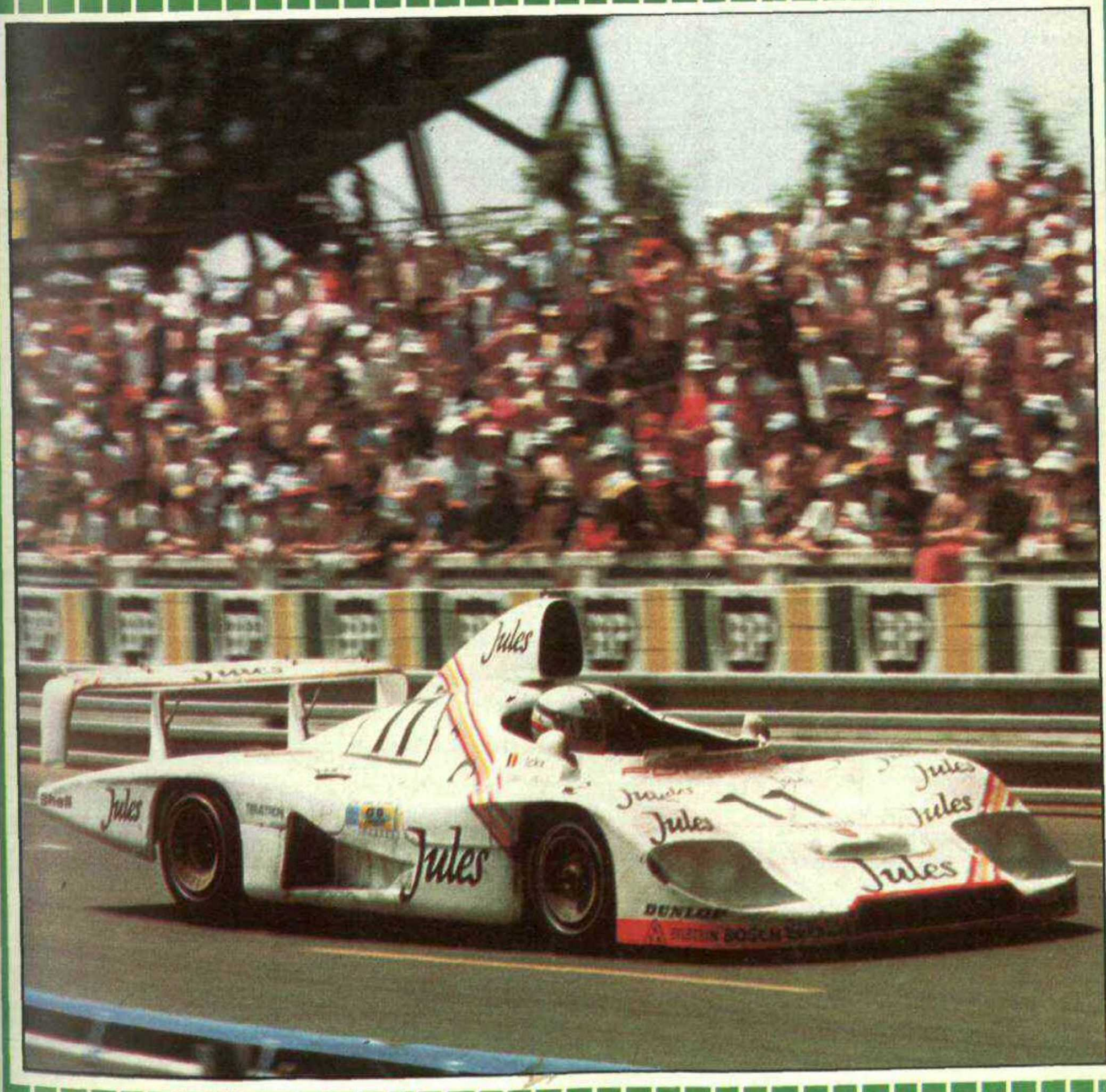
July 1981

MOTOR SPORT

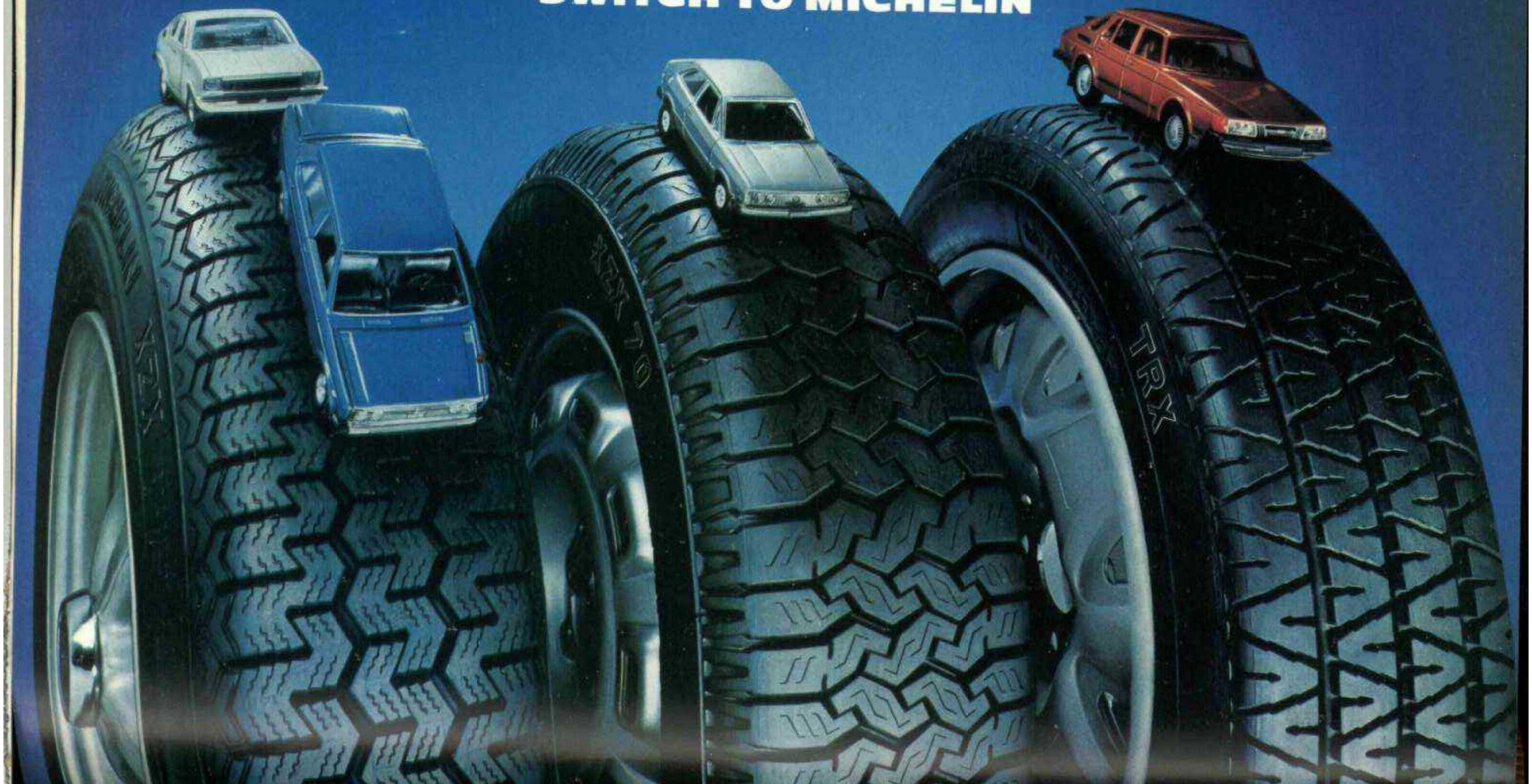
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Please check import and any registration restrictions, which are different in every country. We can usually give the name and address of a Seven owner to contact for advice.

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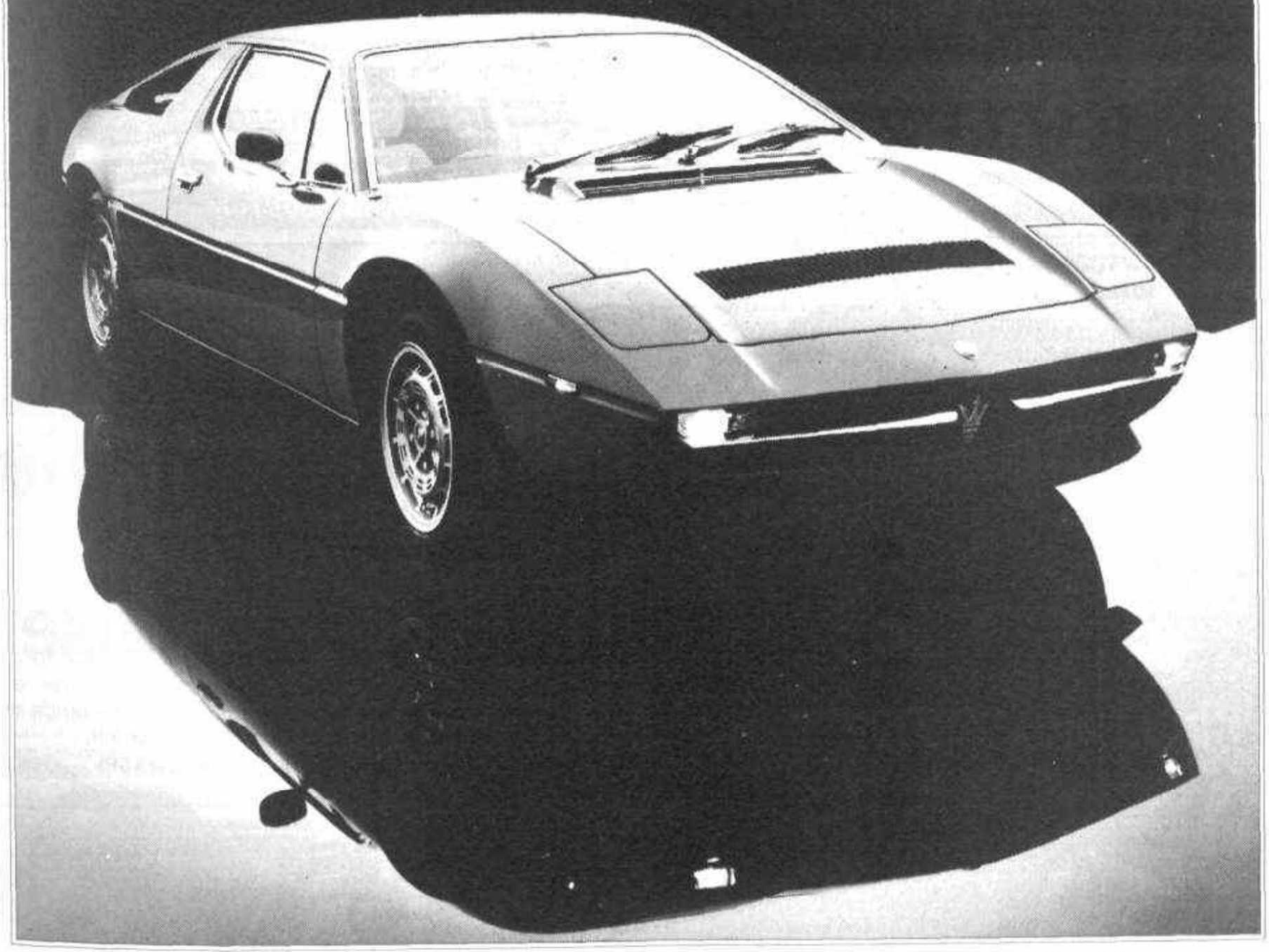
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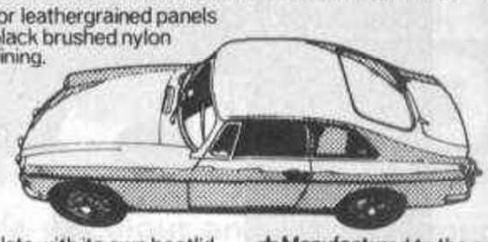


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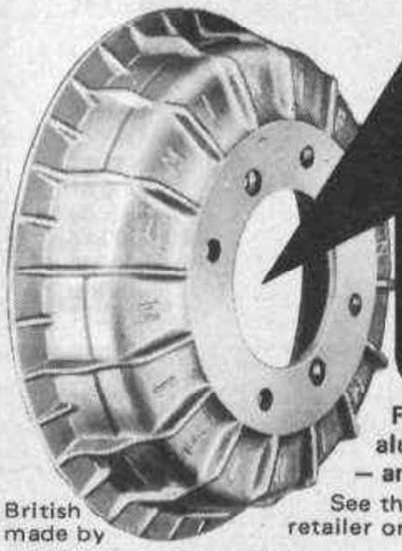


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Ah! That smile on your face as you slide into the driving seat of your brand new car! A dream of a car. Breath-taking! (So is the price!) But if your traded-in pride and joy is Waxoyl-proofed, that's something else to make you glad. For, with every pound you gain in Dealer's top 'Book' price over 'average' 3yr-old condition price, helps cut what your new car's cost you. Could be quite a bonus. Up to £600 in fact. Which should please you greatly! (Perhaps you might care to check comparitive 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 (or petrol tank fill-up) with 'all-in-one-go' Waxoyl 'Jumbo' applicator works **FOUR TIMES FASTER** than any other known design. Easy as syringing your roses! Order 'Jumbo' with your Waxoyl.

Waxoyl 'Know-How'

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

'Tadpole' Molecules

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



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.



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 UNDERside. Hidden! It's the very problem Waxoyl is designed specifically to solve! Low viscosity, and magnetic 'pull' seeps Waxoyl into every rust trap **in entire vehicle system.** Result? Waxoyl holds 'Showroom' condition. Virtually for entire car life.

Salt & Water Spray Tests

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

Finnigan's derive modest satisfaction from Swiss report. As rival makes disintegrate, Waxoyl proves **'Metal unchanged'.** Waxoyl rust Inhibitor CHASES OUT moisture from ferrous oxide rusting. Rival Inhibitors COMBINE with oxygen and water. Strength weakens. Activator becomes exhausted (leeches out) like chewing gum eventually losing taste. Metal breaks down unless rustproofer renews treatment. Hence usual (charged for) follow-up check. But no further attention with Waxoyl apart for Autumn 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 3,500 coating still intact in corrosive sea air'* Motor Magazine: *'Remains active indefinitely'* Westerly Marine, Portsmouth: *'Protection excellent on marine diesel oil tanks'* (Tank bases standing on supports otherwise impossible to rustproof.) *'Fantastic stuff'* says Citroen Car Club. Veteran Motorists Mag: *'No sign of corrosion on '72 car; does inhibit existing rust'* Autocar Mag. *'One of cheapest, effective ways to protect a car'* Chesterfield: *'9 Yr. old Volvo looks less than half its age'* Civil Eng'rng. Polytechnic: *'On Mole Valley Flood Scheme, base steel instrument cases in open countryside rust-free to date"*

If Considering Other Makes

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

Year After Year Protection

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

Waxoyl Users Find Other Uses

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

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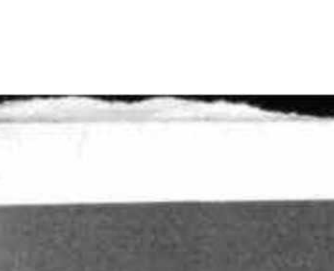
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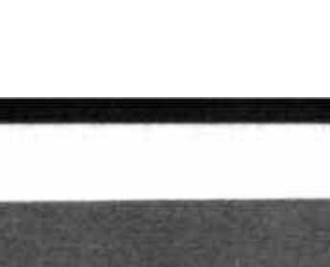
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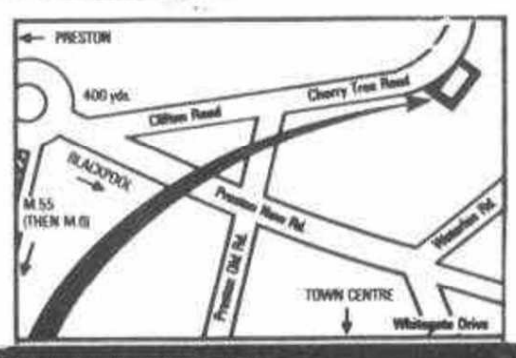
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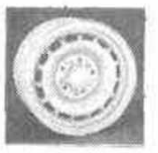
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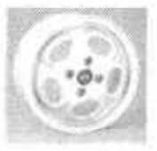
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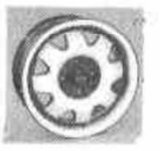
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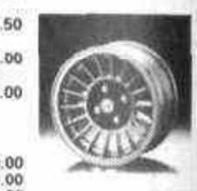


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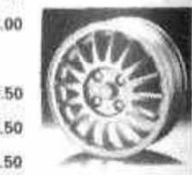
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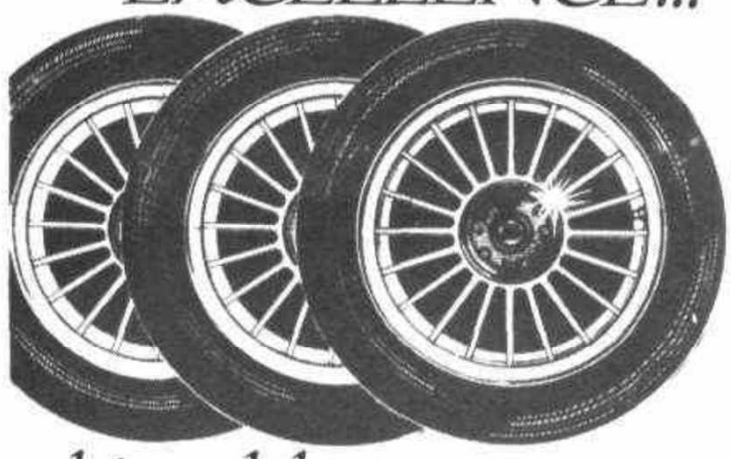
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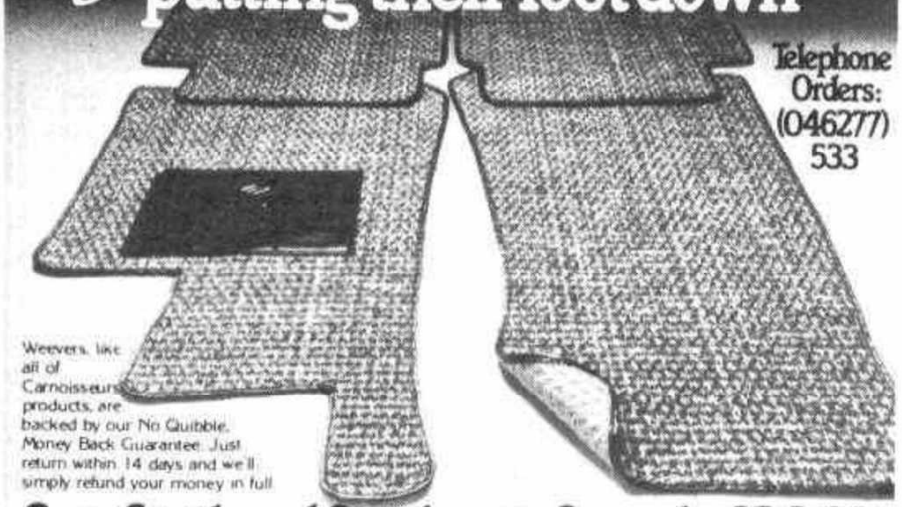
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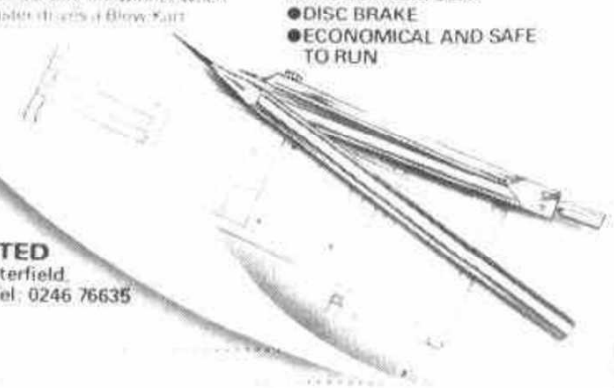
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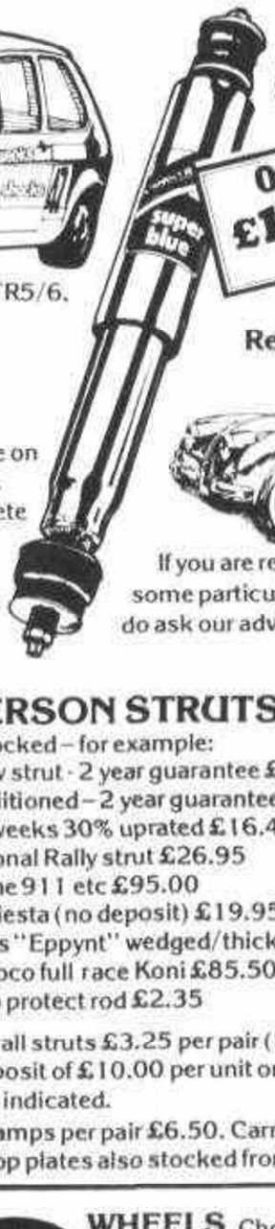
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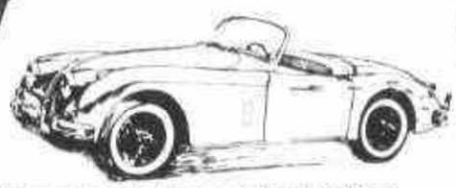
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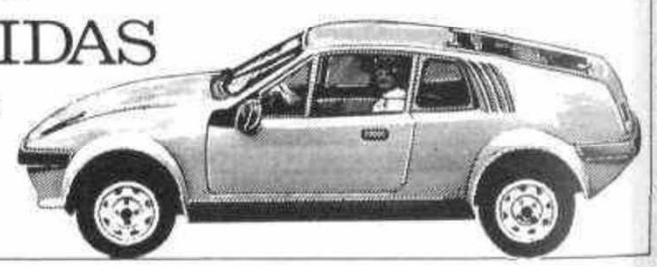
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Also 246 Dino 1974. Met. blue, tan leather, 43,000 miles, 3 owners, history. **£9,750**



BMW 633 CSI. Auto, S-Reg, met. blue, air cond., Mahle wheels, 33,000 miles. **£8,450**



Jensen Interceptor Convertible. P. Reg., yellow/black hide, good example, 44,000 miles, history. **£10,950**



Ferrari 308 GTB. 1977, red/beige leather, air cond., wide wheels. **£9,450**

Also '79 308 GTS. One owner, 10,000 miles. **£13,950**



Lotus Esprit. 1979 model, T-Reg, white/beige leather, 2 owners, 24,000 miles. **£7,950**



Aston Martin DBS V8. 1975, auto, met. bronze/beige leather, 2 owners, full history. **£6,950**



Ferrari 308 GT4. 1976, red/beige brown suede interior, air cond., 32,000 miles. **£7,250**



De Tomaso Innocenti. V-Reg, red/blue cloth interior, 6,000 miles. **£3,950**



Jaguar E-Type V12. Roadster, N-Reg, auto, in lavender blue, w-wheels, h-top with one owner, service history, pristine. **POA**



Ferrari 365 GT 2+2. N-Reg, manual, met. Brown/beige leather, 40,000 miles, complete history. **£9,950**



Maserati Merak. 1979, met. gold/beige leather, 9,000 miles, 2 owners, history. **POA**



Jaguar XJS. Choice of 3, 1977, squadron blue, 30,000 miles, 1978, white, one owner, 22,000 miles & 1978 manual, black, one owner, 25,000 miles. **From £6,750-£8,450**

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Tip of the Month

Suspension clonks. It could be worn shock-absorbers, if so, see last month's ad! But first check your anti-roll bars — if you've got any. (They're on all 911S Carrera, and virtually all 1974 — on model 911, but otherwise they were optional).
Front: On pre-1974 model 911 (and 3.0 Turbo), the bushes each end of the vertical drop links wear, (**£1.72** + VAT a set), and occasionally the lever arm works loose on the end of the anti-roll bar (1 arm complete **£4.38** + VAT).
On 1974-on models the assembly is almost totally trouble-free.
Rear: The 4 bushes on the anti-roll bar wear, (set **£24.32** + VAT for 15 mm., **£16.08** + VAT for 18 mm. bar), and in extreme cases the bar itself wears (**£15.33** + VAT for 15 mm., **£25.00** + VAT for 18 mm.).
Alternatively you might have forgotten to shut the engine lid, although this wouldn't clonk if you had an enormous rear spoiler . . .

STORES DEPARTMENT

We've got 2 more this month going 'into the bin'. Quite sad, really, isn't it?
1971 2.2 litre 911S Targa. This has a really super back part, but the front part is full of brick wall, so its all definitely for bits.
1970 2.2 litre 911T. A LHD coupé that's a good runner but very rusty, that we've purely for spares.

SPECIAL OFFERS

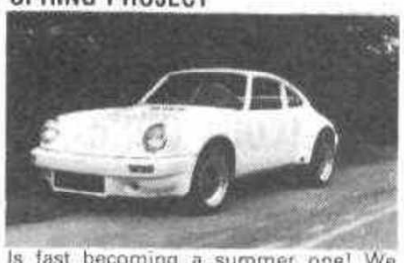


'Group 4' RSR pattern lightweight one-piece rear spoiler. Similar to those worn by most road going club competition cars, e.g. Spotty Muldoon, the Olly Dwarf, etc!
We've just completed a new mould to replace the original (rather tired!) one, and we've included mounting facilities for a rear window wiper for road use. The complete lid weighs only 5½ kgs., and is of a slightly revised shape to improve the spoiler lip rigidity (and stop the mould warping!).
This spoiler is **large,** and we feel the size of it is such that it is best suited to cars with Turbo size (or larger) wheel-arch flares.
Will double more as a dinner table than a picnic table. Reduced from £150.00 + VAT to:

£110.00 + VAT

NB: Can be supplied with air intake grill on upper surface if required.

SPRING PROJECT



Is fast becoming a summer one! We took the above photo on June 1st with it fresh from the paint shop in Grand Prix white. Specification will include 2.8-litre 250 b.h.p. mechanically injected engine, 5-speed LSD transmission, Carrera brakes and competition Bilsteins. We are building it to lightweight specification, but retaining soundproofing and fully reclining Recaros to make a highly potent, but totally practical, road car. Should be sufficiently complete by now to be viewable, if not driveable. **£12,500**

924

All right, we admit it, there's a quite pleasant little water cooled job, with the engine in the boot, running around with the Porsche badge on it. In fact we suspect its potential as an effective 'fun' car is good, and are currently looking into simple (= economical) ways of adapting it for club competition. Watch this space!

WANTED!

Porsches. Anything considered. Especially earlier 911's.
(PS: We like a full history, and we're at all keen on rust!)



1973 Carrera RS. Grand Prix white with bl Black interior trim. Bodywork just tot renovated by ourselves. Mint. **£9,5**



1975 2.7-litre 911S. Cockney brown, tan tri ESR, elec. windows, tints, r. wiper, etc. 57,0 miles. **£6,8**



1974 model 2.7-litre Carrera. Aubergine, bla trim. ESR and all usual extras. 2 owner, f history, 71,000 miles. **£7,2**

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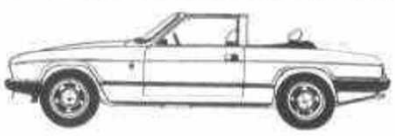
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1981 Lotus Eclat 2.2. In Bermuda blue, black trim, cassette/radio, 2,000 miles **£14,995**

1979 Jaguar XJ6 4.2 auto, LWB, in red, black leather trim, one owner **£6,995**

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

1981 Reliant Scimitar GTC Convertible manual, o/d, Wolfrace wheels, power assisted steering, tan trim, 1,000 miles **£10,995**

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

1977 Triumph Spitfire. In blue, tan trim, hard & soft tops, cassette radio **£2,195**

1978 Triumph TR7. White with green flash, green trim, 29,000 miles **£2,895**

1978 T MG Midget. In Tahiti blue, full tonneau **£2,495**

1980 Lotus Elite 501. Red, black trim, one owner **£11,295**

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

1978 Triumph TR7. Yellow, green trim, 26,000 miles **£3,095**

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

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

1980 Lotus Elite 501. Red, champagne leather trim, one owner, 9,000 miles **£11,795**

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

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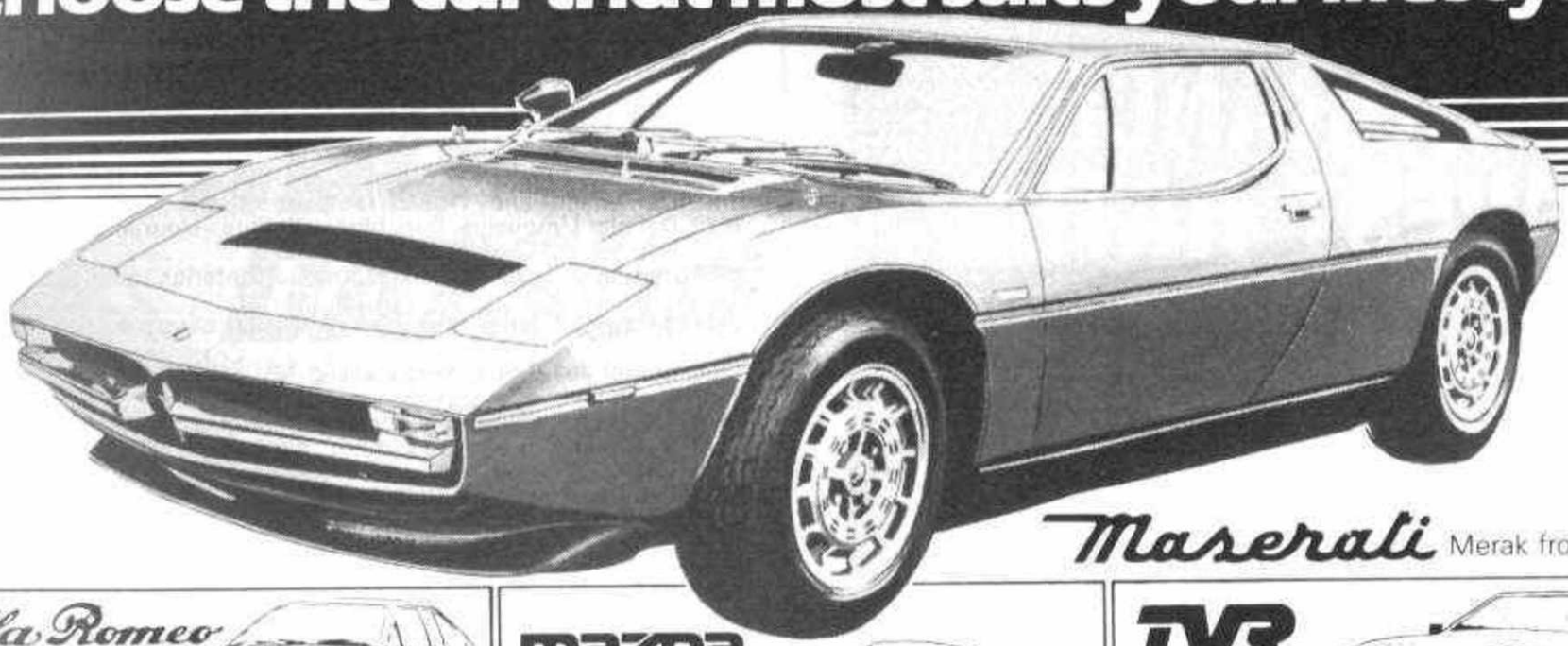
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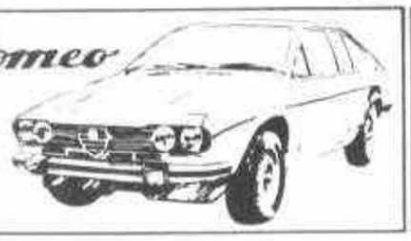
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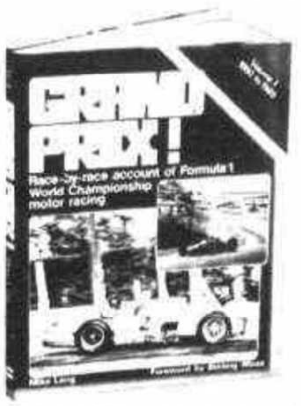
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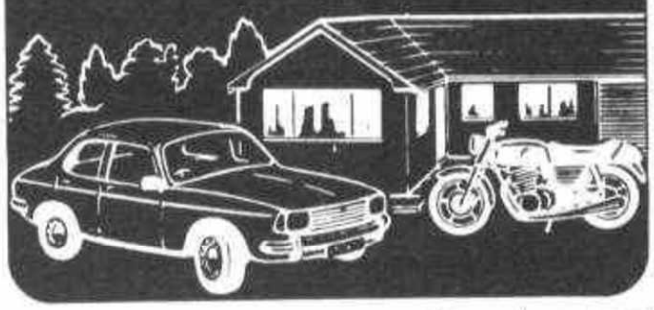
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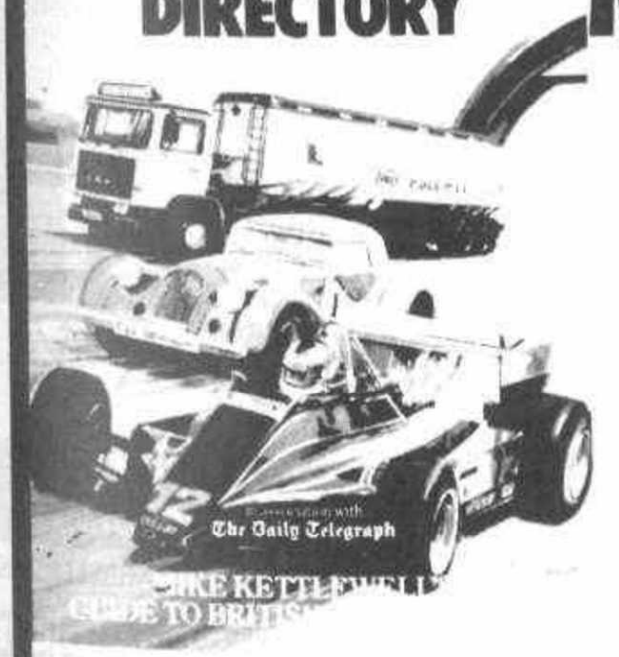




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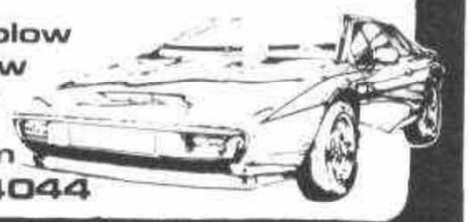
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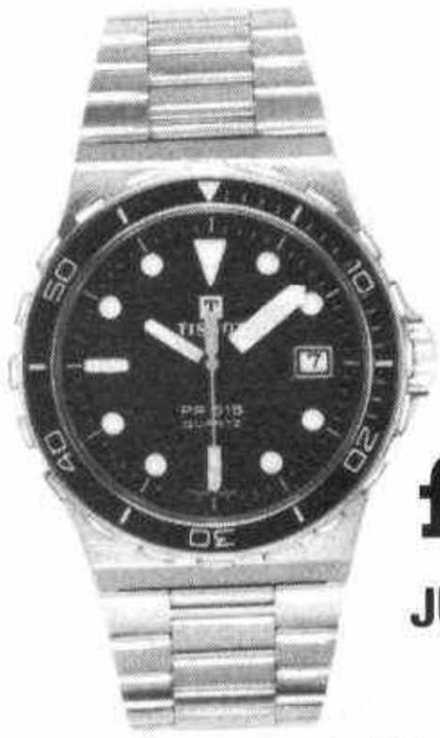
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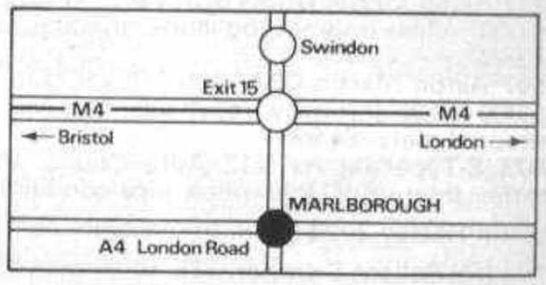
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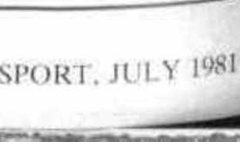
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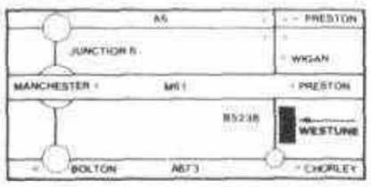
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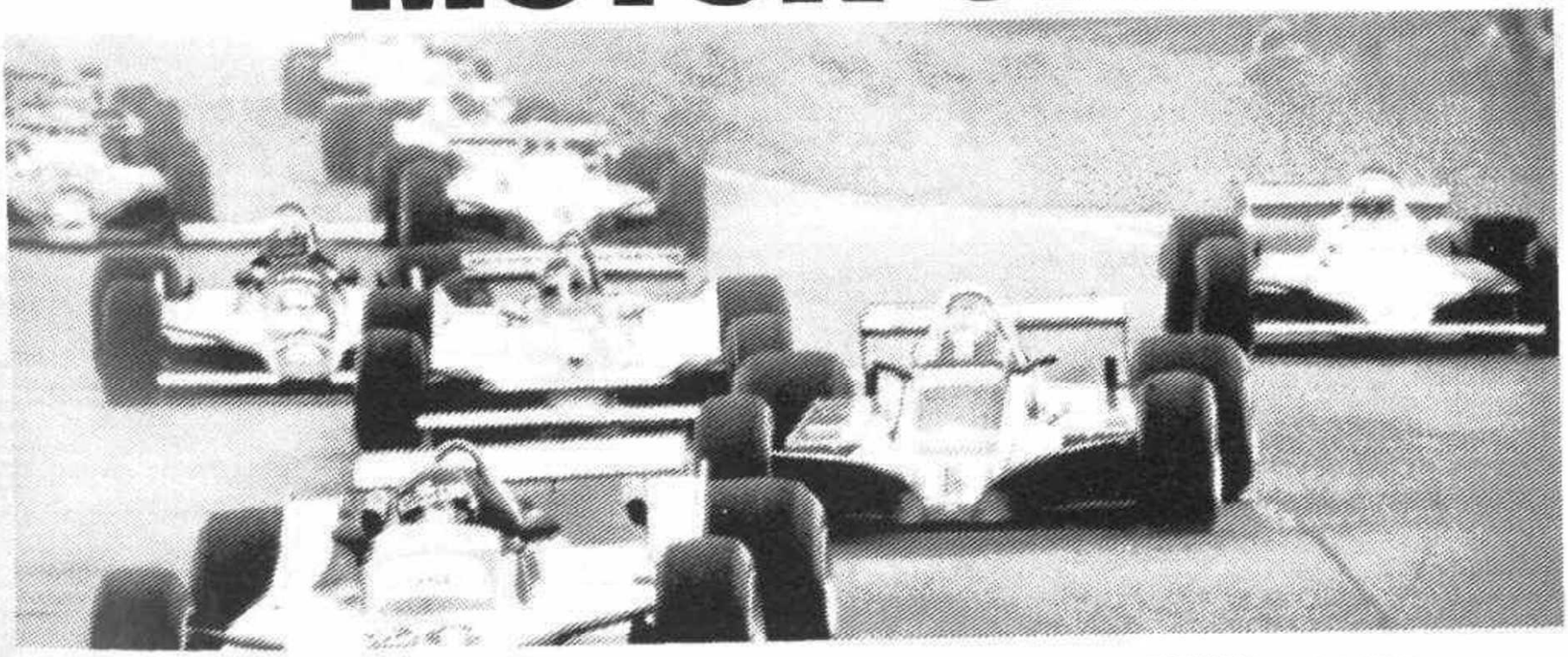
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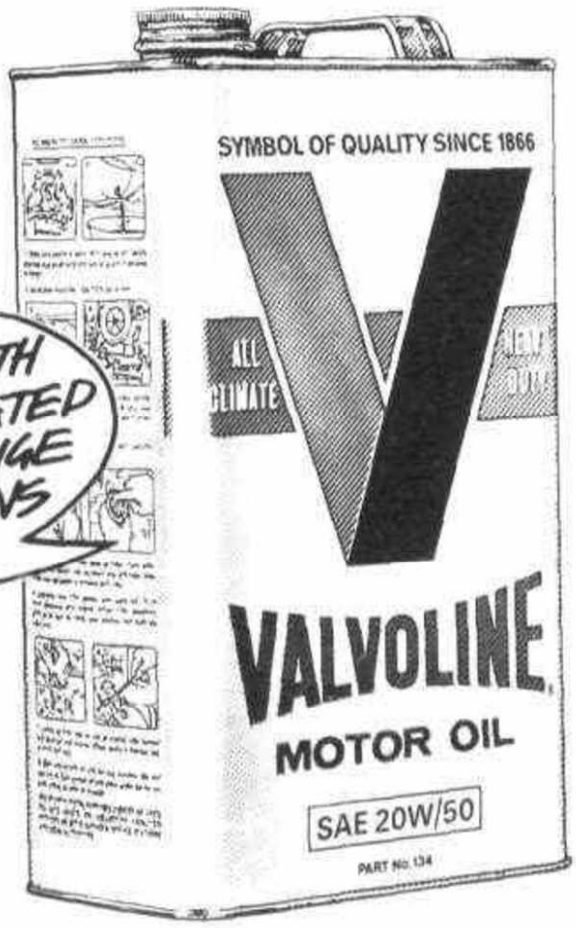
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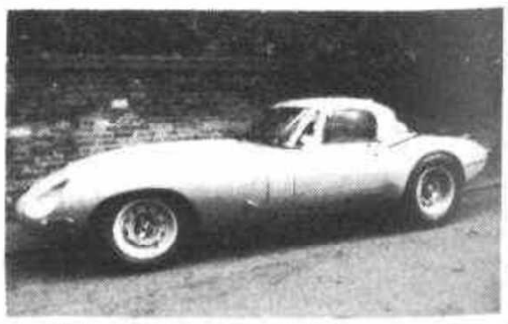
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VOL. LVII No. 7 JULY 1981

MOTOR SPORT

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

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FRONT COVER PICTURE: THE CAR that made history. While our picture shows Briton Derek Bell en route to his second victory in Les Vingt Quatre Heures du Mans, Belgian Jacky Ickx also piloted the Porsche 936/81, and thus obtained a place in racing history by winning at the Sarthe no less than five times.

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MATTERS OF MOMENT

■ THE FARNHAM FUSS

There has been a fine fuss going on in Farnham, Surrey, because the Urban District Council has resolutely refused to name its new Sports Centre after the late Mike Hawthorn, in honour of the great British racing driver who was brought up in the town and lived there at the height of his fame. This in spite of 7,576 people, mostly local ratepayers, having signed a petition in favour of so doing. There is irony in the fact that Councillors voting against the desire of the petitioners were elected to their high Council positions by far fewer votes!

In fact, only three out of some 20 Farnham Councillors were in favour of recognition of Hawthorn in the simple manner suggested, thereby ignoring the wishes of many who had voted them to power. Reasons given for not naming the new Sports Centre after one of our most accomplished racing drivers and a great, much-loved local character were that Mike was not born in Farnham (although he had lived there for 27 years), that the Sports Centre has no connection with motor racing, and the futile one that, if so named, no-one would know where the place was — as if it could not be called the *Farnham* Mike Hawthorn Sports Centre. To her credit, Councillor Lady Anson suggested that Hawthorn's name might be inscribed on an honours board somewhere in the new Sports Complex, and the Council is believed to have discussed naming the main sports hall therein after him.

This is a sad admission that the greatness of Hawthorn's achievements is not understood by these stubborn Councillors, who at election time are so anxious to assure us that they represent the wishes of the electors. This cheerful young man, who had far more than his fair share of tragedy and anxiety in his brief life, was the first British driver to win the World Championship, when racing for Ferrari, in 1958, by one point from Stirling Moss; Moss has been honoured by the Establishment, whereas Mike was neglected. He won that great French GP at Reims in 1953 from Fangio, again in a Ferrari, the first British driver to win this race since Segrave in 1923. But Mike Hawthorn also drove British cars, from his initiation in Rileys and Cooper-Bristols, to winning Le Mans for Jaguar with Ivor Bueb and the Sebring 12-hours, also in a Jaguar D-type, with Walters. *Incidentally, in 1951 Hawthorn won the MOTOR SPORT Brooklands Memorial* Trophy, in those days contested at Goodwood. His racing driver father, also killed in a road accident, must have brought much business to Farnham with his well-known TT Garage. Yet the Councillors of Farnham refuse to recognise this accomplished, modest and charming local resident, in a manner as simple as naming a Sports Centre after him — never mind that in a very short space of time so many locals, including old ladies and those born after Mike had died made known what they wanted done . . .

The trouble seems to be that within days of Hawthorn's death (he crashed his Jaguar on a day, as I well remember, of heavy rain and a freak wind, but no-one else was involved — Ed.) Maxwell Aylwin and the late Frank Brockway wrote to the National Press suggesting a memorial to the popular young racing-driver. This led to the Farnham Appeal and a parallel effort by a body of people at the RAC. Even then, the Farnham UDC was disinterested and the best that could be done, in spite of money subscribed in 1959 was a little pavilion in a local park not opened until 1970 and now said to be "a vandalised miserable hut". The promise of extra help from the Council had evaporated.

Now, when it is sought to do proper justice to the memory of the "Farnham Flyer", who is still respected, says Doug Nye, in far-away Modena, the Council points to this terribly poor existing memorial as all that is required! The moral seems to be, if you have something worthwhile to do, never start with anything less . . .

Had Mike Hawthorn been a foreigner, almost immediately after his fatal accident a memorial stone would no doubt have marked the spot where he drove for the very last time. And a suggestion of a better memorial in his home-town would undoubtedly have met with warm approval, instead of the icy indifference displayed by the Waverley (Farnham) Council. Housewife Maureen Covey did her best, with the petition and letters to the local Press, but to no avail. Perhaps it is time those who revere the memory of the one-and-only Mike Hawthorn, driver of Connaught, Vanwall and BRM as well as the cars named above, wrote to these unco-operative Councillors, bombarding them with requests for a fitting local memorial to a racing driver whom the Sporting Club honoured as Sportsman of the Year after his World Championship? All we are asking for is a Farnham Mike Hawthorn Memorial Sports Centre. It could be up to you.

■ THE MIRROR WEAPON

Those who drive motor vehicles surely cannot fail to be depressed when reading local newspapers, due to the very frequent reports therein of motorists being fined heavily for very minor misdemeanours. From such reports in a paper we have just put down, it appears the excuse (duty if you like) that the Police are

Continued overleaf

Motor Sport Fixture List for July

★ 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
July 2nd/5th	**Automobilklub Dolnoslaski**	—	**Poland**	**Polish Rally (European Rally Championship) (INT)**	—
July 3rd	**NASCAR**	**Daytona**	**USA**	**Daytona 6 Hours Race (INT)**	—
July 3rd/4th	Scottish SCC	Grange Motors	Kilmarnock	Caledonia Rally *(CJ)*	23.31
July 4th	**BRSCC**	**Mallory Park Circuit**	**Kirkby Mallory, Leics.**	**Saloon Car Festival (INT/R)**	**14.00**
July 4th	VSCC/MAC	Shelsley Walsh	Nr. Worcester	Hill Climb *(C)*	14.30
July 4th/5th	Northumbrian MC	Newton Street, Duns	74/782539	Jim Clark Memorial Rally *(N)*	18.01
July 4th/5th	**Rallye Skoda**	—	**Czechoslovakia**	**Skoda Rally (European Rally Championship) (INT)**	—
July 5th	Redditch & District CC	Enstone Airfield, Nr. Chipping Norton	164/397256	Max Whetton Memorial Stage Rally *(R)*	12.30
July 5th	MAC	Shelsley Walsh	Nr. Worcester	Midland Hill Climb Championship *(N)*	14.00
July 5th	BARC	Silverstone Circuit	Nr. Towcester, Northants	British Formula Three Championship, Opel Trophy Meeting *(N/R)*	15.00
July 5th	BARC	Snetterton Circuit	Nr. Attleborough, Norfolk	Race Meeting *(R)*	14.00
July 5th	BRSCC	Cadwell Park Circuit	Louth, Lincs	Race Meeting *(R)*	14.00
July 5th	BARC	Goodwood	Nr. Chichester, Sussex	Sprint Meeting *(R)*	—
July 5th	TEAC	Lydden Hill Circuit	Dover, Kent	Race Meeting *(R)*	—
July 5th	SSCC	Knockhill Circuit	Fife	Race Meeting *(R)*	—
July 5th	**ASAC de Bourgogne**	**Dijon**	**France**	**French Grand Prix (World Championship Round) (INT)**	—
July 5th	**ADAC SaarlandeV Sportabteilung**	**Nurburgring**	**Germany**	**European Touring Car Championship (INT)**	—
July 11th	750MC	Aintree Circuit	Liverpool	Race Meeting *(R)*	—
July 11th	Carmarthen MC & Epynt MC	Abernant Lake Hotel	147/887464	ATS (Epynt) Stages Rally *(R)*	11.00
July 11th/12th	Preston Automobile Club	Akeds, St. Annes	102/322289½	Red Rose Rally *(CJ)*	23.45
July 11th/12th	VCC	Runnymede Hotel	Egham	Runnymede Rally *(C)*	09.30
July 11th/12th	BARC	Harewood Hill Climb	Harewood, Nr. Leeds	RAC British Hill Climb Championship *(N)*	—
July 12th	BARC	Brands Hatch Circuit	Dartford, Kent	Race Meeting (British Formula 3 Championship) *(N/R)*	14.00
July 12th	**BARC**	**Mallory Park Circuit**	**Kirkby Mallory, Leics.**	**Race Meeting (INT/R)**	**14.00**
July 12th	**SCCA**	**Watkins Glen**	**USA**	**Watkins Glen 6 Hour Race (World Championship for Makes) (INT)**	—
July 16th	**Sevenoaks & District MC**	**Layhams Farms**	**Keston, Kent**	**Autotest *(CJ)***	19.00
July 16th/18th	**RACMSA**	**Silverstone Circuit**	**Towcester, Northants**	**British Grand Prix (World Championship Round) (INT)**	**15.00**
July 17th/24th	**Automovil Club Argentino**	—	**Argentina**	**Codasur Rally (World Rally Championship) (INT)**	—
July 18th	Hawick & Border Car & Motor Cycle Club	Galashiels	Scotland	Esso Border Counties Rally (Esso Scottish Rally Championship round)	10.30
July 19th	Morgan SCC	Curborough	Nr. Lichfield	Annual Sprint *(R)*	—
July 19th	Bexley LCC	Peters Pit, Wouldham	178/713626	Single Venue Rally *(R)*	09.30
July 19th	AMC	Lydden Hill Circuit	Dover, Kent	Festival of Motorsport *(CJ)*	—
July 19th	**Automobile Club de Rimini**	**Misano**	**Italy**	**European Formula 3 Championship (INT)**	—
July 19th	**Ente Autodromo Pergussa**	**Enna**	**Sicily**	**European Touring Car Championship (INT)**	—
July 22nd	Maidstone & Mid Kent MC	Great Danes Hotel	Hollingbourne, Kent	Grass Autotest *(CJ)*	18.30
July 25th	BRSCC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting *(N/R)*	14.00
July 25th	500MRC	Kirkistown Race Circuit	County Down	Race Meeting *(C)*	13.30
July 25th	Connacht MC	Sligo Park Hotel	Pearse Road, Sligo	Sligo Stages Rally *(N)*	12.00
July 25th/26th	**HSCC**	**Donington Park Circuit**	**Castle Donington, Derby**	**International Classic Car Weekend (INT/R)**	—
July 25th/26th	AMOC	Loton Park Hill Climb	Shrewsbury, Shrop	Hill Climb *(R)*	12.15
July 25th/26th	Wakefield & DMSC	Ladbroke Mercury Motor Inn	Garforth, Leeds, 104/393323½	Calderford Trophy Rally *(R)*	22.31
July 25th/26th	**RACB**	**Spa Francorchamps**	**Belgium**	**24 Hours Spa Francorchamps (World Endurance Round) (INT)**	—
July 26th	BARC	Mallory Park Circuit	Nr. Leicester	Race Meeting *(R)*	14.00
July 26th	BARC	Gurston Down, Broadchalke	Salisbury, Wilts	Hill Climb Championship (Guyson BARC Hillclimb round) *(R)*	13.30
July 26th	**Ente Autodromo Pergusa**	**Enna**	**Sicily**	**European Formula 2 Championship (INT)**	—
July 26th	SMRC	Ingliston Circuit	Attleborough, Berwickshire	Race Meeting *(R)*	—
July 26th	BRSCC	Snetterton Circuit	Norwich, Norfolk	Race Meeting *(C)*	—
July 26th	BRSCC	Brands Hatch Circuit	Dartford, Kent	Race Meeting *(C)*	—
July 30th/ Aug. 1st	**STH Idar-Oberstein eV im AvD**	—	**Germany**	**Hansruck Rally (European Rally Championship) (INT)**	—
Aug. 1st	BRSCC	Aintree Circuit	Liverpool	Race Meeting *(R)*	14.00
Aug. 1st/2nd	VSCC	Prescott	Cheltenham	Hill Climb *(C)*	11.45
Aug. 2nd	BRSCC	Brands Hatch Circuit	Dartford, Kent	Linard 3 hrs. Meeting *(N)*	14.00
Aug. 2nd	**Ac Von Deutschland eV**	**Hockenheim**	**Germany**	**German Grand Prix (World Championship Round) (INT)**	—

MATTERS OF MOMENT

Continued from previous page

frequently using for stopping an estate car or van is the lack of an exterior mirror.

Once stopped for the offence of having only one mirror, the opportunity can be taken to check for all manner of things, such as a defective hand-brake, no test-certificate, tyres with insufficient tread, etc., etc. There are so many counts on which a vehicle can be faulted, even, as Trico Folberth Ltd., makers of those very efficient wiper-blades, remind us, a dirty windscreen. We are not suggesting that items that might render a vehicle dangerous should be permitted, or that vehicle laws should be flagrantly disregarded. But the extremely frequent vehicle checks, *vide* these local newspaper accounts, and the extremely savage fines and licence endorsements that invariably follow, are disturbing, and rather surprising in view of the growing amount of crime about for the Police to subdue. So often, these days, especially in rural areas, motor vehicles constitute an essential part of daily life, and it is easy to understand how minor digressions of the "Construction & Use" Act can inadvertently occur. One might think that a warning, perhaps the requirement that a slightly defective vehicle (such as one with only a single, but perfectly effective, mirror) be brought to a local Police station within a few days, to be re-checked. But no; however poor the owner, however hard a vehicle is worked, as the newspaper-columns tell us, the smallest defect inevitably results in very heavy fines, at a time when vehicle ownership is now taxed to the hilt, with little money being spent on better roads over which to run such vehicles.

It might be said that the fine for being caught with an insufficient number of mirrors on your car or van will be heavier than that inflicted had you stolen an additional mirror from someone else! So beware the mirror weapon . . .

It is sickening that, in an age when motor transport is a very essential part of daily life, so many unnecessary checks and traps are set-up by the Police, especially at a time when much more devastating crimes are ever on the increase. Mirrors apart, our local paper told the other day of a driver who was summonsed because, on finding a street ahead of him blocked, he had reversed, without causing the slightest danger or inconvenience to anyone. But he had reversed too far, in the eyes of a Policeman, and thus suffered an unbelievably high fine . . .

It seems that we are back to a similar war between Police and drivers as times when bobbies lay in ditches with cheap watches in order to catch luckless drivers doing more than 20 m.p.h. on deserted country roads. So if the Automobile Association and the RAC want to fight on their members' behalf, as they did in the old 20 m.p.h. speed-trap days, they might, for a start, campaign strongly against the costly fines now being inflicted all the time for minor technical motoring offences.

* * *

Alfa Romeos on display

IN order to raise funds for the Jimmy Savile Stoke Mandeville Appeal, a display of Vintage and Classic Alfa Romeos will be taking place at the Sutherlands Arms Pub at Tibberton, mid-way between Newport and Shrewsbury, on Saturday, August 1st. An extension of permitted drinking hours has been obtained, and the display, which is due to start at midday, is likely to run in to an evening jazz session.

Wrong Historian

OUR apologies to Mr. Brian Smith for referring to him as Mr. Field on page 962. We were mistakenly mixing him up with that other noted historian the late Dennis Field. Incidentally, Brian Smith tells us that although he is happy with Daimlers he has since had a Bentley S1 James Young Continental saloon, followed by a Rolls-Royce Silver Cloud I with SCT designed saloon body in magnificent condition, and that he now runs a 1955/6 4.9-litre Rolls-Royce Silver Wraith H. J. Mulliner touring limousine and a 1948 Mk. VI Bentley Hooper sports-saloon, incidentally with Lucas P100 headlamps. Thus does Brian Smith continue to satisfy his interest in fine chassis endowed with exquisite coachwork, while occasionally still pining for a Daimler. — W.B.

* * *

Mercedes-Benz W196

A.H. has been soundly horse-whipped for referring to the 1955 Formula One Mercedes-Benz Grand Prix car as a W194 in the Maserati 250F feature in this issue. It should, of course, have been W196 — as he will now remember to his dying day.

* * *

Additions to the Alfasud family

SINCE its inception in 1972, there have been so many variations on Alfa's very successful small-car theme the Alfasud, that it is difficult to keep track of what is what. Now there are four more variants to add to the list, the 1.3, 1.3Ti, 1.5 and 1.5Ti hatchbacks. The two-door Ti is to be dropped, but the 1.5 Sprint Veloce will continue with the hatchbacks alongside the four-door versions.

Alfa Romeo have achieved the three-door configuration very effectively, maintaining almost exactly the same body shape and losing nothing in comfort, noise levels or performance. There are one or two draw-backs, such as the hatch release lever being positioned on the floor next to the passenger's seat and a high rear sill, the latter necessary to maintain body stiffness without adding to weight.

The cars are typically Alfa, endowed with bags of character and delightful to drive, especially the 1.5Ti which, with its 95 b.h.p. engine, is a real flyer. Prices for the new hatchbacks range from £4,395 to £5,325. — P.H.J.W.

* * *

Panda priced

AS predicted last month, the new baby car from Fiat undercuts the price of the cheapest 127 by a few pounds. The Panda's retail price is to be £2,860, inclusive of special car tax and VAT, but excluding delivery.

* * *

Rileys Galore

ENTHUSIASTS for the pre-war versions of this marque will be gathering at the Coventry Crest Hotel, Walsgrave near Coventry, over the weekend of July 4th/5th where they will be holding their 26th Annual Coventry Weekend. Spectators will be welcome on the Sunday, when driving tests will take place at the Old Riley Works in Coventry, at 9.00 a.m., followed by a *Concours d'Elegance*.

Hill Climb

ALISTER DOUGLAS OSBORN has been consolidating his lead in the RAC Motor Sports Association Hill Climb Championship with very convincing style, taking fastest time of day both at Barbon in mid-May and at Shelsley at the end of the month. With five rounds completed at the time of writing, Douglas Osborn has given away only two points, one to Dave Harris at Wiscombe Park and the other to James Thomson at Loton. With the back-up provided by the Waring & Gillow/Maples team, ADO is in a very strong position to maintain his commanding lead throughout the season. His Pilbeam is obviously very well sorted, and, with the 3.6-litre Cosworth development engine, is particularly powerful. His FTD at Prescott earlier in the season caused a few heads to nod, for Prescott is a hill with the reputation for favouring the smaller engined cars, which are usually more agile through the corners, thus his times at Shelsley, a power hill if ever there was one, were hardly surprising. The smaller cars, being unable to gain any advantage through the Esses, which never really dried throughout the day, were completely outclassed by Douglas Osborn's rapid progress. By the time this issue is on sale, the rounds at Fintray, near Aberdeen and at Doune, near Stirling will be over, and the competitors will be taking a break before the two Channel Island rounds at the end of July. Both of the Scottish venues favour the more powerful cars, so Douglas Osborn's lead is likely to be increased before the serious competitors set out.

James Thomson has had something of a meteoric rise to the forefront of hill climbing, but he still lacks much valuable experience. He ran Douglas Osborn a close second at Barbon, but at Shelsley he repeated his Prescott performance by finishing well up in the class runs, but trying just too hard during the all important top ten run off, smashing his nose-cone in the Esses on the first run and clouting the bank on the exit from these bends on his second attempt. At Prescott, he went straight on at Ettores on his first top ten run, making it to the top on his second.

Chris Cramer, last year's champion, had a slow start to the season, sorting out his ex-Formula II Toleman, which he originally ran on Pirelli radial tyres. He has come to terms with the car very quickly, and has made a great success of altering the set-up to suit M & H cross plies. From failing to qualify for the top ten at all earlier in the season, Cramer was up to third place at Barbon, only 0.24 secs. behind Douglas Osborn, and took second place at Shelsley 0.71 secs. behind the winner, bringing him up to fifth place in the championship equal with Martyn Griffiths.

Results — Barbon

1st	Alister Douglas Osborn (Pilbeam MP 47 DFV)	21.75 sec.
2nd	James Thomson (Pilbeam MP 40K Hart)	21.84 sec.
3rd	Chris Cramer (Tolman TG 280 Hart)	21.98 sec.
4th	Dave Harris (Pilbeam MP 50 Hart)	22.46 sec.
5th	Roy Lane (March 802 Hart)	22.92 sec.
6th	Malcolm Dungworth (Pilbeam MP22 DFV)	23.03 sec.
7th	Martyn Griffiths (Pilbeam MP42 Hart)	23.12 sec.
8th	Martin Bolsover (Pilbeam MP51)	23.58 sec.
9th	Norrie Galbraith (Chevron B48S)	23.73 sec.
10th	Max Harvey (March 792)	23.94 sec.

Results — Shelsley

1st	Alister Douglas Osborn (Pilbeam MP47 3.6 DFV)	27.30 sec.
2nd	Chris Cramer (Toleman TG280H 2.5 Hart)	28.01 sec.
3rd	Ted Williams (Pilbeam MP40 2.5 Hart)	28.09 sec.
4th	David Franklin (March 782 2.3 BMW)	28.40 sec.
5th	Martyn Griffiths (Pilbeam MP42 2.5 Hart)	28.71 sec.
6th	Roy Lane (March 802 2.5 Hart)	28.82 sec.
7th	Dave Harris (Pilbeam MP50 2.5 Hart)	28.84 sec.
8th	Richard Fry (Pilbeam MP40 2.5 Hart)	28.79 sec.
9th	Malcolm Dungworth (Pilbeam MP22 3.3 DFV)	29.50 sec.
10th	James Thomson (Pilbeam MP40K 2.5 Hart)	NO TIME

CLUB NEWS

Jaguar Drivers Club

TO celebrate their 25th birthday, the JDC are holding a special anniversary rally at Woburn Abbey on Sunday July 12th. Over 500 Jaguars of all kinds are expected, including early SS and Swallow vehicles, as well as later Jaguar-powered special-purpose vehicles such as army scout cars, fire engines and ambulances. There is a rumour that some of the factory's historic vehicles may be on display.

Longton & District Motor Club

AS part of an effort for the International Year of the Disabled, this club (in conjunction with the Lancashire County Council) will be promoting an Autotest Meeting for disabled people on Sunday, 6th September. An entry of about 50 cars and three-wheelers is anticipated, and there are likely to be five or six classes. The club would be very pleased to hear from any group interested in forming a class in the competition, or from any disabled person who is interested in competing. They would also be delighted to hear from any past or present Autotest Champions who would be willing to do demonstration runs. The event will be taking place at the British Leyland factory car park at Leyland, about 1 mile from the M6. The man to contact is Peter Sowray, 254, Plunginton Road, Fulwood, Preston, Lancs. PR2 3PQ.

Maidstone and Mid-Kent CC

BY the time this issue is on sale, a party of about thirty M & MKCC members should have returned from Belgium where they were helping to run special stages on the Ypres 24 Hour International Stage Rally. The invitation came from the AC Targa Florio, Leper, and follows a similar trip last year when, apparently, Frans Thevelin, the Clerk of the Course, was particularly impressed with the way the Kent club tackled their task. This year, they were due to assist with running the long Langemark stage and to organise the Lo stage completely.

Bognor Regis Motor Club

WE have always thought of the VSCC as being a particularly active club, having some 25 or so competitive meetings a year as well as a full social calendar, but that club does have well over 5,000 members, which works out at one event per 200 members. Thus when a club of under 200 members puts on a whole range of events, as does the Bognor Regis Motor Club, we cannot fail to be impressed. In addition to the usual local club socials (Thursday evenings at the Lamb, Pagham), navigational exercises, and such like, they run a sprint meeting at Goodwood, a large Autotest meeting on the Esplanade at Bognor (closed for the occasion) as well as a large programme of smaller autotests, trials, rallies and so on.

BSA Front Wheel Drive Club

THIS club's National Rally this year is being held over the weekend of July 11th and 12th at Sudeley Castle, Nr. Winchcombe, Clos. Enthusiasts for the breed will be able to eat, drink and make merry with other like-minded individuals on the Saturday, while the Sunday will be devoted to (slightly) more serious activities, such as a concours, autotests and a mini-autojumble.

FORMULA II REVIEW

SEVEN different winners from seven races. That hard to believe statistic underlines the competitiveness of this year's European Formula Two Championship. Not only are there plenty of hungry young drivers with the potential to win, this year plenty of them have the equipment, technical and managerial back-up necessary.

The most recent races have taken place over two of the most pleasant circuits in Europe: the beautiful long, winding circuit in the mountains to the north of Florence that captures the spirit of the Targa Florio-style Mugello road race and takes its name from that lamented event and the true street circuit that wriggles through the heart of Pau, the spa town at the foot of the Pyrenees. Both are real drivers' circuits and success at either can be taken as a good indication of natural talent.

At Mugello it was the turn of young Italian Corrado Fabi to take the chequered flag while at Pau, Briton Geoff Lees at last made good. Lees and Fabi both now have European Formula Two Championship leader Eje Elgh within close range, and breathing down their necks are Thierry Boutsen and Stefan Johansson. Cancellation of the scheduled rounds at Zolder and Zandvoort this month means that there is a good rest before the next round at Enna on July 26th. That means there is plenty of time for testing and for drivers who have yet to taste success to get into better form. When you consider that Elgh has only 23 points (equivalent to two wins and a second) and there are five more rounds to run you will understand that the title chase is still wide open.

Corrado Fabi's win at Mugello came as something of a surprise for, although the Italian is quick, he lacks experience and tends to make very slow starts. But Fabi lacks nothing in the natural ability department and at Mugello he had tyres — so often the crucial factor in Formula Two this season — on his side. He has done a lot of testing with Pirelli and for the Italian race he had a soft compound on his works March. Other drivers grumbled about favouritism but in fact to run that particular tyre compound was a gamble, a gamble that he agreed to take as up to that stage his points score did not look at all impressive. The gamble paid off thanks to his smooth driving style and the fact that a slight breeze kept the ambient temperature down to a modest degree; the track surface did not heat up too much and the tyres did not cook. Fabi took the lead from Lees on the tenth lap and held it comfortably to the flag in spite of a late-race misfire.

Alas at Pau he shunted heavily in practice losing all hopes of a good grid position and in the race he ran right out of brakes and into retirement. Good brakes are essential for the long, gruelling Pau street race and series leader Elgh lost his chances with fading retardation power. But at least he picked up another point for sixth place. Elgh's Maurer had started strongly at Mugello but fell back to fourth with gearbox problems.

Elgh's teammate Roberto Guerrero finished sixth at Mugello complaining of a lack of grip. He should have been fifth but a silly spin on the last lap cost him a point. He was fifth at Pau, again complaining of tyre trouble, and he now lies eighth overall in the series. Guerrero should really be higher in the table but has had more than his fair share of bad lack. It is evident that this year's Maurer is a good all round car which could be the factor that helps the experienced Elgh clinch the title in the end.



WINNER at Pau, Geoff Lees in the Ralt Honda.

The Ralt-Honda is, on paper, more suited to some circuits than others. But the theory which says that its narrow power band does not make it well suited to a tight, twisting circuit such as Pau did not deter Lees. Lees loves street circuits and hurled the car round in inspired fashion to take third fastest time in practice. The race started in grid order and when two young chargers in front of him eliminated themselves on the third lap he was looking well set. Only Thierry Boutsen's works March, like the Ralt, on Bridgestone tyres, could keep the pace but at no time could the Belgian make a serious challenge. Bridgestone insisted that the tyres Lees had set his grid time on were not qualifying specials and to prove the point the Englishman won the race on the same compound. At Mugello Lees had finished a strong second to Fabi. He was never far from the works March but a tyre vibration problem cost him any hope of a late race challenge.

Lees' teammate Mike Thackwell made a brave return to the fray at Mugello after five weeks' recuperation, having broken his foot in a testing accident immediately prior to the Thruxton Easter Monday Formula Two meeting. Thackwell arrived at Mugello hobbling on crutches and his broken left foot made it very difficult for him to operate the clutch. After just a short time, driving became painful yet in the race he managed to plug on to a very plucky fifth place. It was a similar story at Pau where work on the clutch pedal is even more demanding. Again Thackwell's reward was fifth place and he now has amassed 16 points from four races. By the time the championship recommences at Enna he should be in far better shape (though he reckons it could be a year before he can walk properly again) and he cannot be discounted as a title seeker, despite his handicap and the fact that he has missed three races, or a quarter of the season.

Bridgestone's March runner, Thierry Boutsen, continues to show good form. In addition to his second at Pau, his second row grid position and a pole position at Mugello must be taken into account. Alas, at Mugello his engine started to misfire on the warm-up lap so he was effectively out of contention before the flag even fell. Now that there is a lull in the season Boutsen will continue to test a March-Honda on Honda's behalf but March says that he is unlikely to be allowed to use it in competition. Nevertheless, the works March driver seems to have the equipment he requires to do the job with BMW power.

This time last year the leading works March driver, Teo Fabi, was seeing his title hopes dashed by a succession of BMW engine failures. Thankfully, BMW engine man Paul Rosche seems to have found more reliability this season. Last season those BMW engine failures allowed the works Toleman team to romp away with the series but this season Toleman's official representatives are having a chequered time, to say the least. At Mugello Stefan Johansson started the second lap in 19th position after an incident yet was well into the top ten by half distance. Alas, his engine expired — but he had made his point. At last he looked set for some useful points before coming into collision with Elgh and losing his nosecone.

Teammate Kenny Acheson had a very off-form weekend at Mugello and his fortunes seemed to be stuck at a real low point. Things were continuing in that vein at Pau when he struck yet more engine problems in practice (his poor Mugello form had been traced to engine trouble) but in the last half hour the team finally got it right. The Irishman then proceeded to lap at a blistering pace to ensure himself a front row grid position. On full tanks in the race morning warm-up he was fast and it was evident that he was in a good position to win the race. Alas, it all turned sour on the third lap. At the start of the lap he challenged leader Alboreto strongly, losing his nosecone in the process. The two cars then raced side by side up the long narrow hill that leads the circuit's tight under-a-bridge left-hand hairpin. Approaching that corner they tangled and Acheson's Toleman was launched into an accident of horrifying proportions. The car was wrecked and Acheson escaped with a badly broken leg. Alboreto, whom the shadowing Lees was quick to blame for the incident, went off himself shortly afterwards with suspected suspension failure, most likely a legacy of the coming together.

For Alboreto and the Minardi team practice at Pau had been a real about-turn in fortunes. At none of the first six races had the Minardi / BMW looked 100% competitive but there it was at Pau, on pole position. Much is now expected of the team, particularly as Alboreto has shown himself to be very competent as a Tyrrell Grand Prix driver in recent weeks.

Much was expected of Richard Dallest on home soil at Pau, the Frenchman having won the street race the year before. Alas, the M&H tyres that he was relying on did not prove as competitive as the Pirelli or Bridgestone rubber in practice so his AGS-BMW was down on the fifth row of the grid. The crowd was down too and that must have been partly as a result of Dallest's disappointing practice performance. Those who did turn out on

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RALLY REVIEW

Acropolis Rally

SIMPLE societies of centuries past had simple rules; if you did wrong, you got the club. Civilisation has brought less rigid punishments since those early times, and has graded them according to laws which have been expanded to accommodate the complexities of human behaviour and all its outcome.

That expansion has been gigantic, and there is hardly a country in the modern world which does not have such a huge tangle of legal string that vast armies of unravellers are needed to make laws, administer them, control them and enforce them.

So voluminous has legalisation become that the clear-cut definition of just one rule is hardly possible any more, and when one group of people sets down a statute, multitudes of others seem necessary to debate upon how it should be interpreted.

Parliamentary legislation, however, is one thing; the administration of a straightforward sport is quite another, and whilst governments may be knotted by their own tangles there is absolutely no reason why rally regulations should be anything but clearly defined and totally without ambiguity.

Unfortunately, that is not the case, and all too often straightforward competitions on the road degenerate into tussles of committee room words as interpretations are weighed against each other by people attempting to resolve ambiguities.

Such situations create bad feelings and jeopardise the friendliness which exists between rival competitors. What is more, they expose to the world that the house of rallying is not in order, and the last thing the sport needs is a crumbling public image.

Last month's Acropolis Rally in Greece, sixth round of the World Championship, was itself a tough competition which everyone enjoyed, but its process of rule enforcement hardly matched that calibre. Indeed, it serves to illustrate what can happen when ambiguous rules are debated by people who may not always have a clear understanding of the principles behind those rules, and who seem to forget that they are supposed to be *sporting* stewards, not the experts on legal niceties which they sometimes purport to be.

Three Quattros from the Audi factory were passed by the scrutineers two days before the start of the rally, but after they were put into the closed compound at the end of the first leg, one of them then leading the rally, the scrutineers again got to work and reported adversely to the clerk of the course.

Each Audi was carrying an extra battery on the floor in front of the co-driver's seat, these having been put there just for the duration of the overnight stop as insurance against starting difficulties the next day. They were to be removed as the cars left the closed compound for the final leg.

Furthermore, each Audi had its inner headlamps removed, and the apertures fitted with hinged, plastic flaps which would open easily under wind pressure to allow extra cooling air to enter the engine compartment. The idea of the hinge was not to disguise the absence of the headlamp, which was clear for all to see anyway, but to serve a functional purpose on the move whilst covering a disfiguring hole when stationary.



MORE haste . . . a rushed service stop for Acropolis winner Alén. Two mechanics change the rear wheels, another fills the fuel tank, a fourth massages the driver's hand while Alén himself grabs a quick drink from a bottle of water.

The scrutineers considered that both the absence of headlamps and the presence of extra batteries contravened FISA's vehicle regulations and consequently reported to the clerk of the course who in turn referred the matter to the panel of stewards.

Then began the debate, and it was worth noting that at no time during the deliberations was any Audi representative called in to offer an explanation. Indeed, they were not even made aware of the result, not even that there had been any problem at all, until near to the start time, giving the team no chance to state its case in reasonable time. In fact, the drivers themselves had no idea of what was going on until they reported to the restart and found their way barred.

The stewards were not unanimous in their opinions, but their majority verdict was to fine the team 25,000 drachmae for the alleged battery infringement, and to exclude all three cars from the rally for the alleged lighting infringement.

The Audi people were completely taken aback by this decision, and by its late announcement, and they immediately gave notice of appeal and deposited the appeal fee which was accepted. The astounding next step was the complete refusal by the organisers, probably on the instructions of the stewards, to allow the Quattros to restart the rally even though the appeal had been lodged. This was totally against the basic principle that guilt cannot be assumed until finally proven, and that cannot happen until Audi's appeal is heard.

Having been denied the right to continue, Audi cannot possibly be given a position in the whole of the Acropolis Rally even if they win the appeal, but we imagine that they would ask for the halfway results to be taken as the final ones.

All of this put the eventual winners, Ari Vatanen and David Richards in a Ford Escort, in a situation which they did not particularly like, for they would have preferred the Audis to have continued so that they would have had the chance to fight them on the special stages.

Vatanen's performance was of unquestionable winning standard, but one cannot blame him for feeling irked that perhaps people would wonder what the result would have been had the Audis been allowed to carry on.

Very rough special stages, intense heat, rocky roads so abrasive that they wear tyre treads amazingly quickly, thick dust and time schedules so tight that one risked lateness even by stopping to change tyres, all add up to the retirements being at a high rate. This indeed was the case, and 133 starters were whittled down to just 24 finishers.

Two Toyota Celicas failed to make it, Eklund stopping when broken engine mountings caused vibration failure in other parts and Waldegård when his differential gave up. RAC winner Toivonen lost a rear wheel when the studs sheared on his Sunbeam Lotus, whilst the differential on Salonen's Datsun failed after he had been obliged to replace a punctured racing tyre with a chunky one, causing excessively uneven strain in the final drive.

Kleint's Opel Ascona 400 blew its cylinder head gasket, whilst the two brand-new Mitsubishi Turbo Lancers, their 2-litre engines completely computer controlled, suffered from the effects of heat, Cowan's alternator almost melting its innards and Kulläng's fuel system losing all its pressure when pipework began wilting and working loose.

The Audi's of Mikkola and French girl Michèle Mouton were superior until Mouton's rear suspension broke and she limped off a stage with a rear wheel flapping. Even then, she dropped only to fifth.

Mikkola had a drama which was considerably more worrying, but less costly in terms of time penalty. At a service point on the second day, team manager Walter Treser was under the car checking its rear differential, whilst a mechanic was refuelling the car from a jerrycan. The front of the car was jacked up, and when this was lowered, the jolt spilled petrol over the rear of the car and on the ground beneath it.

The engine was still running, as it is bad practice to switch off a hot turbocharged engine immediately after it has been subjected to hard use, and when petrol vapour got near the hot exhaust pipe the whole lot burst into a mass of flame.

Treser was immediately engulfed, and although he managed to roll clear he sustained nasty burns on his right hand, forearm and the side of his face and head. The mechanic, too, was burnt, and when he dropped the can the additional fuel spread into a flaming lake beneath the rear of the car.

Co-driver Arne Hertz acted quickly. He

continued overleaf

An excellent vintage Oulton Park meeting

THE VSCC Race Meeting at Oulton Park on June 13th had a big attendance (paying spectators 4,000 they said), and there was some excellent racing, run (would you believe?) in sunshine. It opened with a confusing 5/6-lap Handicap in which the winner, who appeared to be Howell's venerable blown 3-litre Sunbeam, wasn't given the flag and which the official results now tell us was Rawson's Austin 7, from Cotter's J2 MG and Howell. Howard's 37A Bugatti was among the four non-starters, with water in the works. That race was followed by the Frazer Nash Handicap, over six laps, which was won by Chilcott's Alvis-powered car, repaired after its Donington Park disaster, from Stretton's Meadows Super Sports (the driver is Lionel's nephew), and the Alvis-engined Norris Special.

Next came the experiment, at the 500 OA's request, of a 10-lap Scratch Race for 500 c.c. racing cars. It should have been a handicap, to sort out the varied engines and ages of these once closely-matched "one-lungers," of which eight had JAP engines, four Triumphs and three were Norton-powered. As it was, seven retired, and only five ran the full 16½ miles! It was a very spaced-out race, too, with Wright's Mk. 5 Cooper-Triumph winning from Lewis' ex-Bob Gerard Mk. 8 Cooper, with the only excitement that of seeing Giles' Mk. 5 Cooper take third place after starting late from the pit-road.

This being the Richard Seaman Memorial Trophies Meeting, so to the 16-lap Vintage race. Moffatt ran right away with this in Wall's 35B Bugatti, his only opponent Tim Llewellyn in the big 8.3-litre Bentley, which was lucky to coast in, still in second place, after its clutch shaft had broken a long way from the finish. The real excitement was seeing Morley really getting to grips with his 24-litre Bentley-Napier. He drove it really hard on this unsuitable course, leaving black lines from back-spinning Dunlops on the road, and sliding the monster out of Oulton's corners. Footitt did his best about this, leading up to lap 4, being passed on the straight, but getting in front again on lap 8; but they were side-by-side into Old Hall on lap 13 and then Morley drew away from the AC/GN. Exciting! Morley and his aero-engined motor car were truly the heroes of the afternoon. . . Hamish Moffatt chalked up his fifth victory in this race.

Willie Green had broken the back axle of the Bamford 1927 GP Delage leaving the start. Harper's Morgan 3-wheeler was fifth when the big-end seized solid, Week's Morgan broke an exhaust rocker-arm that temporarily set its carburetter on fire, and, Chilcott's Frazer Nash stopped with presumed transmission maladies, but Howell's irrepressible blown Sunbeam vanquished the Norris Special, for 5th place at the finish. There was lots of peering into mirrors and looking over shoulders by the slower drivers, as the four leaders thundered round!

After a 5-lap Handicap had been won by Walker's Alvis Speed 20 by 0.2 sec. from Bellenie's Riley, Fantom's surprisingly quick 14/40 Humber Special third, in spite of road equipment, we came to the Historic Seaman. The Hon. Patrick Lindsay ran right away with this as Moffatt had the Vintage race. The ERA R5B "Remus," now in 2-litre form, led from the start and had left everyone else out of sight from lap 2! Day led the "other race" in his ERA R14B from Martin Morris in R11B until the latter's magneto rotor burnt out on lap 8, letting Bill Morris and *his* ERA R12B into 3rd place. That lasted for five laps, when R12B retired, to let Brian Classic, driving nicely, in R2A up one, followed by Peter Mann's R9B. That is how they finished, Lindsay winning this race for the seventh time. Colbourne's Maserati 6CM had been going well until its oil-pressure vanished. Green, in Bamford's ex-Bagratouni 8C Alfa Romeo non-started.

The *Concours d'Elegance* parade was interesting, as it included a "new" GN, Leyland's 1921 sports model, Mrs. Hartley's Martin Morris-rebuilt C-type Connaught sandwiched between two Austin 7 Chummies, Dearden-Briggs' CGS Amilcar, hood neatly bagged, being duly admired, and the sole remaining sleeve-valve 25/70S Vauxhall appearing again. The overall winner was K. W. Pressley's 1939 4¼-litre Bentley.

A 6-lap Scratch Race proved processional, Duffy's 3½-litre Riley-Alvis taking it from Dods' AC Special and Chant's 4.3 Alvis. The Cheshire Building society had sponsored the 16-lap Allcomers Race, in which Bruce Halford held off Willie Green in Bamford's Maserati 250F until, just as it was getting exciting, the Lotus 16 stopped on lap 11 on the Avenue, with no drive from the clutch. This allowed Green, who seemed to be finding the Maserati a bit of a brute, to secure a runaway win. However, Lindsay always has a great try and in spite of being in his *pre-war* ERA, here he was in 3rd place. He was holding off even Macpherson's Cooper-Bristol, which anyway retired on lap 5, I believe with ignition trouble. Alas, Lindsay spun "Remus" on lap 8. He kept the engine running and quickly resumed, now behind Margulies' Maserati 250F, one of Millar's cobblers' jobs, driven for some unfathomable reason by Richard Bond, who had lost the tip of the car's tail. Lindsay closed the gap a little each lap and came home a splendid third, ahead of Cottam's Connaught, Pilkinton's Talbot Lago and the rest of the 11 finishers. Again Martin Morris' ERA retired.

The day closed with another confusing 5/6-lap Handicap, the big field reduced as 12 non-started, including Howell's Sunbeam, sent from the grid as oil was leaking onto a brake. Cottam, who made fastest lap in the AL10 Connaught, thought he had won, and no-one flagged-in Roscoe, in his 4.3-litre Alvis, as the true winner, Felton (Alfa Romeo) being placed third, behind the Connaught. So ended an enjoyable, sunny VSCC Oulton. Llewellyn increased his lead in the MOTOR SPORT Brooklands Memorial Trophy Contest to 62 points and Day came up to 44, but we intend to give the position in more detail before the next round, which is at Cadwell Park on August 30th. — W.B.

Results:

Seaman Vintage Trophy Race:
1st H. F. Moffatt (Bugatti), 73.84 m.p.h.
2nd T. C. Llewellyn (Bentley)
3rd P. Morley (Bentley-Napier)

Seaman Historic Trophy Race:
1st Hon. P. Lindsay (ERA), 76.52 m.p.h.
2nd D. H. Day (ERA)
3rd B. Classic (ERA)

Cheshire Building Society Allcomers Race:
1st W. H. Green (Maseratti) 82.28 m.p.h.
2nd R. Bond (Maserati)
3rd Hon. P. Lindsay (ERA)

500 c.c. Scratch Race:
1st R. F. H. Wright (Cooper), 63.82 m.p.h.
2nd E. Lewis (Cooper)
3rd R. Giles (Cooper)

First 5/6-lap Handicap Race: D. Rawson (Austin), 61.59 m.p.h.
Second 5/6-lap Handicap Race: D. Roscoe (Alvis), 66.40 m.p.h.
Frazer Nash Handicap Race: C. J. Chilcott (Frazer Nash), 63.17 m.p.h.
5-lap Handicap Race: S. T. Walker (Alvis), 55.27 m.p.h.
6-lap Scratch Race: D. J. Duffy (Riley-Alvis), 67.13 m.p.h.
Fastest lap of the afternoon: B. H. Halford (Lotus), 85.06 m.p.h.

ACROPOLIS RALLY — continued

jumped into the driver's seat and drove the car forward, clear of the spillage fire. The rear of the car itself was still burning, but this was soon put out and extraordinarily little work was necessary to get it ready for the road.

Later, Mikkola's rear differential failed (the Quattro has three) and since there was no opportunity to change the rear axle until the end of that leg he was stuck with front-wheel-drive only for several stages. The front differential has no limited slip device and the consequent poor traction and handling reflected in Mikkola's stage times.

The final leg was in the Peloponnisos Peninsula, reached via a bridge high above that great cleft in the land known as the Corinth Canal, almost an insultingly simple name for such a fine piece of engineering.

Very little change took place on the last night, and when cars reached the little port of Poros, to be transported by ferry boat to Athens, a voyage of some two and a half hours, Vatanen still led from the Fiats of Alén and Bettega, the Talbot of Frequelin and the Datsuns of Mehta and Moschous.

There can be no doubt that this was a splendid rally of the toughest calibre, and it's a great shame that bureaucracy took a hand in diminishing its competitive spectacle.

Destruction is generally easier than construction, but rule-makers seem to take the opposite view and it is inordinately more difficult to remove a statute from the book than it is to have one inscribed. FISA's regulations do not even approach statutory magnitude and it should not be too laborious to take them apart and streamline them by removing every sharp edge of ambiguity. — G.P.

Results:

1st	A. Vatanen/D. Richards (Ford Escort RS)(4)	13h 17m 25s
2nd	M. Alén/I. Kivimaki (Fiat 131 Abarth)(4)	13h 22m 00s
3rd	A. Bettega/M. Perissinot (Fiat 131 Abarth)(4)	13h 25m 19s
4th	G. Frequelin/J. Todt (Talbot Sunbeam Lotus)(2)	13h 50m 44s
5th	S. Mehta (Datsun Violet)(2)	13h 54m 40s
6th	G. Moschous/A. Konstantakatos (Datsun Violet GT)(4)	13h 57m 22s
7th	C. Apostolou/M. Kriadis (Renault 5 Alpine)(2)	16h 03m 59s
8th	V. Blahna/P. Schovanek (Skoda 130RS)(2)	16h 05m 09s
9th	P. Moschoutis/S. Vellis (Ford Escort RS)(2)	16h 29m 55s
10th	C. Laurent/J. Marché (Peugeot 505 diesel)(2)	16h 36m 25s

133 starters, 24 finishers

* * *

World Championship Positions

DRIVERS (after six rounds)

Guy Frequelin (F)	46
Markku Alén (SF)	39
Ari Vatanen (SF)	35
Shekhar Mehta (EAK)	28
Bernard Darniche (F)	26
Henri Toivonen (SF)	23
Jean Ragnotti (F)	20
Anders Kullang (SF)	20
Hannu Mikkola (SF)	20
Tony Pond (GB)	20
Jochi Kleint (D)	20

MAKES (after five rounds)

Talbot	66
Datsun	59
Opel	46
Ford	45
Fiat	42
Renault	35

LE MANS

24 hours of domination for Porsche

IN winning the Le Mans 24 hour race with Derek Bell, Jacky Ickx not only gave Porsche another victory for the German manufacturer, but also put his name firmly in the record books by becoming the only man to have won Le Mans on five occasions.

The Porsche 936, with its recently developed 2,650 c.c. turbocharged flat-6 engine (originally planned for use at Indianapolis, but made redundant by regulation changes) ran faultlessly throughout, leading the race for most of the first hour before making a tactical early pit stop to replenish the fuel tanks, which had purposefully been left light for the start. The Ickx/Bell car reappeared to lie in fifth place at the end of the hour, moving up to third spot during the second hour and taking the lead early in the fourth. Once re-established at the head of the field, the white Porsche stayed out in front for the remainder of the race to win fourteen laps ahead of a Rondeau M.379 CL, the 936 Porsche of Jochen Mass, Vern Schuppan and Hurley Haywood having dropped out of second place in the early hours of Sunday morning with clutch trouble. The unit was changed, and the car rejoined the race in ninth place, providing some excitement as it climbed back through the order to lie in fourth spot by mid-morning, but luck was against them, for Schuppan had second gear fail at the chicane, resulting in a spin and a stalled engine. By the time it rejoined with a new gearbox, an hour had been lost and it was down to 13th place.

The Rondeau team had set their hopes on 1980 winners Jean Rondeau and Jean-Pierre Jaussaud, but fuel problems beset the car early in the race dashing any chances of keeping up with the leaders and it was left to the Jean-Louis Schlesser, Philippe Streiff and Jacky Haran car to uphold Rondeau honours with a fine second place, followed by another Rondeau, driven by Gordon Spice and Francois Migault, in third spot.

Fourth, and the first group 5 car to finish, went to the Porsche 935 of John Cooper and Dudley Wood while fifth place was filled by the Ferrari 512BB of Andruet, Ballot-Lena and Regout.

The race was marred by two fatal accidents, one to a marshal, killed when the Peugeot-powered WM of Thierry Boutsen suffered a suspension breakage at high speed, landing up in the barriers, and the other when Jean-Louis Lafosse lost his life after his Rondeau left the road on the Mulsanne straight.

Results:

1st : J. Ickx / D. Bell (G6 Porsche 936) 354 laps (201.06 km/h)
2nd: J. Haran / J-L. Schlesser / P. Streiff (GTP Rondeau M379 CL) 340 laps
3rd : G. Spice / F. Migault (GTP Rondeau M379 CL) 335 laps
4th : C. Bourgoignie / J. Cooper / D. Wood (G5 Porsche 935) 330 laps
5th : J-C. Andruet / C. Ballot-Lena / H. Regout (GTX Ferrari 512BB) 328 laps
6th : A. C. Verney / B. Garretson / R. Cooke (GTX Porsche 935 K3) 327 laps
7th : W. Röhrl / J. Barth / S. Brunn (GTP Porsche 924 Carrera) 323 laps
8th : E. Cheever / M. Alboreto / C. Facetti (G5 Lancia Beta Montecarlo) 322 laps
9th : P. Dieudonne / J. Xhenceval / J. Libert (GTX Ferrari 512BB) 320 laps
10th : D. Schoernstein / H. Grohs / G. Tschirnhaus (G5 Porsche 935) 320 laps

Royce and That Racing Peugeot

IN the May issue I made reference to Edward Eves of *Autocar* telling the story of Henry Royce buying the winning 1913 3-litre Coupe de *L'Auto* Peugeot, in an article he wrote about the origins and development of the Derby-built Bentley cars. I wondered at the time whether Eves had confused this with Louis Coatalen acquiring and copying the engine of this Peugeot, as recounted in MOTOR SPORT for November 1977.

Before suggesting this, I had asked the Rolls-Royce Enthusiasts Club if they had anything on this in their extensive Paulerspury headquarters, and the Club Secretary, Lt.-Col. Eric Barrass, kindly put a request for further information in the Club's *Bulletin*. Meanwhile, the Editor of *Autocar* wrote to me, defending his Editorial Consultant by enclosing a copy of an R-R EC publication "The Rolls-Royce Alpine Compendium", published in 1973, which vindicates Eves' statement. It all goes to show how frail is the human memory, as I have a copy of this book in my library and so, I presume, does the R-R EC. . . .

In it there is a photograph of the Peugeot occupied by two cloth-capped men, the one at the wheel being captioned as "Jimmy Bullamore, Royce's first personal driver". I must confess that, had this not been so, I would have been inclined to wonder whether the photograph might have been taken in France before the race, as the racing no. 8 is so clear and clean. However, one notes that the car is fitted with front mudguards, consistent with a long road journey.

The picture-caption says that Royce purchased the Peugeot in 1913, so that its highly-efficient engine could be studied, and that afterwards it was sold off by Rolls-Royce Ltd. in October 1914 to Charles Jarrott for £712 at a nil profit and was never seen again. I assume that this information came from those personal, secret memos Henry Royce used to issue to his engineers — the legendary R-R "bible" — and, if so, there seems no doubt as to its correctness; so my apologies to Eves, for doubting him. The story in this "Compendium" does refer, incorrectly, to the Peugeot engine being the "brainchild of Marc Birkigt of Hispano Suiza" and says it had a hemispherical head, whereas the four-valves-per-cylinder were in a pent-roof head. It also quotes a reliable 110 h.p. "with superb smoothness" from the 1913 3-litre Peugeot engine, whereas 90 b.h.p. is nearer the mark.

However, it is Royce's purchase of this Peugeot which is so interesting. The sequence could be that, although it is known that Coatalen had a look at this victorious Peugeot in secrecy at Wolverhampton, not wanting his copy of it as a Sunbeam to be known, he may in fact have *bought* the car, for Peugeot were known to sell-off their discarded racing cars quickly. The Boulogne race in which these 3-litre cars finished 1st and 2nd was on September 21st, 1913. They beat a Sunbeam, which would have made Coatalen keener to copy them. On October 9th, Goux was at Brooklands breaking records with one of these cars, and Chassagne, who is supposed to have driven the Peugeot to Wolverhampton, was there driving for Sunbeam. The TT Sunbeams were being tested in May 1914, for the race on July 10th/11th, and twin-cam Sunbeams ran in the Lyons GP on July 4th, 1914, so some quick work must have been done. It can be surmised perhaps that Chassagne took the Peugeot to Coatalen early in October 1913.

Around that time Mon. Menier, son of the French chocolate manufacturer, is said by W. F. Bradley to have bought the second of these successful 3-litre Peugeots. He lent it to Arthur Duray for the 1914 Indianapolis 500 Mile Race, in which it astonished everyone by finishing 2nd, ahead of Goux's 1913 GP Peugeot. W. F. Bradley says that Menier was followed across America by someone eager to buy his car but that his offer of 60,000 francs was refused. Menier was shot down in aerial combat during the war and went missing for three years, believed dead. When he finally returned to France, badly injured, it was to find that his beloved Peugeot had been sold to a dealer for a mere 5,000 francs, according to Bradley. Elsewhere, though, Bradley says that within an hour of its return to France a con-rod had broken. It was supposed to be still in Paris in 1925. That car was never claimed as Boillot's winning Peugeot, so was no doubt the car in which Goux finished 2nd.

It seems possible that after Coatalen had finished with the Boillot car, knowing that Rolls-Royce Ltd. were unlikely to build racing cars, he did a deal with them and delivered the car to Derby. R-R are said to have disposed of it in October 1914 to Jarrott, "who was doing good business in Rolls-Royce cars". This may tie-in with Hugh Keller's recollection of Phil Paddon, another R-R dealer, collecting such a Peugeot around this time. The only fly in the historical ointment is that Watney and Geach were racing Coupe de *L'Auto* Peugeots at Brooklands in the summer of 1914; but these were probably 1912 Lion-Peugeots, that also had the Henry twin-cam multi-valve engines, which historians tend to overlook. (Disturbing thought — could Coatalen have copied a 1912 engine?) As for Bullamore, in his splendid book on the Rolls-Royce Twenty John Fasal tells us that he was one of the R-R mechanics who had accompanied the Rolls-Royce cars to the 1911 Delhi Durbar and that, as a test-superintendent at Derby, he had taken one of the experimental 20 h.p. cars to France in 1922.

By October 1914 Royce would have finished his look at the Peugeot, which, however, as Eves suggests, may have influenced him in using twin o.h.-camshafts for his Goshawk car-engine after the war. In August 1914 Royce would have been more interested, presumably, in studying the 1914 GP Mercedes that had been taken to Derby and on which he based the cylinder, water-jacket and single overhead camshaft construction of his new aero-engine.† It seems true that this Peugeot afterwards vanished, because although one of the 1912 7.6-litre GP Peugeots (Malcolm Campbell and Mrs. Menzies) and a 1913 5.6-litre GP Peugeot (Brocklebank and Toop) were raced at Brooklands after the war, no Coupe de *L'Auto* Peugeot was raced there after the Armistice.

I bow to Brian Demaus as well as to Edward Eves; when I referred to the 1914 TT Humbers as the only racing cars of that make I should have said the *last* of the line, copied, of course, from a Coupe de *L'Auto* Peugeot. Incidentally, one wonders if its maker's name was left off those Humbers deliberately, maybe as some kind of insurance against possible copyright action or embarrassment, and whether the same ploy was used in the case of any of the other Henry-Peugeot cribs? — W.B.

†This was the Rolls-Royce "Eagle" which came out in 1915, the name presumably implying strong flight, the forerunner of "bird" names for subsequent types of R-R aero-engines. But how ironical if Royce had thought of the Prussian Eagle when adopting it! — Ed.

TUNING TEST

Blydenstein's tiny turbo boosts Astra 1.3

THE distinction of the smallest turbocharged engine we have tested now belongs to the 1,297 c.c. Vauxhall Astra. The previous incumbent of the title was Renault's fascinating mid-motor, exactly 100 c.c. larger, 5 Turbo. The 5 is a lot more powerful at 160 b.h.p. versus the 90 b.h.p. W. B. Blydenstein report for the Rayjay of Southern California-equipped Vauxhall. Of course the Renault represents the results of a massive engineering programme incorporating all the expertise of several years' research that produced the intercooled 5 powerplant. Yet the six months development by Bill Blydenstein and Frank Swanston (the latter of Turbo Tork who supply the tiny turbocharger and a black box of ignition wizardry to guard against extraneous detonation) has resulted in a very smooth running Vauxhall, exhibiting a useful measure of extra performance without complicated ancillary engine modifications.

At £1,227.05 including VAT, this Blydenstein conversion does not alter the production 75 b.h.p. Vauxhall/Opel SOHC four's 9.2:1 c.r. The Swanston-developed black box ensures the engine does not pre-ignite and response is naturally extremely good with such a high effective c.r. Unfortunately you cannot guard against a tankful of dirty fuel — and just that circumstance did make the car pink heavily in Eire, until we could replenish a few gallons of what had obviously been two star, or worse, with four star.

For the 3,000 miles previous to our test, the Astra had been re-equipped with a Weber twin choke carburetter, fed pressurised air (to a maximum 5 p.s.i.) by Rayjay's smallest unit across the transverse cylinder head cover. Much of the original development mileage was completed using the interesting Fish carburetter, but the lack of a cold starting device, and the Weber's better m.p.g. performance, ruled the Fish out. In 1,774 miles recorded whilst on Circuit of Ireland duty, the Astra Turbo recorded a fine 27.8 m.p.g. This included some very spirited motoring on loose surfaces and a constant demand for performance that a standard Astra, or Opel Kadett S, could not have supplied.

To wit, a genuine 100 m.p.h. capability, even under adverse road conditions, coupled to a maximum in the 105 m.p.h. region. A couple of seconds had been removed from the 0-60 m.p.h. sprint too (just over 10 sec.) by our reckoning.

Perhaps most impressive was the top gear pull, for one has the nipping ability of a small hatchback allied to 2-litre performance.

The standard Astra chassis seemed to cope well, only soft "Comfort Setting" Bilsteins added after mild criticism of the car's ride. Remarkable standards of hard cornering without fuss were established by the Michelin 175 XZX 70 series radials installed on the optional production alloy rims: these covers a rare item in the UK, at the time of our test, according to our information.

The 5-door body was decorated subtly with grey paint to highlight the wheelarches, a combination commented upon favourably by onlookers, none of them believed the Turbo badge was anything but a joke. When the same vehicle was seen to draw away from 2-litre saloons and cope with the odd unwary RS2000, interest quickened. . . .

Considering the importance attached to boost pressure — for running-in it is limited to 1½ lb. and the engine to 4,000 r.p.m. — the boost gauge is badly mounted, off one's regular driving eyeline, low down upon a centre console.

More useful were the twin Cibie lamps for maintaining an astonishing nighttime pace over the deceptive crests and tightening curves of the Republic. Theory would indicate that the turbo would work better in the denser and cooler night air, but we have yet to take performance figures to substantiate such a subjective feeling.

Driven to the r.p.m.-limiter in the lower gears, Astra Turbo scuttled to 30, 45 and 72 m.p.h. commendably. Once in fourth gear, there was a tendency not to use the longish travel production brakes unless a sudden drop below 65 m.p.h. was demanded. Then, using the boost gauge instead of a tachometer, the Vauxhall could be built up to 5 p.s.i. in each of the gears again to regain cruising pace rapidly, but comparatively expensively.

Left in fourth gear, having patience for speed to be regained, allows 30 m.p.g. easily.

Flexibility, in the sense of the range in which the engine will pull smoothly, and with less offensive exhaust rasp then standard, is improved. Yet, the feeling on the engine front is akin to the old 1-litre Imp conversions: keep it revving and it will provide smooth, astounding performance. Lose concentration and the whole plot feels dead, so that you might as well potter along peacefully.

A bouquet for Opel / Bilstein / Michelin. Despite the hectic circumstances of the test, this f.w.d. flyer never felt as though it was going to plough off the road. *If* a corner had been entered too fast — and the chassis has such reserves that this was a notably rare occurrence — then the driver could decelerate and always find some extra grip at the front wheels to complete the corner safely. It becomes a pleasure to drive across country in a car whose capability, even in vividly remembered production 1.3 S form, is equal to that of the legendary Alfasud. In fairness to Alfa I should add that their engineering integrity in providing four-wheel disc brakes in this class is rewarded by unmatched retardation.

According to our information there will be a 1.6-litre engine for Astra/Kadett this autumn. For those who cannot wait, Blydenstein also offers a £718.75 enlarged 1.5-litre version of the GM SOHC four, more in line with familiar Blydenstein work on machines like the 2.4-litre Cavalier and the 3½-litre Royale.

Trendy turbo, or traditional big bore, long stroker, the amiable expatriot Dutchman remains firmly in touch with tuning today from his base at Station Works, Shepreth, Nr. Royston, Herts. (Royston 60051). An art now ruled by petrol pump prices as much as 0-60 m.p.h. figures and top speed tales. — J.W.



WITH very little to distinguish it from a standard Astra, except for the small "turbo" badge on the rear hatch and a pair of very effective Cibie lamps, the Blydenstein prepared version surprised many an enthusiastic driver as J.W. hurried around Eire while covering the Circuit of Ireland Rally for our sister publication Motoring News.



THE rather crowded transverse engine installation with the duct carrying pressurised air from the turbocharger to the carburetter clearly visible as it crosses the cam cover.

THE LOTUS 88B — If at first . . .

LAST month we dealt in some detail with the conception of the Lotus 88, its reception by rival teams and its subsequent banning by officialdom and the various decisions taken by committees, tribunals, judges and so on. We concluded by saying "But we have not heard the last from the men at Kettering Hall". And so it has proved.

Firstly Chapman looked closely into the wording of the Formula One Regulations, as laid down in the "Concorde Agreement" to which all the people in Formula One agreed last winter. Under the list of definitions there is no mention of the word "chassis", though the word is used in the rules on Safety Structures. Similarly the phrase "sprung part of the car" is used in the rules about aerodynamic devices, but there is no definition of "sprung part", nor is there a definition of "entirely sprung part" anywhere in the rule book. In the initial announcement of the Lotus 88 the car was described as having a primary chassis and a secondary chassis, and this set off a lot of red herrings and muddled decisions over what constituted a chassis, while the use of the word chassis in the singular or the plural caused more confusion.

Now Chapman has started all over again and described the Lotus 88 as being chassis-less, saying instead that it comprises *two sprung structures*, an inner and an outer. The *inner sprung structure* carries the driver, the fuel, the engine and the transmission; the *outer sprung structure* carries the coachwork and the aerodynamic devices; it also carries the all-important *underside* of the coachwork, but that is not mentioned, it being included in the word *coachwork!* Some rather muddled conclusions deemed the Lotus 88 to be illegal, so the Lotus lads have made some detail changes to the positioning of radiators and the cockpit fairing and have announced the Lotus 88B. With a view to running the revised car in the British Grand Prix at Silverstone, Team Lotus invited the RAC Scrutineers to Hethel to view the car as if it was being presented for scrutineering before practice. The race regulations state that cars must be scrutineered and passed before they will be allowed out to practice, but it does not say they cannot be scrutineered well before the event. So the RAC Scrutineers inspected the Lotus 88B, bearing in mind that it has *two sprung structures*, an inner and an outer, and both structures comply totally with the requirements on all counts. They are rigid and are suspended on spring units. What happens to those spring units does not enter into the matter. People have suggested that aerodynamic loads at 100 m.p.h. will compress the springs of the *outer sprung structure* until they are coil-bound and then the aerodynamic loads are being fed directly to the wheel uprights.



THE Lotus 88B which is totally acceptable to the Technical Commision of the Royal Automobile Club Motor Sports Association Ltd., shown here in its new colours.

Chapman's reply to this is that the same thing happens on a Williams or a Brabham, where the car comprises a *single sprung structure*, if the aerodynamic loads compress the suspension to the maximum, as we know does happen, then the loads are being transmitted directly to the wheel uprights, through the rocker arms or wishbones of the suspension.

The RAC have accepted, after taking legal advice on the use of words, that the Formula One rules do not forbid the use of *two sprung structures* nor of two sets of suspension springs. The Lotus 88B in their view complies totally with the requirements as laid down in the Concorde Agreement. (Had they been presented with the Lotus 88 as a car with *two sprung structures*, they would undoubtedly have accepted that on their current reasoning.) They have made it quite clear that the Lotus 88B will be acceptable if presented for scrutineering at Silverstone in exactly the same configuration in which it was inspected. In other words the RAC have given Team Lotus the go-ahead to race this new conception of a Formula One car. They are not going against the decisions of the FIA/FISA, for those decisions applied to the Lotus 88, they are dealing with the Lotus 88B. The official RAC statement concludes as follows: "The Technical Commission (of the RAC) members unanimously concluded that the design of the Lotus 88B with its twin sprung structures, one of which carries the aerodynamic devices, does not contravene any current Formula 1 regulations and no objection would be raised by the Scrutineers at Silverstone in this respect."

So there we have it, the Lotus 88B can race in the British Grand Prix on July 18th at Silverstone, provided of course the driver/or drivers qualify on practice lap times. These words are being written in mid-June in order to appear in print on July 1st, which itself is two whole weeks before the race, so by the time the green light goes on for the start of the British Grand Prix rest assured that much more will have happened. Some of Colin Chapman's "friends" like Frank Williams, Teddy Mayer, Bernard Ecclestone and Ken Tyrrell will have raised a great fuss and some of his "rivals" like Ferrari, Renault, Talbot and Alfa Romeo will have joined in. It will be interesting to be at Silverstone to see if their complaints are heeded or whether any of them will have built new cars with *two sprung structures*. I am sure this is not the end of the saga of the eighty-eight. — D.S.J.

Due to production schedules, D.S.J.'s reflections and notes on the cars at Monaco appear before the main report of the race, which will be found in the colour section on page 932.

Reflections in the Harbour

THERE was plenty of time to reflect before the Monaco Grand Prix started, for the start was delayed something like an hour due to fire breaking out in one of the hotels situated within the circuit, and on race day isolated from the outside world and the normal urban emergency services. Had the blaze caught hold of the hotel in a big way there could have been a major catastrophe and such a happening has always been in the minds of the people of Monte Carlo when the race is taking place.

By chance I had decided to watch the race from the brow of the hill up to the Casino, from where you can also see across the harbour and see the cars on the twisty bit along the harbour front, around the swimming pool. Where I watch races from varies considerably and depends a lot on the circuit, the facilities, the weather and the potential in the race, which becomes apparent by the end of practice. As I am a Villeneuve fan and I am fascinated by turbo-charged engines I was

Continued overleaf

Project Thrust

RICHARD NOBLE's efforts over the last six or so years will be put to the test in October when he will be making an attempt to take the Land Speed Record on the Bonneville Salt Flats. The record currently stands at 622.407 m.p.h. and is held by Gary Gabelich.

In September last year, Noble's car, Thrust 2, took six British speed records on the runway at RAF Greenham Common near Newbury, the flying quarter mile record being raised to 259.74 m.p.h., which is rather impressive when one considers that the runway at Greenham Common is only some two miles in length, and the car was somewhat under-tyred anyway. Now, Thrust 2 has a new, more powerful Avon 302 engine and has been equipped with solid, 30" diameter alloy wheels, the front pair having a tread etched in the surface while the rears will be equipped with a central keel to help with stability. The strip at Bonneville will be of the order of twelve miles in length and 200 feet wide; the car should take 45 seconds to reach the measured mile, initial acceleration being estimated at 2g.

REFLECTIONS IN THE HARBOUR — cont.

eager to see the outcome of the drag-race to the *Saint-Devote chicane*, and to see who was first up the hill, Villeneuve from second grid position or Piquet from pole-position. I am also a Piquet fan, so whichever way it went I was going to be happy, unless of course, someone from the rows behind "jumped" them both. Having climbed the hill while the turmoil in the pits was being sorted out preparatory to the cars going off on their warm-up lap, it was naturally some time before word of the delayed start filtered through. I sat in the shade, reflecting in the harbour as the sun burned down, and thought "this can't be bad, and in a few moments my adrenalin will flow as I hear the twenty engine notes reach fever pitch and then all hell will break loose round the streets of this terribly artificial town that is continually being expanded upwards and downwards, only because there is no other direction to expand; and if a red Ferrari with number 27 on it leads up the hill I shall rise up on my toes and shout from sheer excitement". In a few moments this did not happen, and the moments kept passing, and while I sat in the shade there was a steady flow of people passing by, some walking up the hill, with snatches of news from the pits, others walking down the hill with news about the fire. Some stopped for a chat, others merely passed the time of day. I talked engines and turbo-charging with Keith Duckworth, I discussed speed-trap timing with some local club members who were working on the hill, I talked about Pirelli tyres and Pirelli in racing with the man from the Milan public relations office, I discussed the infamous "Concorde Agreement" with a fellow scribe, I watched photographers sweating up the hill with vast telephoto-lens cameras and huge aluminium camera boxes, and others with a single 35 mm. Japanese camera. Time passed very pleasantly and I reflected with pleasure on the way Villeneuve had driven the turbo-Ferrari on Saturday afternoon to make fastest practice time, a mere whisker away from Piquet's best time on Thursday with the Brabham. I also reflected that I'd noticed the Ferrari waste-gate adjusting screw was further out this race-morning, than it had been in practice, so I did not really expect to see the Ferrari first up the hill, if and when the race started.

A "time waster" stopped on his way up the hill and asked "Who is going to win?", a futile question when the answer depends on hundreds of mechanical components continuing to work in harmony and each part to remain in its manufactured shape, and each shape to have been designed and drawn correctly. My answer to such a silly question is to say "I don't know, but I want Villeneuve to win, I would like it if Piquet wins, I will not be surprised if Reutemann wins, I know Jones is going to try and win and it would be ironical if Mansell were to win". An answer like that usually gets rid of such tiresome people, and they go away wondering why they did not get a simple and straight answer like "Stirling Moss", or "Jackie Stewart" or "Niki Lauda".

As the sun moved round I moved round on the window-ledge on which I was sitting, and a friend passed by and grinned, saying "You've got it made, haven't you". My reply to that was, "well I ought to by now, I've been at it for thirty years" to which he replied "you've *always* had it made". He went on his way leaving me reflecting in the harbour!

I mentioned that it would be ironical if Mansell should win, but what I should have said was "if Lotus win", Mansell merely being the faster of the two Team Lotus entries. If I paid attention to the world of public relations I would describe the cars as Essex-Lotus, not because they are built in the county of Essex, nor because they use a Ford Essex engine, for neither explanation applies. Team Lotus money has come these last two years from the Essex Overseas Oil Corporation, which handles Middle East oil somewhere along the line between the oil well and the petrol pump, though exactly where has always been a bit of a mystery. But Team Lotus has not won a GP in Essex colours, and Monaco was to be the last race before John Player became the major Lotus sponsors, which is why it would have been ironical if Mansell had won with a Lotus.

Nigel Mansell seems to be developing the taste for Grand Prix racing. He drove very neatly and tidily in the Belgian GP and his practice times at Monaco were first class, while in the race he looked good while he lasted, but it was not long enough to pass judgement on. Certainly his efforts raised the morale of Team Lotus and as he was inspired by the efforts of Team Lotus on his behalf it all looks well for the future. As some of us have said many times, some teams go down and stay down, others go down but you know they will be back up, and Lotus is one of those teams.

Monte Carlo is a town of contrasts wherever you look, there are eating places from *bistros* to five-star restaurants, crummy hotels with cockroaches under the beds to lush palaces, Victorian splendour and antiquity to vulgar and brash clip-joints, young free-loving girls to austere old ladies, tatty 2cv Citroëns to opulent Rolls-Royces, scruffy rowing boats to ocean-going yachts, single-storey houses to skyscrapers. So it did not seem incongruous to have as course cars a Lamborghini Countach and a Silver Spirit Rolls Royce, sublime to the ridiculous, or vice versa, depending on your taste. In fact there were fleets of each, and at one point there were so many Lamborghinis circulating that spectators could have been forgiven for thinking that Lamborghini was sponsoring a one-make race, like BMW did last year with their mid-engined M1 coupés.

The marshalling of the circuit looked pretty good to my inexperienced eye, with all the marshals dressed in bright orange overalls, with no nonsense about senior marshals wearing different colours or degrees of orange. A man in orange was a marshal and that was that, and among them were a number of lads from Britain, members of our own Marshals Club, out in Monaco to help and work with the Monegasques and French. At strategic points around the circuit were enormous mobile cranes with extended jibs that could reach out over the circuit and pluck a stricken car up out of the way. Unfortunately Arnoux's crash in practice with the new Renault was just out of reach of a crane, as were the McLaren and Alfa Romeo that crashed on the first lap, so they could not be removed from the track.

For anyone who follows Ferrari closely the performance of the turbo-charged 1½-litre so early in its career is no real surprise. When the existence of the turbo-charged car was known last year I suggested that I would take it seriously if Ferrari turned up with *only* turbo-charged cars and did not bring along the old 3-litre flat-12-cylinder cars for comparison purposes, or for emergency. Last year they ran the 126CK briefly in practice at Imola and that was all. This year the team appeared at Long Beach with turbo-charged 1½-litres *only*, and again in South America. Ferrari is away on the turbo-charged route and with complete confidence and single-mindedness. It is serious all right. In the world of pseudo-technology as practised by some teams there is a "gobbledegook" language in which the term "back-to-back testing" frequently appears. What it really means is that the team have made something new and are so unconvinced about their ability that they have to compare it with the old to convince themselves they have done the right thing. I cannot say I have noticed any "back-to-back testing" between the Ferrari T5 and the Ferrari 126CK. At the end of last year Didier Pironi had a brief run at the Fiorano test-track in a 12-cylindered T5, in order to get the feel of a Ferrari and of the test-track and since then he hasn't been out of a turbo-charged V6. From the last race in 1980 Villeneuve has not even looked at a T5. As a friend in Modena kept writing all winter "Villanova has been pounding round Fiorano from dawn to dusk in the turbo-charged car". Both Villeneuve and Pironi have now signed their contracts with Enzo Ferrari for 1982 and 1983.

Some of these reflections have been made in a different harbour, for after Monaco I flew home on a Jumbo Jet with Page & Moys' customers, got on my BMW motorcycle and headed north for Heysham and the Sealink ferry to the Isle of Man, to watch a week of motorcycle road-racing. I have had time to reflect in the harbours of Douglas, Ramsey, Port St. Mary and Peel, which suggests another story entitled "Harbours in which I have reflected," but that would take a lot of pages. Before leaving the mainland Dr. Harvey Postlethwaite phoned to say he was leaving the Fittipaldi team where he had been chief designer, and would be joining me in the Isle of Man for a holiday. He would be coming over on his Moto-Guzzi "Le Mans" motorcycle, not so much to see the racing as to ride round the fantastic 37¾-mile TT circuit on "Mad Sunday" with the rest of us; motorcyclists, bikers, yahoos, speed freaks, rock-apes, hooligans call them what you will, they all love motorcycles and motorcycle racing and thousands of them ride round the TT circuit on the Sunday of race week. Fast, slow, carefully, dangerously, considerately, unruly, cautiously, skilfully, stupidly and nicely, everyone rides round the TT circuit on Sunday and anyone foolish enough to join in in a motor car must have a very bad time. It is all good humoured and good natured fun and Harvey P. wanted to join us. He didn't arrive and I eventually found out why. He had been called to Maranello to be interviewed by Enzo Ferrari for a job on the engineering staff of the Scuderia Ferrari, which he was given. I don't suppose he went on his Moto-Guzzi, but I hope he told *Zio* Enzo he'd forgone a trip to the Isle of Man.

D.S.J.

(NB *Zio* is Italian for Uncle).

Notes on the cars and teams at Monaco

THE BIGGEST technical interest in the pits was the ingenuity shown in cheating the 6 cms. ground clearance rule; the time, money and effort expended on hydraulics, electrics and pneumatics, and the systems involving all three, used to make the car rise up and down as and when required being out of all proportion to the end result. Because all this can only be a "nine-day wonder" like the tyre-marking comedy of last year, there is no point in dwelling upon the systems being used. Study of the lap times recorded by Marc Surer with the Ensign will give you a sense of proportion because at the moment Morris Nunn cannot afford any sophisticated methods of cheating.

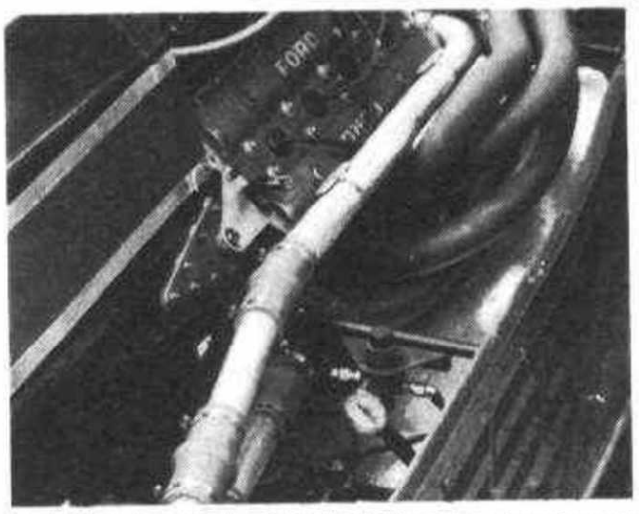
Williams: In spite of Patrick Head saying they would never get into double-figures on the chassis numbers of their FW07 series, the team is well away and Jones had a brand new car, number FW07C/15, while Reutemann kept to number 12 and number 14 was the spare. A disturbing feature around the team is the "different faces in different places" for various internal reasons, like Wayne Eckersley the mechanic who normally looks after Alan Jones being away sick, little Bobby Clarke who normally looks after the spare car being away in America on loan to the Longhorn team, and other team personnel being moved from places they are normally seen working. You cannot even rely on seeing Patrick Head plugged into the "intercom" with Alan Jones during practice, and these changes in the normal scene are disturbing.

Tyrrell: We are not really expecting to see much change in the Tyrrell team at present as there is not much sponsorship money available, the Imola Ceramics spread to both cars for this meeting. For a new boy, with little experience, Alboreto is doing all right, qualifying for the grid and enjoying his driving though he needs to stop getting tangled up with other people.

Brabham: There were four BT49C Brabhams on the harbour front, numbers 9, 10, 11 and 12. Piquet normally races number 11, his spare car is number 9, and Rebaque normally races number 12, but as he bent this one on Thursday he transferred to number 10. It was number 9 that a lot of people were ticking about being illegal, but as the officials said "If someone cares to put in an official protest, with the necessary fee, we will take BT49C/9 and measure it, weigh it and generally investigate the protest, but while you all mutter behind your hands we are not interested". It is difficult to believe it is illegal because one of Bernard Ecclestone's tenets is "no matter what I do, I do not do anything that is illegal" and he owns the Brabham team.

McLaren: At Imola it took the management of McLaren International something like three hours to decide not to let de Cesaris use the new car, so goodness knows how long the managerial meeting was to make the decision before Monaco to let him drive MP4/1, the first of the new John Barnard designed cars with carbon-fibre monocoque, which only Watson had driven previously. The Belfast driver was using MP4/2 as his number one car for the wekend, and both drivers had M29F cars as stand-by. Someone who saw de Cesaris crash after the first corner commented that it was a pity the MP4 hadn't hit the guard rails harder so that we could see if the carbon-fibre monocoque was as impact-resistant as is claimed.

Lotus: With the battle of the Lotus 88 still simmering Colin Chapman took down off the shelf the Lotus 87 design, which was in effect the Lotus 88 with a single sprung-structure, or in other words, all the bodywork and aerodynamic devices attached to the monocoque and feeding their loads to the tyres via the suspension springs and rocker-arm levers. The monocoque was identical to the Lotus 88, of carbon-fibre and Kevlar, and the outward shape was more like the Lotus 81 than the Lotus 88. The first Lotus 87 ran on test at Donington Park, while everyone else was down in Italy for the San Marino GP and Nigel Mansell used this car at Monaco (87/1), while de Angelis had a brand new car (87/2) and was not happy with it to start with, adjusting it in a diametrically opposite direction to Mansell's car, and also wasting time practising in his T-car, which was 81/2. Mansell had an 81 as spare but did not use it. When de Angelis finally agreed to



A detail shot of the Lotus 87 showing the pressure gauge for the ride height control system.

go the Mansell-route on the various chassis and suspension settings he began to make progress with the new Lotus 87.

Ensign: Still struggling along with a single car, Morris Nunn is paying off debts so there is no money for development. Fortunately, in Marc Surer he has a driver who enjoys motor racing and drives well, his enthusiasm overcoming a lot of difficulties in the car. One week the house-keeping money is raided to buy a wheel, next week to buy a spring, this time for a new anti-roll bar and so they go on from hand-to-mouth. How long can it go on? If they had to suffer a driver who moaned and complained all the time they would have gone under long ago; as it is Surer is keeping the team alive and qualifying for the races and finishing in the money, to the embarrassment of many others.

Renault: The ELF-sponsored Renault-Sport team were doing quite well until Ferrari appeared on the scene with their turbo-charged 1½-litre V6, now nothing seems to go right and any improvement is negated by the overwhelming success of Ferrari. Prost had a brand new car (RE32) and Arnoux had the car that appeared in Belgium (RE31). Although they had spent a lot of time at Paul Ricard circuit to try and improve the aerodynamics and general handling of the new car, and Prost had done his best to interpret what was needed to the engineers, they did not make much progress; one wonders whether they are missing the technical knowledge of Jean-Pierre Jabouille. When you look at the V6 Renault engine, with a turbo-charger and intercooler system to each bank of cylinders, so that the overall picture is effectively a pair of 3-cylinder engines working on a single crankshaft it seems reasonable enough until you look at the Ferrari V6.

Ferrari: The 120-degree V6 engine has all the exhaust ports in the vee, two KKK turbo-chargers in the vee, a large inter-cooler in the vee and everything piped to a single waste-gate. In other words the Ferrari layout is *not* two 3-cylinder engines but a homogeneous 6-cylinder engine in vee-formation and the twin turbo-charger layout is a single unit. The induction pressure can be regulated by a single screw, which controls the pressure blow-off valve, whereas the Renault has two separate waste-gates each with its own screw adjuster, so that a properly balanced Renault engine can only be achieved on the test-bed before it is installed in the car. The Ferrari layout allows regulation of the turbo-charger pressure to be made at any time, and it is obvious that different pressures are being used in practice to those in the race. It would be interesting to know the actual p.s.i. figures being used for different conditions.

The team arrived with three cars, all on KKK turbo-chargers, as the BBC Comprex super-charger system is still undergoing experimental changes. Villeneuve had 126CK/052 which he used all weekend, whereas Pironi got through three cars. He had 051 and 050 to start with, but after an accident in practice another car had to be sent for, which would have been 053, but paperwork deficiencies saw it labelled as 049. He used 050 for the race. All the cars were in standard wheelbase form, which is to say short-wheelbase as compared to the long-wheelbase layout tried previously, and at every meeting the suspension members are different in detail as improvements are made. At Ferrari development is a continuous process, and their rate of progress with the turbo-charged 1½-litre V6 car has been praiseworthy and has brought a healthy aspect back into Grand Prix racing. To some teams development means finding a new sponsor and having the cars painted different colours, but it is not like that at Maranello.

Toleman-Hart: In at the deep end the Toleman team are determined to learn to swim, or sink in the endeavour. They failed to pre-qualify, but felt they had made some progress. Being last is pretty conclusive, but it is possible to analyse your own personal degree of being last. Henton and Warwick used the same two cars as in Belgium, but Henton's car (TG181/02) was using a new form of air intake to the turbo-charger unit, using two inlets instead of one. At least Brian Hart knows where the deficiencies lie in his turbo-charged 4-cylinder engine and work is progressing to improve matters. The team are not standing about wondering why they are not winning, they are a very realistic bunch of people.

Alfa Romeo: Like Renault, any progress made by Alfa Romeo is being totally overshadowed by Ferrari, and the Milanese firm have the added burden of national pride to live with. Their turbo-charged 1½-litre V8, which looks neat and compact like a Mini-Cosworth DFV is not far from the track-testing stage, but when it does appear it will have the known standards of Ferrari to attain, which will not be easy. The 3-litre V12-engined cars they are using at present seem to lack something quite small in every department, so that in total they are not competitive with a Williams or a Brabham. They only have to be *slightly* over-weight, and *slightly* under-powered and to have *slightly* more drag, and *slightly* less adhesion, to become outclassed. The front end of Formula One is very competitive and in all aspects, *near-enough* is not good enough. At the start of the season Alfa Romeo made it pretty clear that individual car identification was non-existent within their organisation. Cars were numbered 1, 2, 3 & 4 regardless of what they were. At Monaco they were not even numbered 1, 2, 3, 4, they were merely a set of four Tipo 179C *assemblages*.

Theodore: Teddy Yip's neat little team, with the cars engineered by Tony Southgate, had a brand new car, TY/02 and the original car was put to one side as an emergency spare for Tambay. This one-man team is in the same happy position as Ensign, in having a driver who enjoys actually doing the best he can.

Talbot: Difficult to see any real progress with what is in effect an obsolete design that was not very brilliant when it was a Ligier-Matra. We must wait and see what transpires when the new turbo-charged Matra engine is revealed, but like the other turbo-charged aspirants the Ferrari standard has got to be the one to aim for. It is a bit like 1967 when the Ford-sponsored Cosworth DFV engine first appeared, it set a new high standard to aim at. — D.S.J.

Around and About

"Racing for Britain"; support for promising young drivers

UNDER the laudable new scheme "Racing for Britain", whereby motor racing enthusiasts throughout the country subscribe money to support promising new drivers, more than £18,000 has been raised since the project got under way at the beginning of April. A panel of journalists, including Mike Greasley, editor of our sister publication *Motoring News*, initially submitted a list of drivers for consideration and then those who contributed money to the fund voted to select the two drivers to receive support during 1981. The drivers nominated for help are both competitors in the British Formula 3 series, twenty-four-year-old Dr. Jonathan Palmer, from Handcross, Sussex and twenty-seven-year-old Carlisle driver David Leslie. Both are currently competing at the wheel of Ralt RT3s and additional support is also to be given to two young British Formula Ford drivers who will be announced later. "Racing for Britain" is still anxious to raise further funds and contributions, from either companies or individuals, should be tendered to 41, Richmond Avenue, Bedfont, Middx (01-890 3293).

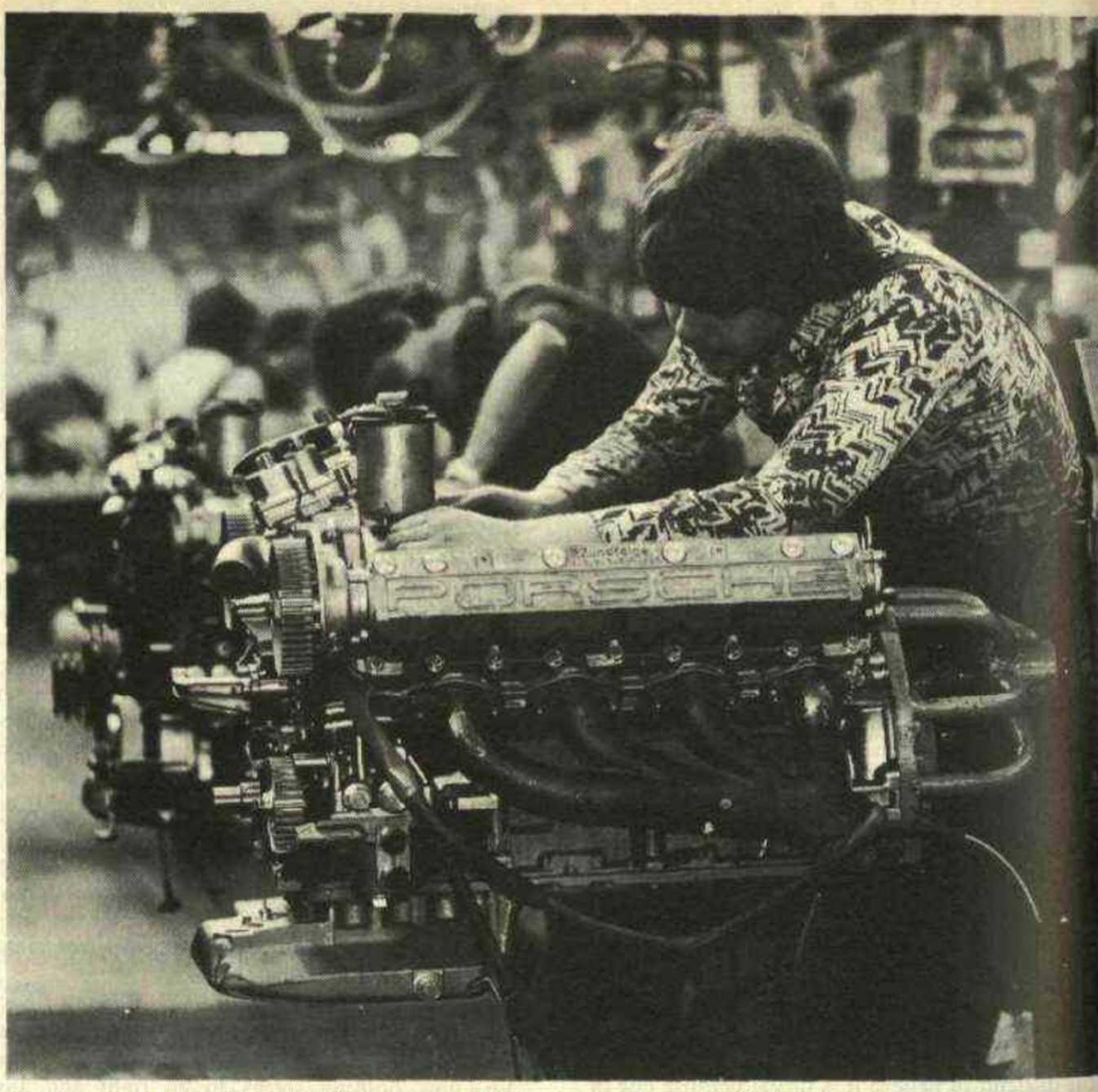
Players back Lotus again!

COLIN CHAPMAN announced that he was re-establishing his links with the John Player Special cigarette brand when he unveiled both his 87s and a revised "88B" (see separate story) at Brands Hatch on June 15th. The familiar black and gold livery will be carried by works Lotus F1 cars until the end of 1984, this development retaining Essex Petroleum as a co-sponsor, with the Monaco based oil company's logo still on the side pods, but obviously a much lower-key involvement than before.

As an added attraction, Lotus "raided" their own Formula One museum and put on an impromptu parade of various of their Grand Prix machines, going right back to their Gold Leaf red-and-white liveried 49 which was demonstrated by former team driver John Miles. Then the Lotus mechanics were allowed something of a "treat" as they drove round in front of the assembled press in Lotus 72, 77, 79, 81 and 88 while Nigel Mansell and Elio de Angelis pounded round rather more energetically in their current 87s. All the cars, except the 49, were in John Player Special livery and when they lined up for photographs on a mock starting grid in front of Brands Hatch pits, one couldn't but be impressed. John Player certainly have spent a long time linked with Lotus and it was particularly pleasant to see that Colin Chapman has retained so many of his cars, rather than selling them off the "wheeler dealers" or allowing them to languish, unused, in dusty museums.

A ponder on Porsche

THE name Porsche is synonymous with reliable, high performance cars, both on the road and on the track. Porsche may be the largest producer of high quality sporting road cars in Europe, but they are an awful lot more as well, as a recent visit to the centre of things Porsche, near Stuttgart, to meet the new President of the company, Herr Peter Schutz, showed.



A 928 engine is assembled with loving care on the production line at Zuffenhausen.

Porsche's philosophy is simple. They will take every step they can to ensure that their cars remain technically advanced, in the forefront of new market trends. With technology as advanced as it is today, the achieving of this aim is ever more expensive, and, as many small volume producers have discovered, sometimes prohibitively so. Development costs, even when amortised across the whole production run, can often work out at being just as expensive as actually producing the cars — some manufacturers have side-stepped this issue by relying on their long established name to maintain sales, but not so Porsche.

At Weissach, near Stuttgart, is a research and development facility, complete with test track, wind tunnel and high speed rail for crash simulation, which would put many of the major volume manufacturers to shame. At a time when such producers are cutting back on their R & D programmes, Porsche are expanding theirs, funding the expansion of the facility, and the development work on their own cars, to a great extent by selling their expertise to other industries as well as to other motor manufacturers. Some of the development work on the Audi Quattro was undertaken at Weissach, the NATO Leopard tank first appeared there, and, of course, all Porsche competition cars are built there — at the time of our visit, the Le Mans winning 936 was the centre of activity in the competitions department.

The effort at Weissach (where such developments as a 4-w-d 911, methanol burning road cars, Porsche's own 4-cylinder engine and so on are under way alongside much secret work from the German government, Audi and others) is being paralleled by a huge re-investment in the main producing plant at Zuffenhausen, where the 911 and 928 are built. A new parts centre, fully computerised of course, is under construction at the moment and the production lines themselves are due to be rebuilt.

As Herr Schutz explains, technology is moving so fast that it is essential to build flexibility into the production line to enable the new ideas from Weissach of one day to be incorporated in the production car of the next, and that is just what Porsche wish to do to keep ahead. By the atmosphere of enthusiasm and dedication found throughout the Weissach complex and the Zuffenhausen plant, from the humblest fitter on the line to the President, Porsche will succeed.

Latest Brooklands Prospects

THE Brooklands Society, which has just held another big Re-Union, with demonstrations on part of what is left of the hallowed banking of the Weybridge Motor Course by appropriate cars and their crash-hatted occupants, has explained to its members and to shareholders in Brooklands Track Ltd. why it had to be so cagey until now about the action it apparently wasn't taking to secure the "40-Acres," comprising that part of the Members Hill and Paddock it had been hoping to preserve for posterity.

Having explained the difficulties that ambition was beset with, it now talks of trying to preserve 28 acres of the historic place. But with the value of the ground set at £250,000 to £300,000 per acre(!) and rates to pay if it were acquired, which could

Continued on page 905

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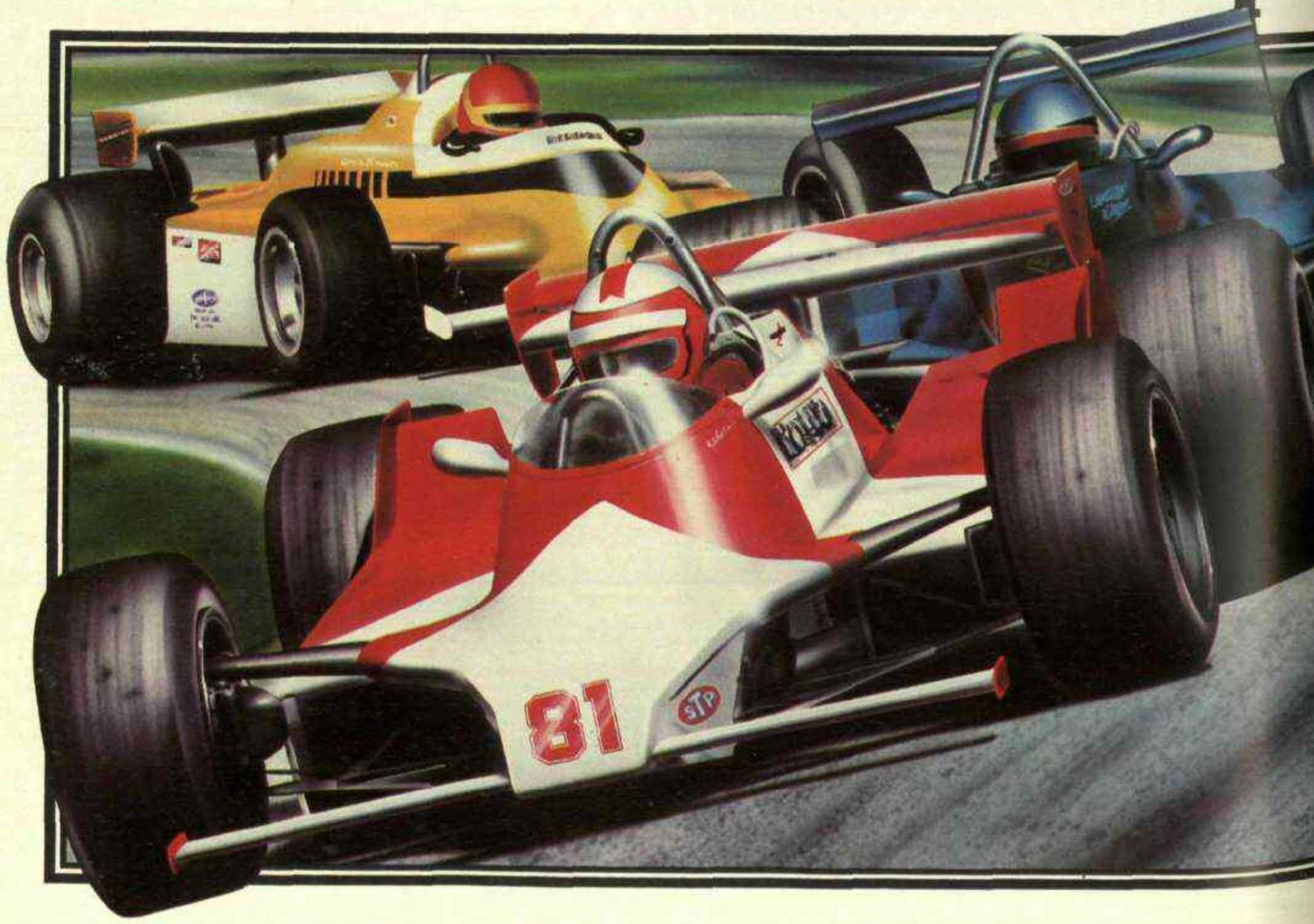
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only happen it seems if the Society could build a new access road, out of keeping with the original Track layout, which might cost another £1,000,000, it can be said that the Directors of BTL, Kenneth Day, Peter Roddis and Andrew Child, have a heavy load to shoulder. . . A blinding glimpse of the obvious, as *Punch* might have put it! Admittedly, BTL had the support of a Surrey County Councillor and the Chairman of the Leisure and Amenities Committee of Elmbridge Borough Council on their side at a discussion with the owners. But it must not be overlooked that it took BTL two years to raise £6,500, which included two donations of £1,000, from members of the Alvis OC and from Sir Charles Hayward who sold Brooklands to Vickers in 1946 for £330,000. . . .

The situation can only be called sad. If what may eventually be saved is hemmed in by further industrial development, the old place will surely be hardly recognisable? The unhappy aspect is that as Brooklands has become part of a nationalised industry, presumably, it could have been saved for the nation at the discretion of the Government, years ago. Ancient railway-lines and iron-ships matter, but not, apparently, this great heritage of Britain's motoring, motorcycling, and aviation pioneering. A short time ago a TV programme was devoted to the need to preserve such things as early London cinemas, other interesting old buildings and similar items of industrial archaeology. Shoreham Airport was specifically mentioned, as having been the first licensed aerodrome in Britain. Yet Brooklands, dating from 1906, the first motor track in the world, scene of countless brave endeavours from A. V. Roe's first flight to the Wellington and the dam-buster bomb, has almost gone. Disgusting!

But it does look as if the end may be in sight, in spite of the fact that BLT has been offered "first refusal" by British Aerospace on its newly proposed "28-Acre" Project to be controlled by an Educational Trust, at a price "rather more in line with what it can afford," and claims National, county and local representative support for its laudable aims. If the worst comes to the worst and all the efforts of the Society and the track-clearers come to nought, presumably we shall have to fall back on memories, fortified by published Brooklands history (hurry up with your final volume of the motorcycle racing there, Peter Hartley) and the Society's own *Gazette*.

William Williams — Racing Driver

AT ONE time there was speculation here as to the real identity of "Williams," who achieved fame by winning the first Monaco GP of 1929 in a Type 35C Bugatti, going on to win the French GP that same year, as it was thought at the time that he might have been English. In fact, William Grover-Williams was born near Paris, but his father was English. An article in *The Observer* colour-supplement last May about the life of the famous artist Sir William Orpen refers to that gentleman's mistress leaving him in 1929 to marry his chauffeur, Grover-Williams.

This is almost certainly the mysterious racing driver (his other names are given as Charles Frederick), for Hugh Conway has told us he married a Frenchwoman and one can well believe that the girl would have preferred the dashing 26-year-old racing driver to the 51-year-old Irish artist with whom she had been co-habiting for twelve years. Williams was supposed to be of considerable private means, so one imagines he was more a companion, less a chauffeur (even if he did wear a "smart, dark-brown uniform and peaked cap"), to Orpen, a liking for cars making this a congenial task. (He had risen to being a works-driver in the Bugatti team by 1934.) Orpen painted pictures of the first World War and when war again broke out in 1939 Williams immediately volunteered to join the British Forces in Paris, so there may be a link there between master and "chauffeur". Williams was arrested in Robert Benoist's house by the Gestapo in 1943, after serving the underground movement very bravely, and shot. It now remains to be seen whether Jonathon Cape's book "Orpen, Mirror to an Age," by Bruce Arnold, will reveal what kind of cars the racing-driver "chauffeur" drove for Orpen. If there were others, that is, besides the "Open Rolls-Royce" used in the 1920s for excursions from Orpen's summer apartments in Paris to Dieppe, there to pick up Yvonne Aubicq for a gentle drive along the front to Charlie's Bar to which *The Observer* refers.

Senga Sprint Car

WHILE at Shelsley late in May, we were shown a series of photographs depicting a 350 c.c., two-stroke-engined sprint car built by Eric Rogers and called the "Senga". The fact that Senga is Agnes backwards is, apparently, relevant, but beyond this very little is known about the history of the car, why it was built in the first place and, indeed, if it ever ran competitively.

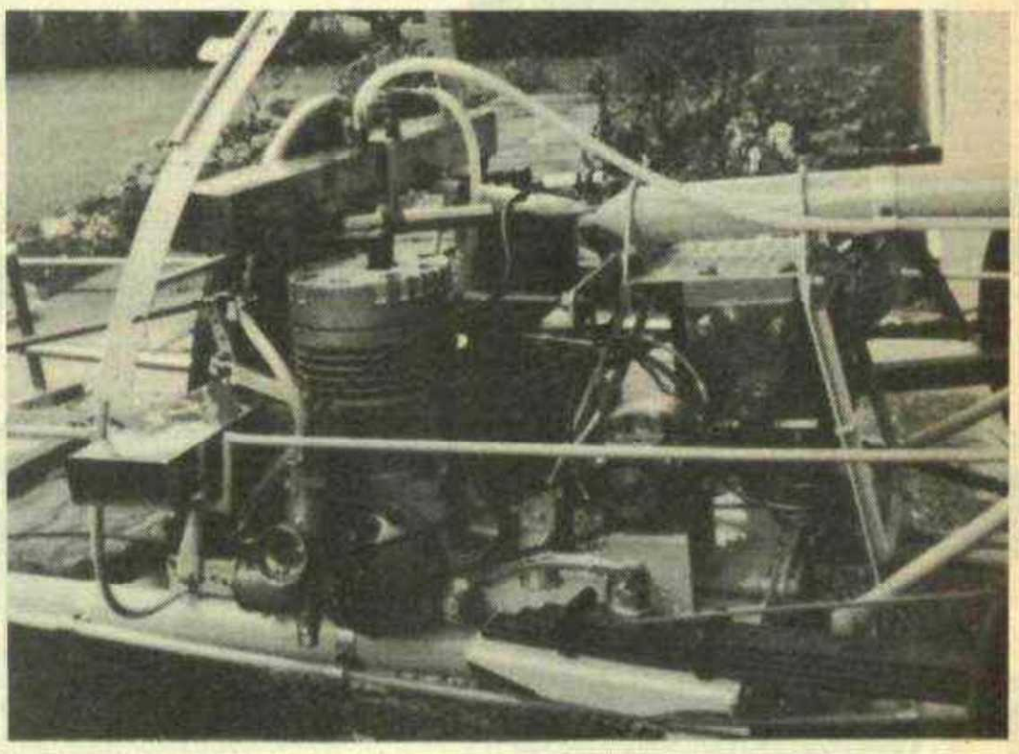
The style of construction indicates that it was built in the immediate post-war years. The frame is tubular, the wheels are Austin 7, and A7 components have been used in the fabrication of the independent front suspension and in the solid rear axle. The engine is very much a one-off, having two separate cylinders, one on each side of the car, joined by a common crankshaft. The drive is taken by chain from a sprocket bolted to the crank between the cylinders to an Albion gearbox, and thence by chain again to the rear axle. The cylinders have rotary inlet valves, and are fed by Amal carburetters of a style which were not available until the late fifties, indicating that it may have been active at this time. Ignition is by magneto, chain driven from the crankshaft outside the left cylinder. The whole construction is sophisticated, if, with the benefit of hindsight, rather misguided.

The present owner, Ken Hallett of Worcester, acquired the car in London some time ago from Mr. Rogers' family, but has been unable to find out what Rogers did with it. It seems to us unlikely that anyone would build a car of 350 c.c. to compete in the 500 c.c. class in sprints or at race meetings — a triumvirate of Shelsley sages (Walter Gibbs Harold Hastings and Rupert Instone) is positive that the car never appeared there; we have not been able to confirm or deny a rumour that it ran in the Brighton Speed Trials, but it certainly is not mentioned in our records of that event. The most likely explanation is that it was built to take one of the National 350 c.c. class short distance records, held since 1969 by a vehicle called the Smith Special. The small capacity tank implies that it would not have been built for the longer records in this class, held since 1934 by a car called "Vitesse".

Ken has done an immaculate job in rebuilding the car, and has become sufficiently fired with enthusiasm that for his next project he plans to rebuild something he can use for historic circuit racing, but meanwhile he would dearly like to know whether the Senga has any competitive history or is simply one of motorsport's fascinating red herrings.

TWO shots of the Senga Sprint Special after being refurbished by Ken Hallett. The wheels are from a Vintage Austin 7, and give the car a terribly spindly appearance. The rectangular opening in the side of the car is the right-hand cylinder's exhaust. The other exhaust can be seen more clearly in the photograph of the car without bodywork, where the two separate cylinders of the engine may also be seen.







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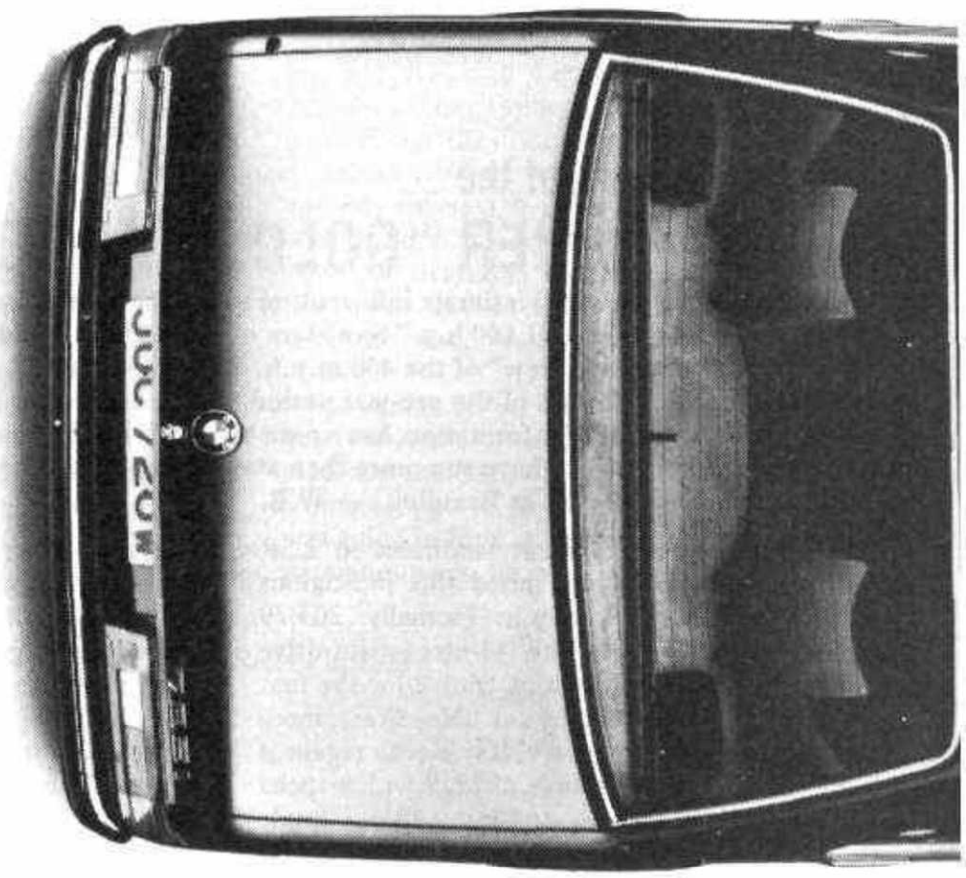
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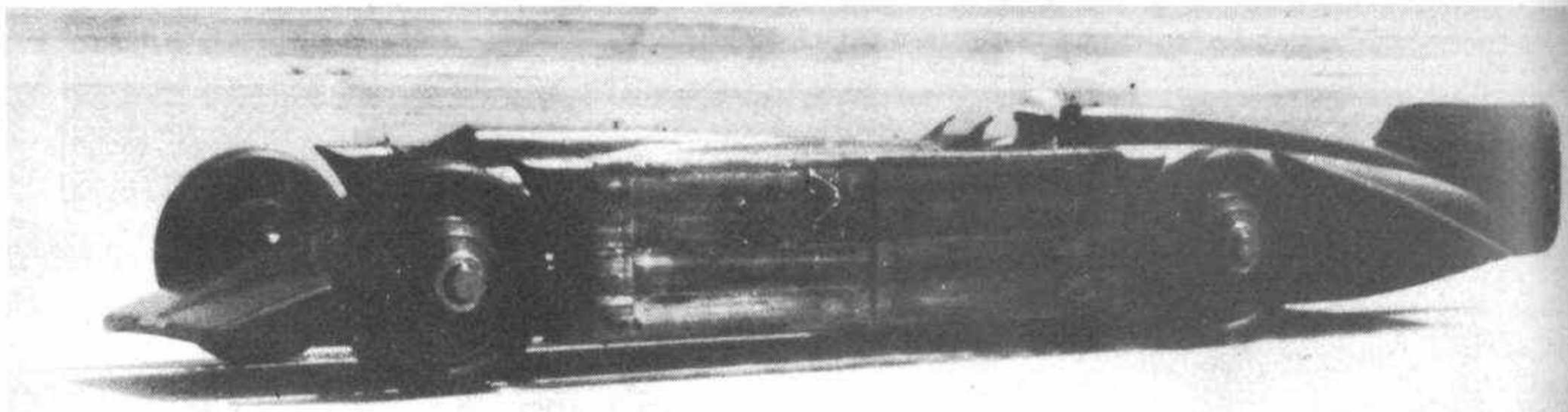
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The Inside Story of the

IRVING-NAPIER "GOLDEN ARROW"

In April 1976 we published intimate information about the unsuccessful Sunbeam "Silver Bullet" Land Speed Record car and as we have also looked at the 200 m.p.h. twin-engined "1,000 h.p." Sunbeam of 1927, about which a contemporary has also published much data, and some years ago MOTOR SPORT gave a "mechanics' eye view" of the 400 m.p.h. Railton Special, it now seems opportune to consider the 1929 Irving-Napier "Golden Arrow," one of the most successful LSR cars of the pre-war period, which earned Sir Henry Segrave his Knighthood (Campbell wasn't so honoured until 1931), a car about which some interesting information has come to hand. Apart from the ease with which the "Golden Arrow" recovered the LSR from America, it is remarkable that it cannot have run more than about 40 miles in its entire life. It can be seen today, looking exactly as it did at Daytona 52 years ago, in the National Motor Museum at Beaulieu. — W.B.

SEGRAVE set a significant landmark in LSR history when he bravely raised this prestigious record to over 200 m.p.h. (actually 203.79 m.p.h.) in 1927 with the 44-litre chain-drive Sunbeam, using the Daytona course for the first time by a British contestant. However, more foolhardy than merely brave, Ray Keech regained this record from Sunbeam's in 1928 with a speed of 207.552 m.p.h., in the crude three-Liberty-engined 81-litre White-Triplex, becoming the first holder of a new International Trophy presented by Sir Charles Cheers Wakefield of Castrol-oil fame. Before that Malcolm Campbell had also raised Segrave's record, to 206.956 m.p.h., likewise running at Daytona (speeds around the pace at which the American Space Shuttle glider touched down after its 1981 orbiting of the Earth).

Consequently, Segrave had to do something about this. He appointed Capt. J. S. Irving, who had left the Sunbeam Motor Company after completing his task for Louis Coatalen of planning the successful 200 m.p.h. Sunbeam, while Segrave no longer drove for the Sunbeam Company. Finance was the first requisite and Segrave got the backing of the two senior Directors of Portland (Red Triangle) Cement (of which Company he was himself a Director and Sales Executive), Castrol, Lord Rootes (for whom he had instituted the side-valve Hillman Fourteen Segrave fabric coupé that cost £398 and was guaranteed to do 60 m.p.h.), BP and KLG, with many well-known engineering firms being persuaded to contribute free labour and materials. That settled, work on the new LSR car commenced at the KLG factory at Putney Vale, close to Segrave's house at Coombe Warren, Kingston Hill.

Irving was able to base his design of the new LSR car on his experience with the big twin-engined Sunbeam. He would have aimed for 274 m.p.h. had not Dunlop's told him that they could not guarantee their tyres safe at over 250 m.p.h. So Irving settled for a mean speed, under good beach (Daytona) and weather conditions, of around 240 m.p.h. To attain the advance needed over the Sunbeam's theoretical top speed of 210 m.p.h. it would be necessary either to have some 60% more power or to cut frontal-area by nearly 50%, assuming almost identical aerodynamic efficiency. It was necessary to use a British engine to humour the sponsors and Segrave, so the offer of a 1,250 h.p. (guaranteed) foreign engine (LSR expert Posthumus thinks a Fiat) had to be refused. The only alternative was the 1927 Type 7A 23.9-litre (not 26.9-litres as Posthumus quotes) Napier Lion aero-engine, as used, in 7B geared-form, by Flt.-Lt. Webster in the Supermarine S5 to win that year's Schneider Trophy seaplane race at 281.91 m.p.h. Incidentally, it is interesting to note the higher speed possible in the air, in spite of the drag of the enormous floats, necessitated because this was a water-'plane contest and also because no aerodrome then had sufficient space in which to take-off and land such very fast machines.

Irving obtained the latest racing engine made by Napier's, capable of developing 938 b.h.p. at 3,300 r.p.m., but which, after exhaustive tests, was run on BP alcohol-mixture instead of on tetraethyl-leaded petrol, again probably because of BP sponsorship, although better low-speed acceleration, and cleaner sparking-plugs, were given as outweighing the 2.04% power-loss that this fuel change entailed, to 912 b.h.p., which compared to 900 total of the twin Sunbeam engines. The Napier engine required a shorter water pump, the coolant outlet changed to the propshaft end, etc., to get it into the sleek shape of car Irving was planning. As Reid Railton, another great designer of LSR cars, said later: "We should consider ourselves very lucky in that the present-day racing aero-engine is so admirably shaped for fitting into a motor car". Yet I do not think he moulded bodywork so closely to an engine as Irving did in the "Golden Arrow", which he based on the nose cowling of the S5 racing seaplane, a snug fit round the three cylinder blocks of the 12-cylinder engine, thus obtaining a frontal-area of only 11.1 sq. ft., compared to that of 20.8 sq. ft. of the 203 m.p.h. Sunbeam. At first it was intended to model the cockpit round Segrave, but a steering wheel with a minimum diameter of 16" was deemed necessary for proper control of the car, so this, plus hand-grip clearance, determined the actual width of the cockpit. Irving had thought about using "one or other of several types of control", one supposes the lying prone scheme, or the drive encircled by a steering-ring, but this idea wa quickly abandoned, probably after the fat accident to the driver of a racin Panhard-Levassor equipped with the latte arrangement. A 1/10th-scale model of the "Golde Arrow" was wind-tunnel tested but the result were not available until nearly three months afte construction of the car had commenced fortunately they tallied very closely with th full-size design, although minor modification were made to improve accessibility, comfort an safety, which slightly increased head resistance Nevertheless, the final shape showed a drag of 70 lb. at 250 m.p.h., which the integral tain-fi increased by 41 lb., whereas the comparable dra of the Sunbeam had been 860 lb. and had th apparently-contemplated tail-fin been fitted, thi would have been increased by 118 lb.

To his sleek shape Irving had to incorporat "necessary evils" such as clutch, gearbox transmission, axles and steering (not to mentio four wheels!). Although reduced to the minimum this caused the original seaplane outline t become largely submerged. Even so, aerodynami efficiency was so good that a maximum of 27 m.p.h. seemed possible. Irving had used fairing that completely enclosed the space between fron and rear wheels, and this alone represented nearl 6% reduction in head resistance. Puttin additional fairings in front of the wheels gave n appreciable improvement, probably because o the drag of their struts, and as they were difficul to devise and obstructed accessibility, they were abandoned.

To attain Arrow-like stability, even when th "Golden Arrow" was deflected by undulations a over 200 m.p.h., caused Irving more trouble than any two other factors. In the end he opted for big tailfin which located the centre of gravity an inch in front of the centre of pressure. It must b remembered that rear wheel drive was employed so that aft weight was needed. It was thought that if the yaw-angle could be kept above 10 deg., risk resulting from a gust of wind striking the car or minor skid deflecting it could be disregarded allowing that a 10 m.p.h. cross-wind at 20 m.p.h. could equal a yaw-angle of 3 deg. and gust of wind one of 6 deg. The critical yaw-angle

for the Sunbeam had been reckoned as eight deg. above the danger point at 200 m.p.h. and the "Golden Arrow" had a safety factor of 13 deg., when going 50 m.p.h. faster.

It is very interesting, in view of today's "ground effect" thinking, that Irving superimposed his streamline shell on a horizontal plane 23'0" long and 15" deep expressly to exert a downward air pressure, apart from this structure enclosing the transmission. It was intended to exert a down-thrust of 138 lb./sq. in. on the front axle and 410 lb./sq. on the rear axle at 250 m.p.h., Irving using the greater thrust at the rear to ensure that if the "Golden Arrow" left the ground the back end would land first, thus obviating a nose down return that would cause the car to "turn turtle". He was worried about an end-over-end crash, obviously, but not with the car going over backwards, as Donald Campbell's boat did. He noted that aerodynamic lift was probably 100% more vital than the mere reduction of weight for this purpose — one feels that Irving would fully appreciate what designers of winged and skirted F1 cars are about. . . .

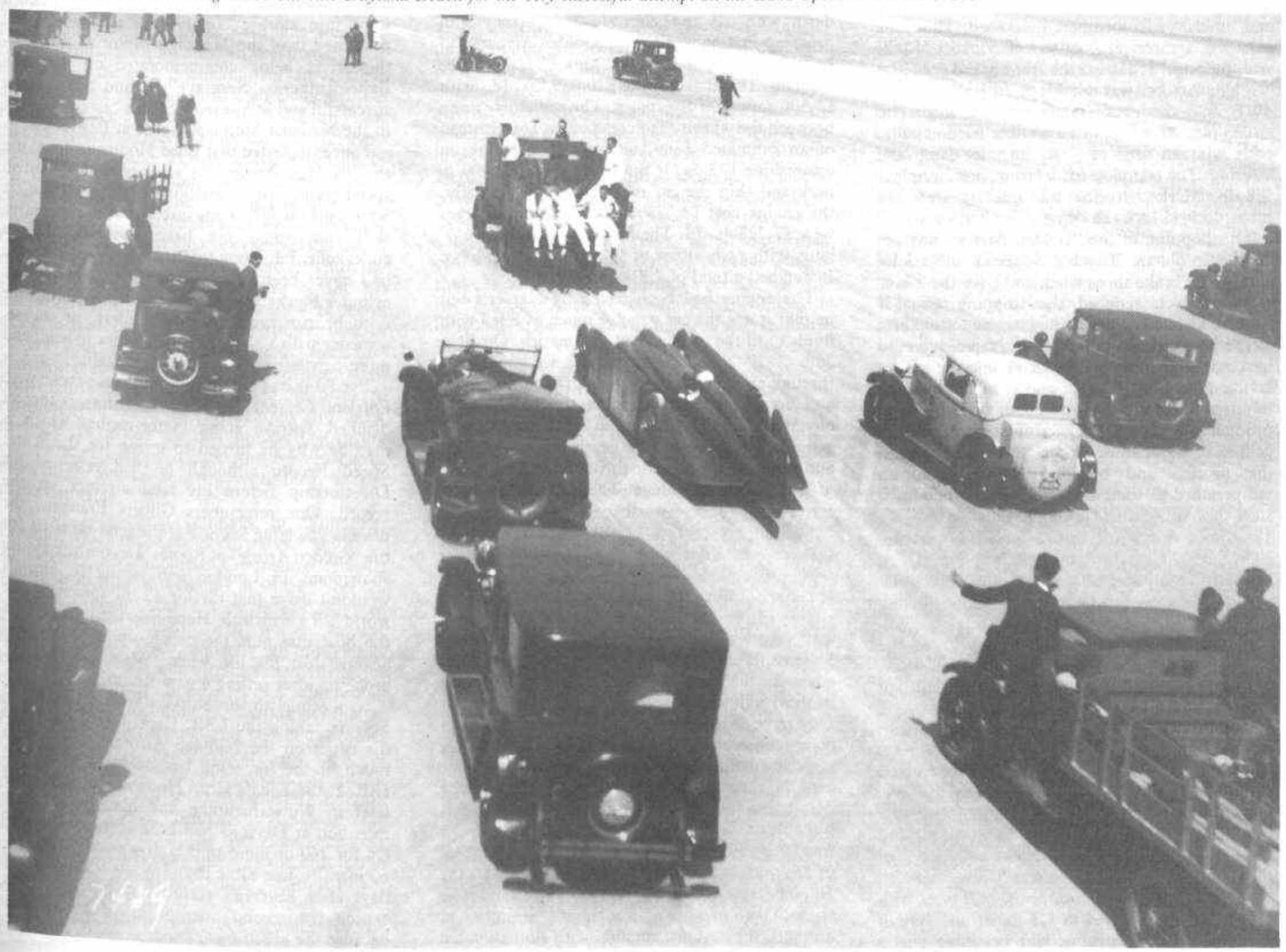
Returning to the higher speeds possible in the air, it was calculated that whereas 462 b.h.p. (or 585 b.h.p. after safety factors had been incorporated) was required to overcome the Irving-Napier's head resistance, another 165 b.h.p. was needed to overcome mechanical losses and a further 150 b.h.p. to cope with tractive resistance. Irving was hoping for up to 60 lb./ton tractive resistance at Daytona beach but, in fact, when Segrave went for the record, the poor conditions must have made this nearer 80 to 100 lb./ton, over most of the course. The weight on the rear axle (ready to run) was 4,149 lb. and no differential was used. Irving reckoned that the car's weight distribution meant that while it was not possible to transmit full engine torque under any conditions in 1st gear, it was in 2nd gear if both wheels stayed on the ground, and possible under any conditions in top gear, which was thought sufficient to ensure safe control; to make certain, 260 lb. of lead ballast in the tail added to the aerodynamic download. The low weight of the Napier engine (850 lb.) was actually a disadvantage as a heavier unit would have got the c.-of-g. further forward.

The clutch used to get the "Golden Arrow" going caused Irving some anxiety. With the twin-engined Sunbeam a very high spring pressure had been required to prevent slip, and to enable Segrave to cope manually with this, considerable pedal travel had to be provided, which "give" in the linkage and wear on the clutch plates further increased. So for the "Golden Arrow" Irving wanted absolute minimum pedal travel (shades of the Austin 7!) allowing for clutch wear, and easy operation. He designed a multi-plate clutch with five driving and four driven plates, of 12" dia., all lined with Ferodo, held together by 18 coil springs which exerted a total pressure of 2,340 lb. with the clutch in and 2,880 lb. when it was held out. A two-to-one leverage reduced the load on the withdrawal race to 1,440 lb. maximum. Pedal travel was only two inches and the strong toggle-levers and links eliminated any perceptible "give". Full foot pressure was required to put the clutch out with the engine not running but a Dewandre vacuum-servo close to the withdrawal race reduced the effort so much that the pedal could be depressed with one hand, when suction was up. (Irving remarked that he believed that this servo system had since been adopted for a Continental firm's 40 h.p. car. One wonders which make. He forgot, or had never heard of, Parry Thomas' pioneer use of vacuum-servo on the 1920 Leyland Eight). In spite of the care devoted to the "Golden Arrow's" clutch, the unit pressure on the friction surfaces was almost 70 lb./sq. in., or six times that recommended for clutches engaged at 3,000 r.p.m. But, of course, the Irving-Napier wouldn't have much use, especially in traffic! Nevertheless, Parry Thomas had some trouble with overheating, I believe, with the small multi-plate clutch he used on "Babs".

Variations between alignment of the clutch and gearbox were allowed for by connection *via* dogs, regarded as "very essential", to ensure smooth clutch action — one might have thought Segrave was going in for a sprint from a standing-start, as in some ways he was, as he would need to

continued overleaf

THE "Golden Arrow" being towed out onto Daytona Beach for the very successful attempt on the Land Speed Record in 1929.



accelerate hard into the measured mile, even with a four-mile run in. Irving designed a compact three-speed and reverse gearbox incorporating the gearing-up for the car's twin propeller shafts. The ratios were 1:1, 1.54:1 and 3:1, giving speeds of 78 m.p.h., 156½ m.p.h. and 241 m.p.h. at 3,400 r.p.m., the engine then having 200 r.p.m. in hand. The casing was of L.8 alloy, with aluminium-bronze end-plates reinforced with steel plates. The gears were of Vickers VNCG oil-hardened steel, hand-polished after hardening, the shafts of Vickers CHNC steel. Two parallel prop.-shafts conveyed the drive to the back axle, geared-up 49:33, so that they turned at 5,040 r.p.m. at 3,400 engine-r.p.m. Both shafts turned inwards, to balance torque. A gear-type pump fed oil through nozzles into the teeth of the gearbox.

The prop.-shafts were considered safe up to 6,000 r.p.m. but were enclosed nevertheless in strong casings; a precaution omitted, I believe, on Cobb's Brooklands Napier-Railton as first contrived, for its single prop.-shaft. The makers of the "Golden Arrow's" were Hardy-Spicer. The back axle weighed 670 lb. with brakes and radius-arms but without wheels. It had two bevel-cases of L.8 alloy, the centre and end pieces being of Vickers VACS steel forgings, the shafts of Vibrac, and the bevel gears and pinions of BND. Worm and hypoid gearings were discarded, in favour of straight bevel gears.

The chassis frame was very stiff, the 19' 6" side-members deflecting less than ⅛" under total load, a fine tribute to the makers, John Thompsons Motor Pressings. Channel-section and tubular cross-members were used. The front axle was a three-piece affair, of Vickers VACS steel forgings. It carried the front brake gear (the "Golden Arrow" was notable as an LSR car with 4WB) and the castor angle was 4½ deg. The swivel pins were supported on fibre friction pads, each with an area of 7 sq. in., to damp the steering. The complete axle, less wheels, weighed 330 lb. Marles steering was used, geared 2¾ turns, lock-to-lock (28 deg.).

The stopping of the "Golden Arrow" was yet another problem. The big Sunbeam melted its aluminium brake shoes when going for the 5-km. record, which reduced the stopping area. If Segrave had had no brakes and engine to stop him after his record run in the Irving-Napier it would have run four miles in 124 sec. Using the brakes Irving gave him, 31 sec. and a mile would be required to come to rest, dissipating 635 h.p. and producing 13,500 BThUs, sufficient to raise 10 gallons of water from 70 deg. to boiling point in the process and bringing the brake drum temperature to some 2,000 deg.F. Ferodo-lined steel shoes were used for the "Golden Arrow", in 18" ribbed drums, the brake back-plates having eight 3"-dia. holes, for additional cooling. These brakes were adjusted once before the car was first run and never touched again. But although Trulay cables gave some degree of compensation, the action must have seemed odd to Segrave; the pedal went down about ¾" and then felt solid, although increased pressure on it, while still not moving it, did improve retardation.

The car was sprung on ½-elliptic leaf springs all round, axle travel being 1¼" front, 1¾" rear. The rear springs were like two ¼-elliptics joined at the axle. So stiff was the springing that one hundredweight caused a deflection of only 0.5 mm. Dunlop having made excellent wheels and tyres for the big Sunbeam, they naturally supplied those for Irving's car. Ace wheel discs reduced rotational drag. The cotton-ply 37 × 7 tyres with 1/16" treads and inflated to 125 lb./sq. in. were of very special construction, and heat/time charts were drawn up for their use. But as Irving said "No inflated tyre of rubber and cotton will ever be proof against some hidden sharp stone or hard seashell cutting it, and every would-be record-breaker must needs take his life in his hands."

So the car took shape, the body panels supplied by Thrupp & Maberly, who were more used to making coachwork for the carriage-trade, the gold-hued panels attached to strong hoops with countersunk screws. A 20-gallon fuel tank was installed, and Irving suppressed a desire to have a cockpit cover, which would have given a useful speed increase. Standard-size Ransome & Marles bearings were used throughout, as Irving remembered how much time and money had been wasted over Coatalen's insistence on special-sized ball-races for the 203 m.p.h. Sunbeam. Built-in screw-jacks, in streamline fairings, were fitted, to enable the wheels to be rapidly changed; they functioned more quickly and easily than a touring car's jack.

The "Golden Arrow" was duly shipped to America, arriving on Feb. 9th, 1929. Six mechanics, five of whom can be seen on the tow-truck in our photograph, and a Hillman Segrave coupé went with it — it would be interesting to know how many of these Hillmans were bought, perhaps out of respect for the famous British driver.

The "Golden Arrow" had quickly come to fruition, Capt. J. S. Irving being helped by his Chief Draughtsman W. U. Snell, his brother whom the Alvis Company had loaned to supervise the building of the car, and his daughter who dealt with all the clerical, accountancy and progress-chasing work. The "Golden Arrow" had been estimated at £10,000, plus £2,000 of free supplies. The final cost was £10,059 15s. 4d., with £1,500 supply of free parts. The radiators, slung between the wheels, had come out at £604 instead of an estimated £300, and wheel-balancing an astonishing £43 5s. It then cost about £2,000 to pack and ship the car to Daytona. Incidentally, the engine cost £3,078 10s. and design charges were £2,228 4s. 7d. The finished car was 27' 6½" long, with a wheelbase of 14' and it was 43" high. It weighed a total of 7,814 lb.

The engine had been tested by Napier's but neither it nor the car were so much as filled with fluids until the car's arrival in America. On Feb. 26th 1929 this tedious experience was gone through and Segrave had one part-throttle run up and down the beach, finding the bulkhead so effective that at 182 m.p.h. he didn't need to wear goggles. He drove off the beach, up two planks, and from the Promenade through the main street of Daytona to the garage! There followed a most trying wait for the weather, until March 11th, before the record bid could be made. After the first run new wheels and tyres were fitted within the requisite time allowance and the engine restarted using a trolley-mounted auxiliary engine. It is amusing that although the lorry carrying the trolley started off at the same time as Segrave, it needed nearly quarter of an hour to cover the distance the "Golden Arrow" had done in three minutes!

Segrave had found that with the 10 to 1 compression ratio it was not possible to use all the throttle opening until past 2,400 r.p.m. and some care on the accelerator was thus needed until the car was moving at over 55 m.p.h. in bottom gear, but at least this obviated possible tyre damage due to wheelspin. On the other hand, no adjustments of any sort had to be made, and at all times the Napier engine started immediately and ran without a mis-fire throughout. Irving had arranged for ice-cube cooling, with admission *via* RP thermostats, to supplement the 20 gallons water in the side surface radiators if required. the event, the ice cooling wasn't needed, t temperature at the end of the first record-r being almost too cool, at 74 deg. C. The hot wa was emptied and replaced by cold after each ru

Segrave took the World's f.s. mile record 231.362 m.p.h. (mean speed), and the kilome record at 231.446 m.p.h., on just the two ru Never has a LSR been more easily achieved, spite of the Triplex's speed having been better by nearly 25 m.p.h. As I have said, it is unlik that the "Golden Arrow" has run more than miles in its life, if that. (On his test run Segra may not have needed the full 9 miles course.)

Irving had allowed for the absence of testi before the actual record-bid was made by aski that certain components, the gearb steering-box, brakes and transmission, assembled with clearances to be expected aft say, 5,000 miles' running, achieved wh necessary by initial grinding to such clearanc The problem was that the British workm regarded these clearances as a "sloppy fit" a Irving had personally to inspect every part ensure they had been kept to! Incidentally, use of side radiators partly fairing-in the wheels interesting, because one theory suggests t Parry Thomas may have been killed by pack Pendine sand building up in the wheel fairings a dangerous degree — but perhaps the Dayt sand was softer.

The car returned to this country after its f performance and was put on show, after which went into storage. In 1958 Wakefield Cast presented it to the Montagu Motor Museum the driver being commemorated on the ca show-plaque as "Seagrave" — and this so v successful and little-used LSR car can still be se in the National Motor Museum at Beaulieu.

I once suggested that Lord Montagu should the "Golden Arrow" to attempt a new Brit speed record, or to establish an English one Southport sands?). I am sure he has the necessa skill and would not have shirked such endeavour, but I was told that the Napier engi had never been properly inhibited and that cylinder blocks are therefore now too porous it to be run again. A pity! Unless, of cour someone with a Napier "Lion" motor to lend, a more persuasive than I am, tries again. . . .

Even if it was not written into his contract w Portland Cement, I believe the Directors there disliked Segrave going motor-racing, which may be why he turned to trying for the Wa Speed Record although he had resigned Directorship before his fatal attempt on record. One remembers Gilbert Frankau, novelist, meeting Segrave at the send-off party the "Golden Arrow" at Rootes' Devonshire Hou showrooms in London and saying to him wouldn't drive that car for all the money in world". To which de Hane Segrave replied "I the boat that puts the breeze up me". In 19 Segrave lost his life when "Miss England broke up after setting a new Record . . .

As a sequel to this story, a year to the day Segrave taking the LSR, Capt. Irving deliver his paper on the "Golden Arrow", from whi much of the foregoing has been culled, to IAE, at the King's Head Hotel in Coventry, a later in Wolverhampton and Manchester. T intention at Daytona had been to run again a try for 240 or more m.p.h. It was only the fa accident to Lee Bible in the White-Triplex a f days after Segrave's record had been set, th caused the second attempt to be abandone because the beach was closed. — W.B.

Veteran Edwardian Vintage

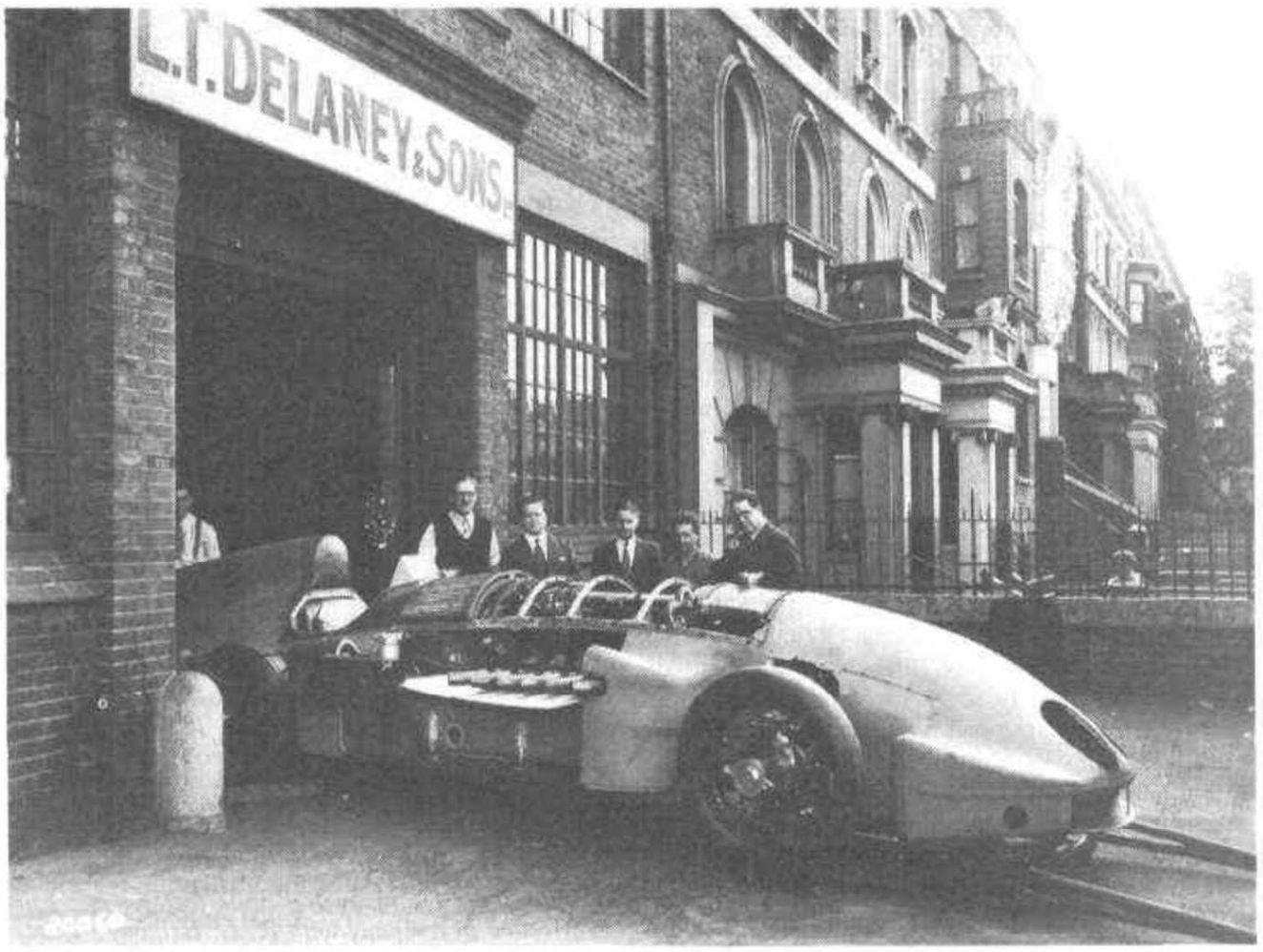
A SECTION DEVOTED TO OLD-CAR MATTERS

A date with Tom Delaney

THE other day I had a most interesting conversation with Mr. C. T. Delaney, who raced Lea-Francis cars at Brooklands and who owns two rebuilt vintage specimens of this popular British 1½-litre sports car, one of them the actual car with which Kaye Don won the first Ulster TT in 1928. Tom Delaney's father, the late Mr. L. T. Delaney, had spent much time in France when the budding Motor Industry was in its infancy and he came to know personally most of the great personalities of those times — Louis Renault, Emile Mathis, the Farmans, Ettore Bugatti etc., and he had the rare distinction for an amateur driver of being provided with a works 45 h.p. De Dietrich for the 1903 Paris-Madrid race, an event that was to end in tragedy. This car, No. 125, was teamed with six other 45 h.p. cars of this make, in the factory's first racing foray. Charles Jarrott came in third behind the winning pair of 70 h.p. Mors when the disastrous race was stopped at Bordeaux, and at least Delaney escaped the fate of many of those killed, although he did overturn the car after running off the road; but he and his mechanic, Grant, were unhurt. There were delays of up to four hours at the start, unwelcome to drivers with miles to cover, apart from the disasters they were to face. The drivers were instructed to follow cyclists through the towns, to ensure they followed the correct route and check the pace. It turned out that professional racing cyclists were employed, and the drivers had a hair-raising job keeping up with them in the narrow streets.

At his sheet-metal company in Willesden, London, which made coolers of various kinds, L. T. Delaney also imported Continental chassis, selling them from showrooms in Bond Street. In 1905 he brought over a very rare 45/60 h.p. PS-type Hermes-Bugatti and ran it in the Blackpool Speed Trials, finishing 5th in his class, but this make did not attract sales. However, other better known Continental cars were selling well in London, including the Mathis and the De Dietrich-made Burlington, and Delaney also sold the Imperial, a horseless-carriage kind of confection of which it was claimed very early on that 1,300 had been sold; the maker's London telegraph-code was "Smooth"! However, the Delaunay-Belleville was the best Continental car of them all, regarded by many as the best in the world, the 40/50 h.p. Rolls-Royce notwithstanding.

"The Car Magnificent" was supplied to the Czar of All Russia, who liked the great 70 h.p.

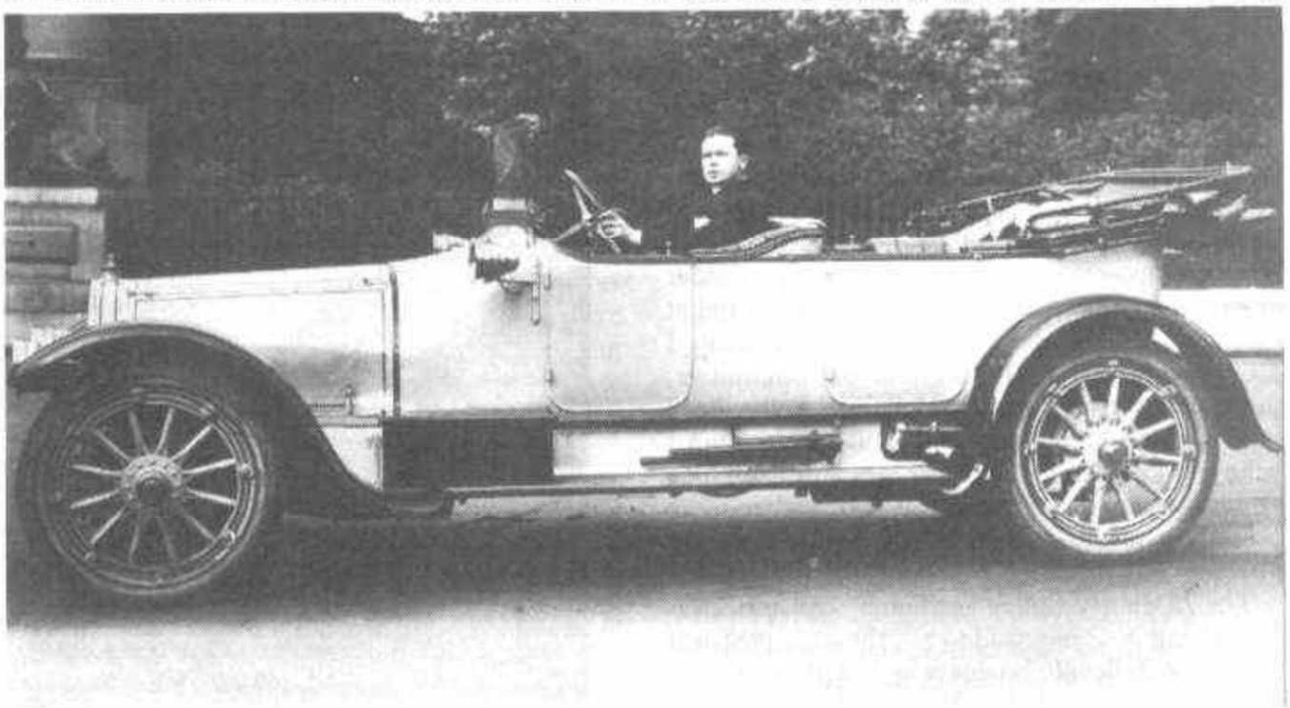


"SPEED of the WIND", Capt. George Eyston's FWD record car, nearing completion at Delaney's Maida Vale premises. From left to right are Eyston, L. T. Delaney, Tom Delaney, Bert Denly and E. A. D. Eldridge.

six-cylinder from St. Denis on the Seine which would glide away in absolute silence from official functions on its compressed air mechanism, before the engine fired. The Belleville part of the double-barrel name came from the boiler-making activities of the Company, these quick-steaming boilers being used by the Navies of the World and in HM Queen Victoria's yacht. In 1910 Mr. Delaney obtained the Delaunay-Belleville concession having factory premises specially built in Carlton Vale, Maida Vale for the purpose of supplying these illustrious cars to British clientele. Tom Delaney remembers that what is thought to have been the first ever car lift was installed there, a slow-working Waygoodotis with central hydraulic ram, which a little man from the Waygoodotis company periodically used to service. This enabled the machine shop and varnishing shop, etc., to be situated on the first floor and Tom still recalls the fire hazard that the interior hand operated petrol pumps they installed must have represented. He also recalls that all manner of different DC voltages would be encountered about the factory. They had their own test-bench and other facilities. A few years ago Tom Delaney tried to buy the old factory but was unsuccessful, as the Council had their eyes on the site and it was demolished before even the inbuilt D-B plaque could be saved, alas. However, some of the pre-WW1 records *have* survived, and some of the post-war ledgers. The former consist of cards, one for each Delaunay-Belleville, with relevant details; against the owner's name for the last, Salmon-bodied, car sold before the outbreak of war is the note "German Spy!"

It was from here, in what was otherwise a residential area, that Delaunay-Belleville chassis were in great demand, so that within two years the premises had to be extended. Servicing these cars would entail decarbonising the engines by burning off the accumulated carbon with an oxy-acetylene flame inserted through the sparking plug holes! Delaunay-Belleville pioneered

L. T. DELANEY, Tom's father, at the wheel of a Delaunay-Belleville tourer shortly before the Great War.



pressure engine lubrication and to demonstrate this they used a model at the Motor Show in which oil could be seen flowing through the bearings and would then be cut off whereupon a light would come on, to emphasise the fact that the engine was then running "metal-to-metal". One amusing episode concerns Mr. Smith, who was just starting what became the great Smiths Crisps Company. He came to Mr. Delaney wanting a cheap van. He lived in a small upstairs flat and was preparing his potato crisps in the kitchen. He was duly fixed up with a used Delaunay-Belleville and van body.

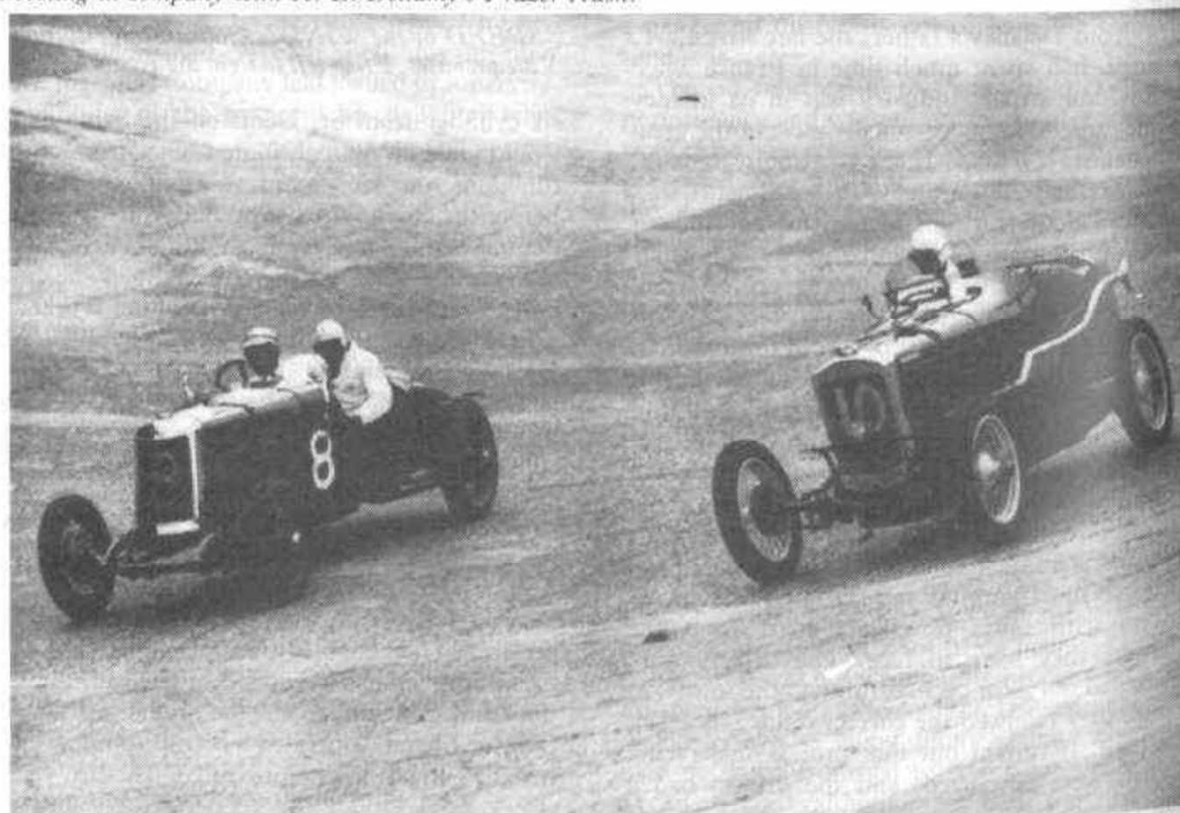
During the First World War Delaunay-Belleville chassis were turned into armoured cars and as the war developed Mr. Delaney used to go to Dunkirk to collect bare chassis and even complete armoured cars.

After the war car sales were gradually run down, to concentrate on general engineering work but not before many more new Delaunay-Bellevilles had been sold (and other ones serviced), up to the last of the better models, the four-cylinder overhead-camshaft P4B. A photograph exists of an almost unbelievable number of chassis standing outside the Carlton Vale works, taken around 1922, when most of these would probably have been six-cylinder 20 h.p. chassis, the previously round radiator now more oval, and slightly vee-fronted. When it became clear that the post-Armistice American cars would be a match for the ageing Delaunay-Bellevilles Mr. Delaney decided to investigate and purchased a Maxwell. It had a very difficult gear change but was otherwise quite good. Deciding against selling these, the car was used as a works hack for many years, after which Tom sold it, for 10/- (50p)! Even so, the buyer was back the next day complaining that the battery was dud — probably he had left the lights on or something, but he was provided with another, such was the integrity of service in those days! (Here I must digress to recall that some years after the Second World War, I espied a 1926 P4B Delaunay-Belleville, its soft fawn leather unmarked, the paintwork unblemished, in pristine condition, standing at the back of a Chiswick undertakers premises, among the 40/50 h.p. Rolls-Royce hearses, the white-coated employee who was up a ladder dusting these with a feather brush being surprised that I knew the make of the old French car. It was soon mine, for £35 if I remember correctly, the receipt being written out by the undertaker himself, with a quill-pen. I had a lot of fun with this low-mileage Maythorn landaulette, even going to MOTOR SPORT's City offices in it, from Hampshire. But it was terribly pedestrian in spite of the o.h.-camshaft engine with magneto and coil dual ignition and it had a ponderous central gear change. But I liked the light steering, ball-races figuring in the make-up of the swivel-pins, and its traditional D-B quick action radiator cap and bonnet-opening arrangements. Apart from A. T. Norton's two-seater P4B and a larger six-cylinder model I encountered at a Sunbeam MCC Trial at Hindhead when, wanting a little more pace, I drove my wife's 1927 Sunbeam Sixteen tourer, those were the only vintage Delaunay-Bellevilles I saw on the road in those early 1950s, although I believe a London greengrocer was still using one as a van around that time. My car, rather more brightly painted, is now in Guy Griffiths' Motor Museum at Chipping Campden.)

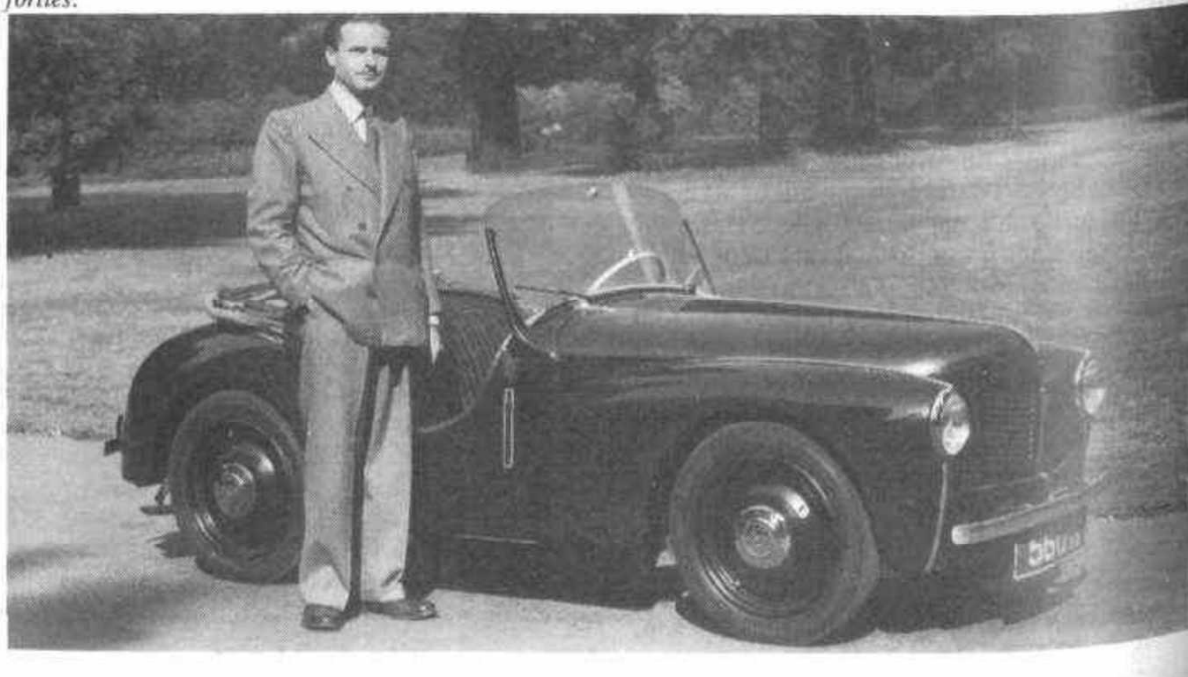
The Delaney-Gallay radiator concern was flourishing alongside the post-war Delaunay-Belleville business as it had been from pre-WWI times. A brochure from that period



TOM DELANEY at the wheel of his supercharged Hyper Lea-Francis — above, with brother Eric and fath outside the Delaunay Belleville factory, and below on the banking at Brooklands during the 1933 Openi Meeting in company with R. L. Bellamy's Frazer Nash.



THE diminutive 330 c.c. French economy car, the CHS, which Delaney had tentative plans to build in the la forties.



Garage in a Country Town

LAST August I was able to look back at what one garage had been like in a remote Welsh town in the nineteen-twenties, thanks to Mr. E. M. Lowndes, who had kept records of his father's motor business at Carmarthen. Now it is possible to recapture something of the atmosphere of those long-ago days, not in far-away Wales, but in the well-known country town of Guildford, in Surrey, thanks to the co-operation of Tim Harding, who has unearthed some of the careful records kept by a garage there, and whose cousin has kindly lent us some photographs of it.

The garage in question was that of Crow Bros. (now E. J. Baker & Co., Vauxhall agents). Early in 1912 Messrs. Crow took over a shop at 190, High Street, Guildford, together with the back premises which were partly occupied by Lymposs's old horse-shoeing forge. From these small beginnings a prosperous business was built up. In 1913 Crow Bros., operated by S. Holbrooke Crow, who looked after the workshops, and C. Acheson Crow, took on an agency for Singer cars. It is thought that theirs was the first firm in Guildford to buy and stock cars, instead of merely ordering them against customers' orders.

Before the 1914/18 war had really taken hold, Crow's had sold no fewer than 16 of the new Singer Tens, those rather "Edwardian" light-cars with their paired cylinder blocks and the gearbox in the back axle, which augured well for Singers. The demonstration Singer Ten arrived in 1914 (eng. no. 840). It seems that the cost to Crow's of these Singers was £175 10s., or £180 15s. if a dickey seat was fitted, the profit being usually £34 5s. on the latter, whereas it appears that sometimes only a few pounds profit was realised on the £175 10s. two-seaters, perhaps when sold



CROW BROTHERS garage premises photographed in the early 1920's. The car in the doorway is a very early Alvis, probably a 10/30. Note the intertwined CB motif above the entrance.

to the Trade, with a hoped for £19 5s. profit on each car, in other cases. As the war went on, supplies of the little car from Coventry dried up, only one being sold in 1915/16, together with a couple of new 1916 11.9 Morris-Cowleys, and, in the previous year, a Humber of the same horsepower (to the Misses Elliot), and also a new Lucar light-car. Also in 1914/15 a Miss Jensen took delivery of a single-seater Beacon cyclecar, a local make hailing from Liphook. The dearth of British cars then caused Crow's to sell the rather crude 13 h.p. Trumbull, from Bridgeport, Connecticut, of which they acquired ten 1916 models at the end of 1915, for £102 each, disposing of five of them, and four more the following year, seemingly at a loss of £22 on each one, notwithstanding that one Trumbull had "a special finish". Sales ledgers were neatly kept in longhand and a coding was used, whereby prices paid for stock remained confidential.

Thus one can visualise these Singer light-cars and the American Trumbulls running about on the deserted roads and lanes of the Surrey of those war years. Crow's sales at that period were otherwise mostly of motorcycles, the Duke of Northumberland being a customer.

Many of these machines were single-geared, so that a clutch was worth special mention in the sales-ledgers! Auto-Mart and the Haslemere

continued overleaf

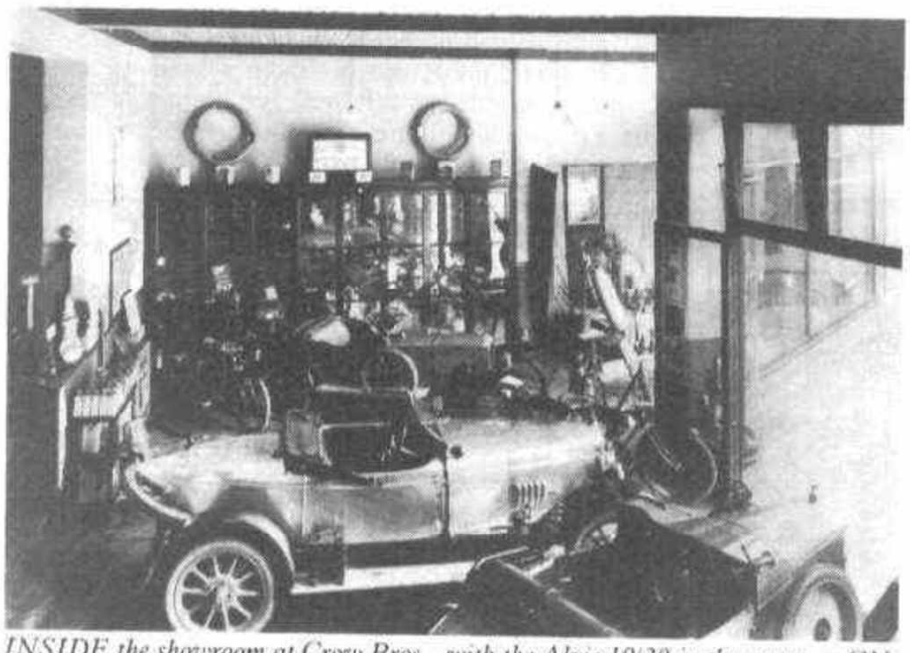
A DATE WITH TOM DELANEY — continued

shows a Lancia radiator on the front cover and a 56 lb. Peugeot radiator (a gilled-tube equivalent weighed 94 lb.), on the back cover, a reminder that Gallay patent rhomboidal radiators (with one piece frames and tested under air and water pressure and on a vibrating test-bed) were supplied to most of the leading car-makers, apart from special installations, etc.

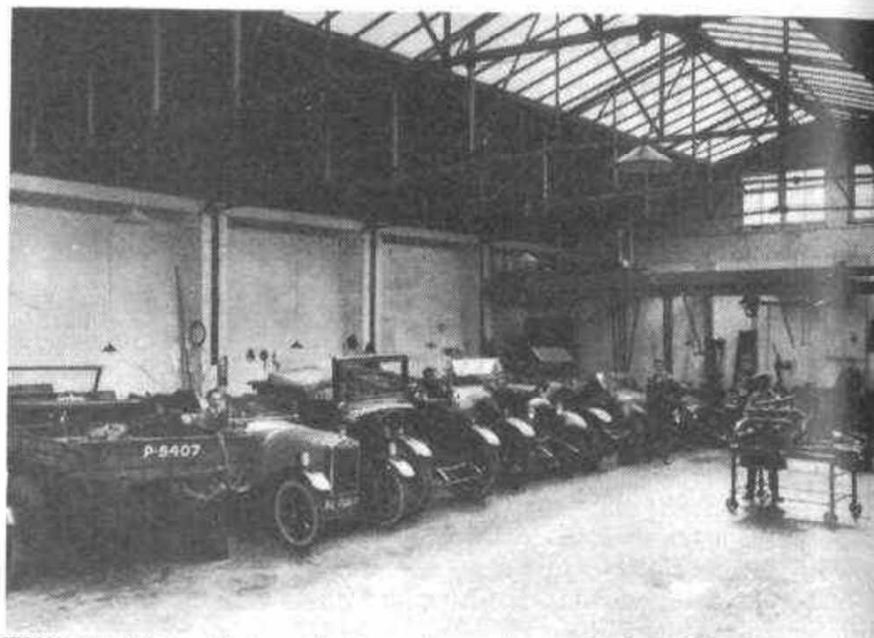
After the war this was continued, with Bentley, Lagonda, Lea-Francis, Austin, Bean, Swift, Talbot, Rover, Frazer Nash, Marendaz etc. among the customers, which gave Mr. L. T. Delaney and his sons many contacts in the Motor Industry. The Carlton Vale factory also made the AEC-diesel-engined saloon and the FWD "Speed-of-the-Wind" record-breakers for Capt. G. E. T. Eyston, and L. T. Delaney had become Managing Director of the British Motor Trading Company in 1922, which eventually became Lea-Francis Limited. His first Hyper Lea-Francis had a fabric body of golden hue. Another worthwhile pre-war venture was importing the Cozette. The Austin Company adopted this well-made French vane-type blower for the Ulster Austin and Lagonda, Frazer Nash, Sunbeam, Lea-Francis, Triumph, H.E., Salmson and other manufacturers followed suit. In this context Tom Delaney tells an amusing story, which does not, I think, feature in Anthony Blight's Roesch Talbot "bible". His father had one of the early Georges Roesch-designed 14/45 Talbots, a complicated affair with many special metric threads, just as Roesch insisted on stainless-steel pins etc., when introducing radiator shutters. The carburetter of the 14/45 was at one end of the long inlet manifold, perhaps to ensure a clean engine outline, and the distribution was hopeless. Supercharging was suggested, but Roesch objected. However, "Robby" Robertson, Talbot's MD, told Delaney to send a Cozette blower to the Ladbroke Grove factory and it was duly fitted. After a solid copper gasket had stopped the head joint blowing, the engine ran so very well, smoothly and with extra power that it was intended to introduce this blown model at the next Motor Show and Tom tells me catalogues were printed. But in the end Roesch got so cross that the idea was abandoned. . . .

L. T. Delaney was associated with the Ruston-Hornsby car and when he was out of the way Tom taught himself to drive on the family tourer. Before that family holidays would be taken in a big open Delaunay-Belleville tourer, with exhaust whistle. On one occasion a rear wheel came off and bowled along ahead of the car but it, and more surprisingly the nuts, were recovered, and the journey continued. Tom discovered Brooklands in the Lea-Francis days (when his father had put him in charge of the Company's general sales of Lagonda, Hillman Minx and Lea-Francis cars), going down to help with work on the racing cars. After leaving school he had been given the TT-winning Hyper Lea-Francis (car No. 14053) then being developed to 1929 specification with a metal body, and he rode as mechanic to Sammy Davis in a Brooklands race in a similar Lea-Francis and afterwards, having purchased the TT winner from the Company, raced this and works cars successfully himself. There is no need for me to enlarge on this, because Barrie Price has done it so well, in his splendid Lea-Francis book (Batsford, 1978). A few years ago Tom Delaney felt a desire to re-enact the past and he acquired a four-seater vintage Lea-Francis and took it to A. B. Price & Co. for rebuilding. Then, shortly afterwards, the old TT winner was found, and duly refurbished by the same source.

Tom Delaney and his wife became great Brooklands habituées and in the evenings he learned to fly there, on a DH Gipsy Moth. He kept up his pilot's licence after the war. When the new FWD Citroën was announced he was invited to a tough demonstration at Slough, as he knew Mon. Garbe very well. Georges Roesch asked to go along, but on the way home he had nothing but fault to find with this new Citroën Twelve! Delaney decided he wanted one and was told it would have to be either one of the first five, built in France, or he would have to wait some time. In the end he took No. 1 and he and his wife won the Eastbourne Concours d'Elegance with it. After the war general engineering work was continued and in 1948 there was a plan to build the French Chausson-designed CHS, which had a 330 c.c. single-cylinder two-stroke engine driving the front wheels, and one was duly imported. Mr. Delaney is now semi-retired, is President of the Lea-Francis OC, and enjoys his two Vintage Lea-Francis cars. Otherwise, he drives a BMW and a Citroën GS Estate. — W.B.



INSIDE the showroom at Crow Bros., with the Alvis 10/30 in the centre, a GN tourer in the background and an ABC in the foreground. The show case contains a selection of "extras" such as lamps, horns and so on.



THE workshop, photographed at about the same time. The pick-up with registration P 5407 is the Edwardian Berliet, and the car PC 7082 is an ABC and could be the one shown in the showroom picture.

Motor Co. were customers, as later were the Haslemere Motor Co., Puttocks, Coombes of Guildford and the Wandsworth Motor Exchange, and as the war went on military ranks are encountered, with a 1915 2½ h.p. New Imperial, for instance, going to the Seaforth Highlanders. One wonders whether Ian Riddock, who bought a new WO Matchless combination in 1917, was the I. P. Riddock who later raced with distinction at Brooklands, notes a Horstmann car sold to a Mr. F. Horstmann (it was not until later that the Horstmann family dropped the second "n" from their name), and that during the war Mr. Holbrooke Crow was riding a 1912 3½ h.p. Zenith. Among the used cars disposed of between 1913 and 1919 were a 1912 Arrol-Johnston, a 9.5 h.p. Stellite cabriolet, a 1910 16/20 Sunbeam, what is described as an "8 h.p. Baby car" (valued at £30 and sold to a Serg. Hunter), and a 1914 5-h.p. Crompton monocar, as well as a Humberette, a Baby Peugeot, a Carden, and a couple of Morgan 3-wheelers, etc. In spite of the war, some new Road-Racing Indians were sold, alongside one h.p. clip-on Autowheels.

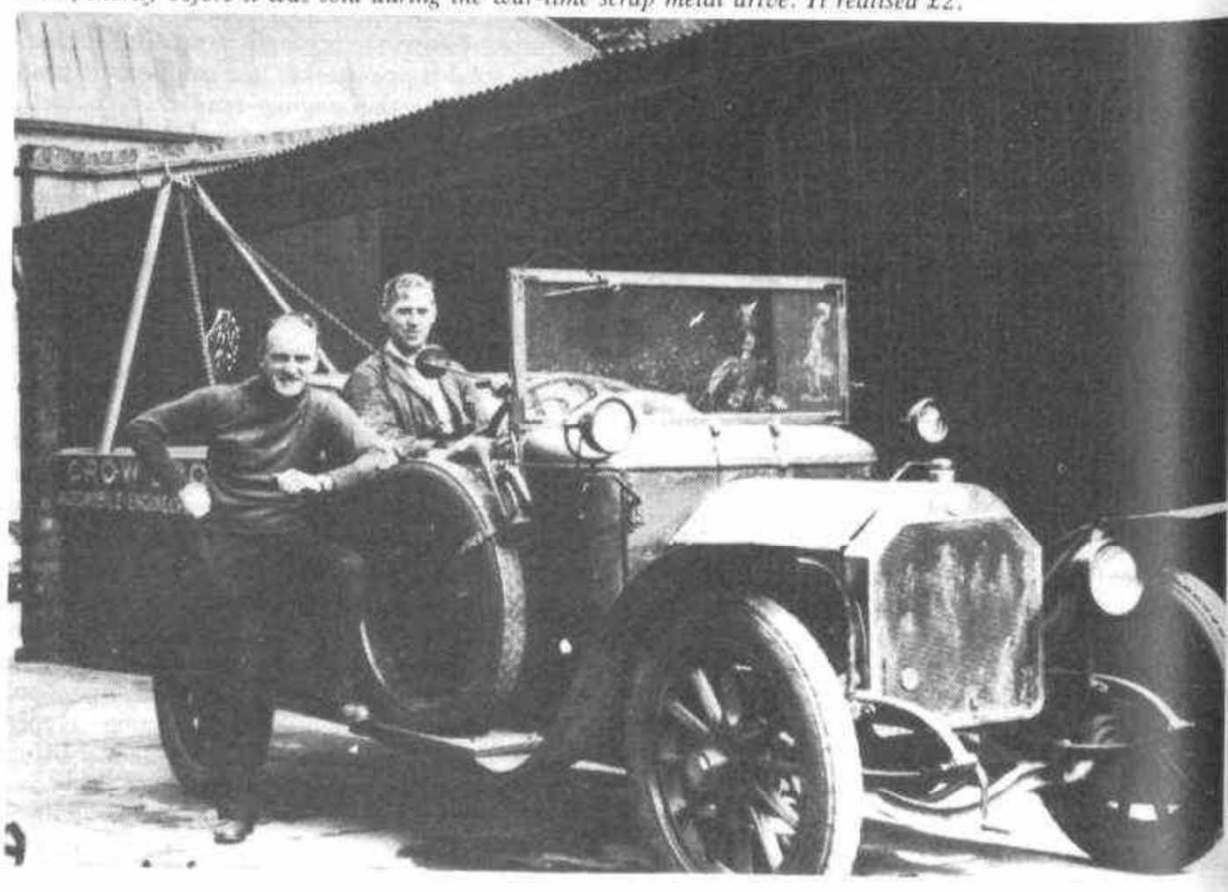
As the war petered-out two more new Trumbulls found buyers, most of the Singers had been re-traded, and the Armistice and its aftermath saw three more Singer Tens, three GNs, another Morris, a Bleriot-Whippet and a Horstman, all new cars, figuring in the sales. What is remarkable is the paucity of Model-T Fords; for only 1921 versions figure, as later used offerings. Here it may be recorded that the only Rolls-Royce Crow's dealt-in, during the period from 1913 to 1931, was a 1912 40/50 h.p. limousine (car no. 1881), sold 17 days after it had been taken into stock in December 1930 to F. & J. Maitre. The only commercial which, apart from a Dennis van body on car chassis, Crow's traded was a new Selden chassis in 1919-20, to Shackell Edward & Co.

Reverting to 1920, it is interesting that for a time Crow Bros. made a habit of stamping their invoice number of the cars' data-plates. In that year Crow Bros. acquired freehold property known as Whitehall and the adjacent land on the opposite side of Guildford High Street to their original premises. A fine new garage and showroom was built here, with the intertwined initials "CB" in the stonework (see heading photograph). Crow Bros. had, by the way, been in the habit of equipping their new car stock with "CB" registration numbers from Blackburn since before the war. The new premises were called Whitehall Garage and stocklists showed the available cars under type headings, i.e. two-seaters, "occasional four"-seaters, open four and five-seaters, two-seater coupés, etc. As RAC repairers they could re-bore engines and paint and repair bodywork, etc. By 1920/21 business began to improve, four ABCs, three GNs (one Standard-model, one Legere, both with dynamos, and a Popular), a Singer Ten "Phaeton", one of which had also been sold in 1920, to a Doctor of course, a Tamplin cyclecar, an 11 h.p. AC coupé, a Swift, a Morris-Cowley and a Morris/Oxford constituting the new car sales. The last-named four-seater cost £613 8s., inclusive of a number of extras and £2 5s. for "delivery from the works". All this apart from excellent motorcycle sales, even to some new Hawker two-strokes, with Millford and Montgomery sidecars in stock. Sports cars around at that time embraced a Hillman Sports and a 1923 Salmson for N. M. S. Maxwell.

What especially intrigues me is that, whereas previously a 1911 8 h.p. Chater-Lea and sidecar (Reg. No. BY 95), had sufficed as the works hack, a 1910 18/22 h.p. Berliet car (Reg. No. P 5407) was now brought into service. It had begun life as a private car, had been used as an ambulance during the war, and was then made into a van, and later a breakdown truck with crane (see photograph). It was written down over the years from £80 to £8 by 1921, at which time the Chater-Lea was regarded as having no monetary value. It was joined in 1922 by a 1919 4¼ h.p. BSA with box sidecar but this was pensioned off by 1924, valued then at £14. However, the stalwart Berliet went on serving until 1939, after which it was sold, during the scrap-metal drive, for £2.

Space prevents me from quoting all the interesting things these old ledgers reveal, but I am indebted to Mr. Harding for sorting out the new cars from the used-car sales, etc. One interesting entry refers to the new 1925 10/20 Triumph two-seater bought by Antony Gibbs, which is mentioned in his extremely entertaining book "A Passion For Cars"; his father, Sir Philip, was the wartime author whose novels I devoured as a boy but which now make me sick. Two 1926 14.9 h.p. Triumphs were also sold, a tourer and a

THIS Berliet 18/22 of 1910 was used as an ambulance during the first war, having been a private car, and was converted first to a pick-up and then to a break-down truck, complete with crane. This photograph shows it in 1939, shortly before it was sold during the war-time scrap metal drive. It realised £2.



saloon to Agnes Gibbs. Looking at the popularity of the new cars sold by this Surrey garage in vintage times, we find the makes running as follows: 1921/22: ABC, 8, Overland and Alvis 6 each, Singer 3; 1922/23: Five each of Cubitt, Alvis and Calcott; 1923/24: Calcott 8, Clyno 6, Alvis 4; 1924/25: Clyno 11, Alvis 3, two each of Calcott and Austin; 1925/26: Vauxhall 9, Calcott 5, Clyno 4; 1926/27: Humber 10, Bean 6, Vauxhall 5; 1927/28: Vauxhall 20, Humber 11, Bean and Austin three each; 1928/29: Humber 14, Vauxhall 9, Austin 4 — and now the only Bean, a 14/45 saloon, took twelve months to shift; 1929/30: Vauxhall 15, Humber 12, Riley 5; 1930/31: Vauxhall 23; Humber 10; AJS 4, ahead of Austin and Riley. Curious that Austins were not more popular in this Surrey town. Incidentally, one of the 14/40 Vauxhalls sold by Crow Bros. turned up at last year's Brooklands Reunion and some of the Humbers listed are still extant. I am sure Mr. Harding would be pleased to check original owners for anyone who thinks the pre-war car he owns may have been sold by Crow's.

The Alvis Register may be interested to know that the first Alvis Crow's sold was a 1922 10/30 sports model (No. 1062) which went to a E. J. Vardon and is seen, I think, in the showroom in the heading picture, accompanied by a GN and an ABC. In the same year they sold a 10/30 two-seater to J. B. Russell, an 11/40 four-seater to B. Gates, a similar model to Mrs. Gates, with a third going to H. P. Butler and a fourth 11/40 h.p. tourer to Mr. J. Davidson. Crow's Bros. first 12 h.p. Alvises were sold in 1923, to the Hon. Mrs. E. Tatham and R. Meldrum, the latter disposing of his 10 h.p. Calthorpe to acquire one. These may have been 12/40s, like that for Oscar Lundberg, the first Alvis listed as a 12/50 being that bought by R. Snowdon-Smith in 1926 (No. 9337), followed by No. 9342 for F. J. Willins. In this context, a new 10 h.p. Buckingham cyclecar, which had links with Alvis, was sold to L. Alston in 1921/22. A solitary 12/40 Lea-Francis coupé was sold to F. Gordon-Walker in 1929.

I wish I had space in which to tell you more of the fascinating glimpses of the vintage era which these old ledgers reveal. Crow's were by no means insular, selling Galloway and Arrol-Johnston cars from Scotland, some 8 h.p. and 12 h.p. Talbot-Darracqs, a number of Renaults, including a 1925 17.9 h.p. Renault seven-seater, three of those unhappy three-seater 9 h.p. Stoneleighs, while new American cars numbered Chevrolet, Overland, Buick all-weather Essex and Chrysler, but with the Overlands predominating. The lesser-known used cars let out to roam the then-quiet Surrey roads, perhaps taking their occupants to Brooklands or to speed-events at S. Harting or Dean Hill, included a 1921 built Warren-Lambert, a 1923 Belsize-Bradshaw, an AV Monocar, an old Metallurgique landaulette, 1915 Studebaker, a 1913 Palladium, 1913 Cadillac landaulette, 1909 Alldays & Onions, Adler van, 1911 Siddeley-Deasy, Bayliss-Thomas, etc. Even in 1930 a 1925 Calcott was sold. The three-wheeler era saw a new Hudson, a Coventry-Victor and two Morgans traded new, one Morgan an Anzani-engined Grand Prix model.

It all came to an end when, on doctors' orders in 1938, the two brothers sold out to R. J. Baker, the Vauxhall dealers of Dorking. — W.B.

V-E-V Miscellany

BROOKLANDS had such a large following in its hey-day that it is difficult to appreciate how many people drove there. Very often the name of a driver crops up who is not mentioned in my History of the Track but this does not necessarily mean that a false claim has been made. There were a great many who drove in the High Speed Trials organised at Brooklands by the MCC and the JCC, or in the lesser race-meetings there, who thus do not figure in a history of the main racing. For instance, in *The Times* obituary to John Priestman Doncaster, CBE, Keeper of Entomology at the British Museum, who died at the age of 73 in April, it is mentioned that he had many interests, one of which was motoring and that he took part in Club racing at Brooklands. Can anyone enlarge on this?

Lindsay Eccles, former Bugatti racing driver, is now the High Sheriff of West Glamorgan. A correspondent recalls that in the 1920s the Standard Motor Co. sent aluminium wedges to its dealers, so that they could place these under the front springs of the then current 11.4 h.p. Standards to prevent incipient wheel-wobble developing, and that the first 14/40 Vauxhalls had very noisy timing-gears, even when the engines were only ticking-over, and this in spite of an aluminium centre-pinion. The cure was to fit centre pinions made of composite material, but as our correspondent says, one wonders how this shortcoming escaped the design and test departments of Vauxhall Motors. . . .

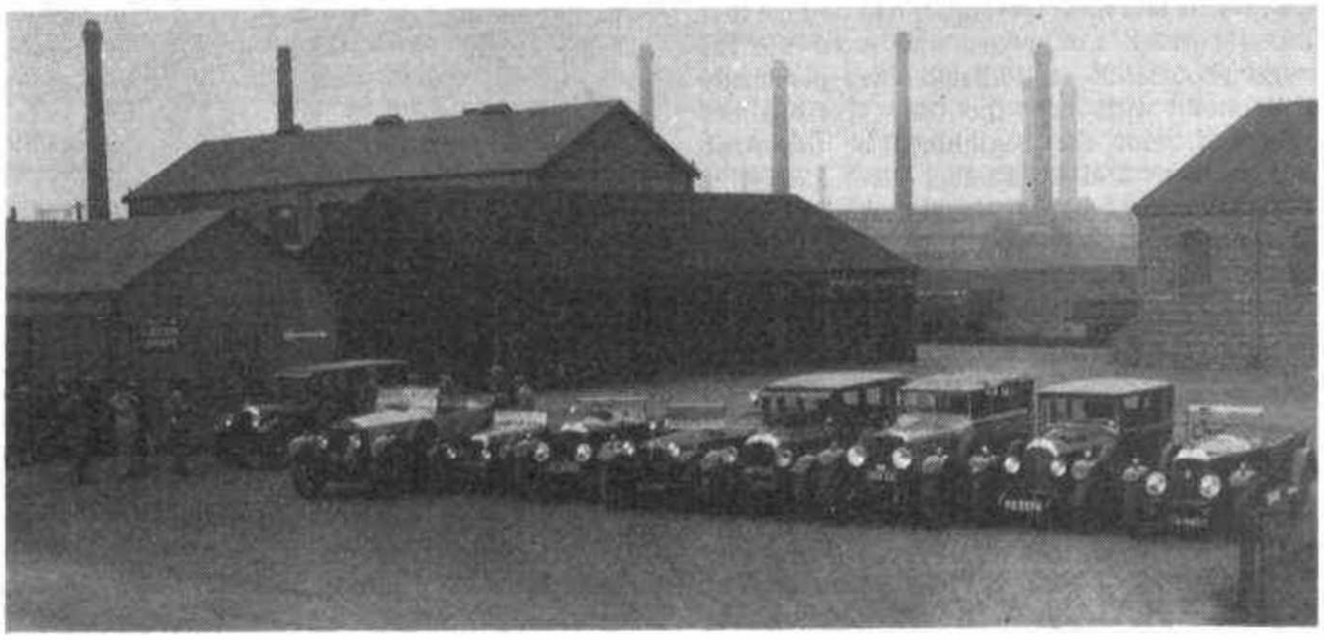
A 1921 Charron-Laycock, restored by apprentices at Laycock Engineering in Millhouses, Sheffield, is displayed in the works' foyer and is given a run periodically to keep it in good order, according to a Sheffield newspaper. The Trojan OC is having a drive for new members, pointing out that it is open to anyone who sees the point of cars and vans with underfloor engines having four cylinders but only two sparking-plugs, epicycle gearboxes you can use as a brake, and no differential. Full membership costs £3 a year and new members are offered a "bumper bundle" of facsimile vintage literature, including a 1924 sales-brochure for the Trojan Solid Tyred Car, and even a free ride in one of these odd vehicles! Carl Tantum, Chalet Hill, Bordon, Hants, will send more details, in exchange for a s.a.e. On the subject of Trojans, rumour has it that a pair of solid-tyred Trojan wheels are available at reasonable price to an owner of such a car from Richardson's Coal Yard, Norwich Road, Fakenham, Norfolk.

The Veteran Car Club Gazette devoted most of its March/April issue to appreciations of its late President, S. C. H. Davis, our most versatile racing-driving/motoring journalist, and its Editor is to be congratulated on finding some new photographs of this much-loved character. He has added, too, to the cars we referred to in our Obituary to "Sammy" as driven by him in trials: a La Licorne in the 1913 London-Gloucester, what is said to have been a Wolseley Ten in the 1913 Oxford-York Trials (although it looks to me like some other small-car, and the o.h.c. Wolseley Ten did not appear until after the war) and a Frazer Nash in the 1926 MCC Land's End Trial, and I omitted a Sirron and Trojan. This VCC Memorial Issue contains no less than 43 tributes to "Sammy" from well-known people, which is exactly as it should be. There is a photograph purporting to be of Davis coming down the Brooklands' Test Hill in a Carden cyclecar, others of him having runs round the IoM TT circuit as passenger in a Brescia Bugatti and a 1922 Hillman, taking records at Brooklands in 1921 in an AC, and helping to do this with Aston-Martin and Wolseley Fifteen cars, and even one of the type of Seabrook armoured-lorry that "Sammy" commanded during WW1, apart from other photographs seen before. The *Gazette's* Editor is to be commended for discovering these rare pictures, and even more so for identifying Davis in some of them. Although Davis is captioned as being the person in a flying-helmet standing by Instone's big 45 h.p. Daimler that won the 1907 Gottlieb Daimler Memorial Plate at the very first Brooklands race-meeting, "Sammy" himself said that it was young Tommy Robinson, from the Daimler running-sheds, who was the riding-mechanic on that occasion. Nor can I trace Davis ever having driven a solid-tyred Trojan in an MCC *Land's End* Trial, as one picture suggests. (I would not have raised such matters in this context, except that the *VCC Gazette's* Editor has written that MOTOR SPORT "could be said to be one of the most influential journals in the world of motoring and motor sport," so I assume he wants us to get it right!). But what a very good effort, this very special tribute to the one-and-only S. C. H. Davis.

Following the article on Dick and Bill Summers in the February issue, I had a visit from Geoffrey Boston, younger son of G. S. Boston and a nephew of Sir Richard Summers. He showed me the splendid photograph-albums his father had compiled, of very long Continental tours undertaken in vintage cars, and the separate

Continued overleaf

THE line up at the Shotton works for the private comparison test mentioned in the article on Dick and Bill Summers' cars in the February issue. See V-E-V Miscellany. From left to right, the cars are Chrysler, Rolls-Royce, Aston Martin, Vauxhall, Lancia, Chrysler, Hispano-Suiza, Bentley and Vauxhall.



albums he devoted to Grand Prix races, such as that at Tours, won by Segrave's Sunbeam, Lyon, won by Alfa Romeo, and Montlhéry, won by Delage, which he had attended. Mr. Boston, Senior was a leather merchant, who had bought Sir Geoffrey Summers' house. He raced Triumph and other motorcycles, had a post-war GN, and then two or three 30/98 Vauxhalls, which he raced at Southport and elsewhere and with which the Continental tours were done, and one of the first Chryslers to be imported, until they were replaced by a D8 Delage, leading on to a Humber Snipe. In 1925 one of the 30/98s was sent back to Vauxhall Motors Ltd. for several months, to be fitted with a more practical open touring body, in which the occupants sat "in" rather than "on" the car, the radiator and bonnet being higher than standard and the scuttle extended back over a walnut dashboard carrying luminous-dial instruments. The steering-column was extended to suit and the floor and pneumatically-upholstered seats were lowered and a single door was used, to keep the body-frame stiff. With that Continental motoring in mind the petrol tank was enlarged, and it had two gallons of petrol in reserve to obviate carrying a can on the running board, its filler being extended clear of luggage carried on the grid. It is thought that this personally-designed 30/98 influenced the works when later production cars were introduced.

It is good to know that this enthusiastic motorist's son has inherited his father's interests, having owned, among others, a Rolls-Royce Silver Dawn, "Dick" Summers first T-type Bentley, bought in 1971, after "too many Minis", and he was driving a VW Golf when he called on me. H. Tjepkema from Holland is keen to trace the history of his 1934 Aston Martin Mk. II. It left the works in October 1934 and was first registered BXO 401 in June the following year, being supplied to its first owner, W. Carr. It was crashed in 1936, being rebuilt on a new chassis by Dowley and Warner of Walton. Any further history would be welcomed. Letters will be forwarded. — W.B.

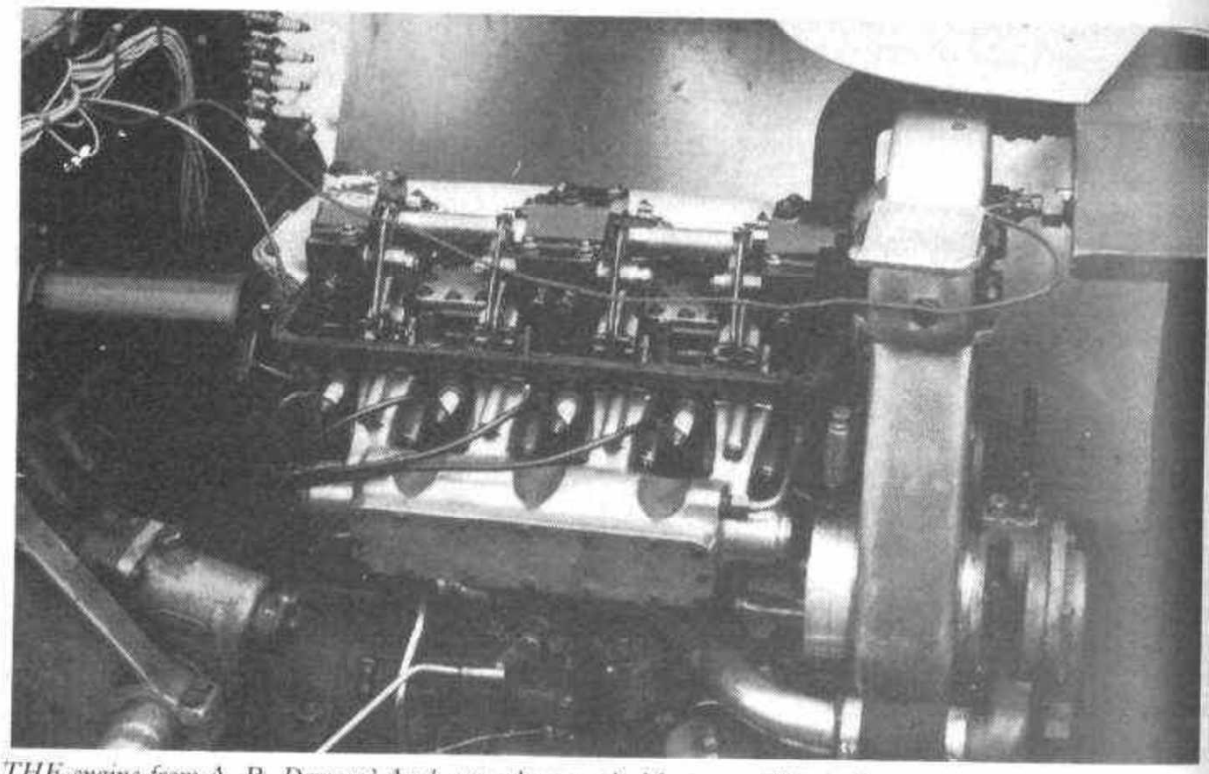
Vintage Postbag

Arab Information

Sir,

It was with much interest that I read the reference to the Arab cars and particularly the SR (Spurrier Railton) that appeared in the June issue. I can certainly confirm that the facts you quote were as given me by the late Chris Shorrock, of supercharger fame, when I visited him some years ago at Preston. My reason for paying him a visit was that the late Basil Davenport had told me that Chris Shorrock had owned and raced the SR round about 1926, and that he was personally acquainted with all the key personalities concerned with the beginnings of the Arab project. Chris and his brother Noel made it a fascinating day for me, telling me of their experiences with the car when they raced it at Southport and elsewhere.

The SR was bought from a Mr. Kenneth Parker, who was in the textile industry, as a 21st birthday present. In a 100-lap, £100 Southport race the brothers Shorrock were in the lead with the SR. They knew, however, that they were low in oil, and on the 97th lap when rounding the pylon marking the end of one leg of the course, oil surge momentarily deprived the high-set oil pump of its vital fluid and the car threw a rod. Coasting to a halt, Noel remarked, on surveying the damage, that he had a splendid view of the sea through the hole in the crankcase! The Shorrock brothers did a number of modifications to the car after that and sold the car some time later to a Leyland premium apprentice whose name they seemed to recall as being Soames. I was also privileged to see a number of photographs of the car when in the ownership of the Shorrock brothers, and can confirm the details given of its almost entirely standard sports Enfield-Allday appearance, even to the E-A radiator.



THE engine from A. B. Demaus' Arab car, photographed last year. This is the pre-prototype Arab, known as the Spurrier-Railton.

Its subsequent history seems obscure, though in 1936 this pre-prototype engine (numbered EA 20, and with a casting date on the block of August 30th 1923) was fitted to a low-chassis Super-Sports Arab, Chassis No. 5, which was then in the ownership of another Leyland apprentice, Fergus Clampett. This has been confirmed by yet another Leyland apprentice and ex-owner of the Super-Sports Arab, John Harvey. This Arab, with the pre-prototype SR engine as raced by Reid Railton, now reposes in my garage . . . hence my interest in your references to it.

The Brooklands programme for the 1924 events you mention shows the car as having orange, not yellow, wheels. *The Light Car & Cyclecar* for April 25th 1924, reporting on the Brooklands meeting, illustrates most of the SR with Railton at the wheel, in a paddock scene (page 632) in which the car carries the number 2 that it carried in the 27th 75 m.p.h. Short Handicap, where it started on scratch with Cushman's Bugatti. *The Autocar*, in writing up the 13th 90 m.p.h. Long Handicap, in which Railton again entered the SR carrying the number 3, remarked, "The SR showed some promise for the future".

Finally, any further information on matters SR or Arab would be very welcome indeed.

Tenbury Wells, Worcs. A. B. DEMAUS

Mays Sprint Car

Sir,

There is of course no mystery about the Mays "new sprint car" mentioned by Mr. Olley in the May Vintage Postbag. It is illustrated on page 162 of Mays' autobiography "Split Seconds" (Foulis, 1951).

A purist might attribute the shape to Cisitalia 1100 rather than E-Type ERA, but the suspension is clearly shown to be (BRM) air struts, at any rate at the front. The car was said to embody "some highly original transmission/suspension features". I recollect that the drive to the rear wheels was by short individual chains, the wheels being *ahead* of the driving sprockets.

This led to a protracted correspondence in one of your weekly competitors between the Technical Editor and a Col. Archdale, the former maintaining that this (unique) layout would fling the wheels down onto the track and thereby increase adhesion, the latter maintaining that Newton's Second Law of Motion would ensure the opposite.

The car never ran in public as far as I know.

Gosforth, Newcastle upon Tyne JACK MAURICE

MG Magnette CGJ 295

Sir,

In V-E-V Odds and Ends, in the April edition of MOTOR SPORT, you ask for any information regarding the above car and whilst I have already informed the present owner of the facts in my possession, I think that no harm would come from their being repeated.

This vehicle is not NA 0517, which as you say was one of the TT Magnettes, and the genuine car bearing that chassis number, and the correct Registration Number JB 4607 is owned by Mr. Peter Thelander in California, USA. I enclose a photograph of the car taken a few years ago which was sent to me by Mr. Thelander at that time.

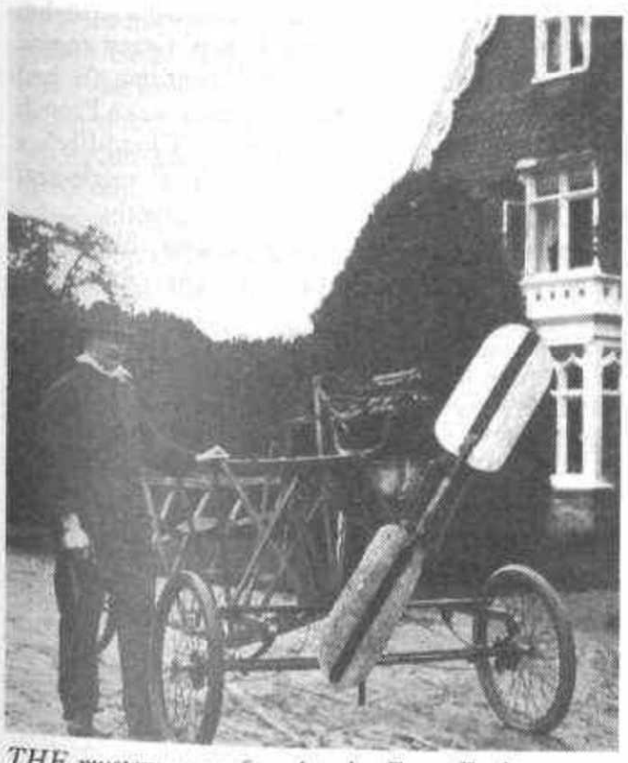
Turning now to CGJ 295, this started life as a standard NB Magnette, and so far as I can trace it has no racing history, whether before or after the war. I first saw the car in November 1971 when it was on display in a garage in Worthing, and at that time it was virtually a standard road going NB fitted with its present nicely made but non-original Williams & Pritchard two-seater body. The salesman gave me the usual story about it being a very rare Brooklands K3 racing car, one of only two built, and driven by a famous Italian racing driver — I am sure you are familiar with the standard fairy story which seems to surround most pre-war MGs! After explaining to him that the car bore more resemblance to a Sopwith Camel than a K3, I was ushered out of the showroom, but before going I was allowed to check the chassis number which was NA 0778, and the engine number 501 AN.

A couple of years later I heard rumours of a TT

Magnette bearing the Registration Number JB 4607, living in the Chichester area, and on looking into the matter I found it to be the same car. I also discovered that the owner had decided that the car was no longer a K3, but was now an NE, and regrettably he had been able to persuade his next door neighbour, who happened to be the Licensing Officer for the area, to re-register the car from CGJ 295 to JB 4607. According to the Swansea computer, this Registration Number was vacant, and thus was re-allocated, but what they didn't realise was that the number is very famous in MG circles, and that the original car bearing that number still exists although now in the USA. Eventually the fellow who owned the false JB 4607 admitted that it was only a copy of the genuine JB 4607, but he refused to give up the Registration documents, and stated that in all probability he would break the car eventually!

Shortly after this, which occurred in 1977 and early 1978, the car was sold, and after passing through the trade, came into Mr. Lake's ownership, by which time the Registration Number had reverted to its correct number CGJ 295 although unfortunately the chassis number on the car and in the documents still show the false position.

Brighton, Sussex COLIN BUTCHERS



THE mystery car referred to by Peter Prole.

Air Drive

Sir,

Recent mention of propeller-driven vehicles in MOTOR SPORT prompted me to look up a photo I bought about twenty years ago from a house auction near Berkhamsted, Herts.

The vehicle looks rather crude, but was it maybe unfinished at the time of the photo? It would be interesting to see if any MOTOR SPORT reader can throw any light on the identity of the vehicle, or even only the engine.

Lymington, Hants PETER PROLE

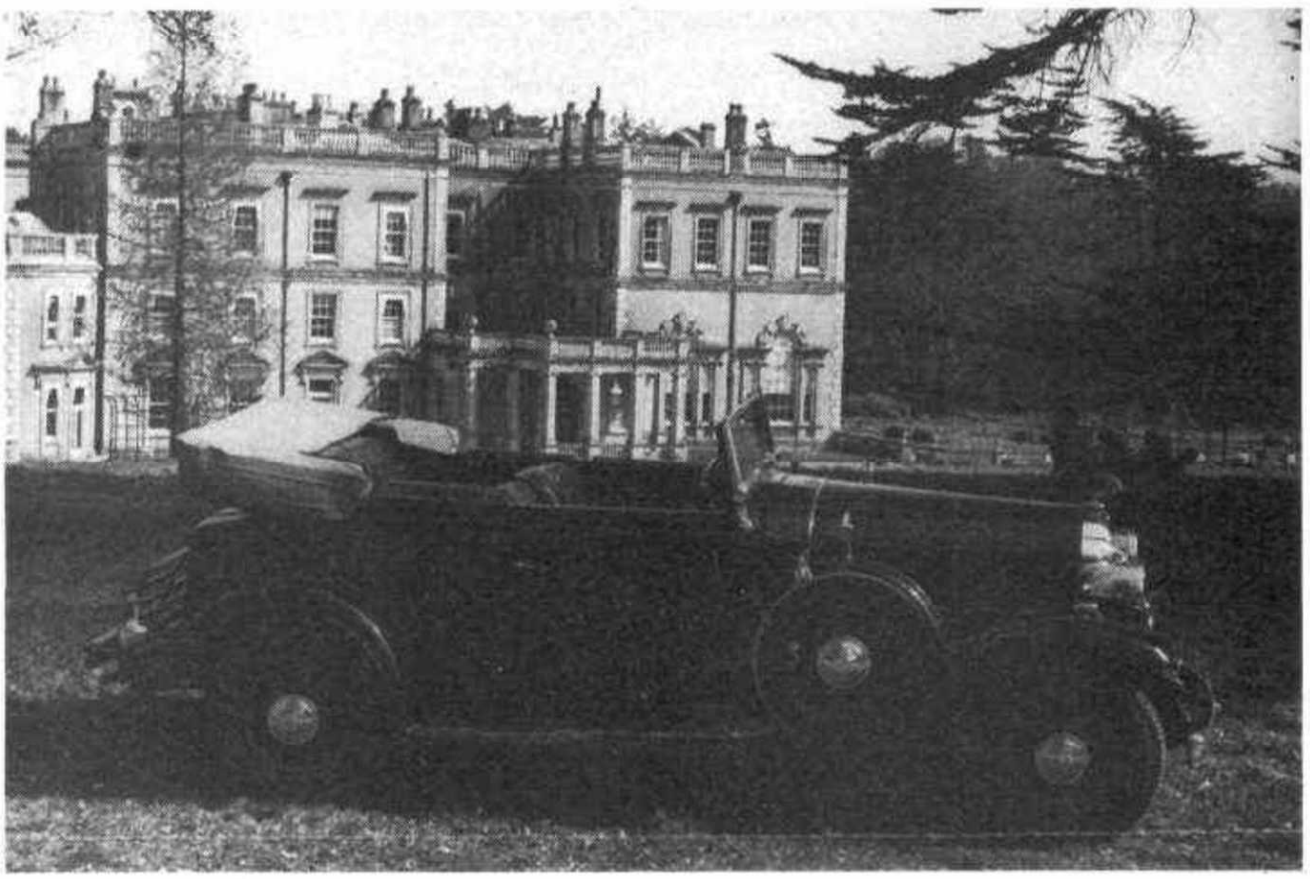
Royal Tour Cars

Sir,

It was interesting to read about the Buicks used on the Canadian Royal tour in 1939.

I thought I would enclose a picture of the 1930 7th series Packard Phaeton which was used by HM King George VI and Queen Elizabeth during their visit to the BC provincial capital of Victoria. The enclosed photograph shows them arriving at the Parliament buildings. I was eight years old at the time and saw them go by our house in this car.

Stevenage, Herts HANS EDWARDS



MR. KIRKPATRICK's father's Buick photographed in about 1946.

An Elusive Buick?

Sir,

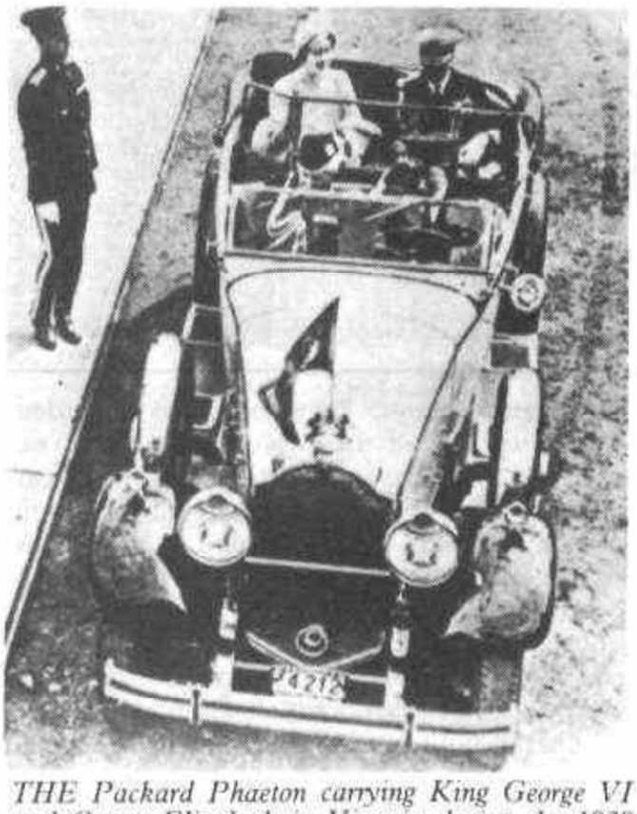
My father bought a 1932 Buick on the day I was born for £20 in part exchange against a previous 1928 Buick model, in 1938 from a garage on Putney Hill.

Some time in 1954, he sold it for £40 in part exchange for a 1940 Buick Opera Coupé to a Garage in Bournemouth. In 1955, I came across it in Portsmouth Dockyard in the tender hands of a Lieutenant Brotherton R.N. who shortly afterwards visited my father to show him the car for old time's sake.

It has a straight eight OHV engine, rated in those days at 30 horsepower. The picture came from my father's negatives and was taken towards the end of war out on the Downs near Wimborne in Dorset where he commanded a local unit of the Home Guard, but heaven knows where he got the petrol!

It would be nice to learn if it is still alive and kicking and even restored to its former glory: who knows, it may still be in this country.

Kew, Surrey GAVIN KIRKPATRICK



THE Packard Phaeton carrying King George VI and Queen Elizabeth in Victoria during the 1939 Royal tour of Canada.

"Supercharged Rolls-Royce"

Sir,

Perhaps I may ask the use of your columns to answer Mr. T. C. Clarke's letter under the above heading in your May issue; the matter is perhaps of some small general interest.

I saw, and had quite a long chat with, the chauffeur in charge of this splendid vehicle.

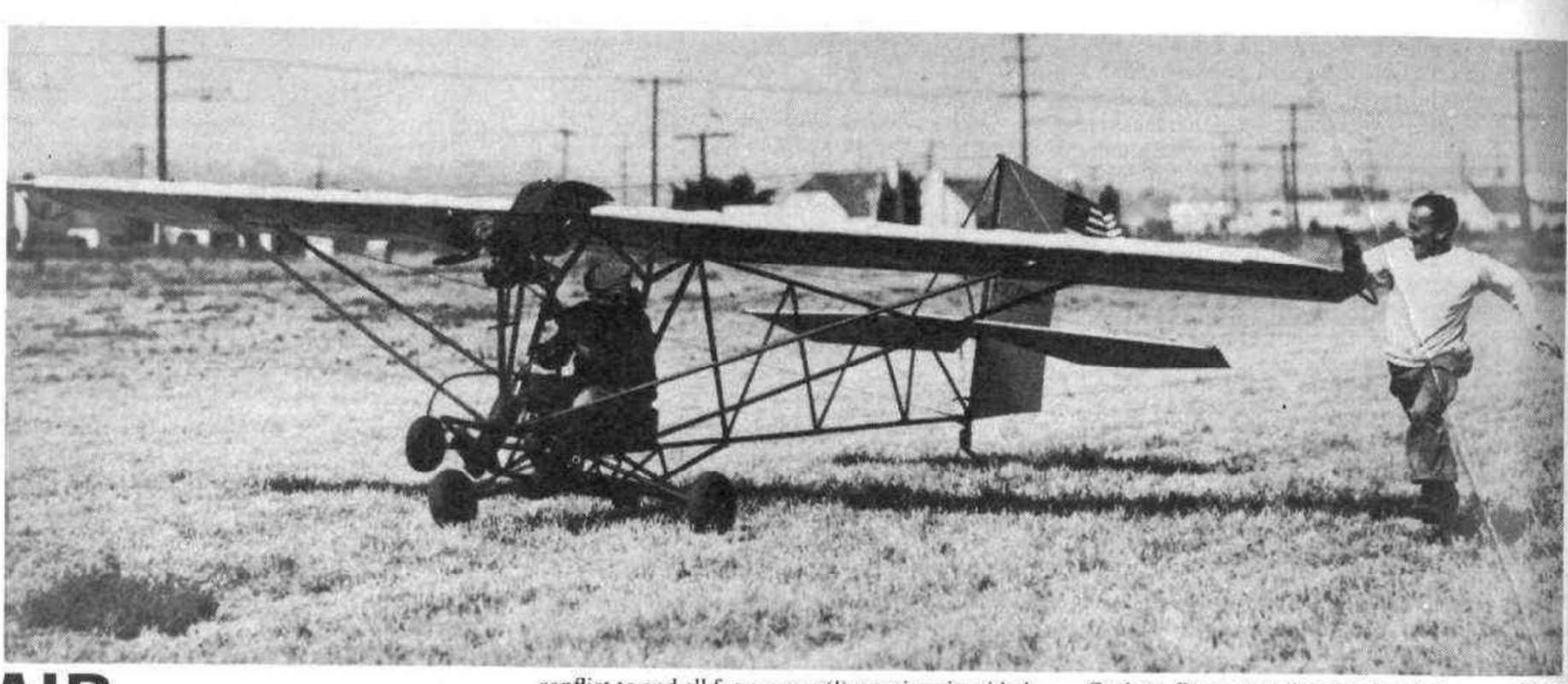
The venue of our confrontation was the quayside of one of the English Channel ports. I was, I suppose, about 12, which would put the event in the year it was built. The thing which stood out to a car-conscious and *Autocar* reading schoolboy was a large metal chamber standing on the near-side running board, louvred and closed with bonnet-type clips.

On enquiry, I was told that the box contained the Amherst Villiers supercharger, driven by its own "12 h.p. motor". Further enquiry elucidated that the main engine could be run without the supercharger, but the normal drill was to start up the auxiliary engine first. Looking at the matter with hindsight, I suppose the blower blew through the carburetter, which could also be normally aspirated. To my sorrow we had to board ship before this mighty powerhouse was run up.

Malta GERALD RUSTON

V-E-V Odds & Ends. — It seems that the ridiculously high prices charged for the older vehicles may be on the wane. At a recent specialist auction-sale, of 93 lots on offer, 49 were reported as unsold, including those withdrawn or passed by. From a works power-curve for a 1930 Model-XL Trojan that has come into our possession it can be seen that a maximum of 12 b.h.p. was developed at just over 850 r.p.m. This year's Irish Veteran and Vintage CC Gordon Bennett Commemoration Rally is scheduled for July 10th to 12th and a hill-climb for pre-1931 cars is to be held, in addition to the rally. This will take place from Stradbally to Windy Gap, which was part of the course used for the 1903 Gordon Bennett race won by Jenarzy's Sixty Mercedes. The event is sponsored by Mercedes-Benz. This usually so-enjoyable event is centred on Dublin and although entries have closed, it should be well worth going to as a spectator.

Continued overleaf



AIR

Aviation for Everyone — then and now

THE so-called Great War of 1914/18 removed some of the remoteness, if not the mystique, from the aeroplane. So after it was all over, that bloody conflict to end all future wars(!) certain misguided people thought it desirable to try to get "everyone" into the air and the Government became concerned about training as many pilots as possible, against the need for them in the future, the ideal of "no more wars" having been soon forgotten.

I remember seeing as a youngster, in my much-treasured "The Boy's Book of Aeroplanes", pictures of a number of machines which, it was hoped, would bring aviation closer to the masses, by which was implied those New Citizens many of whom, having shaken themselves free of the Cyclecar Boom were buying Austin Sevens. There was the 1919 Austin Whippet biplane about which much has been written recently in MOTOR SPORT, there was the Avro Baby which brave little Bert Hinkler flew from Croydon over the Alps to Turin on a 35 h.p. Green engine that we would now class as Edwardian (it had been made in about 1910), and there was a French device with the translated name of "Cloud Fly", a sort of parasol monoplane with a single-seat nacelle hung below it, if I recall correctly.

Inspite of more far-seeing persons, like C. G. Grey, outspoken Editor of *The Aeroplane*,

THE Hawker Cygnet which was flown in the 1924 Lympne Light Aeroplane Trials with a 1,100 c.c. inverted vee-twin Anzani engine. This was replaced in 1926 with a 32 h.p. Bristol Cherub III engine, as seen in the photograph, in which form Ft. Lt. Bulman won the 1926 Trials. It was then stored at Brooklands, but re-erected in 1949 and flown thereafter, cruising at 50 m.p.h., with a top speed of 65 m.p.h.



THE Bristol Brownie Type 91A, second entry by Bristol's for the 1924 Lympne Light Aeroplane Trials. It suffered from flutter of its delicate dural wings during practice. Its 32 h.p. Bristol Cherub III engine gave it a top speed of 70 m.p.h. It is seen here in later, single-seater form, and was used by the Bristol and Wessex Aero Club until 1928.



V-E-V ODDS & ENDS — continued

David Sewell, compiler of the excellent "British Bugatti Register" referred to elsewhere, is disposing of his well-known touring Brescia Bugatti as he has acquired an early racing Type 13. This car, Reg. No. CT 7671, was raced in the mid-1930s by R. R. Keiller, then landlord of "The Saracen's Head" in Towcester and it has the very rare features of a special ball-bearing crankshaft and separate steering-box, as on the works Brescia of September 1921 and a few of the type sold commercially from March to December 1922, after which a production ball-bearing crankshaft was used, replacing the original plain-bearing crank. Raymond Mays' "Cordon Rouge" was one of these rare Brescias and two survive, one in Italy and the Mones-Maury car which is now in S. Africa. Sewell wants to discover the early history of his car (no chassis number has been found but forensic tests are proceeding, the number apparently having been deliberately defaced). It carries the same CT letters as Mays' two cars but was registered in October 1925, nearly a year after Mays had disposed of both his Brescias and the sheet-steel "rat-traps" on the crankshaft are different from those made up for Mays' engines by Amherst Villiers in order to prevent oil bouncing from the oil scoops at high engine speeds. If anyone can help, will they either contact Sewell direct, or we can forward letters. Those who like looking at the older Riley cars are reminded that the Riley Register's 26th Annual Coventry Rally takes place on July 4th/5th based on the Coventry Crest Hotel. The Bugatti OC's Summer week-end is on the same dates and will include a display of Bugattis at Shelsley Walsh on the Saturday, with these cars competing, 49 years after Jean Bugatti crashed the 4WD Bugatti there, and a Donington Race Meeting on the Sunday, for the Bugatti Cup, put up by Donington Park Circuit and won last year by Nick Mason. — W.B.

pointing out that even simple aeroplanes are far more difficult to control than a motorcycle or a small-car and that quite dreadful happenings could occur if novice pilots were permitted to aviate in such underpowered machines over densly-populated areas, the Authorities refused to listen. After gliding had been promoted over the Sussex Downs at Itford in 1922 they organised Light Aeroplane Trials at Lympne in Kent the following year — and by light aeroplanes they meant single-seaters with engines not exceeding 750 c.c. This was about the time when, although the miraculous Austin 7 was emerging as a little racing-car able to lap Brooklands at over 75 m.p.h., there was not yet a class for such tiny cars in the major races, even 1,100 c.c. being regarded as mediocre for racing purposes, with the Grand Prix limit at 2-litres.

As even a layman could see, it needs more power to get an aeroplane off the ground than is needed to propel a car round a track. So these 1923 Lympne Light Aeroplane Trials promised excitement. Nevertheless, in the post-war slump that had badly hit the Aviation Industry, many manufacturers were keen to build machines and enter, hoping for Air Ministry contracts for RAF training aeroplanes, should they be successful in the competitions. The Air Ministry offered a prize of £500 for the Contests but this was immediately over-shadowed when the *Daily Mail*, a newspaper always ready to further aviation, put up £1,000; after acrimonious discussions these became independent prizes, in what most people called the motor-glider meeting, but not before C. G. Grey had coined the delightful phrase "Gross harmsworthness", a play on the Harmsworth ownership of the *Mail*.

Some of the top Companies in the aviation business busied themselves with special aeroplanes to meet the rules. A. V. Roe, de Havilland, the Gloucestershire Aeroplane Co., Vickers, Parnell's, even Handley-Page, all became involved, and a total of 28 entries came in. Pilots of the calibre of Lankester Parker, Hinkler, Broad, Captain de Havilland, Norman Macmillan, Cockerell, Raynham, Bulman, Barnard and Olley, etc., forsook their "real" machines to squeeze into cramped cockpits and buzz around in these little motorised-gliders. In fact, some ingenious engineering was to be seen in many of the aeroplanes, and drawings of differential ailerons, camber-changing flaps, patented slots, buried undercarriages, substitute monoplane or biplane wings, etc., appeared in the technical flying journals, as details of these odd little machines became known.

The problem was that no suitable engines existed, designed to run at full-throttle for considerable periods. Those used were converted, or even unconverted, motorcycle units. They ranged from the two-stroke Carden in the Gloucestershire Gannet, the 3½ h.p. Bradshaw powering the Salmon monoplane and 398 c.c. ABC engines used by the EEC Wrens, the Kingswell monoplane and one Handley Page, to the 697 c.c. Blackburnes in the Gulls, Avro 560, the two ANECs, and the second Handley-Page and a variety of 500 c.c., 600 c.c., and 750 c.c. flat-twin Douglas motorcycle engines favoured by D. H., Vickers, Parnall, the RAE and others, and the 750 c.c. Sergants in the French entries. That some makers went for different engines in similar machines was a measure of their uncertainty, and the paucity of supplies. Some used geared propellers, and the "cyclecar" atmosphere was provided by chain-drive between these primitive engines and the props. on the Gulls, both the Parnell Pixies, the Vickers Viget, Avro 558, and RAE Hurricane. Moreover, there was dissension as to whether a monoplane or a biplane was the better solution, but in the end five biplanes were outnumbered by 23 monoplanes.

All got through the Transport test, which involved being pushed a mile with wings folded or detached, so that the aeroplane could negotiate a roadway and pass through a 10'-wide gate. Once in the air with these over-stressed machines, and the fun started! The Douglas engines broke rocker-arms, which caused Cockerell to have to pull off a difficult forced-landing near Brabourne in the Viget; he then folded its wings and walked the aeroplane the six miles back to Lympne, *The Aeroplane* insisting that he was mistaken on the way for a travelling "Punch & Judy" Show! Hemming's DH 53 broke the crankshaft of its big Douglas engine, one ANEC went out with a cracked Blackburne cylinder, and after getting up to some 100 m.p.h. and lapping the speed-course at 80 m.p.h. or more in one of the Parnall Pixies, Macmillan had to land in a field when his Douglas engine stopped running. Worse, Manerol was killed when the Peyret's wings collapsed.

On the whole, however, these tiny aeroplanes had made a good impression. They landed mostly at 25-30 m.p.h. and proved able to fly in conditions of quite high, gusty wind. Moreover, the ANEC had achieved 127 m.p.g. at Brooklands before the Lympne Meeting and an unofficial 90½ m.p.g. over five laps thereat. The Economy contest (judged by Prof. A. M. Low, naturally!) was in fact shared by Longton (7 h.p. ABC-Wren) and James (26 h.p. Blackburne-ANEC), who both returned 87.5 m.p.g. The Distance award for collective flying during the week was won easily by Hinkler (Avro 560-Blackburne), who covered 1,000 miles. The speed contest was a victory for the Douglas-engined Parnall Pixie II. Macmillan being timed over two laps at 76.1 m.p.h. and Piercey's ANEC climbed highest, to 14,400 feet.

Much interest may have been aroused in tiny aeroplanes and much fun had at the Imperial Hotel in Hythe, although in deference to Manerol's death the official banquet was abandoned. But nothing came of it all. The Air Ministry showed small interest, and then only in the DH 53s. The rest of these brave little machines were deemed too underpowered for practical flying. Curiously, the AM refused to give up, holding another Lympne Meeting in 1924.

This time engines of up-to-1,100 c.c. were permitted. But as the aeroplanes had to be two-seaters, not much was accomplished, except that special engines had by now emerged, like the 32 h.p. Bristol Cherub, and the flat-twin ABC Scorpion, three-cylinder Blackburne radial, and the inverted 1,100 c.c. Anzani, all of which claimed 30 b.h.p. However, seven of the 19 entries proved unable to do the Take-off test, one



GREATEST of all the pre-war light aeroplanes was the DH 60 Moth (above) while, below, little could beat the Salmson engined BA Swallow for slow landings. [Photos by W. Boddy].



was withdrawn, two were scratched, and performances were inferior to those of the 750 c.c. single-seaters, top speed down to a best of 70.11 m.p.h. by the Beardmore Wee Bee I and the longest distance covered being the 762½ miles by the same Cherub-powered machine, piloted by Piercey. The other 1923 tests were not repeated, but a Pixie III-Blackburne flew slowest, at 37.22 m.p.h., and the shortest take-off was done by the Bristol Brownie I, with the Pull-up test (as if they were cars!) won by the Hawker Cygnet I — from which it will be seen that the Industry was still very well represented. Overall 1924 winner was the Wee Bee, even though it was eventually forced down by a run big-end in the Cherub engine. The untested Blackburne engines used too much oil and the ABC Scorpion broke valve-rocker brackets. (Incidentally, we think of aero-engined Brooklands cars as veritable giants but Gordon England used a borrowed Bristol Cherub aero-engine in his ABC for the 1923 JCC 200-Mile Race, to get it into the 1,100 c.c. class, and with it Basset finished 4th . . .)

It may not be generally known that these Lympne Light Aeroplane Contests were continued in 1925 and 1926. Lack of space precludes a description of them and they proved nothing much, except that a more powerful two-seater light-aeroplane was needed by the growing number of Flying Clubs and private aviators, which the advent of the brilliant De Havilland 60 Moth fulfilled in 1925. It first used a Cirrus engine designed by Major Frank Halford, who had raced Alvis and Aston Martin cars before evolving his own Halford Special. He adapted one bank of the war-time Renault V8 aero-engine for his 60 b.h.p. Cirrus I engine. The DH Moth soon

THE Hillson Praga, with 36 h.p. Praga B engine. It was written off in a forced landing in Italy while on tour in 1957.



established itself as the most famous light-aeroplance of its time, its performance being enhanced by installing successive Cirrus motors up to the 94 b.h.p. Cirrus III of 1928, which gave the Moth a top speed of over 100 m.p.h. Later came the DH Gipsy engine, which developed 120 b.h.p. in its third manifestation, pushing the Moth's speed to 109 m.p.h., and then the 130 b.h.p. Gipsy-Major engine, with which the Moth Major became a 113 m.p.h. aeroplane.

So very successful was the DH 60 Moth that similar biplanes soon appeared, such as the Avro Avian, Blackburn Bluebird, Robinson Redwing, Simmonds Spartan, Southern Martlett and Westland Widgeon etc., of what in the car world are known as the vintage years. However, to most people the light 'plane of that period was the De Havilland Moth. This is not surprising, because in an age of sheer aviation adventure, the like of which we shall never see again, with long-distance flights being undertaken by such World-famous pilots for instance (my list isn't complete) as Neville Stack, Lt. Bentley, Capt. Lancaster, Bert Hinkler, Lady Heath, Lady Bailey, Lt. Murdock, the Sibours, Capt. Rattray, Sdn. Ldr. Slatter, Francis Chichester, Aspy Merman, Amy Johnson, the Hon. Mrs. Victor Bruce, Kingsford Smith, Garden, C. W. A. Scott, Jim Mollinson, and Jean Batten, between 1926 and 1934, they all used the DH 60 except Lancaster, Murdock, Kingsford Smith, Hinkler and Lady Heath, who used Avro Avians, and Mrs. Bruce and Slatter, who flew Blackburn Bluebirds.

The standard of flying at the subsidised British Clubs at this time was very high, and remarkably inexpensive. I remember a budding young pilot who had recently gone solo at Brooklands (on a DH Moth, of course) who told me gleefully, as we travelled from there to London by train, how much he was looking forward to the next day, when he was borrowing his father's Citroën and driving back to Brooklands with his girl-friend, in order to take her up. When I next met him I asked how it had worked out. "Well," he replied, "in fact, my Instructor took my girl-friend for her flip". It was that kind of common-sense that made Club flying safer than motor-racing. I also recall how cross Duncan Davis, Head of the Brooklands School of Flying, was, after a titled Lady had fallen out of her Simmonds Spartan and killed herself, because this had happened directly in front of the Club House and the wreckage couldn't be removed until it had been inspected by an AM representative, which Duncan Davis felt was a very bad advertisement for private flying . . .

British Flying Clubs were subsidised from 1925 and this resulted in comparatively cheap tuition, and a great increase in the numbers of aeroplanes intended for private owners. One remembers the ultra-safe BA Swallow low-wing monoplane, usually Salmson-powered, the Desoutter, the Blackburn B2, and leaving out sporting machines such as the marvellous little Comper Swift, the Percival Mew Gull, the Hendy Heck and the TK2, etc., those machines intended as a return to the "Aviation For Everyone" theme. These latter embraced such hopeful aeroplanes as the Douglas-powered BAC Drone, Aeronca-JAP, Carden-Baynes, Broughton-Blayney-Brawney, the Chilton, the original Currie-Wot-JAP, the Dart Pup, Kitten and two-stroke Flittermouse, the Hillson Praga, the Piper Cub, the Kronfield Drone and variants thereof, the Luton Minor, the Taylorcraft, the Tipsy S and others, up the present-day VW-engined Tubulent. Mostly, however, this was a regression to under-powered machines, even though engine reliability had improved. Moreover, many of these aeroplanes were one-seaters and, as C. G. Grey liked to point out, as soon as a man has earned sufficient money to buy a motorcycle he fits a flapper-bracket (pillion-seat) to it so as to take a female with him and those able to afford private aeroplanes were likewise unlikely, apart from racing, to want to fly far unless accompanied by a girl-friend. (Grey certainly disliked two-cylinder "pop-bottle" aeroplanes that he knew wouldn't remain up if one "pot" cut out, and he was against "Mr. Average Citizen" aviating over defenceless populations.)

All this was as nothing to M. Henri Mignet, who brought his *Pou du Ciel* to this country in 1934. The idea was that you built yours in the home garage or even in the kitchen, using glue and packing cases, and his book-of-instructions. The thing was supposed to cost about £55-£90 with engine, if made in this way. Mignet flew his *Pou* across the Channel (but an unrestored 1912 Caudron had done this at much the same time). Unless given a sound and fairly useful engine, such as a twin-ignition Ford Ten, the many *Pous* built before the war by amateur fliers were underpowered. They also stalled easily and dived uncontrollably to the ground. This killed several *Pou*-pilots including the Air League's own test-pilot. Insurance interests protested, and Permits to Fly *Pous* were soon withdrawn.

Since WW2 private flying has endured increasing restrictions, like compulsory radio equipment, etc., but has survived. Now it looks as if a new era of "Aviation for Everyone" may be starting, with the advent of powered hang-gliders, of which some ten different types, from the 12 h.p. Lazair to the 35 h.p. Condor, are apparently available in this country. They may or may not be safe but they have the known disadvantage of being unusable in any sort of wind, whereas at Lympne 58 years ago high winds did not prevent take-offs. So will the powered hang-glider advance the cause of inexpensive private flying or will it all fade away, as did the 1923 motor-gliders and M. Mignet's ill-fated *Pou du Ciel?* — W.B.

Opportunity to Fly in Famous Historic Aeroplanes

ON SUNDAY July 12th there will be an unrepeatable opportunity at Old Warden Aerodrome, the home of the Shuttleworth Collection, to fly in several well-known historic aircraft of de Havilland origin. All these machines were in regular daily use in the thirties and a few extended their service into the immediate post-war years.

Prices for these special flights will range from £15 for a seat in the Dragon Rapide to £75 for a flight in the Dragonfly. Tickets will be available on the day, or details and advance booking forms may be obtained by writing to the Displays Office, The Shuttleworth Collection, at Old Warden Aerodrome, Near Biggleswade, Beds.

The owners of these aircraft are providing this facility at no charge and therefore at considerable cost to themselves; all the receipts will be paid into the Shuttleworth Collection's special appeal for a new hangar for de Havilland aeroplanes that will be built at Old Warden when sufficient money has been raised. This new building will form a basis for the de Havilland Flying Centre, where a representative range of de Havilland aircraft will be on public view every day and will be demonstrated in the air from time to time.

In addition to the chances to fly in historic aeroplanes, visitors to Old Warden on this occasion will see a short flying display, comprising mainly aeroplanes of de Havilland design but including also the Percival Mew Gull of pre-war racing fame and the Supermarine Spitfire which should need no introduction to anyone! Most aircraft in the display are owned by members of the Air Squadron, which is an association of owners of unusual aircraft who meet to share their common interest.

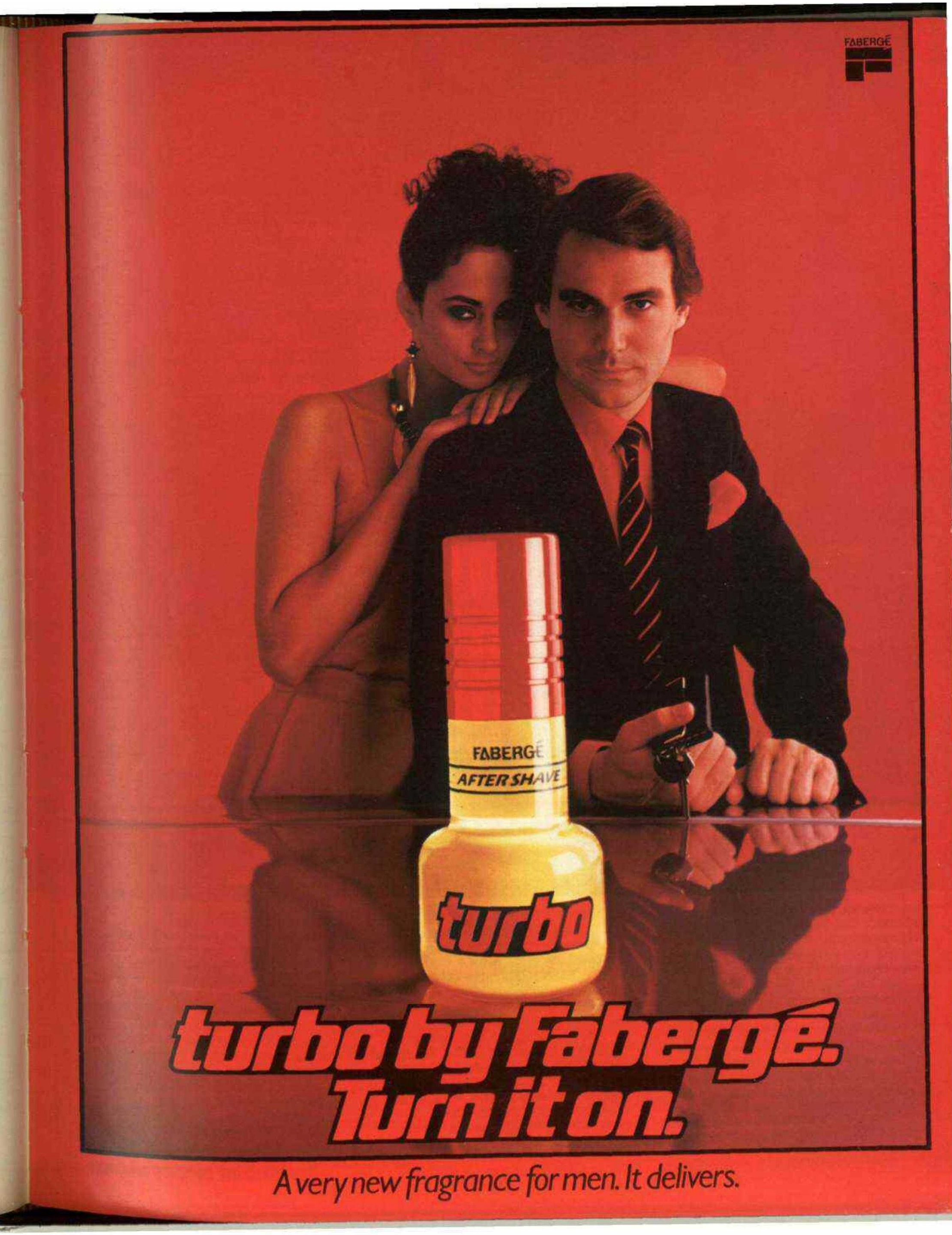
Admission charges on July 12th will be £6 for a car and all occupants, or, for any adult who arrives on foot, bicycle or by bus or coach, the fee will be £1.50 (50 pence for a child). Members of the Shuttleworth Veteran Aeroplance Society, who normally have free admission, will be asked to pay these entry fees to help towards the appeal. — W.B.

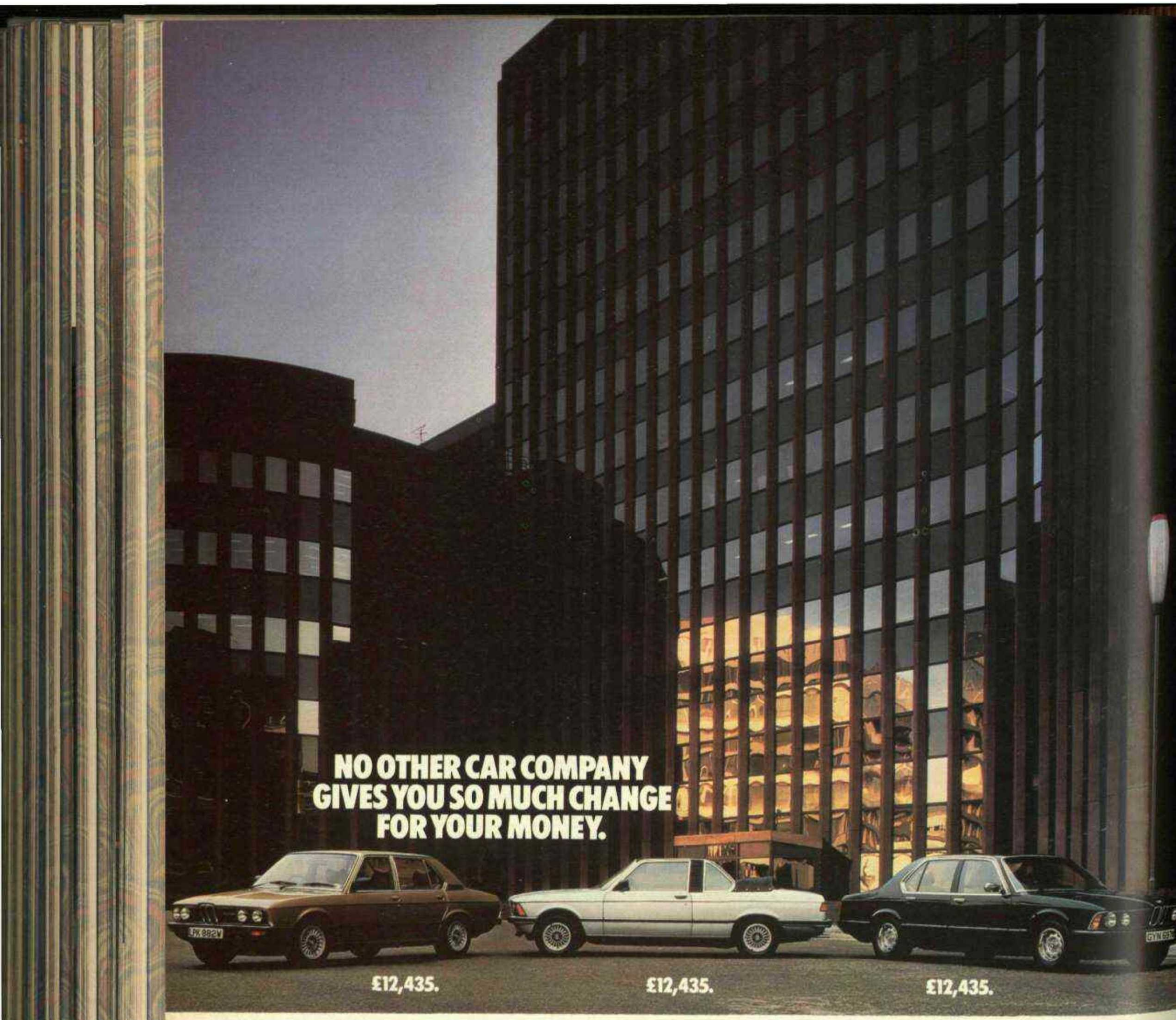
Air Fixture List for July

DATE	*ORGANISATION*	*RENDEZVOUS*	*NEAREST TOWN OR OTHER LOCATION*	*CATEGORY*
July 4th	Shuttleworth Collection	Old Warden	Biggleswade	Flying Evening
July 4th	RAF	N. Luffingham	—	Open Day
July 4th/5th	PFA	Leicester East Aerodrome	Leicester	Rally
July 5th	RAF	Chicksands	—	Open Day
July 5th	—	Paull Aerodrome	Thorngumbald	Air Show
July 10th/12th	—	IoM	—	International Rally
July 11th	—	Exeter Aerodrome	Exeter	Air Show*
July 12th	Shuttleworth Collection	Old Warden	Biggleswade	Air-Britain International Fly-In
July 12th	—	Fenland Aerodrome	Spalding	Fly-In
July 12th	Recreational FC	Popham Aerodrome	Winchester	Biplane Fly-In
July 18th	HMS *Daedalus*	Lee-on-Solent	Lee-on-Solent	Air Day*
July 18th/19th	Portland Naval Base	Portland	Portland	Open Days*
July 19th	—	Badminton	Badminton	Air Day
July 19th	—	Bournemouth Aerodrome	Bournemouth	Air Pageant*
July 19th	—	Weston Park	Weston, Shrops	Air Day
July 22nd	—	Aberystwyth	Aberystwyth	Air Display*
July 23rd	—	Eastbourne Aerodrome	Eastbourne	Air Display*
July 25th	RAF	Lossiemouth	Elgin	Open Day*
July 25th	RAF	Coningsby	Coningsby, Lincs	Open Day
July 25th	Thorpe Park	Chertsey	Staines	Air Day
July 26th	Shuttleworth Collection	Biggleswade	Biggleswade	Military Air Pageant*
July 26th	Cornwall FC	Bodmin Aerodrome	Bodmin	Air Day
July 29th	RNAS	Culdrose	Helston	Air Day*
July 30th	—	Weston-Super-Mare	Weston	Air Day*
July 30th	—	Llandudno	Llandudno	Air Display

*RAF Red Arrows Aerobatic Team Expected

N.B. Dates may have changed — check with organisers where possible


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Almondbury Garage Ltd.
Huddersfield (0484) 25435
Andrews Bros. (Bradford) Ltd.
Bradford (0274) 495521
Hallamshire Motor Co. Ltd.
Sheffield (0742) 25048/9/0
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Leeds (0532) 842238/9 842842
Malton Motors Ltd.
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Wakefield (0924) 63796/7/8
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Leeds (0532) 643772/648739

Scotland
Callanders Garages (Glasgow) Ltd.
Glasgow (041) 334 8155
Calterdon Ltd.
Inverness (0463) 36566
John Clark Specialist Cars
Aberdeen (0224) 54938
Harry Fairbairn Ltd.
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Golden Lion Garage Ltd.
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Perth (0738) 25481
Menzies Motors Ltd.
Stirling (0786) 4477/8
Western Automobile Co. Ltd.
Edinburgh (031-337) 9985/6/7

Wales
Green Bower Garages Ltd.
Haverfordwest
Rhos (043-786) 251/2/3
LMT Garages Ltd.
Newport (0633) 273699
Leslie H. Trainer & Son Ltd.
Swansea (0792) 21535/23595
Premier Cars (RSJ) Ltd.
Aberconwy
Deganwy (0492) 82441
S. L. Garages
Cardiff (0222) 23122

Northern Ireland
Bavarian Garages (NI) Ltd.
Belfast (0232) 33331
JKC Specialist Cars Ltd.
Coleraine (0265) 55222
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Jacksons Garage (Guernsey) Ltd.
St. Peter Port (0481) 23916/7/8
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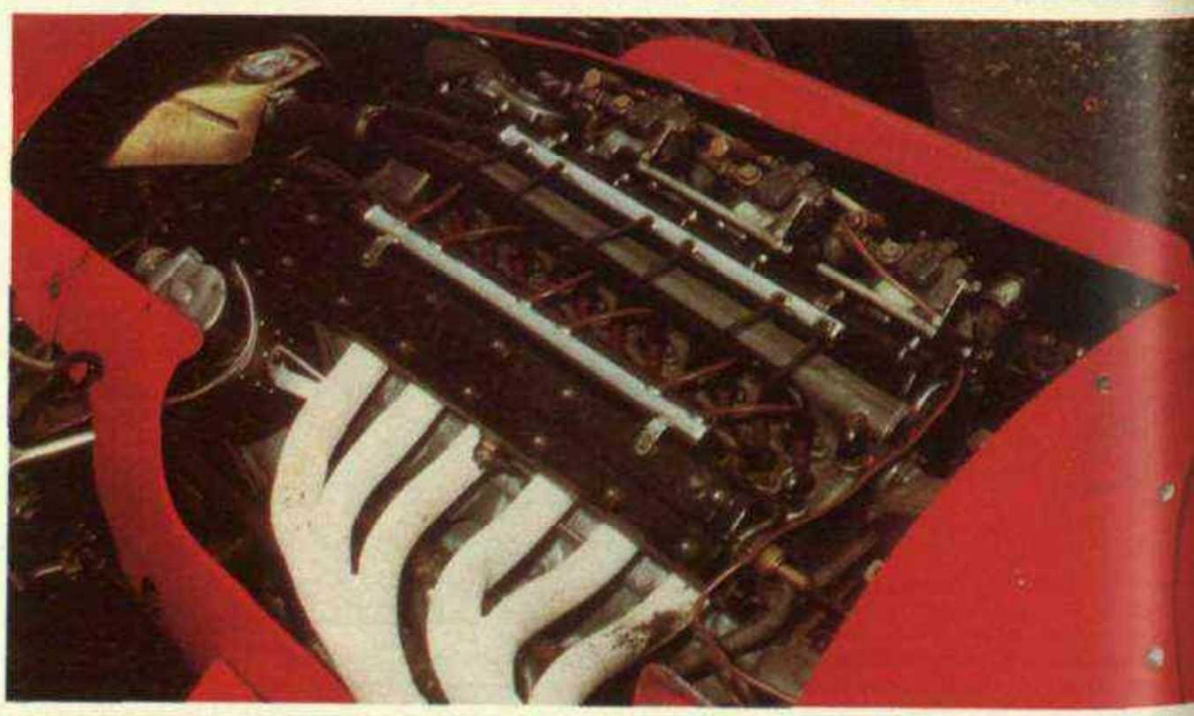
Maserati's 250F

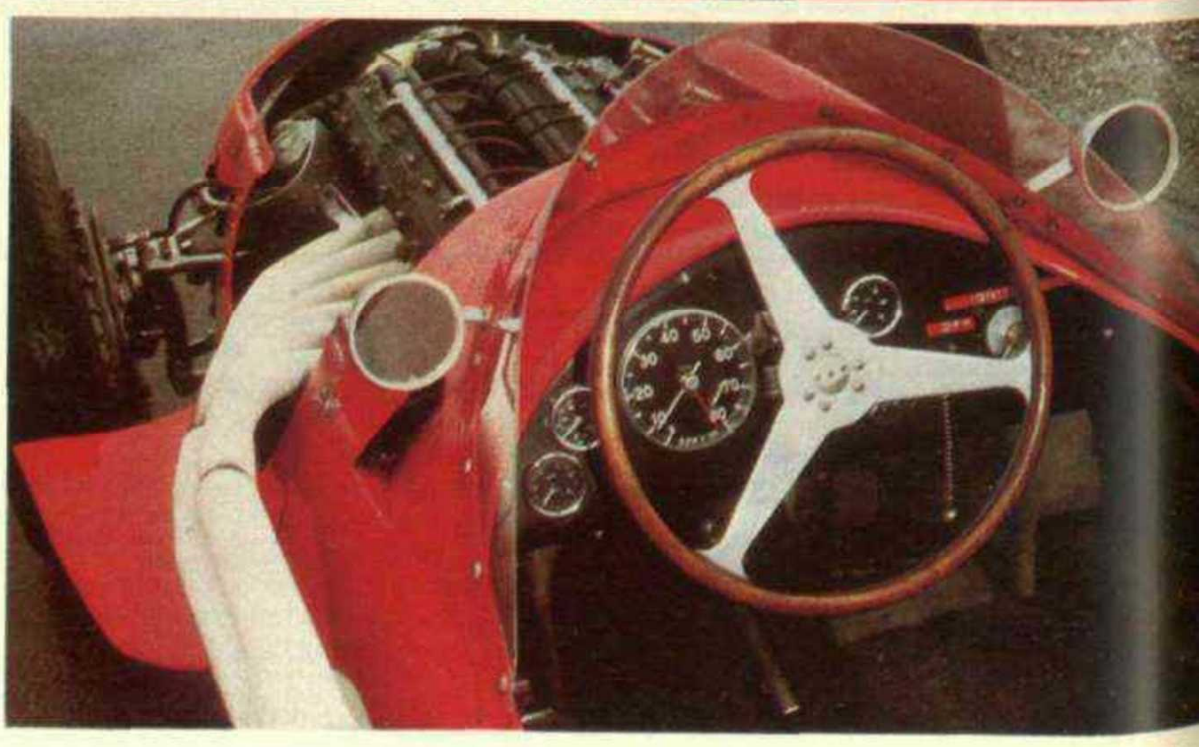
The magic and the myth

THE English dictionary which graces the shelf in MOTOR SPORT's editorial offices gives the definition of the word classical as "of the first class, of allowed excellence". It's an adjective which has frequently been used to describe the 2½-litre Formula One Maserati 250F ever since the car was racing as a contemporary Grand Prix challenger. More has been written about this Italian machine than, arguably, about any other F1 car, so readers may well shudder when they turn to these pages and see what appears to be another diatribe praising the 250F to the heavens. But we hope to bring you a less than emotional assessment of the 250F, examining critically its role, its history and its appeal with the help of people who've owned, driven and loved them since they first took to the circuits of Europe at the start of the 1954 season, twenty-seven years ago.

It would be a trite and somewhat superfluous task to run through the Maserati 250F history nut by nut or bolt by bolt, particularly in view of the fact that our own Denis Jenkinson has written the authoritative work on the subject (*The Maserati 250F, a Classic Grand Prix Car*. Donington Monomarques No. 2, published by Macmillan in 1975). You'll also note that D.S.J.'s volume includes that dreaded word "classic" in its title, full consideration of which we'll come to at the end of this article.

Suffice it to say that the Maserati 250F was inspired by the 2-litre A6GCM which had proved the only realistic challenger to the all-conquering Ferrari team throughout the 1952 and 53 seasons



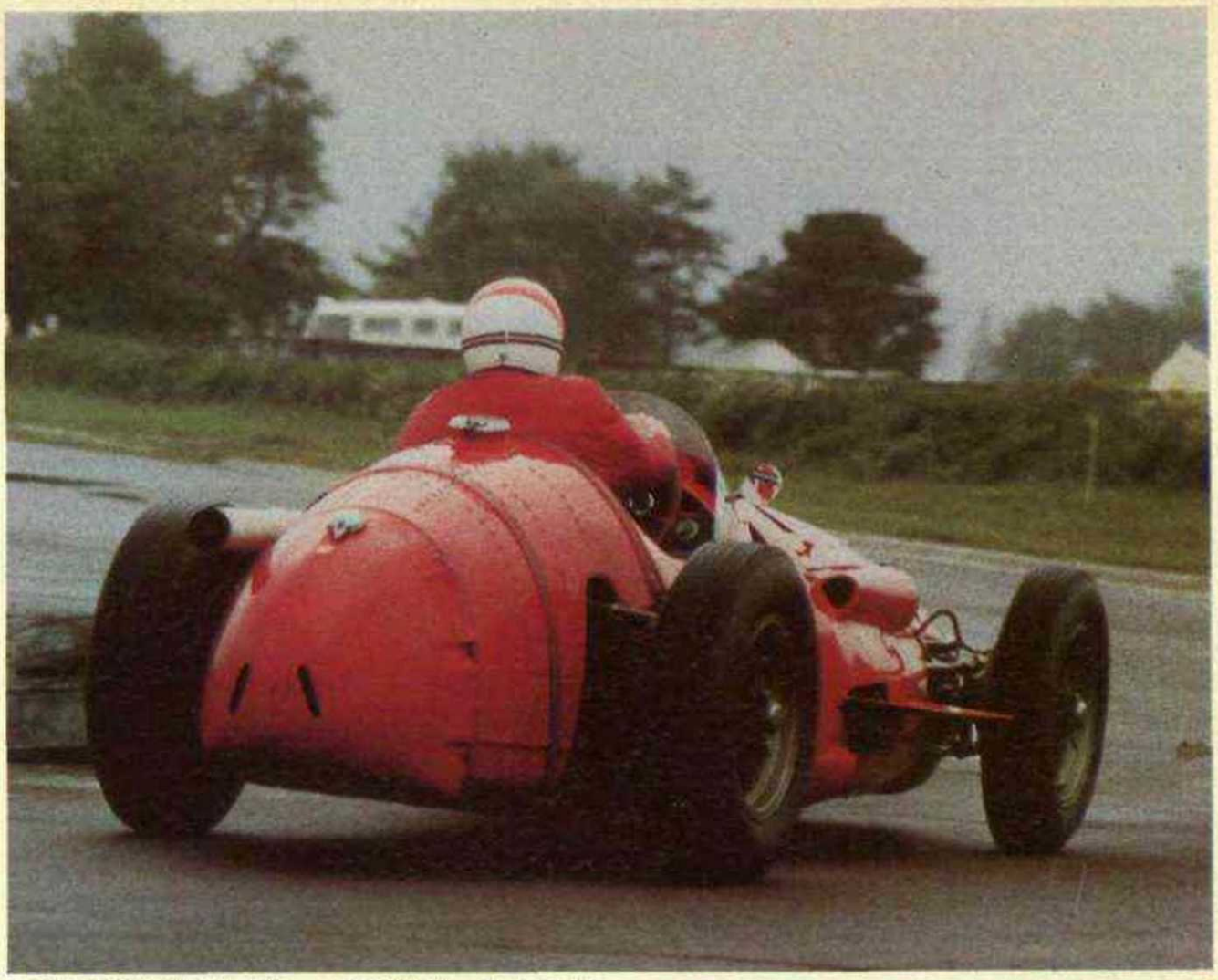


OUR man A.H. taking it gently in the rain at Goodwood (top). Alan Jones tells us that his father was responsible for adding the extra cooling aperture below the radiator orifice. Centre, the splendid 2,493 c.c., twin plug six cylinder engine on view. Bottom, the simple and uncluttered cockpit makes today's F1 instrument panels look like the flight deck of a Boeing jet by comparison!

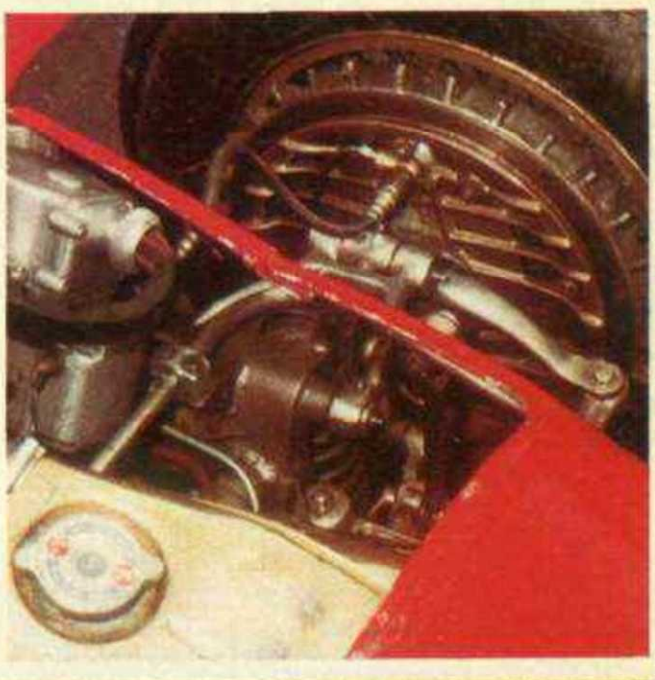
during which the World Championship was run to Formula Two regulations. Powered by a six-cylinder engine of 84 mm. × 75 mm. (2,493 c.c.), the first 250Fs developed 240 b.h.p. running on a mixture of methanol and benzol. It was initially planned to sell the cars to private owners and provide them with a programme of support and maintenance, but a works team was quickly formed with Juan-Manuel Fangio and Onofre Marimon as its drivers. In addition, a number of others were sold to privateers Harry Schell, Roberto Mieres and "B.Bira" and a "production line" was soon established with various other distinguished and not-so-distinguished professional and amateur drivers taking delivery of their cars as the season wore on. One such individual was Stirling Moss, who'd originally made approaches to be included in the Mercedes-Benz Formula One team when they made their reappearance in the middle of 1954, but he was advised by their team manager, the legendary Alfred Neubauer to "go away and try your hand in a proper Formula One car". He did just that, his family purchasing 250F chassis number "2508" with the aid of a subsidy from the Shell Mex & BP oil company for whom Moss was contracted to drive. In fact, towards the end of the year he became a Maserati "favoured runner", enjoying special treatment since Fangio had to move across to fulfil his commitment to Mercedes-Benz in the middle of the season when the German marque finally made their re-appearance in the French Grand Prix at Reims.

For Stirling Moss, the Maserati 250F was a crucial stepping stone which the Englishman successfully employed to establish his reputation as a Grand Prix star. Run privately, his car actually led the 1954 Italian Grand Prix, ahead of Fangio's Mercedes, until it retired. After that performance, Mercedes-Benz were convinced beyond belief and recruited Stirling for the following year. Fangio stayed with Mercedes, then moved on to Ferrari in 1956. In 1957 he rejoined Maserati as Moss, who'd always wanted to drive for a British team, moved over to drive for Tony Vandervell in the green, aerodynamic Vanwalls. So you can see that these two great drivers used Maserati 250Fs for widely differing reasons, in many ways. Fangio "filled in" while waiting for Mercedes in 1954 while, at the same time, Moss used the car to establish himself. If you're cynical about your motor racing history you might suggest that he only went back to handling a Maserati 250F in 1956 because nothing better came up. He was in a slight void between his spell behind the wheel of the Mercedes-Benz W194 and the Vanwall, two cars which perhaps deserve the "classic" tag more than the Maserati 250F.

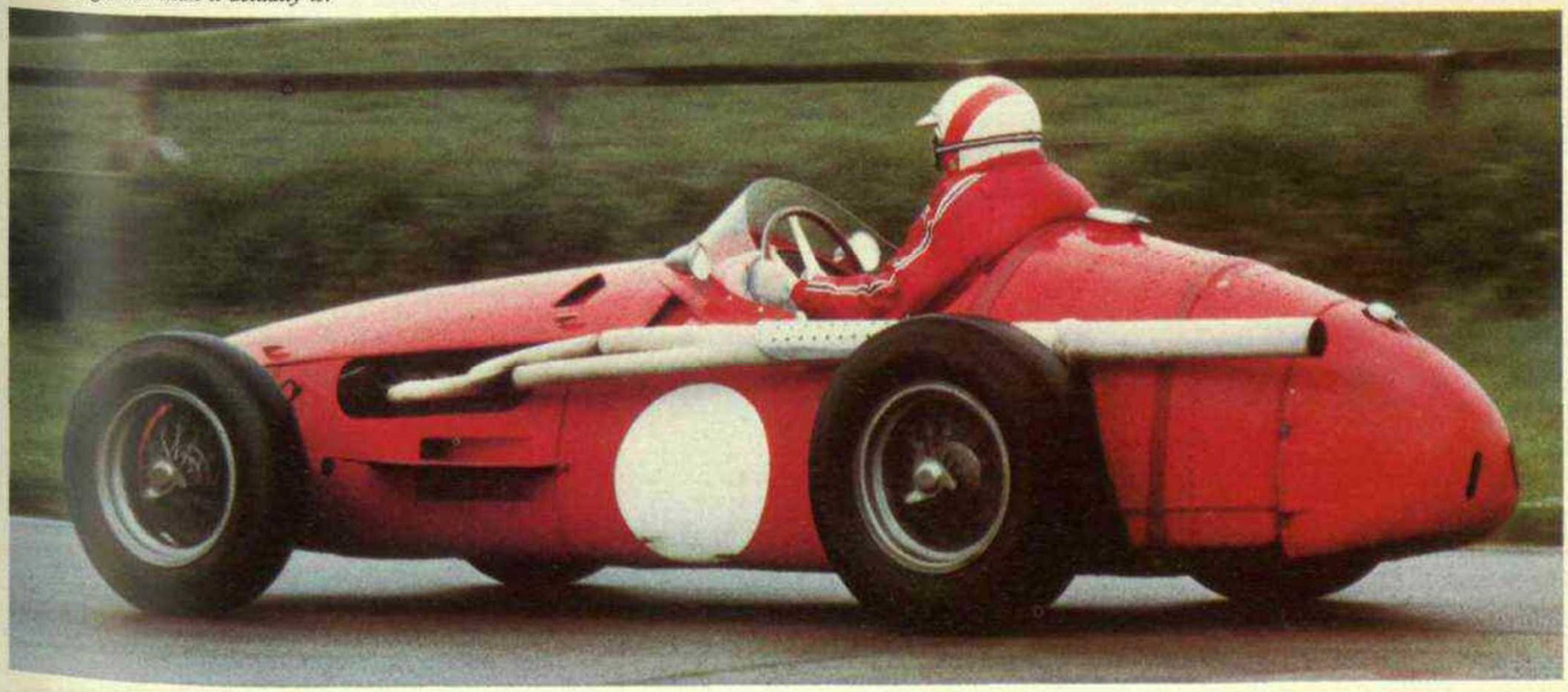
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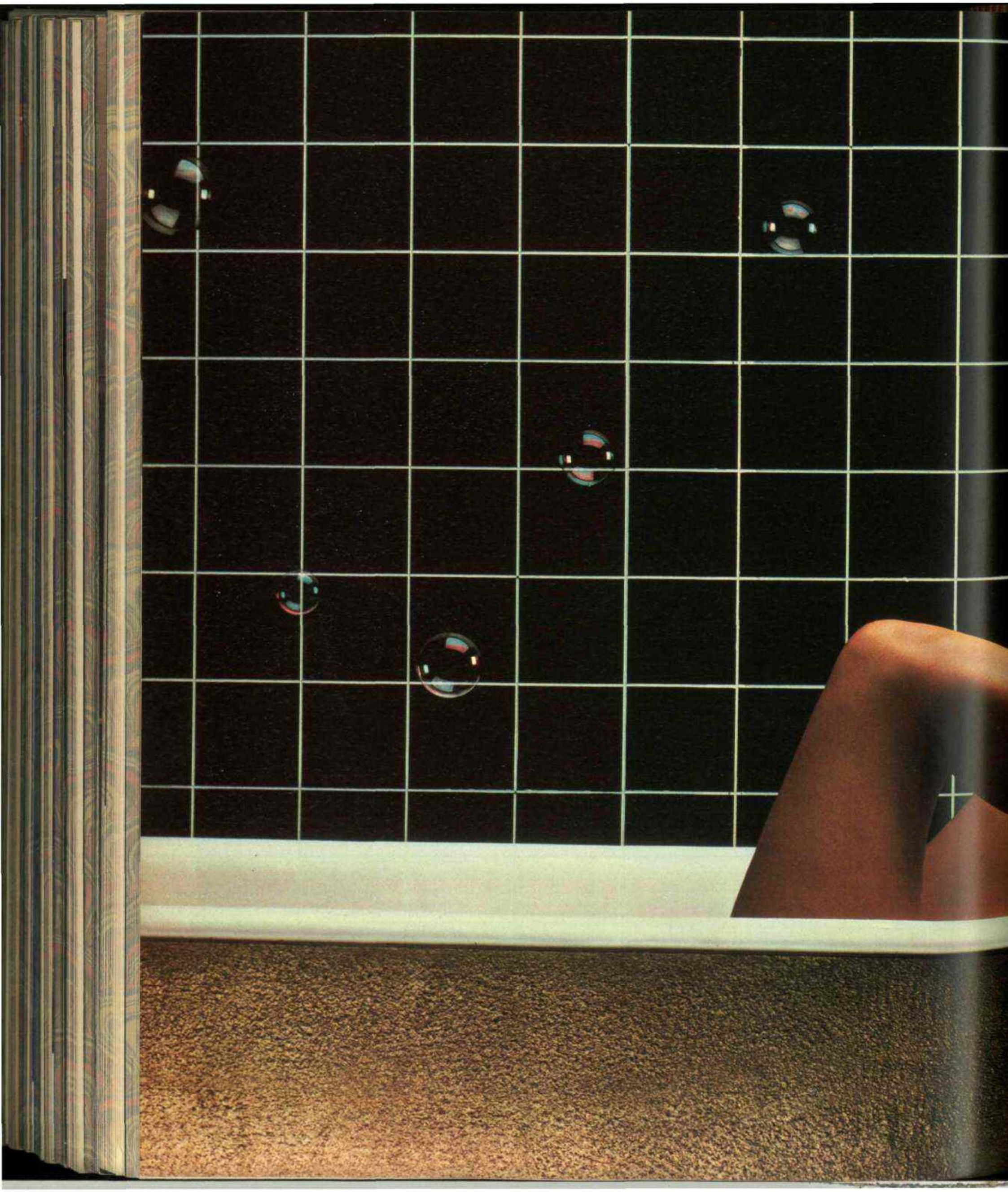


REAR VIEW: The Maserati 250F has both fuel and oil tanks mounted beneath its tail bodywork. Right, the huge finned brake drums produce performance that needs getting used to!



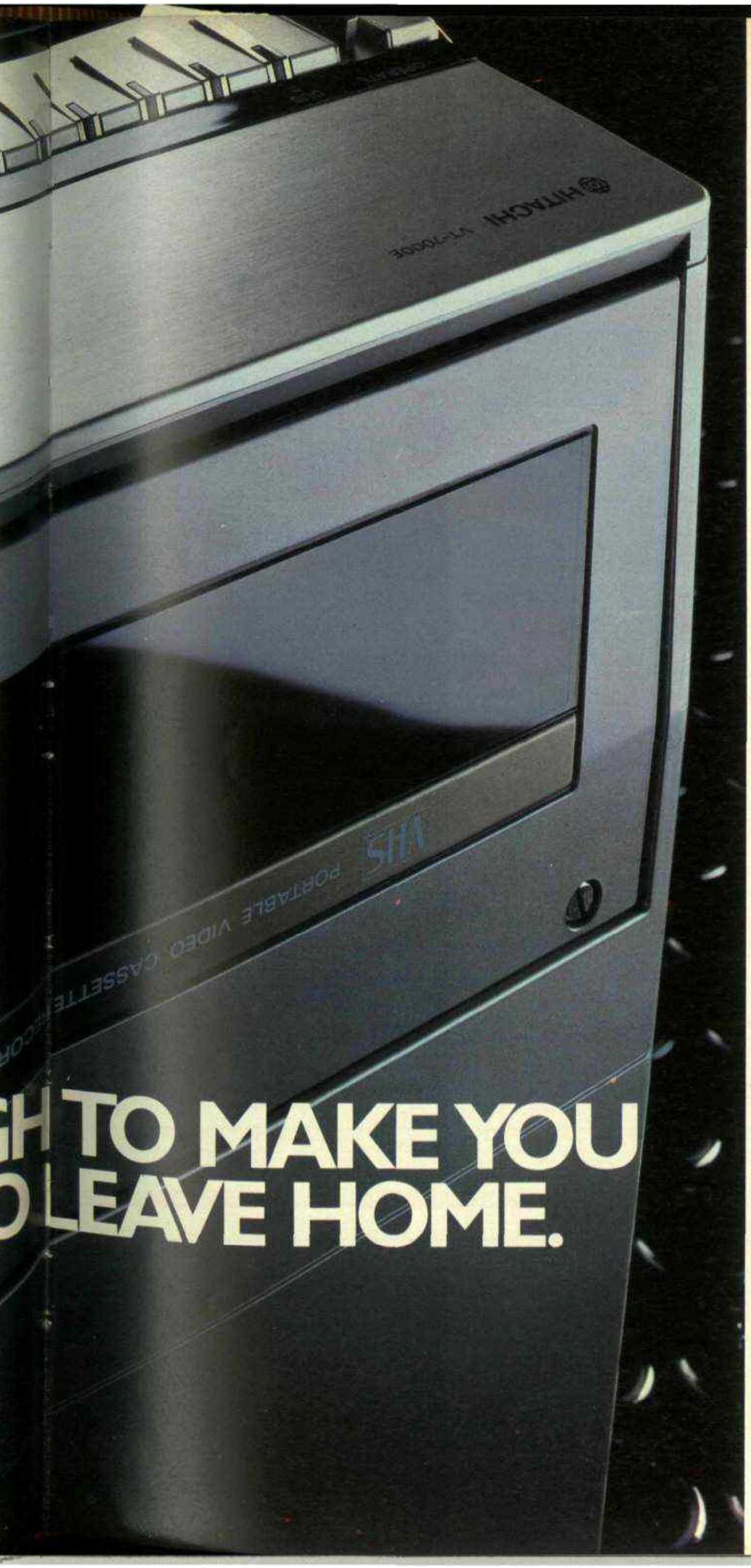
ELEGANT: the Maserati 250F is a well-proportioned Formula One car, although most of its drivers didn't stick quite so far into the airstream and contemporary photographs of Moss, Fangio and others tend to make it look a larger car than it actually is.






BATH WITH A FRIEND
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THE MONACO GRAND PRIX —

A good race

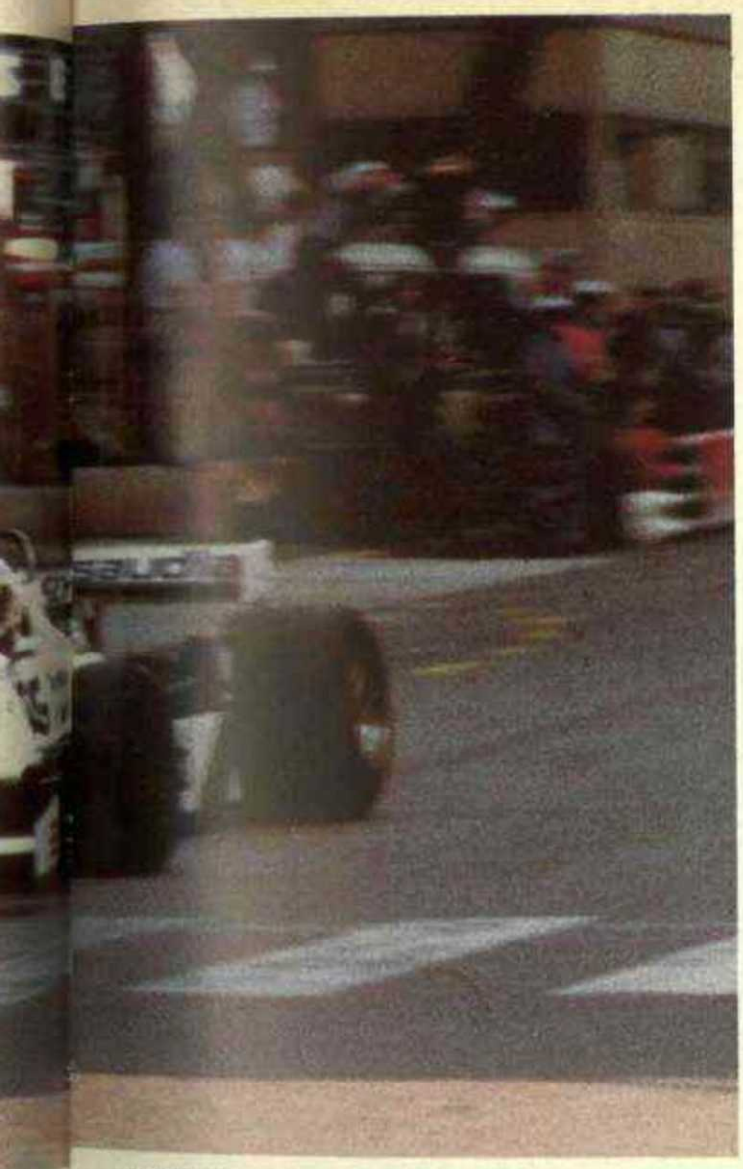
Monte Carlo, May 31st

IT WILL be a sad day when common-sense prevails and the Grand Prix is no longer held round the streets of Monte Carlo, when Formula One drivers no longer do the things that their union would not like them to do, like driving through a tunnel, charging up a steep hill with a blind brow and a fast corner at the top, plunging downhill to a hairpin bend with no escape road or run-off area, or bouncing over bumps which must surely shake their back-teeth, for that and much more comprises a lap of the Monte Carlo circuit; always has done, and hopefully always will. Certainly some parts have changed over the years, but so have the cars and the speeds and the power-to-weight ratios; it is still street-racing in its purest form, like the long-gone events at Nice, Barcelona, Naples, Bari, Geneva, Genoa, Lausanne, San Remo, Angouleme, Bordeaux, Aix-les-Bains, La Baule and Sables d'Olonne. Thankfully, the world of Formula 2 still has the circuit at Pau and Chris Pook and the Long Beach Grand Prix Association have brought a touch of healthy madness into this boringly sane world with their street race in California, every bit as good as, or even better than, Monte Carlo. Anywhere else the suggestion of starting the proceedings a day earlier, and having Friday off, would be met with storms of protests from the "professionals" but in Monte Carlo it seems to be accepted by everyone. In a grubby paddock on a converted airfield or artificial autodrome everyone gets irritable and they "tick" about this and that, but on the harbour's edge at Monte Carlo, all is sunshine and light; or at least it seems to be. Once into the bay of the Principality of Monaco there is

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 Leyla
2	Carlos Reutemann	ARG	Williams	FW07C	White/Green	Cosworth V8	Michelin	Saudi Arabia Leyla
3	Eddie Cheever	USA	Tyrrell	010	Blue	Cosworth V8	Michelin	Imola Ceramic
4	Michele Alboreto	I	Tyrrell	010	Blue	Cosworth V8	Michelin	Imola Ceramic
5	Nelson Piquet	BRA	Brabham	BT49C	Blue/White	Cosworth V8	Michelin	Parmalat Foods
6	Hector Rebaque	MEX	Brabham	BT49C	Blue/White	Cosworth V8	Michelin	Parmalat Foods
7	John Watson	ULS	McLaren	MP4	Red/White	Cosworth V8	Michelin	Marlboro/Unipart
8	Andrea de Cesaris	I	McLaren	MP4	Red/White	Cosworth V8	Michelin	Marlboro/Unipart
9	Jan Lammers	NL	ATS	D5	Yellow	Cosworth V8	Michelin	ATS Wheels
10	Slim Borgudd	S	ATS	D5	Yellow	Cosworth V8	Michelin	ATS Wheels
11	Elio de Angelis	I	Lotus	87	Blue/Red/Silver	Cosworth V8	Michelin	Essex/Tissot
12	Nigel Mansell	GB	Lotus	87	Blue/Red/Silver	Cosworth V8	Michelin	Essex/Tissot
14	Marc Surer	CH	Ensign	N180B	Red/White/Blue	Cosworth V8	Michelin	ISM Valvoline
15	Alain Prost	F	Renault	RE30	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
16	Rene Arnoux	F	Renault	RE30	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
17	Eliseo Salazar	CHI	March	811	Black	Cosworth V8	Michelin	Rizla/Guinness
18	Derek Daly	IRL	March	811	Black	Cosworth V8	Michelin	Rizla/Guinness
20	Keijo Rosberg	FIN	Fittipaldi	F8C	White	Cosworth V8	Avon	Pastamatic
21	Francesco Serra	BR	Fittipaldi	F8C	White	Cosworth V8	Avon	Pastamatic
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	Giuseppe Gabbiani	I	Osella	FA1B	Blue/White	Cosworth V8	Michelin	Denim Aftershave
32	Piercarlo Ghinzani	I	Osella	FA1B	Blue/White	Cosworth V8	Michelin	Denim Aftershave
33	Patrick Tambay	F	Theodore	TR3	White/Red	Cosworth V8	Michelin	Teddy Yip
35	Brian Henton	GB	Toleman	TG181	Red/White/Blue	Hart 415 t/c	Pirelli	Candy Appliances
36	Derek Warwick	GB	Toleman	TG181	Red/White/Blue	Hart 415 t/c	Pirelli	Candy Appliances





FOUR laps from the finish and Villeneuve rockets the Ferrari 126CK ahead of Jones's slowing Williams as they cross the start/finish line, the World Champion leaving his rival not a fraction more room than he needs.

NIGEL MANSELL (left) qualified this new Lotus 87 third and was running in that position when he retired from the race. Right, Jacques Laffite accelerates his Talbot JS17 through the right hander at Portier on his way to third place.

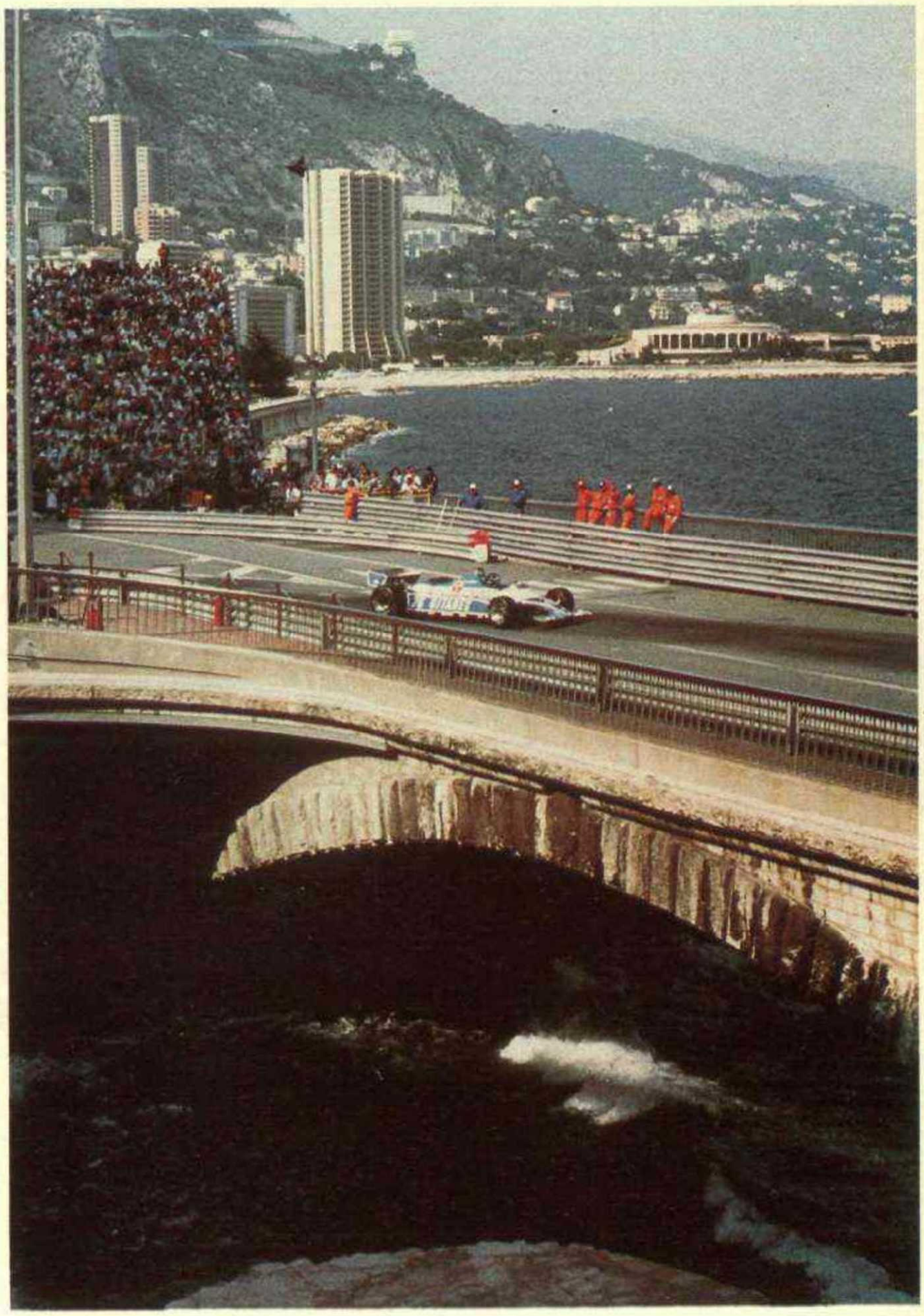
you are affluent enough, and there are a lot of such people in Monaco, you can sail away in your boat or escape vertically in your helicopter. For normal people you are trapped in Monte Carlo and it is up to you to make the most of it, for motor racing enthusiasts it is a unique opportunity not to be missed, like the Le Mans 24 hour race or the Indianapolis 500 mile race. For anyone lucky enough to get an entry for the event there is more than enough to occupy their minds, for there is no opportunity to spend a couple of days "testing", flogging round and round wearing your own personal groove into the circuit. At Monte Carlo the first official practice session starts at 10 a.m. on Thursday morning and that is the first opportunity for anyone to drive a racing car on the Monegasque circuit, unless you are a "rabbit". With so many teams eager to take part in the "round-the-houses" race and with the tight little circuit being limited to a grid of twenty cars, some weeding-out had to be done. This was done in two stages, firstly by a pre-qualifying session for teams who did not score points in any 1980 races, which whittled thirty-two drivers down to twenty-six, and then by Thursday and Saturday afternoon qualifying which whittled the twenty-six down to the required twenty. The 76 lap race then whittled the twenty down to one winner!

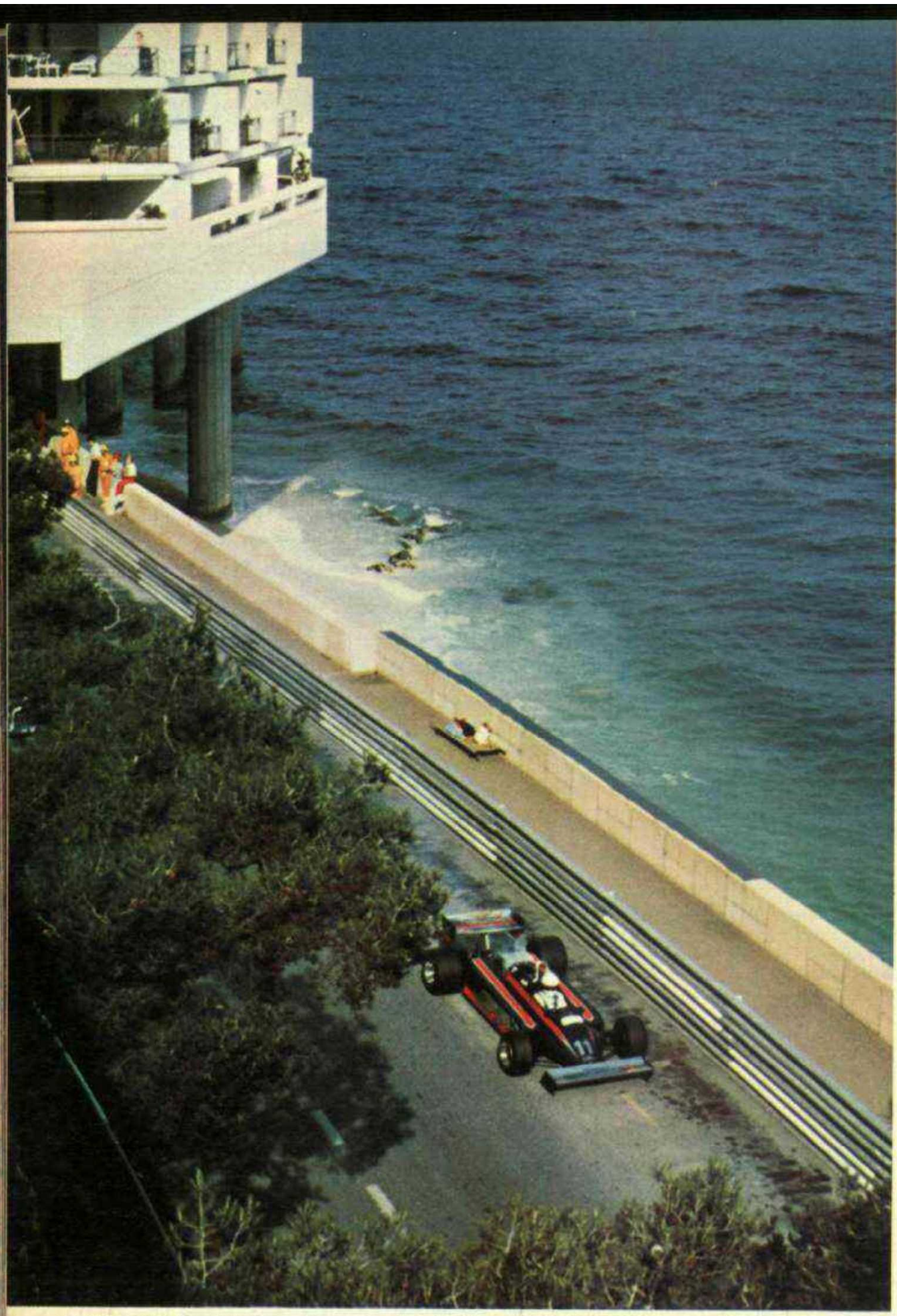
Pre-qualifying took place at 8 a.m. on Thursday morning and the ten aspirants were instantly reduced to nine by the mysterious ways of Mr. Schmidt within his ATS team, when he withdrew the entry for Jan Lammers. This left Borgudd (ATS), Daly and Salazar (March), Gabbiani and Ghinzani (Osella), Henton and Warwick (Toleman-Hart), Surer (Ensign) and Tambay (Theodore) and from these the fastest four were allowed to join in the serious business. It didn't need a crystal ball, or even the timing equipment, to select "the four lads most likely to" — Tambay, Surer, Ghinzani and Gabbiani were

no easy way out, retreating is hampered by the mountains, escape to the east is blocked by Ferrari and Alfa Romeo enthusiasts pouring in from Italy, the way west is hampered by hopeful Renault and Talbot enthusiasts queueing up to get in and in front of you is the Mediterranean. If

PRACTICE TIMES

No.	Driver	Thursday pm	Saturday pm
1	A. Jones	1.26.938	1.26.538
2	C. Reutemann	1.27.643	1.26.010
3	E. Cheever	1.29.282	1.27.594
4	M. Alboreto	1.30.699	1.28.358
5	N. Piquet	**1.25.710**(T)	1.28.667
6	H. Rebaque	1.29.188	1.29.256(T)
7	J. Watson	1.28.137	1.27.058
8	A. de Cesaris	1.28.966	1.27.122
9	J. Lammers	entry withdrawn	
10	S. Borgudd	failed to pre-qualify	
11	E. de Angelis	1.28.381(T)	1.26.259
12	N. Mansell	1.27.174	1.25.815
14	M. Surer	1.29.611	1.28.339
15	A. Prost	1.27.623	1.26.953
16	R. Arnoux	1.28.613(T)	1.27.513(T)
17	E. Salazar	failed to pre-qualify	
18	D. Daly	failed to pre-qualify	
20	K. Rosberg	1.29.924	1.28.436
21	F. Serra	1.32.109	1.29.434
22	M. Andretti	1.27.512	1.28.162
23	B. Giacomelli	1.28.335	1.28.323
25	J-P. Jabouille	1.29.752	1.28.841
26	J. Laffite	1.27.468	1.26.704
27	G. Villeneuve	1.26.891	**1.25.788**
28	D. Pironi	1.29.150	1.28.266
29	R. Patrese	1.27.447	1.26.040
30	S. Stohr	1.29.789	1.27.564
31	G. Gabbiani	1.30.983	1.29.795
32	P. Carlo Ghinzani	no practice	1.29.649
33	P. Tambay	1.28.897	1.27.939
35	B. Henton	failed to pre-qualify	
36	D. Warwick	failed to pre-qualify	





DWARFED by modern luxury flats and against the shimmering backdrop of the tempting Mediterranean rollers, Elio de Angelis speeds towards the chicane in his Lotus 87.

"in" so all was well with the first move in the latest round of Formula One.

For ninety minutes the select twenty-six thrashed round, settling the circuit into their ways, scuffing the kerbs, polishing the Armco, clearing the dust, rubberising the surface and generally getting everything ready for the serious one hour in the afternoon when every click of the Longines automatic timing apparatus was recorded and computerised for posterity, to seal everyone's fate without question. Gone are the happy days of time-keeping disputes, when someone's wife or girl-friend with a stop-watch challenged the old gentleman with the egg-timer.

For two years now the Longines radio transmitters fitted to Formula One cars activate the timing electronics to a thousandth of a second and no-one disputes the result. Not unexpectedly there were some alarms and excursions during the morning, Pironi damaged his Ferrari turbo (051) on the barrier at *Rascasse*, Villeneuve's Ferrari turbo (052) was indecently fast, Piquet (Brabham BT49C/11) was really flying, Reutemann (Williams FW07C/12) was in his most impressive and menacing form, Jones was sorting out a brand new car (Williams FW07C/15) and Colin Chapman had produced two new cars, designated Type 87 in which the two "entirely sprung

STARTING GRID

27
G. Villeneuve
(Ferrari V6 t/c)
1 min. 25.788 sec.
71 (1 min. 29.00 sec.)

2
C. Reutemann
(Williams-Cosworth V8)
1 min. 26.010 sec.
30 (1 min. 28.76 sec.)

11
E. de Angelis
(Lotus-Cosworth V8)
1 min. 26.259 sec.
29 (1 min. 29.52 sec.)

26
J. Laffite
(Talbot-Matra V12)
1 min. 26.704 sec.
43 (1 min. 29.40 sec.)

7
J. Watson
(McLaren-Cosworth V8)
1 min. 27.058 sec.
44 (1 min. 29.23 sec.)

22
M. Andretti
(Alfa Romeo V12)
1 min. 27.512 sec.
(no time)

30
S. Stohr
(Arrows-Cosworth V8)
1 min. 27.564 sec.
8 (1 min. 31.72 sec.)

33
P. Tambay
(Theodore-Cosworth V8)
1 min. 27.939 sec.
12 (1 min. 30.92 sec.)

23
B. Giacomelli
(Alfa Romeo V12)
1 min. 28.323 sec.
50 (1 min. 29.82 sec.)

4
M. Alboreto
(Tyrrell-Cosworth V8)
1 min. 28.358 sec.
48 (1 min. 30.36 sec.)

5
N. Piquet
(Brabham-Cosworth V
1 min. 25.710 sec. (T
47 (1 min. 28.04 sec.

12
N. Mansell
(Lotus-Cosworth V8)
1 min. 25.815 sec.
7 (1 min. 29.52 sec.)

29
R. Patrese
(Arrows-Cosworth V8
1 min. 26.040 sec.
23 (1 min. 29.01 sec.)

1
A. Jones
(Williams-Cosworth V
1 min. 26.538 sec.
48 (1 min. 27.47 sec.)

15
A. Prost
(Renault V6 t/c)
1 min. 26.953 sec.
25 (1 min. 29.90 sec.)

8
A. de Cesaris
(McLaren-Cosworth V8
1 min. 27.122 sec.
(no time)

16
R. Arnoux
(Renault V6 t/c)
1 min. 27.513 sec.
26 (1 min. 29.74 sec.)

3
E. Cheever
(Tyrrell-Cosworth V8)
1 min. 27.594 sec.
44 (1 min. 30.55 sec.)

28
D. Pironi
(Ferrari V6 t/c)
1 min. 28.266 sec.
51 (1 min. 29.61 sec.)

14
M. Surer
(Ensign-Cosworth V8)
1 min. 28.339 sec.
45 (1 min. 30.77 sec.)

Did not qualify:

20	K. Rosberg (Fittipaldi-Cosworth V8)	1 m. 28.436 s
25	J.-P. Jabouille (Talbot-Matra V12)	1 m. 28.841 s
6	H. Rebaque (Brabham-Cosworth V8)	1 m. 29.188 s
21	F. Serra (Fittipaldi-Cosworth V8)	1 m. 29.434 s
32	P. Ghinzani (Osella-Cosworth V8)	1 m. 29.649 s
31	G. Gabbiani (Osella-Cosworth V8)	1 m. 29.795 s

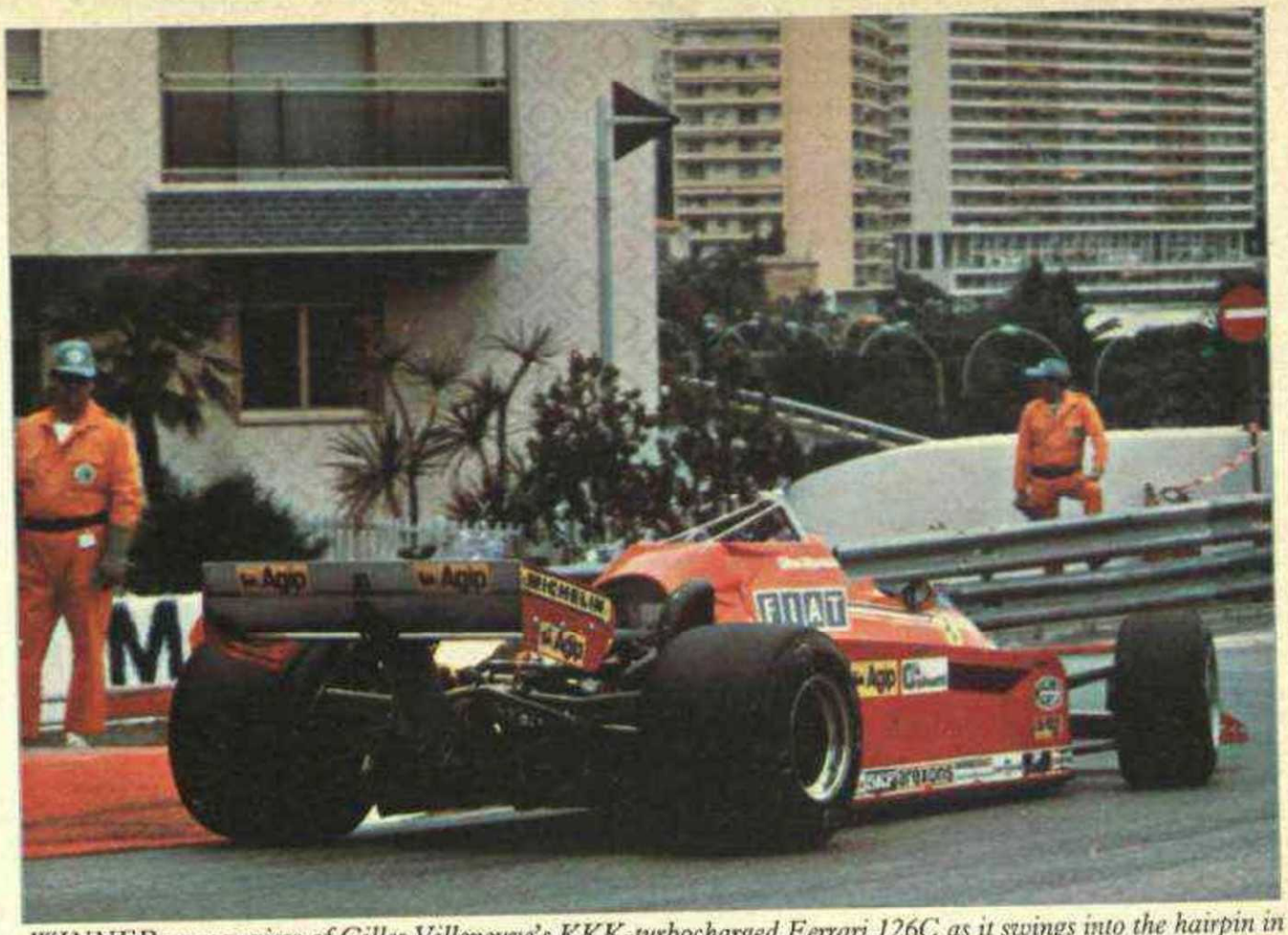
(T) indicates time recorded in spare car.
NB. Times in brackets on grid are best laps in race. Number in bold is lap on which recorded.

structures" of the Lotus 88 had become one. Th were acceptable to everyone and what is m important, were well up with the front runne Renault seemed to be in as much trouble w their new cars as they were in Belgium for Arno (RE31) suffered engine failure and Prost (RE would have looked quite good if only the Ferr turbocharged cars had not been there. Talbot h one V12 Matra powered car near the fr (Laffite) and one near the back (Jabouille) whi must have had some bearing on the drive Tambay (Theodore) and Surer (Ensign) w making it very obvious that making th "pre-qualify" with the "rabbits" was a bit silly

For the first officially timed hour, from 1 p.m to 2 p.m. on Thursday, the overall scene was a b dulled by the knowledge that the 6 centimet ground-clearance rule was going to be measur on re-entry to the pits by a sophisticated lig beam set up on a flat pad of concrete over whi the cars had to pass slowly. There was no need come to rest, but if the light beam register "cheating" then the car was stopped and check with a measuring stick. Every team of a substance was cheating blatantly while out on t

circuit, with their automatic spring height adjusters reducing the regulation 6 cms. ground clearance to plus or minus zero, to seal the underside to the ground and gain adhesion by the "ground-effects" airflow under the car. At the moment this regulation 6 cms. cannot be checked at speed, but the Monaco "beam" was a step towards doing this. Most cars were fitted with an indicator in the cockpit to tell the driver if it was safe to return to the pits and be checked. Williams had a green light that came on when the car was high enough, Ferrari had wire-operated arrow-heads on a scale, one for each side of the car, the scale painted red and green; even the "whiter-than-white" Renault team were using hydraulics to raise and lower the cars and the sudden influx of wires, hydraulic pipes, air-lines, switches, oil unions, levers, and reservoirs has made today's Formula One cockpit look like a mini Jumbo-jet. One just hopes there is enough time left for the driver to concentrate on his driving, but what is silly in that it is all in aid of cheating the rules, and if anything malfunctions a driver's driving efforts are negated when he returns to the pits. The two biggest headaches in a mechanical vehicle (motorcycle, car, lorry, bus or aeroplane) are electrics and hydraulics.

In spite of all this nonsense, and a few times being scrubbed when drivers got caught by the light, it did not affect the overall scene, the fast ones were fast, some of the mid-field runners blossomed and the back-markers were the usual lot at the back, though on this occasion with the total limited to twenty-six and the qualifiers limited to twenty, even the last man on the grid could feel very pleased with himself. The real significance lay at the front of the field, with Piquet almost one whole second ahead of the next

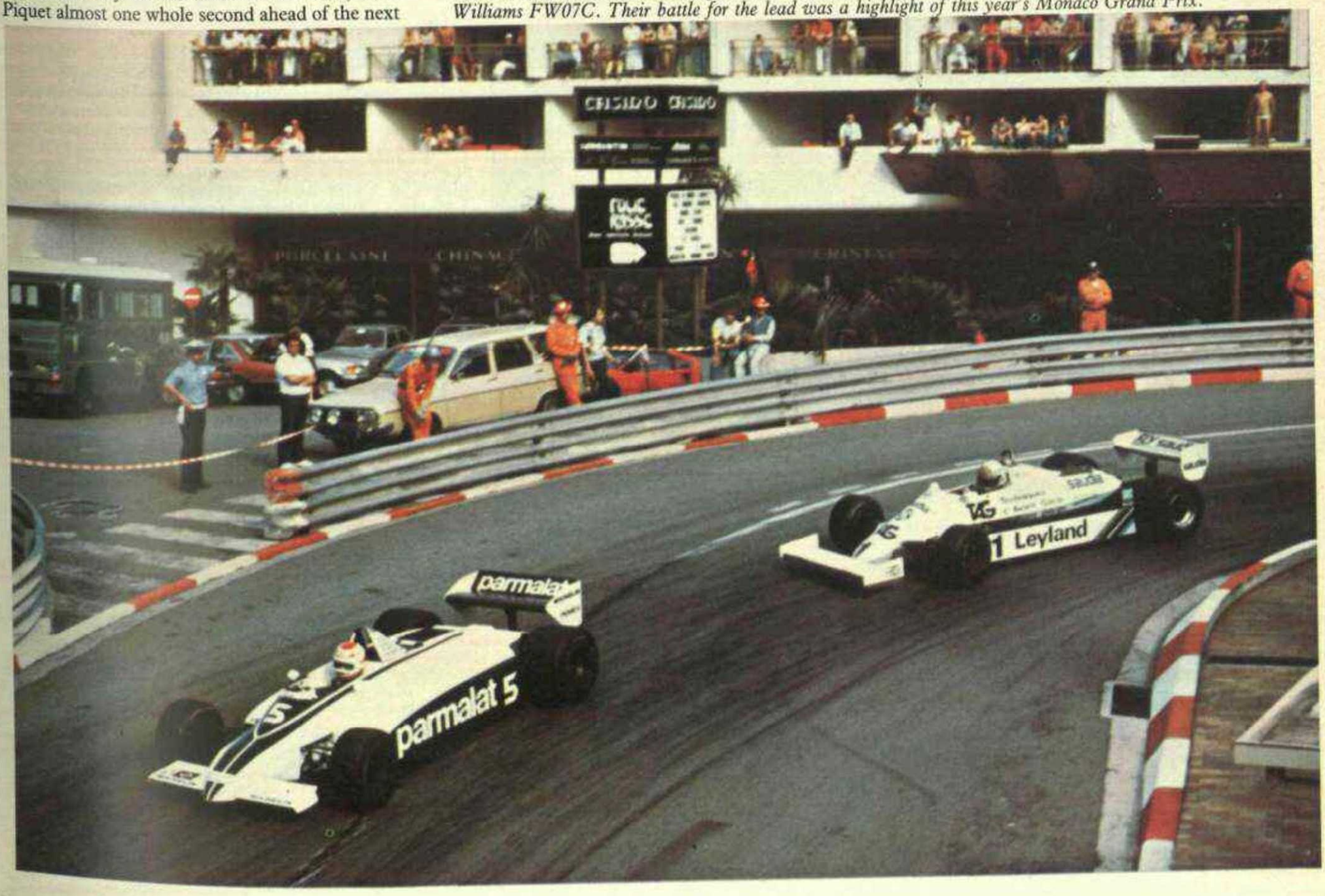


WINNER: a rear view of Gilles Villeneuve's KKK-turbocharged Ferrari 126C as it swings into the hairpin in front of the Loews Hotel (formerly Station hairpin).

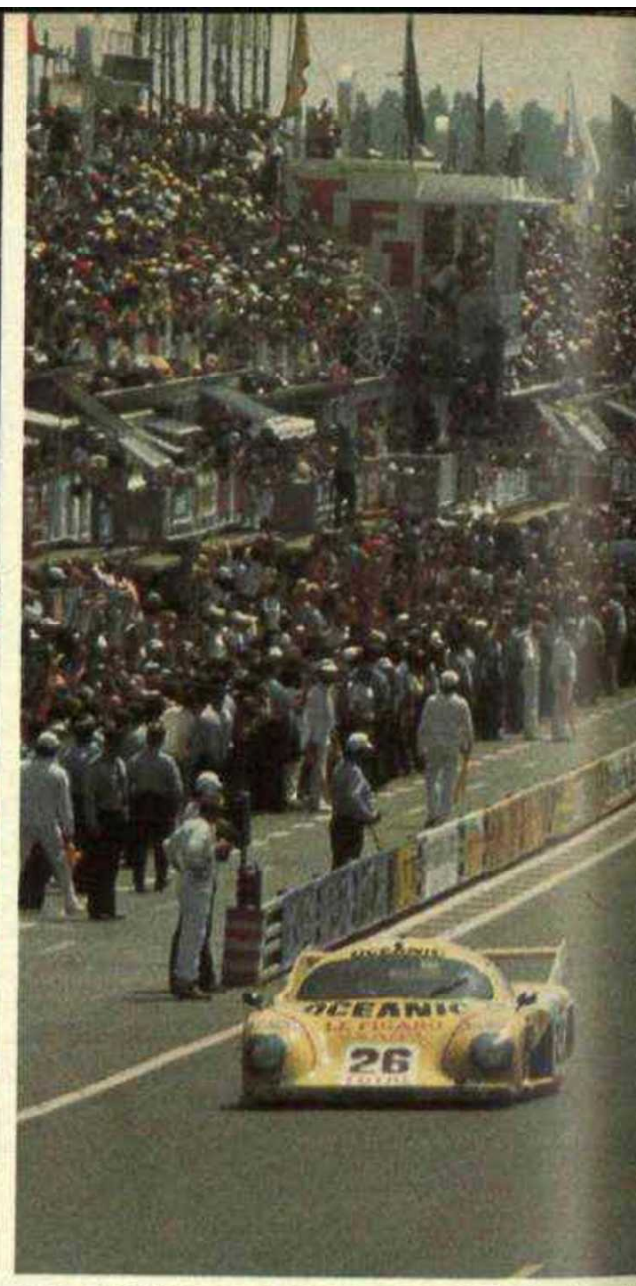
car, but it was this car that everyone should have been paying attention to, for it was red and powered by a turbo-charged 1½-litre V6 engine, against the unsupercharged 3-litre engines of the others. Needless to say it was driven by Gilles Villeneuve and was a Ferrari 126CK. He was all on his own up the front, for his team-mate Pironi was in the spare Ferrari and pranged it at the *Massenet* corner before he really got going. Two

Continued on page 958

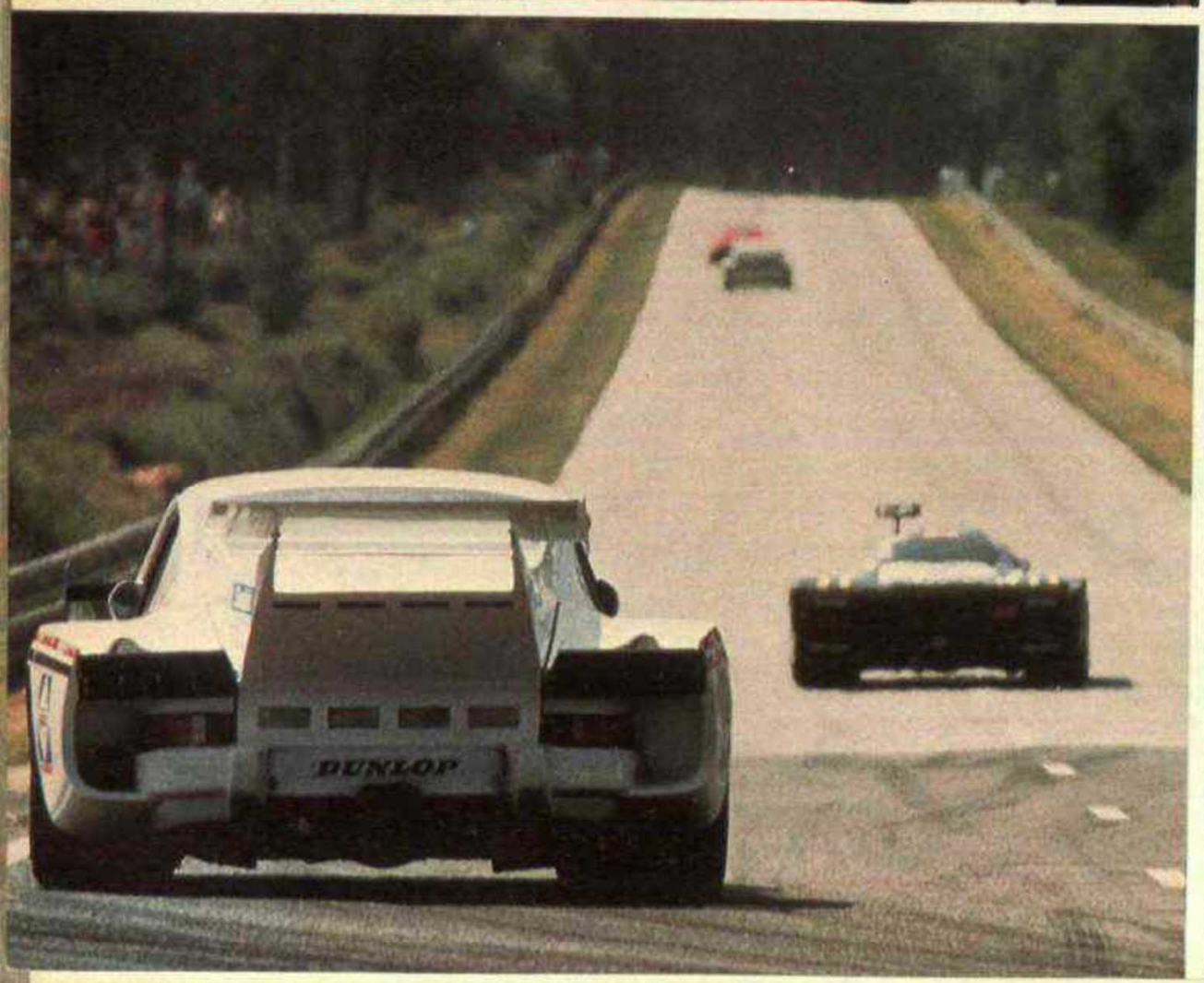
BATTLE ROYAL: Nelson Piquet tries to keep calm as his Brabham BT49C is challenged by Alan Jones's Williams FW07C. Their battle for the lead was a highlight of this year's Monaco Grand Prix.

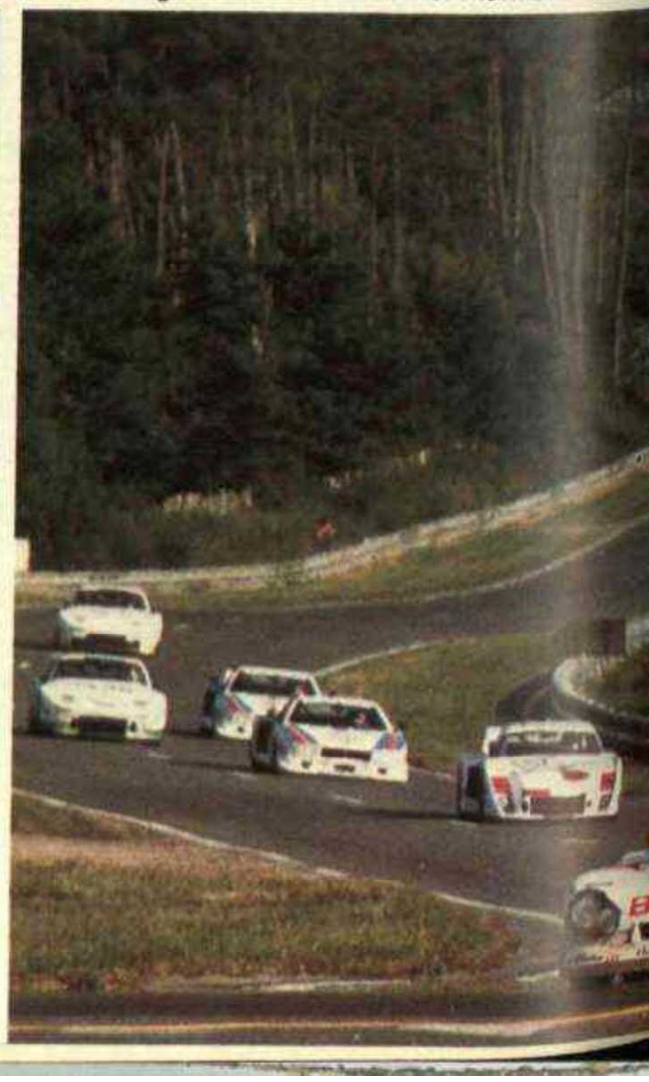






LE MANS 24 HOURS FOR the locall
Although the
salvaged second place, and Gordon Spice/Franc
Lafosse were unable to repeat their 1980 succe
these cars during the opening hours. Instead,
Porsche 936 with Derek Bell to win by 120 mile
right, the Emilio de Villota/Guy Edwards/Juan F
splendid Pierre Dieudonné/Jean Xhenceval/Fe
Cadenets, it was another unrewarding year. T
failure. Likewise, the Dorset Racing car of Nick
Jan Lundgardh/Mike Wilds/Axel Plankenhorn P



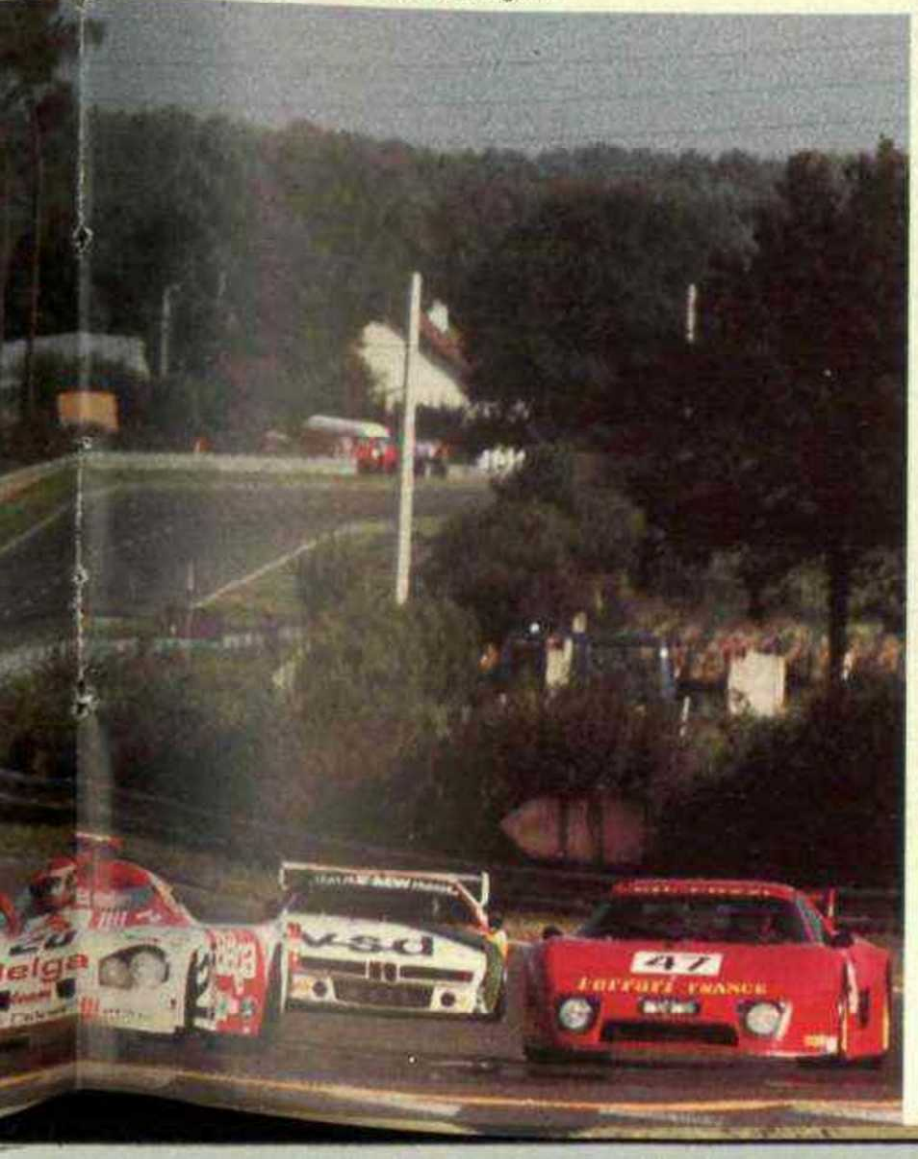




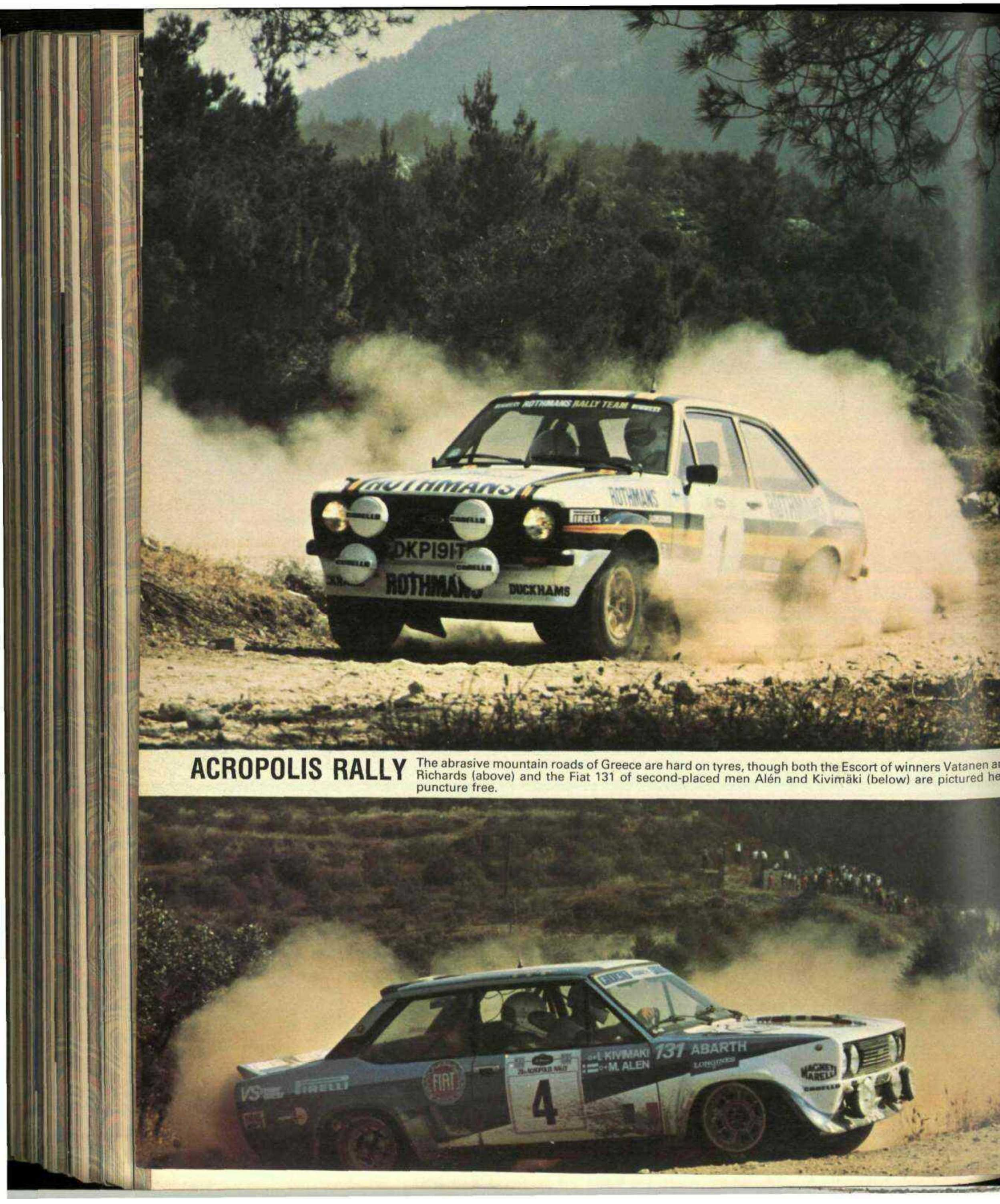
y based Rondeau team, the 1981 race brought disappointment. Jacky Haran/Jean-Louis Schlesser/Philippe Streiff car (top, left) ois Migault (centre, right) were third, Jean Rondeau and Jean-Louis ss and, worse still, Jean-Louis Lafosse sadly lost his life in one of Jacky Ickx (seen leading the grid away, above) shared a 2.65-litre s, and so enter history as the Sarthe's most frequent winner. Top ernandez Lola T600-DFL surprisingly lasted the distance, as did the rrari 512BB (bottom, right), which managed ninth. For the de ne car of the French Martin brothers (below) suffered fuel pump Faure/Martin Birrane/Vivian Candy, seen (bottom, left) leading the orsche 934 on the long Mulsanne straight.









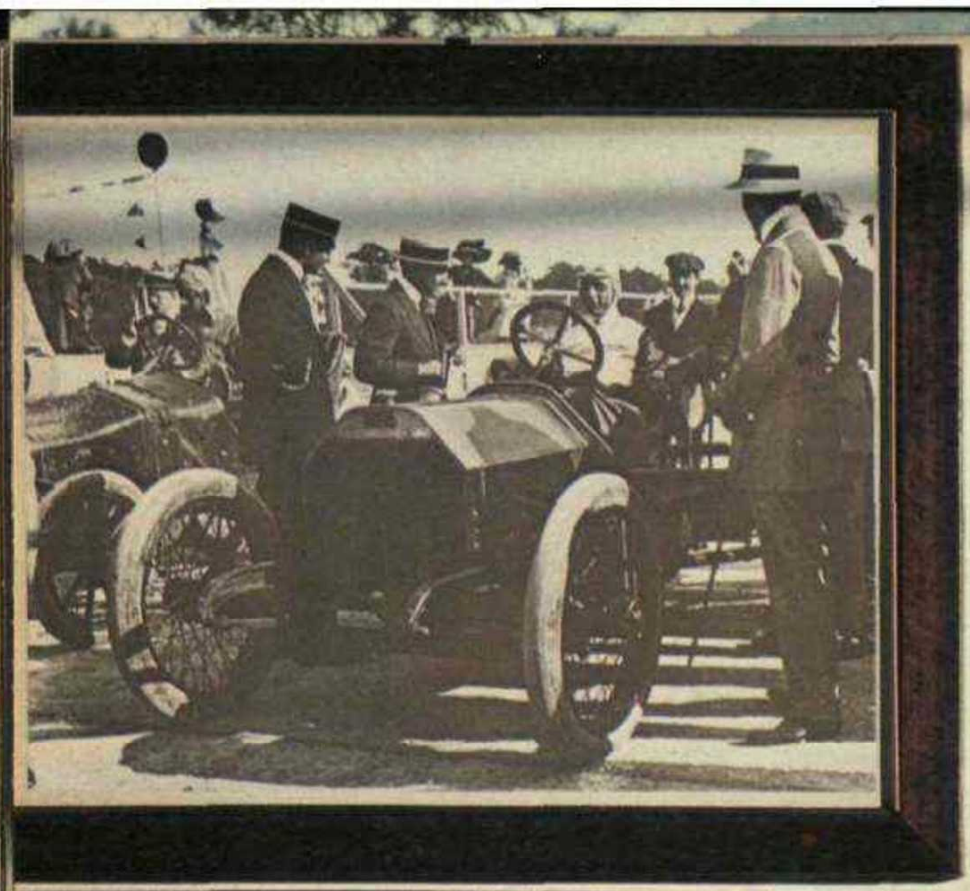


ACROPOLIS RALLY The abrasive mountain roads of Greece are hard on tyres, though both the Escort of winners Vatanen a Richards (above) and the Fiat 131 of second-placed men Alén and Kivimäki (below) are pictured he puncture free.

As always, the Datsuns were reliable, though one of the trio did retire. Shekhar Mehta, who made fifth place partnered by his wife Yvonne in an 8-valve Violet, is pictured above dusting a knot of spectators, but other makes were not as fortunate. Both brand-new Mitsubishi Turbo Lancers went out when engine heat destroyed the alternator of Cowan's car and fuel pipework of Kulläng's (below left). The Audi Quattros were fast and surefooted, and Mikkola (below right) survived a broken rear differential and a nasty fuel spillage fire to keep his lead, only to be disqualified on a technicality and denied the right to continue despite the lodging of an appeal.

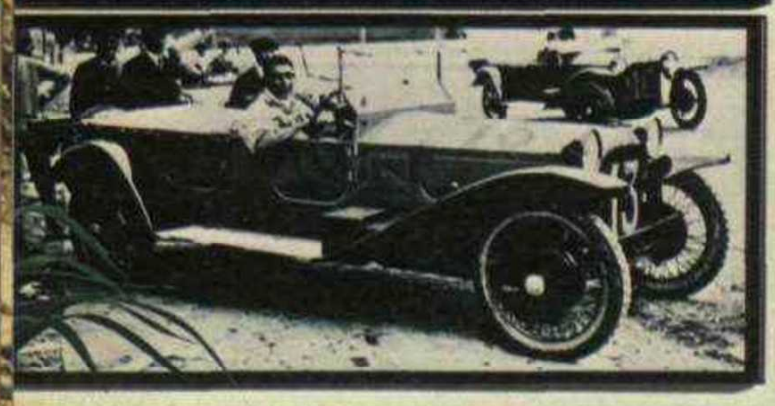
LOTUS F1 PARADE WHEN Team Lotus announced that they were re-joining forces with their former sponsors John Player, they to the opportunity to hold an impromptu display of various Cosworth-engined F1 machines which they have rac over the past decade or so. Above, an expansive Colin Chapman stands at the front of the "grid" while Elio de Angelis (left) and Nigel Mansell on the front wheels of the new-liveried 87s. Car number 12 on the left (behind de Angelis) is an 81, the 88B is immediately behind Chapman an 79 is on the right of the picture behind Mansell's car. Below, Lotus chief mechanic Bob Dance tries his hand in the 88B which should be seen the British Grand Prix on July 18th.

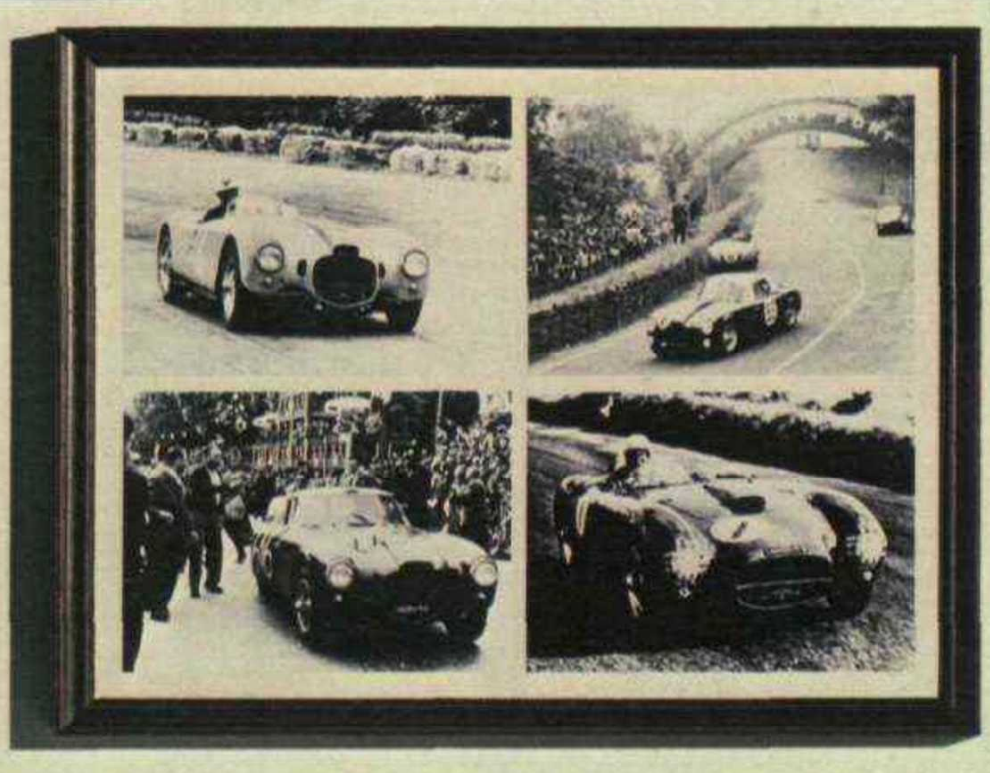
SCOTTISH RALLY THIS year's Lombard Scottish Rally lacked some of its former flavour, but Tony Pond's victory in the silver DTV Chevette HSR (above) was nevertheless steeped in glory. He and Mike Nicholson, co-driving, led Jim McRae's DOT Ascona 400, (below) for most of the two day classic event in the Highlands. The two GM cars bettered the Rothmans Rally Team's Escorts, with Malcolm Wilson managing a third place finish after gently rolling his car on the final day.



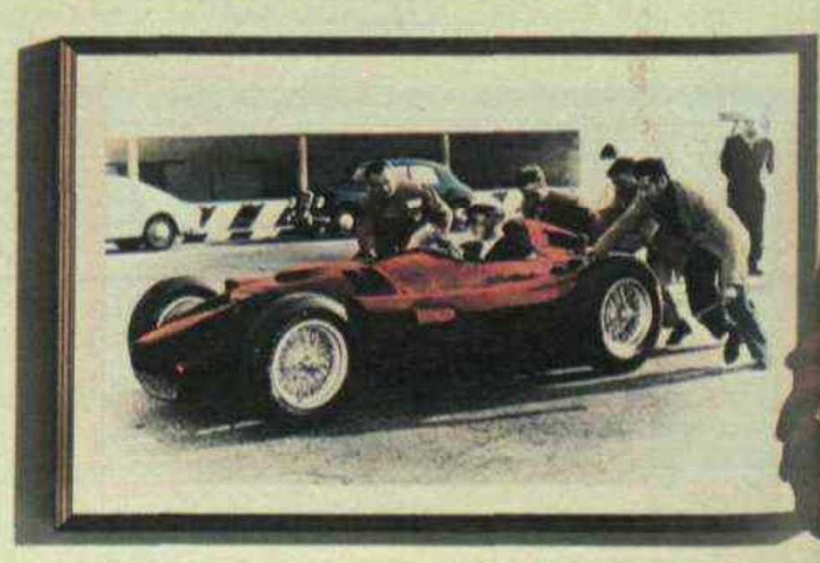












We've been bigoted since we were knee high to a hub cap.

The very first Lancia on the road, August 1907, was on the race track by April 1908. (Winning its class.)

The newest Lancia to go the same route, the Monte Carlo bottom right above, has performed even better.

Last year a turbo-charged version ran off with the World Championship of Makes. (Pushing Porsche and BMW into second and third places.)

The road car, however, is available from any deale

74 years of race prejudice.

As was that very first race-winnin Lancia.

Indeed, we have a tradition of building cars which can b driven out of showrooms and straight on to race tracks.

And the reason is obvious to anyone who's ever take

THE LANCIA MONTE CARLO COSTS FROM £8,100. (PRICES CORRECT AT TIME OF GOING TO PRESS INCLUDE CAR TAX, SEAT BELTS, 6 YEARS' ANTI-CORROSION WARRANTY, 1 YEAR'S RAC MOTORING MEMB















THE LANCIA MONTE CARLO

the wheel of a Lancia: the car enjoys the ride as much as the driver.

The engineer in charge of our Technical Department, Sergio Camuffo (above) puts it like this:

"Lancias have driveability as part of their character. It's not cosmetic, like many cars nowadays. We don't hide behind extra carburettors and exotic spoilers."

The Monte Carlo is an interesting example of this. It has only 2 seats and only 2 litres of engine, but its heart is huge. "The Monte Carlo," says Car Magazine after driving the road car around Goodwood this Spring, "handled so finely and consistently that it easily kept pace with a well-driven Ferrari Dino 246."

Only kept pace? Must have been a little old lady driving the Lancia.

LANCIA

AND VAT, BUT EXCLUDE NUMBER PLATES AND DELIVERY CHARGES.) FOR COLOUR BROCHURES, CONTACT CHRISTOPHER SHELLY, LANCIA INFORMATION CENTRE, P.O. BOX 39, WINDSOR, BERKSHIRE SL4 3BS.



MERCEDES-BENZ 500SEL

Yet another landmark in Stuttgart's pursuit of excellence

THE slight wedge profile of the elegant 500SEL shown to good advantage in this photograph while t particularly large rear door accentuates its lo wheelbase specification.

WHEN you have already got a refined, high quality product, improvements to its specification come about through a gentle process of evolution rather than by a stark, "sweep-the-board" policy of sudden change. So it is with the products of the Daimler Benz AG and this process is particularly well exemplified by its new "S" class of large saloons which were first shown in Britain at last year's International Motor Show in Birmingham. Over the past couple of decades, we at MOTOR SPORT have consistently praised the merits of Mercedes-Benz products and their level of appeal has been raised to such heights that it's rather difficult to see where improvements can be made. In consequence, we approached the long-wheelbase 500SEL with cautious optimism; how *could* it be appreciably better than its 450SEL forbear? The answer is, of course, that the carefully planned process of Mercedes evolution has resulted in a car which seems *slightly* better than its predecessor in every way. And when all these small, apparently detailed, improvements are added together to produce a complete new character, the result is a machine which provides a significant overall improvement.

That a great deal of thought was put into the development of this range is emphasised by the fact that their initial concept was outlined before the first fuel crisis of 1973/74. Inevitably, the most spectacular progress has been made in the areas of aerodynamics and weight-saving generally. The 500SEL which we tried is actually 11 cm. longer than its predecessor, the 450SEL, but thanks to painstaking research and extensive use of high tensile sheet steel and light alloys, it has a 14% lower drag coefficient and is appreciably lighter than the car it replaces. Much of this weight saving is achieved by using a light alloy cylinder block and head for the 4,973 c.c., 97 mm. × 85 mm. V8 engine which, developing 240 b.h.p. (DIN) at 4,750 r.p.m., is the smooth, silky heart of what we discovered to be an outstanding motor car.

At a passing glance, you might *just* not notice the changes to this big Mercedes' body shape. But the more you study the 500SEL, the more different and distinguished it appears to the eye. We always considered the superseded "S" class (we can't bring ourselves to refer to them as "old", since that word implies that they're out of date and obsolete!) to epitomise quiet, well-balanced and refined good looks. But the new 500SEL appears even more timeless in its styling. Its corners are a little more rounded, i curves more subtle and it presents a gent wedge-shaped profile, running gently upward from its bonnet to its high, cutaway tail — reflection of the aerodynamic development wo which has gone into its design. All in all, it is model of clean design, gently taking th Mercedes-Benz image into the new decad without resorting to any outlandish stylin exercises. It's a totally new Mercedes; but easi identifiable as a relation to its stablemates.

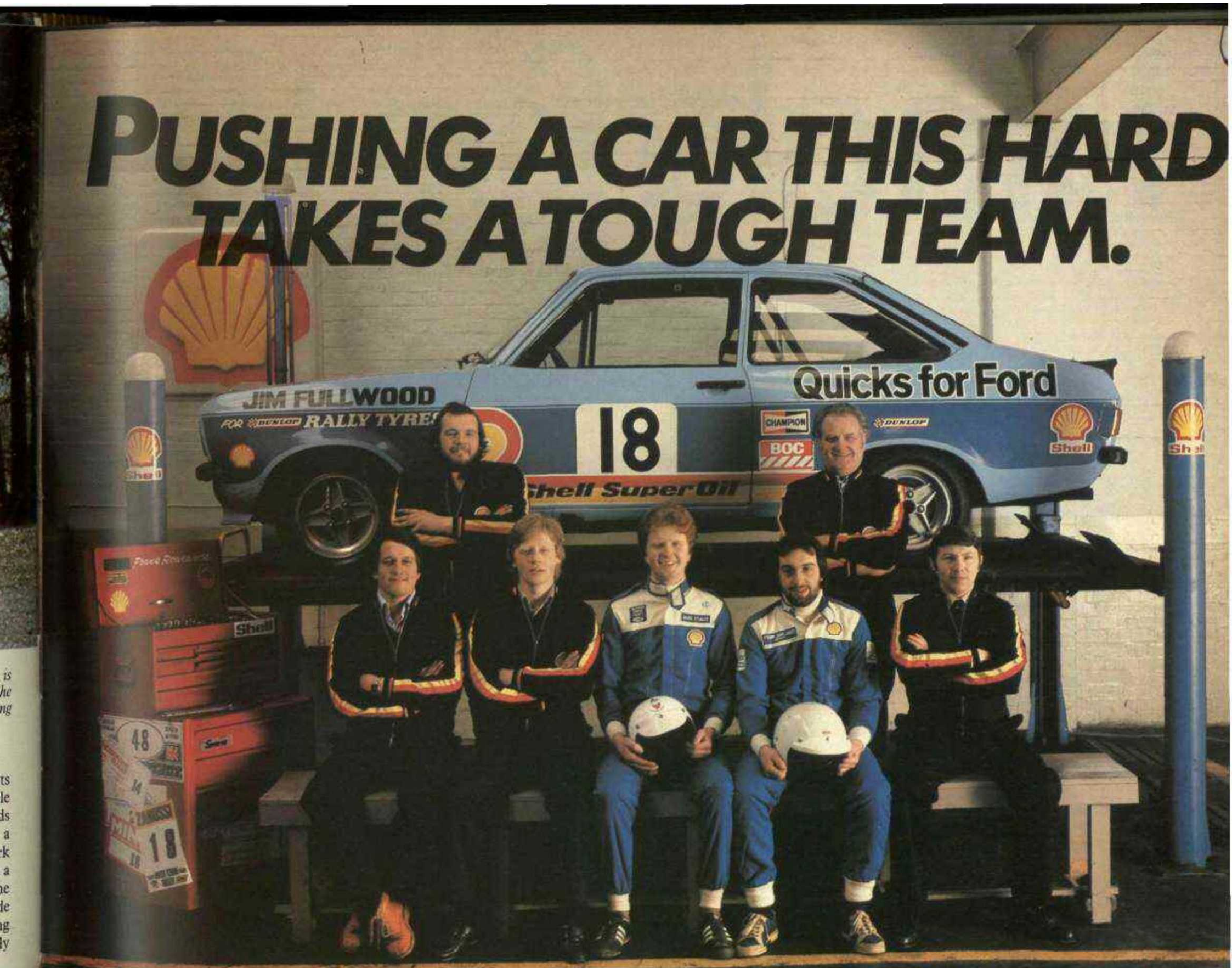
As one would expect, the level

Continued on page 94

THERE is certainly no shortage of legroom within the sumptuously trimmed interior.



PUSHING A CAR THIS HARD TAKES A TOUGH TEAM.



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

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

Over the last four years, the Quicks Team have turned in some very impressive performances.

Mike Stuart and Frank Rowlands have won everything from local rallies to last year's RAC Group I National Championship.

They're a team with a future. A team that's earned its stripes.

So this season, it's Shell Super Oil – and a smooth run to the top.



Shell Motor Oils

WHEN ONLY THE BEST WILL DO

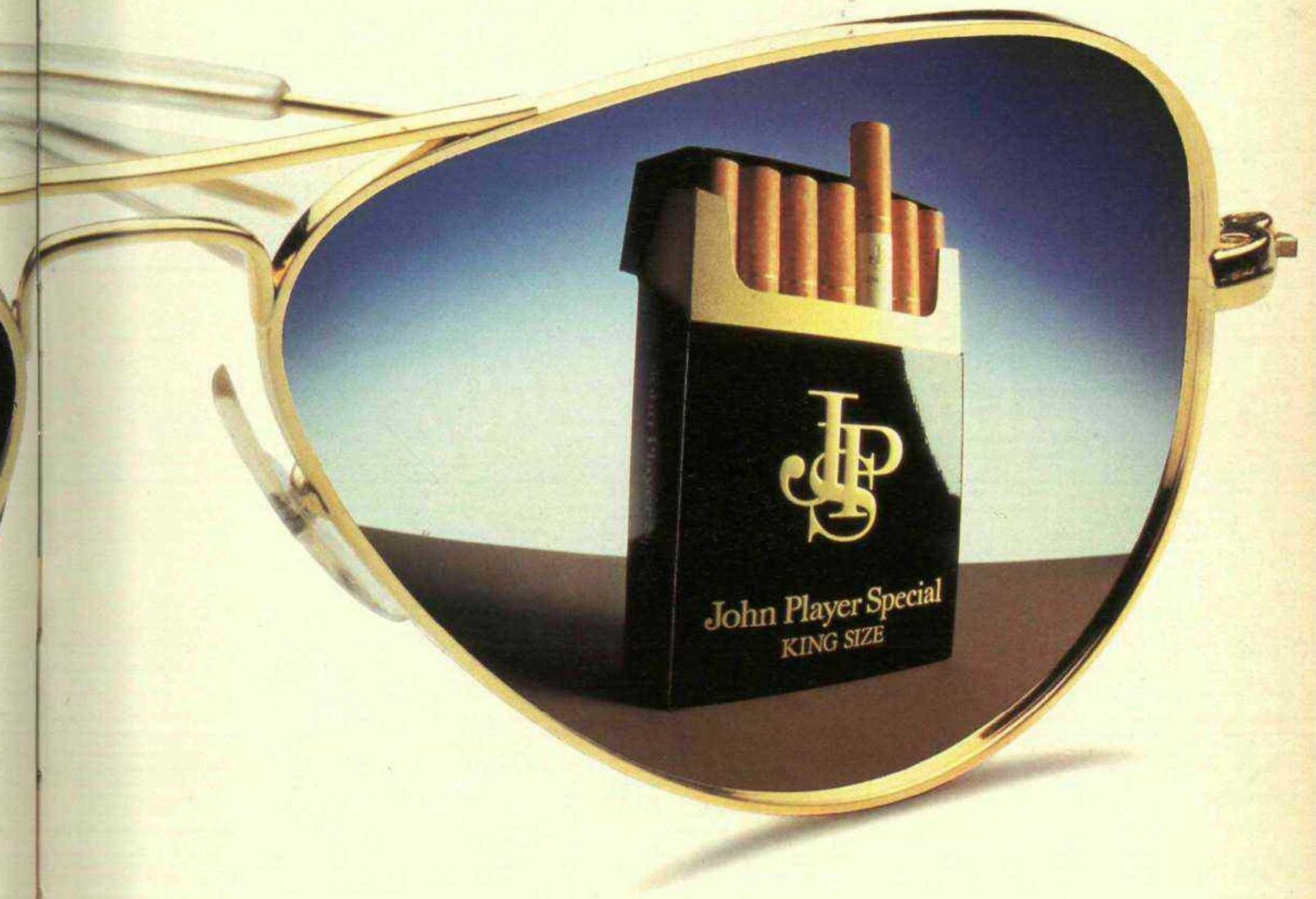
Black for the



JPS 64 MS

The tar yield of this brand is designed to be MIDDLE TAR Manufacturer's estimate, January 1980, of group as defined in H.M. Government Table

e Summer



DANGER: H.M. Government Health Departments' WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

Mercedes-Benz 500SEL

Continued from page 944

accommodation provided inside the 500SEL is to a very high standard indeed. Our test car featured tasteful light brown interior decor to set against the understated dark brown exterior paintwork. As far as the controls are concerned, there's very little new to be seen; having developed an ergonomically satisfactory fascia layout some years ago, Stuttgart rightly feels that little purpose would be served in making changes simply for change's sake. Immediately in front of the driver, through the upper segment of the slightly dished four-spoke steering wheel, the customary array of exhaustively calibrated instruments dominate the 500SEL fascia from beneath a hooded cowl. The largest instrument is a 150 m.p.h. speedometer in the centre, complete with odometer and trip, while the rev. counter (red-lined at 5,800 r.p.m.) is situated to the right and the minor gauges (oil pressure, water temperature, fuel contents gauge and "econometer") are incorporated into the left hand dial. As usual, the whole layout is geared towards giving you the maximum amount of information with the minimum of complication and fuss.

In terms of sheer room, the long wheelbase set-up afforded by the SEL configuration makes for an enormous interior by any standards. The front seats have a range of adjustment which far exceeds the demands of any six-foot tall frame. Our road test 500SEL was equipped with electrically adjustable seats all-round, activated by "seat shaped" controls at the forward end of the door panels. And when Mercedes-Benz say adjustable, that's *precisely* what they mean. Not only can the whole unit be moved in the fore/aft plane, but the squab can be lifted and tilted and the backrest adjusted. I've always found that I sit a little low in the "average" Mercedes-Benz, or at least in those models where no such luxury is fitted, and I must confess that, far from sorting out an "ideal" position, I found that this scope for unlimited seat adjustments left me experimenting every time I took the car out during the duration of the test. I never did *quite* sort out a combination which I took to be ideal, but perhaps that's because I had too much in the way of choice, rather than too little!

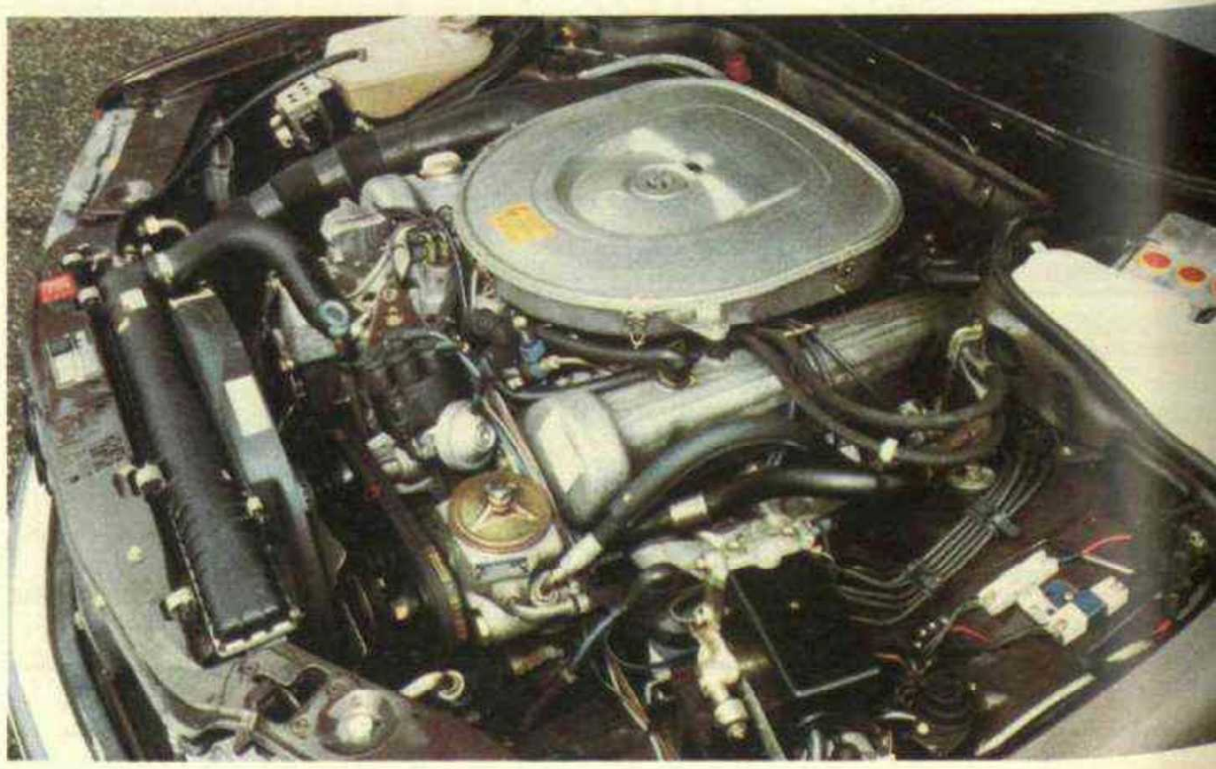
The seats themselves, of course, are high-backed armchairs by the standards of any run-of-the-mill saloon. There's plenty of shoulder and knee support, but I always feel that I could do with more lateral support in a Mercedes. The problem is that the 500SEL's ultimate capabilities are so enormous for a car of this nature that one frequently ends up driving it as though it were a sports coupé rather than a dignified limousine. For the latter purposes, the seats are truly more than adequate; but even belted in, by the superb inertia reel belts with their adjustable height positioning on the door pillar, if you start chucking the 500SEL around, you'll feel the need for a little more contouring in the seats.

Firing up that 54-degree, Bosch K-Jetronic injected Mercedes-Benz V8 is an almost magical experience. At the first turn of the key it bursts into muted action, and if you allow it to subside to tick-over speeds, chances are that you'll have to glance at the rev. counter to check that it's still running. From that point of view, the 500SEL is absolutely outstanding, equalling, in the writer's view, the high standards of silence and refinement set by Jaguar's 5.4-litre, fuel-injected V12. Under hard acceleration the Mercedes V8 is perhaps a

Continued on page 953



ROUNDED curves and "softer" all-round styling distinguishes the new 'S' class Mercedes-Benz (above) from its predecessors. Below, the heart of the action, the splendidly-packaged alloy, fuel-injected, V8 engine.



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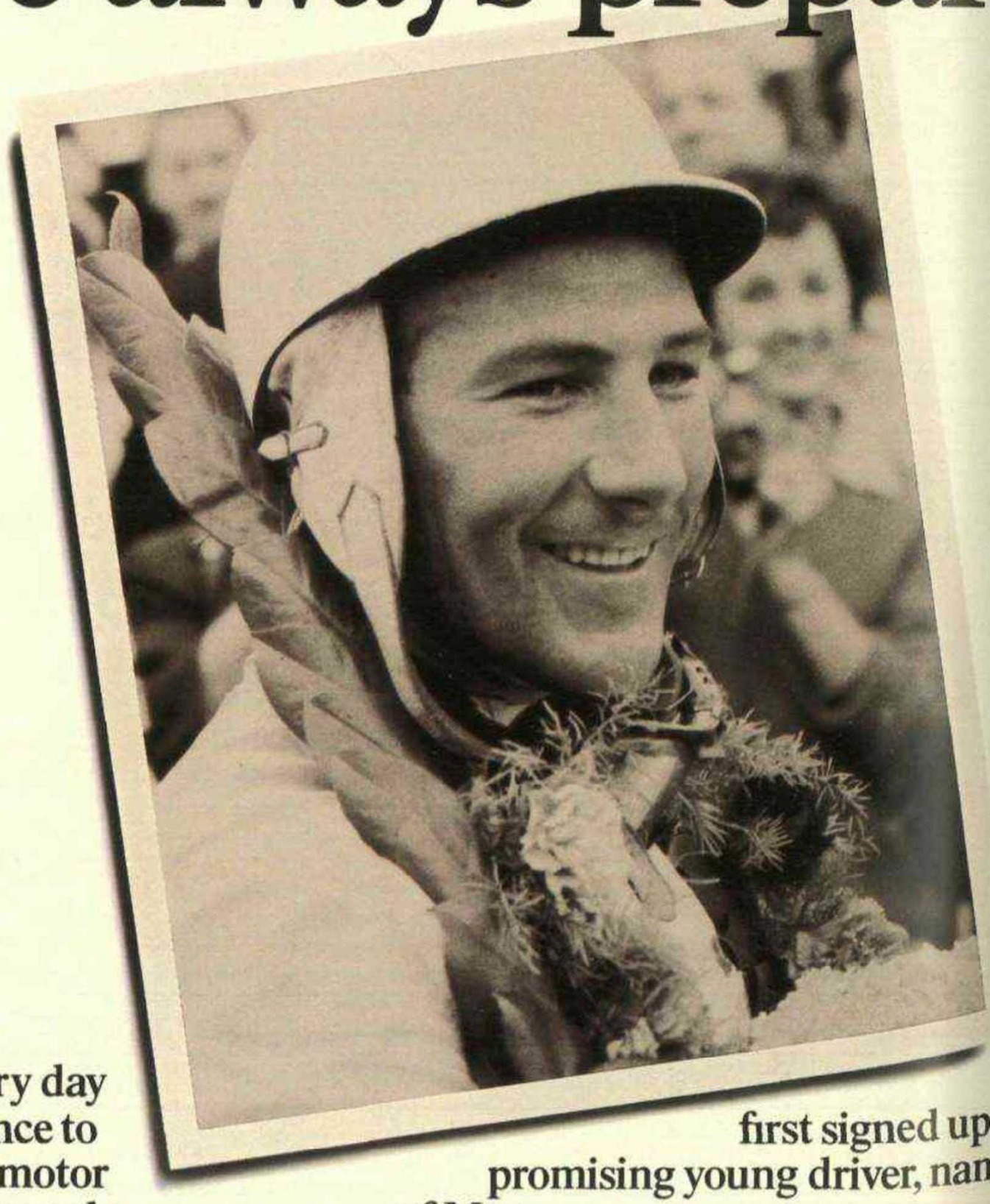
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It's not every day you get the chance to invest in one of motor racing's living legends.

So when we were approached by Audi to sponsor Stirling Moss O.B.E. in this year's British Saloon Car Championship, we jumped at the opportunity.

Mind you, we had to shed a nostalgic tear or two.

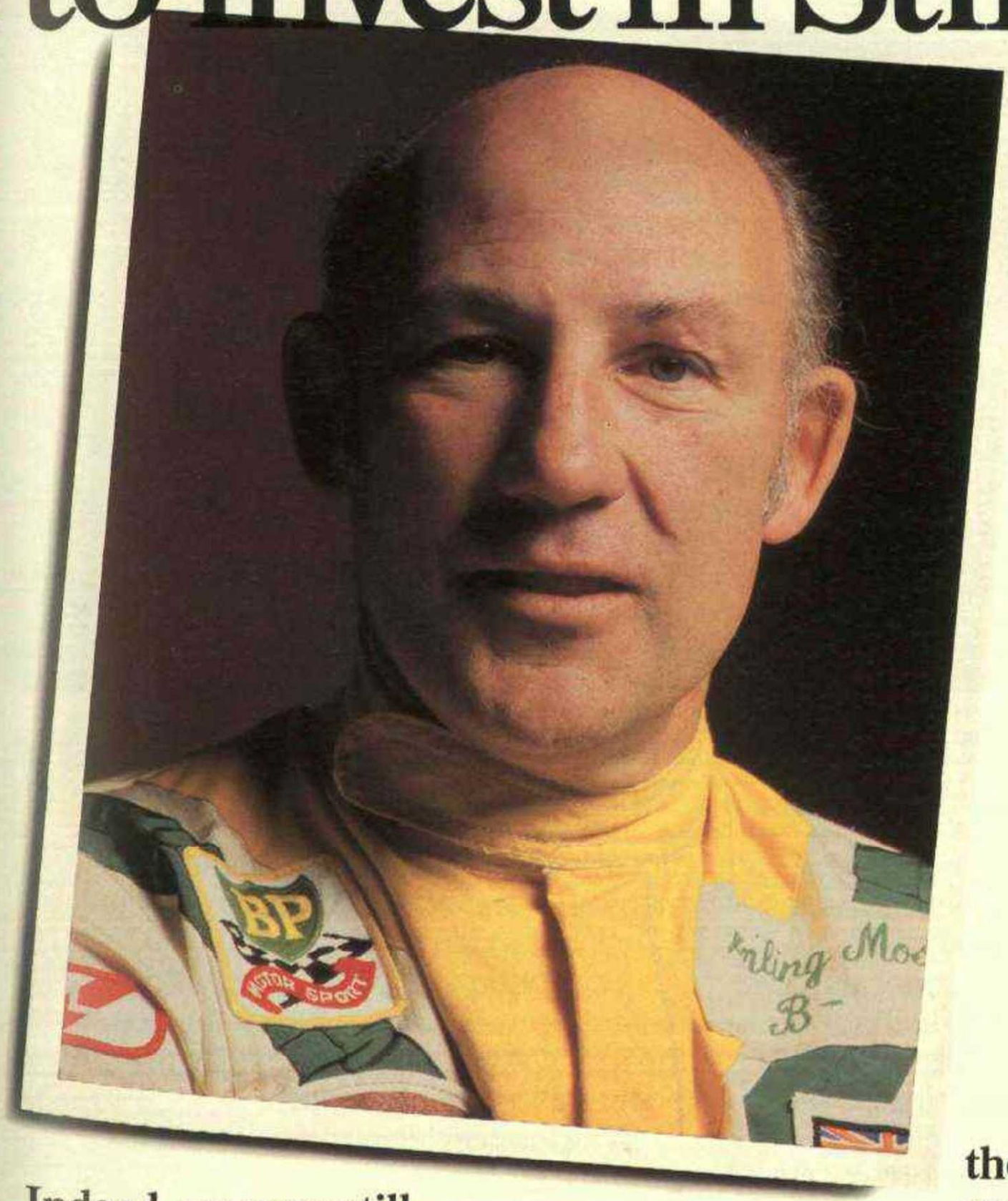
It was way back in 1953 that we first signed up promising young driver, nam of Moss.

For almost a decade he did B and Britain proud.

Remember his annus mirabu of 1958?

That year he scored no less than four Grand Prix wins, only t lose the championship by a single point to Mike Hawthorn.

ding oil company, ed to invest in Stirling.



Indeed, we were still together when he recorded his last (and arguably finest) win in the 1961 German Grand Prix.

Now, twenty years on, he's lost none of his old skills and charisma.

But something that has changed is the oil under his bonnet.

Instead of Energol, he'll be driving his works Audi 80 on BP VF7.

Because we're out to prove that the oil designed to save you petrol can also improve performance.

For the proof, we suggest you watch the BP-Audi team in action at the British Saloon Car Championship.

We think you'll agree Stirling's worth every penny of our investment.

Much like our investment in BP VF7.

BP

ADVANCED TECHNOLOGY, QUARTZ ACCURACY, DIGITAL SIMPLICITY.



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

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Lion House, Tottenham Ct. Rd., W1.
Hi-Fi Care, 245 Tottenham Ct. Rd., W1.
Budget Sound, 242 Tottenham Ct. Rd., W1.
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Mr Cad, Bromley High St., BROMLEY.
Molson Distributors, 345/347 High Rd., ILFORD.
Neasden Electronics, 51 Dudden Hill Lane, Willesden, London NW10.
Sextons I.C.E. at:–
23 York Rd., Waterloo, SE1.
180 Grays Inn Rd., WC1.
Stereo City, 370 Grays Inn Rd., WC1.
Stereo on Wheels, 22 Chiswick Lane, W4.
ABERDEEN, Reids Motor Supplies, Froghall Rd.
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ALDERSHOT, Roadsound, 182 Victoria Rd.
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BURNLEY, Burnley Car Radio, 392a Colne Rd.
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DORCHESTER, Autoradio (VRS), North Square.
DUDLEY, F. H. Jennings, Cinderbank, Netherton.
Studio Musica, 1 The Trident Centre.
DUNDEE, Express Ignition, 49/51 Queen St., Broughty Ferry.
EDINBURGH, Eastern Car Radio, 3 Costorphine Rd.
George Thompson, 25 Rodney St.
EGHAM, Thames Car Radio, 158 High St.
EPSOM, Car Sounds, 176 East St.
GAINSBOROUGH, Sound Services, Ford House, Southolme.
GLASGOW, Motorsound Ltd., 134 Lochleven Rd.
GLOUCESTER, Moons, Shell Show House, Eastern Ave.
GRIMSBY, C. H. Turner, 1/5 Corporation Rd.
GUILDFORD, Norman Richardson, Reliance House, Walnut Tree Close.
HADLEIGH, Molson Distributors, 313 London Rd.
HASTINGS, In Car Radio, 117 Sedlescombe Rd. Nth., St. Leonards.
HAZELGROVE, Car Home Stereo, 219 London Rd.
HIGH WYCOMBE, Motolec, Desborough Rd.
HOLMFIRTH, R. E. Ward, Woodside Walks, Woodhead Rd.
HORSHAM, Road Radio, 31 Springfield Rd.
HUDDERSFIELD, Autosound Services, 89/91 Bradford Rd.
HULL, A.C.C. Ltd., 38 Boothferry Rd.
IPSWICH, Ipswich Car Radio, 313 Woodbridge Rd.
KENDAL, Andrew Brown Ltd., Wildman St.
KIDLINGTON, Hartwells of Oxford Ltd., Oxford Rd.
LEAMINGTON SPA, Clarendon Ltd., 75 Clarendon St.
LEEDS, Autosound Services, 11a Cherry Row.
Uni-Car (Leeds) Ltd., 11 Kirkstall Rd.
LEICESTER, A. B. Butt Ltd., Frog Island.
Castle Motor Co., Abbey Lane.
Car Radio Services, Welford Rd.
LEIGHTON BUZZARD, Camden Car Radio, Lake St.
LINCOLN, Eastern Tapes Ltd., 173 Burton Rd.
LUTON, Musolec, Dallow Rd.
MACCLESFIELD, Car Home Stereo, 44 Sunderland St.
NEWCASTLE UPON TYNE, British Engines Ltd., St. Peters.
Dennis Car Radio, 18 Scotswood Rd.
K. G. Metcalfe Ltd., Dinsdale Place.
NORWICH, Norfolk Car Audio, 128 Dereham Rd.
NOTTINGHAM, PCP Electrical, Broadholme St.
Audiovision, 27 Hayworth Road, Sandiacre.
Autosound Services, Mansfield Rd.
London Car Radio, 191 Canal St.
London Car Radio Centre, Leisuretonics, 30 Market St.
OLDHAM, Autosound Services, 2 Huddersfield Rd.
OTLEY, Autosound Services, Walkergate.
PAIGNTON, Mobile Sound Centre, 248 Torquay Rd, Preston.
PERTH, Car Radio Services, 9 Crieff Rd.
PETERBOROUGH, Auto Sound Centre, 1110 Lincoln Rd.
PLYMOUTH, Turnbulls Garage, Bretonside.
PORTSMOUTH, Car Entertainment, High St., Cosham.
PRESTON, Car Radio Preston, 290 Blackpool Rd.
READING, Motolec, 139 Caversham Rd.
REDHILL, Road Radio, 93 Brighton Rd.
RIPON, Ripon Auto Electrics, Blossomgate.
ROMFORD, Molson Distributors, 187 South St.
SALE, Car Radio Centre, 183 Washway Rd.
SCARBOROUGH, A.C.C. Ltd., 35/43 Trafalgar Rd.
SHEFFIELD, Autosound Services, 306/310 Shalesmoor.
Technicar, 342 Abbey Dale Rd.
Technocar, 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, Toft Green.
F. & S. Motor Accessories Ltd., 148 Micklegate.
CHANNEL ISLES
JERSEY, Selecta Vision, 20 Beresford Street, St. Helier.

MERCEDES BENZ — continued from page 948

fraction noisier, but otherwise there's nothing in it. The four speed Mercedes-Benz automatic gearbox is controlled by the familiar central selector, moving lightly along a well-calibrated gate just ahead of the electric window controls on the console between the front seats. You can just feel the transmission "bump" slightly as you push the lever into "D", but there is absolutely no creeping whatsoever until you press down on the throttle pedal and the 500SEL starts to move away.

Once on the road, the whole character of this *grosser* Mercedes is such as to suggest to the driver that he is controlling a much smaller, more compact and nimble machine. One doesn't *drive* this Mercedes at low speeds in traffic, one simply *guides* it along. The servo-assisted recirculatory ball steering is finger-tip light, without appearing insensitive, and the general lack of noise and vibration insulates one from the world in general. With cruise control to look after one's requirements for motorway work and a very sophisticated ABS anti-lock braking system (as standard on the 500SEL) some might say that the driver is *too* cocooned from reality. That's not intended as a specious remark: it merely reflects the atmosphere of drawing room calm within this Mercedes whilst travelling at low speeds.

Braking capability has always been a strong point on the large Mercedes-Benz saloons. Many rival big car manufacturers offer machines providing comparable performance, but Mercedes always seem to be more than a match for them in the braking department. The 500SEL weighs in at 3,649 pounds, but its four-wheel disc brakes are truly up to the job of stopping it in a hurry from speeds upwards of 125 m.p.h. To add to this sense of security, the ABS anti-lock system is not only fitted to the 500SE and SEL models as standard equipment, but is available as an optional extra on the smaller bodied saloons as well as the SL and SLC sports models.

Although we never explored the full capabilities of the ABS system on a soaking wet road (although we drove on plenty of them during the course of our test!), Mercedes-Benz assure us that, as well as reducing stopping distances on wet or icy surfaces by as much as 40%, the ABS system enables the driver to retain full steering control even during "panic braking". In effect, it automatically confers on the driver the ability to cadence brake, that technique of losing speed by means of a series of hard "dabs" on the brake pedal. ABS does this electronically, but much quicker than the human mind could react. Sensors at the wheels tell the central control unit when each wheel is at the point of locking up; pressure in the hydraulic lines is then reduced so that the wheel begins to turn again and, as soon as it reaches a predetermined rate, the brake pressure is applied once more. The result is that the wheels keep turning rather than locking up, allowing the car to be steered effectively throughout. Thanks to electronic micro-processors, the ABS system applies and releases the brakes with extreme rapidity, as many as four to ten times per second.

With the gearchange left in "D", the 500SEL changes up at a relatively leisurely pace until it gets into top gear and this steady, albeit very smooth, progress only grabs one's attention when the Mercedes edges beyond the legal 70 m.p.h. limit. At this point one becomes aware that the firm surge of V8 performance is continuing, unabated. At 100 m.p.h. there is little in the way of wind noise and only a small amount of drumming as the 205/70 VR14 steel belted radials transmit some of the minor road blemishes to the occupants. By the time you're doing 125 m.p.h. you have to consciously remind yourself that this is a large, four-door limousine and at an indicated 138 m.p.h. there is still obviously sufficient in hand to justify the manufacturers' 140 m.p.h.-plus claims for the car's outright capability. Of course, motoring in such a manner exacts firm revenge on one's wallet, but even so one can hardly deem 14.2 m.p.g. astronomic for this sort of performance. Driving the 500SEL in a dignified and conservative manner, we recorded 19.8 m.p.g. and the overall figure for the car's spell at Standard House worked out at just over 16.5 m.p.g., so that's really not bad at all.

That's the motorway side of the 500SEL character, but its performance on cross-country routes, aided by the automatic gearbox's intermediate hold, is something else again. I would hesitate to suggest that one can drive it like an Escort RS2000, but again the 500SEL proves remarkably agile for its size. It does nothing vicious or untoward when under pressure. No matter how enthusiastically one may hurl it at a corner, this Mercedes won't deviate far off its intended line. Pushed to a ridiculous degree you will be repaid with a measurable degree of roll, but the tyres remain in reassuring contact with the road surface. Ultimately there's a trace of understeer, and on wet surfaces it's possible to get the rear wheels sliding, although they come back into line instantly with a touch of opposite lock from the driver. But the 500SEL wasn't meant to be handled in this sort of unruly style; the fact that it can be, and will allow the driver to get away with it, is another indication of the enormous performance margins incorporated within its design. D.S.J. and the writer used it to drive down to Cirencester where we had been invited to sample the 1981 Ferrari range; after a cobweb-blowing trip in a Mondial 8, we sank thoughtfully back into the expansive seats of the 500SEL and purred away into the distance. After a few miles immersed in thought, D.S.J. remarked, "if you prescribed a cross-country route and sent Gilles Villeneuve off in a Ferrari Mondial 8 followed by Didier Pironi in this Mercedes, I bet Pironi would still be sitting right behind Villeneuve at the end of it . . ." Then, as an afterthought he added, "and Pironi would only have one arm resting on the steering wheel, quietly listening to the stereo!" That says it all for the Mercedes-Benz 500SEL!

With a price tag of £23,900.07, inclusive of car tax and VAT, the 500SEL may seem a trifle on the expensive side within its class. But for that sum you do get a great deal of equipment as standard, including air conditioning, the aforementioned anti-lock braking system, cruise control, a limited slip differential, power steering, tinted glass, an electric aerial, central locking, and headrests all round. Our test car's extras included the electrically adjustable front and rear seats (£460 for the front two, £336 for the rear), electric sliding roof (£434.63), Becker Mexico full stereo (£681.10), a fire extinguisher (£45.47) and alloy wheels (£453.79). Inevitably, one will draw comparison between the Mercedes-Benz 500SEL at this sort of price and the Daimler Sovereign Vanden Plas at £25,755. Personal preference is obviously the major factor in coming to a final decision, as it would be when comparing the 500SEL with the Rolls-Royce Silver Spirit which is priced at £46,629. We would not wish to prejudge the Silver Spirit in view of the fact we have yet to sample one, but would remark that if it is superior to the 500SEL we will be very, very impressed. — A.H.

Maserati's 250F

continued from page 925

Certainly, reading between the lines, the Maserati team frequently had to put up with the "best of the rest" driving their 250Fs at the front end of the starting grids. Undoubtedly the best driver to fall into this category was Jean Behra, who drove as Moss' team mate in 1956 and Fangio's number two the following year. In fact Moss and Fangio were the only drivers of true World class regularly to drive the 250F in the seven seasons it could be seen racing on the World Championship trail.

The 250F was the *only* model to last the entire formula, winning the first race in Argentina at the start of 1954 and being represented by American privateer Bob Drake in a 1957 works "lightweight" car on the back row of the 1960 United States Grand Prix at Riverside. They were nice cars made by nice people, in the main driven by nice people and owned in the 1950s by nice people. Perhaps that was the Maserati team's problem. They were warmer and more pleasant personalities than those at the Ferrari factory in the mid-1950s, and they had an enormous number of hopeful privateers living in and around Modena, all trying to run their cars on shoestring budgets, and scrounging round the factory stores to make ends meet as best they could. Maserati really did (however unintentionally) take on an enormous commitment to supply cars as well as provide facilities to maintain them, and there was frequently a great deal of "juggling round" amongst different people's chassis and engines in order to keep everybody running. It should of course be remembered that there wasn't just the World Championship to be contested by the leading Maserati 250F exponents, but a whole host of minor non-title races scattered across France, Italy and Spain which gave drivers such as Bruce Halford, the late Horace Gould, Roberto Mieres and "Bira" plenty of opportunity to pick up decent placings and thus earn enough prize money to move their tiny racing teams along to the next race the following weekend. What Maserati were doing in F1 was a little like the task that March Engineering faced in Formula 2 during the early 1970s where Ronnie Peterson and Niki Lauda were running works cars in the European F2 Championship and a whole host of privateers were running similar cars, often run from the Bicester factory or by a small "factory affiliated" preparation companies. Like March, perhaps Maserati attempted to keep too many people happy!

People like Halford, Gould and the other amateurs didn't buy their Maserati 250Fs for romantic reasons; they simply wanted to go Formula One racing and this was the only truly contemporary car which was available to a private owner with the factory's blessing. True, you might have persuaded Ferrari to sell you an outdated chassis, but you wouldn't have got much help from Maranello. Mercedes-Benz were hardly in the business of "flogging off" their F1 cars to earn money, and the late Tony Vandervell would probably turn in his grave at the prospect of somebody suggesting that he should have made his highly specialised, costly and exclusive Vanwalls available to any privateer. The latter two teams were in the business of motor racing to win, and no compromise was made that would affect that ultimate ambition. Ferrari were perhaps less averse to doing deals, but Maserati needed the cash generated by the sale of their cars. And the people who bought them simply wanted to go motor racing.



CONTEMPORARY SUCCESS: Stirling Moss took over this 250F from Cesare Perdisa to finish third in the 1956 Belgian Grand Prix at Spa.

Vivid recollections of one particular Maserati 250F "in its prime" come from a current Grand Prix driver who was only nine years old when he saw "2520" being unloaded from the *S.S. Neptunia* onto a Melbourne dockside on April 22nd, 1956. The wide-eyed youngster who frantically clawed at what he recalls as "wrapping paper and corrugated cardboard" on that far-away wharf was none other than Alan Jones, the 1980 World Champion driver and leader of the Frank Williams team. In that innocence of youth, Alan recalls being slightly disappointed when he was told that "Dad was having a Maserati and not a Ferrari. As far as I was concerned, an Italian racing car was called a Ferrari and I wasn't really sure what a Maserati was. As I recall, Dad paid about £10,000 for the 250F . . ."

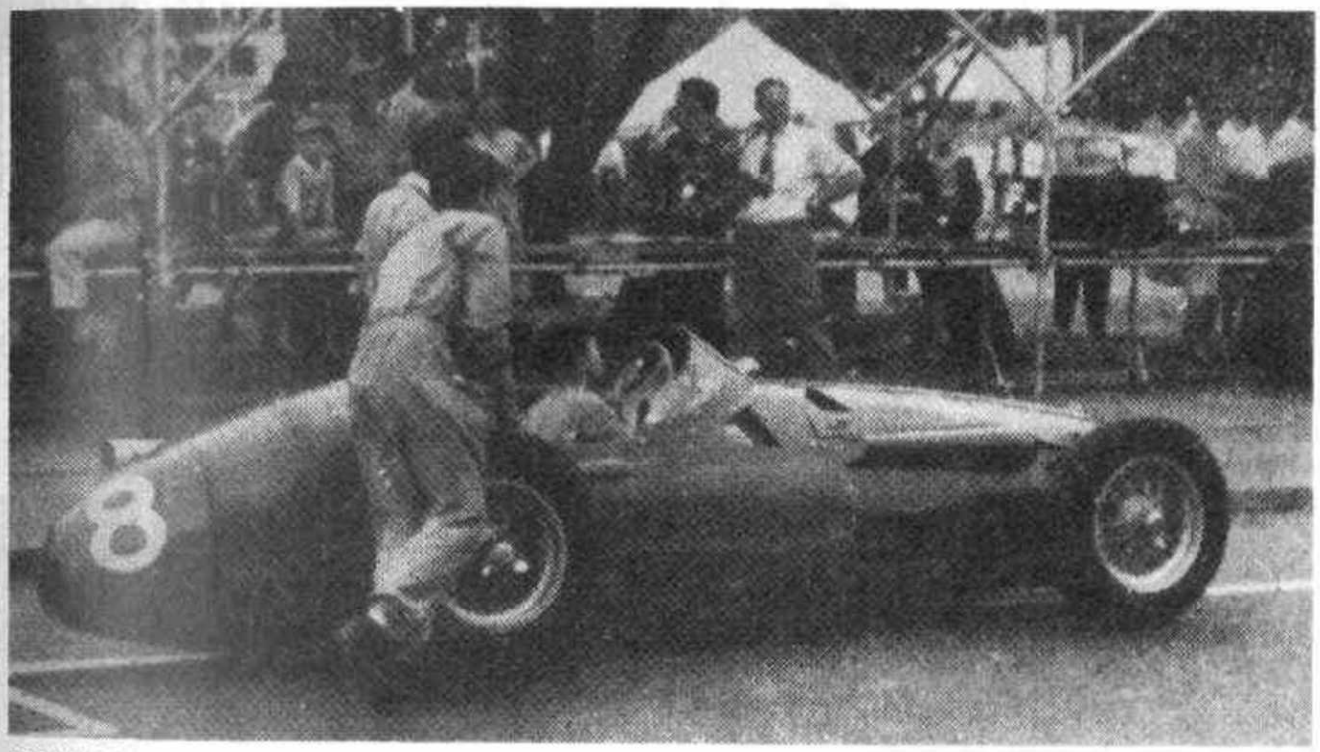
"Dad", of course, was Australian racing hero Stan Jones and it was he who had despatched his friend Charlie Dean (who'd originally built the Maybach Special which Stan also raced) to Modena to buy it. Chassis "2520" had originally been built towards the end of 1955 to the 1956 specification and was sent to Argentina at the start of the following season. Stirling Moss had used it to finish second in the Mendoza Grand Prix, probably explaining why it is fitted with a conventional pedal layout with the throttle on the right and the brake in the centre rather than the other way round. Moss always preferred the right hand throttle, centre brake arrangement ever since he'd been "caught out" by the central throttle layout and crashed badly during practice at the wheel of a works car he'd been loaned for the occasion. Incidentally, Behra, who couldn't really stomach Moss as his team leader, always had his car fitted with a central throttle, even though he could handle either arrangement. The philosophy behind that preference was that he could drive Moss' car if he had to — but Moss would almost certainly decline to race his!

Alan Jones has happy childhood memories of the late 1950s, going round to all the Australian races in company with his famous father. Stan had a great deal of success at national level with the car, although at Melbourne's Albert Park in November 1956 he lost control going away from the start and belted the 250F into a tree, the bend in the chassis frame remaining there to this day much to the amusement of "2520's" current owner, Eastbourne builder David Llewellyn whose car is featured within these colour pages.

Throughout the late 1950s Stan Jones enjoyed considerable success with this machine, but it was eventually overwhelmed by the more nimble rear engined Coopers as the next decade arrived and since 1959 it had in fact been advertised for sale. In 1959 the price was £4,500 (Aus.) which had dropped to £2,500 (Aus.) by 1961. With the downfall of Stan Jones' business interests the car eventually found its way to Britain via a convoluted path which included ownership by Colin Crabbe, Neil Corner, Nigel Moores, Anthony Bamford and, finally, David Llewellyn.

Before we visited Goodwood for a few brief laps in this historic machine, thanks to the generosity and trust of David Llewellyn, we'd already talked to Vic Norman, boss of Rosso, the Cirencester Ferrari dealers. His most prized possession is another 250F, chassis "2527" which was a 1957 works car used to considerable effect by Fangio during his World Championship year with the marque. He used this car to win the Argentine Grand Prix and the subsequent Buenos Aires City Grand Prix while Harry Schell drove it to third place in the Pescara Grand Prix later that same year. It was at its most successful around the time that a youthful Vic Norman, then still at school, was being taken to races in which 250Fs were running as contemporary machinery.

"I recall them making a big impression on me because they always seemed to be basically oversteering", he recalls, "I was always interested in motor racing and then Charles Lucas recharged my enthusiasm for 250Fs in the 1960s when he had so much success in historic events. I used to think 'if I ever get an historic racing car, *that's* what I want'. I used to go along to see every one which came up for sale, but I kept on putting it off, putting it off. I'm glad I finally did a deal to get mine. There's something about them. They're amongst the last 'proper' front engined Grand



LEARNING YOUNG! The ten-year-old boy behind the wheel of this Maserati 250F is Alan Jones, World Champion driver in 1980. This picture from the Autosport *archives shows his father Stan's "2520" being pushed to the starting grid for the 1956 Australian Grand Prix at Melbourne's Albert Park circuit.*

Prix cars. They're very nicely made as well. Everything really seems to fit properly." Norman remembers with great pleasure the sheer delight which showed on Fangio's face when he was reacquainted with "2527" at last year's Stirling Moss Tribute Day at Brands Hatch . . .

David Llewellyn's reasons for wanting a 250F are slightly different. For many years he'd "been involved in 'bitza' specials, but I finally decided that I would like a real 'original' car". He admits that he felt the Maserati 250F embodied the image of the 2½-litre front engined Grand Prix contender, although he has a special affinity for Italian racing cars and concedes that "the Vanwall would be a good British contender" for this particular cachet.

When we were invited to step into the capacious 250F cockpit, the Goodwood track surface was still glistening with ominous puddles and an all-pervading feeling of intense apprehension came over the writer. Sitting there, up in the air stream, facing that huge rev. counter viewed through the left hand segment of the smooth, thin wooden rimmed three-spoke steering wheel, I was suddenly filled with a slight sense of sympathetic nostalgia. This was the *same* steering wheel gripped by that short-trousered schoolboy a quarter of a century ago as his famous father pushed him through the paddocks of Australia and New Zealand race circuits. This was *the* car which helped to shape young Alan Jones' impressions of motor racing, a car in which he watched his father become a racing "folk hero" in Australia and a car, arguably, the expense of running which contributed to Stan Jones' financial downfall, something which bewildered and confused young Alan — and imbued him with a burning desire to succeed when he took up motor racing himself. "When you're young, and your family's been rich and you're suddenly not rich any more — well, it's all a bit confusing and unsettling", Alan Jones once told the writer. And the great sadness is that Stan Jones never lived long enough to see his son win a World Championship Grand Prix, dying as he did after a succession of strokes back in 1973.

With David Llewellyn's warnings not to ride the clutch — "take your foot off it as soon as you've selected the gear" — I edged out onto the Goodwood circuit. When you're used to the braking capabilities of modern cars, it was a little disconcerting to find that the huge, finned brake drums only afford very modest powers of retardation until they're well-warmed up — and you've got to remember this as you're building up to 6,500 r.p.m. down the Lavant Straight towards Woodcote and the chicane. The gearchange is crisp, but precise once you've learned to be firm with it. The pedal positions, relative to the driving seat and steering wheel? Well, now I know that *all* Italians are obviously shaped that way with short legs and long torsos!

That twin-plug six-cylinder engine is really a dream, like a big smooth road sports car unit, very tractable low down but with plenty of bite towards the top of the rev. range. I never saw more than just over 6,000 r.p.m. in the rain, so this was no track test you'll be happy to hear. My mind shuddered slightly as the 250F skittered slightly over the puddles at Fordwater a corner taken by Moss, Collins *et al* at something around 8,000 r.p.m. "You're supposed to kick the tail out and steer them with the throttle", D.S.J. told me with a cheery grin on his face. Since I'd already agreed to wear his open-face crash helmet rather than my Bell Star — "too pretentious", I was warned — I felt that I'd taken my share of his advice for one day, and gently drove the 250F at my own pace.

I loved it, every minute of my six and a half slippery, cautious, perspiring laps. And I can see why everybody adores their own Maserati 250Fs. Truly, they were all things to all men. For Moss, the car that sealed his future; for Fangio, it was a car to win his fifth Championship; for Alan Jones, the car which exerted a huge personal influence on his life. Those who own precious, highly-valued Maserati 250Fs in the 1980s have similar, individual, reasons for holding the cars in personal esteem. The Mercedes-Benz W194 may have been more dominantly successful and more mechanically innovative; the Vanwall more aerodynamically effective. But the Maserati 250F has an all-embracing appeal — you find few individuals who can give a sensible reason for *disliking* them. Yes, perhaps they are classics after all. — A.H.

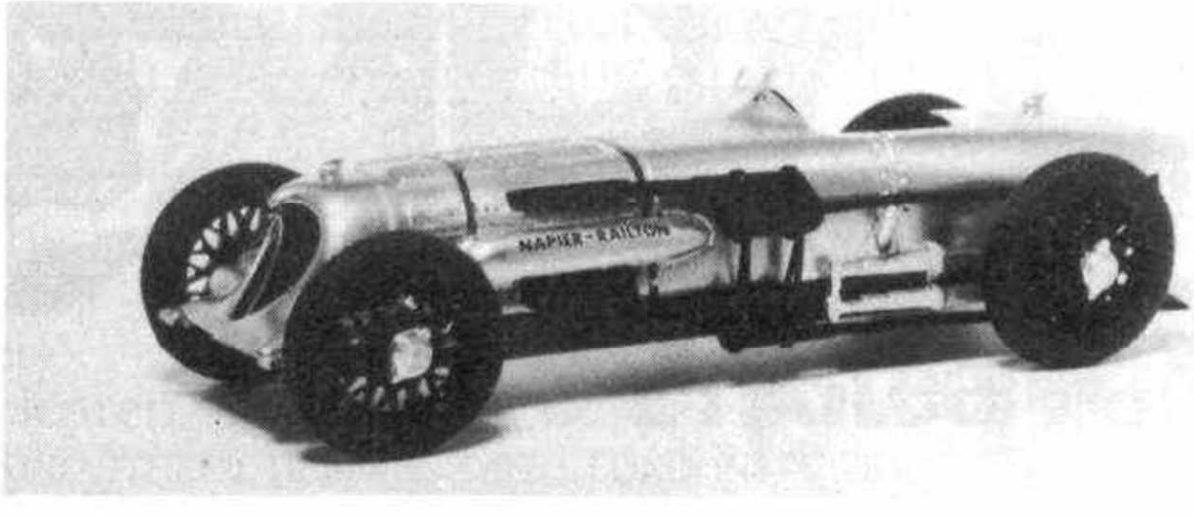
Miniatures News

THE big news this month is that Grand Prix Models of Radlett have released their long-awaited miniature of the John Cobb Napier-Railton aero-engined racing and record-breaking giant, in their "Classic Models" series. The standard of the die-casting is high, so the finish is very good, and this impressive 4½"-long model reproduces the twin cantilever rear springs, the massive ½-elliptic front springs, and the complex triple Brooklands exhaust piping of the real car extremely well. The off-set cockpit and aeroscreen, in and behind which the drivers of this great car spent so much time, at very high speeds, is also exactly right. The car is in 1933 form, with one petrol filler cap.

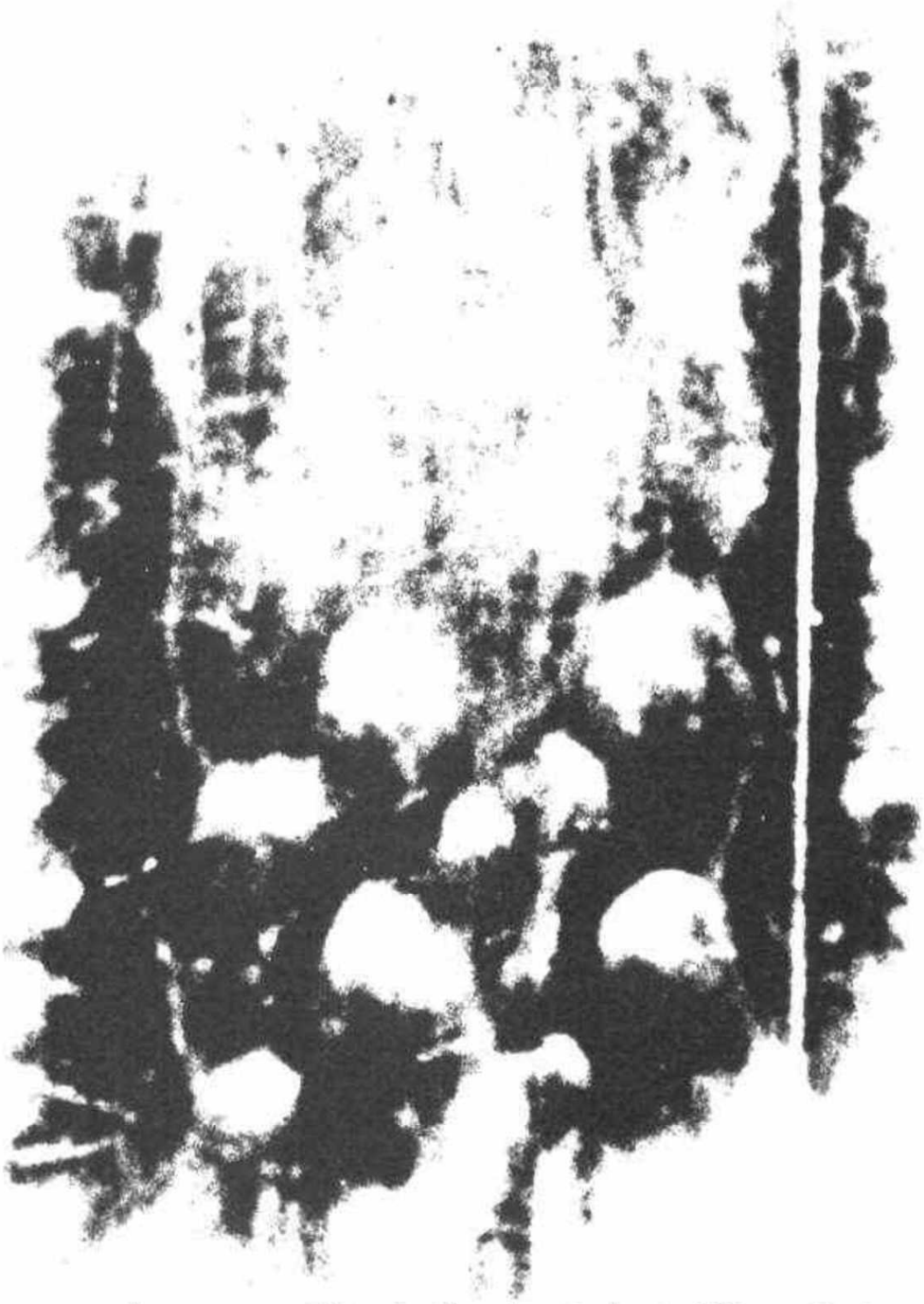
Thus Brooklands enthusiasts can now own yet another 1:43rd-scale replica of a car raced at that Track, putting it alongside the Grand Prix models of the Birkin blower-4½ Bentley single-seater, Count Zborowski's Chitty Bang Bang, TT Vauxhall, GP Salmson, Bugatti, Tipo B Alfa Romeo, Aston Martin and other denizens of the old Motor Course, which GP Models have reproduced so well in miniature. The Napier-Railton model costs £7.45 in kit form (postage 50p extra, from 173-174, Watling Street, Radlett, Herts.) or £29.50, postage the same, for a carefully hand-built model on a presentation plinth. On the more modern scene GP Models have also recently released a kit of the Talbot Lotus Sunbeam RAC Rally winner, and Talbot are so pleased with the model that their Special Tuning Department is selling it. That kit costs £7.95, as does the one that is GP Models' current "best seller", of the Rothmans Escort, built up examples of which were by Rothmans as quiz awards on the rally circuit. The kit models come complete with history and building instructions.

On the aeroplane-miniatures front, Revell have introduced plastic-kits for building 1:48th-scale Cessna 150/A150L, Piper Super Cub PA-18, and Beech Bonanza miniatures, which need no recommendation from us. — W.B.

GP MODELS version of the Napier-Railton.



Ovals cut through water more efficiently than squares.



A competitor's footprint at 60mph in 3mm of water.



The Firestone S-211's oval footprint 60mph in 3mm of water.

As we prepare this advertisement for you here in London, it's raining outside.

Maybe it'll rain where you are tomorrow, because it rains somewhere or other in this country 150 days a year.

Days when you'll still drive to work in your usual hurry, and your wife will run the kids to school just the same.

Week after week, all fifty two weeks in the calendar.



With you taking all these chances, we didn't want to take any.

We spent nearly three years at Firestone making certain our S-211 was the safest tyre you could have on a family car in the wet.

Before we settled on the tread pattern you see now, we tested all kinds.

3 and 4, as well as 5 rib designs, and all with different features. Straight and angled grooves. Through slots, half slots, contained slots.

Most important of all, whereas the vast majority of tyres have a square footprint, we gave the S-211 a special tread profile that makes an oval footprint.

Then, to check that we really do have the edge on the competition, we ran more tests.

In these, we drive a car at 60 mph through a glass-bottomed trough containing 3mm of water. (Some of our competitors do their published tests in 2mm, and at lower speeds.)

We photograph from underneath, through the glass. The clearer and sharper the picture of the tyre's footprint, the better the tyre is gripping.

If the picture's fuzzy and blurred, water is coming between the tyre and the glass. The tyre is beginning to aquaplane.

In test after test, the S-211's oval print shows up better than competitors', indicating that its foot is firmly on the ground.

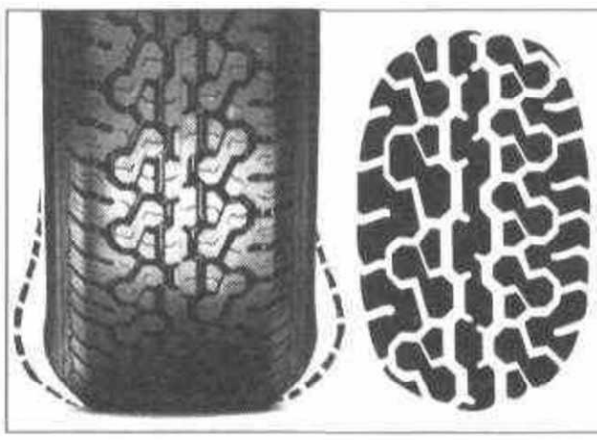
To double check, further tests were then conducted by Professor Gnadler in the research department of Karlsruhe University.

This is where car manufacturers like Mercedes-Benz carry out their tyre tests, and the procedures are very thorough.

Computer print-outs recorded the S-211's braking (or gripping) efficiency at various speeds and in different depths of water. Again, up to and including 3mm.

The results confirmed our own. The S-211 grips superbly in the wet, and is still gripping when the competition is aquaplaning.

As Frank Page summed up in *The Observer:* "Until one of the other major companies comes out with its new radial, the S-211 series is setting the standard."



Tests show that the S-211's straighter sidewalls (far left) improve driver control – give lighter, more positive steering.

Most tyres have a square footprint. The S-211 has an oval footprint, which cuts through water more efficiently.

An unsolicited testimonial that will comfort or discomfort you on a grey, wet morning, depending on which tyres you've got fitted to your car right now.



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S-211 Steel Radial

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THE FIRESTONE S-211 IS AVAILABLE AT ALL BRANCHES OF: ACTION TYRE CO. "CASH 'N' FIT" THE RETAIL OUTLET OF FOSSITT & THORNE LTD. CHESSINGTON TYRE LTD. COUNTY TYRE SERVICES LTD. GOSPORT TYRE SERVICE. KENNING TYRE SERVICES. KINGS ROAD TYRES AND REPAIRS LTD. McCONECHY'S TYRE SERVICE LTD. D.G. MAGOWAN (TYRES) LTD. NORTHERN BATTERY AND TYRE SERVICE LTD. STAPLETON'S (TYRE SERVICE) LTD. T AND H TYRE SERVICE LTD. TYRE SALES (B'HAM) LTD., INCORPORATING ABBEY TYRE. WATLING TYRE SERVICES LTD.

Monaco Grand Prix

continued from page 935

accidents to Pironi, second place to Villeneuve. You could call it "swings and roundabouts", though Mauro Forghieri had other ideas. Alain Prost with the new RE32 turbo-Renault would have looked good in eighth place had Villeneuve and the Ferrari not been in second place, and poor Arnoux was nowhere as his new car had broken its engine in the morning and he had to use the old spare car. Another significant thing was that Team Lotus were back where they belong, the new Type 87 being totally legal as far as Chapman's "friends" were concerned, and one of the cars was fourth fastest, not driven by de Angelis, but by Britain's own Brummie, Nigel Mansell. While the young Italian was fiddling about and looking for ways to make the car help him go fast, and getting petulant if it didn't, Mansell got stuck in and put all his effort into his driving. The result was Mansell fourth, de Angelis twelfth.

The reigning World Champion Alan Jones may not be setting the pace this year, but he is never far away and the car with number one on it was in a good solid third place. Reutemann would have been up there with him had he not been caught cheating by the light beam. At this point in the four-day Monaco gamble Serra (Fittipaldi), Gabbiani (Osella), Alboreto (Tyrrell), Rosberg (Fittipaldi) and Stohr (Arrows) were on the elimination list, together with Ghinzani (Osella) who did not practise at all. While serious-minded people like Keith Duckworth and Brian Hart were looking closely at the turbo-charged Ferrari engine, others were waving their arms and mouthing-off about Piquet having done his time in an illegal car. Certainly he was in BT49C/9, the spare car, most of the time, but the "shouters" were saying it was under the regulation weight of 585 kilogrammes. At the end of a race, on worn tyres, worn brake pads and low oil level a Brabham has been seen to weigh 585.01 kilogrammes so it would not need much imagination to produce a car that was under the weight limit, but it would be easier and more effective to use a 3.3-litre Cosworth V8 or better still, to be such a good team that Keith Duckworth gives you a specially prepared, totally legal, DFV that gives 520 b.h.p. or more likely for Monaco, 480 b.h.p. with an enormous torque range. Anyone who is interested in what is going to happen, rather than what has happened, was pondering on why the turbo-Ferrari egine has no throttle-lag, why its mixture control is impeccable, why its reliability is already proven, and why it was in second place on a circuit that the "know-alls" tell us is impossible for a turbo-charged engine. Keith Duckworth went away murmuring "Hmm, I see . . ." and no doubt Brian Hart was thinking to himself. Meanwhile, people like Ken Tyrrell, Teddy Meyer and even Colin Chapman, were blowing a lot of hot air and Mauro Forghieri was probably thinking "they should blow that into their engines". Renault were not happy at all.

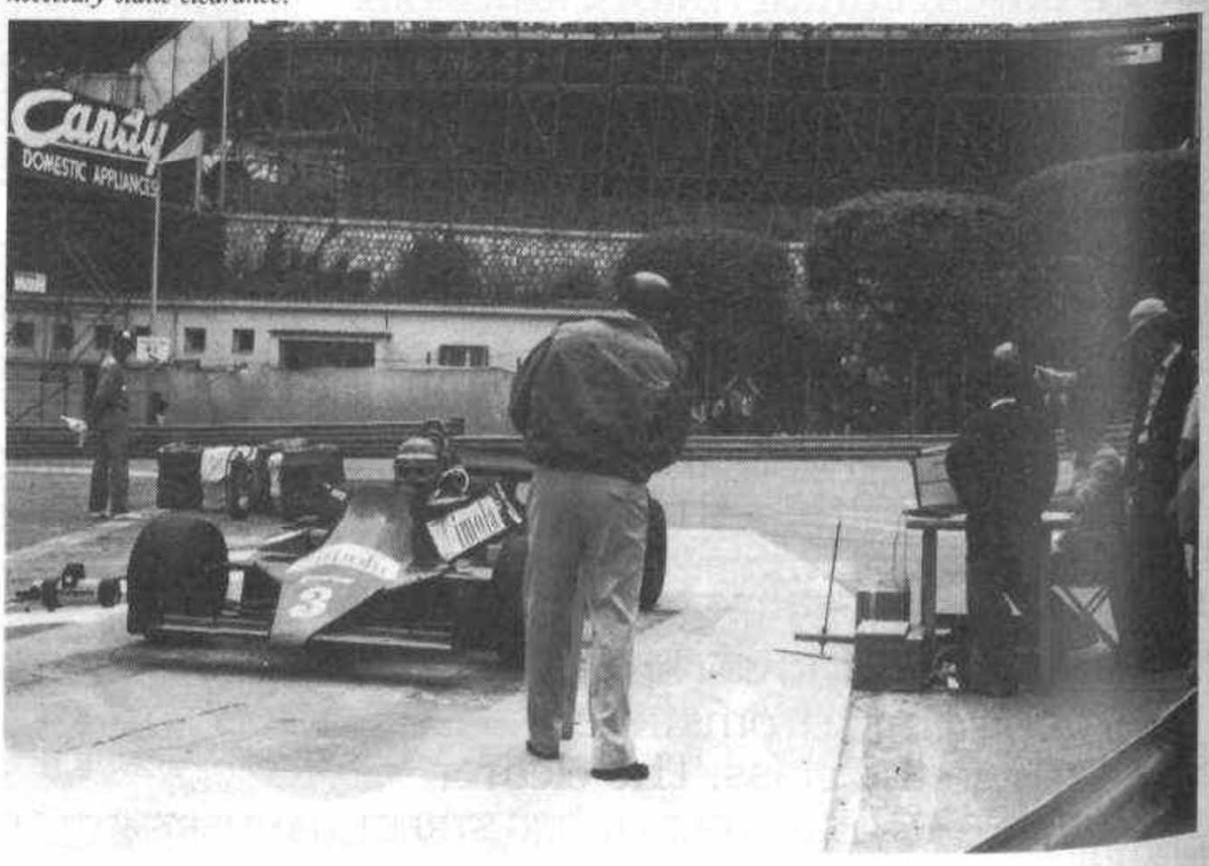
Friday was a day of rest for the Formula One world, though there was plenty to do. You could work on your cars, have a meeting, throw a party, go away and visit friends, stir things up with the newspaper people or sit in your car in a traffic jam; what you could not do was lie in the sun, for it disappeared behind heavy cloud. Saturday morning everyone was back on the job bright and early, ready for the start of the test-session at 10 a.m. and the weather was still cool and cloudy,



PIQUET in the space-craft-like cockpit of his Brabham. The missing bodywork reveals the control lever and complexity of hydraulic pipes for operating the suspension height adjusting system.

just right for tyres, engines and road conditions. Everyone thrashed round trying this and that, Ferrari had sent off for a fourth car to replace one of Pironi's wrecks and Brabham had a fourth one which Rebaque used in place of his own car which he had bent the day before. Arnoux was back in his new Renault and everything was pretty orderly. Some years ago the chances of completing a full lap without let or hindrance was about one in ten, but this figure is more like one in fifteen today, with cars getting bigger and faster and more exacting to drive on the limit. Add to that the possibility of being caught cheating and losing your lap times, and it's a wonder grid-pattern ever appeared. No sooner had th final hour of timed practice got under way tha Arnoux hit the barriers by the swimming pool an yellow flags, cement dust and marshals removin the wreckage put a stop to any serious laps. Thi was Arnoux's RE30 so he was forced to go back t the RE20 Renault. Pironi was in equal trouble with an engine failure in the morning and a brus with a guard rail in the fourth turbo Ferrari (049 in the afternoon, giving him a flat rear tyre an damaged suspension. Meanwhile Villeneuve wa on terrific form (he always is!) and made fastes

CHEEVER's Tyrrell passes over the light beam, set at exactly 6 cms. above the ground, to check that he has the necessary static clearance.



time of the afternoon, only 7/100ths of a second off Piquet's pole-position time. Piquet was content to cruise round testing things rather than improve on his Thursday time, as no-one had looked like getting near to it. This confirmed in the minds of many that he had used a demon-lightweight "qualifying car" to record his 1 min. 25.710 sec., no-one seemed to want to give him credit for his driving ability, and when Villeneuve did 1 min. 25.788 sec. by dint of a fantastic bit of do-or-die overtaking arriving at the *Tabac* corner his time was put down to 570-600-700 horsepower. One other driver got into the 1 min. 25 sec. bracket and that was Nigel Mansell in the Lotus 87/1 with 1 min. 25.815 sec., the result of a lot of hard work, skill and determination and devotion to the business of being a racing driver. There are still those who bleat about the driver not being important any more (especially a certain TV commentator!) but there are as many who are loath to admit that Ferrari has built a good car or that the Lotus 87 is a good car. The mere thought that Chapman has produced another winner made some people rush off to their drawing boards.

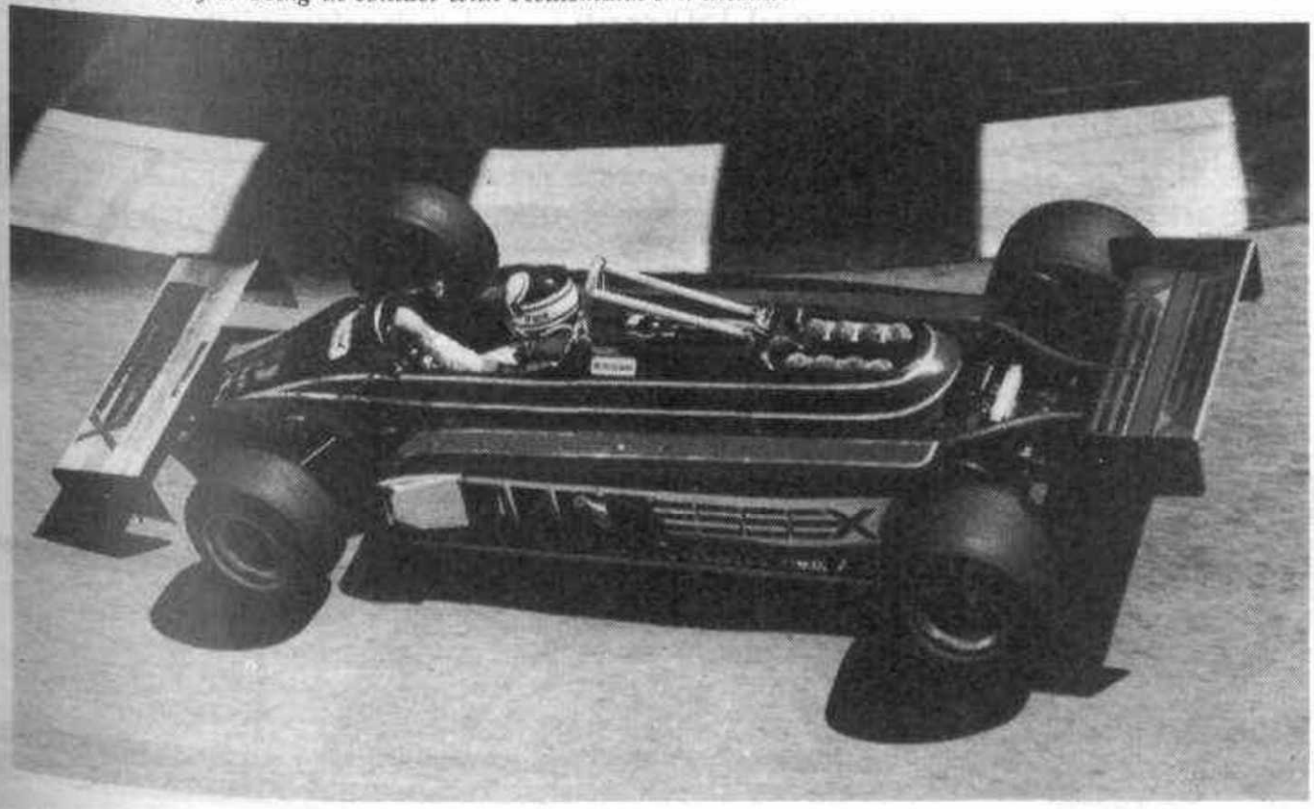
The whole business of juggling with all the variables on a Formula One car, getting everything right at the right time, having an unhampered run for one and a half minutes and not being caught cheating, made the whole business of the grid position seem like a game of Russian Roulette. With the exception of Pironi, whose troubles were known, the grid order of the twenty qualifiers was surprisingly reasonable in spite of all the hazards. Rosberg, Jabouille, Rebaque, Serra, Ghinzani and Gabbiani were left out, in that order. Piquet was on pole-position with his Brabham, with Villeneuve (Ferrari), Mansell (Lotus), Reutemann (Williams), Patrese (Arrows), de Angelis (Lotus), Jones (Williams) and Laffite (Talbot-Matra) all eager to get by. The original thirty-two had been whittled down to twenty-six and they had now been whittled down to twenty and the 76 laps were going to whittle them down to one, for there is only a winner at a Grand Prix, there are no sub-divisions or categories in Formula One, nor are there any degrees of winning. The man who finishes first wins the race, subject of course to 456 rules and sub-sections, nineteen protests, Tribunals, Courts of Appeal, lawyers, solicitors, judges and so on and so forth.

Sunday was a superb holiday-brochure day, with blue sea, blue sky, bright warm sunshine, a large but not overpacked crowd, and everything was set for a good race. The whole organisation had gone perfectly, everyone was happy, or as happy as they could allow themselves to be, and the twenty cars were being readied for the 3.30 p.m. start. The normal routine is for the Prince and Princess of Monaco to lunch at the Palace with their favoured entourage, then descend the slopes from the Palace in a suitable car, make a lap of the circuit to declare the track ready for racing, take their seats in the Royal box (and stuff Royal cotton wool in their ears, to endure the awful two hour racket of these awful racing people) and then present the winner with his prize, or at least with his cup if not with his cheque. This year none of it happened, for the Prince and Princess were away in America with more important things to attend to, among them the graduation from College of their son. The racing world planned to manage all right without them, arranging for Maurice Trintignant (winner at Monaco in 1955 and 1958) to inaugurate the circuit in a Grand Prix Bugatti. When everything is set for the race, that part of the town in the middle of the circuit is sealed off in its entirety, so when a fire broke out in the kitchens of the fancy new plastic hotel built where the old station used to be, and above the newly constructed seafront tunnel, there was a fair degree of panic. Add to that two motorcycle policemen having a head-on collision and the fire-brigade being hampered at getting to the fire, it is no wonder that proceedings were held up. The fire was brought under control at the expense of a lot of water, most of which ran though the floors and through the roof of the tunnel which forms part of the circuit. The organisation deserve every credit for keeping the whole affair under control and though the great god television was held up for an hour there was no panic and no acrimony because concise and clear statements were given out (in four languages) so that everyone knew what was going to happen. The tunnel was declared a "no-passing" zone, indicated by a yellow flag at the entrance and green beyond the exit and if the water dried up during the race the flags would be removed. This was not to say you could not drive through the water if you wanted to, nor did you have to go slowly, it was simply a "no-overtaking" ban. From the pits the cars were allowed *two* warm-up laps in place of the regulation one lap, and as 4.30 p.m. approached Nelson Piquet led a very orderly twenty cars round on the parade lap and back to the starting grid. The green light shone and they were away into the cramped *Saint Devote chicane;* Piquet was first out and up the hill to the Casino like a rocket, waiting for no-one, but the twenty car field was reduced to eighteen as the dust settled and the McLaren MP4 of de Cesaris and the Alfa Romeo V12 of Andretti were seen lying derelict by the roadside. Everyone blamed everyone else, naturally, and Prost (Renault) and Surer (Ensign) were lucky to still be going all right, though the Swiss took the Ensign out into the pits for a new wheel and a quick check-over.

Piquet was running away from everyone, with Villeneuve in second place followed by Mansell doing his utmost to fend off the likes of Reutemann, Jones, Patrese, de Angelis and Laffite, and he was doing it well. By lap 7 the pattern of the opening phase of this race of corners and gearchanges was settled, Piquet in the leading Brabham was well away, Villeneuve was a strong second, bearing in mind that he could burn up his tyres or cook his brakes too easily if he exaggerated, and third was the worthy Mansell but behind him Reutemann, Jones, Patrese and de Angelis were getting a bit agitated. Then came a French trio in the order Laffite, Prost and Arnoux, then a lonesome Watson in the MP4 McLaren, an equally lonely Tambay in the Theodore car followed by Cheever in the blue Tyrrell. Bringing up the rear were Stohr in the second Arrows, Giacomelli in the remaining Alfa Romeo, Pironi in the second Ferrari and Alboreto keeping up with them comfortably. A long way back, after his pit stop, and about to be lapped by Piquet was Surer in the Ensign, now running strongly. The "ten green bottles" syndrome was still being enacted for Stohr went slowly up the hill to the Casino, the Cosworth engine in his Arrows car popping and banging.

Unintentionally, Surer held up Villeneuve through a particularly twisty part of the circuit and the following bunch closed up on the Ferrari, while Piquet got further ahead. On lap 14 Mansell got a bit sideways and Reutemann bent the nose of his Williams on the back of the Lotus 87 and by the time he stopped at the pits, had a new nose fitted and rejoined the race he was down to fifteenth place. No-one was waiting for anyone. Mansell stopped to change a rear wheel, did one more lap and went back to the pits, where a rear suspension rocker arm was found broken, so that was that. Villeneuve's brakes were beginning to feel a bit less than one hundred per cent efficient, so he did not press any harder than was necessary to maintain his pace. Jones on the other hand was piling on the coal, with Mansell and Reutemann gone from in front of him and on lap 20 he dived past the Ferrari, took second place and set his sights on the leading Brabham. It was "Jonesyboy" at his hardest and best and little by little the gap closed, while behind him Patrese got by Villeneuve, the Ferrari driver content to run as fast as he could without stressing the car or indulging in heroics against faster rivals at this early stage in the race. Every now and again the moving chicane in the shape of Stohr's white and orange Arrows A3 would re-appear, going awfully slowly, but it wasn't his fault for the engine would not run properly no matter what the mechanics did. In fifth place was de Angelis with the second Lotus 87 but he was not making much headway, though he was safely ahead of the froggie-trio who had been joined by Watson. At the back of the

NIGEL MANSELL showed himself to be a force to be reckoned with both during practice and in the race with Chapman's new Lotus 87 (a single chassis version of the controversial 88). His race ended with a broken rear suspension arm after being in contact with Reutemann's Williams.



field Reutemann was carving his way through and among them was a very dispirited Pironi who was having a totally demoralising weekend, while the happy Alboreto was still keeping up nicely.

It began to look as if a situation of stalemate was developing between Piquet and Jones, with a gap of around seven seconds, which was just as well for since their argy-bargy in Zolder, which ended up with Piquet in the rough stuff there had been no love lost between the two of them. During practice various trouble-making journalists had transmitted dire threats from one to the other, but they had never spoken face-to-face. The Brazilian Piquet is a very determined young man and the Australian is . . . well, an Australian, and they are not cast or forged, they are carved from the solid. Piquet and Jones were now about to lap the tail-enders, starting with Alboreto and then having Giacomelli, Pironi, Cheever and Tambay to circumnavigate, and this saw Jones at his best. They got clear of the traffic by lap 38 and on lap 39 the Williams was right under the tail of the Brabham and you could imagine Jones saying "What are you going to do to me?" and Piquet looking in his mirrors and thinking "If that Australian thug tries anything I'll have him off into the barriers". The situation was really tense and for three breathtaking laps the Williams was really leaning on the Brabham, but it was deadlock. Meanwhile Villeneuve was comfortably in third place and wondering if they were going to give him first place on a plate.

Quite a while before this situation arose, de Angelis went up the hill to the Casino with his engine making a horrid noise; at the old station hairpin he dropped a lot of oil and clanked his way on trying to get back to the pits. Arnoux arrived on the oil and slid gracefully into the barriers and out of the race, so now Laffite was fourth and Watson fifth, though neither of them had ever passed anyone! Reutemann's climb back up the field was halted when first and second gears broke



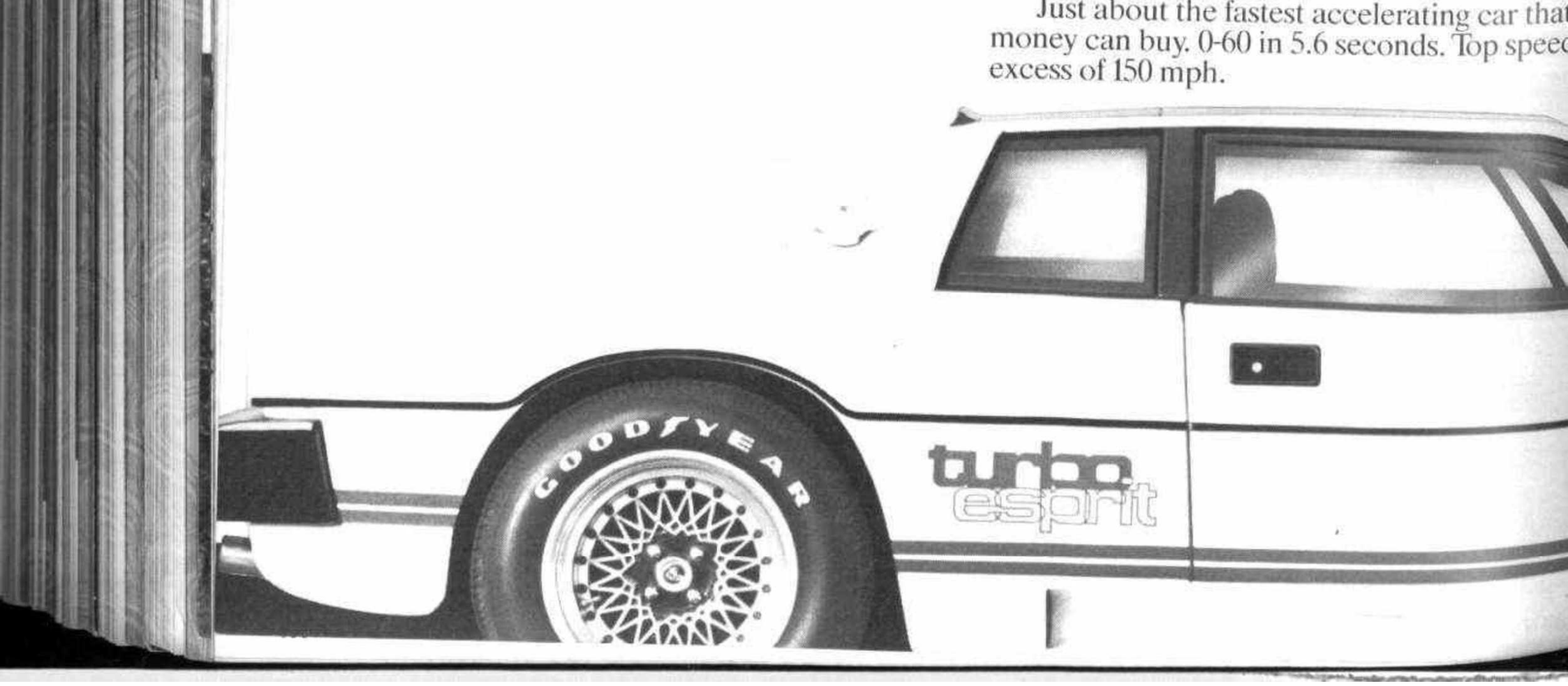
JUST before half distance, Piquet in the leading Brabham passes Arnoux's Renault at the old station hairpi after the Frenchman had slid off into the barriers on an oil film left by de Angelis' stricken Lotus.

up in his gearbox and the Williams long period of reliability was interrupted. At half-distance only Piquet, Jones, Villeneuve, Laffite and Watson remained on the same lap, Tambay, Pironi, Giacomelli, Alboreto, Cheever (who had had a spin) and Surer were all well behind. As Jones was putting the pressure on Piquet there was a shattering bang from the engine of the Renault Prost and another "green bottle" had gone.

On lap 46 Jones goofed slightly down on th harbour front and Piquet got away a little, but no for long as the Williams was up behind th Brabham three laps later only to ease bac slightly, deliberately this time, for there were stil

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25 laps to go. Down at the back of the field Alboreto was ahead of Giacomelli, to the joy of one and the chagrin of the other, but on lap 51 they fell over each other at *Saint Devote* and that was that. Tambay was in trouble and going slowly without his full complement of gears and as Piquet hurtled along the harbour front on lap 54 he arrived at the *Tabac* corner at just the wrong moment. He misjudged overtaking the Theodore and slid into the barriers with a sickening "crunch" and as Jones went by into the lead he must have smiled to himself. Watson had been bravely hanging on to Laffite's Talbot-Matra and would have inherited fourth place had his engine not blown up, so now we only had seven cars left and nobody was going to catch anyone so we could have stopped the race there and then with the perfectly satisfactory result of Jones in first place, Villeneuve second, Laffite third, Pironi fourth, Cheever fifth, Surer sixth and Tambay seventh, but there was still a long way to go; 20 laps in fact. It was too far for Jones for his engine began to stutter and in the cockpit a red light was shining. This meant that the fuel pressure generated by the mechanical pump had dropped below 90 p.s.i., and the injection system needs 120 p.s.i. to make it work properly. Switching on the electric pump, normally only used for starting, did not help, so with more than enough time in hand over Villeneuve's Ferrari, Jones signalled to his pit that he was stopping next time round for more petrol, just in case the trouble was low level in the tank or the system not picking up the last few gallons. Completely unknown to Villeneuve, the Williams dived into the pits, a 2½ gallon container of petrol was emptied into the tank and Jones was back on the track before Villeneuve arrived. When he went past his pit and they signalled the much reduced gap he assumed Jones had had a spin somewhere, but when next time round the gap was smaller he realised the Williams was in trouble. In trouble it was, for the stuttering was getting worse and the red light was still shining, indicating that the fuel pressure was still below 90 p.s.i. There were eight laps still to run and Villeneuve used all the Ferrari would give, making his own fastest lap of the race on lap 71 (though a lot slower than Jones' fastest lap recorded earlier in the race) and passing the stricken Williams in front of the pits as they completed lap 72. Monte Carlo erupted. Hooters and sirens echoed round the harbour, flags waved, hats flew, tears ran down the cheeks of all the Ferrari fans, marshals waved flags in all directions and the myriad of Villeneuve fans prayed fervently that the turbo-charged V6 Ferrari engine would hold together for four more laps. Of course, it did and there was no need to ask who was a popular winner. A lucky win, yes, profiting from Jones' bad luck but when the good luck is being handed out you've got to be there, and ready, it's no good being a lap behind and cruising along dispiritedly. Jonesey must have thought once again "Goddam, that guy never gives up."

On a more sober note, the turbo-charged 1½-litre Ferrari scored its first victory only eight months after it first ran in public and even more significant is that it did it on the tight and twisty Monaco circuit. With Pironi in fourth place with the second turbo Ferrari it meant that two cars started and two cars finished for the third race in succession, Imola, Zolder and Monaco. During practice it was announced that Villeneuve and Pironi had signed with Ferrari for 1982 and 1983, and some people had wondered why. In Maranello, Enzo Ferrari must have been smiling quietly to himself. If you follow the political hoo-hah you could think that Formula One is sick. Once that green light comes on over the starting grid the sickness disappears and you can be sure that Brabham and Williams are not going to sit back and watch Ferrari progress, while Mansell's brief performance would indicate that Lotus are back in the game. For teams like Ensign, ATS, March, Fittipaldi and Tyrrell there seems little hope of survival, let alone keeping up with the big-boys who are now really slogging away at each other.

By the time this is being read we will have had another Grand Prix (the Spanish) and the French GP will be imminent, so it may prove to be a lot of rubbish, but time and patience will tell. — D.S.J.

Results

THE MONACO GRAND PRIX — Formula One — 76 laps — Monte Carlo — 3.312 Kilometres per lap — 251.712 Kilometres — Very Warm

1st	Gilles Villeneuve (Ferrari 126CK/052)	1 hr 54 min. 23.38 sec. — 132.03 k.p.h.
2nd	Alan Jones (Williams FW07C/15)	1 hr 55 min. 03.29 sec.
3rd	Jacques Laffite (Talbot JS17)	1 hr 55 min. 52.62 sec.
4th	Didier Pironi (Ferrari 126CK/050)	1 lap behind
5th	Eddie Cheever (Tyrrell 010)	2 laps behind
6th	Marc Surer (Ensign MN15)	2 laps behind
7th	Patrick Tambay (Theodore TY/02)	4 laps behind

Fastest Lap: Alan Jones (Williams FW07C) on lap 48 in 1 min. 27.47 sec. — 136.311 k.p.h.

Retirements: Mario Andretti (Alfa Romeo V12) accident, on lap 1; Andrea de Cesaris (McLaren MP4/1) accident, on lap 1; Siegfried Stohr (Arrows A3) electrical trouble, on lap 15; Nigel Mansell (Lotus 87/1) rear suspension broken, on lap 16; Riccardo Patrese (Arrows A3) gearbox failure, on lap 30; Rene Arnoux (Renault RE26B) accident, on lap 33; Elio de Angelis (Lotus 87/2) engine failure, on lap 33; C. Reutemann (Williams FW07C/12) broken gearbox, on lap 35; Alain Prost (Renault RE32) engine failure, on lap 46; Bruno Giacomelli (Alfa Romeo V12) accident, on lap 51; Michele Alboreto (Tyrrell 010) accident, on lap 51; J. Watson (McLaren MP4/2) engine failure, on lap 53; Nelson Piquet (Brabham BT49/11) accident, on lap 54.

20 starters — 7 finishers

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Another Ulmannism

IF PELMANISM used to be a memory-training method, Ulmannism might be defined as trying to poke criticism at W. O. Bentley. Bentley-folk will recall how Alec Ulmann, the American historian, suggested that the Bentley BR1 and BR2 rotary aero-engines of the First World War were merely a crib of the French Clerget engine of the same type, and how Ulmann later suggested that Bentley had copied an Hispano Suiza pre-war engine when planning his 3-litre Bentley.

I do not think W.O. would have minded the latter suggestion very much, because in his biography he admits that he had looked at the 3-litre twin-cam Peugeot Coupe de *L'Auto* engine and the 1914 French GP-winning Mercedes engine before laying out his famous 3-litre Bentley power-unit. But he was very cross with Ulmann over the alleged Clerget-crib of his powerful and reliable rotary aero-engines and there is his letter to MOTOR SPORT to prove it.

As the 1914 GP Mercedes was a single o.h.-camshaft, 16-valve design in which a vertical shaft and bevel gears drove the camshaft, I do not know why Ulmann wanted to suggest that it was an Hispano Suiza engine that W.O. had copied, unless as a compliment to Marc Birkigt, which the great Swiss designer certainly does not need! But that is what Alec did and now he has written to me saying that, following his, and I quote, "contention that W.O., or Walter as you call him, did a bit of plagiarising from the Hispano Suiza de Luxe model OHC 1913/14, let me relate what I learned recently from friends in France". Ulmann then goes on to reiterate what we know about the T-head Alphonso XIII Hispano Suiza engine being followed by Birkigt's experiments in Paris with a piston-type supercharger and rotary-valve head and how, when supercharging for racing was banned, he brought out an 85 × 130 mm. competition engine based on his single-o.h.c. 90 × 150 mm. and 100 × 180 mm. production engines, which had rockers operating valves, says Ulmann, inclined at 35-deg. in hemispherical heads. Ulmann diverts to remark that the special competition engine was used at Brooklands and elsewhere, implying that Bentley and others "no doubt examined it and recorded its performance". He says "Massuger won a number of events with this model and that it did very well in the 1914 Eastern 100 long handicap meeting, driven by Brown at Brooklands". Assuming that Alec means the Easter 1914 BARC meeting, I checked up, to discover that the 100 m.p.h. Long Handicap that day was won by Robertson Shersby-Harvie's 8½-litre rotary-valve Itala, from Stewart's Crespelle and Joerns in a 1914 GP Opel, Brown in Rossiter's Hispano Suiza being an also-ran. Ulmann says this Hispano Suiza became the 45 cm. wide "Sardine", a car "capable of beating all comers at Brooklands . . ."

What he implies is that this was the same 3-litre engine as used for Birkigt's unsuccessful blower experiments but with supercharger removed and a single o.h.-camshaft replacing the rotary-valve head, drive to this being by a vertical shaft, instead of the chain that had operated the rotary valves. This he says was imparted to him by Louis Massuger, Birkigt's "testing executive engineer".

All this rather departs from Ulmann's main contention, which is that in early-1914 Birkigt produced de Luxe versions of his single o.h.-camshaft 70 × 110 mm., 80 × 150 mm. and 90 × 180 mm. engines, giving these, not two, but *four* valves-per-cylinder. Ulmann sees this as confirming his earlier suspicion that W. O. Bentley used this Hispano Suiza design as the "source of information and intuition in designing the first 3-litre Bentley". "So here", he adds, "is one more reason to question W.O.'s claim to fame". . . .

The matter may be worth investigation by dedicated Bentley enthusiasts and historians — they may think, as I do, that a two-valve hemispherical head would have been more *de-luxe* than a pent-roof, four-valve-per-cylinder head! For my part, I have not heard of these 16-valve Hispano Suiza power units, which maybe come into the category of the 1913 Espana Hispano Suiza which Viña and Sedgwick wanted us to believe had a *twin-cam* engine, when putting over their astonishing idea that Henry, far from having created the revolutionary 1912 GP Peugeot engine, had stolen the drawings of it from Birkig Yet investigation by researcher Griffith Borgeson another American automobile historian, prove that the Espana actually had a *single-o.h.-camsha* engine! However, Ulmann is emphatic that h French friends know of these four-valv per-cylinder single-o.h.-camshaft Hispano Suiza not to be confused, he says, with Birkigt's othe single-o.h.-camshaft engine, of 85 × 130 mm., i which the valves, two per cylinder, were vertic and prodded directly by the camshaft above them as in the celebrated war-time Hispano V aero-engines and H6 car.

Ulmann also has a dig at Sunbeam, saying tha before it was abandoned, the supercharged 3-litr Birkigt engine developed 100 b.h.p. on th test-bed or 26 b.h.p. more than the winnin Coupe de *L'Auto* Sunbeams, whose engines, 2,500 lb., were 20 lb. heavier, he says. Howeve the answer here is that a race is won by the firs car past the chequered flag. . . The Hispano didn't even appear for the 1912 race, in whic Ulmann says Pilleverdi and Derny had bee nominated to drive them.

Leaving aside his prejudices against W. O Bentley, Ulmann is a good fellow, who has jus bought in Corsica a 1913 o.h.v. Hispano Suiz four-seater, fittingly for one who is so closel associated with the American Hispano Suiz Society, and he tells me that my ex-Forrest Lycet Alphonso Hispano is now owned by Uwe Huck in Roquebrune.

But will someone please tell us more about th multi-valve Hispano which Bentley is alleged t have copied? Johnnie Green's book on the make being mainly pictorial, is superficial technically Viña and Sedgwick do not refer specifically to it i "Lost Causes" or "Great Designers" (apart fro the mysterious design Henry is said to hav robbed Birkigt of; and as Sedgwick thinks thi had hemispherical combustion chambers, i would be most unlikely to have more than tw poppets-per-pot, even if we do not have proof tha this twin-cam engine is apparently a figment o cruel wishful-thinking). Nor does Kent Karslake in the first definitive Hispano Suiza history, whic MOTOR SPORT published 30 years ago.—W.B

A Midland AC Occasion

JUNE 4th. After tea got the Alfetta out and drove along that very pleasant road between Knighton and Bridgnorth to the Midland Motor Museum, where Kay Petre, talented lady racing-driver in the pre-war Austin and Riley works teams, etc., was to unveil a frieze. (After disposing of her well known Mini-Cooper, Kay had a Fiat 126 in London for a time, but has now changed this for a modern Mini.) Mention of a frieze in the invitation caused me to stow a warm coat in the car but it turned out that this was a decorative device done many years ago by Sammy Davis, to enhance the room used in those days as the Midland AC's headquarters in Birmingham's Grand Hotel. Kay, as holder of the Ladies' record at the celebrated Shelsley Walsh hill climb organised by the MAC, had unveiled the frieze there in 1936, in company with two other famous competitors, Raymond Mays and E. J. Moor.

Last month Kay, as charming and modest as ever, did this again for the Museum, where the historic frieze is now displayed. It depicts very humorously a day at Shelsley and represents the late Sammy Davis' cartoon-work at its very best. Some of us had a great time trying to identify, not very successfully, the many Shelsley personalities depicted. The introductory speech, prior to the unveiling, was by the MAC's President, Mr. Griffiths, and other celebrities I knew were cheerful Michael Barker, the Curator, Walter Gibbs busy trying to piece it all together, Mark Joseland the MAC Secretary, and their wives. I was introduced to P. M. S. Newsome whose father drove the Becke-Powerplus at Shelsley before the war, and saw many members of the VSCC Midland Section but only two vintage cars, a Chummy Austin and a Riley. Stanmore Hall and its grounds containing the Bird-Garden (feathered birds, alas) were looking as immaculate as ever but no food was available there; in 1936 a substantial supper at the Grand had cost 3s. 6d. (17½p). Noted some fresh exhibits in the likewise immaculate Museum, such as an all-aluminium OE 30/98 Vauxhall which its owner, Mr. Batt, has somehow managed to resist using on the road.

Left afterwards for Wales, it now being too late to get down to London for a luncheon appointment next day, even in an Alfa Romeo. This was for veteran journalists of the Guild of Motoring Writers, generously provided by Duckhams — they make that very good motor-oil (actually, I am a Castrol-person). I had heard of veteran cars, but veteran *journalists!* Was somewhat startled to find I qualify. Was sorry not to attend, as now I suppose I shall never be asked to contribute to *Quest* . . . — W.B., with apologies to *Queen's* "Jennifer's Diary".

A Royal Mishap

WITH the joy of the forthcoming Royal Weddin later this month there must be those who hav pondered on what it would be like if, due to a unpredictable occurrence, a member of the Roya Family had to take shelter in one's house or mak use of one's car. The latter happened back i 1929, when HM The Queen's car broke down i London's Albemarle Street. On that occasion Mr. C. A. Harrison came to the rescue and drov Her Majesty to Buckingham Palace in his ow car. *The Autocar* obtained a photograph, whic shows that this was a high-chassis 2½-litre o 3-litre (or even an early 4½-litre) Invicta saloon One wonders whether Mr. Harrison volunteere his services to the Sovereign or whether his ca was flagged-down by the Police or an equerry, an whether the Royal car that broke down was one o the celebrated Daimlers or a lesser make.

Overcome by curiosity, we asked Brian Field the Daimler historian, who wrote "The Daimle Tradition" and "Royal Daimlers". He was unabl to help, explaining that after owning more than 3 Daimlers he sold his last one, a straight-eight E4 some four years ago.

Reverting to the Royal mishap, somewher there must be more about what happend presumably in the newspapers of 52 years ago, o perhaps one of our readers remembers? — W.B

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BOOK REVIEWS

"Peugeot — Sous le Signe du Lion" by Pierre Dumont, 423 pp. 9½" × 7" (*Editions Pratiques Automobiles, 83 rue de Rennes, 75006 Paris. Available from Albion Scott Ltd., Brentford, Middlesex TW8 0GP.* £19.95). To the brief reference made to this book in May we now add a full review by E.K.H.K.:

No Peugeot enthusiast, it should be stressed at the outset, need be put off this French book about the cars "at the sign of the lion" by linguistic difficulties because, of its 423 pages, only about 10 per cent consists of text while the rest is made up of a truly astonishing collection of illustrations captioned in both French and English (although truth compels the admission that, in order to understand the latter, it is sometimes helpful if one can refer to the former). The pictures in any case unfold in a remarkably comprehensive manner the whole panorama of the Peugeot story, from the steam tricycle built for Serpollet in the 1880s, complete with four rather unhappy-looking gentlemen in top hats, to the 104 and 604 of today.

Fifty years ago, the list of private enterprises producing motor cars in France ran comfortably into three figures. Today Peugeot is the only one left. Admittedly Renault was nationalised after the last war for political rather than economic reasons, and Citroën might still exist as an independent entity had it not been for the gambling propensities of its founder, not as a manufacturer but at the tables. Even so, Peugeot's lone survival is a remarkable phenomenon, and one inevitably searches, in a comprehensive history such as this, for a clue as to why it proved to be the fittest.

I am not sure, after reading M. Dumont's thesis, that I really know the answer. Like its rivals, Peugeot certainly put a foot wrong from time to time. Perhaps some instinct prevented its being left there too long and, on the other side of the balance sheet, Peugeot has undoubtedly come up, in the course of its history, with a series of economic winners. Perhaps, though, the most important factor of all is that a certain puritan ethic in the management has insisted that quality should never be wholly abandoned for the sake of quantity production.

The first wrong-footing occurred when Peugeot's engineer, Rigoulot, was presented with the Daimler engine at the end of the 1880s and told to apply it to the Peugeot Type 2 (Type 1 having been the Serpollet steamer). Rigoulot, according to M. Dumont, built two Type 2 cars in 1889 with the engine at the front, three with the engine at the back in 1890, and then plumped for the latter arrangement. Levassor, meanwhile, having tried the engine at the back of his car, decided that he preferred it at the front, and thus won the first trick in the automobile game for Panhard et Levassor. This error was aggravated in 1896 when Peugeot abandoned the vertical, or near-vertical, engine as initiated by Daimler and continued by Levassor, in favour of a horizontal design. I had always imagined that this was because, as the engine got larger, its situation under the seat became increasingly inconvenient. According to M. Dumont, however, the real cause was a quarrel between Peugeot and Daimler in 1895. Peugeot had the right to use Daimler designs in France, and he claimed that Alsace was part of France. Daimler, on the other hand, pointed out that since 1871 it had been part of Germany. As they were unable to reconcile sentiment and legality, Peugeot decided to have no more to do with Daimler, all the more readily, presumably, because he had by him a design for a horizontal engine which had been prepared by his engineer, Gratien Michaux. M. Dumont gives a drawing of the prototype engine, together with a reproduction of a description of it in M. Michaux's own hand, which is dated as early as 15 March 1894. Unfortunately, either M. Michaux wrote very small or else the document has been reduced in reproduction and, having tried to read it with a magnifying glass, I rather wish that M. Dumont had had it printed in ordinary type.

In 1895, when the first motor race was run from Paris to Bordeaux and back, there had been little to choose between the performances of the Peugeot and Panhard et Levassor cars. As the years went by, however, and engines became more powerful, the Peugeots, stuck with their rear location, became less and less competitive. At last, in 1902, they realised that they were on the wrong foot, and moved the engine to the front. At the same time they abandoned the horizontal design, and only returned to within 18 degrees of it when the 104 appeared in 1972. At first these front-engined cars had "coal-scuttle" bonnets with the radiator hung low down at the front, rather in the manner of de Dion Bouton. In 1901 however, Mercedes, with its honeycomb radiator at the front of the bonnet, had made all other motor cars look old-fashioned, and in 1903 Peugeot adopted the original design, with the header-tank as a separate unit, which Mercedes had abandoned in 1902. Fitted to the 652 c.c. single-cylinder model of 1905, the first Peugeot to bear the appellation "Bébé", it gives it a more sophisticated air than that of its successor, the Bugatti-designed "Bébe" of 1913, although its performance was probably even more infantile. On the other hand it may have been more controllable. The later model, says M. Dumont, suffered from "uncertain stability at 'high-speed', that is to say at the 55-60 k.p.h. of which it was capable". I can assure him that it was in fact apt to go off the road at 5½ to 6 k.p.h., if one dared look at the drip-feeds.

Between 1902 and 1914, according to M. Dumont, Peugeot produced no less than 83 models (all duly listed) without counting "variants", which should give the dating committee of the Veteran Car Club something to think about. They ranged from the single-cylinder "Bébé" to a 6-cylinder of 11,500 c.c. but if I could have my choice of the cars illustrated, I would go for a splendid "sportive" of 1907/08, type 92C, with 4 cylinders, 105 × 105 mm., 3,635 c.c. The count, too, does not include the models made under the name Lion Peugeot, which from 1906 to 1915 constituted a separate marque, although from 1910 onwards, both Peugeot and Lion Peugeot were owned by Automobiles et Cycles Peugeot. M. Dumont does not make it very clear how all this happened, but in 1896, of the "sons" who constituted "Les Fils de Peugeot Frères", only Armand was keen to make cars, while the others preferred to stick to bicycles and the more traditional products of the firm, such as coffee grinders. Armand, accordingly, formed his own company, Automobiles Peugeot, with the exclusive right to make cars, and all went well until 1906, when the other sons decided that they had made a mistake, and that they too would like to make cars. Armand agreed, for a consideration, provided that their car was called a Lion Peugeot, and had only one cylinder. In 1909 he further agreed, again for a consideration, first that it might have two cylinders, then four; and finally, in 1910, the family decided to scrap the whole thing and reunite the two sides of the business as Automobiles et Cycles Peugeot.

What is peculiar about all this is that Armand Peugeot, the original motoring enthusiast, had dropped racing altogether after the ill-success of his front-engined cars in Paris-Vienna in 1902, and it was the anti-motoring "sons" who re-entered competition with their Lion Peugeots in 1906. As is well known, the latter scored a series of successes in the Coupe de *L'Auto* and other voiturette races during the limited bore regulation period, and what is rather curious is that in the case of some of them, the engine was designed by Gratien Michaux, the author of the horizontal engine of 1894. He was evidently working at this time, therefore, for Les Fils de Peugeot Frères rather than for Armand Peugeot's Automobiles Peugeot, and one wonders why he did not stay with the latter. Or was there a family arrangement under which he received a "transfer"? Others among these racing voiturette engines (for which, in certain cases, M. Dumont gives estimated power outputs, which are interesting and new to me) were designed by an engineer named Verdet, and in some quarters recently an attempt has been made to credit him or Paul Zuccarelli rather than Ernest Henry with the design of the double overhead camshaft engine with which, at the instigation of their drivers, Boillot, Joux and Zuccarelli, Peugeot made their successful onslaught on the Grand Prix in the period 1912-1914. This whole matter has been authoritatively discussed in MOTOR SPORT and, with varying degrees of authority, elsewhere. M. Dumont, for his part, is content to sit on the fence. "All the same", he writes of the 1912 Grand Prix Peugeot, "I may add that some people question the importance of the part played by Henry in the conception of the car (and of those which followed) and try to present him as merely carrying out other people's ideas, particularly Zuccarelli's". He states more definitely that desmodromic valve operation was used on the 1912 engine, which seems extremely improbable, without attempting to explain why, in view of the success of the engine, so little interest in this feature of it was evinced at the time, or why, on his own showing, it was abandoned on the similar Grand Prix engine in 1913.

The Peugeots, in any case, were brilliantly successful in 1912 and 1913 and their "glorious defeat" in the 1914 Grand Prix was largely due, in M. Dumont's opinion, to the two spare wheels mounted longitudinally in the tail, which upset their weight distribution. That the hand of their engine designer had not lost its cunning seems to be proved by the success after the war, in the Targa Florio and at Boulogne, of the 2½-litre built for the 1914 Coupe de *L'Auto* which never took place. But when in 1920 and 1921 Peugeot attempted to build new 3-litre racing engines, they were a dismal failure. Is it perhaps significant that by then Ernest Henry had been lost to Ballot? Was it perhaps on account of this failure that, in Peugeot's case, the racing car of today was certainly not the touring car of tomorrow? Not until the 402 of 1935 did they risk overhead valves on a standard model, except for a brief flirtation with o.h.v. on the 181B of 1925/28, and then they were operated by push-rods and rockers.

In the meantime, in 1921, they had embarked on a new tack, when an engineer named Dufresne, who had previously worked in this medium for Panhard et Levassor, designed for them a range of sleeve-valve engines. These, with the contemporary Voisins (also designed by Dufresne) were, perhaps, the best sleeve-valve cars

ever made, at any rate from the sporting motorist's point of view. The Peugeots were brilliantly successful in touring car races during the 1920s, and, in a suitable chassis, the sleeve-valve engine could even hold its own in open races such as the Targa Florio of 1924 and the Coupe de la Commission Sportive at Montlhéry in 1927. But this design of engine is scarcely suitable for the small, cheap cars which the next decade seemed to demand, and it was abandoned in 1929.

Of more significance for the future, therefore, was the Quadrilette with a 667 c.c. engine developing 9.5 h.p. at 2,000 r.p.m. which also appeared in 1921. In appearance, says M. Dumont, it was "fragile and rustic", but its fragility was more apparent than real and, with a weight of only 350 kg., it not only had quite a reasonable performance but was in general a much better car than its predecessor, the Bugatti-Peugeot of before the war. Opinions differ as to how far it served as a prototype for the Austin Seven and M. Dumont, not surprisingly, is silent on the subject. In any case it was, I think even quicker than the Austin to put on weight, and by 1924 had become the 5 CV. The engine by now developed 11 h.p. but the weight had gone up from 350kg. to 520kg. and if in consequence it had grown less rustic, it had also become much duller.

The depressing characteristics of so many of the cars of the 1930s is usually ascribed to the American slump of 1929 and the depression of the next few years. In Peugeot's case, however, the rot seems to have set in even earlier. In 1927, when the sleeve-valve models were seen to be on the way out, the "12-six" was introduced by way of a flagship and an answer to the smaller American sixes such as the Studebaker. With a 2-litre side-valve engine, giving originally 38 h.p., and a rather luxurious saloon body it can hardly have been a flyer; and with only three crankshaft bearings, it was not even reliable. "Running a big-end", writes M. Dumont, "was at that time a frequent occurrence, even on quality cars. The '12-six', for its part, provided the luxury of running all six big-ends at once." The 201, introduced in 1929, a 1,122 c.c. four-cylinder giving 23 h.p., must have been even more of a slouch, but it seems to have been mechanically sound enough until, in 1931, as the 201C, it was given independent front suspension, the first standard model, says M. Dumont, to exhibit this feature. As a matter of fact it was the heir to a long tradition of independent front suspension in French Automobile design, going back to the Amédée Bollée racing car of 1899 and continuing through the Adler cars which ran in Paris-Vienna in 1902 and Paris-Madrid in 1903, the Sizaire-Naudins of the Edwardian period and the Sizaire Frères of the 1920s. It is not quite clear what the earlier designers sought from it. Peugeot in 1931 undoubtedly sought comfort. To some extent they seem to have found it, but at a terrible cost. "Between ourselves", says M. Dumont, "if independent front suspension improved comfort, it brought no advantage as far as road-holding was concerned." Moreover, once the canker had set in, it seemed for years that it was incurable. "Its road-holding," says M. Dumont of the 601 six-cylinder of 1934, "left much to be desired." The 402 four-cylinder of the same date, which was supposed to be the answer to the Citroën "traction", at least had overhead valves and produced 55 h.p. from two-litres, but it in no way challenged the Citroën's handling, which appeared miraculous to the motorists of the time. "Better road-holding," says M. Dumont, "would have made it a great road car, but one can't have everything". All the more credit, then, to the drivers of the Darl'mat 402s, which performed extremely well at Le Mans in 1937 and 1938. Finally the 202, four-cylinder, 1,133 c.c. of 1938 was, says M. Dumont, "somewhat vagabond", a splendid word which I do not think I had ever come across before as a description of a car which will not steer.

M. Dumont treats the post-war history of Peugeot in the somewhat summary compass of little more than a couple of pages of text, which may be regarded as unfair, since in many ways this had been the marque's finest hour. Soon after the appearance of the 203 in 1948, I met Col. Clive Gallop, who had been associated with Peugeot in general and Jules Goux in particular in his youth, and still retained a sentimental attachment to these old associates. "I think that this time they've got it right", he said. As I was not familiar with Peugeots of the 1930s, the full significance of his remark was not apparent to me then, but of course he knew, as usual, what he was talking about. The 203, in marked contrast to its immediate predecessors, steered like an angel, and this is a characteristic that no subsequent Peugeot has lost, whether the drive has been to the back or the front wheels. It seems a shame, really, that the cars taking part in 1981 Grands Prix should be called Talbots, illustrious as that name may be, rather than after Georges Boillot's immortal Peugeots. — Kent Karslake

"Cars and Coachbuilding — One Hundred Years of Road Vehicle Development" by George Oliver. 256 pp. 10¾" x 7¾" *(Philip Wilson Publishers Ltd., Russell Chambers Covent Garden, London, WC2E 8AA.* £16.95)

Back in 1962 George Oliver tackled a similar book for Cassells, in the Montagu Motor Book series. This is a much larger, more comprehensive coverage of the evolution of coachwork (and bodywork) for road-vehicles in the last 100 years. It is beautifully presented, this difficult story, and the quality of the illustrations, 300 in all, 25 in colour, is absolutely first-class. Never an easy subject, the author tells of the cars themselves, as well as how they were clothed along the years, and it is interesting that references to motor-racing venues are found in a book primarily devoted to body building and styling.

I liked very much the contemporary scenes, of cars and commercial vehicles in their "natural habitats" — one day some publisher is going to give us a complete book in this theme, of the changing road and town scene, along the years — and many new photographs have been used, which is a refreshing change, although even Oliver has sometimes had to resort to quite recent pictures of the older (restored) cars. There are some pleasing shots of things like a Trojan van when it was a new vehicle belonging to George Strathdee, Automobile Engineers, of Aberdeen, and the Model-T van publicising Pratts Golden Pump Maintenance Service, and many more of this sort. Old advertising posters are reproduced in colour, and if this book seems to be rather more of a general survey of motor-car development than one expressly directed to coachbuilding as was George Oliver's earlier work, it covers both as well as can be expected when compressing 100 years of history into a few hundred pages.

I would have liked to have seen a summary of motor-body nomenclature included, as in the Appendix to the Cassells book, and perhaps a list of famous coachbuilders and their methods, for which we have to turn to an old book by Scott-Moncrieff. But as a nice study of motor vehicles of all kinds, well-illustrated, this book which Oliver has completed in association with the Institute of British Carriage and Automobile Manufacturers merits mention. — W.B.

"World Cars — 1981." 440pp. 10½" × 9". *(Herald Books, 109 Great Russell Street, London WC1B 3ND.* £16.75)

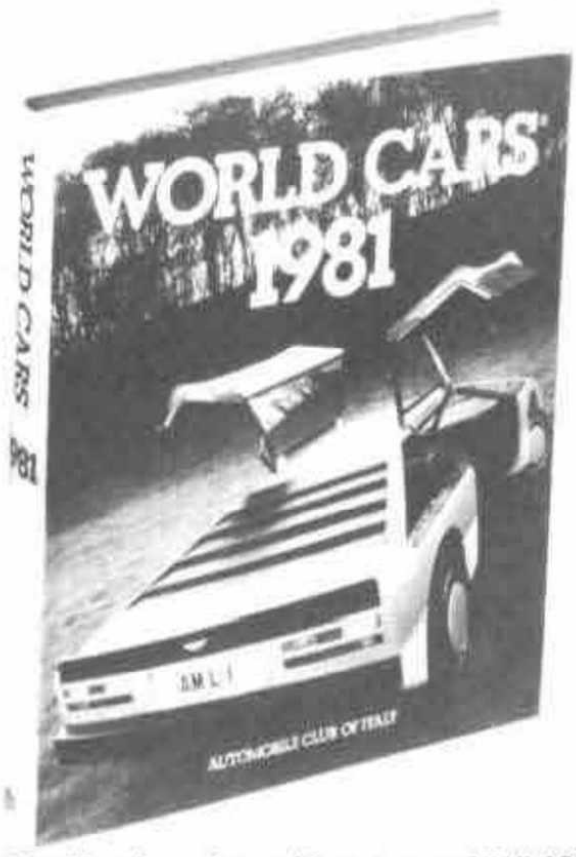
Published in English by Herald Books for the Automobile Club of Italy, this annual work of reference is an essential for any serious student of current trends in motoring.

A treatise by Filippo Crispolti on Formula One Racing and its problems, with full colour illustrations, takes up the first few pages, followed by a large colour section featuring cars with special bodywork. An introductory piece entitled "World Prospects and European Problems" by L. J. K. Setright then leads into the main body of the book where all the latest models from all over the world are listed under national headings, with details of mechanical specification, bodywork, performance data, maintenance information and price. Over 1,000 cars from the obscurest to the most famous are described and illustrated by a similar number of good quality black and white photographs.

This invaluable book concludes with further tables listing car manufacturers and coachbuilders (together with an outline of their histories and current activities), an alphabetical list of the names of cars, lists of their maximum speeds (does a Morgan +8 really do 150 m.p.h.?) and finally an index of makes, models and prices.

Our copy, less than a month old at the time of writing, is already well thumb-marked.

P.H.J.W.



"de Havilland — the golden years, 1919-1939" Edited by Richard Riding. 224 pp. 11½" x 8¼" *(IPC Transport Press Ltd., Quadrant House, The Quadrant, Sutton, Surrey, SM2 5AS.* £4.25)

This book covering 40 different DH aeroplanes of many kinds, military and civil, is great fun and highly informative. It consists of reproductions of the original descriptions of the between-wars DH types, from the DH11 to the DH 95, as published in the pages of the two leading aviation weeklies, *The Aeroplane* and *Flight*. Coverage by the latter journal greatly predominates but there is a delightful piece from *The Aeroplane* about Farnborough and the DH pilotless "Queen Bee", etc., many pages are devoted to the famous DH60 "Moth" but, unless I misread it, one *Aeroplane* caption is unfortunate: a car is shown towing a

DH "Moth", the photograph captioned "Old Ford and New", although the car is quite obviously a Hampton! The soft-cover book is obviously of the same big page-size as the journals whose articles have been copied to produce it, and it abounds in plans, pictures, drawings and data-tables, and some old DH advertisements have been thrown in to capture the commercial atmosphere of those days. Note the very competitive price of this large book!

Aviation buffs in general and de Havilland enthusiasts in particular will love it and it is good news that Richard Riding foresees similar books about other great makes of aeroplanes of this period, if this one succeeds. The four-colour plates would look well in frames and the book's end-papers include an aerial shot of Stag Lane aerodrome. The snag with this kind of "quicky" publication is that unwanted material cannot always be eradicated. Thus this one ends on the now-remarkable statement that "Next week's *Flight* will be an Empire Air Forces number!" — W.B.

"Very Advanced Driving" by A. Tom Topper. 192 pp. 7" × 4¼". (*Elliot Right Way Books, Kingswood, Surrey.* £0.75.).

When this paperback book arrived for me to review, I groaned thinking that here was another holier-than-thou, dogmatic treatise on how to pass another advanced driving test, thus qualifying for one of the so-called proficient driver organisations . . . I could not have been more wrong: my mind was put at rest on page one. ". . . Various courses . . . give 'passes' for 'Special ability'. To obtain such 'Qualifications' can cost a lot of money and in my view they are hardly worth the paper on which they are written . . . one motive of many in getting these 'passes' is the hope that others — including the insurance companies, some employers and the courts — will think because they have the pass they are expert drivers . . . I fear than many who obtain these 'passes' imagine themselves to be 'road-Gods', superior to all the other, silly drivers . . ."

Although I find some of Mr. Topper's descriptive expressions irritating, such as "buppy" for the unthinking motorist, others such as "fastard" and "skidiot" are both self-explanatory and amusing. The book as a whole is a breath of fresh air. Topper views the Highway Code critically, emphasising its good points and pointing out its bad, and good, common sense flows from each page. The book advocates the policy of considerate driving, helping the other driver to have a smooth journey at the same time as minimising frustration and journey time by careful and continual thought about what can be seen on the road ahead. A well reasoned book written in a light and humorous style and well worth every penny of 75p for even the most experienced driver.

It is sad to think that the majority of readers will be those who already follow the basic principles Mr. Topper describes, and not all those know-it-all, main-beam-headlamped, high-intensity-fog-lamped, 65 m.p.h. fast lane hogs for whom it ought to be compulsory reading.

* * *

TWO further offerings from the prolific AA Publications Division which the travelling reader might find of benefit are "Camping and Caravanning in Europe" and the "Big Road Atlas of Britain". The former costs £3.25, contains 432 pages and lists around 4,000 sites throughout mainland Europe, the entries being in Gazetteer style. As usual with such publications, there are pages devoted to hints and tips for those contemplating a touring holiday abroad.

The "Big Road Atlas" is just that — the 67 15" × 11" pages of maps covering England, Wales, Scotland (including the Western Isles, Orkney and Shetland) and the Isle of Man are extremely clear and to a scale of four miles to the inch. The pages allow for plenty of overlap and important features for the leisure minded motorist are shown in addition to the basic essential information for all travellers. Nine pages of town plans, laid out in a particularly clear fashion, separate the map pages from the first class index: it is, however, strange that Norwich should be included in the town plans when such important centres as Leeds or Nottingham are omitted, but this is small criticism of what is a truly outstanding road atlas. At £2.95, from W. H. Smiths and other booksellers, it must be the best value-for-money available. — P.H.J.W.

* * *

If you travel around Britain a great deal and care about what you eat, any guide which points you at establishments providing good food at reasonable prices in pleasant surroundings will be of immense help. One such is the Dunlop backed "Guide to the British Relais Routiers". This Collins card-back publication gives brief and useful descriptions of over 600 restaurants, pubs and hotels where good, nourishing meals can be had for about £6.00 a head. It is available from leading booksellers at £1.95.

* * *

Osprey have added a companion book, in their "Collector's Library" series to "BSA Twins and Triples" by Roy Bacon with the same author's "Triumph Twins & Triples", both books full of absorbing data, pictures and technical history for two-wheeler folk. The cost of these books is £6.95 and £7.95 respectively and they carry long tables of statistics.

* * *

The Transport Publishing Company of Glossop has come up with two more very detailed omnibus histories, full of fine pictures, including more of those fascinating road and town scenes. Under the collective title of "Best of British Buses", Volume one is about the 1927-1942 Leyland Titans and Volume three covers the Leyland Tigers from 1927 to 1981. Later this summer Volumes two, four and five are expected. These magazine format, soft cover books cost £6 each from booksellers or £7 direct from 128, Pikes Lane, Glossop, Derbyshire.

* * *

Another very good motorcycling book is "Matchless — Once the largest British motorcycle manufacturer", by the acknowledged authority Peter Hartley. He endears himself to me by using many full-page pictures of Matchless riders at Brooklands, surely from Dr. Bayley's memorable book about BMCRC machines at the Track? Other Matchlesses get this treatment and there are many other good illustrations in the 208 9" x 9" pages. I had expected rather more pictures devoted to those famous Matchless touring sidecar outfits, whereas the author seems more interested in racing and trials, although he does include a picture and a few lines about the Model-K Matchless car of 1923. But, especially pictorially, this book will please Matchless fans. It is another Osprey offering, costing £9.95, and the illustrations number 120, including two of cars (the other is of the Matchless Duocar of 1911) and one of the Matchless aeroplane of 1910. Bicycle and forecar are also depicted, as are shots of racing at White City Stadium and Canning Town, as well as the copious ones of Brooklands. Interesting that George Reynolds is seen opening the Brooklands Test Hill on his 7 h.p. Matchless-JAP solo on Thursday, March 25th, 1909. Some of the captions could have been a trifle more informative — for instance, that of Charlie Collier's 998 c.c. Matchless duelling with a racing car at Brooklands in 1911 fails to say that the car is a Mercedes from the Gordon Watney stable and the pace car the BARC single-cylinder Sizaire-Naudin. And surely Jack Woodhouse is wearing RAF, not RFC, uniform in 1920?

* * *

I have expressed the view that a book of *racing drivers* is overdue. Now there has arrived "Great Drivers" by Akira Mase, available from Albion Scott Ltd. of Brentford for £29.50. It consists mostly of huge pictures in technicolour, vividly depicting such "greats" as Stewart (who has done the Preface), Lauda, Hill, Brabham, Fittipaldi, Andretti, Hunt, Peterson, Reutemann, Scheckter, Jones, Hulme, Ickx, Rindt, Surtees, Regazzoni, McLaren, Villeneuve, Laffite and Piquet. The picture-size is an impressive 10¼" × 13" but there is very little text and what there is, is in Japanese and English. But you get 206 pages for your money.

* * *

A little booklet outlining the history of wheels and tyres from *c* 4000-3500 BC to 1980 is available from Ki-Plan, priced at £1.20 through the post from F. C. Kippax, 57, Pentland Close, Basingstoke, Hampshire, RG22 5BG. It is rather superficial in places, listing cars using disc wheels for example, in a manner which surely cannot be comprehensive, but it does provide a grounding in the subject for students. — W.B.

British Bugatti Register

ENCOURAGED by Hugh Conway, David Sewell has completed a Register of Bugattis in this country, badly needed since earlier editions, based on the original Register incorporated in "The Bugatti Book", had lapsed. The new list is full of interest and no doubt many non-Bugatti owners will want it, if only the better to identify Bugattis they see in action. Brief specifications and performance figures are given for each of the 30 or so Bugatti types covered in this spirally-bound, loose-leaf publication, which then gives owner, previous owners, reference numbers and interesting information about each known car, including bodywork type and colour.

It would be unfair to quote from statistics so painstakingly acquired and neatly assembled, but we cannot resist saying that Sewell estimates that 7,869 Bugattis were produced, of which 1,563 remain extant throughout the World, of which 287 are in Britain. It is rather disturbing to find that at least 15 Bugattis use replica chassis frames, from five different sources. However, only two genuine cars seem to have the wrong engine.

For the rest of this fascinating data, including which model Ettore made in the greatest numbers, the most popular type among surviving cars, you must consult this intriguing Register. It has an index of owners, notes which Bugattis have gone abroad since 1962, and Sewell concludes it with an amusing summary of questions, such as how long do owners keep their Bugattis, what is the longest known period of ownership, how many GPs are there in Britain, how many are registered for road use, which have original engines, what colour is mostly favoured, and so on. Few true enthusiasts will be able to resist this! The Register is, fortunately, available to all, while supplies last, from the Bugatti Owners Club, Prescott Hill, Gotherington, Cheltenham, Glos. for £3, plus 25p postage, on mentioning MOTOR SPORT. — W.B.

Number Plates — FGP 750

IN the nineteen-thirties Sydney Allard was a great enthusiast for mud-plugging trials and being a Ford agent he naturally showed a lot of interest in the powerful and light 30 h.p. V8 Fords. After whetting his appetite with one of the lightweight 1934 TT Ford V8 cars he built his first Allard Special, which was a stark, pointed-tail two-seater using 30 h.p. V8 Ford components and it was not long before acquaintances asked that he should build replicas for them. This started the Allard Motor Company in South London and after selling off the prototype car which had proved very successful during 1936, Allard built four cars the following year and three more in 1938. The last of these was for his own use and is the subject of our number plate this month. It is FGP 750 and was built during the autumn of 1938, ready for the winter trials season.

New Ford parts were used in the construction, the channel-section chassis being boxed by welding plates to it, and modified to suit the 100" wheelbase, independent front suspension on the Ballamy swing-axle system was used, as on all Allards at the time, while the normal transverse leaf spring Ford V8 rear-axle layout was used. The 3.6-litre side-valve Ford V8 engine and three-speed gearbox were mounted well back in the chassis, the Ford torque-tube being suitably shortened. E. D. Abbott of Farnham, the well-known coach-builders, built a light aluminium two-seater body, with a Bugatti-style pointed tail and small rudimentary mudguards were fitted, with minimal lighting equipment as the car was intended to be used purely for competitions. The cockpit was a mere 34" wide across the seats and a spare wheel was carried on the passenger's side of the scuttle; needless to say there were no doors, but a full-width windscreen was fitted. The radiator shell was the angular style derived from the original Allard Special.

FGP 750 was ready for the trials season of 1938/39, registered in the name of S. H. Allard on December 1st 1938, and was an instant success, scoring seven consecutive Premier Awards and assisting in ten Team Awards, the team being the Allard "Tailwaggers", comprising Guy Warburton with the prototype Allard Special CLK 5, Ken Hutchison with FGF 290 and Sydney Allard with FGP 750. It competed in twelve trials that winter and only once failed to win an award, but not content with mud trials Sydney used it during 1939 in all manner of events, including speed trials, hill-climbs and driving tests. During that summer it underwent a major rebuild, the engine being bored out from 77.79 mm. to 80 mm., which increased the capacity to 3.8-litres and an improved crankshaft was fitted, with the radiator cooling fan mounted on the front of the shaft, so that a lower radiator could be used, together with a sleeker and pointed cowling, as was being used on the road-going Allard tourers. A twin Stromberg carburetter layout was used, the flywheel was lightened, the compression ratio raised and a higher axle ratio fitted. In its original form FGP 750 recorded 17.5 seconds for the standing-start quarter-mile, and after the 1939 rebuild this was improved to 16.8 seconds. As Sydney Allard was competing in a speed trial or hill-climb nearly every weekend, extra performance was continually being sought, and the car often gained fastest sports-car time or fastest unsupercharged car time. At Wetherby, in Yorkshire, it won its class, set a new class record and a new sports-car record. At Prescott it set a new sports-car record and at Lewes Speed Trials it was third in the all-comers class.

Just before the war put a stop to sporting activities in September 1939 the Allard FGP 750 reached its peak of development, with new cylinder heads with 14 mm. sparking plugs, in place of 18 mm., an 8 to 1 compression ratio and the all-up weight was down to 16½ cwt. The standing-start quarter-mile time was down to 16.2 seconds and it clocked 105 m.p.h. over the flying half-mile, its absolute maximum being quoted as 108 m.p.h. Allard's competition season was not without its excitement, for he crashed FGP 750 at Prescott (not through the famous Allard Gap at the top, that was in another Allard) and at Horndean on the South Downs he rolled the car over with the Editor of MOTOR SPORT in the passenger seat! [I remember it well! — W.B.]

When the war started Allard had a replacement car under construction that was lighter and lower than FGP 750, but it was not completed until 1946. During the war Roy Clarkson bought FGP 750 and in 1942 Ken Hutchison, a life-long Allard man, bought the car. He had it tidied up and painted blue; Sydney would never have it painted, leaving the bodywork bare aluminium as he was obsessed about weight and could not see the point of drilling holes in everything to save weight and then putting 5 lb. of paint on everything!

When the Allard Motor Company returned to business with the post-war Allards, FGP 750 had another major rebuild at the factory, with the original engine being replaced by a 4-litre Mercury Ford V8, special Edelbrock alloy heads and twin carburetter inlet manifold, an Iskenderian camshaft and it was sold to Lady Mary Grosvenor for use in sprints and hill-climbs. At this time it was given a small door on the passenger's side, but otherwise it retained its stark appearance. In 1947 it was bought by Henry Pritchard in North Wales and he retained it until 1963 when it went to Ronald Moore of Birkenhead, who kept it for three years. It stayed

continued overleaf

SYDNEY ALLARD, with Reg Canham as passenger, driving FGP 750 in a mud-plugging trial in 1939.



Letters from Readers

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

Formula One

Sir,

Over the past months I have read in the columns of MOTOR SPORT and *Motoring News* of the slow but sure decay of F1 to the point that my indignation has now reached fever pitch. You understand of course that we in the indolent majority are bound to suffer such extreme pain before attempting any remedial effort.

My problem could well be no more than a naive belief that the majority of those within F1 have an interest in its whole success [There are still those who believe this. — D.S.J.] rather than personal gain at any expense. It does appear that the people involved have failed to notice the underlying transition that has taken place in F1 since the advent of major sponsorship. [I did warn about this. — D.S.J.] This is that it is no longer a sport, but an industry with all the attendant needs. When it was a sport, the rules had no critical need to be absolutely precise, since the spirit of sportsmanship could be relied upon, successfully. However, recent developments have proved that, as in industry, there is no place for such an approach, with the result that anarchy has set in.

Rules that contain any vague areas must be to the disadvantage of both the governing body and the competitors. From the governing body's point of view, their position is almost impossible because they cannot demonstrate complete impartiality. Therefore they can be exposed to inflammatory accusations of rule-bending, at which point acrimony, then anarchy set in. Equally from the competitors' point of view, their position can be impossible, because they do not know where the rules' limits lie. This is aggravated by their commercial need to be one step ahead of their colleagues, which forces them to explore unknown areas of the rules. In stepping on to such a tightrope, no one can tell when they have fallen or been pushed. Again this leads to accusations of gang warfare which itself is a member of the anarchy family.

Such circumstances must drive the media to distraction since their reports inevitably become inconsistent or contradictory. An example of this is evident in the reports concerning the hydro pneumatic suspension systems appearing in "Letter from South America" in May's issue of MOTOR SPORT and later in the Belgian GP report in the *Motoring News* dated May 21st, 1981. Incidentally, I notice that the correspondent in each case has the initials A.H. Since I understand that these are sister publications, I assume that one unfortunate person has written both pieces. In the first article such phrases as "neatly side-stepped" and "very clever" are used to describe Gordon Murray's designs in this respect. However, the second piece admits to "close examination" of the unfortunately named Concorde Agreement [the Concorde Agreement was not available at the time of the South American races. — A.H.]; it then goes on to describe the same ploy as unworthy of the term "cheating" and further to, in effect, regard such systems as "blatant in their contravention of the rules". Such reports must be recognised by the influential as a clear warning, in order that they may take drastic steps to avert the impending disaster.

As far as I see it, such action would involve the measures taken by other industries. My only experience is that of the construction industry, where we use a comprehensive, formal standard form of contract related to common law and its ethics [I am not sure Formula One understands the word "ethics". — D.S.J.], which apparently works tolerably well. The disadvantage of this action of course would be the arrival of the legal profession on the scene, and its attendant costs. Even so while the personnel currently shaping F1 may be experts in their field, if they happen to have one, it is patently obvious that they are not lawyers and cannot organise the running of such an industry. Thus such an investment would be in the long term a justifiable benefit to the governing body, the competitors, the media and — the public. In order to meet their part in this expense, the competitors could easily economise in many areas including the entertainment lavished on the hordes of "lurkers and posers" that congest the pit lanes. Once these complete and concise rules had been established, the legal profession would still need to have a presence in order to settle disputes. However, I would imagine that, as in the construction industry, the parties would have a great deal of respect for such costly cases. This would therefore act as a negative incentive to overcome problems, when they arise, at a low level and with a minimum of fuss. [Heaven forbid that the "small-print" world ever gets into the paddock. — D.S.J.]

I have to concede that I am not at all certain how the other branches of motorsport would be affected though some similar logic could be employed, using the all important distinction between sport and industry as the criterion.

Northampton S. J. STOTT

[Hopefully the unprofessional world of club racing will not be affected. At a VSCC meeting the word "protest" was mentioned and someone said "it's a national event so it will cost you a fiver" — "they take Barclaycard don't they?" came the reply. — D.S.J.]

NO PLATES — continued

in the North of England when Maurice Bell bought it, but his father eventually insisted he got rid of it as he considered it to be a lethal device in which his young son was eventually going to kill himself. It then passed to Desmond Sowerby, the present owner and for some years now it has been in a dismantled state, undergoing a slow rebuild, but it is all there and very original, as I was able to verify for myself when I visited Sowerby in North London recently.

Many Allards were famous and many Allard registration numbers could feature in this series, but FGP 750 is *the* Allard for me, probably because I was lucky enough to see Sydney Allard in action with it in mud-trials, in driving tests and hill-climbs and speed trials in 1939. By then the competition sports car could be a pretty sophisticated vehicle, like a 328 BMW, a 2900B Alfa Romeo or a 57SC Bugatti, so that the sight of "Syd" in his shirt-sleeves driving the stark FGP 750 was the personification of the "hair-shirt" syndrome, which obviously affected a speed-crazy youth of eighteen who was watching from the sidelines. — D.S.J.

Mike Hailwood

Sir,

Your excellent but tragically necessary obituary by Denis Jenkinson must have softened as far as possible the sad loss to the motorcycle racing world to whose fans Mike, I think, showed his prime allegiance.

As a relative newcomer to the world of motorcycle racing as opposed to cars, in which I used at one time to compete, I wonder if it is fully appreciated just how important to Mike were his fans and supporters.

For me this was exemplified at his farewell Donington Park meeting last summer. Sadly, Mike crashed in practice suffering a broken collarbone. Despite what I believe was two hours of surgery to plate the bone that day and another session on race day morning, he insisted on being present to bid his fans farewell. He was only reluctantly dissuaded from riding himself and taken on his tour of honour in very considerable pain in an 8-litre Bentley.

This type of courage could only come from a man of his stature and would be fully appreciated in the unselfish world of bike racing. Perhaps that is why his acceptance was not so total in motor racing which has never enjoyed the same benefits of simple dedication to the sport, all too quickly becoming on occasions a morass of politics.

For me Hailwood's loss, as a fan, rates on a par with the late Jim Clark another "sportsman" whose memory has not, for very many people, faded at all and who was always willing to race and enjoy without fuss almost everything and anything to the best of his ability.

It can be a sad world.

Bourne, Lincs WARWICK BANKS

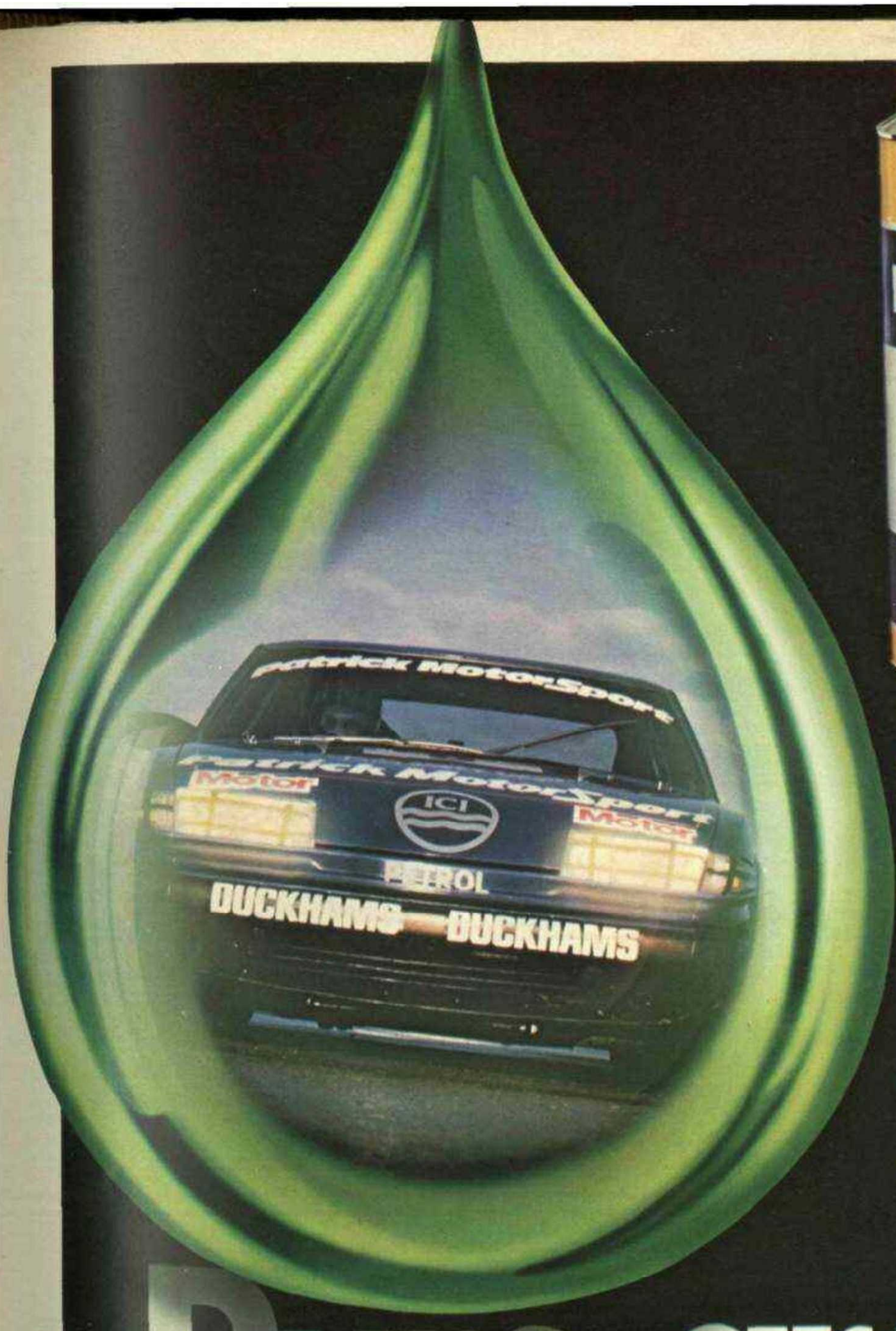
TVR 3000S — A Holiday Abroad

Sir,

My girlfriend and I have recently returned from a two week holiday in Europe in which we covered just over 3,000 miles in my V-Reg TVR convertible. It is the first convertible that I have owned and it was bought to fulfil a lifelong ambition of wanting to own a fast and unusual convertible. Having previously owned a Taimar I was interested to see if I had made the correct decision in exchanging my fairly practical hatchback for an obviously less practical soft top.

The problems throughout the trip were few and the car performed as it usually does — superbly. However there were a couple of silly things that did go wrong that shouldn't have, especially when one considers that it is by no means cheap (£7,000 when purchased in Dec. 80 when 14 months old). The bonnet catch on the driver's side refused to catch after about a week and the boot sometimes did not open, resulting in the luggage having to be brought out through the inside of the car. The biggest problem was the roof which fell to bits after about 10 days, admittedly after it had been raised and lowered 3 or 4 times a day. A rushed repair had to be done to tighten up all the screws that had come loose, to refit the driver-side handle that connects the roof to the windscreen and to find suitable screws to replace the ones that had fallen out altogether. (When the roof is working it can easily be lowered and raised in a couple of minutes, but not from inside the car). The other two inherent TVR problems, that of noise and ventilation I'm sure won't come as a surprise to any owner; the noise is something one accepts — even likes occasionally — but the ventilation, or lack of it when sitting in a midday traffic jam in hot sunny weather can be a bit boring. [See TVR Tasmin road test last month! — P.H.J.W.]

continued on page 973





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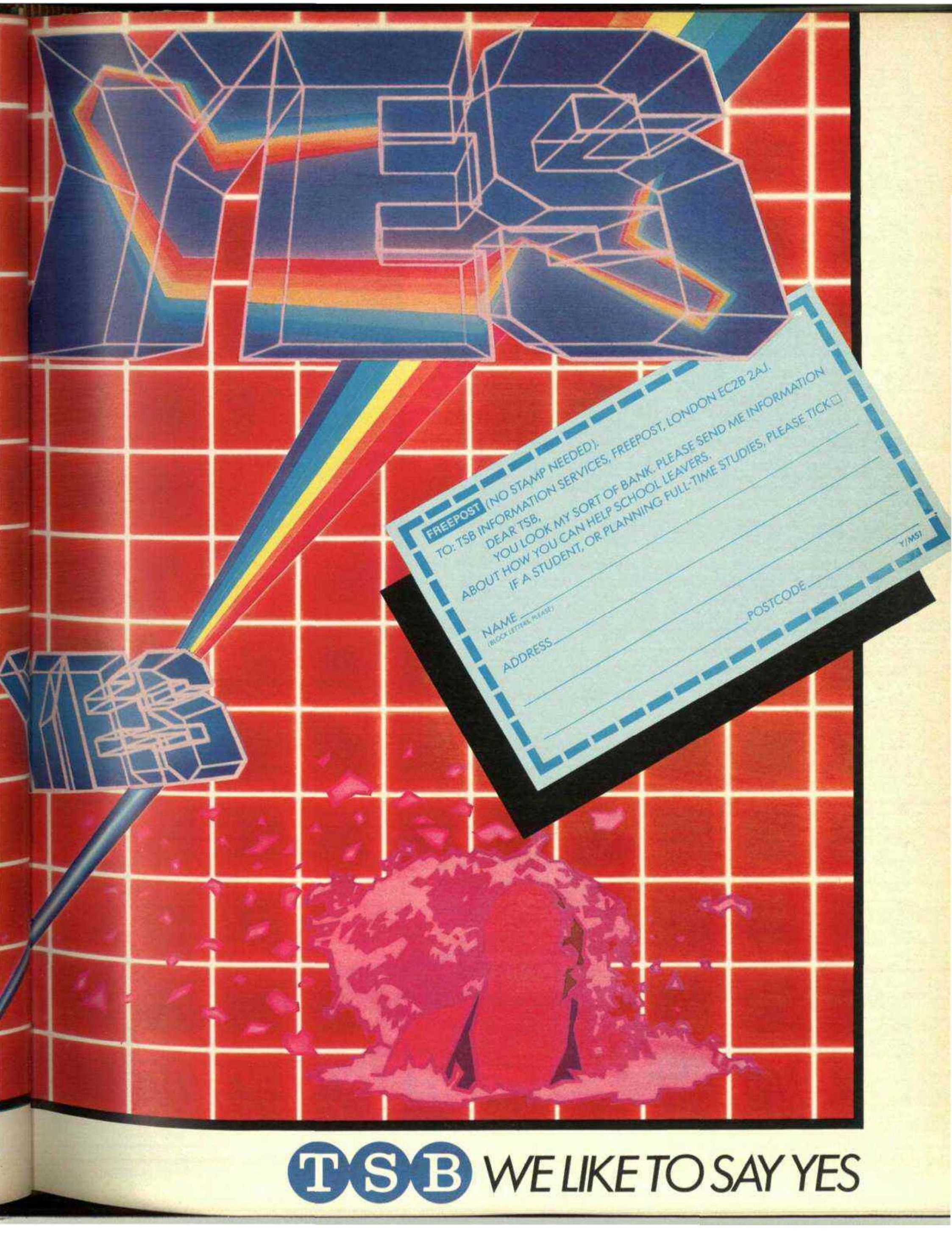
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Those were the problems, on the brighter side I know it would take a lot more to go wrong before the bad points outweighed the good — the tremendous acceleration, outstanding road holding, good solid brakes, and the well proven, reliable Ford V6 engine and gearbox producing the power and drive. The inside is very well finished; perhaps the only unusual thing is that the rev.-counter is in front of the passenger.

The small boot and quite large space behind the seats give just enough room for two for a couple of weeks (small tent included). For me however the greatest thing about the car was when the roof was down, the sidescreens off, the sun blazing in and, with a deep throaty roar from the exhausts, the car accelerates away from just about anything. The petrol consumption from SW Scotland to S of France, Andorra and back was about 25½ m.p.g. and could easily have been more, oil consumption was 1½ pints.

The convertible is an awful lot of fun. It's a great pity the ventilation was never sorted and I'm sure the small faults, once mended, will not go wrong again. I'm extremely glad I've got one, my problem now, as the rain pours down (and in) is whether to keep it.

Muscat, Oman — R. McCROW, Captain, SOLF

And the Tasmin

Sir,

I am putting pen to paper after reading the June publication of MOTOR SPORT namely the Road Test on the TVR Tasmin.

I feel that the report was rather scathing and too highly critical of one of the few remaining British and privately owned car manufacturers.

Perhaps you could explain why your report differs drastically with the report of the same car in *Motor* recently, your comments would be appreciated.

I have owned a Tasmin for the past two months and totally disagree with 75% of your criticisms, and would like to place on record that on reporting several minor defects to TVR Limited, the car was collected and defects attended to by TVR Limited and not their agent. The car was returned swiftly to me. The after sales service offered by TVR Limited is second to none.

MOTOR SPORT seems totally biased towards foreign sports cars, whereas praise should be given to a British company on limited finance, when announcing a new model, perhaps other larger publicly owned ailing companies could learn something from the success of TVR Limited over these past few years.

I have been a regular subscriber of MOTOR SPORT for the past 18 years, and find this report distasteful and in my opinion inaccurate.

I trust my letter will be published in the next issue to show that you too can stand criticism.

High Wycombe, Bucks. — G. M. RICHARDS

[I am glad that Mr. Richards disagrees with my assessment of the TVR Tasmin Convertible, for it shows that there will continue to be a market for such cars — individuality cannot be stamped out! It would be a poor world if all cars were the same, and it would be a poorer world if all motoring writers agreed with each other. It is as distasteful to me to find fault with a British product as it is to any patriot, but it is not innaccurate for me to report on what happened during my evaluation of the car. I wish TVR luck and hope they may continue to produce cars for years to come, but it would be wrong for me to write a glowing report glossing over poor features (as Mr. Richards seems to think I should have done), simply because it is the product of a small, British firm on limited finance. — P.H.J.W.]

On the One Hand, A Colonial's View

Sir,

Your article in my latest copy of MOTOR SPORT March 1981 on the Mazda 323 1500 GT prompts me to comment on what appears to be a major epidemic sweeping through the ranks of British motoring journalists — one-eyed-itis.

Being British to the boot straps is all very admirable and I understand the bias toward the local product. But if you could just keep that other eye just slightly opened you might become aware of the attributes of products which might just be the competition necessary to jolt the British car industry back into healthy life.

In Australia, we have been exposed to Japanese cars for many years. I am sure that it is only because of the enlightened approach of the Japanese engineers and the competition in the market place that finally put our Detroit Dinosaurs out to pasture and forced them to come up with Cortinas and Commodores. These at least resembled something worthy of the title automobile.

Yes, I do own a Japanese car and find it excellent for its purpose. I also own a Porsche 911 and have owned other Porsches, Alfa Romeos, MGs and Austin Healeys, so I have a fair idea of what a good car is all about. I gave up reading Australian and American motoring magazines because they became incestuous and could see nothing but local products. I hope the British scribes can fight off this infection and influence the industry, not react to it. [We at MOTOR SPORT are often accused of being too anti-British in our attitude! (see letter above). We try very hard to be fair in our asssessments of cars, not allowing political or national considerations to impair our judgement. — Ed.]

Just one other point — seat belts. Recent editorial comment and readers' letters seem as if they were reprinted from Australian magazines prior to legislation on the wearing of seat belts in Australia. OK, so you don't want to fry when your Austin 1800 bursts into flame because it's going to take 1 sec. to undo your seat belt — but your number is probably up anyway if you are in this situation. But . . . what about that minor collision in which your passenger went through the windscreen. You weren't travelling very fast and you can't understand her just taking off like that. The steering wheel bruised your chest a little but that's all. It's a pity that to restore that beautiful face she has to undergo massive plastic surgery and neurosurgery or a last chance operation to restore her sight.

These are the great savings of seat belts — reduction of injuries. The recorded figures for road accidents maintained by an independent road safety group in Australia, show a phenomenal reduction in head and facial injuries to passengers, particularly children, since seat belt legislation was introduced. Unless the average British motorist is remarkably enlightened and will automatically buckle up, legislation is the only salvation for the idiot and the only way to save money for the others.

Who pays for the hospitalisation, the time lost in the work force and the massive compensation claims on motorists' third party insurance? You do my friends through increased taxes and insurance premiums. North Sea oil can't pay for everything.

Canberra, Australia — TERRY LOVETT

And on the Other Hand

Sir,

As a confessed anti-seat-belt man from a compulsion point of view, I was disgusted by the recent comment by the television interviewer on the road safety programme that no one escapes death or injury unless belted in. This ignoramus also openly implied that those who had allegedly escaped through *not* being belted in were figments of bar room imagination.

As a virtual non-drinker who has two relatives alive, *only* because they were thrown clear when their small cars were crushed by lorries beyond recognition, I bitterly resent the lies being perpetrated by those evil enough, although possibly well intentioned, to want to see us all tied down literally and legally regardless of the cost in lives that a seat belt law will undoubtedly claim.

I am even more concerned that apparently neither the police nor the Department of Transport keep records on people unbelted who survive certain-death crashes. Thus this Government Department's figures are totally unrepresentative and hence worthless, yet it is on those figures that MPs, many of them regrettably very gullible, will be asked to give their vote.

I trust as a serious freedom loving driver and fellow anti-compulsion fighter you will be able to publish the total fallacy of the so-called lifebelt statistics.

Heathfield, Sussex — HAROLD E. PARKIN

[While we maintain our stance against the *compulsory* use of seat-belts, we cannot agree with Mr. Parkin when he suggests that compulsion will claim more lives; we are convinced of the benefits of wearing belts, and feel that others (especially passengers) should use their belts through conviction rather than compulsion. — Ed.]

"Sic transit gloria Rolleiflex"

Sir,

Last month in my photographic magazine I read that the Rolleiflex turn-lens reflex camera had been discontinued. First introduced in the late 1920's, it had been developed steadily, the basic design remaining the same, a little like the famous AC 2-litre 6 cyl. engine, which also was produced over many years.

Now in my June MOTOR SPORT I see that W.B. has retired his Rolleiflex — one of the World's most famous, having measured the capacity of many a glovebox down the years, and taken some interesting photographs, too.

Do gloveboxes no longer need measuring or have they shrunk to such a size that the old Rolleiflex is no longer a sensible yardstick? A modern compact Japanese job would seem to do.

I cannot make up my mind where the old camera should spend its retirement: the National Motor Museum or, more sportingly, the Donington collection.

Thornton Heath, Surrey — NOEL C. A. YATES

Stratos support

Sir,

Might I add my support to Alex Moore (June edition) in his defence of the Lancia Stratos — not that I think J.W. meant to imply any serious criticism of the car. The differences in approach by BMW and Lancia to their respective "homologation specials" merely underlines very strongly the differences in national temperament so often noted by writers comparing German and Italian cars. No one could deny the BMW's superior build-quality and no-nonsense practicality, any more than they could deny the

Continued overleaf

Lancia's vastly more sensuous, exciting character. Remember, too, that Lancia were under considerable pressure from Ferrari and Fiat not to make the Stratos too attractive a proposition, and thereby take sales away from the Dino.

My own Stratos is about to undergo major suspension surgery similar to that of Alex Moore's car, and I can only reinforce his remarks about the transformation that properly-sorted suspension can bring about. On Pirelli P7s, Bilsteins, and the correct competition springs the car is quite simply the most electrifying device ever put onto four wheels.

Abingdon, Oxon SIMON PARK

Alfa Romeos 8C/35

Sir,

Good old D.S.J. should return to school for a "refresher course" on geographical, political and historical matters. In his otherwise excellent article about the Alfa Romeo 8C/35 (June 81 issue, page 794) he writes about Tazio Nuvolari's second place in the "Hungarian Grand Prix at Masaryk", which, I am afraid to say, does not make any sense.

These are the facts, as I was present at the 1935 Masaryk Grand Prix, which was — by the way the very first car race won by the late Bernd Rosemeyer on an Auto Union, while Tazio Nuvolari, on the Alfa Romeo 8C/35, was second in front of two more Alfa Romeos, driven by Louis Chiron and Antonio Brivio-Sforza for Enzo Ferraris Alfa Romeo racing Scuderia.

T. G. Masaryk was then President of Czechoslovakia and the Masaryk Circuit — just on the outskirts of Brno — was named after him. It was in no way connected with Hungary and was therefore never the venue of a Hungarian Grand Prix. The race contained a 1500 cc class, which was won by Dick Seaman on his black ERA in front of two type 51A Bugattis, driven by Pierre Veyron and Bruno Soyka.

Bielefeld, Germany ERWIN TRAGATSCH

Dealer Replies

Sir,

Rodney Smith's letter, published in the June issue of MOTOR SPORT, was misleading in itself, and contained a number of false premises. The car I was advertising is KV 5392, the KV and the 53 being clearly visible in the photograph. I make no claim to own VC 8304, the tail of which can just be seen in the photograph.

KV 5392 retired from the 1933 Le Mans race (the year that VC 8304 won the Index of Performance having been placed fourth overall) but finished fifth in 1934 driven by Becke and Peacock, carrying racing number 36 and winning the Index of Performance. I have photographic evidence of KV 5392 leading the Sebilleau — de la Roche car, although the latter eventually finished second overall.

The possible mix-up of information may derive from Birmingham's Riley book where my car is confused with KV 9477 in one of the photographs.

London, SW7 DAN MARGULIES

In Support of Leyland

Sir,

In perusing May MOTOR SPORT, I noted the comment of your caption writer on page 616 that the Audi Quattro bonnet proper was "a piece of bent rod to match the crudest from Longbridge". While it does seem to me strange that a £14,500 car from the Fatherland should have inferior bonnet proppery to, say, a Longbridge/Cowley designed Princess (whose bonnet rises gracefully, even regally, on two gas struts), why pick on Europe's most advanced car plant for such a snide comment? Time was when I would have ignored this kind of xenophilic stuff, but since Austin Morris has made such a massive effort over recent years, culminating in the Metro launch, it's time we started being more aggressive and self-assertive, like our friends over the Channel. Longbridge rules, OK!

While on my hobby-horse, might I refer back to a comment you made in your Metro story in January, when you expressed an aesthetic preference for the less aerodynamic, square front of a certain Spanish hatchback, over the Metro's "wedge" nose? Surely, the former arch-exponent of Beetling should prefer bonnets which do not obstruct one's sight line to the road?!

Solihull, W. Mids. IAN ELLIOTT
(BL Cars Press Office)

[Perhaps the designers of the Quattro are confident that the owner will not have to open the bonnet himself — Ed.]

Peugeot-Solution

Sir,

With reference to the letter in the June issue from C. K. Luton regarding his Peugeot trouble, I may have good news for him. A colleague had identical engine trouble and after £400 and 12 months head-scratching he accidently flushed the heater circuit the reverse way. The result was a messy, rusty sludge from the pipe! After thorough flushing he refitted the pipe and fitted the cooling the correct way. Result — magic. The engine ran cooler, heater worked better and the car was faster. The car had done 60,000 miles, so the sludge build up must occur slowly on these highly tuned engines.

Rochdale, Lancs. E. A. ROTHWELL

Kieft Coventry Climax Car

Sir,

Cyril Kieft built four Kieft cars with the 1,100 c.c. Coventry Climax engine, in or about 1952. He took out a series of ten registration numbers for his cars from the Wolverhampton Licensing Office, ranging from LUK 1 to LUK 10, and so the four cars originally started with one of the above registration numbers.

The history of the cars is as follows: one was destroyed in a crash at Le Mans, one was destroyed by a fire, another was given to Cyril Kieft's daughter (Anne) for her 21st birthday, the registration number having been changed from LUK ? to AK 123. This car was once driven by Stirling Moss, and is now still in the possession of Anne Kieft (now Anne Etchells). The fourth car is a mystery!

I have spoken to Cyril Kieft, whom I know well, concerning the whereabouts of the car but he, like myself, is completely mystified.

I would be extremely grateful if anyone could throw some light on this matter.

Codsall, Staffs. RICHARD HOWELL

[Letters will be forwarded]

Mistaken Identity

Sir,

W.B.'s article "Cars in Books" refers to the Paris-Madrid race and a chain-driven Mercedes driven by Jos. "Jos" was *not* Foxhall-Keene. His surname was Grant and on page 21 of "Nellie — Letters from Africa" from which W.B. quotes, it describes his meeting with Nellie the sixth and youngest child of Lord Richard Grosvenor, a younger brother of the 1st Duke of Westminster. The book was written by Elspeth Huxley, Nellie Grant's daughter.

London, SW10 PATRICK MATTHEWS

"Cars In Book

Sir,

The letter of Professor M. J. C. Hodgart whi was published in your March 1981 issue broug back to me delightful memories of a ve humorous book. The quotation which he cites as you suspected, from a novel. However, it w not a novel centring around motoring.

My recollection is that it is from a book writte by Terry Southern (the co-author of the on rather scandalous novel "Candy" which was lat turned into a rather vapid film notwithstandi eminent English actors' participation), the title which when I read it was "Flash and Filigree" That was some 12 years ago. The Doctor referre to in Professor Hodgart's letter carried on delightfully amusing, if rather bizzare, scandalou and cavalier set of escapades and the quote is fro the evidence which the Doctor gave at trial whe he was defending a charge which I believ included reckless driving resulting in the death of at least some innocent bystanders. He was, recall, driving at the speed which he estimates shortly after having bludgeoned a patient with hi paper weight for irritating him with a neuroti and prolix history of a pimple.

What was particularly amusing to motorists an motoring enthusiasts was that the Docto notwithstanding having been driving well i excess of any known speed limit to which h readily admitted, acquitted himself with the mos haughty of rhetoric, proving beyond a shadow of a doubt that a Delahaye in his hands was by far a better standard against which to measure rules o safety than any of the laws which lesser beings might have to obey; surely one of the most vivid and common fantasies of all lovers of fast automobiles!

Toronto, Canada JOHN R. DINGLE

FORMULA II REVIEW cont from page 892

race day saw a fighting performance by the Marseille driver, until he ran out of brakes. . . At Mugello Dallest looked set for a good finish before his engine lost power. He slipped back to seventh and has yet to score any points at all.

The biggest surprise of the last two races has been the performance of Pierro Necchi in Arturo Merzario's March-BMW. Necchi gambled on the same Pirelli tyres as Fabi at Mugello and worked his way up from tenth to a most impressive third place. At Pau he started from 12th on the grid but again stormed through the field, again to claim a brilliant third place. After a year driving the uncompetitive Merzario Formula Two car Necchi had got overlooked as a serious force in Formula Two. He has now put that right.

Riccardo Paletti, also Italian, also driving a March-BMW, in his case run by Mike Earle, was quick at Mugello and Pau but at both races got involved in contretemps that forced him to pit for a new nose. Nevertheless, he is regaining the form he showed at the start of the season (that was after a lot of winter testing) and he should be a real force to reckon with at Enna.

Others looking for that upturn in fortunes include Toleman drivers Jim Crawford, Guido Pardini and Carlo Rossi. Crawford, a major British hope, has switched between Pirelli and M&H tyres to no avail and has had more than his fair share of bad luck. So indeed have Midlander Paul Smith who is finding his unique combination of March chassis and Hart engine a tough one to sort and Formula Atlantic pace-setter Ray Mallock who took his Ralt (with a Hart engine in the back and untested in that form) to Pau but didn't make it into the race after a number of problems. — I.M.B.

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MERCEDES 190 SL 1960, blue, hard top. A really beautiful car. M.o.T., taxed. £5,250 o.n.o. Tel: Rainham, Essex 54152. (78167

MASERATI A6 GCM, two engines, ex-Scuderia Milan in process of restoration. One complete other short block. Correct twin magneto twin cam Formula 2 etc. Offers around $25,000. Christopher Stewart, 71 Duke Street, London W1. Tel: 0279 870370 (nights). (78152

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VOLVO P1800E 1970 J-Reg., manual, magnificent in BRG, second owner last five years. Price reflects condition. £3,750. Tel: Yateley (0252) 871378. (78927

ALFA ROMEO 1600GT Junior, 1975, 40,000 miles, one owner, Dinitrol, good condition, £1,500. Tel: Frome 630714 evenings. (79326

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T.V.R. 3000M, S-Reg. 1978, 16,000 miles, exc. condition, red black, sun roof, extras, M.o.T., tax, £5,350. Tel: 061-723 5964. (79497

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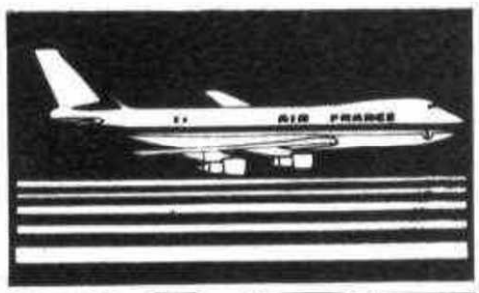
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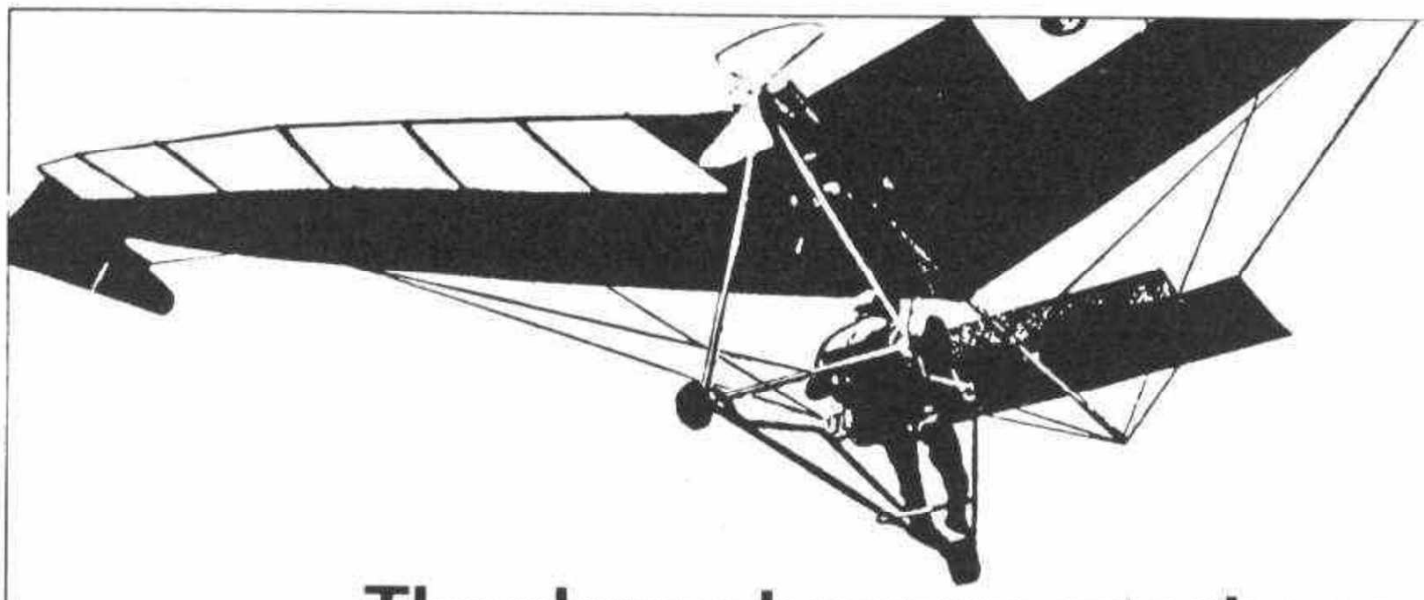
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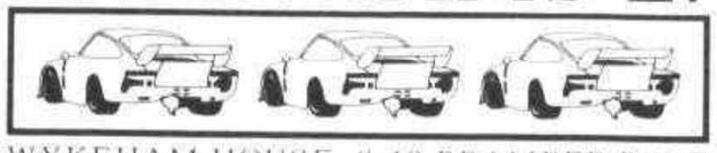
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1978 Twin cam super 7. British Racing Green nose and wings with polished alloy body. Vegantune series two twin cam. Dellorto carbs. Chrome suspension, polished bell housing. Full weather equipment. Absolutely first class condition. 15,000 miles and one owner from new. **£4,500.**



1971 Winnebago 29 ft. Motorhome. 8 berth. Power steering, auto. 42,000 miles central heating, hot water, generator, shower, WC, good condition. **£5,950.**



1966 Lotus Elan S3. Fixed head coupe. Minilite wheels, flared wheel arches, metallic leaf green, recent engine overhaul, extremely good condition. **£1,995.**

1979 Renault 5 Gordini. Electric blue, 19,000 miles, one owner. **£2,950.**

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1981 Golf GTi. Diamond silver, sunroof. **List.**
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FOR SALE—continued

LOTUS ELAN SE3 DHC. One of the best Elan's in the country, completely original, present owner ten year's. £2,150 o.n.o. Tel: Kidderminster 745953. (80134

BMW 2002. 1973, radio, stereo, twin spots, tow bar, alarm, genuine bargain. £950. Tel: 051-722 6153. (80135

ASTON MARTIN DB5 AUTOMATIC. 1963, roman purple with red upholstery, orginally made for Sir David Brown, recent engine overhaul and Selectaride shock absorbers. £4,250. Tel: 02813 8800 (daytime). (80138

BMW 2002 TURBO. White, under 30,000 miles, Mahle wheels, concours condition throughout. £5,500. Might take PX. Ivan Dutton Ltd. Tel: 01-578 3810. (80139

LAGONDA D/H 4 STR. 1950. DB 2.6 re-upholstered in leather, very attractive, regal red. Sensible offers. Box No. 6536. (80140

1970 MG-B GT for private sale with nominal mileage since £1,500 rebuild of engine and body, all new panels, Webasto roof, respray. Tel: 0308 23247 evenings (Dorset). (80173

AUSTIN 7 RUBY. 1937, good running condition, just passed M.o.T., black with blue leather seats, lots of spares included. Completed 750MC Monte Carlo run last year. £900. Tel.: Frensham (025-125) 3711. (80174

ALFA ROMEO SPIDER. 1978, only 14,000 miles, this classic Alfa is featured in the Sunday Times Colour Supplement 12/10/80; is as new, absolutely immaculate condition, red coachwork, black interior, self-seek radio cassette, Alfa alloy wheels, Ziebarted, warranty still to run. £5,495. Tel: 01 318 0102 evenings. (80175

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RELIANT SABRE 6 GT. 1964. Rebuilt engine, resprayed, excellent condition, ideal for road or post historic road sports racing, HSCC registered. £2,000. Tel.: Sandbach 7523. (80177

MG TD 2. Immaculate condition, less than 700 miles since total chassis up rebuild leather upholstery, new hood and side screen tonneau and half tonneau. Agreed insurance value £6,500 will accept £5,750 for quick sale. Tel.: 061 773 3848 (Manchester). (80179

LOTUS ELAN S4/SE DHC. November 1970, yellow, electric windows, Kenlow fan, radio, taxed and tested, good condition. £1,750 o.n.o. Tel.: 0995 70312. (80180

1962 ASTON MARTIN DB4 in excellent condition with brand new M.o.T. £3,950 o.n.o. Tel.: Guisborough 33782. (80181

RENAULT 5 GORDINI. 20,000 miles, excellent condition second car, still under manufacturer's rustproofing warranty, early sale as new Gordini due. £3,550 o.n.o. Tel.: 0422 69926 (evenings), West Yorkshire. (80182

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LANCIA APRILIA SERIES 1. 1938, mechanically and bodily good, trim tatty, some spares. Tel: Carlisle 0228 28021. (80184

STUDEBAKER CHAMPION 3 Window, business coupé, 1974, beautiful original low mileage car. Offers over £2,000. Tel: 0429-73242. (80185

TVR TAIMAR. 1978, July, silver, charcoal coachband, black interior, tints, electric windows and aerial, sunroof, Wolfrace wheels, smashing car, children forces sale. £4,500. Tel.: 01-286 8663 days, 01-948 2648 after 8 p.m. (80186

BRISTOL 410. 1968, BOC Concours winner 1979, S/S exhaust, white, black vinyl top, stereo tape/radio, T&T. Absolutely immaculate. £4,500 or offers. Tel: Westbury (Wilts.) 822070 (business), 822268 (home). (80228

TRIUMPH GT6. Mk. 3 o-d. 'L' Reg. 37,000 miles only, full history from one lady owner. Super condition. New clutch, battery, radiator. In daily use. Undersealed. £1,650 o.n.o. Tel: Betchworth (Surrey) 3116. (80230

MGB GT. 1974 (N). Damask red, overdrive, radio. One lady owner. Original condition. Chrome bumpers. Rostyles, 33,000 miles. Genuine. £2,350. Tel: Wellingborough 663866. (80342

ALVIS TE21. 1964. New engine, auto trans., distributor, exhaust, Trunnions, springs, Kenlow. White. Good Body. £1,850. Tel: Bishops Caundle 582 (Dorset). (80232

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FOR SALE. Triumplf Stag. 'S' Reg. August 1977. Automatic, hard top/soft top. Aztec yellow. 39,000 miles. Radio and electric aerial. £4,750. Sensible offers will be considered. Tel: Burton-in-Kendal (0524) 78 1105. (80244

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MG TF 250. Nice original, goes well, taxed, M.o.T. Drive away. £5,500 o.n.o. Tel: Shurman 061-736 1683. (80246

MASERATI BORA. 1972. LHD. Met. green, very good condition. Very rare car appreciating in value. £6,750 o.n.o. Tel: Rusper 414 (evenings). (80251

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LOTUS ELAN - 2 SE. 1970. Yellow with black interior, electric windows, stainless steel exhaust, new suspension, tyres, brakes and many other parts. Stored during winter months. Excellent condition, must be seen. £2,175. Tel: Northampton 831143 (evenings) or Bedford 853530 (days). (80247

ASTON MARTIN DB6 Volante. 1968. Automatic, metallic mink, blue hide interior. Excellent condition throughout. 62,000 miles, full history, same owner since 1972. £10,500. Tel: 01-493 2891. (80248

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MINI COOPER. G-Reg. taxed August, tested May '82, cash offers. Tel: Seascale (0940) 28230. (80360

MINI 1275 GT. March 1979, low mileage, vermilion, regularly serviced, Endrusted, radio, excellent condition. £2,695. Tel: 021-705 8181 daytime, 05645 6746 evenings. (80361

AUSTIN 7 van 1935 chrome radiator, with log book, requires extensive rebuild. £395. Tel: Bristol 422804. (80363

VINTAGE SINGLE seat special, Austin JAP 996 cc, VSCC accepted, including 1½ spare engines. £1,995. Tel: Bristol 422804. (80363

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MGB GT. 1977, sunroof, blue, meticulous owner and in excellent condition. AA inspection welcome. £2,950. Tel: 027 75 4860 (Essex). (80368

PORSCHE 911S £6,500 may sound a lot for a 1970 car, but it is bright red and immaculate, 37,000 miles on the clock, which I am told is genuine, electric windows and roof. Reg. No. LFE 3. Tel: 01518 1610 evenings, 0494 25050 day. (80369

LOTUS ELAN 2 - 2. 1974, green with oatmeal trim, one lady owner, 32,000 miles, excellent condition. £3,750. Panks Tel: 0295 78433. (80370

ASTON MARTIN Lagonda Rapide. 1964. No. 50 of 55 made. T&T. £2,500 recently spent with Forshaws, must go, offers please. Tel: Cardiff 592084 after 7.00 p.m. (80371

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VANDEN PLAS Princess 7 seater limousine, black with leather upholstery always chauffeur driven, still in commission, beautiful condition both body and mechanics. £1,500 also many spare parts. Tel: Brownhillsgreen 73545. (80380

MIDGET 1500 S Reg. 1978, immaculate, full service history, 23,000 miles, long M.o.T. Brooklands Green, soft top, tonneaux. £2,450. Tel: Tring (044282) 5083. (80381

M.G. PA 1934 two seater, red, black interior, original wire wheels, excellent condition, stored many years. £3,950. Tel: 679 7606. (80383

M.G. TF 1954, white, red interior, (leather), low mileage, stored many years. £6,250. Tel: 679 7606. (80383

LANCIA MONTE Carlo, red, fawn interior, S Reg, L.H.D., excellent condition, many extras, exchange considered. £3,200. Tel: 01 764 0981. (80384

JENSEN INTERCEPTOR Mk. I. 1968, metallic copper, completely restored to original immaculate condition, £100 stereo, £3,800 o.n.o. Tel: Rogate 581 (W. Sussex). (80382

MGC GT. Red, black leather seats, wires, overdrive, Motorola. £1,450. Consider exchange motoring books, vintage Bentley bits. Tel: 761274. (80540

PORSCHE 911E Targa. 1973. White. Recaros. Registration 222 ORL. 75,000 miles, service history, new M.o.T. Immaculate. £5,250. Tel: 01-673 1919. (80541

MORGAN PLUS 8. White. Registered December 73. Always garaged. Can be seen Central London by arrangement. Best offer over £4,500 secures. Mr. Colover. Tel: 01 953 8143 (evenings). (80542

LOTUS EUROPA Special. 1974. JPS. Excellent. £3,150 or p.x. any Lotus. Any condition. Tel: Kegworth 2127. (80543

MINI COOPER 1275 S Mark I. Substantial rebuild just completed engine, gearbox, CV joints, steering rack, bearings, brakes. Excellent condition. 731 cam and (wish) 1½ SUs. Long tax. New tyres all round. Poverty forces reluctant sale at £1,400. Tel: Holderbrough 833905. (80544

LOTUS EUROPA 5-speed. 1973. Big valve, yellow, coach trim, alloy wheels. Immaculate. £2,500. Tel: Ilminster (4322) Somerset. (80545

V12 E-TYPE. 1973. New engine, gearbox, radiator, tyres, brake discs, calipers. Approximately 7,500 miles since new engine. One owner. Service history available. Dark blue. £9,000 o.n.o. Tel: Bedford 870345 (evenings, weekends). (80557

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£5,995 TVR TAIMAR. 1978. Metallic blue with neutral modelband, sunshine roof, radio, alloy wheels, 16,000 miles.



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£3,495 ALFA SUD 1.5 Ti. 1980. Italian Red with black trim, sunshine roof, radio cassette, 7,000 miles only.



£3,245 VW SCIROCCO GLS 1977. Diamond silver with cord velour interior, alloy wheels, radio, etc.

£8,395 JAGUAR XJS 1978. Metallic silver with navy hide, auto., pas, air conditioning, etc.

£7,495 BMW 733i Manual 1979. Metallic cashmere gold with beige velour, electric sunroof, pas, electric windows, alloy wheels, twin electric mirrors, radio cassette.

£6,295 BMW 320 1980. Metallic reseda with power steering, metal sunroof, tinted glass, head rests, radio cassette.

£6,195 LOTUS ELITE 1977. Black with oatmeal cloth interior, fitted radio cassette.

£5,995 LOTUS ECLAT 1977. Superb example with 5-speed gearbox, rebuilt engine, alloy wheels, Pioneer radio cassette, late type front spoiler, cherished No. plate, etc.

£5,995 JAGUAR XJS 1976. White with navy hide, auto with pas, air conditioning, radio cassette, etc.

£5,795 ROVER 3500 SDI 1979. Automatic, Persian aqua with tan cloth, pas, electric windows, radio cassette.

£4,996 LANCIA 2000 HPE 1980. Metallic blue with grey cloth, metal sunroof, radio cassette, 2,000 miles only.

£4,995 ASTON MARTIN DBS 6 Cylinder, Auto., 1970 J-Reg. Bright red with black hide, tinted glass, alloy wheels.

£4,895 TRIUMPH TR7 1980. W-Reg. Metallic silver with sunshine roof, radio cassette, 5-speed gearbox, alloy wheels, 7,000 miles only.

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

£3,995 ALFA ROMEO 2000 GTV 1979. Red with grey velour, tinted glass, radio, etc., 14,000 miles.

£3,995 ALFA ROMEO MONTREAL 1975. RHD, example in blue with tan cloth, alloy wheels, radio cassette.

£3,495 ALFA SUD SPRINT 1.5 T-Reg. Metallic jade green with alloy wheels, 11,000 miles only.

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DATSUN 280ZX TWO-SEATER. Delivery mileage. W-Regd. Feb. 1981. Gold, five-speed, p.a.s., Sundym, electric windows, rustproofed. List price £8,800. Absolute bargain **£7,495**

ALFETTA 2.0 SALOON 10 months old. White, grey velour int., radio, tinted glass, sunroof. Costs £6,900 new **£3,795**

MG-B GT 14 months old. Inca yellow, Sundym, o.d, Aiwa radio stereo, one owner, 16,000 miles. Costs £6,500 new **£4,395**

S-Reg ALFETTA 2000 GTV. Beige, Sundym, 32,000 miles, two owners, rustproofed, immaculate **£2,175**

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1979 **(Oct) V-Regd. RELIANT SCIMITAR GTE.** Monza red, black vinyl & sunroof, auto transmission, p.a.s., tan leather interior, rear seat belts, electric Sundym. Wolfrace wheels, AM stereo, cassette, radio, 17,000 miles **£5,995**

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1978 **MASERATI KYALAMI COUPÉ.** Manual, 2 owners. Opalescent blue, magnolia hide. Air conditioned etc., costs £26,000 new, 36,000 miles. Super **£8,950**

1978 **TRIUMPH SPITFIRE.** Brooklands green, o/d, 33,000 miles **£2,575**

1978 **MG MIDGET** Brown, 21,000 miles, super **£2,495**

1978 **MG MIDGET.** Yellow, 20,000 miles, radio, one owner, super cond. **£2,395**

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1977 **(Dec.) S-Regd. FORD CAPRI 3000 GHIA AUTO.** P.a.s., metallic red, one owner, 29,000 miles **£2,995**

1977 **TOYOTA CELICA 1600 ST.** Five-speed, red, black trim, radio, 19,000 miles, beautiful condition **£2,295**

1977 **S-Regd. JAGUAR 3.4 LWB AUTO.** P.a.s., brown, beige interior, Sundym, radio, XJS wheels, exceptional condition **£3,450**

1976 **MGB-GT V8.** White, black interior and vinyl roof, o/d, chrome wheels, 38,000 miles **£3,375**

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MG MIDGET. M reg., 1275 c.c. BRG. MoT Oct. Excellent condition. £1,200 o.n.o. Tel: Oxted 3072. (80555)

MORRIS MINOR 1000, 1968. One lady owner, 60,000 miles. Superb condition. £1,200. Tel: Southampton 767824. (80556)

KARMANN GHIA. 1971 J. Rare example of this classic car. Stainless steel exhaust. £1,500 o.v.n.o. Tel: Dereham 820782 for details. (80558)

TR6. April 73. 1 owner regularly maintained in excellent condition throughout. Recent top end O H & service, new M.o.T. Genuine 41,200 miles. Sparkling performance. £2,300 o.n.o. PX & HP possible. Tel: 05446513 (anytime). (80559)

PORSCHE CARRERA RS. 1974. 2.7 litre 210 b.h.p. This car is absolutely immaculate. One of only 77 sold in UK. An excellent opportunity to acquire a classic car. £9,950. Tel: Orpington 23500. (80560)

LOTUS ESPRIT SII. 1978 (1979 model). Ex Lotus car, outstanding condition, bodily and mechanically, only 15,000 miles. £7,500 o.n.o. Tel: 0443 224108. (80561)

TVR TUSCAN. 1967. Short wheelbase SE model. 289 cu. in. V8 Regal red with beige hide interior. In well sorted excellent condition throughout. £6,000. Genuine purchase enquiries only please to Andrew. Tel: 073 278 240 (NW Kent). (80563)

TR6. 1972. One owner, overdrive, detachable hard top. Obsessionally maintained second car. £2,400. Tel: 0582 606856. (80564)

MGB GT V8. 1973. Chrome bumper, overdrive. Genuine 33,000 miles. £3,900. Tel: 0582 606856. (80564)

RENAULT 17TS. 1973. Green. 5-speed, fuel injection, rare car, fast, economical, reliable, electric sunroof. High mileage, but superlative condition. Cherished by 1 owner since new. £1,150. Also Aston Martin DBS. 1969. Desirable 6 cylinder Vantage manual version. White with blue leather. 43,000 miles, good condition. Much work recently undertaken. £4,200. AMOC member. Tel: Stratford on Avon (0789) 740414 (evenings). (80565)

ASTON MARTIN DBS-V8. 'K'-Reg. Auto., red, black interior, 47,000 miles. Known history, superb throughout. £4,500. Tel: Haywards Heath 55341. (80566)

STAG. 1972. Red, excellent condition. Usual refinements including engine overhauled by Hearts. New carbs., new tyres, new canvas top, new exhaust, new M.o.T. Smooth box. Bargain at £1,995. Tel: Copthorne 715105. (80581)

FOR SALE—continued

JAGUAR XK 150. Drophead Coupé. 3.4 Automatic. 1958. Old English White, black upholstery. 12,720 recorded mileage, believed genuine (2,100 only in last 6 years guaranteed). Rare example in superb condition. Thorough inspection invited. £12,950. Tel: Bournemouth 762325. (80567)

FERRARI 250GT. 1959. Rare opportunity to acquire one of the classic 250s not the 2+2. Considerable restoration including coachwork, now immaculate in rosso. 37,000 km. indicated; possibly accurate. £11,000 o.n.o. or exchange 308GTB. Old Paddock Cottage, Clanville, Andover, Hants. Tel: Weyhill 2497 (after 8.7.81). (80568)

FERRARI. 1950. Very pretty Vignale SWB aluminium competition coupé. A rare car part restored with 100% condition body and chassis, rebuilt engine, radiator, road springs etc. Requires completion. £10,000. 1952. Type 212 aluminium Vignale coupé. Accident damaged body, repairable. No engine or gearbox but can locate correct type. A sound basis requiring complete restoration. £4,750. Tel: Worcester (0905) 620670. (80569)

LE ZEBRE. 1919. D-Type. 8.10 h.p. Torpedo Tourer (4-seater). Green black wings and upholstery, brasswork. Superb Edwardian light car, restored several years ago, limited use since. Extremely rare, and in excellent condition. Sale to finance another project. Includes spares literature. Serious enquiries and best offer over £6,500 to: Farrow. Tel: Cambridge 276381 (office). (80572)

VOLVO 164. 1973 (L). Dark blue, red leather. Automatic, p.a.s., sun roof, new XAS. Waxoyl treated. 70,000 miles. Always main distributor maintained. Tax M.o.T. 25-28 m.p.g. Superb condition. Best offer over £1,385 to: Farrow. Tel: Cambridge 276381 (office). (80572)

TR6. 1972. 54,000 miles. Good condition. £1,650 o.n.o. Also 1933 Swept Wing MG J2. 95% restored. £4,500. Tel: 01-493 8040 ext. 3658 (days) Gerrards Cross 85072 (evenings). (80573)

PORSCHE 911SC. Sport Targa. 1978. 50,000 miles. PT's. Full spec. Very good condition. Just serviced by Porsche dealer. Bargain at £9,750. No offers. Tel: Buckingham (02802) 5369 or 2507 (evenings). (80574)

PORSCHE 911E 2.4. 1973. 45,000 documented miles. Recent new heat exchangers, oil tank and tyres, electric windows and sun roof, radio stereo. Immaculate canary yellow. Black interior. Recaro seats. New M.o.T. and year's tax. £5,000. Tel: Dawes Green (0306 78) 244. (80576)

JENSEN CV8. 1966. Mk. 3. Blue with cream interior. One of the last few produced. Good history. £3,000. Tel: Wythall 823127 (nr. Birmingham). (80577)

DODGE 2/3 Ton Flat Lorry. 1939. Immaculate condition. Must be seen. £3,500. Tel: Wythall 823127 (nr. Birmingham). (80577)

MORGAN +4 4-seater. 1968. Body rebuilt last 2 years. Recent engine overhaul, excellent condition. £4,850 o.n.o. Want E-Type 3-wheeler. Tel: Buxton (0298) 77740. (80578)

MORGAN PLUS 8. Nov. 1980. Black with natural leather upholstery. XWX tyres, rust proofed. 8,000 miles. £9,700. Tel: Farnham (0252) 714257. (80579)

JAGUAR E-TYPE V12 Roadster. Soft top. Red, black interior, tailor made hood with zip in rear window, genuine 34,000 miles, in immaculate condition, manual, full service record. £7,950. Tel: Langton Green 3136 or Tunbridge Wells 21575. (80677)

ROVER 3½ SALOON. 1973. Excellent condition, new wings and exhaust, 65,000 miles. £1,500 o.n.o. Tel: Lymm (Ches.) 6604. (80671)

FOR SALE—continued

TROJAN. 1928. Fabric saloon. Unrestored. £1,000 o.n.o. MG Magnette. 1956. For spares. £100 o.n.o. Tel: Weymouth 782716 Dorchester 9211 (ext. 213). (80582)

LOTUS EUROPA Special. 1975. Balanced engine, full history, M.o.T. tax. Pale blue. Excellent condition. £3,900. For details Tel: Watford 49834 (day). (80583)

STANDARD VANGUARD. 1953. Excellent, taxed. 2 owners, history. Offers over £750. Tel: Malmesbury 3401. (80672)

ASTON MARTIN DB5 Convertible. The most rare of all. In very good condition. Full history, owned for 8 years. Tel: 0590 72310 or 74973. (80673)

TRIUMPH GT6. One of last. Mimosa, o.d., sun roof, rustproofed. Superb. Near total Concours example. Hence £2,200 o.n.o. Tel: Standish (Lancs.) 426297. (80674)

ALFA ROMEO Spider. Veloce Drop Head Coupé. Registered 18.1.77. Own owner, 24,000 miles. Cannot be faulted in any way. To see it is to buy it at a realistic price of £5,250 or interesting swop. Tel: Mansfield 27346 (business hours) or Mansfield 810919 (after 6 p.m.). (80676)

MORRIS 1100 Mk. II. 1969. One owner from new. 36,000 miles, red with red trim, entirely original and unblemished condition. Must be one of the best in England, really cannot be faulted, extras too numerous to mention. Tel: Mansfield 27346 (business hours) or Mansfield 810919 for further details. (80676)

CHERISHED NUMBER PLATE KOB 13 attached to 1963 Austin Mini in need of attention or for spare parts £750. Tel: Stratford-upon-Avon 731759. (80666)

ALFA ROMEO 1300 GT Junior. 1972. 61,000 miles, white, black interior. Very good condition. M.o.T. taxed. £950 o.n.o. Tel: Parkstone 747057. (80668)

FROGEYE SPRITE. 1959. All metal, excellent condition. New M.o.T. British Racing Green. £1,200 o.n.o. Contact: 17 Harrison Close, Burton, Christchurch, Dorset. (80669)

MORRIS 1000 TRAVELLER. 1967. Professionally rebuilt, new Ash wood and parts, rustproofed. As original. M.o.T. Bills shown. £1,675 o.n.o. Tel: Kidderminster 2560. (80670)

MGA TWIN CAM FHC. 1958. Subject of a thorough 9 year mechanical and body restoration. Finished in Old English White with black hide interior. This award winning car is offered at £5,500. Tel: Tonypandy 433809. (80661)

DAIMLER. 1964. 2½ litre. Black, auto., M.o.T., taxed. Good condition engine. Gear box overhauled. £600 o.n.o. Tel: Mousehole 751. (80662)

TVR 1600M. 38,000 miles, sun roof, radio, recent gearbox. Garage maintained. Immaculate bodywork in metallic blue. Arrival of baby forces sale. £3,000. Tel: Sheffield 351960 (evenings). (80663)

MERCEDES 190SL. Excellent condition, hard soft tops. Reg. No. 636 CWP. Full details Tel: Lichfield 24559 (7-8 p.m.). (80664)

DATSUN 280ZX. 1979. 2+2. Metallic blue, matching trim. Immaculate condition. £5,995. Part exchange & finance arranged. Tel: 0622 61692. (80665)

MARCOS. 1969. 3-litre V6. Recently resprayed Italian red, retrimmed black with seats in sheepskin and black leatherette, low mileage, alloy wheels. Garage have completely rebuilt engine, new clutch, overhauled gearbox, differential, brakes and suspension. £3,750. Tel: Brighton (0273) 400345 (evenings) or (0444) 56441 (ext. 7, office). (80656)

XJS JAGUAR, 1976, cherry red, excellent condition, automatic, power steering, electric windows, rad./cass, air conditioning, 44,000 miles, £5,000. Tel: Padstow 520450. (80571)

FOR SALE—continued

MGB LIMITED EDITION. Bronze. Undersealed, waxed. House move forces sale. 1,500 miles. List Price. Tel: 0628 21117. (80657)

ALFA ROMEO GTV 2000. 1979. Metallic chocolate brown paintwork, champagne cloth interior. Cassette radio. Kept in centrally heated garage. Car in pristine condition but additions to family forces reluctant sale. £3,350. Tel: Horley, Surrey (029 34) 72437. (80658)

ALFA SUD 1.5 Sprint. T-Reg. Black. 23,000 miles. 5-speed. Taxed Nov. 81. £2,600 o.n.o. Tel: High Wycombe (0494) 21344. (80667)

MGB JUBILEE. 16,000 genuine miles. Stored 18 months. New M.o.T. Superb example. £3,300. Tel: Orpington 31944 (Kent). (80660)

DAIMLER DART SP250 manual, 1960, 70,000 miles, excellent condition, known history, some spares. £2,500. Tel: 01 399 9428. (80717)

1960 ALVIS TD21 automatic saloon, an opportunity to acquire a well restored example of this popular car, mechanical rebuild by Red Triangle and complete body rebuild by Harris of Bridport 6,000 miles ago, beautifully finished in silver with grey upholstery, wire wheels, M.o.T. May 82. £3,500. Ridley, Crewkerne (0460) 73752. (80718)

LANCIA FULVIA Sport 1600 Zagato. 1973, collector's item, 50 imported, engine rebuilt 1979, M.O.T. tax, good condition, £1,600 o.n.o. or p.x. MGC, Jensen Healey, TR5, etc. Tel: 467 2353 evenings weekends. (80719)

FERRARI 308 GT4, 1976, metallic blue blue cloth int., stereo, air cond., new tyres, 31,000 miles only, bargain at £5,600. Tel: 01 349 1777 (office hours). (77189)

MASERATI GHIBLI 1969, 4.7 litre, yellow, black interior, ex. cond., maintained regardless of cost, history available. £5,895. Tel: Ashford 46783 (Middx.). (80720)

GILBERN INVADER Estate. 1972, very good example, overdrive, sunroof, electric windows, considerable recent expenditure on mechanics including new stage 2 engine giving excellent performance with flexibility. £1,950. Tel: 01 948 4360. (80722)

1300 R7 D/HEAD. June 1980, one owner, white, 9,000 miles, as in new condition, never hurried, cosseted. £4,800. No offers. Tel: Hastings (0424) 715888 evenings, w/e. (80723)

LOTUS ELAN - SS, 130 S, 1974. Sable silver, oatmeal trim, Blaupunkt radio, 12 months M.o.T., 42,000 miles, immaculate, £3,400 o.n.o. Tel: Chester 311246 (day) or Hendre 894 (evenings). (80724)

LOTUS ECLAT, March 1981, white red leather trim, stereo, 3,000 miles, manufacturers warranty £9,950 o.n.o. Preston 612849. (80725)

MGA TWIN Cam Roadster, 1960, 50 miles from complete chassis upwards restoration by Brown & Gammons, to better than new standard, finished in BRG and contrasting hide interior, taken 3½ years to complete and cost a fortune, this is probably the last opportunity to acquire a twin-cam roadster fully sorted and ready to go, price is £9,500 and is not open to silly offers. Willies Tel: 0525 60927. (80726)

TRIUMPH GT6 Mk. 2 (1969). Valencia blue with wire wheels, bodywork totally rebuilt 1979, suspension, steering etc rebuilt 1980, very good condition, 12 months M.o.T. £750 o.n.o. Tel: (0207) 570251 (Dipton, Co. Durham). (80727)

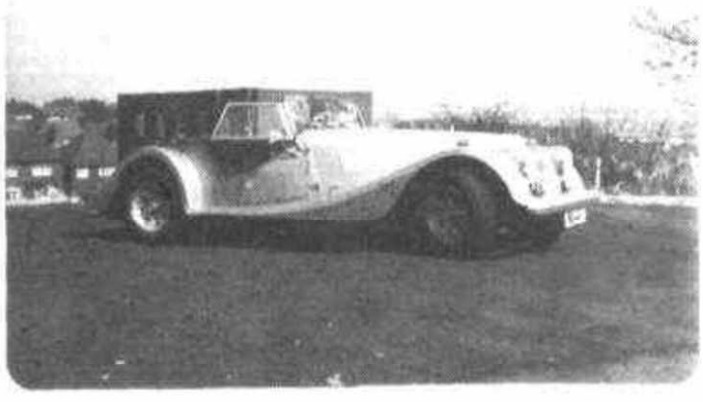
PORSCHE 911 Lux. 1976, one owner, 40,000 miles, Minerva blue, Bilstein's, electric sun roof, headlamp washers, Blaupunkt radio/stereo, excellent condition. £8,250. Tel: 034284 2336. (80728)

MIKE DUNCAN

Midlands Morgan Agent

92 WINDMILL HILL, HALESOWEN, BIRMINGHAM

TEL: CRADLEY HEATH (0384) 67675

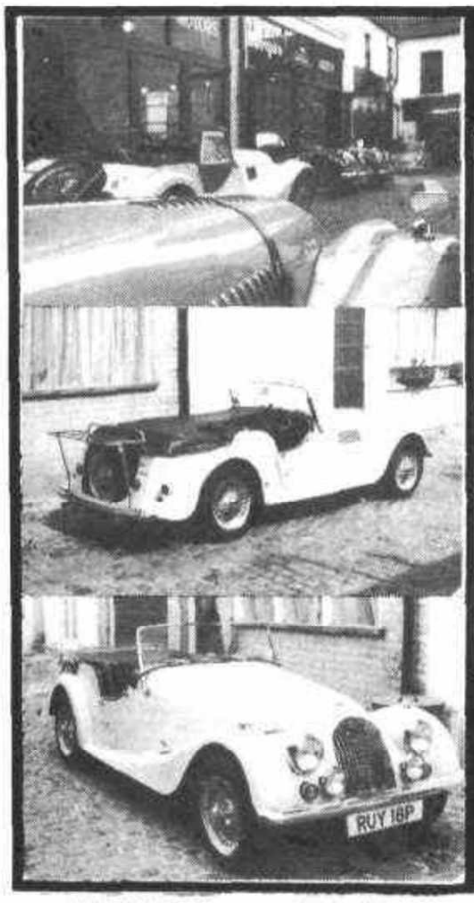


And now for something completely different! In addition to the sale of new and second hand Morgans we in the Midlands offer a wide selection of other Morgan type goodies including:

Enamel key rings	**£1.50**	
Key fobs	**£1.75**	
Tie clips	**£2.00**	
+8 brooches	**£1.50**	green or red
Morgan emblem badges	**£1.00**	
Peaked caps	**£1.00**	red
Stickers (my other car is a MORGAN)	**£0.50**	
Acrylic sweaters	**£7.50**	Morgan motif
Sweat shirt	**£6.50**	Morgan wings
T shirts	**£4.00**	Morgan wings Round or V neck
Children's sweats	**£5.00**	
Children's T shirts	**£3.00**	

Sizes S M L XL children's 20"-32" chest. Prices include P&P UK only. The new line this month is stainless steel exhaust system. These fit most cars and must surely be a good investment with a five year guarantee (transferable) prices ex works are:

4/4 up to 1976	**£90.00 + VAT**
4/4 current type	**£98.00 + VAT**
+8 current type	£250.00 + VAT
+8 4 speed type (inc front bends)	**£240.00 + VAT**



The London *Morgan* Distributors

Spring into July, take a **Morgan** for a ride. Does that rhyme? Anyway this month the **Morgans** on offer vary greatly. First off the mark is a brand new **Morgan** Plus 8 in Royal Ivory. Inside is black with those folding and reclining seats. The extras are door handles, bonnet strap, tonneau cover and door mirror. Next to that is green **Morgan** Plus 8 of 80 vintage. 1900's not 1800's, silly. British Racing Green, tan leather interior with bucket seats, spare wheel cover, bonnet strap and only 500 recorded miles. 1978 **Morgan** Plus 8 finished in nut brown with beige leather interior, folding and reclining seats, tonneau cover and door handles. An early **Morgan** Plus 8 in jet black with black interior black hood and black sidescreens, black tyres and black dashboard but, with white piping. Here endeth the **Morgan** Plus 8 lesson. **Morgan** 4/4 4 seater in Royal Ivory with black interior brand spanking new, wire wheels, underseal. His And Hers with the Plus 8. 1977 **Morgan** 4/4 2 seater in canary yellow with tan leather interior, bucket seats, tonneau, chrome hood irons and chrome rocker cover. **Morgan** 4/4 2 seater 1975, British Racing Green, black bucket seats, wire wheels, tonneau cover. 1976 **Morgan** 4/4 4 seater, British Racing Green, brown leather interior, wire wheels, tonneau cover, aero screens, speakers waiting for your sounds. Bright yellow is the colour of a now quite difficult to find **Morgan** Plus 4/4 seater. For those not in the know this means it has the old TR4 engine with the Moss gearbox. Black interior, tonneau cover, wire wheels and luggage rack. Sold by us 4 years ago to a man who has kept it in the South of France ever since. He even managed to win a local Concours event with it. **Morgan** cars are still available at £1.60 for your desk tops or at £215 for your offspring at the age of 4 to ride in. Another new **Morgan** 4/4 4 seater is required for a 21st birthday present as is a new **Morgan** 4/4 2 seater. 1976 **Morgan** 4/4 4 seater in British Racing Green, wire wheels, beige leather interior, matching hood and sidescreens. Another 2 seater in Royal Ivory 1978, bucket seats, tonneau cover, luggage rack, badge bar.

For those of you who may want something different to a **Morgan** we have a 1967 Lotus Elan Sprint finished in black with gold, radio and roll bar. We also have a 1961 MGA in Old English White with red interior which has only recently been refurbished. 1973 Porsche finished in red and black interior. Sun roof 911T mode. **Morgan** books, sew on badges, T shirts etc. are all available.

morris stapleton

Reece Mews, London SW7 01-589 6894

FOR SALE—continued

1981 (JUNE), Lancia Beta Coupé 2000, sun roof, delivery mileage only, bargain at £3,950. Tel: 01-349 1777 (office hours). (80571

ALFA ROMEO 2000 GTV, Bertone, one of the last, July 1975, sunroof, stereo radio cassette, 59,000 miles, new M.o.T, beautiful condition, excellent mechanics, private sale, Buying Montreal £1,475. Weybridge 49733 (Surrey). (80729

1959 HUMBER Hawk, 21,000 miles, authenticated, absolute mint concours, many new spares, £1,375. Details 0865 (Oxon) 390559. (80730

1936 STUDEBAKER Dictator, ex California show winner, entire history, much spares £4,250. Details 0865 (Oxon) 390559. (80730

JAGUAR E Type, Roadster, 1970, manual, c.w.w., superb genuine 43,000 miles example with absolutely unmarked interior and coachwork, full history, investment, £6,950. Tel: 01-504 2064. (80731

1946 AUSTIN Eight, sun roof saloon, CDY 261, black, brown interior, new carpets, headlining, running in after winter rebuild. £1,150. Tel: 0884 254052 (Devon) evenings. (80732

1966 MORRIS 1000, 2 door saloon, one owner, 46,810 miles full service history, excellent condition, offers 0603 720328 evenings, 0603 720119. (80733

MGB ROADSTER, 1977, S Registered, gleaming white, garaged, low mileage, Konis, new tyres, M.o.T., tax, reluctant sale by MGOC member £2,795 o.n.o. Tel: Brian 01-759 2595 ext. 360, 01-651 5381. (80737

XK150, Carmen red, not used since engine o haul, new hood & interior, leather trim, by Suffolk & Turley. Requires new front discs. £8,750. Tel: 0462 (Hitchin) 732157 after 7 p.m. Hols 26 7-26 8. (80738

MGB 1980, beautiful white Roadster, reluctantly for sale, £4,295 o.n.o. or consider cheaper MG plus cash. Tel: Fleet 4257. (80874

ALFA ROMEO Spider Duetto, 1967, 1600 c.c., white, rebuilt engine, excellent, M.o.T. £2,000 offers. Tel: Hull 862839 or 701281. (80875

1968 JAGUAR 340, Taxed and M.o.T. till mid 1982, above average, offers invited. Tel: evenings Peterborough 48324 or Kidmore End 3107. (80876

E-TYPE JAGUAR, 1964, 3.8, white, F.H.C., one owner from new, original log book. £10,000. Tel: Cosham 371082. (80865

SPECIAL V8 MGB GT, N-Reg, 36,000, sun-roof, overdrive in all gears, chrome sills, t/glass, spoiler, anti-theft, radio/cassette, undersealed, rust-proofed, unmarked, used as 2nd car to Range Rover. Tel: 352 5211 anytime. (80866

MGB NOVEMBER 1973, Orange, mileage under 45,000, chrome finish, new hood, stainless steel exhaust, 2 new tyres, very good condition for year, taxed 30.9.81, M.o.T. October 1981. £2,000. Tel: Brooks, Lymm 4480 (STD: 092575). (80867

LOTUS MK 9, 1955, rare sports racer, rebuilt chassis, as new, Climax, MG TC box, needs body, £3,500. Tel: Chris Smith, 0543 490232. (80868

ASTON MARTIN Vantage in immaculate condition, one owner, only 4,000 miles, Sebring blue with magnolia leather upholstery throughout, walnut facia and internal trim, Berlin electronic cassette radio AM/FM, Lambswool rugs, electric door mirrors, headlamp wash device, rear fog lamps. Offers invited in the region of £29,000. Tel: 09064 7125 office hours. (80870

LOTUS S130, 1972, black, just rebuilt, new Spyder chassis, new bushes, clutch, battery, starter, re-con engine 3,000 miles ago, Mobelec ign, k/o alloys. £3,250. Tel: 061-428 8949. (80871

FOR SALE—continued

E-TYPE JAGUAR 1969, blue, 2+2, manual, wires, 68,000 miles, 6,000 miles on new factory engine, rear suspension completely overhauled, new rack and king pins, new bonnet and front and rear bumpers, owned as second car for last ten years, full history £5,250. Tel: Ascot 20842. (80860

MORGAN 4/4 Four-seater 1971, professional restoration costing £3,000. Excellent condition, 54,000 miles, full M.o.T. £5,250. Tel: Stratford-upon-Avon 293126. (80861

GINETTA G15 1971J, 875 c.c., blue £850. Scimitar 1972K, manual, sunroof, white, £1,275. Viewed Sussex. Tel: York 36048 (office); 414104 (home). (80862

TR6 1975 P-REG, magenta with h/s top, immaculate condition as new, reason for sale, owner emigrating, 41,000 miles, price £2,750. Tel: Dr. Milner on 051-709 0141. (80863

TR6 1971, whate, black interior, h/s tops, overdrive, reconditioned engine, recent pistons, XVS tyres, roll bar, specialist maintained, v.g.c., tax, long M.o.T., bargain at £1,475 o.n.o., full details. Tel: Cheddar 743575, Blagdon Hill 268 evenings. (80864

JAGUAR XK140, 1957, £4,000 or exchange Alfa Romeo 2000 Spyder 1975 onwards. Tel: 051-336 3577 evenings. (80852

JAGUAR E-TYPE S1 2+2, silver grey, manual, magnificent original condition throughout, 3 owners, log book and records, 38,000 miles, carefully maintained, a very genuine, rust-free and cherished car reluctantly offered for sale at £5,250. Tel: Horndean (Hants) 592134. (80853

VW BEETLE 1956, one owner, M.o.T. to April 1982, approx £500 spent on it past 18 months, colour anthracite £750 o.n.o. Tel: Dereham 850536. (80855

LANCIA FULVIA Coupe, 1973, only 39,000 miles, sunroof, radio, used as wife's car, not full of rust, excellent condition, for quick sale £775. Tel: Upper Basildon (Reading) 371; Bracknell 26826 ext 171 (office). (80857

SCIMITAR 3-LITRE Coupe, 1968, overdrive, radio, sunroof, factory reconditioned engine and clutch 2,000 miles ago, mechanically excellent, silver with black interior, looks very smart, £1,500. Tel: Nightingale 323 evenings. (80858

ALFA ROMEO Spider, sports 1300 Junior, 1969, cream, new hood, year's M.o.T., good condition, £1,100. Tel: Long Melford 8170 evenings. (80859

TR4 1964, very good condition, lovingly cared for, taxed, tested, new hood, wire wheels, all steel body, £1,500. Tel: Lincoln 28901. (80848

ISO RIVOLTA FIDIA, 4-door GT, 1974, 40,000 miles only, specially finished in silver with tan glove leather interior, a very rare motor car in superb condition, air conditioning, automatic, power steering, glass sun roof, centre locking, radio-tape player, electric tinted windows, etc etc, 130+ m.p.h. in luxury and comfort. £9,850. Tel: Ashtead 77089 or Epsom 27777 evenings. (80849

FORD T MODEL 1926, 2-door, engine overhauled, new tyres, good condition £3,100. Ford Thunderbird 1955, new paint, tyres, battery, interior, chrome, real eye catcher £4,000. Could deliver, Netherlands. Tel: 01031 40 118900. (80877

JAGUAR E-TYPE 1964, 3.8 litre series 1, F.H.C. original and unmarked, quick sale wanted, £6,250 o.n.o. Tel: Chesham (0494) 785709 evenings and weekends. (80128

MGB GT 1976, below average mileage, o/drive, radio, newly tuned, one owner, £2,650. Tel: Newick (E Sussex) 082572 3427. (80840

FOR SALE—continued

DAIMLER V8 250 1969(H), one owner, under 37,000 miles, £1,300 o.n.o. Tel: Godstone 842842 (Surrey). (80843

1956 OVAL WINDOW Volkswagen Beetle, excellent condition throughout, original engine, 84,000 miles from new, this car has been in the family since new, £850. Tel: 021-704 3771. (80847

MGB GT V8 (P), 16,000 miles, genuine, immaculate, every extra, best available, £4,550 o.n.o. Tel: 01-445 0825. (81018

TR4A, SURREY TOPS, o/drive, conifer with black trim, tuned and serviced by SAH. Excellent condition with many new parts, £2,000 o.n.o. Tel: Watts 021-705 2855. (81019

1970 BOND BUG 700ES, original finish, low mileage, sensible extras, one owner from new, £800. Perrin, 16 Tivendale, Brook Road, London N8 7AA. Tel: 01-348 2485. (81020

XK120 JAGUAR Roadster, 1955, 16,350 recorded miles, stored since 1961, completely original unscathed bodywork, substantial offers invited or exchange vintage car, cash adjustment either way. Tel: 0684 72779 (Cheltenham area). (81021

MERCEDES-BENZ 300SL Gull-wing door coupe, silver red, all leather interior, only one previous regd. owner, present owner 2 years, during which time it has been completely renovated and is in quite outstanding condition, factory test report just completed, M.o.T. & taxed with personalised number plate, offers invited around £25,000. Tel: 0684 72779 (Cheltenham area). (81021

AUSTIN A30 1955, excellent condition and bodywork, 67,000 miles, taxed and M.o.T. £650. Tel: Eastbourne 36376. (81022

DAIMLER MAJESTIC very low mileage, new M.o.T., ideal restoration or pet. Tel: Constantine 40772 late evenings. (81023

MASERATI MISTRAL Spyder, very rare, very beautiful, 4-litre version, one of only 4 manufactured, 34,000 miles, immaculate, red with white leather interior, has to be seen to be appreciated, £8,500 o.n.o. Tel: 0777 870969. (81024

JAGUAR MK2, 3.8 auto, excellent original condition, tools, handbook, original log book, current M.o.T., only selling to rebuild XK. £1,250 o.n.o. Tel: Farnham (0252) 722160. (81025

1934 BSA 10 h.p. saloon, one family owner from new, stored last ten years, excellent condition, £1,950. Tel: Reading 883529. (81026

1929 SUPER SPORTS Aero Morgan O.H.V. JAP, mint £5,950 or exchange sports car, Cooper 500, Lotus 7, Classic bike, w.h.y? I want £3,000 cash and something interesting. Tel: Bramfield 206. (81027

FERRARI DINO 1971, original, blue/beige, Graypauls maintained, superb throughout, £7,750 o.n.o. Tel: Shenstone (0543) 480230. (81028

TRIUMPH TR3A 1960, taxed, full M.o.T., all steel, very good condition, £2,500. Tel: Teignmouth 5466 (Devon). (81029

MERCEDES 280SL sports 1968, director's second car, recent engine rebuild, rust-proofed, every extra, hard top/soft top, tinted screen, bargain £4,750. Tel: 0905 773912. (81030

TR7 1979 V-Reg, bright red, 21,500 careful miles by one owner, no stripes or gimmicks just a clean straight reliable attractive car. Showroom condition, bargain £2,995. Tel: 051-608 3338 daytime. (81031

ROVER 100, 1962, tax, M.o.T., fair condition £150. Tel: Leigh Sinton 32550 (Worcs). (81032

TR6 1973 immaculate condition, £2,200. Tel: Burwash, Sussex, 882028. (81035

FOR SALE—continued

MORGAN 4/4 2-seater, chocolate brown leather reclining seats and trim with ivory white painted body, built in 1978 and used by my wife from new, this car has only been taxed for summer seasons and never used on salted or gritted roads. Condition excellent £6,500. Tel: 03598572 (Suffolk). (81034

1934 ASTON MARTIN Mk2 D.H.C., very rare long chassis model, built for L. Prideaux-Brune, see Aston Martin 1914 to 1940 by Inman Hunter page 142. Sensible offers required. Tel: Basildon 710566. (81036

TVR TURBO 3000M series, 1980, 13,000 miles, all extras including mahogany dash, electric windows, quad radio/stereo, automatic aerial, Wolfrace wheels and low profile tyres, as new, £8,995. Tel: 021-445 2768. (81037

TR4A, 1967 overdrive, Surrey tops, red, black trim, very original and superb throughout, offers around £3,950. Tel: Southend (0702) 556693. (81038

RILEY 1½ 1953, superb original condition, genuine 53,000 miles, reconditioned engine, M.o.T., £2,950. Tel: Saffron Walden 22330. (81039

MARCOS 3-LITRE Volvo, late 1971, red, 25,400 miles, subtle modifications, absolutely immaculate, simply the Marcos in existence, with numerous concours awards. £6,500 o.v.n.o. Tel: Mr. Kruse, Brentwood (0277) 217270 (office) or 223485 (eve/weekend). (81040

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VW GOLF GLi Convertible, 1981, under 3,000 miles, twin headlights, red/black, must sell £5,995. Tel: 0983 64575. (81044

MICHELIN MAN 18" high, Sprite 1972, new XN tyres, gearbox, left front wing for rebuild or spares, offers. Tel: Preston 864949. (81045

XK140 FHC 1956, needs restoration £1,950 or p/ex MGB GT V8. Tel: Cressage 607. (81046

DAIMLER V8 250, 1968, auto, silver grey, grey interior, family ownership, garaged, low mileage, taxed, M.o.T., works manual, tool box, full engine overhaul, very good condition, £1,500. Tel: 0935 5809. (81047

RATHER SPECIAL Dolomite Sprint, 1981, 3,500 miles, improved ride & handling, rustproofed, 2 years Supercover, soundproofed, many extras. Tel: 099020684. (81048

BENTLEY R TYPE, Tudor/shell grey, automatic, good condition, privately owned, M.o.T. £5,500. Lea Francis, 14 h.p., 1951 Taxed, M.o.T. Tel: 051-336 4881. (81050

RILEY NINE Merlin 1936, rare, black, excellent original condition, taxed Oct., M.o.T'd May 82, beautiful car, genuine reason for sale. £2,300 o.n.o. Tel: 04893 5633. (81051

ALFA ROMEO Alfetta 1.6 Coupe GTS, 1979, red, one owner, 24,500 miles, immaculate, rustproofed, sunroof, electric windows, Hi-Fi, new tyres, £2,750 o.n.o. Tel: Sheffield (0742) 366027 after 6 p.m. (81052

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MARGAN 4/4, 2-seater, met. silver/gunmetal, 25,000 miles, extras to concours condition, £5,500 secures, job forces reluctant sale. Tel: Weybridge 46996. (81055

LANCIA BETA Coupe 2000, 1978(T), white, excellent condition, 18,000 miles only, sunroof, stereo, Protectol guarantee, £2,250 o.n.o. Tel: Ascot 25505 evenings/weekends. (81056

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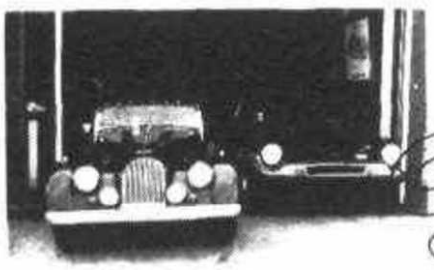
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To celebrate the patriotic and happy nuptials we are having a **summer sale** and **every car sold during the month of July will qualify for a free Olympus Trip 35mm camera.** Notwithstanding this we will also offer a **massive cash discount** on any car sold without a part exchange. Starting the ball rolling we must say how delighted we are with our new **Midas.** The interest it has created has been quite fantastic and we really feel that this will be the car of the Eighties with its 45 m.p.g. fuel economy matched to breath-taking performance, handling and quite the best finish of any glass fibre car. This car has to be seen to be believed and at just over **£6,000** on the road represents exceptional value. Come and try one — you will be impressed. **New TVR's** — announced this month is the new **Tasmin Series II** which is the **Tasmin - 2** body with the two-seater interior. This has the advantage of giving much more luggage space to the prettier - 2 shape. This does not mean that TVR's have discontinued the **Tasmin fixed head 2-seater** and, of course, the - 2 and **Convertible** continue to support this exciting new car in the range. **Tasmin** prices start from **£11,800**, so back **Britain** and buy a true blue **British sports car.** You can't get much truer biuer than a **new Morgan**, but in order to go on honeymoon this year in one, you would have needed to order it in **1975** so if this is your intention don't get married until **1988! "Car of the month"** this month is a **1975 Ferrari Dino**



246, red, 41,000 miles, immaculate inside and out at the not too extortionate price of **£6,500.** Closely followed by a very pristine **1979 Porsche 911 SC, pale metallic green,** sunroof, radio cassette, fully documented history, high mileage but exceptional condition **£11,500.** After the Lord Mayor's Show comes the dustcart! Our **"dog of the month"** this month is probably our **"dog of the year" — 1968 Morgan - 8, indigo blue,** in need of four new wings, complete respray, interior refurbishing and a lot of tender loving car (sounds like our salesmen) all this for only **£3,250.** Having mentioned



the best and the worst of our stock we will now press onto our more normal stock. **1974 Morgan 4/4 2-seater, red,** one owner, bucket seats, 60,000 miles, sparkling paintwork. **1977S Morgan 4/4 2-seater, signal red,** wire wheels, black leather, three owners, only genuine 9,000 miles, very smart. **1979V Morgan 4/4 2-seater, Royal Ivory,** wire wheels, alloy body, one owner, 9,000 miles, Zoltart electronic ignition, limited slip differential, tasteful. **1980 Morgan 4/4, 2-seater, signal red,** one owner, 640 careful miles from new. **1974 Morgan 4/4, 4-seater, signal red,** wire wheels, reclining seats, radio, just had £700 respray. **1974N Morgan 4/4 4-seater, brown,** wire wheels, reclining seats, twin Dellorto carburettors, plain but what a goer. **1975 Morgan 4/4, 4-seater, black,** wire wheels, luggage rack, bonnet strap, family tourer. **1975 Morgan 4/4, 4-seater, canary yellow,** wire wheels, reclining seats, one owner, 29,000 miles, arrival of - 8 forcing sale. **1976 Morgan 4/4, 4-seater, Deep Brunswick Green,** alloy wings, black leather, reclining seats, 11,000 miles, good value. **1977 Morgan 4/4, 4-seater, Signal Red,** wire wheels, reclining seats, bonnet strap, luggage rack, 39,000 miles, very shiny. **1979 Morgan 4/4, 4-seater, golden yellow,** wire wheels, black leather, reclining seats, 15,000 miles, one owner, appealing for new home. **1979 V Morgan 4/4, 4-seater, Canary yellow,** wire wheels, black leather trim, reclining seats, - 8 spotlamps, bonnet strap, door handles, luggage rack, 3,000 miles, one owner, used on fine Sunday only. **1980 W Morgan 4/4, 4-seaters, Deep Brunswick Green,** door handles, 220 miles, basic but very willing. **1977 S Morgan - 8, Signal Red,** stone leather trim, 7,000 miles, exceptional condition for age. **1979 V, Morgan - 8, indeterminate yellow,** alloy body and wings, blue leather trim, one owner, 10,000 miles, realistically priced. **1980, Morgan - 8, Deep Brunswick Green,** alloy wings, luggage rack, 6,000 miles, one careful owner, thoroughbred. **1968 Morgan - 4 coupe, Westminster Green,** wire wheels, black leather seats, folding hood, TR4A engine. **"The Classic Morgan".** And now for that **Modern Day Classic** — the **terrific TVR's 1976 TVR 3000M blue,** white vinyl roof, sunroof, radio cassette, new heart transplant, 11,000 miles. **1977 TVR Taimar, brown,** neutral, pinstriped, sunroof, radio, 30,000 miles, giddy. **1977 S TVR Taimar, white,** brown pinstriped, sunroof, Wolfrace wheels, radio, 34,000 miles, chunky. **1979 TVR 3000S Convertible, silver,** Wolfrace Turbo wheels, radio cassette, enthusiasts motor. **1980 3000S Convertible, red,** cloth seats, Wolfrace wheels, radio cassette, one owner, sparkling condition. **1980 TVR 3000S Convertible, Bright yellow,**



oatmeal cloth interior, Wolfrace Turbo wheels, radio cassette, 11,000 miles, tuned engine, eye catching and super fast. **Arkley Kits.** For the first time that we can ever remember we have more rear ends in stock than fronts, a situation we are taking pains to rectify. We're going around jumping on the back of every **Arkley**, we see. In these days of galloping inflation it is nice to know we have held the price of the **Arkley kit** steady at **£330 plus VAT** for over a year now, so buy now before we change our minds. **Midas Kits.** Pop in and see our demonstration **Midas** and observe how it can transform your fatty grotbox of a Mini for around **£2,000**, as we said earlier, you will be impressed. **Odds and ends. 1968 Sunbeam Alpine GT, blue,** Wolfrace wheels, round the clock mileage, one owner, very comfortable, only **£995. 1970 Lotus 7 Series IV, yellow,** 2,700 miles total rebuild, new engine and chassis, a real adrenalin pump, **£2,750. 1971 Lotus Elan Sprint, yellow over white,** cassette, appreciating investment **£3,250. 1972 Lotus Europa twin cam, Maroon, gold pinstripes,** laid back performance, **£2,850. 1977 MGB GT, white,** sunroof, 39,000 miles, delightful example of sporting Morris Oxford. **£2,750. 1977S Renault 5 GTL, metallic blue,** perfect shopping car. **£1,595. 1979 Alfa Sud, 1.5 TI, green,** the Italian Job. **£1,950. 1980 TR7 convertible, metallic green,** one owner from new, 15,000 miles, will blow your hair if not your mind. **£4,250. 1980 Tiga SC 80 Sports 2000,** little use, **£6,000. 1980 Lola T580, FF2000** ex works. **£5,000. 1971 Modus, M1F3,** twin cam fun machine. **£2,750. Cessna 150 Aerobat, 1974,** new C. of A. **£7,500. Cessna 172 Tourer, 1971,** needs engine overhaul. **£5,500. 1980 Taylor Monoplane** with spare propeller and engine. **£8,250. 1971, Ford Transit Van,** the world's most battered and rusty **£75. Special Line in TVR Exhaust Systems** — Exhaust systems purchased from us for the full manufacturer's list price will be fitted **free of charge** while stocks last. With our new super mechanic, **Brian Evans,** joining us our workshop is now more than ever able to take on almost any task you wish performed on your car. **Workshop open Monday to Friday 8.30 am to 6 pm. Car sales open Monday to Saturday 9.00 am to 7.00 pm. John Britten Racing Team News** — our **Tiga** now sponsored by **Kiron Camera Lenses** had a good outing at **Oulton Park,** finishing fourth in the 200 mile race with **John Brindley** co driving our man **Alford,** who is currently holding down sixth place in the Derwent Championships in spite of broken toes and broken heart. Hope he will have cheered up by next month, with all the cars he's going to sell in our **special summer sale.**



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FERRARI 365 GTC. Concours cond., Chiaro Rosso with black trim. **£18,000**
FERRARI 212 INTER. Rolling chassis with engine, gearbox and all running gear, originally purchased by Mike Hawthorn at 1951 Motor Show, very good condition, excellent basis for Barchetta. **PRICE DEPENDS ON SPECIFICATION**

C-TYPE JAGUAR REPLICA. Ecosse blue, second *prize in recent National* Coachbuilders Competition. **£20,500**
AC ACE BRISTOL 1959. 100 D 2 engine, overdrive gearbox, met blue, overhaul now complete. *(illus.)* **£10,500**
BMW 320 1978. Pale green with green cloth trim, Mahle wheels. **£4,250**
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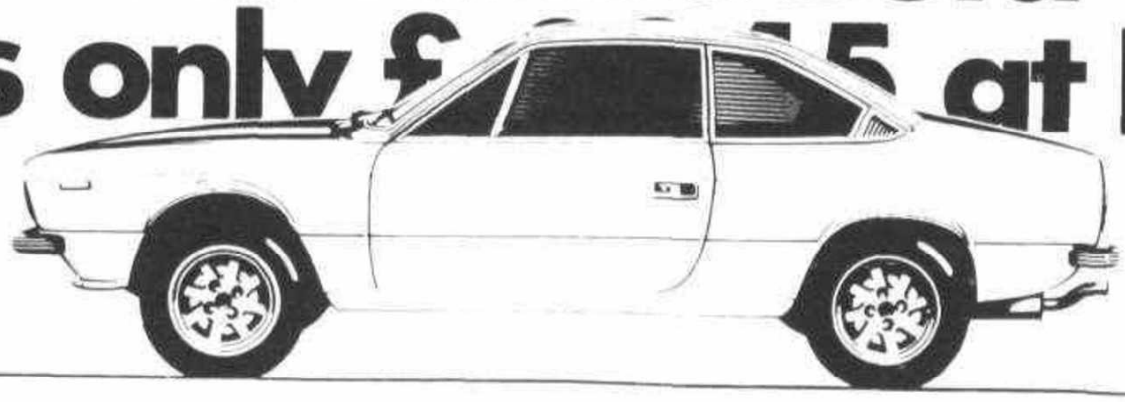
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FOR SALE—continued

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MGB GT V8, 1974, A1 in every way, £3,750. Meadows, Malpas, Cheshire. Tel: Cholmondeley 425. (81059

350SL MERCEDES Sports, private low reg. initials '8MR', light metallic blue with white interior, white removable hardtop & dark blue contrasting soft top, sports alloy wheels with recently fitted new tyres, *stereo radio*, M.o.T. £5,950 p.n.o., consider p.exchange. Tel: 061-338 4646 eves; 061-620 8013 office hours. (81060

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ROLLS ROYCE PHANTOM 1, 1925, 7HC, page 167 "Those Elegant Rolls Royce", two seater D.H.C. with dickey, complete chassis, mechanical and body rebuild 3 years ago to high standards, a delight to own and drive. £25,000 or p'ex. Tel: 0624 5859. (81062

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PORSCHE 356B, 1960, Coupé, current tax and test, good performance in daily use. £1,800. Tel: St. Helens 33193. (81064

LOTUS ELAN Sprint Drophead, 1972, 32,000 miles, yellow/white, really beautiful condition, original paintwork. £3,750. Tel: 01 405 9484 (work). (81065

BENTLEY R type, 1955, automatic, in silver grey with light blue interior, in beautiful condition. All original equipment, instruction book, tools etc., H.R.W. radio, sun roof, must be seen. £6,500 o.n.o. Photo on request. Tel: Whetherby (0937) 62536. (81066

AUSTIN HEALEY 3000 MK. IIA, in need of full restoration, some new parts available. £800 o.n.o. Tel: Mirfield (West Yorks) 496268. (81068

1972 MGB Costello V8, white, Webasto roof, radio/cassette, taxed Nov. Tel: Wanborough (Wilts) 485. (79049

1934 WOLSELEY Wasp Sports Tourer in very original condition, one of nine produced and the only R.H.D. model remaining, current M.o.T. and taxed September 81. £3,600. Tel: Wanborough (Wilts) 485 or Polruan 386. (81069

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MGB ROADSTER, 1978, black, genuine 24,500 miles, vgc, garage maintained, full M.o.T. full history available. £3,050. Tel: 0485 71044. (81070

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1948 AUSTIN 16, superb original grey with brown leather interior, s/roof, 2 owners, only 72,000 miles, drives beautifully, only needs seeing at £850. Tel: Luton 56036. (81076

FERRARI 246 GT Spyder, 1973, M, 21,000 miles, gunmetal metallic with *red leather trim*, electric windows, headlamp fairings. Graypaul history, quite magnificent, £13,500. Tel: Hertford 50197. (81078

RILEY 9, 1931 fabric covered 4 seat tourer, this car has been restored from the chassis upwards, wheels respoked, stone enamelled, new tyres, rechromed, new trim in Connolly hide, engine balanced, dynamo rebuilt, etc., etc., taxed and M.o.T. £4,500. Tel: Uffington 656. (81079

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MG-B GT, 1969, tartan red, wire wheels, sun roof, Grundy stainless exhaust, *Halogen headlights, other extras*, 74,000 miles, always used as second car and kept in heated garage, vitually laid up for last nine years and off road since 1979, only being brought out as summer runabout, beautiful original condition. £1,500. Tel: 051-327 4623. (81081

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PORSCHE 911T LUX, 2.2, 1970. New clutch. Battery, oil tank, gearbox O.H., tinted glass, electric windows, sunroof, heated rear window, PB radio, looks almost like new, reluctant sale, 90,000 miles. £2,995. Tel: 01-953 2518. (81091

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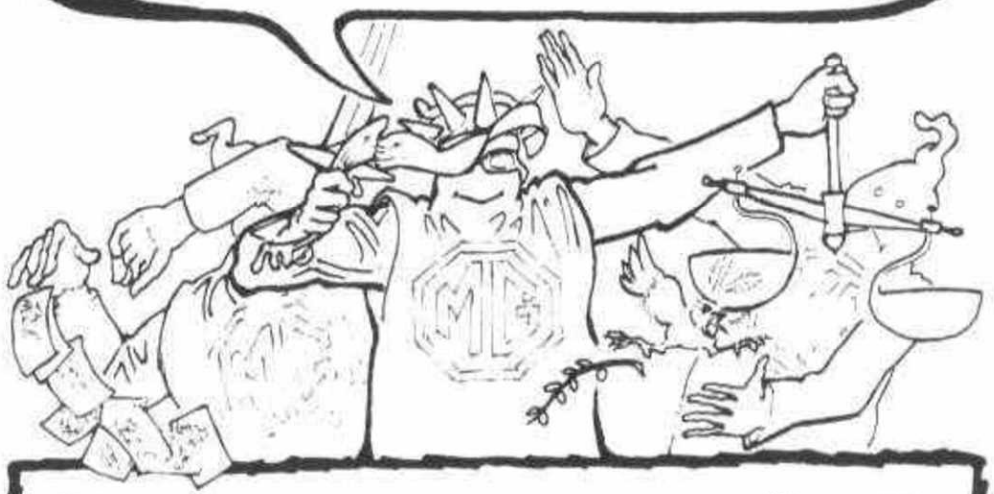
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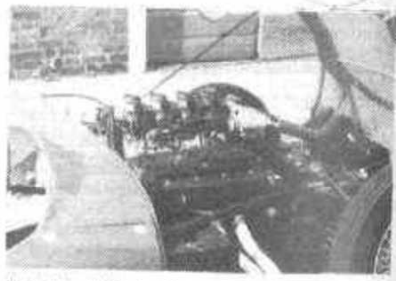
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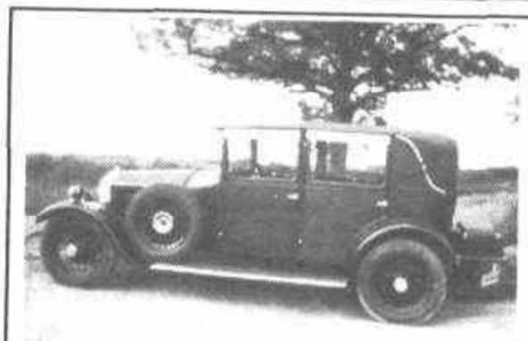
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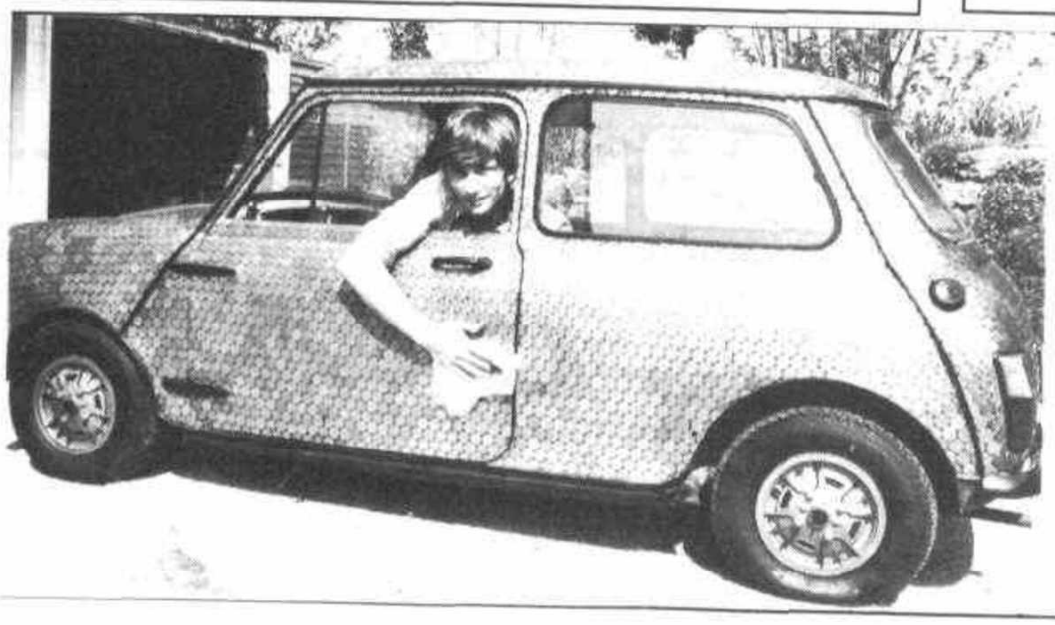
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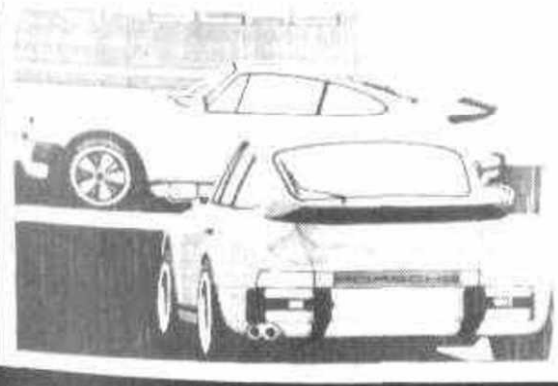
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1935 RILEY 1½-litre, 2-seater, ex Chris Jones, lowered, shortened, underslung rear, outside exhaust, successful and competitive VSCC car, exceptional £4,950. Tel: Welwyn 4127. (81389

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FOR SALE—continued

ROLLS ROYCE 1929, 20/25 Park Ward saloon with partition chassis No. GGP60. Engine rebuilt, coachwork rebuilt and painted apple and sage green, needs interior trim to bring up to concours condition. Offers around £7,000. Also Rover 110 tatty but going £200 o.n.o. Tel: Thomas Iver 654274. (81390

ROLLS-ROYCE 1934, 20/25 sports saloon by Hooper, fitted twin side mounted wheels, excellent mechanical condition, new carpets, M.o.T., Mascot, handbook, etc. £6,550 o.n.o. Tel: 01-658 1005/5193 evenings. (81391

OCTOBER 1974 Morgan 4/4, 4-seater, very good condition, leather, many extras, low mileage, £4,650 o.n.o. Tel: 061 368 2707 (work), Buxton (0298) 3572 (home). (81392

1964 MINI COOPER 'S' 1275 c.c., original in perfect condition, red, 40,000 genuine miles. An appreciating asset for £3,000. Tel: Burnham (Bucks) 64704. (81393

MATRA SIMCA Bagheera, Reg. UHJ 12W, excellent condition, must be seen, 35,000 miles, taxed and M.o.T. Feb. '82, radio, 1977 model brought over from Belgium earlier this year. One of the finest examples, genuine and reluctant reason for sale, £3,100 o.n.o. Tel: 01-837 2855 ext. 3645 (business). (81394

LAMMAS GRAHAM 1938 Carlton DHC, needing restoration but 99% complete, £4,500, exchanges considered. Tel: Exeter 82381. (81398

BMW 3-LITRE coupe, blue, usual extras, with another spare car, £2,400 exchanges considered. Tel: Exeter 82381. (81398

MGBGT 1978 Reg. 3507 MG sunroof, tinted windows, 30,000 miles, £3,500. Tel: Wellingborough 77750. (81399

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4th JULY
2.30 p.m.

SHELSLEY WALSH
SPEED HILL CLIMB
NEWTON TROPHY MEETINGS

M.A.C./V.S.C.C. Vintage, Veteran, P.V.T., Classic and Modern Racing Cars, Sports, Saloons, etc.

Birmingham Post 'Top Ten' Challenge

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SUNDAY, 5th JULY — 2.00 p.m.



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A/C silver grey with maroon cloth interior, AM/FM radio and luxury features in superior condition

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Chassis and RD springs shot blasted. New tyres. Engine stripped to last nut and bolt. All castings bead blasted, crack tested. Crank ground, polished rods, block bored new pistons. High performance lead bronze bearings. New valves, springs, timing chains. Distributors, carbs., starter motor, dynamo o/hauled. Gearbox checked. Back axle all new bearings. New brakes inc. wheel cylinders. New batterys, coils. Radiator o/hauled, etc., etc.

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FOR SALE—continued

SUNBEAM TI (Talbot), 1979, one owner, 12,000 miles from new, spec includes: twin Webers, Recaro type seats, front & rear spoilers, alloy wheels, radio/cassette etc, very quick but returns 30 m.p.g. +, £3,395. Possible p/x Sports car. Tel: 02216 2161 Wiltshire. (81203

JAGUAR E-TYPE, red, convertible, 1970, fully restored, stainless steel exhaust, cassette radio, immaculate, £7,500 no offers. Tel: 09327 87990. (81204

1967 MERCEDES 230S Estate, extremely rare 7-seater model, M.o.T. March 1982, tax September, P.A.S., radio etc, space needed hence very low price £695 (no offers). Please phone Daytime: 061-273 3691 (Manchester). (81205

FERRARI 250 Europa, 1955, very good original condition, aluminium Pininfarina body, rare and beautiful car, £14,000. Tel: Hay-on-Wye (0497) 820792. (81206

MG TC 1947, 1,250 c.c. Xpag Gold Seal engine, tonneau cover, luggage carrier, heater, wire wheels, black, beige trim, £4,250. Tel: Tanworth (Staffs) 282179. (81208

TR5 SIGNAL RED, all steel body, very fine overall condition, new XAS 175 tyres, M.o.T. June 1982, £3,250. Tel: Ditcheat 414. (81209

TRIUMPH TR6, 1973, French blue with white hood, 55,000 miles, M.o.T. 1 year, plus previous M.o.T.'s and all bills, rust free, maintained and Waxoyled regularly, £1,900. Tel: 01-286 8253, NW London. (81211

JAGUAR E-TYPE V12 Roadster, March 1975 N Reg. No. 170 from last built, 11,650 genuine miles, primrose/black interior, totally immaculate, £10,850. Tel: Brentwood (0277) 217270 (day) or 223485 (eves/weekends). (81215

AUSTIN SEVEN 1937, four door saloon, sun roof, resprayed black and in excellent original condition throughout, M.o.T. £1,400. Tel: Great Tew (Oxon) 260. (81216

A RARE opportunity to purchase a truly concours black 1962 3.8 F.H.C. Jaguar E-Type. £6,500 (six thousand five hundred), owned by ex-Bugatti driver Esson-Scott. R2 Marine Gate. Tel: Brighton 689783. (81217

JENSEN 541R 1960, superb example, black, excellent bodywork and mechanics, concours winner, one of the best available, £3,250 o.n.o. Tel: Cheltenham 36775. (81218

AUSTIN HEALEY 3000 MkIII, 1967, B.R.G., overdrive, w/w, immaculate appearance, £4,200. Tel: Heathfield 2888 (Sussex). (81219

HUMBER IMPERIAL 1966, dark blue, vinyl roof, 90,000 miles, authentic maintenance record available, very good original condition, grey leather, walnut interior, £950. Tel: 0283 702463. (81220

1934 RILEY Superb rolling chassis 22T211, ex-works demonstrator, ideal fast tourer, unique opportunity. Tel: 01-852 8904 serious enquiries. (81222

ASTON MARTIN DB4 Vantage, fabulous special series car in red with black hide interior, completely overhauled including 266 b.h.p. engine, gearbox, clutch and brakes, new competition suspension, axle with L.S.D., w/wheels, tyres, starter, battery, pipes, u/j's, pumps, servo, trim and carpets, chassis de-rusted, original GT body with sunroof, M.o.T.'d A.M.O.C. Registered. £5,850!! Tel: Biggin Hill 74888. (81223

LOTUS EUROPA S2 Federal, 45,000 miles, original specification, only one owner, very tidy, offers. Tel: 0905 60212 (Worcs). (81224

LAGONDA 16/80 rolling chassis, 1932, good radiator, engine, gearbox, rear axle, bulkhead, tank, Hartfords, bonnet, cycle wings, P-100 headlamps, dash panel and most instruments, plus various other parts, ideal restoration project of this prestigous marque, £2,300 o.n.o. Tel: Hartley Wintney 2589. (81225

GINETTA G4, suitable for road use or HSCC Roadsport Racing, round tube chassis, hard top, roll cage, electronic ignition, oil cooler, recently fitted alloy petrol tank, adjustable dampers, radius arms, brake pipes, wheel bearings etc, very tidy, rolling chassis, £1,775, modified 1500 GT available. Tel: Stourbridge 72786. (81226

LAGONDA 1934 16/80 sports tourer. Little used since complete engine rebuild. Maintained in excellent condition for past fifteen years. £10,750. Tel: Smith 0371 2728. (81227

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JAGUAR MK.II 3.8 saloon, 1965. New exhaust, transmission and engine rebuilt, body need finishing off, unfinished restoration project buying house, must sell. Offers Tel: 751 0548. (81229

FORD ESCORT RS1600 BDA, K reg. Mileage 53,000, MoT May '82, tax, recent engine overhaul. Nice example of this rare car. £1,775 o.n.o. Tel: Southend (0702) 62082. (81230

JAGUAR MARK 2, 1967. Concours condition, genuine 51,000 miles, over £7,000 spent in reconditioning etc since 1976 including new carbs., clutch, dynamo, body repairs and respray (pale blue). Chrome as good as new, undersealed. Offers over £1,000. Don Orchard, Stourton Caundle, Dorset. Tel: Stalbridge 62736. (81231

JAGUAR Mk.10, 1963, auto. Completely original. Gunmetal grey. Excellent condition, carefully maintained by present owner since 1965. £2,850. Tel: 01-642 0485. (81232

PROBABLY the most expensive Black and Tan you will ever buy. My MG-B GT V8 with many extras, excellent condition and a bit special. £2,500. Tel: St. Dominick 50554. (81233

MG J2, 1933, AXE 105. Very sound and original, rebuilt head with all new parts, new brakes, exhaust, petrol tank, tyres as new. £4,500 o.n.o. Also for sale new J2 crankshaft. Tel: 0760 337292. (81234

SUNBEAM TALBOT Convertible, 1952. New hood. In running order but needs tidying up and respray. £700. Tel: Great Tew (Oxon) 260. (81235

MORGAN 4/4 2 seater, 1975, P registered, French blue bodywork in superb condition, stone leather upholstery, wire wheels, best offer over £6,000. Could be viewed N. London. Tel: Chalfont (Oxon) 810472. (81236

TRIUMPH GLORIA VITESSE 1460, White, 1936, complete rebuild, sunroof, wire wheels, excellent condition. £2,750 or exchange adding cash Fiesta Metro or 2+2 open sports. Tel: Bournemouth 429775. (81237

AUSTIN HEALEY 3000 Mk III, 1965. Colorado red. Black leather, one previous lady owner, full history. A superb low mileage original car. £5,500. Tel: 01-607 6104 evenings, 01-580 9724 office. (81238

1937 RILEY LYNX. Mint condition. MoT until Aug. Offers on £6,000. Tel: S. Brent 2387. (81254

FOR SALE—continued

ALFETTA 2.0 SALOON, 1978. Alloys, undersealed, special red finish, absolutely immaculate. £2,850. Tel: Melton Mowbray 66924. (81240

JAGUAR E-TYPE V12 2+2 Manual transmission, Carmen red, 66,000 miles, registered 1972, painstakingly maintained and garaged during winter months. This 2nd car is offered at £4,950. Tel: Whitworth 2552 (office), 3303 (home). (81241

MG-B GT, 1973, M reg. Damask red, overdrive, radio, chrome Rostyles. MoT. Offers. Tel: 01-644 1008. (81242

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VIRTUALLY PERFECT 1971 Lancia Fulvia Coupé, 67,000 miles, radio, year's MoT, taxed, £1,250 o.n.o. Tel: Maidenhead (0628) 73204. (81244

RILEY 1950 1½-litre. Rebuilt engine, service history, 1 year's MoT. £895. Tel: Gt. Dunmow 810794. (81245

HUMBER SUPER SNIPE estate, 1965. Low mileage with excellent mechanics, good interior, chassis sound but arches and sills need attention. £295 o.n.o. Tel: Hitchen 50625 or 59016 evenings. (81247

MORGAN AERO, 1929. Completely rebuilt. Absolutely reliable. Electric starter, side valve JAP. The best Morgan Aero that has ever been offered for sale. £6,000. Might take part exchange. Tel: 01-578 3810. (81248

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GORDON ENGLAND CUP Austin 7 Superb, fully restored condition, rare and immaculate. £4,100. Tel: 051 638 2154, 051 638 3205. (81249

JENSEN CV8 MK.I, 96,000 miles from new, regal red with beige interior, tax and MoT. 1,500 o.n.o. Tel: 051 652 1923. (81250

MORGAN 4/4 4 seater. Black, alluminum body, wire wheels, leather seats etc. Must be best 1978 car available. £4,450. Tel: Penkridge 4610 (Staffordshire). (81251

FERRARI 308 GTB, Fibreglass model, every extra, totally original with history, registration HP 80. £9,750. Tel: Derby 0332 515282 or 559685. (81253

1937 RILEY LYNX. Mint condition. MoT August. Offers on £6,000. Tel: South Brent 2387. (81254

LAGONDA 1932, 2-litre low chassis, continental speed model. A fine original car in excellent mechanical order ready to go anywhere. Offers around £10,000. Tel: Rugby 832525. (81255

HOTCHKISS ANJOU SALOON, 1950 show model. Excellent condition, rebuilt by present second owner, a Hotchkiss fanatic and stored for last eleven years. With little work would be concours. Resonable to good home. Box no. 6545. (81256

MORGAN 4/4, 1971. Red, immaculate condition due to very recent body rebuild, new hood. House forces sale. £5,000 o.n.o. Tel: Andrew Evans on 01-638 4090 (9 am to 6 pm), 01-650 0197 (after 7 pm), 01-302 0615 (anytime). (81257

AUSTIN CHUMMY, 1928. Excellent condition inc. new hood, upholstery. Just MoT'd. £5,000 o.n.o. Tel: Warminster 215101 or 214597. (81258

MORGAN +8, 1978. Aluminium body finished in silver and gunmetal, blue leather upholstery. £7,500. Tel: Crawley 27242 day, Reigate 48691 evenings. (81259

1971 K REG LOTUS EUROPA. Twin cam, good condition for year, 12 months MoT. £2,100 o.n.o. Tel: 051 648 5483. (81260

FIAT X1/9, March 1979, 15,000 cc, 5-speed model in gold with cream brown interior, v.g.c., taxed until Feb. 1982, very low mileage. Offers around £3,700. Tel: Swindon 722085 evenings and week-ends. (81262

MG-B GT V8, 1975. Tinted windows, sunroof, new tyres, 12 month's MoT, 50,000 miles, radio cassette, only needs seeing. £3,150. Tel: Gresford 5216. (81261

SCIMITAR GTE, 1975 (N reg.), MoT. Manual, sunroof, electric windows, stereo. £1,850. Tel: Whitwell 417 (Hertfordshire) evenings. (81263

MINI CLUBMAN 1275 GT. Completely rebuilt by specialists. Finished Rolls regal red, sunroof, tinted laminated glass all round, Longman 1393 cc engine, alloy wheels, as new. Over 100 m.p.h., under 8,000 miles since rebuild. £1,750 o.n.o. Tel: Broadstone 691239 evenings. (81264

ALPINE SER IV. Detatchable hardtop, immaculate condition, never rusted, as stored and imported, overdrive, servo, undersealed throughout, collector's car. £1,600 o.n.o. Tel: 01-449 8972 evenings. (81265

LOTUS ELAN +2 S130, 1973. Brown silver metal flake roof, oatmeal interior, absolutely immaculate condition. £3,950. Tel: York (0904) 23802 (daytime). (81267

DAIMLER 250-V8, white bodywork, red leather and chrome all unmarked, two owners, full service record and 71,000 miles, new M.o.T., tyres, hoses etc., radio, spots, toolkit, taxed, a lot for £1,650 o.n.o. Tel: Whimple (Devon) 822140 or Horsham (Sussex) 710059. (81292

1934 AUSTIN 16/6 Berkeley saloon. Excellent original condition, mechanically very good, new exhaust and batteries, tested 11 months, taxed, £2,650. For quick sale. Tel: Sheffield 360320. (81294

LOTUS ELAN +2, 130/5, last of the +2 in absolute concours condition, immense modifications to engine transmission and suspension, special wide alloy wheels and low profile tyres. Engineer enthusiast maintained, will out accelerate virtually anything, top speed 140+ and better than 30 mpg. The best of a rapidly appreciating marque. Call John T 0842 4521 extension 180 or 0480 63531 evenings. (81995

JAGUAR E-TYPE, Roadster, 3.8, 1964, one owner, certified low mileage, original radio, c.w.w. good condition throughout, finance possible £6,495. Tel: Rotherfield (089285) 2488. (81296

MGB ROADSTER, 8,200 miles, V Reg, carmine, roll bar, tonneau covers, immaculate, if you see it you'll buy it. £3,995. Tel: East Grinstead 313188 (day) 312246 (evenings). (81297

SUPERGOLF, Silver GTI, registered 1 August 1980. £4,950. Tel: Newark (0636) 78970 after 2 p.m. (81298

PEUGEOT 203, 1 h. drive, 1953, 36,000 miles, resprayed original black, grey cloth interior, new carpets, tyres and batteries. In v.g. condition, sensible offers. Tel: 061 428 5349. (81299

MERCEDES 1929 Tourer. Mannheim rebuilt, must go offers. Tel: 01-950 1019. (81300

ASTON MARTIN Mk. II, s.c. 1935, rebuilt totally (Elwell-Smith engine) offers. Tel: 01-950 1019. (81300

HISPANO SUIZA 1927, T49, Kellner replica, needs finishing offers. Tel: 01-950 1019. (81300

JOWETT 7 HP, 1924, 2 seater with dickey, original, £4,000 o.n.o. Tel: Leeds 582283. (81301

LOTUS SEVEN, 1974, S/II, BVTC blue, aluminium, excellent condition. £3,650. Serious enquiries only. Tel: 01-845 7020 (evenings). (81310

FOR SALE—continued

TIN HEALEY, 3000 MK. I, 1959, hardtop, softtop, wheels, overdrive, 12 months M.o.T., fibreglass vings. £2,100 o.n.o. Tel: after 6 p.m. Formby (81302
00, 1977(S), one of the last white, blue decals, ne modified by Agra, 170 bhp, steel crank and 45's, Bilsteins, many other mods., low mileage use only. £3,595. Tel: Stirling (0786) 63526. (81303
UAR E Type, red, black interior, c.w.w. ptional condition bodily and mechanically, low age, much recent expenditure, magnificent car, t be sold, hence silly price. Best offer over £3,000 pted. Tel: Cambridge 64189. (81304
US ELAN Sprint convertible, L Reg., superb and nal collector's condition, low certified mileage, mented history, £4,450 Lady owner. Tel: (02406) (81305
1959 restorable two door, M.o.T. October, £966 £225. Rover 75/1956 complete, standing two s £200, Pinfield Lodge, Barntgreen, Birmingham 2551. (81306
CIA AURELIA 1953, renovated giving excellent dition throughout. Taxed and tested. £3,750 o.n.o. Abingdon (0235) 26942 after 7 p.m. (81308
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A TALBOT 8/18 Sports Racing car, only remaining mple, excellent condition, long tax M.o.T. fast, nomical, reliable, spares, history. Offers over 00. Tel: Norwich 720378 (81312
US ELITE 502, 1974, N, Lagoon blue, air ditioning, electric windows, stereo, 28 mpg, ptional condition, looks years younger, 60,000 s. £2,995. Tel: Abergavenny 2768 (81313
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NTE CARLO, 1978, metallic blue, superb example, 00 miles, extras. £4,300. P/x, private sale. Tel: 48 5101 ext. 51. (81316
NTLEY 1949 st. steel saloon, excellent condition, wn history, £3,500 o.n.o. Also Lagonda LG45 rer, excellent condition £13,000. Tel: Whalley -482 3798. (81318
K-REG, Feb., W/fl trim, w/ws, o/d, many extras, naculate condition, 34,000 miles only, one owner, ch faultless, any insp. welcome. £3,600. Tel: 079 641. (81319
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ST SELL due to house purchase R.R. Cloud 3 ,000 miles), excellent condition, M.o.T. and tax, 50. Also Lotus Elan and 2SE, full specification, red since 1973, superb, M.o.T. £1,950. Tel: 041-638 5 evenings only. (81321
NOR 1000 Traveller, 1966, almond green, all good luding woodwork, M.o.T., taxed October, £575 o. Tel: Clevedon 873584. (81322
2000, 1978, in black, 39,000 miles, stereo cassette, naculate condition throughout. £3,250. Tel: 0274 adford) 834062. (81323
6 AC Cobra Mk. III, with 289 engine, 40,000 miles Y, present owner since 500 miles, unraced, modified, hardtop and soft top, metallic green, new tch and radiator core, offers around £20,000. rdner, 9 D Longridge Road, SW5 9SB. Tel. weekday enings 01-370 5802. Weekends 0635 21 360. (81324
W 2002 Touring, 1973, dark green, tan interior, w clutch, shells, rings, etc., 74,000 miles, excellent ndition. £1,400. Possible exchange glassfibre died car. Tel: Ruabon 822106. (81325
ISTIN SEVENS, exceptionally original 1935 Tourer, v mileage, £1,850 o.n.o. 1936 Ruby complete ginal runner for restoration, £500 o.n.o. Tel: 0874 2202. (81326
NCIA BETA Coupé 2.0, absolutely brand new (1 y 81), sunroof, many extras, 6 year rust warranty, viroguard, nearco red, cloth upholstory, unused, t £5,970 crisis forces sale hence £4,395. Tel: (0302) 284 evenings. (81327
ORGAN +4, 4 seat D.H.C. concours winning ndition throughout, one of the batch of 50 cars built 1955, exchange for Ferrari 246/308 GTS or Esprit Turbo. Tel: Kidderminster 4362. (81328
3 TA partly rebuilt, new timber frame, substantially mplete. £1,800 o.n.o. Tel: Kingsley (0928) 88015. (81330
TROEN MASERATI, 51,000 miles, iridescent black, ld wool upholstery. Reg. No. 666 PP, best offers er £4,000, new clutch. Tel: 01-586 4844. (81335
OOD & PICKETT MINI, 1275, full leather dash and terior, sun roof, electric windows, chocolate body maculate, 39,000 miles, new tyres, one family car, xury and economy, long M.o.T. Best offer over ,000. Tel: 01-586 4844. (81335
RRARI 275 GTB, 1964, 2 cam 3 carb Chiarri Rosso, rrani wire wheels, much recent work inc. new haust, rebuilt gearbox etc., beautiful car in excellent ndition, £16,500. Ashtead 72788 (Surrey). (81336
OTUS ELAN S3 FHC, 1967, tax, M.o.T., new Sprint ad, exhaust system and radiator. £1,350 o.n.o. Tel: y 01-686 3499 ext. 3451. Eves. Brighton 563659. (81337
34 RILEY LYNX, B.R.G., tan Connolly hide, superb, 3 ar restoration, M.o.T. & tax, £6,250 o.n.o. Tel: 0783 250. (81329
RD ESCORT 1600S, W Reg, 8,000 miles, 860 Philips reo (8 speakers), w/tyres, Ford's 24 month rranty, in showroom condition, £3,600. Reason for le, awaiting delivery of new registration XR3. Tel: otland (Troon) 0292 312700. (81331
FA SUD Sprint 1.5, 1979, dark blue, beige velour, e owner, full service history, no accidents, superb ndition, taxed £2,375 o.n.o. Tel: (0734) 734964 eading). (81332
VR 1660M 1976 R, beautiful condition, red, sunroof, dio, foglights, 57,000 miles, service history, 9 onths tax and M.o.T., superb handling with cellent economy 32-35 mpg. £3,450. Tel: motherley (060983) 381 or Middlesbrough 546123 ork). (81333
G MAGNETTE 1965, one registered owner, 20,000 iles, M.o.T., tool kit, handbook, £2,300. Tel: inchester 2659. (81334
OTUS ELAN Sprint, FHC, 1972, yellow over white, ust be seen, £3,250 o.n.o. Tel: day 01-686 3499 ext 51; eves Brighton 563659. (81337

FOR SALE—continued

AUSTIN SWALLOW 2-seater sports tourer, 1930, rare, very original enthusiasts car, £4,500. Tel: 01-229 7100 and 01-459 3511. (77596
MGC GT, 1970, genuine 68,000 miles, excellent condition, needs clutch. Offers around £1,200. Tel: 061-872 7396 after 6 p.m. (77592
FORD FAIRMONT (Australian), R.H.D., 1978, Station Wagon, 39,668 miles, one owner, 6/8 seater, black cellulose, silver grey interior, sheepskins, new white walls, very sleek, superb roadholding, very fast, 302 c.i. 4.9 litre V8, cruise control, 18 m.p.g., Piranha ignition, automatic transmission, power steering, power brakes, power windows, two way tailgate, integral roof rack, sunroof, four speaker stereo music centre, exceptional condition, £4,500 o.n.o. Tel: Red Row (Northumberland) 760424 night, Newcastle 22252 day. Photo available. S.A.E. (81338
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DONCASTER RACECOURSE Autojumble, Saturday 11th July, 10 a.m. to 5 p.m. 200 12' stall plots at £4 each. Details, Tel.: Doncaster 57801. (72632

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LONDON STOCKWELL Swap meet for collectors of model cars, Dinky, Corgi, Solido, etc., Saturday July 11th, 10.15, St Michaels Church Hall, Stockwell Park Road, London SW9. Buy, sell, exchange. Tel.: 01-733 9964. (78365

GRAND LONDON Autojumble, 25th October, Royal Horticultural Society's old Hall, Vincent Square, SW1, stalls from £12. SAE to Priory Grange Garages Ltd., 2nd Floor, 73 New Bond Street, London. Tel.: 01-493 3321. (78935

AUCTION, 3rd July, A303 at Wincanton, Delage chassis (2), miscellaneous car spares. Catalogue, 50p, Husseys Exeter EX2 8TH. (79065

AUSTIN TEN Drivers Club National Rally, July 10/11 Belton House, Grantham, Lincs. Details Tel.: Nottingham 240242. (79618

BOLTON AUTOJUMBLE AND FLEAMARKET, Saturday July 25 in the Sport Centre, Silverwell Street, Bolton. 10 a.m. to 5 p.m. Bargains in car and bike bits for your restoration. Enquiries. Tel.: Bolton 491763. (63075

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WOKINGHAM AUTOJUMBLE and Collectors Fair, Saturday 18 July 10 a.m. to 4 p.m. at St. Crispins Sports Centre, London Road, Wokingham, Berks. Enquiries, Tel.: Wokingham 783612 or Bourne End 21793. (80126

BSA Front Wheel Drive Club National Rally 11/12th July, Sudeley Castle, Winchcombe, nr. Cheltenham, Glos. Camping/barbecue Saturday night, Sunday — concours, driving tests, spares stall. Club for all BSA f.w.d. threewheelers, 'scouts specials. Details, P. D. Cook, 13 Rosemary Crescent, Guildford. (80239

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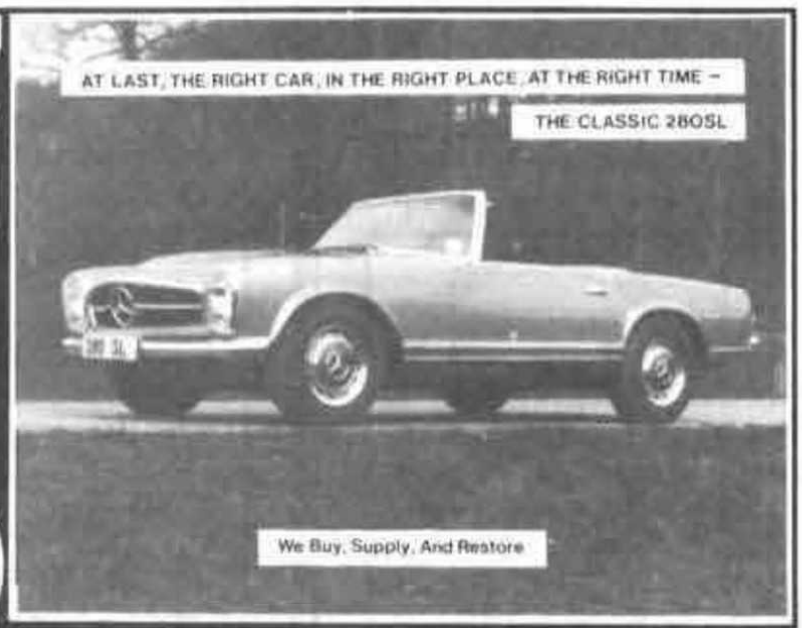
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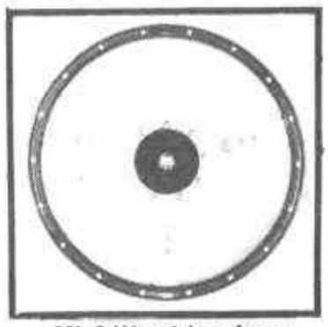
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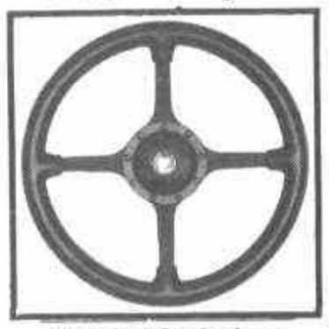
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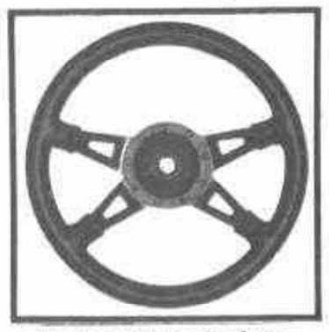
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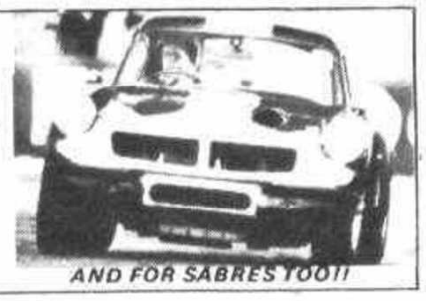
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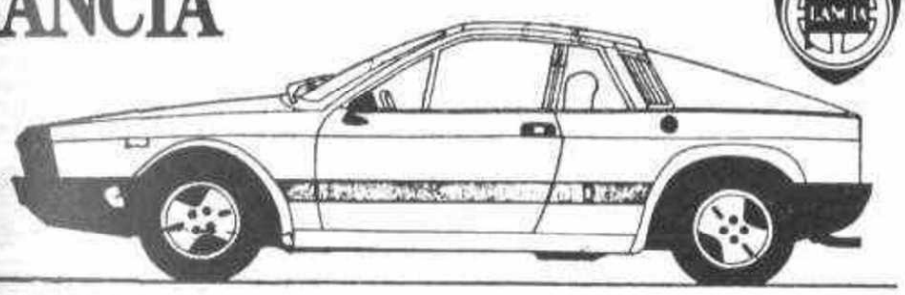
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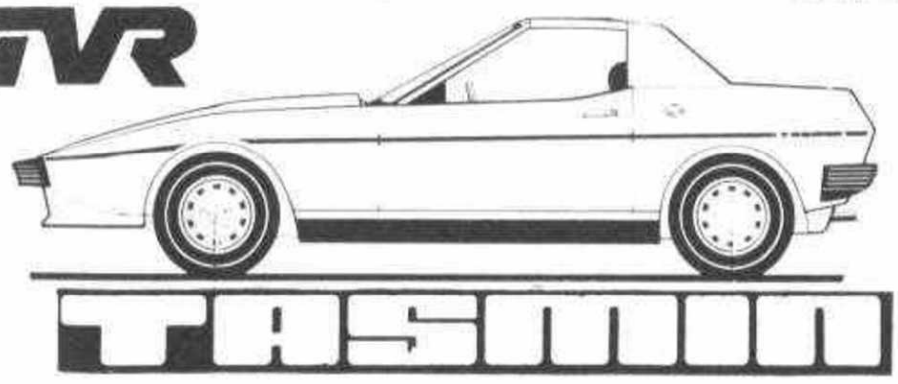
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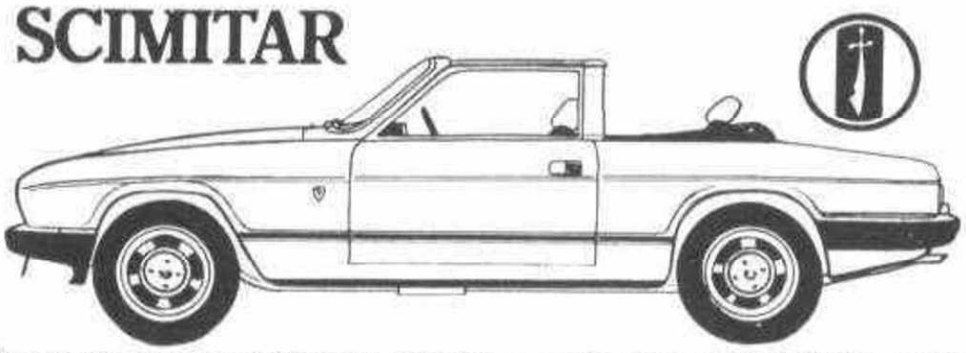
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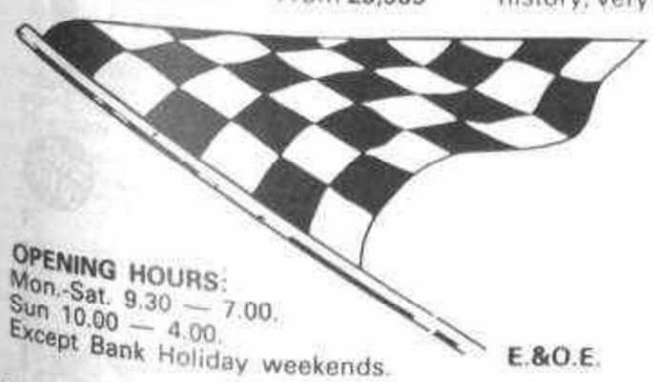
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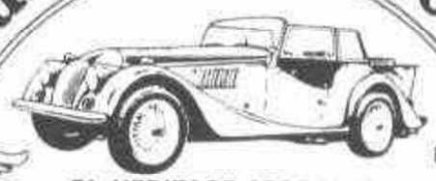
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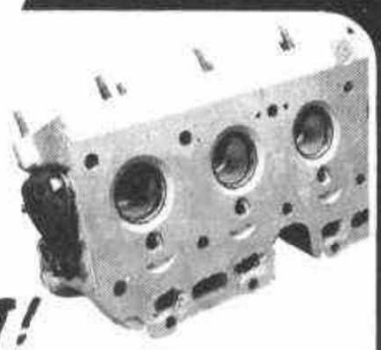
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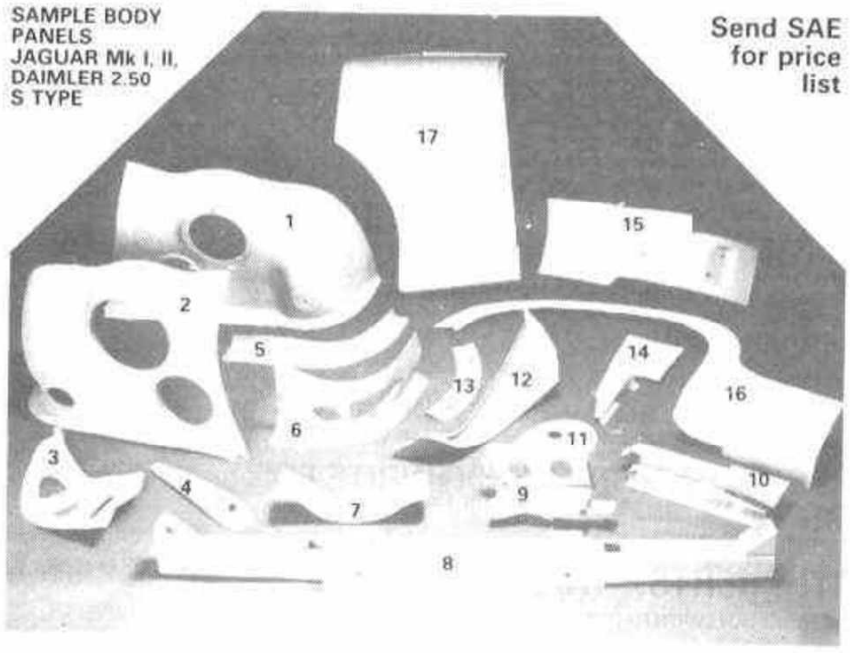
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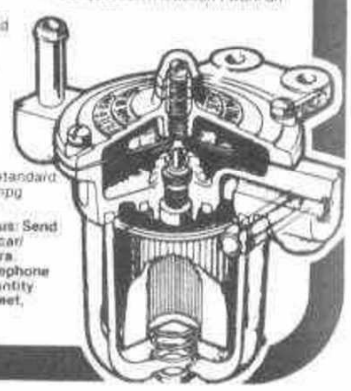
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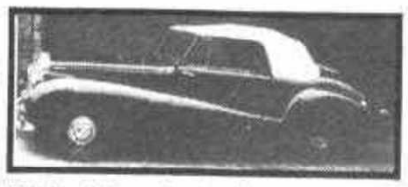
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Renault 30TS 1977. Metallic green, brown cloth trim, manual transmission. **£2,750**

Audi Avant CD5E, 1978. Auto., power steering, electric sunroof and windows. **£5,450**
Jaguar XJS 1978 (T). Finished in silver with black leather interior, all usual refinements. **£9,250**
BMW 728 1978 T-Reg. Automatic transmission, arctic blue, grey cloth, steel sunroof, Mahle wheels. **£6,750**
Rover SDI 3500 1977 S-Reg. Manual transmission, finished in tumeric over russet brown. **£3,450**
Volvo 244 DL 1980. Manual transmission, chocolate brown with cloth interior, headlamp, w/w. **£4,950**
BMW 635 CSi 1979. Manual transmission, graphite with silver lines, electric sunroof, twin electric door mirrors, Mahle alloys, front and rear spoilers. **£10,950**

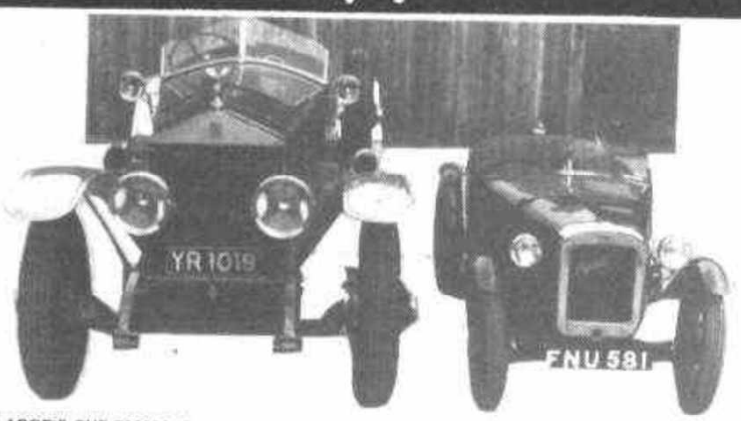
Datsun 280 ZX 1979. Cashmere gold, contrasting trim, automatic transmission. **£6,950**
Opel Senator 3.0 ECD V-Reg. Automatic transmission, ice green metallic, contrasting trim, total specification. **£7,450**
1980 Model Peugeot 505 STi. Ice green metallic with tweed trim, automatic transmission, electric sunroof, electric windows, radio/cassette. **£5,450**
Mercedes 280 SE 1979 V-Reg. Porcelain white, blue cloth interior, alloy wheels, radio/cassette, very low mileage. **£10,950**
Triumph TR7 Convertible 1980. Metallic green, contrasting trim. **£4,950**
Citroën 2CV6 1980. Duck egg, deckchair interior, one owner, very low mileage. **£1,995**



Lotus Eltie 503 1979. Finished in signal red, marcasite trim, usual refinements including air conditioning, p.a.s., Pioneer stereo cassette. *(Similar to above).* **£7,950**
Porsche 911SC Sport Targa 1979 (V). Finished in minerva blue with cork interior with tartan trim inserts, low recorded mileage. **£14,950**
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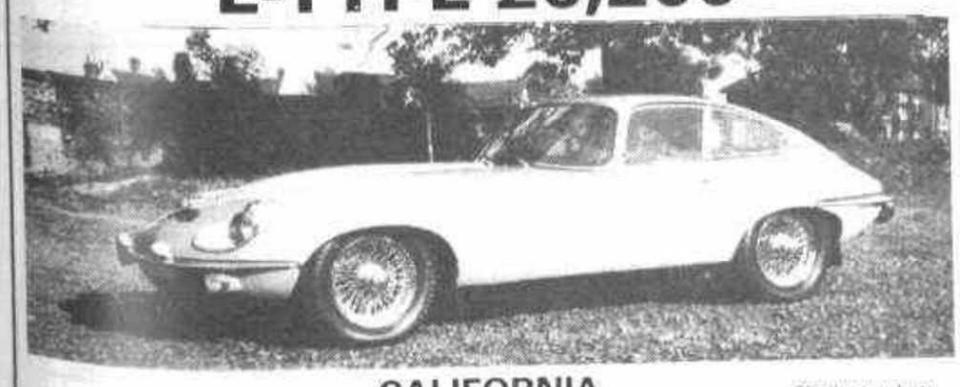


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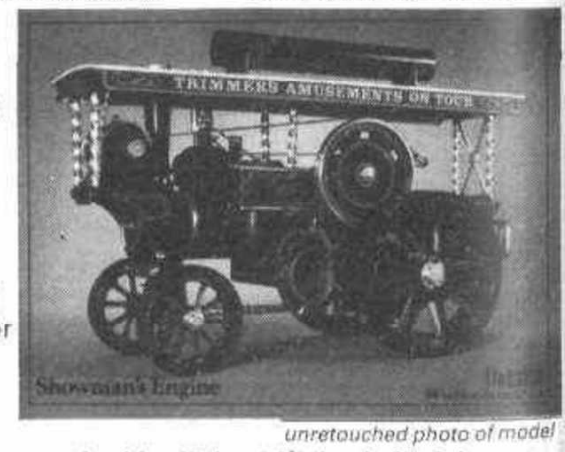
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Well, that's as maybe, but I am honoured to have been appointed one of the judges at the **National Classic Car Concours at Donington on July 26th,** for the fifth year running; and I do believe that the cars shown below will also stand the sort of scrutiny I shall be giving to those entered on that day! We all pray for better weather than last year, and I myself am only too aware of the efforts needed to achieve perfection against the vagaries of the British climate! Brands Hatch (May 17th and 25th) and Prescott (June 6th/7th) were all splendid meetings, but once again the cars I brought all had to be baled out afterwards, and many, many hours spent in cleaning up suspensions, etc. to their former glory. **Look out for a 'NOSTALGIA' entry in the International Historic Races at Donington over the July 25th/26th weekend!**

NOTE!
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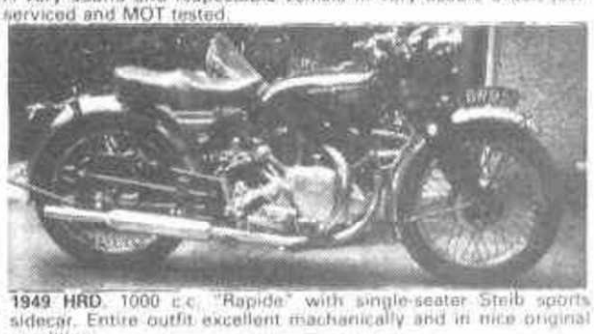


1964 Bentley S/3. 4-door Standard Steel sports saloon, another excellent example elegantly finished in shell and Tudor grey with contrasting beige hide trim. Known history and regularly serviced. A very sound and respectable vehicle in very usable order, just serviced and MOT tested.



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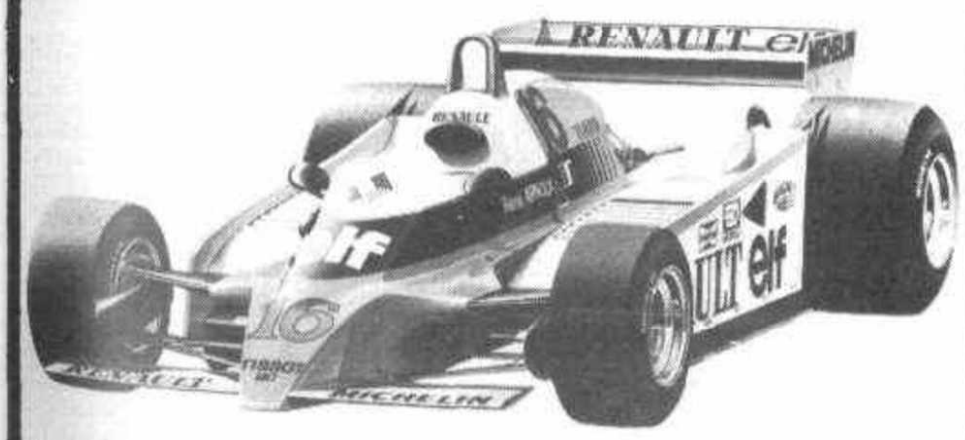
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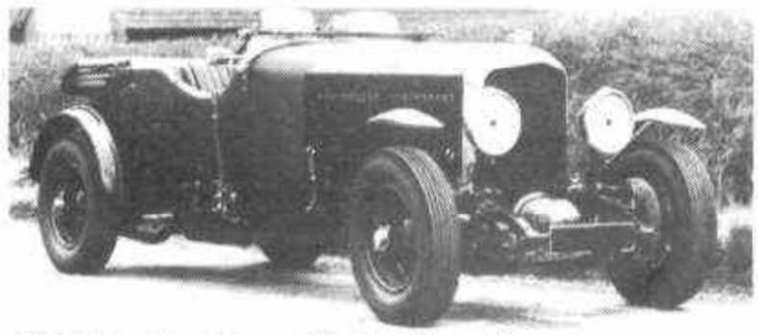
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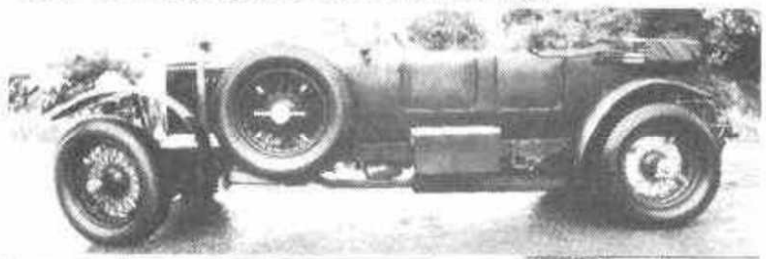
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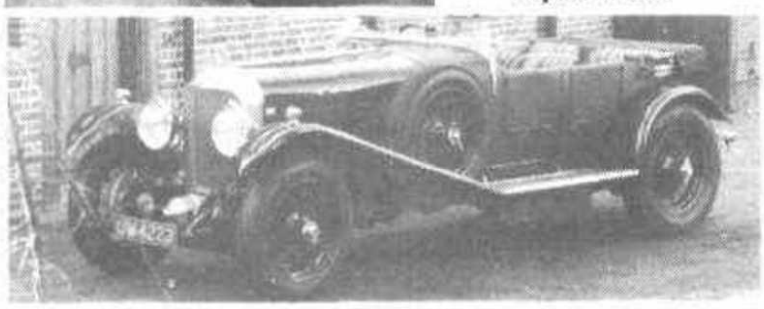


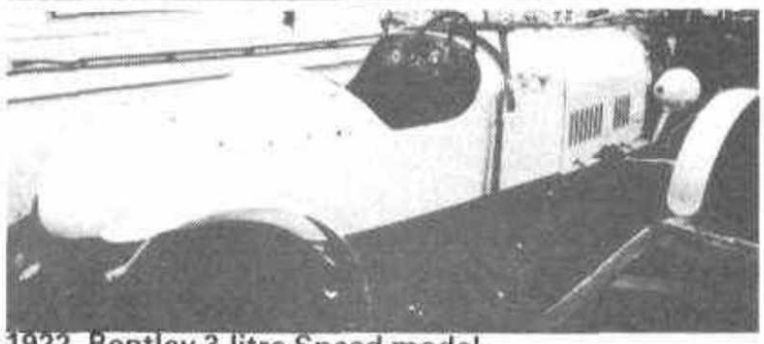


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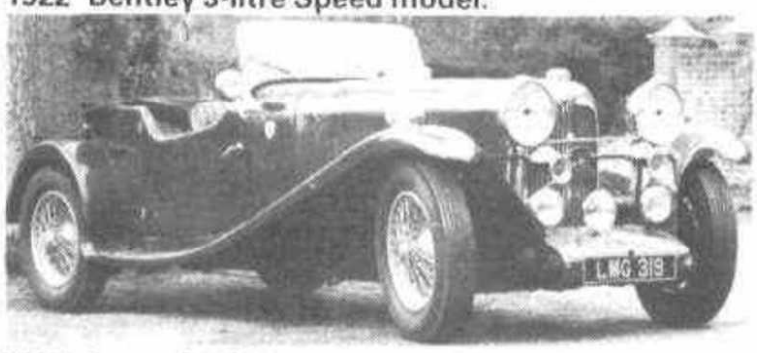
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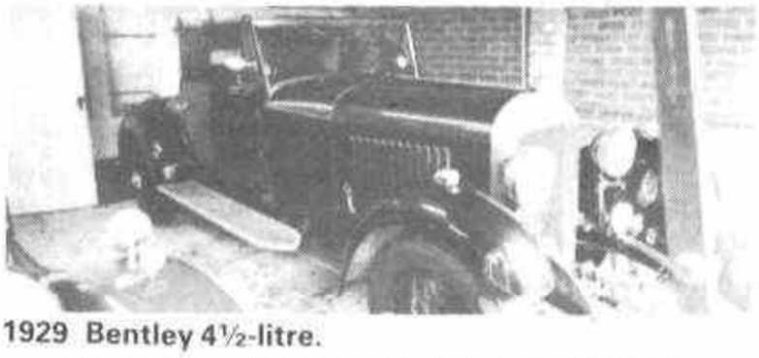




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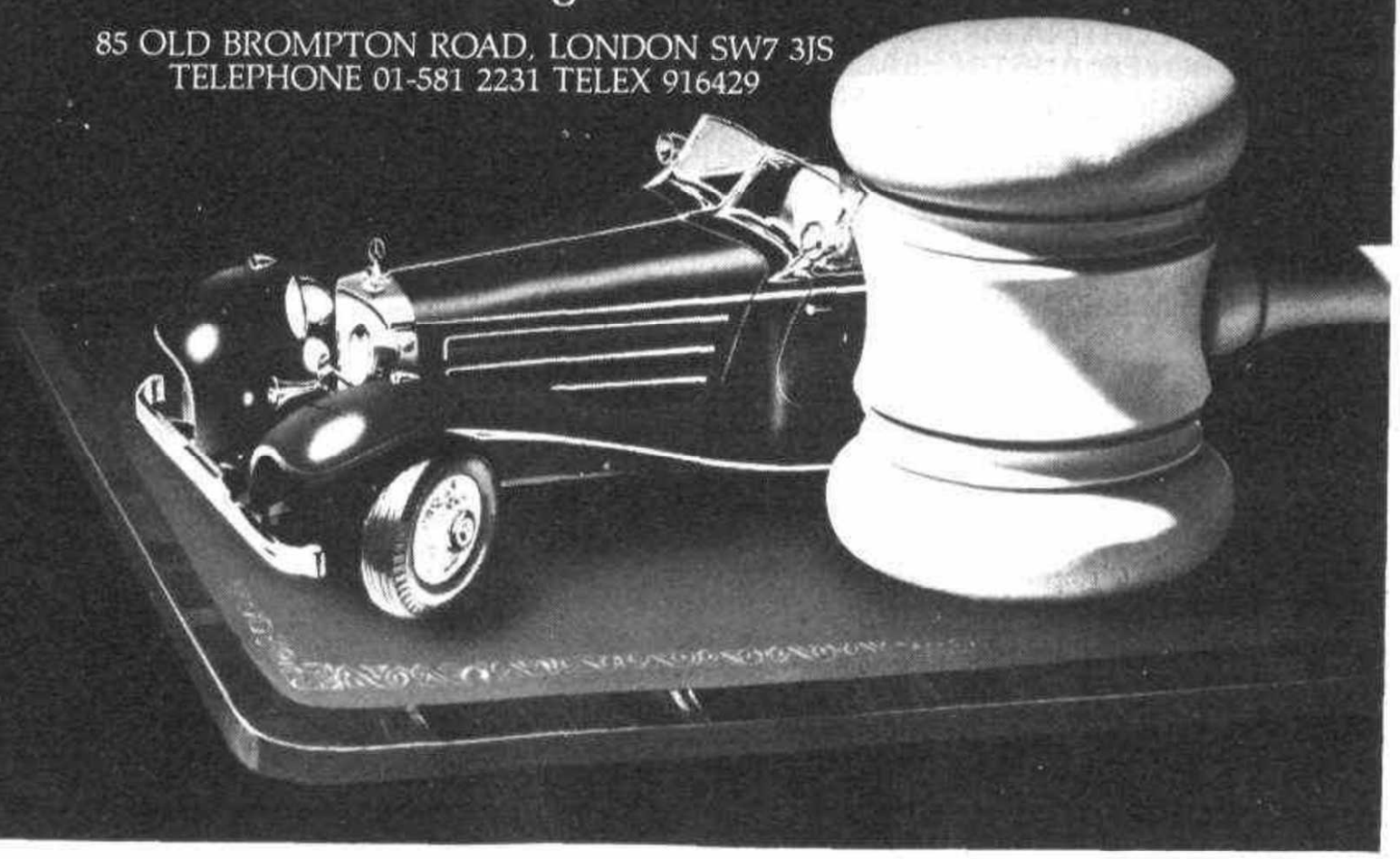
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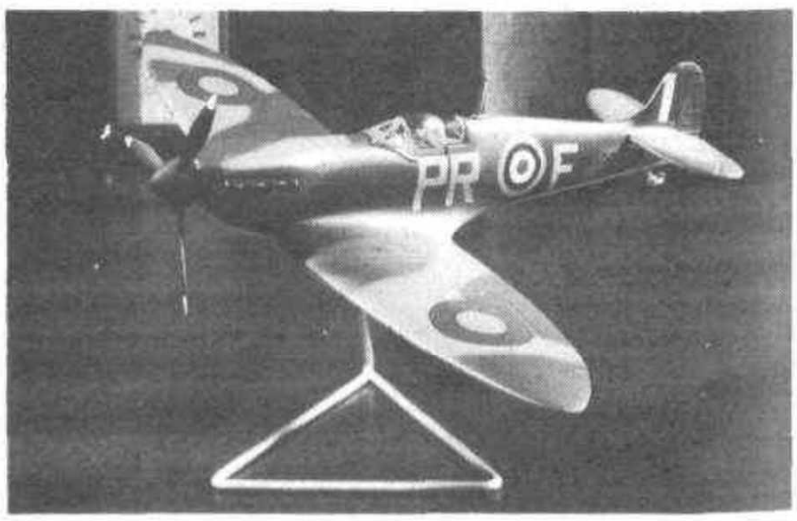
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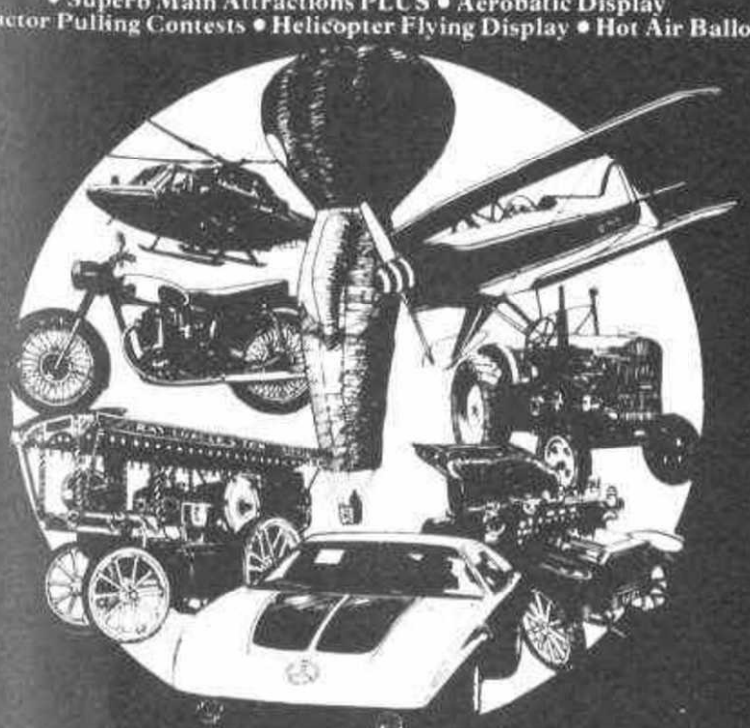
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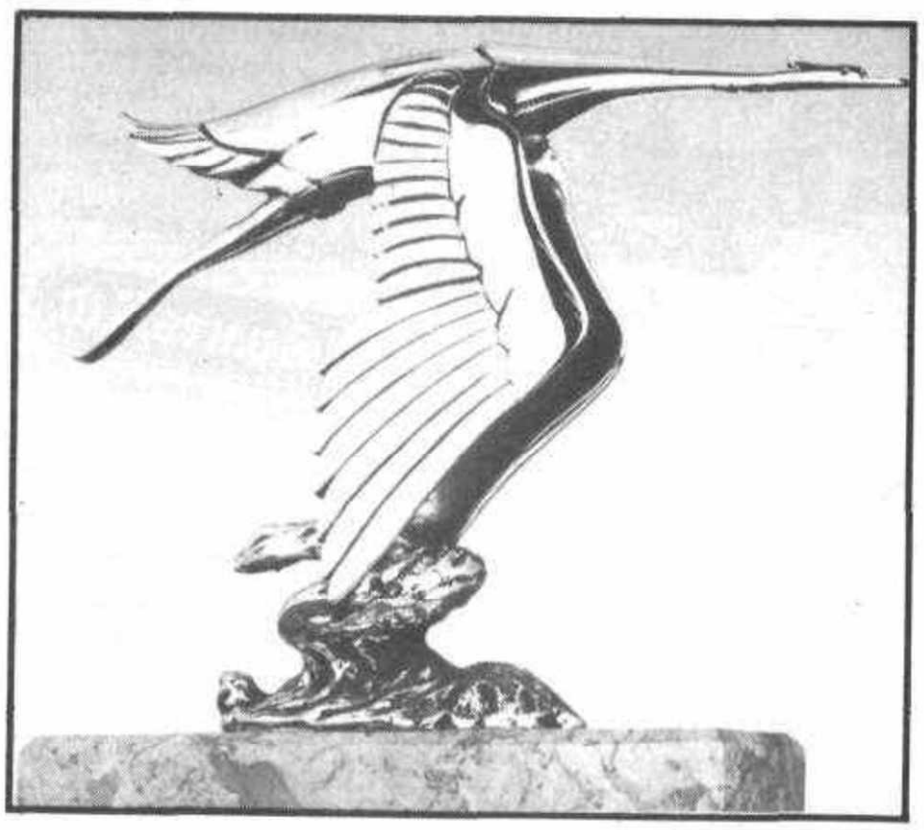
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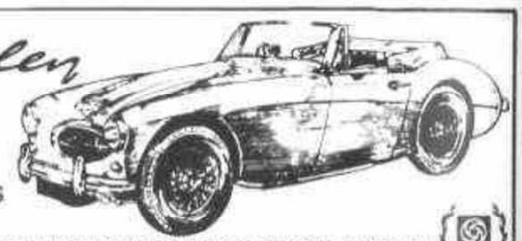
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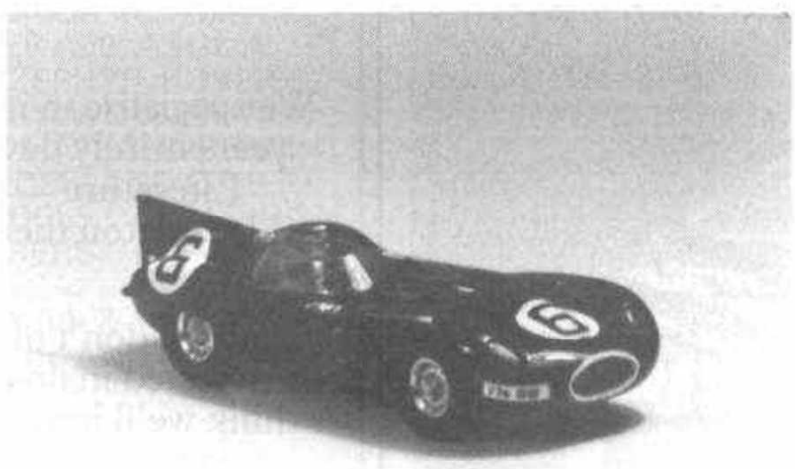
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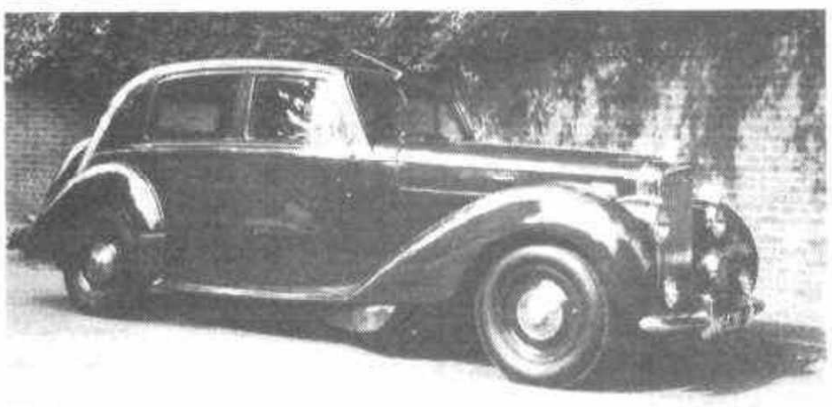
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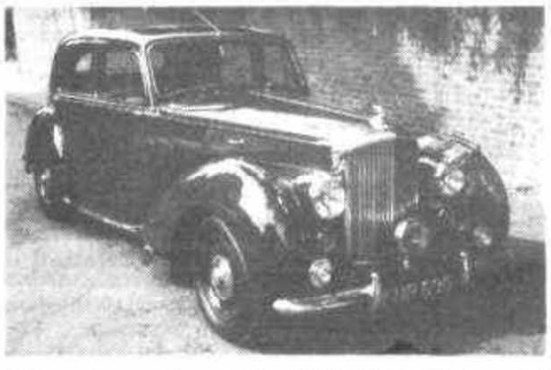
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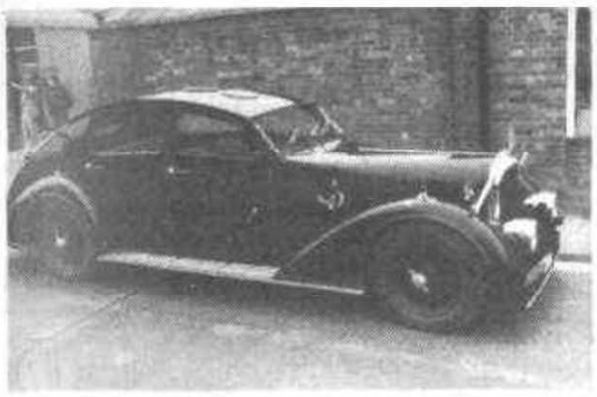
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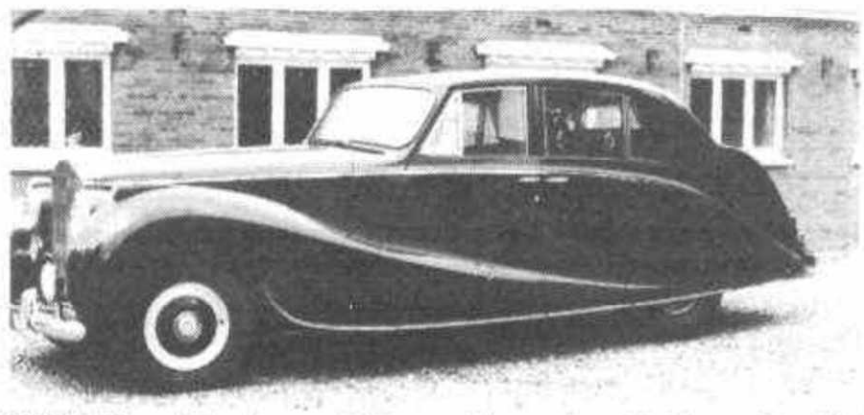
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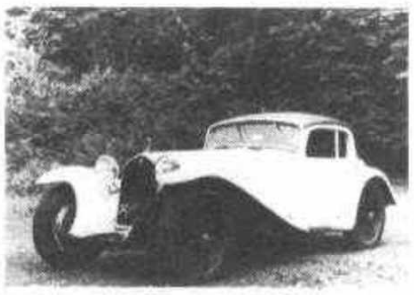
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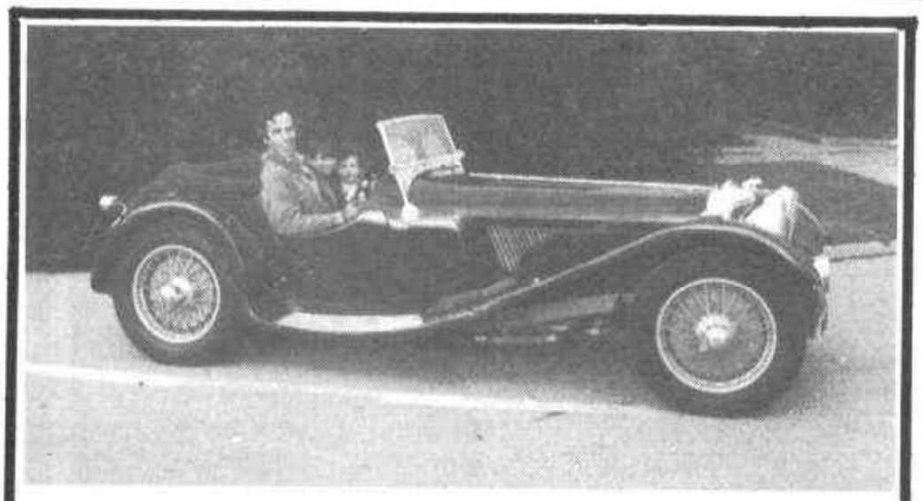


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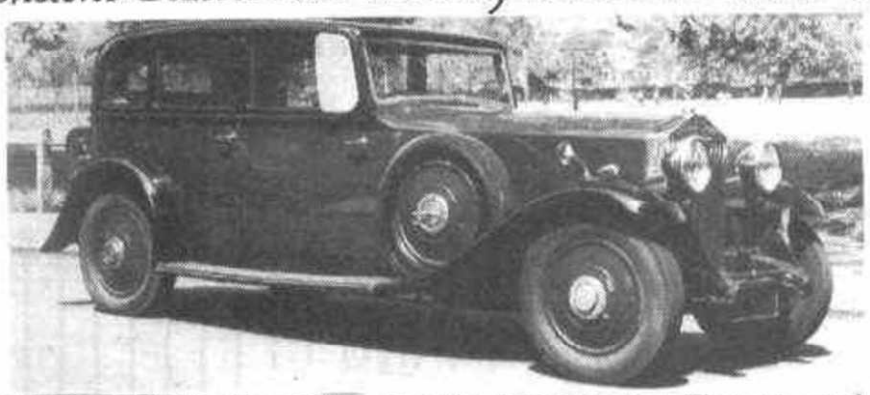
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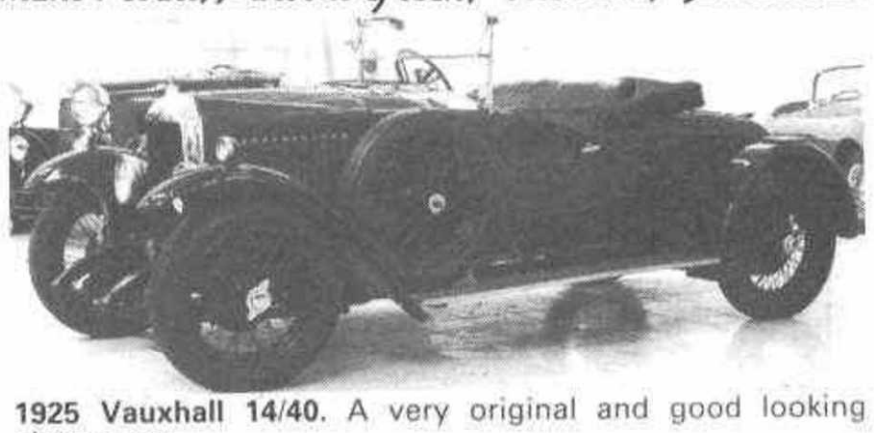
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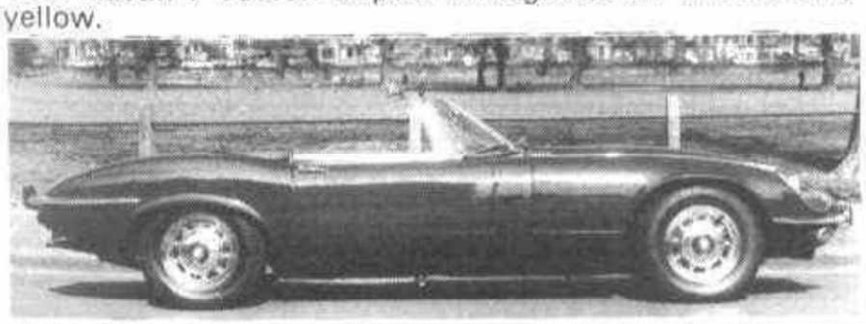
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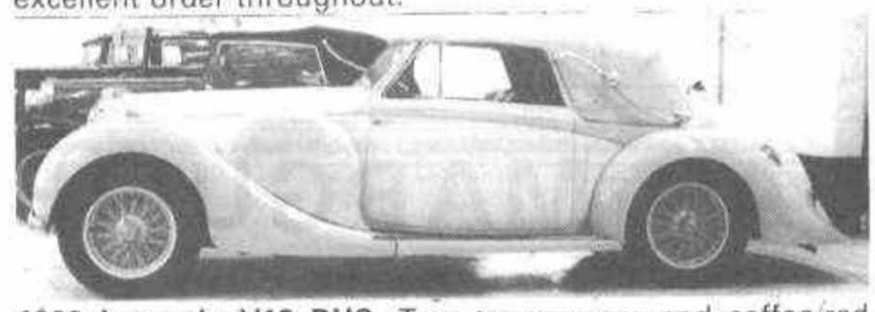
1928 Austin 7 Tourer. Superb Vintage Austin 7. Black and yellow.



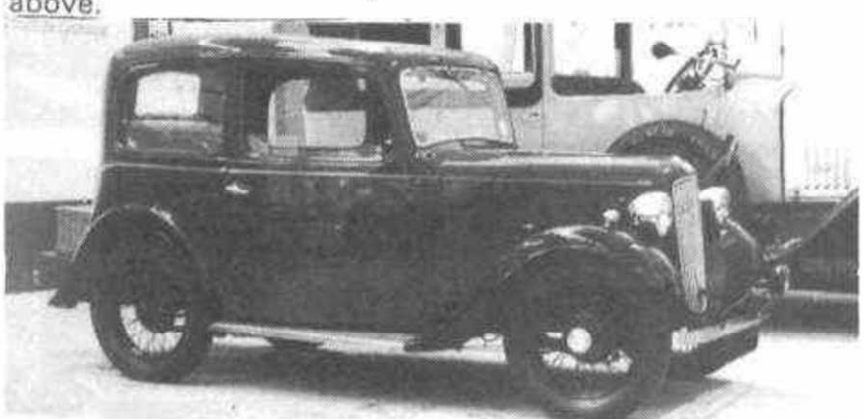
1962 Bentley SII Flying Spur. Regal red/biscuit interior. In excellent order throughout.



1972 E-Type Jaguar. One owner. Sable/biscuit trim. Low mileage. Hard and soft tops, chrome wire wheels. Similar to above.



1939 Lagonda V12 DHC. Two tone cream and coffee/red interior. Excellent condition.



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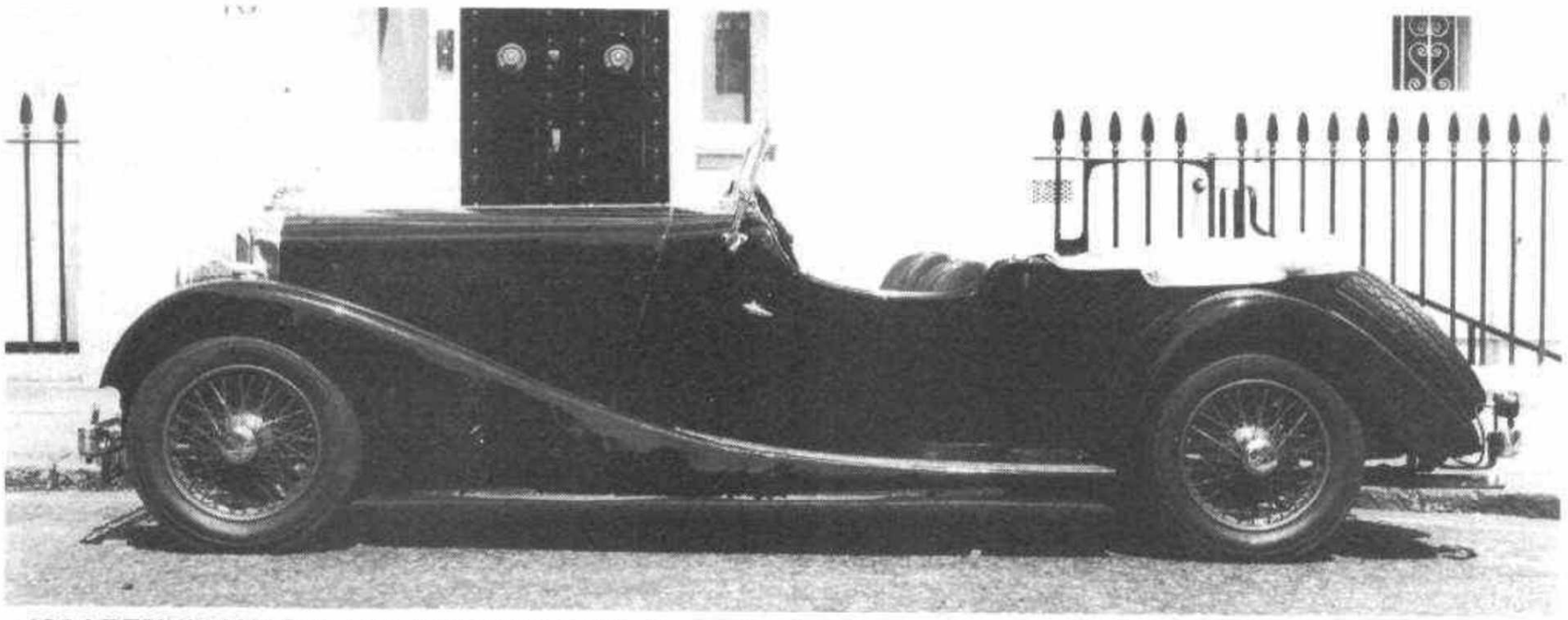
1931 Alvis 12/50 Tourer
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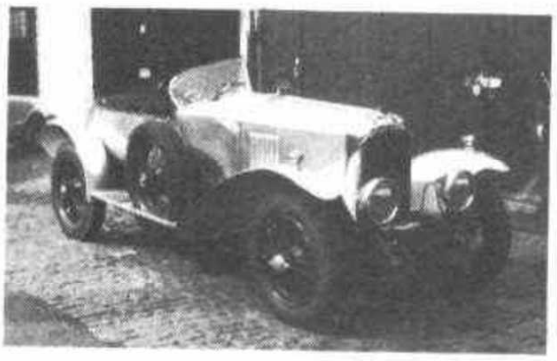
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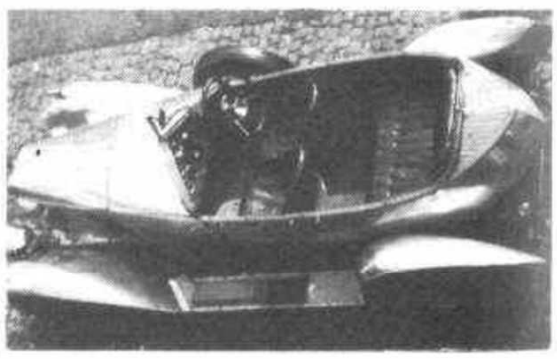
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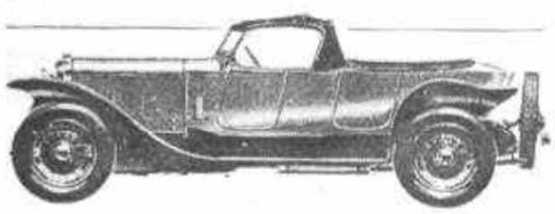
1953 JAGUAR "C" Type Competition two-seater, chassis number 032, placed 9th at Le Mans in 1953. Last owner 24 years.



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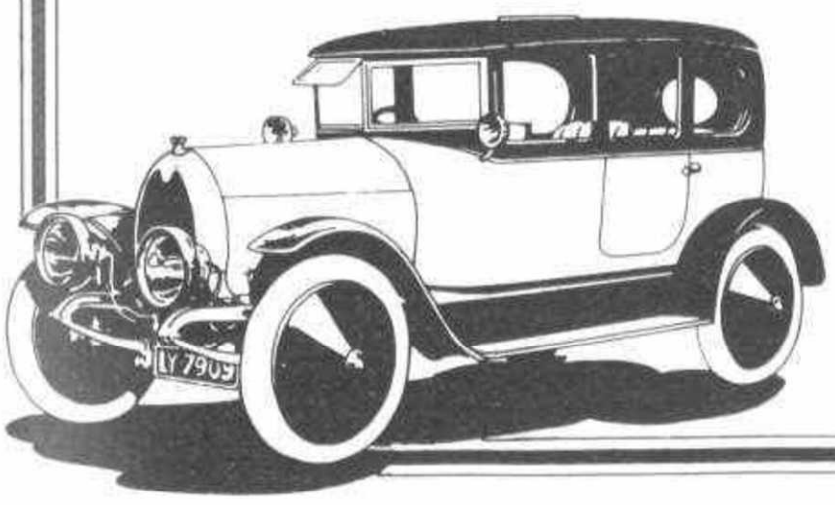
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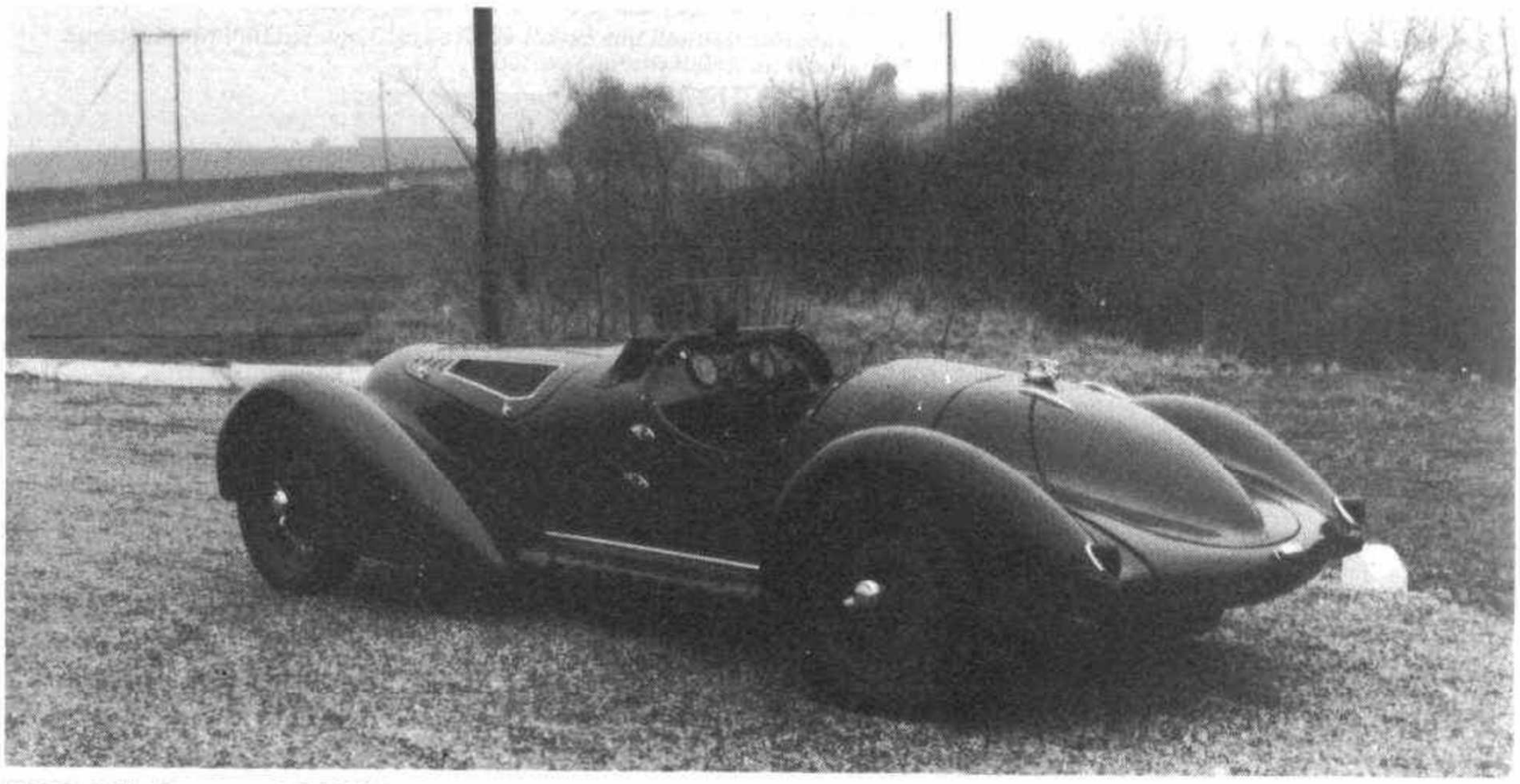
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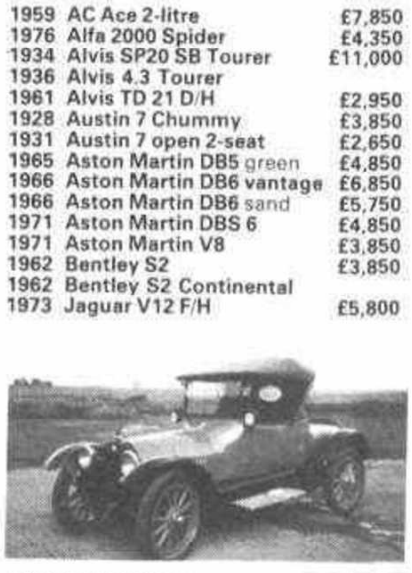
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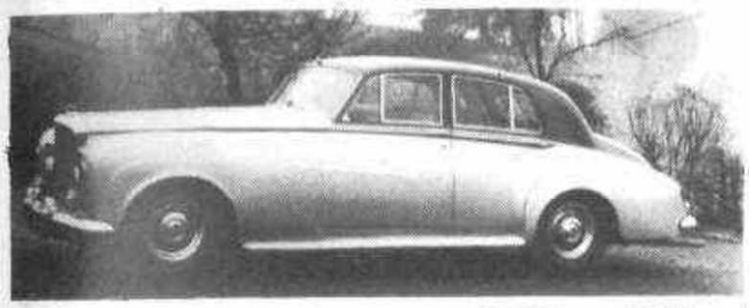
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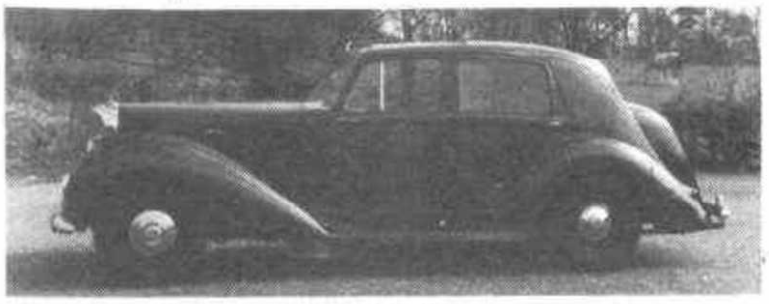
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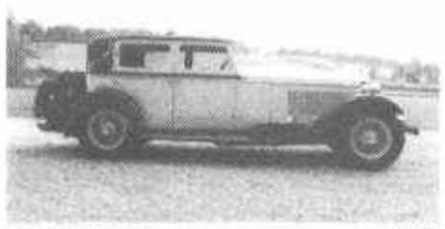
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