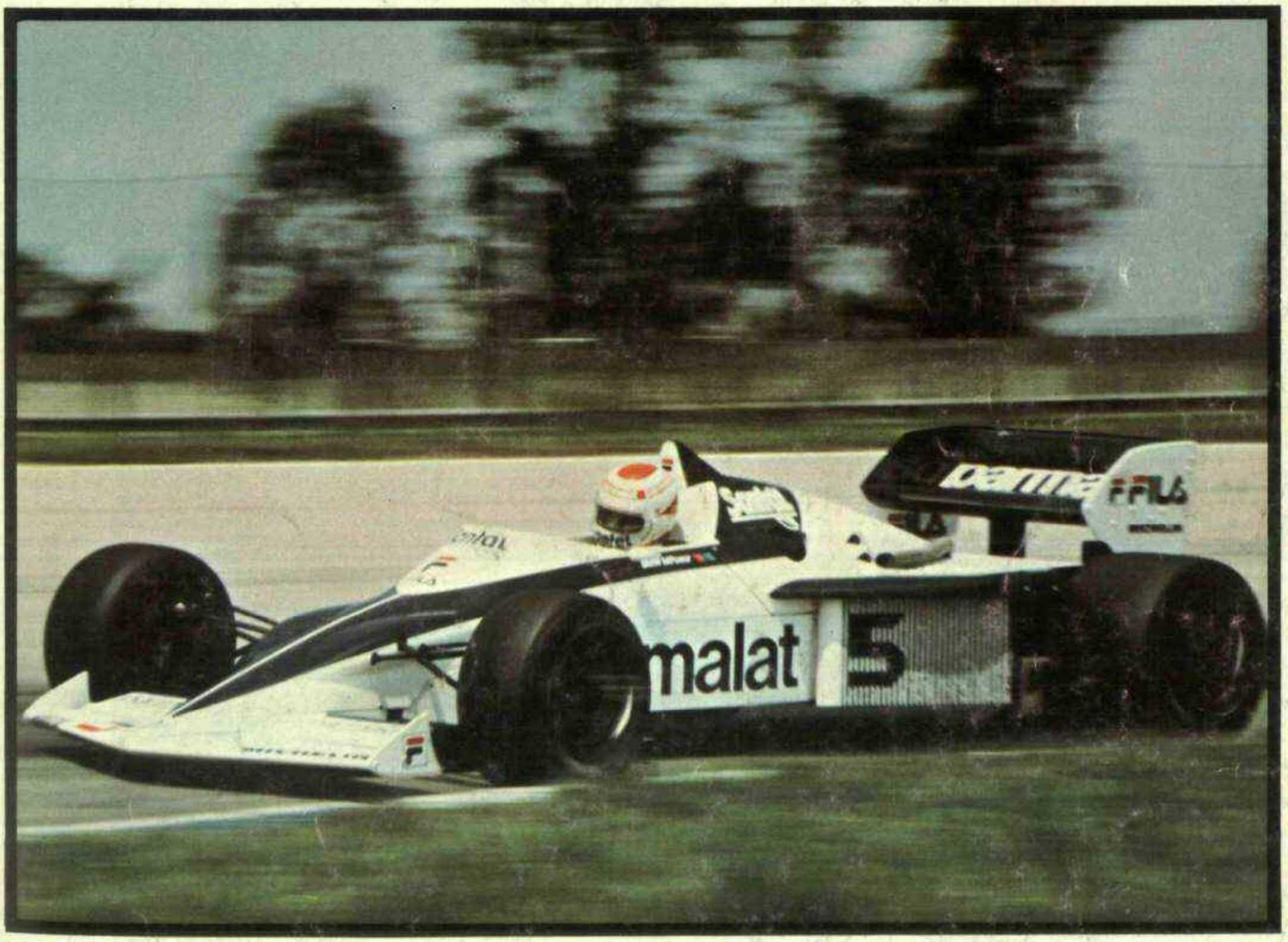
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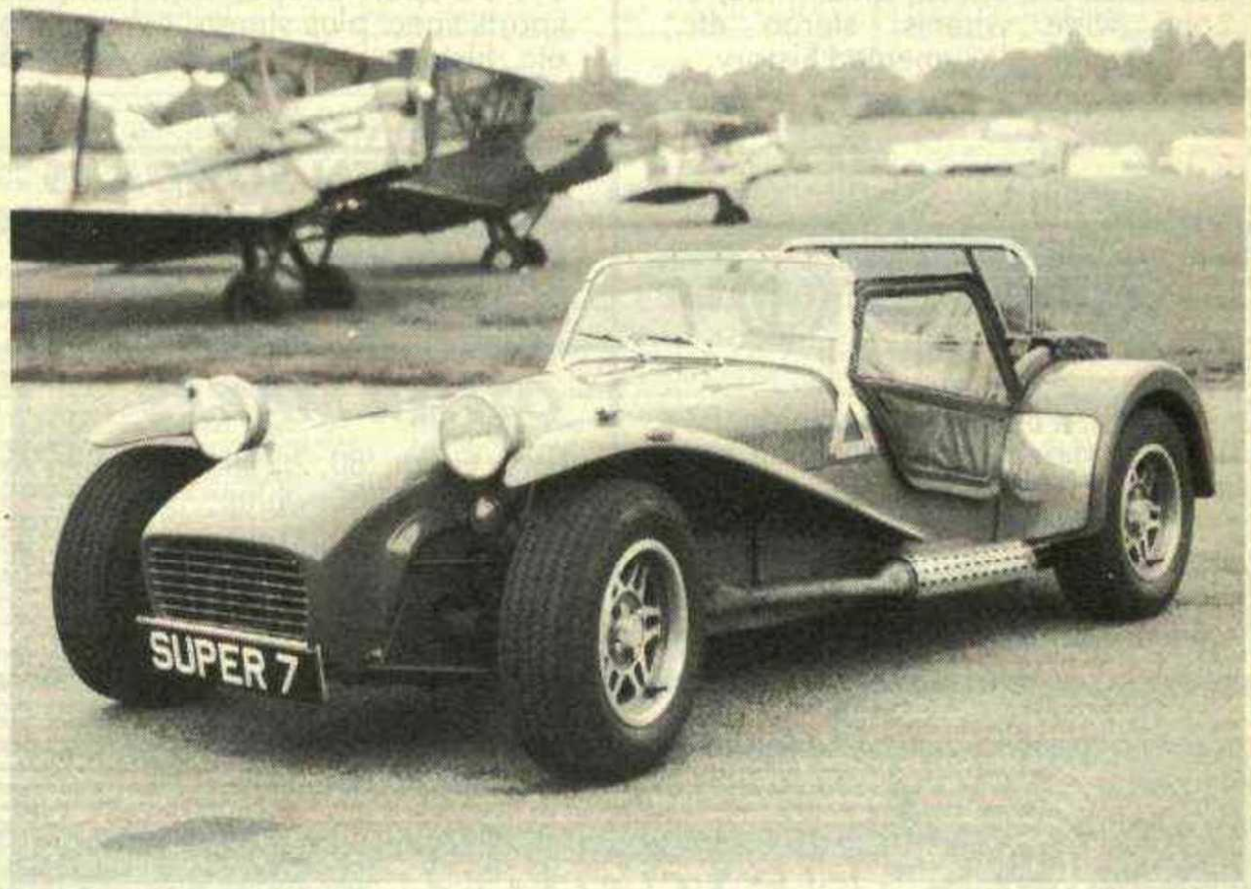
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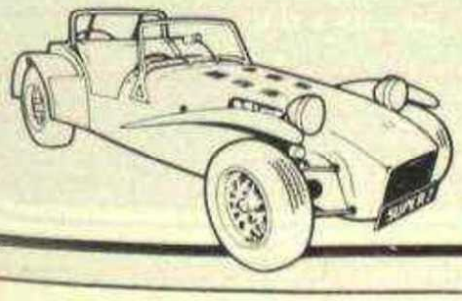
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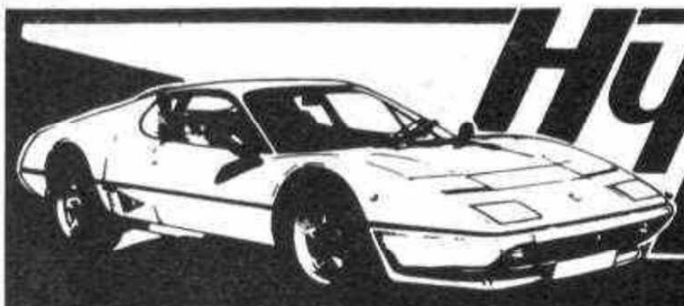
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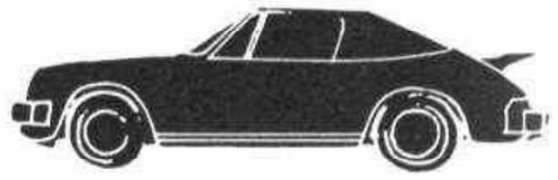


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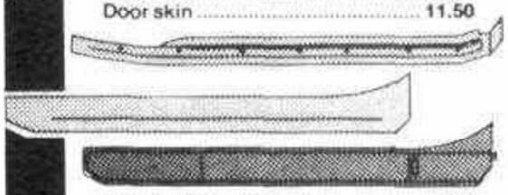
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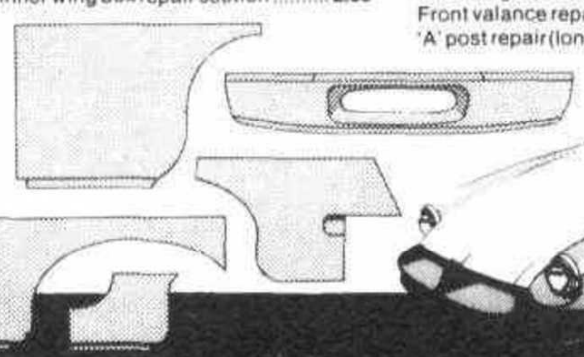
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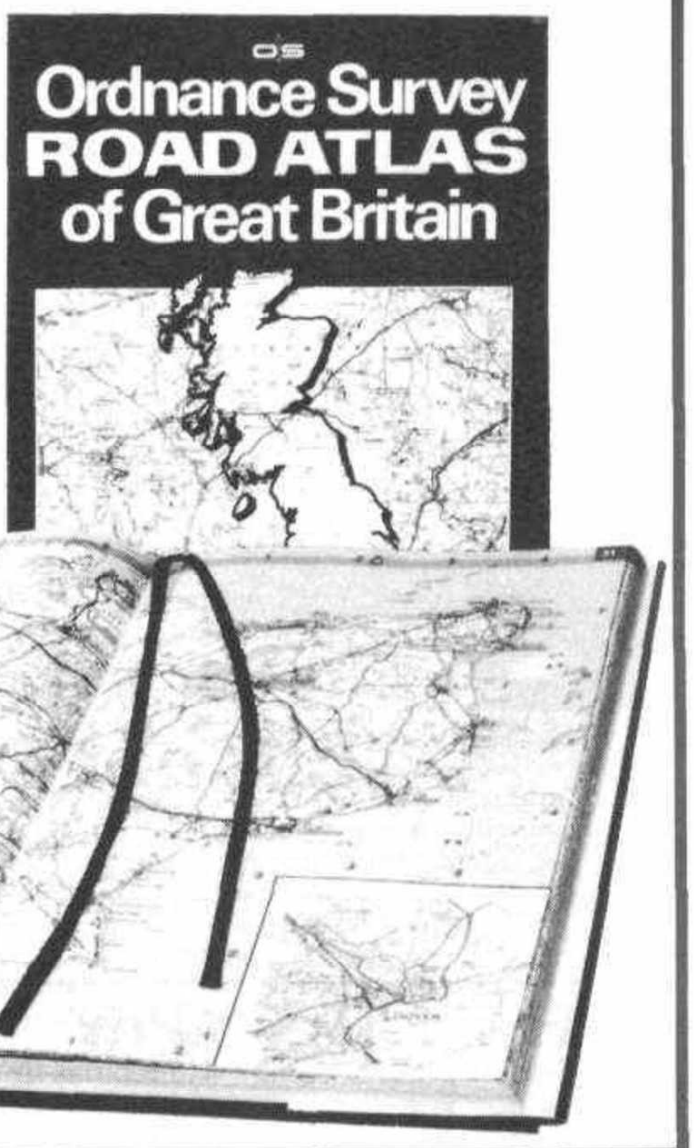
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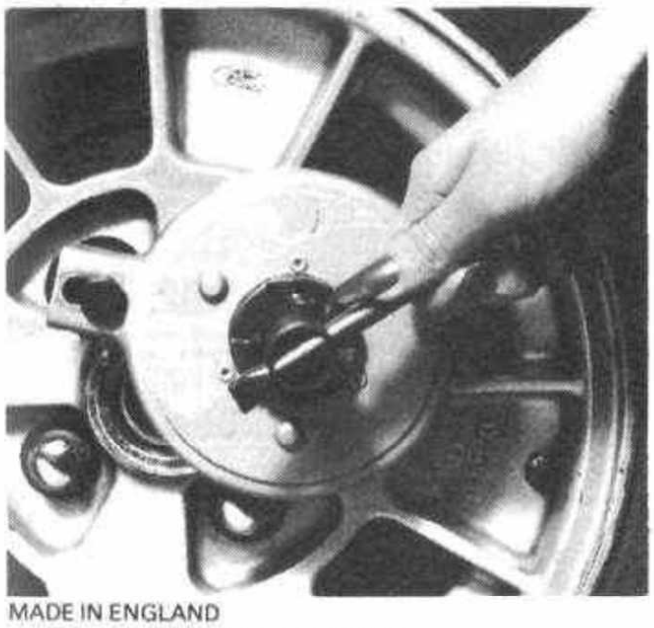
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Konis are adjustable, so long after other shock absorbers are worn out, Konis can be 'renewed' by simple adjustment. So Konis save you money, too!

That's why every Formula One Champion for the last twelve years has won on Koni shock absorbers, technically identical to those designed for your car.

When it comes to buying shock absorbers, there really isn't much of a choice, is there?

FIT* KONI *NOW.

Guarantee.
All Koni shock absorbers are guaranteed for two years.

ANOTHER GREAT KONI BONUS!
When your Konis do eventually wear out, they can be rebuilt by the factory to 'as new' specification at just **50%** of the cost of new units!



Special Performance Kit for Golf GTi/Scirocco
If you thought your GTi's roadholding was already pretty good, you'll be amazed when you fit this complete Koni suspension kit, consisting of four specially uprated springs and four adjustable shock absorbers.
£270.00 Carriage free!



Special Performance Kit for Rover SDI
Does your Rover tend to 'wallow'? Enjoy this superb car to the full after fitting the special Koni suspension kit consisting of two rear uprated springs and two Koni Special-D shock absorbers – at a fraction of the cost of the original system!
£139.00 Carriage free!
Also available with Loadadjusters to take the strain out of towing. **£164.50 Carriage free!**



Shock Absorbers for Towing.
Variable rate, coil spring heavy duty units, automatically keep your car level even when fully loaded or when towing. They eliminate 'bottoming' on rear bump stops, aid steering and stability. **From £80.00**

Special Range Rover Kit Kit of four units with coil springs to replace the original shock absorbers. For all-purpose use. **£183.92 Carriage free!**

F = Front; R = Rear
Add VAT to all prices

All prices are each

ALFA ROMEO
Giulia All F & R £34.40.
Alfasud F £57.90, R £40.60.
Alfetta & Giulietta F £38.50, R £35.70.
GTV6 F £44.80, R £39.90.

AUDI
80 All except 80GT F £55.40, R £44.20.
100L, LS, GLS 77-81 F £57.90, R £38.50.

BL
Mini All F & R £34.40.
Cooper S F & R £41.20.
Metro F £32.80.
Sprite Mk.III, IV R Conversion £34.40.
3000 Austin F Conversion £34.40.
MGB GT & Roadster R Conversion £34.40.

BMW
316, 320, 323i F £55.40, R £44.20.
5 Series Most F & R £55.40.
633 CSi F £57.90, R £55.40.
7 Series Most F £57.90, R £55.40.
2002 Ti etc F £55.40, R £37.10.
2.8L, 3.0L etc F & R £55.40.

DAIMLER BENZ
200D, 220 etc F £50.30, R £48.50.
280S, SE, SEL F & R £52.90.
300 SEL etc F £38.50, R £35.70.
450, SL, SLC F £50.30, R £48.50.

DATSUN
240Z F & R £57.90.
260Z F & R £57.90.
280ZX F & R £57.90.

FERRARI
275 GT-B-C-S F & R £55.40.
308 GTB F & R £55.40.
365 GT F £48.20, R £61.10.
512 BB, F, 102, B F & R £61.10.

FIAT
124 Special T F & R £41.20.
131 Mirafiori F £61.10, R £37.10.
X1/9 F & R £59.30.
Ritmo Strada F & R £59.30.

FORD
Capri Mk.I F £55.40, R £35.70.
Capri Mk.II, III F £57.90, R £37.10.
Cortina Mk.III, IV F £38.50, R £34.40.
Escort RS2000 F £61.10, R £41.20.
Escort Mk.II Sedan F £49.00, R £34.40.
Escort XR3 F & R £61.10.
Escort Mk.III F & R £57.90.
Fiesta F £57.90, R £55.40.
Granada F £38.50, R £47.60.

HONDA
S800 All F £36.30, R £41.20.

JAGUAR
2.4, 3.4, 3.8 — '69 F & R £46.30.
E-Type F £41.20, R £55.10.
XJ6, XJS F £35.70, R £45.70.

JENSEN
Interceptor F & R £39.20.
Healey F & R £42.60.

LADA
All except Niva F & R £34.40.

LANCIA
Flavia F & R £34.40.
Beta All incl. Monte Carlo £55.40.
Gamma F & R £55.40.

LAND ROVER
All F & R £48.80.
Range Rover F & R £48.80.
Also Steering Damper £42.88.

LOTUS
Elan All F £64.00, R £57.90.
Eclat F & R £61.10.
Elite F & R £61.10.
Esprit F £49.00, R £80.70.
Europa All F £55.10, R £52.10.
Seven Series 4 F £55.10, R £52.10.

MAZDA
323 F £49.00, R £34.40.
RX7 — '80 F £55.40, R £36.30.

MITSUBISHI
Galant Most F £49.00, R £35.70.
Lancer Turbo F £55.40, R £34.40.

OPEL
Kadett F £37.10, R £34.40.
Kadett GT-E F & R £48.50.
Ascona Most F & R £37.10.
Monza F £55.40, R £37.10.
Rekord F & R £37.10.
Commodore F & R £37.10.

PEUGEOT
304 F £57.90, R £49.50.
504 F £57.90, R £35.70.

PORSCHE
356 F & R £35.70.
911, 912 & Targa F £57.90, R £42.60.
911S, 911T F £57.90.
911S Carrera F £57.90, R £52.80.
911 Carrera, Turbo F £57.90, R £49.00.
914 F £57.90, R £49.00.
924 F £55.40, R £38.50.
928 F & R £68.40.

RELIANT
Scimitar All F & R £55.10.

RENAULT
R5 F £35.70, R £37.10.
R18 Turbo F £48.50, R £38.50.
Fuego F £48.50, R £38.50.

ROVER
2000-3500 — '78 F £37.10, R £34.40.
SDi F £55.40, R £42.40.

SAAB
96 F & R £37.10.
99 Turbo F & R £41.60.
99 F & R £34.40.
900 F & R £37.10.
900 Turbo F & R £41.60.

TALBOT
Horizon F & R £34.40.
Sunbeam F £55.40, R £34.40.
Avenger F £55.40, R £34.40.
Imp F £41.20, R £37.70.

TOYOTA
Celica F £57.90, R £34.40.
Corolla Most F £55.40, R £34.40.

TRIUMPH
Herald & Vitesse F £40.60, R £37.10.
Spitfire & GT6 F £40.60, R £37.10.
Dolomite Sprint F & R £40.60.
TR4, 5 & 6 F £35.70.
TR7, TR8 F £55.40, R £37.10.

TVR
All F & R £52.10.

VAUXHALL
VX490 F £34.40, R £37.10.
Magnum F & R £35.70.
Astra F £44.30, R £35.70.
Cavalier F & R £37.10.
Chevette F £37.10, R £34.40.

VOLKSWAGEN
Golf Standard F £44.30, R £39.20.
Golf GTi etc F £49.00, R £45.70.
Scirocco F £49.00, R £45.70.
Beetle Telescopics F & R £34.40.
Beetle Strut Insert F £55.40, R £34.40.

VOLVO
142-144 F & R £37.10.
242-244 F £57.90, R £37.10.
343 F £49.00, R £38.50.
245-265 F £55.40, R £37.10.

FULL TRADE TERMS AVAILABLE
SPECIAL PRICE ON SETS OF 4

Add VAT to all prices

SECURICOR RAPID DELIVERY to UK Mainland addresses at £3.50 for 48-hour or £4.50 for 24-hour per 55 lbs.

We also stock a huge range of other suspension parts & performance accessories. Phone your order or query today! Ring (0829) 70625

Struts

S.T. STRUTS

15%U/R Fast Road	£17.95
30% U/R Rally	£19.95
Super Tweek Road	£19.95
Escort Wedged Rally	£21.75
World Cup thick rod	£19.95

STRUT ACCESSORIES

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

N.B. All Struts carry a £10 per unit surcharge which is refundable on return of a serviceable old unit. No discounts charged on Pre '68 car struts.

CARRIAGE & PACKING £3.50 PER PAIR

Lever Arm Shocks

ALL OUR UNITS ARE TO THE HIGHEST STANDARDS.

	30% UR	STD.	NEW
Olde Arm	12.25	10.65	22.45
Single Arm	10.50	8.75	16.95
Marina	15.95	12.65	19.25

Cortina Mk.1 & 11 Adjustable Rear Levers (New) £12.95 Each

All Lever Arm Shocks carry a £10 Surcharge returnable on receipt of a similar serviceable lever arm.

CARRIAGE & PACKING £3.50 1 or 2 PAIRS

Leaf Springs

EXAMPLES:–	Prices Each
Sprite Mk.1 & 2, 3 & 4	£26.34
Healey 100/6, 3000	£26.50
Escort Mk.1 H/Duty	£21.00
Escort CD8 & CD8	£19.95
Cortina Mk.1 & 2	£28.00
Capri Mk.II & III	£26.50
Morris 1000	£21.20
Marina (All) H/Duty	£26.20
Landrovers	From £34.50
Hillman Hunter	£24.00
Jaguar XK 150 '57 '61	£39.00
Jensen Interceptor	£61.00
MGA '55 '61	£25.50
MGB	£25.20
MGB Coupe H/Duty	£35.00
MG Magnette ZA, ZB	£40.50
Triumph 2, 3, 3A	£27.00
Herald	£48.00
Vitesses '62 '67	£36.25
Spitfire Mk.1, 2, 3	£36.25
GT6 Mk.2 & 3	£37.00

CARRIAGE 2 SPRINGS £3.50

Coil Springs

ALL GUARANTEED (12 MONTHS)

Prices per Pair

LEYLAND

MGB GT (F) +	£21.95
MGB Coupe (F) +	£19.40
Midget Rally (F) *	£19.85
Midget Lowered (F) +	£25.95
Midget STD. Height (F) +	£25.95
Range Rover (F & R) +	£39.40
Triumph TR7 (F & R) +	£29.25
Spitfire (F) +	£26.58
Triumph 2, 3, 4, 5, 6 + (F)	£21.50
Triumph 5 & 6 (R) +	£26.20
Golly Sprees (F) +	£20.45
Golly Sprees (R) +	£16.50
Triumph 2000 (F & R) +	£27.65

H/D coil available for Range Rovers

BMW

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

FORD

Capri (F) +	£37.05
Cortina Mk.I + 1" *	£18.35
Cortina Mk.I +	£18.35
Cortina Mk.II +	£18.85
Cortina 1600E STD.	£19.96
Cortina Mk.3 (F & R) +	£25.95
Escort T/C RS 1456b + 1"	£17.95
Escort T/C RS 1356b + 1"	£16.95
Escort T/C RS 1908b + 1"	£26.50
Escort T/C RS 1456b –1"	£20.75
Escort 11/1300 1456 + 1"	£16.95
Escort 11/1300 1456b –1"	£17.95
Escort 11/1300 1808b	£17.95
Escort T/C RS World Cup	£19.95
Fiesta (F) +	£17.95
Fiesta (R) +	£16.85
Escort Mk.2 (F) +	£20.25
Escort Mk.2 (R) +	£22.95
Escort Mk.2 (F) + 1" *	£22.85
Escort Mk.2 (R) + 1" *	£24.75
Granada (F) +	£39.95
Granada (R) +	£39.95
Cortina Mk.4 (F) +	£34.75
Cortina Mk.4 (R) +	£33.40

LOTUS

Elan (F) Standard	£15.00
Elan (R) Standard	£19.95
Elan +2 (R) Standard	£24.00
Elan +2 (F) Standard	£24.00
Europa (F&R) Standard	£19.95

RELIANT

Scimitar (R) STD	£20.85
Scimitar (R) SEE STD.	£25.50
Scimitar (F) Up to SE5	£22.85

TALBOT

Avenger (R) *	£25.56
Avenger (F) *	£27.50
Imp RAC Spec (F) *	£17.28
Imp RAC Spec (R) *	£24.96
Sunbeam (F) 1456b –1" *	£27.00
Sunbeam (R) 2106b –1" *	£22.28
Sunbeam (F) 1656b *	£26.65
Sunbeam (R) 1656b *	£20.65
Sunbeam (F) 1956b –1"	£25.30
Sunbeam (R) 1956b –1"	£19.25

TVR

TVR 3000 etc (F) Standard	£26.95
TVR 3000 etc (R) Standard	£19.95

VAUXHALL

Chevette (F) Tarmac *	£21.45
Chevette (R) Tarmac *	£34.25
Chevette (F) T *	£26.85
Chevette (R) T *	£34.25
Cavalier (F) +	£26.75
Cavalier (R) +	£34.25
Magnum (F) +	£20.85
Magnum (R) +	£23.35

VOLKSWAGEN

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

SYMBOL CODE

\+ = 25% Up Rated From Standard

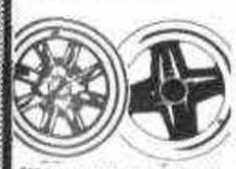
* = Rally Specification

–1" etc = Ride Height Difference from Standard Car

STD = Standard Specification

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

Wheels



SPECIAL COMPETITION RALLY USER SCHEME AVAILABLE TO MISTRAL WHEEL USERS!

MISTRAL & REVOLUTION

	Mistral	R/olution
5 x 10	£21.5b	£31.60 (R)
5 x 12	£23.95	£35.40 (R)
5½ x 12	£25.95	N/A
5½ x 13	£29.95	£38.75 (R)
6 x 12	£31.50	£40.00 (R)
7 x 13	£34.95	£47.40 (C)

(R) = Road wheel (C) = Comp wheel
Mistral use std. nuts
Revolution nuts £12 per 16



SUPERSLOT

	SLOT	TORNADO
5 x 10	£19.45	£18.85
5 x 12	£23.25	£25.95
5½ x 13	£23.45	£27.55
6 x 13	£25.45	£29.00
7 x 13	£31.25	N/A
8 x 13	£33.45	N/A



ALEYCAT ALLOY — WELLER 8 SPOKE STEEL

	Alloy cat	Weller 8 Spoke
5½ x 10	N/A	£13.75
5 x 12	£24.35	£17.50
5½ x 13	£27.25	£17.50
6 x 13	£29.25	£17.50
7 x 13	£32.25	£18.75
8 x 13	£34.35	£24.85

ALEYCAT & WELLER USE STD. NUTS

CARRIAGE WHEELS £1 EACH
LOCKNUTS (Set of 4) £13.95

Exhaust Systems

PECO SPORT SYSTEMS

Scimitar SE5 1968 75	£ 76.75
Scimitar SE5 1976 80	£122.50
Lotus Elan S4 1968 71	£ 29.95
Sprint Fab '71 Oct '73	£ 29.95
MGB/GT from '62	
– twin bore	£ 44.15
– single bore	£ 30.50
Capri Mk2/3 '74 on	£102.45
Capri Mk2 & 1300 '74 on	£ 48.00
Capri Mk2/3, 1600GT, 2000 '76 on	£ 47.00

MANY OTHERS, TOO. Carriage £3.50

Tyres

20% OFF PIRELLI IF ORDERED IN 4's

KLEBER

145 x 10 V 12	14.97
145/70 x 12 V15 T/T	15.45
155/70 x 12 V15 T/L	16.45
165/70 x 12 GTS HR	25.75
155/70 x 13 V15 T/L	19.75
165/70 x 13 V15 T/L	19.95
185/70 x 13 GTS HR	26.45
175/70 x 13 GTS HR	30.75
185/70 x 13 V15 T/T	24.95
185/70 x 13 GTS	36.45
205/70 x 14 GTS	50.25
185/70 x 15 GTS	39.50

	G/YEAR N.C.T.	PIRELLI P6 & P7
185/60HR 13	£41.35	£48.00
205/60HR 13	£53.75	£62.20
205/60VR 13	£57.20	£67.65
185/60HR 14	£44.85	£52.15
185/65HR 14	£48.20	£53.88
195/60HR 14	£56.65	£62.25
205/60HR 14	£62.25	–
205/60VR 14	£70.95	–
205/70VR 14	£76.95	–
195/50VR 15	£88.95	£104.00
195/60VR 15	£64.15	£69.45
205/60HR 15	£62.25	£73.55
205/60VR 15	£76.50	£92.30
225/60HR 15	£94.50	–
235/60VR 15	£110.00	£128.98
205/55VR 16	£130.00	£152.70
225/50VR 16	£148.65	£173.40

CARRIAGE TYRES £3.50 PER 2 TYRES "MAINLAND ONLY"
ALL PRICES ARE + CARRIAGE THEN + VAT 15% (15p in the Pound)
PAY BY ACCESS/BARCLAYCARD/AMEX
ORDER OVER THE PHONE OR WRITE IN

Roll-Over Bars



	S/D	ALEY
FIA Rally	£61.00	£61.00
FIA Race	£69.00	£68.00
F/Cage	£43.50	£43.00
Club Rear	£36.00	£36.50

ROLL BAR PADDING £5.50 PER 2 METERS

CARRIAGE £4.50 PER BAR

Seats



CORBEAU

GT4	£47.75
GT5	£57.45
GT6	£76.95
GT7	£87.85
GT8	£63.95
GT8 Hi/Back	£73.25
GTA	£31.95
GTA H/Back	£34.95
GT8 Black	£73.25
GT8 Euro	£104.45
GT8 Euro Hi Back	£121.85
Euro S/Frame	£19.50
Sub Frame	£ 9.95
Comp Frame	£10.50
Flat Bar	£ 1.68
H/Rest	£ 8.95

HOPKIRK RX2000 '82 SEATS

RX2050 Lo-back R/c c/w sides	£86.95
RX2100 Lo-back r/c, flat cushion	£86.95
RX2150 Hi back r/c, flat cushion	£86.95
RX2250 Lo-back seat, fixed	£76.75
RX2300 Hi-back Int. Comp.	£76.75
Headrests	£ 9.50
Universal S/frame, dble locking	£12.95
Adaptor Bar fixing kit (not all cars)	£ 4.75

RECARO

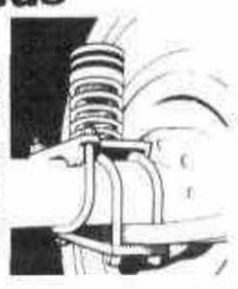
Rally	£195.00
Hi-Back Race	£195.00
Ideal 'N' 81	£215.00
Ideal 'LS' 81	£230.00
Combination Electric	£295.00
Ideal 'C' 81 Electric	£510.00
Orthopaedic Electric	£595.00
Headrests	£20.23
Subframes	from £ 16.00

SCEPTRE

Low-sided Sports	£42.00
Full Comp c/w Harness Slots	£46.00
Hi-Back Comp. c/w Harness Slots	£54.00
Subframe – Std & Comp	£9.95

ALL SEATS £3.50 DELIVERY

Towing Aids



BUMP STOP KITS

Aeon Bump Stop Kit from	£ 32.75
Sanline Kit with spring from	£ 27.80
Autobalance from	£ 32.75
Koni 'Donuts'	£ 16.25
Rear Leaf Spring Helper unit (pair)	£ 27.55
Dixon-Bate Tow Bracket kit	£ 38.85

WE WILL BE GLAD TO ADVISE YOU OF THE MOST SUITABLE UNIT FOR YOUR PARTICULAR CAR/CARAVAN COMBINATION OR OTHER TOWING PROBLEM.

Racewear



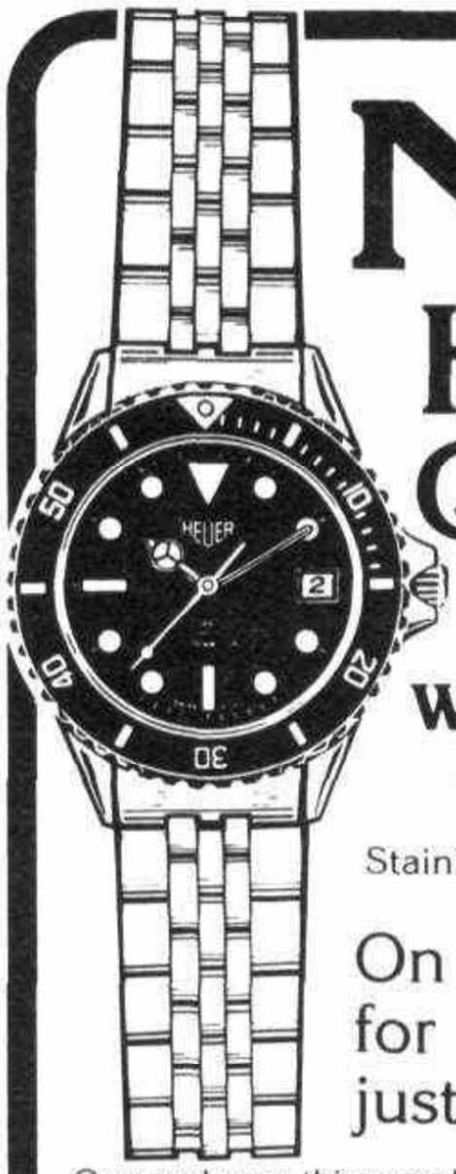
NOMEX SUITS	
Jaybrand 1-piece	£ 95.95
Jaybrand 2-layer Pinstripe from	£169.00
Jaybrand 3-layer	£217.00
Sparco 1-layer	£ 85.00
Sparco 2-layer	£143.50
Sparco Rally Suit	£ 55.00
FPT 1-layer	£ 78.00
SPARCO Huge stocks. Come and try it all on in our changing rooms.	
Name & Blood group badge	£ 5.50
UNDERWEAR	
Nomex top & bottom	£ 33.75
FPT top & bottom	£ 66.00
Nomex bra & briefs	£ 8.25
SOCKS	
Nomex long	£ 5.80
Nomex short	£ 4.70
BALACLAVAS	
Basic Nomex	£ 6.95
Eyehole Nomex	£ 6.95
FPT Eyehole	£ 11.95
HELMETS – BELL	
RT	£ 50.95
Tourster	£ 74.95
New Star	£ 99.95
M1	£150.00
XPM1	£225.00
HELMETS – SIMPSON	
Model 32	£150.00
Model 14	£225.00
Model 62	£110.00
Model 15	£195.90
Model 72	£ 80.00

Goods up to £50 – £2 CARRIAGE
Goods over £50 – £3.50 SECURICOR

Add VAT to all prices

Send large S.A.E. for FREE 16-page fully illustrated Catalogue/Price List on huge product range

NOW HEUER QUARTZ WATCHES



WITH INTEREST FREE CREDIT

Model No. 980.013
Stainless steel with steel bracelet.
List Price £109.40

On your wrist for just **£10·94** Deposit

Own and wear this superb watch for just £10.94 deposit followed by 9 monthly payments of £10.94. Total Credit Price £109.40 – No Interest Charge!!

The Sportsmans Choice

For the active man who wants a watch that is just as wearable on land as under water. This Heuer model has the same features as the professional divers watches, but is a slightly smaller size making it suitable for everyday use.

Features.

* Uni-directional turning bezel with ratchet
* Extra large figures and luminous markings for clear readability.
* Double protected screw in crown for dependable water-resistance to 200 metres (660 feet)
* Mineral crystal glass * Heuer one year Guarantee

Full Heuer range available–brochure available on request.

CREDIT CARD ORDERS

Malvern (068 45) 63977 and give your card no. Access, Visa, American Express, Diners Club.

SAME DAY DISPATCH

PARRYS OF MALVERN

CHURCH STREET, MALVERN, WORCESTERSHIRE.

Specialists in Sports and Presentation Watches.

HEUER SPECIAL OFFER Ref. 980.013
To: Parrys of Malvern, Church St. Malvern, Worcs.

Name _____
Address _____
_____

Please send me HEUER WATCH Ref. 980.013.
I enclose Cheque/P.O. for £109.40 as FULL CASH PRICE.
I enclose Cheque P.O. for £10.94 as 10% DEPOSIT.
Please charge £109.40 to my ACCESS, BARCLAYCARD, AMERICAN EXPRESS, DINERS CLUB A/C No _____

Signature _____ MS/4/HW



MICRO
THE BIG NAME

18 BROCK ST. BATH, AVON.
☎ 0225-20312

"OUR PERSON TO PERSON SERVICE IS UNBEATABLE"

SAYS MANAGING DIRECTOR: CRISPIN THOMAS

"We're a well established company and we're after your Business... give us a chance and you won't regret it!"



PETER # THE BIG NAME

for helpful advice...packed with product knowledge he can answer all the queries you may have...



DIANA # THE BIG NAME

for written orders and general information...she'll do her very best to provide all the details you may require...



VERNA # THE BIG NAME

for Credit Card Orders... she's the expert at painless processing... please 'phone her now, but have your Card ready...



DICK # THE BIG NAME

in Stores Control...a man of many parts, Dick will whisk your order out via Securicor within 48 hours of receipt.

OR, YOU CAN ALWAYS SPEAK TO CRISPIN !

#Cordless: Short Range

EX-1000 Extension

This top value EX-1000 is ideal for the domestic user. The handset can be carried and used to receive incoming calls up to 125ft from its base unit, which incorporates the latest touch button dialling pad for making outgoing calls. Simply installed in any room in the house. Fully guaranteed and complete with simple fitting instructions.



At this price you can't afford to be without one.

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Just simply connect the base station to your telephone – it takes only 60 seconds. Up to 200 yards from your own 'phone, you can then make and take calls worldwide. Features include:

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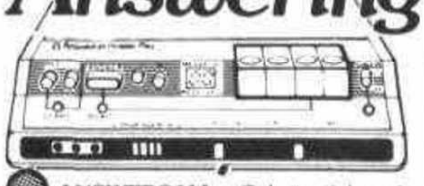
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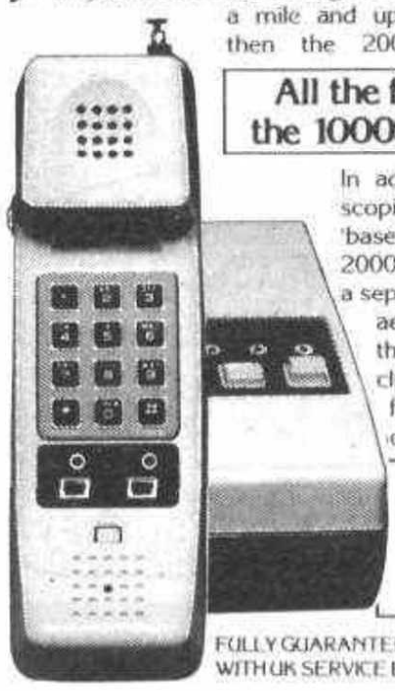
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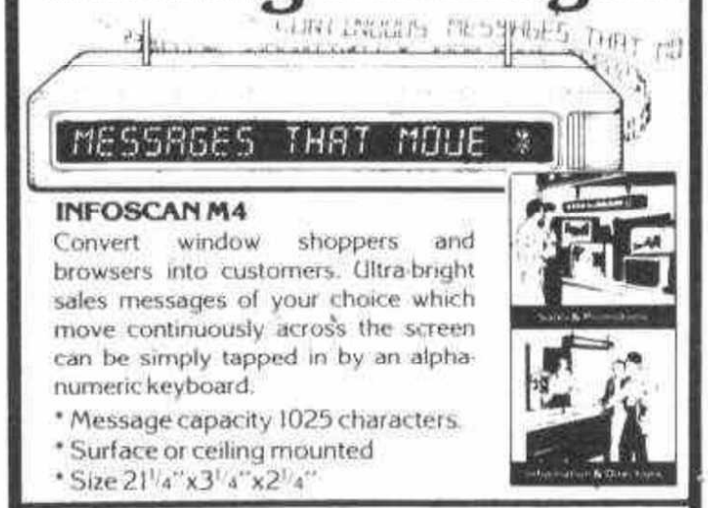
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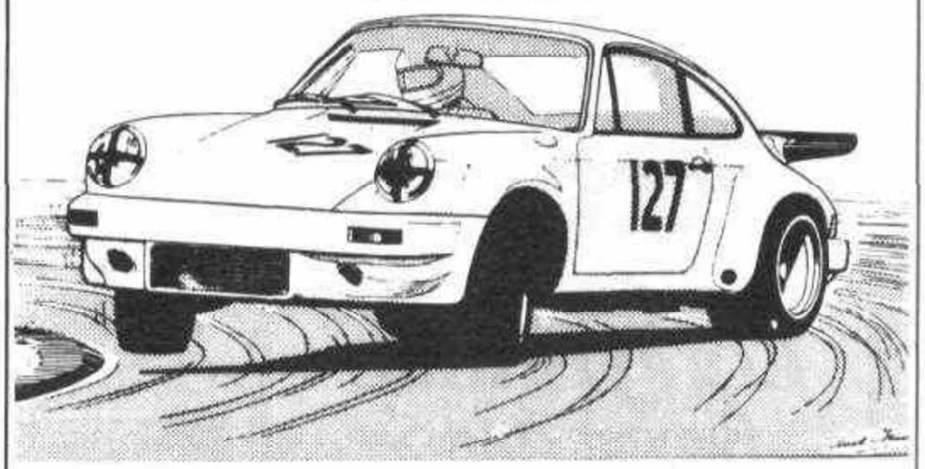
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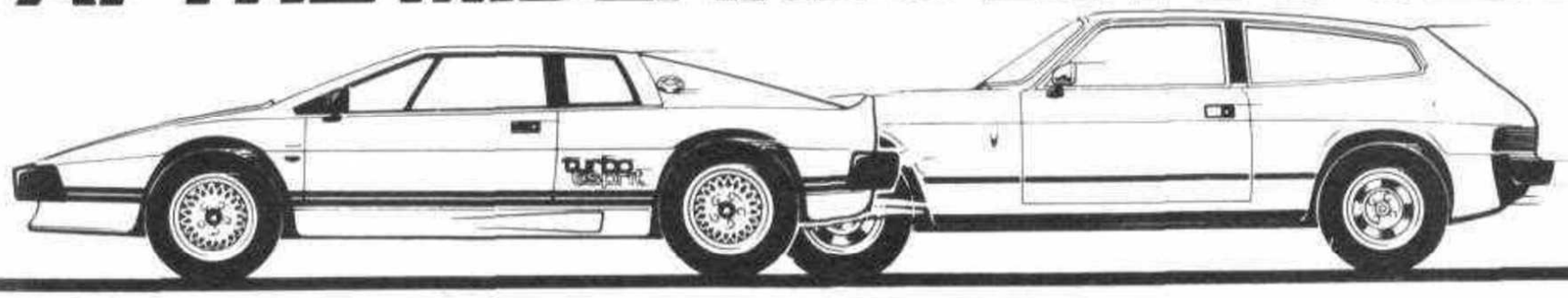
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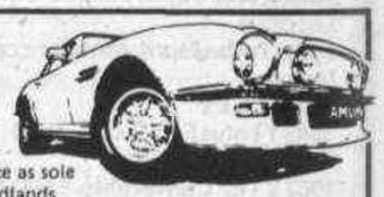
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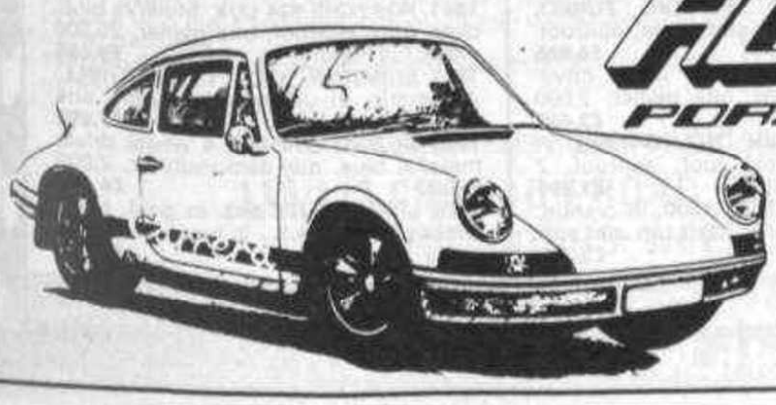
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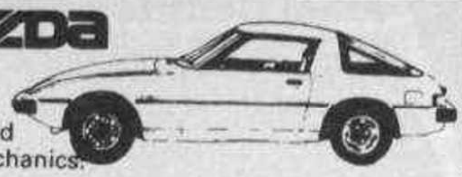
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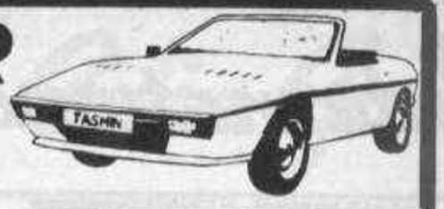
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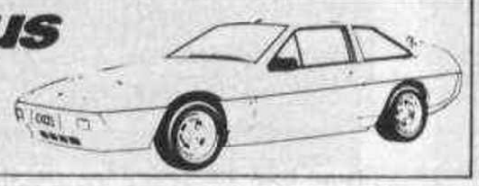
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1982 Alfa Romeo Giulietta 2000 saloon, finished in ivory with cloth interior, stereo, alloy wheels, headlamp wash/wipe, 6,000 miles, one owner. **£6,295**

1982 Alfa Romeo Giulietta 1.8 saloon, Periwinkle blue with cloth interior, stereo, alloy wheels, headlamps wash/wipe, 5,000 miles, one owner. **£5,995**

1983 Alfa Romeo Sprint Speciale, Alfa red with cloth interior, stereo, sunroof, alloy wheels, 1,000 miles, one owner. **£5,795**

1982 Alfasud 1500 4-door super saloon, finished in white with cloth trim, stereo, 3,000 miles, one owner. **£4,395**

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1981 Alfasud 1500 hatchback, finished in black with grey cloth, glass sunroof, 19,000 miles, one owner. **£3,795**

1981 Alfasud Sprint Veloce, Alfa red with velour trim, stereo, alloy wheels, 17,000 miles, one owner from new. **£4,495**

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1981 Alfa Romeo Giulietta 2000 Turbo saloon, Alfa red grey cloth, alloy wheels, stereo, 30,000 miles, one owner. **£4,495**

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1978 T Alfetta 1.6 GTS Coupe, Alfa red, one owner, 26,000 miles only, full specification. **£2,295**

1980 V Alfasud Super 1.5 Series III, Ivory, one owner, 18,000 miles, supplied and service by us. **£2,295**

1979 T Esprit II, World Championship Commemorative edition finished in black with black and gold interior, Hitachi digital stereo system, one owner from new. **£8,495**

1982 Audi 80CD, diamond silver, full specification, one owner, 11,000 miles. **£7,495**

1982 Y VW Santana 1.9 automatic, Sienna red, gazelle velour interior, very low mileage. **£7,995**

1982 VW Polo CL, Gambia red, gazelle trim, 5,000 miles, one owner. **£3,895**

1982 Y Jetta GL, Surinam metallic, one owner, 2,000 miles only. **£5,495**

1982 Y VW Polo Classic GL, Inari silver, one owner, low mileage. **£4,595**

1982 X Audi Coupe, finished in metallic blue, one owner, 12,000 miles, glass sunroof, radio, cassette, full service history. **£7,495**

1981 X VW Golf GLi, silver metallic, stereo, 21,000 miles, one owner from new. **£6,495**

1981 W BMW 323i, metallic silver, one owner, alloy wheels, tinted glass, steel sunroof, full stereo system, service history. **£7,895**

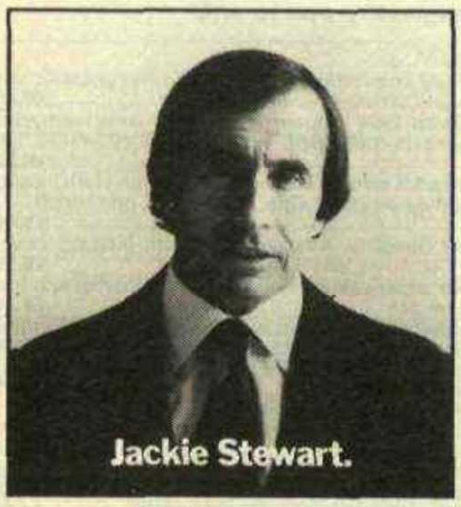
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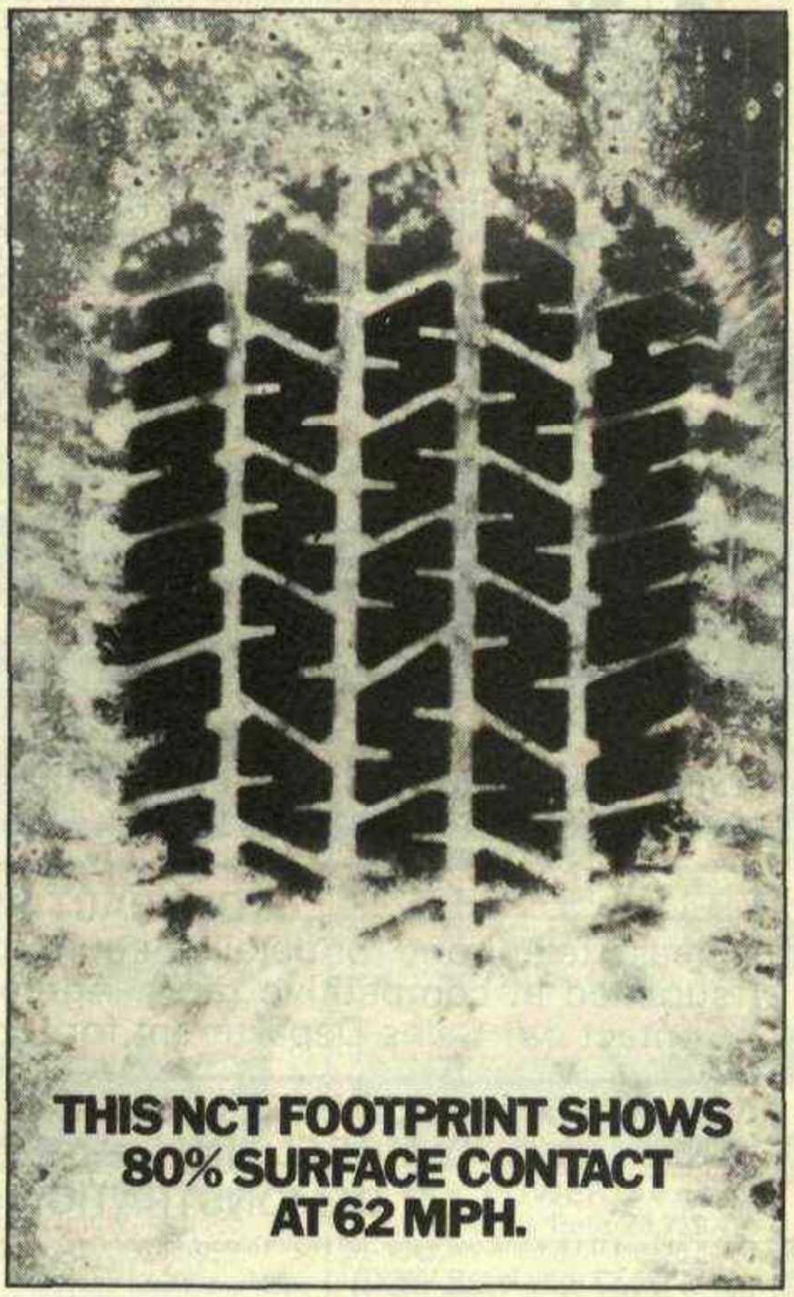

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VOL. LIX No. 4 APRIL 1983

MOTOR SPORT

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

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FRONT COVER PICTURE: VICTORY at Rio for Gordon Murray's new Brabham BT52. Brazilian Nelson Piquet led from lap seven of the Brazilian Grand Prix and built up an advantage that allowed him to make his pit-stop without relinquishing the lead.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

THE MOTORISTS' LOT . . .

At this time of the Budget blues and an approaching General Election, one thinks of the motorists' lot, wondering whether it is any happier, if indeed as happy, as the old-time policeman's lot was alleged to have been. In fact, it is all motor-vehicle users the Chancellor of the Exchequer should be thinking about sympathetically at this time, because any increase in the already savage taxation demanded from this vast section of the community increases the cost-of-living for everyone in the country, every man, woman or child, be they employed, unemployed or OAP, paying more.

Thus, although those who motor for pleasure would welcome a tax-reduction, both on their vehicles and on fuel (particularly those using historic vehicles for very brief periods, but being forced to tax them for a minimum of one month's use of the roads) the issue has a far more vital bearing on the national economy. It was with this in mind that the Royal Automobile Club made its appeal to Sir Geoffrey Howe for some reduction in motor-taxation, appealing to the Government, in fact, to "Ease the Squeeze". To this important end it sent out a petition for those who agreed, to sign and forward to their MPs.

Naturally, we did this, asking also for comments we could quote, only to receive the following *very* disappointing reply:

> **"From Tom Hooson, MP (Brecon and Radnor), House of Commons, London. Dear Mr. Boddy, I have received the RAC leaflet you sent me. It is based on an unrealistic assumption of 'a pre-Election Tax Bonanza'. You will not expect me to comment on unrealistic material of this type. I cannot understand why the RAC spends my money and yours on such mailings. More of us should go to its AGM to end this sort of waste."**

It may be a brave man who takes on the influential RAC, as Tom Hooson is pleased to do, but his reply shows, very clearly, that he, *representing the Conservative and Unionist Party*, is indifferent to the way motor-vehicle users are taxed. It might have been expected that an MP for a rural area, where private cars are essential for transport, not pleasure, purposes, might have shown at least a glimmer of interest in the RAC's petition, even if he had to explain why no financial relief would be possible for this hard-done-by section of the community at this time. Instead, Mr. Hooson mounts an attack on the experienced RAC, although wide of the mark in assuming that it has wasted the Editor's money, as W.B. is not an RAC member . . .

Having thus been informed that the RAC was basing its appeal on "an unrealistic assumption and was wasting its members' money", we put this point to the RAC. The RAC has replied that it based its appeal for lower vehicle taxation on the many suggestions made in the National Press that the Chancellor of the Exchequer was likely to have available £2,000,000,000 to £3,000,000,000 for the purpose of taxation reductions and that in such circumstances it was anxious that everything possible should be done to demonstrate that motorists expect to obtain a fair share of any tax reductions, and, moreover, that they would object strongly to any tax increases which could still be included in the Budget Statement if other tax reductions might be announced. Quite right and proper, in our opinion, and presumably so say all of you . . . Since then £1-million has apparently been lost due to the drop in the price of North-Sea oil, but plenty remains! That an MP, with an Election in the offing, can brush off vehicle-users' interests so glibly, blaming the RAC for wasting a little of its vast resources in trying to put over the motorists' viewpoint, suggests a most unfortunate lack of interest in this very important and considerable section of the voting public, on the part of the Conservative Party, assuming its representatives to speak for it.

Feeling that he had been taken for a ride over this MP's response (although the only waste was a 12½p stamp!) the Editor asked the Conservative Research Department for its feelings about vehicle-users and taxation, but Smith Square exhibited equal disinterest, referring him back to Tom Hooson!

All we could do after this was to wait and see what was in store for motorists in the Budget. There are usually disappointments relating to politicians' promises and Howe offered the excuse of less to give his tax-payers because of the uncertainty of World oil-prices, just prior to his Budget.

Sir Geoffrey Howe's give-away Budget, as expected, had nothing in it for motorists, the increase in car tax linking them with other luxury consumers instead of recognising motor vehicles as an essential part of the economy. Even more disappointing, in view of the Tory taxation manifesto, is yet another increase in petrol tax, and this at a time of rising fuel prices. Already before the budget over half of the cost of every gallon of petrol was taken as tax by the Chancellor. Pre-Budget on every 168p gallon of 4-star, the Government took 93p and petrol tax has risen steeply since 1960 when it was a mere 12½p a gallon.

The sixty-four thousand dollar question is could other political parties do better and would they care? The party which recognises how savagely 18 million motorists are being treated might well reap a votes bonanza, which we hope the present Government hasn't forgotten.

Continued overleaf

Motor Sport Fixture List for April

★ 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
April 1st	BRSCC	Snetterton Circuit	Norwich, Norfolk	Race Meeting (*R*)	—
April 1st/2nd	MCC	Starts at London, Oxford and Lewdown	—	Land's End Classic Trial	—
April 1st-5th	**Ulster AC**	**Belfast**	**Ireland**	**Circuit of Ireland (European Rally Championship Round) (INT)**	—
April 2nd	Glenrothes MSC	Kirklands Garage	Kinross	Pathfinder Rally (*R*)	23.30
April 2nd/3rd	BARC	Harewood Hill, Stockton Farm	Harewood by A61/A659 from Leeds	Hill Climb (*N*)	—
April 2nd-4th	**BARC**	**Thruxton Circuit**	**Nr. Andover, Hants**	**European Formula 2 Championship (INT)**	**13.00**
April 3rd	Whickham & DMC	Lambton Adventure Park, Chester-le-Street	Co Durham 88/314518	Easter Stages Rally (*R*)	—
April 3rd	Bath MC	Fowler Barracks, Nr. Ludgershall	Wilts 184/252500	Shell Oils Chieftain Rally (*R*)	14.00
April 3rd/4th	**BRSCC**	**Brands Hatch Circuit**	**Nr. Dartford, Fawkham, Kent**	**Race Meeting (INT)**	—
April 4th	HDLCC	Loton Park Speed Hill Climb Alberbury	Nr. Shrewsbury	Castrol Loton Park Speed Hill Climb (*N*)	11.45
April 4th	BRSCC	Castle Comb Circuit	Chippenham, Wilts	Race Meeting (*R*)	—
April 4th	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting (*N/R*)	—
April 8th/9th	**ASAC de Grasse**	—	**France**	**Criterium Alpin (European Rally Championship Round) (INT)**	—
April 8th-10th	**ADAC Saarland e V Sportabteilung**	—	**Germany**	**Saarland Rally (European Rally Championship Round) (INT)**	—
April 8th-10th	**BRSCC**	**Brands Hatch Circuit**	**Dartford, Kent**	**Race Meeting (INT)**	—
April 9th	JDC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	—
April 9th/10th	Alwoodley MC	Motel Leeming	99/283893	Alwoodley Lawn Mower Ridings Rally (*CJ*)	00.01
April 9th/10th	Swindon Phoenix CC	Spring Gardens Car Park	173/153½ 848	Shell Oils Whighwayman Rally (*R*)	23.31
April 9th/10th	Yeovil CC	Townsend Garage	Tintinhull	Avalon Rally (*CJ*)	24.00
April 10th	**AC Milano**	**Monza**	**Italy**	**World Endurance Championship Round (INT)**	—
April 10th	**Wiesbadener Automobilclub e V im AvD**	**Hockenheim**	**Germany**	**European Formula 2 Championship (INT)**	—
April 10th	**Vallelunga ACI Sport**	**Vallelunga**	**Italy**	**European Touring Car Championship (INT)**	—
April 10th	Weston-Super-Mare MC	South Beach	Weston-super-Mare	Weston Sandocross (*R*)	12.30
April 10th	**DRC**	**Donington Park Circuit**	**Derby**	**Race Meeting (INT)**	—
April 10th	SMRC	Ingliston Circuit	Duns, Berwickshire	Race Meeting (*R*)	—
April 10th	BARC	Lydden Hill Circuit	Nr. Dover, Kent	Race Meeting (*R*)	15.00
April 10th	BARC	Silverstone Circuit	Towcester, Northants	Race Meeting (*C*)	15.00
April 10th	SHMC	Layhams Farm, Layhams Road	Keston, Kent	Autograss (*R*)	12.00
April 14th-17th	**ARBO Wien**	—	**Austria**	**Arbo Rally (European Rally Championship Round (INT)**	—
April 16th	VSCC	Silverstone Circuit	Towcester, Northants	Race Meeting (*C*)	13.15
April 16th-17th	Craven MC	—	Oxford	Craven Rally (*R*)	23.31
April 17th	Aberdare MC	Trefil Quarry	Nr. Tredegar, Gwent	Single Venue Stage Rally	—
April 17th	Astra MC	Lydden Hill Circuit	Nr. Dover, Kent	Festival of Motorsport (*R*)	—
April 17th	BARC	Snetterton Circuit	Nr. Attleborough Norfolk	Race Meeting (*R*)	14.00
April 17th	Glenrothes MSC	G.E.C. Telecommunications Limited	Kirkcaldy	Autotest (*CJ*)	11.30
April 17th	**Federation Francaise, de Sport Automobile**	**Paul Ricard**	**France**	**French Grand Prix (World Championship Round) (INT)**	—
April 17th	**Otoclub Zolder**	**Zolder**	**Belgium**	**European Formula 3 (INT)**	—
April 21st-24th	**AC Livorno**	—	**Italy**	**Rally Isola d'Elba (European Rally Championship Round) (INT)**	—
April 23rd	Lincolnshire Louth MC	Humber Royal Hotel, Littlecoates Road	Grimsby 113/246086	Tour of Lincs Stages Rally (*R*)	08.00
April 23rd	JDC	Oulton Park Circuit	Nr. Tarporley, Cheshire	Race Meeting (*R*)	—
April 23rd	Aberdeen & DMC	Union Terrace Gardens, Union Terrace	Aberdeen 38/938062	John Clark BMW Granite City Rally (*N/R*)	08.01
April 23rd/24th	Matlock MC	DFS Furniture, Darley Dale	Matlock 119/276626	DFS Rally (*R*)	23.31
April 23rd/24th	Spring Hill CC	M.R. Nightingales Garage, Gt. Harwood	Nr. Accrington	The Ribble Rally (*R*)	23.00
April 24th	SHMC	Layhams Farm, Layhams Road	Keston, Kent	Autograss (*R*)	12.00
April 24th	BARC	Silverstone Circuit	Towcester, Northants	British Formula Three (*N/R*)	15.00
April 24th	BARC	Cadwell Park Circuit	Nr. Louth, Lincs.	Race Meeting (*N/R*)	14.00
April 24th	BHRC	Brands Hatch Circuit	Dartford, Kent	Race Meeting (*R*)	—
April 24th	HSCC	Donington Park Circuit	Derby	Race Meeting (*R*)	—
April 24th	SSCC	Knockhill Circuit	Dunfermline, Fife	Race Meeting (*R*)	—
April 24th	**ADAC Nordrhein e V Sportabteilung**	**Nurburgring**	**West Germany**	**European Formula 2 Championship (INT)**	—
April 30th/ May 1st	**DRC**	**Donington Park Circuit**	**Derby**	**Race Meeting (INT)**	—
May 1st	**Federazione Auto Motoristica Sammarinese**	**Imola**	**Italy**	**San Marino Grand Prix (World Championship Round) (INT)**	—
May 1st	**ASA du Nivernais**	**Magny Cours**	**France**	**European Formula Three Championship (INT)**	—
May 1st	**DRC**	**Donington Park Circuit**	**Derby**	**European Touring Car Championship (INT)**	—
May 1st	BRSCC	Brands Hatch Circuit	Dartford, Kent	Race Meeting (*R*)	—
May 2nd	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting (*N/R*)	—
May 2nd	**BARC**	**Snetterton Circuit**	**Nr. Attleborough, Norfolk**	**Race Meeting (INT/R)**	**14.00**
May 5th/8th	**ASA de la Corse et du Tour de Corse**	—	**Corsica**	**Tour of Corsica (World Rally Championship Round) (INT)**	—

MATTERS OF MOMENT
Continued from previous page

THE NEXT BREAKTHROUGH?

When we mentioned future technical breakthroughs last February we placed anti-lock braking high on the list of what we hope will be seen as the next engineering priority. Better by far to keep control of a car than have protection from the consequences of not being able to control it! So it is encouraging that not only Mercedes-Benz, down to their smallest car, offer ABS anti-lock braking as an extra, but so do BMW, while Honda have a less-sophisticated anti-lock system of their own.

This seems a most important development, whereas the growing use of fuel-economy meters in the instrument panels of the higher-performance cars does not, for surely those who buy such cars are aware of how to drive them economically, if they need to do so, but who will want to make use of the performance ability as well as the thrift of such cars? So that is one distracting complication we can do without — mercifully, we have yet to be talked to by a car with a "voice synthesis unit" . . . Incidentally, should this catch on, won't women drivers want a manly male to give them their warnings, if conversely the men motorists are supposed to enjoy a silky, sexy female telling them how to drive? But enough of this new nightmare.

On the subject of fuel economy, the Editor was once foolish enough to crave in the pages of MOTOR SPORT a 60 m.p.h. / 60 m.p.g. baby-car, as if many of our readers care. Anyway, this ideal has never, we think, quite been reached, whatever those absurd Government fuel consumption figures are sometimes quoted as meaning. However, some time ago *Safer Motoring*, the VW magazine, said that the 87 m.p.h. Volkswagen Polo Formel-E was the first car that had achieved over 50 m.p.g. throughout one of their road-tests, performance figures and all.

This seemed too good to be true and we asked VAG Ltd. to let us have a Polo Formel-E to test, so that we could see for ourselves. The Editor was unable to meet up with it, but A.H.'s comments appear on page 399. If VAG are as disappointed as we were at the below 50 m.p.g. petrol

consumption we obtained, MOTOR SPORT will gladly try agin, in the warmer weather and without taking performance figures, to see if it is then possible to approach this 50 m.p.g. target, without using freak driving methods. What say you, VAG?

National Rally Sport Show

BELIEVED to be the first show aimed purely at the rally enthusiast, this event takes place over the week-end of June 18th / 19th at the Thruxton Circuit, nr. Andover. As well as trade stands and a Rally Jumble, there will be the spectacle of rally cars in action, plus a Rally School with top drivers, and a skid-pan skills test for the public. Intending visitors or exhibitors can ring Paul Curtis, Ascot 22807, for details.

British Double Duck

ANYONE restoring a pre-war car, or attempting to re-cover a more recent convertible, will be aware of the cost of suitable hood material, most of which is now imported. However, a British company has just re-introduced a high-quality hooding which they manufactured extensively before the war, but with all the benefits of modern technology. John Foster & Son, of Black Dyke Mills, Yorkshire (Yes, it is their band!) are the makers, and they also sponsor the lightweight E-Type and ex-works XK120 of one of their directors, John Foster, who will be racing both cars during the coming season.

Slide Car

THE head of an advanced driving school in America has come up with a neat method of providing skid training without using a slippery skid-pan. He has modified the rear suspension of a Saab 900 so that the back wheels swivel by up to 14 degrees. Thus the car accurately simulates a vehicle sliding on ice, while driving on dry tarmac.

"Oh Dear" Department

ON page 266 last month it was stated that Kitty Brunell, who drove Talbots in pre-war Monte Carlo Rallies, married Ken Hutchinson — actually, she married Ken *Hutchison*. as I well know, but the printers didn't . . . Then, in the analysis of the Alfa 6, it was not made clear that the total mileage odometer, affected by reflections, appears to read one digit less than the actual figure. Thus, when I took over one of these Alfa Romeos I was told that it had done only 623 miles from brand-new and was disappointed to find that, in fact, its mileage was 6,236, which shows that the reading confuses others, besides myself. Also the tappet clearances were inadvertently quoted in inches instead of mm.

Then there was that ghastly caption-writing error, on page 272, in which it is suggested that the R-type MG which crashed at Brooklands hit the barrier and then caught fire, whereas, in fact, Doreen Evans, who was driving it, had to jump out when it caught fire, after which it rolled driverless across the course, luckily without any other competitor hitting it, to end up against the Finishing-straight barrier, the photograph having been taken after the fire had been put out. Miss Evans was not badly hurt.

Finally, apart from too many literals, we seem to have now dealt with last month's clangers, although the BBC studios are in *Portland* Place, *not* Portman Place. — W.B.

OBITUARY

John Goddard

THE SAD death of John (popularly known as "Jumbo") Goddard in Australia, robs the world of vintage motoring of one of its great and colourful characters. As a teenager at college in England he commenced his motoring in a Morgan three-wheeler that he raced at Brooklands. He served his engineering apprenticeship at Thornycrofts Shipyard where he developed another enthusiasm, for boats of every sort — he was internationally known and respected in the world of yacht racing. From 1933 onwards he divided his time between Australia and this country, where he has been a leading personality on the vintage scene, competing in a vast number of different cars, from his Edwardian Cottin et Desgouttes to Bugattis, Bentleys, Frazer Nashes etc. to more modern Jaguars.

Some of his best performances have been at the wheel of his turbo-charged 8-litre Bentley in a 3-litre chassis and on his ex-Fane single-seater Frazer Nash.

"Jumbo" was a first class engineer, highly qualified in the automobile and marine field. Our heartfelt condolence goes to his widow, Kathleen, herself a very knowledgeable enthusiast who shared his motoring sport to the full, accompanying him to all the events in exciting "hairy" vehicles. The lovable personality of "Jumbo" Goddard will be sadly missed on the vintage scene on both sides of the world.

A. F. Rivers Fletcher

VSCC First Silverstone

THE Vintage SCC's first 1983 race meeting will be the usual 1908 GP Itala Trophy Meeting, on April 16th, starting traditionally with a High Speed Trial. Once more, perhaps for the last time, the 10-lap Itala Trophy scratch race will be for standard vintage and Edwardian racing cars, excluding Specials, and it will be interesting to see how this is interpreted. The afternoon will also see the 10-lap scratch races for vintage and pre-war racing cars, usually with plenty of ERAs and usually very exciting, and faster, for post-war Historic racing cars, such as Maseratis, etc. The Haggar and Lanchester Trophies and other awards will be contested and although the regulations omit to say so, once again, as since time immemorial, points will be scored by pre-war cars (such as might have been raced at Weybridge) towards the MOTOR SPORT Brooklands Memorial Trophy which, as they say, carries with it valuable cash prizes.

The public is welcome to come and absorb this atmosphere redolent of before-the-war motor racing, sights, sounds and scents to taste, the charge being £3.30 per adult, which admits to enclosures and grandstands, a Paddock transfer costing an additional £1.00. Members of the VSCC can get half-price admission and as the Club admits Associate Members with the right ideas but who do not own pre-war motor-cars, some readers may wish to join (Sub £14 per year and you receive a high-class Club journal, but proposal and seconding is required). No dogs at Silverstone please. It begins to happen around 12.15 with a Parade of veterans and Edwardians by the VCC. Practice is in the morning, so there is plenty to see. Car parking is free — but do remember to unbelt yourself if you arrive in modern tin-wear . . . The VSCC's address is 121, Russell Road, Newbury, Berkshire, RG14 5JX.

W.B.

CLUB NEWS

Gilbern Owners Club

SINCE the demise of this Welsh *marque* in 1974, a 500-strong enthusiasts club has grown up to maintain interest in this sporting range. Gilberns appear regularly on hillclimbs and sprints, but even if your leanings are more leisurely, there should be something to appeal amongst the range of events listed in the Newsletter, *Welsh Rarebit*. There are a number of local groups, and information on these is obtainable from R. A. Bonnie, "Four Seasons", Sutton Hill Road, Bishops Sutton, nr. Bristol, Avon BS18 4UT.

MG Owners Club

THE South Leicester Area of the MGOC will be holding their annual gathering for this year at Stanford Hall, near Lutterworth, on Sunday May 15th. Starting at 11 a.m., the varied programme aims to draw even more than the 400 MGs which attended last year. In addition, the Hall itself will be open to visitors, and it includes a car and motorcycle museum. Details can be obtained from Dick Gardner, 11 Palmerstone Close, Kibworth Beauchamp, Leicester LE8 0JJ.

Rover Sports Register

THE East Midlands Section of the Register have arranged to hold their sixth annual rally at the Crich Tramway Museum, near Matlock, Derbyshire. Open to all makes of vehicle, there will be a Concours, an autojumble, and other attractions. The dates are June 18th and 19th, and the Rally Organiser, Mr. M. T. Couldry, will supply entry forms and other details from: 5, Holme Lane, Radcliffe Road, Bassingfield, Radcliffe-on-Trent, Notts.

Triumph Sports Six Club

ANOTHER large area meet takes place on Sunday April 17th at Syon Park, Brentford, Middlesex. This is, of course, the home of the BL Heritage collection, so all those Triumph enthusiasts who attend are assured of a great deal to see and do. The charge for the meet covers entry to the Collection, and is £1.80 (90p for children) plus £1.50 per car. The Club would appreciate it if tickets are bought in advance from: TSSC — Thames Area SEM '83, c/o Mr. Leon F. Guyot, 5 Kenilworth Avenue, Wimbledon.

British Salmson OC

IT IS nice to know that a Club for a car as specialised as the nicely-made, twin-cam British Salmson is thriving. Founded in 1952, it claims to be the most exclusive one-make car club and as well as the usual activities it researches the history of the make, keeps track of available cars and can supply new, used and manufactured spares to those in need. Its activities do not stop at the cars, as it is interested in the aero-engined side of British Salmson and that of the Societe des Moteurs Salmson. As an example of its continuing interests, it is good to find 35 members and 38 cars listed in the Club's current *Newsletter*, one of which is a Hermon, presumably British Salmson-engined. Not bad considering that only some 377 S4Cs, S4Ds and 20/90s were made, at an optimistic estimate. In fact, the Club knows of some 23 "missing" cars and only one is for sale in the aforesaid *Newsletter*. The secretary is Paul Clements, 33a Brunswick Square, Hove, Sussex, BN3 1ED.

Chauffeurs' Corner

IT has been some time since I interviewed a chauffeur of long standing but last month I projected the Alfa Romeo into the Cotswolds to meet Sydney Luckhurst, who has driven one family through five generations. His father was employed at Lord Vestey's London estate at Kingswood, where Pink was the head-chauffeur, and it was suggested that the young Sydney should help with the cars. He learned to drive on the hack bullnose Morris-Cowley (the only surviving relic of which is its Klaxon horn) and obtained a driving-licence when he was only 16. Lord Vestey was looking for a country estate and when he found his present home at Stowell Park near Northleach Mr. Luckhurst moved there, driving the 1922 Hooper-bodied 40/50 h.p. Rolls-Royce landaulette.

It was there that I went for the interview, in the comfortable cottage quarters, once the estate laundry, where Sydney Luckhurst lives. He is still driving for the family three mornings a week at the age of 76, as Lord Vestey told him he didn't want him to become a cabbage in his retirement, and there are various cars in the family.

I was first shown the garage, which has accommodation for 16 cars, necessary when there are many visitors to hunting and shooting parties or for the Cheltenham races, etc. At the time of my visit it contained a 1956 Rolls-Royce Silver Wraith with Hooper limousine body and spatted rear wheels, which has done 123,000 miles without any problems, its original badges being worn, as His Lordship did not want them put on other cars. Beside it were some immaculate horse-drawn vehicles, and other cars in the garage were a very smart Range Rover, replacement for a previous one, wearing among others the badge of the British Field Sports Club, Lord Vestey's Mercedes-Benz 280, one of a line of these cars, Lord Vestey's brother also being a Mercedes user, a 320 BMW, one of several Land-Rovers, a Toyota Hiace used as the staff-'bus, and a cream TF MG owned by the Hon. Mark Vestey, its SAM 64 registration having previously been on a Mercedes-Benz 450SEL in which Sydney Luckhurst once drove HM The Queen and HRH Prince Edward to watch polo, when she was staying at Stowell Park.

The mansion, which dates back to the period 1150-1200, and stands in 7,000 acres of rolling, afforested Cotswold country, had additions in 1898. Formerly the garage and workshops opened onto the stable courtyard but a new larger garage was built in 1963, in front of the hot-houses and near the blacksmith's shop. There are terraced gardens and sunken lawns before the house, which now has squash court, ball-room, swimming-pool, sauna, and other amenities. At one time there were 22 indoor staff and an under-chauffeur to help Sydney Luckhurst. Today, with a London house, two chauffeurs are employed full-time and Sydney helps out three days a week. For fast transport between his home and London office, Lord Vestey uses a helicopter, which takes off from a small lawn by the mansion and lands on two barges tied together and moored near Westminster Bridge. Incidentally, the estate has 72 cottages and at one time electric light was generated by Lister oil-engines. During WW2 the American Army lived in huts in the grounds but trees have been planted to mask the area. The estate has its own charming little church, the pews for which, of polished light oak, were made from the estate timber by the resident carpenters, which Royalty has admired. But the old organ vanished during the war. . . .

Back to cars, the bull-nose Morris was replaced by Model-T Ford tourers. At various times there have been subsidiary vehicles such as an Austin A35 van (which Sydney used, with the permission of the Dowager Lady Vestey, to regain his driving prowess after a stroke), an Austin 7 tourer bought for £50 at Liverpool Docks and retained until after WW2, and the present Morris Mini Minor. The main fleet always included Rolls-Royces, of which there have been five, with a PIII still in use (at the time of my visit it, with two other cars, was in London). After the first Ghost had suffered from a loose valve seat Lord Vestey hastily bought another to temporarily replace it, while the first was repaired at Derby, His Lordship tossing the Bond Street salesman for the price of £200 or £250 and winning!

This Rolls-Royce had an unpainted aluminium bonnet, no wipers, and no vizors and was difficult to drive when the sun reflected off the long bonnet. Mr. Luckhurst went to R-R Ltd. for a short time to get used to these and the later Royces but did not take the R-R Chauffeurs' Course, nor did the R-R Travelling Servicemen call to inspect them. They were used occasionally in France. During WW2 Sydney Luckhurst joined the RAF and was seconded to Dowrt's at Cheltenham. He has his own Chrysler Avenger 1600GL, bought from the widow of an RAF friend, and as one would expect of an old chauffeur, it is maintained in spotless condition.

There are compensations for working long hours on such an estate, the staff dances, the shopping runs in the estate transport, a much-appreciated supply of firewood delivered to one's door, and so on, and when some years ago Sydney was taken ill, as soon as the Dowager Lady Vestey heard of it, he was sent immediately to one of the best hospitals. Today, Sydney repairs the watches and clocks and lamps of the estate staff as a hobby. On the 50th anniversary of his appointment as chauffeur to Lord Vestey he was given a carriage-clock and on the 60th anniversary he was presented with a silver-salver by Lord Vestey, the Hon. Mark Vestey, the Hon. Kathleen Eykyn and the Hon. Joan Shedden, and the Dowager sent a telegram from Australia. The only time he had any trouble with the Police was in 1922, driving to Buckingham Palace, when he was caught doing 28 m.p.h. in the Royal Park. He taught all the Vestey family and their relatives to drive, and six people to become chauffeurs.

W.B.

Brooklands News

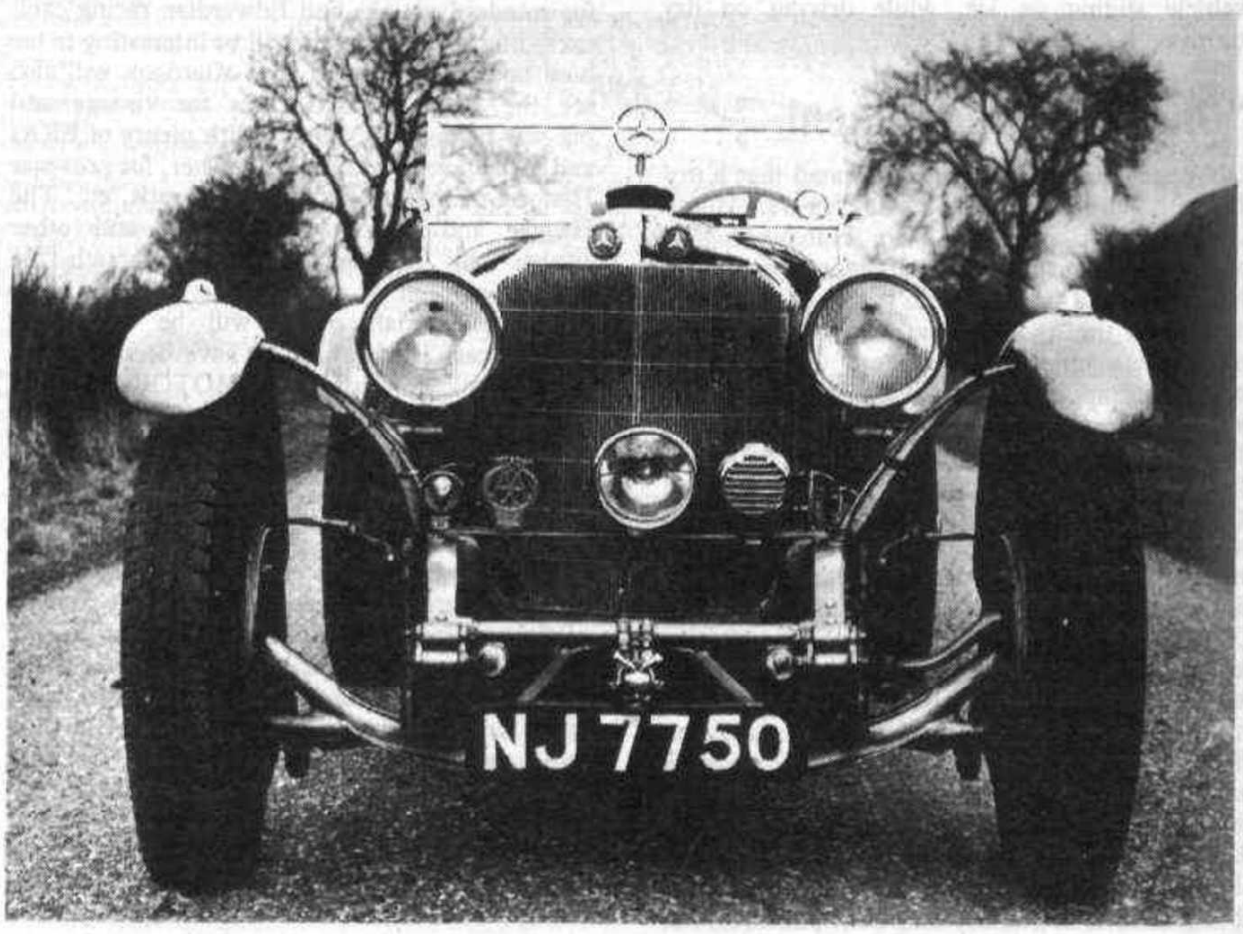
APART from the annual Brooklands Society Re-Union at the old Track, and last January's VSCC Driving Tests there, we hear that the Alvis 12/50 Register's Alvis Anniversary Day is to be held at Brooklands on October 2nd, and that prior to that the same Club will be holding Inter-Register Driving Tests there on September 18th, and the Railton OC hopes to unveil its Reid Railton plaque in the Paddock on June 12th. So, as there is news of the hoped for development of the "Forty-Acres" by Brooklands Track Ltd., it is again becoming possible to say more frequently "See you at Brooklands" . . .

W.B.

The Things They Say. . . .

"To test the durability of their seats, Rolls-Royce use 'Squirming Irma', a 200 lb. simulated bottom which squirms on a seat one million times" — from Rolls-Royce Motors advertisement in *The Times*. — See comments on page 397.

From the Front — 4



4 — The 7-litre supercharged 6-cylinder Mercedes-Benz 38/250 was one of the kings of the road and its "face" did nothing to dispel this image. Mighty and Majestic are words that come to mind when faced with a Mercedes-Benz of the late vintage years. The radiator had a sharp vee-shape, with a badge on each face, and to drive home the point a third one stood proudly on top of the filler cap. The front axle was unusual in having Y-shaped ends with very long king-pins. This particular car was left-hand drive.

Book Reviews

ONE might be forgiven for thinking that there have been quite enough Ferrari books to last us a long time. However, these have tended to be expensive tomes, so Haynes Publishing Group may have a point, with their large £9.95 "Ferrari — The Road and Racing Cars" by Godfrey Eaton. "Packed-with-pictures" is particularly the case with this book and as the 255 of these each measures 11" × 9", the number can be appreciated; the closing pages are devoted to selected Ferrari specifications.

From the same prolific publishing house, i.e. Haynes of Sparkford, Yeovil, comes a book that must be of much value to a great many enthusiasts. It is "The Car Bodywork Repair Manual", which in 234 pages looks pictorially at how drivers' cosmetic repairs should be done, on the lines of home hints manuals. As the index occupies another five pages, the scope of the advice and d.i.y. information can be assessed, all good value, and likely to save the book's cost, at £6.95.

Rather as with Ferrari, there have been more than enough books about Jaguar cars for quite some time to come. But those who want it all in one book at not too great a cost will find what they are looking for in "Jaguar since 1945" (unless they want the origins of this great make, in which case over to Andrew Whyte and the books we have reviewed previously) by Richard L. Busenkell. It is published by PSL of Bar Hill, Cambridge at £9.95 for 151 pages, 142 black and white pictures and two diagrams, covering Jaguar since it became a limited company, through the eyes of an American writer.

To add to the growing collection of books about toys and models can be added a very interesting one by Graham Thompson about the now rare Tri-ang models, not only of cars and commerical vehicles but of the roadways, buildings that went with them. The book's title is "Spot On: Diecast Models by Tri-ang" and it is copiously and well illustrated, and for collectors has charts of comparative rarity of the full range of these models. They include that "blower-4¼" Bentley, bull-nose Morris two-seater, PB MG Midget and so many other cars, fascinating when they were new in the toyshops and now delightful to possess or search for. The publishers are again Haynes, who charge £6.95 for it.

Among the annuals which cover the previous season's motor racing, one of the most respected is Haynes' "Automobile Sport", that received high praise from *Motoring News* last year. The 1982/83 volume, all 235 large pages of it, covers it all, F1, Indianapolis, Le Mans, Historics, models, even the Noble LSR attempt, and much more. It is full of pictures, including colour ones. A "good buy" at £12.95.

Michelin have published the 10th edition of their celebrated "Red Guide" to hotels and restaurants in Great Britain and Ireland, using their well-known symbols relating to quality, with a new one for dog owners, showing those hotels which do not like dogs. Michelin say their British Inspectors travelled over 1½-million miles in compiling these records. The 3-star, the highest accolade, has been retained by Le Gavroche, in London's Mayfair. The new edition of the Guide runs to 585 pages, with no advertising, and covers 3,117 hotels, 977 restaurants and 3,199 garages in 1,573 localities, so is excellent value at £4.95.

W.B.

That Indispensable FIA "Yellow Book"

This year's edition of the indispensable "FIA Year Book", as usual a veritable mine of information invaluable to followers of motoring sport, is available from Patrick Stevens Ltd., Bar Hill, Cambridge, CB3 8EL, for £12.95. This is the 16th edition and it has an extra 200 pages or so, a total of 912 containing not only the expected "bible" relating to World competition motoring, but 206 photographs and 221 drawings and circuit maps, etc. in those packed bi-lingual 5¾" x 4¼" pages. Capture one before the supply is exhausted. — W.B.

Albion Scott Ltd., mentioned below, whose address is 45-51, York Road, Brentford, Middlesex, TW8 0QP, have now issued their enormous 1983 catalogue of the motor books they deal in, over 3,000 titles in a dozen different countries, under all manner of headings. It is free to bookshops and others can obtain this useful directory for £1, or free with a book order to Albion Scott — W.B.

A very fine 176-page (and the pages measure 12" × 8½") guide to "Castles in Wales", with a Foreword by HRH The Prince of Wales, is available from the AA for £9.95, or for £12.95 in a de luxe binding, the castles being depicted in colour, with ground plans and viewing details, and the maps are additional to the numbered pages. The book is a contribution to the 1983 Festival of Castles in Wales, deals with 82 of them, and is available from bookshops, or from the AA or the Welsh Tourist Board, packing and postage 95p extra.

If you are organising an outdoor event, be it autocross, trial, or even a baby show or a village fete, and you need a portable grandstand, the services of a stilt walker, an expert on fireworks, a tame elephant or a helicopter for joy-rides, what you should have is a copy of "The Showman's Directory". Compiled by Stephen and Jean Lance, this paperback lists all manner of services, equipment and entertainments which might be required by the organiser of an outdoor event. It costs £3, postage included, from S. & J. Lance Publications, Brook House, Mint Street, Godalming, Surrey GU7 1HE. — G.P.

At first sight it may seem odd that Albion Scott Ltd. is selling the guide to the 1981 International Rally of Citroën Clubs. They are doing this because the souvenir guide issued at the time is packed with much historical Citroën material, of great interest to many who did not take part in the Rally. This 187-page soft-cover guide is divided into sections covering the various Citroën models as well as having pictures of the rally itself, historic additions and evocative cartoons. The text is in English, Dutch and French and it sells for £6.95. Anyone who collects old Citroën pictures or advertisements should snap this one up; it also has photographs that could be of use to anyone who is restoring a vintage 5cv.

Finally, you may find it hard to take, but from Albion Scott Ltd. comes "I Love GTO (Ferrari)", a pictorial 20th anniversary book, available at £12.95. From the same supplier comes another of the small *Toute L'Histoire* books, this one about Matra, priced at a modest £2.95, and "Lauf, Käfer, Lauf" (Run, Beetle, Run) by Josef Bieker, which is just pictures in colour, as they need to be, of VW Beetles given all manner of psychedelic or other paint finishes. This one comes at £5.95, from 51, York Road, Brentford, Middlesex.

W.B.

Cars In Books

A READER informs us that there is further reference to the Bugatti racing driver Charles William-Grover and his work for the French resistance movement during WW2 (he died in Sashsarhausen prison without breaking or giving information, apparently) and of Robert Benoist and his brother Maurice, in the same circumstances (Benoist being air-lifted to England before returning twice to France, to disappear in the Buchenwald prison camp) will be found in "Flight Most Secret" by Gibb McCall, which covers the work of No. 161 Squadron, RAF.

The Senior Lecturer in Politics at the University of Adelaide has drawn our attention to "Tony Crosland" by Susan Crosland (Cape), in which book Crosland's great interest in motor racing is mentioned, when he was at Highgate, his mother giving him a secondhand MG before he went up to Oxford, which he named "Red Menace". Shortly after he was elected Labour MP for South Gloucestershire, in 1950, Crosland stayed the night with two of his constituents, Lord and Lady Donaldson, who asked him what he would like to be if he were not a politician. "A racing-driver", Crosland replied. . . . — W.B.

Alfa-6 Valve Gear

I HAVE been taken to task by no less an authority than Graham Robson over my suggestion, last month, that the Alfa Romeo vee-six engine has valve gear like that of a Triumph Dolomite Sprint, so some enlargement is called for. What I was saying was that both engines have ingenious valve gear, inasmuch as there is an economy of rockers and rocker-shafts by arranging for the o.h.-camshaft to open the inlet valves direct and only the exhaust valves by remote means. The omission of brackets in the relevant sentence did not make it clear that while the Alfa Romeo engineers achieve this mechanical economy by the use of horizontal push-rods and small rockers engaged by these push-rods, to prod the exhaust valves, as an illustration made clear, on the Dolomite Sprint four-valve-per-cylinder engine normal rockers open the exhaust valves. Either way additional rockers and rocker-shafts, as would be needed with a single o.h.-camshaft mounted centrally, are obviated, although Robson suggests that the Triumph method reduces the opportunity for lost motion. I saw the Alfa layout as possibly the more sophisticated because it is more compact and its push-rods and small rockers are possibly lighter than having conventional rockers.

Robson has drawn my attention to the 1924 14/45 Rover engine designed by Peter Poppe, as being more closely allied to the Alfa Romeo design than the Triumph Dolomite Sprint engine. I was aware of this, and have referred to this unusual Rover more than once in MOTOR SPORT, but I do not suppose this influenced the Milanese drawing-office, and I preferred a more modern comparison. Nor was the Rover valve gear quite like the system used on the Alfa 6, as rockers were used to actuate the inlet as well as the exhaust valves, thereby removing the point of placing the single o.h-camshaft adjacent to the inlet valves, and before the year of the Rovers announcement was out one letter-writer to a weekly paper had criticised this complication. Lecture over — and my thanks to Graham.

W.B.

BRAZILIAN GRAND PRIX

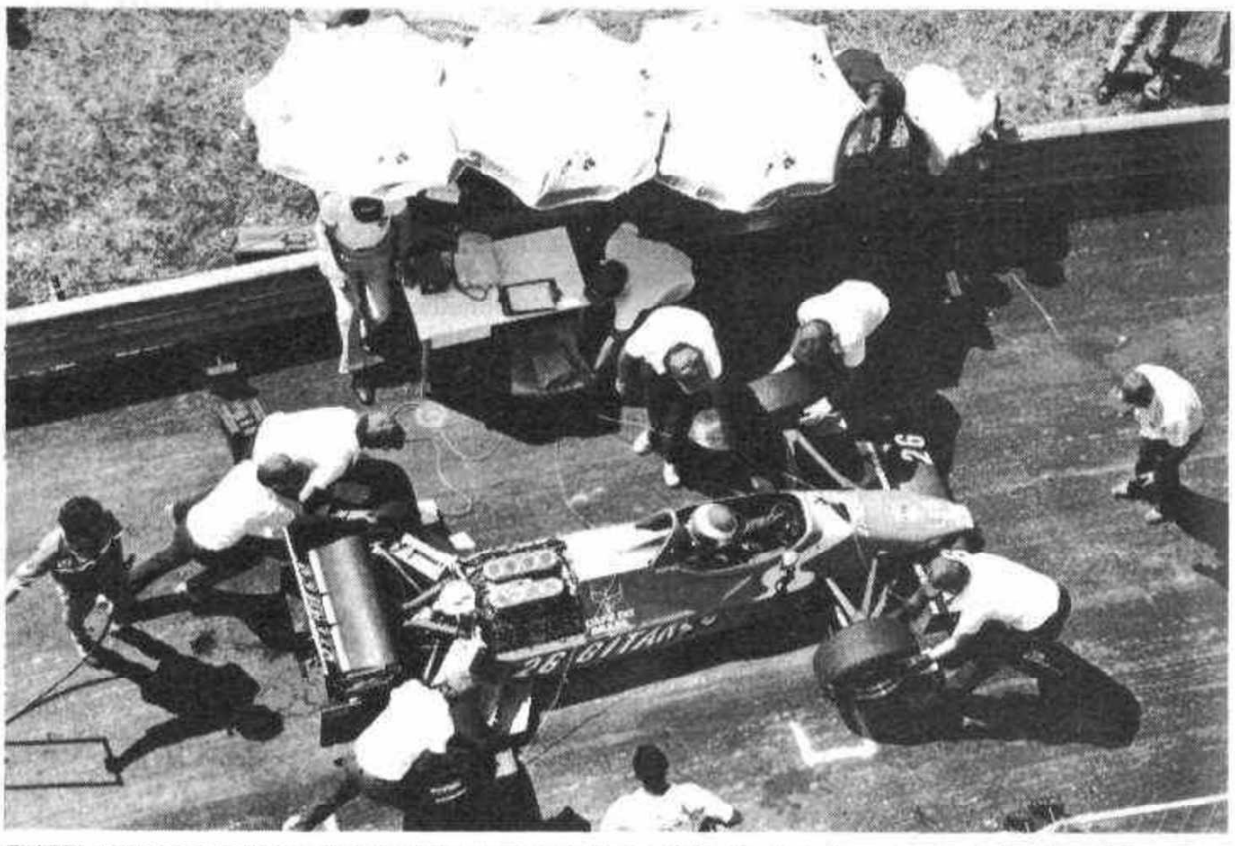
Rio de Janeiro, March 13th

BY the time the massed ranks of the Formula One Constructors took to the circuit in Brazil for official pre-Grand Prix qualifying, most of the cars must have almost been in a position to run round the 3.126-mile *Autodromo Riocentro* without their drivers aboard, such was the amount of pre-race testing that had taken place there since Christmas. There was obviously a great deal of speculation as to the performance of the "new breed" of Grand Prix cars which have come into being since the FISA re-wrote the technical rule book abruptly at the end of last season, the ground effect concept now having substantially been banned by the requirement of a completely flat lower surface of the cars between the front and rear wheels. Despite a degree of initial grumbling from the Constructors, who said, of course, they could *never* get their cars ready in time for the planned start to the season at Kyalami at the end of February, FISA and the South African organisers obliged by postponing the race until the end of the season, thereby providing everybody with another two weeks' grace before the first race. Interestingly, a large proportion of the teams had cars ready by the middle of January and were able to take part in the two Rio test sessions without much trouble, and, taken by and large, everybody had got their heads down and put in a tremendous effort. There was much new, and much revamped, to see in the sweltering Rio paddock, and details about the cars are presented separately from this report.

Testing the weekend prior to the race indicated that the British Toleman team had got things right with their totally revised TG183B powered by Brian Hart's compact four-cylinder turbocharged engine. It's a measure of how people can quickly change their standards that the Toleman lads, who twelve months ago would have been down on their knees praying with delight if they'd qualified in the top twenty, were slightly disappointed if they were anything but the fastest car on the circuit! Warwick had proved his worth as a driver by dominating the two pre-race test sessions, so it came as an enormous disappointment to him when he started the Brazilian Grand Prix from fifth place and not from pole position!

With lots of circuit experience under their belts, the competition was as scorching as the temperature from the moment the first practice sessions began on the Friday prior to the race. During the off-season there had been much speculation by various observers and teams that the day of the normally aspirated Cosworth DFV V8 engine was over, and that the 1½-litre turbocharged units would reign supreme throughout 1983. Well, although the stark results provided by the Brazilian Grand Prix may have tended to suggest this prediction is accurate, equally there were sufficient pointers to indicate that it is totally wrong!

Unquestionably, the highlight of qualifying was the performance of World Champion Keijo Rosberg and his Williams FW08C. By the end of the first session it was crystal clear that the Williams team had pulled off one of the great ruses of the past few years. During testing their Cosworth-engined cars had been average, even undistinguished, but it soon became clear that they had been taking things easy, deliberately running with high fuel loads and relatively hard tyres for much of the time. What's more, when they did run quick laps, they moved their timing equipment away from the pits and timed from the hairpin, the easier to mislead their rivals as to their true capability.



RAUL BOESEL'S Ligier JS21 undergoes the official weight check at the entrance of the Rio pit lane . . .

Of course, one aspect of the rule changes which certainly did help the normally aspirated cars was the reduction of the Formula One minimum weight limit from 580 kg. to 540 kg. There is an enormous incentive to build down as close to this minimum weight limit as possible, many of the turbocharged cars clearly unable to get as near to it as they would like. But against this is a revised system to check the minium weights, infringement of which now results in disqualification from the entire meeting involved. At the start of practice the drivers are weighed individually and their weights fed into a computer. Then, when the cars are weighed at computer-selected "random check", which takes place during all qualifying sessions (and after the race, of course), their weight is automatically deducted from the total car / driver weight. Thus, if the net figure for any car falls below 540 kg. at one of these checks, the full force of the rule book comes down on the transgressor. What's more, if anybody *ignores* the signal for their car to be checked, they can also be disqualified. This happened to Andrea de Cesaris in the Alfa Romeo V8 183T during final qualifying and, without any argument, he was disqualified from participating in the race. FISA certainly indicated their intention to apply the rules firmly and even-handedly over the Brazilian Grand Prix weekend, although whether it is relevant or valid to have any sort of minimum weight limit in Formula One is another matter altogether.

Rosberg's splendid pole position lap of 1 min. 34.526 sec. was achieved in scorching air temperatures of around 110 degrees (F) during the Friday qualifying sessions, a perfect combination of top-line driver, agile chassis, soft Goodyear rubber and a powerful John Judd-modified Cosworth DFV engine. What's more, the Williams team signalled its intention of taking a leaf out of the Brabham book and began preparing for a mid-race pit stop for the World Champion's car. It was their intention that Rosberg would go as fast as possible on a half-full fuel tank, using soft rubber, in an effort to build up a substantial early lead. It worked to perfection, the only problem being that the Brabham team had idential plans for their striking new, and significantly faster, BT52-BMW driven by Nelson Piquet!

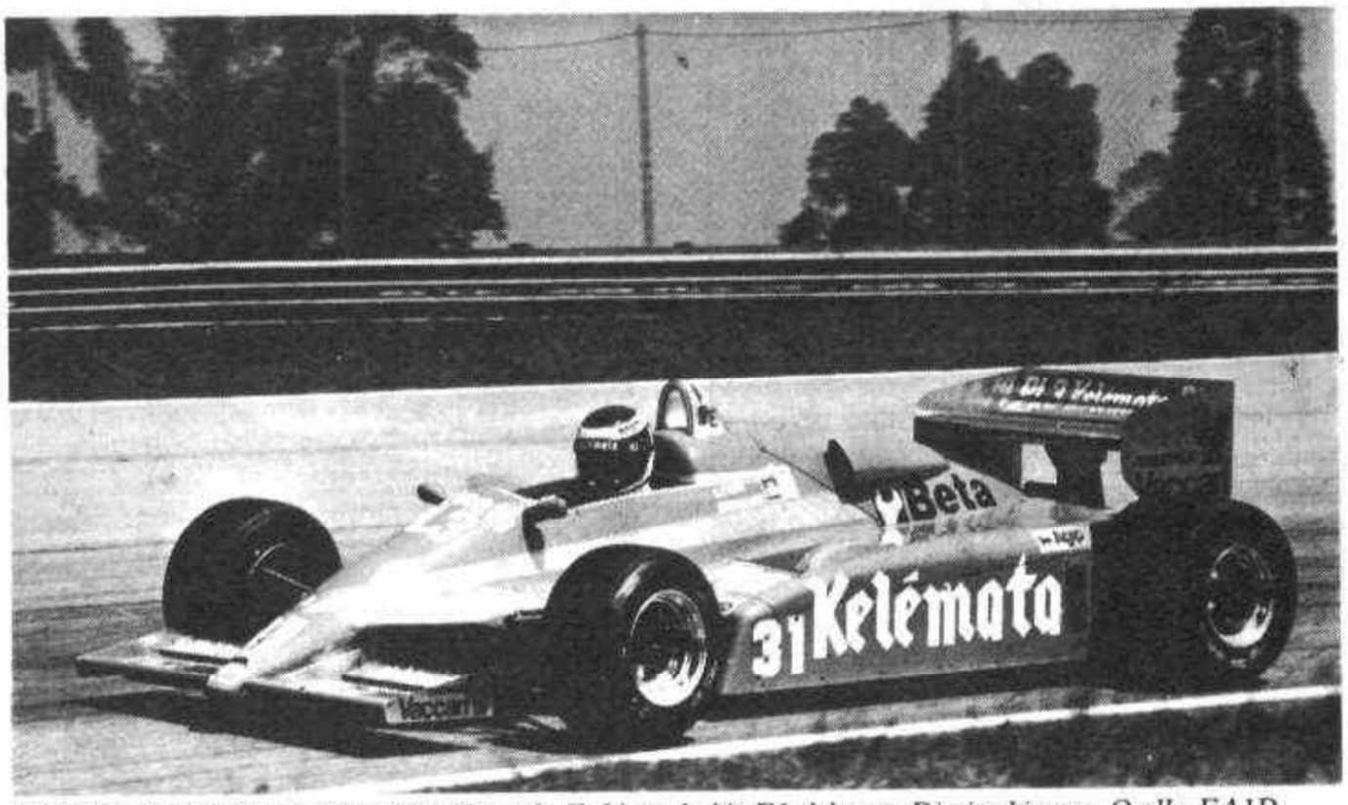
The next seven cars on the grid behind Rosberg were 1½-litre turbos, a crushing demonstration of the effectiveness of high-boost forced induction engines when it comes to "wringing out" a really fast lap during qualifying. In the Renault Elf pit there was quiet satisfaction that Alain Prost

ENTRY

No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Keijo Rosberg	FIN	Williams	FW08C	White/Green	Cosworth V8	Goodyear	Saudia/TAG/Denim
2	Jacques Laffite	FR	Williams	FW08C	White/Green	Cosworth V8	Goodyear	Saudia/TAG/Denim
3	Michele Alboreto	ITAL	Tyrrell	011	Green	Cosworth V8	Goodyear	Benetton
4	Danny Sullivan	USA	Tyrrell	011	Green	Cosworth V8	Goodyear	Benetton
5	Nelson Piquet	BRA	Brabham	BT52	Blue/White	BMW 4 cyl. t/c	Michelin	Fila/Parmalat
6	Riccardo Patrese	ITAL	Brabham	BT52	Blue/White	BMW 4 cyl. t/c	Michelin	Fila/Parmalat
7	John Watson	ULS	McLaren	MP4/1C	Red/White	Cosworth V8	Michelin	Marlboro/Unipart
8	Niki Lauda	AUT	McLaren	MP4/1C	Red/White	Cosworth V8	Michelin	Marlboro/Unipart
9	Manfred Winkelhock	GER	ATS	D6-01	Yellow	BMW 4 cyl. t/c	Goodyear	ATS Wheels/Steinbock
11	Elio de Angelis	ITAL	Lotus	93T	Black/Gold	Renault V6 t/c	Pirelli	John Player
12	Nigel Mansell	GB	Lotus	92	Black/Gold	Cosworth V8	Pirelli	John Player
15	Alain Prost	FR	Renault	RE30C	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
16	Eddie Cheever	USA	Renault	RE30C	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
17	Eliseo Salazar	CHI	March	RAM/01	White/Green	Cosworth V8	Pirelli	Copec/Rizla
22	Andrea de Cesaris	ITAL	Alfa Romeo	183T	Red/White	Alfa Romeo V8 t/c	Michelin	Marlboro/Nordica
23	Mauro Baldi	ITAL	Alfa Romeo	183T	Red/White	Alfa Romeo V8 t/c	Michelin	Marlboro/Nordica
25	Jean-Pierre Jarier	FR	Ligier	JS21	Blue	Cosworth V8	Michelin	Gitanes
26	Raul Boesel	BRA	Ligier	JS21	Blue	Cosworth V8	Michelin	Gitanes
27	Patrick Tambay	FR	Ferrari	126C2	Red	Ferrari V6 t/c	Goodyear	Fiat/Agip
28	René Arnoux	FR	Ferrari	126C2	Red	Ferrari V6 t/c	Goodyear	Fiat/Agip
29	Marc Surer	CH	Arrows	A6	White	Cosworth V8	Goodyear	—
30	Francesco Serra	BRA	Arrows	A6	White	Cosworth V8	Goodyear	—
31	Corrado Fabi	ITAL	Osella	FA1D	Blue	Cosworth V8	Michelin	Kelemata
32	Piercarlo Ghinzani	ITAL	Osella	FA1D	Blue	Cosworth V8	Michelin	Kelemata
33	Roberto Guerrero	COL	Theodore	N183	Blue/White	Cosworth V8	Goodyear	Cafe do Columbia
34	Jonny Cecotto	VEN	Theodore	N183	Blue/White	Cosworth V8	Goodyear	Sanyo
35	Derek Warwick	GB	Toleman	TG183B	Blue/Red	Hart 415R t/c	Pirelli	Candy/Magirus
36	Bruno Giacomelli	ITAL	Toleman	TG183B	Blue/Red	Hart 415R t/c	Pirelli	Candy/Magirus

PRACTICE TIMES			
No.	Driver	Friday pm	Saturday pm
1	K. Rosberg	**1.34.526**(T)	1.35.226
2	J. Laffite	1.38.234	1.38.725
3	M. Alboreto	1.38.747(T)	1.36.291
4	D. Sullivan	1.39.697	1.38.686
5	N. Piquet	1.35.815	1.35.114
6	R. Patrese	1.35.958	1.36.827
7	J. Watson	1.37.844	1.36.977
8	N. Lauda	1.36.054	1.36.900
9	M. Winkelhock	1.42.292	1.41.153
11	E. de Angelis	1.40.056(T)	1.36.454
12	N. Mansell	1.42.098(T)	1.39.154
15	A. Prost	1.34.672	1.34.873
16	E. Cheever	1.37.005	1.36.051
17	E. Salazar	1.44.357	1.41.478
22	A. de Cesaris	excluded	excluded
23	M. Baldi	1.36.126	1.36.652
25	J-P. Jarier	1.36.828	1.36.393
26	R. Boesel	1.38.741	1.37.729
27	P. Tambay	1.34.993	**1.34.758**
28	R. Arnoux	1.36.390	1.35.547
29	M. Surer	1.40.255	1.38.468
30	F. Serra	1.41.472	1.39.965
31	C. Fabi	1.41.316	1.40.309
32	P. Ghinzani	1.46.964	1.42.267
33	R. Guerrero	1.37.237	1.36.694
34	J. Cecotto	1.38.378	1.39.178
35	D. Warwick	1.35.206	no time
36	B. Giacomelli	1.36.747	no time

(T) denotes spare car



1982 EUROPEAN F2 Champion Corrado Fabi made his F1 debut at Rio in this new Osella FA1D.

should have qualified second, particularly in view of the fact that he was still using an updated version of the 1982 car, dubbed RE30C. Prost's car was also fitted with experimental Brembo carbon fibre brakes, with single calipers, during practice and the Frenchman had a relatively straightforward time, returning a 1 min. 34.672 sec. best. By contrast, his new team-mate Eddie Cheever couldn't find a clear lap in traffic on Friday and didn't set his best qualifying time until the following day, managing a 1 min. 36.051 sec. best for eighth place, despite a minor collision with Eliseo Salazar's RAM March which broke a wheel rim on the Renault as a result.

In the Ferrari camp there were glum faces to be seen, for neither Patrick Tambay nor René Arnoux were happy with the wheel-spinning 126C2s in their latest guise. Tambay began the weekend badly with a fuel vaporisation problem during Friday's untimed session which jerked the car around so violently that the V6 engine sheared its distributor drive as a result. During the first qualifying session he managed a third fastest 1 min. 34.993 sec. lap, improving slightly the following day, but retaining the same place on the grid. On paper Ferrari's prospects might have looked moderately promising before the start, but Tambay allowed himself no such optimism. "We've got a big problem with traction and trying to work out settings that will allow us to run non-stop in the race. We certainly don't intend stopping for fuel because we don't have the facilities here, and I don't want to have to stop for tyres." Tambay's new team-mate, fellow Frenchman René Arnoux, never got going as well, spinning off on Friday and being unable to restart, while his 126C2 blew a turbo in Saturday's qualifying session after he had managed a 1 min. 35.547 sec. for sixth place on the grid.

The new Brabham BT52s were obviously attracting a great deal of attention in the pit lane and both Piquet and Riccardo Patrese proved that these very slim new cars with their BMW turbocharged engines would be strong competitors from the outset. Both drivers complained of a worrying handling imbalance on the first day, but this was soon traced to the KKK turbocharger unit, mounted low down on the left hand side near the rear of the car, radiating heat on the left rear shock-absorber, thus overheating this component. Makeshift cooling ducts were made up for the second day's practice and Piquet served notice of his race intentions by qualifying fourth behind Tambay. This was particularly encouraging since concern over the durability of the specially developed gearbox on these cars meant that they both ran pretty conservative amounts of turbo boost during qualifying and Patrese's car actually broke its transmission on Friday as well as suffering a disconnected oil line, and consequent leak of lubricant, the following day. Patrese qualified seventh fastest, splitting Arnoux's Ferrari from Cheever's Renault.

The Toleman team began the weekend in a slightly apprehensive frame of mind, for there were rumblings of discontent from some other teams about the eligibility of the two "interactive aerofoils" at the rear of the TG183Bs. Happily for them, the race scrutineers deemed the cars to be fully in conformity with the technical regulations and it didn't go un-noticed by the Ligier team who quickly re-presented their cars with a similar, but not identical, aerofoil arrangement on their new JS21s.

Clearly hoping to sustain the domination he exerted during testing, Derek Warwick emerged from the first day slightly disappointed in fourth place on 1 min. 35.206 sec., frankly admitting that he'd "messed up" one corner on his second set of qualifying tyres. But he remained optimistic that he would be able to improve the following day. Unfortunately Toleman hopes were dashed in that respect with a major engine failure, on both Warwick's and Giacomelli's, both on their very first lap during the final qualifying session. Warwick's car had previously stopped abruptly during the Saturday morning untimed session, and although electrical trouble was initially expected, it turned out that an inlet pipe to the compressor had failed on the Hart engine, it had lost boost pressure and the mixture had slipped onto full-lean. Clearly this must have damaged a piston, for the Hart engine failed in untypically spectacular style, blowing oil all over the place and destroying Warwick's chances of improvement. Giacomelli's problem turned out to be the result of an installation error: the turbocharger wastegate jammed shut with the result that Bruno's eyes almost came out on stalks as the boost gauge needle wrapped itself round the dial! The little Italian revelled in what must have been the most powerful engine on the circuit — for two corners, before it, too, comprehensively broke.

Thus Warwick had to content himself with fifth place, while Giacomelli was right down in 15th place. In ninth place came the second of the Cosworth-engined cars, Niki Lauda's McLaren MP41C which, along with most runners on Michelin tyres, was handicapped by the fact that its qualifying rubber was hardly any better than the tyre they planned to race the car on. When Rosberg did his time, Lauda almost visibly rocked on his heels: "I can see how I might make up half the difference," he said honestly, "but a full second and a half? No chance!" Designer John Barnard explained that they had changed the chassis settings from those employed during testing, but the experiment wasn't working as well as he'd hoped, so they eventually re-traced their steps back towards the previous set-up. Watson, not happy with his MP41C's handling, felt that he needed a couple of days more testing to get the best out of his machine and languished down in 16th place on the grid.

Michele Alboreto qualified his Tyrrell 011 exactly where one might have expected — the third Cosworth car on the grid, in 11th place. He suffered an engine problem on the first day of practice, but worked down to 1 min. 36.291 sec. on Saturday which was exactly 0.1 sec. faster than Jean-Pierre Jarier's slimline Ligier JS21. When this new product of the French marque was first unveiled, many people wondered whether it would have sufficient cooling capacity with its tiny water radiators tucked in just ahead of the rear wheels, and after the first day in Rio's searing heat, Jarier was similarly concerned. The water temperature gauge was reading well over 110 degrees (C) as opposed to the 95 degrees (C) it had recorded during the previous week's testing. The car suffered an engine failure on Friday and Jarier's spare had clutch problems, so it wasn't until Saturday that he recorded his 1 min. 36.393 sec. lap. His team-mate, Brazilian Raul Boesel, was getting into the swing of things quite nicely and qualified 17th without any drama.

In the Lotus camp Elio de Angelis was finding the powerful Renault turbocharged V6 engine more than the combination of the 93T chassis and Pirelli tyres could cope with, the car sliding about under hard acceleration "as if it was running on ice". Nigel Mansell concentrated his efforts on the Cosworth-engined 92, "active suspension" car, but both drivers were forced to take turns with the spare, Cosworth-engined, updated Lotus 91/92 on Friday afternoon when both their regular cars refused to run properly. On Saturday de

STARTING GRID

15
A. Prost
(Renault V6 t/c)
1 min. 34.672 sec.
4 (1 min. 42.636 sec.)

5
N. Piquet
(Brabham-BMW t/c)
1 min. 35.114 sec.
2 (1 min. 39.829 sec.)

28
R. Arnoux
(Ferrari V6 t/c)
1 min. 35.547 sec.
5 (1 min. 43.426 sec.)

16
E. Cheever
(Renault V6 t/c)
1 min. 36.051 sec.
22 (1 min. 41.951 sec.)

23
M. Baldi
(Alfa Romeo V8 t/c)
1 min. 36.126 sec.
3 (1 min. 43.514 sec.)

25
J-P. Jarier
(Ligier-Cosworth V8)
1 min. 36.393 sec.
4 (1 min. 43.193 sec.)

33
R. Guerrero
(Theodore-Cosworth V8)
1 min. 36.694 sec.
49 (1 min. 42.849 sec.)

7
J. Watson
(McLaren-Cosworth V8)
1 min. 36.977 sec.
20 (1 min. 41.547 sec.)

2
J. Laffite
(Williams-Cosworth V8)
1 min. 38.234 sec.
49 (1 min. 42.343 sec.)

29
M. Surer
(Arrows-Cosworth V8)
1 min. 38.468 sec.
22 (1 min. 42.657 sec.)

12
N. Mansell
(Lotus-Cosworth V8)
1 min. 39.154 sec.
41 (1 min. 43.159 sec.)

31
C. Fabi
(Osella-Cosworth V8)
1 min. 40.309 sec.
12 (1 min. 44.476 sec.)

17
E. Salazar
(March-Cosworth V8)
1 min. 41.478 sec.
42 (1 min. 45.681 sec.)

1
K. Rosberg
(Williams-Cosworth V8)
1 min. 34.526 sec. T
3 (1 min. 40.523 sec.)

27
P. Tambay
(Ferrari V6 t/c)
1 min. 34.758 sec.
30 (1 min. 42.940 sec.)

35
D. Warwick
(Toleman-Hart t/c)
1 min. 35.206 sec.
44 (1 min. 43.037 sec.)

6
R. Patrese
(Brabham-BMW t/c)
1 min. 35.958 sec.
4 (1 min. 40.512 sec.)

8
N. Lauda
(McLaren-Cosworth V8)
1 min. 36.054 sec.
16 (1 min. 41.163 sec.)

3
M. Alboreto
(Tyrrell-Cosworth V8)
1 min. 36.291 sec.
4 (1 min. 43.304 sec.)

36
B. Giacomelli
(Toleman-Hart t/c)
1 min. 36.747 sec.
3 (1 min. 44.178 sec.)

26
R. Boesel
(Ligier-Cosworth V8)
1 min. 37.729 sec.
6 (1 min. 44.027 sec.)

34
J. Cecotto
(Theodore-Cosworth V8)
1 min. 38.378 sec.
48 (1 min. 43.241 sec.)

4
D. Sullivan
(Tyrrell-Cosworth V8)
1 min. 38.686 sec.
16 (1 min. 44.697 sec.)

30
F. Serra
(Arrows-Cosworth V8)
1 min. 39.965 sec.
58 (1 min. 43.900 sec.)

9
M. Winkelhock
(ATS-BMW t/c)
1 min. 41.153 sec.
46 (1 min. 45.355 sec.)

Started from pit lane:
11
E. de Angelis
(Lotus-Cosworth V8) T
1 min. 36.454 sec. (time in Lotus-Renault V6)
7 (1 min. 44.367 sec.) T

Did not qualify:
32 P. Ghinzani (Osella-Cosworth V8) 1 min. 42.267 sec.
Excluded:
22 A. de Cesaris (Alfa Romeo V8 t/c)
T — Spare car used in race.
N.B. Times in brackets are best laps in race.
Number in bold is lap on which recorded



THE slimline monocoque of Piquet's Brabham BT52 is well shown in this pit lane shot.

Angelis got into the swing of things a little better with the Renault-engined car, qualifying up in 13th place, but Mansell had nasty moment when Marc Surer's Arrows wandered across in front of him, the Lotus 92 sliding sideways up the circuit in a shower of dust, ruining what the Englishman felt was his best lap. He qualified a dejected 22nd.

The second half of the grid produced one or two surprises and several disappointments. Seriously embarrassing many of their more exalted rivals, the Theodore N183s (née Ensigns) of Roberto Guerrero and former motorcycle Champion Johnny Cecotto qualified 14th and 19th respectively, Cecotto only having completed a total of 40 laps in an F1 car prior to the start of official practice. Their efforts shamed new Williams recruit Jacques Laffite who had no specific problem at the wheel of his FW08C apart from an inability to get the car adjusted to his liking: he only just managed to scrape onto the grid ahead of Cecotto by 0.4 sec.! Marc Surer was suffering from some sort of bug and didn't get the best out of his new Arrows A6 until the race morning warm-up, while Danny Sullivan was still learning about F1 in the second Tyrrell and Chico Serra wasn't anything special in the second Arrows. Completing the grid was Corrado Fabi's neat Osella FA1D, Manfred Winkelhock's predictably troublesome and precarious-handing ATS-BMW D6 and Eliseo Salazar's RAM March, the latter only scraping in after de Cesaris' times had been disallowed. Thus the only non-qualifier was Piercarlo Ghinzani in the second Osella.

After the searing heat and blazing sunshine of the two practice days, Sunday dawned slightly cooler and overcast, something which was keenly welcomed by the 26 young men who were preparing to strap themselves into confined F1 cockpits to race for just under 200 miles. Williams and Brabham were preparing to run Rosberg, Piquet and Patrese "light" from the start, stopping for fuel and tyres during the race, while all the other turbocharged cars were filled up to the brim with fuel and planned to go through without a stop. The huge Brazilian crowd which filled the vast grandstand on the back straight could obviously sense the possibility of a home win and cheered madly for Piquet as the field came slowly past on the warming-up lap prior to taking their places on the grid. Already Elio de Angelis' Lotus was in dire trouble, belching smoke from one exhaust pipe to herald a turbocharger failure. The Italian staggered round two warming-up laps before being pushed from the grid, de Angelis then strapping himself into the spare 91/92 before starting from the pit lane after the grid had departed.

When the starting light turned green the field got away to a clean start, Prost edging alongside Rosberg into the first right-hander, but Keke gently eased ahead under braking and by the time the field streamed out onto the long back straight the white and green Williams was pulling confidently away from the yellow French machine. Going down to the hairpin Mauro Baldi's Alfa Romeo gave Alboreto's Tyrrell a hefty shove which resulted in the British car spinning wildly in the middle of the pack. Fortunately everybody avoided the wayward Tyrrell, but the impact had damaged its oil cooler and Alboreto eventually pulled in after seven laps to be posted as the 1983 season's first race retirement.

At the end of the opening lap Rosberg had an amazing 2.5 sec. advantage over Prost, but the Brabham BT52s of Piquet and Patrese were third and fourth with the Ferraris of Tambay and Arnoux next in line. Then came Cheever's Renault, Warwick's Toleman, Baldi, Lauda, Watson (after a splendid first lap), Jarier and the impressive Guerrero. By the end of the second lap Piquet had sliced past Prost into second place and it was becoming clear that the Brabham BT52 was easily the quickest car on the circuit. Within another lap the Brazilian had reduced Rosberg's advantage to only 2 sec. and, as they went down the long back straight on lap seven, Piquet pulled confidently out from the Williams' slipstream and moved decisively ahead as they braked for the long left-hand curve that followed. Patrese was moving closer in third place while Prost, heading the rest of the pack, was already dropping away significantly in fourth place.

With the *status quo* established at the head of the field, it was the battle for secondary positions which held the crowd's attention. Watson was really flying in his McLaren, disposing of team-mate Lauda on the second lap and moving through to take Baldi, Warwick and Cheever almost as if they weren't there by the end of lap seven. By lap 11 he'd accounted for both the Ferraris, the heavy Maranello "fuel bowsers" in no position to fight back against the agile Cosworth-powered machine at this early stage in the race, and then he went after Prost. His whirlwind progress finally got him through into third place by lap 17 where he settled down, easing steadily away from both his pursuers without making an impression on Piquet or Rosberg who were now several seconds ahead of him. Patrese, meanwhile, had moved right up onto Rosberg's tail by the end of lap 10, but just when it looked as if he would pounce on the World Champion, his Brabham suddenly slowed up and began to drop back again. By lap 18 he'd slipped back through the field to ninth, the BMW engine obviously not runnning properly, and then

came into the pits to investigate the problem. An exhaust pipe had broken, so the engine's turbocharger pressure had dropped dramatically: there was nothing more for him to do but complete another slow lap, just in case, and then pull in for good.

Thus, by lap 20 the order was firmly established as Piquet, Rosberg, Watson, Prost, Tambay and Baldi, with Lauda moving up to challenge Warwick's Toleman for seventh. Baldi's enthusiastic progress in the Alfa Romeo V8 was beginning to worry Warwick, for no matter how much he tried to find a way through, the Italian countered by taking distinctly unhelpful lines through the corners, and the British driver eventually decided to let Lauda through quickly to see if he could do anything about the problem. Sticking closely to the McLaren's gearbox, Warwick tried to follow Lauda through when a gap presented itself to the Austrian, but while Baldi saw the MP41C, he didn't see the Toleman coming through behind. In a trice, the Alfa Romeo was riding over the Toleman's left front wheel, spinning to a halt in the middle of the track as Lauda and Warwick went on their way. His car's rear suspension damaged, Baldi limped back to the pits and retirement, later to be retrospectively disqualified for the push-start he had received as he recovered from the spin!

On lap 28 Rosberg pulled in for fuel and fresh tyres. Everything seemed to be going well, the wheels had been refitted and the mechanics were just pulling the fuel line away when a few drops of petrol dripped out of a leaking valve onto the hot engine bay. There was a brief burst of flame, quickly killed by an ever-present fire extinguisher, but not before Rosberg had unfastened his harness and prudently shot out of the car like a rocket. Almost immediately he was helped back into the Williams, his harness refastened and he accelerated back into the fray. But this unexpected drama had dropped him to ninth place and he went back on the track exactly a lap behind Nelson Piquet's leading Brabham. Unfortunately, during the hurry to get the Williams back in the race, Rosberg had received a push-start for which he was to pay dearly later in the afternoon.

Of course, Piquet's pitstop was yet to come, but on lap 40, the leading Brabham rolled into the pit lane to refuel and take on fresh tyres. Unlike last year's BT50, the new BT52 isn't fitted with an onboard air jacking system, so the Brabham mechanics had to use normal manual jacks when Piquet rolled to a halt. But everything went without a hitch, the car was only stationary for just over 16 sec., and the Brazilian tore back into the race with a 40 sec. advantage still intact.

Rosberg's progress through the field was predictably quick, racing as he was on fresh tyres against rivals who'd run non-stop from the start. By lap 34 he was up to seventh, on lap 36 fifth and on lap 44 he was fourth ahead of Tambay's Ferrari. Prost's Renault succumbed on lap 46 and Rosberg finally raced past Lauda's McLaren to take second place ten laps from the finish. Effectively, it was all over bar the proverbial shouting.

Confident and completely in command, Piquet wound down the cockpit turbocharger boost control in the closing stages and allowed his lap times to lengthen as he cruised home to a convincing first-time victory for Gordon Murray's new Brabham BT52, making up for his disqualification from last year's event when his Cosworth-engined Brabham BT49C fell foul of the minimum weight limit. Sadly, for Rosberg, who'd also been disqualified from second place for the same reason last year, there was no such consolation as his Williams was subsequently excluded for that push-start and the results beyond second place are now provisional subject to a Williams team appeal.

Lauda finished a smooth third on the road, ahead of Jacques Laffite who'd really got into the swing of things in the second half of the race and made up a great deal of ground towards the finish. Patrick Tambay survived to fifth, just beating off a last-ditch challenge from Marc Surer's Arrows, while Alain Prost, worried by a severe vibration from his Renault, eased off towards the end and just pipped a disappointed Warwick for seventh. Tyre vibration, so serious that it caused René Arnoux's Ferrari to throw off its rear wheel balance weights, slowed the Frenchman to the point that even Chico Serra's Fittipaldi slipped ahead before the chequered flag. Completing the list of finishers were Sullivan's Tyrrell, Mansell's Lotus 92, the similar car of de Angelis (which was subsequently also disqualified as the driver changed his car *type* after the starting procedure had begun), Cecotto's Theodore, Salazar's March and Guerrero's Theodore. The two Theodores had shown very well midfield during the early stages before both made pitstops to free sticking left rear brake calipers, subsequently rejoining and running without further delay to the chequered flag. — A.H.

RESULTS

BRAZILIAN GRAND PRIX — Formula One — 63 laps — Autodromo Riocentro — 5.031 kilometres per lap — 316.953 kilometres — Overcast and Hot

1st	Nelson Piquet	(Brabham BT52/3)	1 hr. 48 min. 27.731 sec. — 175.300 k.p.h.
2nd	Keijo Rosberg*	(Williams FW08C/07)	1 hr. 48 min. 48.362 sec.
3rd	Niki Lauda	(McLaren MP4/1C/7)	1 hr. 49 min. 19.614 sec.
4th	Jacques Laffite	(Williams FW08C/08)	1 hr. 49 min. 41.682 sec.
5th	Patrick Tambay	(Ferrari 126C2/065)	1 hr. 49 min. 45.848 sec.
6th	Marc Surer	(Arrows A6/2)	1 hr. 49 min. 45.938 sec.
7th	Alain Prost	(Renault RE30C/12)	1 lap behind
8th	Derek Warwick	(Toleman-Hart TG183B/2)	1 lap behind
9th	Francesco Serra	(Arrows A6/3)	1 lap behind
10th	René Arnoux	(Ferrari 126C2/064)	1 lap behind
11th	Danny Sullivan	(Tyrrell 011/2)	1 lap behind
12th	Nigel Mansell	(Lotus 92/10)	2 laps behind
13th	Elio de Angelis*	(Lotus 92/5)	3 laps behind
14th	Johnny Cecotto	(Theodore MN18)	3 laps behind
15th	Eliseo Salazar	(March RAM/01/1)	4 laps behind
16th	Manfred Winkelhock	(ATS D6/1)	4 laps behind
17th	Roberto Guerrero	(Theodore MN17)	10 laps behind
18th	Eddie Cheever	(Renault RE30C/11)	retired on lap 42 — turbo failure
19th	John Watson	(McLaren MP4/1C/6)	retired on lap 35 — engine seizure
20th	Raul Boesel	(Ligier JS21/04)	retired on lap 26 — electrical failure
21st	Mauro Baldi*	(Alfa Romeo 183T/03)	retired on lap 24 — collision damage
22nd	Jean-Pierre Jarier	(Ligier JS21/03)	retired on lap 23 — wheel bearing failed
23rd	Riccardo Patrese	(Brabham BT52/2)	retired on lap 20 — exhaust system failed
24th	Corrado Fabi	(Osella FA1D/1)	retired on lap 18 — engine failure
25th	Bruno Giacomelli	(Toleman-Hart TG183B/1)	retired on lap 17 — spun off track
26th	Michele Alboreto	(Tyrrell 011/6)	retired on lap 8 — collision damage

Fastest lap: Nelson Piquet (Brabham BT52/3) on lap 4 in 1 min. 39.829 sec. — 181.426 k.p.h.

26 starters — 17 finishers

* Disqualified for infringement of rules

NOTES ON THE CARS IN BRAZIL

THE results of the six months testing and development carried out by the teams since the last race of 1982, was clearly seen in the Brazilian paddock, with new designs, revamped cars, engine installations, new colours, new names, new sponsors and so on. Not for a long time has a new season started with so much interest, occasioned partly by the new FISA rules banning under-car aerodynamics within the wheelbase and further restrictions on rear aero-foils and their positioning together with a reduction in minimum weight, but mainly for the fact that the break between the last race of 1982 and the first of 1983 has been long enough for the teams to get organised on the "new" in a serious manner. Previously there was a tendency for the first race of a new season to be something of a left-over from the previous season. Official announcements of new cars were organised during the winter months for Brabham, Tyrrell, McLaren, Lotus, Renault and Toleman-Hart, while others merely let the news leak out unheralded.

Williams: A redesign of the 1982 FW08 to satisfy the new regulations resulted in the FW08C and there were two new ones in Brazil, FW08C/7 for Rosberg and FW08C/8 for Laffite with FW08/6 from last year uprated to C-specification. Patrick Head has gone the route of doing away with side-pods by the cockpit and putting the radiators back alongside the Cosworth V8 engine. The whole car has been redesigned to save weight, with the new 540 kg. limit in mind, and to make it very nimble and handleable round the corners, *accepting the knowledge that it probably will not* be as quick down the straights on sheer maximum speed, due to the limitation of the power from the John Judd developed Cosworth V8 engines compared to turbo-charged engines. A surprise was the plan to start the race with a half a tank of fuel and soft tyres and make a planned pit-stop. Their strategy of 1982 where they set the car up to be better balanced in the latter half of the race than in the opening stages, seemed a much better idea.

Tyrrell: After a year in the financial wilderness without a major backer the Tyrrell team now has money from the Italian clothing manufacturer Benetton and last year's cars 011/6 and 011/2 have undergone total rebuilds and modifications to bring them into line with the rules, and like Williams, they have gone for the narrow monocoque line with the radiators moved right back to the engine bay. The team now glows with a bright green colour scheme.

Brabham: Only a week before the Brazilian event the third of the new Brabham BT52 cars was being shown to the press in Munich, while number 1 had done some brief running at Brands Hatch painted a funny camouflage colour to try and outwit the press cameras, and number 2 was *sent to Brazil straight from the workshops.* After experimenting with a 1983 mock-up car in the form of the BT51, Gordon Murray and David North produced an entirely new car in the BT52. Its biggest innovation was the use of carbon fibre composite for the monocoque, the adoption of link-operated, coil-spring suspension "upside down" compared to last year, an incredibly slim nose, with large front aerofoil and a concentration of the weight rearwards, as well as moving the driving position further back. The carbon fibre composite monocoque is carried upwards behind the cockpit, into a solid regulation roll-over bar and the cockpit sides are very high, while the

fore-and-aft strength of the cockpit area is far more than the minimum called for by FISA regulations. The BMW turbo-charged 4-cylinder engine has had the exhaust system and KKK turbo unit re-positioned much further back on the left side and the radiators and inter-coolers have all been moved back alongside the engine, leaving a pod-less slim monocoque. The front suspension can now be called "push-rod operated" as distinct from "pull-rod operated" as the spring units are now anchored at the bottom and the tubular operating rods push on a linkage at the top, pressing the spring down as the wheel rises. The gearbox has undergone a complete redesign, resulting in a slimmer unit and a major change has been made in switching from Goodyear tyres to Michelin tyres. Piquet drove BT52/3, Patrese drove BT52/2 and the spare car was BT52/1. After some winter-time dickering about on the financial front Parmalat Foods retained advertising space on the cars and are joined by Fila, an Italian firm who make sports clothing. The real race-winning sponsorship comes from BMW of Munich who supply the engines.

McLaren: With everyone at McLaren International eagerly awaiting the new Porsche turbo-charged 1½-litre V6 engine, which the Saudi firm TAG are paying for, John Barnard has revamped last year's Marlboro backed MP4 cars. The major change, apart from the regulation flat underside, is to reprofile the side pods to form ducts that feed the air cleanly through the rear suspension area to create a down-force on the flat undertray at the rear of the car. These interim cars are called MP4/1C and are due to use the new short-stroke, higher revving Cosworth V8 engine designated DFY, but they were not ready for Brazil. The three cars in use were MP4/1C/7, MP4/1C/6 and MP4/1C/4, the last one being the spare.

ATS: Gunther Schmid's team have started on a whole new world with BMW supplying them with a turbo-charged 4-cylinder Munich engine and Gustav Brunner has designed a fairly conventional car around the engine package. This team have never been able to cope with car designations, having vacillated between a D5 and a D6 last year with Cosworth power, and this new ATS-BMW is called D6 at the moment. There was only one car for Manfred Winkelhock, who seems to be a blue-eyed boy at the Munich factory.

Lotus: For any team to lose their leader is hard, but for Team Lotus to lose Colin Chapman so tragically last December was the sort of blow that would make lesser people crumble. A very ambitious programme was under way at the time of Colin's death and Peter Wright and Peter Warr and everyone else at Team Lotus determined to carry on with "the old man's plans". Until such time as Renault can supply sufficient turbo-charged V6 engines for the team Elio de Angelis is committed to the single Lotus 93T/1 with Renault power, and Nigel Mansell is committed to the latest Cosworth development car in the shape of the Lotus 92. As this series of cars continues with the same basic monocoque as the Lotus 91 the car numbers continue. The last car in 1982 was 91/9, so the first new car for 1983 is 92/10. Car number 5 from last year has been rebuilt into 92/5 as a spare. While de Angelis does the initial racing with Renault turbopower, Mansell does the initial racing with new hydraulic suspension control experiments. Hopefully, halfway through the season all this experimental work will come together in the definitive 1983 Lotus, or John Player Special, as the owners of Black & Gold would have us call the cars.

Renault: The Regie Renault's competition division, known as Renault-Sport with their ELF-backed team, have gone the carbon fibre composite route with the monocoque for their new car the RE40 (standing for 40 series Renault-Elf) but this new design is not due to race until the European season begins. As interim cars they transformed the RE30 design to comply with the flat underside ruling and put a lot of work into perfecting (hopefully!) their own electronic fuel metering and injection and ignition system. The last of the 1982 cars was chassis number 10 and this has become the T-car, rebuilt to the new rules, and two new RE30 cars form the team, number 12 for Alain Prost and number 11 for Eddie Cheever.

March: Although John McDonald's team still operate under the March name their new car designed by David Kelly is really their own, bearing little allegiance to March Engineering. John McDonald and his partner Mick Ralph supply the initials RAM for the team's official designation of the car (Ralph And McDonald) and this Cosworth powered car is RAM/01/1 with sponsorship from Eliseo Salazar's countrymen from Chile with their Copec Oil firm, and from England's Rizla concern.

Alfa Romeo: Officially the Auto Delta branch of Alfa Romeo S.p.A. have withdrawn from racing and handed everything over to Paulo Pavanello's team called Euro Racing. Their material is the turbo-charged 1½-litre V8 Alfa Romeo 182T that we saw briefly in practice at Monza last year. New cars have been built round the neat V8 engine, along similar lines to the prototype but with flat undersides and so on, and are now called 183T. Andrea de Cesaris leads the team, using 183T/02 and his team-mate is little Mauro Baldi in 183T/03. The prototype car has been revamped into 183T/01 to act as a spare. Carlo Chiti is still in evidence and Gerard Ducarouge still runs the team for the new owners.

Ligier: Last year Guy Ligier vacillated between being a manufacturer siding with Talbot, and being a constructor siding with FOCA and Bernie Ecclestone. So much so that I suggested that he did not know whether he was Arthur or Martha. He has now gone back to square one (Arthur?) and become a constructor with a "kit-car" using Cosworth V8 power and from Talbot-Matra V12 his team has now become Ligier-Cosworth V8 so one can sympathise with the mechanics and engineers if they get in a muddle. He still has sponsorship from Gitanes "the other French cigarette" but has lost Jacques Laffite his long-serving driver. The new cars are known as JS21 and are distinctive in that there is a lot of surface area around the rear of the car to provide down-force. After building a prototype that was a bit of a lash-up to get things going, the team has built three new cars. Jean-Pierre Jarier leads the team in JS21/04 with his team-mate Raul Boesel in JS21/03 while JS21/02 is the spare car.

Ferrari: After a lot of testing and experiment in the winter months Ferrari have come up with a version of the 126C2 that is only in the nature of a stop-gap, a new car being destined to appear once the European season gets under way. The 120-degree V6 engine is still turbo-charged by its twin KKK units in the centre of the vee, but radiators and intercoolers have been moved rearwards. The AGIP water-injection is still used, but somehow the revamped cars have grown a lot of weight. Last year they were almost down to the 580 kg. limit, but they are now back over 600 kg., giving away an awful lot to those cars like Williams and Brabham that are down around the 550 kg. mark. The last of the 1982 cars 126C2/063 has been rebuilt to 1983 specification and is used as the T-car, and two new cars appeared, 064 for René Arnoux, making his first race with the Scuderia Ferrari, and 065 for Patrick Tambay.

Arrows: This team appeared in virgin(!) white as they had to go to Brazil without the backing of any sponsors, because the firms that were with them last year have pulled out. Their basic Cosworth-powered "kit-car" has been developed into a new version for 1983 in A6 form with two new cars. Marc Surer had A6/2 and "Chico" Serra had A6/3. The ex-Fittipaldi driver was standing-in until such time as the team management can negotiate enough money from somewhere to employ ex-World Champion Alan Jones, who wants to return to F1 racing.

Osella: Enzo Osella was thinking of pulling out of Formula 1 during the winter but various friends talked him into staying, and encouraged him with financial support. A D-version of his Formula 1 design, using Cosworth power, has been built and there were two new cars for his new drivers, Corradi Fabi (younger brother of last year's Toleman-Hart driver) and Piercarlo Ghizani. Future plans revolve around using V12 Alfa Romeo engines.

Theodore: Towards the end of last year Morris Nunn and Teddy Yip combined their teams as they were both in a sad state of financial and technical distress. Nunn had the car and Yip had the money, so the revived team comprised the name and finances of Theodore Racing and the design and construction of Ensign. Nunn's carbon fibre composite N182 last year looked promising but lacked development money, so the design has now been extended to N183, continuing the Ensign numbering, and the cars are called Theodore. Among the Cosworth "kit-cars" the Theodore (Ensign) N183 is a neat confection with good potential and the Columbian driver Roberto Guerrero, who drove for Ensign last year, leads the team in MN-17 and his team-mate is the Venezuelan motorcycle rider and Formula 2 driver Johnny Cecotto in MN-18. Nigel Bennett looks after the engineering of the team, while Nunn, Yip and Sid Taylor are all still much in evidence.

Toleman-Hart: Last year's new car for this team, which appeared at the end of the season, was already designated TG183 as it was intended for this year. This was the carbon fibre composite monocoque car with the revised Hart turbo-charger layout on the 4-cylinder Hart engine. In redesigning the car for the new regulations Rory Byrne and his assistants have spread their weight masses, rather than concentrating them all at the back. Consequently the radiators are at the front of the car and the air-flow through them is used to generate down-force to supplement the front aerofoil. The rear aero-foil in the regulation position is used with large side-plates that merge into the sides of the car. In initial testing this revised car, designated TG183B, went extremely well and caused a lot of people to say it was a flash-in-the-pan, but subsequent testing and practice prove differently, at least when the car was driven by Derek Warwick. Bruno Giacomelli has joined the team as number two, having been dropped unceremoniously by Alfa Romeo. Last year the team had to rely on financial support from their owner, Ted Toleman, but this year they have the financial backing of Candy Appliances once again, and from IVECO the international commercial vehicle consortium through their German member Magirus-Deutz, who have changed their image to MAGIRUS.

J.H.

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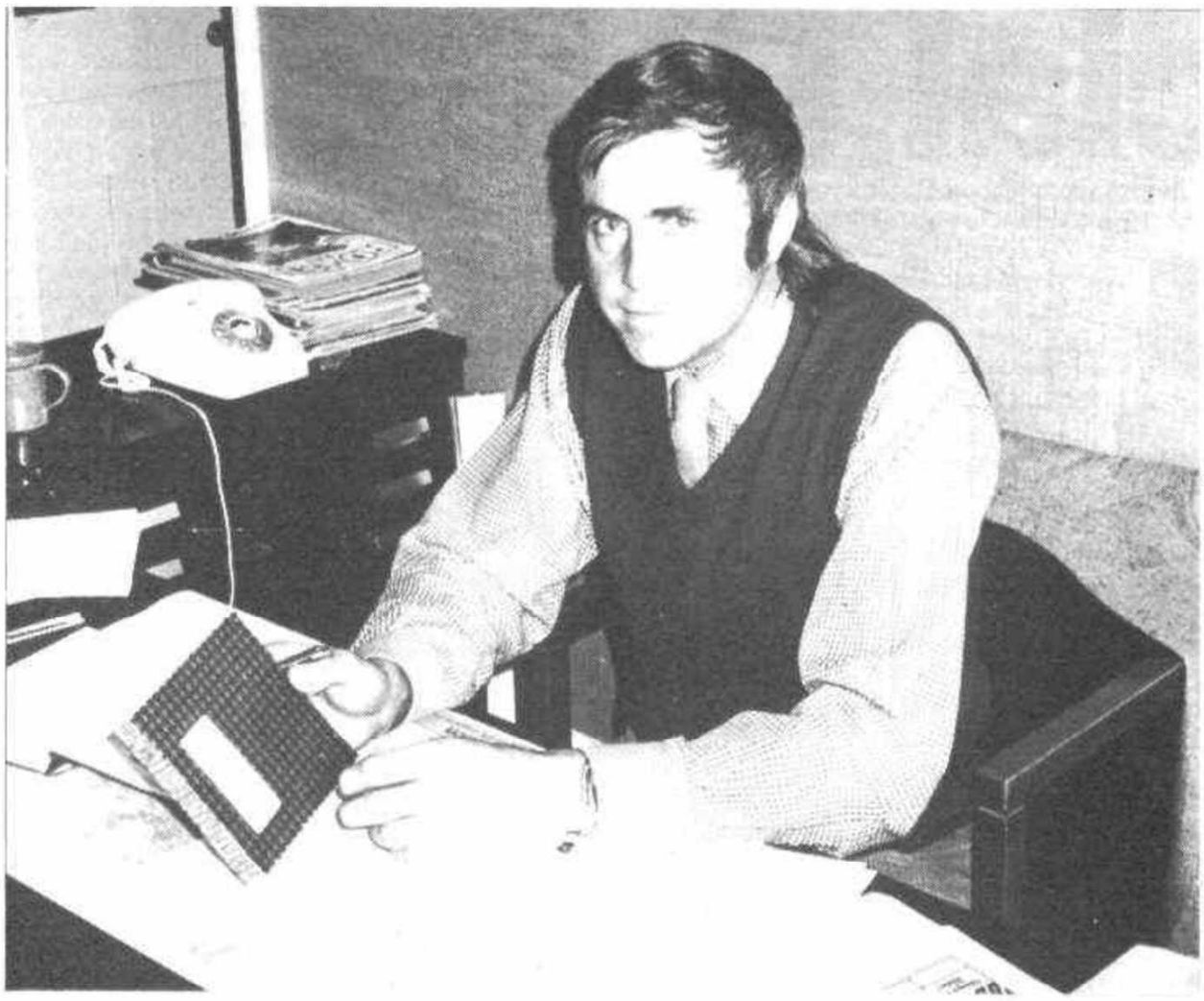
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PETER WRIGHT at his desk at Ketteringham Hall. He is holding a sample of the Kevlar / carbon fibre composite honeycomb material from which the monocoques of the current F1 Lotuses are made.

PETER WRIGHT

As the 1983 Grand Prix season begins, we talk to Team Lotus's Director of Research and Development about life with Colin Chapman and prospects for the future without him

THE late Colin Chapman originally set up a research and engineering base in Ketteringham Hall, a tastefully converted former boys' school close to the Lotus Cars factory at Hethel, back in 1976. The dynamic, forward-thinking Lotus chief had been convinced for some time that most established, conventional areas of racing car design had been exploited to their maximum by the middle of the 1970s and, in typical style, he was determined to be the first constructor to make yet another quantum leap forward. Under the direction of Tony Rudd, formerly BRM's chief engineer and designer, Chapman directed his people to undertake a thorough re-examination of structural methods and aerodynamics, looking, in effect, about ten years ahead. It was this lively, imaginative "think tank" which was eventually to give rise to ground effect technology and the sensational, Championship-winning Lotus 79 which totally dominated the 1978 Grand Prix season and re-established Team Lotus at the very top of the Formula 1 tree. It was into this fertile breeding ground for new ideas that Peter Wright was introduced to Team Lotus, first working alongside Rudd and later in close partnership with Chapman himself, helping to interpret ideas and hone new concepts relating to Lotus F1 cars of the future. Rudd eventually moved back to Lotus Cars as Engineering Director, leaving Wright and Martin Ogilvie collaborating with Chapman. Then, suddenly on the night of December 15th / 16th, 1982, Colin Chapman was gone: the main spring of the Lotus organisation had been snatched away, and now 37-year-old Wright faces the future as the man who, perhaps more than anybody, will shape the technical side of Lotus's F1 fortunes. In the pleasantly furnished boardroom at Ketteringham Hall, now feeling somehow strangely empty without Chapman's dynamic presence, Team Lotus's Director of Research and Development recently talked to us about the joys of the last few years and his ambitions for the future.

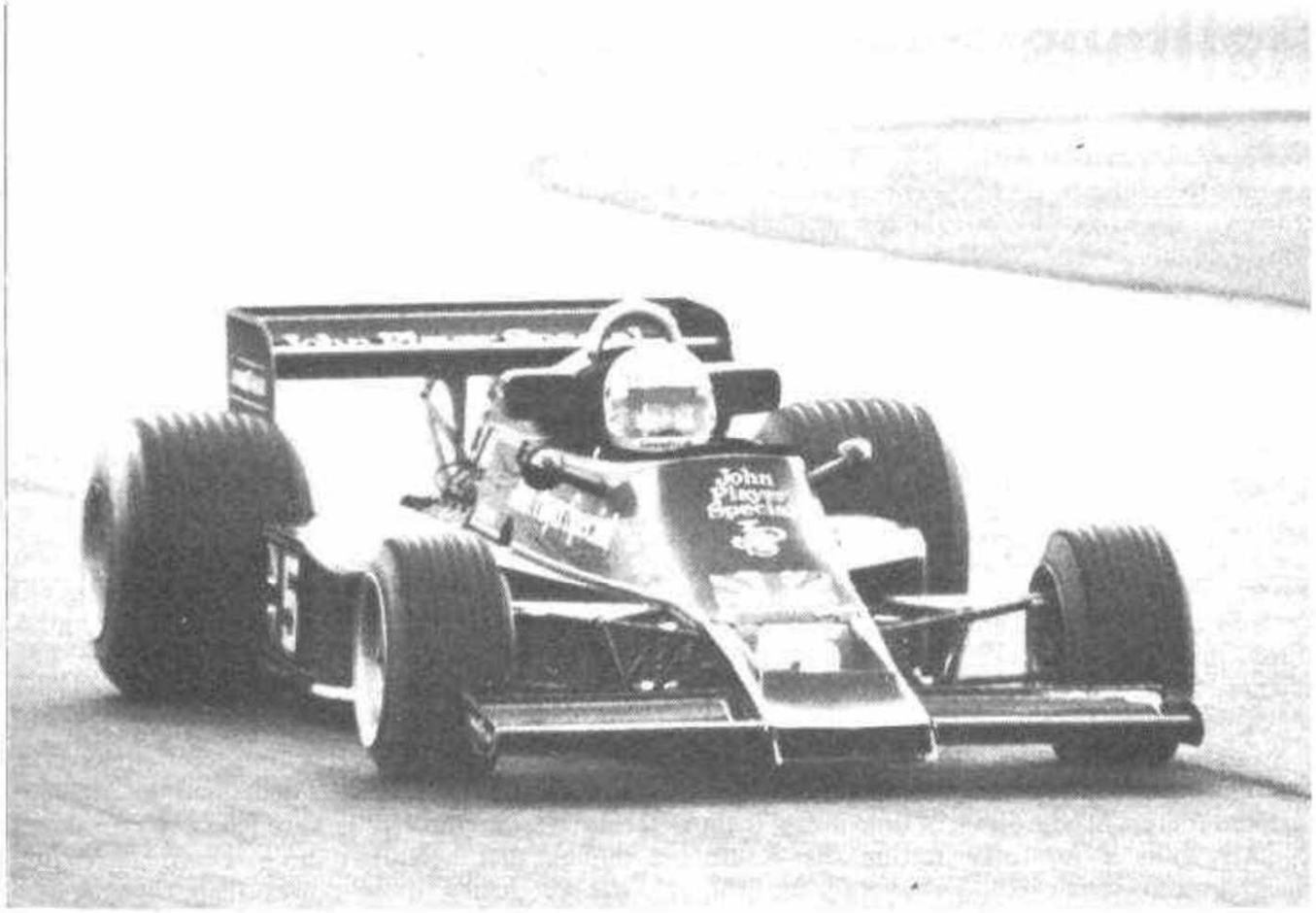
Peter Wright graduated from Cambridge with an engineering degree, specialising in thermodynamics and aerodynamics, in time to join BRM towards the end of 1966. "It was just when they were developing the H16 engine," he grins, "and I think I was under the impression that I would be God's gift to the engine department. BRM at that time was toying with a very crude concept for a wing car, but Tony Rudd didn't really like the idea of wings on a racing car in the conventional sense, and although we evolved that prototype design, nothing came of it." Wright stayed with BRM for two years, but it quickly became clear to the young engineer that too many cooks were spoiling the broth and there was no real future within this rather cumbersome organisation: he left just before the Surtees era started in 1969 and went off to work for Specialised Mouldings, the Huntingdon-based plastic moulding specialists. There he designed a purpose-built wind tunnel (which was later sold to the Williams F1 team!) "as well as the side pods for the original March 701 — which I'm not proud of — and a lot of work for Johnson-Evinrude on ground effect power boats. I learned a great deal about glass fibre and aerodynamics and was eventually approached to work for Technocraft, a company within Group Lotus which was experimenting in injection moulding techniques. When Tony Rudd moved in here, I was called in on the aerodynamic side and eventually moved in full-time."

Under-car aerodynamics have played a large part in Wright's professional life for the past seven years, but he's quick to point out that Lotus didn't "discover" the principles, as such, but came soon to appreciate how they could be harnessed to best effect. In that connection, he also emphasises that such apparently major technical breakthroughs "don't come about as a result of a blinding flash of inspiration. Professor Stollery, at Imperial College, had been working on aspects of ground effect for some time and it's fair to say that a lot of racing car designers touched on it during the 1960s without ever reaching a full awareness of its potential. That's what made Ketteringham Hall such an exciting place to be when Colin began his programme in 1976: he could see that there were new areas to be explored, so he set up the department in this splendidly quiet environment, away from the racing team, and let us get on with it."

The necessity for a Formula 1 car to use its tyres to maximum effect was one important factor behind Lotus's detailed study of structures: flexing of suspension components, or of the chassis itself, would clearly prevent the car using its tyres efficiently. Further, since the impending aerodynamic developments were likely to impose increased loads on the chassis structure, the two projects necessarily went hand-in-hand. Wright remembers that "quite a lot of input from Ketteringham Hall went across to be incorporated in the Lotus 77's racing programme during the 1976 season," although he confirms Colin Chapman's somewhat ironic assertion that the only reason Mario Andretti won the Japanese Grand Prix that year was because the 77 *didn't* use its tyres efficiently. Thus, on a drying track, the car's soft compound rain tyres survived long enough to enable Mario to reach the chequered flag first!

Wright remembers with pleasure the amount of energy and enthusiasm that Colin applied to his research and development work, the two men obviously working well together, for Peter not only had the Lotus chief's confidence but admired "the way in which Colin had this amazing knack for 'feeling' that an idea was right, even if he had to weed it out from a whole host of other ideas which were not worth trying. Once he'd decided that you were following the right line, he would give you all the support he could muster. With our initial work on ground effect he was convinced that he could get something for nothing in terms of car performance, in other words tremendous downforce without the penalty being exacted in reduced straight line speed. So he pursued the whole business with enormous vigour."

It was whilst working with models of the yet-to-be-announced Lotus 78 in Imperial College's wind tunnel that Peter Wright almost stumbled across the most significant discovery of all, one which would, as it turned out, have enormous long-term ramifications on the shaping of Formula 1 racing as a whole. "We'd evolved the 78 with aerofoil-shaped side pods into which



MUCH USE was made of the "interim" Lotus 77 during the 1976 season. Here Mario Andretti heads for victory in the Japanese Grand Prix at Mount Fuji, aided by the car's failure to use its tyres properly (see text).

we'd packaged the small radiators and two fuel tanks and the whole design was shaping up to be really nice. Then I started getting non-repeatable results with the wind tunnel model. On close inspection I noticed that the side pods on the model were sagging — and as the pods went down, so the downforce increased. We decided to explore this further and quickly made up some side panels out of card which extended right down to the ground . . . and the downforce immediately doubled. It was at that point that we appreciated just how crucial the incorporation of skirts should be into the design. We were very concerned that skirts might be deemed not within the regulations, so we considered the whole matter very carefully and, you'll recall, the 78 originally appeared with brushes running down from the underside of the pods. Of course, the moment Colin saw the 78's potential, he made very effort and bullied everybody connected with the team to fully realise that potential."

Development of a first-class skirt system took Peter Wright and his team the best part of the 1977 season, during which Andretti and Nilsson achieved excellent results with the steadily-evolving type 78. "It was a long, hard slog throughout that development programme," recalls Wright, "but precisely because it was a struggle to make ground effect work I have very affectionate memories of that period. The big problem with the 78 was that most of the ground effect was being produced towards the front of the car, thus producing a lot of oversteer. Therefore we had to run a big wing to compensate, and that meant that the car was short on straight line speed. We were learning all the time and I reckon it took us the entire 1977 season to get ourselves to the point where we thought that the Lotus 78 was reay to win the following year's Championship. We spent so much time on skirts systems, you just wouldn't imagine! Our chief mechanic, Eddie Dennis, used to go out in the team's Renault 4 van with a big frame sticking out behind on which we mounted our experimental skirts. He'd drive out onto the road, go up to Hethel and do a few laps, and then come back, clattering in amidst a shower of sparks before we checked out how the skirts had lasted!"

What came next, in Wright's view, was absolutely typical of the Chapman character. One might have been forgiven for thinking that, having developed the 78 to a winning pitch, Team Lotus could have sat back and cruised to the 1978 title. But Chapman wasn't like that: he knew full well that all his rivals would be working on ground effect cars, so Lotus had to come up with something better. "He came bounding back from his holiday home in Ibizia," smiles Wright, "and said 'right, now we've got to do it properly'. That brand new car was the type 79 and I suppose it's fair to say that it represented the definitive Grand Prix design which has lasted up until this rule change at the end of 1982 . . . slim monocoque, central tank, inboard suspension all round. Everything about that car was subjugated to aerodynamics and the resultant enclosed bodywork contributed to it being a bit marginal on cooling and braking. But Colin was proved completely right in his decision to build a totally new car."

To the outside observer there seemed little reason to suppose that the type 79 wouldn't continue winning well into the 1979 season. But things just didn't work out that way. Although Wright admits he was rather surprised just how long it took the rival teams to cotton on to the ground effect principles, Chapman forged on with yet another brand new car. This was the Lotus 80 which, on paper, with its full length skirts and small aerofoils, should have been another winner. "But by that time we were moving into an area of fresh problems," explains Wright, "because we found we had too much downforce and we just didn't know how to handle it. But although it didn't bring us the success we were hoping for, I think that period underlined one of Colin's great strengths. Irrespective of its track performance, Colin was able to assess it accurately in true engineering terms; he could quickly determine whether we'd just made a straightforward cock-up or were in fact working in an area where we should be." Chapman's answer to the problem of excessive downforce posed by the type 80 wasn't destined to manifest itself for another two years and, when the twin sprung structure type 88 appeared, it rocked the racing world and ended up by being banned.

While the 88 concept was being refined, Team Lotus relied on the undramatic Lotus 81 which was really a "straightforward update of the Lotus 79 concept which was really very good when it was good, but proved very sensitive to minor adjustments and changes of tyre". It will be recalled that an enormous amount of controversy and indignant argument surrounded the launching of the Lotus 88 and Wright remembers that he'd never before seen Chapman so genuinely upset or disillusioned with the business of Formula 1.

"That 88 business infuriated him because he felt it was inhibiting his basic right to come up with genuinely different ideas," Peter explains, "he spent an enormous amount of time and money consulting legal advisers about the legitimacy of the 88's interpretation of the rules and he would never accept that it was illegal in his own mind. It was an affair which severely dented his morale."

Continued on page 430

THE new Lotus-Cosworth 92 is fitted with a sophisticated, computer-controlled hydraulic suspension system which has been developed by Peter Wright's team. This is Nigel Mansell driving it in recent pre-Brazilian Grand Prix tests at Rio de Janeiro.



The Eight-Cylinder Railtons

(The year sees the 50th Anniversary of that interesting Anglo-American car with the illustrious name of a gear engineer, so what better than an article about it, by Geoff Moore of the Railton Owners' Club, which hopes to celebrate the half-century of Railton's Hudson Terraplane-based sports car this summer. I well remember the first Railton, a black tourer, which I tried at the same time as that new wonder-car, the Rolls-Royce-built 3½-litre Bentley Silent Sports Car, both at Brooklands. One couldn't help being amused at the way in which the simple, inexpensively priced Railton matched or out-performed the dignified car from Derby. Nor will one ever forget the classic photograph of pipe-smoking H. S. Linfield, *The Autocar's* pre-war road-tester, air-borne at the top of the Brooklands' Test Hill in a Railton Light Sports Tourer (DPA 231) in 1935. It didn't land for some 33 feet . . ! Linfield had timed it to exceed 100 m.p.h. over the half-mile, to go from 0-60 m.p.h. in 9.8 sec., 0-70 m.p.h. in 13.4 sec., to climb the aforesaid Test Hill in bottom gear at an average of 29.66 m.p.h., and to give 14 to 16 m.p.g., all for £876, this 4.1-litre straight-eight weighing 19½ cwt.

No wonder these cars had a considerable following, as they still do among members of the Railton OC. So what better than an in-depth study of them by Geoff Moore of that active Club, in which he tells about the different models of a car that bore the name of a very talented racing-car and Land Speed Record engineer and had a fascination all its own? — Ed.)

"ANGLO American Sports Bastard", "Post Vintage Thoroughbred" — a contradiction if you like. The Railton story was, or is, nothing if not controversial. The old legend relating how Reid Railton took and tamed the terrible Terraplane, lowered its chassis, stiffened its suspension, gave it higher-geared steering and made it go, eventually transforming it into an almost respectable form of transport, has been oft told. It's a good story and the company did nothing to discourage belief in it, but the true one is better.

It can begin with that terrifying Hudson Terraplane, which, fearsome in aspect though later versions may be, from within may be discovered to be a spacious conveyance capable of covering long distances comfortably, quietly and quite quickly. The steering, it will be noted, is light, but not low-geared at 2¾ turns lock-to-lock, the suspension is not soggy, the strong, all of a piece feel is appreciated. In the '60s when such cars were valueless, petrol was cheap and we had a young family to transport, these saloon Terraplanes were found to be a useful alternative to the Railton, my wife and I driving them many a rapid mile, for not only would they go, they would keep going with only a small amount of simple maintenance. It had to be so if the car was to be marketed world wide as had been the aim.

As introduced in the USA in 1932, it was a cheap, largely conventional, side-valve six cylinder 3-litre car, which it was claimed was designed on aircraft principles, by which Hudson's meant that nothing was heavier than it had to be and not unfortunately that it was a beautiful aerodynamic design. Since the result of their efforts at weight reduction was a by no means flimsy saloon weighing 1 ton 10 lb. or a Roadster at just under the ton, it wasn't a bad effort, using only basic materials (no light-alloys). It still wouldn't be today.

The power output was about 70 b.h.p. giving a power weight ratio probably better than that of any other production car of the time, though the Ford V8 would not be far behind. To the British buyer in the 12/4 market place, I suppose that such a performance could be a bit alarming, particularly as he would be used to treading heavily on the brake pedal to little effect, whereas treading lightly on that of the Terraplane's could produce quite violent results and never, it sometimes seems, the same ones twice. Indeed, the way in which the brake pedal appears to select at random the wheels to be stopped does add to the thrill of Terraplaning.

Numerous USA production car performance records fell to the Terraplane including fastest time in the Pikes Peak Hill Climb. For 1933 a similar but 8-cylinder four-litre car on a slightly longer chassis was added and this new Terraplane 8 broke every available USA performance record in its class, some of which then stood for 17 years. It was on the latter that the first Railtons were based. The birth and development of the Terraplane in the USA coincided with the decline of Invicta in England. Old Etonian Noel Macklin, in whose factory the Invicta was put together, had not made a profit for some time, if ever. Not that there was much wrong with the cars, price apart. The high cost was the penalty of buying bits from here and there, spending a lot of time fitting them together, plus a lot more testing the result. Macklin was fortunate to find a buyer for the firm, the Earl Fitzwilliam, who thought he would be able to make it profitable. (He didn't.) The business was moved to London, Macklin retaining his factory which consisted of a number of specially erected outbuildings behind his house at Cobham in Surrey.

As an enthusiast more interested in producing the cars he liked than profitability, Macklin's approach had produced some fine cars but no cash to go on making them. Unlike Macklin, the Hudson Management in London were not enthusiasts and viewed his interest in their new Terraplane 8 chassis dubiously. At this time quite a proportion of Hudson imports was in chassis form and English coachbuilders offered a wide range of bodies for the Terraplanes. For example, I have a sports tourer by Windover on the 1933 six-cylinder chassis. It has some similarities of appearance to the early Railton.

Macklin, said by one of his workers to be known as "The Prince" on account of his great charm and persuasive powers, got his chassis which was whisked away to Cobham to be pounced upon eagerly by the almost out of work force led by works Manager Leon Cushman. "Cushy" as he was known had long been Macklin's co-conspirator, as well as being a competition driver of some repute.

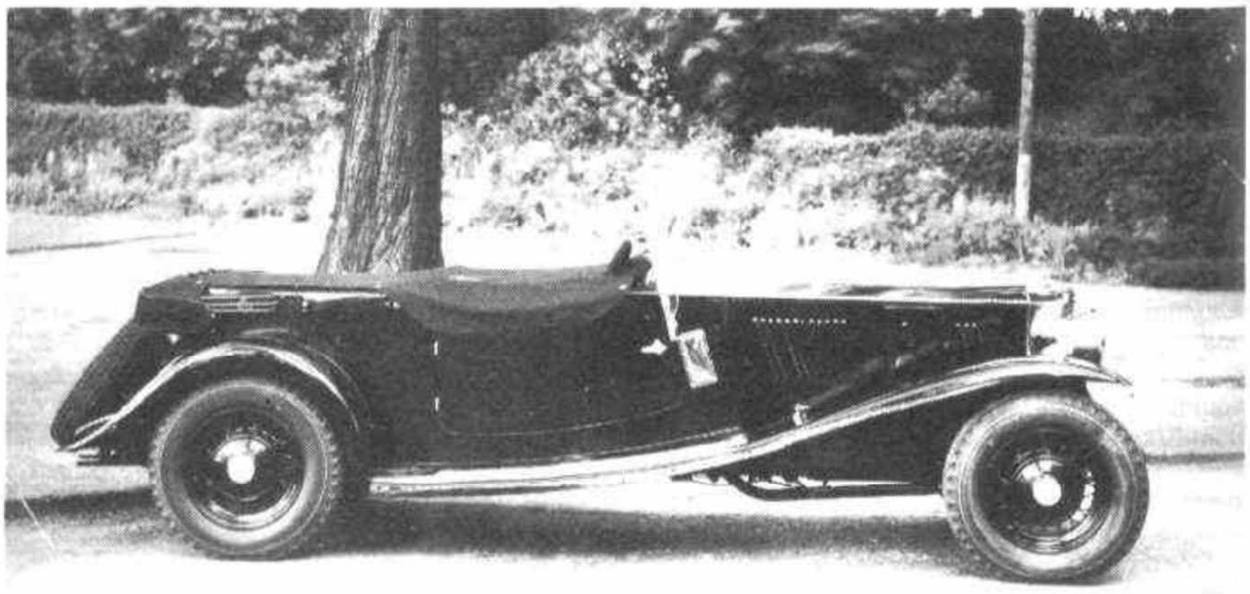
Cushman has related how the chassis was prepared for test just as quickly as possible, an old Invicta running-in rig incorporating a plate glass screen (no less) being fitted for the purpose. The screen did not survive the testing, while Cushman was lucky to do so, since it twisted back, shattering itself on his unprotected head. To his surprise he escaped with one small cut, though the steering wheel was sliced deeply. Cushman thought that the 4,010 c.c. s.v. Terraplane engine was producing more power than the 4½-litre o.h.v. Meadows, which seems unlikely; the effect of the blow on his head, perhaps? In fact, just over 100 b.h.p. was claimed for the Meadows at this time, against 96 b.h.p. for the Terraplane. Certainly everybody was thrilled by the opportunity to stay in business that the chassis presented and a prototype was put in hand with all speed.

Sercks produced a lower radiator, for which Gordon Crosby of *Autocar* is said to have designed the shell, Hartford Telecontrol dampers adjustable from the driving seat were added to supplement the original Monroe lever arm. That was it, no lowered chassis, no changed steering, not even a tuned engine.

By simply fitting lower, lighter, coachbuilt bodywork almost all of the Terraplane's virtues were to be enhanced. It became yet quicker, quieter, more economical, the mechanics lasted longer, it handled better. At the same time its vices were reduced, the somewhat inadequate brakes had less to do, it looked better and not least, with the detailed attention given to driving position and controls, it became a more comfortable, more pleasant car to drive.

The only loss was of the stiffness provided by the all steel body, but the cruciform chassis, itself quite strong, had its rigidity increased by the steel

AN early (1933) Railton Terraplane light sports tourer. The cast disc on the hub-caps reads "RT" and covers up the legend "Terraplane 8".



floor pan with which it was supplied as standard. Normally the coachbuilder would retain most of this floor pan, usually only cutting it for rear footwells. Undoubtedly Railtons flex and twist less than many coachbuilt cars of the period.

The first car had coachwork built by Ranalah. It was a four-seater sports tourer with all panels and wings in aluminium; finished weight was 21 cwt.

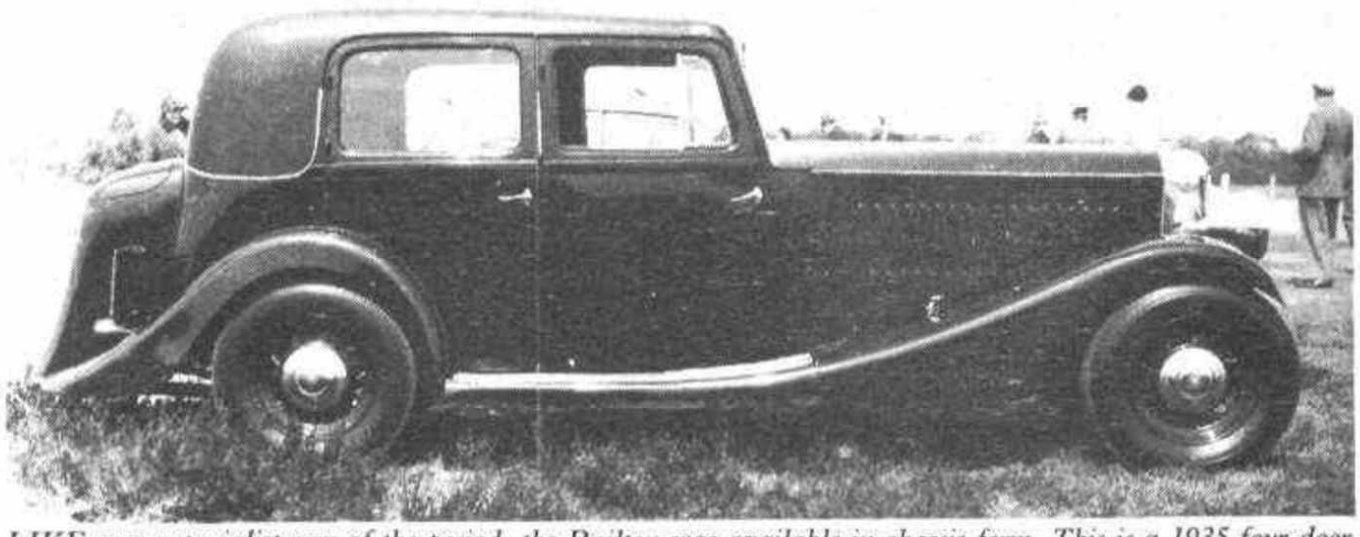
As much as possible of the Hudson-supplied equipment was retained, sometimes craftily disguised. For example, on the hub caps, a cast disc bearing the monogram "RT" (Railton-Terraplane) covers the legend "Terraplane 8". Less obvious is the fuel-cum-water temperature gauge, where a new black face hides a white one carrying the inappropriate word "gas". The very simple six-volt Autolite electrical system was unchanged and there have been times when those trying to start a recalcitrant engine have cursed that piece of parsimony.

S. C. H. Davies, trying out the first car in the summer of 1933, presumably had no such problems, since he reported glowingly of it in *Autocar*, stressing the outstanding top-gear performances and quiet running. He it was who publicised the myth of the lowered chassis, just possibly misled by the thin steel valances attached to the chassis sides and extending below them! They have aesthetic value but nothing more (unless it be to foster the idea that the chassis *had* been lowered).

For Macklin's purpose it would have been helpful had it been lower, or if it could have been lowered conveniently, but it needed no cosmetics. It stood on its own as a well thought-out design, conventional enough on its four, semi-elliptic springs, but thanks to mass-production methods, it was a frame, made from ordinary materials, of a lightness and strength which the small manufacturer would have found prohibitively expensive to produce. It was not as light though, as the bare frame of the contemporary 3½-litre Bentley. But then the Bentley used its engine to brace the chassis, the Terraplane didn't. The Terraplane's engine and gearbox were insulated from the frame by a three-point rubber mounting. All this and more was discovered by Rolls-Royce, when they were intrigued enough to acquire a Terraplane for examination. They also found that with the running chassis it was a different story, the Terraplane now being much the lighter.

Raymond Mays has written of the large quantities of material that they removed from the chassis and fittings of the Invicta that he campaigned so successfully. No need for that on the Terraplane chassis; the manufacturer had already seen to it! No extra weight, no extra complication, no two fastenings if one is sufficient, these were the watchwords.

They may have gone too far when they designed the brakes. Operation is neat enough, a cable from each wheel following a branch of the cruciform to the centre of the car; no cross-shaft problems. It is the notorious Bendix system, where the shoes self-servo, working in small drums which cause most of the trouble. The sensation at the pedal is of powerful braking lacking in feel, rather like some recently heavily-servoed systems. While it will, if properly set up, give good stopping in average conditions, hard braking from high speed is likely to arrest heart before car, due to the difficulty in getting precisely equal braking at each wheel. The owner of an early Railton is likely to spend more time trying to keep the brakes up to the mark than he is on the rest of the car. The engine is far less trouble. Mileages of around 200,000 were not



LIKE many specialist cars of the period, the Railton was available in chassis form. This is a 1935 four-door saloon by Carbodies.

unknown before major work was needed. Like the rest of the car, it is wonderfully light (for a cast-iron engine), a result of its simplistic design and some good foundry work (the latter impressed R-R too). Although often criticised for inefficiency, it must have produced a fair amount of the claimed 96 b.h.p. at 3,600 r.p.m. to propel cars of considerable frontal area at over 80 m.p.h.

At the heart is a fine crankshaft carried in five main bearings, not pressurised, but the lubrication system had been well developed, which earlier low-pressure systems by the company had not. (A novelty on the six-cylinder Essex was that it tended to run bearings going downhill!) They now seemed determined to make the principle work, with the result that the system became so elaborate that a pressurised one would probably have been cheaper. It worked well, giving long bearing life, and survived into the 1950s (the last production car engine to use this system?).

Thought of as a slow-speed, high-torque engine, which it is, developing its maximum of 190 lb.ft. at 1,500 r.p.m., one of the 8-cylinder Terraplane's advantages over its six-cylinder rivals of similar capacity lies in its lighter reciprocating parts, Hudson's always being most particular about piston-weight. As a result, these engines had a maximum of 4,500 r.p.m. and, as was shown by tuned versions, were safe to much higher revs. The standard lubrication system was said by the makers to be good for 5,000-plus r.p.m. Tuners seem to have had little trouble with components and, after supercharging, outputs of about 150 b.h.p. have been claimed.

Whatever the power, it was transmitted through that Hudson speciality, the single-plate cork clutch with its own lubricant; Hudson's had always used this type and always would. They claimed 50% less spring pressure than a dry clutch, to transmit a given torque. In practice it is a smooth, long-lived unit, slightly more trouble than a dry clutch, due to the need to replace seals during an overhaul and to change the fluid occasionally.

Another Hudson speciality was their tiny three-speed gearbox. Kind people have called it a marvel of miniaturisation. Those who have dismantled them a few times are less kind, if no less picturesque in their language. Trouble usually starts by second gear jumping out of engagement, whereupon some people just carry on without it. Others use bits of elastic, wire hooks under the dash, and other fearful bodges, to postpone the inevitable.

In truth, used reasonably, the box lasts well enough. My present 1933 Railton, used by my wife and myself since 1964, has what appears to be an original untouched gearbox. The car sees considerable service, including touring and competition work. Yet although these boxes were the earliest, most fragile, of the series, mine has given no trouble. The lever was bent down to the horizontal for Railton use. There is no synchromesh (there is hardly room for any) and there is the unusual arrangement that the clutch pedal must be depressed before the lever will move into or out of second and top gears. (On later boxes first and reverse gears operate in the same way.) The arrangement reduces the self-destruct tendency and allows a light change.

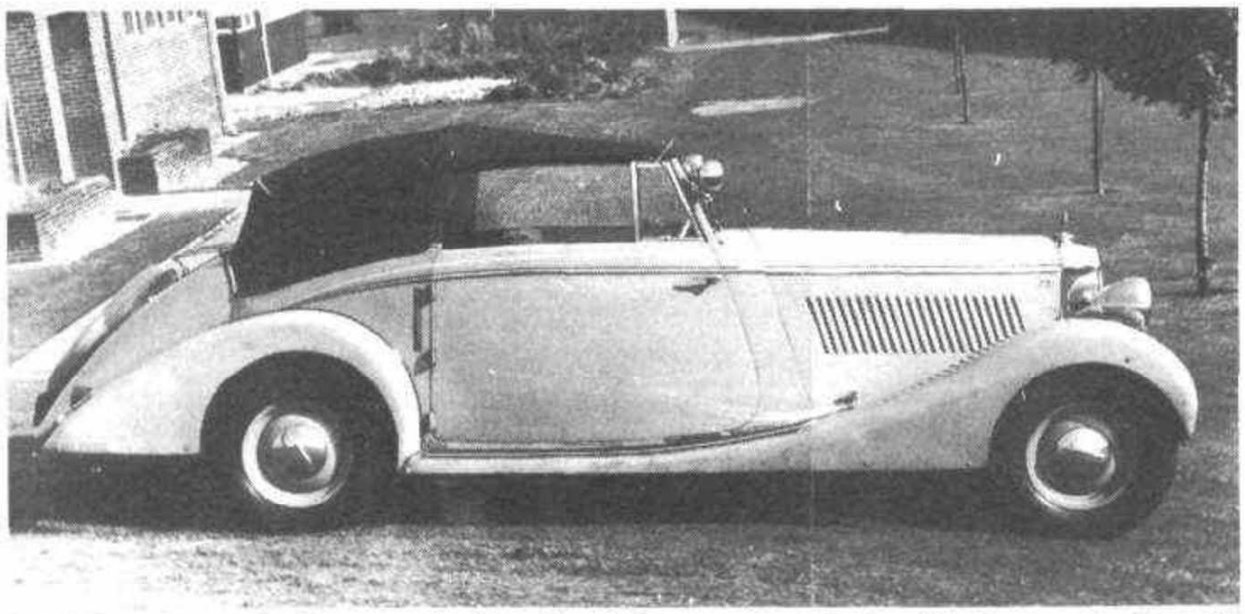
Labelled as roller skates, the 16" bolt-on wire wheels carrying 6.25" tyres were another novelty, since at this time no English car used wheels of such small diameter, or of such large section on a car of this weight. The new 3½-litre Bentley, for example, which was a larger, heavier car, used 5.50" x 18" tyres. It seems that English manufacturers were slow to exploit the potential benefits to ride and road-holding offered by the development of smaller, wider wheels. It was 1939 before Bentley reduced the diameter to 17" and they only reached 16" on the post-war Mark VI. By 1938 Hudson, in common with some other USA manufacturers, were offering 15" wheels, though they appeared only on the two post-war Railtons.

All subsequent Railtons followed the pattern of the first cars. There were many modifications, but the general design and many parts, even on the post-war cars, are unchanged from those used in 1933.

So what are they like to drive today, these early Railtons? Rather fun, for this is one of that select band of pre-war cars which may be driven with equanimity (as much as anything can be), in today's traffic. It will accelerate with the rest. At town speeds it will stop with the rest. No need to impede the traffic-flow in a Railton; more likely that the traffic will impede you. On the open road 60 m.p.h. is effortless, 80 m.p.h. attainable on any short stretch. Moreover, it is all achieved without too much fuss. The three gears are better spaced than four often were. If wanted, 40 m.p.h. is possible in first, over 60 m.p.h. in second; not that it *is* wanted, normally. With all that torque the Railton driver makes little use of the gears, and is likely to be disturbed more in heavy traffic by the noise around than that of his own machine.

Even if it is not the best in the world, the gear change is, on the occasion when it is needed, quite quick. A little inconveniently though, the central gear lever is matched to a r.h. hand-brake lever, a good one operating on the four wheels with similar power to the footbrake and thereby complementing the lightness of the other controls.

The first car did 0-60 m.p.h. in 13.4 secs. and



IN 1937, an improved engine appeared, while wire wheels were replaced by discs. This drop-head is a Series III by Coachcraft.

had a top speed of 86 m.p.h., which meant improved acceleration over the 4½-litre Invictas that it superseded, but a lower top-speed. Not much lower though, since the Low Chassis "100 m.p.h." Invicta produced, on test, 91 m.p.h.

Now and throughout its life, the production Railton's top speed was to be restricted by its low-geared final drive, (3.9:1 at first) a penalty of its Hudson ancestry. A higher-geared axle might have resulted in too high a bottom gear and would have meant increased use of the fragile second gear. It was simpler to sell acceleration and flexibility. In any case, a top speed of around 90 m.p.h. was soon achieved and this was enough to bring it to within two or three m.p.h. of the best of the opposition, though at this speed the engine was revolving at a rate well beyond its peak-power output. The opposition in this class came mainly from Bentley & Lagonda, both of whom introduced new models at about the time that the Railton appeared.

The 3½-litre Bentley, in particular, created some excitement, being the first Rolls-built model. It and the Railton were much compared, even though the former was almost three times the price of the latter. For a while I owned and ran a 3½-litre Bentley, alongside my Railton. In many respects they are not comparable at all. On the Bentley every control that is touched, every part that is examined, proclaims itself to be of high quality. This quality combined with very good performance, exceptional refinement, in a car of considerable elegance (usually), puts it into a class of its own. Nothing can be compared to it.

Yet, in action, it is not beyond reproach. The gearbox has the common failing of the time of a too-low bottom gear and a second gear too-high for starting, with a slow change between the two. Only the most insensitive will attempt the sort of getaway that today's motorist considers normal and if he slips the clutch to do it, he'll soon discover another snag; that the clutch is only adequate for its job, and is expensive and very time consuming to replace. The last two observations may, of course, be applied to practically everything on the car.

The other weakness of the Bentley is in its chassis and suspension. The chassis is not stiff, the suspension is. Consequently, the ride on bad roads is poor and the bodies, though normally well made, suffer. In driving at up to about 60 m.p.h. the Railton has the edge, with its easy going and comfortable ride. As speed rises, the Bentley becomes the better. Its engine sounds more pleasant, with its better breathing and it now accelerates more easily. Its steering, always more precise than that of the Railton, gives more confidence, the ride improves. No doubt the Bentley is the better car, as it should be, but in terms of chassis design and sheer performance, the Railton is more than its equal.

The Railton's other competitor, the 4½-litre Lagonda, is different again. As might be expected, it shows some similarity to the Invicta, having taken over the same Meadows engine and using similar high gearing. This gearing is not unconnected with the engine's tendency to roughness at high revs. (at anything much over 3,000 r.p.m. on these early engines). The 1933 M45 Tourer tested by the Press had a top speed of about 90 m.p.h., got to 60 m.p.h. in 15.4 seconds, which put its performance on a par with that of the Bentley. At 32½ cwt. it was easily the heaviest of the three. It seems to be well made, less refined than the Bentley, priced between the Railton and the Bentley. The Lagonda was to be much improved over the next few years, but then so were the other two, and other manufacturers were to try for a piece of this market for large, high performance touring cars.

About 50 Railtons were produced in various body styles on the 1933 chassis, of which five survivors are known. The cars on the 1934-35 chassis are around in some numbers and have some worthwhile improvements, best of which is an increase in power. This was largely due to a new tappet, which increased the effective valve overlap, though bore-size was increased slightly to 3", producing the capacity of 4,168 c.c., which was to remain unchanged for the rest of the engine's production life, and a new cylinder head (the Powerdome) was fitted. The single carburetter was given an automatic choke ("Climatic control") and there was thermostatic hotspotting of the inlet manifold.

A hallmark of all except the very first and very last Railtons is the polished aluminium-faced plywood firewall. It carries the wiring and usual accessories, laid out with eye-catching neatness, in contrast to the untidy cast-iron lump in front of it.

Two inches were added to the wheelbase on the new chassis and telescopic shock absorbers ("Road-levellers") replaced the lever-arm ones. An optional extra offered by Hudson and fitted to some Railtons was "Axle Flex", a kind of almost-independent suspension that bolted on to the semi-ellipties, in place of the normal front axle. Whether it has any merits is still disputed regularly. Sufficient to say that, as a result of some fairly unscientific experimental work, it has been *nearly* proved that it does improve the ride and roadholding! But the most enterprising drivers find that they use parts of the tyres that other cars never reach . . . On the road the extra power of the 1934 car is noticeable, but experience suggests that with or without "Axle-Flex", ride and handling were a little inferior to the first cars. Performance, though, was inferior to nothing in its class. In the tourer tested by the Press, 0-60 m.p.h. was possible in 10.4 sec., which put it ahead of all except the most exotic of machinery, quietly too! Its top speed of 90 m.p.h. equalled that of the opposition and its price of £555 made it a bargain. It was also notable for being the first car to climb the Brooklands Test Hill in top gear from a standing start. As tested, the optional high-compression head ("Super Powerdome") offered by Hudson was fitted, giving a 7:1 ratio in place of the usual 6.25:1. It was a composite aluminium / cast-iron affair, making the aluminium the meat in the cast-iron sandwich of the block and upper head.

Twelve volt electrics were now offered on the Railton, first as an option, later as standard, using Lucas equipment. Later still, for 1937, Hudson provided all their chassis and cars for the English market with 12 volt Autolite equipment, so the Railton reverted to the American Company's electrics.

For 1935, brake operation was through the "Rotary Equaliser", a grandiose name for a very minor improvement that did not even do what its name implies and act as the balancing mechanism that the system needed.

It took until 1936 to tackle the brake problem, when at last Hudson introduced hydraulics, in drums of larger diameter. At the same time the front axle was pivoted from the chassis on two radius arms ("Radial control"). As a result, ride, handling and braking were all improved, especially braking, though the brakes still lacked "feel". New five-bolt wire wheels accompanied the bigger brake drums. Other improvements included a reworked cooling system with thermostat, and Cobham contributed a short, remote gear-lever. An unique and well worthwhile feature that came with the hydraulic brakes was a mechanical follow-up, which, if the hydraulics failed, meant that the pedal, when pressed, would operate the rear brakes through the hand brake cable. It is no gimmick; using it one can lock the back wheels and doubtless it has saved the bacon of other folk using neglected examples of the *marque*. Hudson improved the gearbox a bit from time to time, one refinement, rare on cars of the period, which appeared in 1934, being a linkage which takes the reverse gear idler out of mesh when it is not in use, making the box quieter and reducing oil drag. Many people consider the 1936 Railtons the best produced, for although 1937 brought a better engine, it also brought some retrograde developments. The steering, which was a little low geared in 1936, was geared lower still for 1937, while the wire wheels were replaced by disc wheels.

Viewing instruments obviously of Hudson ancestry does nothing to relieve the pain in the right knee-cap caused by inadvertently using it to release the new under dash "umbrella" type hand brake. To be fair, Smiths instruments were still standard on the more expensive versions even if a decent hand brake wasn't available.

The modified engine which Hudson's produced for 1937 is a definite advance, Larger ports, cast in the block, are mated to improved manifolding attached to a twin-choke Carter carburetter, replacing the single choke. Breathing is much improved, these engines pulling strongly at 4,000 r.p.m. and more, at which speeds the earlier

engines are fading away. A pity that these more sporting engines went into less sporting cars, though the saloons and drop-heads available performed just about as well as their more sporting predecessors. The Cobham model, for instance, a four-door saloon, fashionable in its razor-edged Coachcraft body all in aluminium including the wings, still weighed more than earlier cars at 27 cwt, yet managed a top speed of 90 m.p.h. though the 0-60 time of 15 sec. was slow by Railton standards, a reflection of the extra weight. The performance of this comfortable quiet car at speeds of 50 m.p.h. and more is noticeably better than that of previous Railtons.

The opposition had not been idle and by 1937 there was more of it. The Bentley had a 4¼-litre engine, a stronger clutch, a bit more weight. The last mentioned stopped its acceleration equalling that of the Railton, but it was probably a couple of m.p.h. faster. The 4½ Lagonda had been much improved by W. O. Bentley. It was more refined, rode better. It was now not only the heaviest and the thirstiest, as the Rapide it was fastest of the three. In saloon form it was a close match for the Railton but cost twice as much. Another contender in this class was the Alvis Speed 25 (3½-litre). In some ways more forward-looking than the others with its all synchromesh gearbox and independent front suspension, it lagged behind them in sheer performance at first, but later as the 4.3-litre it went ahead and set the standard for the future. Of more significance at Cobham would be the S.S.-Jaguar, which as a 3½-litre saloon or drophead coupé was a similar sort of car to the Railton, in a similar market sector. Like the Railton, it offered a lot for your money while not doing some things all that well. Railton's had nothing to compete with the SS-100, but if the Light Sports Tourer could have been developed, they would have had. Two (maybe three) were built in 1935. The changes were simple enough for several people to have produced copies in recent years, some with greater accuracy than others. The engine was moved back in the chassis and a higher geared crown wheel and pinion was fitted. A Marles steering-box and very light four-seater body almost complete the picture. Even the engine was not exactly super-tuned; the original manifolding was retained, a single choke Zenith replacing the Carter. The compression ratio was low enough for the car to run on the pump-fuel then available.

Of the two cars known to exist, the one campaigned by Charles Follett is the better-known. It is now resident in New Zealand, in sadly butchered form. The other is in this country, is original, and was rallied by Kingston-Whittaker with success. The Follettt car was tested by *The Autocar* and recorded the oft-quoted 0-60 m.p.h. in 9.8 sec. and a top speed of over 100 m.p.h. Follett acquired the car from Railton's in 1938, when it was thought to have covered about 50,000 miles. Further detail tuning was undertaken by his mechanic, Dick Oats, and the car soon became capable of a 112 m.p.h. lap at Brooklands.

Technically, the Railton was a success, but then so had been the Invicta. Perhaps more to the point is, was it successful commercially? It seems to have been, though not outstandingly so. At one stage Macklin solved the cash-flow problem by encouraging his friends to buy chassis, the friend, upon sale of the completed car, getting his money back plus a bonus. Reid Railton collected a royalty on each car sold and, that apart, had little to do with the company, though his role as consultant was always much stressed. His name on the radiator was probably worth every penny he was paid; obtaining its use was a shrewd move on Macklin's part. On Reid Railton's side the money would compensate for the embarrassment he would have felt at having his name attached to a design that wasn't exactly his style.

By 1938 Macklin's preoccupation was with boats rather than cars. His idea for a Gun-boat which could be assembled anywhere convenient to a slipway had been accepted by the Admiralty and the works at Cobham became headquarters of the project. With more and more of the space at Cobham being used for the Design and Administration concerned with the "Fairmile" gunboat, only a handful of cars was produced in 1938-1939. In 1937 the Railton Cars' trade mark was sold to Hudson. At this stage ten chassis were still "in stock" at Cobham, which were built up after the war. There was not much going for Hudson in post-war Britain. The dollar premium effectively stopped the import of new cars from the USA. Not surprisingly, the English management were keen to reintroduce a Railton, planning to move up-market a bit, making it more of a "prestige" car. To this end two chassis, made in 1945, were imported. But it was only at the 1948 Motor Show that the first completed car was seen. It was a drop-head, having, from the front, some resemblance in appearance to the Austin "Sheerline". Coachwork was by University Motors. It cost £1,500 to build, attracting £2,500 in tax; this plus the dealer's commission was said to have produced a sale price of £4,168, or exactly one pound note for every cubic centimentre of engine capacity. The Railton had moved up-market too far! That money would buy one and a half Mark VI Bentleys, then give you some change. The final blow, if one were needed, was that at about the time that this new Railton at last appeared, the Hudson chassis finally disappeared, as the factory went into production of the new "*Monobuilt*", "*Stepdown*" cars.

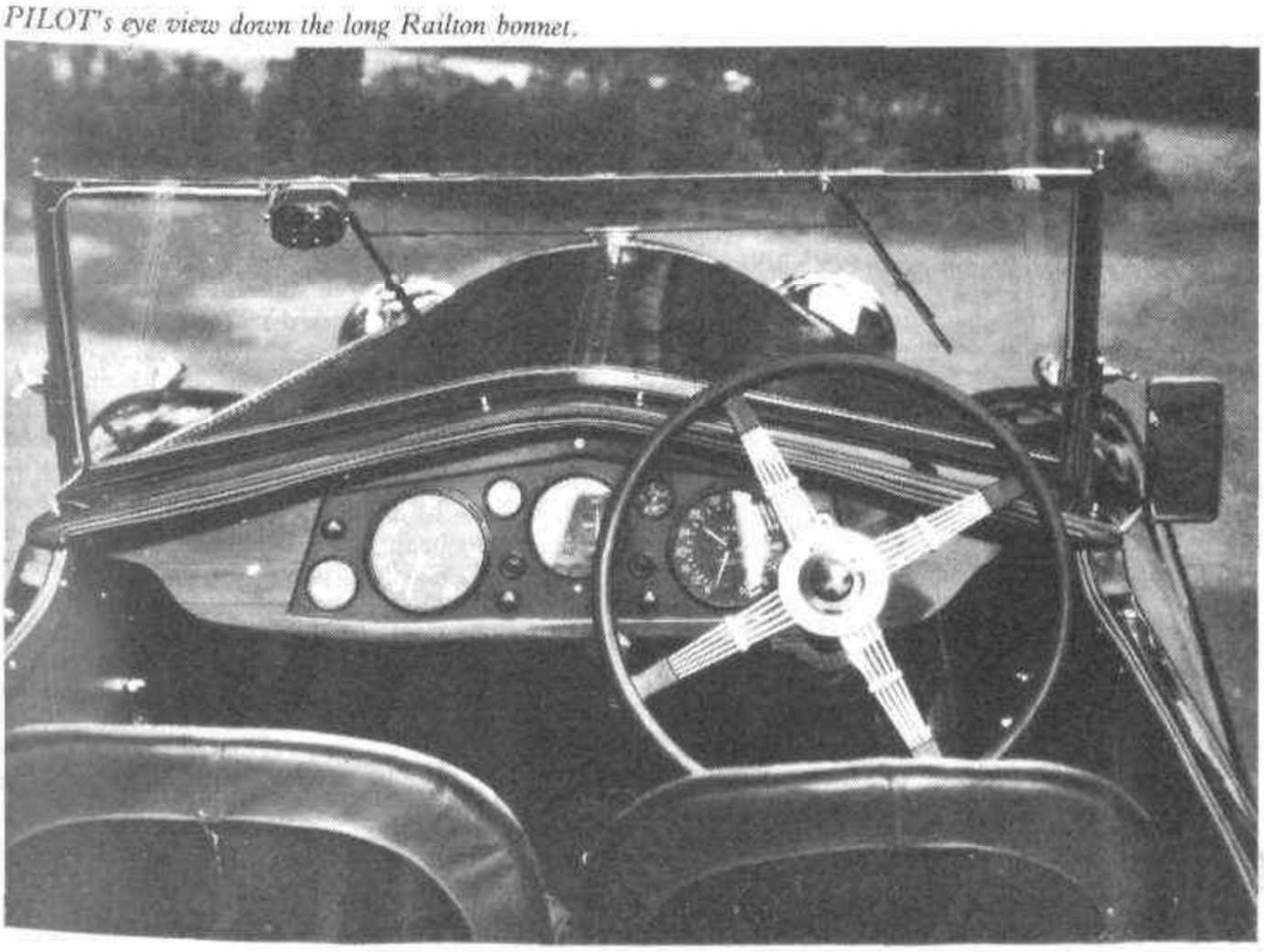
The second and final chassis to become a Railton was bodied by Airflow Streamline's of Northampton. It was completed in 1950. If it bore a resemblance to the contemporary Daimler DHC this was because it used the same body-panels. Doubtless the post-war Invicta obtained its bodywork from the same source. These post-war Railtons were civilised carriages, with independent-front-suspension, heater, radio, etc. There was a steering column gear-change and on the first car, overdrive. Neither was tested but with only a small increase in the compression-ratio to 6.5:1 and no weight reduction likely, it may be assumed that performance is little different from that of the pre-war versions.

On taking the wheel of the last one made (which is in excellent condition, after covering very few miles) I expected the IFS to provide the most notable change, but surprisingly the ride remains fairly hard and roll free. The odd body noise acts as a reminder that the body is coachbuilt in the old-fashioned way, lacking the rigidity of the more up-to-date cars of the period, though the steel Hudson scuttle is incorporated into the structure. Brakes and steering, as expected, require little effort and have little feel. The post-war gearbox, with synchromesh on second and top, makes the occasional changes required quick and easy. Engine performance seems equal to pre-war but is produced with, if anything, even less noise. One can imagine the car appealing to the business-man of the time, but overall he would probably tend to settle for a Mark VI. Bentley, which was superior in every way and cost £1,500 less.

If Railton were finished as a *marque*, Hudson certainly weren't yet. Their "Stepdowns" did well and in six-cylinder Hornet form (still with side-valves) out-performed most and they apparently handled well, too. What a pity Hudson's didn't market an English version of it as a Railton. With decoration removed, decent Smiths instruments, separate front seats, and a floor change, it could have been good, and since Hudson's were paying Reid Railton a retainer, he might have been allowed to develop it, which would have been better still. . . .

As it was, the last Railton, like the first, was a straight-eight. It is as such that it will be best remembered, not as one of the World's finest cars, but when new (and now) offering more in the way of refined performance, plus a degree of elegance, for your money, than anything else of its type. — **Geoff P. Moore.**

PILOT's eye view down the long Railton bonnet.



Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD CAR MATTERS

MOTORING AS IT WAS

A Look-Back to the 1920s

(Continued from the February issue)

WE LEFT Owen John, the motorist whose 1920 activities we are following, looking at, and reflecting upon, the 1921 London Motor Show, held in the halls of Olympia and the White City. Having had quite enough of this exhibition, O.J. thought again of the open road, the beauties of the English countryside in the autumn when the woods are a welter of golden glory and the fields a crazy quilt of colour. He then went to bed and on awaking found the whole earth white with snow — as it seems likely to be at any minute, as I write this! That was followed by discovering, back in 1921, how the then-modern rubber tyres took no notice of the slippery conditions that used to send cars skittering all over the place and into the ditch. I think O.J. was either lucky or was being over-kind to the tyre manufacturers with that remark because it seems to me that even on our far more grippy tyres of the 1980s, there is precious little control left if you run onto frozen rain under snow, or worse, onto black ice. Many years ago I had a bad prang in a Morgan Plus-Four, after sliding on a corner coated with black ice, for although the use of opposite lock eventually straightened things up, I was by then on the wrong side of the road and slid on into a stationary lorry. Only the other day, driving the Alfa 6 westwards from London, a blizzard quickly covered the road with snow and on the really slippery bits, the car was quite out of control for several yards, only complete ignoring of the brakes, using "hold-I" of the auto-transmission to bring speed down, saving that slide into a ditch. Here I may say that I had foolishly continued my customary route home, going from Stow-on-the-Wold to the M5/M50 before Tewkesbury, a lonely route, and although I was confident of getting down the hills thereon safely, in that bottom gear, I was not in the least confident about getting up those which lay ahead, and quite expected to have to spend the night in the car, so I regretted that I had not forked right opposite the one-time Harry Ferguson estate, for Broadway, Worcester, and similar civilised places. I was, therefore, both relieved and very impressed by the manner in which the Alfa Romeo clawed its way up the slippery gradients on my deserted cross-country route — as O.J. was full of praise for the grip of 1921 tyres, so I was grateful to the Michelin XVS covers on the Alfa, allied to rear-wheel-drive with a limited-slip differential. . . .

Reverting to 1921, where on this page we are supposed to be, I see that on his winter drive O.J. found that as soon as his engine had warmed up, so did the car's occupants' toes (how spoiled we are, with today's heaters!) but that the fog brought about by a snowfall was not easy to negotiate, 62 years ago. He also worried about a cracked radiator, or worse, if the car was put into the unwarmed motor-house, without first draining-off the cooling water. ". . . though perhaps nothing happens", he observed, "one's conscience is apt to smite one in the stilly night". Well, most of us must have experienced this anxiety before anti-freeze became the norm, unless using an air-cooled engine. O.J. overcame his conscience (was that the right word?) by investing in a CL heater, said to have originated to keep aeroplane engines always ready and willing, during the war. Well, you can still buy similar safety lamps in 1983, for between £3 and £4, which not only safeguard the car's cooling system in winter, but by keeping the sump-oil viscous, help a vintage car's starter, in the cooler weather. They are designed on the miner's lamp principle I think, and burn paraffin, staying alight for many days on one filling — I am surprised to find that O.J.'s heater was a *petrol* lamp, which sounds rather inflammable. . . .

O.J. had bought another gadget at this time, in the form of a 7/6d (37½p) boot-scraper, to fit to his Crossley's running-board — but when was a new car last made with running-boards?

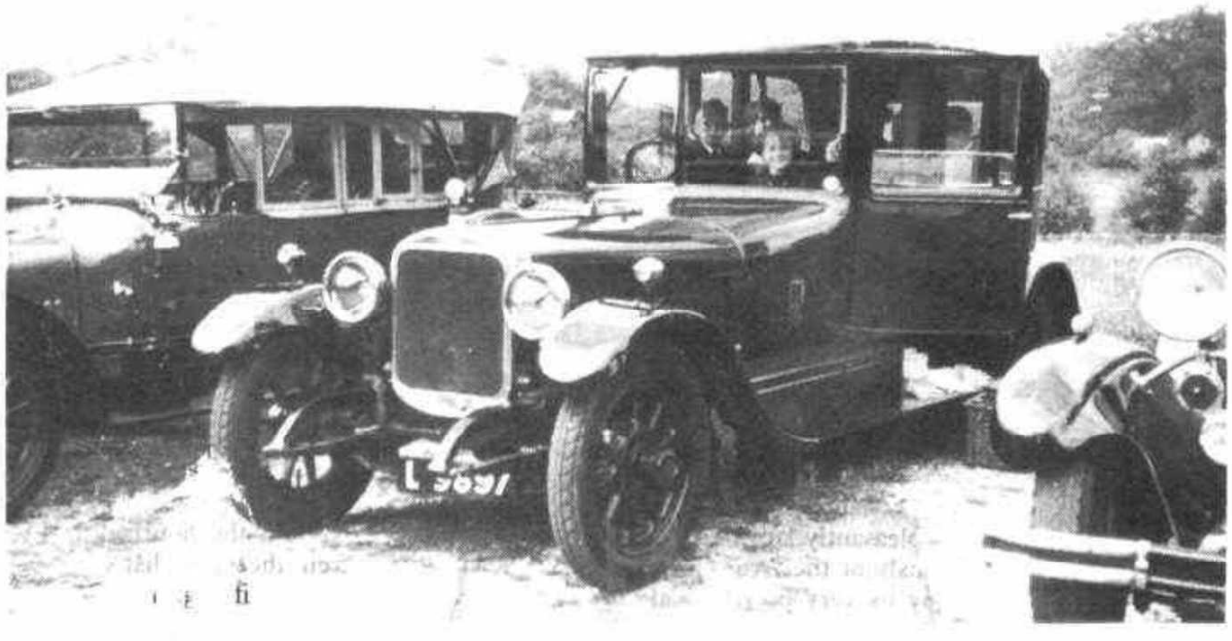
The Show had made old O.J. a bit small-car conscious and he confessed to thinking about having one, but only in addition to a bigger car. He loved driving a small car when he was alone, but found them impossible if four people and their luggage had to be accommodated, although by luggage O.J. was thinking in terms of a change of clothes for all the family if on a visit, golf-clubs, tennis-rackets, guns, cartridges, or the spaniel dog. Otherwise, he found small cars as fast as he wanted to go, and appreciated their economy. One is reminded by this that car-ownership was still something of a snobbish affectation in those early post-war years and O.J.'s unconscious recognition of this makes one appreciative of today's small Hatchbacks, which absorb our less "county" possessions so much more easily than a 1921 light car. When it comes to small cars, he pointed out that there had been no need to go to the Show to see them — the eternal "Lizzies" (Model-T Fords), he said, were ever a show in themselves and the roads of 1921 were covered with them, in all their forms and shapes. "They are not *chic*, they are not particularly comfortable or luxurious in their ordinary condition, but they 'take you there and bring you back', and they never complain or expect to be treated like a pampered pet, and they are often the first stepping-stone to the acquisition of other kinds of cars", observed O.J. Which I was amused to read, because not long before I had "crossed-the-border" out of Wales to look upon Fords of just that sort, including a re-created sporting one about which I may be telling you, later on. . . .

We are, of course, in an age when O.J. thought nothing of flooding the carburettor of his Crossley to get it to start on a cold morning and when the question of whether or not to grease the road springs was such a pertinent topic that he was calling for an RAC trial or an AA inquiry into it. Even now there are those who think that you shouldn't grease the leaf springs of a vintage car because this reduces their frictional benefits and that to fit gaiters to simply keep the freshly-applied grease in means that the springs are never re-greased, assuming this to be thought beneficial. I can only remark that when a son-in-law refurbished my 1922 8 h.p. Talbot-Darracq a few years back we were very favourably impressed by the prompt and inexpensive manner in which the Wefco people supplied, through the post, spring gaiters which fitted its four ¼-elliptic springs like gloves, and how much smarter they look than exposed springs. (I think Wefco are still supplying them.) O.J. confessed in 1921 to using Duco gaiters on the springs of his big Crossley and found this 35 cwt. car with its tyres inflated to 45 lb. at the front, to 50 lb. at the back, then rode more comfortably.

All this "dates" this piece, but it comes as something of a shock to discover that in 1921 rear lamps or even reflectors on pedal-bicycles were not a legal requirement, as they had been during the war apparently. In fact, O.J. himself confessed to riding home three days a week from the railway station a light-less bicycle, which he threw into the ditch if a motor vehicle was heard coming up behind. His excuse was that this was "one of the loneliest lanes in the land", so that few cars used it. (It was somewhere in Berkshire, I think, and I wonder what it is like, today!) One evening O.J. felt a bump behind and went back to see a hare he had run over, which he had for dinner. Motoring was a more leisurely pursuit that it is in the 1980s and it is amusing that in 1921, although most cars were by then equipped with electric lighting, the term "lighting up" was still in use, a throw-back to the age of oil and gas-lamps on motor vehicles, obviously.

(To be continued as space permits)

GOOD use for a running-board on this 1921 24 h.p. Sunbeam — for a toolbox and the picnic things.



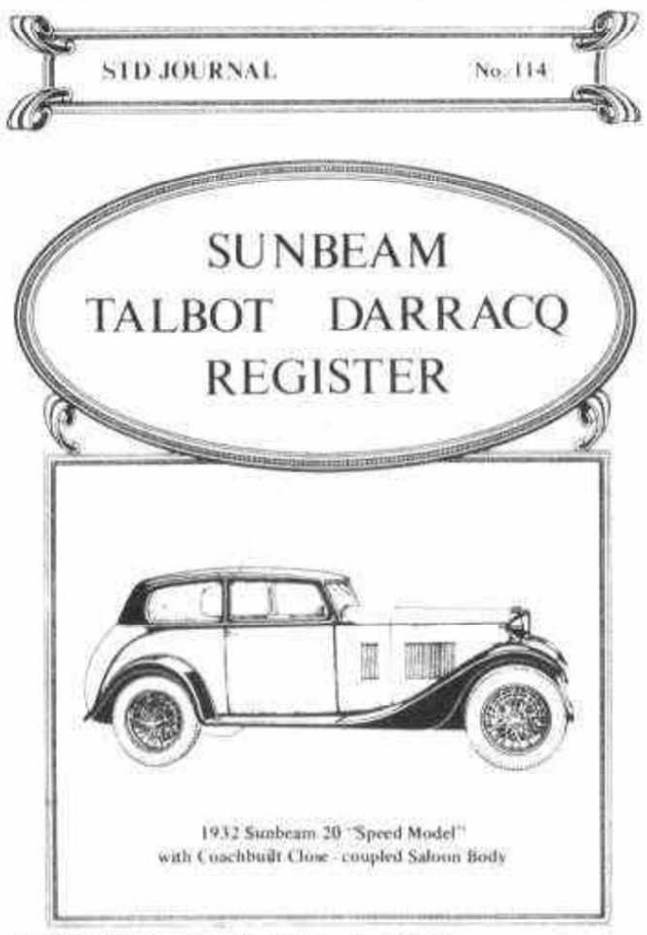
A Minor Matter

THIS HEADING does not refer to the still-popular Morris Minor, nor will it interest those vintage-car folk who might think it is about the Calthorpe Minor. It has been sparked off by an epoch-making discourse which appeared last year in *Autocar*, in which Edward Eves told how the young Louis Renault and his three-year-old Renault Fils et Cie pioneered the side-valve engine and several other innovations as well. Eves showed that such an engine was used for the 1902 / 03 Model-K Renault and a minor mystery arose only because it was not clear whether such an engine had featured in the Renault light-car that won for Marcel Renault the important Paris-Vienna race of 1902 against opposition from far larger cars, or whether that racing *voiturette* had retained automatic or atmospherically-opened inlet valves. The matter was, in my view, very convincingly cleared-up by Kent Karslake in our issue of last February, so this outpouring is not about the Paris-Vienna Renault but about the valve arrangements on veteran cars in general. In passing, though, I would say that while this minor mystery was in the public eye, MOTOR SPORT asked Renault's PRO for a photograph of the engine of the P-V racing-car in their Paris Museum. The reply was that the only one available was of the complete car. Apparently no-one was prepared to take a camera and obtain a picture for us. However, no sleep was lost, as the engine of the car in the Museum is rumoured to be non-original, anyway. . . .

The first four-stroke petrol engines had to have inlet and exhaust valves and it was logical to put the latter beside the cylinder, as a side valve, as it had to be mechanically lifted from its seat on the exhaust stroke, and operate it from a cam in the engine's base-chamber, but to use an inlet valve in the head, sucked open by the descending piston and closed against the pressure of a light valve spring. This was beautifully simple, especially with a single-cylinder engine. The disadvantage of letting nature open the inlet valve was that it did not respond until the pistol had descended some considerable distance downwards, on its inlet-stroke, because before this there was insufficient "vacuum" to overcome the action of the valve spring. Nor could the inlet valve be kept open after b.d.c., for as the piston rose on its compression-stroke there was no suction to pull the valve down. For this reason, and to get as large an inlet valve area as possible to combat its timing deficiencies, automatic inlets were located in the head, above the piston. Had they been placed at the side of the cylinder, they would have had to be sucked open against not only valve-spring pressure, but their own weight, and I doubt if it would have worked, but if anyone knows of such an engine I stand corrected. . . .

When greater efficiency was called for and valve timing and overlap began to be understood, inlet valves were also mechanically operated, and it seemed logical to put it or them at the opposite side of the cylinder(s) to the exhaust valves — the T-head arrangement — with a separate cam or camshaft to prod them, Mercedes probably being the first to do this, in 1901. At the expense of a wide cylinder block this enabled cross-flow of induction and exhaust to be achieved, and it enabled large valves to be used. The T-head engine survived up to WWI, a notable example being the sporting Alfonso Hispano Suiza.

When Mr. Eves, in the aforesaid article, wrote that "Louis Renault had the distinction of putting into production the World's first side-valve engine", what he really meant was the first *side-by-side* valve, L-head, engine. It was logical to line up all the valves, inlet and exhaust, of a four-cylinder engine along one side of the crankcase and actuate them from a common camshaft, an idea, Eves says, brought to Renault Fils et Cie by M. Viet, De Dion Bouton's designer, whose ingenious layout apparently found no favour with his then-masters. Overhead valves, whether opened by push-rods and rockers on an overhead camshaft, or camshafts, were in the future. So, for the moment at all events, I can spare you such minor matters as the different reasons why later engines sometimes had four overhead valves per cylinder, which should be larger, the inlet or the exhaust valve (remembering that, for instance, Mercedes used one inlet and two exhaust valves per cylinder for their 37/90 h.p. engine, whereas Ettore Bugatti opted for two inlets and a single exhaust valve per cylinder on most of his cars), or which production car had four *side-valves* per "pot". — W.B.



A COVER from the STD Journal.

Amongst The Mags

AMONGST the what? The magazines, those motor-club publications which are only normally obtainable by joining the clubs that issue them but which so often contain interesting items and are so sure a proof that the motor-club movement, whether one-make or regional, is in a very healthy state, that a glance through some of those we have received recently seems worthwhile.

Thus the *Newscircular* of the Southern Counties Historic Vehicles Preservation Trust has a picture from a less hectic age, of a 1910 Aveling & Porter steam waggon proceeding along Dane Valley Road, Margate, on its solid tyres towing a pantechnicon on ordinary wooden wheels, as for a horse-drawn vehicle which presumably stood up to the low speed involved, the outfit belonged to the well-known East Kent firm of F. L. Pettman, founded in 1882. This printed magazine also has data on autocycles and cyclemotors. *R. Memoranda*, monthly journal of the Riley RM Club, continues to provide not only useful information and tips to users of these cars but the amount of historical data it manages to dig up about them never fails to p[illegible]tly surprise us. *The Sphinx* journal, obvio[illegible] Armstrong Siddeley OC, is backed h[illegible] professional magazine and the *750 Bulletin* arrives each month to keep one *au fait* with all aspects of the Austin 7 scene and 750 MC racing and competition affairs. Which reminds us that the very acceptable 1983 Year Book was incorporated with the enlarged January issue, 87 pages indispensible to those concerned with the less expensive forms of motoring fun and speed.

More historical, the *Magazine of the Austin Seven Clubs' Association* is a real treat, No. 1983A carrying a fascinating article, with photographs and specifications, about how to build an Ulster and a Chummy in pedal-propelled guise, for your children.

The Amilcar Register Newsletter for January listed all the Amilcars on its books, technical and spares hints and tips and some Sima-Violet data. The *Club News* circular of the flourishing Ford Sidevalve OC is full of nostalgia, some of it pictorial, for those who remember and are fond of the smaller L-head Fords and this, like the Historic Commercial Vehicle Society's duplicated *Newsletter* (not to be confused with this Society's very professional *Historic Commercial* magazine), and many of the other Club publications, list for sale historic cars and other vehicles in the £200 to £300 bracket, proving that bargains are still to be found in the pages of such publications. The American car scene is well covered by *Multicylinder*, journal of the Pre-'50 AAC, incorporating the Ford V8 Register, its back cover for February reproducing a period Willys Overland Crossley advertisement, from the time when the Willys Whippet 4 cost £198, the Willys Light Six £295, the 20 h.p. Willys-Knight saloon £395 and the 27 h.p. Willys-Knight Six saloon £650, a sliding roof being available for £10 extra. *Pilot Affairs*, bi-monthly duplicated magazine of the V8 Pilot OC, reproduced a road-test report on a 30 h.p. Ford Pilot from *The Autocar*, from which one sees that this £764 saloon did 0-60 m.p.h. in 20.5 sec., 82½ m.p.h. and 17 to 20 m.p.g.

The British Salmson OC *Newsletter* for February had a list of British Salmsons that have disappeared, and the *Jowetteer* an illustrated piece on a 10 h.p. four-cylinder sports tourer Jowett built in 1939, with the approval of Willys Jowett, by someone whose father's brother was MD of the Bradford company from 1926-28.

Finally, the duplicated *Railton OC magazine* for February was brightened by reproductions of some Railton advertisements from the past, reminding us that Thomson & Taylor (Brooklands) Ltd. used to take colour front covers of *The Autocar* to publicise the Railton — "Reid A. Railton — Chief Engineer", it proudly announced — one such ad. proclaiming T&T the Distributors for the South of England for these cars "unrivalled for performance", and another ad., for the Light Sports Tourer, saying they would be on Stand No. 1 at Olympia, this one showing Railton DRA 231 above a photograph of John Cobb's Brooklands Napier-Railton. The engine used in the normal Railton was claimed to be able "to maintain its tune almost indefinitely", one having completed over 100,000 miles without any replacement or reboring, and still giving over 1,000 miles to the gallon of oil. Yet another ad., which the Club has used for its current magazine, claims that in 1935, when the Railton chassis cost £433, the Railton ". . . has easily the best performance figures of the whole 77 cars, as it had of 71 last year", this referring to *The Autocar's* road-tests.

These are only a few of [illegible]rishing Club magazines that enliv[illegible] motoring scene. — W.B. [illegible] —

Period Publicity

TWO of the more prized booklets in my collection of old motor car catalogues are those issued by the Austin Motor Co. Ltd. of Longbridge, Birmingham and by Leyland Motors Ltd. of Kingston-on-Thames, at a time when both these Industrial giants were making economy cars for the new band of motorists that had emerged after the war. Having referred to these little publicity items last month, I felt I must take another look at them.

The Austin Seven booklet is called "The Motor for the Millions". It runs to 20 7½" × 5" pages not counting the covers and on its front cover has a colour photograph of a lady loading her golf-bag into the space behind the front seats of a very early Chummy. The 10½ b.h.p. Austin 7 cost £165 "at works", and workmanship and materials were described simply as "Austin quality". There was no mention of a self-starter. Special insurance was available for £8 10/- (£8.50) a year.

That this advertising booklet was aimed at those new to the delights of motoring is obvious, for it speaks of the vastly widened interest ownership of an Austin 7 would bring, which could not be measured in terms of money — "fresh air, new scenes and an interest". After telling of running one for one penny a mile, it was suggested that in many cases the purchase price could show a profit. Although the text of this book is divided into that directed at women drivers and commercial travellers, the bias was towards the lady motorist, seven out of ten photographs showing a girl either driving or with her Seven, the car used for most of the shots being OK 3537 although in one of them two Chummies are depicted. There is a semi-fictitious story from the *Grimsby Daily Telegraph* called "The Conversion Of Jinks", praising the Seven; two pages are devoted to competition successes in races and trials, with a paragraph about being "Victor of Italian Grand Prix", and two pages to testimonials, some from the Press, an owner writing of averages of over 23 m.p.h. from Liverpool to Birkenhead, at 52 m.p.g. This must be about the earliest piece of Austin Seven advertising — the book's back cover shows a Chummy, hood up, driving into the night, past a drawn-in fir tree, but the artist has flooded the road with light that is clearly not coming from the scuttle-mounted headlamps! It is claimed in the business section that there were agents all over the World but only the one in Brussels is given. . . .

The Trojan booklet is called "Side Lights" and runs to 15 slightly smaller pages. The cover carries an artist's colour impression by Roland Turner of a solid-tyred Trojan tourer coming down a leafy lane with its headlamps on — mounted in this case on top of the front mudguards. Thirteen real photographs illustrate the inside pages and the book is sub-divided into imagined testimonials written respectively by The Doctor, The Daughter of the House, The Business Man, The Vicar, The Bachelor (who travelled, with his brother it says, the off-duty driver sleeping in the back of the Trojan "Wagon-lit"), and another section is devoted to The Family Holiday — all written, one guesses, by the same person. The Trojans photographed include PH 6829, PC 7195, DA 739 and TB 675, all solid-tyred tourers, and the car's many virtues are expounded, like the ease of driving, no flat tyres, seat-starting, the enclosed rear lamp, washing it by leaving it out in the rain, there being no plated parts, the supple springing, etc., and the [illegible] owner was supposed to have saved his [illegible] by [illegible] with a Leyland Portable Pump towed behind his Trojan! Again, the "penny-a-mile" theme is there, and Leyland outdid Austin by listing 28 British agents, and enclosing a post-card (½p stamp) with which to apply for a trial run.

Both these publicity booklets seem to have been issued around 1922/23 and one probably inspired the other, but I wonder which appeared first? — W.B.

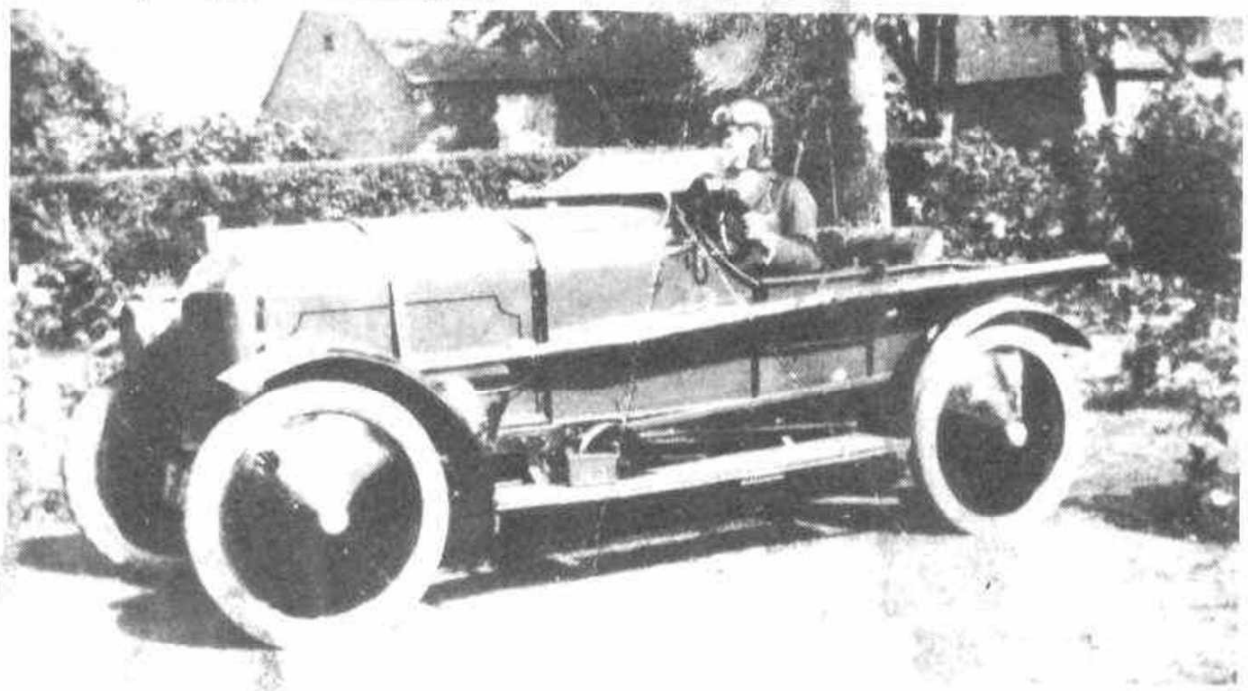
V-E-V Miscellany. — *The Lennox Herald* recently ran a centre-spread of photographs of old-time transport in Dumbarton and district, which included a picture of a postman at Warde Farm in the 1920s, where a large water-wheel seems to have been in use, astride a new BSA motorcycle, a new solid-tyred Argyll fire-engine, a helicopter built in William Denny's yard at Dumbarton in 1912, and what is thought to have been the first Sunderland flying-boat built at Dumbarton, on trials near the Rock, where Blackburn's opened up in 1938. Some 70 old photographs of flying at Brooklands before WWI have been loaned to the *Woking Times Review*, who published four of them last January, hoping that their readers might be able to identify the machines depicted. They make the point that the aerodrome there was variously called the Brooklands Aviation Ground, Brooklands Motor Track and Aviation Ground, Brooklands Motor and Flying Ground, and Brooklands Flying Ground. The Historic Commercial Vehicle Society will be celebrating the centenary of municipally-operated Public Transport this year, the events to include an exhibition of South Wales' municipal operators at Cardiff and other Welsh centres and a Cardiff Rally on June 26th, sponsored by WHS Advertising Ltd. Incidentally, the outright winner of last year's Trans-Pennine Rally was R. Peskett's 1918 Fiat 15Ter.

A photograph has appeared of a 30 h.p. Armstrong Siddeley chassis on to which the Earl of Derby had the body from his 1905 Napier transferred.

Mr. Ken Mephaur of Windlesham has sent us a photograph of a sporting cyclecar, taken from a battered sepia snapshot given to him by an 80-year-old neighbour. He says the car belonged to the late Bill Parrack, son of the village blacksmith, but he does not recall it ever running for very long, and push-and-jump-aboard starts were the order of the day. It appears to have been a Buckingham, but we are open to suggestions.

The Yeovil CC has announced that its Bristol [illegible]

IS THIS sporting cyclecar a Buckingham?



Weymouth Vintage Vehicle Run will take place on June 12th. It is open to cars and motorcyclists made up to 1939, the maximum entry being restricted to 150 vehicles. Entries close on May 30th, and the route takes in attractive countryside in Avon, Somerset and Dorset. Entry forms are available from: A. C. K. McGee, 38 Kenmore Drive, Yeovil, Somerset, BA21 4BQ. A reader is interested to know what became of the 1921 Wilton light-car once owned by Peter Clark. From *Air Pictorial* we learn that when RAF Squadron No. 55 was operating in Iraq in 1932 under the command of Grp. Capt. C. D. Breeze, using four Westland Wapitis and five Vickers Victorias (one of which, J7935, was written off in a forced-landing), the transport column consisted of a Morris Commercial fire-tender, a workshop lorry, a Morris ambulance, three Morris six-wheeled trucks and water-tankers, a Morris tourer, a Trojan tourer, a Trojan van, with a Crossley chassis for turning the Victorias on the ground. Equipment and bombs had to be collected from the rail head at Kirkuk. A reader who has driven his 1935 Talbot 75 30,000 miles in the past three years and lives where the doctor uses an 18.2 h.p. Sunbeam on his rounds and two open Austin Sevens are in regular use adds his word of caution about asking for special licensing concessions for the older cars, as these might well contain unwanted restrictions. He points out that the way to get one's moneysworth from the present licence fee is to drive an old car at least 8,000 miles per annum. In connection with the reference in this column to some Auburn 815s discovered in the late 1940s, an American reader, Executive Vice-President of an Oregon Bank, says he imported from this country some ten years ago a r.h.d., supercharged 852 Auburn cabriolet (DXD 932), originally registered in May 1937. The last known owner was G. Knight Parker of RAF Scalan and the history of this car, which was apparently well cared for and is now in fine running order, is sought.

We referred recently to a Beardmore taxi appearing in a photograph of the airship R101 flying at Cardigan. A reader has sent us a copy of another photograph, from *Beardmore News* of 1921, showing an 11 h.p. Beardmore tourer and a Beardmore taxi beneath the R36 while that airship was on *its* maiden flight . . . A reader remembers some very spidery Model-T Fords on the Reykjavik water-front, serving as dockside load-carriers, in 1947 and wonders if anything is left of them? — W.B.

VCC of GB

THE Club held its 47th AGM at the RAC late last month, after which the 1982 Awards were presented. There are 27 of these fine trophies, of which the more interesting ones were won as follows: The Lord Trophy, presented by the Austin Motor Company as a Victor Ludorum Trophy for the most successful participant in Main Events, went to J. E. Tanner (1904 Berliet and 1900 Daimler). The Guild of Master Motorists' Trophy, presented by Lt.-Comdr. Montague Grahame-White, was won by D. Tuckfield / G. Thompson (1904 Renault). For the biggest formula mileage (741 miles) travelled to a Club Rally, Tanner with his big Berliet won the Milex Trophy. The similar award for single-cylinder veterans, presented by Cecil Bendall, went to S. J. Close (1904 De Dion Bouton) — 285 miles. Best aggregate performance by a lady driver gave Miss Strong with her 1904 Humberette the Lamb Cup.

The late George Lanchester's Lanchester Trophy was presented to J. Zimbler (1910 Lanchester), and the H. O. Duncan Cup, presented by the late Mrs. Duncan, for the best pre-1901 car, was won by T. Moore's 1898 Panhard-Levassor. The S. F. Edge Cup, donated by the late Mrs. S. F. Edge, was won by the 1905 Star of N. A. Ridley, for the best show by a 1905 to 1910 Edwardian. The S. F. Edge Bexhill Trophy, also presented by Mrs. Edge, for speed, was not awarded this time but the Coal-Scuttle Trophy of Renault (UK) Ltd. went to the 1904 Renault of D. Tuckfield / G. Thompson. Eastmead took the AA Cup, for marshalling duties; for running the oldest veteran to make an appearance in the Brighton Run, Garrett's 1892 Benz won Col. Wellingham's Cup, Stanley Sears' Trophy was a win for Mr. and Mrs. Close, the Shuttleworth Trophy, a premier award, went to B. C. Moore, the Napier Award to B. K. Goodman (1913 Napier), the Blake Memorial Trophy to Tanner's Daimler, while Goodman's 1900 Benz won the R. J. Stephens Trophy presented by Mr. Loder, for the best performance by a belt-driven car. Lord Montagu was awarded the Sam S. Kaye Trophy for his showing with a 1913 Rolls-Royce in the Portugal International Rally.

The opening event will be that at the VCC headquarters at Ashwell on April 23rd. Secretary: Mrs. Joan Innes-Kent, Jessamine House, High Street, Ashwell, Herts, SG7 5NL.

VSCC of Australia

FROM the latest to arrive *Newsletter* of the VSCC of Australia we learn that this obviously very active Club's dinner was held at an hotel with a Bugatti Lounge and that last year's Bugatti Rally included two Brescias, a Type 43, a Type 37, Stuart Saunders' Type 35C and the Anzani-engined Bugatti, as well as a replica of a Type 37, and that f.t.d. was accomplished by a supercharged Amilcar-Whippet, presumably Overland-powered? The Two-Wheel-Brake Rally was won by an apparently back-bracked 12/50 Alvis with another such 12/50 second [surely they couldn't have uncoupled the front anchors for the event? — Ed.], a Sunbeam winning the four-wheel-brake class from a 30/98 Vauxhall. News of vintage activity "down-under" includes the rebuild of a 12/50 Alvis duck's-back, ditto a Type 40 Bugatti, the rebuilding of a 3-litre Bentley, a short-chassis Diatto is about to join another car of this make, and a second RL-type Alfa Romeo is coming along. It seems the Club's premier Vickery Trophy was won in 1982 by a Lancia Kappa. — W.B.

Museum News

THE Museum of British Road Transport at Coventry has announced a big reduction in admission charges, down to 20p from 75p for each adult, to 10p from 40p for a child or an OAP. Extensions are in hand and there are new facilities for rallies at Coombe Abbey Countryside Park (where the Daimler & Lanchester DC is holding its National Rally) and for Clubs to use a Museum meeting-room, a facility of which the Austin-Healey and Sunbeam-Alpine Clubs have already taken advantage.

The Shuttleworth Collecton at Biggleswade has opened the new Exhibition Hall in memory of Richard Shuttleworth who started it all but has held its admission charges to £1 per adult, 50p per child with free parking, the opening hours changed to 10.30 a.m. to 5.30 p.m. On Easter Monday an informal afternoon's flying by historic aeroplanes is planned, from the oldest airworthy British machine, the 1912 Blackburn monoplane, to a 1930s Hawker Hind light-bomber. Car parking will cost £1 but the other charges apply.

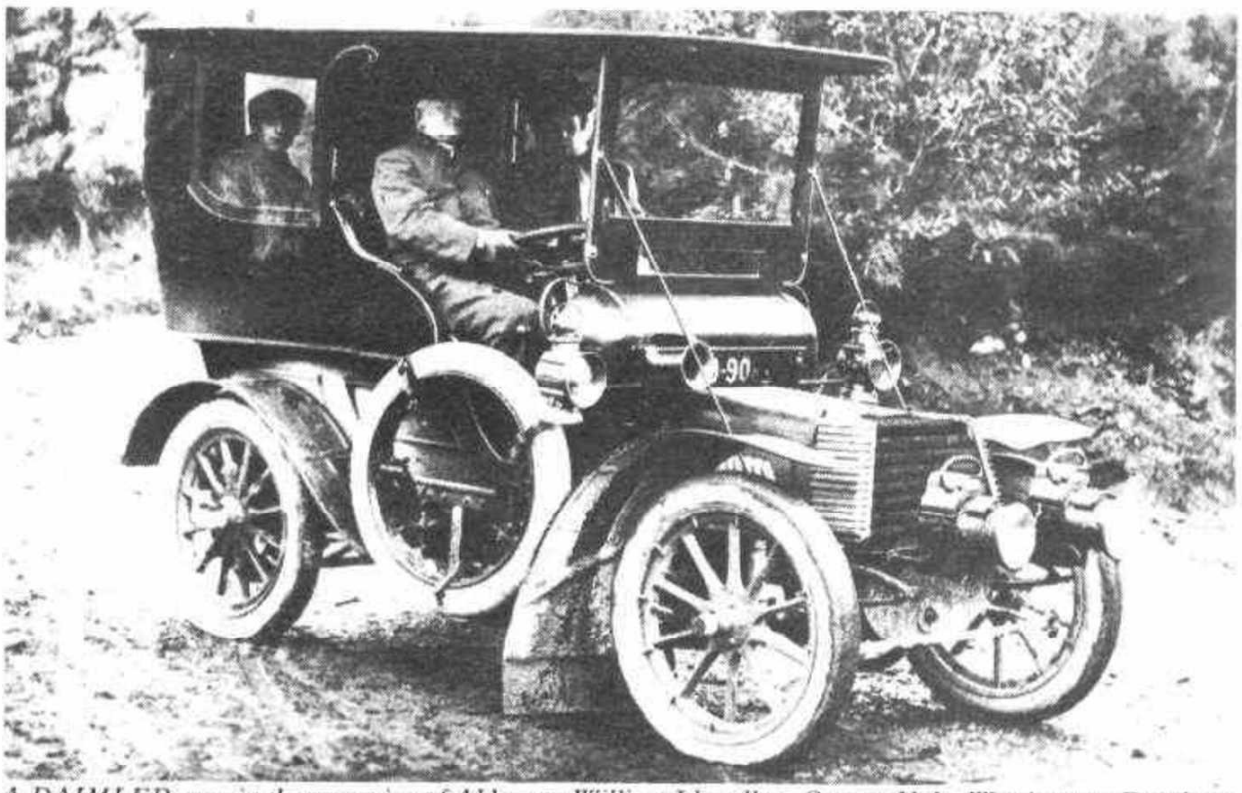
Less happily, we learn with regret that Bob Roberts' Midland Motor Museum and Bird Garden has fallen on hard times and is for sale.

V-E-V Odds & Ends. — The matter of speed-guarantees in vintage times that we raised recently seems to have provoked much interest and we note that in 1921 Edwards & Parry of New Bond Street, W1, claimed to be the largest dealers in Horstman cars, "the first British car to finish in the 200 Mile Race", and that they could supply replicas of these 1½-litre racing light cars guaranteed to do 70 m.p.h., and Kenneth Day, President of the Alvis OC, reminds us that in an Alvis catalogue dated December 17th, 1928, apart from using the slogan "Master of the King's Highway," which they used for many years, Alvis Ltd. were guaranteeing the £650 four-cylinder supercharged FWD Alvis to cover the Brooklands flying half-mile at 90 m.p.h. and their straight-eight supercharged £975 FWD car was guaranteed to do this at 100 m.p.h. In fact, both these guaranteed speeds were stated to be conservative and could be consistently exceeded. On the other matter, of durability-guarantees, the FWD Alvis chassis was guaranteed for one year. As Mr. Day says, as one of the very few British car makers to produce a 1½-litre car able to lap Brooklands at over 100 m.p.h. prior to 1930, the Company's speed claims were presumably justified, at least in their own eyes. The first of the Inter-Register contests this year is that by the Humber Register, in Dorset, on April 24th.

The AGM of the Vintage Motor Cycle Club takes place on April 24th, in the Forte Suite of the Excelsior Hotel, Bath Road, West Drayton, Middlesex. Among the interesting exhibits in the Industrial Museum in Bradford is a two-stroke Scott-Sociable twin-track three-wheeler.

The Bean CC will hold its traditional Daffodil Run on April 17th, from Knowl Hill to Bournemouth. Going to look at a vintage 2-litre Lagonda that is being restored, with twin SU carburetters, the other day, it was interesting to find that the owner's enthusiasm for this and many other interesting cars he has restored, including a Stutz, may have been hereditary, because his grandfather was a pioneer motorist. I was shown photographs of this gentleman driving a De Dion Bouton and the many cars he had when running a hire-business and motor-coach service in Kent. These included small Napier, Daimler and Mercedes landaulettes, what were possibly Wolseley-Siddeleys, and after the 1914 / 18 war a 45 h.p. Daimler with open rumble-home tourer body and a 40/50 h.p. Rolls-Royce. His grandmother was with early aeroplanes, Thanet aerodrome being adjacent and one old print would be interesting to those who study the history of coachbuilding, as it shows a 25 h.p. Talbot of the early 1920s with a closed body by Martin & Young of Cheltenham, a firm that may still, I believe, be making bodywork. Another photograph shows a fine all-weather body on an obviously new 23/60 h.p. Vauxhall chassis, possibly by the same coachbuilder. The coach business was started, it appears, with Lancia coaches and there is a picture of a much later Daimler coach with Weymann body, used for a fast service between Thanet and London. A week later we were looking at a very rare 1919 20 h.p. four-cylinder sleeve-valve Minerva in the English Midlands, owned by a lady who is a grand-daughter of the Citroën family who imported Minervas to England from Belgium (naturally, she used to use Citroëns) and whose father was William Holloway, who founded with his brother the Minerva Company in London. The old back-braked Minerva has been used for the five wedding receptions of the owners' children and is at present being refurbished, being in running order. It carries a handsome dark blue coupé body with dickey-seat, the bonnet being aluminium and the original Minerva headlamps being intact. Several photographs of the Minerva team in the 1914 TT race exist, at which Mr. Holloway was present, and Committee SMM & T badges for the Motor Shows of pre-war and post-war times, including that of the combined White City and Olympia Exhibition we referred to recently. The AGM of the Classic Vehicles Clubs' Committee which does so much to safeguard the old-vehicles movement will take place on Sunday, April 10th at 11 a.m., at a venue to be advised. A learned article on the Bugatti railcars, by H. G. Conway, FIMechE, appeared in the *Chartered Mechanical Engineer* for January. Which reminds us that when Hugh Conway said Ettore Bugatti bought his bowler hats in London's Bond Street, adding "Where else?" it induced a reader to remark that St. James's Street would be the answer, because there James Lock & Co. have been making their "Coke" headwear since 1850, when the first of these hard hats was made by them for Sir William Coke of Norfolk. Our correspondent says these hats are the best of their kind, they just look *right*. They became regulation wear for members of the Brigade of Guards when in mufti. Lock's was established in St. James's Street in 1676 but although the company keeps records of its customers it cannot say whether it ever made Cokes, or bowlers, for Ettore Bugatti. The VSCC Mendip Night Navigation Run of February 19th/20th, that replaced the Shropshire slash that in turn replaced the Measham Rally, had two dozen nocturnal supporters, of whom two retired, the Potter / Hughes 1930 12/40 h.p. Lea-Francis and the Wilsons' 1926 Austin 7 Chummy. The winner of the Measham Trophy was veteran Peter Binns in his 1929 Riley 9, navigated by David Filsell, a fine effort, especially as it was run into by a modern car and had its chassis lozenged. The Class Two Cup was won by Cattell and Cork in a 1933 Riley Lynx 12/6, and the Jeddere-Fisher Cup by Mr. and Mrs. Threlfall in their well-used Model-A Ford sedan. Second-class awards went to Barwell / Gartshaw (1924 30/98 Vauxhall), Harris and Hill (1936 Lagonda Rapide) and Tanner and Close (1915 Rolls-Royce), third-class awards being secured by the Wickhams' 12/50 Alvis, and the Cann / Pierce 15/95 Aston Martin. — W.B.

VINTAGE POSTBAG



A DAIMLER once in the possession of Alderman William Llewellyn, Ogmore Vale. Was it an ex-Royal car, and what became of it? (See "A Royal Daimler?")

Villiers Supercharge

Sir,

I have followed the in-depth articles on the TT Vauxhalls with great interest and would like to make some comments on the Villiers Supercharge after Raymond Mays disposed of it.

I think it was S. E. Cummings (not Sydney G.) who had a most successful season with it — virtually rebuilding it in a week for the Brighton Speed Trials after crashing it at Wetherby.

J. L. Hanson took it over in 1938 but I feel certain he put the engine into the ex-Kaye Don Type 54 Bugatti (the engine from that car going into the newly-built BMW). Peter Walker drove it at Wetherby and, I seem to remember, got out of control.

If Mr. Shaw (page 190, February issue) will look at a copy of *The Autocar* somewhere around mid 1932 he will find a picture of the Mayor of Maidenhead "blessing" the first Marendaz to leave the factory there.

I am afraid the Earl Howe has got a little mixed-up in his letter (page 164, February) for surely his late father's run with the Lagonda was some 15 months *after* Sammy Davis' BMW attempt.

Finally, what a fascinating issue the February one is! I suggest *The Autocar* times for the Frazer Nash were from 10-to-30 m.p.h. (page 162) and I'm delighted with the stand taken by the VCC and the sentiments expressed by Mr. Anthony Jordon with regard to "fakes."

Stockport DAVID L. GANDHI

(Our on-the-ball corresponent is right. It was S.E.)

A Royal Daimler?

Sir,

The car in this photograph belonged to my grandfather (at the wheel) — William Llewellyn of Ogmore Vale, Glam. I would be very interested to know if this car is still in existence and if so where it is. The car was a Daimler and reputed to have belonged to Edward VII. The original of the photograph was dated 1910.

Glasgow (Mrs.) MARY RANKIN

B-Type Citroën

Sir,

Your mentions of the B-Type Citroën interested me . . .

Some years go, while scouting round Majorca for the odd bargain, I just missed one of these skiff-bodied cars. The farmer had just sold it "for a very good price" of about £150 when I would have happily paid nearer £1,000 — whether it's a sports car or not! It had staggered front seats, which I don't think you mentioned, and for some time I thought all B-Types were thus apart from the later "12" and "14". In fact now I wonder if perhaps the "sports" model is called a B3?

Les Brigues, France MIKE CARTER

Lunar Rarity

Sir,

Your December mention of Moon cars is the first I have noticed in many years of taking MOTOR SPORT, and reminds me of the only one I have knowingly seen: in the early 1930s, my parent's previous house at Cannon Hill, Birmingham, was left vacant, pending its sale, and, visiting it one day, we found a Moon tourer in the drive. A week later, it had gone, and we never found out anything about it. I was too young to note any details, but does any reader perchance recall the incident and the car?

Callow Hill K. F. VILES

"Bogus Sports Cars"

Sir,

With reference to the recent correspondence on "Bogus Sports Cars", I would comment that in the immediate pre-war years there were a number of cars in this category, and the current models which are now available do fill a demand for a usable open car.

To make comparisons with pre-war SS and Jaguar cars is somewhat unkind as they were not accepted as true sports cars, but built and sold basically on appearance. I cannot recall just what the SS100 was famed for, though in the hands of a capable yachtsman a fairly straight course was occasionally obtainable.

No, let us not be too unkind to present day efforts to produce a vehicle that differs from the run of "boxes", and to remember that some makes, including Jaguar, started off in much the same way before developing into the fine vehicles of to-day.

Finally, I never cease to be amazed at the general expression of "Classic" as is usually applied to any pre-war vehicle, a large proportion of which were undoubtedly a load of rubbish, and I repaired and sold quite a few of them. Strange, but the one pre-war car that still produces considerable nostalgia in me was the Lancia Aprilia, in my book the best designed pre-war vehicle, and one which would indeed hold its own to-day with modern trimmings.

Lifton BRUCE WARBURTON

Re-creations

Sir,

I am somewhat surprised to learn from a letter of Mr. Grossmark that the VCC had given "considerable thought" to an application for their blessing in regard to a veteran car in which, as Mr. Grossmark tell us, only the engine was of original manufacture, and even this was incomplete. I appreciate that the VCC eventually decided, apparently somewhat reluctantly, that the car would not be acceptable in VCC events but why was it even given any thought at all, let alone "considerable" thought. My own opinion is that it should have been rejected politely, but flatly and irrevocably.

Doubtless the car in question is the result of considerable engineering skill and could be of some considerable interest as a museum exhibit but only on the same grounds as, for example, the absolute replica of Daimler's first motorcycle at Stuttgart. To have it performing in public with genuine 80-year-old vehicles would be just farcical.

Personally, I can see absolutely no object in driving a "replica" veteran or vintage car. Surely the whole pleasure of veteran motoring is the achievement of getting from A to B in a vehicle which is basically anything up to nearly a hundred years old. The fundamental design of cars has really changed very little. Most of the early-days troubles were resultant upon poor oil and inferior materials and lack of precision machining techniques. If one reproduces an old car now, using modern techniques and materials, and runs it on good oil, there is no reason why it should not be as roadworthy and as reliable as a modern car — so why bother?

With an engine to start with, any respectable DIY enthusiast could build a replica. I suggest beginning with an early Benz. This has no radiator, no fan, no gearbox. The chassis is a couple of pieces of gaspipe and the belts, pulleys and chains can be obtained from any good ironmonger. A firm in Birmingham makes Benz wheels and another in Ashford will supply and fit solid tyres, and anyone with a nodding acquaintance with a saw could make the body. The finished product could be as reliable and driveable as anything on the road, albeit perhaps a little slow. (This failing could of course be overcome by fitting a turbocharged Renault engine without any very obvious difference to its outward appearance.)

I recall an exhibit somewhere, it must have been in an Irish museum, of a stone-age axe. It was reputed to be thousands of years old but it was admitted that it had, during its existence, been fitted with four new heads and five new handles. This must be the ultimate in "non-originality". I believe that in America it is possible to buy any one of every single item making a Model T and that it is quite simple, although expensive, to build a complete Model T from parts made within the past few months. Also of course one can buy a brand new 1902 Oldsmobile (with electric starter!). It is to be hoped that the idea does not spread.

Meysey Hampton E. D. WOOLLEY

[This correspondence is now closed — Ed.]

Rolls-Royce Claims

SOME full-page advertisements have been placed in *The Times* newspaper by Rolls-Royce Motors Ltd. and anything Rolls-Royce does is news, naturally. So far, however, the only comment on these rather unusual advertisements has been in *The Times*. The first of these layouts seems to have broken out on January 18th last, against the heading "You know all those stories about Rolls-Royce?", after which came 64 items relating to R-R history and construction. For instance, "Rolls-Royce use two imitation wooden heels to test the durability of their Wilton carpets. The heels rub backwards and forwards 100,000 times over 4" of carpet". Not unexpected from a manufacturer that uses gas rings and soldering-irons for making the celebrated R-R radiator, of which the advertisement tells us "The Rolls-Royce radiator is made entirely by hand and eye without measuring instruments". Fancy! But all very nice for those who like it that way. Incidentally, I do not recall ever seeing those carpets being brushed, so perhaps I am due for another visit to Crewe. . . .

Some of the legends included in these expensive advertisements will be well known to R-R followers. But what of "In tests to ensure safety in collisions, the Spirit of Ecstasy mascot on the Silver Spirit was knocked down from her perch on the radiator 100,000 times". Whether this was to ensure the safety of the mascot or of the car's occupants (no mere pedestrian would deign to get in the path of a moving Rolls-Royce) isn't clear, but we hope the late Lord Montagu of Beaulieu didn't treat his secretary, on whom the mascot is said to have been based, in that rude fashion. This famous mascot, by the way, is claimed to be the ideal shape to deflect snow from a Royce's windscreen — so what do Bentley owners do?

Other gems from the ads. are: "The end of the dipstick on the Silver Spirit is often honed to prevent abrasion of the dipstick tube", a bit involved from an engineering standpoint and why on only *some* Spirits, I ask?, "During the First World War, Baron Rothschild hammered his R-R to scrap to prevent it falling into the enemy's hands" (something for the R-R EC to enlarge on, please), "It is possible that Rolls-Royce Motors is the best-known British company in the world. Letters have been received from remote corners of the globe addressed to the Royal Family, care of Rolls-Royce, England" (Wot, never heard of Buckingham Palace?), "So tranquil is the interior of the Bentley Mulsanne Turbo that an eminent motoring journalist fell asleep on the rear seat while being driven down the Mulsanne straight at Le Mans at 135 m.p.h." (Well, we know those Press luncheons!), "The prototype of the engine in the Silver Spirit was test run non-stop for the equivalent of 40,000 miles. When it was stripped down and its components measured for wear they were all found to be well within accepted tolerances," (So what? — we have long maintained that the better cars do not begin to have faults until this mileage), "Of the twelve craftsmen who make radiators for Rolls-Royce cars, no two make them exactly the same. Each man can recognise his own work on the road" (Ah!), "Over six out of ten of all Rolls-Royces ever built are still on the road" (Which means some 40,000, which should please the R-R Clubs.), and, bearing on this, the rather futile statement that "General Motors produce approximately 100,000 cars every three days. In the whole of their 79-year history, Rolls-Royce have produced approximately 85,000".

The advertisements include names of such famous R-R users as Nubar Gulbenkian (who dispensed with the traditional radiator), Comdr. Locker-Lampson, the Nizar of Hyderabad (his had a throne in the back), Alfred Vanderbilt II, Henry Ford, King Farouk, Miss Letitia Overend (who is said to have driven her 1926 Royce *every day* for over 50 years — words fail us!), the Duke of Westminster, the Maharajah of Mysore, and Lenin — after which it is less of a surprise to learn that "The largest purchaser of Rolls-Royce motor cars in the world was the Scottish Co-operative Society — 240 in all".



THIS Rolls-Royce was not *referred to in Rolls-Royce Motors'* Times *advertisements . . .*

Some people presumably buy Rolls-Royces for these very reasons, others for the sheer quality and good engineering — "The horn-button contacts on a Silver Spirit are made of silver and gold", "Engineers use a stethoscope to check the smooth-running of the engine on a Silver Spirit," "The final polishing of the Spirit of Ecstasy mascot is done with powdered cherry stones", "The final polishing of some gearbox components was done, not with jeweller's rouge (which is too coarse) but with fine ground oat husks", and so on. You may regard all these claims as very impressive, or you may think this is what happens when you put yourself in the hands of publicity experts. We can only hope that these *Times'* advertisements will sell Rolls-Royces, for after record sales but a brief time ago, apparently the famous Company is now doing far less successfully, to put it kindly. But what of sales to staunch conservationists and animal-lovers, after they have read that "Fifty-six yards of Connolly leather piping is used on the carpets and seats in the Silver Spirit. This is cut from the same hide as the upholstery," and that "It takes twelve hides to make the upholstery on a Silver Spirit — enough to make 300 pairs of expensive shoes . . ."?

The future of Rolls-Royce Motors is vital to the good name of Great Britain, for its prestige value is rightly of the highest. But we wonder if these advertisements alone are going to induce customers to buy these £55,240-to-£83,122 motor cars, or whether the R-R publicists are living too much in the past? And in stating their claims, surely absolute accuracy should be a vital factor, particularly in *The Times?* Which makes us uncomfortable about their statement that "General Montgomery had the windscreen of his Rolls-Royce sloping away from the driver so that the desert sun would not catch it and reveal his whereabouts to the Luftwaffe". Is it not more likely that the windscreen in question was the one designed by Alan Butler, the De Havilland Chairman, *circa* 1937, possibly influenced by broadly similar windscreens in one or two contemporary American aeroplanes, for his own P111 Rolls-Royce which was lent to Montgomery during the War, and that he did not have the Luftwaffe in mind at the time?

Or so we have it on good authority and indeed referred to in MOTOR SPORT seven years ago. Perhaps the best comment on this R-R advertising is that of motorcycle-racer Barry Sheene, who said of a Royce "It's about the only half decent thing Britain still makes"!

Well, we cannot pass judgement, because MOTOR SPORT was not given a Rolls-Royce Silver Spirit for a road-test, although the Bentley Mulsanne Turbo is scheduled for the full colour treatment in our May issue. Meanwhile this *Times'* advertising has at least gained R-R some more column-inches here!

Of course Rolls-Royce cars still have immense prestige value in many circles and we have always said so in these pages. So we are very glad to hear, in *The Times*, that "Rolls-Royce will always be British. Should the company ever fall into overseas ownership, the name will die". One cannot help wondering, however, whether the time has arrived, or soon will, when smaller, less-costly, more economical Royces are needed, alongside the magnificent olde-worlde Spirits, Spurs, Corniches and Camargues? During WW2 Rolls-Royce's Mr. Robotham suggested that completely new markets could be opened up after the war for the Company by introducing an additional range of cars much cheaper to buy and, to a lesser extent, to run, than the pre-war PIII, 25 / 30 h.p. and Wraith models. He suggested, as a first step, a 2.8-litre four-cylinder Rolls-Royce, if this could be made to give a reasonable performance with the necessary refinement. Perhaps this is something of the kind of line R-R will need to adopt in the near future, with makes like Mercedes-Benz (how did they react to those *Times'* claims we wonder?), BMW and Rover, etc. now using smaller engines for some of their cars.

We said that the only comment we have seen on the aforesaid R-R ads. was in *The Times* itself. Alan Hamilton, after some politely-worded fun

Continued on page 425

Road Impressions

The BMW 323i

NOT ALL that number of BMWs come my way for testing these days, more's the pity, but when they do I am invariably impressed. The range of different BMWs is large but basically they do not change all that much, but where they do it is for the better.

For instance, as soon as I got into the pleasantly hued alloy-green Series-3 fuel-injection 2.3-litre six-cylinder I was reminded of my now distant BMW days, when I drove this make regularly, by the rather awkwardly high-set ignition-key hole, which caused the key-ring to ding on the surrounds, the light clutch, the excellence of the gear change, of the lighter, revised five-speed gearbox, the commanding driving position (not quite as high as formerly, it seemed) and the hard but very comfortable seat, nicely upholstered in grey-green cloth.

Another very pleasing, and remarkable, aspect of the car is the way in which the high fifth gear, giving the very low engine speed of only 2,734 r.p.m. at a 70 m.p.h. cruising speed, can be retained in traffic-driving, so that this and top are used in lieu of the lower ratios for much of one's driving, and this in spite of the very high-performance of this small-engined saloon. This, and the very acceptable fuel economy — 28.6 m.p.g. overall — which has become quite a feature of the smaller, modern, fast saloons, is indicative of real progress. In the case of this 323i BMW the performance is truly interesting, for its 0-60 m.p.h. time equals that of that high-stepper the 1.8-litre VW Golf GTi, being 8.1 seconds, and once in its stride the BMW is alongside the Golf. (The Golf is £2,847 less costly, though.) The BMW does all this with an uncanny smoothness of function, its engine notably smooth-running, the mechanical and wind noise extremely low, the whole car exuding refinement, which its interior decor, trim, and appointments reinforce. There must be an expanding market for small luxury cars, out-of-the-common-rut, both in performance and character, and the BMW is one of them.

The test-car was enhanced by electric windows for the two-door, booted body, electric sun-roof, headlamp wash-wipe, central-locking (which includes the boot), alloy wheels, etc., which ups the price appreciably from the basic £9,655 to £11,277. The instruments are very easy to consult but I could have done without the econ. or "energy" needle, and although the digital clock is non-dazzle and easy to read, its position means glancing down for a moment or two. The gear lever has that "mechanical" feel that obviates any rubberiness and reverse, right and forward, is easy to engage, as is fifth on the r.h. dog-leg, but first baulked at times. There is a very good and easy to operate heater, with the customary BMW rotary control, so simple if adjustment has to be made to suit conditions or car speed. The side and headlamps are controlled by a r.h. pull-out knob, turning it dimming or increasing the intensity of the instrument lighting, typical of the convenience of all the BMW's controls, and the two stalk-levers are substantial and function nicely, indicators and head-lamp dipper on the left, wash/wipe for the screen on the right, with flick action for quick wiping.

The manual rack-and-pinion steering (power-steering is an extra!) is a trifle heavy for parking, light and self-centring on the move, but geared a bit low at four turns, lock-to-lock, for a 34½ foot turning circle, and with less "feel" than I had expected. Control is of a high standard, helped by chunky, low-profile 195/60 VR14 Pirelli P6 tyres, and only going into really fast corners does the rear-end feel too spongy, the coil-spring suspension, independent all-round, giving a comfortable ride, with just a trace of that floating feeling under some circumstances. The all-round disc brakes work admirably, although they felt over-servoed for the first few miles, and the body, amply spacious, is devoid of rattles. The quadruple halogen Hella headlamps provide generous night vision, and are very good in the dipped position. The nicely-carpeted but high sill boot has a capacity of 14.2 sq.ft. and the underside of its lid carries that acceptable BMW tool-kit, while the test car had a first-aid kit and a big BMW fire-entinguisher therein as well. A big, slightly flimsy drop-well, that can be locked, before the front-seat occupant, is immensely capacious and there are rigid pockets in the doors, and wells on fascia sill, and console, the formation of which is rather wide in the case of the screen sills, and "plasticky", with its centre panel angled towards the driver. The two exterior mirrors are adjustable with switches very neatly incorporated in the door grabs and the internal door handles are now safely above these arm-rests — I note that one tester thinks this a retrograde step but there was always the fear that a passenger might grip an arm-rest and open a door. . . No oil-gauge or battery-condition dial is fitted, but in BMW fashion there are numerous warning lights and service checks on the fascia and above the rear view mirror, with a flashing reminder light as you start off. The fuel-gauge for the 12.8 gallon fuel tank (non-lockable filler cap under a non-lockable off-side flap) is commendably accurate. The twin recessed roof-lamps and n./s. roof grab handles, and the prominent levers for moving forward the front-seat squabs to give rear-compartment access, are well contrived, and neat, like the rest of this impressive car. The test car had a Blaupunkt — Montreal SM21 radio / stereo, with automatic aerial retraction.

The refined if complicated-looking 80 x 77 mm., 2,316 c.c. six-cylinder, single o.h.c., alloy-head engine gives 139 (DIN) b.h.p. at 5,300 r.p.m. and is safe to 6,200 r.p.m. The fuel-injection is Bosch L Jetronic and the c.r. is 9.8 to 1. This gives a torque of 151 lb./ft. (DIN) at 4,000 r.p.m. and helps this 22.1 cwt. BMW to closely match the pick-up pace of the 1.8 Golf GTI, which is my yardstick.



MOTOR SPORT's BMW 323i test car boasted alloy wheels, headlamp wash-wipe, and electric sunroof.

The up-market BMW certainly is keeping in step with the times. Rather than analyse its handling and performance in great detail, let me say that it is essentially a convenient, beautifully, made car to enjoy, and that in the dark and the rain it gave me one of my fastest runs yet, between Kington and Nantmel on the not-entirely deserted A44 road, although, of course, its top speed of 124 m.p.h. (eleven m.p.h. above that of that Golf) is of purely academic interest. . . .

The rear-opening, self-supporting bonnet, with the BMW push-back action, reveals an accessible power-unit, the tubed dip-stick right at hand. The Autoflug seat-belts are easy to use. The little switches for the fog and rear-fog-lamps were masked by the rim of the steering-wheel as I had the seat adjusted — my apologies to those drivers, one in an MG, whom I inconvenienced on the M40 near London on February 17th before I realised someone else had left these switches on. . . The horn is sounded from buttons recessed in the cross-spoke of the steering-wheel, which is not 100% convenient.

For those who can afford it, the revised Series-3 BMW, retaining the Munich Company's timeless shape, is an exceedingly good way of driving in comfort and economy. Whether lesser cars, such as Ford Escorts and Sierras and Vauxhall Cavaliers are closing the value-for-money gap must be in the eyes of the customers. BMWs offer more than a little extra in the view of their enthusiastic followers and this seemed valid to me, while using this well-equipped 323i, that goes so quickly, so effortlessly for a comparatively small-engined and compact car. — W.B.

Avon Sunbeam Lotus

Last of the line

THOSE enthusiasts who doted on such machines as the Lotus-Cortina were delighted in 1980 when a similar partnership to that which once existed between Colin Chapman's company and Ford sprang up between Lotus and the Talbot subsidiary of GM. The product of that alliance was the splendid 2.2-litre all-alloy, twin-cam-engined Sunbeam Lotus, an exhilarating



SIDE BY SIDE: Talbot's standard Sunbeam Lotus (right) with the Avon Coachworks version. A vinyl roof, colour-keyed grille, and sunroof lift it away from the purposeful rally-car image of the original, but make an eyecatching package.

sports saloon based round the mass produced Sunbeam saloon. A top speed of just over 120 m.p.h. allied to a 0-60 m.p.h. time of 6.9 sec. made the Sunbeam Lotus a much-sought-after sports saloon combining quite stunning performance with everyday practicality. Unfortunately, just over a year ago the decision was taken to run down the project and the last remaining 150 Sunbeam-Lotuses were purchased by the Avon Coachworks concern who are now offering them for sale, in a specially trimmed "limited edition", individually numbered, at a price which is actually lower than the quoted final retail figure for the basic car!

We recently spent a week with one of Avon's neatly conceived, eyecatching Sunbeam Lotus conversions and came to the conclusion that there's very little, even now, on the market which can offer so much performance for such a relatively modest price. The Avon cars are re-painted in pale blue, complemented by double bands of deep metallic blue running the full length of the car. The bumpers and front spoiler are finished to match, while the normally black grille is "colour-keyed" in pale blue. Adding to the exclusive luxury aura, a full length vinyl roof is fitted in contrasting blue, plus a Britax tinted, tilting sunroof. Red coachlines run above and below the side stripes and the exterior appearance is set off by a pair of original yellow and green Lotus badges.

Inside, the Avon Sunbeam Lotus has also been improved considerably, the standard trim replaced and the car fully soundproofed. The interior is then rebuilt with high quality blue carpet, contrasting blue velour and leatherette trim with red piping for the seats, padded door caps and a specially trimmed console.

On the road it's pure, uninhibited pleasure, although I personally preferred the original Pirelli CN36 rubber to the Avon (no relation) 60-series Turbospeeds which are offered as a £100 option and were fitted to our test car. The noise level inside is considerably reduced, although I still feel that any Sunbeam Lotus is a pretty noisy, tiring prospect for extended motorway cruising. That notchy ZF five-speed gearbox retains all its idiosyncrasies, providing the driver with endless opportunities to "get lost" between first (dog-legged back and to the left) and second, often winding up in fourth as a result. High speed stability is pretty good, although I recall that there was considerable variation between the various road test cars we tried a few years ago, and the Avon car also failed to feel totally secure, demonstrating a degree of wander at speeds in excess of 90 m.p.h. Nonetheless, with a £7,500 tax paid price tag, this is great value for money: as a final flourish each car has an individual "chassis number" signwritten ahead of the driver's door mirror, with a registration number to match. Thinking ahead, Avon reserved a batch of numbers from 1 to 150, thus our test car had the registration DDU 1Y, with the others to follow on. Avon Coachworks are at Ladbroke House, Millers Road, Warwick CV34 5AP from where they will doubtless be delighted to receive enquiries for this limited edition special. — A.H.

VW Polo Formel E

A FEW weeks ago we were given the opportunity to try out one of Volkswagen's three-door "Formel E" Polos, fitted with the very high overdrive fourth gear which is supposed to contribute dramatically to low fuel consumption figures. There's no doubt that the Polo is a good-handling small car with excellent ride quality, about which we have commented favourably on many occasions in the past. However, one is bound to say that MOTOR SPORT readers will find it too modest for their tastes in terms of performance, although it is certainly a reliable and practical family hack for the wife, or as a spare car.

However, we've heard a great deal about its fuel consumption figures from various quarters, and it was thus with some disappointment that we never managed to coax it over the 40 m.p.g. mark, let alone the 50 m.p.g. figures suggested, in ideal circumstances, by the manufacturers. No, our average consumption figure was 38.7 m.p.g. which, a decade ago, would have been regarded as absolutely splendid for a small car. Now it's little more than "average" in the economy league: we'd be interested to hear how many Polo "Formel E" owners have significantly bettered 40 m.p.g. in normal, day-to-day use. — A.H.

Seat-Belt News

ALTHOUGH belting-up is compulsory in most cars, the arguments for this unpopular law to be revoked are legion, the Transport Act, 1981, Part 2 providing for a three-year trial period, after which both Houses of Parliament must review the advisability of permanent compulsion.

This has caused *The Times* to devote considerable space to the views of Lionel Hill, a Worthing consulting engineer, who is against compulsory belting up and who questions the figures which the Government used to get the Bill through Parliament. He says that unless accident statistics are weighed against the number of passenger-journeys involved they are meaningless. Correctly interpreted, says Mr. Hill, the odds on being killed are one in 10,000,000 and of being seriously injured one in 770,000, which he suggests was no cause for panic compulsion. He thinks the prime motive was that of increasing the profit of multi-million-pound seat-belt companies. *The Times* does not agree that politicians would indulge in the worst of all motives. The fact remains that Kangol has issued a Press hand-out stating that Britain's motorists are poised to deluge local garages with seat-belt requirements. One imagines that further expense (and profits for some) will be incurred when seat-belts are found to require renewal at MoT tests. To their credit, VAG were offering free seat-belt advice to car owners just before compulsion through their 380 British Audi / VW dealers, and on a happier note Kangol announce a £1,000,000 order for seat-belts from Toyota in Japan for all-round fastening of the occupants to the latest Corollas.

Sad cases are recorded of seriously disabled drivers being refused exemption by their doctors from wearing seat-belts. In one such case, reported in *The Times*, a Birkenhead driver with two artificial knees, an artificial arm and arthritis in both shoulders and in his spine, was so treated. His incensed MP took the matter up with Mrs. Lynda Chalker of the Department of Transport. The only advice she gave was about an American type passive restraint, which would cost 500-dollars to fit to his Datsun, if another doctor did not prove to be more compassionate. Even so, if this disabled driver were to be involved in an accident resulting in a fire, his artificial arm might not release a seat-belt in time to save him. "I shall be virtually a prisoner at home after January 30th", this unfortunate man said. It is thought that doctors are refusing to consider applications for exemption because of the wording of the Medical Commission on Accident Prevention, although the BMA say this surprises them. . . .

Then there is the story of two people dying after an accident caused because they were trying to fasten one another's seat belts. Clearly, they were unaccustomed to wearing them, so here are two deaths to be chalked up against compulsion. It occurs to us that the Police Force must offer fresh possibilities to new recruits for commendation leading to rapid promotion, because even now it is all too easy to forget to put on a seat belt, especially when restarting on short-distance trips, and therefore there should be a good haul of the New Criminals class for young policemen to apprehend.

Meanwhile, another knife, the Martor Ruckzuck, for cutting oneself free of a compulsory belt which refuses to release, has been marketed by H. W. Peel & Co. Ltd., Greenford, Middx., at £2.55 plus VAT. This is apart from the Justin Case safety-belt releasing-knife we referred to some time ago. It goes to show the concern felt in some quarters. — W.B.

STUDS — A Lost Technology

ALTHOUGH the products of the motor industry include much of what is due largely to the innovative skills and development techniques of rally drivers and engineers, they might have included even more were it not for the stifling effects of obstructive bureaucracy. One major safety invention, for instance, which has been received with tolerance in some countries, indifference in others and total rejection in others is the tyre stud, simple in concept but having enormous value as an aid to mobility, traction and direction control on snow or ice.

A studded tyre is not one which has been simply moulded with a few handfuls of metal chips thrown into the rubber. That idea is akin to the suggestion that all you need to put a satellite into orbit is a large quantity of Standard fireworks! Studs have slowly evolved throughout several decades of development which created a unique technology. Alas, its progress has been curtailed by legislative restriction and nowadays it is well on the way to being totally redundant.

Early quests for mobility led to the use of snow chains, but the need for controlled handling, on ice as well as snow, demanded more than mere links of steel crudely wrapped around a tyre tread. They got you moving if you were stuck, but progress afterwards was devoid of directional precision except in a straight line. Then came devices, actually moulded into tread rubber, like coiled clock springs, and others which fitted right through the tyre like nuts and bolts. What evolved from these trial and error tactics, for they were little more, was the modern tyre stud with its retaining flanges and hard metal core, punched into a predrilled and adhesive-treated hole in the tread block.

On packed snow or continuous ice enough of these properly inserted studs improved traction and steering tremendously, so "porcupine" tyres became commonplace, each with more than a thousand wicked looking spikes projecting from its tread. They were more for ice racing than rallying, though they were frequently used on rally stages which were completely covered by snow and ice.

But Mother Nature is rarely as understanding as that. Most stages on the Monte-Carlo Rally are rarely more than partially snow-covered, and even in Sweden and Finland rutting usually brings gravel to the surface, both conditions presenting a tricky stud retention problem. Not only should there be enough of the stud projecting above the tread surface to provide grip, but sufficient should be solidly embedded in the rubber to resist the prising forces created when the studded tyre is driven over abrasive surfaces. Almost like an iceberg, in fact; the tip is stable because most of its bulk is beneath the surface.

A badly inserted stud, or one which projects too far in proportion to its total length, will keel over sideways under the stress of use. Worse, it can be ripped out altogether, and the best stud in the world is quite useless if it flies out of the tyre after a few miles.

Most studs are punched into the tread blocks from the outside, but even as late as the 'seventies Dunlop went back to insertion from the inside to assist retention, using a gaiter to protect tubes from damage by contact with the metal of the stud base flanges. This was not really a success, and much better was the Pirelli "Grippomatic" system which relied on studs being punched in from the outside so that their base flanges rested between two bead layers, not just in the tread rubber.

Retention is one vital factor; having the most efficient tip shape is another, and it was not long before a simple pointed shape gave way to pyramids, chisels, double-chisel and even various kinds of cross-section. With chisels, the knife-edges could be placed with the chamfer facing front or rear, to provide either good acceleration (on uphill stages) or good braking (on downhill stages) whilst edges laid longitudinally could increase directional stability in a sideways slide. Again the chamfer could be used to advantage by providing more grip on right bends than on left, or vice versa. Some studs were even made with double chisels so that fewer of them would be needed to set up a compromise tyre suited to both left and right bends and both uphill and downhill work.

It was about this time that various local authorities began thinking that studs caused road surface damage when used on dry tarmac. This has never been conclusively proved, and we take the view, as many others do, that most surface wear isn't really surface wear at all, but the result of subsidence caused by the passage of heavy vehicles on roads whose foundations are affected by changing extremes of temperature. This is particularly noticeable in Scandinavia where shallow depressions appear along the wheel lines of traffic lanes. Go to Moulinet, at the foot of the Col du Turini, where studded competition tyres have been accelerated hard on dry tarmac for years, and you will find none of these depressions. This, we believe, is due to the absence of heavy traffic.

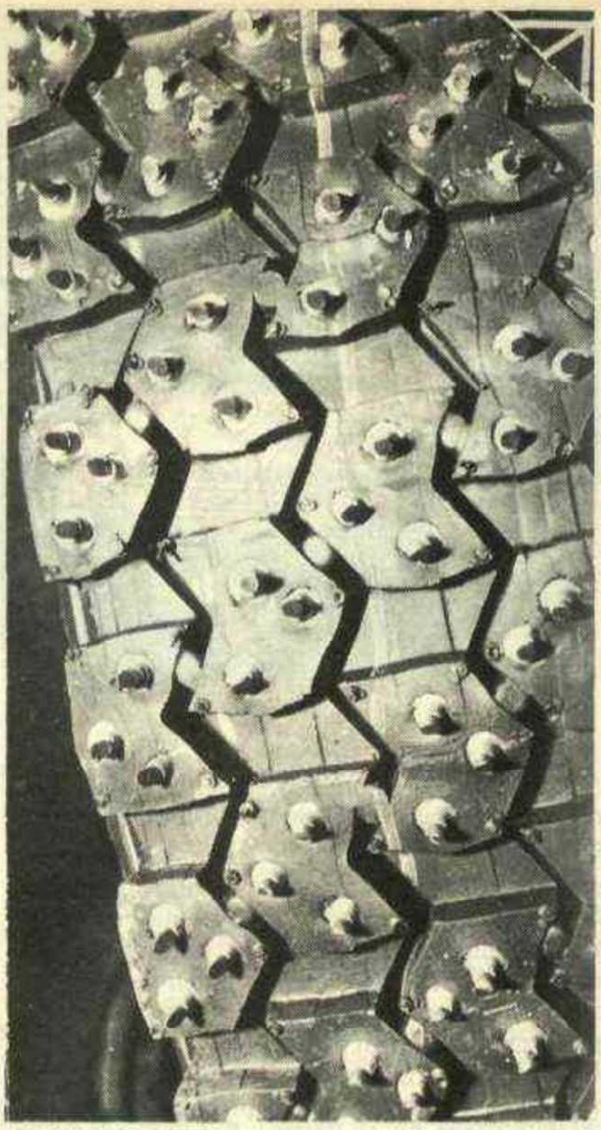
Nevertheless, authorities began to legislate against tyre studs even though there was no concrete evidence that they damaged road surfaces. First there were limits on stud length (which governs the amount of protrusion possible), then on weight, diameter, the shape of the tip and the number permitted per unit length of tread circumference. Some countries even went as far as to ban tyre studs altogether, displaying a highly shortsighted attitude.

National legislation affected competition regulations, of course, and the Monte-Carlo Rally had to follow French law, the Swedish Rally the dictates of the Stockholm parliament, and so on. Ice racing rules are still pretty free, for even governments know that the frozen surface of a lake can hardly be affected by studded tyres!

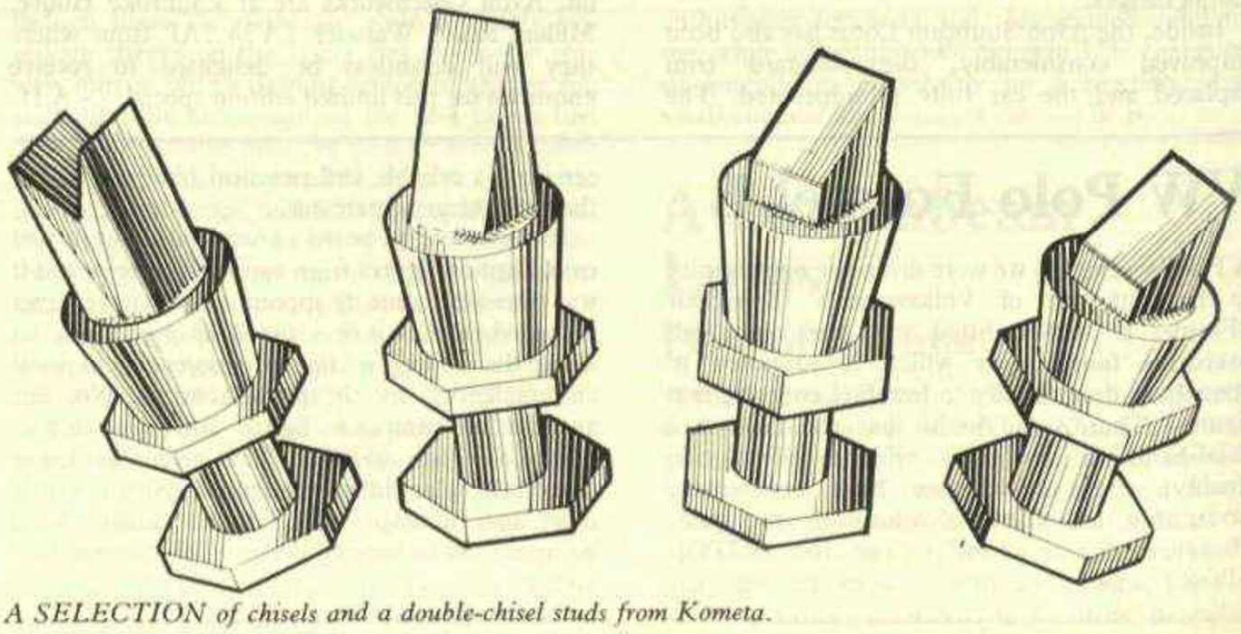
The legislation was gradual, and there were always teams and drivers who would edge as close to the limit of any new rule without actually breaking it. When, for instance, chisel and pyramid tips were considered too damaging and "flat tops and parallel sides" became mandatory, ingenious designers at the Finnish Kometa company produced a stud core with a cross-section resembling a triangle with slightly concave sides. When the top was honed flat, the result was a three-edged chisel and three points, effective for nearly all requirements. This type of stud vanished when circular cross-sections later became compulsory.

Nowadays stud limits are strict, on size, shape, weight and quantity. Cores have to be uniformly cylindrical and flat-topped, and the number per tyre is usually limited to about ten or twelve per ten centimetres of tread circumference. Length restriction ensures that projection is no more than a millimetre or two.

Continued on page 426



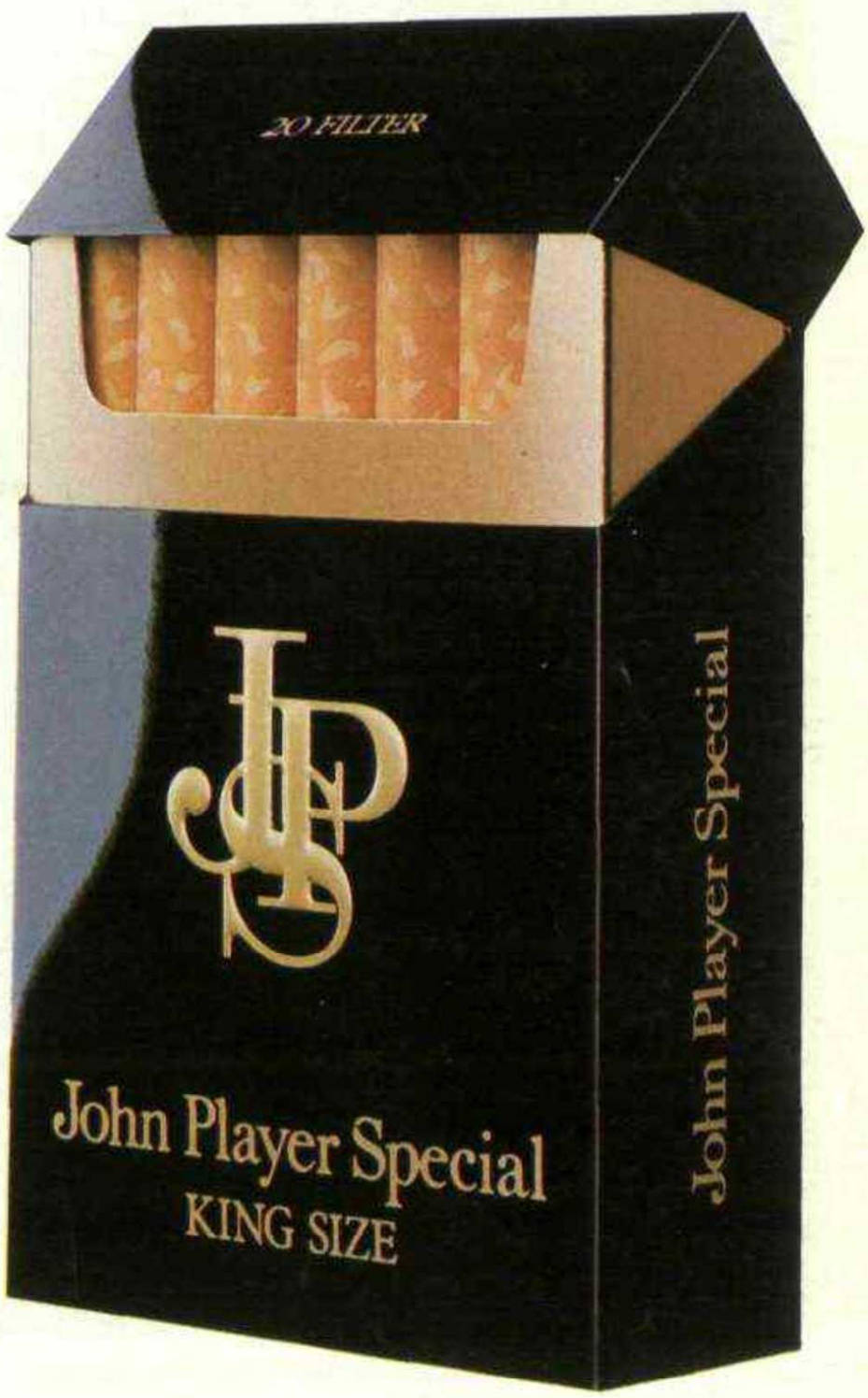
A HAND-CUT snow tyre well studded with cylindrical chisels.



A SELECTION of chisels and a double-chisel studs from Kometa.

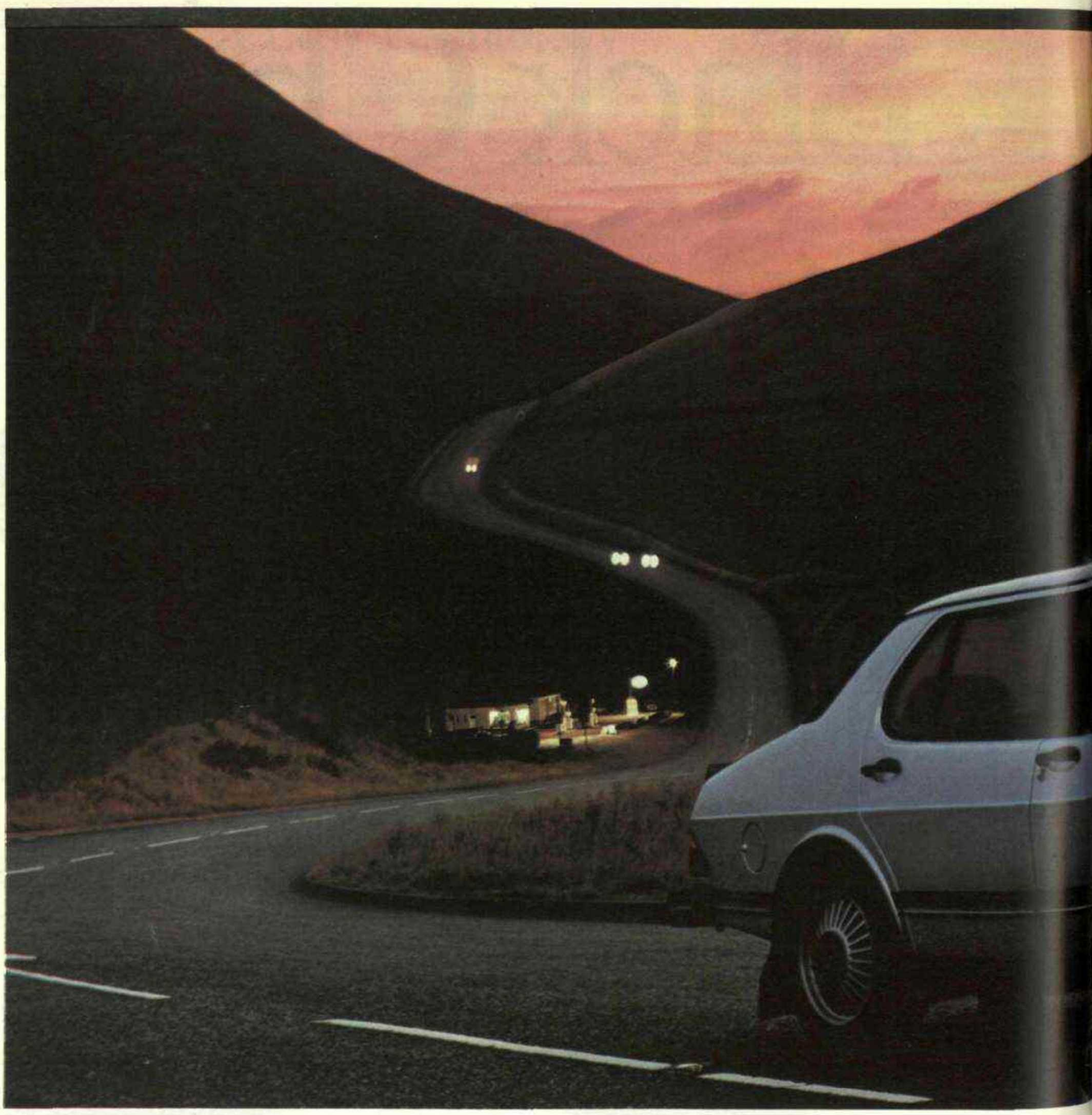
Black Chat





JPS4AMS

MIDDLE TAR As defined by H. M. Government
DANGER: Government Health WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH



The new Saab Turbo with Automatic Performance Control is the most intelligent turbo ever built.

It's the first to use its own 'brain' to cut fuel consumption and obtain optimum performance.

Until now, all turbos have had to have their maximum boost pre-set at one fixed level. This has been to enable them to cope with the erratic fuel quality and extremes of heat and dryness encountered in many parts of the world; but, for much of the time, in countries such as ours, it's also meant sacrifices in economy and performance.

The new APC System is a means of taking these variables into account and adjusting boost pressure accordingly.

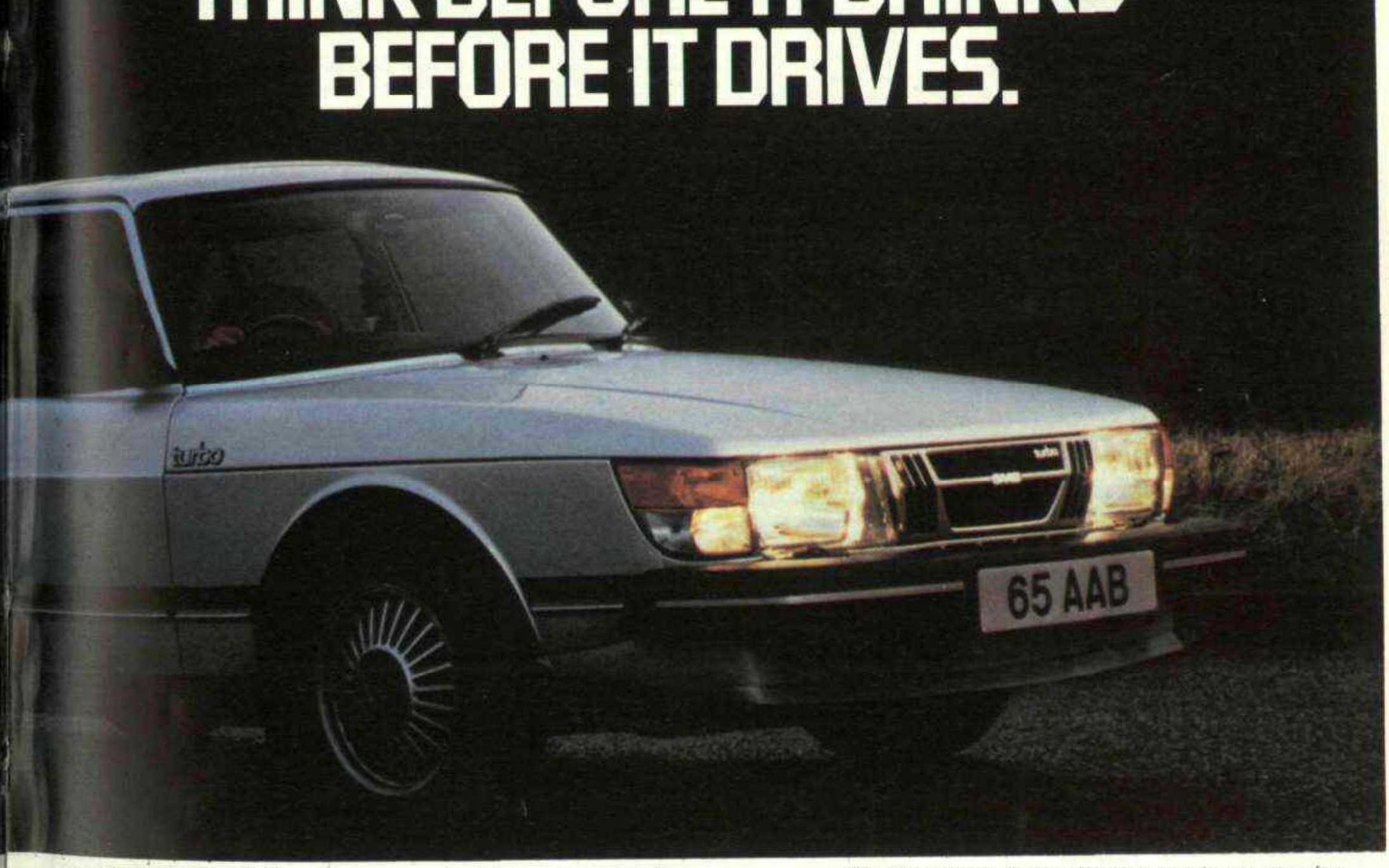
Sensors in the engine constantly monitor the effects of these variables.

This information is fed to a micro-chip computer which analyses it to determine exactly how much turbo-boost should be used to obtain maximum performance.

Because it always operates at optimum efficiency, the APC Turbo never drinks a drop more fuel than it needs. As a

Official fuel consumption figures for the Saab APC Turbo with manual gearbox are as follows: Simulated Urban Cycle – 19.9 mpg (14.2L/100 km), constant 56 mph – 35.0 mpg (8.1L/100 km). These figures represent the following improvements on the non-APC Saab Turbo: Manual: 0.5%, 3.8% and 7.3% respectively. Automatic: 3.9%, 10.2% and 13.7% respectively.

THE FIRST TURBO TO THINK BEFORE IT DRINKS BEFORE IT DRIVES.



result it's up to 7½% more economical than its extremely economical predecessor, returning a more than respectable 35 mpg. (The automatic gearbox version shows an even more impressive improvement of 13½%, returning 31.4 mpg.)

And at the same time it's almost a second faster from 40-70 mph, giving even more of the exhilarating surge of overtaking power that the Saab Turbo's always been famous for.

(Another benefit of the APC System's new flexibility is that, should the need arise, it can take low-grade fuel comfortably in its stride.)

Over the years, Saabs have never been cars for middle-of-the-road motorists: a policy of constant innovation and a willingness to lead the way will only ever appeal to a certain kind of person.

Now, with the arrival of APC, a Saab has something that Saab drivers have always had.

A mind of its own.

SAAB APC TURBO

constant 75 mph – 26.3 mpg (10.7L/100 km). The corresponding figures for the automatic gearbox model are as follows: 21.3 mpg (13.3L/100 km); 31.4 mpg (9.0L/100 km), 24.0 mpg (11.8L/100 km) Source of performance figures SAAB SCANIA AB. Saab (Gt Britain) Ltd. Saab House, Fieldhouse Lane, Marlow, Bucks. Tel: (062 84) 6977. Aftersales Tel: (0604) 43643. Exports Tel: 01-409 0990.

WHERE TO FIND THE FIRST THINKING TURBO.

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H. E. Nash, T/A Yate Motors, 452 Badminton Road, Yate, Nr. Bristol, BS17 5HX. Tel. Chipping Sodbury (0454) 313496

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

Wilcox Carriage Ltd., Streatley Garage, Streatley, Nr. Reading, RG8 9RB. Tel: Goring-on-Thames (0491) 872846 & 872712

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Haymill Motors Ltd., Beaconsfield Road, Farnham Common, Slough, SL2 3HX. Tel: Farnham Common (028 14) 5111 Telex: 848285

River Garage Ltd., London Road, Old Stratford, Milton Keynes, MK10 6AA. Tel: Milton Keynes (0908) 562194

Eric Silvey Motors, Thames Industrial Estate, Fieldhouse Lane, Marlow, SL7 1LW. Tel: Marlow (062 84) 5359

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Mill Hill Garage, Wimblington Road, March, PE15 0YB. Tel: March (035 42) 2311

Buckingham & Stanley Ltd., High Street, Histon, CB4 4JD. Tel: Histon (022 023) 2258

Storey-Crighton Ltd., 939/943 Lincoln Road, Walton, Peterborough, PE4 6AF. Tel: Peterborough (0733) 71836/73543

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Stokoe Brothers Ltd., Central Garage, West Road, Loftus, Saltburn-by-Sea, TS13 4RJ. Tel: Loftus (0287) 40237

Cornwall
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Gordon Lamb (Chesterfield) Ltd., Sheffield Road, Whittington Moor, Chesterfield, S41 8LF. Tel: Chesterfield (0246) 451611

Rock Bay (Motor Bodies) Ltd., Leek Road, Burbage, Buxton, SK17 6UF. Tel: Buxton (0298) 2494/4609

Woodford Garage Ltd., 1-13 Uttoxeter Road, Mickleover, Derby DE3 5DA. Tel: Derby (0332) 513943

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Langs (Plymouth) Ltd., Albert Road, Devonport, Plymouth, PL2 1AG. Tel: Plymouth (0752) 51810

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Arnett International Limited, T/A Arnetts of Bournemouth, 26/32 Oxford Road, Bournemouth, BH8 8EZ. Tel: Bournemouth (0202)296565/6/7/8 (0202) 296565 Sales 25748 Service/Parts

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Gordon Ramsay Ltd., 163 Grange Road, Darlington, DL1 5NT. Tel: Darlington (0325) 65343

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Continental Cars (Stansted) Ltd., Station Road, Stansted, CM24 0BE. Tel: 0279-812534/814773

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C & F Warrens Ltd., 72-76 West Street, Rochford, SS4 1AS. Tel: Southend (0702) 544461

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Balmer Lawn Garage Ltd., 24 Brookley Road, Brockenhurst, SO4 7RR. Tel: Lymington (0590) 23464 & 23575

Cross Road Garage, New Cheriton, Alresford, SO24 0NQ. Tel: Bramdean (096 279) 400/455

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Bay Horse Motors (Hereford) Ltd., King's Acre Road, Hereford, HR4 0SD. Tel: Hereford (0432) 273791/266974

Hertfordshire
Breachwood Motors, The Heath, Breachwood Green, Hitchin, SG4 8PJ. Tel: Kimpton (0438) 832166

Breachwood Motors Ltd., 74-76 High Street, Harpenden, AL5 2SP. Tel: Harpenden (05827) 4545

Northchurch Motors Ltd., London Road, Nr. Tring, HP23 5RE. Tel: Tring (044 282) 6461/2 & 2415

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Southall & Stather, The Corner Garage, George Street, Driffield, YO25 7RA. Tel: Driffield (0377) 42150

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

Isle of Wight
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John Fowler Garages Ltd., Linton Garage, Linton Road, Loose, Maidstone, ME15 0AS. Tel: Maidstone (0622) 46629

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Station Garage, Station Approach, Borough Green, Sevenoaks, TN15 8AD. Tel: Borough Green (0732) 883044

William Goilop Motor Cars, Westminster Road, Vauxhall Industrial Estate, Canterbury, CT1 1HD. Tel: Canterbury (0227) 69600

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

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Guy Sweeten Ltd., Bow Lane, Preston, PR1 8ND. Tel: Preston (0772) 51803

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Langrop (Anstey) Ltd., Anstey Garage, Cropston Road, Anstey, LE7 7BP. Tel: Leicester (0533) 363674/362172/363313 (Sales)

Thos. B. Williams (Ashby Parva) Ltd., Ashby Garage, Ashby Parva, Lutterworth, LE17 5HS. Tel: Leire (0455) 209191

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Brent Cross Garage Ltd., Hendon Way, Hendon, London NW4 3RH. Tel: 01-202 6101

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Service Centre, Unit 6 Bethune Road, Acton, London NW10 6NJ. Tel: 01-961 4544

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Eachelhurst Garage, Eachelhurst Road, Erdington, Birmingham, B24 0NY. Tel: 021-3511027

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Causeway Garage (Chippenham) Ltd., London Road, Chippenham, SN15 3DE. Tel: Chippenham (0249) 655871

Swindon Motor Company Ltd., 34 Wood Street, Swindon, SN1 4AJ. Tel: Swindon (0793) 32556/7

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Manor Garage, 13-14 Main Street, East Ayton, Scarborough, YO13 9HL. Tel: Scarborough (0723) 863146

Signpost Motors, Rossett Green, Harrogate, HG2 9LQ. Tel: Harrogate (0423) 879777

T. Smithwaite Ltd., East Road, Northallerton, DL6 1NP. Tel: Northallerton (0609) 3921/2

South Yorkshire
Fenton Service Station, Wortley Road, Rotherham S61 1QH. Tel: Rotherham (0709) 551155

Gordon Lamb (Sheffield) Ltd., 115 Ecclesall Road South, Sheffield, S11 9PH. Tel: Sheffield (0742) 369946

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Lanka Garage, St. Mary's Lane, Kirkheaton, Huddersfield, HD5 0EB. Tel: Huddersfield (0484) 29754

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R. J. McCleery (Motors) Ltd., Donard Street, Newcastle, County Down, BT33 0AW. Tel: Newcastle (039 67) 23582

Thompson & Harvey Cars Ltd., 32/34 Belfast Road, Bangor, County Down, BT20 3PU. Tel: Bangor (0247) 50966

Old Mill Cars Ltd., The Old Mill, Muckamore, Antrim, Co. Antrim, BT41 4QE. Tel: Masserene (084 94) 67444/67300

N. Thompson (Motors) Ltd., 250-252 Donegall Road, Belfast, BT12 5NE. Tel: Belfast (0232) 221019 (Sales) 241215 (Service)

Ivan Wilson, Screen Road, Coleraine, Co. Londonderry, BT51 3AG. Tel: Coleraine (0265) 4045

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

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

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Fife Region
St. Clair Motors (Kirkcaldy) Ltd., 180-186 St. Clair Street, Kirkcaldy, KY1 2DG. Tel: Kirkcaldy (0592) 52291/2

Grampian Region
Adrian Smith Motors Ltd., 829/831 Great Northern Road, Aberdeen, AB2 2BR. Tel: Aberdeen (0224) 696751/699850

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Caberfeidh Motors Ltd., 60 Harbour Road, Longman South, Inverness IV1 1UF. Tel: Inverness (0463) 39035

Lothian Region
William B. Cowan Ltd., The Garage, Elphinstone, Tranent, EH33 2LN. Tel: Tranent (0875) 610492

Western Automobile Company Ltd., 1-2 Russell Road, Edinburgh, EH12 5LZ. Tel: Sales 031-337 5438, After Sales 031-337 9985

West Lothian Region
Dalmen Motors, 28 Glasgow Road, Bathgate, EH48 2AB. Tel: Bathgate (0506) 52089

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G. W. Sharp, Gibbleston Road, Scalloway, ZE1 0TX. Tel: Scalloway (059 588) 377

Strathclyde Region
Cambuslea Garage, Cambuslea Road, Ayr, KA8 9HT. Tel: Ayr (0292) 266146

Westcars, 162 Crow Road, Glasgow, G11 9PG. Tel: 041-334 4661/3

Whitecraigs Motor Co. Ltd., 60 Tantallon Road, Shawlands, Glasgow G41 3PX. Tel: 041-649 6281/2/3

Tayside Region
Dickson Motors (Perth) Ltd., Dunkeld Road, Perth, PH1 5RG. Tel: Perth (0738) 28211/7. Telex: 76403

Richard Lawson Motors, 135 Marketgait, Dundee DD1 1QP Tel: Dundee (0382) 22575

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Clwyd
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Hailey Park Motor Company, Station Road, Llandaff North, Cardiff, South Glamorgan, CF4 2FB. Tel: Cardiff (0222) 552942

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Velindre Service Station, Llangyfelach, Swansea, West Glamorgan, SA5 7LL. Tel: Swansea (0792) 71960

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SAAB

For radio lovers and tape fans.



Part No. 427. Output power max: 16 watts per channel. Output power RMS: 12 watts per channel. 5 slide controls covering: 60Hz, 250Hz, 1KHz, 3.5KHz, 10KHz. Frequency response: 50-8,000Hz. Wow & flutter: 0.35 RMS. FM sensitivity: 5dB at 108MHz. MW sensitivity: max 20dB. LW sensitivity: max 34dB. Size: 178mm(w) x 140mm(d) x 44mm(h).

Around £99

For radio lovers and tape freaks.



Part No. 426. Output power max: 16 watts per channel. Output power RMS: 12 watts per channel. 5 slide controls covering: 60Hz, 250Hz, 1KHz, 3.5KHz, 10KHz. Frequency response: 50-10,000Hz. Wow & flutter: 0.35 RMS. FM sensitivity: 10dB at 106MHz. MW sensitivity: max 20dB. LW sensitivity: max 34dB. Size: 178mm(w) x 140mm(d) x 44mm(h).

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If you love music, you'll know the secret of its reproduction is power.

Ample power to give silky, undistorted sound, without effort.

And ample power is exactly what these units have in common.

By using the latest, balanced, transformerless twin-amplifier, "floating ground" circuitry, we've achieved 16 watts per channel, 32 watts maximum.

The result is magnificent, clean sound from tapes or radio.

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Equalisers, as you may know, split the audio spectrum into sections from the bass to the treble.

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You can, for example, enhance the brightness of strings, crispen the rasp of brass, or deepen the beat of drums.

The effect on tapes, or radio, is most satisfying.

Indeed it can be almost thrilling to ordinary mortals.

Tape freaks, on the other hand, can get even more thrills from our 426 unit.

To begin with it has the latest auto-reverse mechanism so you can play your cassettes endlessly from side to side.

In fact you can play away until your ears fall off. They'll wear out before our Sendust head.

A Sendust head is made from an alloy of iron, aluminium and silicon which lasts four times as long as ferrite heads used on almost all other car stereos.

What's more it improves linearity, reduces distortion of high-level signals and thus maintains high-level frequency response.

Which, as any freak knows, means stunning sound.

We know freaks like to use metal tape to record their favourite music, so of course we haven't forgotten to include a metal tape equalisation facility.

In fact, we think you'll find we haven't forgotten anything.

As Halfords, and other fine stores, will be happy to demonstrate.

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AUDIOLINE

BMW's 735iA

— more refinement, but is it yet a Mercedes beater?

THERE was a time, about ten years ago, when the aspiring business executive might content himself with his Ford Granada, secure in the knowledge that one day he would graduate through the ranks of the BMWs eventually to arrive in a Mercedes-Benz. That was the order of things at that time, and very reasonable it all seemed to be. Opel hadn't quite got their act together at the luxury end of the market and Jaguar customers were still something of a breed apart, many people still identifying long-term quality and durability strongly with the two aforementioned German marques.

Times change, and the crazy logic of inflation has made luxury car prices rocket to what might seem ridiculously dizzy heights, although this very fact has made the most expensive sector of the executive saloon market just as cost-conscious and competitive, in a relative sense, as the opposite end of the buyer's scale. There are now more good, closely-matched luxury saloon cars on the market, not one of which can be branded as deficient in any significant sense, let alone bad. Yet cars still come the way of MOTOR SPORT which we find difficult to assess in relation to their rivals: one such has been BMW's revised 735iA saloon which we recently enjoyed for a week's winter motoring.

I have to confess that the 735iA didn't have a fair start: I climbed straight into its driving seat a few minutes after relinquishing custody of last month's Ferrari 308GTBi to its owners, Maranello Concessionaires. Coming from the cockpit of an essentially responsive, out-and-out sports car into the "gentleman's club" atmosphere of muted luxury offered by the BMW was a major culture shock. It took me several miles before I was sure that I could face manoeuvring a large saloon car again in heavy traffic!

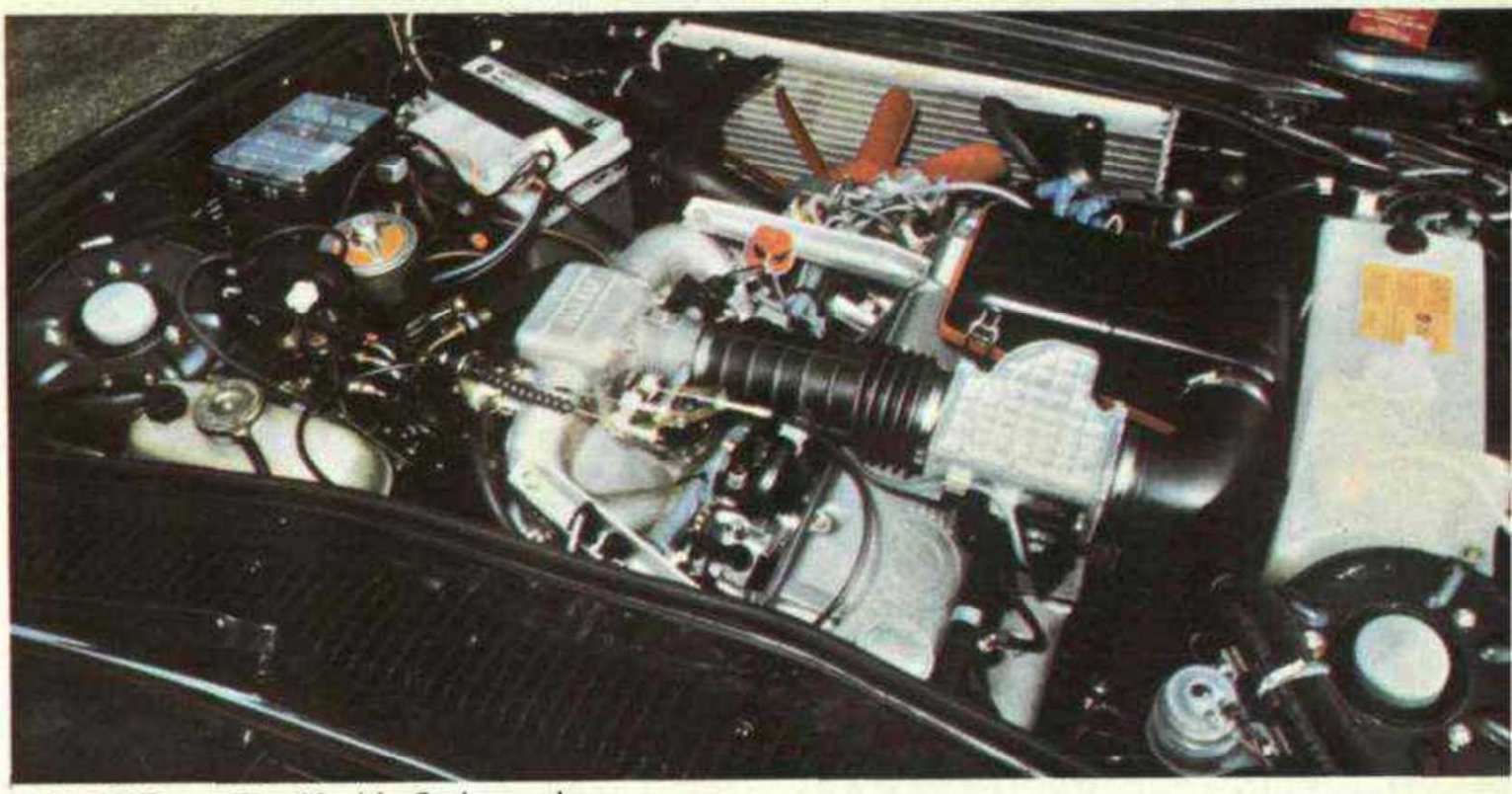
BMW's range of 7-series saloons burst onto the market at the end of 1977, some time after the 6-series coupés supplanted the old 3-litre CSLs. I think it is fair to say that they got a mixed reception: there were accusations that they had a



somewhat "coarse" ride and didn't provide the adhesion offered by some of their rivals. Neither did they receive unanimous acclaim on the basis of their looks. Some people considered them to be dumpy and badly proportioned when compared with the sleek, graceful lines of the big BMW saloon range which they replaced. But most people would agree that the cars' specification has progressively improved and the well-equipped 1983 model, with its 3.5-litre fuel-injected engine, is undoubtedly the best yet. But the price for all its undeniable technical improvement has been a gradual movement of its price up towards the Mercedes-Benz bracket. Thus, while Stuttgart has successfully moved down-market to challenge BMW with its W123 derivatives, Munich has gradually moved up-market in an attempt to tackle Mercedes's prestigious 'S' class saloons on their own ground. And spearheading Munich's attack is the current 735iA.

Our test car was fitted with the optional automatic transmission system which is in effect a three speed automatic with an "overdrive" fourth which is only engaged on relatively modest acceleration. A clutch locks out this very high fourth on full throttle at anything above approximately 55 m.p.h. and, although it will engage at much lower speeds with a gentle application of the throttle pedal, continuous full-throttle running ensures that the 735iA stays in third gear all the way up to its maximum of around 130 m.p.h., this corresponding to 5,750 r.p.m. The revised 735i employs the slightly smaller 3,420 c.c. six-cylinder o.h.c. engine which first appeared installed in the current 635CSi, developing 218 b.h.p. at 5,200 r.p.m. with a 10.0:1 compression ratio. Driven enthusiastically, there is no doubt that this 735i is a tremendously fast executive express, rushing from rest to 60 m.p.h. in 7.9 sec. despite the inevitable, mild wheelspin on dry tarmac. 70 m.p.h. is reached in 9.9 sec. and 80 m.p.h. in 13.1 sec. We have frequently reported in the past about the smooth, refined characteristics of the BMW six-cylinder engines and this, unsurprisingly, was the smoothest we've yet sampled and its low mechanical noise levels, allied to the fairly supple ride with minimal drumming and road noise transmitted to the occupants, makes for an impressively silent environment in which to be whisked along the autobahns of Europe. As for the behaviour of the new automatic gearbox, there is never any trace of sudden snatch from any of the changes, up or down, even though its very sensitivity to throttle openings can make it move backwards and forwards between third and fourth as a result of very minor changes in pedal pressure. Of course, one does have the option of simply moving the selector to '3', thereby switching to a normal three-speed automatic arrangement all the time, without that overdrive fourth ever coming into the picture.

Quiet, refined running is only part of the BMW package, of course, and considerable effort has gone into the task of "sharpening up" what some people still regard as the rather ponderous handling of this 735iA. The rear suspension has been modified to incorporate semi-trailing arms fitted at 13-degrees rather than the former 20-degree arrangement, this change making the 735iA fall into line with the specification of the 528i and 6-series coupés. This, in conjunction with a stiffer anti-roll bar, is intended to instil a considerable improvement in the car's handling characteristics, and I have to confess that on dry roads, shod with its 205/70VR14 Michelin XWX radials on alloy rims, this 735iA exuded enormous



ABOVE — The Munich firm's usual careful planning is evident under the bonnet of the 735iA.



RIGHT — Mounted on the interior of the boot-lid is the tool-kit, which keeps the boot tidy except for the obtrusive spare tyre seen on the right. Note also the relatively high sill.

BELOW — 7-Series bodywork remains unchanged in rear aspect, emphasising rather than disguising the bulk of the car.

OPPOSITE PAGE, TOP — Slight grille revisions, a neat spoiler incorporating fog-lights, and A-pillar fairings contribute to a drag reduction of some nine per cent.

OPPOSITE PAGE, BOTTOM — Fascia layout follows BMW practice, incorporating pushbutton ventilation, test panel, trip computer, and electric seat controls (below gear selector).



Which one tells you when to put your overcoat on?

The facts behind the reputation.

What was there to add to the Golf GTi, one of the most exciting cars in living memory?

How about a memory?

Which is why we gave the new GTi a sophisticated computer which remembers everything about your journey and displays it on the dashboard.

Just press the button and the display will change from actual time to your total journey time.

Which is likely to be short because the new GTi accelerates from 0-60 in just 8.2 stunning seconds.

Press again for the distance of your journey. And again for the average speed of your journey.

This is almost certain to be on the high side because the new GTi's engine gives you even more power across the entire speed range.

A drive to remember.

Press the button again for your average mpg.

This will be gratifyingly low. Because although the new GTi goes even more quickly, it drinks even more slowly than its predecessor.

At 56 mph you'll get 47.9 mpg, which is the kind of figure you might expect from a small economy hatchback. And at 75 mph you'll get 36.7 mpg, and around town you can expect 26.6 mpg.

Which are definitely not the kind of figures you would expect from a car that can see off a Ferrari 400i at the lights.

It's like a Mum to you.

Your Mum might have told you to put your overcoat on because she was worried you'd catch a chill.

But you'd hardly expect a car to be as considerate.

The new GTi is. Just press the button and it gives you the air temperature outside the car.

The GTi will remember all this and more between the time you turn the key in the ignition until you stop the engine.

And it will go on remembering provided you don't stop for more than two hours.

So its memory is as long as your journey.

A long memory.

But, because we don't want anyone to accuse the GTi of having a short memory, we've also given it a long one.

This second memory gives you total recall of any number of individual journeys.

Storing the information for a distance of 6,200 miles, 220 gallons of petrol, or 100 hours' driving.

Improving the dazzle.

So how were we able to improve on the dazzling performance of the original GTi?

Tweaking the old engine was not enough. A total rethink was necessary.

The happy result is a fuel-injected 1800cc engine with a maximum power output of 112 bhp, representing an increase of only two bhp over the previous one.

Yet this is achieved at a speed of 5800 rpm instead of 6100 rpm.

The improvement in torque is striking, with 109lbs/ft available over a wide rev range above 3500 rpm.

And although the new engine is no larger, it is actually lighter than the old one.

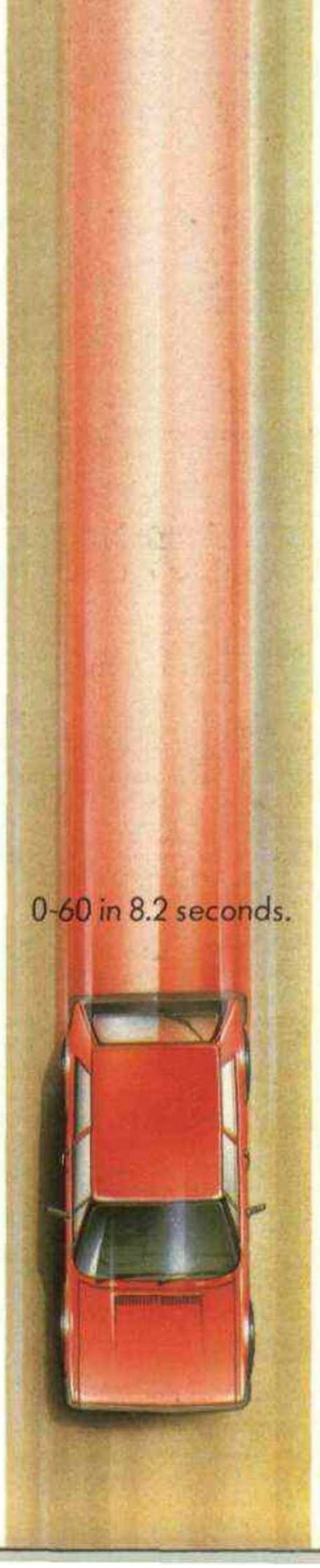
It has lighter pistons and camshaft; also longer connecting rods and a torsional vibration damper.

So the engine runs even more sweetly and quietly than before.

But how can so exciting a choice also be a practical choice?

Well, the Golf GTi carries four adults in comfort. Or, with the rear seats folded, a washing machine comfortably.

And the price? £6,809. Which isn't a lot to pay. When you consider that the new GTi is the stuff that memories are made of.



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PORTUGUESE RALLY

MIKKOLA'S win was his second this year, giving him a strong championship lead and suggesting a year far more to his liking than his very lean 1982.

Close finish between Audi and Lancia

RÖHRL'S Lancia was dominant on the early tarmac stages, but on the dirt the Audis caught up and the reigning World Champion was beaten — but only just — into third place.

TEN years after visiting the Monte-Carlo Rally what is likely to be the visitor's major recollection, displays of driving skill in the Alps or the picturesque harbour of the Principality and the vast crowds on the Col du Turini? After a Safari, will a duel between Datsun and Peugeot have lodged most prominently in the memory, or will it have been overshadowed by the sheer grandeur of the Kenyan countryside? More pertinent than these questions is a similar one concerning the Portuguese Rally, for when that event ended in Estoril at the beginning of March there were as many people talking of the suicidal behaviour of spectators as there were of the close contest between Audi and Lancia, and the tremendous final push made by Michèle Mouton.

From Estoril, just on the coast to the west of Lisbon, all the way to the north and back, the uncontrolled behaviour of spectators was the cause of great concern for competitors. They lined the roads very closely indeed, hardly providing any space for even the slightest of tail slides, and often stood on the roads themselves as cars approached, only jumping clear at the last moment. The cause is nothing more than sheer excitement and enthusiasm, which in itself is laudable, particularly as the entire population seems to be affected, but a greater degree of control would be a better safeguard against a





THIS crowd of spectators, watching Michèle Mouton raising all but one wheel, was relatively well behaved. Elsewhere they got far too close for comfort.

sudden reduction in that population, and would give competitors a little more peace of mind. After all, no-one can really give of his (or her) best when driving at high speed along a narrow avenue lined closely by a solid mass of excited humanity.

This apart, the Portuguese Rally, again sponsored by the country's Port Wine industry, is indeed a tough contest, hard on cars and made tight by a time schedule which necessitates high speed work by mechanics to replace anything which may have broken, however small.

The early days of the TAP Rally, when navigation was by no more than lists of kilometre stone numbers, and special stages were often supplemented by strings of very tight sections of around four or five minutes, just like British road rallies of old, have long gone, and the present event is very clear cut indeed. It is rather strung out along the country, adding to the work of service crews, but since the sponsoring industry is based in the north the organisers are obliged to go there. In any case, dirt road stages are becoming more difficult to find in the southern part of the route.

The main contestants this year were the teams of Audi and Lancia, the latter backed by Martini. Lancia, with their light, spaceframe, rear-engined cars, were expected to take the lead on the early tarmac stages, whilst the four-wheel-drive Audi Quattros were expected to catch up on the dirt roads, especially if the going turned out to be wet and slippery.

Some two weeks before the start there was even snow on high ground in the north, but that had all gone before the start. Some of the roads were still rather wet, but most of the going was on dry roads in very pleasant sunshine.

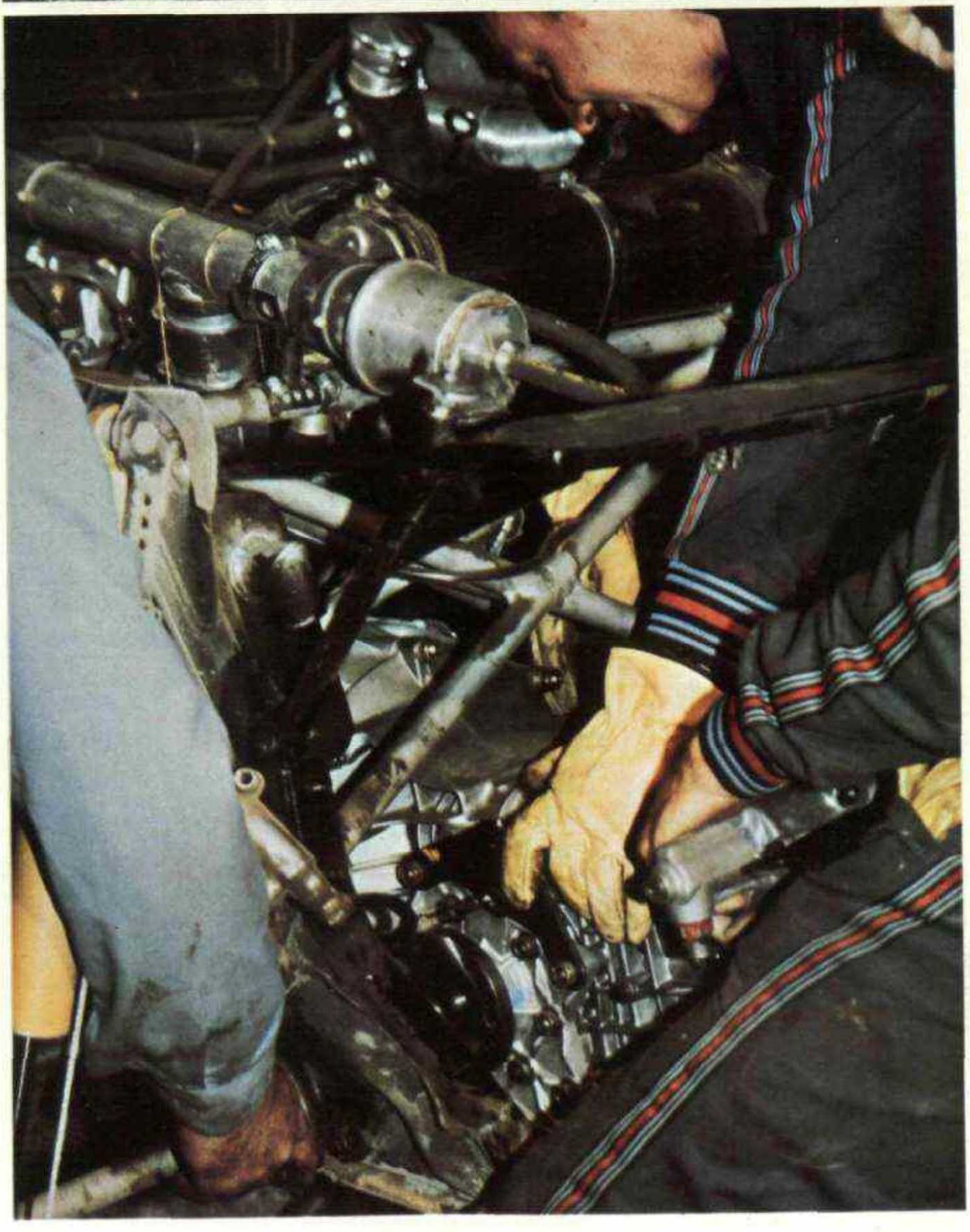
Audi brought three cars for Mouton / Pons, Mikkola / Hertz and Blomqvist / Cederberg, whilst Lancia also had a trio in Röhrl / Geistdörfer, Alén / Kivimäki and Vudafieri / Perissinot. Nissan Europe had one 240RS for Salonen / Harjanne, and there was a similar privately-entered car driven by Britishers Kaby and Arthur also having the support of the team's service network.

There was a Renault 5 Turbo driven by Therier / Vial, and although this was entered by the driver it was most certainly the product of the factory. Indeed, the car was entered very much for development purposes and one of its features being tried out in competition for the first time was a wider front track. Alas, this is a feature which will need redesigning, for the car suddenly lost a front wheel during the event and Therier was only just able to stop short of a rather formidable drop.

Another privateer was Austria's Franz Wittmann in a borrowed works Quattro with no more help from the works team, and another the Belgian pair Marc Duez and Leon Lejeune in an Opel Manta. The latter pair were sponsored by the coffee company Chat Noir as the result of a chance meeting by Lejeune and a principal of that company on the flight home from the Monte-Carlo Rally in January. Amazing how casual conversations can lead to financial deals!

The Spanish driver Antonio Zanini was in a Sunbeam Lotus backed by an outfit which could only be described as cosmopolitan. Entered by the French factory, it was supported by Frenchmen,

Continued on p. 426



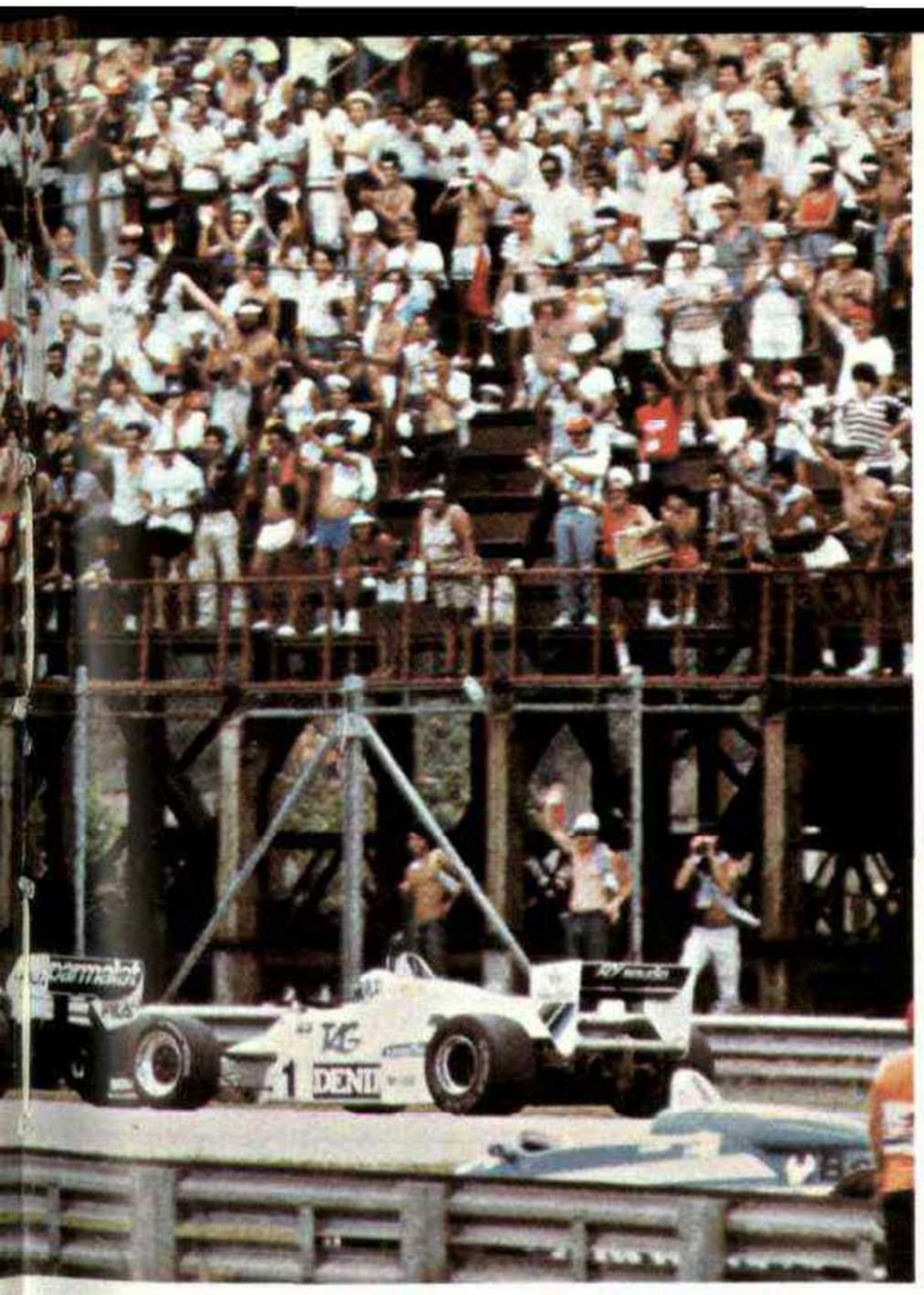
GLOVED hands work quickly to replace the gearbox on Alén's Lancia. Parts of the spaceframe can be clearly seen.





BRAZILIAN GRAND PRIX ROSBERG leaps from his Williams (above) while chief mechanic Alan Challis douses the brief fire which enlivened his pit stop. Right, Piquet and Rosberg complete their slowing down lap in front of the madly enthusiastic crowd, just lapping Lauda (No. 8) as they do so. Fabi's abandoned Osella can be seen in the foreground. Below, Lauda chases Jarier and Cheever in this scenic view of the Riocentro circuit.







MARC SURER drove a tremendously energetic race at the wheel of his unsponsored Arrows A6, the sister car of which former World Champion Alan Jones was scheduled to test just prior to the Long Beach Grand Prix. Whether Jones returns to drive for the team permanently remains to be seen, but Surer finished sixth just behind Tambay's Ferrari, in Brazil. Below, Cheever heads Lauda, Jarier, Surer, Guerrero and Laffite in a tight bunch.



MICHELE ALBORETO (seen spinning below left) was the first retirement of the race. Nudged by Baldi's Alfa Romeo on the opening lap, Alboreto's oil cooler had been damaged in this incident and led to his retirement after seven laps. Below right, Theodore team-mates Guerrero and Cecotto in tight formation.





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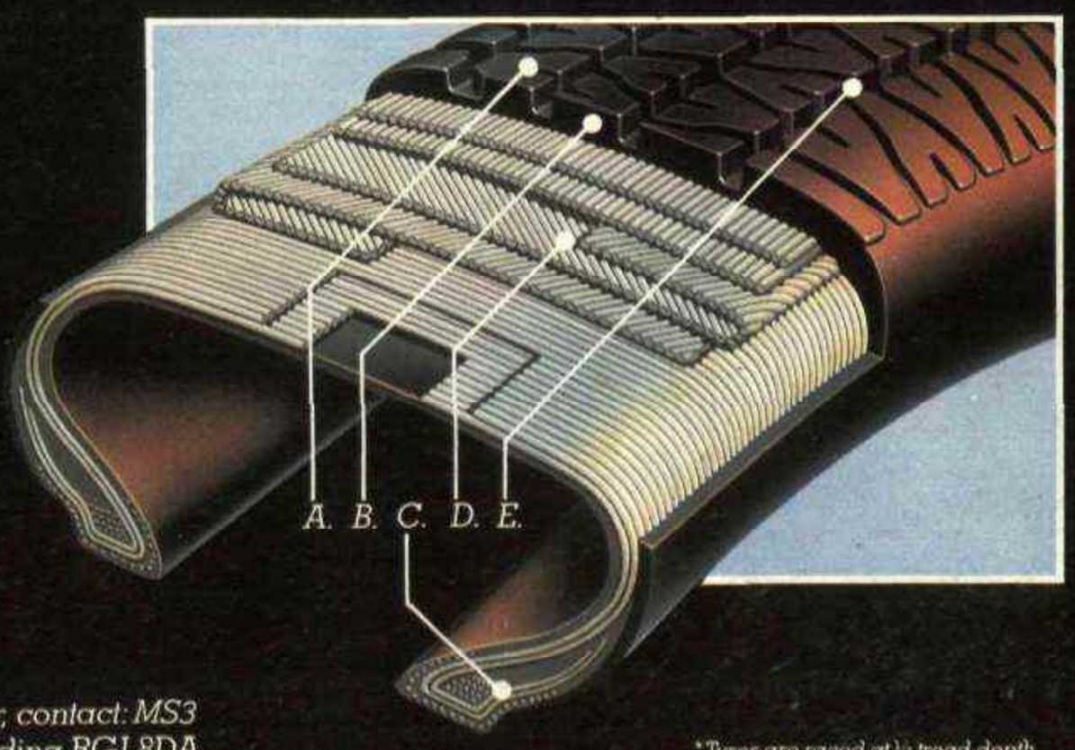
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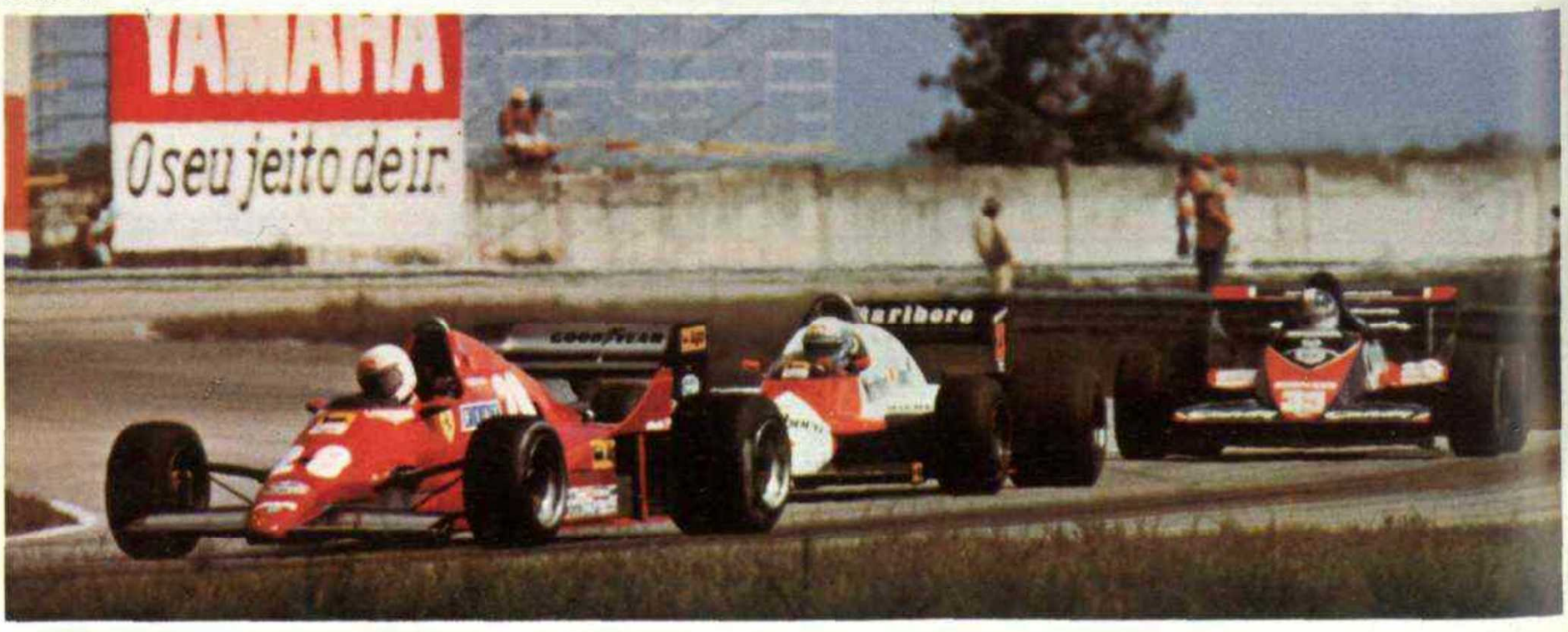


IN a haze of rubber dust and shimmering heat (above), the 1983 World Championship season gets under way at Brazil's Autodromo Riocentro with World Champion Keijo Rosberg's pole position Williams FW08C easing into the lead of the Brazilian Grand Prix as the pack goes into the first corner. Rosberg is just ahead of Alain Prost's Renault, Nelson Piquet's Brabham and Patrick Tambay's Ferrari.

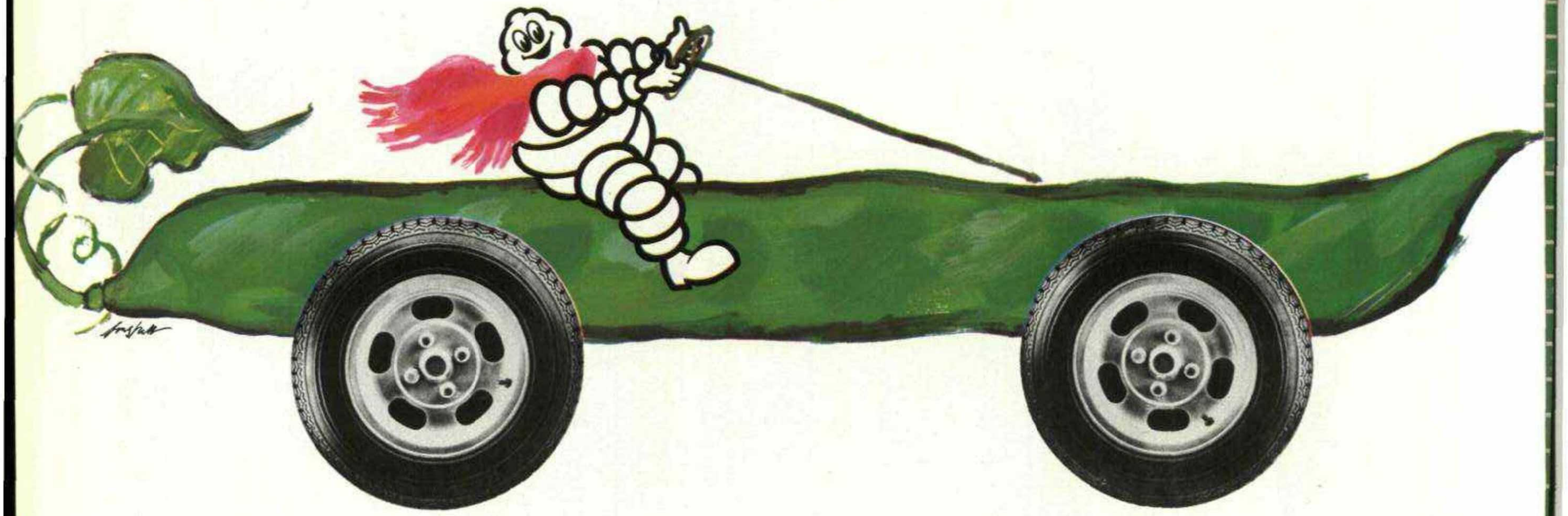


VICTORY rostrum (right) with an surprisingly calm looking Piquet flanked by Rosberg (left) and Lauda.

TIGHT battle as Arnoux's Ferrari fends off Baldi's Alfa Romeo and Warwick's Toleman, (below).



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18 WORLD RECORDS

Alfa Romeo





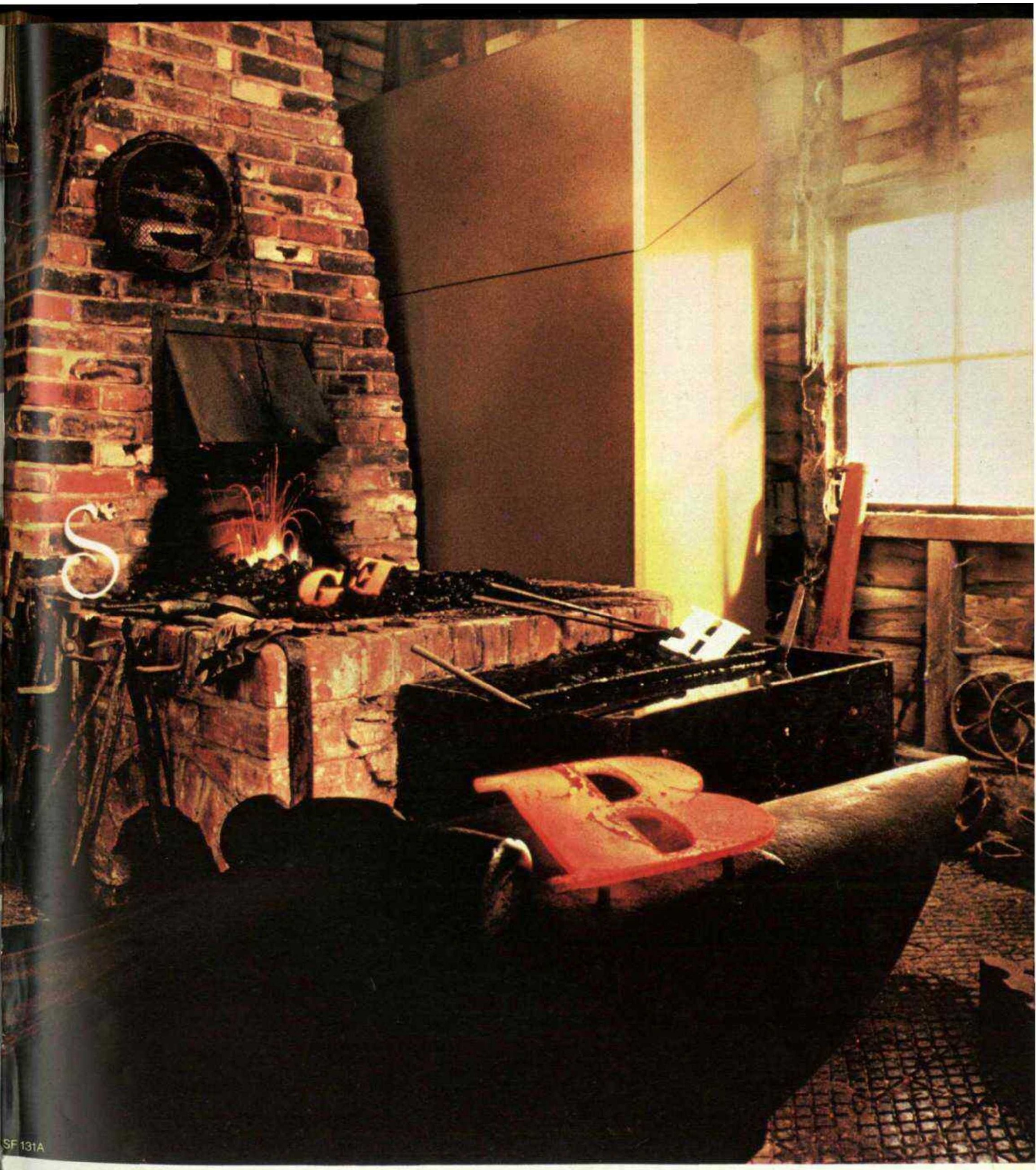
DELICACY was needed on the braking test — but D. Biggins (above) overshot the mark at the expense of his Porsche's tyres. D. Bowles (below) must have appreciated the protection of his XK120's hood against the bitter wind. Bottom, a clutch of Astons and Dinos pursue an Alvis Speed 20 and Lee's Tojeiro Aston Martin (48).





POMEROY TROPHY A WIDE range of cars contested this annual VSCC event at Silverstone. Top left, R. I. Dean's Alvis Silver Eagle on its way to maximum points in the High Speed Trial. Above left, Mann's 4½-litre Lagonda V12 contrasts with the 1½-litre 'Nash of Mark Joseland at Woodcote.

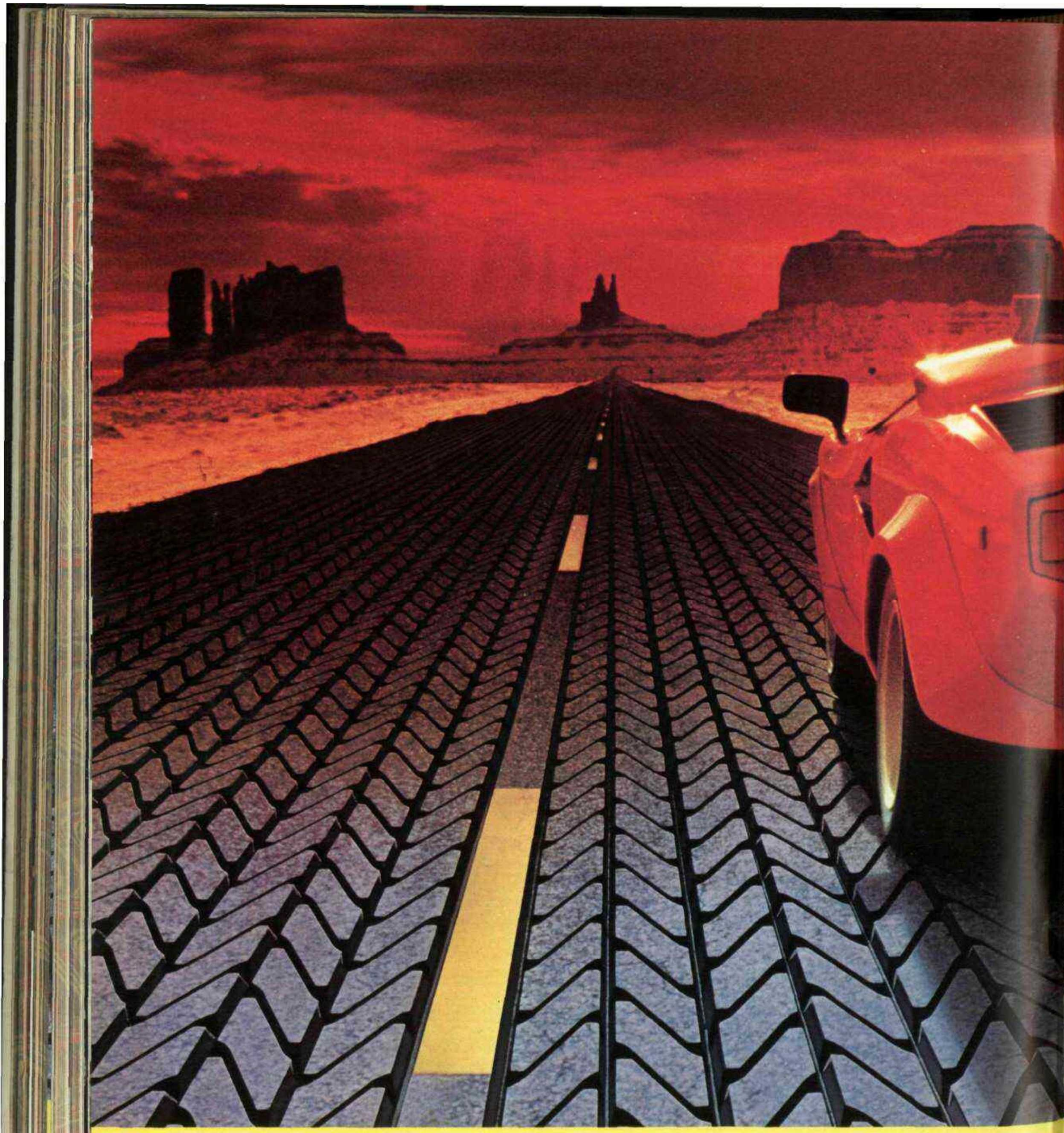




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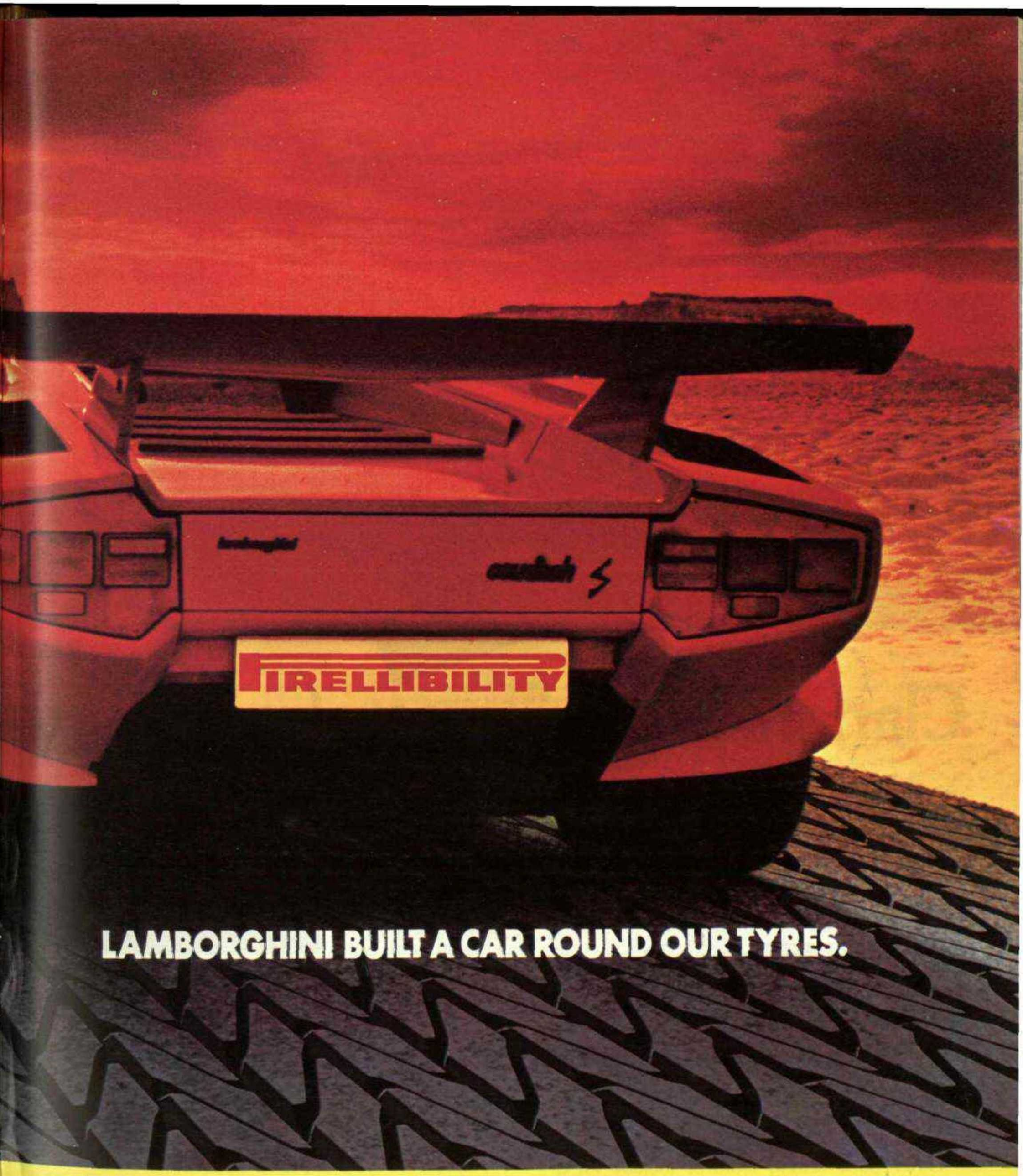
In January 1978, in 'Car Magazine', Gianpaulo Dallara, Lamborghini Consultant Engineer described the Pirelli P7 as, "The Greatest single breakthrough in motoring history."

And he paid it an even greater compliment, when he took the Lamborghini Countach back to the drawing board – and redesigned it around the amazing Pirelli P7.

The P7 set new standards of handling and performance. No other tyre could equal it.

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The P7 was perfect for the Lamborghini Countach. It's also fitted as original equipment by Porsche, Aston Martin, Ferrari and De Tomaso.

But, more important, the P7 set the pattern of perfection for the full range of Pirelli tyres, from the highly successful P4 and P6 to the fuel-economic P8.

So, whether you drive something as exotic as the Countach or, something a little more down to earth, you can enjoy the perfection we call Pirellibility.

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BMW 735iA — continued from page 407
confidence, sure-footedness and stability. It was only really on wet surfaces that one became aware of a nervousness which can provoke the sudden onset of unwanted oversteer when pressing-on hard on twisting road. As a high speed motorway cruiser the 735iA is really beyond reproach, with excellent directional stability and response from the power assisted recirculatory ball steering system, but on twisting secondary roads I still wasn't totally confident when positioning this big machine at high speeds. One could easily be accused of subjecting the 735iA to a style of use for which it's not really intended, but at the end of the day I remained unconvinced that it matched the corresponding 'S' class Mercedes-Benz in the chassis department, even though it quite comfortably out-performs the 3.8-litre V8 saloon from Stuttgart. However, it is certainly worth re-emphasising the remarkable benefits afforded by the 735iA's ABS braking system, the effectiveness of which continues to astound and amaze even those who thought they were fully used to it.

Aerodynamic improvements have been incorporated into the 735iA profile, including a slightly revised grille, a front spoiler below the bumper (which incorporates foglamps) and fairings round the front pillars, all these adding up to a reduction of 9 per cent in terms of drag. BMW claims that these modifications improve the fuel consumption of this 31 cwt. saloon by 6 per cent and, indeed, our overall figure of 20.9 m.p.g. is extremely good for a car endowed with this sort of performance — and comes out very favourably when compared with the 19.1 m.p.g. average recorded from the last 735i tested by Standard House back in 1980, that being a five-speed manual gearbox example. The 22.4 gallon fuel tank endows the 735iA with a range of almost 400 miles, a worthwhile feature for Continental touring.

Internally, this big BMW is equipped and finished to a very high level indeed, although there are no drastic changes to be seen in the layout of instruments and minor controls: as with most high quality cars, BMW interiors tend to evolve subtly and slowly as the years go by, not dramatically or suddenly. The four-spoke steering wheel is pleasantly thick-rimmed and, through its upper segment, the driver is faced by clear and concise instrumentation situated behind a non-reflective screen. The speedometer on the left is optimistically calibrated to 150 m.p.h. and the matching rev. counter red-lined at 6,200 r.p.m. Between these two large dials are situated the fuel contents and water temperature gauges in addition to the barrage of warning lights which indicate the car's imminent need for servicing (five green, then amber and red, depending on how close the 735iA is to its scheduled check) while, to the right of the fascia, the now customary BMW check-panel retains the clever press-button system for checking fluid levels, brake pad wear and rear light bulb failure. The stalk controls remain the same as usual, with the left hand one dealing with indicators and headlight dip / flash facilities, while the two on the right control the windscreen wash / wipe (upper) and cruise control (lower). I don't propose to labour my personal dislike of cruise controls yet again: suffice to say that I shy away from using such mandates for slack driving, just as I ignored BMW's well-publicised on-board computer which can deal with every conceivable distance / time / m.p.g. calculation you might require, assuming you can understand or take the time off to work out how it functions. After a few miles, however, I was saved a guilty conscience since the computer ceased to work, along with the 735i's interior light, so that was that!

Although such technical refinements as the ABS braking, inertia reel seat belts front and rear and headlight wash / wipers are fitted to the 735iA as standard equipment, it's worth considering the cost of some of the other luxuries which further enhanced our test car's £18,860 basic specification. The cruise control costs £384, leather upholstery is £788, limited slip differential £303, electric sliding roof £565, on-board computer £487 and the splendid electrically adjustable front seats £528, all of which mounts up to make the final cost well in excess of £21,000 which is a factor to be borne in mind for potential customers. As I said, the electrical seat adjustment is absolutely splendid, allowing driver and front passenger to adjust position, angle and height of their seats at the touch of one of four buttons on the centre console. This feature, for me, was one of the highlights of an interior design, the hallmark of which is complete ease of operation of all controls, including the distinctive push-button internal heating / demisting system. The seats themselves offer excellent support over long journeys even though they feel a trifle soft and too sumptuous on first acquaintance. The boot is simply enormous and there are plenty of pockets, cubbyholes and trays in which to store the usual selection of superfluous bits and pieces that most people tend to hoard on a long trip. There is also the customary selection of tools fitted into a little fold-down tray inside the bootlid, a nice touch although one which may seem a bit unnecessary given the comprehensive "engine management and monitoring" system which seems well equipped to inform the driver what's wrong almost before a failure has occurred!

Unquestionably, BMW have scaled fresh pinnacles with the 735iA, their saloon flagship arguably now better equipped and certainly quicker than most of its fellow high-priced machines from rival manufacturers. In addition to the effectiveness of that new automatic gearbox, which now means that the buyer doesn't have to associate such extras with increased fuel consumption, the confidence conferred by the ABS braking system enables ground to be covered extremely quickly in what is, after all, a very large machine. There is no obvious Achilles Heel . . . and yet, despite BMW's current high standard of finish, there are still very persuasive arguments in favour of opting for either Jaguar's 4.2-litre XJ6 or the Mercedes-Benz 380. The Jaguar certainly hasn't got the out-and-out performance, but notwithstanding its age, that Coventry-built six-cylinder engine is still a match for most in terms of mechanical refinement, while the XJ chassis rides brilliantly and is extremely quiet. There is an argument perhaps, that the XJ6 is on its last legs and its replacement is only just round the corner, but the Jaguar is still visually a far more graceful car than the BMW 735iA will ever be. The same applies to the beautifully aerodynamic profile of the 'S' class Mercedes-Benz, even though many people feel that, for all its refinement, the ride is too "coarse" and the steering a touch insensitive. It may be deemed a trifle flippant to condemn the 735iA on the basis of its looks, but I'm sure that many potential buyers will do just that. The 7-series BMWs have always been rather dumpy and ill-proportioned and no amount of cosmetic alterations will significantly enhance their lines. On balance, I found myself admiring the road manner of this 735iA although I never came to trust it implicitly close to the limit, an area in which I would have complete faith in the big Mercedes-Benz. Ultimately, though, the 735iA lacks either the crisp styling of the Mercedes or the accepted elegance of the Jaguar: but if Munich ever gets round to putting that mechanical package into a fresh bodyshell, then Stuttgart and Coventry really will have something to worry about.

A.H.

ROLLS-ROYCE CLAIMS —
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based on some of the R-R statements in the newspaper, passed on to a garbled story about a long-wheelbase Rolls-Royce Silver Cloud bought in 1970 as the (second hand) official car of that very important personage, the Lord Provost of Edinburgh. In 1981, the story goes, this R-R limped into the main R-R dealers in Edinburgh, badly rusted, was taken back to Crewe on a trailer, and found to require repairs that would cost £60,000. Mr. Hamilton has been very careful to emphasise that this was entirely due to neglect and not in any way to R-R engineering or quality, although Mr. Hamilton does suggest that he may be the first journalist to write of Rolls-Royce and rust in the same sentence! And that two years in a repair-shop may well be some sort of record, where a Royce is concerned.

Anyway, the issue of whether Edinburgh Council forked out for the repairs or bought their Provost a new car became a political one, apparently. In the meantime, the Provost used a secondhand Daimler and his wife's Toyota. Now it has been decided to forgo the Rolls-Royce and get him a new Daimler, costing £28,000, which sounds like a Double-Six Vanden Plas automatic. This is in lieu of a new Rolls-Royce, which it is said would have cost the Scottish rate-payers £160,000 — and what kind of Royce is that, pray, remembering that the sum would buy nearly two Camargues? And why couldn't the gentleman, if he can stand an oldish Daimler and a Toyota, have been content with just a simple Silver Spirit?

The Times suggests that the standing of the leading citizen of Britain's second city has been diminished by this transference of his person when mobile from a Royce to a V12 Daimler, but that the day after the saving had been made Edinburgh Council announced that it was spending £200,000 on — new public conveniences. Last word to *The Times*, we think!

Meanwhile, if anyone wants to bid for a rusting Silver Cloud with an SO registration. . . . W.B.

British Rotorcraft Museum

THE British Rotorcraft Museum at Weston-super-Mare, founded in 1974 from documents and equipment collected over some 15 years by Elfan ap Rees, now has 20 aircraft and has already embarked on a campaign to raise funds for the construction of a permanent building. About a million pounds is the sum required, and one way to help is to become an Associate Member at just £2 annually. Much other help would also be appreciated, and full details are available from Mr. Alan Norris, 27 Acer Road, Biggin Hill, Kent TN16 3SP. The aircraft include a Sycamore, a Belvedere, a Cougar, a Fairey Ultra Light, a Hafner R2, a Saro Skeeter, a Gadfly, a Watkinson CG4, a Dragonfly, three Whirlwinds and quite a substantial part of the Fairey Rotodyne. When funds allow, some of these will be brought up to airworthiness standard and flown. — G.P.

PORTUGUESE RALLY

continued from page 411

Spaniards, staff from the Coventry factory and from the Cumbria Talbot dealers, Little Brothers.

There was no entry at all from the Opel factory, for the team had decided to concentrate all its efforts on the Marlboro Safari Rally. Indeed, so many spares, cars and personnel had been sent to Kenya that they would have been hard pressed at Rüsselsheim to equip even one service car.

Lasting from Wednesday morning until late on Saturday night, with various stops along the way and a supplementary slalom (not part of the rally itself) at Estoril Circuit on the Sunday afternoon, the event began with a daytime leg in the area of Sintra, making three loops around a tight route containing three special stages. After these nine, all on tarmac, was an evening stop before heading northwards through more tarmac stages to the first of two stops at Povoa de Varzim on the coast just north of Porto.

On those tarmac stages the Lancias moved into the lead, but the margin between them and the Quattros was not as high as was expected. It seemed that both teams used tyres not exactly right for the warm tarmac, and this tended to level them out. Perhaps someone should have taken some air temperature readings; the warm sunshine was plain for all to see.

Further north, still among the tarmac stages, Lancia's move ahead of Quattro progressed, but very slowly, and when three stages were cancelled due to striking glassworkers blocking not only a stage but a vital bridge over the wide river at Figueira da Foz, the prospect of Lancia gaining a working advantage that would last through the dirt stages was just about removed.

Indeed, after a stop at Povoa, where huge, unruly crowds made the job of suspension raising difficult and even arduous for mechanics, a Quattro moved into the lead — that driven by Stig Blomqvist. The Swede was driving magnificently, and held that lead despite two broken struts (not at the same time) and a puncture.

A second stop at Povoa, after a short loop to the north, was again made irritating, frustrating and even dangerous by uncontrolled crowds massing in the service area. Theft was also commonplace, not only there but in the hotel car park that night, when service cars were broken into and all manner of professional and personal belongings stolen. Thieves exist everywhere, but this has happened so often in Portugal that one wonders why the organisers cannot arrange for a policeman or two to stand guard during those stops when large quantities of valuable equipment have to be left outside. The whole scene at Povoa was like having the Cup Final on an open piece of Clapham Common!

Blomqvist's lead, alas, came to an end when his rear differential seized, locking the rear wheels. He managed to get going with some help, but at the next service point there was no spare diff in the Audi vans, so all that could be done was to send him on his way with front-wheel-drive only. He needed more service later, and he realised that he was out of time, but he nevertheless continued so that at least he could drive through the stages to be able to help his team-mates should he come across them stopped for some reason. But at the next main control his cards were retained and he could go no further.



TERRY KABY and Rob Arthur put up a good performance, claiming eighth place in their Nissan 240 RS.

Mikkola inherited the lead from Blomqvist, but Röhrl was fighting hard and staying in second place, ahead of Mouton. Various mishaps occurred, including punctures, and on one stage Röhrl lost all forward illumination when the plastic section of his bonnet containing the car's lights broke off. Mikkola had his turbocharger intercooler changed, partly before the second Pavoa stop and partly after, whilst Salonen lost a road minute having a simple brake pad change. Later, the Nissan driver had his leaking rear axle changed.

On the final return leg to Estoril positions were still close, and a puncture could easily change fortunes completely. A crop of these came up on the rough stages — Arganil was one, where Mikkola stopped to change a wheel and had to watch Röhrl go by. Ironically, Röhrl punctured later on the same stage, but chose to carry on the remaining ten kilometres without changing the wheel. In this distance Mikkola caught but could not pass him, and the two cars arrived at the flying finish in line astern.

At about the same time Mouton put on an amazing spurt and got ahead of Röhrl into second place. With just a handful of stages to go, the situation up front was becoming tense.

Salonen had by this time gone out when his gearbox jammed, but Kaby was putting up a fine show, staying inside the leading ten despite a variety of problems, including a plug lead which fell off, twice! Wittmann, too, was having a trying time fettling various breakages on his rather old and well-used Quattro, which had actually served as a practice car in Portugal. At one point he lost time simply because the car's jack collapsed as he was changing a wheel, but he nevertheless stuck to it and finished seventh, just ahead of Kaby.

Röhrl fought hard to get to grips with the two Audis ahead of him, but he just couldn't make it and eventually accepted that he could only muster third place, less than a minute behind Mouton.

In the World Championship, Mikkola now has such a lead that he can't be overtaken in the next round in Kenya, whilst among the manufacturers Audi is almost certain to move ahead for Lancia is not contesting that event. After the Safari, the next round is the Tour of Corsica during the first week of May.

The technical organisation of the Portuguese Rally is fine but the manner in which unruly crowds are allowed to run wild points to inexcusable negligence on the part of the organisers. We have spoken to them about this on many occasions, as numerous others have done, and the answer has never been more than a shrug of the shoulders. If government or tourist board officials read this, we suggest they take note and implement steps to help the organisers by arranging for more police supervision of stages, not just at road junctions. The organisers should also do their bit by enrolling many more marshals. If they want a lesson in precision stage control, they should go to Finland to see how it's done there. — G.P.

Portuguese Results

1st : H. Mikkola/A. Hertz (Audi Quattro Gp. B) ..... 7 hr. 17 min. 24 sec.
2nd: M. Mouton/F. Pons (Audi Quattro Gp. B) ..... 7 hr. 18 min. 19 sec.
3rd : W. Röhrl/C. Geistdorfer (Lancia Rally Gp. B) ..... 7 hr. 19 min. 14 sec.
4th : M. Alén/I. Kivimaki (Lancia Rally Gp. B) ..... 7 hr. 24 min. 29 sec.
5th : A. Vudafieri/M. Perissinot (Lancia Rally Gp. B) ..... 7 hr. 41 min. 49 sec.
6th : A. Zanini/V. Sabater (Sunbeam Lotus Gp. B) ..... 7 hr. 50 min. 29 sec.
7th : F. Wittmann/P. Diekmann (Audi Quattro Gp. B) ..... 7 hr. 53 min. 56 sec.
8th : T. Kaby/R. Arthur (Nissan 240 RS Gp. B) ..... 7 hr. 54 min. 08 sec.
9th : J. Santos/M. Oliveira (Ford Escort RS Gp. 4) ..... 8 hr. 09 min. 38 sec.
10th : G. Fischer/M. Weinzierl (Mitsubishi Turbo Gp. 4) ..... 8 hr. 27 min. 52 sec.

86 starters, 31 finishers.

STUDS — continued from page 400

a millimetre or two.

It's all very well, you may say, to talk of studs for competition purposes, but are they of any benefit to the day-to-day driver whose progress is generally much more sedate than that of the rally driver? Indeed they are; especially as average skill level is appreciably lower than that of an experienced competition driver. The additional mobility adds to convenience and helps reduce the number of stranded vehicles which cause road blockages, whilst the higher safety factor has been proved time and time again.

Even with tyres lightly studded so that only a little over a millimetre of each tip protrudes, a car has improved traction for both acceleration and braking, and far better lateral control for steering. If, for instance, a tyre has four rows of studs, when it is provoked into a slide in a forward direction it will make four furrows in the ice because the studs of each row are in line with the direction of travel.

But in the case of a sideways slide, the studs of each row are *not* in line with the direction of travel, so the number of furrows will be increased, even to sixteen or more, with a consequent increase in slide resistance and steering effect.

These features alone provide enough justification for the continued use of studded tyres whenever they may be necessary, and for further development. It is not cheap to have a set of winter tyres studded, and you may question the economics of keeping a set of such tyres for just a few weeks' use each year, but once you have experienced the increased mobility and improved handling that such equipment provides you will consider the investment worthwhile. In any case, there can be no valid reason for depriving the motoring public, no matter in what country, of such a benefit. — G.P.

At least someone can stop the Quattro.



AP Lockheed

THE AUDI QUATTROS THAT WON THE MINTEX RALLY AND CAME 1ST, 2ND, 3RD AND 4TH IN THE SWEDISH RALLY WERE FITTED WITH LOCKHEED BRAKES. NEED WE SAY MORE.

AIR

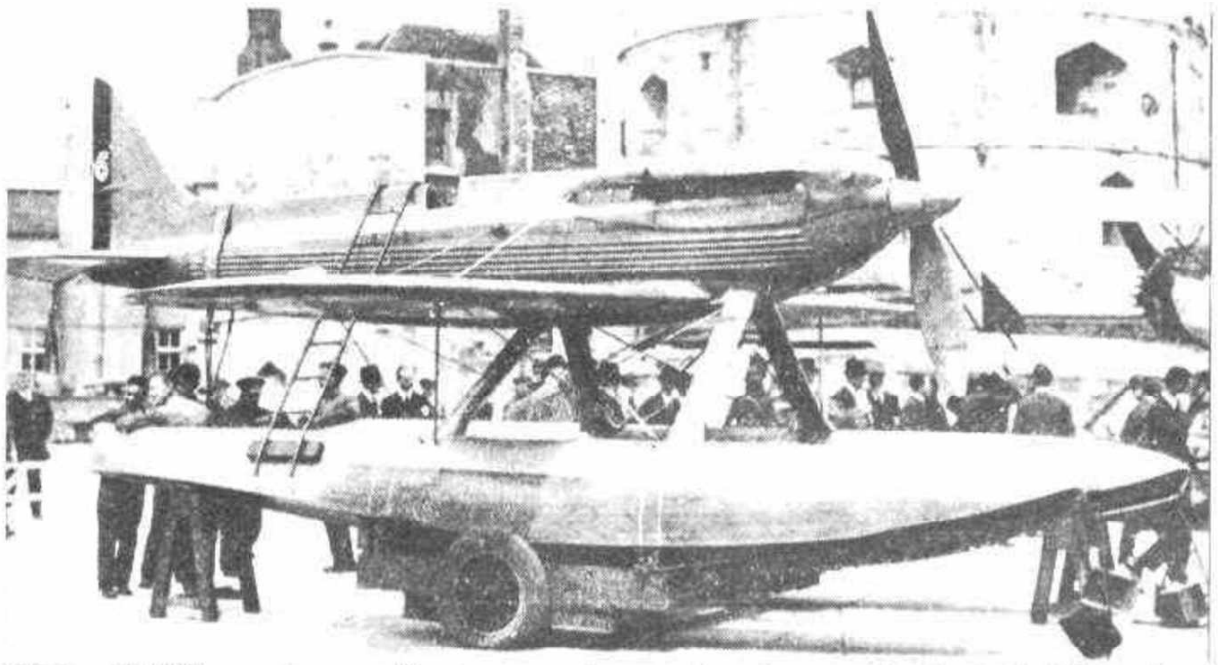
An Occasional Feature Devoted to Aviation Matters

THE AIR SPEED RECORD

MOTORING enthusiasts should be conversant with the LSR, but are probably far less familiar with the ASR, if the World's Air Speed Record was ever thus condensed. So a short study of it may not come amiss. The LSR was of much interest, especially during the developing 1920s, when the newspaper-reading public was kept well aware of the activities of Sir Malcolm Campbell, Parry Thomas, Sir Henry Segrave and others, in the realm of absolute motor-car speed and the dramas associated with it. Today the interest has been sustained by the efforts of Richard Noble and Thrust II.

In contrast, the Air Speed Record, equally authentic, being homologated by the *Federation Aeronautique Internationale*, received much less attention, and there was a popular fallacy that in the between-wars period racing aeroplanes were for some time slower than LSR cars. The rules governing this record were much the same as for the cars. The mean speed of two-way flights past the marker posts or towers was required, timed by hand-held stopwatches operated by qualified and accredited timekeepers, up to 1926, after which ciné-camera guns were substituted, at first in conjunction with one-fifth-second stopwatches but by the 1930s using tuning-forks accurate to 1/20th of a second. Later light-beams took over. The timed distance was usually a kilometre, but later 3 km. courses were used in Britain with more than one timed run in opposite directions.

By 1906 aeroplanes had become sufficiently fast for Santos-Dumont to be timed at 25.65 m.p.h. at Bagatelle, in his Santos-Dumont 14, and the following year, the one in which Brooklands Track was opened, Henry Farman bettered this, doing 32.73 m.p.h. flying a Voisin biplane at Issy-les-Moulineaux. These were not ratified as official records, however, the first of which was not established, by Paul Tissandier, until 1909. He took his Wright biplane over the measured distance at 34.04 m.p.h., at Pau in France, where so much of the pioneer flying was now centred. Reims was another place where the early pilots gathered and the opening of an officially-recognised speed record brought with it much activity. In 1909 Tissandier's record was bettered three times, the celebrated Louis Bleriot beating the American Glenn Curtiss' pace in a Herring-Curtiss biplane by a considerable margin, going on to leave the record at an impressive 47.85 m.p.h. that summer. These new-fangled flying machines were far from impressive compared to the racing-cars that were circling Brooklands and Indianapolis, but speeds were creeping up. At Nice in the spring of 1910 Hubert Latham flew one of those delicate-looking Antoinette monoplanes at 48.21 m.p.h. and this cannot have pleased the Reims exponents, because less than three months later Leon Morane, using a Bleriot monoplane, a very popular aeroplane since the famous first-crossing of the English Channel, was timed to do 66.19 m.p.h., with 100 k.p.h. exceeded in the air for the first time. America, where heavier-than-air aviation originated, then took a hand, for the next time the speed record fell it was over Belmont Park in Long Island, New York, where Alfred Leblanc flew a Bleriot, first at 66.20 m.p.h., the following year (1911) at 69.48 m.p.h.



BY the mid-1920s, aerodromes could not accommodate aeroplanes fast enough to break the ASR and racing seaplanes took over. This Supermarine S.6B took the ASR to 407.02 m.p.h. in 1931, timed over a course at Ryde, Isle of Wight.

The low power of the unpredictable early aero-engines, unable to make much of the drag of low-loaded wings and square-shaped and often only partially-covered fuselages, must have been the cause of such low speeds, at a time when more than one Brooklands racing car was capable of over 100 m.p.h. Indeed, it was not until 1911 that an aeroplane exceeded 70 m.p.h. officially for the first time. The honour fell to Edouard Nieuport, in one of those promising Nieuport biplanes, which managed 74.42 m.p.h., to which Leblanc and the Bleriot replied with 77.68 m.p.h. However, things were hotting up. It was still in 1911 that the aerial target of 80 m.p.h. was attained, when Newport flew his biplane at Chalons at 0.82 m.p.h. above that figure, increasing this to 82.73 m.p.h. a week later.

From then, until the outbreak of war in 1914, it was the Deperdussin monoplane which was supreme in the field of sheer speed. These were *the* sporting aeroplanes of the time, and Jules Vedrines campaigned them in attacks on the World's Air Speed Record seven times between the beginning of 1912 and the autumn of that year, lifting the speed from 90.20 m.p.h. to 108.18 m.p.h., thus having the distinction of being the first pilot to achieve "the ton" (100 m.p.h.) in the air. Mostly he flew from Pau but one of his records was made over Chicago, Illinois. Maurice Provost, also flying a Deperdussin monoplane, went even quicker, taking the record from 111.74 m.p.h. to 126.67 m.p.h. at Reims in the summer and autumn of 1913. This was very quick and must have seemed so in an aeroplane of those times, the pilot sitting well up in the slipstream and the wind no doubt howling loudly in the bracing wires . . . At last the flying machine was coming into line with racing-cars in terms of maximum speed, but after 1913 the needs of the military stopped any further successful attempts on the ASR.

It has been said that the forced and rapid development of the aeroplane for war purposes retarded rather than furthered its cause. The fighting machines of the 1914 / 18 war needed manoeuvrability and rapid climb as well as speed, in spheres of action involving dog-fights, in which, as RFC pilot and writer Cecil Lewis has written, pilots won or lost, lived or died by their own skill and courage, the last warriors to enter the age-long lists of single-handed combat, with no Big Brother to tell them what to do. . . .

Safety, slow landing-speeds and, except in the case of bombers, which had not been fully exploited before the Armistice was signed (those four-engined V1500 Handley Pages intended for the bombing of Berlin never did so) carrying capacity had little place in a fighting aeroplane. The way in which speed increased under the pressure of war can be seen when it is realised that the last ASR of 1913 was improved on by a matter of more than 44 m.p.h. by 1922, whereas the previous biggest increase in the speed at which the record had been broken, after 80 m.p.h. had been exceeded, was less than 12½ m.p.h. and that was in the last of the attacks made prior to the war.

It is well known that after the war the Aircraft Industry was in a very precarious state, due to the run-down of the RAF and similar Forces in Europe. In this country companies such as Avro's, Hawker's, the Aircraft Mfg. Co. and others took to building car bodies and even making cars and motorcycles to try to remain solvent. There could not have been much money available with which to build special aeroplanes for attacks on the ASR but there was always the hope that Air Force expansion might provide fresh business and presumably such record-bids as were made soon after things had settled down after the Armistice were mounted in the hope that good publicity would be achieved for the aeroplane manufacturers concerned.

It took until 1920 for that 126 m.p.h. of 1913 to be officially surpassed. In February of that year the celebrated pilot Sadi Lecointe broke Prevost's pre-war record and by now things were becoming much more exciting. Incidentally, it may be noted that up to that time French aeroplanes had broken the ASR 20 times. Lecointe flew a fearsome Nieuport-Delage 29 to a speed of 171.05 m.p.h. in France, at a time when the LSR stood at only 124.1 m.p.h., although admittedly this figure by the Big Benz had been established before the war. The new ASR did not last long. Just before the month of February ran out Jean Casale took a Bleriot monoplane into the air in France and pushed the record to 176.15 m.p.h. In fact, 1920 saw the record broken seven times but although 200 m.p.h. was the obvious target, this had not quite been accomplished by December, when Lecointe's Nieuport-Delage left the record at 194.35 m.p.h. His only successful challenger had been Baron de Romanet, whose Spad biplane, another racy-looking aeroplane, did 192.02 m.p.h. at Bug, breaking the other pilot's run of six successful record attacks.

Lecointe had another try at raising the ASR a

year later but although the 210.64 m.p.h. his Nieuport-Delage biplane achieved was not ratified, it was regarded as an authentic run at over 200 m.p.h. The fact that the FAI had not ratified his speed must have rankled, because after waiting nine months, Sadi was up again over Villesauvage with the Nieuport-Delage 29 and this time his speed of 205.24 m.p.h. was officially approved, the first pilot to fly at over 200 m.p.h., a speed it took a car another six years to attain. The new ASR was done at Villa Coublay. The cockpit of the Nieuport was open, with faired headrest, the inter-plane struts of the 19' 6"-span wings were faired, and a 300 h.p. Hispano Suiza engine with a large propeller was used, the aeroplane presumably being that with which the same pilot had won the 1920 Gordon Bennett Trophy race at 168½ m.p.h. for the 186.4-mile course. The machine was, in fact, a war-time fighter design and with it Lecointe took the record to 211.91 m.p.h. a few days later, proving that his speed was no fluke.

America now joined in this race of pure speed. Late in 1922 Brig. Gen. William Mitchell flew a Curtiss HS D-12 at Detroit at a speed of 211.98 m.p.h., beating Lecointe by a narrow margin. This was apparently counted as the official ASR, whereas the same combination's later 243.94 m.p.h. was not. Lecointe could not let it rest there and he had one more, successful, attempt, flying the Nieuport at 233.03 m.p.h. in February 1923. After that the USA monopolised the ASR for the rest of the year. First Lt. Maughan's Curtiss R-6 seaplane did 236.59 m.p.h., after which different American Air Force Officers flying various Curtiss machines flew at Mitchell Field, breaking the record four times, although of these only the 266.60 m.p.h. runs by a Curtiss R-2 C-1 was accepted Internationally. But an aeroplane had exceeded 250 m.p.h. . . . Incidentally, it was the close fairing round the notably clean outline of the Curtiss D-12 water-cooled engines that excited so much interest at this time, caused C. G. Grey of *The Aeroplane* to become so enthusiastic and pro-American that he lost all his British advertising for a time, and the Fairey Company to import such an engine, installing it in their sensationally quick Fairey Fox biplane, with beneficial results.

Before WW2 France took the ASR once more, when in 1924 at Istres, Bonnet achieved 278.47 m.p.h. in a Ferbois V-2. With speeds approaching 300 m.p.h. necessitating very high wing loadings it was becoming impossible to find any aerodrome big enough to take such fast aeroplanes, in those days of grass airfields, before the advent of long concrete runways, and, indeed, the record was moribund from 1924 until 1927. So, in spite of the loss of pace caused by the high drag of floats, the ASR now moved into the preserve of racing seaplanes, built to contest the Schneider Trophy races.

The first of these to capture the ASR was Italian — the Macchi M-52, flown by Major Mario de Bernardi at Venice in 1927 at a speed of 297.83 m.p.h. All three of these Italian entries for the Schneider Trophy race having retired, it was necessary to do something to retrieve flagging Italian prestige. A modified propeller was used for the record attempt, which was over a three-kilometre course, and later de Bernardi unofficially exceeded 300 m.p.h. during sensational low-level flights. The following year, however, told by Mussolini to set a new record before Great Britain did so, a reluctant de Bernardi took a modified 1,000 h.p. Fiat-engined Macchi M-52bis over the Venice course and pushed the World's ASR to 318.64 m.p.h., the average for eight runs. Thus 300 m.p.h. had been attained in the air seven years before Campbell's "Bluebird" did this on land.

After this the initiative passed to Great Britain. Late in 1929, flying an R. J. Mitchell-designed, Rolls-Royce-engined Supermarine S.6, Sqdn.-Ldr. Orlebar took the record to 357.75 m.p.h. at Ryde, Isle of White, after F.O. Waghorn, AFC, had won the race at 328.63 m.p.h. in one of these machines, from a Macchi, M-52R. The Schneider Trophy was contested bi-annually and for the 1931 race Rolls-Royce developed the 36.7-litre 2,350 h.p. R-Type engine, amid much anxiety and drama (including fast runs by Rolls-Royce Phantoms between Derby and Calshott), which I wrote of in MOTOR SPORT for July 1944 (copies available). These engineering endeavours plus Wing Comdr. Banks' fuel researches, enabled this country, with financial aid from the patriotic Lady Houston, to win the Trophy outright, the 1931 race being a walk-over for Flt.-Lt. Boothman, of the RAF High Speed Flight. He averaged 340.08 m.p.h. over the 220-mile Calshott course, no other entrant starting. A specially-fuelled version of the Rolls-Royce R-type engine, giving 2,530 b.h.p. was then installed in an S.6B, which Flt.-Lt. Stainforth, AFC, used to lift the ASR to 407.02 m.p.h. that September. (A later run at 415.2 m.p.h. was disallowed by the FAI). The wonderful R-type Rolls-Royce engine was also used to give Britain the LSR and Water Speed Record, enabling speeds of 400, 300 and 120 m.p.h. in the three elements to be exceeded for the first time.

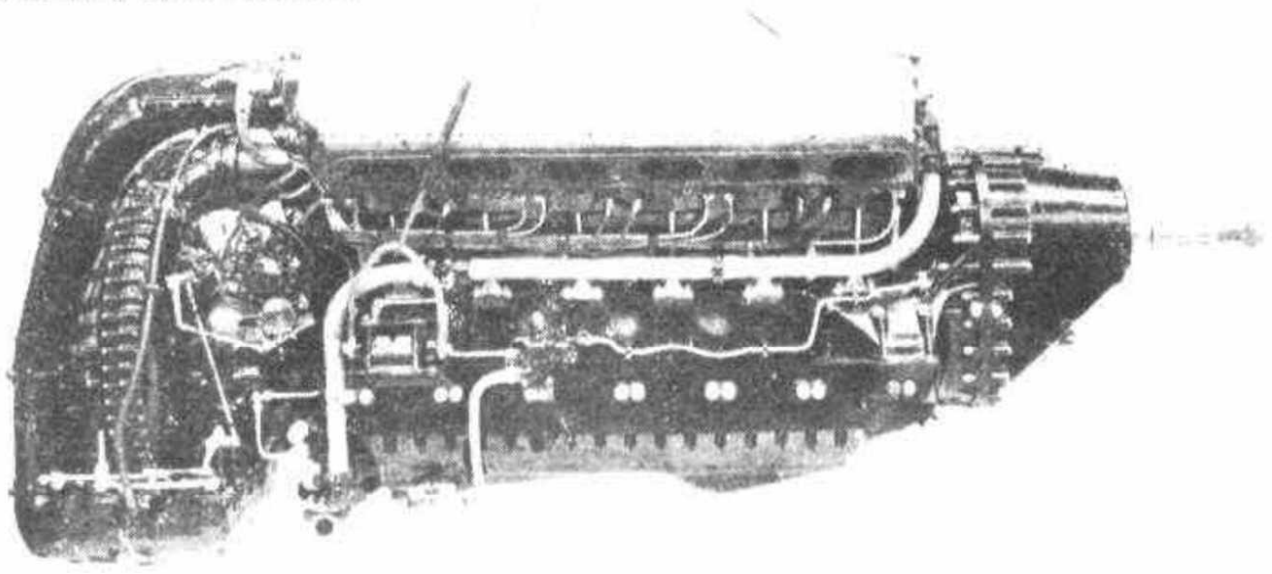
Italy had again suffered humiliation with their Macchi-Castoldi MC-72 machines, which had again failed to fly, although had Great Britain agreed to the requested six-months postponement of the race, the outcome might have been different. As it was, Italy sought to gain revenge through the ASR. It took some three years to do this but in April 1934 W/O Agello set a new figure of 423.85 m.p.h. at Lake Garda and towards the end of the year had improved officially on this, leaving the ASR at 440.69 m.p.h. The engine used was the 51-litre Fiat AS6, with two V12 units in line, giving a 24-cylinder water-cooled, geared, supercharged installation of 3,100 b.h.p., driving two unconnected contra-rotating 8' 6" metal fixed-pitch propellers.

When I was at Fiat's Centro Storico in Turin some years ago I was studying their Macchi-Castoldi MC-72 and its remarkable engine when I heard a roar and was told that if I turned round I would see the machine breaking the ASR. This was true, for they had turned-on a film of it. Not only was it exciting to see the Macchi flashing across the screen but what was interesting was that, after he had landed, the great engineer and racing-pilot Francesco Agello had to climb out of the cockpit hastily and hang over the tail, until the motor-launches coming to his aid reached him, which might take some time in view of the Macchi's long landing-run. The reason was that once the engine had stopped the machine was nose-heavy and the swell could easily have caused it to tip up and sink. . . . In fact, although they did not require aerodromes, these racing seaplanes were not easy to fly. Their big floats might be excellent receptacles for fuel and coolant radiators but it was not easy to make them unstick from the water and if the pilot opened up the engine too much one of them could quickly dig-in, sinking the machine. At least a dozen pilots were killed in them, including W/O Dal Molin when trying for the ASR in a Savoia Marchetti S.65 in 1930, five in the racing Macchis and our Flt.-Lt. Kinkead in a Supermarine S.5 while attempting to break the ASR in 1928, and Lt. Brinton when practising with an S.5B in 1931.

The end of the Schneider Trophy race marked the close of ASR attacks for five years, until Germany entered the arena, no doubt encouraged by Herr Hitler as he had encouraged Auto-Union and Mercedes-Benz in Grand Prix motor racing. By then high-speed fighters with retractable undercarriages were being rapidly developed and new, modern aerodromes existed from which wheeled-contenders could take-off and land. First of these German aeroplanes, all Daimler-Benz powered, to make its mark was a Heinkel He100-V8 (463.92 m.p.h.), after which the honours passed to Fritz Wendel and the Messerschmitt Bf109R, which had put the record to 469.22 m.p.h. by April 1939 and got it ratified.

The Germans were able to attach fighter-type nomenclature to these record-breakers, thus gaining extra prestige, because it implied how fast were the machines the RAF would have to face in war. There were attempts to retaliate. Italy looked to Fiat, who had developed a 35-litre, 2,000 b.h.p., V16 engine driving contra-rotating airscrews and installed this in a CS15 aeroplane expected to reach 525 m.p.h. before the props. ran out of "screw". It came to naught. In Britain two attempts were made to re-secure the ASR. One of these centred round two Heston racers, sponsored by Lord Nuffield. The result should have been exciting, to say the least, for the little

"THE Battle of Waterloo may or may not have been won on the playing fields of Eton, but the Battle of Britain was undoubtedly decided over Southampton Water". The famous Rolls-Royce R-type racing V12 36.7-litre aero-engine was developed into a 2,600 b.h.p. sprint-version for Supermarine's attack on the ASR, and from this stemmed the Rolls-Royce Merlins which enabled the Hawker Hurricanes and Supermarine Spitfires to win the Battle of Britain in WW2.



wooden single-seater low-wing monoplane with a wing-span of fractionally over 32 feet and a wheels retracting into it, was powered by a 2,300 h.p. version of the Napier Sabre engine. This was a pure racing aeroplane, with a duration of only 18 minutes and an estimated top speed of 480 m.p.h. Alas, after flying for only five minutes it was damaged in a crash-landing at Heston in 1940, caused by overheating and inadequate elevator control and the war prevented the second Heston Type 5 racer from being built.

Fortunately, however, the seeds had been well sown. Thanks to the work of Banks, Ellor, Mitchell, Sir Henry Royce and others, and the output at Derby and in the Shadow factories, the R-R Merlin engine was able to give the Hurricanes and Spitfires the performance required to win the crucial air-battle of WW2. All originating from racing and record-breaking. . . .

After that war stopped play. Afterwards the ASR was the preserve of Service personnel flying specially-prepared military aeroplanes. It was set first at 606.38 m.p.h. by Grp.-Capt. Wilson, AFC, at Herne Bay in 1945, flying a Gloster Meteor Mk.IV. Grp.-Capt. Donaldson, DSO, AFC, carried on this good work, at Rustington (615.78 m.p.h.) before America chipped in, leaving the figure at 715.75 m.p.h. with a North-American F-86D Sabre by 1953. It took Sqdn.-Ldr. Neville Duke, DSO, OBE, DFC, AFC, to counter that. In a Hawker Hunter-3 he did 727.63 m.p.h. at Littlehampton, which Lt.-Cdr. Mike Lithgow, OBE, followed with 735.70 m.p.h. in a Supermarine Swift-4 in Libya, all in 1953. (Both pilots have written about their record attempts.)

The USA had further successful onslaughts and it took Peter Twiss, OBE, DSC, flying a Fairey Delta-2 at Chichester to first exceed 1,000 m.p.h. (1,132.0 m.p.h. in 1956, and he, too, has written a book about it). After this the ASR continued as the preserve of jet-propelled aircraft, Russia taking it at 1,483.83 m.p.h. in 1959 with a Sukhoi E-66, and 2,070.10 m.p.h. being achieved in 1965 by Col. Stephens in a Lockheed YF-12A. That was achieved taking off and landing on the earth. A speed of 4,000 m.p.h. was recorded (not as the ASR) by 1961, with 4,534 m.p.h. reached in 1967, by a piloted aircraft, in this case a North American X-15A-2, which had been lifted by the US Air Force to a rarefied atmosphere by a Boeing B-52, these X15s using liquid oxygen rocket motors. But this is hardly what I had in mind when you came in! — W.B.

* * *

AIRSPUR, an American domestic airline which operates Israeli-built, twin-boom "Flying Footballs" between Los Angeles and San Diego's Montgomery Field — a friendly and convenient general aviation airport — now has three Rolls-Royce Gem-powered Westland 30s in its fleet. These, to our knowledge, are not only the first British helicopters to enter service with an American operator, but the first ever to be sold to an American customer. Well done, Westland; keep it up! — G.P.

PETER WRIGHT — continued from page 387

With the new Renault-engined Lotus 93T standing as a memorial to the late Lotus boss as the final complete Grand Prix design he initiated during his lifetime, and the imaginative hydraulic "active" suspension system which will be seen on the Cosworth-engined Lotus 92 this season, there is clearly a great deal of momentum within the Team Lotus organisation which will carry it onwards for some time to come. But the burning question that is in so many enthusiasts' minds is "what happens when the time comes for another of those famous quantum leaps forward? Who initiates that?"

Peter Wright responds with some vigour to the implication that Lotus has a restricted long-term future without Chapman's presence. "I think suggestions that we'll gradually dwindle away are not only inaccurate, but also unfair," he replies, "because I don't think they do full justice to Colin's achievements while he was alive. What he's established here at Ketteringham Hall is a unique set of engineering terms of reference which I'm sure we can utilise in the best Lotus tradition in years to come. It's our aim to sustain the Lotus philosophy of coming up with truly original ideas, concepts which are fundamentally correct and ones which will stand the test of time."

One of Wright's greatest regrets is that Chapman didn't live long enough to see the new active suspension system fitted to a car. This system is neatly explained by Wright drawing the analogy with a human being — "it doesn't have any springs does it? Legs are not springs, but the brain senses variations of the ground surface and instantly adjusts the leg's behaviour accordingly. On the Lotus 92 we've got a tiny computer which is fed by sensors on the suspension units and relays a message back to the hydraulic strut, telling it how to respond. It's certainly the most exciting project I've ever been involved with. It was originally thought up by Colin in the wake of the Lotus 88 trouble and, for sure, it would have provided us with a big bonus in the ground effect era. It's a high risk venture, but I'm convinced that it's still valid now and will produce a performance benefit when fully developed."

Chapman died a matter of days before Wright was ready to show him the completed test car with this suspension system fitted, but, like all the other projects, it will be pursued with considerable energy and enthusiasm.

However, the stimulus of being able to knock about ideas with the most imaginative racing car designer of all time will be denied to Peter Wright from this point onwards, that "fantastic, almost uneasy, ability to select the outstanding ideas from the simply good ideas" has gone for ever. But there is also another problem, one which can only be surmounted by those who have control of Team Lotus research and development purse strings sustaining as bold an attitude to future developments as Chapman himself was prepared to take with his ideas.

"One of the great things with Chapman was the fact that he was involved on the business side as well as the design side," explains Wright, "and as a result he was able to commit finance to high risk projects which he believed passionately to be correct. My belief is that Lotus's strength in the past has been its ability to assess what's needed on the design side in the broadest sense. Now what we need is for whoever authorises expenditure on a given project to *understand* what we're trying to do and not abandon it when we encounter the first problem. Perhaps Colin's death will make our budgeting a more disciplined procedure, but we must not lose that commitment to new ideas, exciting and forward-thinking concepts."

Today, at the start of the 1983 Grand Prix season, there is an air of steely confidence within the Team Lotus organisation, coupled with a stark awareness of just how much of a test life without Chapman will be. Only time will tell if Colin's magic genius has rubbed off on those faithful disciples who have helped craft his innovative designs over the past few years, but it is unlikely they will fail simply through the want of trying. — A.H.

Mini-Quattro on the Way

"EVOLUTION" has become a popular word for a newly developed rally car said to be intended to form the basis of some kind of production. Why people don't use the good old-fashioned "prototype" we can't imagine, unless it be that this word may engender suspicions that homologation requirements are, or will be, circumnavigated.

Since the coming of the Quattro all manner of such cars have been knocked together, taken apart, reassembled a different way and taken apart again. Some have been so disappointing that they have been scrapped, whilst others have survived to become "evolution" cars, hopefully to be Quattro-beaters.

Last month we published a drawing of the Peugeot 205 Turbo 16, but how and in what form this will be produced, for competition or otherwise, remains to be seen. In essence, it is to the 205 exactly what the Renault R5 Turbo is to the R5, with the addition of an extra driving axle.

There are other cars of a similar origin, and their appearance (or concealment, as the case may be) must have brought grins to Ingolstadt faces, for Audi is not content to rest on Quattro laurels even when the car is still a winner; already they have another 4-w-d car on the way, with January 1 the target homologation date.

The new car will be shorter than the existing Quattro, almost like a scaled-down version of its big brother, "but much more beautiful", as one Audi man put it. It won't be a two-seater, but more of a two-plus-two than a full four. It is said to have a new engine, but this will be based on the same 5-cylinder block as the present car.

The whole project has been passed by both company boards, and prototypes have been running successfully. Test driver has been Frenchman Bernard Darniche, for Mikkola has been far too busy rallying to have any development time to spare. Darniche will join the team to drive a third Quattro in the Tour of Corsica in early May. — G.P.

Safari Draw — Surprise for Mouton

AS this issue of MOTOR SPORT is published the Marlboro Safari Rally will be one day into its five-day span. The draw for start numbers took place during the time of the Portuguese Rally and the competitor in Portugal to get the biggest surprise was Michèle Mouton who drew number one for her first crack at the Kenyan event.

The top dozen are as follows:

1.	Mouton/Pons	Quattro
2.	Vatanen/Harryman	Ascona
3.	Salonen/Harjanne	Nissan 240RS
4.	Mehta/Coombs	Nissan 240RS
5.	Kirkland/Levitan	Nissan 240RS
6.	Mikkola/Hertz	Quattro
7.	Hellier/Hope	Peugeot 504 P/U
8.	Iwashita/Nakahara	Nissan 910T
9.	Kojimoto/Tilbury	Nissan 240RS
10.	Preston/Lyall	Quattro
11.	Aaltonen/Drews	Ascona
12.	Shah/Khan	Nissan 240RS

In addition, Collinge and Yvonne Mehta will drive a Range Rover, Munari and Street an Alfa Romeo, and Elford and Bates a Subaru 4-w-d saloon. There were 82 entries at the time of the draw. — G.P.

VSCC Pomeroy Trophy

DESPITE being organised by the Vintage Sports Car Club, the Pomeroy Trophy offers cars of all ages the opportunity of competing on (hopefully) level terms in a variety of tests of driving and mechanical ability.

Assembling at a chilly Silverstone on the first Saturday in March were cars ranging in age from Collings' 1903 Mercedes to the Porsche 928S of D. Biggins, and in size from D. Woodward's 6.3-litre Bentley to Mark Joseland's 1500 c.c. Frazer Nash.

The first test was a slalom on the straight just before Woodcote which did not provide much in the way of surprises, except for C. Lees who managed to spin his BMW 320i. Good times were put up by Joseland's Nash, and by the Bugattis of Marsh and Horton, the latter being the first to break the 20-second barrier with 19.91s in his T43. This time stood for several more runs until R. T. Joice improved on it in the Frazer Nash Le Mans, and he was in turn bettered by, ironically enough, a BMW — the 2002 piloted by I. J. Dutton. Before long, Spollon's Bentley had regained the honours for the pre-war cars, but was topped by a Porsche 944 with R. S. Kettel at the wheel, which was in turn beaten by another Bentley, Bentall's Mk. VI Special. Overall honours on uncorrected time, however, went indisputably to Robin Rew, whose bright yellow turbocharged AC3000ME knocked over half a second off the rest of the field.

From here, contestants queued at Woodcote for the second test which was on the start / finish straight. This involved crossing one line at any chosen speed and bringing the vehicle to a halt with its front wheels in a box some 70 yards further on, all in the minimum time. Some elected to go for the highest possible speed and lock the wheels into the box, and some took it very steadily, aiming to halt the front wheels just inside. H. H. Kenshole was over careful and stopped his AC Ace short of the line, whereas the XK120 of D. Bowles sailed right through with tyre-smoke billowing behind it. For a moment it looked as though Spollon would do the same, but the Bentley did stop in time, albeit sideways. Quite why Styles' Porsche 911SC purred through the box at undiminished speed was not clear, but P. Donnelly got it just right in an Aston Martin DB5. The power of A. G. Moore's Ferrari 365 was its undoing, as after a blistering start, he was unable to stop in time and released clouds of unpleasant-smelling rubber smoke. Two drivers were equal fastest here, Joice in the 'Nash and P. Channon (AC Cobra 4.7), but on handicap it was Mann's Alfa GTV6 beating the BMW 2002 of Dutton.



WINNER of the Trophy — R. Joice with his 'Nash Le Mans.

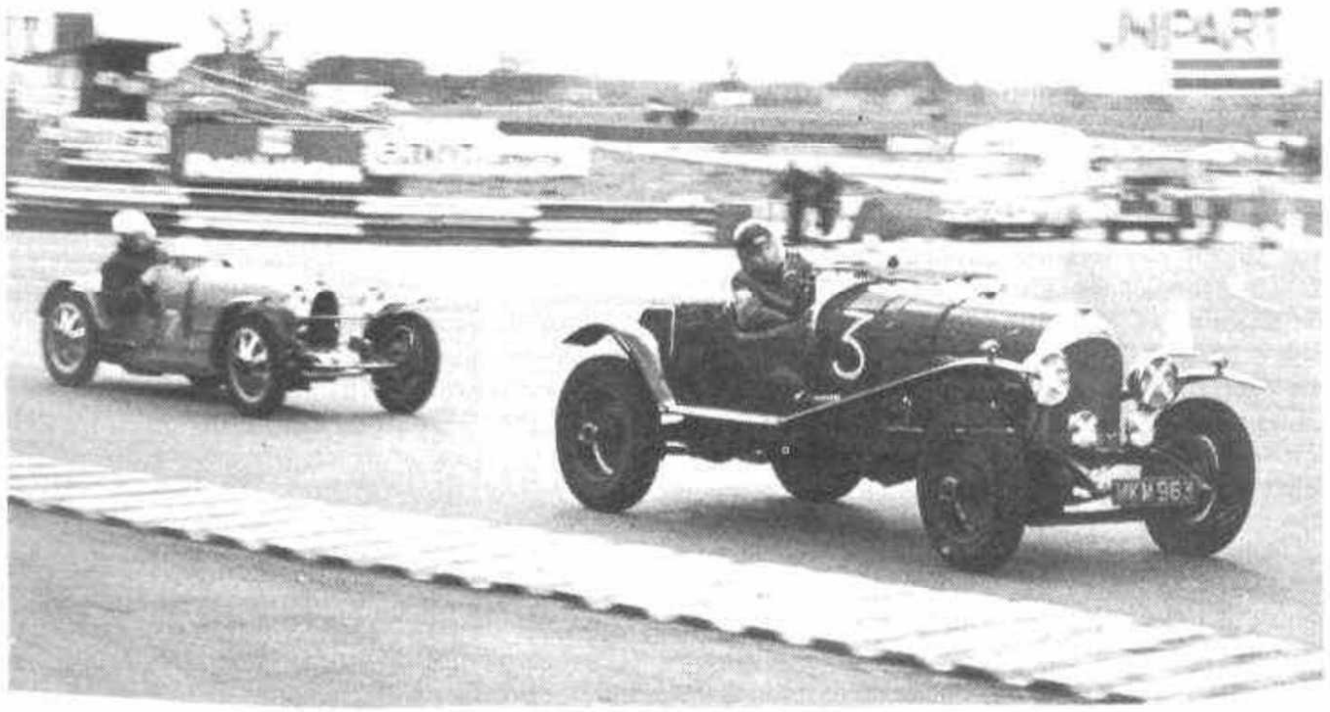
After a short break, the cars assembled for a standing followed by a flying quarter-mile, this time running anti-clockwise from Woodcote to Becketts. The bitter wind was keeping many onlookers in their cars, but in compensation the wonderful blend of noise from such a range of engines drifted across the circuit as the drivers warmed up for this test of acceleration. Despite the careful handicapping there were some surprises here, such as the very rapid times of the T43 Bugattis (Roberts and Horton), while Joice again made a good showing, as did Rodney Felton with the Alfa 8C. The times began to tumble with the modern cars, but nevertheless Bentall's Bentley Special was second fastest over the standing quarter, and it was Channon's 1964 Cobra which was fastest by a handsome margin on both sections, chased by Wills' Ferrari and Rew's AC3000ME.

During the lunch-break, the results team were busy with their new computer system, which enabled intermediate positions to be calculated very quickly before the High Speed Trial. This was run in two heats, the object being to achieve a pre-determined number of laps within a fixed period. Of course this was not a race, but there were some interesting tussles going into the various corners. Barker and Scott both seemed determined to occupy the same piece of tarmac coming wide out of Woodcote, but some very precise navigation afforded a compromise. Two of the Bugattis were running with hoods up, while at one point could be seen the unusual spectacle of a Mk. IV Cortina, a Lancia Aurelia, and a 60 h.p. Mercedes squabbling over the best line out of Woodcote. Great brio was being shown by Dutton in the BMW, but although he put up one more lap than required, he gave away ten points by stopping briefly in the pits. Only two cars fell short of their distance — Barker's Talbot 105, which was displaying an obvious front-axle vibration, and the 'Nash Targa Florio of J. Warden which pulled in to the pits and did not restart.

The second heat must be one of the few motor sport events to have been started behind a Mini as Pace-Car, and by the second familiarisation lap, Felton's Alfa and Daniels' Bentley 4½-litre were itching to let loose. When they did, it was Felton who sprinted ahead, but T. Needham's Lotus 7 soon passed him. Consistently noisiest was the Scimitar of R. D. King, which squealed round every bend, heeling over alarmingly. J. P. Brydon demonstrated what opposite lock meant in the Speed 20 Alvis, and Ealand seemed to be enjoying himself in the other Alvis, an SP25 Special. Visibly faster than the rest of the field, Channon put in 33 laps with the Cobra, but did not gain anything by it — merely full marks for achieving his intended 31.

Because of the new system, provisional results were available on the day, and these declared Joice to be the winner of the Pomeroy Memorial Trophy, Collings taking the Edwardian section, with Mark Joseland carrying off the Densham Trophy. — G.C.

H. G. CONWAY (Bugatti) pursues Lees' 3-litre Bentley through Woodcote during the High Speed Reliability Trial.



Results

Pomeroy Memorial Trophy: R. Joice (1951 Fraser Nash Le Mans).
Densham Trophy: M. Joseland (1926 Frazer Nash).
Pomeroy Edwardian Trophy: R. A. Collings (1903 Mercedes 60 h.p.).
First Class Awards: R. Felton (1931 Alfa Romeo 8C), D. Lee (1956/4 Tojeiro Aston Martin), J. Horton (1928 Bugatti T43).
Second Class Awards: P. Channon (1964 A.C. Cobra), N. Barnett (1974 Vauxhall Magnum), R. Kettel (1982 Porsche 944), C. Clutton (1932 Frazer Nash Replica TT), V. Stafford (1957 A.C. Ace), T. Needham (1963/71 Lotus 7), P. Shaw (1954 Frazer Nash Sebring).
Third Class Awards: K. Duly (1931 Alfa Romeo Monza), B. Spollon (1936 Bentley 4½), P. Marsh (1925 Bugatti 35T), D. Rouse (1933 Alvis), J. Savage (1953/6 Lancia Aurelia), I. Bentall (1950/6 Bentley Special), S. Mann (1937 Lagonda V12 Le Mans).

Letters from Readers

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

Panther Preferences

Sir,

Having noted W.B.'s comments concerning the frontal aspect of the Panther Kallista in the January issue of MOTOR SPORT and the subsequent letter on the same subject from reader Jordan in the February issue, it is good to know that beauty is still in the eye of the beholder and cannot be quantified like a drag coefficient or fuel consumption.

I am very pleased to be able to say that since the launch of the Kallista in October last year we have at the time of writing secured 206 deposited orders from UK retail customers and a further 76 from overseas dealers. Presumably these people think that they can live with the looks. In fact many people have congratulated us on the point that we have not attempted to copy anything in the styling of the Kallista and yet have produced an eyecatching, balanced looking car.

Byfleet — ROLAND DANE, Director, The Panther Centre Ltd.

F1 Seen From Above

Sir,

For me your regular article "The Formula One Scene" is an item not to be missed and indeed is generally read even before the opening editorial. The March 1983 issue of MOTOR SPORT was no exception.

However, after reading the article and, in particular, the last paragraph, I simply had to put pen to paper. After suggesting, in not so many words, that the coming Formula One season will be of great interest and innovation D.S.J. imagines Bruce (McLaren), Colin (Chapman), Ronnie Peterson and Gilles Villeneuve looking down from "up there" and saying "we left too soon".

It seems to me that "Jenks" has overlooked one thing. Surely the probability is that Bruce, Colin, Ronnie and Gilles already know the outcome of each and every Formula One race for 1983 and indeed of the World Championship as a whole! They probably know the same for next season and the next and so on beyond!

All I have to say on that point is how terribly boring it all must be for them "up there". I can only hope that I, for one, live to a very old age indeed!

Leatherhead — D. J. FARROW

Vehicle Lighting

Sir,

Could I raise the question of how to adequately illuminate vehicles, particularly from the ease of recognition aspect.

For some time now I have considered the almost standard practice of driving on well lit roads, under good conditions, with dipped headlamps switched on, to be unsatisfactory. [I agree. — Ed.]

There is also, unfortunately, a growing body of drivers who consistently misuse hazard warning flashers and high intensity rear foglamps except of course for the correct purpose intended.

Personally, I find the frequently incorrectly adjusted and too powerful modern vehicle dipped headlamps often unnecessary, irritating and, on a long journey, particularly tiring.

The idea of perhaps a larger wattage sidelamp bulb illuminating the relatively large area headlamp reflector being my preference for town driving under good conditions until the possible alternative of polarised lamps and windscreens become accepted.

Stockport — R. P. BOWDEN

An *Alfiste* Replies

Sir,

I note with some surprise the comments of your correspondent Brian P. Whitcombe in relation to the Alfa Romeo Giulietta, and cannot allow them to go unchallenged.

I own a 1.6 version purchased new in May 1980. Fuel consumption over 28,000 congested Black Country miles has averaged 27.6 m.p.g., rising to 28.2 for the last 4,000. A not unimpressive record for a relatively heavy car with one carburettor per cylinder. It has swallowed a pint of oil every 2,000 miles or thereabouts. The engine, far from being "extremely sluggish", is delightfully crisp and pulls strongly from low revs., particularly in fourth gear. It has been described by a motoring magazine, the name of which discretion prevents me from mentioning, as "arguably the best four-cylinder engine in the world".

Whilst the handling qualities *per se* may not be on a par with those of, for instance, the VW Golf GTi or Escort XR3, I suggest that the ride / handling combination is superior to anything of *comparable price; I have to concede* to Mr. Whitcombe that the gear change is not the Giulietta's best asset. However, once the box has warmed up, a degree of finesse in its use will give satisfactory results.

I can only conclude that your correspondent's vehicle was untypical. Its thirst for oil and petrol, and lack of performance, suggest perhaps a defective engine from new. One wonders why the car was not disposed of sooner, if indeed it was as unsatisfactory as stated.

Wombourne — N. W. DUCKWORTH

Lancia Reliability

Sir,

In October 1979 I wrote to you with a few "Lancia Reminiscences," and also mentioned I was currently running a Beta 1600. I am compelled to send you some further comments by a recent *Which* verdict putting Lancia at the bottom of the class for reliability. I suggest this may be attributable to management failures by *Lancia and their distributors rather than inherent* design shortcomings.

Thus, in 1982 after the Beta had covered 46,000 miles with only a wheel-bearing replacement to record, I looked around for another similar model. I knew the Beta was being phased out so I looked for a favourable deal — and eventually got one. In due course I was advised the car (a Beta 2000 this time) was ready to collect and I did so on the morning of May 5th. Three minutes later I took it back to the dealer — the speedometer was not operating. Later that day, and two speedo cables having failed, I had to leave the car while a new speedo head was sought. On May 20th it was delivered to me with the reassurance that all was now in order. (I had suggested that the pre-delivery check could not possibly have been effected prior to May 5th, but now there had been plenty of time to do the inspection thoroughly.) Alas, there were six faults on the car requiring attention, relatively minor but inexcusable, the worst being a leaking rear-suspension unit and the most irritating a rattle which I eventually traced myself to a broken plastic wheel-arch guard.

It took a month, and repeated visits to a local dealer (not the supplier), to fix all these items. During this time I wrote to the Managing Director Lancia UK and after two weeks had a reply from his Customer Relations Manager suggesting that he was sure the supplier would "wish to contact me on reading of dissatisfaction," but I never heard any more. All the problems were rectified with the help of a local dealer. None of them would have arisen if pre-delivery inspection had been effected conscientiously.

The Beta 2000 is excellent, and the extra c.c. do not seem to offset its economy. But a less patient buyer might well have condemned Lancia for all time on the above showing.

Whitburn — J. D. FRAIL

Italian Jobs

Sir,

After reading recent letters in your magazine from W. H. Batch-Elder and Brian P. Whitcombe, it seems to me that they must be either blind or take no notice of the obvious. The faults they describe with their Italian cars are repeated again and again in various road-tests and letters in different journals and would seem, to me, to eliminate these cars from the reckoning at the first post. Myself, I have a Capri 2.8i, which I cannot really fault as a reliable, usable supercar.

Beverley — D. C. E. DAVIES

Belts & Kit-Cars

Sir,

I wonder whether the Transport Department mandarins have looked closely at some of the vehicles into which they've strapped us? I had the misfortune to drive a Dodge (née Commer) PB van recently. (This is the van widely used by Telecom engineers and which was in quantity production until only last year.) The driver is separated from potential accidents by a single steel pressing and I quickly realised that survival would depend upon my being out of the vehicle before it hit anything solid. Not so easy if you're belted in. I would imagine that VW transporters and any other flat-fronted vans are similar in this respect.

A different subject — your criticism of replicars (horrible word) in the January issue. You asked why anyone should be interested in kit-cars / replicars when the Morgan and Caterham 7 are available. Surely the fact that these two elderly and overpriced sports cars are still selling answers the question. The Morgan is cheaply built and finished — I've seen a four year old example with serious timber-rot and rusting. Remember that in the mid-sixties, when Morgans were unfashionable, the 4/4 was the lowest priced sports car available. As demand grew, Peter Morgan shrewdly increased prices to suit! The Caterham — superb to drive, no doubt — is an expensive and totally uncompromising toy.

Little wonder that kit cars are selling as never before. And, while bogus Bugattis with VW engines stuffed up their backsides are best not mentioned, many of the traditionally styled kits are attractive and fine handling motor cars in their own right. The Marlin and the NG TC for example, both of which offer good value for money. Don't knock them, Mr. Boddy; just be grateful that this country has a thriving alternative car industry able to counter the pangs of sports car deprivation.

Long Framlington — DAVID M. LANDERS

[Correspondence on seat-belts is now closed. — Ed.].

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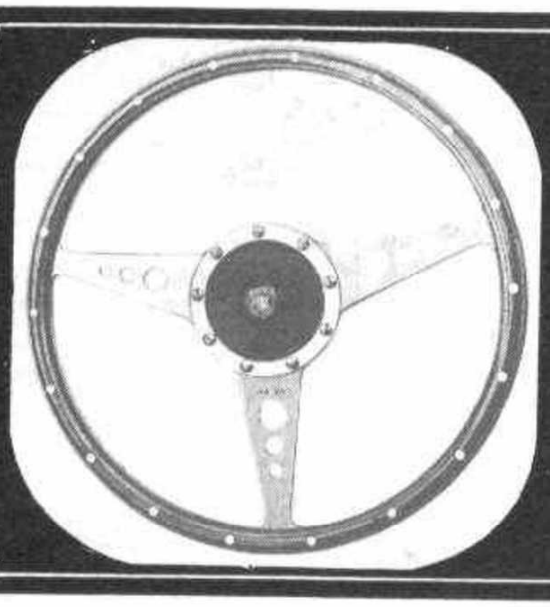
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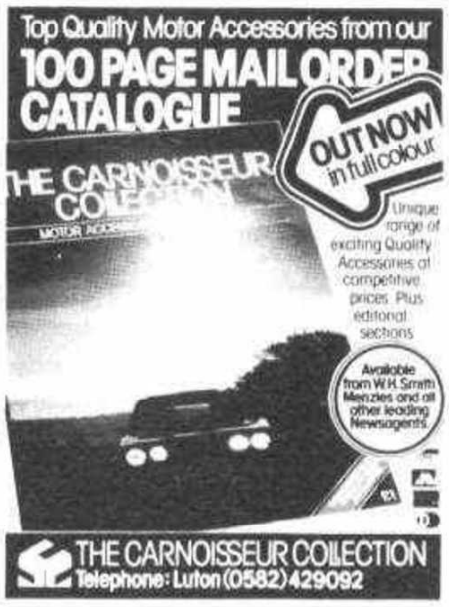
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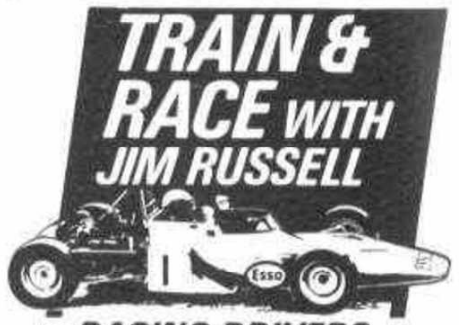
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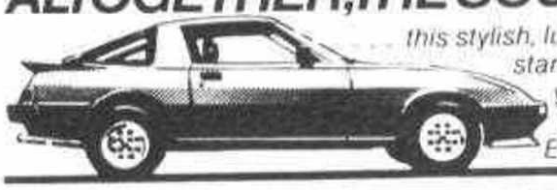
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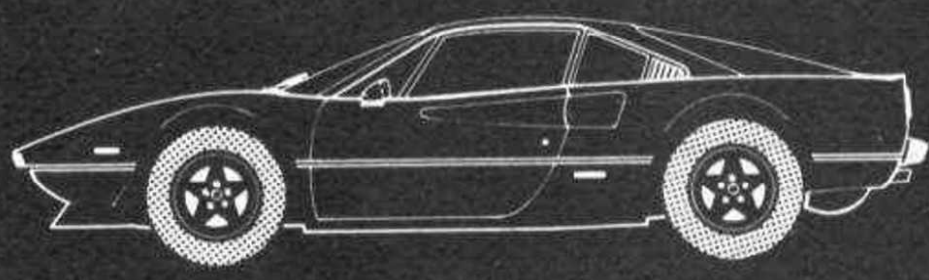
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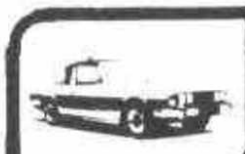
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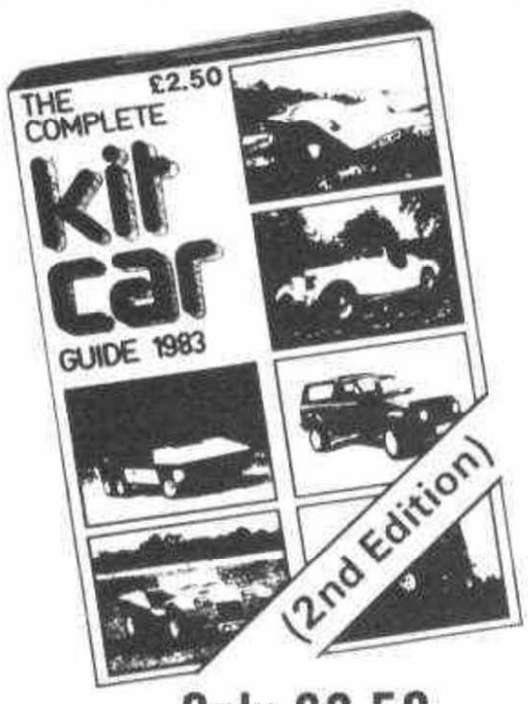
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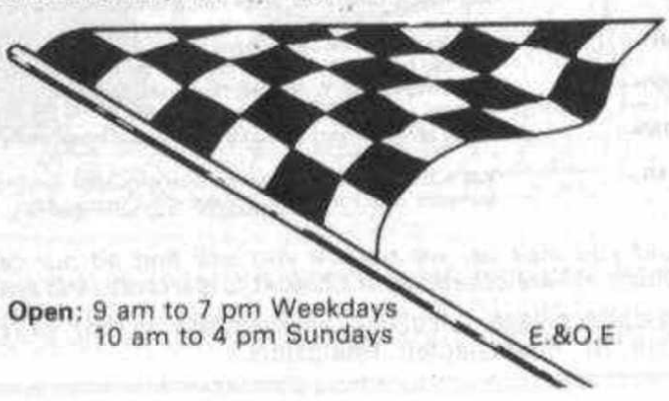
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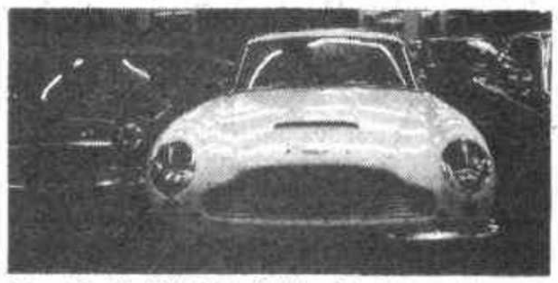
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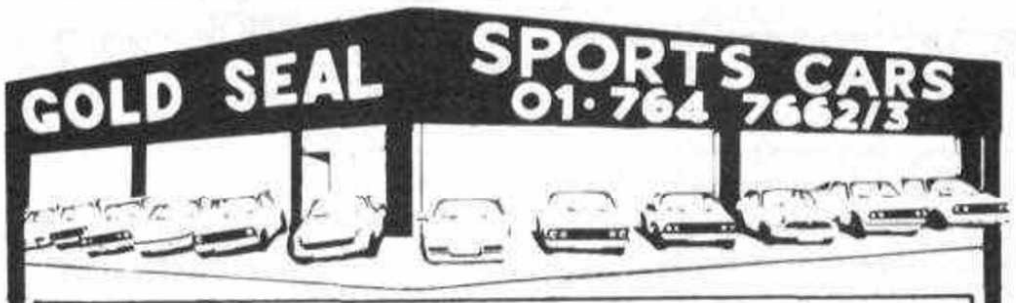
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FOR SALE—continued

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VERY QUICK 1983 Ghia Capri. Unregistered/unused 3100SE stage two with warranty from Burton Engineering, close ratio steering, uprated suspension and brakes, auto box ZX boots on alloy rims, full harness belts, silver two tone paintwork with black vinyl roof and other extras. Offers around £6,750. Tel: (0272) 276333 most evenings. (45833

AUSTIN HEALEY 3000 Mk. II, metallic silver blue, chrome wire wheels, o/d, needing small amount of work, £3,000 o.n.o. or exchange. Tel.: Claverley 693 or Stourbridge 5186. (230218

AUSTIN SEVEN *Fabric saloon, 1929, black, red* interior, restored to ex-factory condition, best on offer, £4,000. Tel.: Harby (Leics) 60474. (45814

DAIMLER MULLINER 1957, unique spec., mechanically sound, body scruffy, panels included, taxed, tested, £600 o.n.o. Tel.: Bournemouth 513166. (45816

LOTUS ELAN +2S 130/5, 1974, RMO 38M, immaculate condition, 36,000 miles, regency red with oatmeal interior, many times Lotus concours winner, hence £4,995. Tel.: Lincoln 686321. (45817

GILBERN GENIE *1967. V6, overdrive, sunroof,* stainless exhaust, towbar, HRW, electronic ignition, M.o.T., good condition, £775 o.n.o. Tel.: Hull (0482) 502794 evening, 225512 ex 277 (work). (45819

ALFA GT Junior 1300 c.c., 1972, new battery, good condition, green / tan, many spares, £650. Tel.: Reading 760896. (45820

MG TF 1954, red, one owner 13 years, fully rebuilt to original specification, excellent condition, £6,500. Tel.: 050 97 2160. (45821

FRAZER NASH 1931 Interceptor, 2/3 seat tourer, new red Connolly hide interior, carpets, tonneau, good hood, bag, sidescreens, rebuilt Brooklands Meadows 4ED engine, black fabric body and wings, spare new chains, lovely looking car, photo page 110 David Thirlby book The Frazer Nash, £14,500. 20 Chaddesley Glen, Canford Cliffs, Poole. Tel.: 0202 707038. (45824

RILEY 2½ 1946, fully roadworthy, good sound order, M.o.T., £1,650. 2½ 1952, generally better condition throughout, £2,250. Tel.: Saffron Walden 22330. (45823

RELIANT SCIMITAR GTE 1974, N-Reg, manual / overdrive, Capricorn blue, stainless exhausts, specialist engine rebuild 12,000 miles ago, excellent mechanics, very good interior condition, full service records, long M.o.T., taxed Nov., £1,700. Tel.: Little Chalfont 4646. (45826

HONDA Z COUPE 1973, 45,000 miles, service history, very original, genuine car, amusing "Orange Egg" with amazing performance and economy, offers. Tel.: 0278 662984 (Somerset). (45827

BMW 320 1981, 5-speed manual, alloy wheels, extras, black, 34,000 miles, full service history, £5,950. Tel.: 0743 60186 (evenings). (45828

MG TF Totally rebuilt, excellent body and mechanical condition, green, with beige trim, many spares, M.o.T. £6,750. Tel.: 01-229 5924. (45829

DELLOW MK.1, 1951, very good original condition, leather seats, £2,300. Tel.: 0257 (Adlington, Lancs) 481815. (45831

1912 ROLLS ROYCE Silver Ghost, VCC dated, Barker open four seater tourer, dark green body, leather, not too recent but careful restoration of whole car, which is absolutely original and superb throughout, this fabulous Ghost is as pretty as is possible to imagine, substantial offers required, photograph available for genuine enquiries, unfortunately failing health forces reluctant sale. Donald Steed, Sudbury (Suffolk) 72613, not afternoons. (45830

MGB ROADSTER 1981, perfect condition, blue with black interior, only 8,000 miles, £4,900 o.n.o. Tel.: Stratford on Avon 750101 evenings. (45832

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1930 AUSTIN 7 Chummy, yellow and black, beautiful unmarked condition, M.o.T., bargain £3,250. Tel.: Clacton 421201. (45835

1929 MORRIS COWLEY Saloon, blue / black, stunningly beautiful condition, drive away, bargain, £3,950. Tel.: Clacton 421201. (45835

1928 4½-LITRE W.O. Bentley, in good sound condition but fitted non-original 4-seat tourer body, engine partly dismantled with some parts missing, £16,750. Tel.: 01-366 7056 evenings or weekends only please. (45836

MGB ROADSTER 1971, rare automatic, summer's coming, cruise the country lanes carefree, 56,000 miles only, blue, well maintained and mechanically very good, recent £600 bodywork to bring up to same level, includes detachable hardtop if you must use in winter, £2,000 o.n.o. Tel.: Bedford (0234) 63752 after 7 p.m. / weekends. (45838

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H.R.G. 1500, 1947. One owner last 16 years. Some useful spares included. £8,500. Tel: 0444 451333. (45504

AMILCAR CGS. Circa 1925. A very pretty car completely rebuilt with replica staggered 2 seat body. Full length mudguards. £7,500. Tel: 0444 451333. (45504

LOTUS ELAN Sprint drophead 1972. Yellow / white. One owner for last 10 years. Superb original condition. Offers around £4,000. Stored. Kent. Tel: (0732) 882331. (45505

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1930 AUSTIN Ulster replica, very good condition, *road equipped, short bonnet, pressurised scuttle tank,* unblown but blown engine might be available. £3,350. Hutchings, Wrens Farm, Bordean, Petersfield, Hants. Tel: Petersfield 67666. (45508

MGC ROADSTER 1968, yellow. Full M.o.T., wire wheels, 5 new tyres, new batteries. Complete new clutch assembly. Excellent condition, un-used for 3 years. £2,500. Tel: Aldershot 20528. (45514

DELAGE D.I. 1924 chassis rust free, rad. bonnet scuttle instruments, mag., dynastart. £1,200. Tel: Crewkerne 72599. (45518

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VAUXHALL 30/98. Vintage racing car. Purpose built for competion. All components 1924 except hydraulic brakes and new 19" racing tyres. Road registered and current M.o.T. Sale required to complete house purchase. £11,500 ready to race. (Box No. 6757). (45511

LANCIA FULVIA 1.3S Coupe. 27,000 miles, genuine mileage. N registration, lady driver from new. M.o.T., taxed Feb 1984. Excellent condition, £1,250. Naphill 3205. (45512

JAGUAR MARK II, 1967, manual / overdrive, dark blue / red leather, comprehensive restoration. M.o.T. December. Waxoyled, towbar, J.D.C., agreed value £3,500. Sell / exchange for SE6 Scimitar (0704) 68390. (45513

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FOR SALE—continued

HEALEY TICKFORD 1951 engine rebuilt, £1,150 o.n.o. Rover 75, P3, 1948 excellent condition, £1,250. Tel: 0754 880695. (45519

PORSCHE 911 Lux. Targa Sportomatic P-Reg. with 1976 specification. In absolutely excellent all round condition. Full Pioneer stereo with electric aerial. £7,250. Tel: 01-594 4287 day, Hornchurch 71180, evenings and weekends. (45520

JAGUAR 420G 1967. In absolutely immaculate original condition and mechanically perfect. Genuine 50,000 miles with full history and tools untouched, £2,750. Tel: 01-594 4287 days, Hornchurch 71180 evenings and weekends. (45520

MORGAN + EIGHT. X-Reg., red alloy, black leather, 7,000 miles, as new. £9,500, consider exchange immaculate V12 E-Type Roadster, cash either way. Tel: Mr. Harris 0952 811246, Salop between 9 a.m.-1 p.m. (45521

VEE TWIN MORGAN 1925 Aero Anzani, part restored, offers around £3,000. Tel: 021-565 2463. (45522

1978 MG MIDGET Inca yellow, 33,000 miles. Absolutely immaculate — ideal show car. Full and half tonneau cover. New chrome spoked wheels, H4's, 12 months' M.o.T. £3,250. Tel: (0926) 29956. (45453

LANCIA MONTECARLO X-Reg., metallic blue, alloys, electric tinted windows. Excellent condition. 11,000 miles. £5,500. Tel: 0702 204655. (45454

FORD ESCORT Mexico 1974. Daytona yellow / black, Cadulac rustproofing from new. Excellent original condition. All receipts etc. £1,200. Tel: Blackburn (Lancs.) 21403. (45465

FOR SALE—continued

RARE SPORTS CAR available. Taking third child to school in mornings is reason for needing larger vehicle. Unique opportunity to acquire TR7 sports saloon fitted by Costello V8 Conversions with Rover 3500 engine which I have had in daily for nearly 5 years. New M.o.T., electric windows / Britax sunroof, four barrel Holley carburation / electric auto-choke. Radio. Insurable with Sun Alliance Group. Extra large brakes recently overhauled. 5 speed gearbox. Chestnut. 135/140 m.p.h. and 23/28 m.p.g. according to driving conditions / technique. Recorded mileage 29,000. Alloy wheels. Body first registered January 1977 (R). Unfortunately no longer immaculate so who will tempt we with a quick sale offer of say £2,750? View at 7 Ashfields, Loughton, Essex or at my East Ham or Woodford Green offices by arrangement. Terms available but no P.X. Tel: Tony 01-508 8355 (h) or 505 4487 (w). (45452

COLLECTOR'S E-TYPE f.h.c., 1962, 3.8-litre manual. Totally rebuilt. 3 CDA, unused since '78. £5,600. Tel: 0252 876 023, a.h. (45468

PORSCHE 911 2.7 Carrera Targa 1974 (N). Very rare model. 59,000 miles. Managing director's personal car. Off road every winter. Virtual concours condition. Bodywork original, immaculate and totally rust-free. Fitted new factory exhaust and heat-exchangers. *House conversion forces sale. £9,000 o.n.o. Tel:* Woverhampton 75110 office hours. (45462

MERCEDES 190SL Roadster 1962. Only 21,500 miles from new. Full history. Silver blue, crimson interior. Present owner last 18 years. £9,750. Tel: 0734 472309. (45597

FOR SALE—continued

WHY PAY £9,000+ for a new Mazda RX7 when you can buy my immaculate silver 'V'-Reg. RX7 for £4,600. Only 18,500 miles and surprisingly economical. Exceptionally good value. Tel: Chichester 781740. (45458

GINETTA G12 mid-engined GT fitted with 164 b.h.p. Cosworth twin-cam eligible for the Bellini series. Eight wheels, twelve racing tyres, new red paintwork, optional trailer. Offers over £6,000. Tel: 04528 23458 evenings. (45459

MORRIS ENTHUSIASTS. 1966 Minor 1000, grey, 28,000 miles from new. Not used for some years. Current M.o.T. £1,100. 1957 Oxford black and grey. Original leather interior. In showroom condition £590. Tel: 01-995 2687 evenings & weekends. (45460

MG TF 1,250 c.c., red, superbly restored some years ago and recent further work. Spares. £5,900. Grantham 0476 61556. (45463

TALBOT 110 capacity 1935, 4-seater tourer. Fitted with cycle-type wings. Recent chassis-up rebuild. For details Tel: 0905 (Worc.) 425255. (45464

1966 TRIUMPH VITESSE. Smart reliable taxed & M.o.T.'d in daily use. £400 o.n.o. Tel: Lichfield (05432) 23922. (45730

COLLECTORS CAR. Immaculate original 1956 Mk. 6 Humber Hawk delux Saloon. 43,000 genuine miles. Original owner from new, original bill of sale and log book. M.o.T. Must be seen to be appreciated. Sensible offers. No dealers. Tel: Ash Green 872383. (45731

MERCEDES 190SL. Immaculate rare. Early r.h.d., white, grey leather, beautiful car, registration SYM 2. £4,450. Tel: Upper Warlingham 4404. (45732

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Morgan 4/4 2-seater 1981. 6,000 miles, royal ivory, wire wheels, triple windscreen wipers, locking petrol cap, Michelin XAS tyres. **£8,350**

Morgan Plus 8 1979. 15,000 miles, royal ivory, aluminium body, stainless exhaust, door handles, choc-brown trim, hood and tonneau, chrome luggage rack, spare wheel cover. **£8,750**

Morgan 4/4 4-seater 1979. 11,000 miles, yellow, aluminium body, wire wheels, leather interior, head rests, door handles, bonnet strap, luggage rack. **£7,600**

Morgan Plus 8 1978. 38,000 *miles, Jupiter red metallic, stone leather trim, reclining* seats, door handles, Michelin XWX tyres. **£7,950**

Morgan 4/4 2-seater, 1975. 41,000 miles, white, black leather upholstery, wire wheels. **£4,900**

Morgan 4/4 4-seater 1981. 11,000 miles, metallic green, wire wheels, black upholstery, door handles, luggage rack, paintwork on this car is the finest we have ever seen, must be seen to be appreciated.

Range Rover 1980. 28,000 miles, tuscan blue, full option pack. **£7,750**

Triumph TR7 Convertible 1982. 6,600 miles, silver metallic, most attractive example of this powerful sports car.

Volkswagen Scirocco GLI 1980. 43,000 miles, gold metallic, fitted full length sunroof, Blaupunkt radio, one owner from new, beautiful car to drive.

Alfasud Sprint 1.5 Veloce 1980. 16,600 miles, grey, a true thoroughbred sports coupe.

MGB GT 1980. 25,000 miles, white / black vinyl roof, glass sunroof, radio / stereo cassette, fine example of these sought after sports cars.

Panther Lima Sports 1980. 17,500 miles, black / red, Magnum 2300 cc engine, radio, this vehicle with its most attractive paintwork and chrome wire wheels is a real *eye-catcher and very fast.*

Jaguar V12 E-Type Convertible 1973. 46,000 miles, primrose yellow, wire wheels, manual gearbox, a beautiful car and one of the truly great British sports cars.

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Morgan Mews man here folks. Bet you're glad the winter's receding and the summer is arriving, because it means it's time to buy your **Morgan** in anticipation of all that lovely sunshine. Speaking of which, in the picture to the left you will notice the latest **Morgan** equipment that is absolutely essential for all you **Morgan** enthusiasts who have been stumped by your **Morgan** when wanting to carry a sail board. Superbly made, the rear section fits on like a luggage rack and the front section mounts on the front bumper irons. The **Morgan** in the picture incidentally is a 1978 **Morgan** Plus 8. Nut Brown body with stone leather interior matching sidescreens, hood tonneau etc., and wings! 1980 **Morgan** Plus 8 in signal red with black interior, 7,000 miles, not kms as we said last month, one owner and the steering wheel has been especially positioned for those of you who like driving on the other side of the road. A possibility exists that we might have a gold coloured 1981 **Morgan** Plus 8 by publication and we will certainly have a 1979 **Morgan** Plus 8 finished in Rosso red with black leather interior, 6,000 miles in the hands of a careful owner who can be described as a real **Morgan** enthusiast. Hi Brian. The **Morgan** 4/4's are also well represented. First there is a 1980 **Morgan** 4/4 2-seater in yellow, wire wheels, black interior, tonneau, luggage rack, two owners, 17,000 miles. Again, by publication we hope to have either a new or nearly new 4/4 2-seater which will have the Fiat engine with a 5 speed gearbox, wire wheels, and luggage rack. 1978 **Morgan** 4/4, signal red 2-seater, black interior luggage rack. In light blue we have a registered December 1974 **Morgan** 4/4 2-seater, black leather bench seat, still with the blow-up section that you sit on. The **Morgan** is fitted with wire wheel and chrome luggage rack. The last owner informs us that he did replace several of the wood parts which had gone slightly off! The **Morgan** 4/4 4-seater in green has black leather interior, has had one owner from new, has only covered 26,000 miles in the last 13 years (you can work out what year it is, can't you?). Next to it is another 4/4 4-seater with aluminium body, black interior and luggage rack. Gold body and black wings conjures up the most amazing ideas, but in fact it is off-set with brown leather upholstery. Who is it? You shout. What do you mean, who! It is a 1976 **Morgan** 4/4 4-seater, folding and reclining seats, luggage rack. More **Morgan** news next month.

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FOR SALE — continued

ALFA ROMEO 1.6 G.T. Junior 1976. Good condition, 1 owner, 43,000 miles. £1,800. Tel: 01-366 2630. (45599

DAIMLER 2½-LITRE V8 saloon, 1966, golden sand, 2 owners, present 9 years. Exceptional condition, automatic, 68,000 miles, £1,100. Tel: Crowborough, East Sussex 61874. (45600

MGB GT 1978, red, overdrive, rustproofed, excellent condition throughout, 31,000 miles, radio, £3,100. Tel: Chelmsford 58722 (office) or Barkway 665 (home). (45601

TIDY TURNER 1958 B.M.C. powered Turner 950. Active, successful P.H.R.S. car 1982, but fully road useable — road racer not race road car. Beat Hondas in 1983. £1,500. Tel: 01-229 8616 or 01-602 0667. (45603

MERCEDES CONVERTIBLE 280SE, 1968, five seater. White, blue hood, leather, 60,000 miles, one owner twelve years. New engine and hood. Pioneer KEX23 HiFi. Stunning good spotless car. £12,750. Tel: 01-874 5794. (45604

1935 BRITISH SALMSON 4-seat tourer. Ideal V.S.C.C. car, taxed & M.o.T. New body, requires trim. A very tidy economical car for the vintage enthusiast. £2,000 o.v.n.o. P. D. Smith, 87 Worthington Road, Fradley, Lichfield, Staffs. Tel: (05432) 23922. (45730

500CC F3, known as the FMS, 1949, very attractive, excellent condition. Registered with 500 Owners Association, just concluded successful season. Rebuilt winter 81/82 complete ready to race / hillclimb, including worthwhile spares, £3,000 o.n.o. Tel: 03272 71382. (44425

JAGUAR MK2 2.4, o/drive, 1963, M.o.T. October 1983, Bronze, excellent condition, £1,595. Tel: Chewton Mendip 339, evenings / weekends. (45592

1975 FERRARI 308 GT4 2+2 Saloon, Black. Black leather upholstery. Air conditioning, electric windows. Radio / cassette. 0-60 m.p.h. in 6.4 sec., 152 m.p.h., 38,000 miles (4,000 miles only in last 4 years), 20 m.p.g. Taxed. M.o.T. Maintained in excellent conditon as a 'Hobby' car. £6,250 o.n.o. Tel: 01-500 2394. (45593

JAGUAR "C" Type 1952. Totally rebuilt from bare chassis up. One of the few with totally original specification. Chassis No. 015. Repained in original white and seats retrimed. £42,500. Tel: Caxton (09544) 459, Cambs. (45594

COOPER 'S' 1275 Mk II, 1969, beige / white, cossetted spare car, outstanding condition, full history, £1,800. Tel: 0625 828549 any time. (45733

XK120 ROADSTER. Very early chassis. Completely rust free, South African car. All complete to spats and side screens. In large pieces, as imported. With spare engine. Offers. 57 West Street, Lilley, Nr. Luton, Beds. Tel: 046 276 532. (45734

PANTHER J72 5.3-litre, 15,000 miles. Excellent condition £11,500. Tel: Bosham 573692, evenings. (45735

PORSCHE CARRERA 3 Sport 1976. Absolutely outstanding condition in bronze with tan interior. Front and rear spoilers, stereo. Turbo, wheels with new P7's, full service history. 2 owners, l.h.d. Y-Reg. £7,995. Exchange considered. Tel: 061-835 1107 office, 061-653 6736 home. (45736

MORGAN 4/4 2 seater 1973. B.R.G. with tan hood. Alloy body. New 1600 G.T. engine. Professionally rebuilt from chassis upwards. Absolutely immaculate. £5,400. Tel: Doncaster 23325 work Derby 810862 weekends. (45742

FOR SALE — continued

MGB ROADSTER 1972 L, overdrive, wire wheels. If your are looking for an orginal car with no rust, don't miss this one. £1,750. Peter Still, Tel: 0935 850908, Somerset. (45737

DAIMLER SP250 Dart, 1960, recent mechanical overhaul, new exhaust, M.o.T. complete with hard / soft top, Tonneau, wire wheels and respryed maroon. £2,450 or will certainly haggle. Tel: 093 585 0439. (45740

LOTUS ELAN Sprint convertible, 1973, original and immaculate, low mileage, service history. £4,200. Tel: Oxford 86326. (45741

MGB GT V8. A magnificent restored example, new parts too many to list, 1974. £3,250 o.n.o. Genuine reason for sale. Tel: for details Southport 41084. (45743

ALFA ROMEO Spyder 2000, 1978. One owner, white immaculate. £4,475. All offers considered. Tel: 01-668 3743. (45745

SPORTING TRIALS car, 850 c.c. Perfect condition with new trailer, £750. Tel: Newmarket 720056. (45746

MGB GT "M" REG. White / navy trim, o/d, tints, chrome Rostyles, 12 months M.o.T. £925 o.n.o. Tel: 052685 680. (45936

FORD CORTINA 1600E, 1970. White / black, vinyl roof /black trim, totally rebuilt. £1,200. Tel: 052685 680. (45936

BOTH LEFT HAND Drive registered 1982 & M.o.T. Mercedes 280S 73/4, tinted glasses, radio / cassette, automatic, p.a.s. £1,990. Ford Mustang Mk. 2, 74/5, 2.8 eng., Manual. £795. No offers, no time wasters. Both exchange 508D Caravan. Tel: 01-385 6342. TR 80 Farmlane London, S.W.6. (45937

TVR TAIMAR 1979. 29,000 miles, blue, extras, must sell. £4,500 o.v.n.o. Tel: Pulborough 2032 days, 2133 eves./w'end. (45938

REGRETTABLY For sale. MGB Roadster, 1977, Green / black, 42,000 miles, radio, comfortable & reliable open air motoring. £2,200. Tel: Haslemere 54170. (No other magazine advertisers please!) (45939

MGB ROADSTER 1981, X-reg. 18,000 miles, superb condition, undersealed and Waxoyl treated, £4,350. Tel: 0937 72802. (45940

ALFA 2000 GTV (Bertone), 1976. Black, 42,000 miles, Konis, s/s exhaust, sunroof, excellent condition. £2,250. Also 1968 1750 Spyder for restoration. £125. Tel: Macclesfield (0625) 23607 (evenings) for full details. (45941

MGA MK 1 ROADSTER. Having been completely rebuilt 8 years ago and only 2000 miles summer use since. Dark blue, wire wheels, and in splendid condition with full M.o.T. Price £2,950. Tel: Bradford (0274) 562549. (45942

MORGAN PLUS 4, DHC, 1954. Extremely rare 4-seater, v.g.c. £8,750. Tel: Graffham 511 (home), Arundel 882670 (office) Sussex. (45943

MGA 1960 DELUXE Roadster. Very rare, only few remaining. Very good condition, mint paintwork, absolute bargain £2,950. Tel: (0695) 421 405. (45945

MGA 1957 ROADSTER. Wire wheels, Old English white, red hood, superb, M.o.T., Taxed. £2,950. Tel: (0695) 421405. (45945

AUSTIN SEVEN RUBY, 1937. Very original car in fine condition. 25,000 miles and 2 owners from new. Engine and many other parts rebuilt. Original interior trim in excellent condition. £1,100. Tel: Swansea 204718. (45946

FOR SALE — continued

ASTON MARTIN VOLANTE DB6 Mk. II 1970. One of only 9 made with original specification, manual five-speed box, Vantage engine. Totally original in all respects. 2 owners, 68,000 miles. Dubbonet Rosso, black leather interior, concours condition hence £22,500. Shipping to overseas paid for. Tel: (London) 01-995 6939 or 01-229 0103/4. (45949

RENAULT GORDINI, X reg. Metallic blue with sun roof. A great little car that goes quickly. £2,995. Tel: 083 25 206. (45948

1934 BOAT TAIL Austin Sports Special. Lovely condition. £2,300. 1933 Lanchester 10 for restoration. £600. Tel: Yaton 832857 evenings. (45950

1936 RILEY ADELPHI. Four-seat sport saloon, sliding roof, chassis less engine restored, some body parts restored, needs completing, cherished number, offers. Tel: Great Missenden 2355. (45951

ASTON MARTIN DB6, 1968. Manual, metallic blue, blue interior, sunroof, CWW, present owner 5½ years. £5,250 o.n.o. Would exchange for interesting pre-war car with appropriate cash adjustment. Tel: Doncaster (0302) 62610 (business), or 868450 (home). (45954

FIAT X1/9 LIDO SPYDER. Stored in wax coating for two years. Unmarked & superb investment £4,000. Also Maserati 3500GT. Touring aluminium body, rebuilt engine, ZF box, Salisbury differential, l.h.d. Bargain £2,200. Tel: Rugby 832557. (45952

LANCIA BETA SPYDER 2-litre convertible, 1981. 4-seater sports saloon. Black, black hood, 18,000 miles, one lady owner, 1 year's tax, radio / cassette. Superb condition. £4,295 o.n.o. Tel: Leicester 719483 (office), Gaddesby 268 (home). (45953

1600E 1968. Genuine 80,000 miles, good condition, unused since October. M.o.T. £600 o.n.o. Also Austin Seven Super (Mini) 1962, little used since October M.o.T., £1,200 spent in last three years, excellent condition. £550 o.n.o. Tel: 032 622 676 (South Cornwall). (45955

MG MIDGET, 1969. Warranted 31,000 miles. Black / black interior, alloy wheels. Same family last 13 years. Fully documented history from new, outstanding condition. £1,100 no offers. Tel: Burgh Heath 55478 (Surrey). (45956

ALFA ROMEO Veloce Sprint 'Trofed' (limited edition of 200), 1982 (Y), 4,000 miles, unique styling and equipment, 6 months manufacturers warranty, £5,450. Tel.: Waltham Cross (97) 32739. (44352

ASTON MARTIN DB5 Convertible, 34,000 miles, full history, white with red hide interior, c.w.w., excellent condition, £11,950. Tel.: 061-330 3685 days. (42799

ROLLS-ROYCE Silver Cloud II, 1962, one private owner, silver, excellent condition, 82,000 miles, investment at £8,950. Tel.: 01-789 7322 (W. London). (45915

PORSCHE 911 LUX Targa, 1977, 1 owner, full history, 59,000 miles, very full spec., totally superb throughout, £6,450. Tel.: Royston (0763) 43375 days. (45916

PORSCHE 911 TURBO 1976, virtually 1 owner, 3.3 turbo engine fitted last year, full spec., no expense spared, £10,950. Tel.: Royston (0763) 43375 days. (45916

MORRIS ISIS 1934, immaculate condition, original leather upholstery, engine overhauled, repainted blue, black, M.o.T., very rare, only 15 known to exist, £4,950. Tel.: 0222 569020. (45925

FOR SALE — continued

MORGAN 4/4 4-seater, 1978, wire wheels, leather, new hood, luggage rack, very tidy, £5,250. Tel.: Guildford 898188. (45917

MORGAN 4/4 4-seater, July 82, Brunswick green, black leather, XR3 engine, extras, 1,400 miles, as new, £8,500. Tel.: Horsham 57516. (45918

MORGAN +8, 1977, five speed, drives like new, extras, beautiful, 22,000 miles, £6,800. Tel.: 0530 416548. (45919

BMW 3.0 CSA Coupe, automatic, 1975, dark blue, sun roof, cloth interior, immaculate condition. £2,275. Tel.: 01-200 6263 days, 01-203 1175 eves. (45921

AUDI 80 GLE, Met. green, radio / cassette, sunroof, alloys, W-Reg, one owner, £4,150. Tel.: Simon 0252 548541 ext 36. (45922

MG J2 1934, swept wings, extensive body off re-build, XPAG SC engine, ideal 'Lands End' car, £3,900. Tel.: 0926 (Warwick) 20929 evenings. (45923

LOTUS ELITE Climax Mk.II, 1962, immaculate, original condition, in regular use, £5,950. Tel.: 0926 640485 (Warwickshire). (45924

MGB GT V8 low mileage chrome bumper model, unmarked interior, faultless paintwork, offers around, £3,250 invited. Tel.: Farway (Devon) 207. (45926

MORGAN 4/4 2-SEATER 1972, only 37,000 miles, ivory, bucket seats, bonnet strap, always garaged and in excellent condition throughout, must sell quickly, hence only £3,450. Tel.: 01-582 6432 evenings. (45928

MORGAN 4/4 4-SEATER 1976, Brunswick green with black interior, one owner, 38,000 miles only, very good order, regularly serviced and maintained by F. H. Douglas of Ealing, £4,950. Tel.: 01-642 6044 day or Burgh Heath 50002 evenings / weekends. (45929

AC ACE Bristol 100 D2 engine, ex-David Cottingham, very good condition throughout with new paint and leather interior trim. Tel.: Danehill (0825) 790776. (45931

TVR 3000M 1976, 30,000 careful miles only in this lady's car, maintained to highest standard by city accountant, cassette radio, sunroof in this immaculate red and black 2 seater, £4,000 o.n.o. Tel.: 06267 5293 (South Devon). (45933

FERRARI 308 GTB in original superb condition, late 1977, S-Reg, 38,000 miles, blue with dark blue interior, £9,000 o.n.o. Tel.: Northampton (0604) 583058 or 881766. (45932

SCIMITAR CONVERTIBLE. 2 yrs, but bought to store, hence guaranteed 1,200 sunny miles, registered 4201 DW. Carmen red, overdrive, sealed chassis, hard / soft tops, tinted electrics, all extras, £9,250. Detailed chat. Tel.: 021-557 2800 (office), Great Bolas (095283) 570 home. (45934

DATSUN 240Z 1973, red, stereo, new tyres, in v.g.c., offers around £1,500. Tel.: 01-202 7097. (45935

GORDON KEEBLE Sports Saloon, 1964, blue, in good running order, new electrics etc., requires respray and attention to upholstery, £5,000 o.n.o. Tel.: Stafford 850033. (45880

PANTHER LIMA S-Reg, black / yellow, low mileage, garaged, raido / cassette, maintained regardless of expense, totally immaculate, £3,850. Tel.: Medway (0634) 41741 daytime. (45881

1978 (MAY) JAGUAR XJ12 Coupé, fuel injection, chassis No. 2G1549BW, black, red leather, 1 owner, 31,000 miles, electric tinted windows, chrome wheels, new tyres, radio / stereo, auto, PAS, outstanding condition, £4,850. Tel.: 0926 492820 evenings. (45885

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Morgan TVR



If Shakespeare was alive today
He'd probably know just what to say
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But the poor old "Bard" alas is dead
So his thoughts on us remain unread
But one thing's sure he would have been smitten
By anything he saw at Ye Olde John Britten.

April Fool's Day is with us again, but you can avoid being caught out by taking advantage of our unbeatable **Britten Bargains.** Come to North London's home of **TVR's** and **Morgans** where



you will find the following breath-taking selection awaiting you: **NEW TVR's** — continuing our policy of offering the very best **deals on wheels** we have in stock a choice of **three new TVR's,** all at **rock bottom, April Fool prices. New TVR 2.8 Tasmin Convertible, Jupiter Red,** gold bumpers and model stripe, 4-speed gearbox, on the road, everything paid for **£10,950. New TVR 2.8 Tasmin Convertible, silver,** blue interior, modelband and bumpers, 5-speed gearbox, the very latest specification, on



the road at **£11,500. New TVR 2.8 Tasmin Series Two, Moonraker** (a very pleasing blue), blue interior, silver modelband, 4-speed gearbox, on the road at **£11,950.** How do they do it at these prices!! The answer is Spring is in the air, we're in a silly mood, so come and take advantage of it — you'll never regret (although we might). If you prefer something that has already been gently handled choose from one of our ever so cherished, pre-owned models, starting with a slice of **TVR** history — **1962 TVR Grantura, white,** red interior, 1800 c.c. MGB engine, lovingly restored by **TVR** enthusiast (he would need to be) **£1,295** (they don't make them like that any more — just as well!) Moving away from the sublime to the ridiculous (perhaps that should be the other way round) **1982 TVR Tasmin Convertible, Metallic maroon,** one owner, 7,000 miles, 1983 spec. wheels, new hood, excellent one owner example, **£9,500. 1981 TVR Tasmin +2, white,** blue interior, moon roof, 26,000 miles, patriotic livery, very smart, **£8,250. 1981 TVR Tasmin Convertible, gold,** automatic transmission, compomotive wheels, ideal for posing in the Kings Road **£7,950. 1979 TVR Turbo Convertible, British Racing Green,** tan leather, radio/cassette, Wolfrace wheels,





10,000 miles, one owner, reputed to be the last of the thirteen made, limited slip differential, high axle ratio, frighten the life out of yourself this summer for **£8,950. 1978 TVR Taimar, gold,** brown modelband, sunroof, radio/cassette, 34,000 miles, exceptionally nice example, **£500.** (No, no, **Nysha** there's an extra **£5,000** to be added to that.) **1978 TVR Taimar, brown,** neutral modelband, sunroof, radio/cassette, 16,000 miles, previously owned by **TVR** enthusiast who is now Turbocharged, **£5,250. 1978 TVR Taimar, silver,** gunmetal modelband, sunroof, radio/



cassette, 12,000 miles on reconditioned engine, Koni shock absorbers, a good buy that we would be pleased to say goodbye to, **£4,500. 1976 TVR 1600M, white,** radio, one gentleman practitioner owner, 59,000 miles, good in history but poor in maths, cheap and cheerful, **£1,995.** That concludes the **TVR** orientated portion of this advertisement which allows us to move on to the magical **Morgans** (for those who prefer their motoring to be more of the hair shirted variety). **New Morgans** continue to trickle through, but for those people who can't wait for the reservoir to fill we heartily recommend the following — **1983 Morgan 4/4 2-seater, signal red,** stone



leather interior, wire wheels, luggage rack, door handles, reclining and folding seats, bonnet strap, spot lights, 300 miles, absolutely as new, small premium required (that means you can pay us in Premium Bonds). **1981X Morgan 4/4 2-seater, signal red,** reclining seats, wire wheels, spare wheel cover, 2,400 miles, sparkling little number, **1980W Morgan 4/4 2-seater, signal red,** 5,000 miles, alloy body and wings, chrome luggage rack, one owner, originated on Ilkley Moor Bar Tat. **1977 S Morgan 4/4 2-seater, signal red,** bucket seats, wire wheels, bonnet strap, spot lights, 17,000 miles, very spritely, sound in wind and limb. **1977S Morgan 4/4 2-seater, signal red,** wire wheels, 30,000 miles, recently "chopped in" for +8 Morgan (note the lovely motor trade expression there). **1982 Morgan 4/4 4-seater, signal red,** wire wheels, one owner, 2,000 miles, XR3 engine, fine Bristolian example. **1977 Morgan 4/4 4-seater,** what colour? Yes, you guessed it — **signal red** — (you might say we are looking at things through rose coloured glasses this month but we really do have a profusion of **red Morgans**), reclining and folding seats, wire wheels, double duck hood and has covered 40,000 miles. And now, thank goodness, a **Morgan** of a different hue (who's Hugh?) **1979V Morgan 4/4 2-seater, black,** red leather, wire wheels, 31,000 miles, ex-property of local doctor. Stir your adrenalin with a **1981X Morgan +8, silver body, charcoal wings,** grey leather



interior, matching hood and side screens, 7,000 miles, supplied new by our good selves. **1980W Morgan +8, metallic green,** brown leather, alloy body and wings, one owner, 14,000 miles, comes very highly recommended. **1977 Morgan +8 metallic blue,** stone leather interior, reclining seats, 25,000 miles, 5-speed gearbox, 14" wheels (the more discerning amongst you will notice that it is not red), and that closes our list of products from the **Happy Chappies of Malvern.** For those misguided people not converted to the pleasures of **Morganeering** or **TVR travelling** this is a selection from our **Others Department. The Gov'nor's 1981X Jeep Scrambler, sandy beige,** six cylinder, 4.2-litre automatic, left hand drive, locking diff., etc. etc. etc. (it is said that a member of staff will be sacrificed for each week that it remains unsold). Please buy it before there is nobody left here! It is only **£6,950. 1981 Triumph TR7, gold,** two owners, 30,000 miles, bonny car from bonny Scotland (oh, and by the way I forgot to mention it is convertible), **£3,950. 1974 Arkley SS, gold,** Paddy Hopkirk seats, cobra slot wheels, ideal town runabout, **£1,495. 1972 Porsche 911T, bright orange,** radio



cassette, thoroughly serviced by Porsche specialists, **£4,250. 1966 Mercedes 230SL white,** bronze hardtop, radio/cassette, new soft top, really excellent condition, fine example of a touring car in the grand manner, **£4,950. KIT CARS:** Our little piece last month on the **Westfield** attracted the interest and attention of quite a few people and we hope to have one available for demonstration in the near future. However, we would like to move our ex-demonstrator **Midas** before adding another



string to our bow. Our **Midas** is 1983 registered, **beige,** 1300 c.c. Metro engine, and at **£4,950** on the road saves something like **£2,000** on a new kit without all the hassles involved of putting it together and getting it registered. We have used another photograph of the **Westfield** in this advertisement which shows the car with the option head fairing and doesn't it just look the part? Buy one, drive round to the pub and pretend you are **Innes Ireland.** Prices start from **£1,550** plus VAT and very good value they are too. Our own **Arkley kits** continue to sell at a steady pace and we are continuing to hold the price at **£360 plus VAT** (what amazing generosity). **Stop Press:** Following the sale of the **Red Ferrari** advertised last month, we are pleased to offer the following. **1977 Ferrari 308 GTB, dark blue,** air conditioning, leather, radio/cassette, 29,000 miles, a beautiful example of the much sought after **fibreglass** model, **£10,500.** We'll take our leave now, and if the **Jeep's** gone we'll **all** see you next month.



JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144

FOR SALE—continued

TR4, 1963, white, wires, overdrive, Surrey, new M.o.T., clutch, exhaust, brakes, taxed, v.g.c., smart and practical, £1,495. Tel.: 0844 291592 (Buckinghamshire). (45882

LOTUS EUROPA Special/5, 1975, 48,000 miles only, M.o.T., green JPS finish, oatmeal trim, Sundym glass, sunroof, radio stereo cassette, immaculate, £4,000. Tel.: Chelmsford 440969. (45883

MORRIS MINOR 1955, split windscreen, 4-door saloon, documented history from new, 30,000 miles, drives accordingly, £1,450. Tel.: 082 571 2200. (45884

JAGUAR XJS 1978 T-Registered, one owner, full service history, immaculate and genuine, finance available, £5,950. Tel.: 082 571 2200. (45884

MODEL T TOURER, 1915, immaculate condition, black, best offer secures. Tel.: 0602 393029. (45886

BULLNOSE TOURER, 1923, good runner, best offer secures. Tel.: 0602 393029. (45886

LOTUS ELAN SPRINT, 1973, 2,000 miles since rebuild, 140+ b.h.p., receipts for £2,500, sunroof, tints, very good condition, £4,000. Tel.: Hitchin 894903. (45887

MG TC 1946, beautifully restored, dark green body, beige interior, £5,000. Tel.: 948 0423, Richmond, Surrey. (45888

TR6 1970, 150 b.h.p., laurel green, stripped down to chassis and restored to original mint condition October 1982, extensive mechanical overhaul including engine, gearbox and clutch, chassis undersealed from new, many extras, all bills available, same owner 11 years, genuine reason for sale, £4,250 o.n.o. Tel.: Maddison 0245 81695 daytime / evenings, 01-518 0948 weekends. (45891

FERRARI 308GT4, 1978, gold, all extras, genuine 12,000 miles only, as new condition, £13,000. Tel.: Wedmore 712532. (45893

LOTUS ELITE 501, 1977R, immaculate, price reflects condition, £3,850, p/x cheaper car, possible finance. Tel.: Kegworth 2127. (45895

TR6 PI possible 1983 concours winner? £3,975 o.n.o. For further details. Tel.: Southport 41084. (45896

ASTON MARTIN DB5, 1965, major overhaul two years ago, not used since, present owner eleven years, £4,250. Tel.: 0772 862117. (45897

MONTECARLO SPYDER T-Reg, silver, electric windows, new set of Konis plus extras, £3,350 o.n.o. Tel.: Southport 41084. (45898

BMW 30CSi 1975, silver / black, electric sunroof, alloy wheels, CSL seats, new wings and sills, lovely condition, £3,250. Tel.: 0736 731691 (Cornwall). (45899

ASTON MARTIN DBSV8 manual 5-speed, 1970, metallic blue, black leather interior, recent engine rebuild, new front suspension, special exhaust system, tuned for club sprints, bills for £5,000 recently spent, £4,995. Tel.: Walton-on-Thames 40111, Weybridge 56359. (45900

FIAT 130 COUPÉ 1973 Farina, V6 3.2, auto, PAS, stereo, tinted electric windows, silver, new exhaust, super mechanics, but rusty wings, 73,000 miles, M.o.T. & tax November, only £500. Tel.: 0491 872999. (45902

FIAT 124 SPYDER 1973, very rare, pretty Farina sports, history, 40,000 miles only, LHD. Tel.: Goring on Thames (0491) 872999. (45902

MGB 1979, russett brown, pampered one owner example, Lucas electronic ignition, tonneau, hard / soft tops, s/s oversills & wheel trims, Waxoyled each year, 34,800 miles, £3,650. Dr. Chopping, New Mills, Derbys. Tel.: 0663 44395. (45903

TR5 2.5PI 1968, 150 b.h.p., Royal blue, black interior, hard / Surrey / soft tops, o/drive, including many spares, £1,500. Tel.: Lindfield 2980 (West Sussex). (45904

FRAZER NASH BMW 328, 2 seater sports 1939, very original condition, fully rebuilt mechanically, repainted, offers, Box No. 6759. (45905

ALVIS TE21 1964, 3-litre, twin headlight, Park Ward Saloon, auto, recent complete restoration, excellent throughout, £3,500. Tel.: 0782 516767 details. (45906

JAGUAR 3.4 MK.II, manual, overdrive, excellent all round condition, third owner, all history, fantastic value, £1,500. Tel.: 01-455 3640. (45907

RARE 1972 Peugeot 304 Cabriolet, M.o.T., taxed, engine recently decarbonised, overhauled, best offer over £1,600. Tel.: Puddletown 261. (45908

BMW 2002 automatic, 1972, blue, completely rustfree original condition, no resprays, almost unmarked condition, M.o.T. December, taxed June, £975. Tel.: Earldoms 373 (Hampshire). (45909

JAGUAR XJ12 S1, 1973 SWB, genuine 57,000 miles, 2 owners, fitted air conditioning, electric windows, tinted glass, new M.o.T., exceptional rustfree condition, paintwork unmarked, £895. Tel.: 079 439 373 (Romsey, Hants). (45910

PORSCHE 924 DOUBLOON 1979, gold, limited edition, many extras, 25,000 miles, £7,200. Tel.: Farnham Common 5393. (45912

1934 ROLLS ROYCE 20/25, three position drophead Sedanca coupe by Thrupp and Maberly, extremely elegant, sound body, rebuilt mechanics, good driver with M.o.T., but paint and trim need tidying, hence £15,000. Tel.: Southend 585986 or 41092. (45913

1921 SUNBEAM 16 tourer, older restoration retaining original trim, Aster and rear trunk included, £8,250. Tel.: Southend 585986 or 41092. (45913

ALFA GTV2000 yellow, 1979, full M.o.T., new XVS, history, carphone, £2,250. Tel.: Aberdeen 29618. (45914

MG PA 1935, restored 7 years ago, black with red interior, 1 years M.o.T., £4,950 o.n.o. Tel.: (0903) 813355. (45818

MG VA 1937, dismantled, suitable for restoring, £1,000 o.n.o. Tel.: (0903) 813355. (45818

FERRARI 308 GT4, 1978, red, 12 months M.o.T., £7,900. Private sale. Tel.: (work) 0705 812925. (46012

ASTON MARTIN DBSV8, 1973, 50,000 miles, fuel injected, manual gearbox, blue with black hide interior, £5,300. Tel.: Kingswinford 288712 (eve.). (46013

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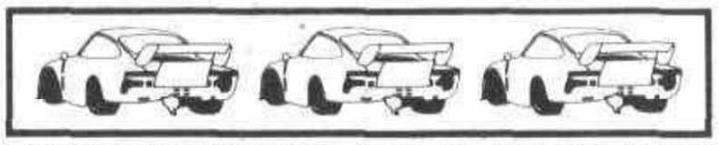
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Triumph TR8 Convertible, 1980. Fuel injected V8, air conditioning, this is a factory built TR8 and is becoming an extremely rare model, investment opportunity owing to the Darlington time waster it is offered again for sale, however, at the lower price of. **£6,950**



Audi Coupé 1981X. Mars red, special ex GTi demonstrator, 10,000 miles, fitted with 2.3-litre engine conversion, Quattro style body styling kit, Quattro wheels, P7 tyres, electric windows, stereo radio / cassette, extras would cost £4,680, offered at **£7,950**



Audi Quattro, 1981. Diamond silver, RHD conversion, 30,000 miles, excellent condition. **£12,500**



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New Delivery mileage GTi 1800s available ex-stock, all colours, full factory leather interior available!

Pre-owned
1982 X Golf GTi. Lhasa, sunroof, tinted glass. **£5,650**
1981 Golf GTi convertible. 7,000 miles. **£6,250**
1981 X Golf GTi. Diamond silver, sunroof. **£5,250**
1980 Y Golf GTi. After last months ex-Keke Rosberg car, we are proud to offer this ex-Thierry Tassin example, 30,000 miles, steel sunroof, black and unmarked. **£4,250**
1980W Golf GTi. Mars red, 35,000 miles. **£4,150**

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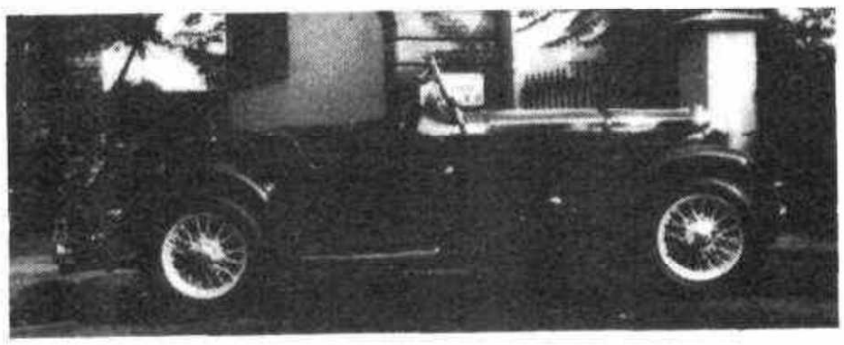


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LOTUS ELITE 501, 5 speed, yellow electric windows, etc, immaculate, 1975, alloy wheels. £3,500 o.n.o. P./ex. Tel: 0495 370258. (46033
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BENTLEY 3-LITRE 1924, long wheel base V.D.P. 4-seater fabric body, extensive restoration to chassis and running gear, body sound but untidy, easily restorable, M.o.T. and reliable, surely least expensive "proper" Bentley available at £16,500, interesting part-exchange considered. Tel: Broadway (Worcs) 0386 852787. (45987
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81 SC Sport. Black, Berber trim, P.D.M. 16,000 miles. **£16,950**
81 SC Coupe. Guards red, Berber sports seats, 6,000 miles. **£16,450**
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1982 (Series) MORGAN 4/4. 2-seater, brown, del. mlge.
1981 MORGAN 4/4. 4-seater, brown, 12,000 miles, w/w.
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BENTLEY T 1974, 60,000 miles, virtually as new, every fitment, £12,250. Mercedes 280SL, 1982, 5,000 miles, new condition, every extra, £19,850. Tel.: Lingfield 833205. (46005
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VANDEN PLAS PRINCESS 4-ltr R, original, immaculate, carlton grey, 32,000 miles only, history, new tyres, cherished registration VRU 7, £2,450. Tel.: 04218 2602, Hants. (46007
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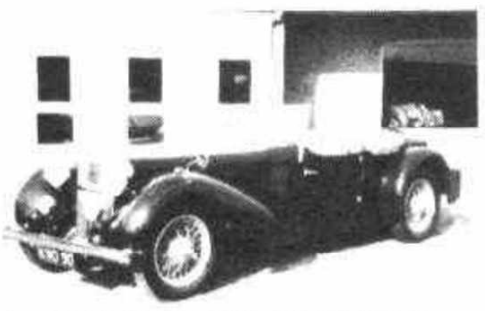
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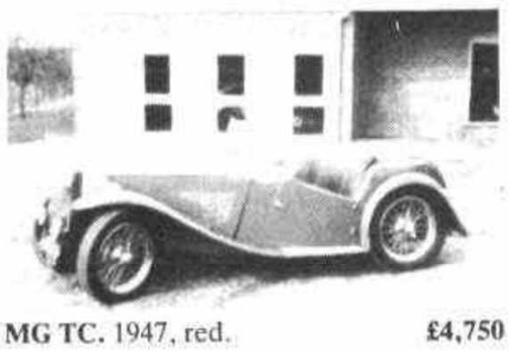
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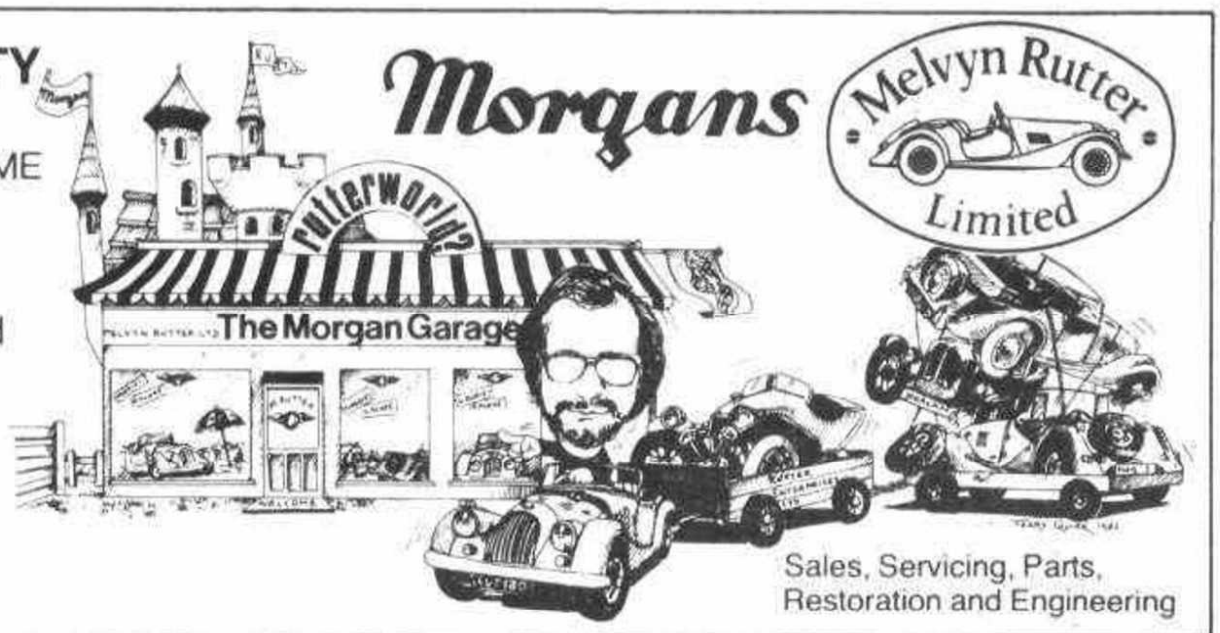
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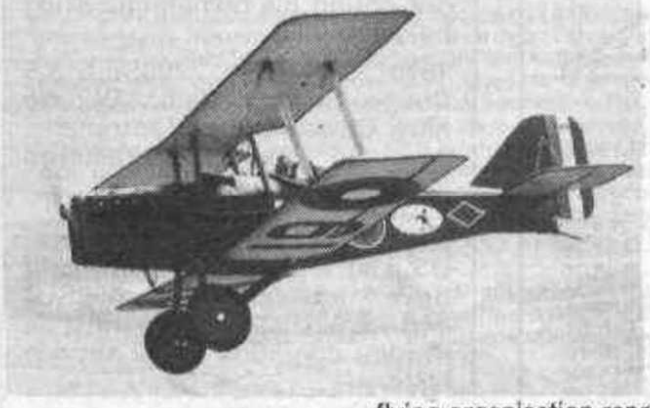
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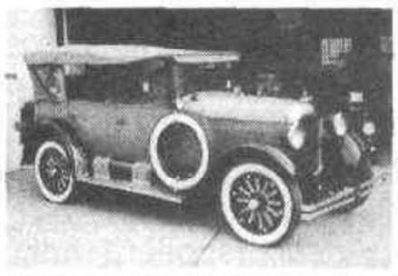
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This magnificent James Young 2-door touring saloon is built on the long wheelbase chassis. It is painted in *Oxford blue with beige Connolly hide interior.* It has the typical coachbuilt features of vanity cases, drinks and cocktail cabinets, writing desks, etc. A totally unique example.

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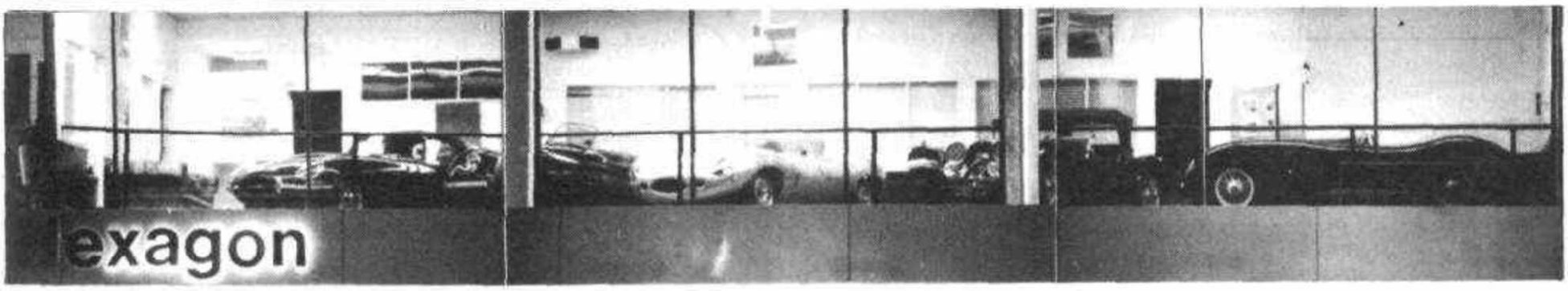
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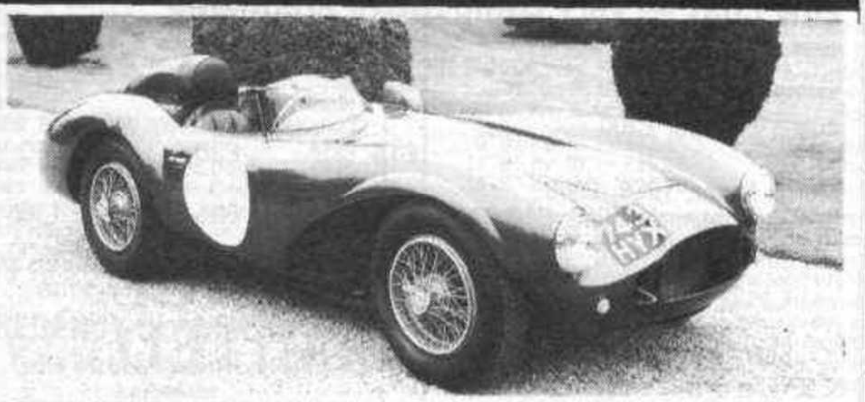


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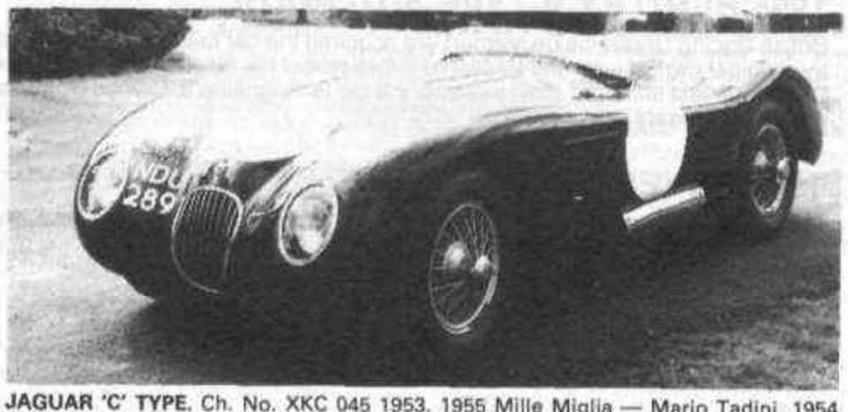


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'COB 1' (see below) will hopefully be at: 'The Goat' pub, Hertford Heath, April 3rd — noon Silverstone, JDC Historic Races — April 9th.

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I was extremely honoured to receive an informal visit from a prominent member of **The Royal Family** a few weeks ago; the purpose of the visit was for the personage concerned to give his **GT40 engined Mk. 2 COBRA (see below)** a final airing before handing it over to me for sale purposes; it was with some regret, however, that the owner bade farewell to this most amazing *example of the earlier Cobras, but an increasingly busy schedule of Royal duties and activities had forced the decision, since the* car was rarely if ever, used. I wonder if all this permits me to add those three prestigious words to my letter heading . . .!

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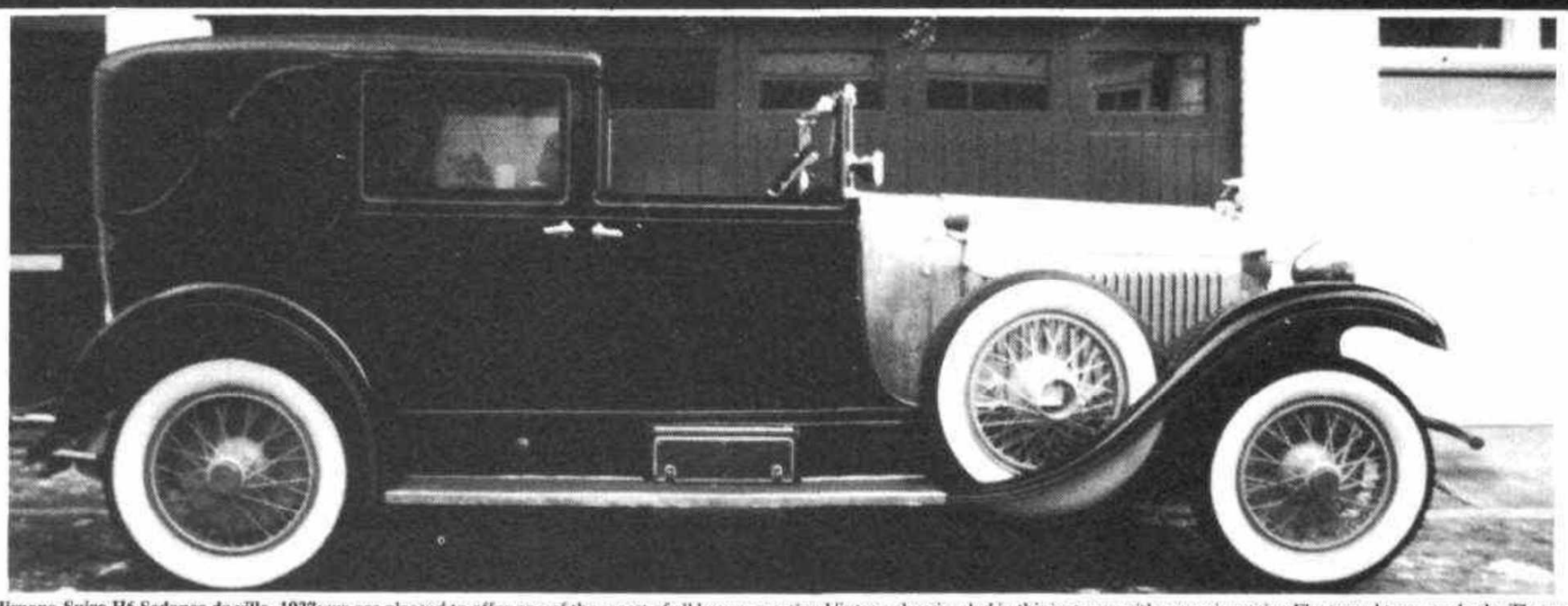
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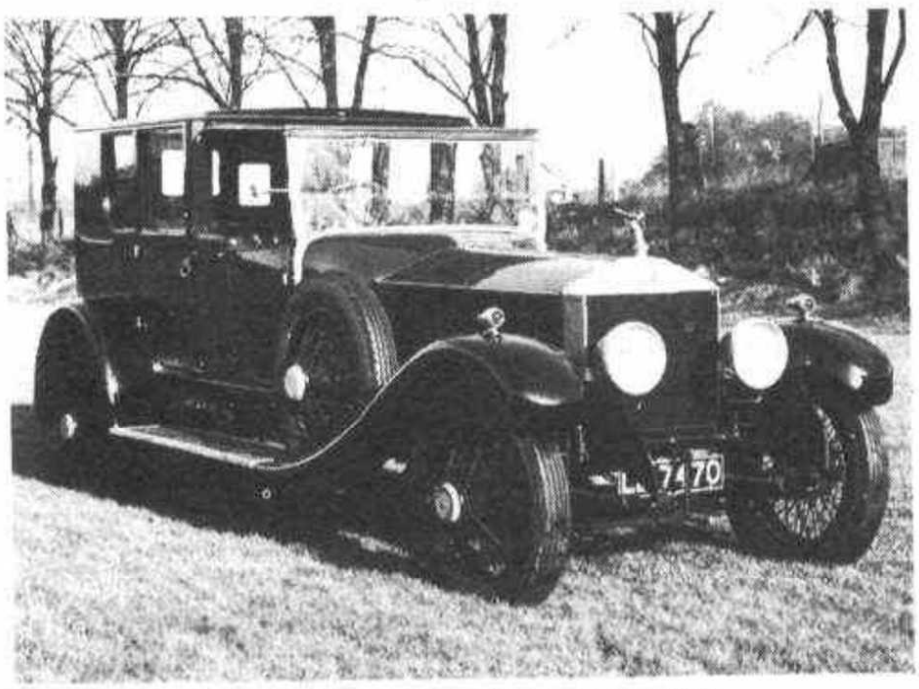
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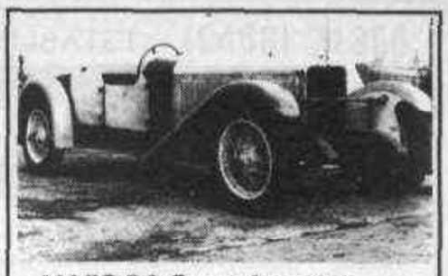
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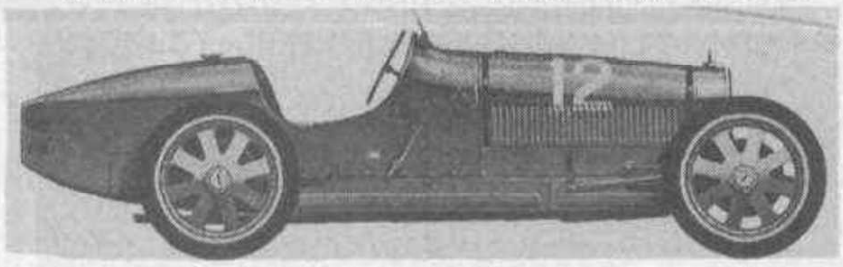
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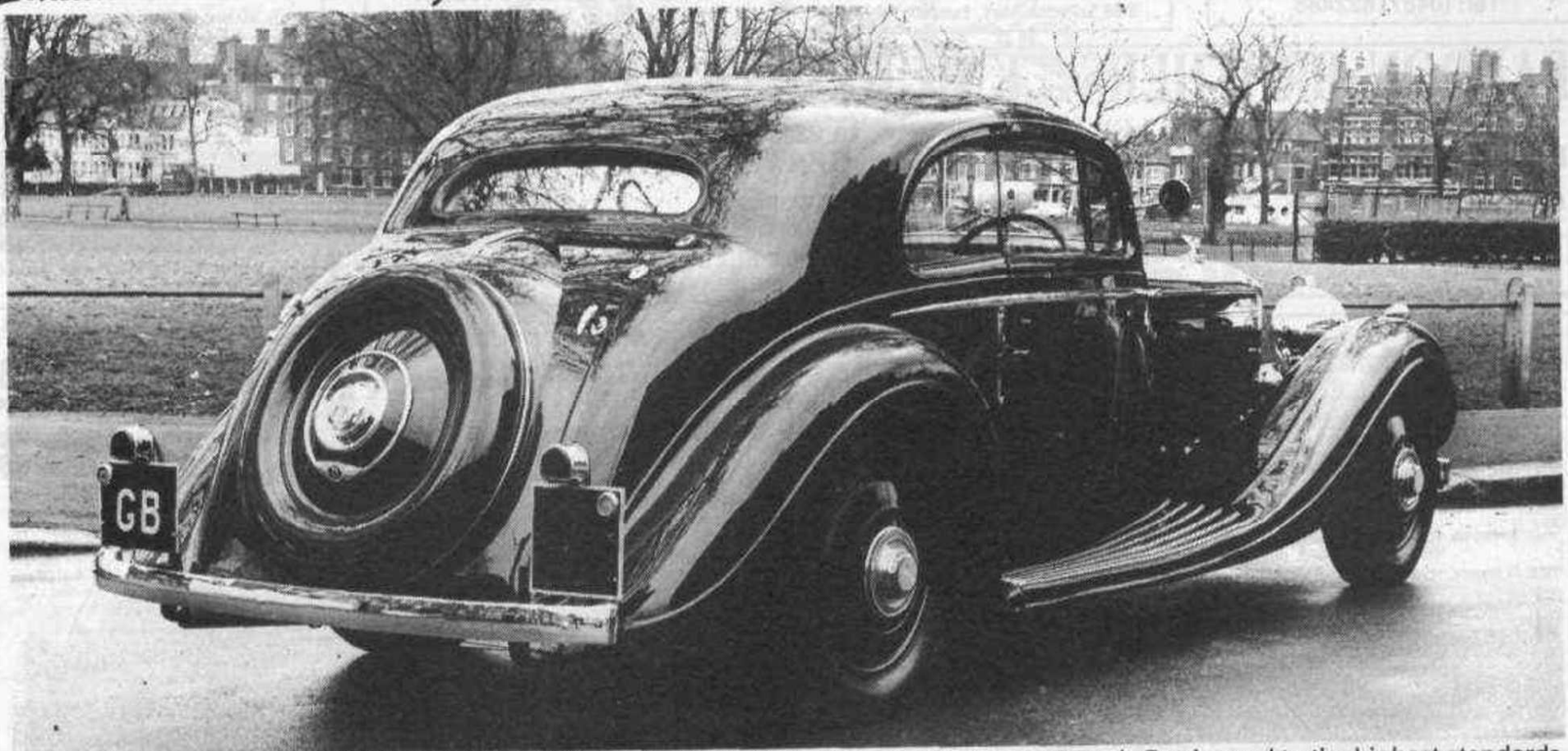
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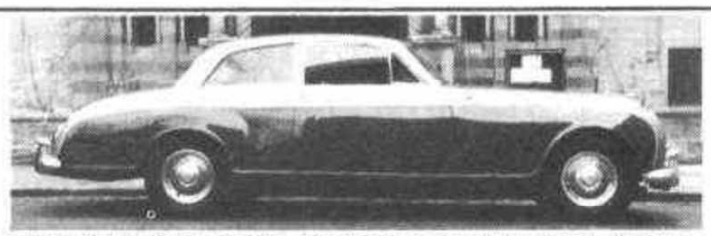
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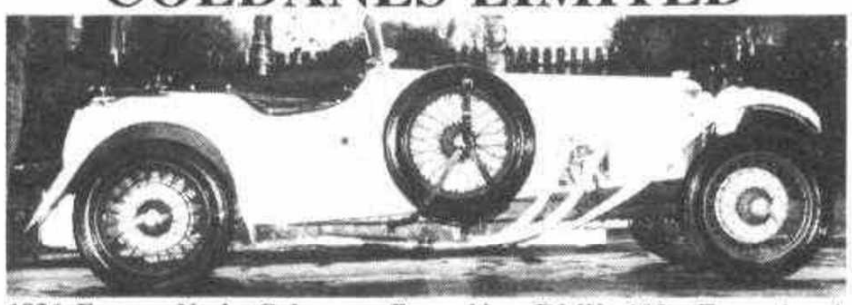
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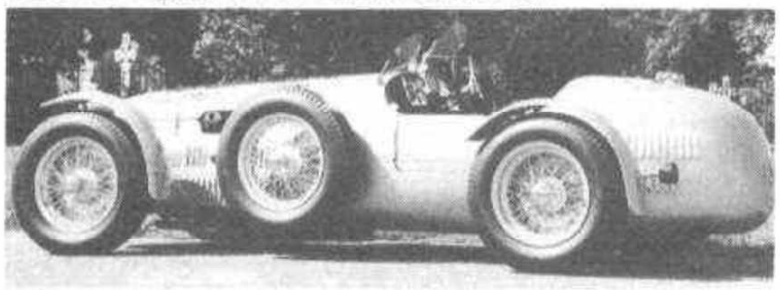
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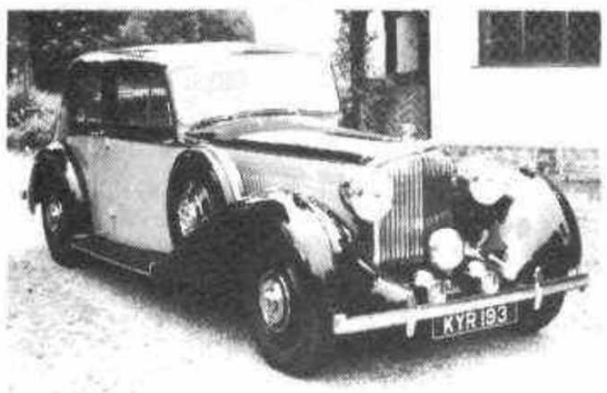
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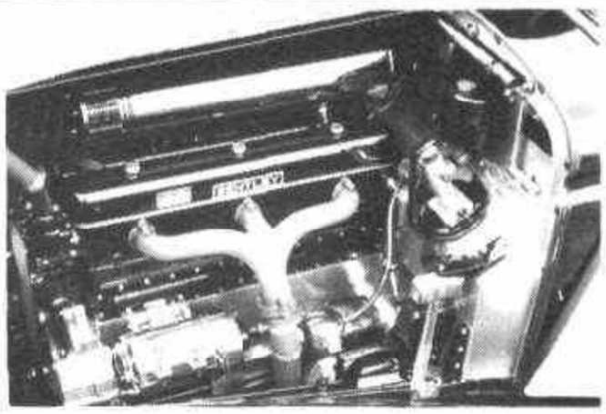
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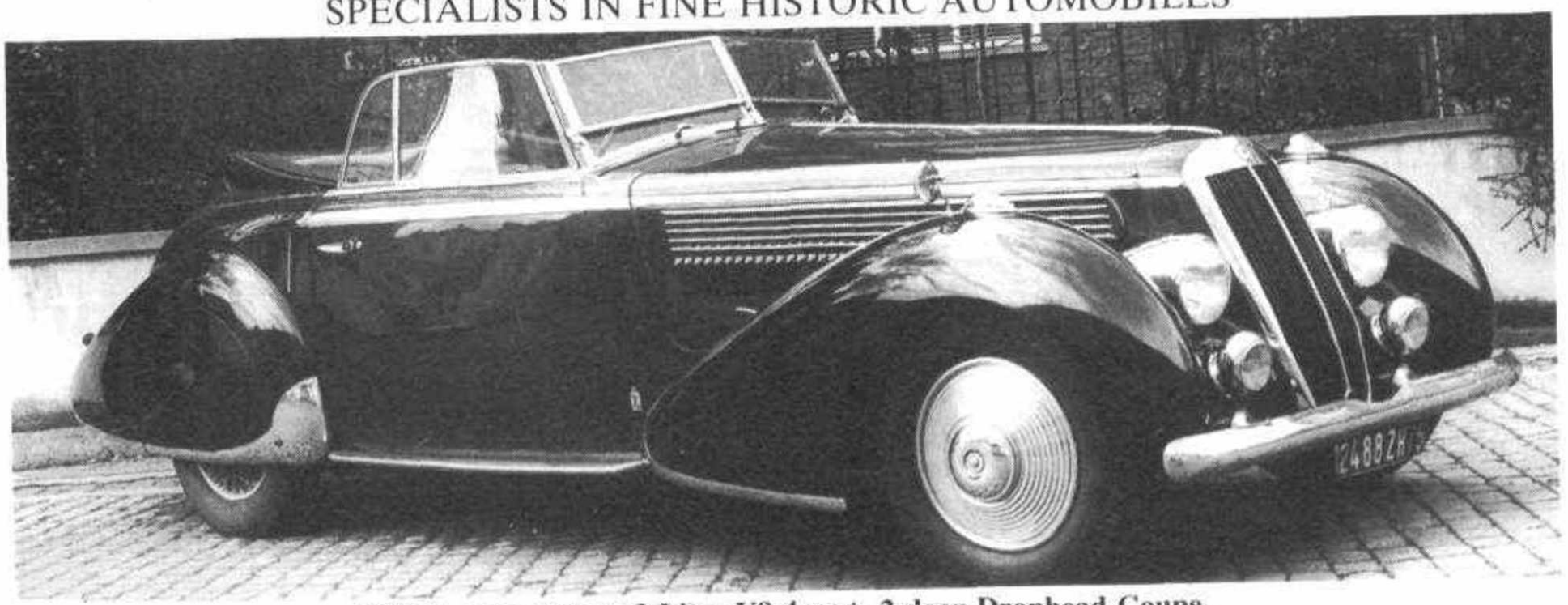
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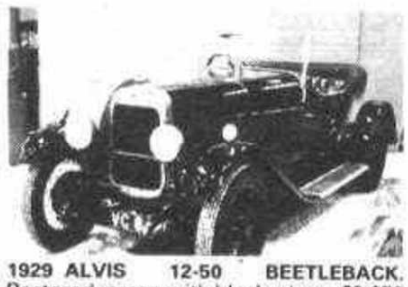
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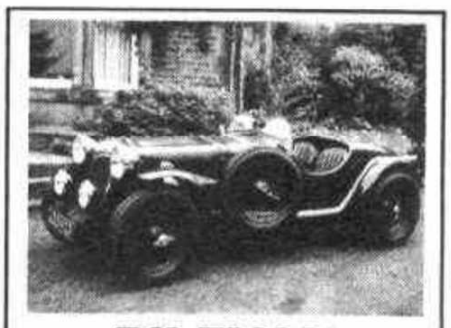
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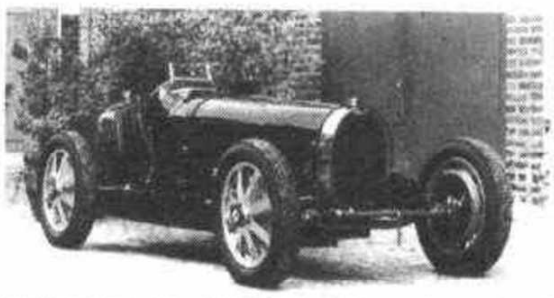
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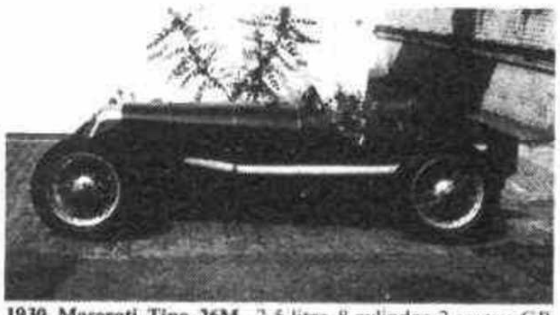
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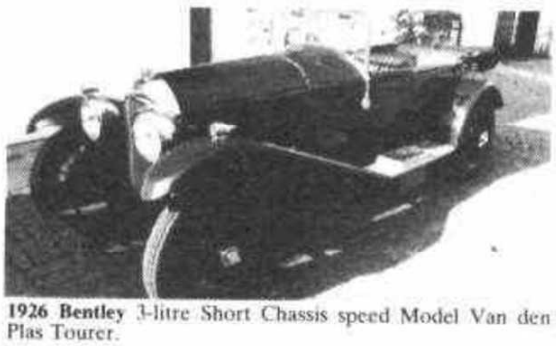
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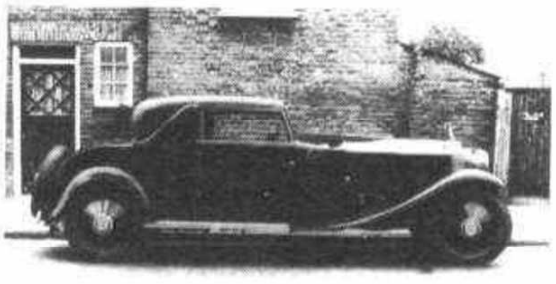
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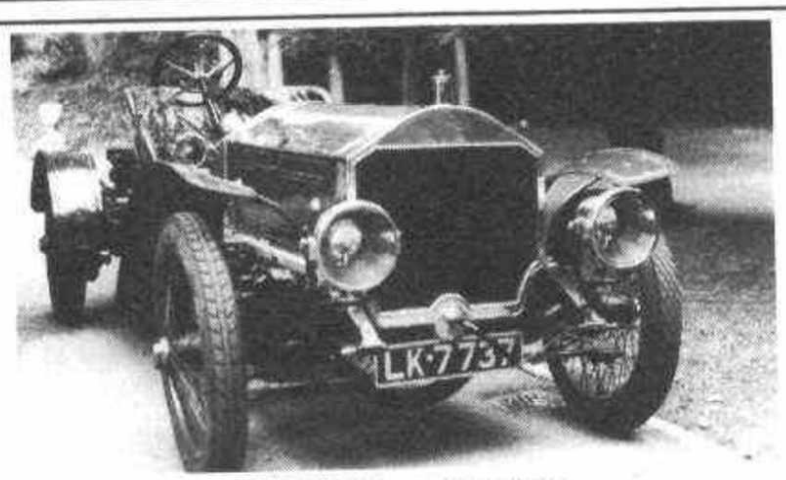
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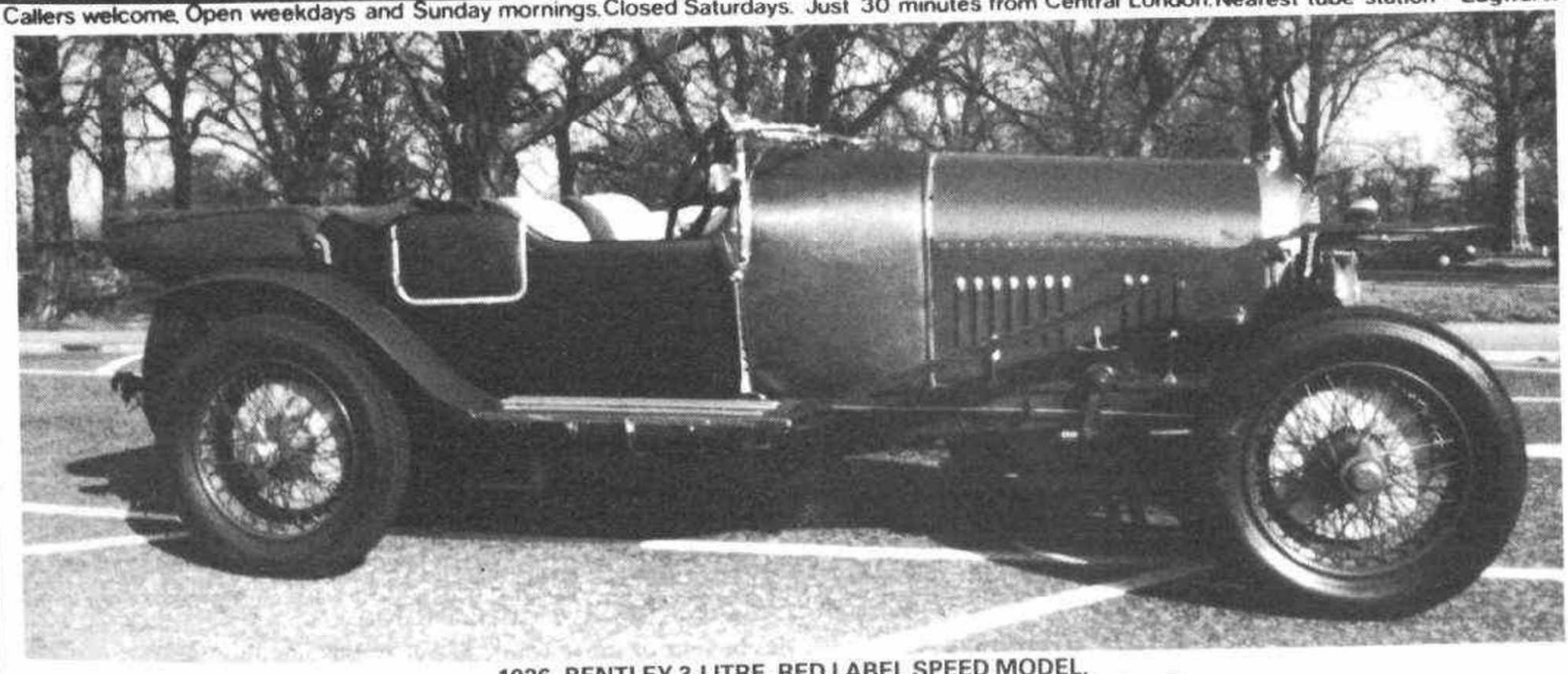
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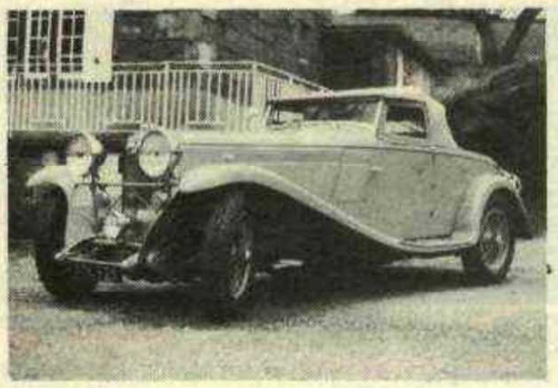
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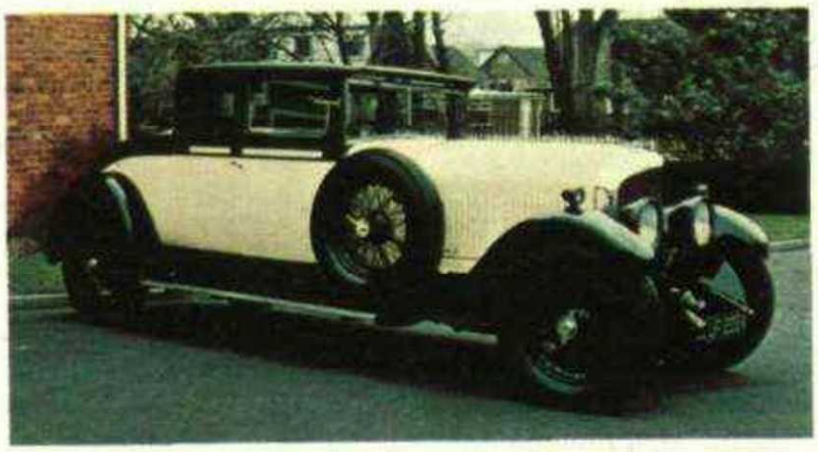
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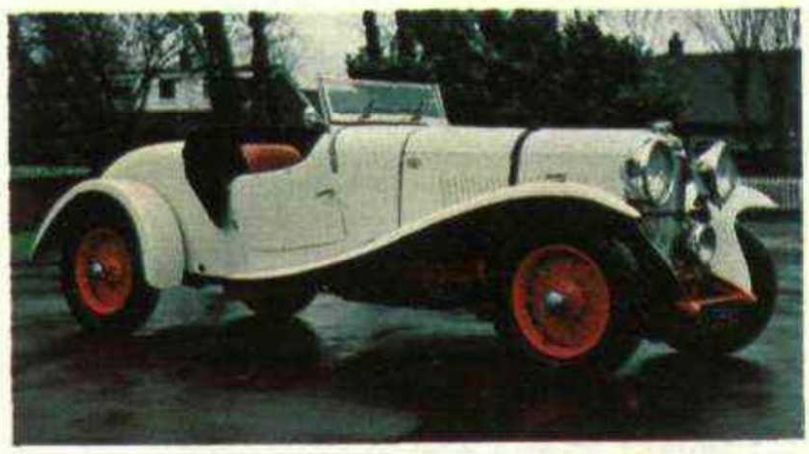


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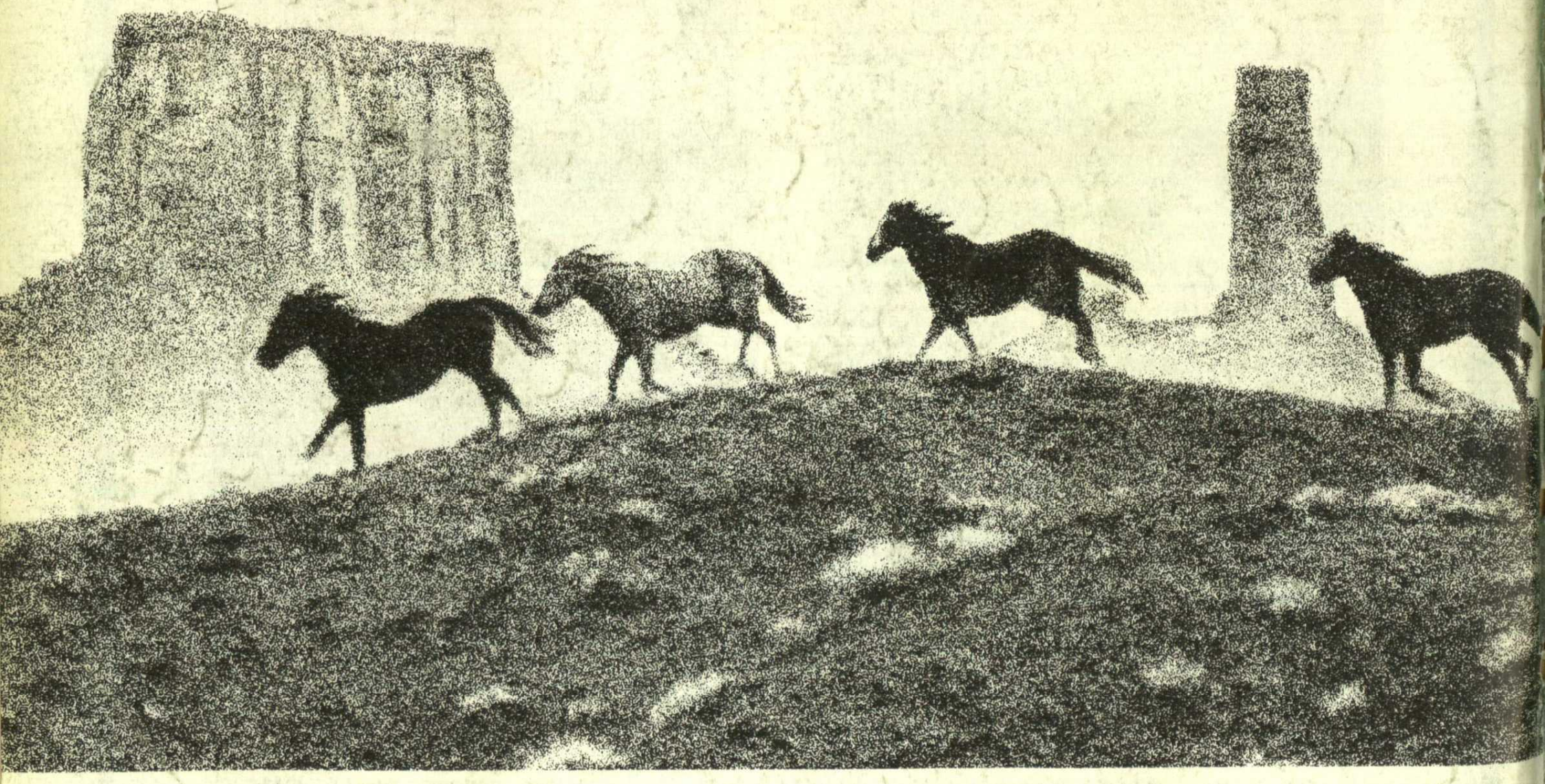
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