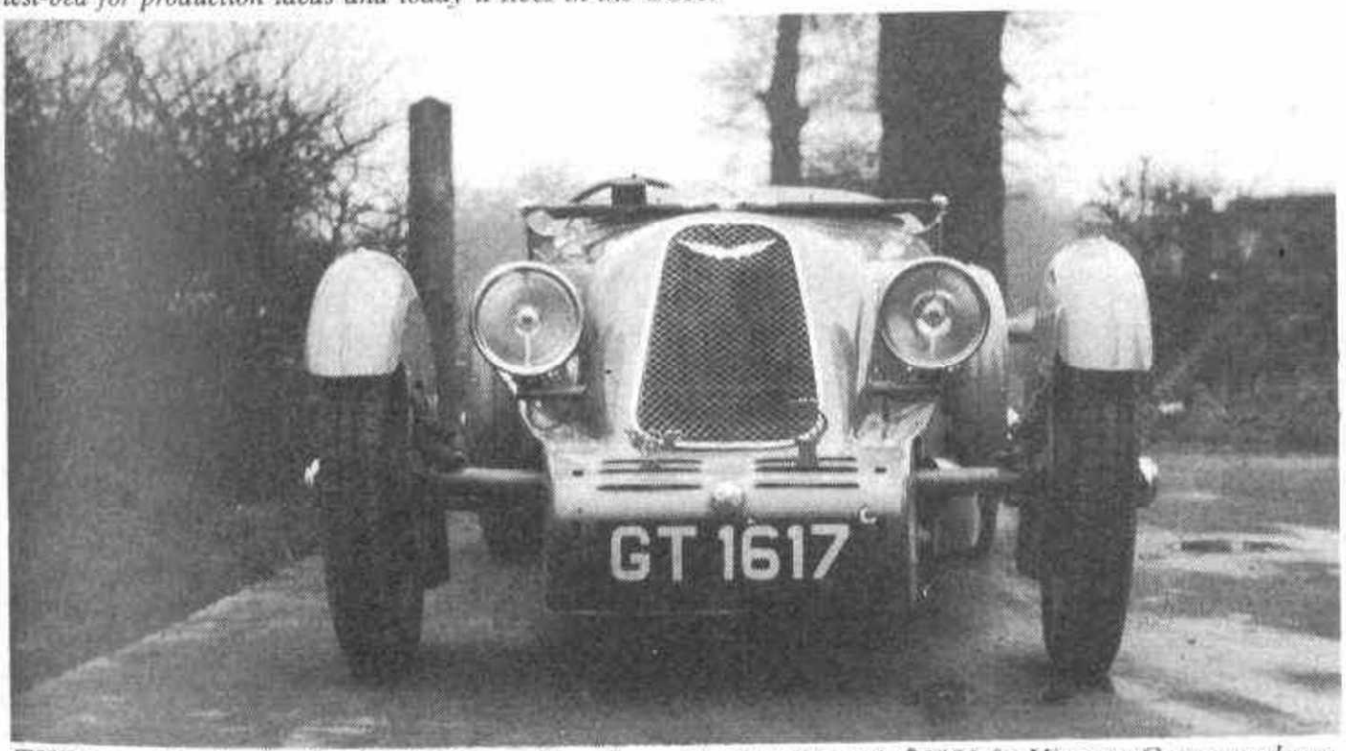
Number 13 was an engine sold to Ron Horton for his Horton Special, mentioned in MOTOR SPORT in April 1978, and this achieved the first competition success for the name Alta. It was fitted with an Amherst Villiers supercharger and set up a class record at Shelsley Walsh in 1932. Three more cars were completed and sold in 1932, one of which was a 4-seater model and two in 1933. Meanwhile Taylor was still running his own car and looking after his customers' cars as well as doing development work on the engines for a couple of people who were racing their cars. In 1934 the Scotsman A. J. Cormack bought Alta number 21S expressly for racing and at the end of the season he set up a new lap record for 1,100 c.c. cars on the Brooklands Mountain Circuit. In February 1935 Pete Whitehead took delivery of 24S and in May 1935 A. C. Lace bought 25R1S, these two cars being registered respectively, AER 884 and DPJ 929, and both were used in all forms of racing. By this time Taylor was making his own Roots-type superchargers and all manner of improvements had been made to the engine. The skew gear drive to the camshafts had been replaced by a train of straight cut gears, but as these proved to be too noisy, they were replaced by single-roller chains. The original crash-type gearbox was replaced by an ENV pre-selector gearbox and all the modifications were first tried out on Taylor's own car, PK 4053. In addition he was developing a 1,500 c.c. version of the engine and in the middle of 1935 he built the first pure racing Alta, for A. J. Cormack. This followed the basic layout of the 1,100 c.c. cars, with underslung chassis frame, but the engine and gearbox was set slightly to the left so that the driving seat fitted between the right-hand chassis side-rail and the prop-shaft.

By this time the 1,100 c.c. cars were no longer being built, and 25R1S was the last one. Twelve cars had been built, from No.11 to No.25, with three of the numbers being given to engines only. The new series of 1½-litre "offset" racing cars started at No.52 and six of these were built, for Cormack (52S), R. R. Jackson (53S), J. P. Wakefield (56S), J. H. Bartlett (57S), Frank O'Boyle (58S), and Philip Jucker (59S). Two road-going sports cars were built in this series, 54S for Dr. Williams, a supercharged 2-litre registered FF4515, which was subsequently re-registered E0Y8 and later still EVG436, and a supercharged 1½-litre (55S) registered DPG 167 for W. W. S. Bennett.

It was now 1936 and the name Alta was becoming quite well known in British racing circles, and there had been one or two sorties out of the country into International events. Geoffrey Taylor was always more interested in racing than in production and the greater proportion of the factory effort went into competition activities, he himself becoming a well-known figure in sprints and speed trials, both in PK4053, continually up-rated with all the latest developments, and with the "offset" car which Jucker had bought (see illustration). In 1937 there appeared an entirely new Alta racing car, No. 61IS, the letters denoting "Independent, Supercharged". This was a narrow single-seater with the driver positioned centrally over the prop-shaft and all-round independent suspension by a system of vertical sliders and coil springs (see illustration). This was delivered to Philip Jucker on April 27th, 1937, but sadly he killed himself in it a month later practising in the Isle of Man for the races at Douglas. The wreckage was rebuilt and sold to George Abecassis in 1938 and it became the most well-known Alta of them all. Painted silver with

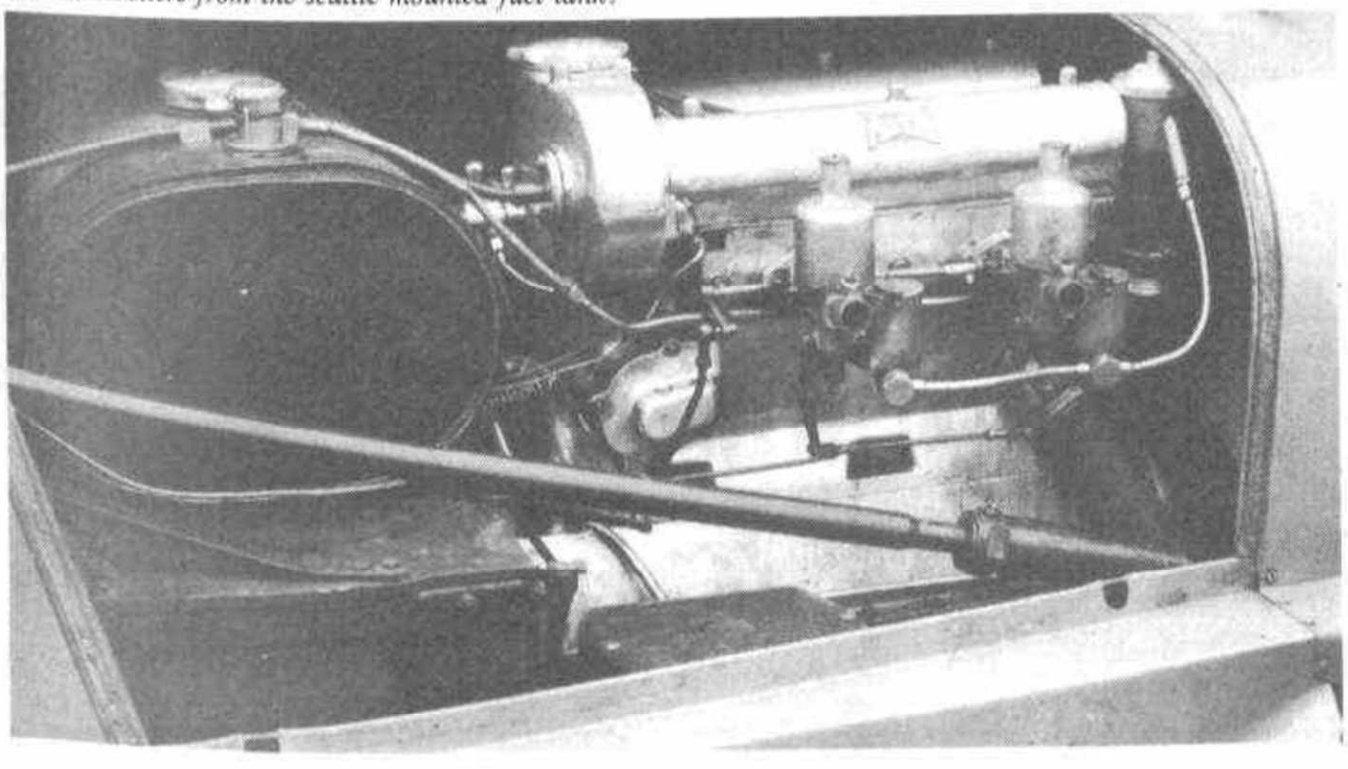


THE start of it all. Geoffrey Taylor's special which he named Alta and first appeared in 1928 to herald the forming of the Alta Car & Engineering Co. Ltd. He kept this car all his life, using it as a mobile development test-bed for production ideas and today it lives in the USA.



THE second production Alta GT 1617 was No. 12, completed in December 1931 for Viscount Curzon and was very similar to Taylor's prototype which took the number 10. Production started at No. 11 and all the early cars were 1100 c.c. with two or four seater bodywork.

THE engine of GT 1617 showing the twin SU carburetters on the all-aluminium 4-cylinder engine, with overhead camshafts driven by means of a vertical shaft and skew gears. A fuel pump on the front of the engine fed the carburetters from the scuttle mounted fuel tank.

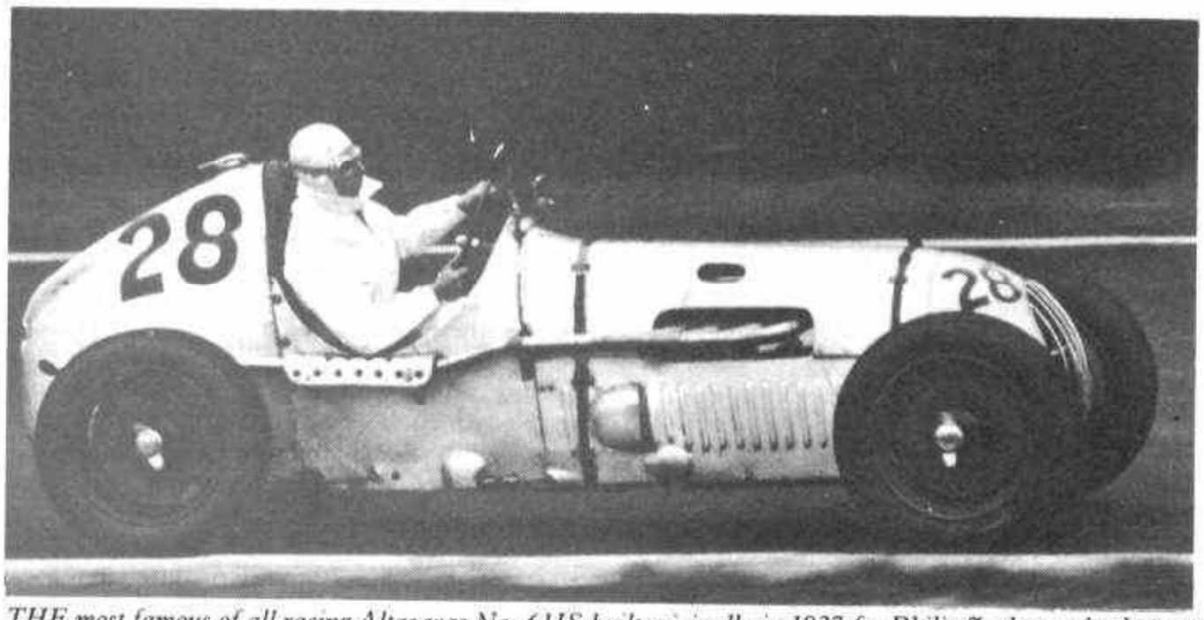


red wheels this car was raced extensively during 1938 and 1939 and while it did not win any major events, it was very successful in the smaller National events. At the time the ERAs and Maseratis were ruling the roost in 1½-litre class racing, but Abecassis and the silver Alta not only stirred them up, but beat them a number of times at the Crystal Palace, Brooklands and in speed trials and hill-climbs. Two similar cars were built, one for Hugh Hunter and the other for Tony Beadle, the former being a 1½-litre, the latter a 2-litre. Beadle's car, No. 67IS, was the ultimate pre-war Alta, with a tubular chassis frame, double-reduction gearing rear axle, giving a low prop-shaft line, and all the latest developments in engine, suspension and brakes. It was delivered in August 1938 and by mid-1939 Beadle was beginning to get to grips with the car and it was matching the works 2-litre ERA. But then the war put a stop to everything. In amongst the building of the single-seater cars Taylor was also building sports cars on the "offset" type of conventional chassis and as the war approached he was completing a new single-seater car with all-round independent suspension by torsion bars.

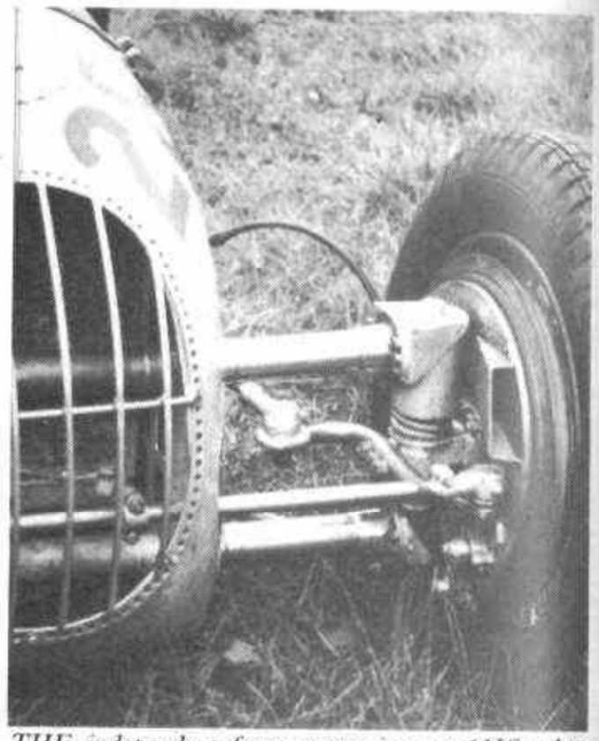
To keep the business solvent the factory had been doing Government contract work on engineering, and marine development work on Ford V8 engines, so that when war broke out the Alta Car and Engineering Co. Ltd. turned over fully to Government work. Between 1931 and 1939 Geoffrey Taylor and his small work-force had built twelve 1,100 c.c. cars, six "offset" racing cars, four pure single-seaters, and seven 1½/2-litre sports cars, a total of 29 cars, each one built by hand. In an article in the Scottish magazine *Top Gear* in 1954 it was stated that Taylor built 160 cars in the 1,100 c.c. days! Such is the imagination of the journalist. [I think he meant 16.—Ed.]

After the war Geoffrey Taylor was keen to get back into the racing game and announced a new Grand Prix Alta in November 1945, as it was pretty obvious that the racing revival would be centred around supercharged 1½-litre cars. Post-war difficulties in the supply of materials delayed his new car until 1948, when GP1 was delivered to George Abecassis. It was a neat single-seater with a tubular chassis following the lines of the 1939 cars, but suspension was by double-wishbones and rubber blocks in compression. The engine was an improved version of the pre-war 4-cylinder and Taylor built his own synchromesh 4-speed gearbox using some proprietary components. Although GP1 showed some flashes of brilliance it was not a success, nor were GP2 (for Geoff Crossley) and GP3 (for Joe Kelly), though equally they were not total disasters, but they could not match the opposition from Alfa Romeo and Maserati. The 4-cylinder Alta engine in 2-litre form unsupercharged was taken up by Abecassis and his partner John Heath, to form the basis of their successful HWM cars, and Taylor redesigned his post-war Grand Prix car into a 2-litre unsupercharged car for the growing Formula 2 in 1952/53. Four of these Formula 2 cars were built and a fifth one was on the stocks that was going to have a fully streamlined, totally enclosed body, but it was never finished. Alongside HWM the Connaught firm was expanding rapidly and they contracted Alta to supply 2½-litre versions of the 4-cylinder engine for their B-series cars for Grand Prix racing in 1954. The famous victory by Tony Brooks at Siracusa in 1955, when he beat the works Maserati team, driving a Connaught started the rise of Great Britain in Formula 1 racing and

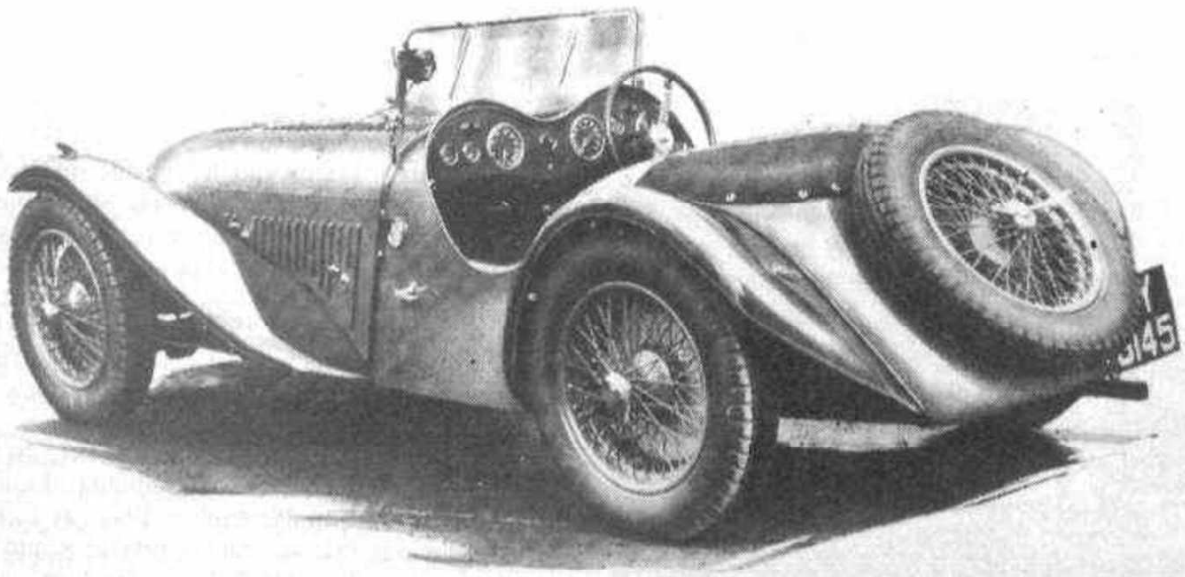
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THE most famous of all racing Altas was No. 611S built originally in 1937 for Philip Jucker and subsequently raced by George Abecassis, who gained fame by beating the all-conquering ERA opposition on a number of occasions in 1938. This was the first car to have the unique all-round independent suspension by coil springs.

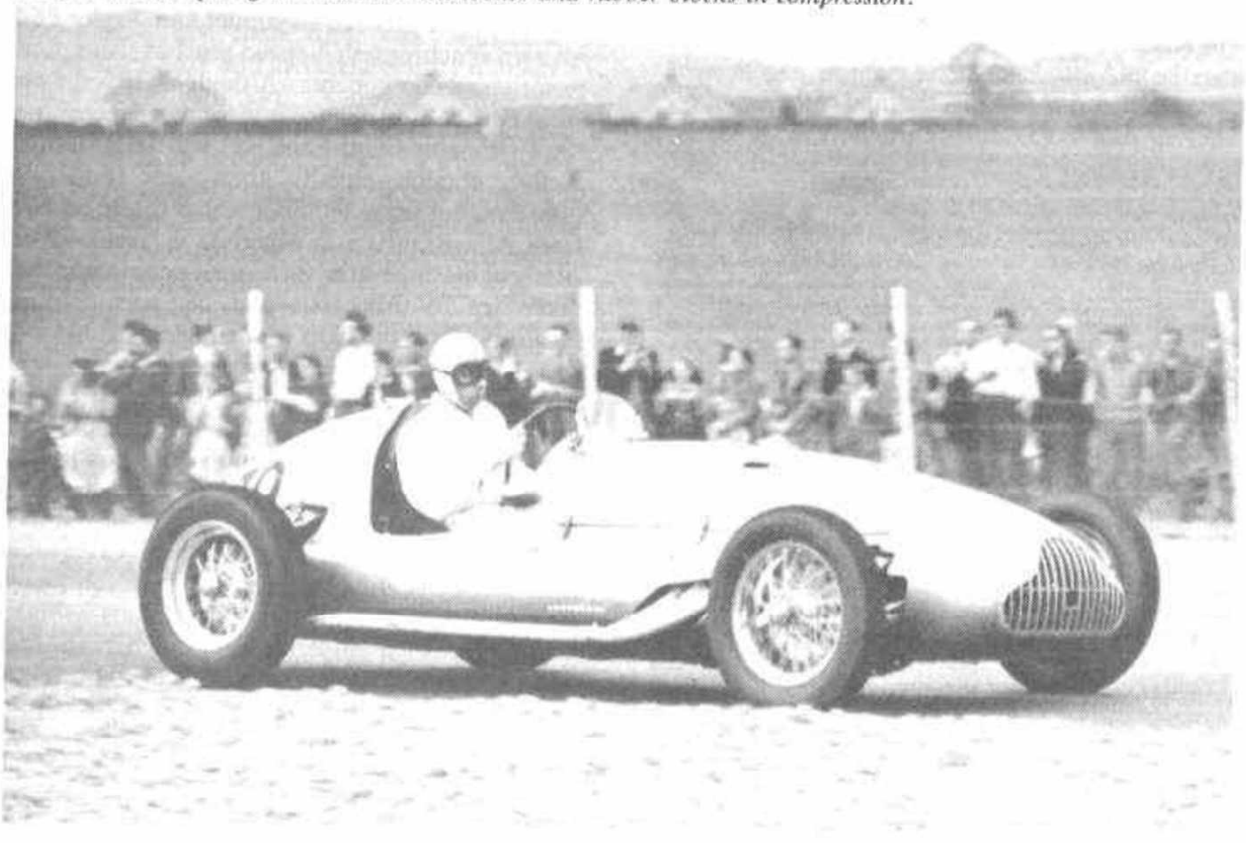


THE independent front suspension on 611S when raced by Abecassis. Modelled on the Morgan system of vertical sliders and coil springs it was quite effective for 1937. A similar system was used at the rear with two vertical sliders to each hub with the drive-shaft passing between them and double-universally jointed-shafts to the chassis mounted differential unit.



BY 1937 the fully-equipped sports Alta was quite a civilised car, as shown by this 2-litre version which sported doors and a hood as well as adequate mudguards and full-width screen for road use. Other sports Altas had pointed tails and abbreviated mudguards and were built with racing in mind.

IN 1945 Taylor began to advertise his new Grand Prix car, but the first one was not finished until 1948 and George Abecassis was the customer. It used a new version of the supercharged 1½-litre 4-cylinder engine in a tubular chassis sprung all-round on wishbones and rubber blocks in compression.



the Connaught was powered by one of Geoffrey Taylor's Alta engines, whose origins go back to the home-built special he put into production in 1931. By 1956 Connaught were waning and Geoffrey Taylor's health was not of the best so after completing the last batch of 2½-litre engines he closed down the Alta works at Fullers Way, Tolworth, Surrey. Sadly his health deteriorated and he died in 1969 at the age of 65. In the mid-1970s Geoffrey's son Mike resurrected the company in nearby Epsom, but it never really got going and it was but a brief flutter. The name of Alta may not have the aura of ERA, Maserati, Bugatti or Alfa Romeo, but none-the-less it holds an important niche in the history of British motor racing and was the result of the endeavours of one man. Fifty years after the formation of the Alta Car and Engineering Company Ltd., MOTOR SPORT is pleased to acknowledge the efforts of Geoffrey Taylor. We are also indebted to Grahame Fleming and the Alta Register for photographs and much information, the Register this year celebrating its 25th year of existence.

D.S.J.

LIKE every well-run factory the Alta Car & Engineering Co. Ltd., had a "works" cat. Mrs. Taylor made it her job to look after him.



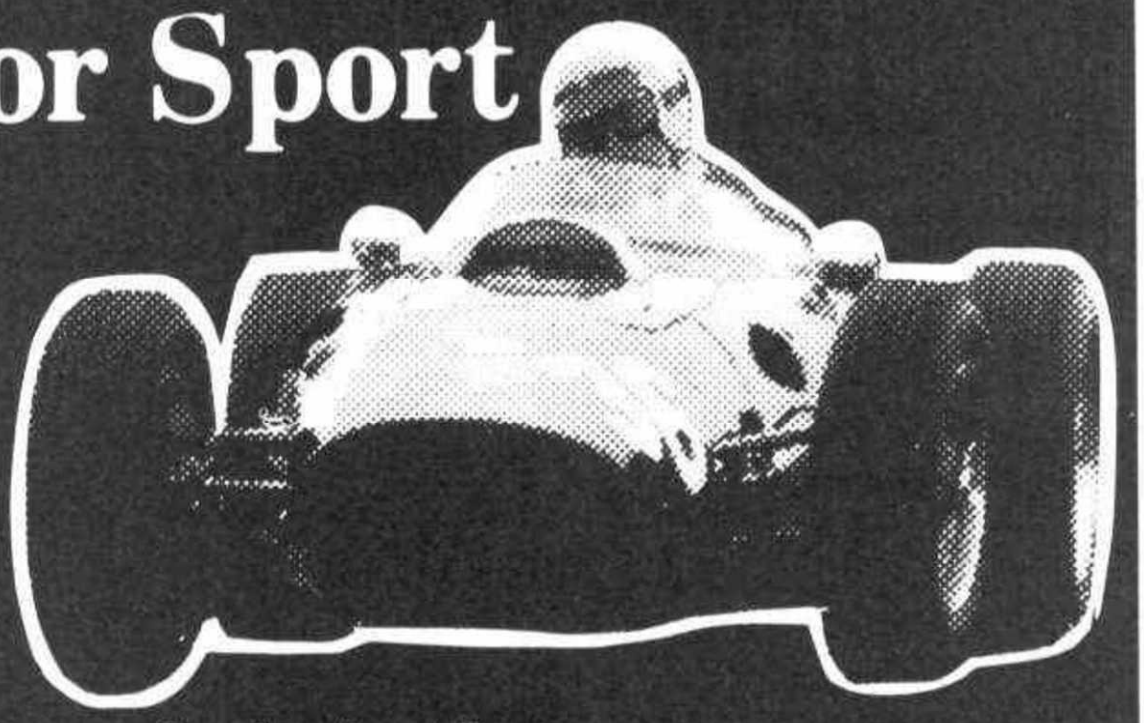
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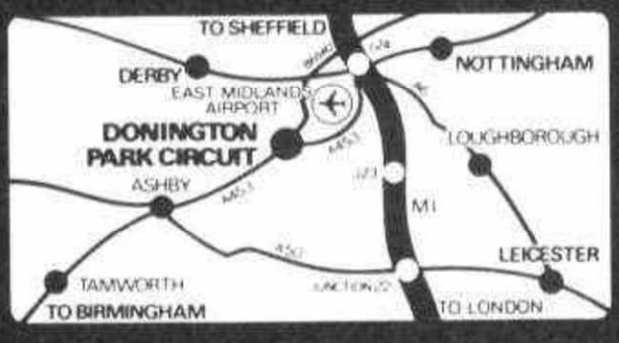




Sunday May 10
THE SHUTTLEWORTH TROPHY VINTAGE MOTOR RACING + VINTAGE AUTOJUMBLE
Organised by Vintage Sports Car Club
Admission to Trackside Enclosures: Adults £3, Children FREE (15 years & under, accompanied by an adult). Parking FREE.

Sunday May 31
50th ANNIVERSARY VETERAN, EDWARDIAN + VINTAGE MOTORING FESTIVAL
A commemorative event primarily for Veteran & Edwardian cars including a road section to Leicester's Victoria Park and tours of the Donington circuit.
Admission to Trackside Enclosures: Adults £2.50, Children FREE (15 years & under, accompanied by an adult). Parking FREE.

Sunday June 7
HISTORIC GRAND PRIX CARS RACE OF THE YEAR
Pre-War & Post-War Grand Prix Racing Cars take part in the biggest races of the year for The Historic Grand Prix Cars Association. Full supporting programme.
Admission to Trackside Enclosures: Adults £3.50, Children FREE (15 years & under, accompanied by an adult). Parking FREE.



OPEN THROUGHOUT THE YEAR
THE WORLD FAMOUS DONINGTON COLLECTION
of Grand Prix Single Seater Racing Cars with over 70 exhibits from pre-war to present-day.
Admission: Adults £1.50, Children 50p. Parking FREE. Open every day: 10am – 5pm.

Combine a visit to a Vintage Event with The Donington Collection — A Great Day Out

The organisers/promoters reserve the right to alter or cancel the programme without notice

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

The VSCC Light Car Weekend

THIS year's Welsh Weekend run by the Light Car Section of the Vintage SCC on March 28th/29th was its customary success. After weeks of teeming rain and much flooding, the weather relented, as if to applaud the fact that, despite the increase in petrol prices and car tax, a full entry of 50 was received for this happy occasion, organised by Simon Colledge. It took some years for vintage light cars to be accepted into a Club formed to cater for 30/98s and other fast sports cars but the efforts of Arthur Jeddere-Fisher and W.B. eventually made the grade and for some years the Light Car and Edwardian Section has been an important part of VSCC activities.

Although the Edwardians of the wealthy are permitted to play alongside the humble small cars which, in former times, constituted mostly economical transport for the masses, this year only Roger Collings' 1912 4.7-litre Brixia-Züst tourer represented the former. The light cars ranged from Edward Riddle's i.o.e. vee-twin GN (its "radiator" covered over to promote such heat through its home made heating tubes that now cover the cockpit floor as to singe the driver's trousers) and Ron Knight's stolid 1919 "Peace" model Hillman two-seater, to 1930 baby cars and civilised tourers. Branislav Sudjic's twin-cam Salmson was a sort of half-way car between the light cars of feeble power and the big Züst. Moreover, Sudjic maintained his splendid tradition of long-distance vintage motoring that won him a special award last year, having Salmsoned from Perth to compete, returning on the Sunday afternoon, a little jaunt that he said preceded his intention of making a 1,000 mile round trip to the VSCC Wessex Trial the following weekend! Congratulations to him and to his intrepid lady navigator.

Saturday afternoon was devoted to a road run over some 60 miles of the more remote by roads of rural Wales, a punishing and perhaps slightly too-long route, but one that not only embraced some fine scenery but took the competitors up the long gradient of Panne Hill, after an approach which skirted the bleak artillery ranges, an observed section in the 1924 RAC Six Days Small Car Trials. John Weeks' ABC-engined GN and a Morris-Cowley Chummy had failed to start and Rouse's Singer Junior saloon and an Austin 7 had come to rest on Panne, up which Diffey's 1924 Humber Eight ascended slowly, followed by our 1924 12/20 Calthorpe in second gear, which Wood in his 1923 side valve Riley coupé and the Salmson had overtaken. We were supposed to descend another RAC hill, Erwood, but here several took a short cut, not realising that they had been observed and docked marks by a marshal viewing them through field-glasses from the summit of a convenient hill!



WATCHED by other competitors waiting their turn, Ivor Phillips (Jowett) made one of the few successful climbs of a tricky section in the field next to W.B.'s Welsh home. The average age of those looking on must be less than 30, giving the lie to those who pass Vintage motoring off as being an old man's activity.

The return route to Llanwrtyd Wells was surely far tougher than that to which those 1924 light cars had been subjected? Casualties, however, were light. Erskine's 5 c.v. Citroën, on 4.50 × 17 back tyres, retired because it became jammed in bottom gear, an Austin 7 was reported to have differential problems, Peter Morgan had to hold bottom gear in place when it was needed, due to stripped gear teeth, and Nan McEwan was rumoured to have had trouble with the Riley's second gear. At one tight hairpin the Calthorpe's chassis flexed so badly that the gear-lever wouldn't go into reverse.

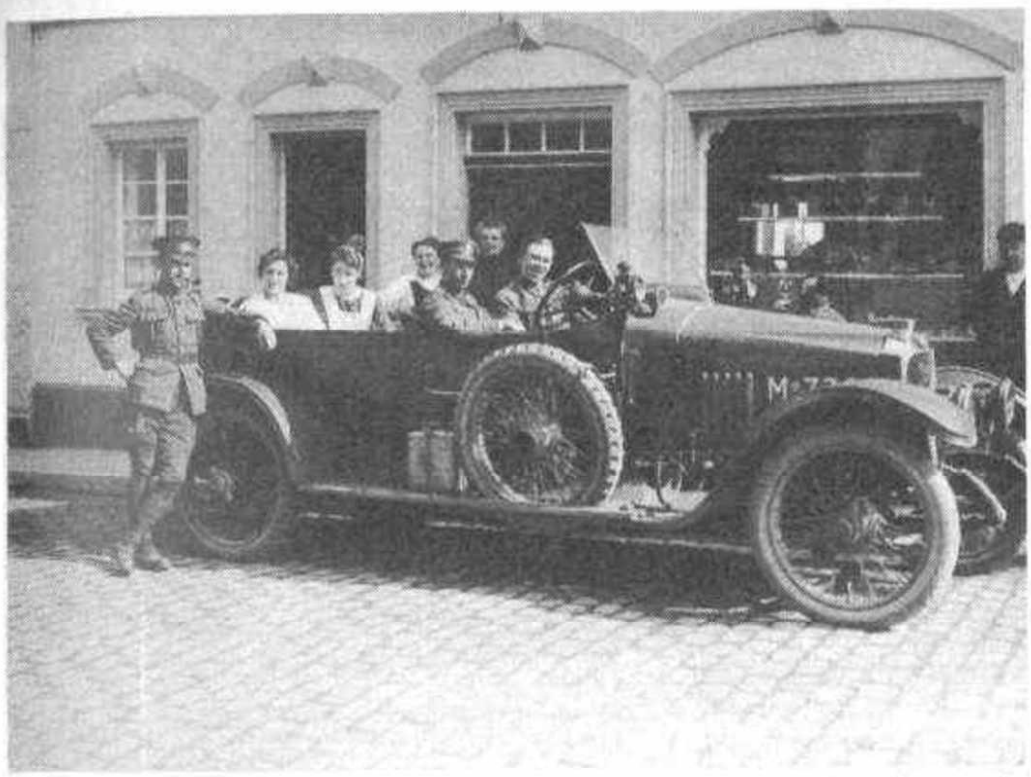
Sunday was devoted to the traditional trial. Riddle did well at Hill 2 and Di Threlfall did extremely well in the notably refined Type TB10 air cooled vee-twin BSA, which upholds its Daimler ancestry, whereas her husband failed early. Other good ascents of this and/or Hill 3, were those of the Salmson, Monica Gray's Austin 7, Harper's Austin 7, Shaw's o.h.c. Morris Minor two-seater, and Thorpe's Swift Ten tourer. Tony Jones' Austin Chummy lacked power, Price got his as far up Hill 3 as the hole which stopped many, including Wood's Riley, but the Züst and Diffey's Humber, both on beaded-edge tyres, wouldn't look at these gradients. The Arnold-Forsters had gone home to get their Austin 7 ready for the "Wessex", but Jane Hill was in good form in the AJS. Incidentally, out of the entry of 50, 19 were Austin 7s. The Welsh mud proved unduly slippery at Llwynbarried, but here Phillips' 7/17 Jowett performed very well.

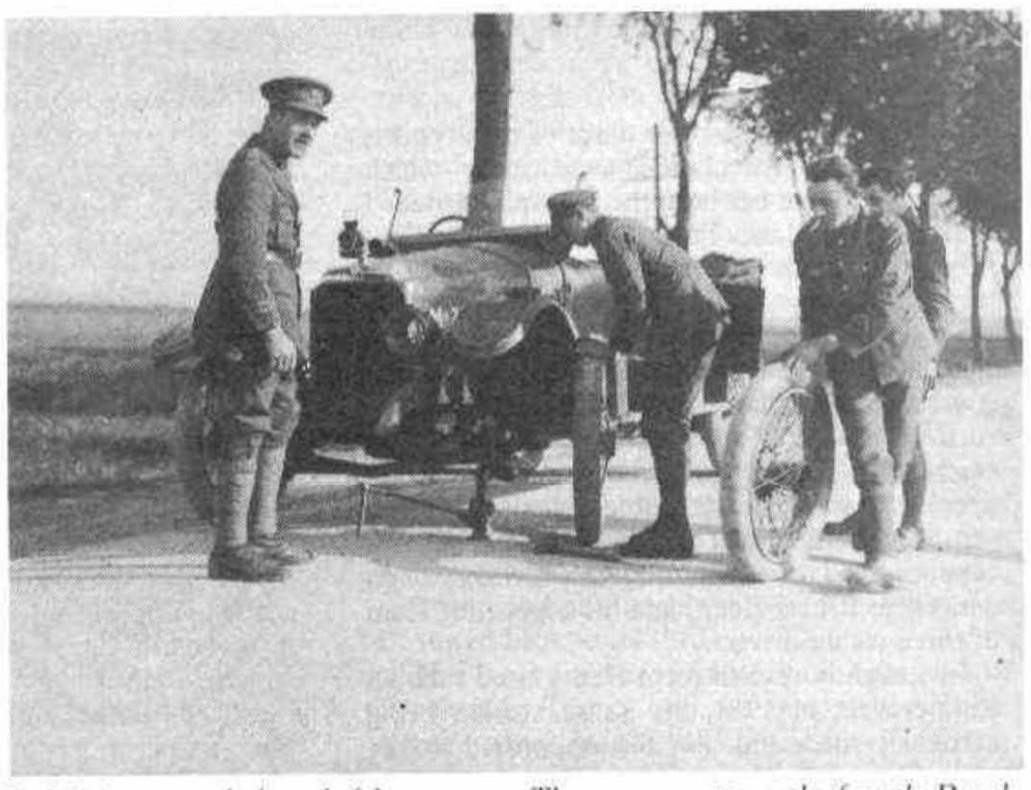
W.B.

Results: Llwynbarried Trophy: Mrs. Di Threlfall (1924 BSA). **First class Awards:** M. Shaw (1930 Morris Minor), T. Threlfall (1924 BSA). **Second class Awards:** I. Phillips (1925 Jowett), Mrs. McEwen (1930 Riley 9), S. Price (1929 Austin 7). **Third class Awards:** R. Thorpe (1930 Singer Ten), Mrs. J. Hill (1930 AJS), R. Batchelor (1924 Morris-Cowley), D. Cochrane (1925 Austin 7).

ANOTHER clean climb was made by eventual winner, Di Threlfall, in her TB 10 air cooled BSA.







A READER has very kindly sent in these two shots of a Vauxhall staff car photographed in Belgium towards the end of the great war. The crew are, apparently, from the Royal Engineers and it is interesting to note that the hammer lying alongside the jack in the right photograph is of steel, rather than the copper clout one might expect for k.o. wheel removal.

ANOTHER READER sent these two photographs taken in Vauxhall's test shop. By the military style numbers stencilled on the chassis of the cars and the black-out curtains, we assume the pictures were taken during the First World War, but the lack of activity indicates otherwise: perhaps a post armistice photograph?





Fragments on Forgotten Makes No. 40: The Zephyr

YOUR reference in a recent issue to car component manufacturers in Lowestoft mentions the Brooke car and also the Massa sparking plug, the latter being made in Freemantle Road.

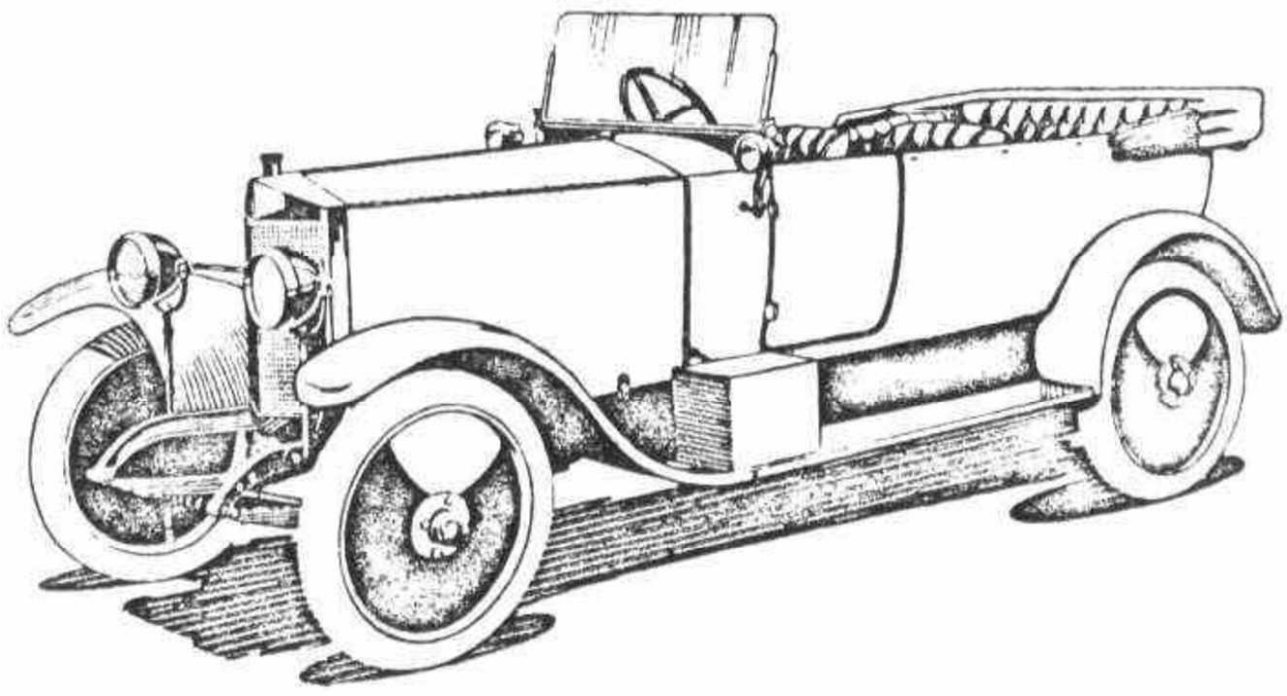
Freemantle Road was also the home of the Zephyr car which was built by a company called James, Talbot, Davison (1916) Ltd., of which five cars were produced between 1918 and 1919. Mr. James worked in the office, Ernest Talbot was in charge of the shop and Davison, an American, was the designer. The cars had 4-cylinder push rod OHV monobloc engines of 1,944 c.c. (11.9 h.p.) and were exhibited at Olympia in 1919, where it is reputed an order for 5,000 was received but because of a moulders strike they were unable to get cylinder block castings. After importing a large quantity from Belgium, which proved unusable, the company went into liquidation.

It was restarted later, making Zephyr pistons designed by Ernest Talbot; I believe these to be the first bi-metal pistons on the market, supplying Standard Motors with over 30,000 in one year. The company was eventually taken over by A. Rist (1927) Ltd.

Albert Rist was a somewhat shrewd businessman, forming several companies in Lowestoft and supplying wiring harnesses to Lucas under cover enabling him to beat the "ring" of main manufacturers controlling prices at that time. From about 1929 Joseph Lucas Ltd. had a controlling interest in Rists, Wires and Cables Ltd., as it was then known, and later went on to form the Beacon Lamp Co. Ltd., at Freemantle Road, with Lucas backing, to manufacture auto bulbs; this again to beat the price fixing ring of manufacturers.

Other Rist activities at the Waveney Works in Freemantle Road and the Ness Point Works, Whapload was the manufacturer of the Chambers carburetter and also, I suspect, the MASSA sparking plug. — David J. Feakes

THE 11.9 h.p. Zephyr.



Imitation . . .

IF imitation is the sincerest form of flattery, it is an interesting speculation to consider which racing-car design has been the most plagiarised. I would put the Henry Peugeots of before the First World War high on the list, if they do not win hands down.

Last month we made Editorial reference to a startling new theory advanced by Edward Eves of *Autocar*, whereby he couples Louis Verdet's name with the design of the 1912 Grand Prix Peugeot engine, the first to use inclined multiple valves operated by twin overhead-camshafts, thereby setting a fashion that continues to the present time, instead of attributing this breakthrough entirely to Ernest Henry and his supporting team of three racing-drivers.

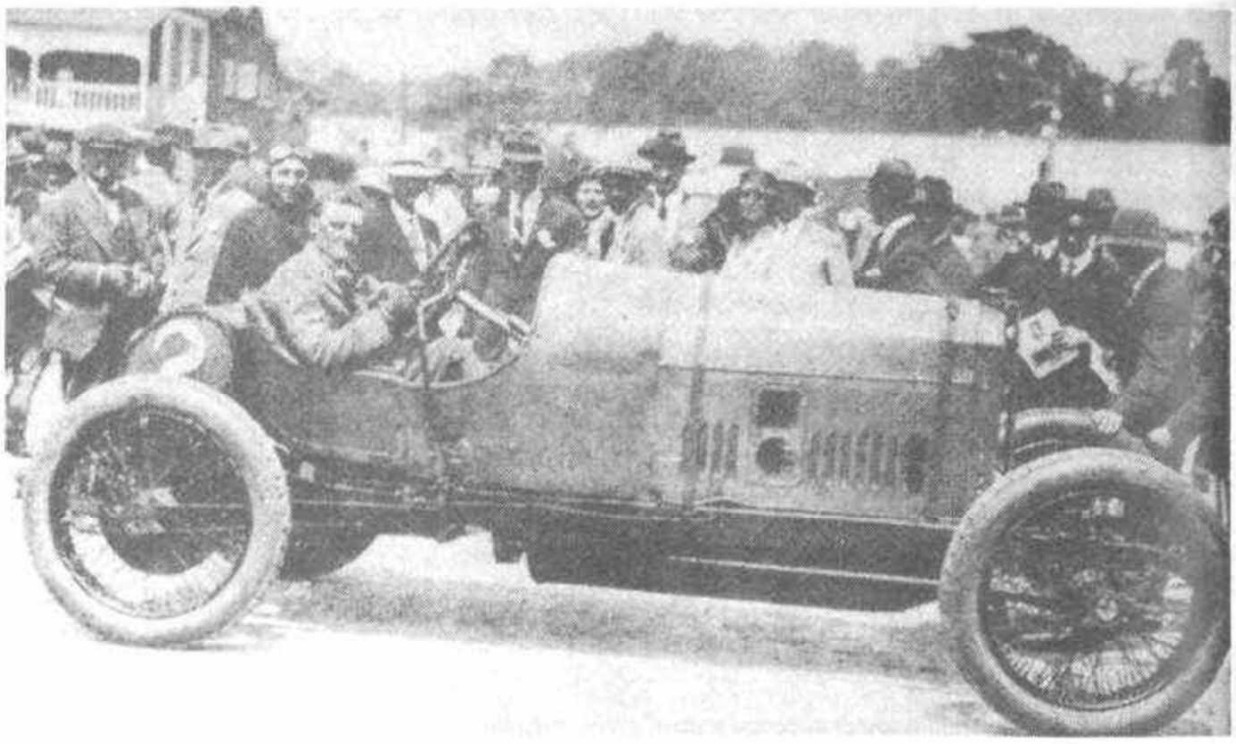
In a slightly revised form Henry used such an engine again in 1913, his 3-litre version being extremely successful, notably when used by the great Georges Boillot to win the Coupe de *L'Auto* race at Boulogne, with team-mate Goux in second place. It was then that the copying started. I have told in an exclusive MOTOR SPORT article how Louis Coatalen of Sunbeam's got hold of one of these Coupe de *L'Auto* Peugeots, stripped it down in secret in Wolverhampton, and copied it for his 3.3-litre 1914 TT Sunbeams, using the same configuration for his Grand Prix cars of that year and for aero-engine designs.

We know that when the Humber Company of Coventry entered motor racing, for the one and only time, they engaged F. T. Burgess to design their 1914 TT racers and he also copied Henry's twin-cam Peugeot design, not only so far as the TT Humber engine was concerned, which was almost identical apart from a reversed cylinder block, but the chassis also. Proof of this came when C. G. Brocklebank had cause to replace the frame of one of these 1913 Coupe de *L'Auto* Peugeots he was racing at Brooklands after the war (it is dealt with in much detail in "The History of Brooklands Motor Course", Grenville, 1980) and found that a 3-litre Bentley chassis lined up perfectly. Burgess had obviously used Peugeot drawings when laying-out the post-war Bentley chassis for W.O.

We know that others, too, copied Henry's engines, such as Premier and Monroe in America, and the 1922 sixteen-valve Aston-Martins were a 1½-litre link with his 1913 designs. Another case of a racing car being copied was that of the 1914 Grand Prix Mercedes, rushed to Derby soon after war broke out, so that Henry Royce could investigate its design; he used some of the German techniques in his Rolls-Royce Eagle aero-engine. Now Eves tells us, and I quote from his article in *Autocar* about the 3½-litre Bentley, "His (Sir Henry Royce's) preoccupation with performance is apparent in very early patents for overhead camshaft valve gear, *the purchase of the twin-cam Peugeot that won* the 1913 Coupe de *L'Auto*, and the twin-cam engine he proposed for the Goshawk prototype 20 h.p. model as early as 1920". (My italics).

Now unless memory tricks me, this is the first I have heard of Royce buying the Boillot Peugeot, just as Eves dropped a bombshell among historians with his claim that Verdet vied with Henry in designing these racing engines and that they used desmodromic valve gear to win the 1912 French Grand Prix. I imagine that profound Rolls-Royce researchers will be delving into Royce's "Bible" (wherein the aforesaid 1914 GP Mercedes is mentioned) and other archives at Paulers Pury to see if this exciting piece of information can be enlarged upon.†

You see, I had often wondered whether the Peugeot Coatalen cribbed had returned to France or had stayed here to be purchased by Brocklebank. As this was supposed to have been the winner of the 1913 Coupe de *L'Auto* I suppose it is possible that Coatalen might have passed it on to Henry Royce when he had done with it. But I do wish Eves would quote his sources for the new historical data he has come up with. — W.B.



A BUSY LITTLE PEUGEOT. — The 1913 Coupé de L'Auto 3-litre twin cam car raced at Brooklands from 1922 to 1924, until it killed Capt. Toop, who had driven it, or a sister Peugeot, at the Track before the war. It is thought to have been Boillot's winning car at Boulogne late in September 1913, to have been used by Coatalen in time for Sunbeam copies to run in the TT in June 1914, may have run at Indianapolis in May 1914, and now Ted Eves tells us that it was owned by Sir Henry Royce, presumably also around 1913/14.

† For what it is worth, an article "Where Have All The Peugeots Gone?" will be found in MOTOR SPORT for June and July 1968 (photostats available), although it does not mention Sir Henry Royce having one. — Ed.

Firestone Tyres for Vintage Cars

FIRESTONE Vintage and Classic tyres and tubes are now available from Lambrook Tyres of Colyton, Devon, following an agreement with Eurotyres to take over their interest in vintage tyres from the beginning of 1981.

Lambrook Tyres carry considerable stocks of a wide range of tyres and tubes of vintage car and motorcycle sizes, including the range from Firestone, now manufactured in New Zealand. These tyres are made either in the original moulds, which escaped the scrapyard, or in moulds recently re-made to the specifications of the original Firestone drawings. As such, these are, they claim, some of the most authentic vintage tyres available. Many of the Firestone sizes are also available in white-sidewall, again to the original specifications. The sizes available, in both black, and white-sidewall, include 670-15, 700-15, 600-16, 650-16, 700-16, as well as 525/550-17, 475/500-19, 475/500-20, 450/475-21 and 525-21. Beaded-edge tyres in 30 x 3½ and 30 x 3 are available, in either all-black or all-white rubber. Other sizes are also available.

Lambrook Tyres also market other brands, including Avon, Lucas, Custom Classic, Garfield, Denman, General and Olympic, which, combined with Firestone, total an almost complete range of sizes, at very competitive prices. — W.B.



V-E-V Miscellany. — A reader who has been following us since 1930 writes to ask if anyone remembers the aged aeroplane that was displayed on the roof of the Westgate Motor House in Gloucester in 1931, for publicity purposes? It looks to be a rotary-engined Avro 504 and at the time the garage was agent for Standard, Singer, Humber, Morris, Dodge Brothers and Daimler cars. The Baldslow Fête and Vintage Car Rally will be held on September 6th, at Hole Farm, Westfield, E. Sussex, all vintage and classic cars being welcome, to which plaques will be presented. Entry forms from the Rally Secretary, 780, The Ridge, Baldslow, St. Leonards-on-Sea, E. Sussex. A reader has picked up our comment in Rider Haggard's book about cars being called motors or motor cars, rather than cars, in the early days, saying that even now, in Norfolk, the older folk use the expression motors, pronounced "mo-er". He is anxious to know what became of the 1931 Morgan-JAP Family-model he sold in 1952 for £45, to someone who was taking it to Yorkshire. No chassis number was ever found but the Reg. No. was FW-2489. Letters can be forwarded, as they can to a New Zealand correspondent who has a 1907 18 h.p. Wolseley-Siddeley which he has heard may be the

one entered by, he thinks, Booth Bros. in the 1907 Irish Reliability Trial, and who seeks confirmation of this.

It is sad to learn that a reader aged 87, who obtained his first driving licence and RAC Certificate in 1913 and drove an LM cyclecar in that year's MCC London-Exeter Trial, winning a silver medal, lost his licence recently for an error he committed at midnight at a double roundabout, he says, while he was looking for the A45, no accident resulting. As he knows of an 88-year-old driver who was merely fined £5 after hitting a 'bus, the letter writer is naturally incensed. It would cheer him up if anyone remembers the LM or Little Midland, cyclecar. From another reader I have received a copy of the magazine "Bolts From the Blues", issued in Gorizia in June 1917, being the journal of the First British Ambulance Unit of the Red Cross on the Italian Front, of which the correspondent's brother was in charge of the workshops; he died not long ago, aged 92. The entire text of the book is in lighthearted verse, some of which recalls Buicks with difficult gear changes and noisy second gears, and Rupert Thompson who drove large and fast Fiats until he went on to drive an enormous Itala. The cartoon sketches clearly depict T-Fords and Renaults—a fine period piece!

We hear that the *Sunday Times* has been taken to task for the ridiculous statement it made on March 1st last, that John Dodd was the first man ever to put a Rolls-Royce aero-engine into a car. The person who corrected the newspaper quotes Ted Lloyd-Jones' Triangle Flying Saucer with R-R Kestrel engine, there has been more than one R-R Merlin-powered car, and Col. Henderson had another Rolls-Royce-engined road car in the early 1920s.

When I said that we need not appeal to MOTOR SPORT readers for an answer to the letter from Mr. John Willis asking for the location of the road used for the 1920 Liverpool MC speed trials, as we knew the answer, I had reckoned without the interest this would cause. Although we quoted the venue, many correspondents have now written to provide fuller details, one of them after consulting local newspaper files and with the considerable help of no less a person than the former Mayor of Bebington, who was asked to help and who must have gone to some trouble to do so. It transpires that the course was over one or two roads on Lord Leverhulme's Thornton Hall estate, some two miles from his "Port Sunlight" factory, both then private, but one now the present Lever Causeway. The old speed-trial course was apparently on the tree-lined road that is now at the end of this present Lever Causeway, beyond a gate marked "private". The course was 1,023½ yards long and they used a 250-yard flying-start into the timed kilometre. The road was of prepared tarmac, finishing up a slight incline of macadam road, with 600 yards in which to stop. There were many motorcycle competitors, including George Dance (Sunbeam), Kirkham's yellow Douglas, and Pugh's Levis two-stroke, but not many cars, apart from Cozens' Sunbeam, Watson's Vauxhall, and Horrocks' Morgan three-wheeler. Two nasty accidents happened, M. Ralli being thrown off his 7/9 h.p. solo Rudge at some 40-50 m.p.h. after leaving the smooth part of the course, and being taken to hospital. We thank all those who have told us about this 1920 sprint, the first local post-war event and the third in the district, the others having been held at Colwyn Bay. Mr. G. F. Smith, who is restoring a 500 c.c. Rudge Special, offers to supply a copy of the newspaper report of the event to anyone who sends him a s.a.e. — addressed to "Aysgarth", 23 Mount Road, Higher Bebington, Wirral, L63 5QA. Not only that, but he has discovered that a Mr. Ollerhead, who rode a belt-drive Triumph in the event, still lives in the Wirral. . . .

Still on this topic, the *two* roads on Lord Leverhulme's estate were both offered to the local council, but only one was accepted; it is the present non-public road that was used for the speed-trials. It is now overgrown but the tarmac is still visible. The roads were originally for exercising Lord Leverhulme's horses and have wide grass verges.

Among the many letters about this was one from a reader of MOTOR SPORT since 1931, who only missed copies when he was in the Royal Navy during the war; he paid a visit to our offices in 1935 when on his way to his only visit to Brooklands, from Merseyside, when Cobb's Napier-Railton won. In those days he was able to buy more than 40 copies of the magazine, from 1924-28, for 10/- (50p) carriage paid! The same day as I read these letters I drove out of London to see if another speed-trial course used some 12 years after the Liverpool one still existed, and was pleased to discover that start, finish and other features could be recognised. However, one hesitates to give locations of such private-road courses, respecting the privacy of the present incumbents of the estates. As the owner of this one remarked, even in the mid-1930s only the Doctor and the Vicar, with their pony-traps, were likely to be encountered, whereas now there are 12,000 people in the village! For this reason we would ask anyone intrigued by the above comments not to even walk along the old Liverpool course without prior permission from the present Viscount Leverhulme's agent.

W.B.

Another Wind-Wagon

ARISING out of the publication of a photograph of a 1920s propeller-driven cyclecar in the March issue (page 299), a reader has sent us details, as they appeared in *The Aero* in 1912, of another such vehicle. This was the one used by the All British Engine Co. for testing its aeroplane engines at Brooklands. It consisted of a fairly short-wheelbase chassis on artillery wheels, equipped with mudguards and a drop-nose, with bearers at the back on which were mounted the engine undergoing test. The make of the chassis is unknown, but to Brooklands' inmates it became the "Wind Bus". The engine being tested could move on runners, so that the thrust developed by its propeller could be measured with a spring-balance, the idea presumably being that it was more accurate to test this while the propeller was driving a vehicle than it would be on a static test-bench.

A gravity fuel-feed, and what could have been radiators, were carried above the aero-engine on test. What is interesting is that the only control the driver of this ABC wind-wagon had was by using the ignition switch, as throttle, ignition and other settings were looked after by operatives carried in metal backward-facing bucket-seats on either side of the aero-engine itself. It should be explained that the chassis had no engine of its own, and was driven solely by the pusher-propeller attached to the aero-engine on test. This queer device was kept in the ABC sheds, on the Brooklands' aerodrome.

The Aero's reporter had a ride on the Track in it when a 40/50 h.p. four-cylinder in-line ABC engine was being tested. He said that the wind-wagon ran very smoothly on its half-elliptic springs, accelerated very smoothly, and that there was no draught from the suck of the two-bladed propeller. Although no engine-mechanics were carried on this occasion, it proved possible to set the engine at half-throttle, after which the test-rig ran easily up to a speed of about 60 m.p.h. Presumably the brakes held the "Wind Wagon" until its driver was ready to move. After a few enjoyable laps, however, a bump on the Members' banking caused one tip of the extra big propeller to hit the concrete, causing a blade to disintegrate. Before the engine could be switched-off it roared away and the other blade flew to pieces. No other damage was done but as racing motorcycles were on the Track it was necessary quickly to pick up the wooden splinters, and presumably the wind-wagon had to be towed back to its shed.

This is yet another example of the versatility of Brooklands Track; even as late as the 1930s anyone who paid (10/- per car, 5/- for a motorcycle) was permitted to use it on non-race days, which is how one young enthusiast found himself circulating in a staid Armstrong-Siddeley landaulette one Bank-holiday Saturday, while things like E. L. Bouts' fierce 5-litre racing Sunbeam thundered past at full-chat! — W.B.

VSCC Wessex Trial

DESPITE a rather gloomy forecast, the 1981 Wessex Trial took place in dry, if cold, weather at the beginning of April. The sections were thus relatively easy and scores high. Barry Clarke once again took premier award with his much modified Austin Chummy, while of the larger cars, Club President Tom Threlfall and his brother-in-law Richard Campbell shared top honours with a brace of Model A Fords. Vauxhalls were much in evidence, no fewer than 13 being entered, although 30/98 registrar David Marsh was unable to compete due to injuries sustained when dismounting from his penny-farthing rather faster than intended. Roger Collings was campaigning the 1903 Mercedes but his hill storming successes of last year were not to be repeated due to a blocked carburetter jet. Altogether, 56 competitors tackled 14 sections.

Results

Wessex Trophy: Barry Clarke (1928/35 Austin Chummy)
First Class Awards: David Uglow (1937 HRG), Mike Hirst (1928 Alvis 12/50), Tom Threlfall (1928 Ford A), Richard Campbell (1930 Ford A), Peter Garland (1927 Vauxhall 30/98).
Second Class Awards: Alan Fairless (1926/30 Austin Special), Harry Spence (1930 Lea-Francis Special), David Ellison (1938 Riley-Mercedes), Bernard Kain (1929 Bugatti Type 43/44), Alistair Templeton (1922 Vauxhall 30/98 E), Tony Jones (1923 Vauxhall 30/98 OE).
Third Class Awards: Richard Clark (1937 HRG), Stephen Dear (1934 MG PA), Keith Hill (1930 AJS), Patrick March (1923 Vauxhall 30/98 Wensum), Bruce Spollon (1925 Vauxhall 30/98 Wensum).

Vintage Postbag

"The McKenna Duties"

Sir,

Further to your article on "The McKenna Duties", I can confirm that vintage American cars' "mudguards, radiators and lamps" were usually black *à la* Henry Ford, because as a boy I was allowed to accompany the van driver of a business operated by an uncle of mine to General Motors at the Hyde, Hendon to collect and deliver these items in order that they could be stove-enamelled, black, of course. These components came over from America in raw-metal, heavily coated with grease, in large wooden crates which were opened at Hendon and the parts loaded on to the company vehicle, an

continued overleaf

early Chevrolet, with wooden wheels, external-contracting rear wheel only brakes, and a special Spurling body. A refined delivery van indeed, by contemporary standards in 1929.

At the works, the grease was boiled-off in caustic soda, no degreasers then, and the enamel, one coat matt and two coats gloss, was poured over the parts, or alternatively, they were literally dipped in and hung up to drain. Rubbing down between coats was done with pumice-blocks, no wet or dry flatting paper either, and dust etc. was a major problem. You had to tip-toe through the paint shop! The stoving was carried out in large room like gas-fired ovens, with a prolonged baking period of about two hours, the finished work looking extremly glossy, and, as no doubt you recall, of long lasting quality.

In retrospect, it was all very exciting to a nine-year-old; I had a lovely collection of the beautifully enamelled badges for Chevrolet, Buick, etc., which were fitted at Hendon I wish I knew what happened to them.

In conclusion, surely the cyclecar pictured on page 299 (March issue) is a LEYAT (1913-1921) as shown on page 343 of Georgano's Motor Cars. More about the good old days, please!

Shoreham-by-Sea, Sussex S. W. WHEAL

Sir,

After reading W.B.'s interesting McKenna duties article, may I, please, put in a word or two in praise, of vintage American cars?

In the 1920s I was in South Africa, where, at that time, the only decent roads were in the towns and as soon as you left the town you were on a dirt road, with a really rough surface, and, as well, there were no garages outside the towns, and the distances between the towns were often quite considerable. So, a strong, reliable car was needed. I regret to say European cars were found to fall apart rapidly under those conditions, and American cars did not, having more rigid chassis. So, only a few European cars were bought, as prestige objects, for use in places like Cape Town.

My own car was a Hudson Super Six — photo enclosed — which took me around Cape Province and to Port Elizabeth and Johannesburg, quite adventurous journeys in those days, without any trouble.

Chichester, Sussex G. de JONGH

Quadrant Memories

Sir,

I was most interested to read on p.179 of your February issue "in 1927 Archer was using an old belt drive 4¼ h.p. Quadrant", as on leaving school in 1918 I purchased a 1912 model of this machine (AE321) for £25 from my form master (I think he rooked me!).

It had a fine polished aluminium crankcase housing a very heavy flywheel, a Sturmey-Archer three-speed hub, a cycle type stirrup front brake, a splendid Bosch magneto, lubrication by hand pump (when remembered!) and of course no clutch, changing being done on the exhaust lifter.

It gave me good service for many years, later being fitted with a coachbuilt sidecar at my brother's suggestion (in order that he might drive his fiancée about!).

To my great regret I finally sold it to a scrap merchant for 6/- when I purchased a brand new 350 c.c. Ariel.

I used to ride the solo Quadrant the 30 miles to Bristol when a good friend got me a position (unpaid) in the repair shop of the Douglas works at Kingswood to gain experience. Here I surprised (and perhaps pleased) the foreman by asking if he had not been the noted trials rider for Quadrant, a fact gleaned from *Motor Cycling*. Sad to say, I have forgotten his name.

I gathered a worker was somewhat suspect if he owned a Douglas, and I well remember one man passing the security man at the gates with a nice pair of self-made "straight-through" exhaust pipes stuffed down his overalls!

Brent Knoll, ANTHONY MARRIAGE
Somerset

Humber Identification

Sir,

The excellent photograph you reproduced on page 292 in your March issue showing a 1913 Humber ascending Dunmail Raise is not in fact a 15.9 h.p. but an 11 h.p. model. The 15.9 h.p. was not introduced until 1919 and was a much heavier vehicle than its pre-war ancestors the 11 h.p. and the 14 h.p. which were notably light and had higher back-axle ratios, the only similarity between the 15.9 h.p. and pre-war 11 and 14 h.p. was the engine — a conventional side-valve, "L"-head monobloc assembly with pressure fed crankshaft.

Petworth, Sussex J. G. MORRIS

The Le Mans Museum

Sir,

Concerning the photograph of the 1920's propeller-cyclecar. I was surprised to see this because I saw one whilst on holiday last year. It was residing in the Musée de l'Automobile du Mans, in the grounds of the famous Sarthe circuit. Virtually all of the exhibits were in original condition and thus quite shabby and broken. It was the same for the cyclecar. The tyres were frayed and rotten and possibly many parts were missing. Unfortunately I did not note its name, but remember it had a small twin horizontally opposed engine.

Many fine cars live in this small museum which has predominantly French cars displayed. However the British honours are upheld by a very nice (restored I think), 1929 3-litre Bentley in BRG, and a beautiful brace of Jaguars, including a C-Type, D-Type, and an original 1962 E-Type which is Swiss registered and has left hand drive. Many other famous and interesting cars live there and I would recommend a visit to anyone passing or visiting the Sarthe area.

I thank you for many enjoyable years' reading, and look forward for many more to come — despite our savage taxation!

Moreton, Merseyside ALAN K. SMITH

ERA and Air Struts

Sir,

I was interested in the recent articles on the ERA book and picture of R4D with air suspension. This took me back to an evening during the 1950s when along with other members of the local motor club we were privileged to visit the BRM works at Bourne, going first to Folkingham aerodrome to see where the V16s were road tested. I remember that Raymond Mays took us into one building and showed us what he described as his new sprint car. This was shaped similar to the E-type ERA with a blown 2-litre ERA engine. The suspension was the same type air struts shown in your picture. Unfortunately, I never saw it raced.

We were then shown all round the BRM works back at Bourne. I remember there was a V16 on the dynamometer, and Bira's mechanic was working on his current car which at that time was an OSCA. The final highlight of the visit was when Ray allowed us in the house to view all his trophies. They were everywhere — silver inkstands, cups, salvers, etc. It was remarkable to see how many he had won during his career.

May I add I have been a reader of the "best motoring magazine" for 30 years.

Nottingham F. OLLEY

Peugeot Valve Gear

Sir,

You are quite right to question the reference to the 1912 Peugeot valve gear being desmodromic, as it certainly isn't. The original Cresswell drawing in the Pomeroy book is clear enough but a photograph of the engine in the Potherat article in the March 1969 "L'Automobiliste" is even clearer.

The engine had valves spring-closed on conventional lines, except that the springs were exposed. The "tappet" is a strap or stirrup around the cam and it certainly seems to be desmodromic, if this word can be so applied. At the end of the stirrup is an adjustment screw for valve clearance. I can well imagine the design being abandoned later, especially if the valve springs were to be enclosed in the normal manner.

Incidentally the drawing at the heading of the article is easily the worst I have ever seen and must be making some of the marvellous artists of earlier times turn in their graves — parallel 'threads' on the plug, piston crown wafer thin, valve travel less than that demanded by the cams so the engine won't turn, relative position of the two cams giving an impossible timing and so on!

London, W2 H. G. CONWAY



THE 1912 Peugeot whose overhead valve gear has caused something of a controversy amongst historians.

Memories of Brooklands

Sir,

I have recently purchased a copy of the magnificent and monumental revised "History of Brooklands Motor Course", by William Boddy. I am thoroughly enjoying the book and devour each story and account with great pleasure, save one, wherein I had, not unaturally, in my ageing vanity, hoped to find my name mentioned as the entrant and driver in the Bentley Drivers' Club race of 1936, in my 1924 3-litre Park Ward Red Label tourer, Reg. No. HJ 3854. In those far-off days my vanity was the same, though more concealed, as it was with most young men in marked contradistinction to some today. I observed in MOTOR SPORT of November 1936, in the account of the BDC race, to my enormous pleasure (and who on earth wouldn't?) your words: "Sutton, the limit man, roared off the mark . . . and the race was on". What pleasure to anyone, however miniscule his contribution, to see himself named with the great and gallant racing drivers of those days who made Brooklands the marvellous place it was.

I well recall the sudden tension, drying-up of salivary juices, invasion of adrenalin as "Ebby" plus flag, hat and watch, approached my elderly but willing car, with (joyous to recall) its Brooklands silencer, bonnet-strap, 12-inch perforated fish-tail, competition number and smell of Castrol-R — quite unnecessarily put in for the race, dead against the kindly advice of that charming and wise father-figure of those wonderful early Bentley days, L. C. ("Mac") McKenzie, who also took part in the race. I remember on the railway straight in the second lap seeing and hearing Ortweiler's "4½" split its silencer like a banana skin, at the same time as I saw my brother, Peter, who rode with me as mechanic, suddenly dive under the scuttle to hold down the floor-boards which had decided to enliven things by coming adrift. Fortunately, he succeeded, or we might both have had a smart wallop in the face, with unforeseeable and unpleasant results! I recall that we gave no thought to such trivial apprehension, save the pleasure of recounting afterwards.

"Those were the days" indeed, when even impecunious students like myself could, and did, do these things on a shoe-string for the love and excitement of the sport. Two guineas entrance fee, Brooklands Silencer, bonnet-strap and fish tail prepared for £5 by those splendid people, Messrs. Bochaton & Balderstone, of McEvoy Special fame in Notting Hill Gate W11, and you were there, with that broad track stretching in front of you, just as it did for Birkin, Benjafield, Barnato, Campbell, S. C. H. (Sammy) Davies, etc. These men indeed were real sportsmen — of course they were mostly rich, as they had to be, but they paid, and dearly, for all their racing, as opposed to being paid, as today, and being covered with so many sponsors that it's hard to tell where the driver begins and the car ends until one of them moves! They provided the marvellous spectacle of Brooklands for the pleasure of spectators, at their own expense, and, often fatal, risk. As a spectator, I saw Clive Dunfee go catastrophically over the top in his Speed-Six Bentley and poor Leeson burnt to death in his Montlhéry MG Midget on another occasion. To revert to the BDC race, my speed was a sensational 69.70 m.p.h. for the race! It seemed a lot to me, with flat screen and goggles (always misting up). We may not have gone very fast, but we couldn't stop very fast either, so our thrills came at a different end!

It is worth remembering the tremendous efforts made by all in those sheds at Brooklands, to get to the starting-line. There was chivalry and sportsmanship forever present. You would certainly never have seen Babe Barnato walk away after winning a race without even waiting to receive the prize, as happened in Japan not long ago, or Oliver Bertram walking out the day before the race, and announcing he had retired.

Rattlesden, Suffolk ANTONY B de S. SUTTON
(Major, Retd.)

Message to the Coal Board!

Sir,

I came across an old newspaper containing the following, which I think will be of interest to you:

Car Runs on Coke 10 Miles a Penny. A motor fuel shortly to be placed on the market will, it is claimed, reduce travelling costs to 10 miles a penny, and will bring employment to 100,000 out of work miners.

The fuel is small coke which generates gas in an apparatus mounted on the running board of a motor vehicle. The apparatus has been inspected by representatives of the War Office, Ministry of Agriculture and Mines, the Fuel Research Board, and the London General Omnibus Company.

Mr. N. Clarke-Jones, the inventor of the apparatus, told a *Sunday Express* representative yesterday that tests with a 1 ton lorry had been highly satisfactory. "The lorry travelled 80 miles at 30 miles an hour before the fuel ran out," he said. "The cost of the journey was 8p".

The newspaper was *The Sunday Express* of June 14th, 1931.

Swanage JOHN HIGSON

Supercharged Rolls-Royce

Sir,

I am gathering the early history of the 1925 Rolls-Royce Phantom I, chassis 31HC, supercharged by Amherst Villiers for Captain Kruse. Amherst Villiers himself has given extensive information but I would appreciate any further memories of this car, perhaps by former personnel of the Bentley-McKenzie Garage and Fleet Motor Company both of which worked on the car before the war. It has not been possible to ascertain the registration number, from any source, the car having gone to Australia where it is currently being restored, just before or after the war. The supercharger was removed by Villiers in the thirties. A James Young body replaced the Barker body at much the same time.

The car has been documented in MOTOR SPORT for July 1939 page 200 and by Eoin Young in *Autocar* for May 26th 1979. Any recollections or photographs would be appreciated.

London SW10 T. C. CLARKE

Saltburn 72 Years Ago

Sir,

It was with great interest that I read of Mr. J. Hepworth's visit to the car race at Saltburn Sands when he was ten years old.

In 1909 when I was a seven-year-old I had the thrill of seeing the late K. Lee-Guinness driving the huge V8 Darracq racer at over 100 m.p.h. on Saltburn Strand. Little did I think that many years later I would become the proud owner of a 1903 Darracq, which I have driven in the London-Brighton Run and in other competitions in England and Ireland.

Since 1909 I have never ceased to be interested in motoring sport, and have owned some of the 1930 period ex-TT cars, such as Lea-Francis, Autosport Singer, Fiat, and supercharged Austin Sevens.

During my youth I spent many happy summer holidays in Saltburn.

W. M. D. MONTGOMERY

Newtonabbey, Ulster

Four, Not Six

Sir,

I refer to your article in March MOTOR SPORT where you illustrate the Studebaker on p.290 and the Humber on p.292, the originals of which I sent you recently.

I am quite certain that the Studebaker was a 4-cylinder, as my father bought his first light 6-cylinder in the early 1920s, when they were introduced.

The one illustrated was used during the Great War for transporting officers around London, and my father acquired it from my uncle, who owned it originally, towards the end of the Great War, and had it until he acquired the new Light 6.

I would suggest that the one illustrated was of no later date, than say, 1915, or thereabouts, in view of its history, prior to our acquiring it.

Scarborough D. GREENWOOD

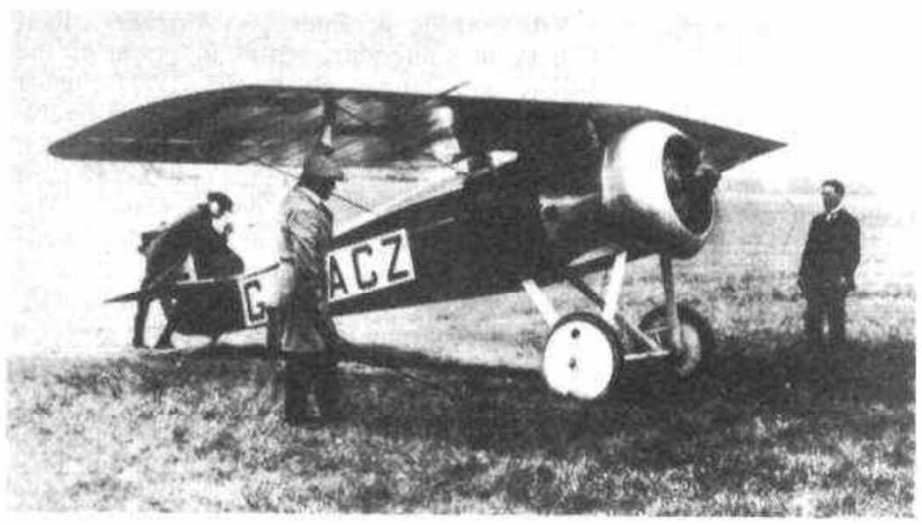
V-E-V Odds & Ends. — A reader, John Classey of Totteridge, writes in praise of the BBC-2 programme about the 1921 French Trans-Asian Expedition, using Citroën Kegresse vehicles, and expresses the hope that other such motorised expeditions out of the past may be used as a subject for similar documentaries. The Standard MC's magazine contains much material relating to pre-war Standard cars, such as a road-test report reproduced from a contemporary magazine about the 16/20 h.p. Standard saloon, a "car of thrilling power and speed" — it did 70 m.p.h. and 0-50 m.p.h. in 17 seconds — and some afterthoughts on the 1937 Earls Court Show. Similarly, the magazine of the Pre-1950 American AC, whose "Rally of the Giants" is due to happen at Quainton Railway Centre on July 19th, has a reproduction of a road-test report from *The Motor*, about a 1939 Hudson straight-eight sports saloon, which did 91 m.p.h. on Brooklands, and 0-50 m.p.h. in 10.8 seconds.

When we saw Michael Wortley's Morris-Oxford Special at the Brooklands Society Reunion last year we thought it might have been Norman Routledge's old car. The latest issue of the Bullnose Morris Club magazine tells us otherwise. It is, in fact, an interesting hybrid, using an engine and gearbox made up mostly from parts taken from a Wallis & Stevens petrol road-roller, which had formerly served in a 1928 two-door Morris-Cowley saloon. This power-unit was put into a 1927 Oxford chassis, after this had been restored from a very rusty state and had been shortened by 11". Steering-gear from a 1932 Morris one-ton truck was adapted, the torque-tube is from a 1929 Morris Six, suitably shortened, and the brakes are a mixture of 1927, 1928 and 1929 Morris-Oxford parts. The rear-axle casing is from a 1927 Hoyal-bodied Morris-Oxford, owned ten years earlier by the Special's builder, with a 4 to 1 axle ratio, using a crown-wheel-and-pinion from a scrapyard. The bullnose radiator had served as part of a coach-building course at Loughborough Technical College and the wheels are from a 1932 Morris Isis, with two 18" artillery wheels as spares. The sports two-seater body was home-built and the whole job took three years. The result is known as the Yeltrow Special, for fairly obvious reasons. And, remember, they used to build hybrids in this way, before the war.

W.B.

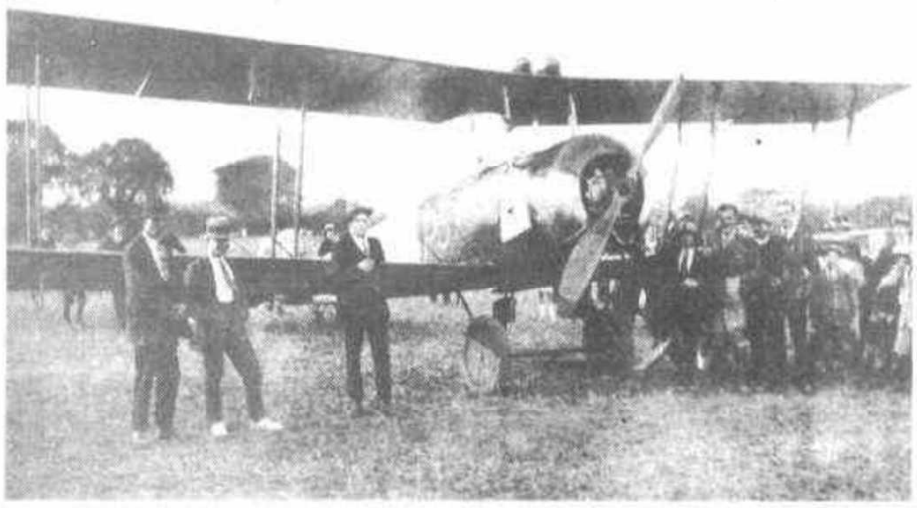
VINTAGE TAILPIECE

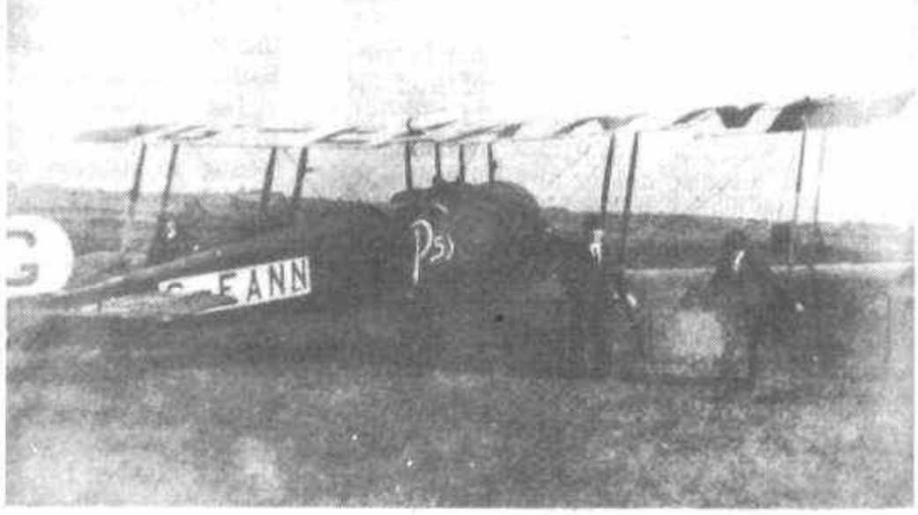






AIR PICTORIAL. — After reading the article by P. T. Capon about flying recollections of the 1920s in the March issue, the remarkable photographic files of J. M. Bruce/G. S. Leslie produced the above relevant photographs. Reading from top-left, anti-clockwise, they show: The Sopwith Scooter used by racing-driver Harry Hawker in 1921 as a hack and aerobatics aeroplane. The Avro 504K-G-EACA — owned by Herbert Sykes and used by him for advertising his Erith hostelry "The White Heart" (the name of Psyche, the lady visitors were invited to sup with at the pub, on leaflets dropped from the air, can be seen on the fuselage of the Avro). Another Avro 504K-G-EANN — used by Sykes for the same purpose (in the article it was said that he also employed Sopwith Pup G-EBAZ, afterwards bought by Mr. Capon for £25, for this leaflet-dropping over Woolwich). Granville Manton, who was once on MOTOR SPORT's staff, with his Sopwith Camel which he converted to take a 40/45 h.p. Anzani engine, as referred to in a letter from Mr. E. Gordon Tate, also in the March issue. This machine is now in the RAF Museum at Hendon. (All photographs courtesy J. M. Bruce/G. S. Leslie Collection).





AIR

An Occasional Section Devoted to Aeronautical Affairs

After the War, an "Aerial Derby"

IN THE beginning the aeroplane was an object of mystery and mistrust to most people, and those who flew them were regarded as "intrepid birdmen", far removed from ordinary mortals. The war of 1914/18 changed that to some extent, as it did the idea that only the wealthy could afford motor cars.

So many ordinary citizens had come into contact with the hitherto inaccessible flying machines, in the capacity of fitters, riggers, air mechanics and observers, if not quite so often in the exalted status of pilots, that after the Armistice aeroplanes were of much greater interest and better understood. Imagine, then, the interest that the first post-war "Aerial Derby", as the leading air-race was known, should have aroused. Even those far removed from the fighting-line had become conscious of aeroplanes, due to the war. I remember as a very small boy living with my mother in South London, with my father away in Flanders (from whence he was not to return), being taken into the house basement in the middle of the night, along with many grown-ups, because, I was told, "a novice airman was up and might collide with the chimneys". I also seem to recall the more hysterical women waving to our "gallant airmen", when their machines flew low over the houses after an air-raid alert had sounded, or after a raid was over. Memory suggests the machines (Sopwith Camels possibly) were flying from the centre of London towards the South-West, but whether they were returning, from a zeppelin interception, to Kenley or Croydon or had taken off from somewhere like Chingford or Hornchurch and were heading for the coast, I shall never know.

What I am trying to say is that the aeroplane was regarded as an exciting aspect of life by 1918, so that one would have expected immense interest to be displayed in the first post-Armistice "Aerial Derby", to be flown from Hendon in the summer of 1919. After all, even those of specialised tastes and rich enough to have attended aeroplane races at Hendon and motor-racing at Brooklands before the war, should have been excited by the news of this first post-war air-race, because there wouldn't be a resumption of Brooklands racing until 1920 and, apart from a solitary speed trial in Middlesex and a South Harting hill-climb on the same day, there were no motoring thrills to detract from the "Aerial Derby".

Admittedly, before it took place on June 21st, 1919, the first Atlantic crossing by an aeroplane had taken place, by the Rolls-Royce-engined Vickers Vimy, and a number of other long-distance flights had succeeded, proving the coming-of-age, as it were, of the aeroplane. But such feats were newspaper stories to all except the handful of persons directly concerned. So it might have been expected that the first important post-war air race would attract great attention, and so I decided to take a look-back at what happened. I would like to thank Richard T. Riding, Editor of *Aeroplane Monthly*, who generously placed archival material at my disposal.

There had been these so-called "Aerial Derbys" before the 1919 race. The first had taken place in 1912, won by Tom Sopwith's Bleriot, at 58.5 m.p.h. In 1913 it was repeated, the winner being Gustav Hamel, who averaged 76 m.p.h. in a Moraine-Saulnier. In 1914, two months before war broke out, the third race in this illustrious series was a victory for the same make of aeroplane, flown by W. L. Brock. He averaged 71.9 m.p.h. Note, however, that these speeds were tame compared to what racing cars had achieved — at Brooklands lap speeds of over 100 m.p.h. were fairly common and by 1914 Resta's V12 Sunbeam had lapped at nearly 114 m.p.h., while the Land

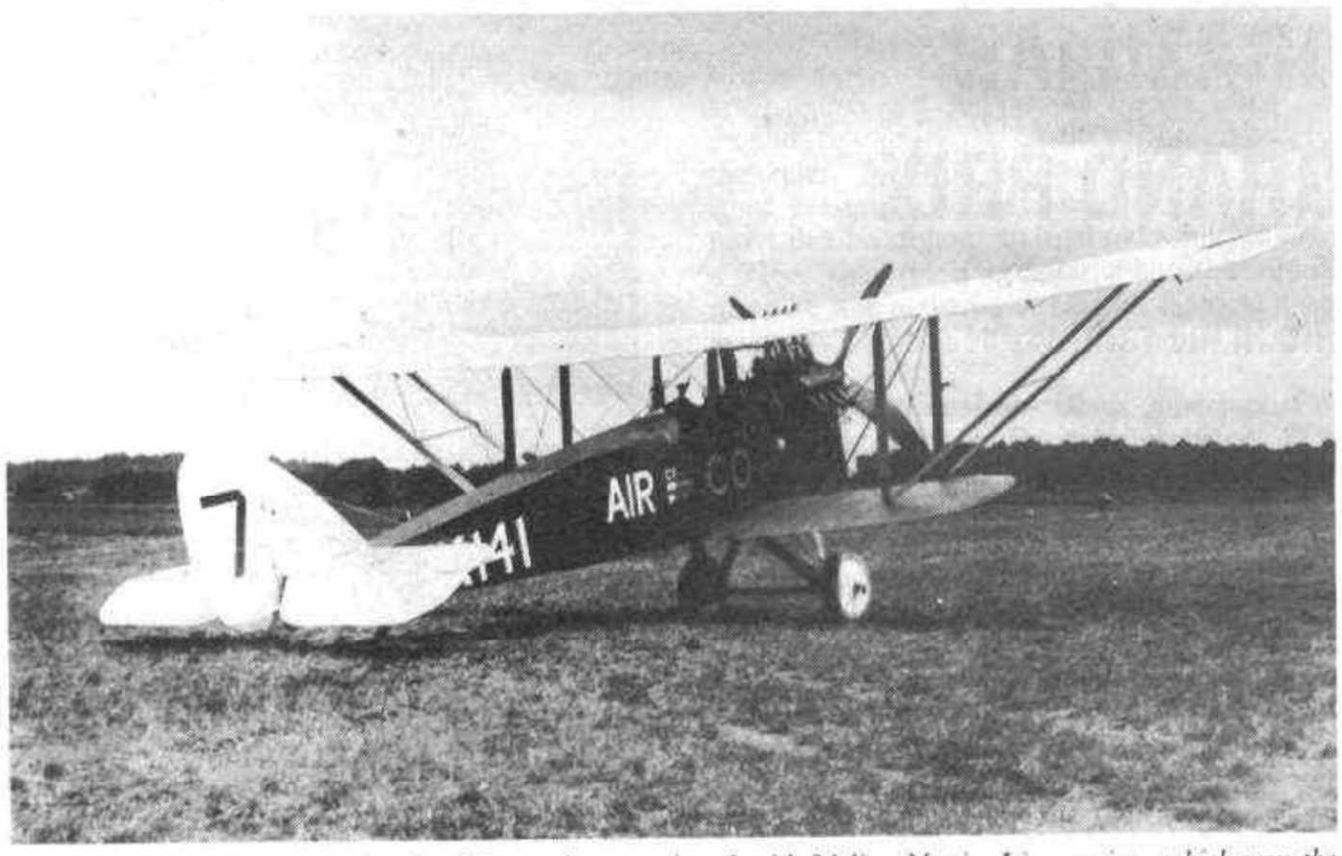
Speed Record stood at over 124 m.p.h. However, the war greatly accelerated aeroplane performance and it might have been thought that those who had seen dog-fights between single-seater fighters over the Western Front might have been excited about post-war racing aeroplanes fighting it out above the peaceful English meadows and little villages, to preserve the freedom of which so many had lain down their lives.

In fact, it wasn't quite like that! *The Aeroplane* bewailed the fact that "even the advertisement given to flying during the war has not convinced either the newspapers or the better classes of Society that aeroplane racing is as important as horse racing to the future of this country". However, a quite good crowd assembled to see the first post-war event, HM Queen Alexandra (who in 1914 had asked to see a fast car lapping Brooklands Track although she was supposed to dislike aeroplanes) attended, accompanied by Princess Victoria and Gen. Sir Dighton Probyn, Claude Grahame-White meeting the Royal visitors. It was obviously intended that the race should attract spectators, because it didn't start until 3.52 p.m. C. G. Grey, reporting the race for his paper, remarked on "many fine cars and some quite good people" being present, the latter accommodated in what he called "cattle-pens", meaning the private boxes, while *Flight* referred to moderate crowds in the enclosures, gay gowns, and "bookies". There was a proper scoreboard. The weather had been wet in the morning and a strong gusty wind continued to blow.

The race, called the Victory Aerial Derby, was over two laps of a course with turning points at Hendon, Kempton Park, Epsom, West Thurrock, Epping, Hertford, Epping again, back to Hendon's No. 1 pylon, a distance of 189 miles. The *Daily Mail*, that strong supporter of aviation endeavours, gave a Gold Trophy for the outright winner, which was supplemented by Shell's £500 prize, and there was a Sealed-Handicap, the winner of which received the Shell Trophy and £100, the petrol company giving other prizes as well. The starter was C. T. Glazebrook, the handicapper Major Ledeboer, and Maj.-Gen. Sir F. H. Sykes presented the awards.

The idea of fast aeroplances flying round the outskirts of London, some still on the secret-list, others flying for the very first time, should surely have aroused enthusiasm. *Flight* thought the event "an immense success in every way", but Charles Grey, Editor of *The Aeroplane*, was less keen, saying that it was "on the whole quite a satisfactory effort, despite the best efforts of the Air Ministry to ruin it". Anyway, for an hour before starting-time the competing machines were pushed and pulled into a line-up. There were 12 of them. Lt. Nisbet had a mainly-standard Martinsyde F4, with 275 h.p. Rolls-Royce Falcon engine, the type of biplane that held the Paris-London and other records. With it was Lt. Tait-Cox's Nieuport Land Commercial No. 1, with 320 h.p. ABC Dragonfly engine, another almost standard machine but with the second cockpit faired over.

Major Draper (who achieved notoriety many years later for flying beneath several Thames' bridges and who has written an excellent book) had a BAT Bantam (170 h.p. ABC Wasp) with its bottom wing reduced in span and Clifford Prodger flew a normal BAT Bantam. Lt.-Col. Henderson, who formed the Brooklands Flying School, had wanted to race a Martinsyde F4 but the Air Ministry claimed it belonged to them, so he substituted an Avro two-seater biplane, powering it with the biggest Le Rhone engine, of 180 h.p. Marcus Manton (cousin of Grenville



THE "de HAVILLAND" Air-Co 4R aeroplane, equipped with 24-litre Napier Lion engine, which won the 1919 Aerial Derby.

Manton who later joined MOTOR SPORT's Editoral staff and whose obituary we published last March) was to fly a DH4 Airco (375 h.p. Rolls-Royce Eagle) with the passenger's cockpit faired over. Capt. Saint had a normal DH9 Airco three-seater (230 h.p. Siddeley Puma) and Major Smith a Bristol monoplane (110 h.p. Le Rhone). Two Graham-White Bantams (80 h.p. Le Rhones) were flown by Capt. Chamberlayne and Major Carr, and the smallest aeroplane in the contest was the graceful Avro Baby, piloted by Capt. Hamersley, its 35/40 h.p. Green engine dating back to 1910, it having been used in the original Avro biplane. The most powerful machine in the race was the Airco DH4R of Capt. Gathergood, which had a 450 h.p. Napier Lion engine, of the kind that was to power a number of LSR cars and Cobb's Napier-Railton, in later years. The bottom wing had been cut down in span to reduce drag, although the uncowled engine had been raised in the flat nose and the radiator slung transversely below it. This was a machine built to race, and although it was said by C. G. Grey to drag itself along rather than float through the air like other DH machines, those who liked brute-force racing machines must have enjoyed seeing it in action.

That, then, was the race entry-list, one monoplane among the war-time biplanes. The Airco-Lion DH4R had been completed only the day before, arriving on race-morning with a brand-new engine and Manton's DH-4 up for the very first time just before the start. The Avro Baby had flown in from Southampton that morning.

The morning also saw some spectators arrive by air, including a few Service pilots, a Bristol fighter, two 50 h.p. L & P machines each with three occupants, one a famous boxer, and J. H. James in a Nieuport Nighthawk, which was to give an excellent exhibition of aerobatic flying. That great pilot Harry Hawker, who a year later was driving the big V12 Sunbeam and an AC Lightcar at Brooklands, also landed, in his race-entered fast Sopwith "Snapper" (320 h.p. ABC Dragonfly), only to announce that he wouldn't be starting because the Government said the engine was still their property! There were two more non-starters, Major Vaughan's BAT, whose machine was taken over by Major Draper as his little BAT FK27 sports two-seater wasn't ready, and Lt. Turner's 5-seater BAT FK26, which had damaged its under cart.

So, at last, under the skilled direction of Bernard Isaac, the race started. After just under an hour and a half all the competitors had left, the Avro Baby being given a start of 85 min. over test-pilot Gathergood's Airco DH4R. The sight must have pleased aviation enthusiasts, the Bristol monoplane with its red spinner, the Tait-Cock Nieuport painted in blue-and-yellow checks, the scratch DH4R with its prominent vertical exhaust stacks, and the exciting looking G-W Bantam, giving the flavour of real racing aeroplanes, while those contemplating crossing the Channel by the new Air Services (to start two months later, with a DH4A, between Hounslow and Le Bourget) must have been interested in the two Airco entries. After the competitors had left, the onlookers at Hendon were treated to parachute descents by Prof. Newall, or they could have joy-rides in Avros and Blackburn Kangaroos.

As the racing machines appeared at the end of the first lap Gathergood was seen to have made up all his handicap and the DH4R was in the lead, followed by the jazz-pained Nieuport that had started four minutes before him, and the Martinsyde F4. Manton was 4th, chased by Chris Draper who cornered very neatly in the "Skinned Bat", finished in white with a black cowl over its engine. Major Carr's single-seater G-W Bantam had come down at Hounslow with its Le Rhone engine in trouble, Prodger's BAT Bantam had landed at Fairlop with a broken tappet-rods in its ABC engine, and the Bristol monoplane came in off-course, circled, and landed neatly, its Le Rhone engine misfiring. During the second lap the other G-W Bantam dropped out at Epsom, and the alleged fastest machine in the race, Tait-Cox's Nieuport, retired at West Thurrock when its ABC Dragonfly engine, acquired in spite of Air Ministry bans, expired, with, it was said, nothing more serious than a punctured carburetter-float.

As the smooth-running Green engine had wafted the Avro Baby off on its second lap Gathergood had been close behind, almost lapping it. He came in the winner, at an average speed of 129.34 m.p.h., the DH Airco-Lion having been in the air for 87 min. 42 sec. Nisbet's Martinsyde was second, and there was a very close

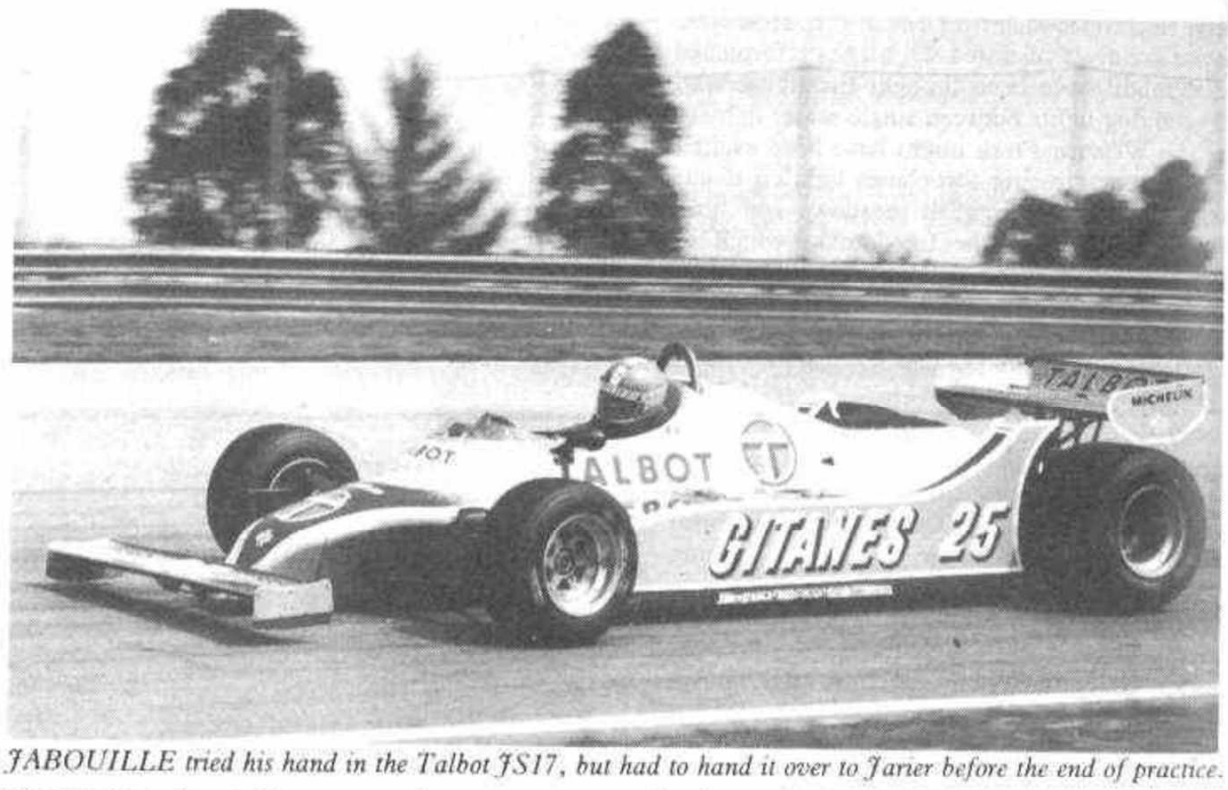
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BRAZILIAN GRAND PRIX

Rio in the rain!

Rio-de-Janeiro, March 29th

FOR most Formula One teams, the 1981 Brazilian Grand Prix represented the second event on a three race schedule which would mean them operating away from their European bases for the best part of five weeks. The World Championship season got under way with the United States (West) Grand Prix through the streets of Long Beach, California, on March 15th and then "stopped off" in Brazil on its way through to the Argentine Grand Prix, scheduled for Buenos Aires on April 12th. From a logistics point of view this operation placed an enormous burden, operating so far from home for such a long time, but the well-oiled transportation system which has been developed by the Formula One Constructors Association meant that every car which had been in Long Beach for that race was lined up in its pit garage at the *Autodromo Riocentro* in time for unofficial testing on the Wednesday prior to the Brazilian race.



JABOUILLE tried his hand in the Talbot JS17, but had to hand it over to Jarier before the end of practice.

ENTRY

No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Alan Jones	AUS	Williams	FW07C	White/Green	Cosworth V8	Michelin	Saudi Arabia/Leyland
2	Carlos Reutemann	ARG	Williams	FW07C	White/Green	Cosworth V8	Michelin	Saudi Arabia/Leyland
3	Eddie Cheever	USA	Tyrrell	010	Blue	Cosworth V8	Michelin	
4	Ricardo Zunino	ARG	Tyrrell	010	Blue	Cosworth V8	Michelin	
5	Nelson Piquet	BRA	Brabham	BT49C	Blue/White	Cosworth V8	Michelin	Parmalat Foods
6	Hector Rebaque	MEX	Brabham	BT49C	Blue/White	Cosworth V8	Michelin	Parmalat Foods
7	John Watson	ULS	McLaren	M29	White/Red	Cosworth V8	Michelin	Marlboro
8	Andrea de Cesaris	I	McLaren	M29	White/Red	Cosworth V8	Michelin	Marlboro
9	Jan Lammers	NL	ATS	D4	Yellow	Cosworth V8	Michelin	ATS Wheels
11	Elio de Angelis	I	Lotus	81	Blue/Red/Silver	Cosworth V8	Michelin	Essex/Tissot
12	Nigel Mansell	GB	Lotus	81	Blue/Red/Silver	Cosworth V8	Michelin	Essex/Tissot
14	Marc Surer	CH	Ensign	N180B	Red/White/Blue	Cosworth V8	Michelin	
15	Alain Prost	F	Renault	RE20	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
16	Rene Arnoux	F	Renault	RE20	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
17	Derek Daly	IRL	March	811	Black/White	Cosworth V8	Michelin	Rizla/Din
18	Eliseo Salazar	CHI	March	811	Black/White	Cosworth V8	Michelin	Rizla/Din
20	Keijo Rosberg	FIN	Fittipaldi	F8C	White	Cosworth V8	Michelin	Atlantica Boavista
21	Francesco Serra	BRA	Fittipaldi	F8C	White	Cosworth V8	Michelin	Atlantica Boavista
22	Mario Andretti	USA	Alfa Romeo	179C	Red/White	Alfa Romeo V12	Michelin	Marlboro
23	Bruno Giacomelli	I	Alfa Romeo	179C	Red/White	Alfa Romeo V12	Michelin	Marlboro
25	Jean-Pierre Jabouille	F	Talbot	JS17	Blue/White	Matra V12	Michelin	Gitanes
26	Jacques Laffite	F	Talbot	JS17	Blue/White	Matra V12	Michelin	Gitanes
27	Gilles Villeneuve	CDN	Ferrari	126CK	Red	Ferrari V6 t/c	Michelin	Fiat Agip
28	Didier Pironi	F	Ferrari	126CK	Red	Ferrari V6 t/c	Michelin	Fiat Agip
29	Riccardo Patrese	I	Arrows	A3	Orange/White	Cosworth V8	Michelin	Ragno Beta
30	Siegfried Stohr	I	Arrows	A3	Orange/White	Cosworth V8	Michelin	Ragno Beta
31	Miguel Guerra	ARG	Osella	FA2B	Blue/White	Cosworth V8	Michelin	Denim Aftershave
32	Giuseppe Gabbiani	I	Osella	FA2B	Blue/White	Cosworth V8	Michelin	Denim Aftershave
33	Patrick Tambay	F	Theodore	TR3	White/Red	Cosworth V8	Michelin	Teddy Yip

The 5.031 kilometre Rio circuit has not been used as the country's Grand Prix venue since 1978, when Carlos Reutemann scored a very convincing start-to-finish victory at the wheel of his Ferrari 312T2 shod with Michelin tyres. In 1979 and 1980 the race took place at Sao Paulo's spectacular Interlagos circuit, infinitely better from a racing point of view but obviously not offering the same commercial possibilities for those whose business minds have a hand in controlling the destiny of Grand Prix racing. What is more, FOCA's boss Bernie Ecclestone told us that the race has been "signed up" to take place at the Rio autodromo for the next two years as well, so unless we are overtaken by an Orwellian fate, 1984 will mark the return of the Brazilian Grand Prix to its "traditional" home in Sao Paulo.

Of course, in the three years which have passed

AERIAL DERBY — continued

finish for 3rd place between Manton and Draper, in that order. The Avro Baby deservedly won the Handicap, at 70.3 m.p.h. after a flight lasting nearly 2 hr. 42 min. It beat Draper and Nisbet in this section of the Aerial Derby and then went up and did some very polished aerobatics. The Henderson Avro, incidentally, averaged 75.22 m.p.h.

Thus ended the 1919 Aerial Derby, Gathergood being carried shoulder-high from his aeroplane and presented to Queen Alexandra. The ranks of the pilots was a reminder of the recent war and I have no doubt the forced-landings caused crowds to collect, remembering how much excitement such happenings caused in the 1920s and 30s, and even do today. Except that some of them may have been on Service aerodromes. Does anyone remember them? C. G. Grey of *The Aeroplane*, who criticised the poor catering and said the machines would have been 20 m.p.h. faster but for the Air Ministry trying to spoil the sport, was also cross that a Kangaroo and a G-W Avro carrying a parachutist were in the sky as the winning Airco DH4R came over the winning line, confusing those who had but a meagre idea of which aeroplane was which. . . .

The Aerial Derby was run again in subsequent years, but by 1924 the King's Cup Race replaced it. It attracted such exciting racing aeroplanes as the Martinsyde Semiquaver, the Bristol Bullet, and the Gloucestershire Mars I-Bamel, etc. Although motor-racing at Brooklands and elsewhere seems to have been more popular, speed in the air soon left that of racing cars behind, as the accompanying tables show.

CAR v AEROPLANE

Aerial Derby	Brooklands Lap-record	Air Speed Record	Land Speed Record
1919 129.34 m.p.h.	121.77 m.p.h. (1908)	1929 357.75 m.p.h.	231.446 m.p.h.
1920 153.45 m.p.h.	121.77 m.p.h. (1908)	1931 407.5 m.p.h.	246.09 m.p.h.
1921 163.34 m.p.h.	121.77 m.p.h. (1908)	1945 606.25 m.p.h.	369.70 m.p.h.
1922 177.85 m.p.h.	123.39 m.p.h.	1946 615.81 m.p.h.	369.70 m.p.h.
1923 192.36 m.p.h.	123.39 m.p.h.	1953 737.3 m.p.h.	394.20 m.p.h.
		1956 1,132 m.p.h.	394.20 m.p.h.
		1957 1,207.6 m.p.h.	394.20 m.p.h.
		1958 1,404.29 m.p.h.	394.20 m.p.h.
		1965 2,070.10 m.p.h.	600.601 m.p.h.

NB: As the air race involved a standing start and turns had to be negotiated, the racing car speeds quoted are to the car's advantage.

Nevertheless, I wish I could have seen those aeroplanes roaring and stuttering round the course, piloted by skilled, leather-clad, be-goggled men, in those early air-races. — W.B.

AIR MAIL

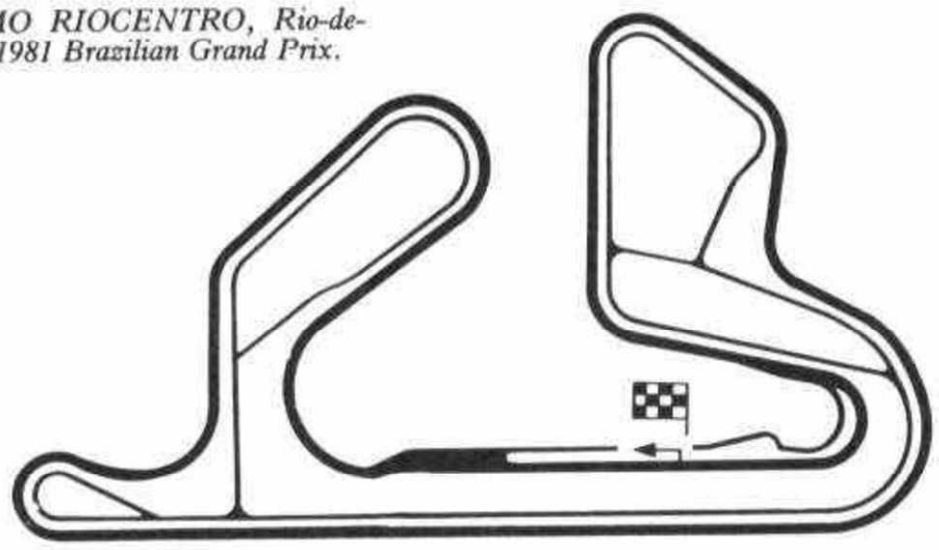
Sir,

I was most interested in the March Air article by "P.T.C." — presumably P. T. Capon and wonder if he's related to R. S. Capon the early 1930s Chief of the RAF. The Austin Whippet has a place in my early days, for in 1922-26 we had one in skeleton in the aeronautical lab of the Northampton Engineering College (now City University) and I would sometimes sit in the cockpit dreaming I was a pilot. [He was to become one of our most noted and skilled test-pilots and aeronautical historian — Ed.] Incidentally, the one and only Dove was owned by C. H. Lowe-Wylde and Hollie Williams in mid 1920s and obtained from Cowley, sold to Ogilvie in 1933 who sold it to G. A. Chamberlain in 1935 and in 1936 it was acquired by Shuttleworth who converted it to a Pup (with Camel tailplane).

Nether Compton, Dorset — HARALD PENROSE, OBE, C.Eng., FRAe.S, MRINA

THE AUTODROMO RIOCENTRO, Rio-de-Janeiro, scene of the 1981 Brazilian Grand Prix.

5.031 kilometres
3.126 miles



since the last Brazilian Grand Prix at Rio, a lot of new drivers have arrived in the Grand Prix firmament, so this unofficial Wednesday session was welcomed by most teams. New faces included the little-known Colombian Ricardo Londono-Bridge, who had bought his place in the works Ensign team, but after he had collided with Rosberg's Fittipaldi during one of his slow laps, Morris Nunn was informed that his new recruit would not be allowed to practise in the official sessions on Friday owing to the fact that he hadn't provided the necessary information to FISA in order that a decision be taken as to whether he qualified for the appropriate competition licence or not. Marc Surer was thus reinstated as the car's official driver, while another fresh face on the scene was the optimistic Jean-Pierre Jabouille who tried out his Talbot-Matra JS17 on Wednesday and decided to drive it in the official practice sessions, much to the chagrin of Jean-Pierre Jarier who was also allowed some laps in the spare and was kept on hand as the team's reserve driver.

Further down the pit lane Colin Chapman's interesting Lotus 88 was once again proving to be the focal point of attention, the scrutineers deferring their initial decision on the car's eligibility until they had the chance to confer with the stewards of the meeting. Encouraged by the favourable judgement received when his Long Beach appeal was considered by ACCUS (the national sporting authority of the United States), Colin Chapman was initially optimistic in Rio when the scrutineers and stewards accepted his new car as legal and gave it a scrutineer's label which meant that it could run during official practice. To the team's consternation, on Friday the scrutineers reappeared and asked to examine the car once again. They asked to check that the car conformed to the regulation which states that, with tyres deflated on one side, the bodywork does not touch the ground. This they did, using sponsor's spokesman Francois Mazet in the cockpit to simulate the weight of a racing driver. The Lotus 88 was legal. The scrutineers then rocked it backwards and forwards; it was still legal. Then they pressed up and down on the bodywork and, when the car touched the ground under these artificially contrived circumstances, it was immediately deemed illegal and excluded from further participation in the meeting. Sure enough, there had been protests from rival teams, but they were simple and straightforward, claiming that the Lotus 88 *did not* comply with the rules relating to aerodynamic coachwork (the Lotus 88 will be dealt with by D.S.J. once the question of the car's conformity with the regulations has been cleared). There did not seem to be any reason why this humiliating, somewhat amateur and badly organised second examination of the car needed to take place. Perhaps the fact that most of the key race officials involved spoke only Portuguese, and the FISA rules say that the English translation of their regulations is the one which must be used to adjudge disputes, contributed to the problems.

There were many other teams who felt that the Lotus 88 affair was throwing everybody "off the scent" of another car which was attracting more than its fair share of attention from rival teams, the Brabham BT49C with its hydro-pneumatic suspension which allows the car to sink very close to the ground at speed, well below the 6 cm. minimum clearance required when the car is leaving and arriving in the pits. All sorts of allegations were being "bandied round" including a suggestion that the car did in fact touch the ground "systematically", which is prohibited by the rules. Brabham designer Gordon Murray stood his ground calmly, saying that he could prove that his system was legal and would do so to a FISA enquiry, if necessary, but that didn't mean he was prepared to have all his rival team engineers crawling all over the car in the Rio paddock.

After all this argument, it was quite a relief to get on with timed practice which took place, in well-regulated FOCA style, on Friday and Saturday in warm sunshine. The battle for pole position raged for two days between Piquet and Reutemann, the Williams driver ending up fastest on the Friday with 1 min. 35.390 sec., only to be pipped by Piquet who squeezed in a 1 min. 35.079 sec. best the following afternoon. There were more "sideways glances" from the Williams pit as the Brabham BT49C achieved this time, the feeling being "so would we if we were running with that sort of ground clearance." But the fact of the matter was that Nelson Piquet, the man who has replaced the retired Emerson Fittipaldi in the affections of his home crowd as their national motor racing hero, was on pole position for his home Grand Prix and the entire Brabham team, from the agitated Bernie Ecclestone downwards, were grinning like Cheshire cats. They hadn't enjoyed a trouble-free run by any means, for fuel system bothers on Piquet's regular race car obliged him to use the spare on Friday, and his team mate Hector Rebaque had suffered a major oil leak, apparently from the clutch, before his experimental Weismann gearbox was changed for a "conventional" Brabham-modified Hewland unit on the second day. Of course, Rebaque couldn't keep up with Piquet, qualifying the second Brabham down in eleventh place and reminding everybody that one factor that helped the Williams team to win the World Championship ahead of the Brabham team was the fact that the former has two drivers, both of whom are easily capable of winning. More than ever, the Rio race would underline just how this lack of a strong number two handicaps the Brabham team before they even start a race.

Jones was almost a full second slower than his team mate in practice, qualifying third although he was never really happy about the understeer his car seemed to be displaying on the constant radius corners of the Rio circuit. In fourth place was Riccardo Patrese, underlining the form he had displayed at Long Beach and looking very confident with his Arrows A3. That meant that the first four places on the grid were taken by Cosworth engined, FOCA-supported entries, making a nonsense of those who predicted that the highly powered turbocharged machines would run away from the 3-litre V8 opposition on Rio's two long straights. Alain Prost was the fastest turbo-engined Renault driver, managing a 1 min. 36.670 sec. in the team's spare car on Saturday after suffering oil system problems in the gearbox of his race car which probably contributed to the failure of fourth gear the previous day. By contrast, the normally enthusiastic Rene Arnoux, simply couldn't "get with it" on the first day and, although on Saturday he speeded up to qualify eighth on 1 min. 37.561 sec., no sooner had he done this than he slid off the circuit into some catch fence poles which broke the left lower front suspension wishbone and rumpled the monocoque slightly. For the rest of the day he was obliged to practise in Prost's discarded race car.

continued overleaf

NEITHER RAM March 811 qualified. This is the machine driven by Sweden's Eliseo Salazar.



Neither Giacomelli nor Andretti had any complaints about the behaviour of their Alfa Romeo 179C V12s, although they were not running quite as quickly as they had hoped. They were, however, running quite reliably which was a pleasant contrast to 1980 and the Italian qualified sixth on 1 min. 37.283 sec. with Andretti three places further back on 1 min. 37.597 sec. In addition to Arnoux, they were split by Gilles Villeneuve's KKK turbocharged Ferrari 126C which returned a precarious looking 1 min. 37.497 sec., seventh quickest, which was more a reflection on the very powerful engine and the driver's lightning reflexes rather than any pleasant handling characteristics on the part of the chassis!

For this weekend the Comprex pressure-wave supercharging system was shelved and all three Ferraris appeared equipped with KKK turbocharging systems. Apart from reliability problems with the Comprex system, its installation is higher in the car than the KKK turbocharger which gives an adverse effect on the machine's handlings. A twin Comprex system is currently under development, but meanwhile both Villeneuve and Pironi concentrated on the turbocharged machines. Villeneuve's energetic approach almost got out of hand on one lap when the cockpit fire extinguisher triggered itself as the French-Canadian was rounding the right hander before the pits. The Ferrari went bounding down the grass, crumpling the lower edges of its skirts, but otherwise remained intact. Pironi, by contrast, had persistent engine problems in his car and then spun off during Saturday morning's untimed session, badly damaging the underside of the monocoque as well as the inlet tract for the wide 120-degree V6 engine. He was thus obliged to change to the team's spare car, in which he qualified on 1 min. 38.565 sec., and retained this machine for the race.

Both de Angelis and Mansell were struggling round with their outdated Lotus 81s, the Lotus team leader frustrated that he was not going to be given a crack with the 88, and they worked hard to record tenth and thirteenth times respectively, a particularly commendable effort from Mansell whose car seemed plagued with endless brake problems as well as an electrical gremlin which was causing the engine's rev limiter to cut in at too low a limit. Others in the middle of the grid included Rosberg's Fittipaldi F8C, a disappointed 12th with 1 min. 37.981 sec. which he managed on Friday, being unable to approach within a second of this the following day, Cheever's Tyrrell, 14th with 1 min. 38.160 sec., and Watson's McLaren M29F one place behind the young American. The new McLaren International NP4 did not make a reappearance for this race as it still needs to undergo some more testing, but the team was confident that it would appear in Buenos Aires for the Argentine Grand Prix two weeks later.

Surer qualified the Ensign one place ahead of Patrick Tambay's new Theodore, which must have satisfied Mo Nunn since Theodore patron Teddy Yip severed his connection with the Walsall company to set up his own team operation, while both Serra's Fittipaldi and Stohr's Arrows A3 qualified comfortably. Right at the back was Ricardo Zunino, who'd rented the second Tyrrell 010 to run alongside Cheever, and the second Talbot-Matra JS17. This had been finally qualified by Jarier during the last hour's practice when the team's management got the message, a little late in the day, that Jabouille simply wasn't going to get into the race. By the end of the untimed session on Saturday morning, he hadn't managed to break the 1 min. 40 sec. barrier and was complaining that he had trouble moving from the throttle to the brake fast enough to be competitive. To many onlookers, that had been obvious from the start of unofficial testing on Wednesday, so why the Talbot team took so long to get the message is difficult to say. Jarier eventually managed a 1 min. 39.398 sec. best, recorded on a lap when he bounced down the grass opposite the timing line and broke the throttle linkage as he attempted to power his way out of this predicament! He then had to take over Laffite's original race car, which his lacklustre team leader abandoned during the morning session with major engine problems, and Jarier managed a few laps in this machine once a replacement Matra V12 was installed. Laffite, incidentally, couldn't work out why he was so far off the pace with a 1 min. 38.263 sec. for 16th fastest, much to the frustration of the pleasant Frenchman.

Non-qualifiers included Jan Lammers in the ATS D4, Jabouille, and the two Osellas of Guerra and Gabbiani. Enzo Osella couldn't afford to take his engineer to Brazil and then he himself succumbed to the heat and had to stay at his hotel on Saturday, leaving his two novice drivers in the company of their mechanics for the final timed session. No wonder they failed to qualify! Slowest of all was Salazar's March 811, there being a considerable degree of behind-the-scenes aggravation following Derek Daly's accident in Friday morning's untimed session. A front lower wishbone mounting tore out of the side of the monocoque, depositing an irate Daly against a barrier and rendering the car *hors-de-combat* for the remainder of the weekend. Team chief John MacDonald had some very uncomplimentary things to say about designer Robin Herd. . . .

Unexpectedly, race morning dawned grey and overcast with a depressing cloud of rain hovering over the Rio area. Everybody hurriedly adjusted their cars as best they could during the half hour warm-up session on Sunday and the rain was still falling steadily as the 24 competitors took their places on the starting grid. To the complete and utter amazement of their rivals, the Brabham team decided to start Piquet's pole position BT49C on "slick" dry-weather tyres, a "tactical" decision made by race manager Alistair Caldwell in conjunction with Nelson himself. In third position Alan Jones could be seen chortling away to himself beneath his helmet, rightly convinced that this outlandish decision had destroyed any chance of Piquet being a threat to the Williams team, while in the pit lane Brabham team owner Bernie Ecclestone was almost quivering with annoyance over what he could see was a particularly stupid course of action.

Once the starting signal was given, Reutemann made a perfect start and Patrese came rocketing through ahead of Jones as they accelerated into the first right hand corner in a ball of spray. Piquet was bravely trying to hang on, but it was a totally vain ambition, and Giacomelli's Alfa Romeo was right with them as well. But, further back, chaos had erupted on the starting grid as somebody spun Arnoux's Renault into the pit retaining wall, Villeneuve bent his Ferrari's nose section on the rear end of Prost's Renault,

Continued on page 592

PRACTICE TIMES

No.	Driver	Friday pm	Saturday pm
1	A. Jones	1.36.337	1.36.390
2	C. Reutemann	1.35.390	1.36.000
3	E. Cheever	1.38.160	1.38.521
4	R. Zunino	1.41.036	1.39.798
5	N. Piquet	1.35.786	1.35.079
6	H. Rebaque	1.38.225	1.37.777
7	J. Watson	1.40.057	1.38.263
8	A. de Cesaris	1.39.409	1.38.780
9	J. Lammers	1.40.339	1.39.844
11	E. de Angelis	1.38.352	1.37.734
12	N. Mansell	1.38.861	1.38.003
14	M. Surer	1.39.296	1.38.570
15	A. Prost	1.37.147	1.36.670
16	R. Arnoux	1.38.985	1.37.561
17	D. Daly	no practice	no practice
18	E. Salazar	1.44.730	1.43.267
20	K. Rosberg	1.37.981	1.39.371
21	F. Serra	1.39.326	1.39.396
22	M. Andretti	1.37.933	1.37.597
23	B. Giacomelli	1.38.682	1.37.283
25	J-P. Jabouille	1.40.306	no practice
26	J. Laffite	1.38.273	1.38.713
27	G. Villeneuve	1.37.975	1.37.497
28	D. Pironi	1.39.229	1.38.565
29	R. Patrese	1.37.231	1.36.667
30	S. Stohr	1.40.297	1.39.190
31	M. Guerra	1.40.984	1.44.482
32	G. Gabbiani	1.41.954	1.40.709
33	P. Tambay	1.38.726	1.39.668
25	J-P. Jarier	—	1.39.398

STARTING GRID

2
C. Reutemann
(Williams-Cosworth V8)
1 min. 35.390 sec.
61 (1 min. 54.78 sec.)

29
R. Patrese
(Arrows-Cosworth V8)
1 min. 36.667 sec.
9 (1 min. 56.10 sec.)

23
B. Giacomelli
(Alfa Romeo V12)
1 min. 37.283 sec.
40 (1 min. 56.73 sec.)

16
R. Arnoux
(Renault-V6 t/c)
1 min. 37.561 sec.
(no time)

11
E. de Angelis
(Lotus-Cosworth V8)
1 min. 37.734 sec.
46 (1 min. 56.27 sec.)

20
K. Rosberg
(Fittipaldi-Cosworth V8)
1 min. 37.981 sec.
8 (1 min. 57.34 sec.)

3
E. Cheever
(Tyrrell-Cosworth V8)
1 min. 38.160 sec.
34 (1 min. 59.19 sec.)

26
J. Laffite
(Talbot-Matra V12)
1 min. 38.273 sec.
37 (1 min. 54.50 sec.)

14
M. Surer
(Ensign-Cosworth V8)
1 min. 38.570 sec.
36 (1 min. 54.30 sec.)

8
A. de Cesaris
(McLaren-Cosworth V8)
1 min. 38.780 sec.
7 (1 min. 58.87 sec.)

21
F. Serra
(Fittipaldi-Cosworth V8)
1 min. 39.326 sec.
(no time)

4
R. Zunino
(Tyrrell-Cosworth V8)
1 min. 39.798 sec.
39 (2 min. 00.35 sec.)

5
N. Piquet
(Brabham-Cosworth V8)
1 min. 35.079 sec.
31 (1 min. 54.67 sec.)

1
A. Jones
(Williams-Cosworth V8)
1 min. 36.337 sec.
54 (1 min. 55.21 sec.)

15
A. Prost
(Renault-V6 t/c) T
1 min. 36.670 sec.
14 (1 min. 57.12 sec.)

27
G. Villeneuve
(Ferrari-V6 t/c)
1 min. 37.497 sec.
8 (1 min. 57.42 sec.)

22
M. Andretti
(Alfa Romeo V12)
1 min. 37.597 sec.
(no time)

6
H. Rebaque
(Brabham-Cosworth V8)
1 min. 37.777 sec.
14 (1 min. 57.27 sec.)

12
N. Mansell
(Lotus-Cosworth V8)
1 min. 38.003 sec.
10 (1 min. 57.12 sec.)

7
J. Watson
(McLaren-Cosworth V8)
1 min. 38.263 sec.
29 (1 min. 56.95 sec.)

28
D. Pironi
(Ferrari-V6 t/c) T
1 min. 38.565 sec.
15 (2 min. 00.44 sec.)

33
P. Tambay
(Theodore-Cosworth V8)
1 min. 38.726 sec.
15 (1 min. 56.71 sec.)

30
S. Stohr
(Arrows-Cosworth V8)
1 min. 39.190 sec.
12 (2 min. 03.42 sec.)

25
J-P. Jarier
(Talbot-Matra V12)
1 min. 39.398 sec.
38 (1 min. 55.85 sec.)

Did not qualify:

9	J. Lammers (ATS-Cosworth V8)	1 min. 39.844 sec.
25	J-P. Jabouille (Talbot-Matra V12)	1 min. 40.306 sec.
32	G. Gabbiani (Osella-Cosworth V8)	1 min. 40.709 sec.
31	M. Guerra (Osella-Cosworth V8)	1 min. 40.984 sec.
18	E. Salazar (March-Cosworth V8)	1 min. 43.267 sec.
17	D. Daly (March-Cosworth V8)	no time

NB. Times in brackets are best laps in race and number in bold is lap on which it was achieved.

T. Denotes spare car.

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BRAZILIAN GP — continued from page 592

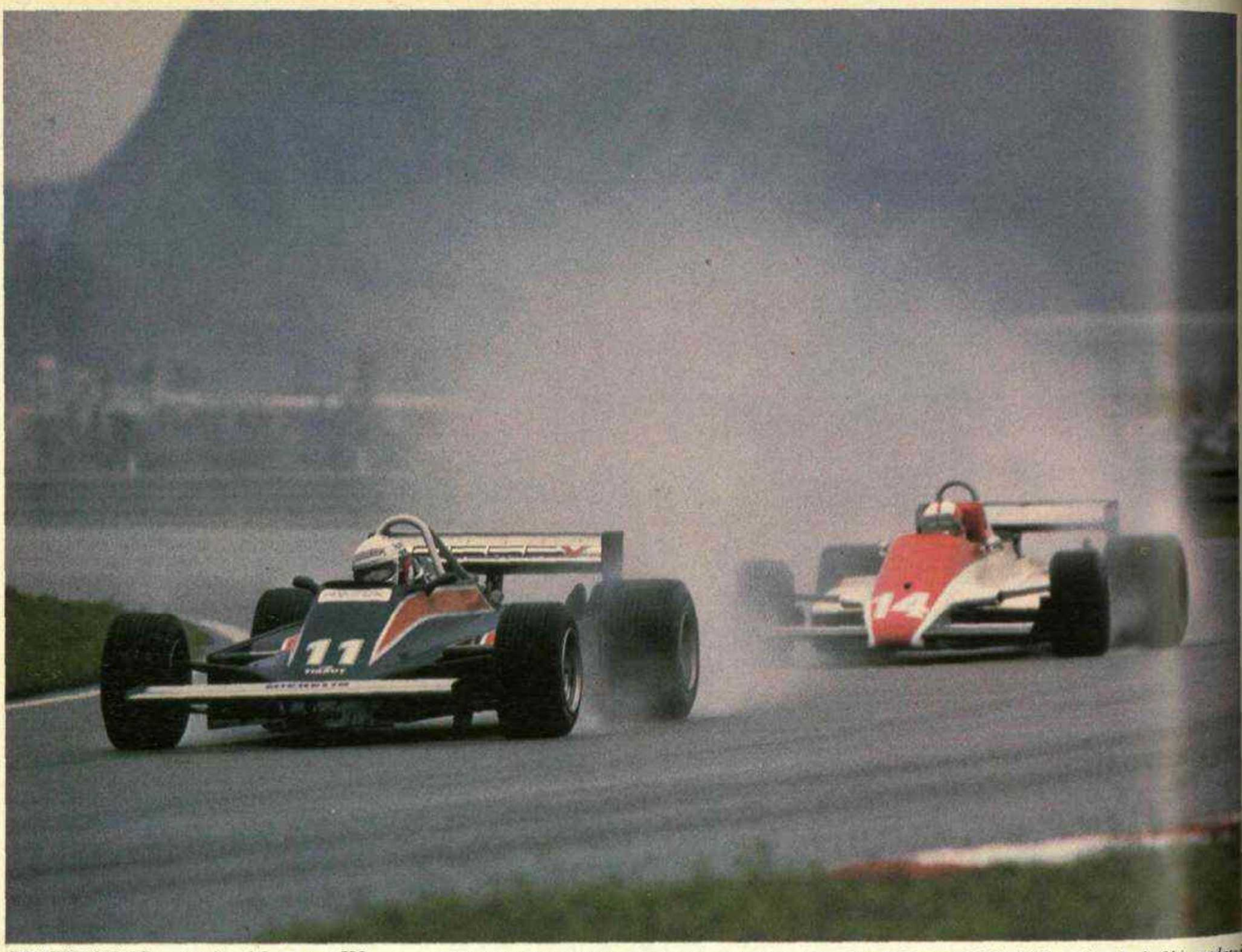
trailing round at the back. Tambay's Theodore sideswiped Stohr's Arrows as the Frenchman lapped his rival, the Italian spinning off as a result, while Mansell was struggling round in 11th place in a car which had been damaged in a spin during the warm-up session and wasn't handling properly.

By half distance the Williams cars were simply cruising in first and second places and Patrese was equally comfortable on his own in third spot. But a really ferocious battle was brewing up behind de Angelis's fourth place Lotus 81, Watson fighting energetically to keep Marc Surer's Ensign behind him while both Laffite and Jarier were also looking for a way past the Ensign, Laffite having moved ahead of his team mate once again as understeer on the near-drying track had hampered the second Talbot-Matra.

On lap 35 Watson spun off at the end of the long back straight, quickly recovering in eighth place, but Surer and the two Talbots were well ahead of him by the time he had settled back into the rhythm of the race once again. Rebaque eventually crawled in to retire with throttle and suspension problems and, as the rain came down again even harder, Laffite's engine began to misfire and Jarier moved back in front of him on lap 47.

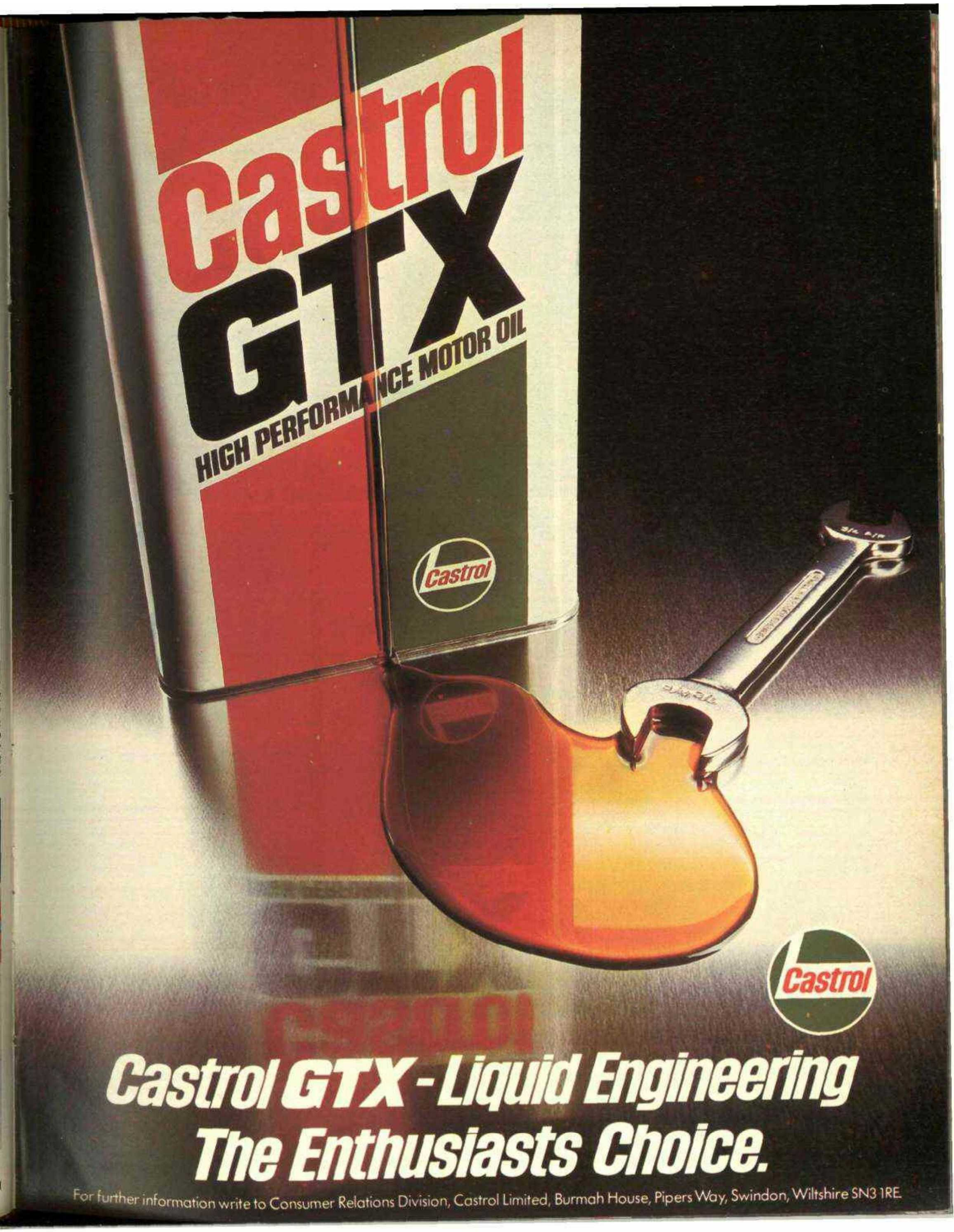
The Williams team by this stage had the race completely under control and, with no other car challenging them and with Jones less than seven

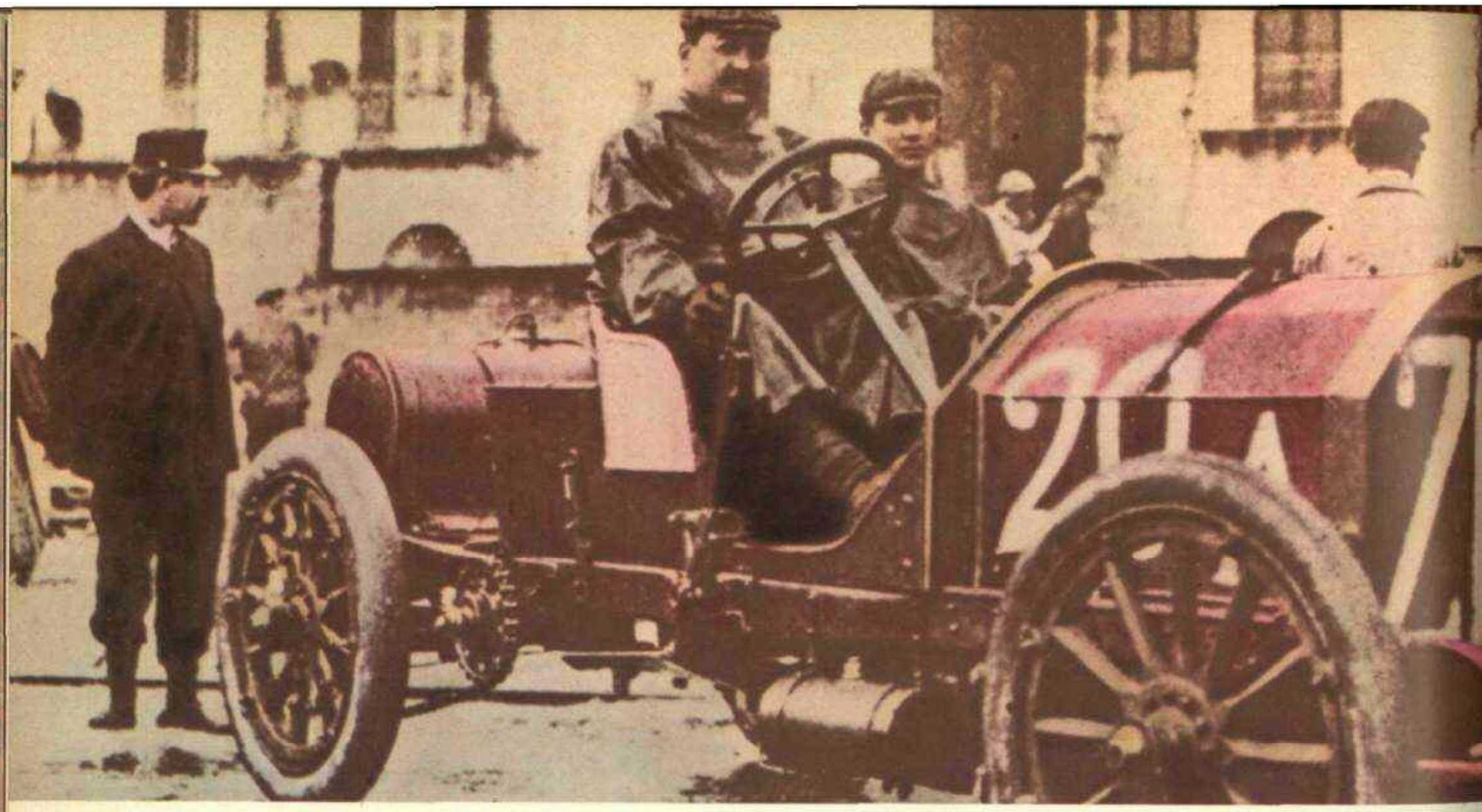
Continued on page 601



ELIO DE ANGELIS, pictured above heading Marc Surer's Ensign, finished fifth at the wheel of his outdated Lotus 81. Below, the Italian again tries his hand at the wheel of the new Lotus 88 which, although initially accepted at scrutineering, was subsequently deemed to be ineligible at a later, unscheduled examination. Colin Chapman wants the FISA Technical Committee to rule on the car, once and for all, as do many rival teams who consider the car to be illegal. Following the Brazilian Grand Prix, appeals were forwarded to the FISA against the decision of ACCUS (the national sporting authority of the United States) who had pronounced the Lotus 88 legal at a Court of Appeal hearing after the Long Beach race. FISA were expected to pronounce finally as to the car's eligibility towards the end of April.




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the HPE firmly on the road.) In 1934, he patented his ideas on aerodynamics. (For which the designers of the HPE, who followed Vincenzo's principles, can be grateful.)

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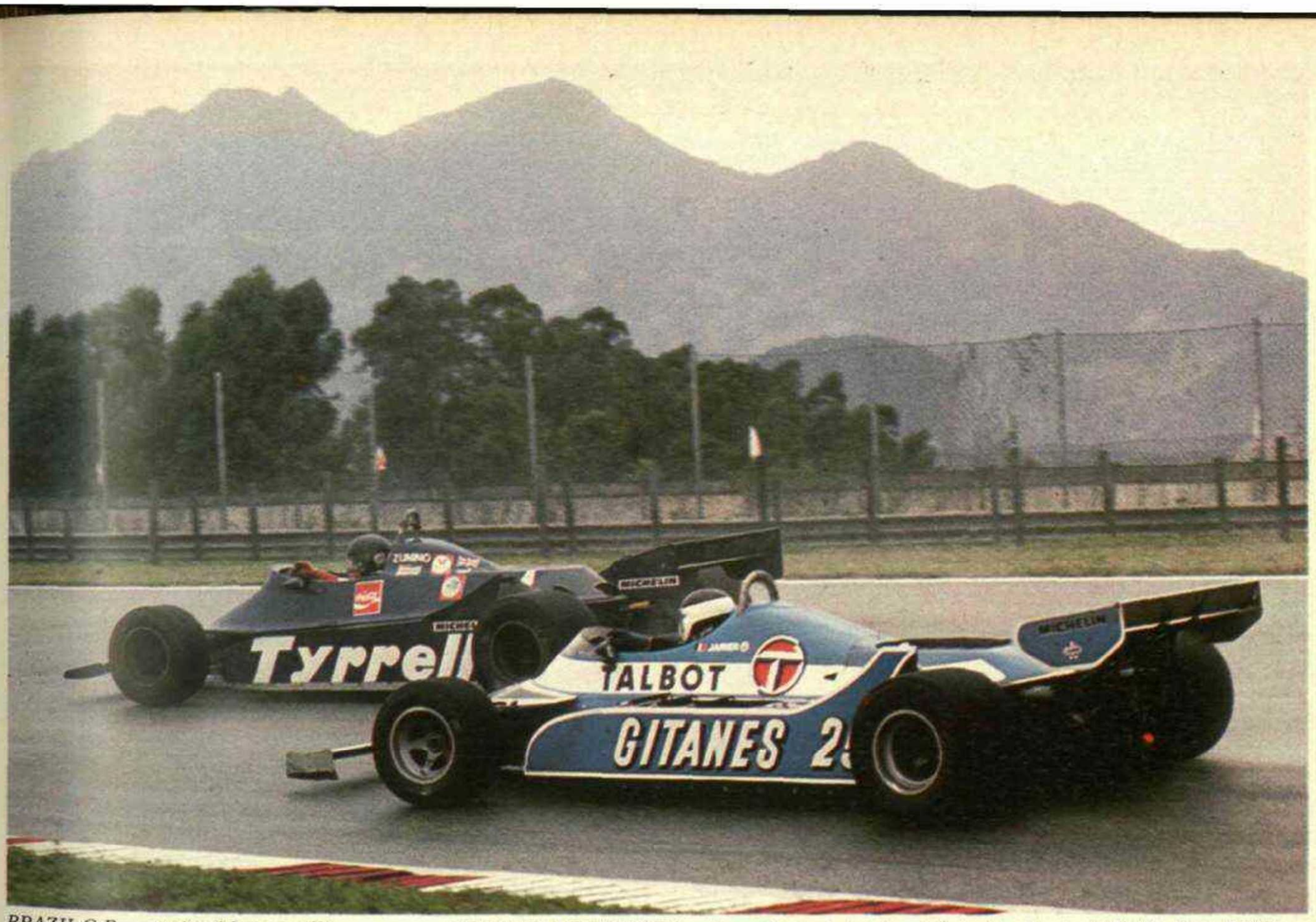
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JEAN-PIERRE JARIER again stood in for the less-than-fit Jabouille, bringing his Talbot-Matra JS17 home seventh. Here he is lapping Ricardo Zunino's Tyrrell 010.

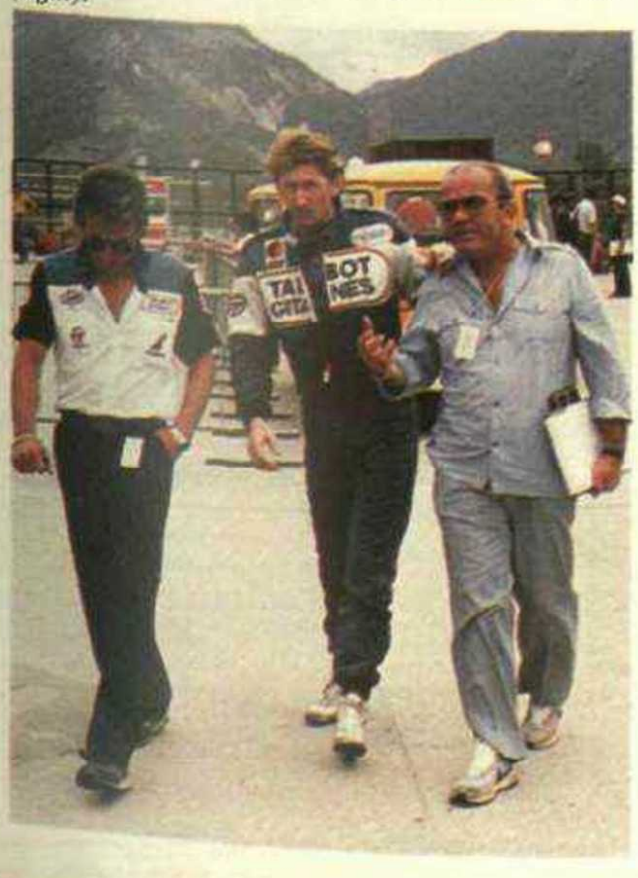
BRAZIL G.P. — continued from page 596

seconds behind Reutemann, Frank Williams exercised his contractual discretion and hung out a sign to the Argentinian driver indicating that he should concede the lead to his team leader. On four occasions this sign was produced, but Reutemann continued to come round ahead of Jones and as he completed his 62nd lap the chequered flag was produced since the wet conditions had allowed two hours to elapse before the scheduled 63 laps had been completed. Reutemann thus won his third Brazilian Grand Prix by 4.43 sec. over his team leader, Jones shrugging philosophically once it was all over while remarking that he knew now that he would have to race Reutemann in future just as if his was a car from a rival team. Reutemann explained to Frank Williams that he intended handing the lead to Jones on the very last lap — but there wasn't a last lap, so to speak!

Patrese finished a smooth and confident third while Surer displaced de Angelis with just over ten laps to go, the happy Ensign driver scoring the best ever finish for the Walsall based team and recording fastest lap in addition. De Angelis was fifth while Jarier responded to a signal from the pits and dropped back, as instructed, behind Laffite who thus took sixth place at the finish. A fuming Watson was eighth behind Jarier and the remaining runners were Rosberg, Tambay, Mansell and the crestfallen Piquet who'd stayed on "slicks" and was now two laps behind.

It was the fourth successive 1-2 finish for the Frank Williams cars in a World Championship Grand Prix, following the two North American events at the end of 1980 and the recent Long Beach race in California, so the team had proved its undeniable quality irrespective of the "mix up" which had caused Reutemann to win and not Jones. In these circumstances in future, Frank Williams will have to insist on an immediate response by his drivers to obligatory pit signals and one wonders whether Reutemann will be disciplined for winning the Rio race against team orders, however inadvertently he may have done it. —A.H.

JABOUILLE limps back to the Talbot garage aided by manager Gerard Ducarouge (left) and Guy Ligier (right).



Results

BRAZILIAN GRAND PRIX — Formula One — 62 laps — Autodromo Riocentro — 5.031 Kilometres per lap — 311.922 Kilometres — Wet

1st	Carlos Reutemann (Williams FW07C/12)	2 hr. 00 min. 23.66 sec. — 155.450 k.p.h.
2nd	Alan Jones (Williams FW07C/11)	2 hr. 00 min. 28.10 sec.
3rd	Riccardo Patrese (Arrows A3)	2 hr. 01 min. 26.74 sec.
4th	Marc Surer (Ensign MN15)	2 hr. 01 min. 40.69 sec.
5th	Elio de Angelis (Lotus 81/3)	2 hr. 01 min. 50.08 sec.
6th	Jacques Laffite (Talbot JS17/02)	2 hr. 01 min. 50.49 sec.
7th	Jean-Pierre Jarier (Talbot JS17/03)	2 hr. 01 min. 53.91 sec.
8th	John Watson (McLaren M29F/4)	1 lap behind
9th	Keijo Rosberg (Fittipaldi F8C/3)	1 lap behind
10th	Patrick Tambay (Theodore TY/01)	1 lap behind
11th	Nigel Mansell (Lotus 81/2)	1 lap behind
12th	Nelson Piquet (Brabham BT49C/11)	2 laps behind
13th	Ricardo Zunino (Tyrrell 010/1)	4 laps behind
14th	Eddie Cheever (Tyrrell 010/2)	13 laps behind

Fastest Lap: Marc Surer (Ensign MN15) on lap 36, in 1 min. 54.302 sec. — 158.453 k.p.h.

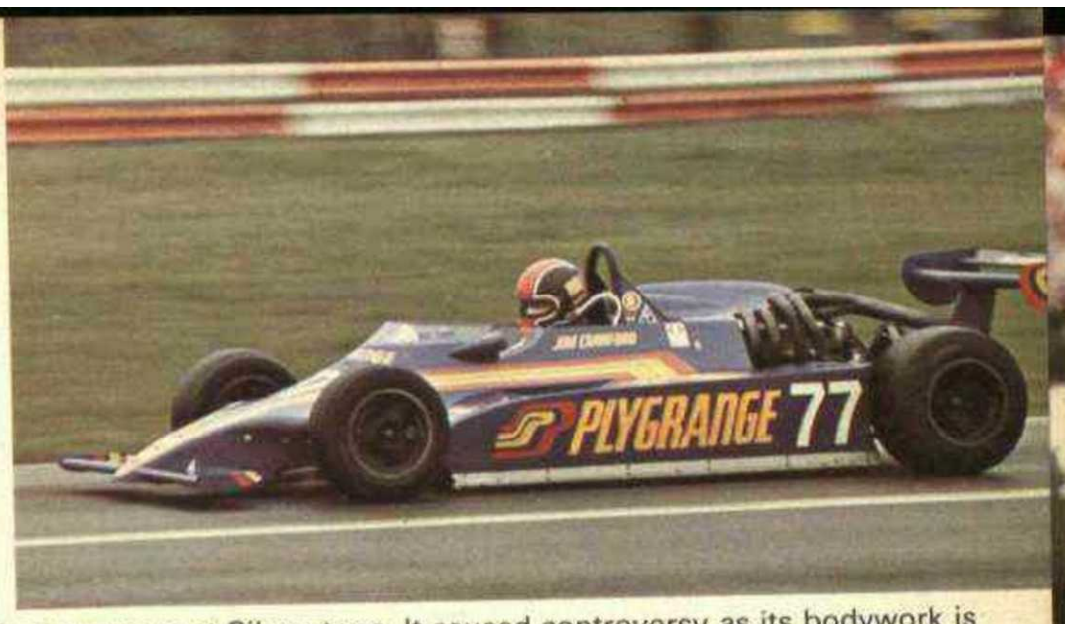
Retirements: Mario Andretti (Alfa Romeo 179C/2) accident, on lap 1; F. Serra (Fittipaldi F8C/4) accident, on lap 1; Rene Arnoux (Renault RE 26B) accident, on lap 1; Andrea de Cesaris (McLaren M29F/5) electrical trouble, on lap 10; Didier Pironi (Ferrari 126 CK/050) accident, on lap 20; Siegfried Stohr (Arrows A3) accident, on lap 21; Alain Prost (Renault RE22B) accident, on lap 21; Hector Rebaque (Brabham BT49C/12) various mechanical troubles, on lap 23; Gilles Villeneuve (Ferrari 126CK/051) turbo-charger failure, on lap 26; Bruno Giacomelli (Alfa Romeo 179C/3) electrical trouble, on lap 41.

24 starters — 14 finishers

INTERNATIONAL TROPHY RACE — Formula Two

THE Vee Six Honda powered Ralt established itself as the car to beat in Formula Two right from the start of the season. At Silverstone's opening round of the 1981 European Championship works driver Mike Thackwell put his on pole and led from the start (above) chased by works March/BMW driver Corrado Fabi and works Maurer driver Eje Elgh. However, on the wet track the Pirelli shod cars (including the Ralts and Marches) found themselves in trouble and were forced to make early stops for slick tyres, leaving the few outsiders running Goodyear covers at the front. The leader for many laps was Swiss privateer Jurg Lienhard in a March/BMW. Leinhard's Goodyear wets lasted the entire race, even though the track gradually dried out but his battery started losing power near the end, forcing him to concede the lead to Thackwell who was making a fast recovery from his stop for slicks. Leinhard's problem eventually dropped him right out of the top six, which was completed by Italian newcomer Riccardo Paletti (below, his wet shod March leads Thackwell) Fabi, the Toleman/Harts of Jim Crawford and Carlo Rossi and Brian Robinson's elderly Chevron/Hart which ran throughout on Goodyear wets.





ROBERTO GUERRERO's Maurer/BMW (left) was one of the most interesting new cars at Silverstone. It caused controversy as its bodywork is spring loaded; Maurer claims that it can move upwards to minimise kerb hitting damage, but denies that it can sink at speed to reduce the gap between the sidepods and the track. Former Lotus Grand Prix driver Jim Crawford (right) is running an ex-works Toleman/Hart in all rounds of the European Championship.



BELGIAN Thierry Boutsen and Italian Corrado Fabi, both graduates of the European Formula Three Championship, are driving for the works March/BMW Formula Two team. Boutsen (above) spun out of contention due to a gear selection problem but Fabi (below) finished third.







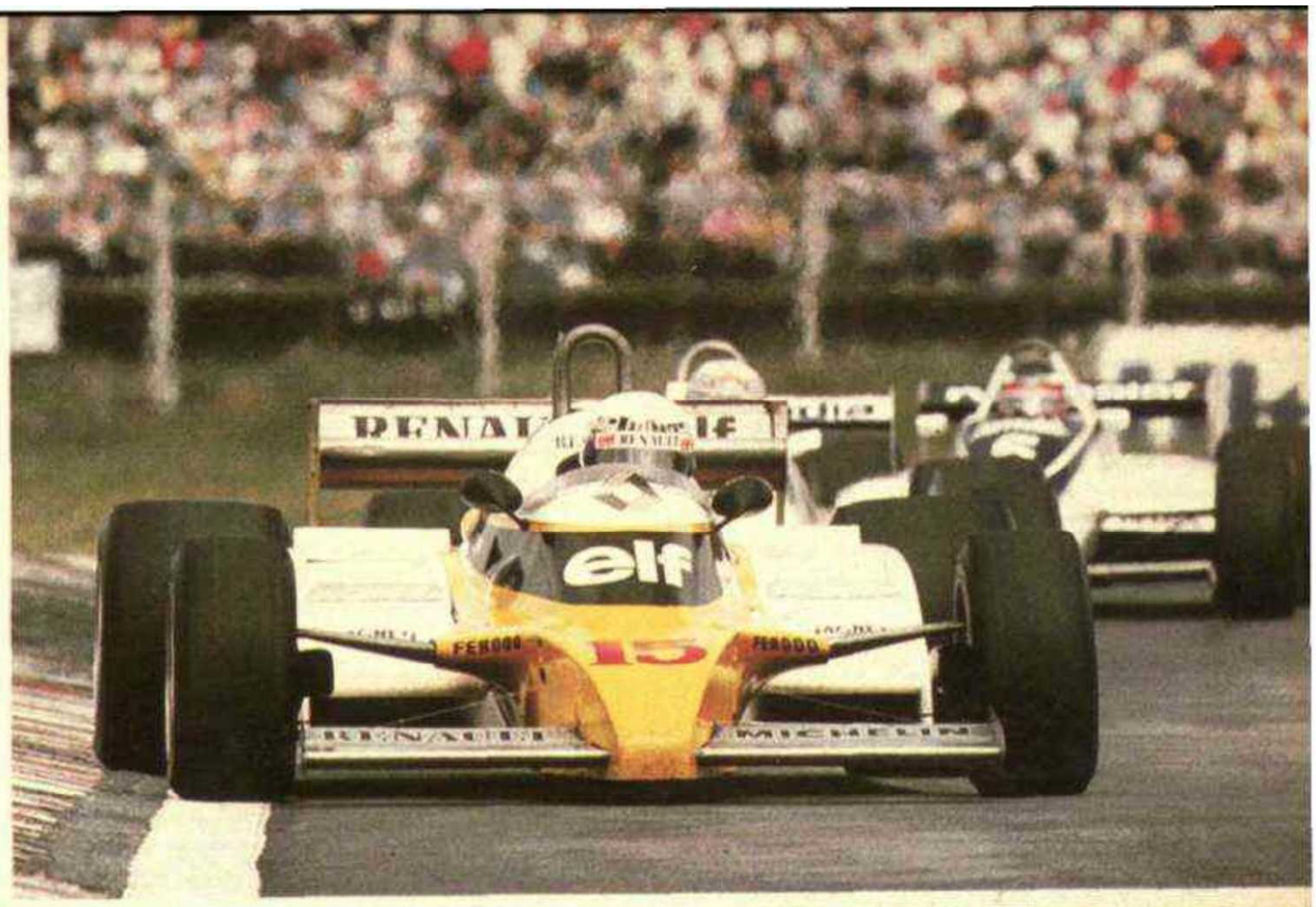
ARGENTINE

BRAZILIAN driver Nelson Piquet won the Argentine Grand Prix at Buenos Aires on April 12th driving his Brabham-Cosworth BT49C (top left) fitted with the controversial hydro-pneumatic suspension system which allows the bodywork to settle slightly at speed, thus substantially bridging the gap between the side pods and the circuit, something not intended by the 1980 technical regulations which stipulate a 6 cm. ground clearance when the car departs from or arrives at the pits. Piquet is seen, above, on the winner's rostrum in company with second place man Carlos Reutemann (left).









E GRAND PRIX

and Alain Prost (right). The new McLaren MP4 made its race debut (bottom, left) in the hands of John Watson, running seventh before its retirement. Below, Carlos Reutemann finished second in his Williams FW07C to take the World Championship points lead. Here he is ahead of Prost's Renault and Rebaque's Brabham. Right, Elio de Angelis brought his Lotus 81 home sixth, small compensation for a weekend's aggravation for Colin Chapman's team. Top and bottom right, Alain Prost's Renault on its way to third place, the French marque's best finish thus far this season.









GILLES VILLENEUVE

"The perfect lap doesn't exist — the idea is to make fewer mistakes than anybody else"

IF ONE considers that any Grand Prix racing driver is, in terms of basic talent, comfortably within the top ten per cent of the exponents of the art of motor racing, then you can see that even the "also-rans" are pretty impressive by the standards of the average enthusiast. To be a top Formula One driver requires some very impressive credentials, not only determination and application, but a highly developed sense of balance and co-ordination and a great competitive mentality. Of course, this is nothing new; since motor racing began every outstanding driver has displayed his own particular blend of those qualities. Today one can scan the Formula One landscape and name three or four drivers whose make-up varies from the point of view of "mixing" those constituent qualities, but in the end justify the description "winner". Those who immediately spring to mind are the current World Champion Alan Jones, full of stamina and strength, and with boundless determination; his team-mate Carlos Reutemann, experienced, moody and brilliant; and Ferrari drivers Didier Pironi and Gilles Villeneuve, the former cool, calculating and ruthless, the latter intuitively gifted and imbued with a tremendous natural sensitivity when it comes to car control.

In these days when we're always being told that "things aren't what they used to be" as far as Grand Prix drivers are concerned, this article, using Gilles Villeneuve as its subject, seeks to prove that theory is incorrect. After spending a couple of hours chatting to the French Canadian driver prior to the Brazilian Grand Prix meeting, we can report that the same emotions, enthusiasm and attitudes which have motivated great drivers through the ages still prevail in 1981. Many people on the inside of the Grand Prix game may feel that Villeneuve is a political animal whose opinions are shaped by loyalty to his own racing team. We think that Villeneuve's whole approach to motor racing shows such allegations to be shallow and ill-considered.

Gilles Villeneuve's Grand Prix career began at the 1977 British Grand Prix when he was invited to drive a works McLaren M23 as a third factory entry. The previous autumn he had won the *Trois Rivieres* Formula Atlantic street race in Quebec, beating Alan Jones and McLaren team leader James Hunt in the process. Hunt, shortly to become World Champion, came straight back to England and told McLaren chief Teddy Mayer that Villeneuve was a man to watch. His performance in the following year's British Grand Prix was quite remarkable. Not only did he qualify seventh and run as high as fifth before making a pit stop with a minor problem, but it was obvious from his practice form that he had above-average reactions. In learning Silverstone, he spun his McLaren many times; but *unlike* many of his youthful rivals, he never hit anything and always seemed to know where he was going to end up.

Teddy Mayer's failure to recruit him for 1978, preferring the Frenchman Patrick Tambay, must be seen to have been a most strange and short-sighted decision, even with the information we had available on Villeneuve up to that time. Instead, the French Canadian driver went to Ferrari, where he replaced Niki Lauda, and he has driven for the Maranello team in typically enthusiastic style, his determination to give his best never wavering with the team's varying fortunes. With the flat-12-cylinder-powered 312T3 and T4, he was competitive and won races; with the T5, generally regarded as uncompetitive, he was further up the starting order than one felt such a car had a right to be; and with the new 1½-litre turbocharged Ferrari 126C, his enthusiasm to succeed remains as strong as ever.

The history books will relate that Villeneuve led his first race in the Ferrari turbo — for a few yards into the braking area of the first hairpin at Long Beach (see centre spread of last month's MOTOR SPORT). In his enthusasim, however, he ran wide and emerged from the corner in fourth place. Thereafter he settled down in touch with the leading bunch to give a moderately promising account of the car before its retirement, as indeed did his team-mate Pironi.

We asked Villeneuve whether he found a great deal of adaptation was required to drive the turbo in comparison with a normally aspirated engine, whether he used any different techniques such as left-foot braking as had been suggested by some observers.

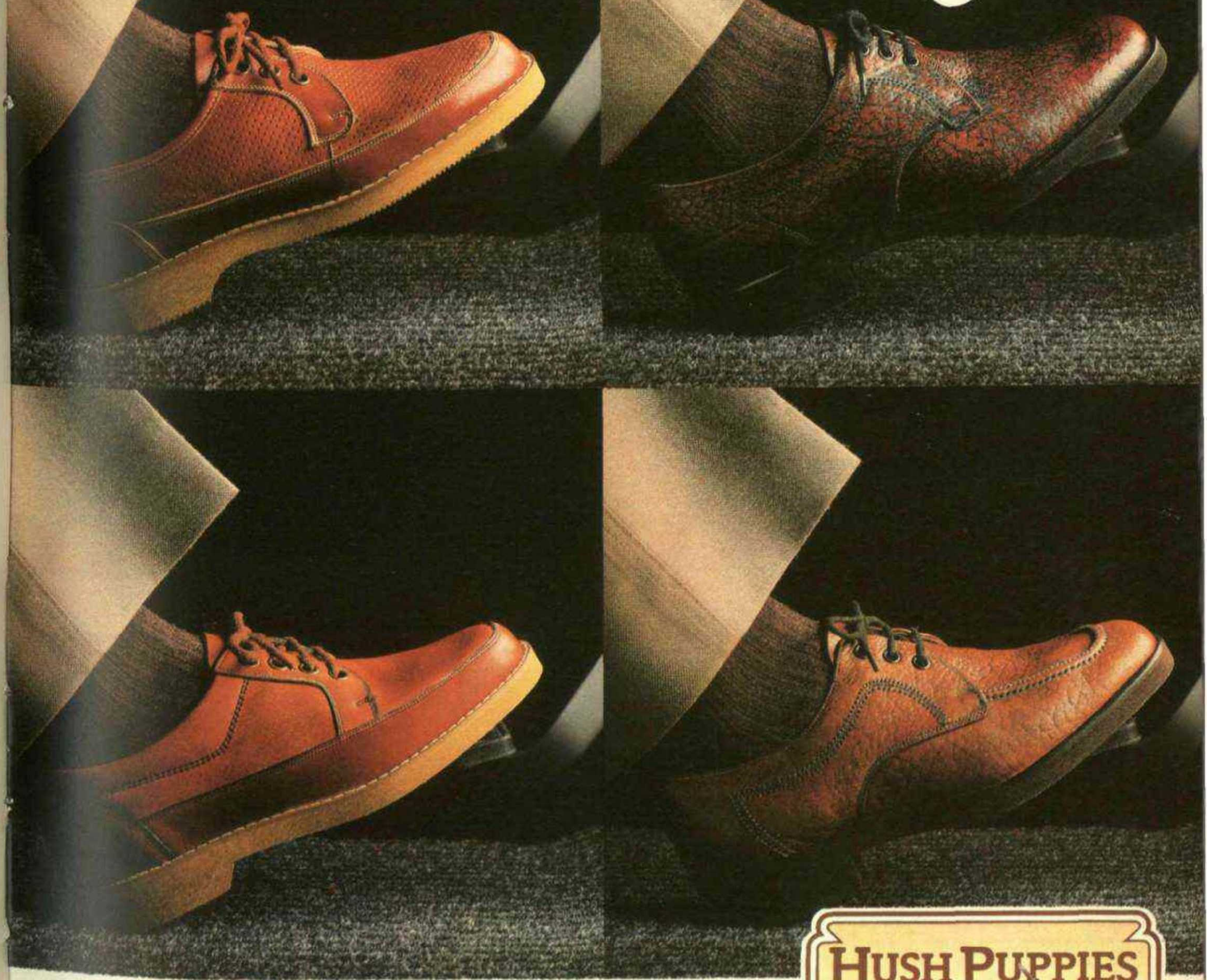
"No, certainly not," he replied frankly, "suggestions that I was using a left-foot braking technique are just nonsense. What you've got to do with a turbo is to keep it revving for more of the time, but that simply means gearing it slightly differently so that it's peaking before you're very far through a corner. I honestly don't think that you need a different technique to drive a turbo from a normal car. To drive quickly, you need certain abilities. Once you've got them, then you

continued on page 624

EARLY in his Grand Prix career Villeneuve did more than his fair share of spinning, for a variety of reasons; subsequently, one realised that he seldom came to any harm as a result. Here he loses control of the Ferrari 312T2 during practice for the 1977 Japanese Grand Prix at Fuji.



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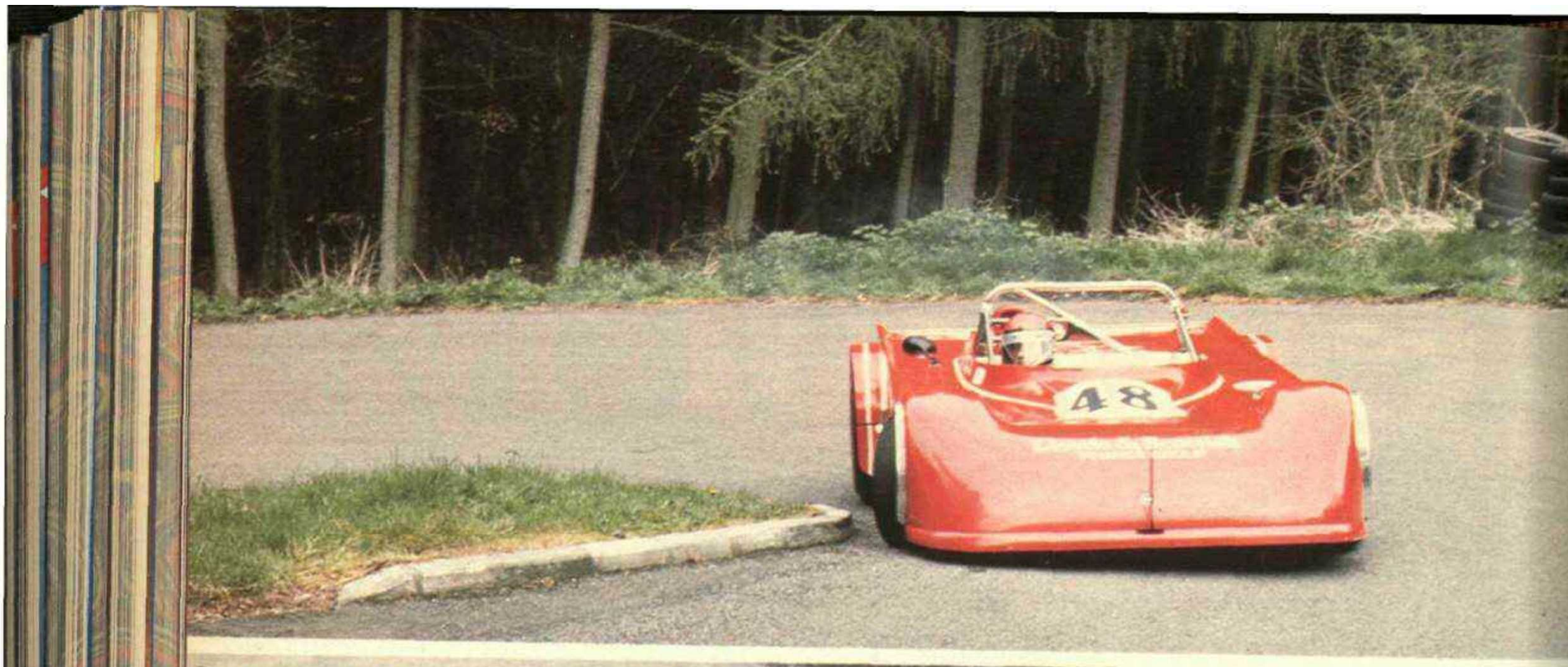
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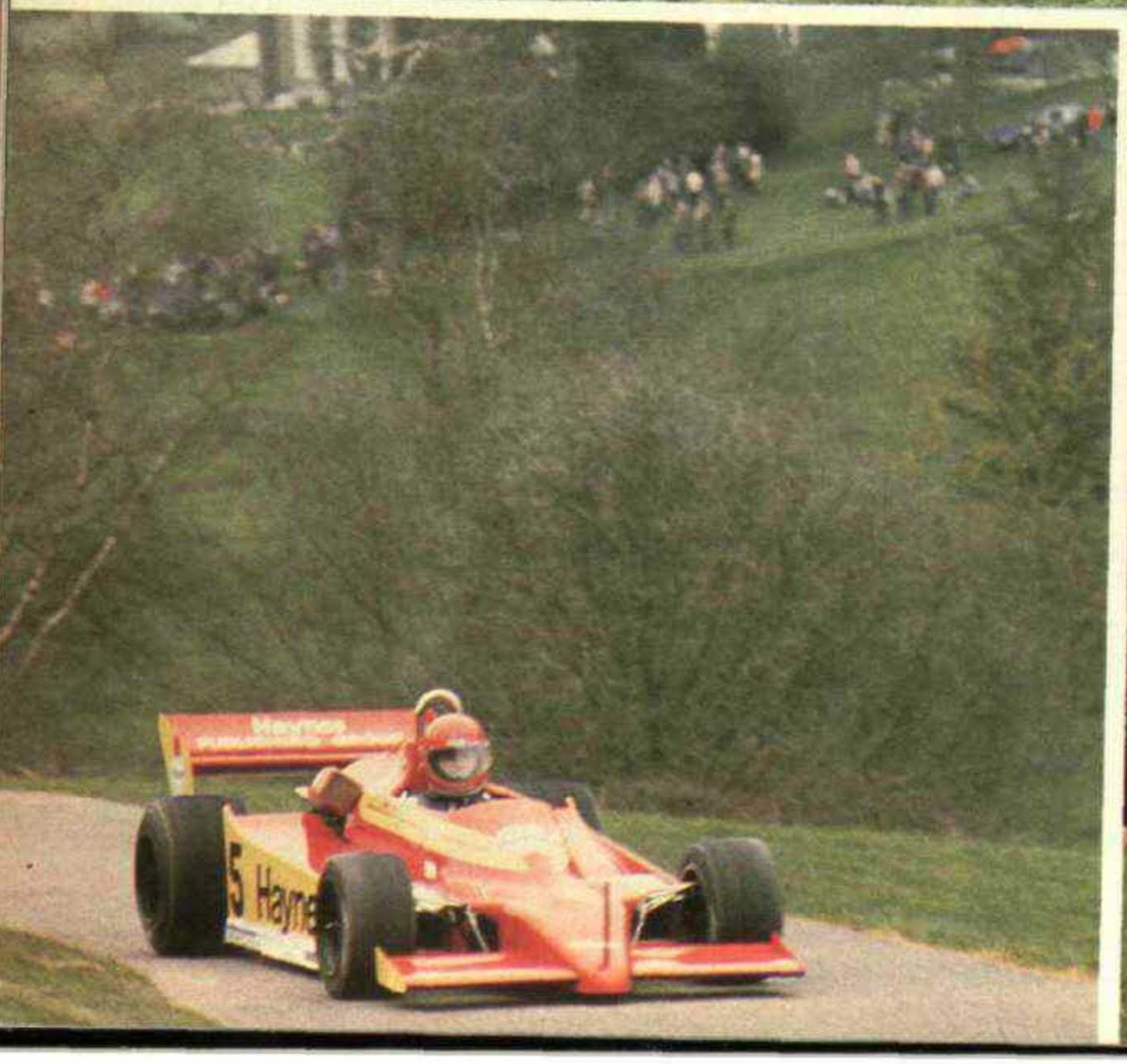
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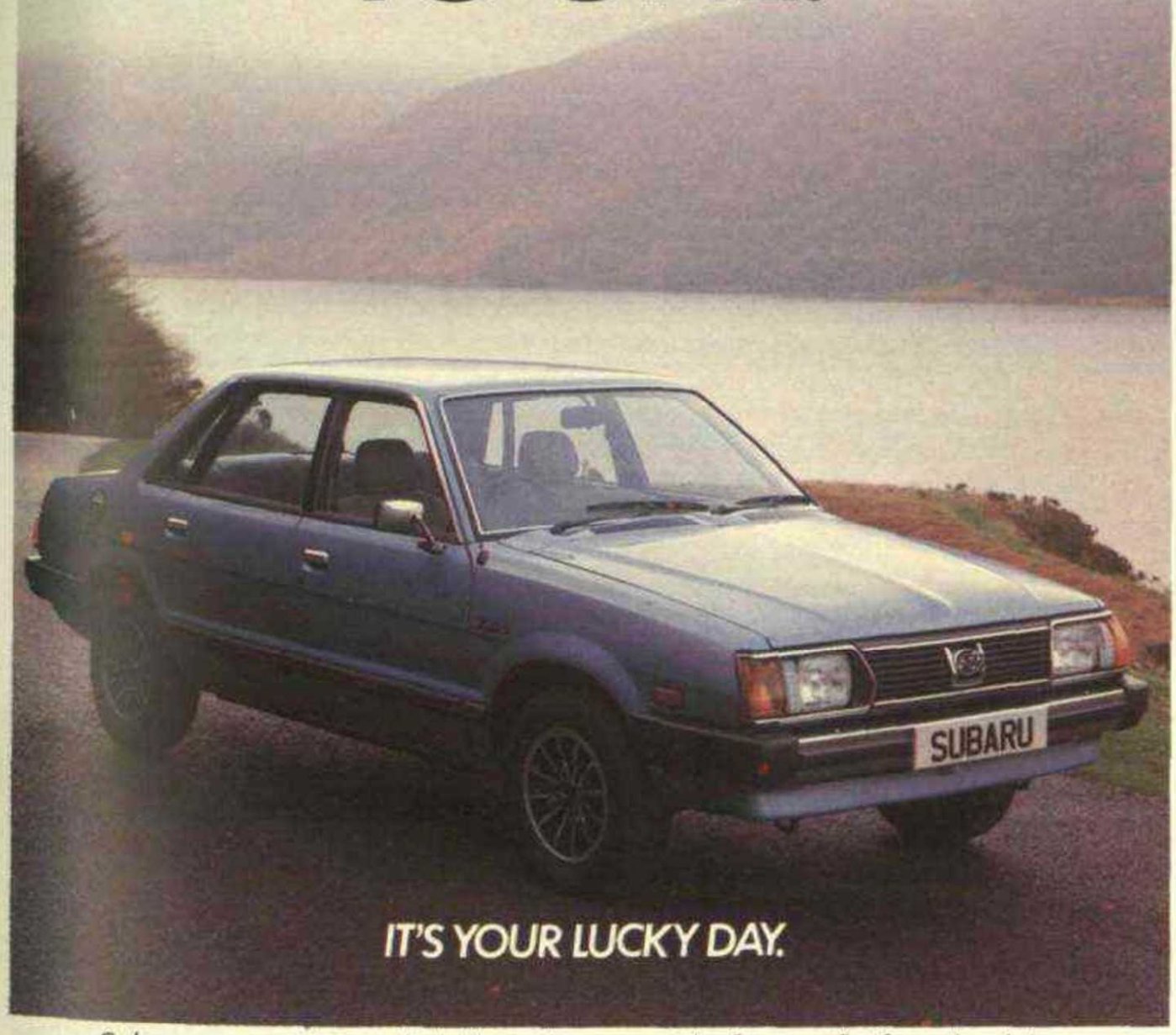
WISCOMBE PARK

GRAHAM PRIAULX (top) managed to get into the top ten with his sports/racing Tiga SC80 with a very tidy and rapid climb. After the class runs front cover man, Thomson, was in the lead, but was beaten during the top ten run-off by Alister Douglas Osborn (centre) and David Harris (bottom left). Douglas Osborn's Pilbeam was equipped with an experimental 3.6-litre Cosworth engine, while Harris (Pilbeam) relied on Hart power. The large sports car class contained a variety of interesting classics, amongst them this DB4GT Aston Martin of David Heynes.





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ROAD TEST

Audi's superb Quattro—4-wd appeal—but so much else as well

SAMPLING its 4-WD capability, we tried the Quattro over a trials course, and found it would go anywhere where there was ground clearance.



WHILE some new cars are heralded by an enormous publicity build up which subsides into anti-climax when the cars themselves are actually tried by the press, there is no doubt that the 4-WD Audi Quattro coupé justifies the enormous praise which was lavished on it at first acquaintance. Of course, four wheel drive is nothing new in the motoring world, it first being tried by the Dutch Spyker company back in 1906, and has been used on Land Rover and Range Rover machines for many years with great acceptance and success. Moreover, Tony Rolt's specialist company FF Developments of Coventry has periodically carried out 4-WD conversions on various production cars over the past two decades and, from our experience, the benefits of such systems are unquestionable. However, up to now, no major manufacturer has taken the plunge and put a practical 4-WD car into production (for the purposes of this discussion we regard the Rover 4-WD machines as specialist off-road creations) as it was felt that the production engineering complexities and cost factor would make it an uneconomical proposition. Almost by accident, a group of Audi engineers found themselves considering the virtues of the Volkswagen Iltis off-road 4-WD drive utility vehicle during a winter test session in Scandinavia. Using many slightly modified Audo 80 components, the Iltis was obviously an infinitely more nimble proposition in the slippery conditions than some of the larger, more powerful FWD vehicles in the range. When Audi's design team sat down seriously to consider the realities behind producing a high-powered 4-WD coupé, it dawned on them that production problems could be reduced by utilising a lot of existing components from within the company's range. Thus, the Audi Quattro may be a totally new car

Continued overleaf

as far as the complete package goes, but it incorporates a great deal of material from the rest of the German manufacturer's range.

The Audi Quattro is a squat, purposeful coupé with two large doors, a high waistline and all the equipment one would expect from a German built sporting machine. Its power unit is a modified version of the five cylinder turbocharged engine which has been used for some time to propel the Audi 200T, now equipped with a turbo intercooler and fully electronic ignition and developing 200 b.h.p. (DIN) from its 2,144 c.c.. The power is delivered via a very effective five speed gearbox to all four wheels, the splitting of power between the front and rear wheels taking place within the gearbox itself rather than by means of a differential alongside. There is a differential lock incorporated between the front and rear axles and one between the two rear wheels, both of which can be seperately engaged and disengaged. Activated by controls on the transmission tunnel between the seats, these differentials can be locked when the car is on the move, but for all practical day-to-day tarmac driving conditions they effect little improvement. In streaming rain, on a diabolically muddy farm-track surface or (so we're told) on snow, engaging those locks makes all the difference. The Audi Quattro's recent rallying exploits are sufficient to testify to its ultimate capabilities; for road use, it simply re-sets accepted standards of adhesion and braking to the point where just about everything else you encounter seems to be in your way!

It's not possible to talk about the engine's performance in isolation. We at MOTOR SPORT are well experienced in the smooth ways of the five cylinder Audi, iron block, s.o.h.c., alloy head engine and in its latest guise within the Audi Quattro it delivers its power in an impressively smooth surge, developing a massive 210 lb/ft/torque at 3500 r.p.m. When you hold the revs up to 4,500 r.p.m., enough to keep the turbocharger on full boost, the Quattro's 4-WD simply bites in on dry tarmac as you drop the clutch and the effect is quite startling, to say the least. Teetering on the verge of dire wheelspin, this Audi rockets off the line to make 60 m.p.h. in 6.7 sec. from standstill and, if you don't fluff the two remaining "long throw" gear changes, you will see 100 m.p.h. come up in under 19 sec. This is quite remarkable, of course, although hardly a representative demonstration of the Quattro's "day-to-day" capabilities. This engine has a real "Jekyll and Hyde" character about it. It's tremendously tractable, pulling from 35 m.p.h. in fifth gear, although if you are sampling this side of it's character you cannot expect much in the way of response if you flatten the throttle. In fact, trying out its flexibility might lead one to believe, erroneously, that it is a somewhat unresponsive motor car. But once that turbocharger chimes in, the transformation is simply amazing. The engine is smooth and willing, revving sweetly up to 4,500 r.p.m. beyond which point a more "businesslike" throb takes over all the way up to its maximum of 6,500 r.p.m. where an electronic rev limiter cuts in to remind the careless that it's time to change up to the next gear!

The long-legged fifth gear comes into its own for quiet, high speed journeys which are most restful affairs as a result. Although many people seem to have reduced the Quattro's fuel consumption figures to well below 20 m.p.g., the writer's average was 23.6 m.p.g., and with a 20.2 gallon fuel tank fitted that provides a range of almost 500 miles.



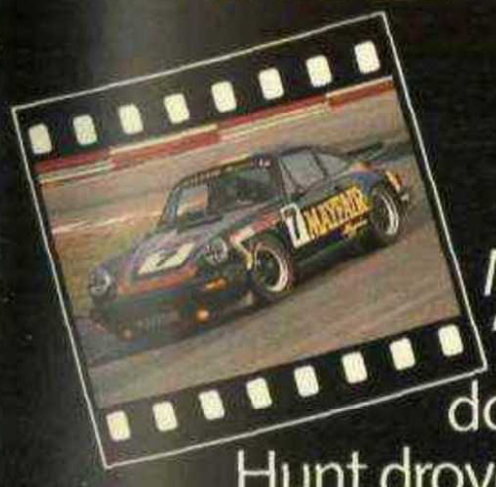
SQUAT and purposeful; the only obvious point over which British customers might quibble is the obligatory LHD configuration.

The gearchange and clutch are typically Audi; smooth and progressive, but in need of firm and precise handling. If you fail to depress the clutch pedal fully, then you will almost certainly fail to engage the gear cleanly. Fifth is dog-legged away to the "top right" quadrant and reverse is always particularly difficult to engage.

There are no obvious idiosyncracies to be encountered as a result of the car's 4-WD equipment. The first realisation that this machine is somehow out-of-the-ordinary dawns on the driver when, over open, twisting roads, he realises that he is catching other high performance motor cars with no perceptible increase in drivng effort. We found that you almost have to "will" yourself to drive it at a bend which, in something like a Saab 900 turbo, you might manage at 60 m.p.h.; only when you have built up the courage to do so and found that the Quattro wafts round at over 70 m.p.h., rock-steady and with no deviation from its prescribed line, is it possible for the readjustment to be complete. On tighter, second gear corners where the turbocharger is really working, the Quattro punches itself out onto the straight with a force that would send two-wheel drive machines lurching towards the outer edge of their adhesion. With this Audi, you must *believe* in its ability. It will take you round the corner,

TECHNICAL SPECIFICATION — page 616
REPORT continues on page 622

WHAT MAKES THE OLD MAN MOVE LIKE A YOUNGSTER?



A zest for good living and Shell Motor Oils. Tony Lanfranchi, the "old man" of motor racing, has been doing the rounds since before James Hunt drove tricycles. Last season alone, he had 31 victories, driving on the oil that winners keep under their bonnets.

But when he's not racing, or teaching at the Brands Hatch Racing School, is he still as much of a winner? "Let's say that young ladies don't often shut the door on me," says Tony.





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1980. W 320, Ascot metallic, sunroof, P.A.S., radio stereo.
1981. W 320, Black, sunroof, alloy wheels, 5 sp o/d, stereo.
1979. T 323i, White, sunroof, Recaro seats, headlamp wash/wipe, Alpina P7 wheels, P.A.S., 15,000 miles.
1981. W 528i Auto, Resada metallic, electric roof, alloy wheels, radio stereo.
1979. V 733i Auto, Resada metallic, electric sunroof, alloy wheels, radio stereo.

***COOPER BISHOPSGATE,**
220-226 Bishopsgate, London EC2. Tel: 01-377 8811.
1980. V 316, Sepia brown, radio, 16,000 miles.
1980. W 323i, Cyprus green, sunroof, 8,000 miles.
1980. W 520, Sapphire blue, 5 sp o/d, P.A.S., 9,000 miles.
1980. W 528i Auto, Black, sunroof, elec. windows, 6,000 mls.
1978. T 733i Auto, Resada green, sunroof, 30,000 miles.
1980. W 732i Auto, Cashmere, ABS, air con., 7,000 miles.
1980. W 735i Auto, Sapphire blue, ABS, sunroof, leather upholstery, 7,000 miles.

COOPER LEICESTER,
929 Loughborough Rd., Rothley, Leics. Tel: 0533 374444.
1979. T 316, Ice green metallic, green cloth, sunroof, 15,000 miles.
1979. T 320, Ice blue, sunroof, alloy wheels, 19,000 miles.
1979. T 323i, Ice green, sunroof, alloy wheels, 10,000 miles.
1980. W 520, Green metallic, P.A.S., overdrive, 12,000 miles.
1981. W 535i, Silver, elec. roof and windows, stereo, 4,000 mls.
1980. W 735i Auto, Chestnut red, electric roof and windows, stereo, 7,000 miles.



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1981. W 528i Auto, Red, parchment hide, electric roof, stereo, 1,000 miles.

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Portsmouth Road, Thames Ditton. Tel: 01-398 8311.
1979. V 728 Auto, Ocean/blue, electric roof and front windows, air conditioning.
1981. W 323i, Graphite/anthracite, manual roof, green tinted glass, headlight wash/wipe, fog lights, rear headrests, Recaro seats, Mahle alloy wheels, 5-speed close ratio, limited slip diff.
1979. T 323i (80 Spec.), Cashmere/tan, manual sunroof, alloy wheels, green tinted glass, radio stereo.
1980. W 320 Auto, Resada/fern, green tinted glass, P.A.S., headlight wash/wipe, fog lights, manual sunroof, alloy wheels, radio stereo.
1981. W 316 Auto, Chestnut/beige, green tinted glass, manual sunroof, coach lines.
1980. V 316, Safari/tan, Webasto sunroof, radio stereo.
1980. V 323i, Cashmere/tan, sunroof, rear headrests.

*Not open Sundays.

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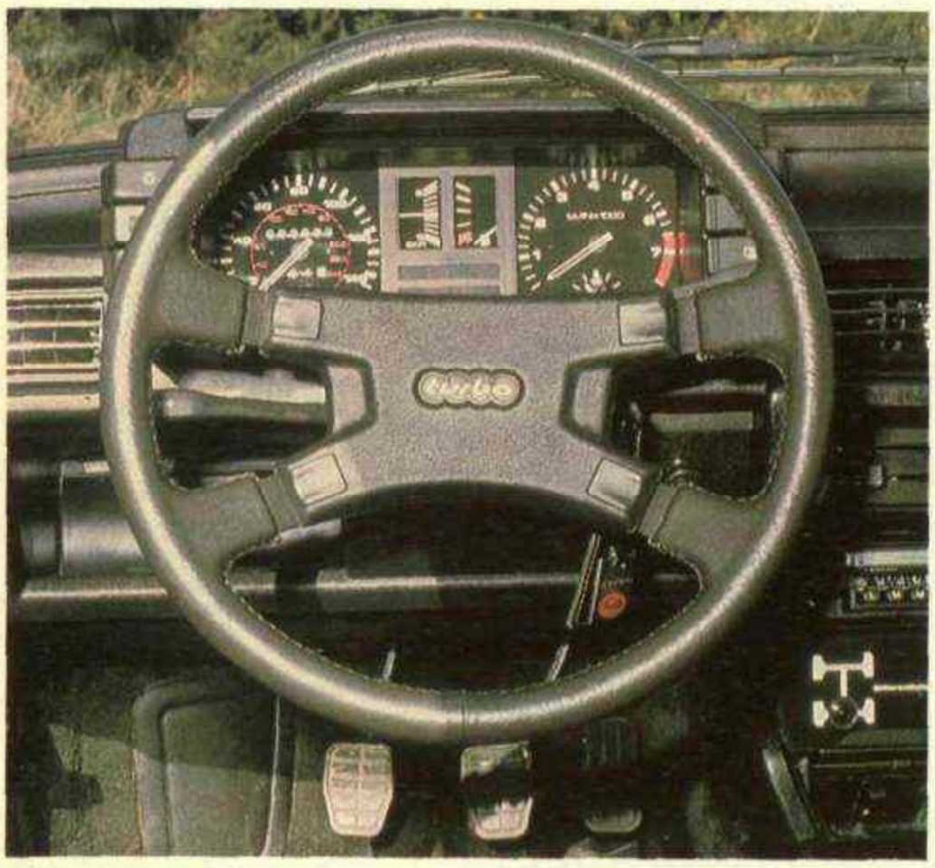
THE COOPER GROUP
THE ULTIMATE SHOWROOMS.

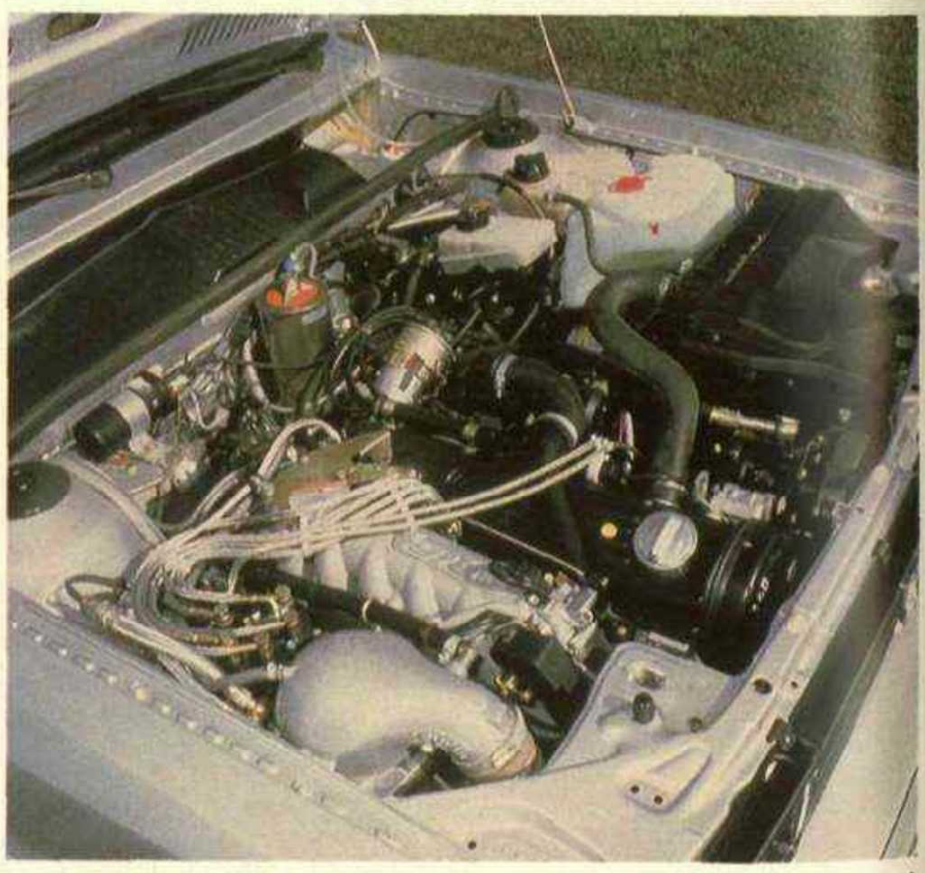
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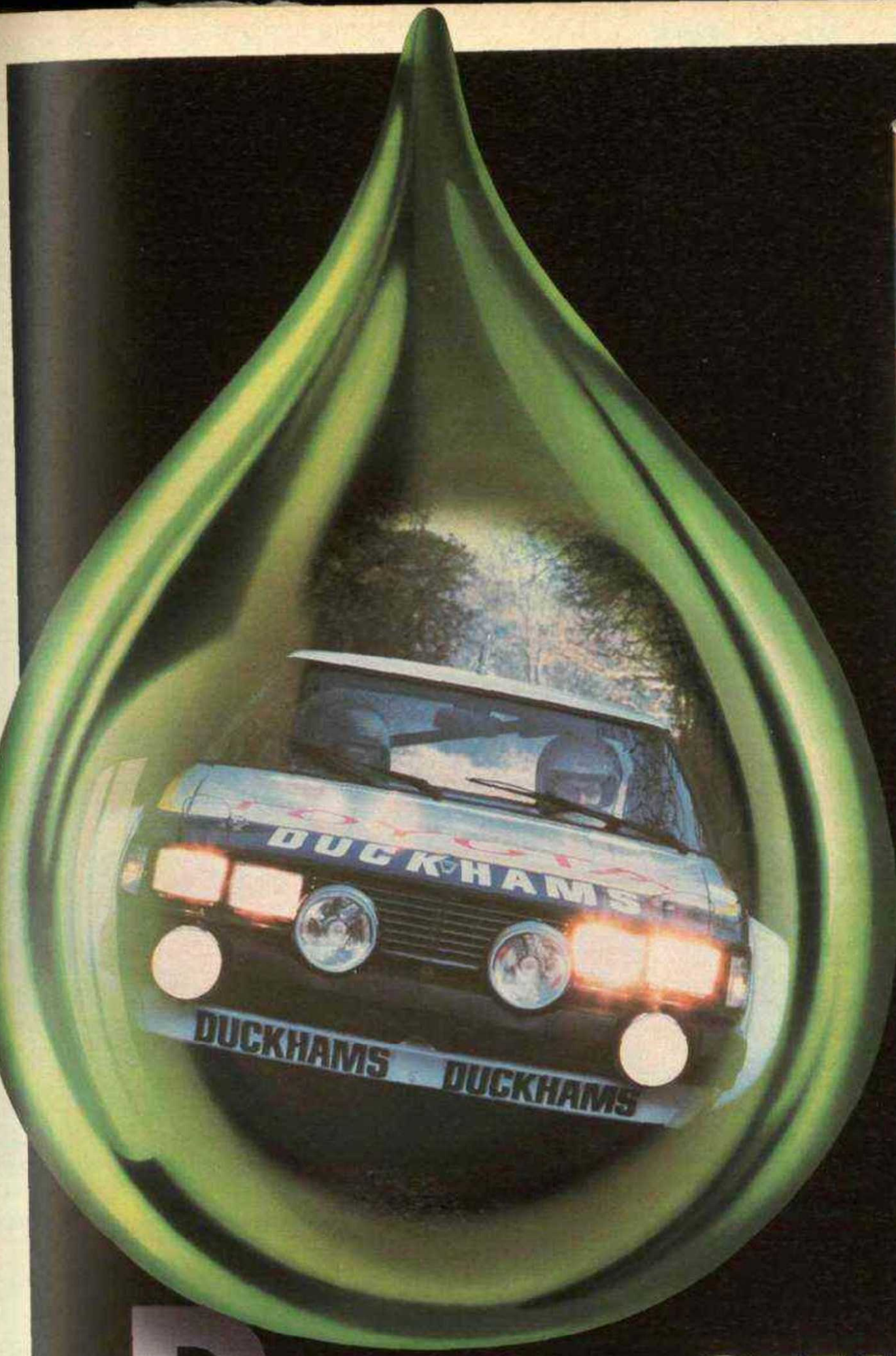




THE SPECIFICATION of the Audi Quattro is high, such items as front and rear fog lamps, headlamp washers and a rear window wash/wipe being fitted as standard equipment. The combination of a large fuel tank mounted vertically behind the rear seats and a get-you-home spare wheel, usually mounted on the nearside of the boot, make for a rather limited luggage capacity for a five-seater car. The instruments are clear, but, surprisingly, there are no dials for oil pressure or coolant temperature, warning lights positioned below the central manifold-pressure and fuel capacity gauges giving notice of impending disaster. There are warning lights also to indicate when one or both of the differential locks have been engaged, and these are mounted below the radio on the central console, that for the rear-axle diff-lock being visible in the photograph. The only crude item under the bonnet is the support — a piece of bent rod to match the crudest from Longbridge. Otherwise, the components exude an air of finesse rarely encountered and very little space is wasted. The engine is tilted over towards the offside and the turbocharger nestles under the cylinder head. Air is drawn through the turbocharger and forced under pressure through the alloy duct shown at the lower edge of the photograph and thence through the intercooler to the inlet manifold. Cooling has obviously been a problem, for a fan has been rigged to draw air from below the engine to cool the injector units, the duct for this being visible where it crosses the cylinder head. The vertical container in the centre at the back of the engine bay is a reservoir for the hydraulic system powering the steering and braking.

Audi Quattro Technical Details *(Report starts on page 611)*

Engine:	Five cylinders in line, four stroke with cast iron block and light alloy cylinder head. Valve gear driven by toothed belt; single overhead camshaft and bucket tappets. Continuous electronically controlled fuel injection system plus turbocharger with intercooler. Six bearing crankshaft. Electronically controlled ignition.
Capacity:	2,144 c.c.
Bore/stroke:	79.55 mm. × 86.4 mm.
Maximum power:	200 b.h.p. at 5,500 r.p.m.
Maximum torque:	210 lb./ft. at 3,500 r.p.m.
Transmission:	Five-speed gearbox. Four-wheel drive permanently engaged. Three differentials with those between the front and rear axles and between the two rear wheels lockable, engaged and disengaged by controls on transmission tunnel between front seats. Transmission ratios: 1st, 3.6:1; 2nd, 2.125:1; 3rd, 1.360:1; 4th, 0.967:1; 5th, 0.778:1. Reverse, 3.5:1. Final drive, front and rear, 3.889:1.
Brakes:	Twin circuit brake system split front/rear. Discs all round, ventilated on front wheels. Hydraulic brake servo and pressure-sensitive brake regulating valve.
Suspension:	Independent front and rear with coil spring struts and lower triangular wishbones.
Fuel consumption:	Urban cycle, 18.0 m.p.g.; constant 56 m.p.h., 35.7 m.p.g.; constant 75 m.p.h., 27.1 m.p.g.
Fuel capacity:	20 gallons
Wheels:	Light alloy 6J × 15.
Tyres:	Steel radial 205/60 VR15
Kerb weight:	2838 lb.
Wheelbase:	100"
Track:	55.9" (front)/57.4" (rear).
Turning circle:	37'
Length:	173.4".
Height:	67.8"
Width:	52.9"
Standard equipment includes:	Central locking for doors and tailgate, power windows, bronze tinted insulating glass all round, laminated windscreen with green anti-dazzle band, rear window wipe/wash facility, electric heating for front seats, complete radio/stereo equipment, electrically adjustable door mirrors, seat belts all round.
Price:	£14,500 inclusive of car tax and VAT.





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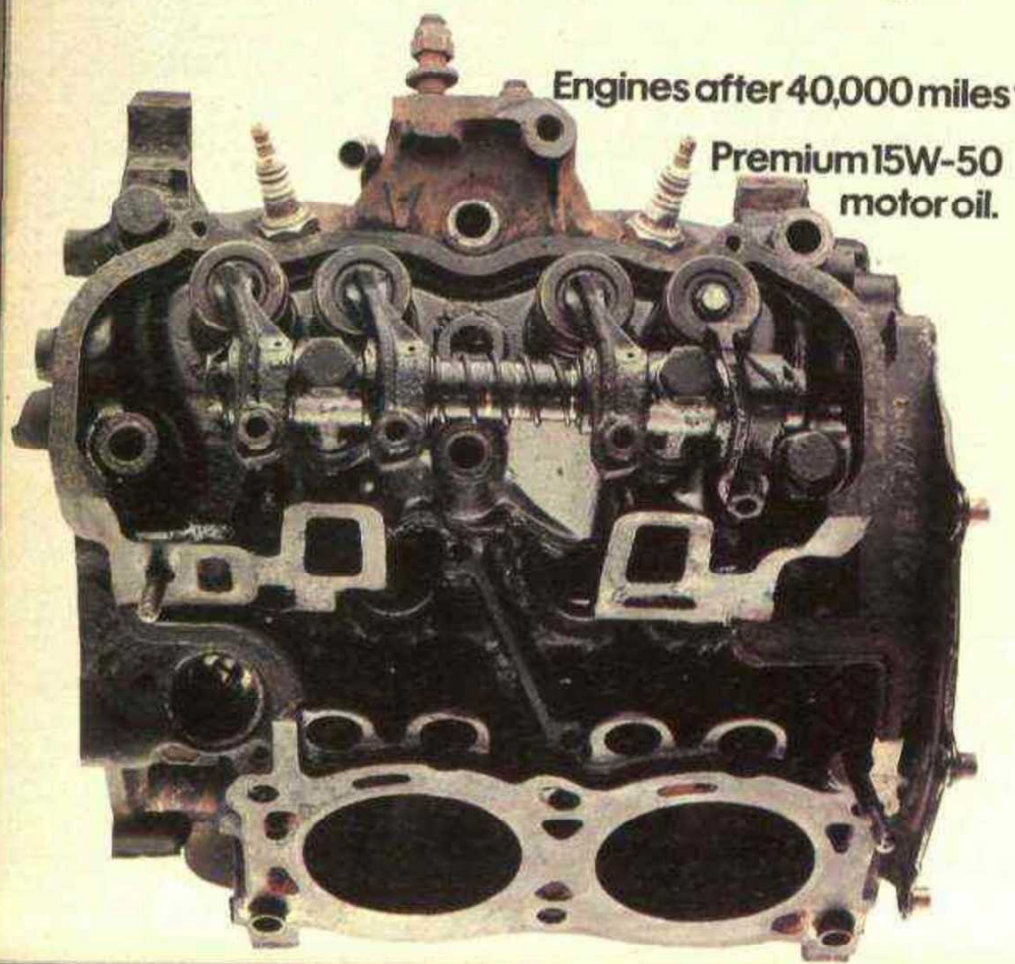


Premium 20W-50 at -40°C.

Mobil 1 at -40°C.

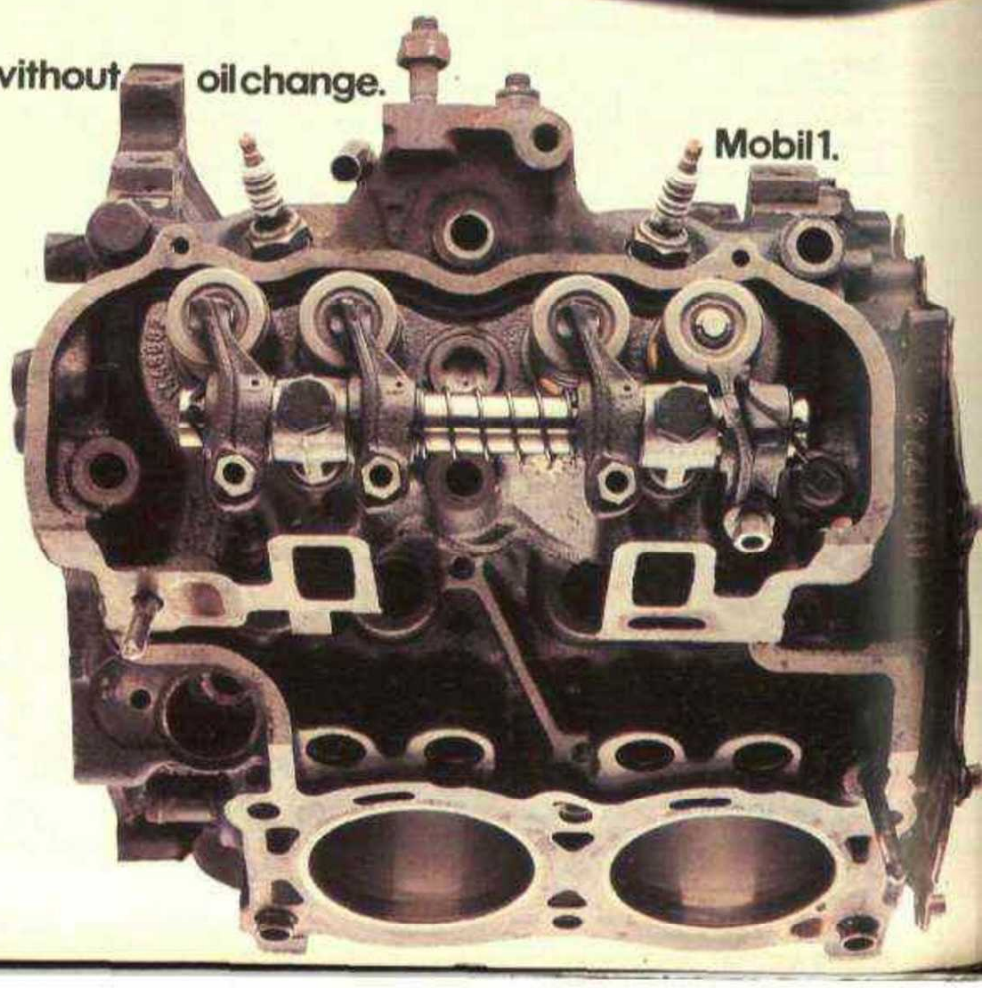
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Mobil 1 has been tested to give protection for up to 25,000 miles or 1 year between oil changes.



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Premium 15W-50 motor oil.



Mobil 1.

eard of, so are the things it does.

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Only someone with more than a passing interest in their car engine and its welfare.

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If you're still with us, you'll no doubt want to know why Mobil 1 costs over three times as much as the oil in your car now.

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Strictly speaking Mobil 1 isn't an oil at all.

It's a synthesised lubricant, built-up molecule by molecule in our labs to outperform conventional mineral-based oils.

For example, piston rings can reach 500°F when you're roaring down the motorway and it's then your engine needs all the protection it can get.

Try telling that to a conventional oil.

If it keeps up this temperature for any length of time it starts to fall apart.

It breaks down chemically, thickens up and cokes up, just when it's needed most.

(Scientists call this thermal degradation.)

Mobil 1 thermally degrades too.

But a conventional oil does so *significantly faster.*

When you consider how much your engine's worth, £15 for that kind of protection doesn't seem a lot to ask.

Not that you'll be asked very often. Brace yourself:

Mobil 1 has been tested to give protection for up to 25,000 miles or 1 year between oil changes.

It's a hard one to swallow we know, especially when you're educated to an oil change every 6,000 miles or so.

But Mobil 1 stays cleaner and lasts longer precisely because it doesn't break down as quickly when things get hot.

It's then that nasty acids form, and gritty little impurities find their way into your sump.

With Mobil 1 your engine will stay cleaner, valves will get less clogged up and pistons will run smoother.

And petrol bills will be smaller.

Mobil 1 gives you on average, 10 extra miles per tankful of petrol.†

We know it's not a major consideration for someone like yourself.

But it is an indication of just how efficient Mobil 1 is at reducing engine friction.

It allows your engine to turn over more easily and therefore saves fuel.

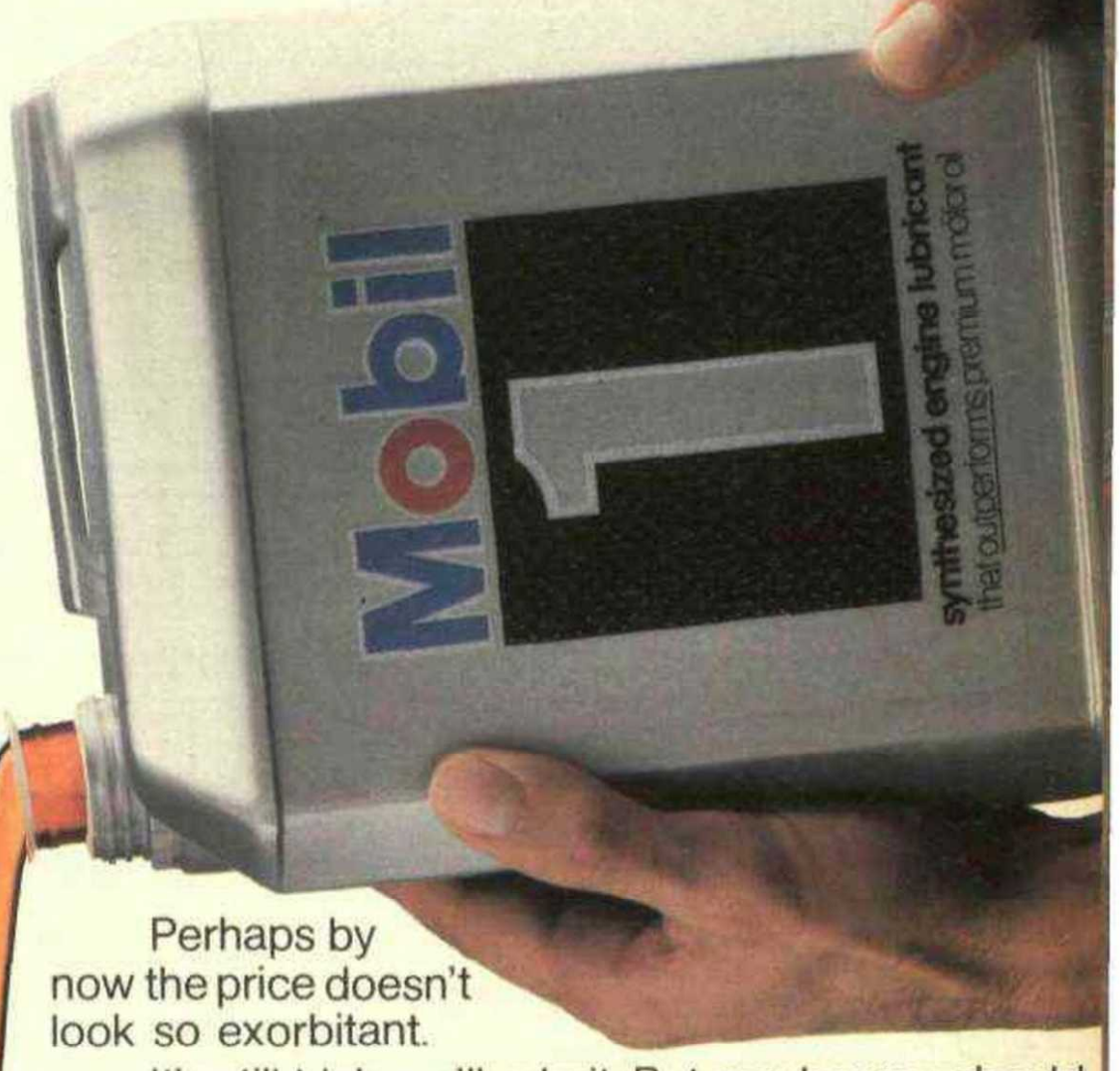
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Perhaps by now the price doesn't look so exorbitant.

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

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Everything about it is ahead of its time.

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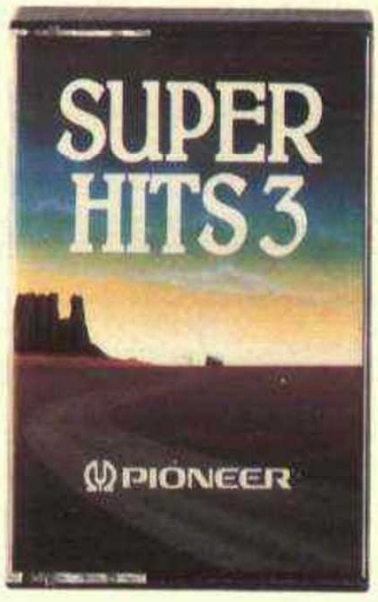
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SCARBOROUGH. A.C.C. Ltd., 35/43 Trafalgar Rd.
SHEFFIELD. Autosound Services, 306/310 Shalesmoor.
Technicar, 332 Abbey Dale Rd,
Technicar, 130 Upwell Rd,
SLOUGH. Motorlec, Kelpatrick Rd., Cippenham.
SKIPTON. Car Radio (Skipton), Unicorn Buildings,
Devonshire Place.
SOLIHULL. Studio Musica, 182 Stratford Rd, Shirley.
SOUTHAMPTON. Anglesea Car Radio, 23-27 Church St, Shirley.
Sextons I.C.E., 37 Bedford Rd.
STAFFORD. G. T. Autos, Drummond Rd., Aston Field Ind. Est.
STRETFORD. Autosound Services, 708 Chester Rd.
STOCKPORT. T.S.A. Car Radio, 33 Greek St.
Specialized Equipment Ltd, 341 Wellington Rd. Nth.
SUNDERLAND. Auto Save, 11 Windsor Terrace, G'town.
TAUNTON. H.N. Hickley Ltd., Castle St. Tangier.
UXBRIDGE. S.K. Radio, 3 New Broadway.
VIRGINIA WATER. Wentworth Car Radio, 409 Stroud Rd.
WATFORD. Auto Sound Services, 80 Queens Rd.
WELWYN GARDEN CITY. Inca Car Audio,
Woodhall Shopping Centre.
WEYBRIDGE. Thames Car Radio, Westfield New Haw.
WOKING. S.K. Radio, 45 Chobham Rd.
WOLVERHAMPTON. Charles Clarke, 52 Chapel Ash, Clifton St.
WORCESTER. Mobile Electrics Ltd., Gregory's, Mill St.
YEOVIL. Yeovil Autosound, Addlewell Lane.
YORK. Autosound Services, Tod Green.
E&S Motor Accessories Ltd., 148 Micklegate.

The Porsche 924 Turbo's Rear Suspension

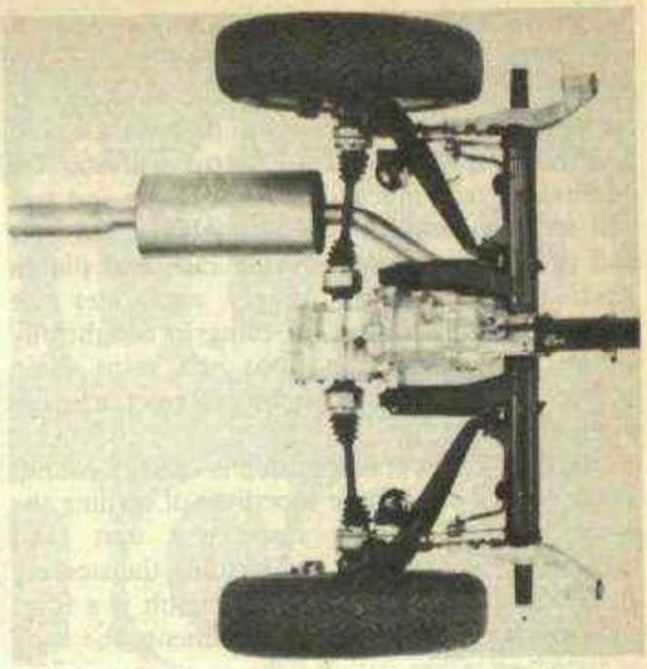
I HAD just switched off a TV programme called "Did Darwin Get It Wrong?" the other night when it occurred to me that my description of the Porsche 924 Turbo's rear suspension, in last month's road-test report, might have been rather ambiguous. So may I make it plain, before someone else points it out, that this excellent sports-coupé has independent rear suspension by semi-trailing arms, using torsion bars as the springing medium, for its transaxle, as indeed I stated on page 471, but it does *not* use a De Dion back axle?

The De Dion system of carrying the final-drive unit as sprung weight on the chassis, so that jointed drive-shafts to convey the turning motion from the final-drive to the back wheels were required, these wheels being joined by a light tube, dates from the steam-carriages of Amédéé Bolleé and Trépardoux, but was used on the very early De Dion Bouton cars in order to obviate failure of the "bicycle" tyres of those days under the pounding that a heavy unsprung mass of a conventional back axle would have imposed on them.

As those first De Dions were rear-engined, power-plant, gearbox and final drive were all conveniently mounted on the chassis, ahead of De Dion tube. The De Dion Bouton Company retained this form of back-axle right up to the days of its big V8 cars, but by then the gearbox was in the centre of the chassis. When this form of rear-end was revived for racing cars, historians recalled these ancient De Dions and the name stuck, for this kind of back-axle. Before then the Edwardian-style chain-drive monsters had achieved good handling qualities and a reasonable consumption of tyres because, with chains, the heavy gearbox-cum-differential and final-drive gears were bolted to the chassis frame, the side chains simply driving the rear wheels, which were mounted on a light, dead, beam axle — the first "transaxles".

There were light-cars with the final-drive and differential-unit made as part of their back axles, such as the celebrated AC and the first Singer Tens, etc. But because such axles were not chassis-mounted, the unsprung weight of them was often all too evident! I suppose technically they too were "transaxles" — the term presumably derives from "transmission-in-the-axle" — but not in the modern sense.

The point is, however, that a transaxle, with the gearbox and final-drive unit on the chassis, does not have to be used in conjunction with a De Dion tube, and it isn't in the case of the Porsche 924. On the other hand, a De Dion back axle can be and usually is, used with only the final drive differential unit attached to the chassis, because these days the gearbox is normally in unit with the engine. This is how Rover did it on their old 2000 models. In modern times the use of independent rear suspension, in which obviously the final-drive unit has to be on the car's frame, and a De Dion rear axle, has little to do with easing the load on the tyres but is a matter of improving handling and traction by reducing unsprung weight and attending to the camber-angles assumed by the tyres. This raises the point that although many pundits list the De Dion System with independent rear suspension, in fact because the back wheels are coupled by the De Dion tube,



THE rear suspension and final drive of the 924 Turbo Porsche.

rear wheel movement is not entirely divorced, off-side to near-side, as with true i.r.s.

When Mercedes-Benz went over to "De Dion" back axles for their 1937 W125 and subsequent Grand Prix cars, and Auto-Union adopted this from 1938, it was to improve the handling characteristic from oversteer to understeer, which the drivers of these fast and very powerful cars were better able to control. There are many facets of the design and construction of a De Dion tube and drive, which there is no space to discuss here but which, as the case may be and the draughtman's pencil run, may or may not follow closely the original pot-joints and tube-linkage of the first De Dion Bouton application.

The late Laurence Pomeroy goes into this pretty thoroughly in his great discourse on the evolution of the Grand Prix racing car. He points out that a "De Dion" axle was probably adopted for early steam-vehicles as convenient to their physical layout, a theory produced by Kent Karslake. He remarks that when Harry Miller made FWD racing cars in 1924 he used a "De Dion" front end, which was later adapted to his rear-drive racing cars but no doubt more as a convenience than from an appreciation of the other advantages to be gained. Auto Union used the system for their Horch production cars in 1935 but it was the use of a "De Dion" type axle by Director Wagner for the fabulous 5.6-litre 646 b.h.p., 166 to 200 m.p.h. W125 Mercedes-Benz GP cars of 1937 that again drew attention to this form of back-axle.

It must be remembered, too, that apart from the above-listed advantages of independent (and De Dion) rear suspension, these layouts enabled softer springing-mediums to be employed, with increased comfort for passenger cars and a further aid to better handling of racing cars. So the point I want to make is that the Porsche 924 has a transaxle (which Porsche claim has merits of its own) but it does *not* use a De Dion back axle. Indeed, the sophisticated De Dion-type rear-end is now found on Aston Martin V8/Lagonda, some Alfa Romeo and Volvo 343/345 cars, while front engined (and of course rear-engined) Porsches employ the even more sophisticated trans-axle. Whereas ordinary i.r.s. with various springing arrangements and linkages figures on models from Fiat, Skoda, all BMWs, Colt, Datsun, Ford (for the Granada), the big Peugeots, Subaru, all Mercedes-Benz and Rolls-Royce/Bentley cars, the top Opel/Vauxhall models, AC 3000, De Tomaso, all Ferraris, Lamborghini, Maserati, Jaguar, Lotus, TVR, and Lancia Monte Carlo. Class dismiss! — W.B.

AUDI QUATTRO — continued from page 612

even though you may be reeling with a certain amount of disbelief. The ultimate limit of the car's adhesion is touched on in a gentle and progressive manner. The Quattro will start to understeer very much like a FWD car and you will feel this immediately through the sensitive and progressive power assisted rack and pinion steering. More power simply aggravates the understeer while lifting off brings a delightfully secure response as the front end grips again without prompting any untoward reaction from the rear wheels.

Macpherson strut suspension is used all round, at the rear by the simple expedient of turning the entire Audi 80 front suspension unit (and subframe) back to front and locating the steering arms with rigid track rods. The result is a firm, well insulated ride which compliments the car's sporting character without the occupants feeling much in the way of road vibration or tedious drumming through the bodyshell. With servo assisted brakes on all four wheels, (ventilated 11.0 in. diamter front/non-ventilated 9.6 in. diameter rear) are strong and fade-free, their performance being more than adequately handled by the 205/60 VR 15 Fulda radial tyres on which our test car was supplied. There is, of course, the slight problem of overestimating their potential on a wet or slippery road; it is very easy to get carried away by the adhesion and traction qualities of the Quattro to the point where you inadvertently lock up the front wheels, assuming the tyres will produce more adhesion in these circumstances than is possible.

Of course, the Quattro is not simply an homologation special. For its £14,500 tax paid UK price tag, you get a properly finished, well-equipped high performance road car. What is more, despite its apparent "two-plus-two" styling, this Audi is a full four-seater, leaving adequate room for two medium sized adults in the nicely contoured individually shaped rear seats which each have their own inertia reel seat belt fitted as standard equipment. Headroom isn't too bad, but rearward visibility is something of a problem for the Quattro driver, his sight line disturbed not only by the front seat headrests but also by the car's high tail and relatively thick rear pillars. Electrically controlled door mirrors, both activated from a control on the driver's door armrest, go some way towards compensating for this loss of vision, but even then things are not perfect.

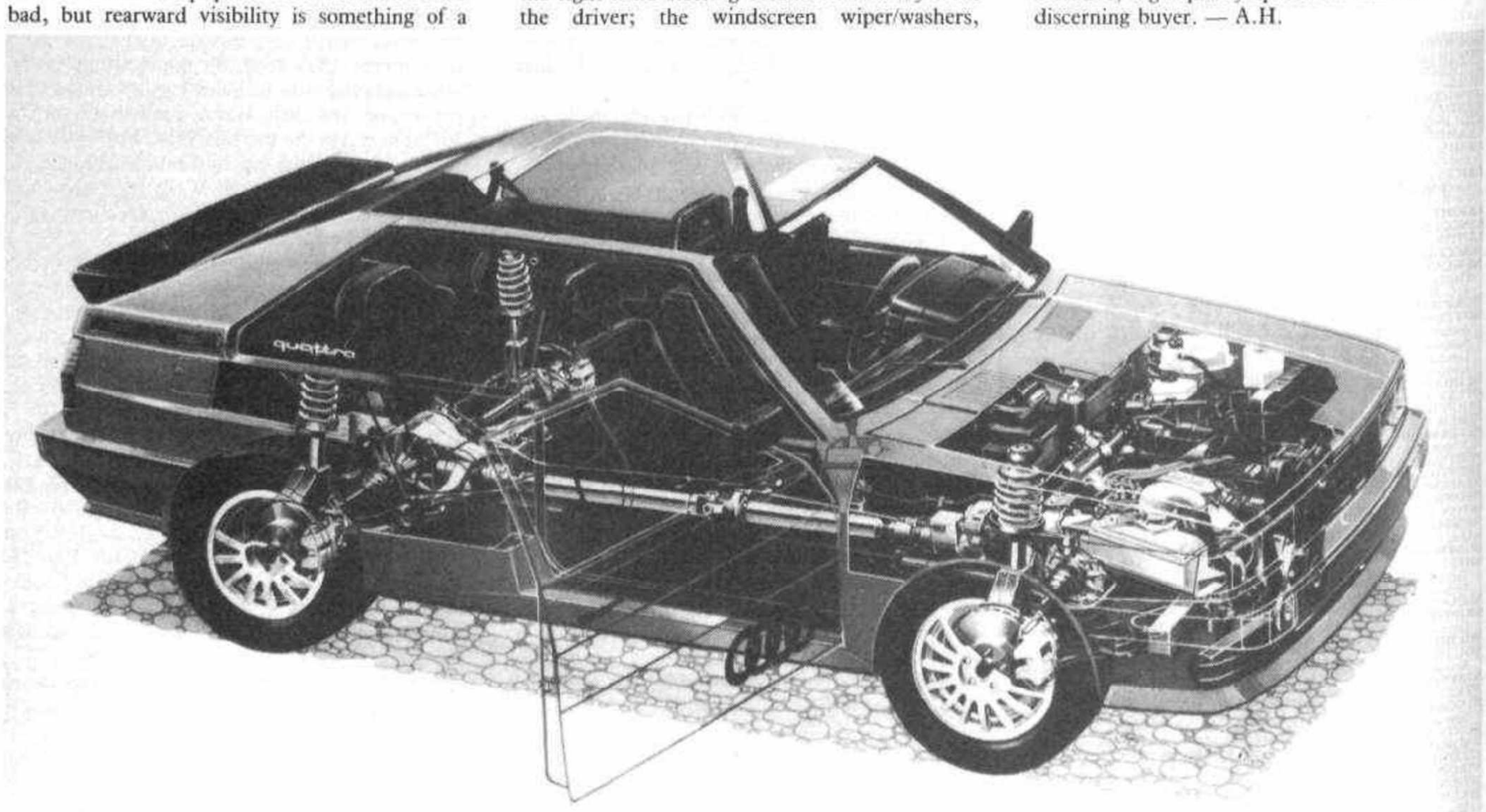
The driving position is ideal, in our view, combining good relationship between steering wheel, pedals and gearchange with excellent lateral support from the firm, comfortable individual front seats. The writer is over 6' tall and found the set-up ideal; shorter drivers may find it rather frustrating that they can only raise the rear end of the seat cushion, with the result that such an adjustment is made at the expense of support beneath the knees. One other thing; I found that the front inertia reel belts tended to fall off one's shoulder rather too frequently for comfort. One would have thought they should remain taut and firm under all circumstances but, rather worryingly, we found this not always to be so.

Instrumentation within the Quattro is comprehensive in Audi's customary straightforward style. Immediately in front of the driver is a hooded instrument panel containing speedometer with trip and rev counter, the latter containing an electrically driven clock within its diameter. Between these two dials there is a fuel contents gauge and a boost pressure indicator for the Quattro's turbocharger. Should the maximum permissible boost pressure be exceeded at full throttle, incidentally, the electronic ignition control unit will reduce engine power until the boost pressure drops to its normal level. To the left of this panel, three rocker switches control headlights/side lights, instrument lighting and foglights front and rear. The matching switches to the right control hazard warning flashers, electric seat heating (quick to operate, and very effective) and the heated rear screen. There is a rear wash/wiper facility which is activated by pressing the right hand steering column stalk away from the driver; the windscreen wiper/washers, including an intermittent wipe control, are covered by moving this same lever either up or down, depending on the mode required. An effective heating/demisting system is provided, feeding both through central vents on the fascia as well as one on each extremity. There is a four speed fan for this system and, while we found the level of control over the climate inside the car adequate, it certainly didn't seem to be anything special.

It might be nice to have a hatchback arrangement for such a car as the Quattro, but you can't have everything! Packaging in the RWD equipment plus that huge fuel tank means that there is no prospect of having a smooth, spacious load carrying platform. In fact, the boot (which contains a space saving mini-spare tyre) is relatively commodious, accepting a 50 kilogram sack of animal feed with no difficulty whatsoever.

The Audi Quattro is a car we enjoyed driving more the longer we drove it. Left hand drive poses some slight problems in Britain, but in our view it confers some advantages, particularly on country roads where one can often see up the inside of traffic across the approach to an S-bend. Anybody who would carp about this quality German car on that basis, needs either to sample the Quattro or reject it completely from his mind before he does.

To talk in terms of cars being "bargains" in this inflated time may seem slightly frivolous; nothing good comes cheap in this life, but in motoring terms the Audi Quattro must be adjudged a superb bargain. Even a few days after returning the test car to its British importers, we couldn't quite believe how utterly impressed we had been with it. Whether it spurs any of its close rivals into a programme of 4-WD development or not will be a matter of particular interest. Meanwhile, the Audi Quattro is available in Britain; a fact which should send more than a tinge of apprehension through the minds of those other manufacturers vying for the relatively small, yet obviously lucrative, high quality sports car market for the discerning buyer. — A.H.



The Quattro experience starts here.

LONDON SW11
Jack Barclay European,
100 York Road, Battersea.
Tel: 01-228 6444.

LONDON NW8
Dovercourt St John's Wood,
Lords Court, 32–34 St John's Wood Road.
Tel: 01-286 8000.

SURREY
Central Garage (Surrey) Limited,
22 Portsmouth Road, Cobham.
Tel: (093 26) 7141/7149.

BIRMINGHAM
Smithfield Garage Limited,
Digbeth.
Tel: 021-643 7341/0275.

YORKSHIRE
Massingberd Limited,
Ripon Road, Harrogate.
Tel: (0423) 55141.

GLASGOW
Ian Skelley Limited,
29 Dalmarnock Road, Rutherglen,
East Glasgow. Tel: 041-647 0511.

Audi

quattro

VILLENEUVE — continued from page 606
can drive anything quickly."

Did he find any problem when he was jumping around from cockpit to cockpit during practice, one moment trying his own car, one moment the spare, one moment his team-mate's machine. Clearly not; this was another example of a natural driver's versatility. He didn't even have to think about it.

"In fact, sometimes the cars are pretty well identical. You could get slight differences like the steering column might be a quarter of an inch higher or lower, but you adapt to this in an instant. I suppose the only problem in swapping around cars is the seats. I can sit in Didier's, in fact I have room to spare — but Didier can't sit in mine!

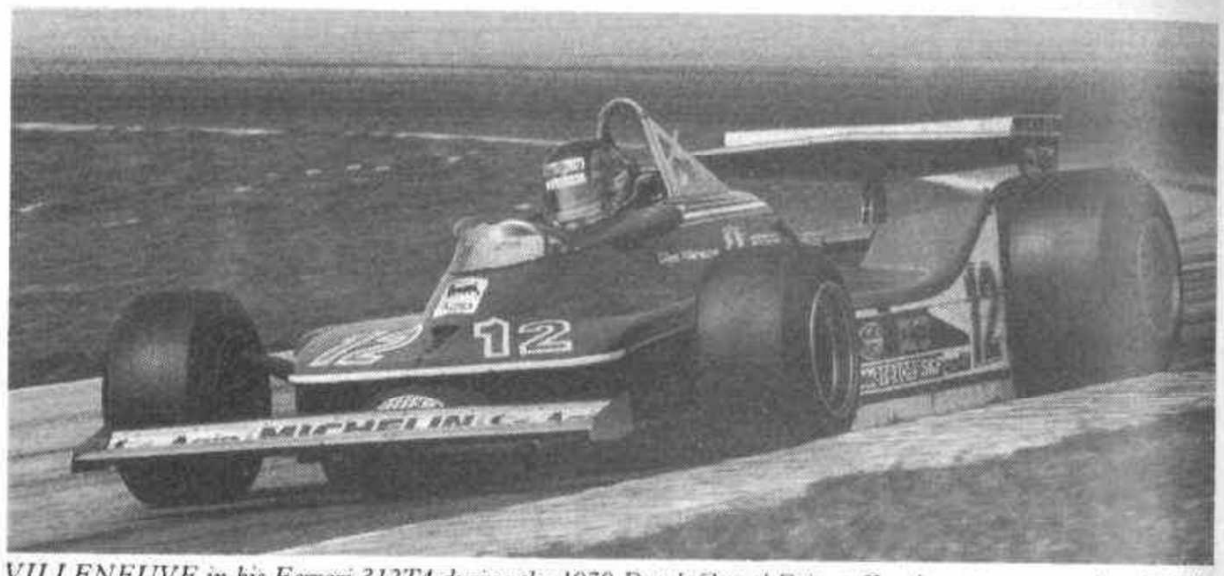
"It's just like visiting a strange track for the first time. You might not have driven on it before, but it only takes five laps or so to work out the way round. The right line through the corners comes easily. There's very little needed in the way of experiments."

Watching Villeneuve in practice at Long Beach, locking up the front wheels of his Ferrari into corners and scrambling round under circumstances which were sending lesser drivers skating up the escape roads, the sheer effort he was putting into his driving was plain for all to see. But what is he looking for in his own performances, what is he thinking about and what does he seek to improve?

"Well, I think we've got to realise that the perfect lap doesn't exist. I suppose my idea is to get as close as I can, as often as I can, to it, to make fewer mistakes than anybody else. I'm very conscious of thinking about my driving when I'm away from the track, wondering where I can make some slight further improvement. There *is* always room for improvement. I'm always trying to brake deeper, yet get on the power out of a corner earlier. As far as racing is concerned, apart from winning, of course, I'm aiming for consistency of lap times. Ideally I'd like to run a race with every lap as close to my fastest lap as it can possibly be."

Inevitably, there will be occasions when a driver loses control, whether through error in judgement or component failure, if he is always pushing close to the limit. If you examine many photographs of obviously talented drivers when their cars are spinning you will frequently see them twisting their heads, invariably facing (or trying to face) the way they are going. This is because they have remained totally orientated throughout the high speed loss of control and one factor behind this is their very high level of proprioception. This is the faculty of remaining orientated in a situation which might be expected to result in immediate disorientation and it is something which you are born with, not something you can develop. This high degree of "balance" is a function of part of the inner ear and is highly developed in the case of top sportsmen in many spheres. Not every racing driver has it to such an extent, but "naturals" like Villeneuve obviously do. Is he aware of it?

"I'm aware of it inasmuch as I know it exists, but I don't think I'm consciously aware of it like I think *'that's* why I survived that particular situation and didn't crash!' As far as the qualities I'm consciously aware of a racing driver requiring, I think the will to survive is probably one of the most crucial. So, when I'm spinning down the road, it's this will to survive that makes me try and work out where the car is going. I'm always looking for the way out in situations like this. Some drivers freeze with their foot on the brakes when they start to spin. I'm not like that. I want to go on racing — and that means extricating myself from this sort of problem!"



VILLENEUVE in his Ferrari 312T4 during the 1979 Dutch Grand Prix at Zandvoort — a race in which the French Canadain driver admits he made a tactical error in staying out too long on a deflating tyre.

There is one thing which Gilles Villeneuve insists without a trace of self-conciousness or brashness — "I will never ease off, except when I am first. I have never got out of a car and said 'I could have tried harder'." Looking back over his relatively brief Formula One career to date, it's not difficult to substantiate that firm assertion. His Grand Prix victories have in the main been convincing, races in which he *hasn't* been under great pressure towards the finish. That is so frequently the case, according to most Grand Prix drivers. The races which one *doesn't* win are the ones which demand the greatest effort.

Villeneuve thoroughly endorses these views: "Take Long Beach in 1979. That was a pretty easy run, I can tell you. The car worked perfectly and all I had to do was keep going, making certain I didn't make a stupid error. But, take Montreal in 1979 when I finished second to Jones. I put *everything* I'd got into that race, and I derived tremendous satisfaction from finishing second. That Williams was a superior car to my Ferrari, I can tell you — despite what anybody else would like to say!

"Again, when I finished second to Arnoux at Dijon the same year. That was fantastic, particularly that final lap. We were both absolutely flat out. Very satisfying. Of course, there are times when you're running hard and you make a mistake. . . ."

Villeneuve went on to recount the error in judgement which resulted in his losing any chance of victory in the 1979 Dutch Grand Prix at Zandvoort. His Ferrari 312T4 was leading the race from Alan Jones's Williams FW07 when he spun violently on a fast corner on the back leg of the circuit.

"For some laps I had been conscious that the rear of the car was sliding rather more than it should have been. Now, you might argue that I should have come into the pits. But if I had, and there had been nothing wrong, I would have lost the chance of winning. Unfortunately on this occasion a tyre was starting to deflate and it eventually disintegrated as I was going past the pits. I spun off onto the outside of Tarzan and then I thought 'I wonder if I can get back to the pits'. So I tried, but the whole tyre broke up and the suspension was rubbing on the ground by the time I got back there, so I couldn't continue. But, strapped into the car, all I realised was that it could still move. I realised that *something* was badly wrong, but as long as it moved I thought there was a chance of it being repaired. Of course, having seen the television film, I realise just what a mess the car was in. But, for me, as long as the car is running, I will drive it."

Looking at other drivers, he understands why people continue after their best days are over, but doesn't, at the moment, feel that he could race on when he was no longer capable of winning. "I can quite understand why Graham Hill went on; he was racing for himself, so he was only answerable to himself. But I think it is absolutely pathetic when people struggle on, being paid by a professional team, when they are over the top. I think that I would hate myself tremendously if the best I was capable of doing was running sixth. I feel I would have to give up. . . ." As an interesting tailpiece to that line of thought, he holds up his former team-mate Jody Scheckter as an example of a man who drove professionally, and hard, right through to the very end of his career. "He drove hard through 1980 all right, and that's clear if you compare our relative times. I have a lot of respect for his attitude towards the end of last year; I was trying *very hard* and he was a few fractions behind me, knowing that he was retiring at the finish of the season. I must say, when I realised just how many problems we were going to have with the T5, I was inwardly wondering whether *I* would drive flat out all the time — but in the end I did do!"

Gilles Villeneuve is aware of the hazards involved in Grand Prix racing, although it is something over which his mind does not dwell. "I don't try to analyse the risk factor too much. I believe if you think about something too hard you can end up convincing yourself that it's much too dangerous! It's funny, but you are conscious of accidents happening at very high speed, yet shortly afterwards, when you are out of the car, you can recall them in graphic detail. When I crashed in Buenos Aires last year after the front suspension broke, it was an incredibly quick accident. But, when I think of it now, it all unfolds in front of me in remarkable slow motion. . . ."

There's no doubt, from all this, that Villeneuve believes he has to be dedicated in order to be a successful racing driver. But that doesn't mean that he can't take part in other hazardous activities. He has recently started downhill skiing, and he shuns the thought of a contract preventing him from taking part in any other sport he fancies, as Jackie Stewart's Tyrrell contract precluded the Scot from skiing about ten years ago.

"I might have had to accept restrictions on my activities when I was a younger, less established driver, but I will never accept them now. If they tried to ban me from skiing, horse riding, then I wouldn't sign the contract. A good driver must be allowed to express himself in any way he wants to,

The BMW 316 that's really a 318

"REMEMBER, it's not a sports car," were the words of advice from BMW's UK press representative as we discussed a recent mildly critical test of BMW's now 1,766 c.c. engined 316. Yet if a BMW small saloon cannot hold its head up with pride alongside 1600 Golf GTis and Escort XR3s, is that the fault of the press?

No, it's a deliberate policy on behalf of BMW in the UK, for there is a fuel-injected, high compression version of this engine (logically then 318i) with 105 b.h.p. that provides greater economy and performance than the carburated 90 b.h.p. unit tested here. That injected unit stays at home while 316 does a UK job of starting the range at £5,355.

It is a job it does very well, giving a taste of the merits further up the range, at a cost actually below that of the Ford and Golf performance variants mentioned.

Yet BMW had kitted out the test car so lavishly that the price had risen to £7,016. Included in that was the desirable and enjoyable efficiency of an overdrive five-speed gearbox (£274), plus 185 section Michelins on alloy wheels at £452 (165s and steel 5½J rims are standard) and "competition suspension".

This latter £143 option is offered on all 3-series (re-rated for the heavier nose weight of the sixes) and features Boge gas-filled dampers, shorter and stiffer springs, +1 mm. on the front anti-roll bar (23 mm.) and the adoption of a 16 mm. rear anti-roll bar. It may be interesting to note that, since the introduction of the 3-series to the British market in 1975 as a carburated 2-litre, there have been three changes in suspension spring and damper specification. The last was in 1978, when the suspension mounting bushes were also changed to be more compliant. The overall effect has been to soften slightly the ordinary specification whilst offering a sporty option at extra cost.

During its life the 3-series has been asked to carry a number of different engines and carburation, the most potent remaining the 143 b.h.p. 323i, the only 3-series with four-wheel disc braking.

All are conventional front engine, rear drive, machines along the classic BMW front strut and trailing arm rear suspension style. Finish and fit of interior and exterior panels tends to be well above average. However, our test car came with a dent on the rear panel that spoilt the optional £217 blue metallic dress of this unobtrusively tasteful two-door. As a range leader it is allowed only single headlamps, which are adequate on main beam and marginal for fast use on wet nights.



Perhaps the place to appreciate BMW's change in attitude since the days of the 2002 as a classic sporting saloon, is from the cabin. Nowadays we get superb ventilation where there was virtually none, and the driving position, plus the layout of the controls, count amongst the pleasures of BMW motoring, whatever the price.

All the controls operate as if an engineer had studied their action and then taken the car out over the months to ensure continuously effective operation.

The rack and pinion steering (ZF) and five-speed Getrag gearbox are both outstanding to use. The rack method was a fresh feature in small BMWs when it was adopted for the 3-series, but its delicate assessment of the embarrassing lack of grip the BMW displays in wet conditions is a major safety factor, even if the car is spectacularly sideways at the time of said assessment!

Snick the gearlever into fifth and the limited acceleration offered (BMW claim 0-60 m.p.h. in 12.2s) naturally tails off. You are left with the pleasure of BMW travelling that seems to have licked the wind noise problem through good sealing. At 70 m.p.h. in fifth you are travelling at little over 3,000 r.p.m., while 4,500 r.p.m. provides an indicated 100 m.p.h.: maximum speed claim is a modest 101 m.p.h. The OD fifth is actually 0.805 pulling a 3.91:1 final drive, meaning for the driver that the best part of 1,000 r.p.m. is saved when maintaining a constant 70 m.p.h., compared to a four-speed.

The 89 mm. x 71 mm. bore and stroke SOHC four is as flexible and torquey as ever. So much so that one often wonders if the six-cylinder exercise was ever really justified in 2-litre models. The motor will pull smoothly and strongly from 1,700 r.p.m. in the tall fifth — though using the gearbox is a pleasurable necessity on cross-country British going. At the other end of the scale the motor feels unburstable (it should be when you consider the amazing number of applications this design has been asked to perform since its debut in the early sixties as a 1500) when asked to pull the car to its maximum gear speeds toward 6,500 r.p.m. Not so pleasing is the news that the tachometer was a near £100 option!

I was fortunate in having some demanding trips to make during our test tenure, but slightly puzzled to find that the harder I drove the better the m.p.g. became. Driving *con brio* I managed fractionally over 25 m.p.g., while a gentle potter into London was turned into a 23 m.p.g. nightmare by a prolonged traffic jam. Most owners should get 27-29 m.p.g. on four star.

The sports suspension seemed a little high set to my eye — a case of stiffer springs that had not been reduced in length I pondered? The result was a prompt and firm turn into a corner but oversteer in the wet with throttle on, or mid-corner throttle removal, to the largest degree I have ever experienced on the road. In the dry things were commensurately improved and there was little to do but enjoy the feeling of a well made car humming through faster corners with aplomb, or shuffling through slower ones with a satisfying reduction in lean compared to the production vehicle. The penalty was slightly joggly ride at slower speeds over B-roads, but generally the seats soaked up any sudden jolts with effectiveness that belied their modest appearance.

That perhaps sums up the car. It does not look much. It doesn't sound very impressive on paper, but when you actually drive it over 400 miles off motorways in a day, it still gives the quiet satisfaction of feeling "all-of-a-piece" and thoughtfully engineered. Only the slightly premature front wheel locking under heavy braking and the marked lack of wet weather grip at the back end spoil the acquired taste of this misleadingly badged BMW. — J.W.

VILLENEUVE — Continued

I believe that to be very important. Of course, I'd like to express myself by winning 28 Grands Prix, one more than Stewart. . . . That would be my ideal expression!"

On a serious, but in no way hysterical, note Villeneuve reminds us that, no matter what developments are made in the area of safety, the Formula One game will *always* be dangerous. He turns his attention to 1980: "Think about it; Regazzoni, Jabouille, Prost, Surer . . . they were all injured, some worse than others. And Depailler died. . . ." Clearly, the French Canadian driver fully appreciates that Formula One motor racing is a serious affair, not simply a frivolous entertainment medium to satisfy world-wide television viewers.

He has a concern for motor racing, a *genuine* concern which may appear unfashionable to the cynics. But he also feels that Grand Prix racing is lacking in certain areas. There is not enough overtaking, he feels.

"People come along to see racing, not processions," he says, getting suddenly very firm in his insistence, "they want a spectacle. They go in their thousands to NASCAR because it's spectacular. In Formula One we have too much adhesion from our cars to deal with the power they are producing. When I first drove that McLaren M23, Stowe and Club corners at Silverstone were *not* taken flat out. They were *corners*, where the car was sliding. That's the situation we need now.

"Give us 800 b.h.p. and then we'll be able to separate the men from the boys."

Healthy sentiments from a caring competitor concerned for the long-term welfare of motor racing — or, as his critics would have it, a biased and slanted pro-Ferrari viewpoint? Those who disapprove would have us believe the latter, of course. But then, they *haven't* got Gilles Villeneuve driving for them — and Ferrari, to his benefit and credit, has! Ultimately, we feel that Villeneuve's views are both realistic and honest, even though such criteria are not guaranteed to gain them acceptance amidst some of the confused thinking and jumbled logic which lies near the surface of Grand Prix racing in 1981. — A.H.

Around and About

A Wealth of Experience

ONE OF the many pleasant things about visiting California for the Grand Prix at Long Beach is the opportunity to meet once again Phil Hill and Dan Gurney. Friends for longer than either of them care to remember they are both still totally involved in the automobile and all its facets. Phil Hill runs a very well-established restoration business in Santa Monica, overhauling and restoring anything from MGs to Mercedes-Benz or Fords to Packhards. Dan Gurney is still running his All American Racers business, building cars for Indianapolis and USAC/CART racing. While Hill is reclaiming the past and bringing it up to today, Gurney is deeply into today and tomorrow, developing the latest in single-seater racing-car aerodynamics and all-aluminium "stock-block" racing engines.

Come Grand Prix time at Long Beach both men are totally involved with the organisation and while Gurney travels about the infield on a motorcycle overseeing various aspects of the organisation, Hill drives the Toyota Hatchback course car, complete with flashing lights and "whooping" siren. Before one practice session he let us travel round with him and Dr. Watkins, the Formula One medic, lying in the back of the Toyota as he officially closed the circuit. As we went round the corners squealing the tyres the ever-young Phil Hill operated the siren going "whoop, whoop, whoop" laughing and saying "isn't that the greatest?".

One evening before race-day we were eating in the Cafeteria on the *Queen Mary*, which is anchored in Long Beach Harbour and used as a Hotel, when across the room we saw two neatly dressed gentlemen seated at a table with their wives, enjoying a communal meal. As we looked at Phil Hill and Dan Gurney we could not help appreciating what a fantastic wealth of motor racing experience they held between them. A World Champion, both Le Mans winners, Grand Prix wins, sports car victories, saloon car races, NASCAR racing, Indianapolis racing, Bonneville records, street racing, autodrome racing, circuit racing, drag racing, airfield racing, the Targa Florio, Nurburgring, Monaco, Reims, Sweden, Holland, Belgium, France, Italy, Great Britain and so the thoughts went on. These two Americans had done just about everything there was to do on the International racing scene and here they were in 1981 helping to put on the United States (West) Grand Prix not for the glory or kudos, not for the publicity, and certainly not for financial gain. Just simply because they still love the motor racing game, just the same way as they did when they first started, Phil Hill with European-type "sporty cars" in SCCA club racing and Dan Gurney in the hot rod scene on the dry lakes.

Some drivers make their mark in International racing and then disappear taking all they can with them, so if they re-appear on the scene eyebrows are raised and the question "What has he come back for?" is posed. Two figures who are always welcome back into the sport, anywhere in the world, are Phil Hill and Dan Gurney as inseparable now as they were 20 years ago, both still full of boyish enthusiasm for racing cars and motor racing as they were when they first appeared in Europe from across the ocean, to join in "our" motor racing and play the game to our rules and traditions. They make some of the "Pop Stars" of Formula One today, who win a race or two and consider themselves beyond reproach, look a bit shallow.

Just in case you have forgotten (or did not know) recall Phil Hill in the works Ferrari team with the last of the front-engined Dino cars and the shark-nose rear-engined cars, in the V12 Testa Rossa sports cars at Le Mans with Olivier Gendebien, in the Chaparral with the movable aerofoil winning the Six Hours at Brands Hatch, in the record-breaking MG Ex-181 at Bonneville when he "stood in" for Stirling Moss and actually went faster, in Shelby-Cobras, in the Targa Florio in works Ferraris, winning the 10 Hours of Messina for Ferrari. Forget if you will the abortive time with ATS and the disastrous time in the works Cooper team. Recall Dan Gurney in works Ferraris, both Grand Prix and sports cars, in the works Porsche team in Formula One and Formula Two, in Ford GT40s, in works Brabhams, in his own Weslake-powered Eagle Formula One cars, in his own Eagle Indianapolis cars, in American stock-cars; or the time when he brought a Ford Galaxie to Silverstone and played havoc with the all-conquering Mk. 2 Jaguar saloons. Yes, indeed, there is a wealth of experience between these two Americans.

Tribute

THERE IS only one man who has been World Champion on two wheels and on four wheels and that is John Surtees. He won numerous World Championships on MV Agusta motorcycles and in 1964 he was Formula One World Champion driver for Ferrari. Surtees was a complete motorcycle racer, just as much at home scratching round Brands Hatch or Mallory Park as he was on the 37¾-mile Mountain circuit in the Isle of Man, or at Nurburgring or Spa-Francorchamps. He was an equally complete racing driver, winning in Formula One Grand Prix cars, in long-distance endurance races with sports cars or in Chevrolet-powered Can-Am behemoths.

Over the Spring Bank Holiday weekend Motor Circuit Developments are providing the opportunity for a unique double-feature to pay tribute to John Surtees at Brands Hatch. Combined with a motorcycle race meeting on Sunday May 24th Surtees is inviting all his old mates from the motorcycle world to join a two-wheeled "parade" featuring bikes that he personally raced and many of those against which he raced. Among the personalities will be those who were his team-mates and those who were his rivals, and it looks like being a good motorcycle party. To end the activities on this day Surtees will demonstrate the last of the 3-litre V12 Honda Formula One cars which he raced in 1968.

On Monday at the car-race meeting he is inviting all his old motor racing friends and rivals, with a "parade" of Grand Prix cars and sports cars that he raced between the years 1960 and 1972. In addition some of his closer motorcycle chums will also be there on Monday and with Surtees, all on period racing motorcycles, they will give the car spectators a demonstration race.

Anyone who has followed the career of John Surtees, from the time he rode as sidecar passenger to his father Jack, to the time he retired and ran his own Formula One team, will no doubt want to be present on both days. So if you are a John Surtees fan (and the Italians did not dub him "Il Grande John" for nothing), you will want to make a date to be at Brands Hatch on May 24th and May 25th. Any profits from the two meetings are being donated to charities associated with the disabled.

Can-Am

A LOT of people are quick to criticise the Formula One scene because it took so long to finalise the 1981 calendar, but we have just received a revised calendar for the Canadian-American (Can-Am) Challenge series of events that bears little resemblance to the one we were given for our list of events published in the January MOTOR SPORT.

The series now starts on June 14th instead of June 7th, at Mosport (Can), then goes to Ohio (Am) on June 28th instead of June 21st. Watkins Glen (Am) has been added, for July 11th, and Road America at Elkhart Lake (Am) remains on July 26th. On September 6th another new event is added, this one at Trois-Rivieres at Quebec (Can) and on September 13th is the second Mosport race (Can) which was originally listed as August 16th. Riverside (Am) is changed from October 25th to October 4th. Brainerd on August 9th has gone, as has Road Atlanta on September 20th. So the revised Can-Am calendar now reads as follows, superseding that given on page 31 in MOTOR SPORT January 1981.

June 14th: Mosport Park, Ontario, Canada
June 28th: Mid-Ohio, Lexington, America
July 11th: Watkins Glen, New York, America
July 26th: Road America, Winsconsin, America
Sept 6th: Trois-Rivieres, Quebec, Canada
Sept 13th: Mosport Park, Ontario, Canada
Oct 4th: Riverside, California, America
Oct 11th: Laguna Seca, California, America.
Canada 3 — America 5 — Can-Am 8.

Brooklands Developments

ACCORDING to an article in the *Chartered Surveyor* by Richard Taylor, BSc, FRICS, a partner in the Fuller Peiser Development Company, the Industrial Park inside the one-time Brooklands Motor Course has been highly satisfactory. The total site apparently comprises an area of 270 acres and, if we read Mr. Taylor correctly, it seems that the 180 acres of the runway and an additional 90 acres are included, although initial concentration has been on 90 acres of this. What is interesting from our point of view is that Mr. Taylor says that in developing this land "The historic connections of Brooklands had to be seriously considered", although, he continues, "Regrettably the last war effectively eliminated any chance of reopening the famous racing circuit due to the expansion of its other connection, that of aircraft construction".

He points out that some sections of the circuit remain in existence and he says that "We considered all assistance should be offered to those who wished to preserve whatever was possible and our clients (Oyster Lane Properties and British Aero space) supported this view." This rather conflicts with the overnight destruction of the entire Flying Village, dating back to about 1909, and the whole line of buildings on the Byfleet side, from W. B. Scott's old shed to "The Hermitage", one time home of J. G. Parry Thomas, not to mention the historic Martinsyde/André hangars. Presumably the operative clause in Mr. Taylor's sentiments is "where possible", and thus history and nostalgia were sacrificed to the needs of Bass Charrington and Cadbury Schweppes, with a subsidiary of Inveresk now in a 64,000 ft. warehouse.

Some of the older buildings were let on deliberately short leases, in order that the northern sector development would not be interfered with. It is announced that the northern sector is expected to provide nearly a million

square-feet of new buildings, after which the southern sector will be redeveloped. The "park concept" at Brooklands is seen as "an estate like the Woodside Industrial Estate at Dunstable". "We feel", says Mr. Taylor "that the development of an Industrial Park can live quite harmoniously, in this case, with the preservation of the past"! — our exclamation mark.

Although Mr. Taylor makes the point that "No development has taken place on the Track and our clients have offered to provide a building and part of the site for a museum dedicated to aviation", this cannot be much consolation on the car-side of the affair. Admittedly, Bass-Charrington Ltd., have allowed the Brooklands Society to use their new building for film-shows, but we believe the aforementioned Aviation Museum to be an arrangement made with Weybridge Museum and Library, and other bodies, to keep records in the old Aero Clubhouse, and that it has no connection with the Brooklands Society.

Meanwhile, the Brooklands Society, in the current issue of its excellent *Brooklands Society Gazette*, announces that its Associate Company, Brooklands Track Limited, has new plans for the "40-acre" site enclosed by the Members banking and the old Finishing straight, but that the former Museum scheme has been abandoned, following consultation with Dame Margaret Weston, who is a Director of The Science Museum. It also announces another change, the BTL Directorship now comprising Peter Roddis as Chairman, Kenneth Day, President of the Alvis O.C., and Andrew Child who resigned the Secretaryship of the Brooklands Society last year. The Fund opened to try to save Brooklands, with a target of at least £20,000, had reached £770 by last January. — W.B.

Even Better Rovers

IT IS widely accepted that the present Rover cars represent a range of first-class high-speed hatchbacks, whether in the two six-cylinder (2300 or 2600) or V8 (3500) versions. We were very interested to drive the top model of the 1981 Rover line-up, the 3500 Vanden Plas. It was used for nearly 1,000 miles of varied driving in a week, and was deemed a very fine car by all who rode in it.

All the amenities are there in the Vanden Plas, such as refrigerated air-conditioning, cruise-control, an electric sliding roof, electric window opening and closing, internally-adjustable, heated exterior mirrors, alloy road-wheels, improved trim and a choice of brush-velvet cloth or real Connolly leather upholstery. The Rover seats are comfortable and the shag-pile carpeting adds to the luxury. In addition, there are headlamp wash-wipe, halogen headlamps, radio/stereo, metallic finish, and the former items of equipment like the much-appreciated central-locking for the five doors, adjustable steering-rake, self-levelling suspension (of an improved type), fog-lamps, mud-flaps, etc., are continued.

Here, then, is a well-equipped 125 m.p.h. load-carrier of handsomely-aerodynamic styling, turned, in Vanden Plas guise, into a top luxury car, its very considerable performance delivered smoothly and very quietly by the low-stress 3½-litre light-alloy engine of vee-eight configuration (which we are sure Rolls-Royce will agree is the best one). The Rover is geared in this form to cruise lazily at 2,500 at 70 m.p.h. (Older Automatic 3500s do 3,000 r.p.m. at this speed.) Having become so accustomed to driving an older 3500, it was interesting to see the differences immediately noticeable between it and the latest



Vanden Plas model. There is now a much more man-sized gear-selector lever, in which a press-down button guards against inadvertent engagement of reverse or neutral. As the gear-lever knob on the old car has become self-detachable, this should have been welcomed; but maybe the first idea was better, because it is possible to move the new lever, with its knob thoughtlessly depressed, into the wrong slots, whereas the insignificant earlier lever was gated effectively to avoid this.

The rather haphazard fascia of the Rover is almost unchanged, except for the additional switch-gear for the electric mirrors, but the trip reading of the speedometer is not only masked by the needle when the car is stationary but the digits are now less easy to read. Knobs in place of levers adjust the front-seat squabs and two keys suffice, the third key for the fuel filler flap having been deleted. The fuel gauge reads steadily, thus obviating a most irritating shortcoming, and the dipped headlamps have acquired effective beams. The air-conditioner involves a third control-lever and some involved lettering and there are the additional switches on the centre console for the sunroof and electric-window lifts. The circular vents, where the side window-demisting hoses engage with the doors are now neater but rather uncomfortable head-restraints are fitted all round; those on the back seats getting in the way if these are lowered to make full use of the very generous luggage space then available. There is now a radio-speaker balance control, and the gear selector locations are marked at night by two rows of bright lights, the number of the gear engaged becoming even brighter than the others; but what terrible reflections in the side windows this can cause!

The test car was on Uniroyal Rallye 195-240/70 HR14 tubeless radial tyres and in the wet the Michelins to which we are accustomed seemed marginally superior. Although the Rover's fuel gauge no longer fluctuates meaninglessly, it does go down pretty quickly. In fact, the Vanden Plas returned an overall 19.1 m.p.g., with a best of 19.9 m.p.g., although this did involve some fast Motorway cruising. The ride and other aspects have been improved in subtle fashion, so that the 3500 remains definitely one of Britain's fine cars. Wind-noise no longer intrudes, the finish is much better, and although the suspension is somewhat harsh and very tall people may complain a little of cramped quarters, few other cars have quite the same estate car/high speed versatility as this Rover. Its fuel tank holds 14½ gallons, so that if you have the patience to brim it, the range can be around 250 miles. The fuel consumption is heavy, and Howe has certainly done his best to rub this in, although Executive and Business users may not be so concerned as, for instance, Metro customers; possibly the Chancellor had this in mind but, if so, it is an odd way of encouraging the thrifty. Those useful lockable knee level stowage bins, and the map light before the front seat passenger are retained, convenient features of these SDI Rovers, overlooked in other, recent road test assessments.

The price of the Vanden Plas 3500 is £12,475, which puts this BL car in a sensible relationship with Jaguar, the XJ4.2 costing £3,804 more, so that a clash is avoided. And if the Rover 3500 is too expensive, but seems irresistible, the 2600S is a good alternative, at £8,710, with the excellent, manual five-speed gearbox.

An Oriental Trio

HOWEVER strong your bias against Japanese cars may be, there can be no question that many of them represent fine value for money. We have had the opportunity to try three such cars recently and find that the specifications rival the best European cars in their ranges and yet the list prices are rather lower than their competitors. The three cars in question were the Tokyo built Honda Quintet and Mazda's saloon version of the 323 and their revised Montrose, now to be known as the 626, these two being constructed at Hiroshima.

The Honda Quintet, a five-door, 1,600 c.c. front wheel drive car with plenty of room for four adults, was driven cross-country from North Somerset to Oxford and thence to London, the journey showing very clearly just how fast the Japanese are catching up with European manufacturers in the two areas where the Eastern cars have been most noticeably lacking — steering and performance. Costing £10 below the magic £5,000 mark in five-speed gearbox form, the Quintet is equipped with the same engine and basic floor pan as the Accord and the Prelude, but comes between these other two Honda cars in size. The steering is a marked improvement on other Japanese saloons we have driven, being more precise yet lighter in operation with 3.3 turns from lock to lock. It does however lack the feel which one expects from the better medium sized cars. Performance was impressive, with 60

Continued overleaf

RALLY REVIEW

Peking to Paris, 1982

WHEN Prince Scipione Borghese undertook his amazing pioneer drive from Peking to Paris in the summer of 1907, bringing his famous Itala into Paris on August 10, he could never have imagined that seventy-five years later other enthusiasts for motoring adventure could well be following his tracks.

What is more, his imagination could not have pictured the types of vehicle which his counterparts of the 'eighties would choose for such a journey; various combinations of driven and non-driven axles, engines driving one or several of them and body types catering for everything from goods carriage to public transportation.

It has been known for some time that serious efforts are being made to run a Peking to Paris Motoring Challenge in June and July of 1982 to celebrate the seventy-fifth anniversary of Prince Borghese's achievement, and with little over a year to go we felt it timely to review, though not in great detail, progress to date.

It is not every day that motorists pass overland from China, through the Soviet Union and Eastern Europe, to France, and to organise a competition such as this, knowing that massive interest could produce an enormous cavalcade, presents difficulties enough even without taking into account the somewhat delicate diplomatic negotiations which are necessary.

These negotiations have been going on for some years and have reached the highest level, and although the final rubber stamps of China and the Soviet Union have not yet been applied to the approval papers, the stage of negotiation is so far advanced that many of those who have already submitted entry papers have already begun preparing their vehicles, discussing with sponsors and planning the myriad of technical and administrative complexities of the Challenge. Indeed, television and other media are already involved in their own planning.

The organising body is the same as that which produced the Singapore Airlines London-Sydney Rally a few years ago, though with a changed staff, and there have been sceptics — indeed, there still are — who could not bring themselves to believe that such an event would be possible, due mainly to the difficult international negotiations involved. We must confess that we were not at all convinced of the feasability of such an ambitious event but, even though those vital approval stamps have still not made their marks, Peking-Paris 1982 looks much more like a probability.

Fine details such as the exact route to be followed, service arrangements and en route facilities have not yet been fixed, but the overall plan is that there should be three separate routes, all in the same general direction and close enough to converge at regular intervals.

The most difficult route, with special stages, will be for modern competition cars. An intermediate route will be laid down for those using vehicles such as lorries, buses (yes, buses!) etc., whilst a somewhat easier route will be provided for those who will undertake the journey in VEV fashion, and there will be many.

Travel in China and the Soviet Union will doubtless not be permitted at night, and the plan is that each of the three routes will converge at a common overnight stop each evening. Those overnight stops will be close to sidings of the Trans-Siberian Railway, and it is very likely that service crews will travel from night stop to night stop on this railway, accompanied by their crates of spares, tools and supplies in the baggage cars. Fuel will also be available at these stops, which on average will be some 300 miles apart.

A massive flood of enquiries have been received by the organisers, but many have been from those who are no more than casually interested and have no real intention of taking part. However, the "serious" entries are themselves numerous and the variety of vehicles named on entry forms is quite amazing.

Some have written to the organisers with queries concerning climate (which they can get from a map), foreign exchange (which is common knowledge anyway) and even to enquire whether they should be considered to old for the trip at, say, sixty. In the case of the latter, we imagine that they don't want to go anyway, but would feel better by being told that rather than deciding for themselves.

"Gelignite" Jack Murray, that amazing Australian character who is veteran of many trans-Austrailian and round-the-world trips, has, at an age somewhere in the seventies, lost a leg as a result of gangrene, but he is nevertheless determined to go on the Challenge. If he can still water-ski in Sydney's bridge-to-bridge race then he can still drive from Peking to Paris, and all praise and encouragement to him for his ageless tenacity. The oldest entrant is a 79-year-old former member of the US ambassadorial service.

On a techical note, the event is open to vehicles having three or more wheels, and the winners will be the crew who visits all or the greatest number of controls and loses the least time. Penalties will be expressed in days, hours and fractions of hours. The entry fee varies from £4,000 to £750 per vehicle, according to class, and the total number will not exceed 400.

The organisers' address is PO Box 6, London SW1W 9EX, but we have been asked to convey that they would appreciate enquiries from genuinely interested parties only, who express the nature of their interest, and who enclose a large s.a.e. — G.P.

AROUND AND ABOUT — continued

m.p.h. coming up in under 12 sec. and a top speed somewhere very close to 100 m.p.h. The engine proved to be remarkably flexible, pulling well at 30 m.p.h. in fourth and noise levels are low.

The ride provided by the MacPherson strut fully independent suspension is comfortable, although inclined to pitch a little on rough or undulating country roads. There is little roll and the brakes inspire confidence. The specification includes such items as an electrically operated sunroof, side protection mouldings, mud flaps, internally adjustable mirrors, hydraulic headlamp levelling, rear window wash/wipe and radio. A three-speed Hondamatic transmission version is offered at an extra £295.

Mazda's 323 saloon is a booted version of the widely acclaimed hatchback, the 1500GT version of which was described in the March issue. The 1.3-litre front wheel drive unit propels the four-door saloon very acceptably, cruising at 10 m.p.h. above the UK legal limit being perfectly comfortable. The four-speed gearbox is, perhaps somewhat gappy and the clutch on the cars driven on a recent trip to Belgium had unduly long travel before drive was engaged. The interior appointments are very pleasing, instrumentation clear and the seats comfortable. Ride, steering and braking are all that could be desired from such a car and the price is just under £3,900, which makes it very competitive.

On a larger scale, competing with the Cortina size car, is the 626. This has been on our roads for some time as the Montrose, but has now been revised, making it much more attractive to European eyes, and renamed the 626. It comes in five versions, a basic, 1,600 c.c. four-door saloon, and 2-litre five-speed manual or automatic transmission saloon or coupé cars. We found the 626 Coupé with five-speed manual box, costing £5,500, the most comfortable and pleasant to drive, being very fully equipped, quiet, endowed with useful performance, having steering, braking and suspension to match and being particularly attractive to the eye. The automatic version seemed to suffer from lighter and rather imprecise steering compared to the other cars, but was an impressive performer, nonetheless — the difference between the manual and the automatic versions being considerably less marked than one might expect. Once again, the cars have many items fitted as standard equipment which are usually optional extras on cars costing more in the first place. How do they do it?

HONDA's attractive Quintet.



Number Plates — CMH 500

DEVELOPMENT of the chain driven Frazer Nash car was more or less continuous from 1924 to 1938 and members of the "chain gang" each have their own idea of when the peak was reached. The lightness, smoothness and flexibility of the side-valve Anzani powered cars was the peak of development for some, the all-round ability of the Meadows TT Replica of 1932 was the peak for others. Personally I always viewed a 'Nash as a "performer" above all else, so the peak of development for me was the twin supercharged, overhead camshaft, 1½-litre Shelsley model of 1935. Of the small number of Shelsley models made CMH 500 was my idea of the "ultimate Frazer Nash", for this was, in effect, the works development car. It was built early in 1935 and first registered on March 25th 1935 for A. F. P. Fane, who was closely associated with the Frazer Nash factory, which went under the name of AFN Ltd. It was chassis number 2152 with engine number 7/120.

Fane used the car in all manner of competitions during 1935/36, racing it at Brooklands and Donington Park; it competed in straight sprints and in hill-climbs and was driven everywhere on the road. CMH 500 was essentially a competition car, but was equally at home as a fast road-going sports car and journeys from London to the north, west or south must have provided nearly as much enjoyable motoring as the events themselves. It never suffered the indignity of being taken to an event on a trailer. If Fane was occupied driving the works single-seater Frazer Nash then CMH 500 would be lent to someone else, such as Donald Aldington, the youngest of the three brothers who ran AFN Ltd.

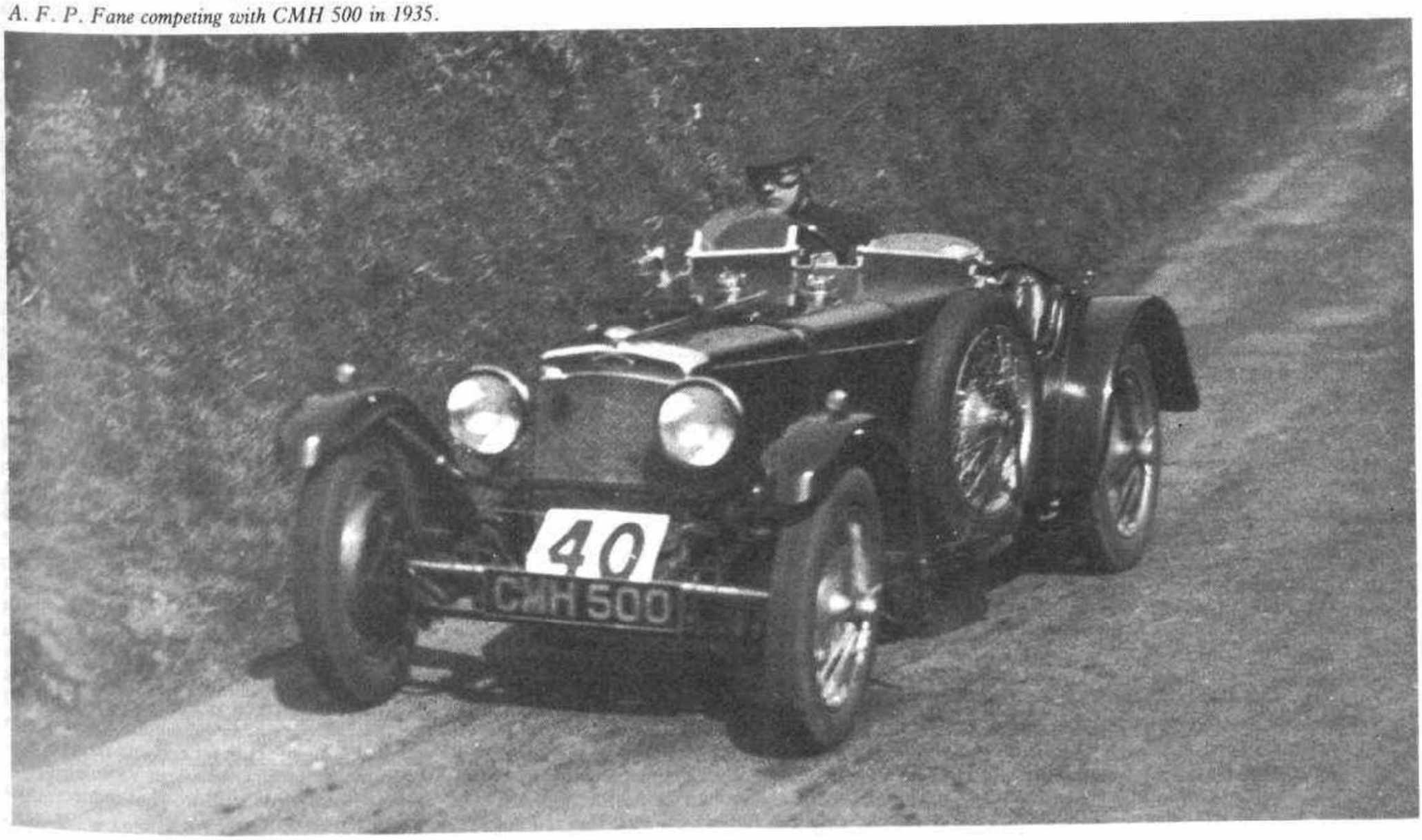
Wherever it went in sprints and hill-climbs CMH 500 was a certain class winner and its presence in the paddock at a club meeting gave an air of seriousness to the meeting. It was painted a deep maroon colour, sometimes referred to as "wine" or "burgundy" and the combination of its performance and Fane's driving always made the spectators sit up and take notice.

The Shelsley model, not to be confused with the single-seater model, was a fully equipped road sports car, usually fitted with the TT Replica style of bodywork, with a single door on the passenger's side, a rounded tail and exposed petrol tank on the back. It had semi-elliptic leaf springs at the front, working as cantilevers, the centre fixed to a chassis bracket, the front axle on the forward end of the spring, and the rearward end in a chassis trunnion. This was in place of the normal springing by quarter-elliptic leaf springs. The axle beam was a straight tube rather than the usual beam with the dip in the centre, and 14" diameter front brakes were used, operated by Bowdenex cables rather than the cable and rod Perrot system. A very aggressive and chunky radiator was used, leaning back slightly, and the 4-cylinder engine was highly supercharged. This engine was designed by Albert Gough specially for AFN Ltd. and had a single overhead camshaft driven by duplex chain from the front of the crankshaft. It had a bore and stroke of 79 × 100 mm. giving 1,496 c.c. and the power output depended to a large extent on the state of tune, with regard to compression ratio and supercharger pressure. Driven off the front of the crankshaft were two Centric vane-type superchargers, mounted side-by-side, both feeding into a single heavily ribbed inlet manifold and they were fed by a single large SU carburetter. This engine could also be had in unsupercharged form, using two SU carburetters and featured in lesser Frazer Nash models. The official designation of the unit was "the single overhead camshaft Frazer Nash engine" but this was so much of a mouthful that it soon became known as the Gough (pronounced Goff) engine, to distinguish it from Anzani, Meadows and Blackburne engines that were also used in Frazer Nash cars.

Not only did CMH 500 have a top speed of well over 100 m.p.h., possibly even over 110 m.p.h., but it had very impressive acceleration for its day. Unfortunately the supercharged Gough engine and the Shelsley Frazer Nash had only a limited amount of development, for 1935 saw H. J. Aldington transferring his interest to BMW cars, as having more long-term potential than the chain driven Frazer Nash, and time proved his judgement to be absolutely right.

A. F. P. Fane was undoubtedly the best driver in the AFN Ltd. camp and he was soon competing with BMW cars, so CMH 500 left the competition scene in 1937 and in March 1938 it was sold to a Mr. Holroyd in Cleethorpes, who kept it until the war started in 1939. It was then put into store by Thomson & Taylor and did not appear again until it passed into the Used Car trade in 1948. In 1951 John Willment (later of Willment Racing) sold it to Mr. A. J. Wicke who kept it until 1968 when it passed to its present owner Mr. A. G. (Bert) Smith. Around 1960 the Gough engine was given a total overhaul by Laystall Engineering and while this was being done an Austin-Healey 100 engine was installed. The twin-supercharged Gough engine was eventually reinstalled and still powers the car today, and while Bert Smith does not take part regularly in competitions with it, you will invariably see it at VSCC gatherings and on "chain-gang" outings. Today it is a brighter red than originally, but otherwise has changed hardly at all, so if you see CMH 500 in the paddock or car park, rest assured that it really is the famous ex-Fane Frazer Nash, the ultimate development of the chain-driven 'Nash if it is performance that you are after. — D.S.J.

A. F. P. Fane competing with CMH 500 in 1935.



BOOK REVIEWS

"Automobile Archaeology" by David Burgess-Wise. 160 pp. 9¼" × 6⅛" *(Patrick Stephens Ltd., Bar Hill, Cambridge, CB3 8EL.* £8.95)

At first it was difficult to see the point of this book, which has earned a Foreword from no less a person than Robert A. Lutz, Chairman of Ford-of-Europe. It contains much about the more obscure paths trodden by motoring historians, with pictures of typical automobiliana, such as photographs of early cars, past motoring scenes, and reproductions of motoring posters, paintings, mascots, cigarette cards, clothing, accessories, race-programmes, racing cars, books, etc. Yet it is not quite like a rather similar book by Michael Worthington-Williams (is it a prerogative of writers of motoring miscellanea that, like vintage luxury cars, they should have double-barrelled names?), which was a prod to collectors and speculative purchasers of the lesser motoring items about what to look for.

Burgess-Wise's book is aimed more at the historian than the accumulator of motoring *bric-a-brac*. While it will stimulate collecting, it is also a guide to sources which historians should pursue. Thus the emphasis is on "firsts". The original race tracks, the first old-car rallies, museums, motor magazines, automobile factories and the like are described, but when it comes to sculpture, paintings, magazines, programmes, postcards, gramophone records, stamps, films, music, toys, and other such motoring artefacts, the link with collectors, speculators and the museum-minded returns.

So this is rather an odd little, perhaps overpriced, work; yet it is undeniably fascinating and has some interesting fresh material between its covers. The author is a comparatively recent historian; he became a journalist in 1960 and didn't own a vintage car, his 1927 Clyno, until a year later. He is to be congratulated for having assimilated so much history in this short period. Parts of his latest book are merely repetitive, like that about how Owen Wyn Owen dug "Babs" out of the Pendine sands, how Brooklands came into being, the first "Old Crocks" London-Brighton Run of 1927 (with the entry list lifted directly from *The Autocar)* and so on, making nearly £9 a high price to pay, and one notes that when Burgess-Wise lists the dating divisions of Veteran to Classic cars he heads this information "Categories of collectable cars", not "Old cars to use and enjoy"! It is the more off-beat aspects of the book that make it enjoyable, such as how the author searched for vintage cars, with pictures of a delapidated 5 c.v. Citroën Cloverleaf found in the Beaujolais mountains in 1979, a 1928 Singer with "As-U-Drive" all weather body photographed behind a Surrey railway station in the late-1960s, a 1923 Le Mans Montier-Ford found in a shed in Normandy about a year ago, and two of the inevitable Worthington-Williams' Angus-Sandersons in as-found condition in a Tenterden woodyard. The author is also interesting on the subject of how he traced the history of his 1927 Clyno and what this led to, and of disinterring Dagenham's old Ford files, that had been walled-up beneath the engine-building soon after WW2, when he went to look for them with Ford's Company Secretary in the mid-1970s. I feel that one day Burgess-Wise will give us a very worthwhile Ford history, or at least books about that make. Meanwhile, some will lap-up this present little book, others may find it superficial and too repetitive. As I said, I found parts of it intriguing, although the Index is inadequate and the World's Motor Museums are disposed of in a bare three-page list, apart from textual references.

One of the book's pictures is tantalising, showing as it does what the author tells us is an "ancient racing car being used in the 1920s as a furniture van". How does he know it was a racing-car, why isn't its make revealed, and surely it has a truck, not a van, body? Other pictures, like many of the Ford portraits, "Babs" at Brooklands, the motor-racing scenes, etc. are ones most of you will know well, but some are new and worth seeing. Inaccuracies that jump to the eye are that the "big bump" was on the Members', not the Byfleet, banking and Sunbeam Historians would certainly not agree that Dario Resta's Sunbeam was buried in the sewage farm, after the fatal accident at Brooklands, although the author had this story from a local publican who claimed to be there at the time . . . . especially as the fence through which Resta crashed did not, as Burgess-Wise thinks, border the sewage farm. However, an author who believes that Resta's head ended up in the same place, that Percy Lambert's eyeballs remained inside his goggles after his fatal accident, that a lady had her 1932 Austin crushed into a metallic tube so that this could be used as her head stone when she was buried, and that another lady was actually buried, seated in a Ferrari in her nightdress, must, I suggest, be somewhat gullible! Then, discussing motoring films, the "Yellow Rolls-Royce" seems an odd omission, Malcolm Campbell's well known replicas of his various racing cars are not mentioned under "Toys", and the pedal car, said to be a copy of Campbell's 350 h.p. Sunbeam, was surely of Segrave's "Ladybird" and in no way was Sammy Davis driving in a "Double 12" when his Brooklands accident happened. I thought MOTOR SPORT had been studiously avoided when I found no mention of it under the heading of "the first British motoring magazines", for it should have qualified as the first journal devoted solely to motoring sport, but I found it later, under a reference to motoring art! It is amusing that the PSL "blurb" accompaning "Automobile Archaeology" says the book covers early motor magazines, adding "the first appeared, unbelievably, in 1932!" — they mean 1892, of course. . . . — W.B.

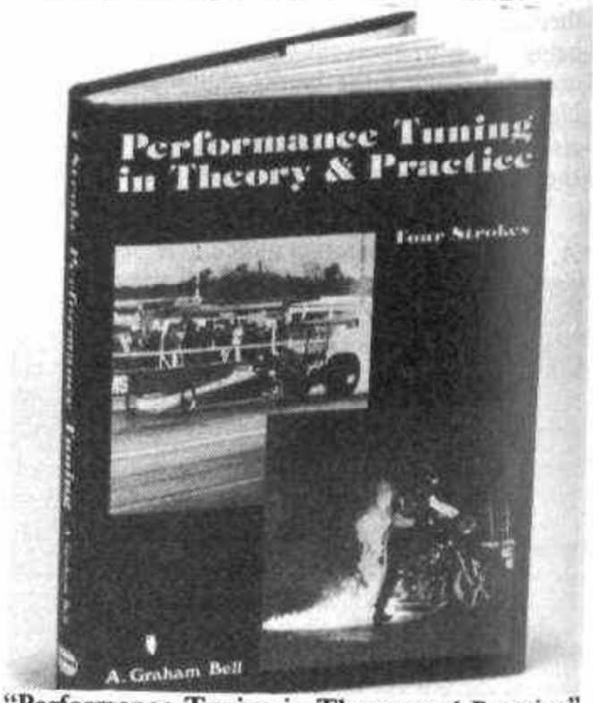
"The Buick — A Complete History" by Terry B. Dunham and Lawrence R. Gastin. 444 pp. 8½" × 9½". *(Automobile Quarterly, 245, West Main Street, Kutztown, Pennsylvania 19530, USA.* $59.95.)

If the Austin history reviewed above is a full coverage by our standards, this great Buick book shows what the Americans can do now that they have come round to compiling one-make histories. In some 300,000 words and 638 pictures, here is the entire Buick story, from the beginnings to the present. The men who built these cars, engineers, designers, executives, all have contributed their memories to the authors' story, and the pictures have been drawn from libraries, historical archives, historical societies, museums and private collections to offer a staggering feast of Buicks over the years.

The serious work of telling about this famous American make comes in 17 long chapters and if there is a hint of "Americanese" about some of their titles — "Thundering Down the Track", "Hardtops, Portholes and Chrome" — make no mistake, this is serious history, from the pre-automobile days onwards. The move to Flint, how Billy Durant took over, the combination of Nash, Chrysler and Buick, the first Buick straight-eights, the war years, and the post-war Buicks, all are described in much detail, and the wordage is supplemented by two Buick colour portfolios, of high quality. Personalities, historical documents, engineering drawings, etc. are reproduced, along with the innumerable illustrations of Buicks of every age and kind.

Eight Appendices cover specialised aspects of Buick history, such as the racing cars (but as this stops at the pre-WW1 period there is no enlightenment about the mysterious *twin-cam* Buick that appeared at Brooklands in the late 1920s), the Buick distributors, Buick heraldry and mascots, Hollywood stars who owned Buicks, Buick automatic transmissions, Buicks around the World, with much about those sold here by Lendrum & Hartman Ltd. and used by The Duke of Windsor and Mrs. Simpson, lists of coachbuilders who clothed Buick chassis and agents all over the World, followed by a quite remarkable 14-page table of production figures broken-down for every Buick model from 1908 covering some 22-million cars to the end of 1979, and 12 pages of specifications and model changes from the Model-B of 1904 to the 1980 Skyhawk, Skylark, Century, Regal, Lesabre, Electra and Riviera Buicks.

The book comes in a protective sleeve and if ordered direct from the publisher it costs 49.95 dollars; a de luxe leather-bound edition is available for 79.95 dollars. I expect our specialised booksellers will be quoting British prices. What a historical coverage! What a book! — W.B.



"Performance Tuning in Theory and Practice" by A. Graham Bell. 252 pp. 9¼" × 6¾". *(Haynes Publishing Group Ltd., Sparkford, Yeovil, Somerset BA22 7JJ.* £8.50).

The author's tuning experience, he says, stemmed from trying to achieve Porsche 911 performance from his Ford 105E Anglia and has developed over 17 years of such endeavours. All but three of them were devoted to tuning high-performance and racing engines.

He has set down the fruits of this knowledge in this Haynes' book, taking engine components in separate chapters — cylinder head, carburation, exhaust system, camshaft and valve train, bottom end, ignition, lubrication and cooling, rounding off with a chapter on power measurement and tuning. There are tables of engine specifications and modifications, both for cars and motorcycles, the former embracing American V8 engines, etc. It is a work dedicated to "hot-rodders" and "soupers". — W.B.

Important One-Make Histories

ONE-MAKE histories are among the more fascinating of the floods of motoring titles pouring from the presses, and we have reviewed most of them as they have appeared. However, it may not be appreciated that some extremely-comprehensive and magnificently-illustrated books are available covering some of the great French *marques*. One such history is that about the Peugeot Frères, covering almost every car the Peugeot brothers have ever made, including the racing cars. One of the "Collection Prestige de l'Automobile" series, the title is simply "Peugeot sous le Signe de Lion". Pierre Dumont is the author and he seems to have combed the Peugeot archives and other sources for a picture of every model of this famous make. The racing jobs, both pre and post-war, obviously are of great appeal, but as one delves more deeply into this remarkable 426-page history one sees that it is extremely informative, whatever period of history the reader is concerned with. The pre-WWI "Bebe" gets excellent coverage, but then so do all the different Peugeot models, from 1891 primitive to the Types 104 and 304. Military vehicles, tractors and diesel commercials are not overlooked and the small post-WWI 7 h.p. (or 5cv.) Peugeots get full coverage, like all the others, even to pictures of the sports editions of the tiny 7/12 and 7/17. If you have forgotten the three-wheeled electric VLV it is there in full colour, a treatment used for many of the more significant Peugeots. There are scenes from Le Mans, many pictures of those elegant sleeve-valve models, old advertisements, factory shots, drawings of body-styling, chassis plans, reproductions of publicity leaflets etc. etc., the whole moulded by an informative text and numerous specification details. Why, there is even a breakdown of Peugeot production year by year and model by model — and they had made more than 10-million vehicles by 1975. Some of the engine-pictures are almost life-size, or so it seems but in many cases, why I wonder, radiator hoses are lacking.

It is all there, in this "Dalton-Watson" style high-class production, with those colour pages as a bonus. The text is entirely in French but the picture-captions are also given in English. Apart from the technical facts and historic revelations, there are many pleasing asides, such as the fact that in 1926 the proud Frenchman who was still using a 1903 Peugeot drove it from the Jura to Paris, where it was met by a current 18 h.p. saloon. For any serious historian or Peugeot fanatic this great work is essential, and so very enjoyable.

A similar book, "Panhard, La Doyenne d'Advant Garde", covers the entire history of Panhard, the oldest car maker in the World. It is in the same series and in exactly the same exciting format as the Peugeot book, this one running to 493 pages and carrying pictures too innumerable to count! Whereas Serge Pozzoli wrote a Preface to the Peugeot history, this one has a Preface by Jean Panhard. The Panhard author is Benoit Perot and he takes his story up to present-day Panhard military-vehicle production. Racing is very reasonably covered, so that we are reminded of how very fast specialised small cars can be. The DB-Panhards are seen at Le Mans and elsewhere, including one doing 125.44 miles in the hour at Montlhéry. From an earlier period come the big sports and racing Panhards, with the two different bodies used on George Eyston's 8-litre single-seater hour-record car properly illustrated, for instance. (Eyston told me this car was very hard to steer round Montlhéry because its steering was set for straight-line sprints and there is confirmation of this in an interesting photograph of Doré driving the car at Arpajon, at 138 m.p.h. along the straight but narrow, tree-lined road. There are also excellent pictures, among the hundreds of photographs and drawings, of the 4.9-litre racing Panhards and new ones, to me, of the 1½-litre and 5-litre "razor-blade" racers in which the steering wheel, or ring, encircled the driver. Panhards in rallies are not forgotten and in fact the book is absolutely comprehensive, down to Panhard-Levassor aero engines, tanks, commercial-vehicles', buses, an explanation of the Panhard *sans soupapes* power unit, and a very fine picture of how torsion bars were used instead of conventional valve springs for the air-cooled flat-twin Dyna-Panhard engine, all this unfolding from the formative pioneer times literally of carriages without horses.

Having these Peugeot and Panhard books together, it is fascinating to see how the two great Companies competed one with the other along the years, and who among the famous used one make of car or the other, if they were not in Renaults! These two volumes give a simply tremendous amount of information on two great French makes and other books in the same series do this for Citroën and Bugatti.

Rather different is Jean-Pierre Delville's great (in all senses of the word) book "Toutes les Renault", by Réne Bellu. Whereas the two books just mentioned have big pages measuring 9¾" × 7", this Renault history has 314 13½" × 9¼" pages. It is more of a catalogue than the other two volumes, taking the story of all the Renault models year by year, from 1898 to 1980, with pictures of every conceivable model, shown mostly in colour side elevations, with accompanying technical data. Having done that, ending with the Renault 30, the remaining pages are devoted to pictorial coverage of Renaults in competition events from 1899 to 1909, special bodywork on these cars after 1920, the Colonial six-wheeled Renault transports, Renault record-breakers, rally cars, prototypes, Presidential Renaults, Renault in war, the Renault turbine cars, Alpine-Renaults — the mind boggles at where all the fine pictures were found — concluding, as if the treat has not been sufficient already, with colour studies of some of the racing Renaults and 25 pages of Renault publicity material over the years. It is a stupendous achievement and in this "Toutes les . . ." series are similar volumes covering Citroën, Peugeot, Panhard-Levassor, Delage, Fiat, Ford and Mercedes — an almost inexhaustible guide to everything that happened under those makers' banners.

There is a wealth of intriguing photographs of racing Renaults of every period when this *marque* was active on the circuits, most of these obviously from the Company's own archives.

This Renault book is *all* in French but all these titles, these quite outstanding books, are available in this country, from Albion Scott Ltd., Bercourt House, York Road, Brentford, Middlesex TW8 0QP. The Peugeot book costs £19.95, the Panhard-Levassor book £22.50, and "Toutes les Renaults" £39.95. They will not only enthral those who relish reading about the past but will be invaluable to those restoring the makes concerned, those looking at such cars in museums, or those who just enjoy fine pictures of cars; and the number of illustrations in any one of these works is, I assure you, quite fantastic!

W.B.

Commercial-vehicle followers will find much to hold their interest in the "Motoring History Book No. 5" from Australia, because it illustrates many such vehicles, of the 1905 to 1931 period, which, in their time used the roads of Southern Australia. The book has been edited by George Brooks, which is endorsement of its authenticity, and is produced by the South Australian Sporting Car Club, Inc., of 260, Portrush Road, Beulah Park, S. Australia, 5067. The big art-pages contain some rare pictures, collated under makes. A 1913 Model-T Ford is seen with a platform-truck body by Duncan & Fraser of Adelaide, in which the luckless driver apparently sat on the floor of the body, with no backrest. Nothing could be more simple, and the bulb horn and oil lamps testify to that policy. A Reo Speed-Wagon has much the same body, but does possess a simple driver's seat. Those one-time proud fleet line-ups of a Company's commercial vehicles is recalled by a photograph of six Associated Daimlers belonging to W. Gibb & Sons Ltd. taken around 1928, as do the 14 International trucks with which John Dring replaced 40 horse-teams in 1930. An automatic bag-loader on an Associated Daimler catches the eye and altogether this book is full of interest, including as it does hire cars, long-distance motor services, taxis, even a Huck's-Starter plugged in to a RAAF SE5a biplane, and a rare Ruggles truck, etc. — W.B.

* * *

Presumably to meet the likelihood of Citizens Band Radio becoming legal, if not in the most useful form, The Cherwell Press, Unit 2, Station Field Industrial Estate, Kidlington, Oxford, OX5 1JD has just published a little booklet of CB call-language compiled by Steve Braithwaite. It costs £2.20 and runs to lots of British as well as all the American lingo. Whether conducting a conversation while on the move, like: "Houndog, are you in a yellow Volkswagen Beetle?" "Yes I am Wildcat, I have just seen you. You are in the Mercedes truck with the cab over the engine, towing a refrigeration unit", is conducive to road safety is a matter for conjecture, as is the matter of whether the Police like being described in these radio exchanges as "Porky Bears". . . — W.B.

* * *

Very few steam wagons and tractors were built by Naylor of Hereford, a company that survives to this day as Watkins Naylor Ltd., making tractor-mounted grass-cutters, but a very good copy of their catalogue about these early vehicles is available from The Road Locomotive Society, Oak Lea, Moss Lane, Mobberley, Knutsford, Cheshire, WA16 7BU, for £1.50 post-free.

* * *

Elsewhere we refer to three important one-make histories about French cars, available from Albion Scott Ltd. of Brentford. This Company also offers a book about Wanderer cars, including their sports models, starting with Wanderer motorcycles and light-cars, and with lots of technical information about these rare German cars. The book is by Gerhard Mirsching and is un-translated. The price is £16.95.

* * *

The Guild of Motoring Writers announces that its Year Book, which is packed with useful information about the contacts in the Motor Industry, etc., is available to non-members, libraries, etc. for £17.50. The 1980/81 edition is a 400-page informative, illustrated "Who's Who" of the British Motor Industry. Orders to The General Secretary, GMW, Fairfield, Pyrford Woods, Woking, Surrey, GU22 8QT. — W.B.

Letters from Readers

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

Government Policy

Sir,

Many congratulations on winning the fight against a change in the Road Tax Disc system as laid out by the present Government.

Whatever motivates the minds of the people, said to be running this country? The official mouth organ said that a new form of tax collecting was needed to stop evasion. Just pretend that everyone agreed on that need. The sum evaded is about 70 million pounds. When spouted out by a bloated Conservative Minister that sounds a great deal but as a percentage of the total road tax, it is lost in the petty cash. A trifle. Which shows how honest the British Public is. The Government's figure for road tax revenue to March '81 is £7,071,000,000. As the Government only spends £2,230,000,000 on road works surely we should ask just whose integrity is being called into question. This Government and its Ministers are totally dishonest, at least about this subject. It is said that trucks, buses and cars do not pay their way, when Government's own figures show that traffic makes a huge profit to the whole tax system. We can all rest in our beds now, safe in the arms of these decent, honest, upright Ministers. Of course these dirty trucks do not pay their way. The road fund must be increased (again). Then the Ministers stare in blank amazement when all the high street prices rise.

Hemel Hempstead, Herts M. POTTER

Alcohol Fuels

Sir,

The silly season is on us again. Your February ERA article notes Bill Morris' comment that his ERA runs on alcohol and does not use up the nation's hard won petrol. Last year Mark Thatcher was talking about using Japanese sponsorship in a car which ran on methanol. His star seems to have waned, maybe Mum explained the facts of energy to him.

In principle there is nothing wrong with using either ethyl alcohol (commonly called alcohol) or methyl alcohol (commonly called methanol) in an appropriately-designed "Special" engine. In fact there can be real advantages in particular instances and a number of engine designers have recognised this. However, ethanol, which was originally manufactured by fermentation of sugars, but is currently produced from crude oil fractions, and methanol which was obtained from the destructive distillation of wood but has of recent years again been produced from crude oil fractions, are both energy intensive in production regardless of route. This means that the energy associated with the starting materials, plus the energy required for conversion, is in excess of the energy available from the finished product. As the energy used in production comes from crude oil, where is the saving in the current processes? Even with the traditional methods of production, there is a net loss of energy as the heat required for distillation of the crude product of either fermentation or destructive distillation is considerable.

It is for this reason that the much vaunted gasohol projects, i.e. the use of alcohol/petrol mixtures for fuels for internal-combustion engines, are under serious review. Considerable effort is being directed towards heat conservation in the conversion of the crude alcohols into usable products.

This discrepancy is further demonstrated by the marginal cost differences which you mention. The heavy duty/taxation on petrol is ignored, so is the difference in m.p.g. Hence the more expensive basic cost of the alcohol contained in gasohol and related fuels or straight alcohol fuels is to some degree masked.

Could I therefore plead the silly season ends.

Newent, Glos. ERIC WARDE

Cars in Books

A READER, N. G. Allingham, OBE, of Emmer Green, has kindly contributed the following passages from "Nellie — Letters from Africa" by Elspeth Huxley: "Motor cars were all the rage then, and Jos delighted in a chain-driven Mercedes in which he had taken part in a Paris to Madrid race. (It overturned). In this vehicle he came to do his courting, and taught Nellie to drive. Naturally this was exciting; motor cars were exotic objects in Dorset lanes, and very few women could drive them. Swathed in dustcoats, their wide hats anchored down by scarves tied under the chin, they left control of the machines to the gentlemen. The machines frequently broke down and then, as the music hall song had it, 'You have to get out, get out and get under, get under the automobile'. When Jos returned to Africa, about a year later, they were married. They departed for a honeymoon at Bagshot, in Surrey, in a house lent by Jos's aunt, in a 6 h.p. Panhard that had replaced the Mercedes and was just as unpredictable; when going uphill its driver had to lower the 'sprag', a device that prevented the motor car from running backwards."

Although these recollections are rather superficial to anyone who knows about the early motor cars, there is interest in the reference to "Jos's" Paris-Madrid Mercedes. Twelve were entered for this disastrous 1903 race, which was ended compulsorily at Bordeaux, and six of these were the new 90 h.p. cars. The Mercedes that failed to complete the 342 miles were those of Werner and Foxhall-Keene and as Werner's trouble was a faulty back-axle we must assume that "Jos" was Foxhall-Keene. His 6 h.p. Panhard-Levassor must have been a queer contrast to his Sixty Mercedes!

Dr. J. D. Playford, Senior Lecturer in Politics at the University of Adelaide has drawn my attention to some fascinating snippets about motoring and Guy Burgess, as quoted in "A Chapter Of Accidents" by Goronwy Rees (Chatto & Windus, 1972). Thus, writing of the immediate post-war years, the author says of Burgess that his only extravagance was motor cars for which he had a passion both aesthetic and historical. He is said to have had an exhaustive knowledge of "every make and model", from the first days of motoring. He had, apparently an almost religious veneration for Henry Ford and the Model-T. This rings a faint bell in my memory, for wasn't Guy Burgess once associated with Brooklands in one capacity or another? Incidentally, I gather that the author of the Burgess biography was a firm anti-Communist from the late 1930s until his death several years ago.

I have also been told of interesting motoring references in some of the Gladys Cooper biographies. Two of these mention how she just missed being the first woman to loop-the-loop with Gustav Hamal at Hendon in 1913, and in Sheridan Morley's book (Heinemann, 1979) about the famous actress there is a piece about how she was met by Sir Gerald du Maurier's seven-year-old daughter at Rickmansworth Station, when Sir Gerald was driving his Ford one very hot Sunday in 1913 — another Model-T user obviously. There is also a reference to Gladys Cooper using a Storey car in which to commute to the theatre from the Manor House at Charlwood in 1920, driven by her Belgian chauffeur called Gurney. It is described as an "open sports car", although most Storey cars were rather staid, I would have thought. A picture shows Miss Cooper in a two-seater outside her house in 1918, and this car *may* be the Storey, but if so, surely a prototype. Another photograph of Mr. and Mrs. Herbert Buckmaster in a tourer seems more likely — but not enough is shown of either car for them to be identifiable.

The Storey threw Ivor Novello through a hedge when he was pushing Gladys Cooper up a hill in it and she inadvertently put it in reverse, it broke down and she had to be rescued by Harry Tate's van, and it got a puncture at the top of Redhill at midnight, when it was full of luggage and "food from Fortnum's". One wonders why she chose such a rare make? At about the time Gladys Cooper had hers, the Storey Company had premises in Clapham Park, then a high-class residential south London suburb. As a small boy I used to pass the place frequently and peer in. I remember a Storey saloon with carriage-type electric side-lamps and one of these cars that had been involved in an accident being sent to a near-by garage, where its bent front dumb-iron was straightened by the time-honoured method of heating it to cherry-red with a large blow-lamp and hitting it with a sledge hammer. Not Gladys Cooper's I hope!

Finally, for this installment, amateur criminologists who were able to unravel the complexities of "Tinker, Tailor, Soldier, Spy" may like to apply themselves to the mysteries surround the triple murder of Sir Jack Drummond and his family while they were camping in the valley of the Durance in France in August 1952, after reading the "Dominici Affair", by Jean Laborde (English translation by Milton Waldman, Collins, 1974). From our point of view the motoring aspects are the green Hillman estate-car NNK-686 used by the Drummonds for their holiday, a similar Hillman obtained for the reconstruction of the horrible crime, the fact that the author refers to French Police-cars as *le traction-avant*, to which the translater has added a note that he believes that at the time they were all Citroëns, and the "4HP" in which the accused was taken home after his acquital by President de Gaulle in 1960 — no explanation is offered as to the make of this one, but could it imply a 4 cv Renault? And I wonder whether the Amilcar Register knows what became of an old car of this make which had been kept in one of the sheds on the supect estate, close to the scene of the crime until it was sold in 1951? — W.B.

Wanted — More Richard Smiths!

r,
I feel I must pass comment on your editorial in e March issue regarding Richard Smith's end to d marathon from Land's End to John O' roats. Richard Smith is not going to climb verest, he is not going to either the North Pole the South Pole or to some dark uncharted ngle. His Everest is the physical stamina and echanical endurance required on his part and is car's part by travelling this marathon.

Richard Smith is showing a characteristic nfortunately so sadly lacking in this country oday (i.e. he is prepared to do something), take n a challenge, take on a battle and have a go. If nore people like him in this country felt this way ve would be a much better country today.

We in the Veteran Car Club are doing verything we can to support Richard Smith on his worthwhile venture, knowing full well that e will have a great deal of satisfaction if he chieves his aim and above all else British Heart Foundation will be a considerable amount of noney better off.

Don't denigrate his effort, let's support it; with nore Richard Smiths we would all be better off.

Ashwell, Herts. D.R. GROSSMARK
President, VCC

[I am at a loss to understand this rebuke from the President of the VCC. I made a story out of Richard Smith's proposed brave End-to-End drive in an 82-year-old Benz, but why an Editorial in MOTOR SPORT devoted to it, asking supporters to note it would aid the British Heart Foundation, is regarded as derogatory, I fail to see — Ed.].

"A" Series XSP engines

Sir,

Could I, through your columns, make a plea for help from your knowledgeable readership?

After what mostly seems like luck, some diligent reading, 'phone calls and delivery trucking, I find myself with three of the BMC "A" Series nitrided crank XSP works engines, as developed by Morris Engines at Coventry, and used in Cooper Formula Juniors, Sebring & Le Mans Sprites: one a 948 38" stroke, one a 1098 small mains (which I believe is the same part number crank used supercharged in the Sprite World record breaker) and the third, a 999 short-stroke of 2.438", otherwise identical to the 970 Cooper 'S'.

The first of these came from a Sebring Sprite in Windsor, the second a Le Mans Sprite in Sheffield, but the third comes from Doc. Shephard's A40, alas without the car, and with the deliciously shining and unmarked crank having survived smashing a cam-follower through the timing chest and eating the relevant "S" valve and pushrod. This last is proving to be a headache!

I have in mind circuit racing in a BMC saloon; and the 948 is no problem, being of standard stroke for Classic Saloon Car racing, the 1098 I'm less worried about, but what on earth can I use this ultimate "A" Series 1-litre for?

It has enough potential still for any but the most horrendous 1-litre Special Saloon, but I would prefer to use it in a replica, or at least a less "Special" saloon, especially as appropriate cars are themselves tending to be modified less bodily now with the passage of time (thanks in no small way to the Classic Saloon Car Club, despite the "banger-racing" tag).

In addition to appreciating any recollections of the development origins of these 1-1.1-litre XSP engines and this 999 in particular, its history with its previous owner and car, which I believe was a works Alpine Rally entry (original specifications, performances, rev. limits, numbers produced and in what vehicles), I would be pleased if anyone could suggest any classes and clubs which might welcome this engine in a suitably competitive saloon. It would be rather sad to relegate it to a road engine; almost sadder to run it with the profiled anonymity of the modern Special Saloons Circuit.

Worcester J. D. COATES

MOTOR SPORT'S Crystal Ball

Sir,

As a reader of MOTOR SPORT for over 25 years, one thing I enjoy doing is to pull out an old copy and read through it again. The following comes from January 1972 issue (at 15p a copy). "Matters of Moment, a sports car revival" — the article discusses open sports cars and closes by saying "British Leyland have the monopoly of not-fabulously-expensive sports cars in the old tradition. We hope they capitalise on this. It would be a sad day if sports MGs and Triumphs ceased to be made. Presumably the Morgan, a true sports car, will continue for ever."

And in a letter from D. J. Anderson talking of quality, I read "looking at the beautifully finished cars which are becoming an even more common sight on British roads I cannot help remembering that 20 years ago the British motorcycle industry led the world. Now it is gone because it could not stand up to the challenge of the superior Japanese machines."

The crystal ball that "MOTOR SPORT" and its readers used in January 1971 seemed to be working well.

Hinckley, Leicestershire D. J. JENNINGS

Anglo American Bastards

Sir,

I have been a reader of MOTOR SPORT since before WWII and have been tempted many times to write.

The article on number plates — DPA 231 on the Railton finally prompted me.

I am thinking of these Anglo-American hybrids (bastards is a little too coarse), such as Railton, Brough Superior, Allard, Lammas, Graham and Jensen.

Who first conceived the idea and which was the first?

One of my cars is a 1974 Jensen Interceptor Mk. III, which I found in Edmonton in 1979 with only 1,000 miles recorded. This car had been carefully stored for five years, but now is in daily service.

There have been several hybrids since the war but which, I wonder, was the first.

Calgary, Canada Dr. B. J. ELLAM, MD

Arctic Enthusiasm

Sir,

Whilst working in Akureyri in Northern Iceland recently, I expressed an interest in vintage cars. The Old Boy's Network went immediately into action and within half an hour I was informed that I would be picked up the next evening and taken to see some old cars. At the appointed time I was picked up by two members of the local motor club and we proceeded on our way.

First stop was to see a Citroën Type 11 r.h. drive (Iceland changed from r. h. to l.h. drive in 1968). Next stop a 1950s Ford 100E Thames van very complete. Husband only having had the car a week or so was making a very good job of replacing the floor pan, wife complaining of never seeing husband (how often have we heard that?). We then went off to a large garage with a very complete Vauxhall 14. This car having recently been found in a field buried up to the axles. Unfortunately the Club Chairman had been taken ill but had his immaculately turned out Ford in the drive awaiting us.

On to visit the Clubhouse purchased with the profits of a rally. It is an old building with room enough for six cars, space is rented to members.

A photo album was produced showing events organised, rallies, trials, sprints, etc. The previous weekend a driving test had been held on the local ice rink.

All this in a town with under 20,000 people. I should like to hope that the same welcome would be forthcoming if ever these lads come over to UK.

Slough, Bucks R. HUGHES

[This enthusiasm in far off places always fascinates us. We have had similar stories from Sri Lanka, Singapore and Malta. — Ed.]

Tame Formula One

Sir,

I was interested in the letter from Mr. C. S. F. Hole, on page 423 of the April issue of MOTOR SPORT, regarding the undulating French road where the Boulogne Speed Trials were held, and his comments on Segrave doing 140.6 m.p.h. in 1926. Some years ago I did 120 m.p.h. on that road in an E-Type Jaguar and later I did 90 m.p.h. along it on a 750 c.c. BMW motor-cycle. On both occasions my heart was in my mouth and I had the greatest respect for Segrave's performance and could appreciate his remark about being frightened in the Sunbeam.

Referring to Mr. Hole's last paragraph about modern Grand Prix racing seeming tame in comparison, I cannot agree. Last year I stood at the end of the Mistral Straight on the Paul Ricard circuit and watched Formula One cars entering the right hand bend at 180 m.p.h. (Ligier) and 196 m.p.h. (Renault) with others in between, these speeds being visible on a beam speed-trap read-out on the edge of the track. When Pironi went through the corner without visibly lifting his foot, it was not tame. I was physically moved by the spectacle and found it as stirring as Mr. Hole must have found Segrave and the Sunbeam.

Unfortunately, in these "safety conscious" days the public are not allowed to stand on the edge of the track and in spite of the electronic-age in which we live, no-one thinks of letting the public know that speeds of 200 m.p.h. are being approached by Formula One cars, or letting them see such speeds close enough to appreciate them. I am very pleased to be among the favoured few.

Crondall, Hampshire D. S. JENKINSON

Road Racing

Sir,

If the Authorities can close 26 miles of London's streets on a Saturday once a year for 7,000 competitors in a race watched by a million, (not to mention further street closures for Lord Mayor's Shows and Royal Weddings) then surely no one could object to using the roads in one of our Parks for a motor race occasionally?

Braintree, Essex BRIAN JOSCELYNE

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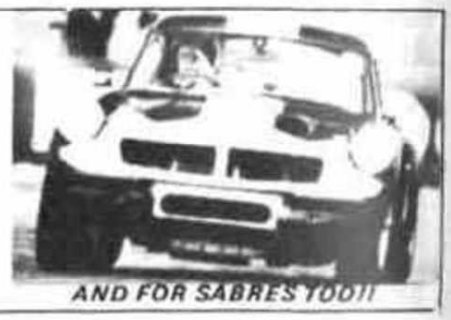
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Registered Office as above. Registered No: 2473309 England. MS7

FOR SALE—*continued*

ERRARI 308 GT4. 1976 'R'-Reg. Blue, 30,000 miles, omplete service history. Full service just completed, month old tyres, stereo. Contact Terry McDowell on hristchurch 477441 (day)/Christchurch 477618 evening). £6,800. (76341

OTUS 7 SII. Beautiful original Lotus, BRG, tuned 600 X-flow engine. £3,000. Tel: Bradford-on-Avon 224. (76343

ENTLEY RAPIDE Mk. VI Tourer. Superb car, 4,000 iles only, coachbuilt body, fabric covered, Connolley interior, high axle ratio, spares for next 20 ears also available. £9,850. Tel: 01-943 0350. (76349

-TYPE BENTLEY. 1954. Very good condition. £4,500 r near offer. Tel: 01-668 0992 (evenings). (76346

MERCEDES 350 SL Auto. August 1978. Silver. Managing Director's car, 32,000 miles. Tel: Market Harborough 64381 (office)/Uppingham 2775 (home). (76374

AUSTIN 5 CWT. VAN. 1933. Mechanically very sound, verything works. Plus spares. Offers. £2,000. Tel: Cranleigh 2882. (76376

AUSTIN HEALEY 3000 Mk. III. 1966. Wire wheels, o/d, n very good condition. Tel: Brightling 245 (Sussex). (76377

ORSCHE 911 S Coupé. 1975. Silver, red interior, s.s.r. headlamp washers, good Michelin XWX. Service history, Ziebart, M.o.T. March 1982. 62,000 iles, super condition. Children outgrowing +2 ompartment! £6,825. Tel: King's Lynn 828410. (76378

AGUAR XK 150 FHC. 1960. BRG. 74,000 miles, 2 revious owners, excellent original condition. £3,750 .n.o. Tel: Leicester 538871 (day)/718779 (evenings). (76379

MORGAN PLUS 8. W-Reg., 3,250 miles, many extras. luminium body, special white with red upholstery, WXs, etc. £10,000. Tel.: Bournemouth 0202-477797 venings. (74915

ORSCHE 356B. 1960, white, requires some estoration, engine in running order, no M.o.T. Offers round £750 or exchange for collection of mint boxed inky models pre-1964. Tel.: Penn 3903 Bucks. (76576

LFA ALFETTA 1800 COUPE. 1976, red/black interior, ound mechanics, but slight cosmetic attention eeded to body. M.o.T. July 1981, radio. Must be heap at £1,095 but offers considered for urgent sale. el.: 061-486 9918 (Cheshire). (76728

MG-B GT. July 1974, chrome bumpers, 39,000 miles; ear's M.o.T., taxed September, excellent condition, iebart, laid up over winter, Webasto sunroof, black inyl roof over citron, o/d, h.r.w., radio, Kenlow, pcent exhaust and radiator. £2,000. Tel.: Cooper, Market Harborough (0858) 63417. (76729

ERRARI DINO 30 GTB P-Registration, 20,000 miles nly, green, one careful lady owner, always garaged. 10,000. Tel.: 0537 592219. (76730

ENTLEY S1. Truly excellent example in Tudor greyvelvet. £4,950. Consider part exchange. Tel.: 924 461175 (W. Yorks). (76733

RIUMPH STAG. June 1977, hard/soft tops, utomatic, low mileage, immaculate condition, rivate sale, hire purchase arranged. £4,900. Tel.: elford 460788. (76735

AIMLER 2½-LITRE V8 Saloon. Automatic, maroon, 967, M.o.T., good condition. £950 o.n.o. Tel.: 01-650 278. (76737

MORGAN 4/4, FOUR-SEATER. Delivery mileage, eige/brown, many extras including wire wheels, eather upholstery, rustproofing, cost £7,880. Offers round £8,900. Tel.: 0277 211603. (76739

RIUMPH TR6. 'L' registration; 44,500 miles, pimento ed, radio cassette, overdrive, very good condition. 2,200. Tel.: 0277 211603. (76739

ORSCHE 2.7 911RS. Lightweight 1973 280 b.h.p. ngine, roll cage, fire extinguisher system, etc., ormal and close ratio gears, new Pirelli P7 tyres, hite with blue stripes, in excellent condition, ecently passed Swiss M.o.T., l.h.d. £8,995. Tel.: arner, Cambridge (0223) 276844. (76769

RIUMPH HERALD 12/50. 1964, conifer green, 45,000 iles, original immaculate collectors item, full M.o.T. 800 o.n.o. Replies to Box No. 6501. (76770

ONVERTIBLE MINOR 1000. 1962, in excellent ondition and representing a good investment but ith economy, just resprayed and fitted with new ood and carpets. £1,750 o.n.o. Tel.: Mousehole 691 Cornwall). (76771

RIUMPH SPITFIRE. White, very pretty, June 1979, enuine one owner, 8,000 miles. £2,550 o.n.o. Tel.: 1-323 0862. (76772

ERRARI 365 GTC 4. The 1972 London Motor Show ar in gold with tan upholstery. £14,500. Tel.: 01-480 901 weekdays, 0449-740369 evenings. (76773

ORSCHE 911S TARGA. 1969. 2-litre fuel injection, ne owner, orange/black, new sills, Valances, oil tank, atteries, resprayed, excellent all round condition. 2,750 o.n.o. Tel.: 0787 78166 work, 247997 home. (76774

EA-FRANCES rolling chassis c 1929, choice of two, tored since pre-war. Free with two Rootes type lowers, one unused. Tel.: 0580 880564. Elliot, Goodgrooms, Salehurst, Robertsbridge, E. Sussex. (76776

OTUS SEVEN S IV, 1600 GT. Yellow, low mileage, xcellent condition, full weather equipment. £1,550. el.: Porthcawl 6902. (76777

FOR SALE—continued

MORGAN 4/4 TWO-SEATER. 1978, olive green, 27,000 miles, very good example, yes to flat means no to Morgan. £5,750. Tel.: South Ascot 0990 24850 evenings. (76778

COLLECTORS ROLLS-ROYCE. 1960 SC2, LWB, special aluminium body by James Young (reputedly, only eight of these special bodies made chassis No. LCA27) good mechanically, body, interior clean, present owner 11 years (stored last six years). Take best offer. Tel.: Trent, Doncaster 67615 day, 23097 evenings. (76779

ASTON MARTIN DBS 6 VANTAGE. 1971, automatic, air condition, 49,000 miles, metallic blue, service history with R. S. Williams, stainless exhaust, superb condition £4,350. Tel.: Swanley 63704. (76780

BENTLEY 3½-LITRE. 1935. Park Ward Sports Saloon, black, engine rebuilt, all in excellent and original order. £8,000. David Shaw, Briar Cottage, Elberton Olveston, Bristol. Tel.: Thornbury 413678. (76781

HILLMAN IMP PICK-UP. Factory built, believed only one, special engine, suspension, Minilite wheels, large rev counter, air horns, etc., etc., 33,000 miles. £650. Tel.: 021-743 5276, 092684 2122. (76782

ROVER 16. Year indeterminate, stored for some years therefore condition far from pristine, although appears complete. Offers to: Davis, Milton Keynes 679200 ext. 394 daytime. (76783

RILEY 12/4 KESTREL. 1936, Reg. No. DMA 123, beautiful car in Mercedez silver green, taxed September, M.o.T. January 1982. £2,750. Tel.: Lymington 72417 daytime. (76785

JAGUAR E-TYPE. *1964, 3.8-litre Series 1 f.h.c., a* superb example of this modern classic finished in dark blue with blue interior, radio and chrome plated wire wheels, totally original specification and in beautiful condition. £6,950 o.n.o. Tel.: Chesham (02405) 5709 evenings and weekends. (76786

BMW 320, Manual, 1979. LHD, red, grey cloth trim, 20,500 kms., electric door mirror, Radio, unused spare, immaculate unmarked condition. £4,200. Tel.: 01-360 8563/6765. (76807

DAIMLER HEARSE V8 Auto, 1968. In excellent umarked original condition, interesting eyecatching transport would be ideal as disco equipment transport or unusual delivery van. Would look superb as one-off customising project. £450. Tel: 01-360 8563/6765. (76807

ASTON MARTIN, *1957 Mk.II saloon. Excellent* condition following comprehensive restoration. All bills and records available. Preece. Tel: Chevington (Suffolk) 734 (028485). (76809

VOLVO 1800 S COUPÉ. 1965. 94,000 miles, full working order, bodywork needs attention. Offers. Tel: 089 082 293 (Northumbria). (76810

MGA TWIN CAM ROADSTER. Raced extensively 1959/60/61. Complete but delightfully neglected, body dismantled and requires total rebuild to make a competitive lightweight historic sports-original. History known. £1,250 o.n.o. Tel: Ascot 20774. (76811

JAGUAR 1961 MK.II, 2.4. Reg No. VKW 444. Managing directors car, 12 months MoT and full service history, two owners from new, recent full overhaul. Offers around £1,200. Tel: 0274 598548. (76812

BENTLEY 3-LITRE. 1924 *long chassis tourer*. Speed model engine, completely restored and immaculate. £26,500. Details Tel: Wolverhampton 772056 (office). (76814

SINGER-LE-MANS, 9 h.p., 1934. Reg no. CPA 656. History, rebuilt from chassis up, v.g.c. (regret no hood). £5,000 o.n.o. Tel: Wisbech 4407. (76816

MGA 1622 COUPE. BRG, total body/mechanical rebuild 1980, balanced/Tuftrided by Laystall's. Immaculate. £1,900. Exchange hatchback, WHY. Tel: 01-223 6811. (76819

BMW TURBO 2002. 1975 l.h.d., 35,000 miles, Minilite wheels, immaculate condition, never in competition. Tel: 0232 642202. (76821

STANDARD. 1921, open tourer in good condition,. PX possible. Tel: 021 705 6278. (76822

TRIUMPH VITESSE 6, 1600, convertible, 1968. Tonneau. British Racing Green. Becoming rare. £250. Tel: Ipswich 76307 after 6.30. Must go. (76823

LOTUS ELAN +2S 130/4. 1972. Totally rebuilt including new chassis, suspension, etc. £1,500 bills. 48,000 miles, six years MoT's to prove. New MoT, tyres, P/B radio and speakers. Consequently a beautiful example. £2,995. Also Laverda Jota, July 1979, 5,800 miles. Showroom condition. £2,300. Tel: Goring on Thames (0491) 872616. (76844

PORSCHE 911SC COUPE. Aug. 1979. Ice blue, cork trim, electric roof etc., genuine bargain. £12,650. Tel: Adlington 480359 (Lancs). (76845

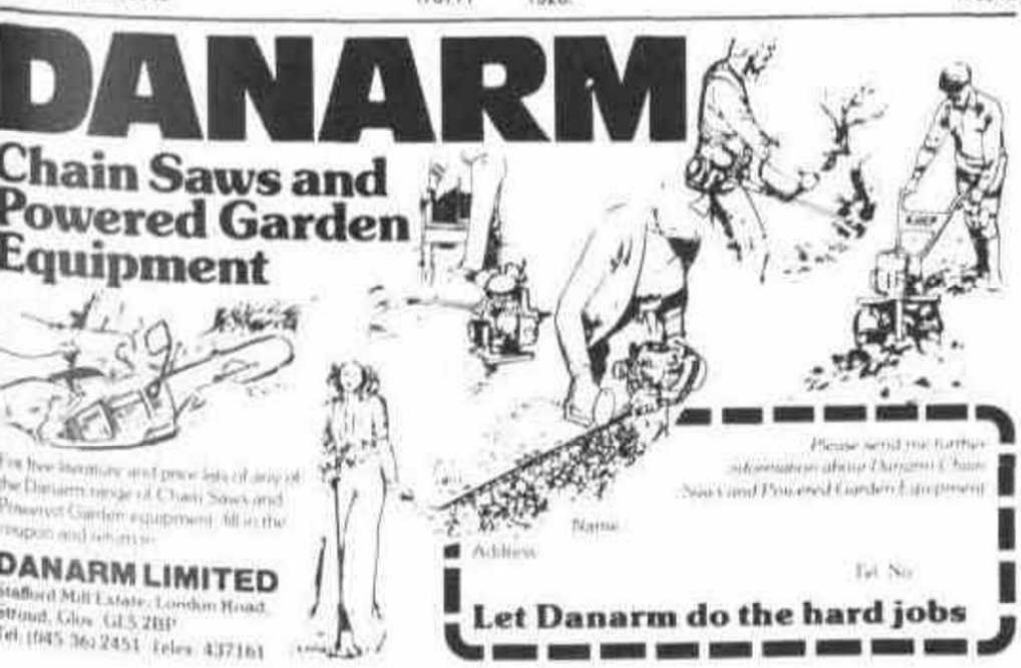
TR6. Late model, 4,600 miles only, new hood, tonneau. Blue, tan interior. £2,000. Tel: Chaddleworth 405. (76847

BENTLEY MK6. Special tourer, 4,887 c.c. engine, continental axle, wire wheels, also screens. £7,500. Tel: Chaddleworth 405. (76847

TWIN CAM Sunbeam 3-litre, 1926, narrow bodied sports tourer with cycle wings, part dismantled but complete. In need of restoration. New tyres and some minor work done. A rare opportunity to acquire one of these most desirable vintage sports cars. £8,000. Reluctant sale — no time wasters please. Tel.: 01-904 1528. (76848

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£5,995 JAGUAR XJS 1976. White with navy hide, air conditioning, radio cassette, auto. with p.a.s.



£5,995 TVR TAIMAR 1978. Met. blue with neutral model band, sunshine roof, tints, alloy wheels, 16,000 miles.



£4,395 LANCIA MONTE CARLO SPYDER 1978. Ice green with tan trim, radio/cassette etc.



£3,995 BMW 3.3 LIA 1977 S REG. Met. anthracite with black leather, air cond., electric sun roof and windows, alloys, tints, 1 owner, 34,000 miles.



£3,995 MGB ROADSTER 1979. Pageant blue, overdrive, hard top with glass sun hatch, soft top, one owner, 18,000 miles.

£7,795 *MERCEDES 230 AUTO 1979.* Bright red with parchment trim, electric sun roof, tinted glass, central locking, 19,000 miles.

£3,995 COLT SAPPORO 1979 V REG. Metallic red, p.a.s., 5-speed gearbox, alloy wheels etc.

£6,995 JAGUAR XJS 1977. Damson with tan hide, auto. with p.a.s., air conditioning, radio/cassette.

£3,995 RANGE ROVER 1973. Alpine white with biscuit interior.

£6,595 SAAB 900 TURBO 3 DOOR 1979. Met. ice blue, metal sun roof, p.a.s., alloy wheels, radio/cassette, unblemished.

£3,595 ALFA SUD SPRINT 1.5 1979. Pristine white with tan trim, radio, one owner.

£6,195 LOTUS ELITE 1977. Black with oatmeal cloth, radio/cassette etc.

£3,495 FORD CAPRI 3.0 GHIA AUTO 1977. Met. gold, metal sun roof, alloy wheels etc.

£5,995 JAGUAR XJ6 4.2 1978. Moroccan bronze with tan hide, electric windows, radio/cassette etc.

£3,375 MG B GT 1977. Tahiti blue with striped cloth, overdrive, tinted glass etc.

£4,995 LANCIA 2000 HPE 1980. Met. blue with grey cloth, sun roof, radio/cassette, 7,000 miles only.

£2,995 TRIUMPH TR6 N REG. Bright red with black trim, overdrive, hard/soft tops, Wolfrace wheels, radio/cassette.

£4,995 VOLVO 245 DL ESTATE 1979 *SERIES T REG.* *Blue with navy* cloth, h/lamp, wash/wipe etc.

£2,995 CITROEN CX 2400 PALLAS 1978. Black with 5-speed gearbox, electric windows, 1 owner.

£4,695 ALFA ROMEO 2000 GTV SPECIAL EQUIP 1979. Ivory with grey velour, air conditioning, sun roof, alloys, electric windows, Blue Spot Marburg, rear wash/wipe etc.

£2,995 VW GOLF 5 DOOR L 1979. French blue with black pinstripe cloth.

£4,595 ASTON MARTIN DBS. 6 cyl., bright red with black hide, auto., p.a.s., alloy wheels etc.

£2,595 LANCIA 2000 HPE 1977 SERIES. Dark brown with gold pinstripe, sun roof, electric windows, alloy wheels.

£2,495 FORD CAPRI 2.0 GHIA. Auto., met. silver with sun roof, alloy wheels.

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620-628 STREATHAM HIGH ROAD, STREATHAM, S.W.16.

FOR SALE—continued

E-TYPE JAGUAR, 1970, 4.2 roadster, white with black trim, chrome wheels. Also FHC, same specification, both cars concours standard, low mileage, original cars, must sell one. Further details. Tel: (0642) 590473. (77130

CITROEN 11BL, traction avant, 1937, original with known history. Much work done, new M.o.T. Offers to Droum, 2 Roundwell St, South Petherton, Somerset. Tel: South Petherton 41195 evenings after May 8th. (77131

MGC GT, very good condition, 1968, M.o.T., taxed. £950 o.n.o. Tel: Lincoln 750228. (77133

TR5 TRIUMPH, 1968. Very good body and mechanics. M.o.T. Bargain. £1,300. Tel: Lincoln 750228. (77133

MGB GT V8, 1973, Damask red, 12 months, M.o.T., new tyres, p.ex. cheaper car considered. £2,250. Tel: Peterborough 242924. (77134

FERRARI 1970, 365GT 2+2, blue/beige trim, very nice condition, offers close to £9,000. Lotus Elan Plus 2, 1968, blue/silver, much spent in last 12 months on engine, brakes, steering etc. £2,150. Tel: Peterborough (0733) 252791. (77137

LANCIA FULVIA Coupe S3, met. blue. P.reg., 27,700 miles. Outstanding condition, no rust, meticulously serviced 34.5 average m.p.g. run on Mobil SHC. Electronic ignition, Pioneer stereo KE2300. £1,850 o.n.o. Tel: Odling, Sevenoaks 61229. (77139

JAGUAR E-TYPE V12 2+2, K-reg., auto, red, radio/cassette, 65,000 miles, excellent condition, full maintenance history for last four years. JDC Member's second car. £3,450. Tel: Mortimer (office) 01-437 0488 (home) Ashtead 73991. (77140

PANTHER LIMA Mkll, 1980, 2,300 miles, wire wheels, s/s tubular bumpers, hard/soft top, green/silver metallic. £6,200. Tel: 0342 22161. (77136

JENSEN CVs Mkll, 1965, good order. £3,250. Tel: 021 422 3981 evenings. (77121

ASTON MARTIN DB6, Mkll, auto, 1970, low mileage, excellent condition. £5,950. Tel: Stratford on Avon 66851. (77123

ROLLS-ROYCE, 1930, 20/25 Hooper limousine, sound, original, reliable. Usable as it is or easily made concours. £8,750 or part exchange vintage Bentley. Tel: 021 705 2916 (Solihull). (77125

PORSCHE 911 Lux, 1977, copper brown with tan trim, electric roof and windows, Porsche maintained, excellent virtually unmarked original condition inside uand out. Inspection invited. £7,995. Tel: Bedale (N. Yorks) 22589 anytime. (77127

1976 MORGAN, 4-seater, luggage rack, tow bar, bonnet strap, 30,000 miles, tested April 1982. £5,350. Will take Mini, Fiesta, Metro or older Morgan in part exchange. Tel: Halifax 60589. (77128

MORGAN PLUS 8, met. silver, all extras, speedo 6,000 miles, showroom condition, owner driven 3 months only, T-reg., owner overseas, reluctant sale, offers around £8,950. Tel: (0602) 873818. (77118

LOTUS SUPER Seven SIII, twin cam, 1978, only 22,000 miles, many extras, superb condition throughout, beautiful black and silver finish. £4,250. Tel: Deepcut 6963. (7712

LOTUS ELITE Climax, needs complete restoration or for spares, reconditioned engine, new MG gearbox, offers. Tel: Howden 0430 41136. (77122

FOR SALE—continued

1938 AC COUPE, fully restored original condition, 16/80 sports engine, dickey seat, variable shock absorbers, automatic chassis lubrication. A most attractive car, finished in white. £7,500 o.n.o. Tel: Blidworth, Nottinghamshire 06234/2262. (77119

BUICK ROADMASTER Convertible 1946 (straight eight), very rare model, 100% original, good running order, new battery, tax and M.o.T. £1,500. Tel: Harefield (Middlesex) 4620 after 7 p.m. only. (77120

MORGAN 4/4, May 1979, 24,000 miles, wires, spots, aluminium wings, underseal, BRG. £6,500. Tel.: 0284 89255. (77215

ROVER 75 SPORTSMAN SALOON, 1948, nice example, carefully maintained and drives very well. £3,000. Tel.: Eastbourne 54350 evenings. (77219

FERRARI 275 LE MANS. Chassis No. 5899, ex-Team Filipinetti, three year total restoration just completed. Circa £90,000. Tel.: Tadworth (Surrey) 2976. (77216

MORGAN 4/4. Two-seater, lightweight body, wires, spots, etc., house purchase funds required so red beauty with 500 miles must go. £7,500. Tel.: 01-839 4300 (day). (77217

PANHARD, 1906, four-cylinder, tonneau. £6,500. 1924 Ford Ton Truck solids, rear beaded edge, front. £3,500. 6 Swinbourne Road, Darlington. (77218

TRIUMPH STAG, May 1975, manual, overdrive, mimosa, hard top, 37,000 miles, tax November 1981, 12 months M.o.T. £2,000. Tel.: 0484 22111 ext. 51 9.00-4.30 p.m. (77208

MINI 1275GT. Collectors item, R-Reg., British racing green with interior trimmed throughout with matching leather, electric sunroof and windows, conversion by Wood and Pickett, denovos, excellent condition. £2,450 o.n.o. Tel.: Blackfield (042134) 286. (77209

MORGAN 4/4, 1977, one owner, excellent condition, stainless steel exhaust, 16,000 miles. £6,100 o.n.o. Tel.: Findon 3450. (77211

LOTUS ELAN S4/SE DHC. November 1970 (J), yellow, electric windows, radio, Kenlowe fan, taxed, 12 months M.o.T., good condition. £1,650 or offers. Tel.: 0995 70312. (77212

RILEY ADELPHI, 1936, body and mechanics good, eminently restorable, many spares, towable. Offers. Tel.: Smith, Edgware 01-952 4700. (77213

TRIUMPH GT6. One of the last, mimosa, black trim, overdrive, rustrpoofed, superb near total concours example. £2,200 o.n.o. Tel.: Standish (Lancs) 426297. (77214

ASTON MARTIN DB5. Superleggera, manual five speed ZF, with all usual refinements and extras, very good, original example with makers oil pressure, new exhaust, tyres, chrome, etc., bills and history. M.o.T. March 1982, AMOC owner. Tel.: 0734 57993. (77205

BMW 2002Tii. 1975 (P-Reg.), one of last 250 made; extras include sunroof, burglar alarm, towbar, rear fog lamps, spots, head restraints, door mirrors, excellent throughout. Growing family forces very reluctant sale. £2,195. Tel.: Colchester 63292 home, 43907 office. (77206

RILEY KESTREL. 1935, 9 h.p., generally sound, restoration started. Sell for £850 or exchange for pre-war racing bike, cash adjustment either way. Tel.: Abbotts Awn 551 day, 553 evenings. (77207

TRIUMPH SPITFIRE. 1979, overdrive, hardtop, soft top, tonneau, radio, digital clock, vacuum gauge, 30,000 miles. £3,000 o.n.o. Tel.: 01-263 0534 business, Berkhamsted 5780 home. (77202

FOR SALE—continued

TRIUMPH TR6. Absolutely outstanding. November 1974, P-Reg., one of the last made, 26,000 miles, one owner from new, pimento red, black interior, overdrive, headrests, expensive stereo/radio, unmarked inside and out, always kept in heated garage, never used in winter months, better cared for than the wife! £4,350. Possible part exchange, finance can be arranged. Tel.: Offley 542 evenings (Luton). (77201

MERCEDES 230 SL, 1965, r.h.d., manual, 78,000 miles, one of the best examples available, reluctantly for sale by enthusaist owner. £4,750. Tel.: Brighton 412588. 77203

PORSCHE 911 SC TARGA Petrol Blue, 'S' reg, 48,000 miles, excellent condition, £10,500 o.n.o. Tel.:0527 62218. (77204

TRIUMPH STAG. August 1976 (R), 32,000 miles, Leyland maintained, inca yellow, black trim/hood, hard top, manual/overdrive, XAS radials, alloy wheels, radio/cassette, Ziebart. £4,250. Tel.: 0734 744409 (work), 073-521 3679 (home) (Berkshire). (77198

ASTON MARTIN DB4 CONVERTIBLE. 1962, red, rebuilt engine, etc., derusted, hardtop, many new parts, £3,500 spent. £7,750. Also £1,000 worth new spares, including windscreen and most metal trim parts. Tel.: 01-946 4665. (77199

JAGUAR E-TYPE. 1967, 4.2 Series 1 roadster, white, black leather and hood, very tidy, M.o.T. £5,650 or offers. Tel.: Salisbury on Cholderton 257. (77200

TR4A IRS. Has been stored for eight years and is now being rebuilt to concours standard. Chassis and suspension have been stripped, sandblasted, stove enamelled and wax oiled. Every nut and bolt has been replaced. Body has been sandblasted. Open for inspection now, before being reassembled with all new panels. Can be finished to buyer's own specification. For more details Tel.: Offley 542 evenings (Luton). (77201

MG-B GT, 1974 (October) N, white, 28,000 miles, overdrive, stainless steel exhaust, chrome bumpers, tinted glass, radio, regularly serviced, superb investment example. First offer over £3,000 secures. Tel.: Christchurch (0202) 482551. (77193

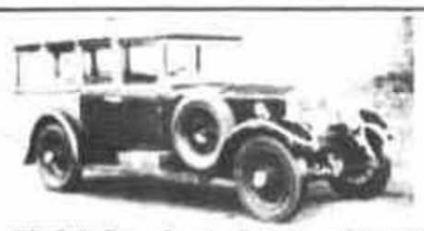
MG-B GT V8, 1973 M-Reg., white with dark blue interior, front spoiler, stainless steel sills, 54,000 miles, long M.o.T., recently overhauled and re-undersealed, exceptional condition throughout. £2,995 exchange considered. Tel.: Mogador 832030 (near Coulsdon, Surrey). (77194

GILBERN INVADER ESTATE. 1972, white with black roof, overdrive, sunroof, electric windows, very good condition, over £1,100 recently spent on mechanical renewals including new uprated engine giving excellent performance. £1,995. Tel.: 01-948 4360. (77195

MG-B GT, 1977, black, candystripe, upholstery, 27,000 miles, overdrive, w/w, stereo, tints, excellent condition, AA inspection invited. £2,500 for quick sale. Tel.: Buxton 4644. (77196

RENAULT AX 1908, very reliable, illustration page 71 "The Bosch Book of the Motor Car". Tel.: Brentwood 224160. (77197

ALVIS TA14 COUPE. 1949, grey, two lady owners from new! Absolutely original except new hood at Alvis works in 1963, guaranteed mileage of 49,750, this is the real thing! £3,650. Tel.: Lymington 22637 (day), Lymington 22862 (evenings). (77167



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1963 Bentley Series S3, standard 4-door sports saloon, an exceptionally fine example elegantly finished in smoke over sage [illegible] with velvet green hide trim. Superb burr walnut veneer, electric windows. A three-owner ex-Rolls-Royce car with known history, taxed and tested.

1950 Aston Martin DB2. Two-seater f/head fastback coupé, rare split screen model, extensively restored including new beige hide trim and carpeting, all new chrome including wire wheels and new tyres, repainted pacific green, an unusual and exciting car in superb order.



1913 Douglas 350cc. Fore and aft twin cylinder belt drive solo motorcycle. Acetalyne lighting, pioneer dated, excellent all round condition.

We are pleased to announce that we are now able to supply vintage and post-war exhaust systems suitable for all Rolls-Royce and Bentley models including Silver Shadows, (fitting service available if required). Trade enquiries invited.



1952 Rolls-Royce Silver Wraith. Four-door owner driver saloon with nicely proportional sporting coachwork by Park Ward, finished in black with all original deep brown hide trim and carpet. Fitted with P100 headlamps, one owner many years. A sound and attractive example, just fully serviced.



1970 Jaguar Mk. 10 420G. Standard 4-door sports saloon, automatic and power steering, electric windows, radio/cassette player, tinted windscreen, finished in midnight blue with grey hide trim, recorded 86,000 miles, a really nice example at modest cost.

CLASSIC, VINTAGE CARS AND MOTORCYCLES URGENTLY WANTED

Sales and Service: 55, Leicester Road, New Barnet, Herts.

FOR SALE—continued

ORGAN 4/4. Red, two-seater, 1978, wire wheels, ly 5,000 miles, licensed and M.o.T. to February 82. £5,950. Tel.: Haworth (0535) 43631. (77183

RRARI DINO 246. M-Reg., red with black leather, cumented history, 31,000 miles, immaculate ndition. £8,500. Tel.: Leeds 659409. (77184

STIN HEALEY 3000 Mk. III. 1966, low mileage, mplete rebuild, superb condition. £5,000. Tel.: easter (Warks) 0789 762540 evenings. (77186

INBEAM ALPINE. 1961, good mechanical condition, cellent basis restoration. Tel.: D. Blore on 01-366 00 (day), 01-366 1688 evenings. (77187

TUS ELAN +2 130 S-SPEED. 1973, excellent ndition, personal number plate HJC 11, M.o.T., ed, low mileage, reasonable offer excepted with or thout number plate or swop convertible Elan, 7, aley, MGA, or similar plus cash. Tel.: 0695 421 405 ncs). (77188

ERCEDES 250. 1976 (P), managing directors car, e owner from new, p.a.s. and sunroof. Tel.: 56-64381 office hours, Uppingham 2775 home. (77190

R 3000M. 1975, bright yellow with brown trim, ted windows, radio, sunroof. £3,150 o.n.o. change considered. Tel.: Stratford-upon-Avon 89) 292796 (77191

4A IRS. 1967, conifer green, taxed, M.o.T., radio, erdrive 2/3/4, a fine example of this classic car. 150. Tel.: Limpsfield Chart 3154. (77176

FA MONTREAL. 1976, truly superb metallic silver, ly 18,000 miles used as second car from new. Must seen. £5,250. North Yorkshire. Tel.: 0423-58777 ice hours or 0765 2119 evenings. (77178

G CLASSIC, MAGNETTE ZB. Black saloon, good ndition. Going abroad so £775 o.n.o. Tel.: 0747 0819. (77180

TUS ELITE 503. P-Reg., immaculate in metallic e, low mileage, super slot alloys. £3,800. Tel.: 021 8 6221. (77181

RRARI DAYTONA. 1972, red, Connolly leather erior, in concours condition and maintained to the ghest standards. Used as occasional summer car by C member, and complete with special registration mber. £18,500. Tel.: Billericay 57162 (Evenings). (77182

ORGAN 4/4 4-SEATER. 1978, aluminium body, ther seats, wire wheels, etc. Tel.: Penkridge 4610. (77168

ORGAN SUPER AERO. 1930, kit of bits, very good gine, all the difficult bits £1,750. Also 1929 Aero, the st one in the world, M.o.T.'d and taxed. £6,000. Tel.: -578 3810. (77169

TYPE JAGUAR REPLICA (LYNX). Ex-Marsh Plant, 0 miles only, long nose model with fin and full dth screen, Ecurie Ecosse metallic blue with beige ther trim and peg-drive wheels, constructed to the st exacting standards. £22,500. Consider eresting P.EX. car sold with warranty. Tel.: Hertford 197. (77170

NTHER LIMA. 1979, 17,000 miles, orange/black, v.w., tonneau, spoiler, cassette radio. £4,995. Tel.: -551 2783. (77171

USTIN MINI COOPER. August 1969, red, black roof, dio, undersealed, one lady owner, only used as cond car at weekends, genuine mileage 13,000, owroom condition. £2,950 Tel.: Windermere 2183 weekends only. Weekdays at Longhorsley 400. (77166

FOR SALE—continued

CLEMENT TALBOT TEN CONVERTIBLE. 1937, pretty alloy body (Abbots), hood irons, wires, part restored but must go. £1,300, consider exchange. Box No. 6507. (77175

BENTLEY MARK VI. 1951, 4¼-litre standard steel saloon, good condition, tax, M.o.T., private sale but might consider part exchange. £2,550. Tel.: Brentwood (0277) 221600. (77160

LOTUS ELAN S4 SE FHC. J-Reg., low mileage, professional engine rebuild, October 1979, long M.o.T. and tax. £1,800 o.n.o. Tel.: Teignmouth 3209 after 7 p.m. (77162

HEALEY (RILEY) 2.4-LITRE MILLE MIGLIA. 1948, open-roadster, B.R.G., unique, original, low mileage, aluminium bodied classic, then world's fastest production car, showroom condition, taxed. £4,650. Tel.: Hertford 59977. (77163

CHRYSLER ROADSTER. 1927. Model 72, good original condition, attractive, fast, reliable car, ready to go anywhere. £7,500 o.n.o. Tel.: Whittaker on Rochdale 31908. (77165

MG-B ROADSTER. 1971, first class condition, undersealed from new and Waxoyled, overdrive, aleybar, Rostyles, Sundym, headrests, towbar. £1,350. Tel.: Bishop's Stortford 503113. (77164

LOTUS ESPRIT S2. 15,000 miles, bronze metallic with tints, part exchange, something interesting possible, immaculate. Tel.: 0946 831110 (Cumbria). (73579

XK-JAGUAR. Reasonable condition, wanted by club member, swap pair of rare, economical and appreciating baby Morrises (1949 Convertible, 1954 Estate, valued £3,500). Might sell. Tel.: 0483 505099 (Surrey). (77175

LOTUS ELAN +2S 130/5. Lovely to look at better to drive, sand beige and chocolate brown, 1974 model, low mileage, M.o.T. to November 1981, excellent condition, regularly maintained, lady owner, last four years. £4,250. Tel.: Cobham (Surrey) 7823. (77158

FIAT 519. 1926, two-seater, rebuild nearly complete, needs finishing, very original, potential concours. £4,500. 1919 Cubitt 4-seater tourer, absolutely unique, only known model in existence. Totally rebuilt, immaculate. £15,000. 1930 Model 'A' Ford, with truck body, good original order. £2,750. Engine for Rolls Silver Ghost, probably c1910. Complete, except one rod. Offers. 1974 Triumph Stag. White/black interior, latest type engine, new tyres, perfect rising classic. £3,500. 1973 Jaguar E-Type Roadster V12. White/Black interior, new tyres, one previous owner, very genuine car. £7,000. 18' Pemberton 7 berth caravan. Superb used less than six weeks in two years, tows well. £2,500. Tel.: Thompson on Bourne End (06285) 20516 or Box No. 6506. (77159

PININFARINA MASTERPIECE Fiat 130 coupé, mechanically superb, silver/russet, rare electric sunroof, an investment. Tel: 01-352 1803. (77265

PEGASO Z102 B Carrozzeria touring coupe, DOHC, 3.2-litre, V8, 5-speed transaxle, featured road and track June 1979, exceedingly rare. Box 6491 or tel: 01-352 1803. (77265

LAMBORGHINI MIURA 1968, r.h.d., "Jota" specification engine (430 b.h.p.), road registered, but eligible for historic racing (Willhire GT or Supersports GT). Investment at £10,950. Tel: 01-385 1805. (77254

AUSTIN CHUMMY 1925, recently rebuilt, (not replica), including new hood and upholstery, M.o.T. £3,500. Tel: (0535) 32958 34435. (77257

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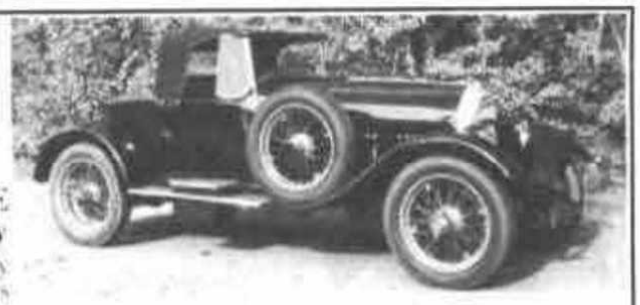
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BENTLEY 3 LITRE
Boat-tail 2 Str + Dickey



I am proud to offer certainly one of the finest 3 Litre Bentleys in the world!



Five years in the rebuild, this magnificent and well-known Vintage Bentley retains its original chassis (but shortened), engine and all running gear, clothed in a unique and painstakingly exact replica of the famous Elizabeth Nagle 'one-off' Mulliner bodied Boat-Tail (XY 196). Tony Townsend was responsible for much of the restoration and the finished article is prepared to the highest "Kensington Gardens" standards!

ROD LEACH
Tel: Hertford (0992) 58891.

NOSTALGIA

PLUS ÇA CHANGE!

By tradition, the Jaguar Drivers' Club Meeting at Silverstone opens the Historic Racing Season. This year it was put back a month to April 4th, to escape the customary Arctic conditions of Silverstone in March. All in vain! — If this meeting was moved to mid-Summer's Day, it would still be 2°C and drizzling, as it was last Saturday! Nevertheless, the day was truly splendid and it is a long time since the Paddock contained such a tremendous variety and quality of machinery. **The 'Nostalgia Display (HWM, Lynx 'D' Type, Lola Mk5 & 230SL) received countless congratulatory remarks, and a universal comment of just how beautiful my cars are 'in the flesh', which no photograph in these ads can hope to do justice to; and my 80 mile drive home in the Jaguar Lynx 'D' Type was the most exhilerating I've had for years — Cobras included!**
NB: (i) Several cars for sale below cost — but not for long! (ii) Separate ad for 3-litre Bentley in this issue.

HP Available (write for details): Swops considered: Sale on Commission.

'NOSTALGIA' CARS CAN JUSTLY CLAIM TO BE THE BEST IN THE WORLD — SEE FOR YOURSELF!

'THE GOAT' PUB, Hertford Heath, Sun May 3rd, noon; BRANDS HATCH, May 17 & 25 (AMOC & "SURTEES")

1950 EX-WORKS HWM-ALTA F1/F2; the 'Star' of my display at Silverstone on April 4th; a unique opportunity to acquire a truly historic and very important milestone in British Post-War GP Racing History (over a dozen major successes in International Grand Prix in 1950, with Fangio, Farina and Ascari etc. as "the competition"); HSCC & FIA registered, eligible for VSCC races too; 4-year Paul Grist restoration, retaining splendid originality, to total perfection; road taxed (10 min conv.); **for sale below cost!**



FOR THE LLOYDS & SCOTTISH/FIA/FISA CHAMPS:- 1960 LOLA CLIMAX MKI — Chassis BR14; the ultimate small-engined Group 1 International Historic sports-racer; incredibly successful Keens/Fox car, fully documented history from new, just restored to 'best in the world' standards incl. 108 b.h.p. 'Mantle' engine (5 bearing cam, new crank etc), but superbly original too; HSCC registered, useful spares & fitted car cover; **extremely pretty and a certain winner — for sale below cost!**

FOR THE WILLHIRE/PIPER POST-HISTORICS:- 1968 LOLA T160 CAN-AM SPYDER — Chassis SL160/9; another certain outright winner (lighter & more powerful than a T70 III B); 500 b.h.p. fuel inj. Chevy 332 c.i. (5.4 litres) pukka race engine (750 b.h.p./ton!); chest of new spares, extra tyres, 'wing' and 300 b.h.p. Corvette unit all included; already track tested; also road registered (& taxed) & a 'Concours' Award winner; **the last of the beautiful Can-Am cars — for sale below cost!**

1950 JAGUAR XK120 ROADSTER — KDF 425; Winner 'Best XK120' International XK Day and chosen to represent Jaguar by carrying 'Lofty' England in the British Grand Prix Historic Parade, both in 1979 (hardly used since); totally original, including log book, 'semaphores', engine, trim etc.; 39,000 miles, with recorded history from new; **one of the finest and most original XK's in the world.**



FOR THE VARLEY HISTORIC FJ CHAMPIONSHIP:- 1963 LOLA Mk5/5A — Chassis BRJ 49; the ultimate contender for the Series, restored to 'better than new' condition — for sale below cost.



JAGUAR LYNX 'D' TYPE REPLICA; unique in 'short-nose' form, this magnificent expression of 'pure driving pleasure' brought forth a tremendous number of appreciative comments, when it appeared at Silverstone on April 4th; most welcome was the praise bestowed by owners of 'The Real Thing', such is the amazing degree of authenticity and standard of preparation achieved by this particular example! 300+b.h.p. 3.8-litre Forward Engineering engine; B.R.G. with matching Connolly hide and carpeting; alloy peg-drive wheels etc.; **450 miles only from new and the ultimate in 'Concours' preparation; unrepeatable saving on new list price!**



1962 MERCEDES 220SE 5-str CONVERTIBLE; the most beautiful example of my favourite series of convertibles; 1 owner till 1979; dark blue, grey leather, new black mohair hood; **absolutely superb and outstanding good value.**

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TEL: HERTFORD (0992) 58891
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1937 Rolls-Royce 25/30. H. J. Mulliner Sedanca De Ville, black/maroon, beige interior rear, black front, fully restored, a very beautiful car

1963 Rolls-Royce Silver Cloud III. Pine Green, refrigeration, 3 owners, 69,000 miles.

1971 K Rolls-Royce Silver Shadow 4-door. Regal red, red interior, recorded mileage 58,000, immaculate condition, service history.

1954 Rolls-Royce Silver Dawn. Tudor grey with grey interior, 49,000 miles from new.

1961 Bentley SII. Sage and smoke green, red interior, 79,000 miles from new.

1949 Bentley James Young. 4-door coachbuilt saloon. Dawn blue with beige interior. Recorded mileage 64,000. Fully restored.

1961 Vanden Plas 3-litre. Black over blue/grey, 50,000 miles, looks and drives better than new.

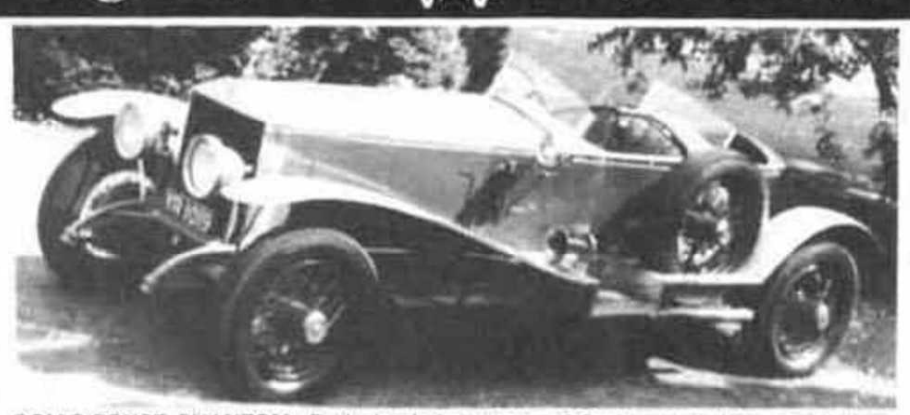
1971 K Mercedes Benz 250 CE Coupé. Metallic whisky, white trim, PAS, electric sunroof, manual gearbox, genuine mileage 40,000, absolutely superb.

1979 March Land Rover Safari. LWB 6,000 miles, 12-seater, 6-cyl., petrol, o/drive, freewheel hubs, deluxe seats, towbar etc.

ALL OUR CARS ARE IN SUPERB CONDITION

Nigel Dawes

Birtsmorton Court
Telephone 068 481 525



ROLLS-ROYCE PHANTOM. Body by Labourdette of Paris, grey/white pencil lines polished wings, red interior. This very striking and sporty body has a separate front and rear compartment with twin windscreens. The front compartment having a staggered seat and the rear of the car coming to a boat tail. A superb vehicle in fine order, having been in my own collection for many years.



BRISTOL 404 *(illus.)* L.H.D. Brussels Show Car. **£7,900.** *Also* **400** concours: **405** choice of two.



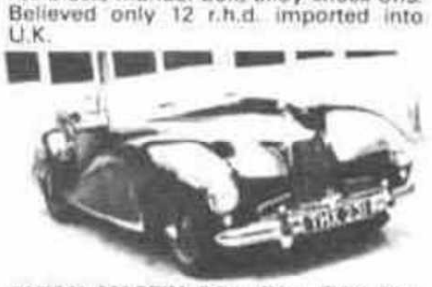
SALMSON GRAND PRIX. A total restoration, incorporating many superb features. **£6,750**



ISO GRIFO 1970 by BERTONE. Bright red/black, manual box, alloy knock offs. Believed only 12 r.h.d. imported into U.K.



LOTUS XI GULLWING GT SERIES 2. Built by Costin. Fully road registered, polished body/pigskin trim. 1098 cc Climax. Mileage under 500 miles.



ASTON MARTIN DB1. Reg. THX 231. First DB car ever sold to public, only 15 ever made, completely restored throughout in jet black with new red hide, new grey hood. Concours.



AUSTIN 7 ULSTER SPECIAL. Body off restoration, including new body, wings. Red hide trim. A most attractive Ulster in concours condition.



ASTON MARTIN VOLANTE. *(illus.)* white/black, power hood, chrome w/w, Mint. *Also* **DB5 VANTAGE MANUAL.**



FACEL II 1964. Metallic mid-blue/blue hide. Borrani w/w. All stainless fittings. In superb condition throughout.

Birtsmorton Court Nr. Malvern Worcestershire

FOR SALE—continued

MORGAN +8. Changed family circumstances whilst on waiting list forces reluctant sale. V-Reg., only 1,700 miles, aluminium body, various extras. Deep Brunswick green, £8,800. Tel: Camberley 25450 evenings. (76846

MGA 1600 Mk. II, f.h.c., 1962, red, T & T, v.g.c., £1,850. 10 Hermes Close, Bawtry, S. Yorks. (76849

MORGAN +8. 1977, S-Reg., 5-speed box. Every extra, as new, genuine 15,000 miles. £7,000 o.n.o. Also **New MORGAN +8,** aluminium body and wings, every extra, nil mileage, offers. Tel: Burnley (0282) 693203 or 39273. (76850

BMW 30 CS Auto, 1972, 72,000 miles, excellent performance, recent replacement gearbox and torque convertor, M.o.T. to Dec. £1,750. Tel: 021 557 6365 8 a.m. to 5.30 p.m. (76851

E-TYPE V12 2+2, manual, 50,000 miles, extras, beautiful condition throughout, any trial, £5,500 o.n.o. Consider P.x. Tel: 0924 469518. (76852

1963 ALVIS TD21 Series 2. One owner, 72,000 miles, excellent mechanically, no rust, 5-speed ZF box, wire wheels. £2,500. Tel: 0270 68323. (76853

LOTUS ELAN SPRINT, dhc, 1971, prime condition. Reconditioned engine, recent diff., electronic ignition, S/S exhaust, drive shaft conversion, tints, double-duck hood, tonneau, £3,600. Tel: Ayr 264091 (daytime weekdays). (76854

TR6 1975, Mallard green, tan, 1 year M.o.T. Rustproofed stored last winter, immaculate condition, many new parts, £2,950 o.n.o. Tel: Collingham Bridge 73983. (76857

CARRERA 2.7 RS Targa. This superb car has the 210 b.h.p. engine and has had one owner and done only 24,800 miles since new in 1974. It is l.h.d. and is without doubt the best example of this, the rarest and fastest Targa ever made. It is totally original and in magnificent condition. £8,950 no offers. P.C.G.B. Tel: Winkfield Row (Berks) 5855. (76858

1932 WOLSELEY HORNET Special sports 2-seater, nice condition, head removed to replace new gasket and camshaft assembley. Two days work only needed. Offers around £3,000. Tel: 0244 816138 after 6 p.m. (76859

TVR TAIMAR. June 1978, carefully maintained company director's second car. Genuine 23,000 miles. Broadspeed engine. Fitted leather interior. Sunshine roof, Wolfrace wheels. Radio cassette. Finished high gloss black. Will accept £5,250. Tel: 021-308 1658. (76860

1939 AUSTIN 8, fully restored, black with sunroof, year's M.o.T. £1,350. Tel: Kelso 2905. (76942

JAGUAR MK. 2 1966, old English white, blue leather interior, totally original and mint, genuine 59,000 from new, has always been used as second car and has been cherished by me for the past 6 years. Webasto roof, new Dunlop tyres, exhaust, clutch. Drives superbly and although has a 2.4 engine is surprisingly fast. This has to be one of the finest examples currently available. £4,950 o.n.o. Tel: 290 1611, 689 4317 (Bromley). (76943

MORGAN +8, 1979, alloy, 10,000 miles, white/red leather, many extras, immaculate, best offer. Tel: 01-654 8971. (76944

LOTUS ELAN –2 130/5, low mileage, fine example in beautiful condition. £3,200. Tel: Peterlee 0783 865746. (76947

DOLOMITE SPRINT, M-Reg., good blue bodywork black interior, recently ovrhauled engine, good tyres, alloy wheels, M.o.T. £675. Tel: 01-948 4995. (76948

FERRARI, impending school fees necessitate sale of pristine '75 308 GTe. 34,000 miles, new gear box, flywheel, clutch, starter motor, exhaust, rear suspension rebuild within last 4,000 miles. Dark blue coachwork in mint condition. Price £7,450. Tel: Richards 01-629 7666 ext. 313 (daytime weekdays). (76949

MGB 78(T), white, 7,500 miles only, one owner, full history, £3,100. Tel: 01-549 9667. (76950

ALVIS SPEED 20 Saloon, running, excellent chassis, body requires some restoration, £2,350. Tel: 061 427 1876. (76951

MG TD2 1953, ivory with black leather, excellent condition with long M.o.T. £4,350. Tel: 061 427 1876. (76951

1974 FERRARI, P-Reg., excellent condition metallic silver 246 DINO, requiring good home. £3,000 recently spent. Price £8,000. Tel: Tatsfield 739 (evenings). (76952

ALFA ROMEO Strada 1979 (VI, met. red, 24,000 miles, bodyshield treated, good condition, £4,000 o.n.o. Tel: Waterlooville 55472. (76953

DAIMLER 420 1968, blue, 72,000 miles, very nice condition, long M.o.T. and tax. £1,700. Tel: Waterlooville 55472. (76953

STAG, 1975, Mimosa, manual overdrive, tinted windows, h/s tops. £2,400 o.n.o. Tel: 051 264 0169 (evenings and weekends). (76954

BMW 3.0 CSL, 1973, red, this is a genuine one owner car with service history and only 43,000 miles. This car is in original condition and not to be confused with so called renovated models. Excellent condition. £5,000. Tel: (09334) 4106 after 6.00 p.m. (76955

MERCEDES 250SE Coupe, 1964, l.h.d., pale green, p.a.s., p.a.b., electric sunroof, one owner since 1972, average mileage. £2,250. Tel: Woking 67434. (76956

JAGUAR S-TYPE, E-Reg., 3.4, automatic, p.a.s. in good original condition with very little rust. Owners manual and original boxed tool set, light blue. Somerset. Best offer over £800. Tel: 082 342 386. (76957

ROLLS-ROYCE 20/HP 4-seater tourer, 1928, good condition throughout. Tel: 042 127 2182 after 8 p.m. for details. (76958

PONTIAC TRANS-AM, 1978, model W-Reg., white/blue velour upholsery, 6.6-litre, V8 with economic cruise control (21 m.p.g.) 140 m.p.h. and 0-60 in 7 sec. 28,000 miles, alloy wheels with white lettered Goodyear GT Radials, LS diff., 20 watt channel Hifi VHF radio cassette, metal tape dolby stereo, full air conditioning, tinted windows, p.a.s., £4,100 o.n.o. Tel: Storrington (W. Sussex) 09066 4571. (76959

MORGAN 4/4 four seater, immediate delivery, many extras. Offers to Box No. 6503. (76961

1937 TALBOT 75 Tourer, for renovation, £1,600 o.n.o. Tel: Ash Green (0474) 872239 (North Kent). (76962

BENTLEY 1934, 3½ Arthur Mulliner Motor Show saloon. Bottom page 180 Greens book. Very rare, desirable car, running, needs some work. Many rare items included, suit Derby enthusiast, s.a.e. for details to Box No. 6502. (76960

BENTLEY CONTINENTAL S3, 1963, silver over blue, completely refurbished inside and out. £12,750 o.n.o. Tel: Bradford 572646 (evenings). (76963

FERRARI 250 GTG, 1963, l.h.d., red with black interior, new exhaust, wheels etc. Very sound original condition, ideal for conversion to a special, but cosmetic attention required to bring to superb condition. £4,500. Tel: 0695 421904. (76967

FOR SALE—continued

ASTON MARTIN DB6 1967, manual 5-speed, dark blue, body and chassis good, interior fair, standing for 2 years due to bereavement. Few minor mechanical defects hence realistic price of £3,500 o.n.o. Andrew Stirling, Wolfscastle Country Hotel, Nr. Haverfordwest, Pembrokeshire, West Wales. Tel: 043787 225. (76964

MORGAN 4/4 4-seater, 1978, dark blue, many extras, viewing South London area. £6,500. Tel: Caterham 42429. (76965

LOTUS ECLAT Sprint 521, S-Reg., 30,000 miles, new tyres, exhausts, radiator. £5,800 o.n.o. Tel: 689 4138 (days) 669 6724 (evenings). (76966

AUSTIN CLIFTON Convertible, 2-seater and dickey, 1936, blue with black wings, very original condition, good running order with current M.o.T. £2,500. Tel: 0695 421904. (76967

LOTUS ECLAT. May 1979. Silver, black trim, 14,000 miles only, service history, cassette radio, electric aerial/mirrors, unmarked wheels. MAA Warranty. Lotus Club owner. Private bargain £6,600. Tel: George 021 384 2354. (77153

MORGAN 4/4 4-seater, 1976. Green, wires, tonneaus, 41,000 miles, M.o.T. August. Mortgage forces sale. £4,999 o.n.o. Tel: Crawley (0293) 503096 (work), Hurstpierpoint (0273) 834095 (home). (77154

EX HOBBS LOLA T70 Mk3 Coupé. In superb condition with new 5-litre engine. Accepted Piper Wilhire Historic Series. Tel: Frensham 2261 (evenings). (77155

ASTON MARTIN DB5. Manual, outstanding condition, BRG, engine just overhauled, valves, guides, crank, bearings, etc. New battery, tyres, clutch. Brakes overhauled. Full M.o.T. £4,950 o.n.o. Tel: Bristol 32618. (77147

MORGAN PLUS 8. 1969. Absolutely immaculate bodily and mechanically, low mileage, well cared for. £4,350. Tel: Potters Bar 54092. (77148

TVR 1600M. 1976. Red velvet, oatmeal model band, black vinyl & sunroof, Sundym glass, h.r.w., alloy wheels. £3,250. Tel: Northampton 67274 (evenings). (77149

MORGAN PLUS 4. 1957. Four-seater, TR engine, completely restored and M.o.T. £5,500 o.n.o. TVR 18005. Excellent condition, o drive, new M.o.T. £1,000 o.n.o. Tel: Yorkshire 0937 62149. (77151

MORRIS COWLEY Light Van. 1928. Complete running chassis, rebuilt engine with many new parts, some body parts and spares. Reluctant sale for house purchase. Offers. Tel: Spofforth, N. Yorks 335. (77152

PORSCHE 911T Sportomatic. 1969. 26 m.p.g. at 70 m.p.h. One owner for past 11 years. Maintained in original condition. Engine overhauled and body recently rebuilt. 72,000 miles only. £3,950. Tel: Mr. Cooke at Pocklington (07592) 3960 (evenings). (77142

1954 HILLMAN CALIFORNIAN. Rare 2-door saloon in excellent condition. 24,000 genuine miles. Reg. No. RRT45. T&T. Offers. Tel: 0533 (Leicester) 696508/715321. (77143

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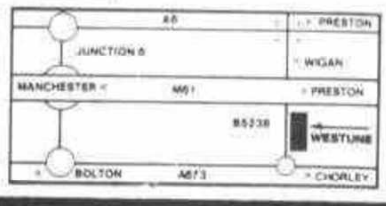
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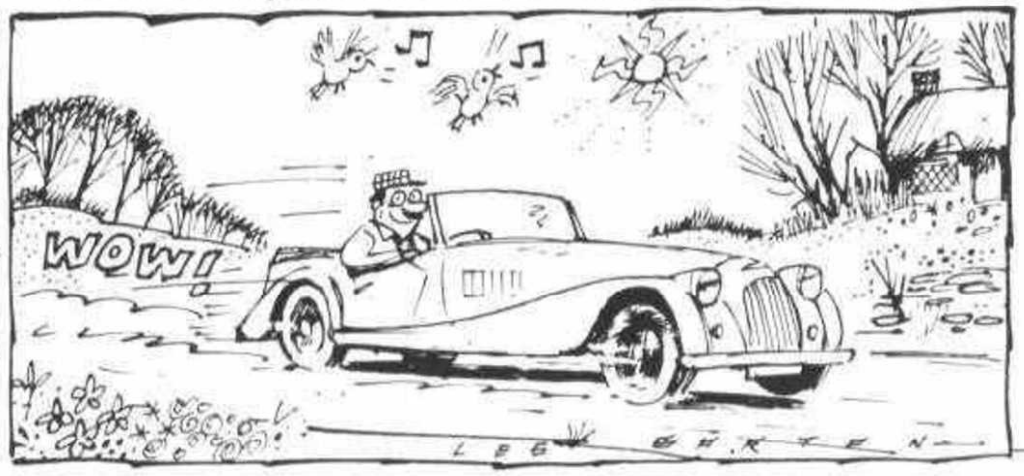
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FOR SALE—continued

MG-B GTV8 1974. Immaculate, maroon, chrome bumpers, sunroof, spoiler, Cibié head and spot lights, many more extras. £600 spent on new tyres, exhaust. Underseated, fast and absolutely reliable. £2,550. Tel: Wigan 831058. (77297

DATSUN 260Z 7.7S. Bronze, glass sunroof, expensive radio/stereo, alloys, long MoT, v.g.c. £2,695 o.n.o. Might consider p/x. Tel: P. A. Jones 051 647 7328 (day), 051 608 7530 (home). (77294

TR6, 1974. Mimosa 39,000 miles, new tyres, new batteries, radio, etc. £2,495 o.n.o. Tel: 0283 761318. (77298

JAGUAR MK 2. 3.4 manual, overdrive, 1963. Documented history from new, 28,000 miles, completely original i.e. no paint or bodywork, no corrosion or major mechanical work has ever been carried our, recent concours award. £4,950. Tel: 0425 72492. (77299

MGA 1600 MK.II. FHC, 12,000 miles since 1978 professional rebuild, all receipts available. Many spares including gearbox, block, radiator, starter, dynamo, instruments, etc. £3,500 o.n.o. Tel: 060981 491 (Yorkshire). (77300

FERRARI 1971, 365GT 2+2, 51,000 miles, new exhaust just fitted. Offers over £5,000. Tel: 051 648 1595. (77301

MODEL T FORD. 2-seater speedster (Bolster tank), fully restored throughout, needs wiring to finish. £3,250 or will exchange vintage or PVT car or anything interesting, cash either way. T. Walder, 3, Fawley Close, Cranleigh, Surrey. Tel: Cranleigh 6316, or work Woking 62411. (77302

ROLLS 20/25. Small sports saloon, immaculate, will p/x Shadow any year, cash either way. Tel: 0242 673134. (77303

SCIMITAR GTE. 1979. Manual o/drive, one owner, 24,000 miles, red, black velour interior, PAS, stereo radio/cassette, tinted windows, Wolfrace wheels, e/windows, front fogs, tow bar, new tyres. £5,895 o.n.o. Tel: Cannings (038086) 244. (Wilts). (77304

ALFA ROMEO alfetta GT 1.6, 1978, T reg. Full service history, 28,000 miles. £2,700 o.n.o. Tel: 01-464 1218. (77305

HONDA S800 coupé, 1968. 65,000 miles, £1,000 spent on engine, brakes, etc. Alloy wheels, Grand Prix S tyres, front Konis. £150. Tel: Wargrave 3977. (77306

JAGUAR XK120 Convertible, professionally restored to concours condition, absolutely outstanding, offers invited over £10,000. Can be viewed by appointment S. London. Evenings. Tel: 01-640 9799. (77460

1973 PORSCHE 911T Lux, 2.4 Sportomatic, R.H.D., gulf orange/black interior, electric tints and roof, hi-fi, serviced and restored to original condition. £4,600 o.n.o. Tel: (048 489) 5098. (77451

SPITFIRE 1974 T.S.S.C. Member and mechanic, total restoration, 31,000 miles, B.R.G. £1,495 o.n.o. Tel: Leeds 692759. (77444

ASTON MARTIN, DB6 Vantage, 1967, manual, silver birch, large sun roof, good condition, good tyres, stereo. £4,700 or good offer. Tel: Exeter 832374. (77445

TRIUMPH VITESSE Convertible, 2-litre, 1971, red, 60,000 miles, overdrive, excellent condition throughout, new hood, M.o.T. and tax. £1,000. Tel: 01-348 3699. (77439

PORSCHE CARRERA RS, 1973, 55,000 miles. I have most of the history of this car and have maintained it fastidiously. £8,250 o.n.o. Tel: Godalming 7723. (77441

FOR SALE—continued

DISAPPEARING CLASSIC. One of the fastest MGs ever built. 3.5-litre V8 Roadster by Costello, 184 b.h.p., R-Registered, 22,000 miles from new, white, concours, owner emigrating. No reasonable offer refused around £3,900. Tel: Bath 21652/742002. (77447

ALFA SUD Spring Veloce, 1980, low mileage, one owner, rust proofed, extras include alloy wheels, superb condition. £4,760 o.n.o. Tel: Warminster 213970 (Wilts). (77448

MORGAN 1929 Super Sports Aero, extensive professional rebuild bargain for cash buyer or might exchange estate plus cash. Tel: Bromfield 206. (77449

JAGUAR XK140 F.H.C., 1956, superb, white, few blemishes, probably genuine 47,000 miles, only £4,995. Tel: Hayling Island (07016) 3766. (77442

ESCORT MEXICO 1978, yellow, superb, 28,000, regularly serviced, 1,600 cc, very fast only £3,150. Tel: Hayling Island (07016) 3766. (77442

BMW TURBO, chamonix, five speed, electric roof, full history, 36,000 miles, fantastic. Tel: 0332 47682 office. (77443

LOTUS ELITE Climax 1962, excellent condition, white, C.W.W., ZF box, full details. Tel: 0332 47682 office. (77443

LOTUS SEVEN Sill, black/aluminium, 1600GT, S-Reg, immaculate cond, low mileage, £4,200 o.n.o. Tel: (0634) 406464 after 7 pm. (77434

1975 SCIMITAR, sunroof, electric windows, radio, manual, 12 months M.o.T. and taxed, £2,100. Tel: Whitwell 417 (Hertfordshire). (77435

MGB GT, P-Reg, citron, M.o.T. and taxed, 38,000 miles, sunroof, radio, overdrive, £2,300. Tel: Wangford (0502 78) 203 Suffolk. (77436

MORGAN FLAT-RAD Coupé, good condition, tested, £3,500 or exchange larger open sports etc, any condition. Tel: Rotherham 558967. (77437

JAGUAR E-TYPE 1968, 4.2 Roadster, signal red, C.W.W., superb mechanics, good body, good interior, £3,650. Tel: 021-354 4434 (Birmingham). (77438

BMW 320/4, 1977, golf yellow, alloy wheels, metal sunshine roof, tinted glass, rear seatbelts, radio, 41,000 miles, £3,650. Please ring Marlborough 40460. (77440

MINI SPECIAL, rose colour, Ziebarted, never licenced, £3,650. Tel: 072 888246 (Suffolk). (77430

MGB GT 1967, body re-build, black, wire wheels, new brakes, clutch and carpets, M.o.T. March 82, taxed Sept 81. £995. Tel: 0925 817219 (Cheshire). (77431

SUNBEAM LOTUS, 1980, 9,000 miles only, absolutely immaculate condition, red, pin-striping. £5,750 o.n.o. Tel: Windsor (07535) 67551. (77432

1954 TR2, Rebuilt and modified, fast road car, successful in competitions, many extras, new tyres, M.o.T. May 82. £1,995. Tel: 0603 52251. (77433

BENTLEY R-TYPE Continental. A fine example of this much sought after model finished in black pearl with green interior. £12,500. Leeson, "Hillside", Long Ditton, Surrey. Tel: 01-398 5593, office 01-405 1250. (77412

JAGUAR MKVIII Saloon. A most original L.H.D. model with only one owner and 20,000 miles from new, finished in white with whitewall tyres, located in Holland. Tel: (010-311) 01720 75403. (77412

1948 RILEY 1½, 1958 MG ZB. Both complete, for rebuild or spares, pair scruffy MG TA f/wings. Tel: 047287 246 (Lincs). (77418

LOTUS 6 needing resoration, supercharged 100E etc, early MM Minor, ditto. Box No. 6512. (77426

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Prices from £4,950 + VAT which includes Jig Welded Chassis, drilled and painted, complete body shell with doors, bonnet and boot, hinges and locks fitted, original style laminated screen and frame, and all lights. Send £1 for full specification sheets and leaflets to:

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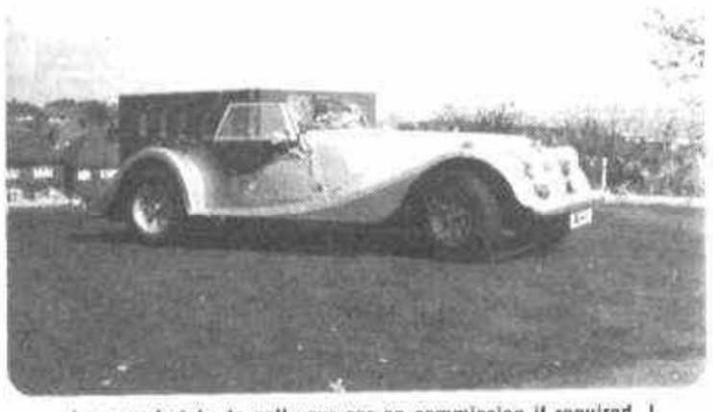
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I can undertake to sell your car on commission if required. I currently need several good, recent 4-seaters.

Well! Mrs Thatcher and her merry men have done the impossible and actually brought the price of second hand Morgans down. There is no doubt that prices are now lower than they have been for 18 months or so but it can't last! Ring today for the bargain of a lifetime!

New car prices are now:—

4/4 2-seater. £6,602.
4/4 4-seater. £7,350.
+8. £9,779.

I have had a windscreen sticker made saying "My other car is a Morgan" to stick on your Glass House. The price is 50p to include postage. A must for every Morgan fanatic.
My "V" neck jumpers come in red, brown, black and rust at £7.50 including UK postage, sizes being large, medium and small. Our sweatshirts are always popular, with a large winged badge across the front at £6.50. Colours, pale blue, dark blue, red and white, in most sizes. Please give a second colour choice if you can. I also have tee-shirts as sweatshirts at £4.00. We also have children's sweatshirts down to 20" at £6.00.
All these prices include UK postage.



The London *Morgan* Distributors

Mogman is on holiday. If you can stand the agony of not reading one of his adventures the consolation is the following **Morgans** we have for sale. The big news is this new **Morgan** Plus 8 finished in British Racing Green with stone leather interior, delivery mileage only. We now have the **Morgan** tie pins back in stock or lapel wings if you prefer. Another new **Morgan**, but this time it's a 4/4 2 seater finished in signal red. Has anybody got a new 4/4 **Morgan** finished in yellow with wire wheels? If you have, please ring if you want a large pot of gold for it. 1978 **Morgan** Plus 8, nut brown, beige leather interior, luggage rack, tonneau cover. Hopefully we have the model **Morgan** Plus 8 (1/60 scale) on sale by the time you read this. 1971 **Morgan** Plus 8 in black with black interior and white piping, radio, bonnet strap and luggage rack. This is the one with the Moss gearbox. 1980 **Morgan** 4/4 2 seater in Royal Ivory with black leather interior, wire wheels, luggage rack, 8,000 miles. If you have a **Morgan** bedspread in blue why not match it with a **Morgan** umbrella in blue. 1978 **Morgan** 4/4 2 seater in Royal Ivory, black bucket seats, luggage rack, tonneau cover. We also have the key rings with the wing motif. Canary yellow is the colour of our 1977 **Morgan** 4/4 2 seater with only 8,000 miles. Brown leather interior chrome luggage rack and chrome rocker cover. The **Morgan** Brooklands steering wheel is back to fit all more modern **Morgans**. 1976 **Morgan** 4/4 4 seater in green with beige leather interior, wire wheels, supplied by us. Another **Morgan** extra is the aeroscreen or if you prefer the folding windscreen can also be obtained. 1973 **Morgan** 4/4 2 seater, canary yellow, wire wheels, tonneau cover and bucket seats. Another 1973 **Morgan** 4/4 4 seater in British racing green, black leather interior, wire wheels. The previous owner spent a small fortune keeping this car preserved for the next owner. Your **Morgan** could possibly benefit by one of our small metal Union Jacks on either side of the bonnet. A non **Morgan** is a 1965 Austin Healey 3000 in blue with blue leather interior, wire wheels and radio. Another non **Morgan** is a 1979 MGB GT in blue with a sunroof and radio, one owner, 16,000 miles. Yet another non **Morgan** is a 1959 MGA in Old English white with red leather interior. Pretty little car considering that it's not a **Morgan.** Mogman could be back next month.

morris stapleton

Reece Mews, London SW7 01-589 6894

FOR SALE—continued

PORSCHE 911E Targa, 1973 (M), superb car throughout, Recaro seats, new tyres fitted. £5,250. Tel: Oakhill 840330 after 6.30 for further details. (77425

1960 MORRIS Minor 1000, 2-door, replacement Gold Seal engine 1969, two owners since new, stored from Feb. 1974. £600. Tel: Sanders, work: Halifax 31275; home: Halifax 54812. (77428

MGB ROADSTER, 1970 model GHN5, h/s tops, tonneau, stereo, elec aerial, full sills and wing repairs and respray, no rust, full front susp rebuild, excellent mechanics, 1 years M.o.T. Looks and drives like a much newer car. £999 o.n.o. Tel: Market Deeping (0778) 343556. (77419

E-TYPE 2+2, auto, BRG/tan, rustproofed, 39,000 miles, exceptional, £4,250. Tel: 01-340 0094 day; 01-445 5602 evenings. (77422

FIAT 1923, Type 501 saloon, new tyres, M.o.T. £5,500 o.n.o. Tel: Arthington 842311 (0532 STD) Yorkshire. (77421

BENTLEY S3, 1965, one owner, colour: Garnet, 82,000 miles, Jack Barclay service history, private sale, £11,000. Tel: 01-584 2966 weekdays 9am-6pm. (77423

ASTON MARTIN DB6, vantage, 1966, white with black leather trim, this motor car is in very good condition. Tel: Storrington (West Sussex) 2560 after 6 pm. (7742?

HONDA S800 Special? not quite but enough parts to make one, and spares to spare. £435 to include further complete 1967 car. Tel: Bampton Castle 850605 (Oxon). (73696

LOTUS 7III 1970, 1600 X-Flow, Weber 40DCOE's, new M.o.T. and taxed, needs tidying, hence £2,250. Tel: Storrington 3341; Pulborough 2133 home. (77411

1936 MG SA Saloon, running order but needs renovation, £1,600 o.n.o. Tel: Ash Green (0474) 872239 (North Kent). (77420

BMW 2002 Cabriolet, Inca, fitted Mahle wheels, radio etc, low mileage, superb condition £2,650. Tel: 0476 72533. (73397

RILEY-HEALEY Tickford saloon, 1952, reconditioned engine, steering, M.o.T. taxed, much admired rare car. £2,000. Tel: 031-669 1611. (77417

TR8 CONVERTIBLE, f.h.d., 1980, 81 model, fuel injection, 8,000 miles, radio, superb, £5,950. Tel: Coventry 592444 (77492

LANCIA BETA Spyder, 1600 c.c., Targa top/convertible, 1977, white, tax and M.o.T., low mileage, radio, £1,995. Tel: Woking 68069, Brighton 734591 (77493

MORGAN 4/4 SEATER, 1975, 22,000 miles, light orange, bucket seats, spotlights, immaculate, £4,250. Tel: Warrington 38396 (77486

ASTON MARTIN DB6 MkII, excellent body and mechanics, 41,000 miles, £7,250 o.n.o. Tel: Camberley 32283, evenings 34702 (77484

BENTLEY R-TYPE shell-tudor grey, manual, very good condition, £5,600. Tel: Camberley 32283, evenings 34702 (77494

BENTLEY R, automatic, shell/tudor grey, grey interior, excellent condition, much restoration work. Tel: 01-504 0050. (77495

COOPER JAP 500, well known racing car and a concours winner of the 500 Association. Sensible offers please. Tel: 01-636 0765. (77487

ROLLS-ROYCE SILVER cloud III, 1964, absolutely mint example with history, 86,000 miles, shell over tudor grey with unmarked interior, superb mechanics, £10,250. Tel: 01-504 2064. (77488

FOR SALE—continued

ALFA ROMEO 2000 GTV, N-Reg., dark blue, tan interior, one year M.o.T, taxed, Blaupunkt cassette/radio. Must sell this classic Alfa as owner going abroad thus £1,100. Tel: Ottershaw 2729 (Surrey). (77489

MG J&P, 1" SU carbs £35 pr; K, L, N, 1 1/8" SU carbs £45 pr; remains 'N' chassis £12; P.s/wheel carrier £20; K original manual £45. A. Booth, 'Kestrels', Berwick St. John, Shaftesbury. Tel: 074788 671 away 13th-28th. (77490

1938 DAIMLER EL 24 limousine, complete and in running order, £1,200 o.n.o. Also 1937 same as above but not a runner £400 o.n.o. Tel: Brough (Cumbria) 283 or 561 not Sunday. (77491

MASERATI BORA, P-Reg., 1975, r.h.d., silver/black, tested, in very good condition, one of the fastest and best cars ever made, this rare car is one of only 38 believed in this country, appreciating very quickly. No joy riders please. £8,980 o.n.o. Tel: Cirencester 66179. (77483

AUSTIN SEVEN Speedy, 1934, unused since total restoration. Probably the best example of this rare PVT in existence. £5,200. Tel: Malmesbury, Wilts (066 62) 2779. (77484

CAPRI 3.0S, July 1979, special dual colour paint, sunroof, Recaro's, £300 Pioneer stereo, tinted windows, alarm, p.a.s., only 15,000 miles, absolutely immaculate, private sale but HP possible, £3,875. Tel: Basildon 711007. (77485

GINETTA G15, 1971, good, economical, low mileage, owned 3½ years, £850. Teague, Tel: Wheathill (Somerset) 319. (77478

1964 BENTLEY S3, smoke green over sage green, 95,000 miles, excellent condition, 3 owners, £6,950 o.n.o. Tel: 021 236 4594 day, 06758 1556 evening. (77465

1954 R-TYPE Bentley, very good condition, £4,500 or near offer. Tel: 01-668 0992 evenings. (77464

ASTON MARTIN DB4 Series 4, excellent, taxed, tested, o/d, fast, reliable. Aluminium superleggera coachwork, P/X considered, £4,550. Tel: Grantham 0476 67615. (77480

SCIMITAR GTE turbo, N-Reg., 38,000 miles, original, Broadspeed conversion, £2,900 o.n.o. Tel: Crewe (0270) 811048. (74481

BMW 525, 1975, Reg. No. 771 BMW, 54,000 miles, manual, red/black, excellent condition, £2,500 o.n.o. Tel: Carstairs 262 (Nr. Lanark). (77482

TWO LOTUS SEVENS: 1959, hillclimb/sprint car, complete restoration, full race spec. Previous holder of 11 track records. Ready to race or register, magnificent, £3,000. 1962 Super 7 1500, IRS, new wings, hood, sidescreens, bonnet, full M.o.T. and tax, £2,750 o.n.o. Tel: Melton Mowbray 822507. (77475

COLLECTORS DREAM MkII, 1964, Lotus Super Seven. Bodywork is concours in Lotus yellow with natural aluminium bonnet, one of only a handful with original wire wheels. Dash is original and unspoilt. Trim all new but identical to original. Mechanically new, everything including rebuilt 1500 Cosworth. Nicest original Super Seven anywhere. £3,750 for quick cash sale. Tel: 01-720 6202 evenings. (77476

FROGEYE SPRITE, excellent throughout, fully restored with original bonnet, etc. Tonneau, new carpets and hood, new tyres, presently on display in museum, £1,450. Tel: Starcross 890915. (77477

1929 ESSEX 6-cylinder, engine, gearbox, 2 chassis, 3 back axles, front axle, headlamps, wheels, springs £350 o.n.o. Tel: Downland 54824. (77472

FOR SALE—continued

BLACK ALFETTA GTV 2000, 1979, Ziebart rustproofed, alloy wheels, velour trim, tinted glass, radio, beautiful condition, £3,495 possible P/x. Tel: Welwyn 4113/Letchworth 3450. (77470

TURBO BODIED PORSCHE 911S 2.7 Targa, tinted glass, Recaro seats, special Reg. 47,000 miles, superb looks and performance, £6,995 possible P/X late 3.0S Capri. Tel: Hitchin 31165/Letchworth 3450. (77470

1978 SERIES PORSCHE 911 SC, 20,000 miles only, full history, cruise control, electric roof, windows, twin mirrors, central console, immaculate white with pinstripe trim. £12,450. Interesting P/X considered. Tim Frost, Abbotswood, Belbins, Romsey. Tel: 513237 Hants. (77471

ASTON MARTIN DBS 6 Vantage, triple Weber carbs, ZF 5-speed gearbox, chrome wire wheels, electric windows, recent top end overhaul and new clutch, many bills, 1969, silver with black trim, whole car in superb condition, £4,950 Tim Frost, Abbotswood, Belbins, Romsey. Tel: 5131237 Hants. (77471

PORSCHE 911T, 1973, excellent, striking example, bright yellow with Carrera script and motifs, whaletail, S spoiler, S wheels, electric roof and windows, rear wipe, Panasonic radio/cassette, new tyres, rustproofed, service history, main agents maintained, £4,950 o.n.o. Tel: 0532 694808. (77461

ALFA ROMEO Berlina 2000, 1974, Dutch blue, good condition bodily and mechanically, Ziebarted, tinted glass, good radio and cassette, used daily, fast and reliable. Tel: 041 221 8623 days, 041 423 0097 evenings. (77463

ROYAL LIMOUSINE



Formerly owned by the King of Qatar, a 1961 Cadillac Fleetwood. All usual items including cruise control, electric boot, seat adjustment etc. Glass partition to rear compartment containing separate controls to air-conditioner, windows, radio, and two dickey seats (for bodyguards?). Very low mileage and fine condition.

Price 7000 guineas for most prestigious vehicle.

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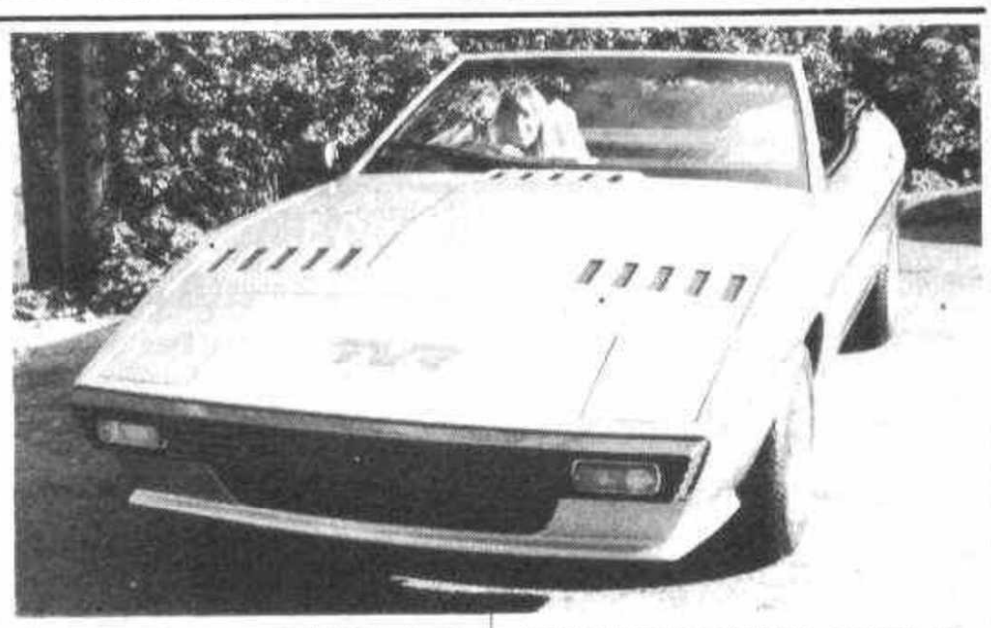


John Britten

Morgan

TVR





There was a young man from Dunbar
Who wanted a nice TVR
He drove far and wide
From Bath to Strathclyde
But from us finally found the right car!



Summer is just around the corner so treat yourself to an open sporting carriage to ruffle your hair and tan your arms (should you want to look like a brown mop!). Try a terrific **Tasmin** — the latest convertible offering from **TVR's**, it's fast, economical and more fun than a night out with Debbie Harry (if you believe that you'll believe anything). Seriously though, the **TVR** has been receiving some excellent road reports and things really seem to be happening in this department. We have a choice of two **TVR Tasmin Convertibles** in stock at pre-increase prices — one **charcoal**, one **navy blue** (yes, **TVR's** have finally



increased the price of the **Tasmin** — their first price increase since they first introduced the car well over a year ago! If you buy one of the cars we have in stock you would be saving roughly **£1,000**. For those of you who like warm ears we have a choice of two fixed head **Tasmins**, also at the pre-increased price — a **maroon 2+2 Tasmin** and a fix head in **black**. There is probably a very good chance that we could acquire some other specifications and colours at short notice, so phone for more details. New to the extra list **TVR's** now include power assisted steering and automatic transmission. **New Morgans** are still as elusive as hen's teeth and take nearly as long to arrive as a space shuttle. However, there is no let up in demand and the second hand market is still as strong as ever. Here this month we have a **1974N Morgan 4/4 2 seater, signal red**, wire wheels, bucket seats, a sparkling little number. **1979V, Morgan 4/4 2 seater, Royal Ivory**, wire wheels, alloy body, 9,000 miles, Ziebart, electronic ignition and, would you believe, a limited slip differential! Just the car for some gentle competition motoring. **1980W Morgan 4/4 2-seater, canary yellow**, wire wheels, black leather reclining seats, underseal, 250 miles, a little something to brighten up somebody's day — more effective than a bunch of daffodils. **1972 Morgan 4/4 4-seater canary yellow**, luggage rack, 51,000 miles, imported from the Isle of Man, hence a V registration and whilst not exactly "**dog of the month**" is our cheap and cheerful bargain offer at



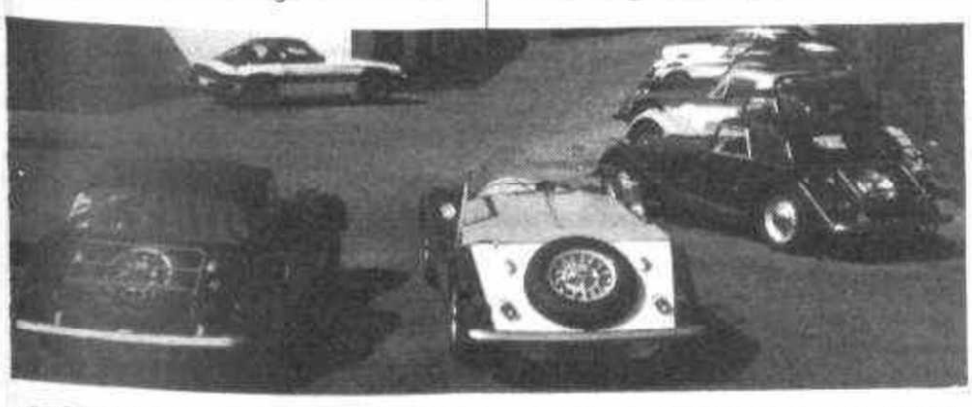
£3,250. 1974 Morgan 4/4 4-seater, signal red, wire wheels, reclining seats, radio, pristine example of family horseless carriage. **1975 Morgan 4/4 4-seater, black**, wire wheels, luggage rack, bonnet strap, farm reared Morgan and definitely very well bred. **1977 Morgan 4/4 4-seater, signal red**, wire wheels, reclining seats, bonnet strap, luggage rack, 39,000 miles, genuine reason for sale — new 4-seater arrived. **1979 Morgan 4/4 4-seater, golden yellow**, wire wheels, black leather, reclining seats, 15,000 miles, swopped for Morgan +8. **1979V, Morgan 4/4 4-seater**, canary yellow, wire wheels, black leather reclining seats, +8 spot lights, bonnet strap, door handles, luggage rack, 3,000 miles, swopped for shank's pony! **1980W Morgan 4/4 4-seater**, deep brunswick green, door handles, 220 miles, Doctor's conveyance. **1977S, Morgan +8, Lotus yellow**, alloy body and wings five speed, 14 wheels, luggage rack, spare wheel cover, door handles, 20,000 miles, exceptionally little use in the last year! **1981 Morgan +8, two tone metallic grey/charcoal**, grey leather trim, matching hood, tonneau cover, sidescreen, radio cassette — head turning, eye catching, dramatic, exciting, unbelievable (we could go on all day about this). **1968 Morgan +4 coupe, Westminster green**, wire wheels, one owner from new, in exceptional condition, we don't really want to sell this car as it is considered to



be part of **Mr. Britten's** retirement pension, however, we could be open to suggestion if the right offer was forthcoming. **1976, TVR 3000M, blue**, white vinyl roof, sunroof, radio, much loved, reluctantly for sale. **1977 TVR Taimar, brown**, neutral modelband, sunroof, radio, 30,000 miles, swapped for open air TVR. **1977 S, TVR Taimar, white**, brown modelband, sunroof, Wolfrace wheels, 34,000 miles, also swopped for open air motoring. **1978 TVR Taimar Turbo, black**, red



modelband, Wolfrace wheels, sunroof, radio cassette, electric windows, 3,000 miles, head turning, eye catching etc etc., taken in part exchange for a Tasmin. **1978T, TVR 3000S Convertible, black**, Wolfrace wheels, radio, tearfully parted with by antique dealer due to Tax Man's axe. **1980 TVR 3000S,Convertible, red**, black cloth seats, Wolfrace wheels, radio, supplied new and serviced by the best TVR agents in the South (yes, you've guessed it!). **New TVR Taimar, white**, brown modelband, sunroof, on the road, tax paid **£8,250**, the last of the Mohicans? For alternative means of transport how about taking to the water with a hovercraft. One of our enthusiastic Morgan customers has a local Company exporting a range of fun products for use on water, including the **Jetstream Hovercraft**, which comes as a two seater, four seater or formula 1 single seat racer. They also do the **Aquajet ski boat**. Avid readers of this column will have noted previously how enthusiastic we are about "executive novelties" and if anyone is interested in this range of playboy playthings please get in touch, preferably by semaphor! **Arkley kits** — sitting in the yard at the moment is a large packing crate enclosing an **Arkley kit** which is destined for Norway, thus showing the **Arkley** fame is spreading so turn your rusting Sprite or Midget into a headturning, eye catching etc. etc., for only **£330** plus VAT, plus a little ingenuity. We are expecting our **new Midas** in the month of May and then we really feel that things will expand in this direction. We've been mentioning the **Midas** in our advertisement since the beginning of the year and now have quite a number of prospective customers champing at the bit for demonstrations. Once again we cannot emphasize the quality of this little car and our own enthusiasm for the project. **Odds and ends**: **1968 Sunbeam Alpine GT**, Wolfrace wheels, collector's item. **1974 N, Arkley SS, Damson**, gold pinstripes, cobra slot wheels, expanding family forced sale. **1976 Lancia Stratos, ice cream green**, chrome suspension, 8,000 miles, mint condition, Chris is still glassy eyed over this car. **1978 MG Midget, Primrose**, radio, 28,000 miles, summertime fun. **1980 Triumph TR7 Convertible, metallic green**, 15,000 miles, swopped for less modern sporting mobile. News from the **John Britten All British Racing team** is that **Chris** is having trouble taming our **Tiga**, having had a resounding fourth at Brands Hatch he slumped to a Seventh at Mallory Park and Ninth at Silverstone. He promises to do better in future! **Marcus** seems to get bigger every day and we will soon be referring all Warranty claims to him!





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1974 LOTUS Europa Special. 5-speed, Roman purple, 41,000 miles, oatmeal, alloys.

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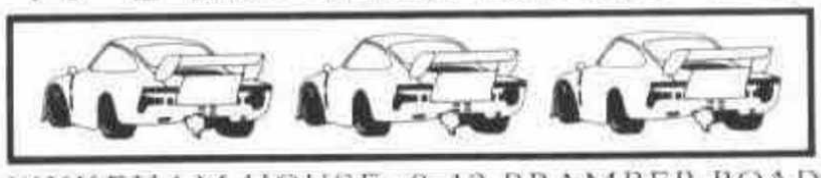
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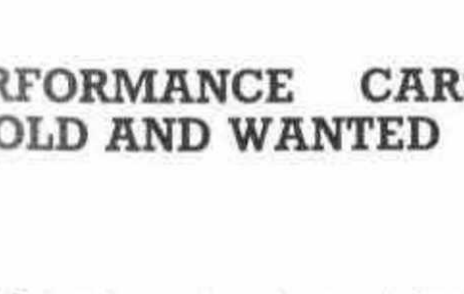
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MISCELLANEOUS

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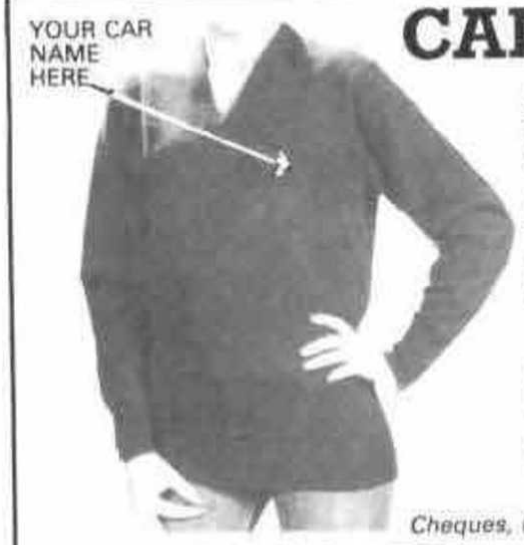
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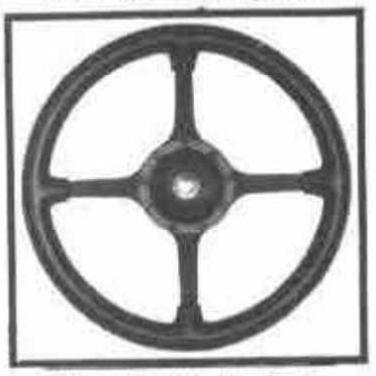
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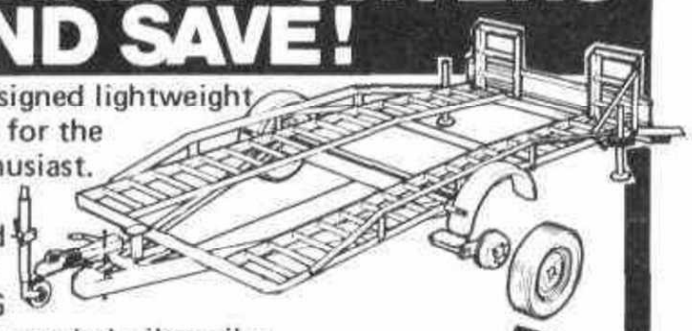
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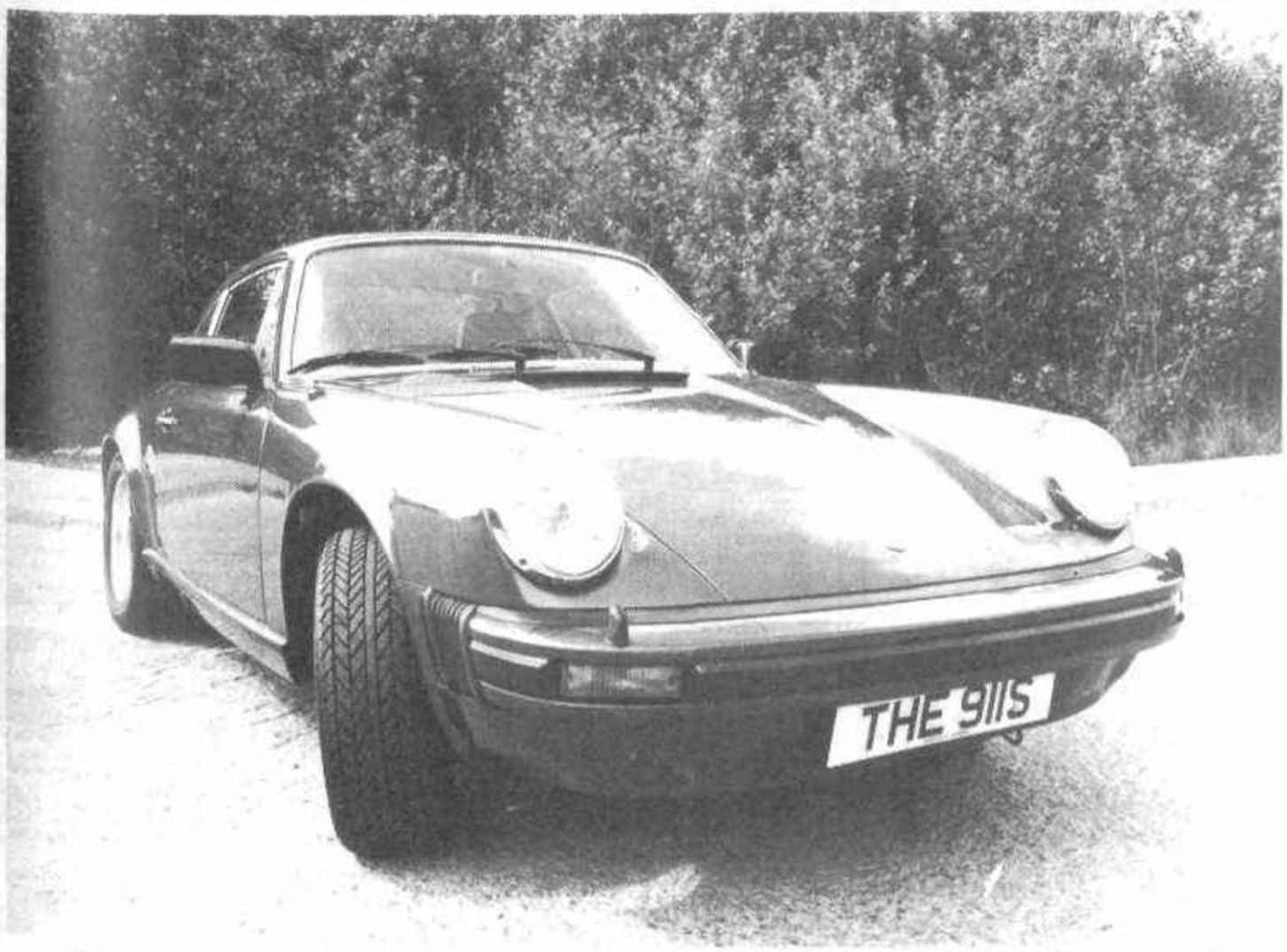
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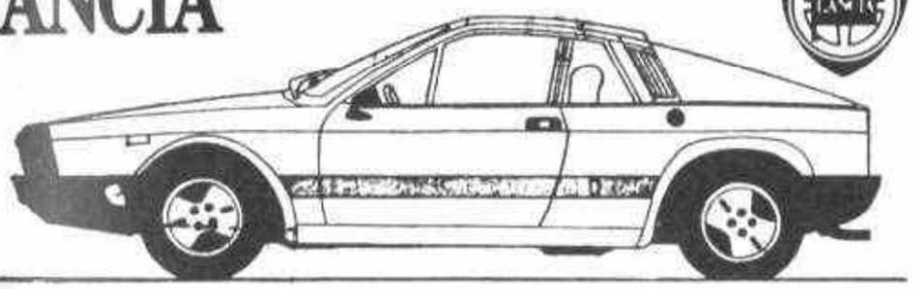
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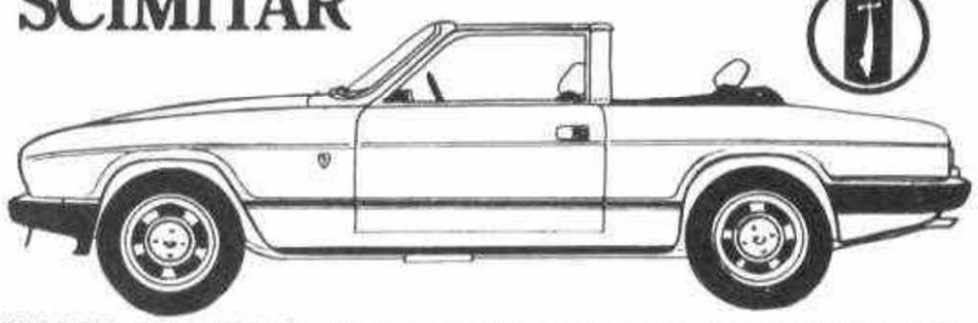
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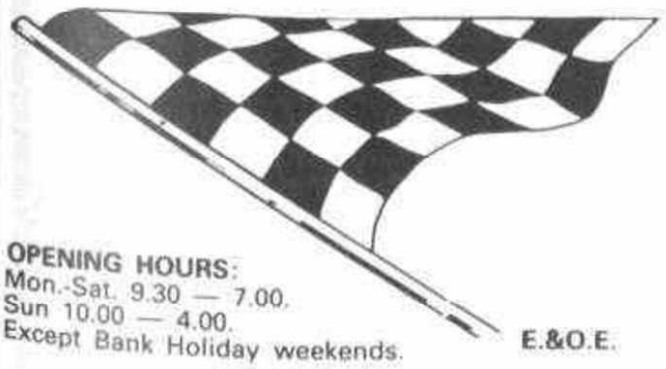
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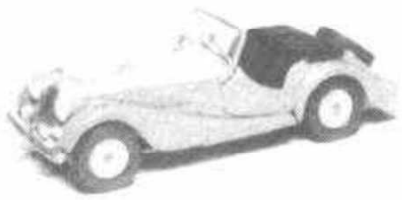
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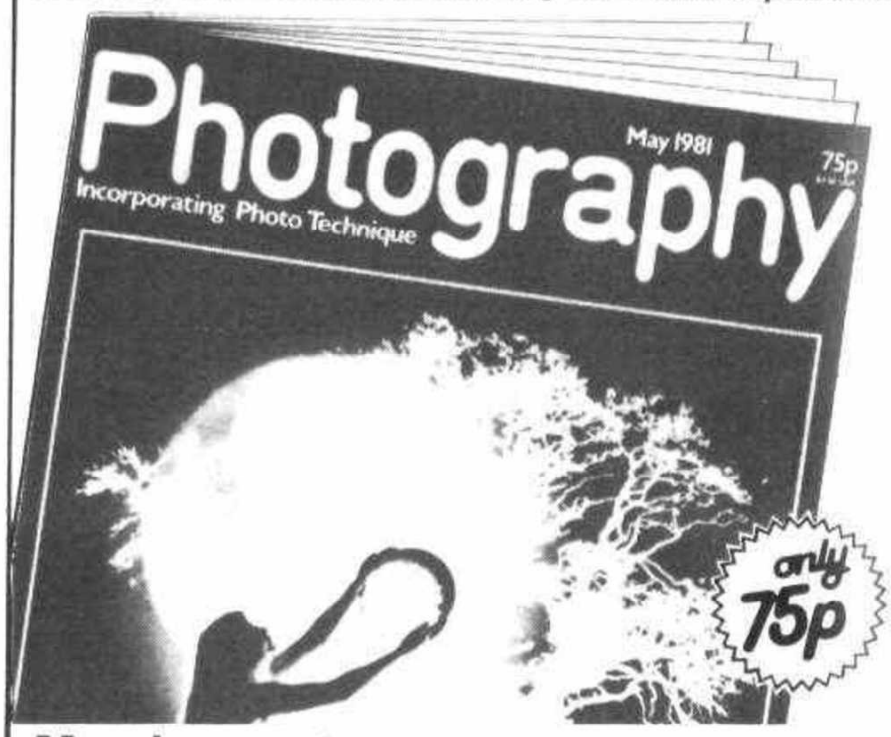
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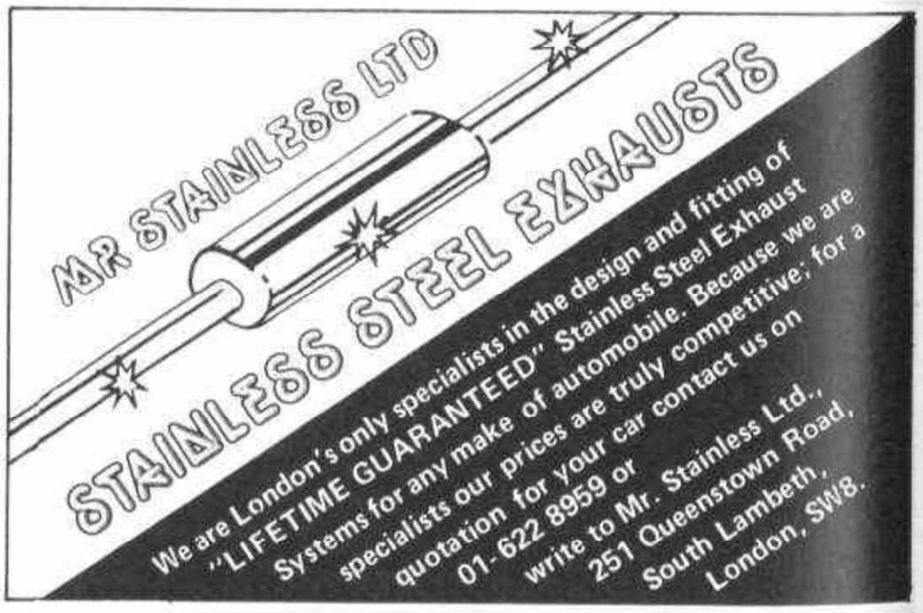
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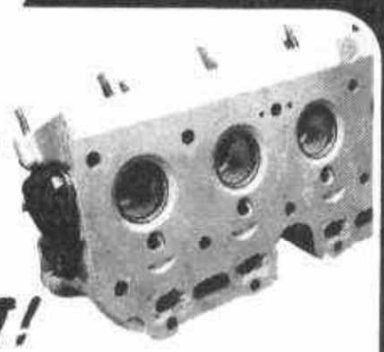


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A typical Super Acoustikit consists of no less than four different materials, each specially selected as the most suitable for insulating a particular part of your car. Acoustikits offer you the most comprehensive insulation system. Other kits may attempt to prevent noise penetrating the passenger compartment by concentrating on treatment of the floor and bulkhead. Acoustikits go a stage further and in addition thoroughly insulate the engine and boot compartments to kill noise at source before it can penetrate the passenger compartment.

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2 UNDERBONNET ACOUSTIKITS. To insulate the engine compartment only. (We can also supply basic materials, which can be cut to fit any model not included in the standard range.)

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LOOK HERE FOR YOUR CAR. IF YOUR CAR IS NOT LISTED, WRITE OR TELEPHONE.
Prices: Underbonnet Acoustikits are cheaper but only cover basic type. Super Acoustikits are more comprehensive and cover all areas. Please add part carriage of £2.25 for Underbonnet Acoustikits and £3.25 for Super Acoustikits. (Overseas charges: please submit enquiries.)

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Alfasud TI/Super	£10.25	£31.00
Alfetta	£10.25	£31.00
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80 Saloon	£10.50	£39.00
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TO: ACOUSTIKIT. Dept. MS 24
Hammond Avenue, Whitehill Industrial Estate, Stockport SK4 1PQ. Tel: 061 480 3791

Please send me Super Acoustikit/Underbonnet Acoustikit. Details of basic materials* for my car
Make _____ Model _____ Year _____
I enclose cheque/PO* (payable to Acoustikit)
for £_____ (cost of kit plus part carriage charge).
Please charge my Access*/Barclaycard* account. My account no is **SEE ABOVE**
*Delete as appropriate
Name _____
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How to gain up to £600 Bonus

in difference between 'Ordinary' and Dealers' top 'Book' price condition for 3yr. old car on trade-in

Whilst still enjoying lively car in remarkable trim



Ah! That smile on your face as you slide into the driving seat of your brand new car! 'A dream of a car. Breathtaking! (So is the price!) But if your traded-in pride and joy is Waxoyl-proofed, that's something else to make you glad. For, with every pound you gain in Dealer's top "Book" price over "average" 3 yr-old condition price, helps cut what your new car's cost you. Could be quite a bomus. Up to £600 in fact. Which should please you greatly! (Perhaps you might care to check comparative car prices?) **Built-in lubricant.** Yet another Waxoyl bonus! Livens up old car. Engines "pull" better as sprayed plugs and distributor dispels water. "Tired" electrical insulation revives!

How Waxoyl holds 'Showroom' Condition

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

Up to £85 plus VAT at Rustproofing Centres

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

Waxoyl 'Know-How'

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

'Tadpole' Molecules

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



HOLD CAR IN 'PROUD OWNER' Condition
ALL WAXOYL PROOFED AND RUST FREE!

WAXOYL DO-IT-YOURSELF RUSTPROOFING

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

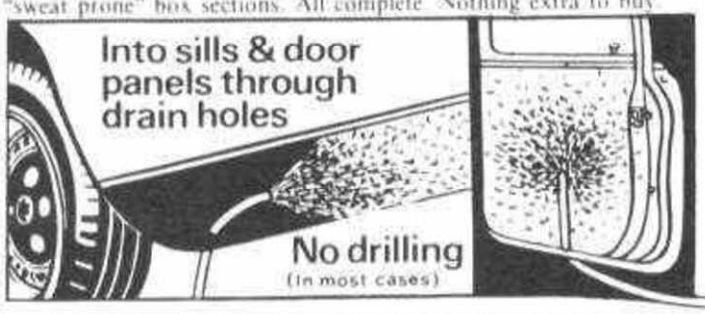
NORTH SEA OIL — **LAING** off-shore's largest Rig uses WAXOYL on sea-washed equipment

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

ICI recommend WAXOYL for brine circulation pipes

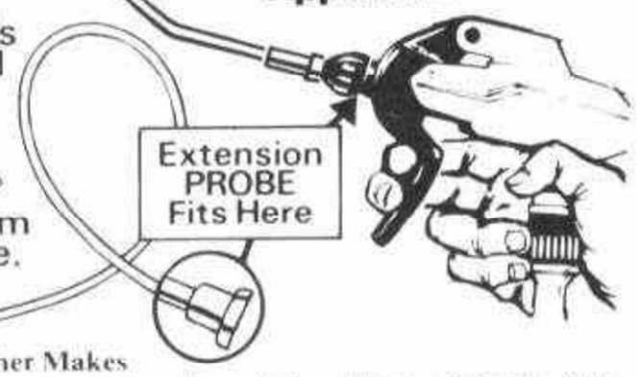
Easy and Fun to do!
With Finnigan SUPER 'JUMBO' Applicator

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



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

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



Rust Knaws Upwards

Inescapable air moisture spews rust spores on metal deep in-below chassis and car body. Spores grow, multiply fast. Metal feeds its own erosion! Treachery spreads. Underframe rots. Box section condensation sprouts ghastly rust 'bubbles' on wings, doors, bonnet, boot lid. Brush-on rust killer? Useless. There's ten times more of the internal stuff 'on INSIDE than 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 Wheelarch "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 3500 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 22 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 Engineering Polytechnic. *'On Mole Valley Flood Scheme, base steel instrument cases in open countryside rust-free to date'*

If Considering Other Makes

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

Year After Year Protection

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

Waxoyl Users Find Other Uses

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

ALL PRICES INCLUDE CARR. & VAT

TRIAL OFFER 500 ml (.88 Pt.) TIN for your oil can, test behind chrome strips or brush-on door edges, free brake linkages. See Waxoyl chase water off metal. Amazing ..... £ 1.96
7 oz Waxoyl Aerosol. Send ..... £ 1.61
JUMBO SPRAYER Complete ..... £ 4.50
SMALL CAR 5 Litre (1.1 Gal.) ..... £ 8.20
BIG CAR 10 Litre (2.2 Gal.) £13.75
DRUMS: 20 Litre **£23.90** 60 Lit. £64.40
200 Litre **£199 Prices incl. carr. & VAT**
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1978 TAIMAR. White/brown band, 9,000 miles only. **£5,895**
1978 TAIMAR. Gold/brown band, 36,000 miles. **£4,995**
1977S 3000M. Rose metallic, 36,000 miles. **£4,250**
1971K VIXEN. Burnt orange, good example. **£1,895**
1980 CATERHAM SUPER 7 SIII 1600GT. Yellow, under 2,000 miles. **£4,850**
1979 LOTUS ELITE 503. Gold/Champagne hide, 29,000 miles, air conditioning, PAS, radio/stereo, one owner. **£8,500**
1981 MG-B ROADSTER. Carmine, delivery mileage. **£5,795**
1979 MG-B GT. Carmine, 8,000 miles. **£4,395**
1978T MG-B GT. Pageant blue, 20,000 miles. **£3,750**
1978 MG-B GT. Black, 32,000 miles, wire wheels. **£3,195**
1976 MG-B GT V8. Brooklands green, 38,000 miles, one owner. **£3,995**
1974N MG-B GT V8 (chrome bumper). Damask red/tan vinyl roof, sunroof, 49,000 miles, immaculate. **£3,250**
1979 MG MIDGET. Inca yellow, 13,000 miles. **£2,995**
1979 MG MIDGET. Pageant blue, 14,000 miles. **£2,995**
1978T MG MIDGET. White, 20,000 miles, hard top. **£2,595**
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1979 GRANADA 2.81 GLS. Cosmos blue, above average mileage. **£4,650**
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1928 BENTLEY "LE MANS" REPLICA. Racing green, based on S3 Mk. IV chassis. **£8,250**
WILLYS JEEP AND TRAILER. Full livery and equipment. **£2,995**
1979V (80 MODEL) ALFASUD SPRINT GTV. Ivory, 14,000 miles, sunroof, radio/stereo. **£3,795**

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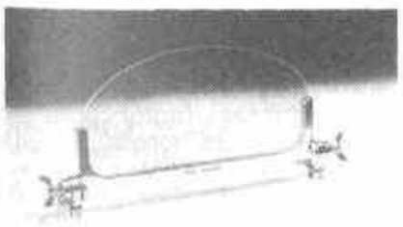
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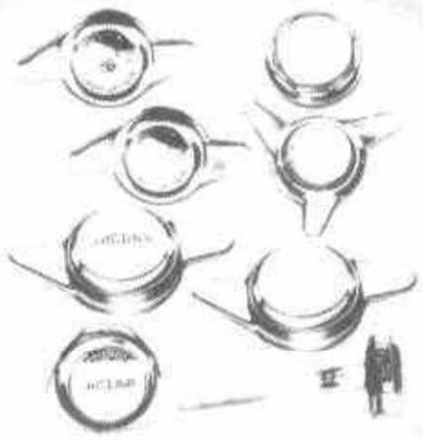
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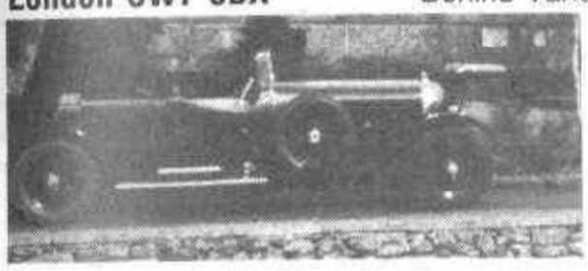
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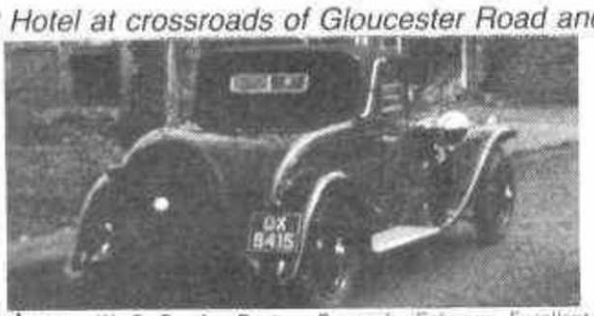
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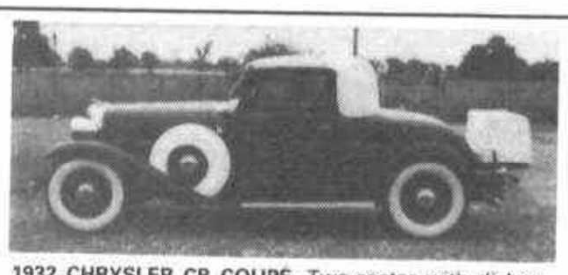
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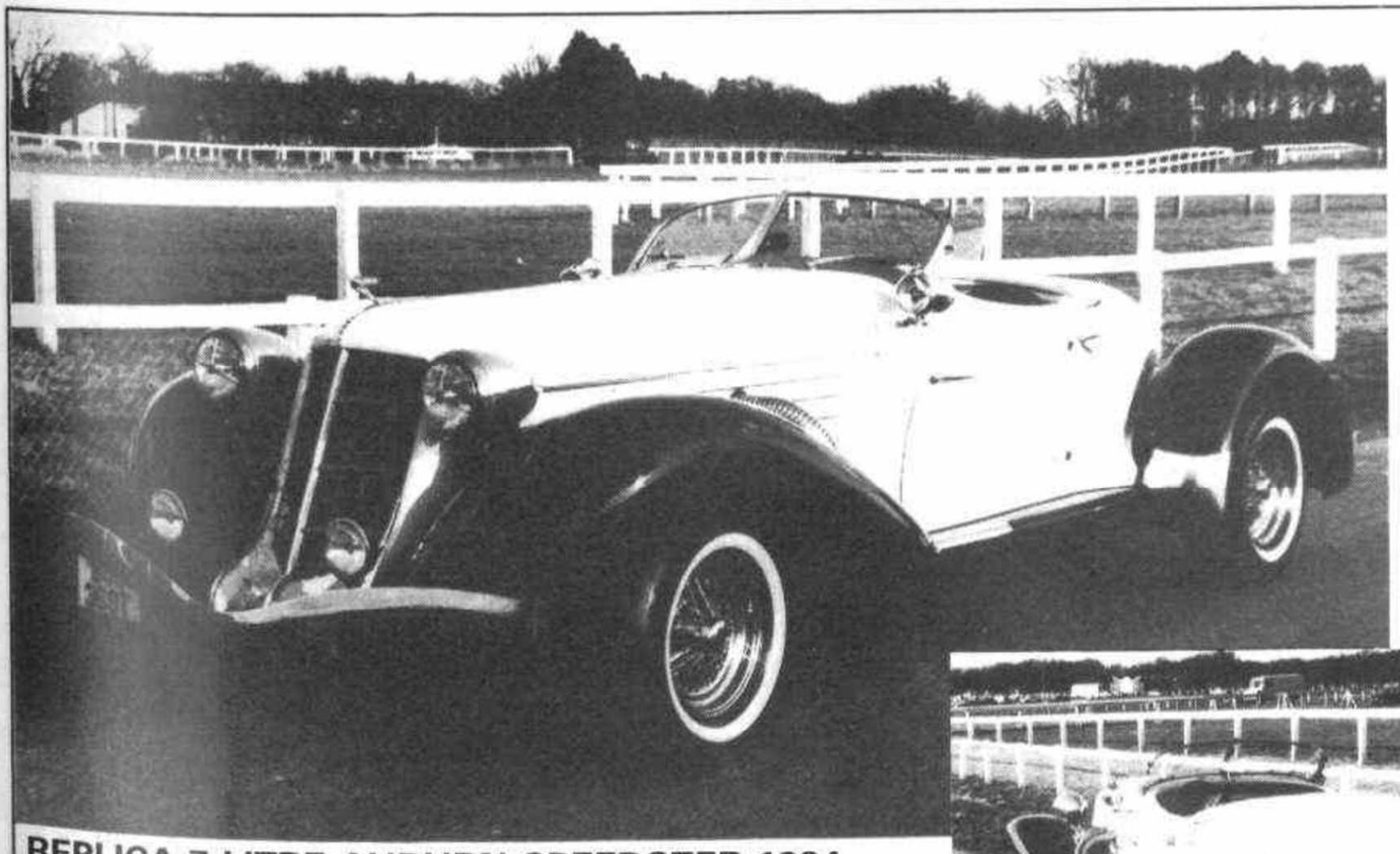
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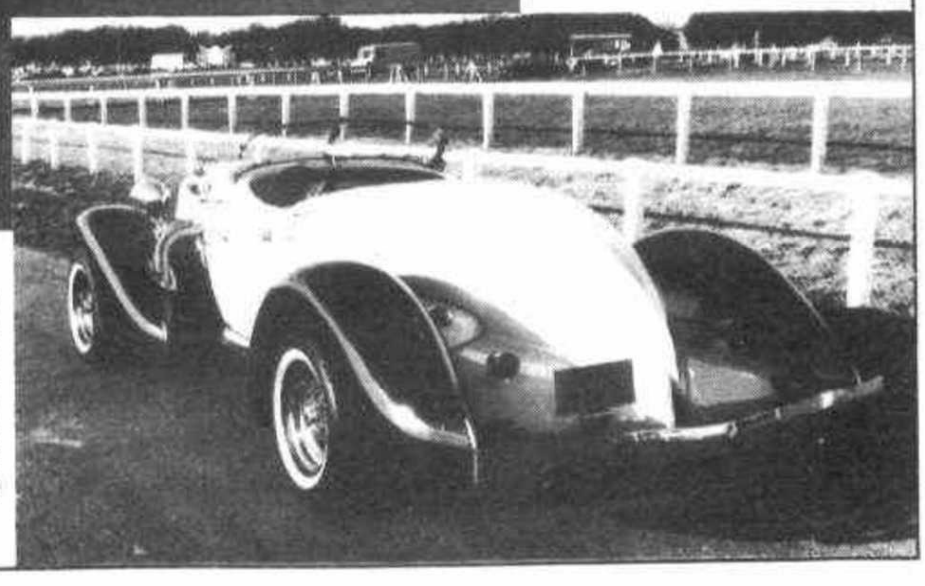
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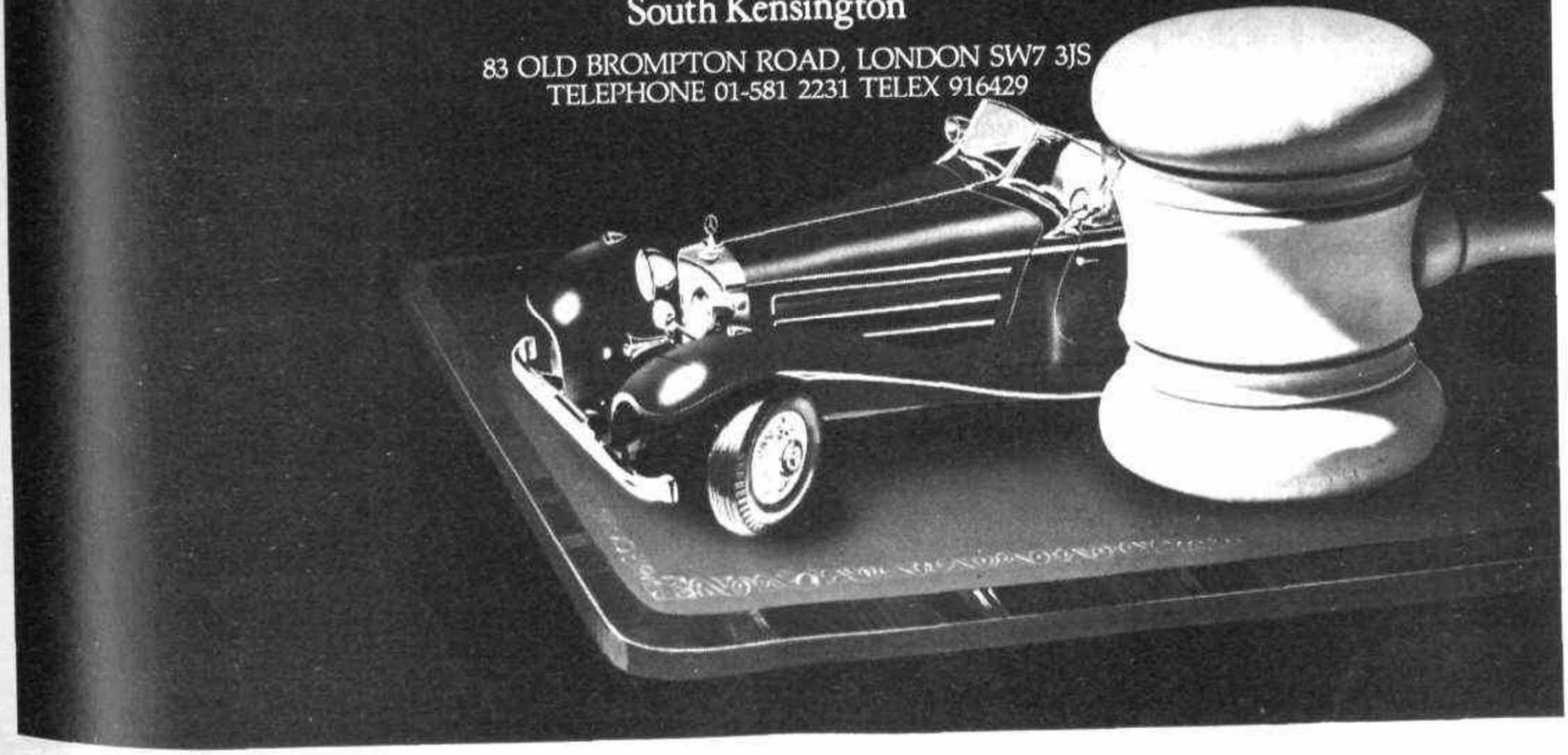
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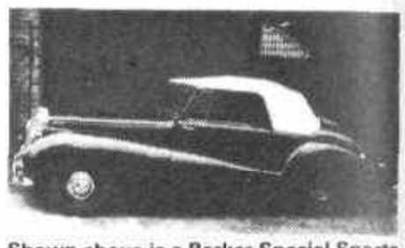
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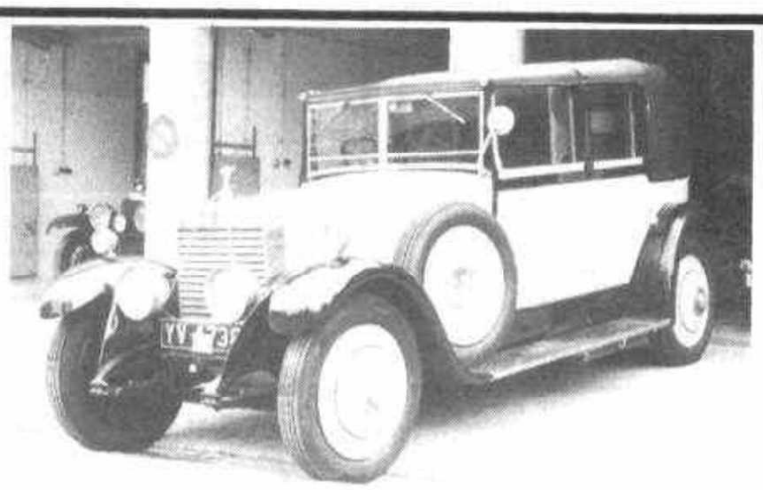
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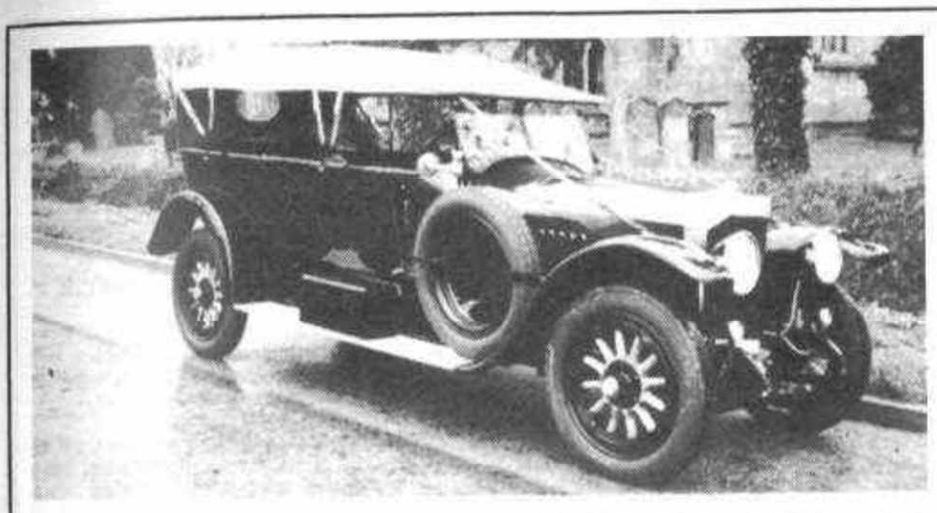
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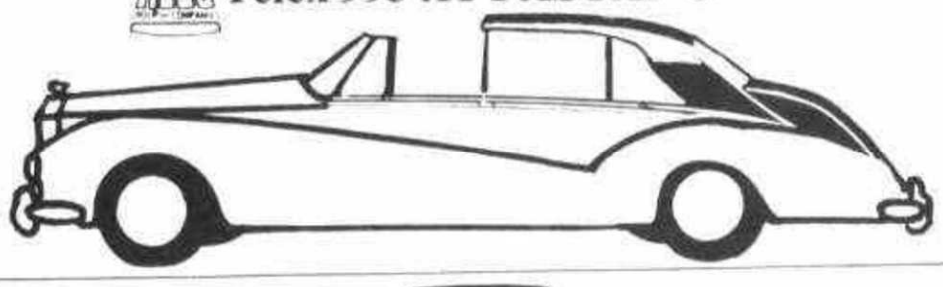
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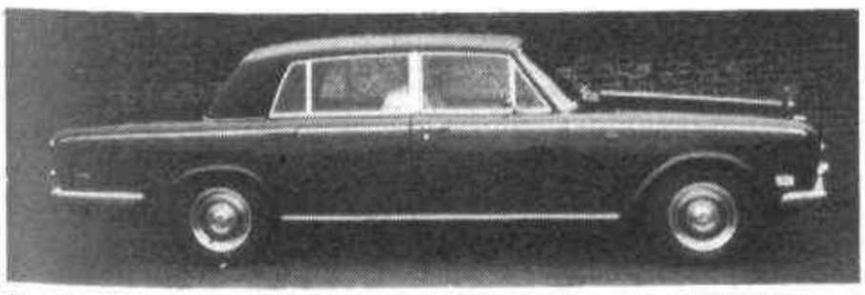
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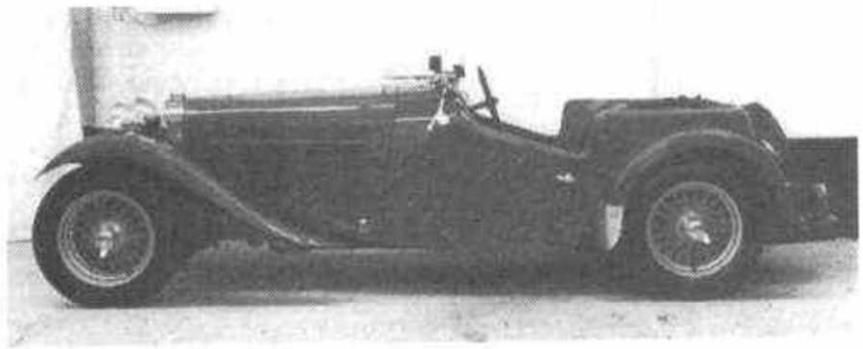
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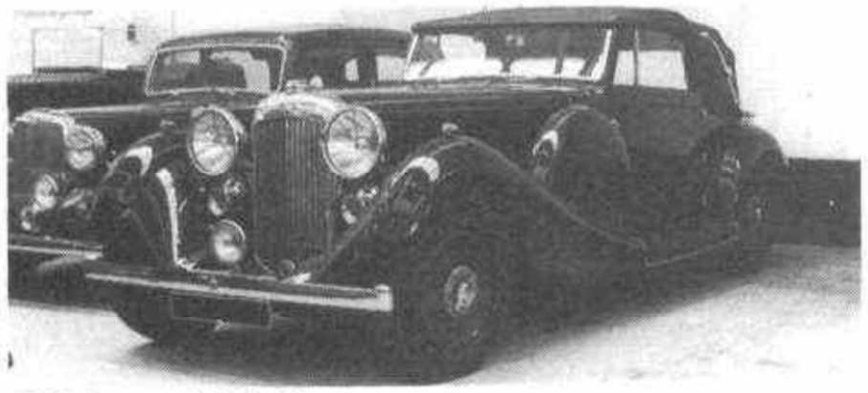
1954 Bentley R-Type Continental



1948 HRG 1500



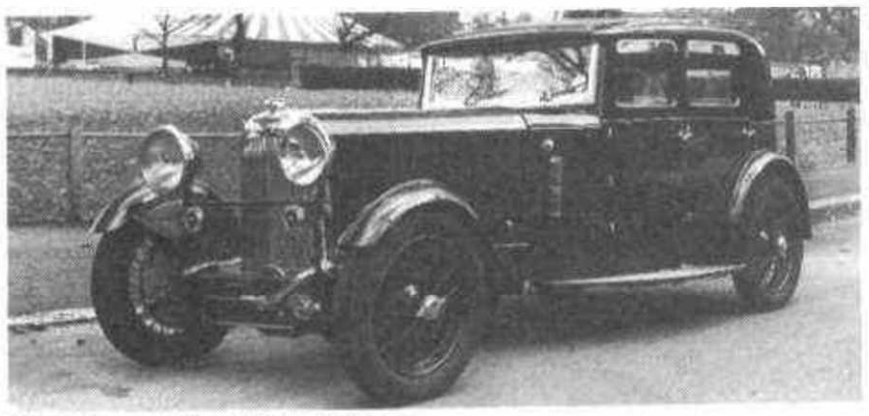
1972 Lotus Elan Sprint



1936 Lagonda LG 45



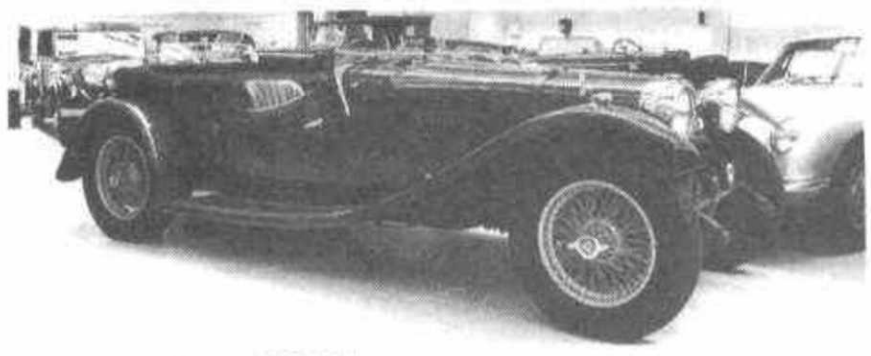
1959 Jaguar XK150 Drophead



1931 Lagonda 3-litre Saloon



1968 Aston Martin DB6 Volante



1933 Alvis Speed 20 SA

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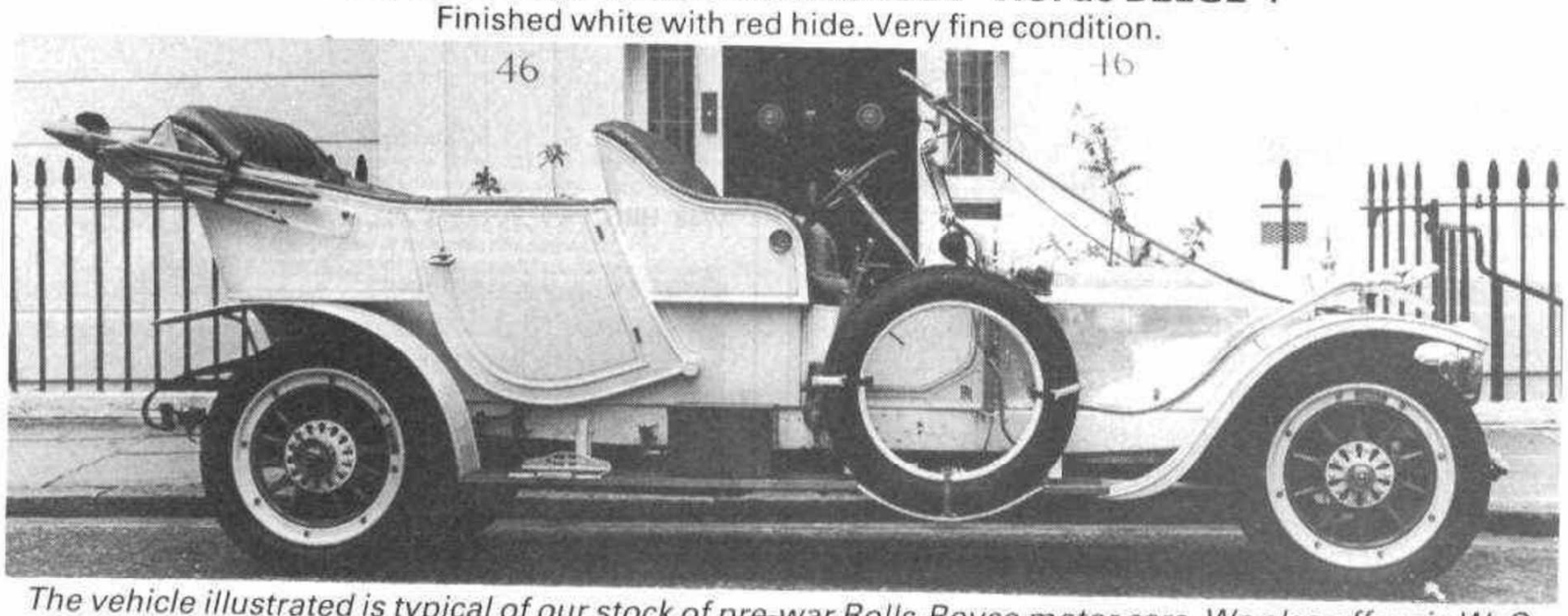
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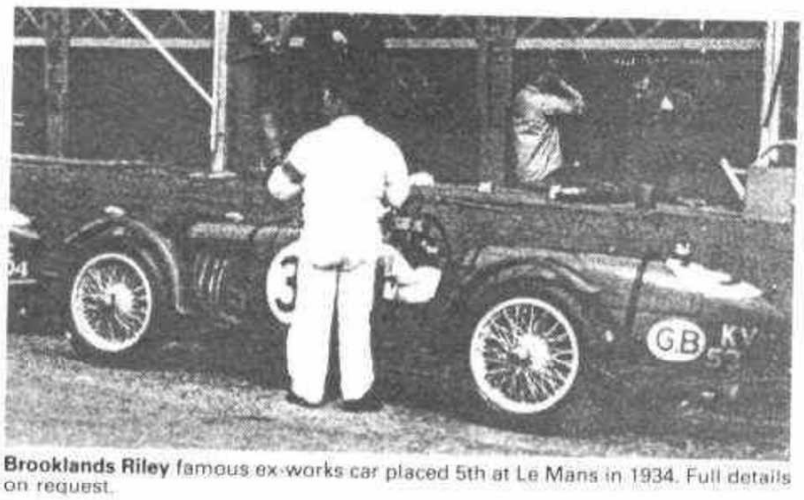
1953 Jaguar C-Type Competition 2-seater, actual car placed 9th at Le Mans in 1953.



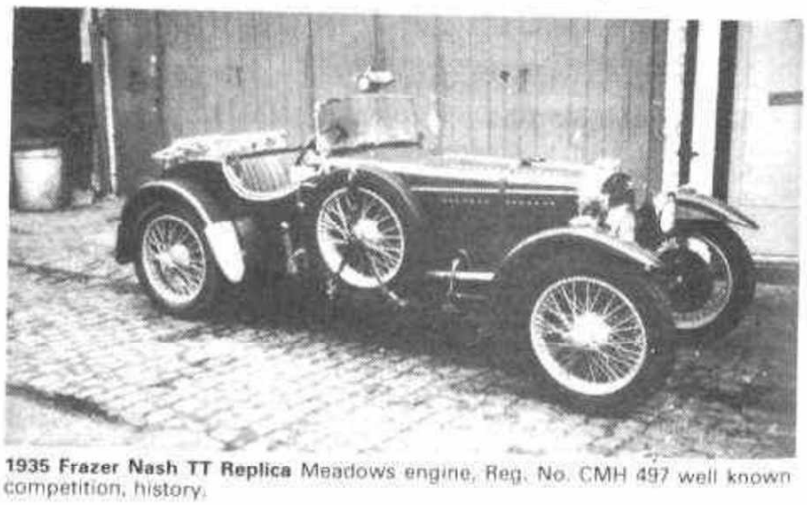
1928 Lanchester 21 h.p. short chassis sports tourer. Only known example, recent restoration.



1932 Rolls-Royce Phantom II Sedanca de Ville by Barker, magnificent original example.



Brooklands Riley famous ex-works car placed 5th at Le Mans in 1934. Full details on request.



1935 Frazer Nash TT Replica Meadows engine, Reg. No. CMH 497 well known competition, history.

1946 Bugatti Type 73C 1½-litre, supercharged GP car.
1953 Ferrari 375 "America" Pininfarina Coupe.
1926 Delage Diss 14 h.p., boat decked tourer.

1933 Rolls-Royce Phantom II Continental sports saloon by Barker.
1934 Bentley 3½-litre Vanden Plas tourer.
1934 Bentley 3½-litre drophead coupe by Park Ward.

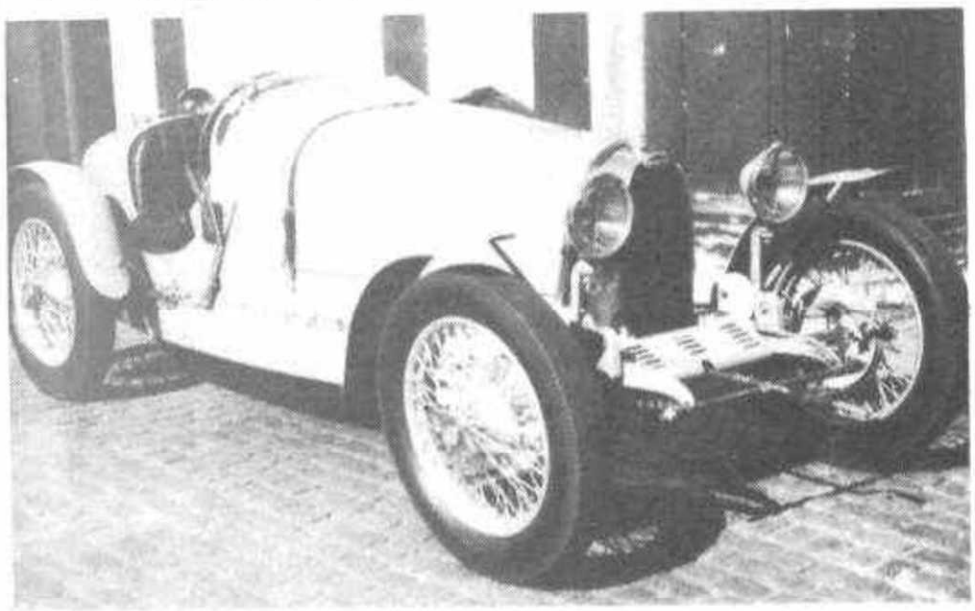
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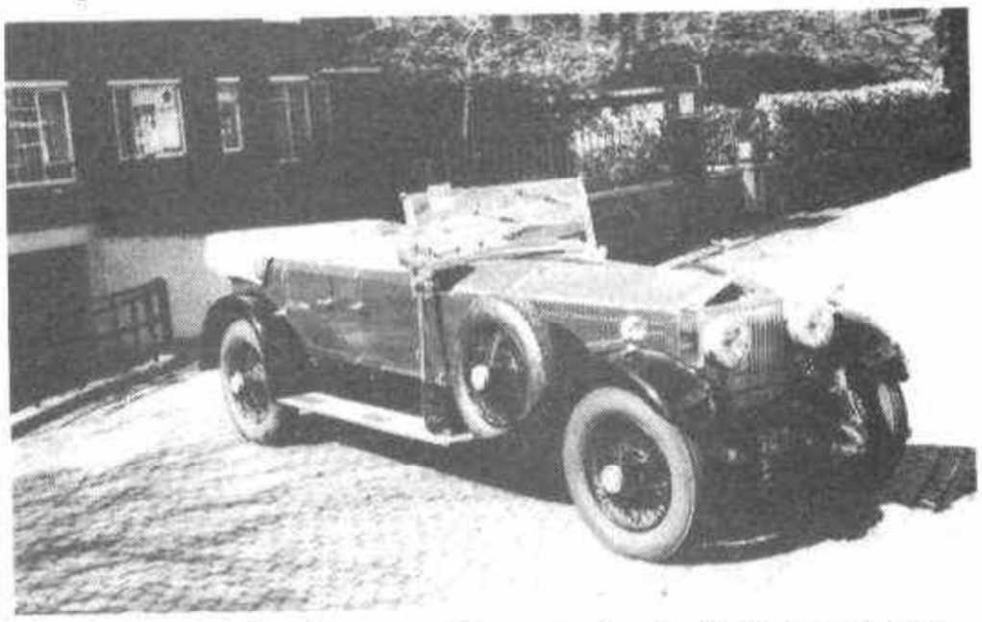
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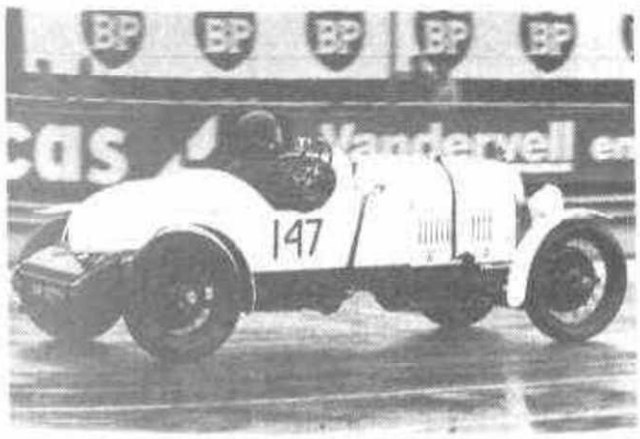
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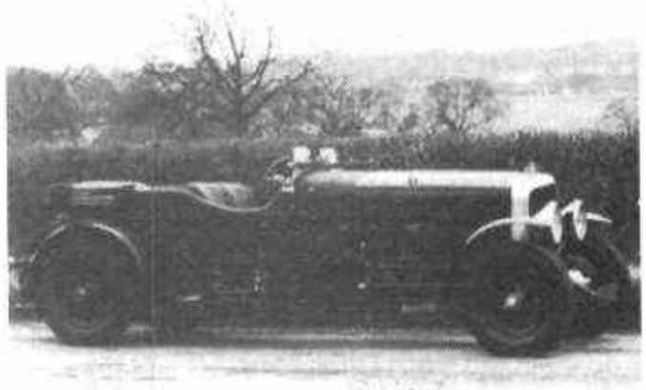
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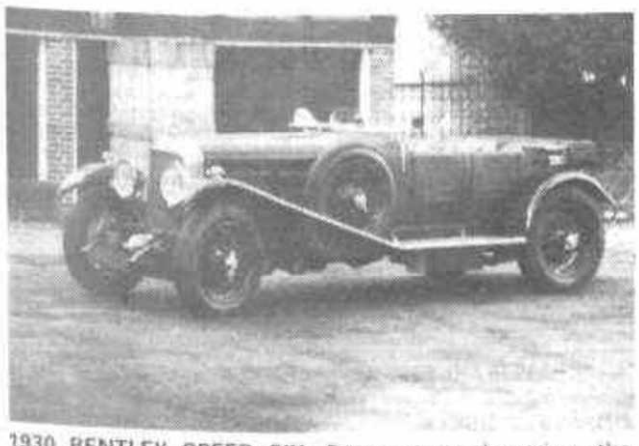
1922 BENTLEY 3-litre speed model open 2 SEATER TOURER. Fast, reliable, suit road or race, a handicappers' nightmare.



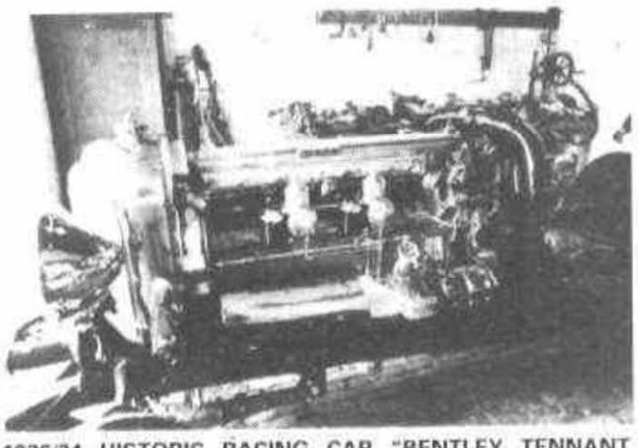
1929 BENTLEY 4½-LITRE SPORTS TOURER. Rebuilt by H. M. Bentley & Partners in 1934. A super car. "Heavy duty toupee tape provided".



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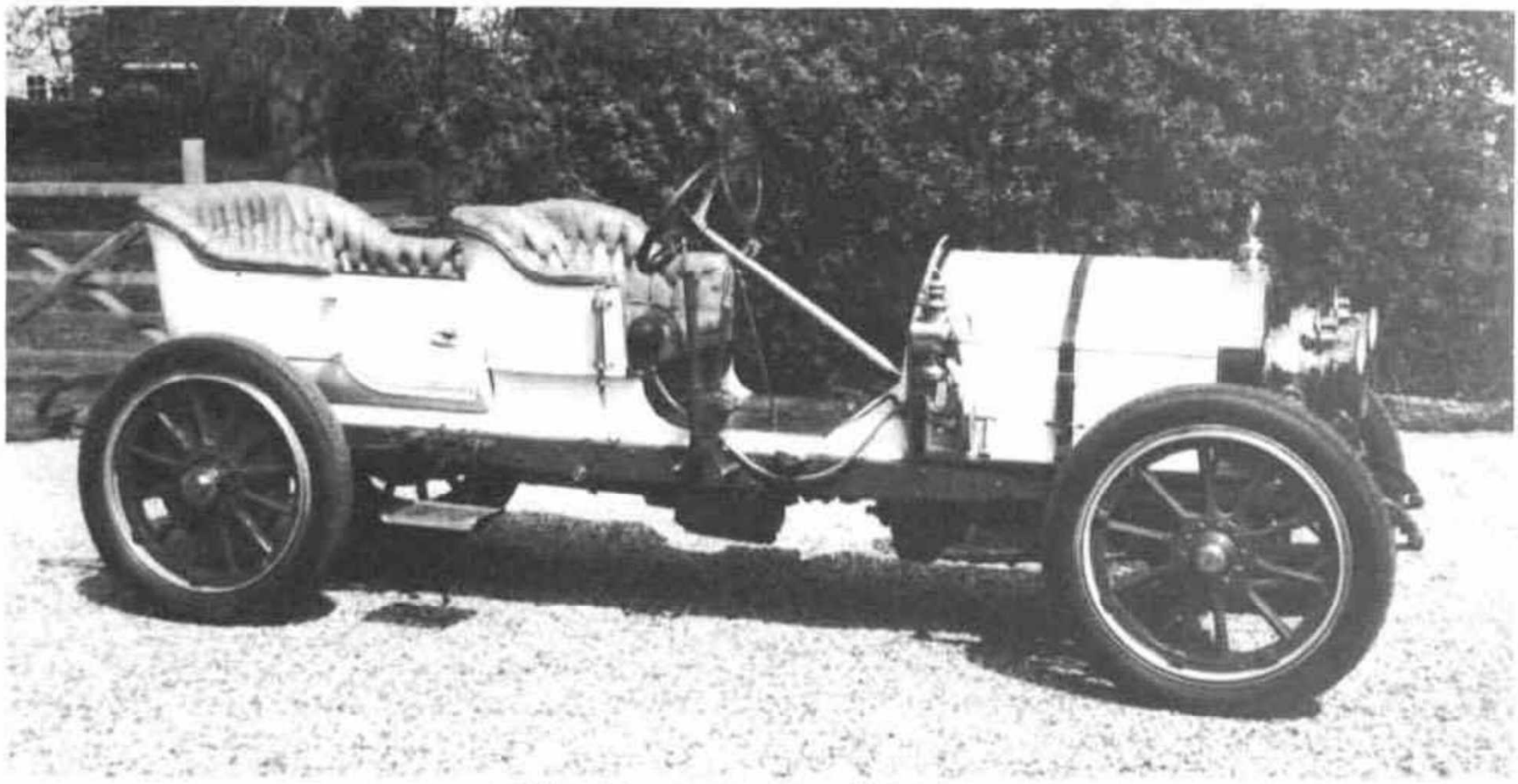
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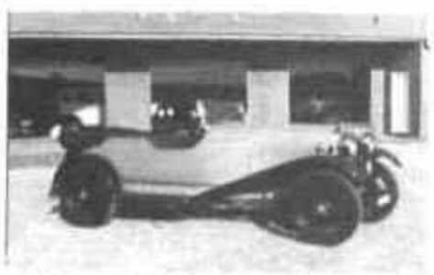
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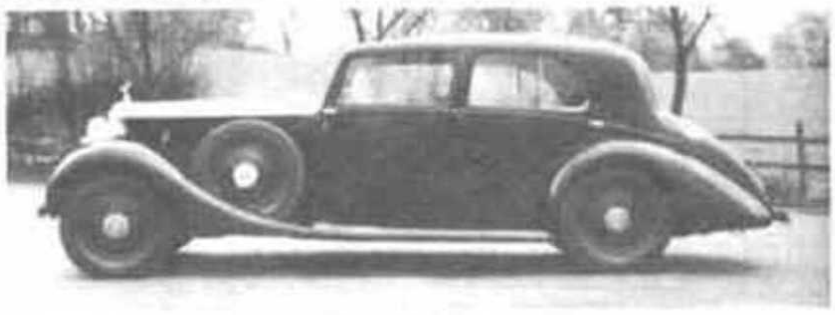
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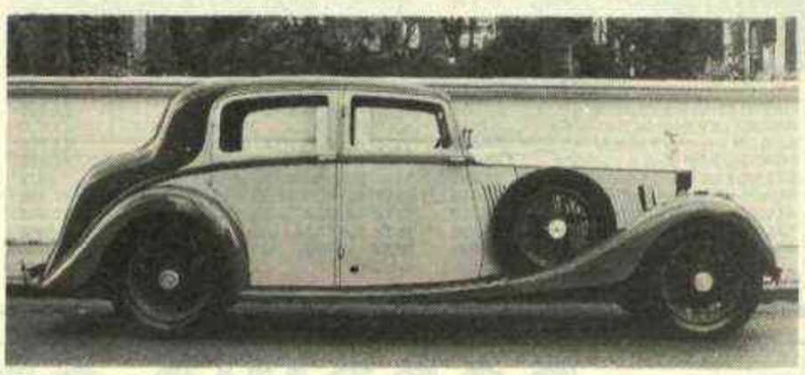
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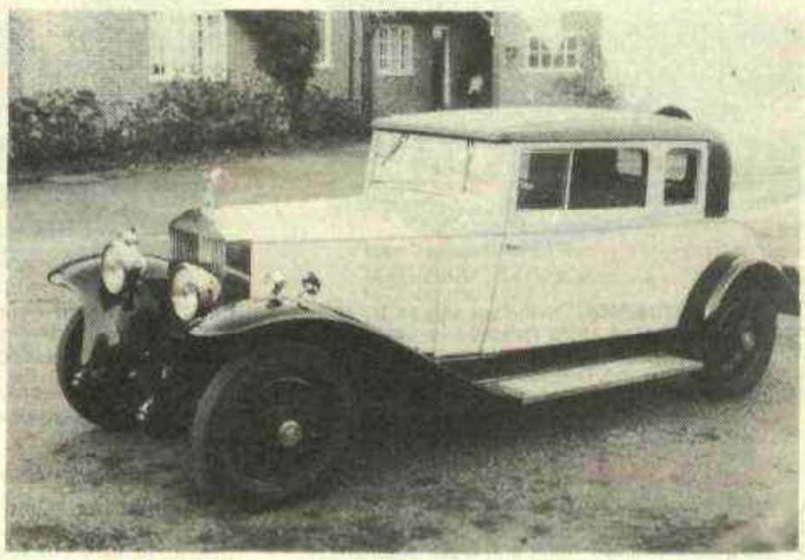
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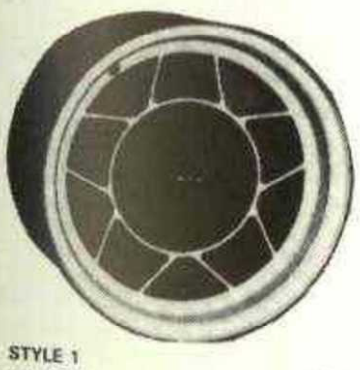
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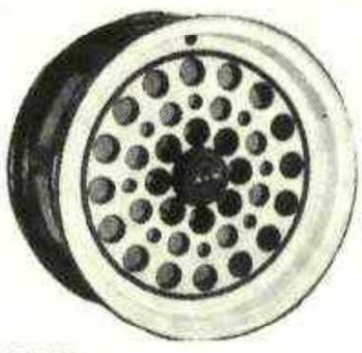
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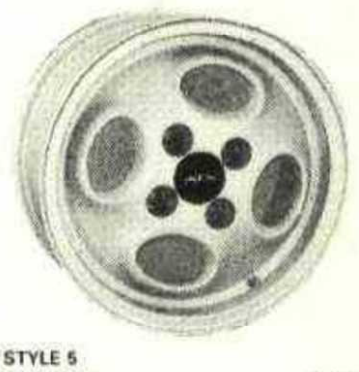
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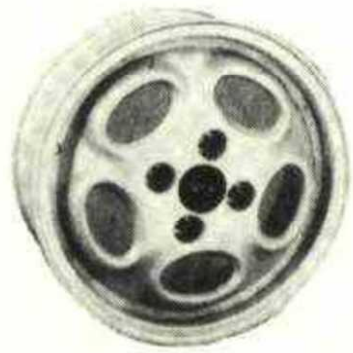
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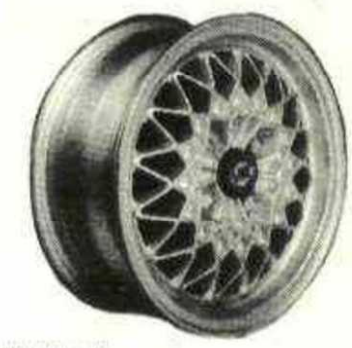
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