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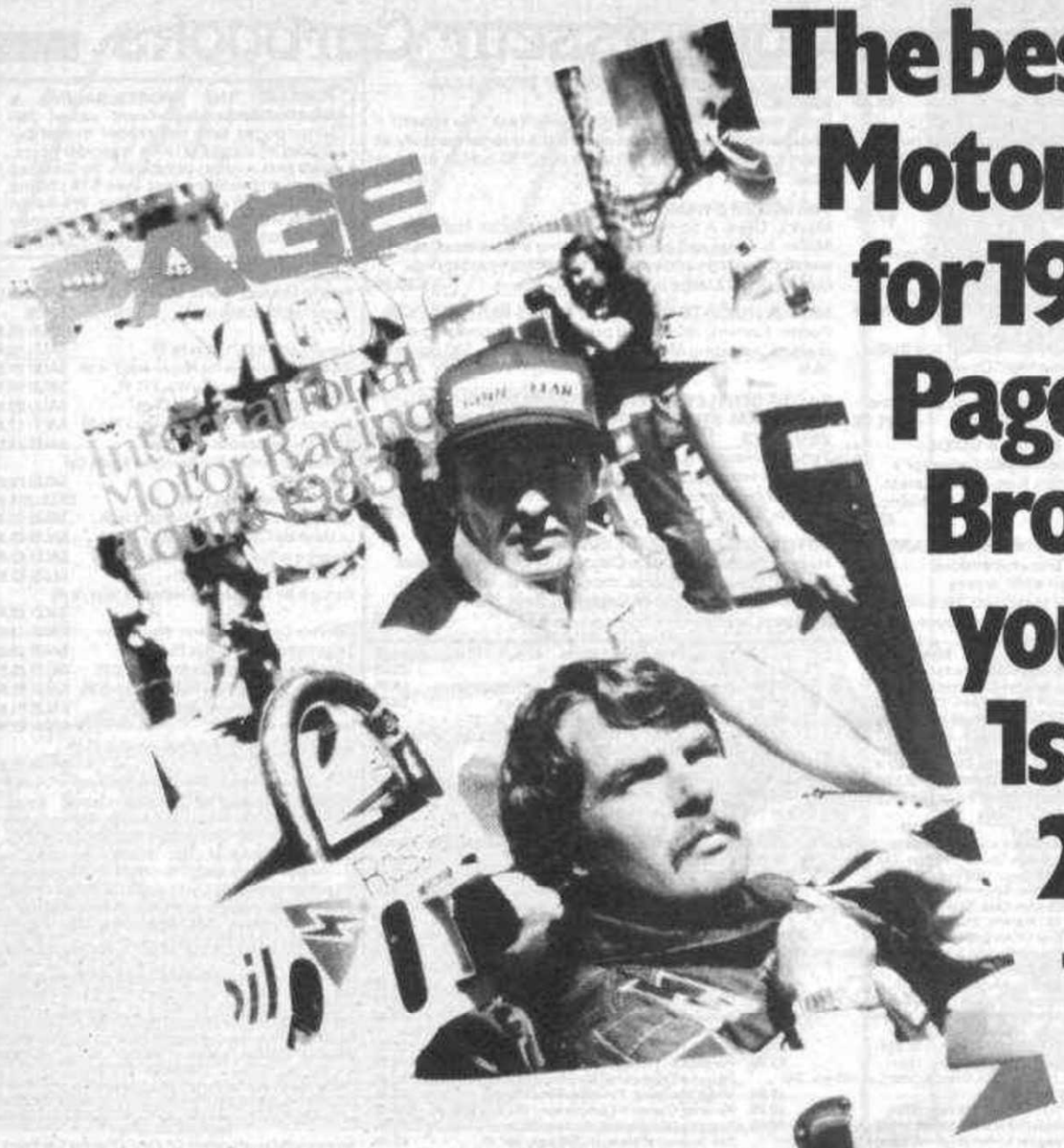
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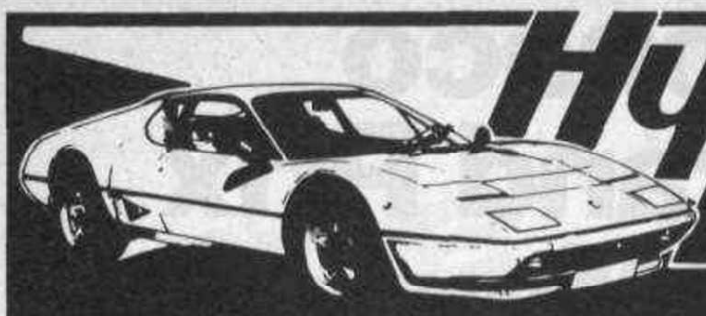
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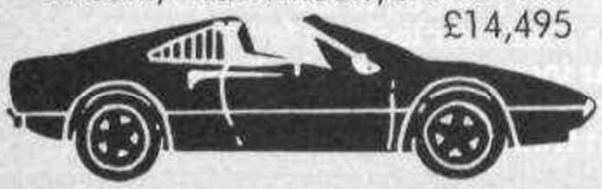
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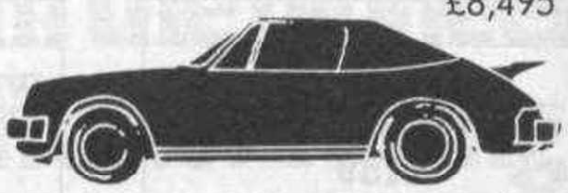
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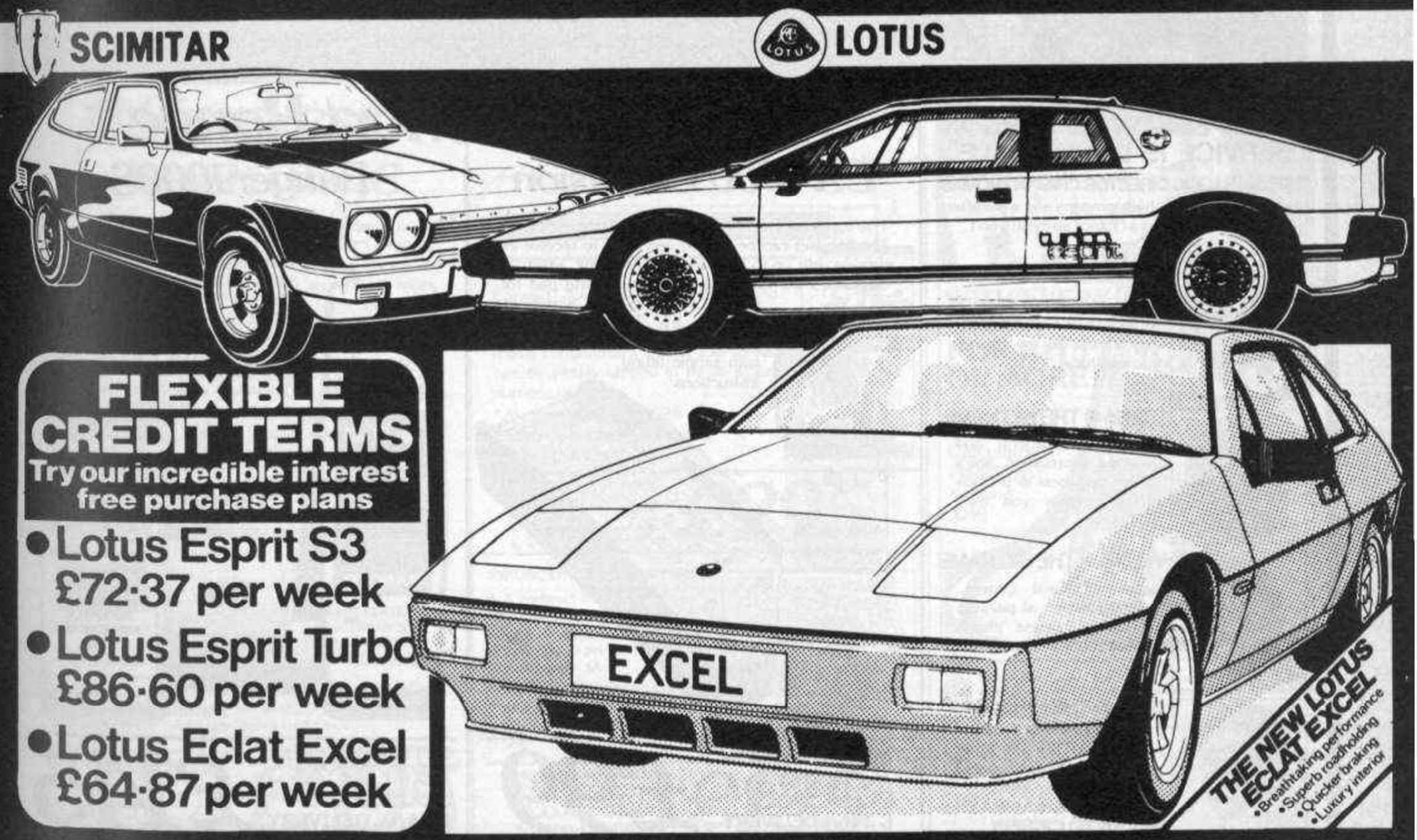
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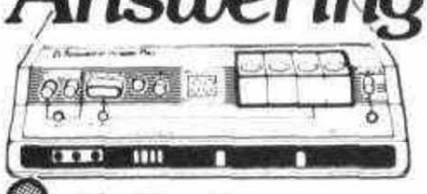

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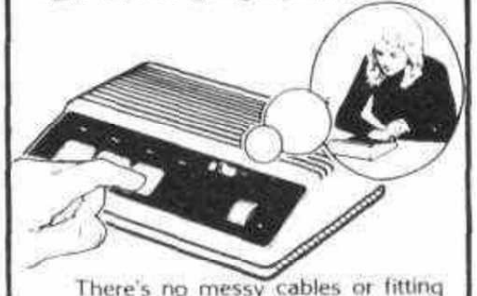
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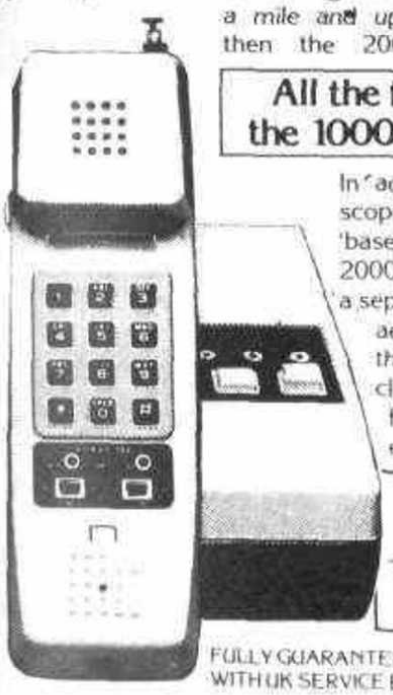
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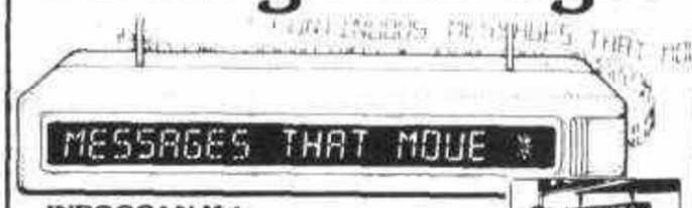
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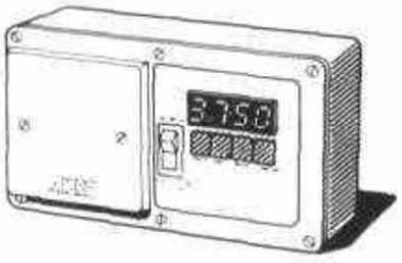


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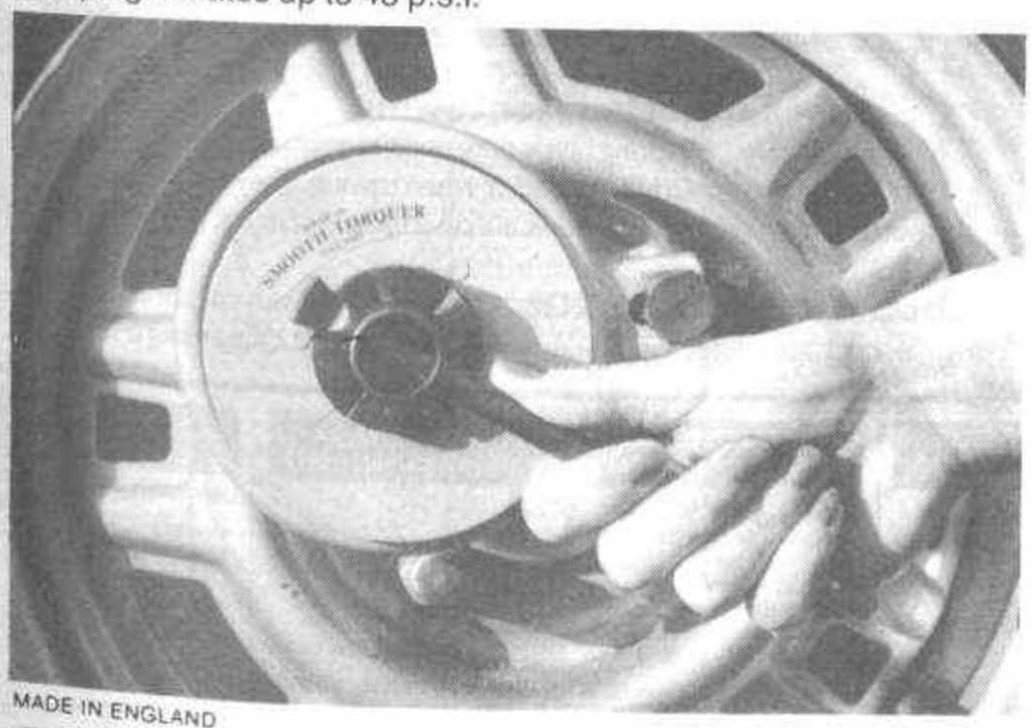
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| TVR 3000 etc. (R) Standard | £19.95 |
| **VAUXHALL** | |
| Chevette (F) Estate * | £21.45 |
| Chevette (R) Estate * | £34.25 |
| Chevette (F) 1 * | £26.85 |
| Chevette (R) 1 * | £34.25 |
| Cavalier (F) + | £26.75 |
| Cavalier (R) + | £34.25 |
| Magnum (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) | £22.25 |

**SYMBOL CODE**

\+ = 25% Up Rated From Standard

* = Rally Specification

-1" etc. = Ride Height Differential from Standard Car

STD = Standard Specification

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| 5 x 12 | £20.35 | £35.40 (R) |
| 5½ x 12 | £25.95 | N/A |
| 5½ x 13 | £25.35 | £38.75 (R) |
| 6 x 13 | £26.50 | £40.00 (R) |
| 7 x 13 | £29.68 | £47.40 (C) |

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



| SUPERSLOT | SLOT | TORNADO |
|---|---|---|
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| 5 x 12 | £22.65 | £25.95 |
| 5½ x 13 | £25.35 | £27.55 |
| 6 x 13 | £25.95 | £29.00 |
| 7 x 13 | £30.25 | N/A |
| 8 x 13 | £31.95 | N/A |



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| | Aley cat | Weller 8 Spoke |
|---|---|---|
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| 5 x 12 | £23.65 | £12.50 |
| 5½ x 13 | £25.35 | £17.50 |
| 6 x 13 | £25.95 | £17.50 |
| 7 x 13 | £30.25 | £18.75 |
| 8 x 13 | £31.95 | N/A |

ALEYCAT & WELLER USE STD. NUTS

CARRIAGE WHEELS £1 EACH
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| Scimitar SE5 1975-80 | £122.50 |
| Lotus Elan S4 1968-71 | £ 29.95 |
| Sprint Feb '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 & 13/1600 '74 on | £ 40.00 |
| Capri Mk2/3, 1600GT, 2000 '74 on | £ 47.00 |
| MANY OTHERS, TOO. Carriage £3.50 | |

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| 165/70 x 12 GTS HR | £5.75 |
| 155/70 x 13 V15 T/L | £9.75 |
| 185/70 x 13 V15 T/L | £9.95 |
| 165/70 x 13 GTS HR | £6.45 |
| 175/70 x 13 GTS HR | £8.75 |
| 185/70 x 13 V15 T/T | £4.95 |
| 185/70 x 13 GTS | £6.45 |
| 205/70 x 14 GTS | £0.25 |
| 185/70 x 15 GTS | £9.50 |

| | G/YEAR N.C.T. | PIRELLI P6 & P7 |
|---|---|---|
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| 205/60VR 13 | £57.20 | £67.65 |
| 185/60HR 14 | £44.85 | £52.15 |
| 185/65HR 14 | £46.20 | £53.80 |
| 195/60HR 14 | £56.65 | £62.25 |
| 205/60HR 14 | £62.25 | |
| 205/60VR 14 | £76.95 | |
| 205/70VR 14 | £76.95 | |
| 195/50VR 15 | £80.85 | £104.00 |
| 195/60VR 15 | £64.15 | £69.45 |
| 205/60HR 15 | £62.25 | £73.55 |
| 205/60VR 15 | £76.50 | £97.30 |
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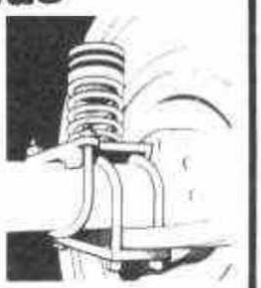
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| GT6 | £76.95 |
| GT7 | £87.85 |
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| Euro S/Frame | £19.50 |
| Sub Frame | £ 9.95 |
| Comp Frame | £10.50 |
| Flat Bar | £ 1.68 |
| H/Rest | £ 6.95 |

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|---|---|
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| RX2100 Lo back H/s, flat cushion | £86.95 |
| RX2150 Hi-back H/s, flat cushion | £88.95 |
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**Alfa Romeo**

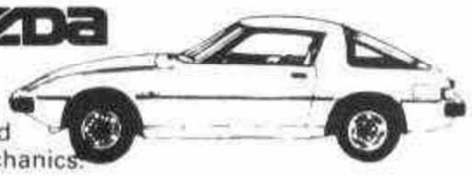
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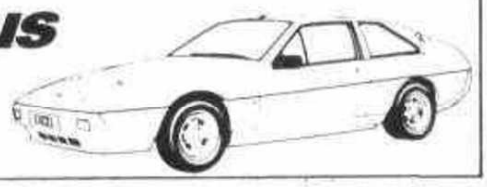
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**Ferrari 400**. Auto., 1977, met. bronze / beige leather 42,000 miles, service history. **£11,950**



**Aston Martin V8**. Auto., 1979V, metallic blue, one owner, FSH. **£17,950**
**Lotus Eclat**. 1980, red / black leather, 11,000 miles. **£10,450**



**Ferrari 308 GTBi**. X-Reg., red / black leather, TRX, air cond., 21,000 miles. **£18,450**
**308 GTS**. T-Reg., red, air cond., wide wheels, 35,000 miles. **£12,950**
**308 GTB**. 1978, silver / red leather, air cond., w/wheels, 21,000 miles, history. **£11,950**



**Golf GLi Convertible**. 1982, met. gold, 13,000 miles, radio / stereo. **£6,950**



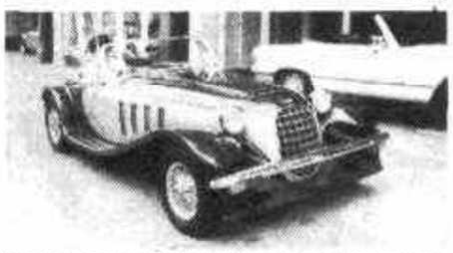
**Ferrari 308 GT4**. Red, 1978 V-Reg., 31,000 miles, history, all usual extras. **£9,450**



**De Tomaso Deauville**. T-Reg., met. beige / velour trim, usual extras, two owners, history. **£11,950**



**Ferrari Boxer 512**. 1977, S-Reg., red, 33,000 miles, history. **£18,750**
**Boxer 365**. 1974, red sports exhaust and wheels, LSD, 41,000 miles, history, outstanding example. **£15,950**



**Panther Lima**. 1980, green / white, black interior, full spec., 11,000 miles, two owners. **£5,450**

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### TIP OF THE MONTH

Silly one this month! But if I can spend 1½ hours missing the obvious, surely someone else can?
With salt and condensation, it's a corrosive time of year. Water cars (and 914's!) house their fuses inside the passenger compartment, theoretically warm and dry.
The 911 fuse box is in the front boot (plus a little one on the engine bay control panel) where they tend to suffer more from corroded terminals. When you get an electrical oddity or failure, and go to check the fuses:
DON'T just inspect them for a blown one.
DON'T just wiggle them to ensure a good electrical connection each end.
Take them out and inspect them. The metal end caps can corrode right through, so the fuse is only mounted on its silica core.
Deceitful little things.

### STORES DEPARTMENT

We are currently dismantling 3 right-hand drive coupés.
1967 912. Very good but heavy frontal damage.
1968 911S. Straight but rusty. We've seen far, far rustier ones, but with bad paint and rusty wings it's not viable for us to renovate.
1972 911S. Straight but rusty. The first undamaged 2.4 we've had that wasn't worth tidying to sell. Very sad! The shell should weld up OK for a competition "Special", though.

### ENGINES

3.5? We currently have in stock or available all the parts necessary to build another large capacity RS/RSR specification engine, from 270 b.h.p. "Big-Port" 3.0RS to 3.5 litre RSR specification. All practical for the road and competitive for Club competition. For a complete engine, freshly built to competition standards, prices from: **£6,500 + VAT**
Standard engines, good used: 2.0 911S, 2.2 911T, 2.2 911S, 2.4 911E, 2.7 911, 2.7 911 Lux, 3.0 911SC in stock, plus others always available ex-Germany. All guaranteed if we install.

### PUTTING ON THE STYLE

It started with B.B. in Germany building the 935 style onto a road-going 911, back in 1978. Latterly other Porsche Specialists built their own versions — we developed our first one in late 1979 — of which the Kremer version is perhaps best known.



**Kremer 935 style 930 Turbo**
Last year Stuttgart recognised the popularity of this style and offered their own version through the Sport Department, mainly for the 930.



**Factory built 935 style 930 Turbo**
However, both these versions have remained faithful to the 935 in retaining the lights down in the front bumper assembly. Not very advantageous for the effective range of the lights, but worst of all, it means the headlights are illegally low for use in the UK.



Our **935 style on 930 Turbo**, with one-piece front spoiler.
Our version utilises the complete 928 headlight system, wired in to operate automatically off the standard light switch, including the 928 headlight "load adjust" height control. The basic version, fitted to a 1974 G-series or later 911, with either standard 911SC or 930 Turbo front flares on glassfibre wings, all final fitted and painted and including an allowance for unwanted parts removed, starts from: **£1,955 (incl. VAT)**
The wings are also available in aluminium or steel.



Our **935 style on 911SC**, retaining the bumper plus separate spoiler.
Plus of course, we have our normal range of rear spoilers, arch extensions, one-piece rear bumpers, etc., and all facilities for fitting boxed sills, venting rear arches, or carrying out any individual body modifications.

### CARS FOR SALE



**935 style Turbo-bodied Targa.** Built by us in 4/80 including full engine rebuild, 20,000 miles since. Based on 1977 Carrera 3.0 Sport, we have just re-sprayed it in metallic Minerva blue, with blacklook, tan trim. Freshly serviced and in mint order throughout, this is both a very effective driving machine and crowd stopper. **£14,750**



**Lightweight 911.** Full 2.7 RS mechanics, plus 3.0 RS style bodywork, race spec. suspension, LSD, close ratios, roll cage, Recaro buckets, full harness, etc. All appointments to lightweight spec., with all essentials for practical daily use. Maintained in A1 mechanical order. An excellent example of the "Shopping Racer". **£10,750**



**1973 2.4 911E.** 48,000, full history and in "as-new", rust-free original condition. 4-speed Sportomatic, ESR, elec. windows, rear wiper, etc. In metallic black with black trim. **£5,950**



**1979 928 Manual.** 34,000 with history. Oak green metallic, tan trim. All usual extras, plus PDM. Everything a 928 should be. **£12,100**
**1980 924 Lux, 5 speed.** 1 owner, full history. Indiana met. red, tan trim. Sunroof, plus all Lux extras. A beautifully maintained 42,000 mile car. **£7,450**
**1977 Carrera 3.0 Sport.** Grand Prix white, black-look, black pinstripe trim, black "Carrera" side transfers, '77 Turbo rear spoiler. A really superb looking, 52,000 mile full history car, very clean, straight and original. **£9,950**

# SAY PORSCHE AND THINK OF DICK LOVETT.

## We are pleased to offer the following choice used vehicles FOR SALE

**1982 X PORSCHE 928S AUTOMATIC.** Finished in Metallic Pacific Blue with Blue Berber cloth and leather trim and equipped with a sunroof with just 3,000 miles. Our 'guvnor' ran one of these cars for 24 hours non-stop flat out the other week and averaged 156 miles for every hour, including fuel / driver change stops. Thank you Motor Sport "leaves us filled with admiration for what surely must be the car of the 1980's".

This month sees one of the best selections of 911's we have ever seen here in Marlborough. Each and every one is absolutely clean as a whistle. Genuinely specimen examples.

**1982 X PORSCHE 911SC TARGA.** Grand Prix White with Blue Berber cloth trim and equipped with sports seats, front fogs and passenger door mirror, supplied by ourselves and just 2,000 miles so it is quite indistinguishable from new.

**1981 W PORSCHE 911SC TARGA.** Metallic Zinc with Black Berber trim with automatic speed hold, again sold and serviced since new here, one owner, in beautiful condition.

**1978 S PORSCHE 911SC TARGA.** Metallic Moss Green with Beige pinstripe interior, radio / cassette, passenger door mirror and front fogs, sold and serviced here throughout and has only covered 11,500 miles from new, unrepeatable — really out of this world.

**1978 S PORSCHE 911SC SPORT COUPE.** Metallic Silver with Lobster pinstripe trim. Black look, radio / stereo, 40,000 miles, history and is unmarked, almost concours condition.

**1976 P PORSCHE 911 CARRERA 3.** Sportomatic. This one is concours condition with special order Metallic Sienna Brown / Red in Black look with Beige leather and cloth trim, radio / cassette, three owners with complete Lovett history for 37,000 miles.

**1981 X PORSCHE 924 TURBO CARRERA.** Unmarked and a beautiful example of this highly exciting 210 bhp turbo Porsche. Black and Red pinstripe trim. Equipped with sunroof and passenger door mirror, 12,000 miles in the hands of one knowledgeable owner, sold by us new of course.

**1975 R PORSCHE 911 COUPE.** In Continental Orange with Black cloth trim, we have the complete service history on file with recent big-billwork. Fastidiously maintained and really flies, radio / cassette, '76 model, a very healthy 63,000 miles.

**1980 V PORSCHE 924 TURBO.** Probably the best performance/£ ratio on the site. Beautifully kept and with full Lovett history from new. Guards Red with Black check trim and fitted with air conditioning, sunroof and passenger door mirror, 29,000 miles and immaculate.

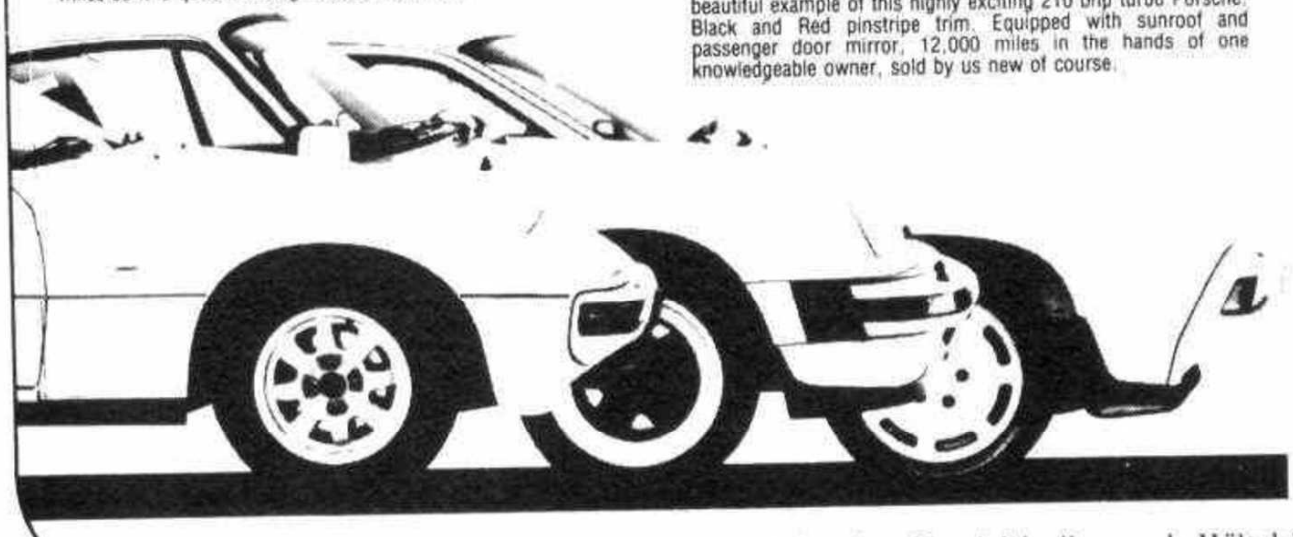
**1982 Y PORSCHE 944 AUTOMATIC.** Finished in Guards Red with Black Berber trim, just 4,000 miles with our M.D., unexpectedly fast and efficient, interesting history.

**1982 Y PORSCHE 944.** Surely won't be here by the time this appears. Guards Red, with Black leather sports seats, '83 model, cassette holder, passenger door mirror, 215 tyres, sunroof, 10,000 miles, Lovett history of course.

Unfortunately we are right out of Porsche 924's, so if you know of any for sale, do let us know!

Finally, may we remind you of the value and importance of a full service history on used PORSCHE whether buying or selling. Why not try our LOVETT PORSCHE SERVICE SYSTEM. It is a unique combination of experience, friendly and efficient service for you and your Porsche and surprisingly inexpensive. SO DON'T COMPROMISE; there's no one better qualified than our Official Porsche Centre.

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| **ESPRIT TURBO**, red, black hide | *£320 | LIST | |
| **ESPRIT III**, black, gold hide, a/c | *£260 | LIST | |
| **ESPRIT III**, red, black hide, BBS | *£250 | LIST | |
| **EXCEL**, white, black hide, pas, a/c | *£245 | LIST | |
| **EXCEL**, silver, blue hide, a/c | *£255 | LIST | |
| **T.V.R. S2 FHC**, 2.8i, blue | *£200 | LIST | |
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| 1982 Y **ESPRIT TURBO**, copper, 4000m | *£375 | £15,960 | |
| 1981 X **ESPRIT TURBO**, black, a/c, 9000m | *£350 | £13,950 | |
| 1982 X **ESPRIT III**, silver, hide, a/c 5000m | *£265 | £12,250 | |
| 1982 X **ESPRIT III**, blue, black, 7000m | *£250 | £11,950 | |
| 1981 X **ESPRIT II**, blue, r/cassette, 8000m | *£235 | £10,750 | |
| 1981 W **ESPRIT II**, white, hide, 12,000m | *£225 | £10,250 | |
| 1979 V **ESPRIT II**, black, hide, 27,000m | *£180 | £7,950 | |
| 1981 X **ELITE 2.2**, white, r/cassette, 7000m | *£250 | £11,950 | |
| 1980 W **ELITE 2.2**, gold, hide, 14,000m | *£220 | £9,950 | |
| 1982 X **ECLAT 2+2**, red, hide, 14,000m | *£250 | £11,950 | |
| 1982 X **RIVIERA 2.2**, red, gold, s/roof, 6000m | *£295 | £12,950 | |
| 1982 Y **RIVIERA 2.2**, red, s/roof, 1000m | *£305 | £13,950 | |
| 1981 X **ECLAT 2.2**, gold hide, pas, a/c | *£250 | £11,950 | |
| 1981 X **ECLAT 2.2**, white, black, 7000m | *£235 | £10,850 | |
| 1980 V **ECLAT 2.0**, red, black, 6000m | *£200 | £8,950 | |
| 1979 V **ECLAT 2.0**, automatic, pas, 17,000m | *£185 | £8,250 | |
| 1979 V **ECLAT 2.0**, silver, black, pas | *£160 | £6,950 | |
| 1980 Y **PORSCHE 928**, Auto, pas, s/r, a/c | *£360 | £15,950 | |
| 1981 W **PORSCHE 924 Lux**, silver, s/r | *£200 | £8,950 | |
| 1981 X **MAZDA RX7**, s/r, blue | *£160 | £6,950 | |
| 1981 W **MAZDA RX7**, s/r, red, TWR | *£150 | £6,450 | |
| 1982 Y **MUSTANG R.H.D.** Auto, pas, black | *£160 | £6,950 | |

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| 1982 Y **MATRA MURENA**, 2.2 Sports | *£155 | £6,750 | |
| 1978 S **T.V.R. 3000M**, yellow, s/r 28,000m | *£100 | £4,750 | |
| 1979 **OPEL MONZA COUPE**, auto, pas, s/r | *£135 | £5,950 | |
| 1981 W **RENAULT 18 Turbo**, silver | *£115 | £4,950 | |
| 1982 X **TRIUMPH TR7**, D/H, blue, 4000m | *£125 | £5,450 | |
| 1981 X **TRIUMPH TR7**, D/H silver, 8000m | *£115 | £4,950 | |
| 1981 W **TRIUMPH TR7**, D/H, red, 15,000m | *£108 | £4,750 | |

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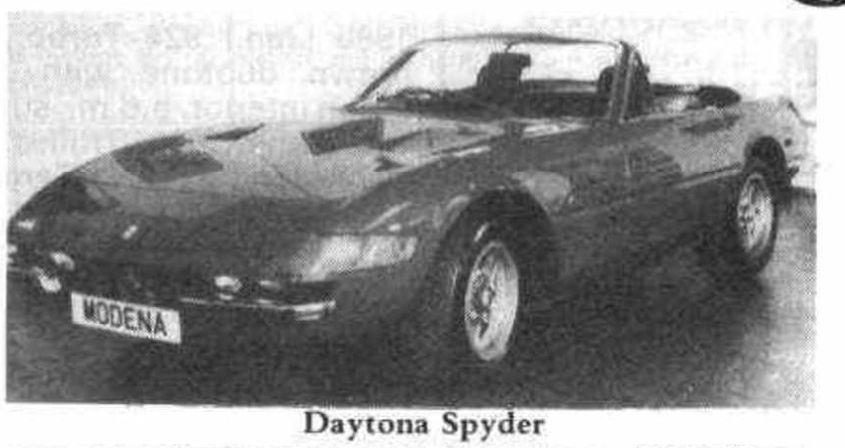
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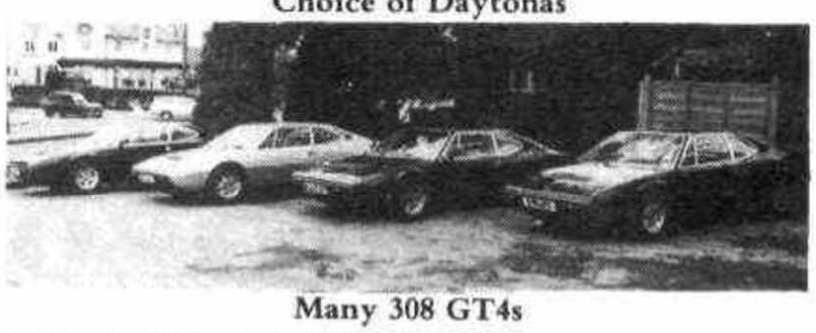
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**1980 (Oct.) 924 Lux.** Manual (1981 model). Diamond silver, with black / grey check trim. Sunroof, radio / cass. unit. Two owners, 37,600 miles. ..... **£8,500**
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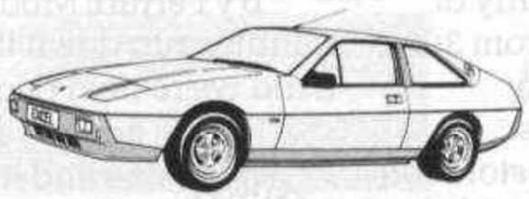
**1981 (Jan.) 924 Turbo.** Diamond silver/Meteor duotone with black pinstripe trim, p.d.m., sunroof etc. One owner, 20,550 miles. **£11,650**
**1980 (Jan.) 924 Turbo.** Cream / brown duotone with matching tartan interior, p.d.m., sunroof etc. One owner, 33,170 miles. **£10,250**
**1977 (Jan.) 911 Lux Targa.** Arrow blue with black / white pinstripe trim. Two owners, 54,500 miles. **£8,950**
**1981 (Aug.) 928S.** Auto. Pewter metallic, with brown / beige check velour trim, p.d.m. etc. One owner, 16,650 miles. ..... **£21,750**
**1982 (May) 928S.** Auto. Rosewood metallic with matching brown / beige Berber tweed trim, p.d.m., one owner, 6,400 miles. **£24,000**
**1979 (Mar.) 928.** Manual, silver metallic, with black / blue check velour trim, p.d.m., one owner, only covered a genuine 11,050 miles. ..... **£15,650**

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**1981 X TVR TASMIN 2.8.** In carmine, sunroof, one owner, 10,000 miles. **£9,995**
**1980 BMW 635CSi.** In graphite metallic, sunroof, electric windows, full black leather, full spec., 24,000 miles. **£13,995**
**SCIMITAR GTC CONVERTIBLE 1981 (X).** Overdrive, red with gold model band, cloth interior, one owner, supplied by us new. **£8,995**
**1980 DATSUN 280ZX AUTO.** Black, beige cloth trim, electric windows, one owner. **£4,495**
**1982 TVR TASMIN 2+2.** P.A.S., in red, one local owner, 6,000 miles. **£11,995**
**1973 JENSEN INTERCEPTOR.** In blue, metallic ivory leather, full history. **£3,995**
**1981 SUZUKI SC100.** Choice of two, from **£2,495**
**1979 ROVER 3500.** In platinum, brown trim, 36,000 miles. On behalf of customer. **£3,295**
**1981 (X) LOTUS ESPRIT TURBO.** In copper metallic, half gold leather, one owner, 20,000 miles. **£15,295**
**1980 LOTUS ESPRIT TURBO.** In black, full red leather, radio / cassette, air conditioning, 21,000 miles. **£13,995**
**1976 R ROLLS ROYCE SILVER SHADOW.** In nutmeg, ivory hide, full service history, 46,000 miles. **£13,995**
**SAAB 900 5 DOOR TURBO.** Metallic blue, blue cloth trim. **£4,995**

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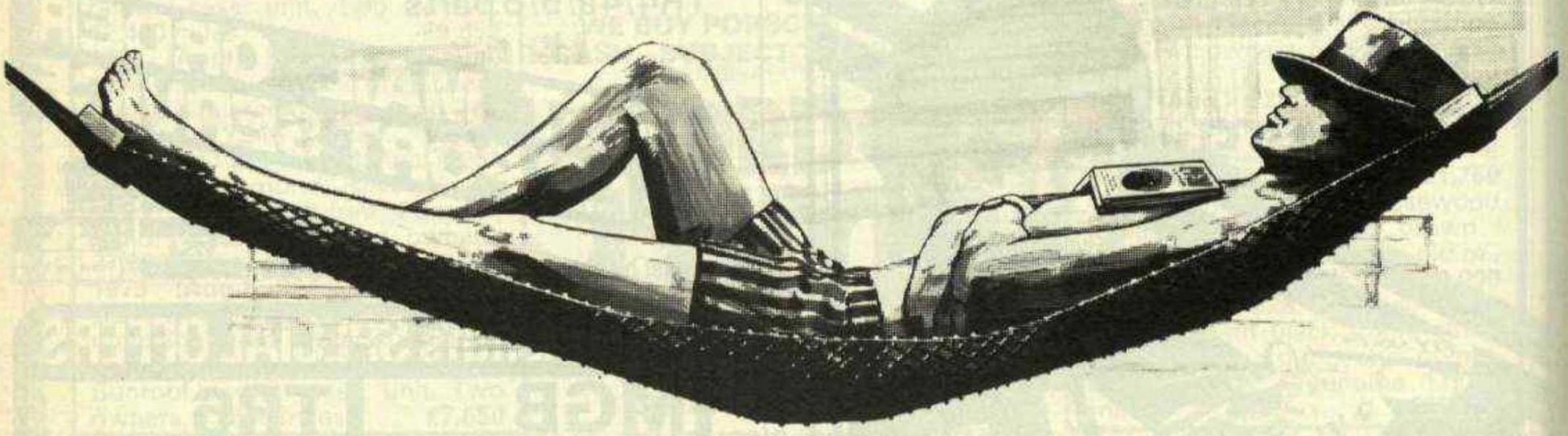
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VOL. LIX No. 2 FEBRUARY 1983

# MOTOR SPORT

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

**Fifty-ninth year of publication**
**Publication date first of month**

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**FRONT COVER PICTURE:** DIFFICULT conditions faced competitors on the MCC Exeter Trial. Coping better than most with the mud of the Clinton section at Bovey Down is T. D. Ford in his TKP Special.

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# MATTERS OF MOMENT

## A PLEA FROM BRITISH LEYLAND

BL has joined the "Buy British" Campaigners with a plea to those concerned over prospects of longer dole-queues, smaller wage-packets and salary cheques, and bigger tax-demands, to shun imported cars. It bases its arguments on factors well-known to financial wizards, so we need not enumerate them here. But perhaps, without taking sides, we should at least give BL space over its concern that Japan, for more than two decades, imposed both tariff and non-tariff barriers on car imports, so as to build-up and consolidate its motor industry, from a nil base into the World's largest car-producer with all the consequent advantages of very large-scale investment and production. Yet Japan, admittedly without imposing import duty, contrives to prevent importers from taking more than 1% of the Japanese market, — one car *in* for every 200 *out*. Pressure from the Common Market restrains these high Oriental exports. But now it looks as if Mitsubishi will send us large numbers of its cars bearing a 10.6% duty, compared to the 57.5%-plus quotas imposed on our exports to Australia, and that Mazda is contemplating bringing in its cars from S. Africa at 10% duty, against the 100% duty charged on petrol-engined car and 110% on diesel-powered car exports to that country. Ford says it will be bringing into Britain from S. Afrcia 10,000 Cortina-based pick-ups. S. Korea could soon become a similar danger to increased sales of British-made cars, for although less than 1,000 of her cars come here every year, BL say they suspect we are regarded by S. Korea as a "growth market". Yet British cars are barred entry to that country. . . .

BL also point out that all Vauxhall Royales and Viceroys are imported here from Germany, all Ford Capris and Granadas likewise, and all Talbot Sambas, Tagoras, and Ranchos from France. They emphasise that, in the first six months of 1982, 55% of Astras came here from Germany. 54% of Cortinas from Belgium and Ireland, 48% of Cavaliers from Belgium, 48% of Fiestas from Spain and Germany, and 29% of Escorts from Germany. Worse, from BL's point of view, 70% of Talbot Horizons arrived in GB from France. These "tied" exports totalled more than 130,000 cars in six months, equal to nearly half-a-year's output from BL Longbridge.

This has happened only in Britain, among EEC producing countries. Ford has said that the unattractiveness of investment in new UK plants has caused it to produce in other countries and that it must reduce its Sterling cost-base by importing more cars or else a more favourable climate here must be established. BL calls this "a very honest assessment from a Multinational, which has horrifying implications for the British economy and employment." It reckons that this year 40% of the total market for cars will be met by imports from the combined "tied" and "unfair" trade-areas, and that some 86,000 British jobs will be lost as a result. It considers that the greatest threat is from Spain, where, says BL, "unfair trade is being actively encouraged, behind high tariff-barriers, to expand Spanish motor-industry capacity when it already has too much capacity". It looks accusingly at General Motors' new Spanish plant, expected to send another 70,000 vehicles to Britain this year.

MOTOR SPORT think BL (in which we all have a limited share as tax payers) has a right to its views. But we will continue to report without bias on whatever cars are offered to us for appraisal, whether they are made in Japan, Germany, Spain or anywhere else, it having long been our opinion that motoring journalism should be above politics and international discrimination. Nevertheless, in the prevailing economic crisis, it would be foolish not to hint at the possible consequences of buying imported cars. BL have the good sense to recognise that "people have the right to buy what they want, where they want, and at the price they can afford". At present Ford best meets that requirement and thus heads the Home-Sales race. But as BL now has some fine new models on offer, such as the Rover Vitesse and MG Metro, etc., and claims that its productivity increased by 40% in 1981, with an output-per-worker that matches most international standards, with these employees accepting basic-wage-awards that have fallen since 1980 from 6.8% to 3.8% (but with their average earnings up by 77% from *genuine productivity* bonus-payments). Cost inflation was held to only 1% in 1981 when inflation ran at 10.9%, time lost through disputes having dropped from 7% to 1.6% since 1977. So BL appears to deserve protection from "unfair" imports.

The real crux of the matter is that, as they were said to do over mousetraps, when you make good, reliable cars the customers will arrive automatically. All BL is asking is that *if* such a customer decides on a British car, he or she should ask the Dealer for proof of country-of-origin (we told you how to crack the Identity-code last December) and, if it is foreign, ask for the same product *but made in Britain*. This does not seem to us an extreme demand, at a time when, in BL's opinion, if nothing is done to give our Motor Industry free trade, we will pay very dearly.

## THE NEXT TECHNICAL BREAKTHROUGH?

Last month this column discussed some design-trends. Now that we are all securely attached to our

*Continued overleaf*

# Motor Sport Fixture List for February

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

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

| DATE | CLUB | RENDEZVOUS | NEAREST TOWN OR MAP REFERENCE | CATEGORY | TIME |
|---|---|---|---|---|---|
| **Feb. 4th-6th** | **Union Mecanisee SPA ASBL** | **Spa** | **Belgium** | **Boucles de Spa Rally (European Rally Championship Round) (INT)** | — |
| **Feb. 5th-6th** | **IMSA** | **Daytona** | **USA** | **Daytona 24 Hours Pepsi Challenge (INT)** | — |
| Feb. 5th | Forest of Dean MC | St. Pierre Golf and Country Club | Chepstow, Gwent | Wydean Stages *(N)* | 09.00 |
| Feb. 6th | Lincoln Motor Cycle & CC | R. M. Wrights Garage, Lincoln | 121/997¼719½ | Bruce Robinson Rally *(R)* | 08.00 |
| Feb. 6th | Circle & Harrow CC | Brands Hatch Circuit | Dartford, Kent | CCH Sprint *(R)* | 13.00 |
| Feb. 6th | HDLCC | Rockhill Farm Greete, Nr. Ludlow, Shropshire | 138/565725 | Geoff Taylor Lee, Shaw & Mullsum Sporting Trial *(N)* | 10.30 |
| **Feb. 11th-13th** | **The International Swedish Rally** | — | **Sweden** | **Swedish Rally (World Rally Championship Round) (INT)** | — |
| Feb. 12th | Highland CC | Ladbroke Mercury Hotel, Inverness | 26/683457 | Ladbroke Snowman Rally *(R)* | 08.01 |
| Feb. 12th | Liverpool MC & Longton & District MC | Kirkby Crest Hotel | Knowlsey | Mayfield Safari Rally *(R)* | — |
| Feb. 12th/13th | Furness DMC | T. Brady & Son, Duke Street, Barrow-in-Furness | 96/192698 | Towers Leck Trophy Rally *(CJ)* | 24.00 |
| Feb. 12th/13th | Lincolnshire Louth MC | Castle Leisure Centre, Tattershal | 122/207571 | Lincolnshire Rally *(R)* | 23.30 |
| Feb. 12th/13th | Bath MC | Royal Bath and West Showground | Shepton Mallet 183/632397 | Bars Motor Products Festival Rally *(R)* | 23.31 |
| *Feb. 13th* | *Launceston and North Cornwall MC* | *Launceston* | *Cornwall* | *The Launceston Trial (C)* | — |
| **Feb. 17th-20th** | **Pena Motorista Diez Por Hora** | **Costa Brava** | **Spain** | **Costa Brava Rally (European Rally Championship Round) (INT)** | — |
| Feb. 18th | Glenrothes MSC | Barnetts of Glenrothes | — | Aquarius Road Rally *(CJ)* | 18.30 |
| Feb. 19th-20th | Morecambe Car Club | Woolpack Hotel, Kendal | 97/514½928½ | Midac Illuminations Rally (*Motoring News* Rally Championship Round) *(R)* | 22.45 |
| **Feb. 20th** | **NASCAR** | **Daytona** | **USA** | **Daytona 500 (INT)** | — |
| **Feb. 24th-27th** | **De Lacy MC** | — | **York** | **Mintex International Rally (INT)** | 10.00 |
| **Feb. 25th-27th** | **Rallyegemeinschaft RTC Northeim/MC Schaumburgee Vim ADAC** | — | **Germany** | **Sachs Winter (European Rally Championship Round) (INT)** | — |
| **Feb. 25th-27th** | **Helsingin Urheiluautoilijat RY** | — | **Finland** | **Hankiralli (European Rally Championship) (INT)** | — |
| Feb. 26th-27th | Pembrokeshire MC | Greens Motors Garage | Haverfordwest 157/957157 | Greens Motors Allen Harrison Rally *(R)* | 23.01 |
| Feb. 26th-27th | Royal Naval & Royal Marines Motoring Association | RN Engineering College Manadon | Plymouth | Sowerby Trophy *(CJ)* | — |
| **March 1st-6th** | **AC Du Portugal** | — | **Portugal** | **Portugal Rally (World Rally Championship Round) (INT)** | — |
| ***March 4th-6th*** | — | — | ***Italy*** | ***Targa Florio (European Rally Championship Round (INT)*** | — |
| March 5th | Eastern Counties MC | Sports Centre Bury St. Edmunds | — | Langer Park Forestry Stages *(R)* | — |
| March 6th | BARC | Brands Hatch Circuit | Nr. Dartford, Kent | Race Meeting *(N/R)* | — |
| March 6th | BRDC | Silverstone Circuit | Towcester, Northants | Race Meeting *(N/R)* | — |

*MATTERS OF MOMENT*

*Continued from previous page*

dangerous motor-cars, is it not time that more attention be paid to anti-lock brakes, as one of the best means of preventing accidents when driving on slippery roads, as distinct from hoping to reduce the effects of crashes? Credit must go to Jensen Motors for pioneering Dunlop Maxaret anti-lock braking on the Jensen FF 4WD model in 1966. But it was discontinued by 1972. Since then progress has been slow, with only a few enlightened manufacturers looking for this important breakthrough.

Having been very impressed with the efficiency and increased security of such braking when testing Mercedes-Benz cars, it is good to know that this manufacturer uses ABS anti-lock brakes on its bigger cars and even offers them as an extra on its new 2-litre 190 model. Other design-teams please catch up!

## SHELL EXPLAINS

We have come a long way since it was sold as Shell-Mex and cost less than the equivalent of 10p a gallon! Recently SUKO — Shell UK Oil — again put up the price of petrol. Having started this Editorial with financial factors, let us give SUKO's explanation, or excuse, for this price escalation. It quotes the Chancellor's petrol-duty increase of 9p. a gallon last March, resulting in a net loss to the Oil Companies of 7p. a gallon in spite of their attempts to increase prices. SUKO points out that if its increase of 5.4p per gallon of 4-star can be made to stick, the cost to you, the consumer, should remain at only 7p.-a-gallon more than last August's £1.70.

The snag is that strong competition prevents any reduction in subsidies for Shell retailers, which the parent Company says costs it some £1,000,000 a week. Even without the 8% increase in crude costs since last June, SUKO says its trading performance would have remained unsatisfactory and that even with the latest increase in petrol-prices its costs are still not fully recovered — and that the position is serious in terms of trading and return on capital — which seems a poor outlook for Shell shareholders. . . .

Meanwhile, North Sea oil, from which we have never, as car-owners, had much *direct* benefit, continues to be traded at dollar prices, with a declining pound. The only bright side is, and you may well suppress a laugh, that the one-time conservation panic has resulted, with the recession, say SUKO, in *a surplus* of both crude and refined oil. . . .

## Future Prospects

THE price of MOTOR SPORT is unfortunately being raised to 75p as from the March issue. However, in the next few months we will be strenuously endeavouring to sustain the breadth of the magazine's appeal with continued colour road tests of high performance quality cars, contemporary interviews and features in addition to our established in-depth coverage of the vintage cars scene and events from all areas of the sporting spectrum.

## Marshals Plea

WHILE many thousands of enthusiasts enjoy watching club races each weekend, few stop to think about the dedicated people who act as marshals at every event. These are volunteers, and in the main are members of the British Motor Racing Marshals Club. In order to continue to maintain this essential service, the Club needs new members willing to get involved in the running of their sport. It can be wet and cold, but it can also be very exciting, and offers an excellent opportunity to see the action at close quarters, Prospective volunteers should get in touch with G. J. Ledgard, 51 Shenley Road, Bletchley, Milton Keynes, MK3 6HE.

## Historic Motor Show

FEATURING cars, motorcycles, and commercial vehicles, all pre-1950, this exhibition marks the 21st anniversary of the Southern Counties Historic Vehicles Preservation Trust. Formed to provide a link between individual clubs in the South, the Trust is organising this once-only show as a special celebration. It will be held on Saturday and Sunday, April 9th and 10th, and will be open from 10 a.m. to 6 p.m. both days. Admission is £1.50 for adults and 50p for children. For further information, the Trust Secretary is Brian Johnson, 2 Ivy Lane, Westergate, Chichester, Sussex.

## World Cars

IT has become very popular indeed for car manufacturers to spread their production load around various countries. Presumably this is partly to improve local sales by eliminating import duty, and partly to ensure profitable production no matter what happens to currency exchange rates, component availability and the stability of industrial relations. Renault is a firm believer in this policy, and before the end of the year the Renault 9, to name but one model, will be coming off production lines in France, Belgium, Spain, Portugal, Yugoslavia, Taiwan, Argentina, South Africa, Zaire, the Ivory Coast and the USA. Whew! — G.P.

# OBITUARY

## Rodney L. de Burgh Walkerley

ANOTHER link with motoring journalism has been lost, so soon after the death of Christopher Jennings, with the passing away of Rodney Walkerley, at the age of 77, last December. Rodney worked for MOTOR SPORT from 1927 to 1928, starting with those tests of motorcycles to which we referred recently. He graduated to more important reporting before joining the staff of *The Light Car* in 1930, as that brisk weekly's Sports Editor, under the *non-de-plume* of "The Blower". Walkerley liked to tell a story of how he and his co-editor of MOTOR SPORT used to hide in the lavatory when I, as a schoolboy, called at the Victoria Street offices in London to tell them of their mistakes! This was a kind reference to me, but although I had my first article published in MOTOR SPORT in 1930 (about Brooklands, of course), by the time I started contributing to it regularly, around 1935 onwards, Walkerley had moved on to greater things.

He managed his work as "The Blower" so successfuly that Temple Press moved him on to become Sports Editor of *The Motor* by 1934, an exacting task, as he had to follow in the footsteps and wheel-tracks of the great Humphrey Symons. But he brought a great flair to this work, writing as "Grand Vitesse". With the emergence of the German Mercedes-Benz and Auto-Union teams more and more interest was being devoted to Grand Prix racing and Rodney went to all the events, as a sort of travelling reporter, in cars like his MG Magnette and RM Riley, etc. He brought a journalistic approach into his race reports and stories, which captured the spirit of those times, and was elected to the BRDC in 1947, a great honour for a non-racing driver. I remember hearing him give a lecture on such motor racing, at the RAE at Farnborough during the war, his infectious enthusiasm for the daring of the great GP aces coming over even to a lay audience. He was known to the great racing drivers of his time, as D.S.J. was to be, and is, in a later period.

The war saw Walkerley serving in the RASC, ending as a Staff-Captain, from 1940 to 1945. Afterwards he took up again from where he had been interrupted by Hitler. He loved Continental travel and wrote books about it. He enjoyed the more amusing as well as the dramatic aspects of the racing game he followed, and he served on the RAC Competitions Committee from 1948 to 1959, when he retired from *The Motor*. It is sad, very sad, that he had an unhappy closing to a life in which the tall, stooping figure, smoking continually, had been such an amusing and popular person in the realms of motoring journalism. — W.B.

# VINTAGE ODDS AND ENDS

THE *STD Journal* of the Sunbeam-Talbot-Darracq Register has become a professional glossy-paper magazine, the current issue of which contains articles by Anthony Heal on "Frank Bill and the Indianapolis Sunbeam", additional to his discourse on all the Indianapolis Sunbeams in last month's MOTOR SPORT, Roger Carter on "Louis Coatalen's Other 3-litre" (the 20.9 h.p. Sunbeam), B. R. Wilding on "Sunbeam Dawns" and much else besides. The Register's opening run is to the Canal & Waterways Museum near Towcester, on April 17th, after the VSCC Silverstone Race Meeting. A reader in Huntingdon is seeking information about a 1936 Packard which he has owned for many years. Believed to have been an Embassy car, it was converted into a hearse in the 1950s and the intention is to convert it back to a saloon, if details of this Model-120-138CD Packard, *eng. no.* X115805, chassis no. 1090-1250, are obtainable. Can anyone help?

There are some fascinating pictures in the beautifully-produced book, the work of Barry Peters, sole surviving Founder-Member of the old West Hants & Dorset MC, and W. F. Haskins, to celebrate the 50th Anniversary of the George Hartwell range of Companies. Apart from many pictures of George Hartwell's post-war rally participation, there is the original shop in Chipping Norton where it all began, in 1910, and a line-up of Fordson farm-tractors, at a time when Reginald Hartwell was supervisor for Oxfordshire for the Government ploughing-scheme during WW1. There is a picture of the garage built in Chipping Norton with a Morris Minor saloon emerging and a Hillman 14 coupé and saloon at the pumps outside. There are interior shots of the garage opened in Oxford, with 1930s Hillmans and Morris Eights in view, a team of three Alvis cars lined up at the Bournemouth premises after a pre-war RAC Rally, with Charles Follett standing by an open Speed-20 with screen folded flat (the other two Alvises are saloons), the same garage-showrooms with the MG "Magic Midget" keeping company with Alvis, MG, Aston Martin and other 1930s cars, the Hartwell Austin 7 Special that George ran in Oxford UMC events, his later K3 MG Magnette racing at Brooklands, and some typical 1930's car-advertising. The post-war pages are of equal interest but do not concern us here, although I cannot resist saying that there is a photograph of the very compact trials-special "Bluebottle", built in Hartwell's Oxford Road body-shop and consisting of a blown Sunbeam-Talbot 80 engine in a Hillman Minx chassis. There is also a picture of part of the Hartwell collection of historic-vehicles, those depicted being a vintage Sunbeam, a veteran Humberette and a vintage Peugeot tourer, the last-named tying-in with the Company's Peugeot agency, — they also handle Talbot, Citroën, Renault and Dodge.

One of those commemoration ash-trays issued by AC Cars Ltd. to celebrate the fact that in 1922 an AC was the first light car to exceed 100 miles in an hour has found its way to Hamilton, New Zealand. Mr. Martin Shelley tells us that while he was working on his 1925 Rudge 500 motorcycle (4-speeds, 4-valves model) a Miss Weller, niece of the Mr. Weller of AC design fame, approached him, admired the motorcycle, and gave him the ash-tray, which her uncle had given her. She thought these ash-trays had been made from the pistons from the AC's engine, removed when it was dismantled for official measurement after the record attempt. Lambrooke Tyres have asked us to say that they have taken in stocks of Firestone 5.25 × 21 High Speed tyres, which are made in the original moulds and should be of especial interest to Bentley owners. The current issue of the Frazer Nash *Chain Gang Gazette* contains, among other very interesting things, an exceedingly good account of the life of the late A. F. P. Fane, the great pre-war Frazer Nash and BMW racing driver. — W.B.

## Miniatures News

SCALEXTRIC have introduced MG Metro Turbo cars, a reliveried Triumph TR7 and a Ford XR3 for use on their Scalextric race and road circuits. Their Police Rover has also been reliveried. — W.B.

# CLUB NEWS

## VMCC

THE Vintage Motor Cycle Club, which has over 4,500 members, has published its 1983 Fixture List, which contains 243 remaining events, to be run by the various Sections, which should be enough to keep everyone amused, from cyclemotor rider to those who get astride big-twins. The Banbury Run is scheduled for June 19th, there is a Ladies' Run in Northamptonshire in May, a Land's End-John O'Groats six-day event, and race meetings, grass-track meetings, trials, picnics, scenic and social runs, even a night trail. The Sec. is K. Hailsworth, 26, Shrigley Road N., Higher Poynton, Near Stockport, Cheshire, SK12 ITE.

## BOC

THE Bugatti OC commences its Prescott season on April 9th/10th but before that, has its Prize-giving Luncheon at Droitwich on March 20th, and the Bugatti visit to the now-deserving Mulhouse Museum is on March 11th-13th, its Spring Week-end in the Bristol area on March 26th/27th. The National Hill-Climb Championship takes place at Prestcott on April 30th/May 1st. Sec. G. Ward, Prescott Hill, Gotherirgton, Cheltenham, Glos., GL52 4RD.

## Honda S800 Sports Car Club

NOW four years old, this club concerns itself with the relatively rare 800 c.c. sports car which Honda produced some time ago. Like most one-make clubs, there is a range of help and advice available for those running or rebuilding the cars, but in addition there is a team racing regularly in the Post-Historic Road Sports Championship. So if you are interested in small-capacity racing, contact Clare Farrow (membership secretary), "Rowan Wood", Southwell Road, Benfleet, Essex SS7 1HB.

## Singer Owners Club

AFTER five years as secretary, John Oliver is standing down to be replaced by Martyn Wray, 52 Waverley Gardens, Stamford, Lincolnshire. Tel.: Stamford 2740.

## Sunbeam Talbot Alpine Register

A CHANGE of secretary has also taken place within the STAR, the new incumbent being Mr. Peter Shimmell, 183 Needlers End Lane, Balsall Common, West Midlands.

## RREC

Congratulations to the Rolls-Royce EC for the publication, in their beautifully-produced *Bulletin*, of a learned and comprehensive article on the history of the streamlined Paulin-bodied 4¼-litre Bentley, B27LE, as raced by Hay and Wisdom at Le Mans, and now a similar history of the next aerodynamic Bentley, the prototype Corniche, 14BV. The first article was by Peter Baines and James Fack is presenting the latter. Incidentally, the R-REC and the BDC are to co-operate later this year in celebrating the Golden Jubilee of the Derby Bentley, over the weekend of June 18th / 19th. And congratulations to the Daimler & Lanchester OC — its magazine, *The Driving Member*, was the first 1983 Club magazine received by us.

# The Formula One Scene



*The re-vamped Tyrrell 011 painted green which Michele Alboreto will drive in the 1983 races for Ken Tyrrell under the sponsorship of the Italian clothing group Benetton.*

1983 FORMULA One Grand Prix racing does not start until March 13th, with the Brazilian Grand Prix at Rio de Janeiro, but already indications are that it is going to be an interesting year for those of us who enjoy Formula One. For those people who only follow it on television and have to rely on James Hunt for their information it will probably be another year of boring processions containing little of interest! At the end of last season the rules had a major reshuffle as regards the chassis and the aerodynamics, aimed at reducing the "down-force" on the tyres and thus the cornering power. The cars are going to be more fun to drive but I doubt if we, the spectators, will be able to see any difference among the faster and more skilled drivers. Speed will still be synonymous with smoothness and delicacy of control will be at a premium. Briefly the changes involve the removal of "under-car" aerodynamics, by insisting on a flat bottom to the monocoque, and bringing the rear aerofoil forward.

Everyone is working away on new cars or revised old ones in readiness for March 13th, and the more serious teams have been doing a lot of test-running, mostly at Paul Ricard and while Renault were there at the end of November they made a fantastic gesture to certain specialist journalists. To the sports editors, who are also the Formula One reporters, of *Autocar, Motor, Motoring News, Autosport, Automobile Sport* and yours truly from MOTOR SPORT, they said "As you spend all the season watching other people drive Formula One cars, and passing judgement on their ability, perhaps you would like to drive a Formula One Renault yourself". There was no question of trying to drive round a circuit, it was a simple blast up and down the Paul Ricard airfield runway, with plenty of space to make mistakes. Briefly, it was the experience of a motoring lifetime. The car was the "test" vehicle to full race specification, as regards rev and turbo boost, with the 1983 flat-bottom layout, albeit temporary on this test-car, and running on Michelin wet-weather tyres. It proved a lot easier to cope with than I anticipated, probably because I am used to racing engines and racing cam shapes which need things to be kept buzzing hard. From about 5,000 r.p.m. to 8,000 r.p.m., as you picked up speed from a standstill it accelerated like a good sports car, a 928S Porsche for example, but at 8,000 r.p.m. the whole thing came alive and the acceleration to 10,200 r.p.m. was shattering. You had to change second, third, fourth, fifth as quick as you could work the clutch and the short stumpy lever. 10,500 r.p.m. in fourth was really something and 9,000 r.p.m. in fifth was enough. About 150 m.p.h. at a guess. Turning round at each end required some tricky juggling with the feet to keep the r.p.m. around 7,500 r.p.m., otherwise it all went out. It was best to brake and change down progressively, with the ball of the foot on the brake pedal and the side of the foot "blipping" the throttle pedal as you went down through the gears, fourth, third, second, first, with a depression of the clutch pedal on the apex of the hairpin to stop the r.p.m. dying away. For 15 min. we each lived in the land of Prost, except that all we had to do was aim it down the runway. With a potential of something like 900 horsepower per ton when you had the throttle pedal right down and 10,000 r.p.m. on the tacho, most of us were glad we were not trying to aim it at a corner or down a straight wheel-to-wheel with a similar car. Being one of the lucky ones who was allowed a second go at the end of the day I got over-confident and spun 360° down the centre of the runway at about 120 m.p.h. regrettably stalling the engine as I did so (black mark!). All I did was to give it a real bootful in third gear, after seeing 10,200 r.p.m. in second. The wheels spun and I went round in a graceful arc, running out of steering lock, so went on round the full 360°. It was all very sedate, but quite quick!

Frank Williams says the British motoring press are "too pro-Renault" and even suggests that some of us have been "bought by Renault". My reply to that is "if I have accepted money from Renault, it is only because it is more money than Frank Williams offered me". The truth of the matter is that the Renault Formula One team is full of nice friendly people who don't make "catty" and "snide" remarks and they are very open and honest with the Press at race meetings. Anyway, they let us drive a Formula One car, so they must be a good team. I would willingly have paid them for the opportunity.

The 1983 season is going to be one of engines, even more so than 1982, and in addition to Renault V6, Ferrari V6, BMW 4-cylinder, Hart 4-cylinder, Alfa Romeo V8 all with turbochargers, and only 1,500 c.c. capacity remember, we shall have Honda V6 and Porsche V6, also turbocharged. The Honda has been doing quite a lot of track-running in a modified F2 Spirit chassis, and the Porsche V6 has been running on the test bed at Weissach. Against all these 1,500 c.c. turbocharged engines the "vintage" Cosworth 3,000 c.c. V8 will continue to do battle, and no doubt go on winning, in those cars that have yet to make a deal with a turbocharged engine manufacturer. While Cosworth Engineering continue to ring a bit more horsepower and torque from the DFV, John Judd and his Swindon Engines firm have developed special DFV "screamers" for the Williams team.

All the teams currently in Formula One have undergone some major changes to their structure during the winter months, so Brazil will see a whole new scene, and it will probably take four or five races before most of the teams are truly back in the swing of things. A quick rundown on the teams is as follows:

*Brabham:* Still powered by turbocharged 4-cylinder BMW engines, the BT52 is the new "flat-bottom" car for Nelson Piquet and Riccardo Patrese, but it will be interesting to see Gordon Murray's interpretation of the word "flat" and to see how he defines it. Ecclestone has switched from a Goodyear tyre contract to a Michelin contract and Parmalat Foods have withdrawn from Formula One, so the Brabham boss is looking for another source of money to pay for his racing team.

*Tyrrell:* Wisely, Ken Tyrrell has hung on to the talented Michele Alboreto as his number one driver and the 011 model has been re-vamped by Maurice Phillippe in accordance with the new rules. Power will continue to come from Cosworth V8, while money now comes from Benetton, an Italian clothing manufacturer, the cars being painted green. A second driver has yet to be confirmed.

*Williams:* Patrick head has redesigned the FW08, with Cosworth V8 power, to conform to the new rules and World Champion Keijo Rosberg will continue as team-leader. Derek Daly has been replaced by the effervescent Jacques Laffite and the sign on the Williams Motor Home in the paddock will presumably now read "British and French Press Welcome". Money as usual from Saudi Arabia.

*McLaren:* Niki Lauda and John Watson will start the season with uprated 1982 cars with Cosworth power, but by the Belgian Grand Prix they should be straining at the bit to get at the new cars with Porsche turbo power. If one said that the fly in Ron Dennis' ointment had been removed, someone might take offence, but the fact is that Teddy Mayer has left the team, so that Dennis and John Barnard can now get on with things their way. Just how good their way is we shall see this year. They didn't do badly last year, even though all was not sunshine and bright behind the scenes. Tyler Alexander has also left, but in a different direction, while Marlboro continue to supply money and Creighton Brown continues to keep everyone happy and smiling on the PR side.

*Lotus:* Last month's news of the sudden death of Colin Chapman is something that a lot of us will not really believe until the first race. At the Team Lotus headquarters and Lotus Cars they must be

very aware of their great loss. Colin was not known as "the white tornado" for nothing within the Lotus Empire. Everyone is going to do their best to keep things going, but it is not going to be easy for Colin Chapman was the inspiration and *"raison d'etre"* of everything Lotus. Peter Warr will run the team, de Angelis and Mansell will drive and the plans to run one car with Cosworth DFV power and one car with turbocharged Renault V6 power will continue. John Player continue their financial support.

*Renault:* The Regie-Renault team have probably done more winter testing with the new configuration Renault-ELF cars than anyone, Prost and his new team-mate Eddie Cheever driving from dawn until dusk on some days. Tyre testing with Michelin, suspension monitoring, carbon fibre brake disc testing, engine modifications, aerodynamic studies, you name it and Renault have been experimenting. At times the Formula 3 driver Philipe Streiff has been test driving and there have been three Renaults circulating at Paul Ricard, while Gerard Larrousse and an army of technicians have logged everything down.

*Alfa Romeo:* The official works team has been disbanded and all the cars, material and know-how has been handed over to Euro-Racing, but no doubt many of the Alfa Romeo personnel will be at the races. Gerard Ducarouge continues to run the team and drivers are Andrea de Cesaris and Mauro Baldi. One would assume that all efforts would go into the turbocharged V8 engine we saw briefly at Monza last year, but already there are mutterings of continuing with the 3-litre V12 Alfa Romeo and the laughable suggestion that the old flat-12 engine might be resurrected from the museum.

*Ferrari:* If ever a team looked strong it is the Ferrari team. Their reliability factor last season was astonishing and the power of the 120-degree V6 turbocharged engine was impressive by any standards. All the known mechanical components have been built into a new configuration of car in line with the new "flat-bottom" rules and their testing programme has shown that Tambay and new boy Arnoux will be the pace-setters for 1983. Didier Pironi is already up and about on crutches so we may see three Ferraris on the grid at the Italian Grand Prix at Monza in September.




*PATRICK HEAD has based his "interim" 1983 Cosworth-engined Williams FW08C round the basic monocoque of last year's car.*

*Toleman-Hart:* The Toleman 183 looked promising at the end of 1982 and the team will continue with the same basic car, altered to suit the new regulations, and still powered by Brian Hart's turbocharged 4-cylinder engine. At the moment they only plan to run a single car for Derek Warwick.

Of the teams that make up the numbers we shall be without the Fittipaldi team, Emerson and Wilson finally being forced to give up the struggle to make a successful Brazilian Formula One contender. Ensign and Theodore have joined forces to stave off elimination by the more powerful teams, but whether they are any more successful than Wolf and Fittipaldi when they combined forces, we shall have to see. ATS, Arrows, Osella and Ligier all intend to be in the scene, but how and why, we shall find out at the first race. — D.S.J.

# I Worked at Jarrott & Lett's

WE RECENTLY interviewed Mr. Charles Smith, who spent some time at Jarrott & Lett's. Smith's father was hairdresser at Browns Hotel, his clients including Kipling and the Queen of the Netherlands. The son's motoring interest started when he found a driving licence in the road and returned it to the owner, who took him out for his first ever drive.

In 1915, aged 13, he applied to Harold Lambert, brother of Percy, at Jarrott and Lett's for a job. The showrooms were in London's Great Marlborough St. Like all apprentices he had to spend three months in the stores and three months in the machine-shop, where he had a very thorough grounding in various skills. J & L were then agents for Panhard-Levassor, Lorraine-Dietrich, Bugatti etc., and the Works-foreman was Charles Whitehead. Mr. Smith drove the Company hack, which was an ex-racing Lorraine-Dietrich with a van body. The Bugattis J & L sold were driven from France, but their Maxwells arrived crated, and were assembled at the works. Smith never saw Charles Jarrott, all the time he worked there. A J & L building still exists, in Paige St., at the back of Strutton Ground, by Horseferry Road.

The company also dealt in Crossleys, including those for the RFC. These cars came from the Gorton, Manchester, factory by road. Any faults were put right and they were then collected by RFC drivers.

"New boys" at J & L were called "learners", aged from 15-18, and "improvers" were those aged from 18-21. Instead of keeping a stock, facings for leather-lined cone clutches were cut from hides on the premises from a variety of special templates. At one time Lord Swatheling's 300 h.p. Fiat was in for work to be done on it. Also, Kaye Don was a salesman and tester for J & L.

After this Mr. Smith went to work in the Sizairre-Berwick factory, making Le Rhone aero-engines. Piece-work rates were good here during the war. After the war was over he tried to move back to J & L, but there was no room for him, so he took a post as Foreman in a garage in Horseferry Road run by two ex-Officers. This did not last long, and he turned to chauffeuring, being employed first by Frank Hodges, the General Secretary of the Miners' Federation, and Civil Lord of the Admiralty. Hodges was an Alvis fan, using a Silver Eagle. He then bought one of the first Lanchester Eighteens with a fluid flywheel — "slow on the uptake but a good tourer." This was later replaced by an Alvis Crested Eagle with Wilson pre-selector gearbox, but a manual clutch. This car was very difficult to drive smoothly, as it always snatched. Mr. Smith always drove — Hodges never did, but he also had a three-litre Bentley. Hodges later was a Director of Beardmore's and Mr. Smith went up to Scotland briefly while they were developing an articulated-truck in conjunction with Chenard et Walcker. Apparently this was a brute to drive. Hodges also was a friend of Lord Nuffield's — "one of the nicest people to talk to" — whose house had two Morris-Oxford engines (nos: 100,000 and 100,001) driving generators. When on one of their frequent visits to Lord Nuffield's house, Mr. Smith was invited to try a Riley V8 Special, which had a Wolseley chassis. Mr. Smith eventually left Hodges to avoid moving to the Midlands, when the latter bought an estate there.

His next employer was John S. Truscott, who dealt in the more interesting cars. Smith drove many of the cars that Truscott's bought and sold, such as a 32/280 h.p. Mercedes, 4½-litre Bentley, etc. Lord de Clifford was a Salesman there, too. In those days, fog was a menace but one could buy yellow celluloid masks for the headlamps. In a really bad fog, the Police would put out kerosene-flares around Hyde Park Corner and Marble Arch, when visibility was otherwise only a few feet.

Truscott was a member of the Royal Ocean Racing Club and had a yacht called "Iseult", which he would lend to Smith for holidays. Many cars were sold personally at Brooklands; Truscott and Smith would take, say, a Lagonda or a Cord, give prospective clients a spin on the Track and nearby roads and sell it there and then . . .

The next move was to Charles Pickup — the only garage in Dulwich, in South East London. They ran private 'buses, but Smith's first task was to assemble a box of bits which when complete proved to be a Lancia Lambda. One of the customers was the racing rep for Wakefield's and Smith tuned his Riley.

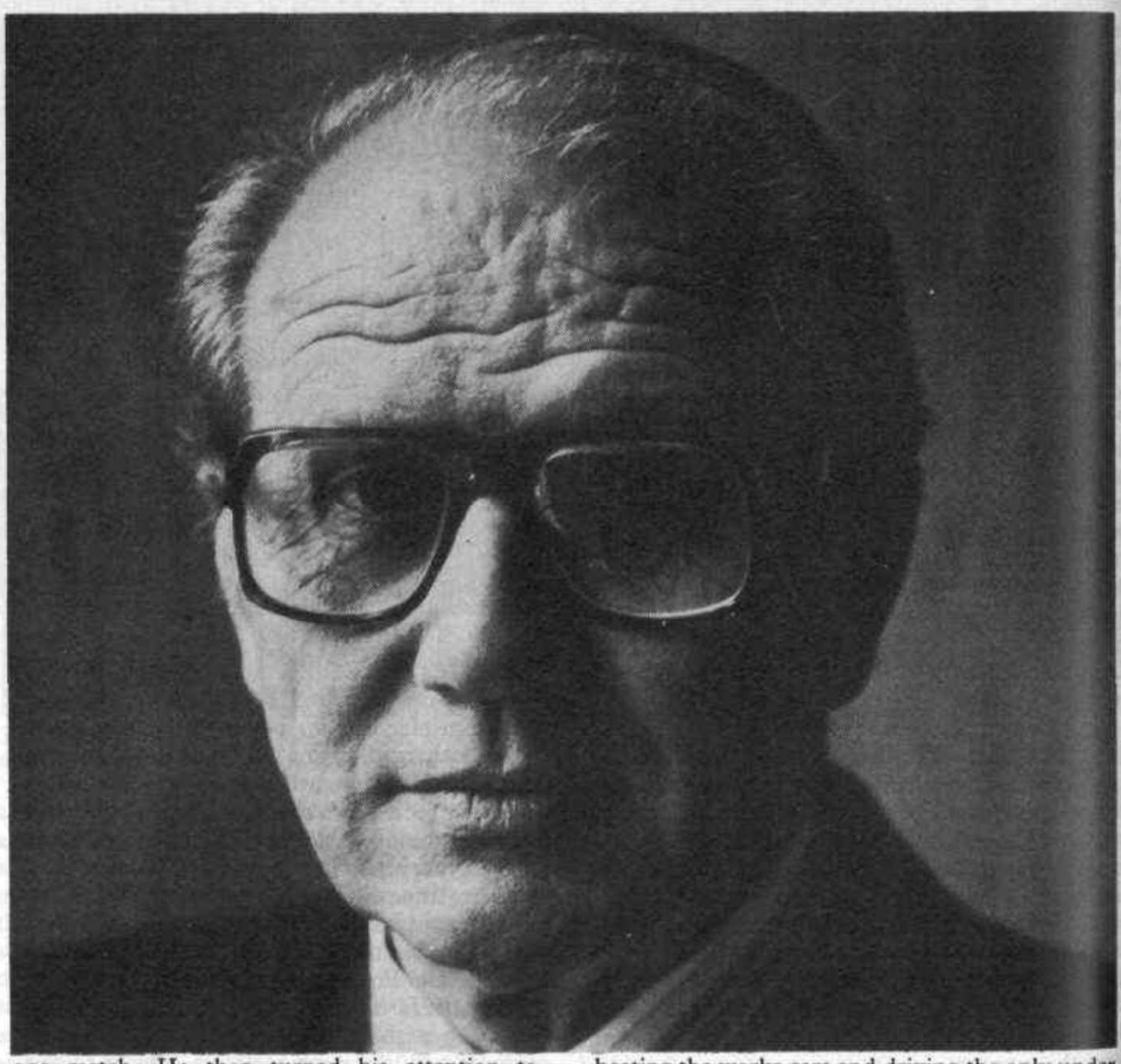
After a spell with a firm in Curzon Street, W1, Smith took the post of Engineer on the yacht "Nonita" belonging to W. E. Evans, Chairman of British Gaumont. During the war, Smith worked on Quad gun-tractors and trucks. Afterwards, he joined a taxi firm in Chelsea as Foreman and remained there until he retired, in about 1966.

G.C./W.B.

## An Interview with

# PETER COOPER

## Chairman of the RAC British Motor Sports Council



STABILITY is a word which features strongly in conversations with Peter Cooper about the government of motorsport in the UK. As Chairman of the RAC British Motor Sports Council it was Cooper who stepped into the breach in April last year following the death of Basil Tye from a heart attack whilst sailing his new boat in Poole harbour.

Initially, Cooper took over the reins of the RACMSA as a temporary measure, but following gentle persuasion from the board he now finds himself in the role of Chief Executive, spending at least three days a week at 31 Belgrave Square, headquarters for the governing body of motorsports in this country.

"Following Basil's death, I stepped in to give a little stability," explains 60-year-old Cooper. "I don't mean it unkindly, but at times like that people tend to run in all directions. I reminded them that for 14 days they would get the sympathy of everyone, but after that they would get the criticism if they weren't doing their job."

His increased involvement with the day-to-day administration of the RACMSA meant that Cooper had less and less time to run his successful Ford main dealership in his home town of New Milton in Hampshire. The appointment of a joint Managing Director, however, gave Cooper the freedom he needed to be effective in his new role.

"After motorsport having been my hobby for 30 years, it is very nice to receive some recompense for it. One never dreams that one will", he says.

By his own admission, Cooper came into motorsport a little late. His first love was rugby, and he was instrumental in forming New Milton rugby football club in 1946. He played regularly until 1952, giving up after being concussed during one match. He then turned his attention to cricket, a game he still plays today. He is an honorary life member of Hampshire County Cricket Club, a fact of which he is "very proud".

His introduction to motorsport came soon after the second World War when George Hartwell asked him to co-drive on the Daily Express International rally in a Sunbeam Talbot.

"I was hooked. I immediately got a car, joined my mother club, West Hants and Dorset (he is still President), and started rallying."

Cooper's successes included second overall on the 1954 RAC Rally in a Triumph TR2, and two years later he finished sixth with a Standard 10, beating the works cars and driving the only under 1,000 cc model in the top 25 finishers. Cooper dabbled in racing, but not to any significant degree, his practical experience of this area of the sport limited to half a dozen events. As a club competitor his interests lay in trials, autotests and, of course, rallies.

His first involvement with the RAC came in 1957 when he joined the then Competitions Committee, the close links having continued unbroken ever since. He has been Chairman of the Karting Committee for 15 years, was Chairman of the Rallies Committee from 1979 for three years, and has sat on both the Autotests and Trials Committee as well as the Technical Committee.

Cooper therefore has a broad spectrum of motorsporting interests (apart from his RAC involvement he was Chairman of the British Trials and Rally Drivers Club from 1972), and he has somehow managed to avoid being labelled as a person who favours a particular area of motorsport.

Since taking charge of the RACMSA he has been made acutely aware of the need to adopt a different approach, or at least having to look at problems from a new angle:

"It is completely different to when you are a committee chairman. Now I find that I may jump to a decision a little too readily. At the same time one must use one's business acumen to make the original decision. I now have committee members writing to me complaining about decisions I've made, telling me they should have been made in committee. If any business executive referred all the decisions to his staff it would be just ridiculous!"

There has been a reduction in the number of committee meetings — "I think we have too many" — Cooper feeling that much more use can come from working groups. There has

*TRIUMPH TR2s were first and second on the RAC Rally in 1954, Peter Cooper having to settle for runner-up.*



undoubtedly been a tendency for the governing body to become top heavy with committees, but there is a fine balance between being autocratic and democratic, the latter philosophy having been the policy of the RACMSA and its predecessor, the RAC Motor Sports Division.

Discussing autocracy in motorsport, the conversation naturally turns to FISA, and relations with Jean-Marie Balestre, the controversial President, who was challenged by Tye for re-election. It was a brave move, and Tye was obviously disappointed to lose, but Cooper thinks good came out of the attempt to wrest power from the autocratic Balestre.

By having taken such a stand Cooper feels it showed other sporting bodies that the RACMSA was strong, and wasn't overawed or afraid to take on Balestre. Since then, says Cooper, relationships with FISA and Jean-Marie have improved, the proof being that Britain is again represented on the FISA Rallies Commission, an RACMSA staff member is Chairman of the Off Roads Committee, and that Cooper himself was co-opted onto the FIA Executive Committee.

"These are points which I think give some stability to motorsport in this country. These international hassles don't do anyone any good. I always tell my staff that in business it is all very well saying that you are always right, but sometimes you have to compromise. One must bury the hatchet, but that is not to say we are just sitting back and letting them do what they like. We have on many occasions complained about various points," he says.

With his gentle nature, and quiet mannerisms, one can be easily swayed into the belief that Peter Cooper is a "soft touch", but under that benign exterior lies the ability to make swift, decisive decisions without fear or favour. His activities as Chairman of RACMSA Tribunals bears this out, Cooper gaining a reputation for being one of the fairest members of the judicial team. It was a role he enjoyed, feeling if nothing else that his efforts to improve procedures, particularly at events, have benefited the sport.

"I think that for many years people took matters too haphazardly by having a chat behind a car instead of making it formal. If, at a circuit, you are in a position to fine someone £100 and take their licence away for 30 days then the whole matter should be carried out in a formal manner."

This year the RACMSA has largely been able to hold down licence fees to the same levels as 1982, and currently the Association is discussing with the Forestry Commission ways of reducing the 30 per cent. increase in charges inflicted on forestry special stage rally organisers and competitors for 1983.

These, and other grass roots matters, are of prime importance to Cooper, as he gives the firm impression that the lower end of the sport has tended to be ignored in the past.

Since his own motor club days he has been aware of a "them and us" attitude towards the governing body, feeling it has become something of a game for the clubs to criticise the RAC at every opportunity. Above all he wants to avoid such clashes, commenting that the only way this can be achieved is by showing to them that the RACMSA is trying to do things the "right way".

"I don't say we will ever resolve all the problems — you never can in business, we all make mistakes — but I do think the introduction of a more business-like approach will help", he adds.

By impressing on everyone — his own staff included — that the RACMSA is there to assist clubs, circuit owners and licence holders, he feels there will be a better understanding.

"I think our main job is not to make too many hard and fast dictatorial decisions. We should listen to people. Having come into this job overnight, and not having appreciated all the ins and outs of past battles, I have asked a lot more questions than some people may have done in the past. I think people see this, and in turn feel they must put a proper and logical point of view because here is someone who has not got the old resolutions and hardy annuals that are put under the counter. I'd like them to think that here is a person who is prepared to bring them out and discuss them."

A new calm does seem to have settled over Belgrave Square since Cooper's arrival. There is a feeling of starting afresh, something which Cooper wishes to nurture, particularly in view of his intention (along with new Chairman Michael Southcombe) to spend time dealing with the grass roots of the sport, trying to make the man who spends £8 feel as important as the one who spends £100. It's a laudable objective, but one which will be hard to achieve, human nature being what it is.

Peter Cooper is nevertheless completely undaunted by this challenge, and the overall one of ensuring that the RACMSA maintains its position as one of the most respected motor sporting governing bodies in the world.

M.R.G.



*THE lucrative hatchback market has been further expanded by the announcement of two new models. Volkswagen have introduced a coupé variation on the Polo (above) which naturally shares the essential components of its brothers but offers an alternative to the estate-style look of the existing hatchback.*

*Making its début at the Geneva Show in March will be the Peugeot 205 (below), a five-door model, of which the top version will sport a 1,360 c.c. engine producing 79 b.h.p.*



## ROAD IMPRESSIONS

# Colt Starion 2000 Turbo

THE Colt Car Company has long been pursuing an ambitious and aggressive sales drive in Europe, offering a wide range of well-equipped machines covering a wide sector of the market. Most Japanese manufacturers initially concentrated their challenge on the economy and family car areas, but over the past few years there has been growing competition from the Rising Sun against Europe's sports and GT cars. W.B. has already reported in some depth his experiences with a Mazda RX7 and we have also tried various versions of the shapely Toyota Celica, notably the 2.8-litre, fuel injected Supra. Now we have taken the opportunity to sample Colt's top of the range model, the stylish Starion 2000 turbo, a coupé which is aimed at snatching sales from people such as potential Porsche buyers who haven't quite been converted.

The Starion 2000 is an impressively styled two door coupé with notably clean lines powered by a four cylinder, o.h.c. engine, fitted with Mitsubishi's own turbocharger and guaranteeing excellent mechanical balance by incorporating counter-rotating balance shafts running at twice engine speed, much in the manner of that other superbly smooth four cylinder engine powering Porsche's 944. The Starion's engine is a willing performer, punching out 170 b.h.p. at 5,500 r.p.m. from its 1,997 c.c. (85 × 88 mm.) and producing 181 lb / ft of torque at 3,500 r.p.m. Electronic fuel injection is fitted and, while we were unable to test the manufacturer's claimed 137 m.p.h. top speed, we can confirm that it rushed from standstill to 60 m.p.h. in just under eight seconds and was commendably smooth and stable at an indicated 130 m.p.h.

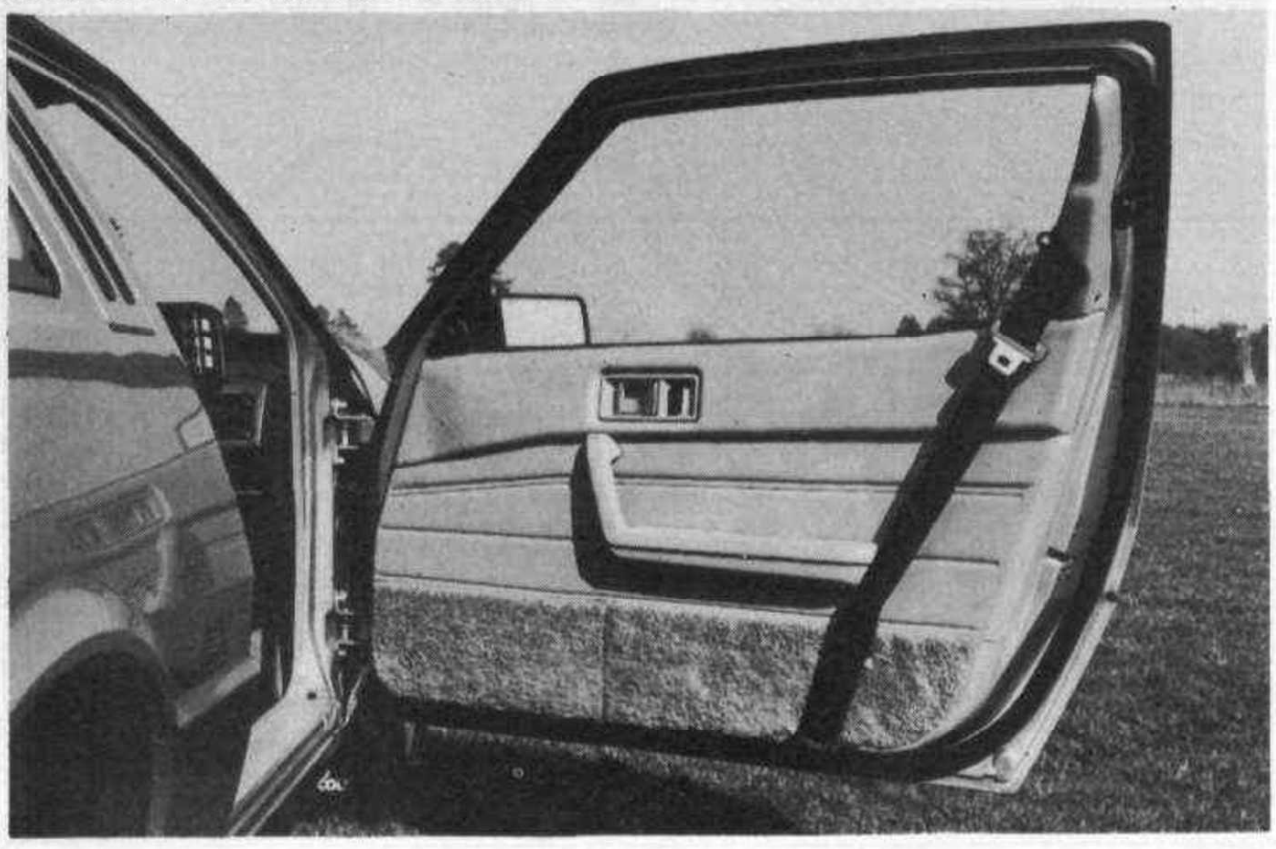
The turbocharger boost builds up quickly, yet smoothly and without a sudden "surge", under a firm throttle application, the revs shooting round to 6,000 r.p.m. with turbine-like smoothness. The five speed gearbox is controlled by a light change, rather long in its movement but nonetheless extremely precise: the gearing is a trifle on the high side which doesn't help mid-range pick up in the upper ratios, but offers a reward in terms of relaxed high speed cruising. In fifth gear, the legal limit comes up at well below 3,000 r.p.m. while 100 m.p.h. registers just over 4,000 r.p.m. Ventilated disc brakes are provided all round, a limited slip differential is part of the standard equipment and this, allied to a MacPherson strut / wide based wishbone rear suspension set up, goes a long way towards minimising wheelspin on slippery surfaces. It would have been nice if Colt could have evolved a rack and pinion steering system for the Starion: its current power assisted recirculatory ball design is too vague to compliment the sporting character of the car even if it doesn't exactly inhibit enthusiastic drivers from taking full advantage of this Michelin XWX-shod Japanese coupé's well-balanced dry weather handling.




*CLEAN lines mark the latest sports coupé from Colt.*

Internally, the Starion is extremely well trimmed and although the individual front seats proved slightly too small for our preference, they are not only adjustable in the fore / aft plane but also for backrest rake, thigh support, lumbar support and head rest angle. In addition, the steering wheel is adjustable for height which makes it possible for just about anybody's frame to be accommodated in the driving seat. Although I am personally in favour of seat belts, I question the wisdom of the mounting method employed for the front seat belts in this Starion: they are mounted on the doors (see picture) which makes it necessary to release them before you open the door at the end of a journey, otherwise you're reminded very firmly that they're still attached, a good way of strangling oneself! The manufacturers tell us that double door catches eliminate the risk of the doors bursting open in an accident: but then the Titanic was unsinkable, and the prospect of being cut in half by the seat belt if the door *did*, by some strange quirk of fate, fly open in an accident suggests to me that it's a daft place to mount them in the first instance!

*UNUSUAL seat-belt mounting on the Starion.*



Instrumentation is comprehensive, almost lavish in fact. There are six press-button switches mounted on either side of the instrument binnacle, although the need to press separate switches for side lights and headlights, plus a third to extinguish them is a little confusing and one wonders why a single function rocker switch or stalk couldn't have been employed for the purpose. The headlights are concealed beneath "flip up" covers and can only be flashed on main beam when they're in the raised position. Within the instrument panel itself, two large matching dials record road speed and engine revs (orange line on the rev. counter at 6,000 r.p.m.), while smaller instruments include the turbo boost, oil pressure, water temperature, battery charge and fuel contents gauges. The heater / ventilation controls are mounted centrally and, aided by a most powerful fan, the system is capable of either warming or cooling the Starion's interior with commendable speed. A Mitsubishi radio with separate stereo cassette system is fitted as standard, as is a digital clock, manually adjustable door mirrors and rear screen wash / wipe facility.

With a price tag of £11,799 (inclusive of car tax and VAT), Colt's Starion coupé will attract a great deal of attention in a market sector populated by such machines as Porsche's 944, the Ford Capri 2.8i and the 2.5-litre Alfa Romeo GTV. It is stylish, well equipped and endowed with lively performance, perhaps sufficient overall appeal to offset against its rather "soft" steering and lack of adequate luggage space. The Starion might be quite successful at wooing potential Porsche 924 customers who were ready to be swayed by an interesting alternative option, but I would be surprised if anybody introduced to the Porsche 944 chose the Starion instead of the German product. Nonetheless, this Japanese coupé has a very definite appeal to the enthusiastic driver, exuding as it does a distinct character of its own. One final word: why was "Starion" the chosen name? Were they fumbling to call it "Stallion", or is such speculation based on an apocryphal tale from a Japanese colleague? — A.H.




*THIS was the year which saw the editorial Rover 3500 supplanted by an Alfa Six.*

# My Year's Motoring

## The Editor Looks Back on the Cars He Drove During 1982

BEFORE I embark on another look-back at the cars I was allowed to road-test last year, it should be clearly emphasised that since MOTOR SPORT has had a Group Features Editor I have been relieved of the necessity to undertake the full assignment of road-test cars that come our way for assessment and therefore that this traditional summing-up of the past year's driving does not constitute by any means all the cars dealt with in these pages during 1982. More than that, the faster or more exotic cars have, as a matter of policy, been made the subject of full colour-page road test reports in recent times, and for reasons of expediency my colleague A.H. has conducted most of them, so that the article which follows is devoid of many of the more exciting and satisfying motor-cars that MOTOR SPORT tried in the last twelvemonth.

I mention this because it might otherwise be thought that we are lacking in reporting on the kind of cars appropriate to this magazine. Once that is understood I can embark on my own re-appraisal of such cars as *did* come my way last year, and may perhaps not be out-of-place in remarking that a book has just been published by Grenville Publishing Company about the 30 years from 1951 when I *was* handling practically all the cars that presented themselves at the MOTOR SPORT offices for road-test. Since then, as I have explained, with other tasks to see to and for publishing expediency, I have done a smaller amount of reporting. At least I can console myself with the thought that the cars I drove are those more likely, by reason of lower prices, to be the kind that would have been more likely to have been purchased by a majority of new-car owners . . . After which, I will get on with a task the MD says I should not forego, after 32 years of compiling such annual surveys. Anyway, it has become a practice followed by other journals and I note that it has been applied to vintage and historic cars.

Before I recall the rather sparse list of cars which came my way in 1982, let me observe that because of greatly increased road-congestion the World over, driving these days, even by rabid enthusiasts, is more a matter of appreciating the pleasures of motoring than enjoying the better cars. D.S.J., MOTOR SPORT's one-time Continental Correspondent, who says he can no longer use that title since this country has become all part of the EEC, has explained how the changing conditions on the roads, even across the Channel, have caused him to forsake fast cars, which are no longer usable in the fun-manner that they once were, for motorcycles and aeroplanes, or trains in this over-crowded little Island. Long ago, another keen fast driver, Rob Walker, discussing his then-new lightweight gull-wing Mercedes-Benz 300SL, likened going out in it to a huff in a game of draughts, slower cars needing to be overtaken one by one, the driver having to shut off and slow down all the time in between.

Even driving the lesser cars, I am continually finding, even on the comparatively clear roads of Wales, that about as soon as I begin to wind things up, an obstruction looms up, and one has to follow it until there is a safe opportunity to pass — and invariably those forming the hold-up, trucks apart, are car drivers inevitably going along at 40 m.p.h. — always 40! One sometimes wonders if such slow progression implies incompetence, and whether any enjoyment is derived from it, unless saving petrol in this fashion is enjoyable, and there are other ways of doing this without turning one's car into a "mobile chicane" . . . All this being a fact of modern motoring life, what I am attempting to say is that motoring is taking precedence over driving, from the enjoyment aspect, allowing that by motoring is meant looking about one on a journey, taking pleasure from joining friends of similar interests on a run, noting interesting landmarks and unusual cars as the miles go comparatively slowly by, and so on. Instead, that is, of trying for maximum speed at every conceivable opportunity that the more "open" roads allowed, sliding the open bends perhaps, checking one's average speed from place to place and even enjoying the occasional "scrap" with someone else of like mind in a car of much the same potential, as we once did.

These days, when one quick thrash along an otherwise deserted stretch of Motorway may be observed by hidden radar and lose someone his or her licence, when most roads are so crowded that to get up to a decent speed means displaying considerable patience until the seemingly endless built-up areas are left behind (any ideas as to which is the slowest week-day rush-hour exit from London, or whether Britain's metropolis has become the most snarled-up City in the World?) — and it is rush-hour almost throughout the day in so many places, now — I suggest that the fun is changing, gradually if you like, but perceptibly, from using cars "in anger", to just using them. The fun hasn't quite evaporated, but it has changed.

Thus it may be pleasant to idle along country lanes on a summer afternoon (while there are still lanes to idle along), and in another mood there is still satisfaction to be had from undertaking a long day's driving if properly navigated (and you may not believe it, but I have been so well-navigated by a certain expert VSCC member that even driving in *Birmingham* held no terrors!). But the car is coming to count for less, the journey is everything, in a broad context, as congestion increases and regulations and restrictions increase. . . .

Having persuaded myself that circumstances are now such that it is worthwhile recalling the not over-exciting cars (with a few exceptions) that I occupied myself with when away from a typewriter, last year, we may begin.

Before I do so, however, I must just express regret that the faithful Rover 3500A was exchanged for another long-duration road-test car during last year. Faithful it was, at least in later times, this R-registered vee-eight of the quiet running, and effortless pick-up, so rapid in "Hold-2" of its automatic gearbox. But the dreaded rust was beginning to nibble at it and BL themselves recommended disposal, after replacing a petrol tank that was seeping (to me unnoticeably) at the seams. When for a time the starter tried to go off-duty and the ammeter showed a permanent over-charge I began to wonder . . . The ploy was to try the latest edition of the same make and type but before this could happen I was persuaded to take-on a W-registered Alfa Romeo Six saloon which had been rebuilt after an accident at a very low mileage. Change is beneficial, they say, the more so when motoring experience is at stake — and I had had much Rover-experience going back to the 2000TC. So the Alfa it was. This rare and unusual 2.5-litre V6 is growing into a likeable habit, for it is extremely "sure-footed" and accelerative in "kick-down" of the ZF automatic transmission, if noisier than the smooth-running Rover. It is a car of considerable individuality (the only Alfa Romeo with an automatic gearbox and surely the only production car with a carburettor for each cylinder?) to the extent that its rather too-obvious idiosyncrasies can be forgiven. To date I have only driven it for about 6,000 miles and as I intend to devote an article to this rather unusual Italian saloon in a future issue, we can dismiss it for the present.

The first road-test of 1982 was with a Ford Fiesta XR-2, and it was a fine little fun-car, which to some extent makes me eat my earlier words, for it was even fun to drive in London traffic. It was also decently quiet for its size at its 70 m.p.h.




*A LOT of Saab's reputation rests on their Turbo models, but the 900 GLs proved to have many of the same virtues of rapid cross-country transport, especially in poor weather.*

cruising speed and its 1600 engine in the Fiesta body-shell gives *very* good performance from this smart little car — all black in test guise — of over 100 m.p.h. and 0-60 m.p.h. in 9½ seconds, with a fuel thirst of over 32 m.p.g. With its accommodating hatchback body and handling to suit the urge, memory of this game Ford Fiesta has almost made me choke over the aforegoing assessment of present-day driving. Here was a practical little "racer" for £5,150. One awaits the XR-4 with impatience. . . .

Next, a Triumph Acclaim, much better-behaved than expected, but under-powered. Its light controls, nice interior and well-contrived equipment were plus points but cramped rear quarters and boot and a somewhat uncouth appearance were against it and rather naughtily it gave no hint of its Oriental associations.

I had collected the Acclaim from BL's Canley Press-garage, which I can never find first go, and it seemed logical to try the latest Rover V8 Vanden Plas after returning the modern Triumph. As expected, this luxuriously-appointed big saloon proved extremely impressive, as a comfortable 120 m.p.h. load-swallower — I would go so far as to say that these modern Rovers, in all their variants, are unique, and a credit to British Leyland. Slight disappointment, though, the fuel consumption had not improved to any extent from that of what I regarded as the over-thirsty older 3500A. I also felt it a more ponderous car to drive than "my" old one.

Volvos seem to come to me infrequently, but are interesting when they do. The Volvo 245GLT estate was old-fashioned in some aspects but it went very well on 2.3-litres, especially remembering its vast load-area. It possessed admirable controls, switch-gear and trim, if one was colour-blind when regarding the last-named, and the high-seating position and an overdrive top gear selected by a thumb-switch on the gear-lever recalled earlier times. Quite a lot of unexpected equipment, button leather-upholstery and other amenities made this hearse-like station-wagon a commendable proposition, but handling was merely adequate.

Another good Swedish car tried last year was the Saab 900GLs, its 2-litre four-cylinder engine in twin-Zenith carburetted form, as distinct from the well-known Saab Turbo. This did not give exactly outstanding *measured* performance yet the rugged Saab got along extremely well. Notably comfortable seats and ride added materially to the effortlessness, and excellent all-round disc brakes, clear instruments and a smooth clutch enabled me to face with equanimity Midlands traffic, when returning quickly from Donington Park to Wales. The Saab is like that, a good car to be in, whether road conditions are bad or only mediocre, its smooth clutch action contributing to the general sense of well-being it imparts, while it is most pleasingly conserving of fuel. Not too expensive, either. I liked the GLs very much, even if its ignition key (which locks the gear-lever, a good thief-proof device) and clutch pedal might be better-placed.

About once a year Erik Johnson of Mercedes-Benz (UK) Ltd. provides me with some sort of Mercedes, to convince me that these remain the best-engineered cars in the World — although I do not need convincing of this! Last year he came up with a Mercedes-Benz 500SEC, but this formed one of A.H.'s colour-feature road-test reports and I drove it for only part of the time, but for long enough (over 800 miles) to know that the car from Stuttgart gets ever better. The ABS anti-lock brakes, the weight reduction built into this great 5-litre V8 coupé, an improved 4-speed D-B automatic transmission, etc., all pointed irrefutably that way and I loved the arm that offered one the safety-belt but, if refused, discreetly withdrew — which now in Britain will not only be anti-social, but criminal, in so doing! One of the World's great motor cars. . . . When the Earl of Shrewsbury kindly took me to lunch after I asked him to identify pictures of some of his grandfather's Talbots, the Mercedes took us into the old Salop town of Newport with




*THE long-awaited MG Metro "in no way disgraces saloon-car MG connotations", being one of the new breed of performance variations which are more flexible than the standard car.*

*ALFA ROMEO have rationalised what used to be the Alfetta Coupé down to just two models — the GTV 6 and GTV 2.0, shown here, which W.B. tried and "fully approved".*




customary dignity.

Easter transport was provided last year by a Fiat 131 Supermirafiori 2000TC, a distinctly old-fashioned family saloon, but nicely enlivened by its 113 b.h.p. twin-cam engine. I have always rather approved of Fiat's "wolf in sheep's clothing" cars, and this one went quite well if rowed along with the gear-stick and it was inexpensive with the equipment offered.

Much more fun — here I go, using that word again in spite of myself — was the Alfa Romeo GTV 2.0, which in effect is the GTV-6 but powered with the twin-cam four-cylinder 2-litre 130 b.h.p. engine. Let us just say that I fully approved and that a sun-roof was a much-appreciated item as the test was in June. At Oulton Park I changed over to a £6,095 Vauxhall Cavalier SR five-door hatchback, so as to investigate the FWD version of this well-established name. I ended the test convinced of the many merits of this Vauxhall, which has many convenient features, does most things well, and hints at Opel-superiority in certain departments, while its somewhat harsh rear suspension was nicer than the Escort's. The Mazda 323 1.5 GT three-door hatchback which I tried next was in the same category and I have much respect for modern Mazdas. It was interesting to find it possessed less understeer than the Cavalier had displayed, a slightly "quick" clutch action, and somewhat harsh ride, but less so than the Vauxhall's — this was, of course, the GT Mazda. A flexible, smooth-running car that took me from the London office in the City to past Llandrindod Wells in less than 3½ hours, at around 36 m.p.g., for £5,399, indicates the sort of competition we are facing from Japan.

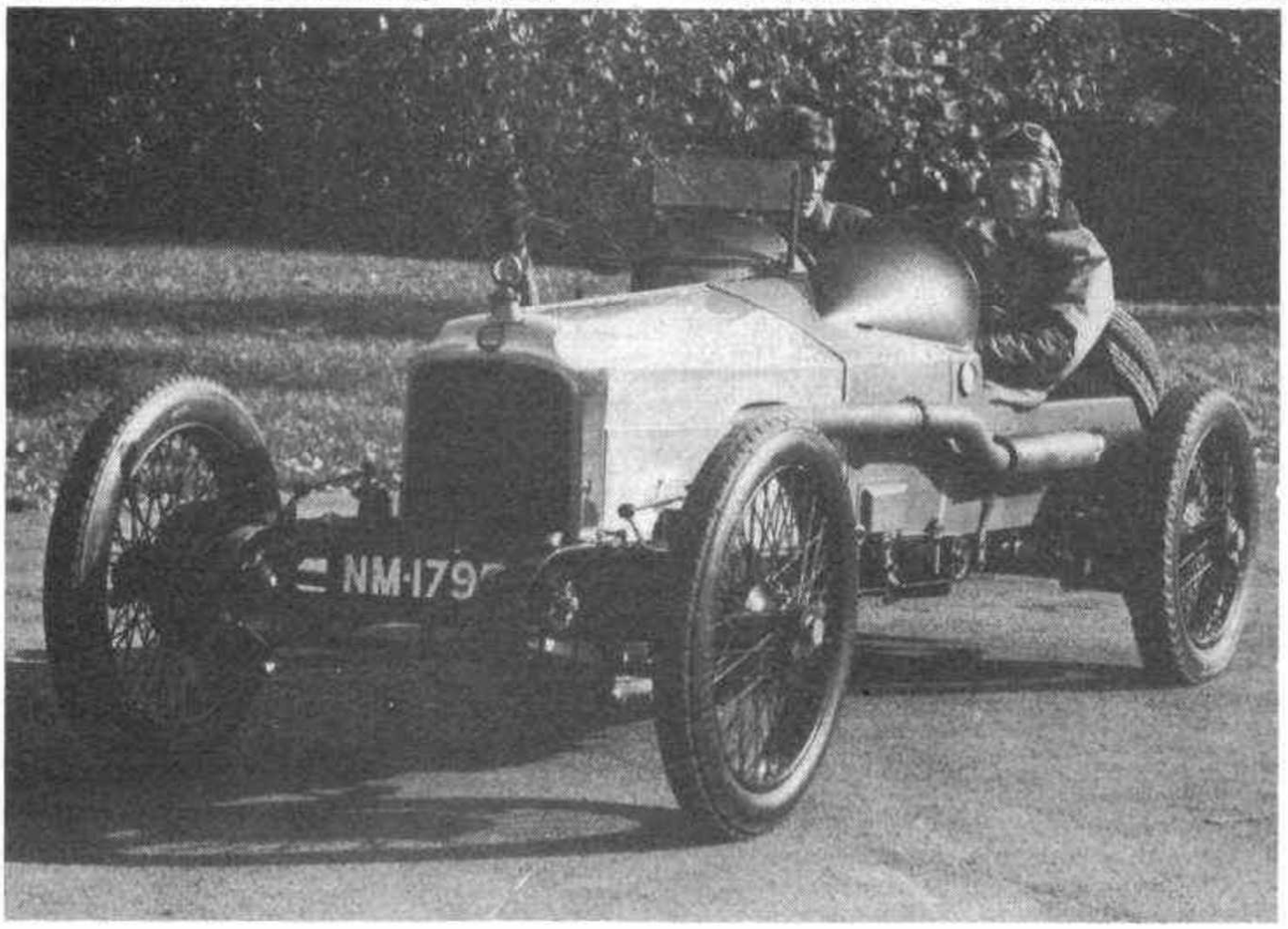
I much enjoyed trying the MG Metro, which in no way disgraces saloon-car MG connotations, and I reckon that with its blend of flexible running and punchy power at above 2,000 r.p.m. it will make friends in many age groups. I look forward to driving the MG Metro Turbo, which I might well take from London to Scotland, over a route used by H. S. Linfield, *The Autocar* road-tester, when he tried an experimental supercharged MG Midget in 1931. Another BL car that impressed me very much indeed, last year, was the Rover 2000, which I hadn't expected to dispense so much easy performance, so that, were it not that the bigger "six-pot" and V8 Rovers are such highly-desirable cars, one might wonder if they are justified — especially as you can achieve a petrol-consumption of nearly 30 m.p.g. from this roomy Rover 2000 hatchback.

I was glad to be able to go to look-over the Avon tyre factory and the interesting Avon Tyre Museum at Melksham in the Rover 2000, because at a time of recession in the tyre business this all-British company is deserving of support. The Rover also proved admirable transport over the August-Bank-Holiday week-end which involved me in a traction-engine lunch in Shropshire, the run from there through the English Midlands to the VSCC races at Cadwell Park in Lincolnshire and back to Wales, and a Steam-Rally on the Monday, this big hatchback with its "compromise" engine doing nearly 1,700 miles during the ten days of testing, Canley to Canley.

While the aforesaid Alfa Romeo 6 saloon was being fettled I used a well-worn staff Alfasud Sprint Veloce which, inspite of worn synchromesh and bodywork dents, endorsed my opinion that there are few cars quite as satisfactory as any sort of Alfa Romeo, and I had absolutely no reason to retract this view when using later an Alfa Romeo Giulietta 2.0, lent by Alfa Romeo (GB) Ltd. again while the bigger-engined Alfa was being serviced. Another Jap came along, in the guise of a Toyota Celica 2.0ST coupé, a good-looker which I found had some affinity to an ageing Vauxhall or similar, but naturally with Japanese mod.-cons. built-in, not all of them wanted.

It was exciting to try the £5,372 Ford Sierra 1.6L while this sleek new car from Ford of Britain was very much in the news and creating vast interest. My report appeared too recently to need embellishment here, except to say I summed up this rear-drive, aerodynamic family saloon as a car which should most certainly repay Ford's £660-million investment in it. The latest Germanic Vauxhall Astra 1600GL five-door hatchback was also found to be a good £6,020 all-rounder, difficult to fault, but it was reported on last month.

That covers a year in which there has been a type-writer to drive as well as motor-cars. But the Brooklands Re-Union was enlivened for me because I was allowed to take the Midlands Motor Museum's 1929 38/250 SS Mercedes-Benz there from Bridgnorth and back, a vintage motor-car that cruises happily at the legal Motorway speed and more, with brakes and handling to match, so that this long day's drive was pure delight, and only my impatience made the dragging clutch more noticeable in terms of first-gear crunch than




*ALASTAIR Templeton's recreated TT Vauxhall was one of the unusual highlights of the year, and provided the Editor with a memorable day out.*

## RALLY REVIEW

# The Months Ahead

BY the time you read this, the Monte-Carlo Rally will be over by at least four days and the first points scores of the 1983 World Rally Championship will be known. The Opel/Audi tussle will have been renewed, with the addition of Lancia as a buffer or perhaps even the major reagent, and we will have had the first sight of the new Nissan 240 RS under competitive conditions. Renault will again have displayed its R5 Turbo, and Mazda its 323.

World Champion Walter Röhrl will have shown by his demeanour whether he is any happier back with an Italian team than he was during his last months with Opel, and Alén will have had an opportunity to prove his claim that the Lancia Rally will sweep the board this year, at the same time satisfying himself whether he will be content to drive again in the same team as Röhrl. When they were both driving 131s for Fiat there was little love lost between them.

Opel, again backed by Rothmans, has two Finns and a Frenchman on its driving books, both the former with Ulstermen as co-drivers. The partnerships are Henri Toivonen/Fred Gallagher, Ari Vatanen/Terry Harryman and Guy Frequelin/Jean-François Fauchille. Audi continues with Hannu Mikkola/Arne Hertz and Michèle Mouton/Fabrizia Pons, very sensibly making use of that brilliant partnership from Sweden, Stig Blomqvist/Björn Cederberg.

Blomqvist, formerly a Saab man, has taken to the Quattro four-wheel-drive system quicker than anyone, and although his contract is with Audi Sweden rather than the factory itself, the Ingolstadt people know full well that his capability is such that they cannot possibly ignore it.

Jean-Claude Andruet, he of the succession of female co-drivers, forsook his Ferrari last month in favour of a works Lancia Rally, whilst Renault Sport only had one official car, an R5 Turbo for Jean Ragnotti/Jean Marc Andrié; the similar cars of Jean-Luc Thérier and Bruno Saby were privately entered, with factory support.

British entries were again pretty poor, and although the entry list showed ten crews of British nationality, two were actually Finns, one a German and one a Frenchman, this probably being due to British entrant licences being held by both Martini Racing and Team Nissan Europe. Of the remaining six, two were all-girl crews, Louise Aitken/Ellen Morgan and Ruth Hillier/Mary Fullerton, both in Alfasuds. Their male compatriots were Lord/Gormley (Sunbeam Lotus), Newby/Parker (Reliant Kitten), Price/Thomas (Renault 5 Turbo) and Williams/Greenland (Sunbeam). All six British crews chose the British start and the brisk dash to Eastern Docks from the Granham Webb Hotel in Dover, a far cry from the journeys down from Scotland via Llandrindod Wells which used to produce conditions as wintry as those in the Alps themselves.

Salonen, too, started from Dover, presumably because Team Nissan Europe is based in Shepreth, near Cambridge. After the RAC Rally in November, Nissan changed its contractors for European competition activities, and Blydenstein Racing assumed that role in place of Dawson Auto Developments.

Gone are the days when Group 4 cars dominated the higher levels of an entry list. They are still permitted to take part under the new vehicle regulations of the FISA, but professional teams eager to score championship points with A-seeded drivers are obliged to use cars which comply with the new grouping system, and Group B permits the greatest modification. Indeed, the first 13 runners were all in Group B cars, and the first in Group A was Warmbold's Mazda 323, entered from Switzerland. Just two weeks before the start there was hardly any snow at all in the Alps, and Audi people were as despondent as the proprietors of ski resorts. But Alpine weather conditions can change almost as fast as they can in Africa and they could well in the meantime have had the snow which gives the four-wheel-drive Quattro its biggest advantage.

The absence of snow also makes things rather tricky for ice-note crews. If snow-free roads become damp in the afternoon and temperatures drop below freezing in the evening, black ice will have to be precisely located so that drivers will not be caught out on the one icy patch in an otherwise dry special stage.

Ice notes were invented by the British in the '60s, and they came about simply because no matter how much practice a competing crew had done in advance, they would not know the road

*Continued on page 189*

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*MY YEAR'S MOTORING — continued*

it need have been. I also went on the Brighton Run in a 1902 twin-cylinder Benz from the Daimler-Benz Museum in Stuttgart, and if it was another soaking wet day, that was another memorable run, Mercedes-Benz supporting their entries with an enthusiasm and thoroughness that reminded me of how they organised their Grand Prix teams before the war. In a lower key, I exercised during last year my 1924 Calthorpe, Fiat 126 and Reliant Kitten, drove briefly a Ford XR-3, went out in that re-created 1922 TT Vauxhall, etc.

It can be assumed that in choosing tyres for their production models car manufacturers go for the best, or if they fit more than one make, they can be expected to specify the best for their Press cars. So it may be of interest that of the road-test cars I drove in 1982, six were on Pirellis, five were on Michelins, three were on Dunlops, and one each used Continental and Uniroyal covers. None punctured. A further feather in Pirelli's cap is that their wonderful P7 tyres were used on that Porsche 928S that did over 156 m.p.h. for 24 hours last year, only the rear ones being changed, as a precaution; I had visited Pirelli's Burton-on-Trent factory in May, in the Michelin-shod Saab. — W.B.

NB. Photostat copies of road-test reports mentioned in this article are available from the MOTOR SPORT offices for a nominal charge and earlier ones are summarised in the recently-published book, "My Thirty Years of Motoring for *Motor Sport* by Bill Boddy, available from the same address, for £16.40, including postage, or from bookshops for £14.90.

**OVERALL PETROL CONSUMPTION FIGURES FOR CARS TESTED BY THE EDITOR IN 1982**

| | | |
|---|---|---|
| MG Metro | | 41.3 m.p.g. |
| Mazda 323 1.5GT | | 37.0 m.p.g. |
| Vauxhall Astra 1600GL | | 36.8 m.p.g. |
| Triumph Acclaim | (two-star) | 35.6 m.p.g. |
| Ford Sierra 1.6L | | 32.7 m.p.g. |
| Ford Fiesta XR-2 | | 32.3 m.p.g. |
| Toyota Celica 2.0ST | | 30.0 m.p.g. |
| Saab 900GL | | 28.4 m.p.g. |
| Rover 2000 | | 28.3 m.p.g. |
| Alfa Romeo GTV2.0 | | 27.3 m.p.g. |
| Fiat 131 Supermirafiori 2000TC | | 26.3 m.p.g. |
| Alfa Romeo Giulietta 2.0 | | 25.6 m.p.g. |
| Volvo 245GLT | | 25.6 m.p.g. |
| Vauxhall Cavalier SR | | 25.2 m.p.g. |
| Rover V8 Vanden Plas | | 22.1 m.p.g. |
| Alfa Romeo Six | | 20.7 m.p.g. |



*A FORD was first on the road-test calendar of 1982, the XR2 displaying an admirable blend of performance, economy and convenience.*

# Veteran Edwardian Vintage

## A SECTION DEVOTED TO OLD CAR MATTERS

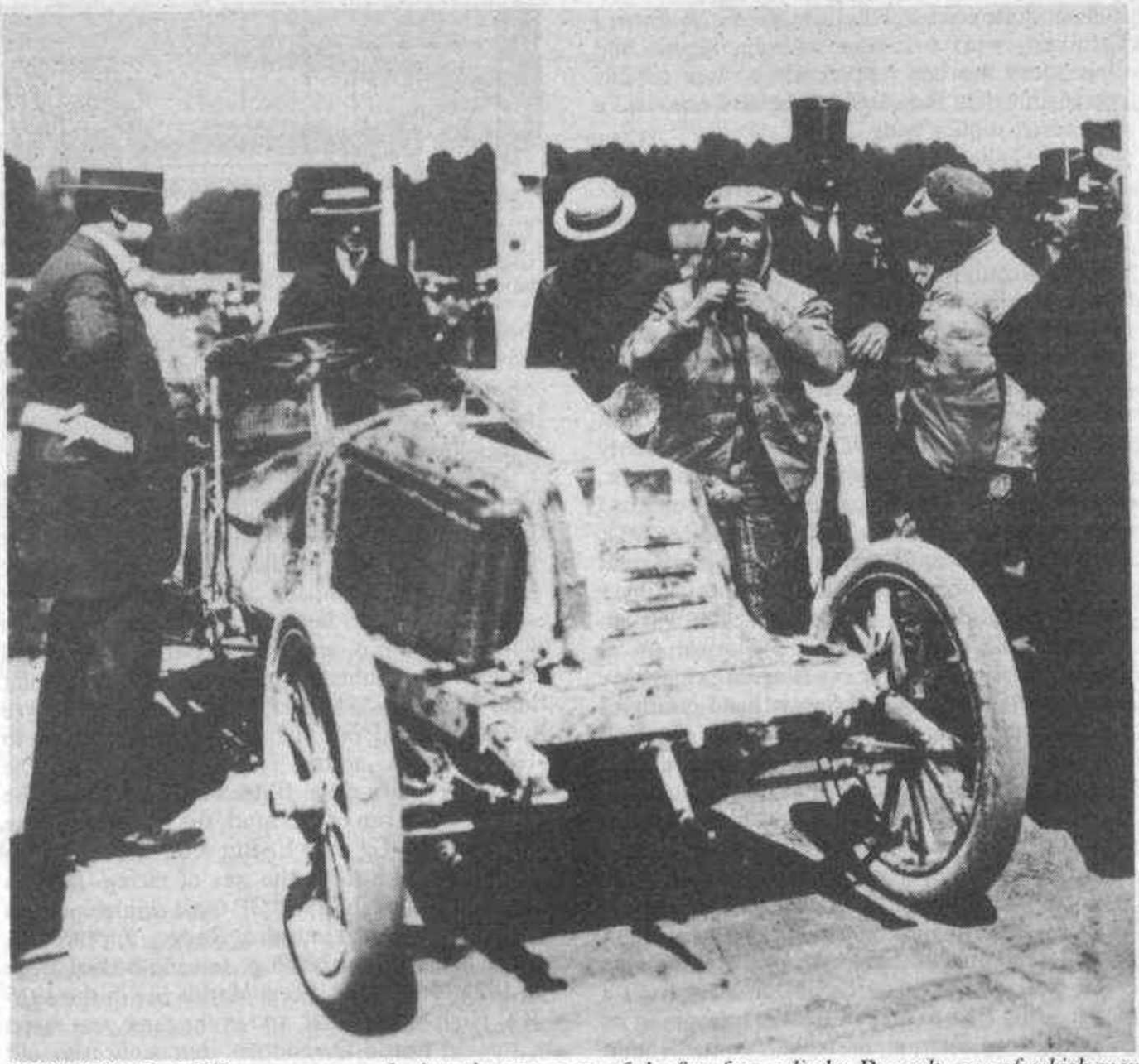
## The 1902 Renault

FOR many years now, motor racing historians who are accustomed to regarding Gerald Rose's *Record of Motor Racing* as an impeccable source of information for the period up to 1908 have been puzzled by an obvious anomaly contained in it with regard to the Renault racing voiture légère of 1902. Writing of the car which won the Paris-Vienna race, the author states, on page 170, that "In the case of the winning Renault, the engine was of 16-24 h.p., 100 mm. bore and 120 mm. stroke, cylinders cast in pairs, mechanically operated inlet valves, and shaft drive . . ." Yet in an an Appendix giving "Mechanical details of the more important racing cars", the 16 h.p. Paris-Vienna Renault voiture légère is shown as having a bore and stroke of 120 × 120 mm. and automatic inlet valves.

This anomaly is clearly apparent to Mr. Edward Eves, who has recently discussed it in an article entitled "Turning Point" in our contemporary *Autocar*. I do not think that Mr. Eves would claim that he had solved the problem, but he provides the most interesting additional information that the Paris-Vienna car in the Renault museum has atmospheric inlet valves, although there is some doubt as to whether it has its original engine. At the same time, Roger Deshuisgard, a Renault historian, claims that ten more cars were built, all with atmospheric inlet valves.

Before 1902, all Renault racing cars had had single-cylinder engines, and it is common ground that the 4-cylinder motor used in 1902 was designed by M. Viet, who had previously been with De Dion Bouton. In its original form, at least it seems that it must have had automatic inlet valves, as otherwise it would be difficult to account for the engine in the Renault museum. The Marquis de Dion is said to have described it as "of no interest". Criticism of a mechanical design was more likely to have come, one might have thought, from his partner Bouton, since the Marquis was scarcely an engineer, but whatever its origin, it seems that it may have had some justification. If the two Renault voitures légères which started in the Circuit du Nord race on May 15th and 16th 1902 were fitted with this engine, it hardly attracted major attention in consequence, as Vauthier failed to finish the first day's racing and Louis Renault the second.

Then, little more than a month later, on June 26th-29th, Marcel Renault's voiture légère was so brilliant that it beat not only all the other competitors in its own class but all the heavy cars also in the race from Paris to Vienna. Was this just the result of teething troubles having been overcome, or, as seems more likely, were the Paris-Vienna cars fitted with a radically different engine, having mechanically operated inlet valves?



*THE 1902 Paris-Vienna race was the introductory event of the first four-cylinder Renault, one of which won with Marcel Renault at the wheel.*

Acceptance of this latter hyphothesis removes any need to doubt the categorical statement with regard to valve operation made by so reliable an historian as Gerald Rose. Moreover it is supported by circumstantial evidence which may be regarded as extremely cogent. When, before the end of the year, the 14 h.p. "Paris-Vienna" Renault went into production as a standard model, it undoubtedly had side-by-side valves, all mechanically operated, and it is hard to believe that it used this system before it had been applied to a racing car. Moreover insufficient attention on seems to have been paid to the fact that in his appendix, Rose gives the dimensions of the engine with automatic inlet valves as 120 × 120 mm. whereas he states that those of the Paris-Vienna engine were 100 × 120 mm. It would not be surprising if the more sophisticated engine turned out to be heavier, and that the bore was reduced accordingly in order to bring the car within the weight limit of 650 kg. In this connection it may be noted that, in the Circuit du Nord race, Louis Renault's car weighed 602 kg. and Vauthier's 616 kg., whereas in Paris-Vienna the weights of the three Renault voitures légères were 646 kg., 634 kg. and 644 kg. I am prepared to accept the argument that the greater weight of the Paris-Vienna cars may not have been occasioned by the use of a different engine, and may have been due to some reinforcement of the chassis thought prudent because of the rough roads likely to be encountered in Austria. But I would accept it more willingly were it not for the fact that Louis Renault's own car, at 634 kg. was the lightest of the three.

Finally, there may be some significance in the fact that only three Renault voitures légères started in Paris-Vienna. In later years, of course, this would have constituted a normal team, but in the days of the town-to-town races, most serious entrants liked to spread their risks more widely. In Paris-Berlin in 1901, for example, five Renault voiturettes came to the start. True, in Paris-Vienna Renault ran four voiturettes as well as the three voitures légères, but in Paris-Madrid of 1903, while four voiturettes were again fielded, there were no less than six voitures légères in addition. If M. Deshuisgard is right in stating that in 1902 ten racing voitures légères were built with the automatic inlet valve engine, it rather looks as though the original intention was to enter at least half a dozen of them for Paris-Vienna. But if by the time the race was run, the decision had been made to switch to the new engine with mechanically operated inlet valves, it is quite possible that only enough of them had been built to equip three cars. If, as seems likely, there had been little time in which to test this new engine, it was something of a gamble to use it at all. In the light of Marcel Renault's outstanding win, few gambles can have paid off more handsomely.

Kent Karslake

## New Year Frolic

ON New Year's Day the customary gathering of Herefordshire and adjacent VSCC members took place just outside Ledbury. Nearly 50 cars attended this pleasant, informal function, a Model-A Ford looking a Rolls-Royce Twenty in the eye, a Frazer Nash enthusiast arriving in an open 40/50 h.p. Rolls-Royce, and outside the car-park at "The Verzons" was an Edwardian Type CO De Dion Bouton on its first outing after a rebuild. Also present, but arriving on a trailer as

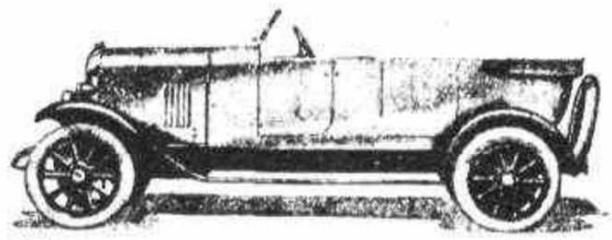
it is not quite road-worthy, was the locally-owned Lombard, with twin-cam Salmson engine and three-speed gearbox (apparently a more reliable power-unit than the correct Lombard one) and a very smart replica body.

Roger Collings turned up in his 60 Mercedes of 1903, it was nice to see Moffatt driving his stark GP Bugatti and Julian Ghosh brought two 30/98s, his ex-Alan May car and his latest two-seater, to join an already-present 30/98, there was a nice 3-litre Bentley, an OM, Hill's AJS, and two Daimler saloons, the vast sleeve-valve example adjacent to a smaller offspring in the guise of a DB18. Humber was represented by a 14/40 and two proper Frazer Nashes came. There were eight Morgan three-wheelers, two very early water-cooled side-valvers, one with gas lamps, and Evans' o.h.v. Blackburne-engined Super-Sports, which he has owned since 1934, often driving it from Worcester to Brooklands and back in a day before the war. Two sports Singer Nines looked almost identical, there was an unidentifiable long-tailed MG, a Morgan 4/4 to keep the three-wheeler contingent company, Riley Nine Gamecock and Special, and examples of Chummy, Two-seater, Gordon England Cup-model and Ruby Austin 7s, and a lone Sunbeam 14 tourer. The organiser naturally came in his Frazer-Nash BMW and prevailed on me to present a bottle of whisky to the driver who had come the greatest distance, judged to be Gwynne Stephens' handsome 1935 open LG45 Lagonda from Neath, in Wales. So ended a day, with John Cook's Austin 12 saloon overexciting its carburetter so that it needed a tow-start from a modern Alfa Romeo and an Austin 7 dropping its front-axle radius-arms in embarrassment, that proves there is plenty of vintage enthusiasm in the Border country. — W.B.

## A Mystery Solved

IT IS nice when a mystery that has troubled one for many years suddenly gets solved. In my case it concerned the Summers light-car which the great racing driver, L. G. Hornsted, entered for the 1922 May Brooklands' Meeting. The car's true identity and why such a once-famous driver should be connected with it had worried me from the time when I embarked on the writing of my Brooklands History. I tried to contact Hornsted but by then even Douglas Tubbs of *Motor*, who knew him, had lost touch. I thought perhaps there was an association with R. F. Summers of 30/98 Vauxhall and Aston Martin fame, etc., although if there were, I wondered why he had needed someone to drive the car for him! But when I interviewed Mr. Summer's son Bill Summers (see MOTOR SPORT for February, 1981), he had no recollection of any such car. So what was it?

The mystery solved itself in a rather unusual way. When, last year, Mr. Jim Boulton of the VMCC kindly sent us Christmas greetings, he enclosed a copy of a page advertisement which had appeared in the *The Garage and Motor Agent* for October 28th, 1922. This advertisement was not for the Summers car, but for the 12 h.p. Hornsted. But a bell rang for me . . . The ad. said that this new small-car "designed by Capt. L. G. Hornsted, the famous racing driver, and backed by his long and unique experience in high efficiency motoring . . . is to be built in one of the largest and most modern factories in the world". It went on to say that for the past three years (since 1919 therefore) Hornsted had been "exhaustively testing the car on road and track" and it then went on to the usual superlatives



*THIS is the only known picture of the car which Capt. Hornsted intended to import under his own name.*

beloved by ad.-men. The readers of this advertisement were assured that "many thousands of miles were covered before Capt. Hornsted was satisfied that he had evolved a car that in every way complied with his high ideals".

Now by this time "Cupid" Hornsted was less well known to the motoring public than he had been before the not-long-concluded war. Before 1914 he was the English racing rep. for the German Benz Company and he had raced their cars here. He had been a star-turn at Brooklands with the 200 h.p. and smaller Benz cars and had escaped unscathed from one of the worst long-duration skids ever seen there, after a tyre burst. He had put the Land Speed Record to 124.10 m.p.h. at the Track in 1914, with the 21½-litre chain-drive Blitzen-engined Benz, the first two-way run of this kind, the faster run being done at over 128 m.p.h. But after the Armistice Hornsted did little in the way of racing. He was associated with the 1914 GP Opel single-seater in 1920, raced a war surplus Dodge, appeared at Brooklands with a 200 h.p. touring-bodied Benz in 1921, drove that sports Mathis Six in the 1925 JCC High Speed Trial, and in the same year raced a sports Cottin-Desgouttes, but only the old Dodge gave him a flavour of former glories. Nevertheless, when his name was coupled to that of the 1922 Summers racer, I was keen to know more.

The Hornsted of the aforesaid ad., I thought, might hold a clue. It was described as having a four-cylinder 70 x 100 mm. (1,539 c.c.) engine with overhead valves, a ball-bearing crankshaft, and a Zenith carburetter, driving a 4-speed gearbox through a cone clutch. The tyres were 760 x 90s and all else was quite normal for the period, except for double ¼-elliptic back springs. It was announced that deliveries of the four-seater Hornsted would begin on Nov. 20th, 1922, the price to be £325. The ad. showed a photograph of Mr. Hornsted, backed by an artist's impression of the Brooklands banking, with a racing-car speeding past a "World's Records" hoarding, to set the scene, as it were.

I confess I had never heard previously of a Hornsted car. But this old advertisement prompted me to look at it up in the "Georgano Encyclopaedia". It was there, and the entry read: "Hornsted, *see* Moll". Under "Moll" I found: "The Moll was a light car powered by a 6/30PS Siemens & Halske 4-cylinder engine of 1,595 c.c. This was sold in England in 1922 and 1923 by L. G. Hornsted under the names of Hornsted or Summers . . ." The Moll which Hornsted intended to import was made by Moll-Werke of Chemnitz.

So, with due thanks to G. N. Georgano for his invaluable Encyclopaedia (Ebury Press, 1982) which every historian should possess and is likely sooner or later to consult, I now know what it was that the once-great racing-driver had entered for three Brooklands races in 1922. The cylinder bore of this racing Summers had been reduced by one millimetre, apparently to bring the engine-size within the 1½-litre class, presumably with other competition appearances in mind. At that early stage in the proceedings Hornsted hadn't the confidence to run the car under his own name, and it must be assumed that "the largest factory in the world", in which his car was to be built, was the one in Germany since the address of the Hornsted Motor Co. was "Devonshire Chambers, 146, Bishopsgate, EC2", which doesn't sound much like a busy manufactory (During the 1922 Motor Show an office was opened in Kensington Crescent, W14, in the hope of taking orders.) I cannot give you any idea of how fast the aluminium racing Summers was because it non-started in two of its intended races and, after a standing-lap of 54.3 m.p.h., retired from its third. The claim for the standard 4-seater was 3 to 55 m.p.h. in top gear, with 35 to 37 m.p.g.

Like so many other ill-founded projects of the time, nothing more was heard of it. But one thing we can say with confidence. The Summers was Hornsted's Moll. — W.B.

## Record Runs

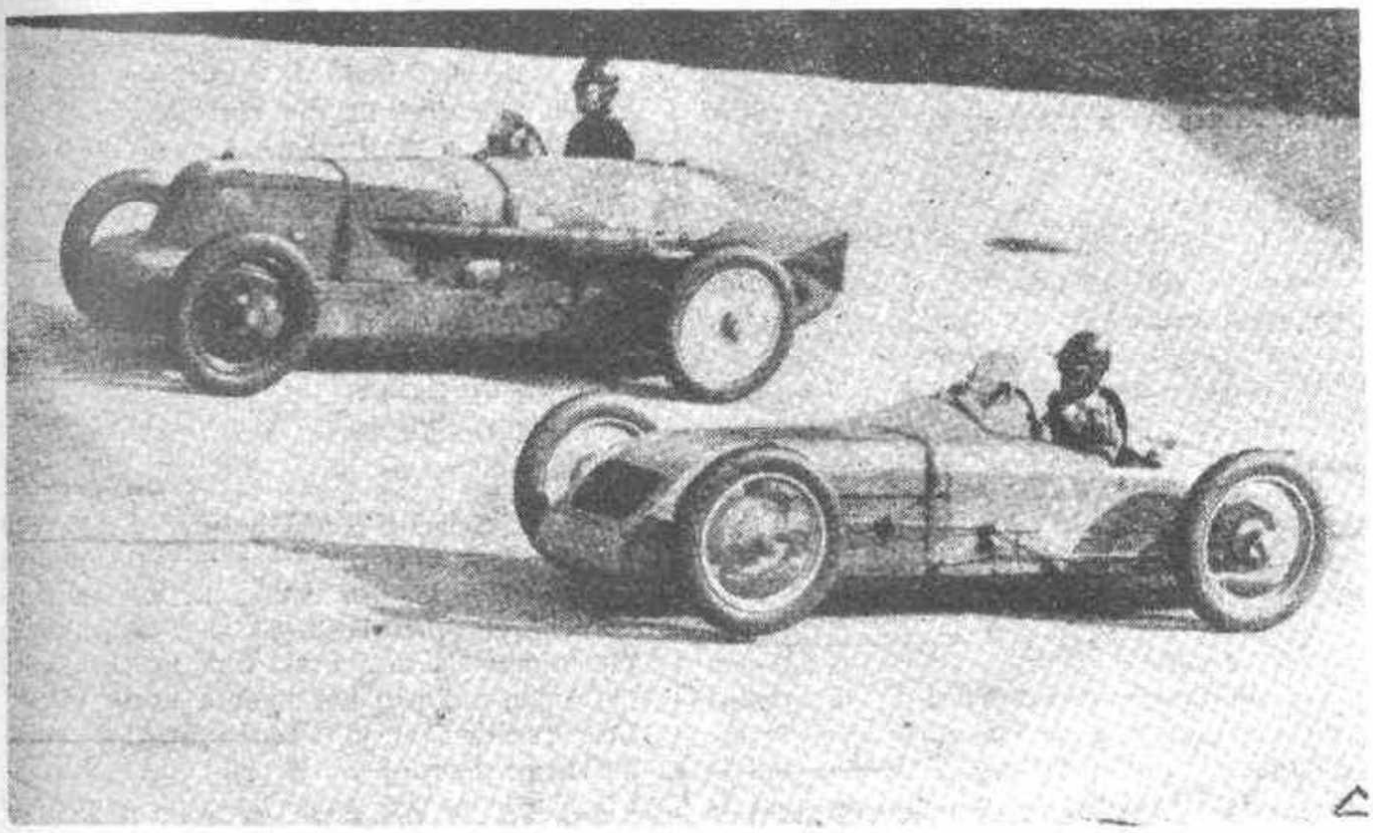
LAST MONTH D.S.J. wrote of the pre-war one-hour officially-observed runs undertaken by various sports-cars, saying that after the war there was nowhere suitable for such runs, the nearest thing being timed runs over short distances on Belgian motor roads. He overlooked Montlhéry Track near Paris, where these observed runs continued after peace had returned. Jaguar, Frazer Nash, MG, Sunbeam-Alpine, Riley Pathfinder, Bristol, Austin Healey, and Wolseley cars were involved from 1948 onwards, the fastest one-hour run being by Leslie Johnson in a Jaguar XK120 at 131.20 m.p.h., and it was at Montlhéry in 1953 that Tom Plowman with his 1924 30/98 Vauxhall covered 106.91 m.p.h. in one hour from a flying start.

D.S.J. was comparing such runs with last year's splendid performance by a Porsche 928S, which averaged 156.22 m.p.h. every hour for 24 hours, during a run at the Fiat test-track at Nardo. Which reminds me that in 1950, at Montlhéry, a Jaguar XK120 did 107.46 m.p.h. for 24 hours, and that in 1952, at the same venue, Johnson, Moss, Hadley and Fairman averaged 100.30 m.p.h. for seven days and nights, covering 16,852 miles with a Jaguar XK120 coupé before a back spring broke. Incidentally, anyone interested in such runs will find them set out in an article I wrote for MOTOR SPORT, called "100-In-The-Hour", published in the December 1955 issue.

In the field of International record-breaking, late last year 17 new 1,101-1,500 c.c. and 1,501 to 2,000 c.c. records were established in the now-complicated (Category A, Group 1) class for production-type cars, by Terry Drury Racing, for Alfa Romeo (GB) Ltd., using an Alfasud Sprint 1.5, a Giulietta 2.0, an Alfetta Turbo Diesel 2.0 and a Giulietta Turbo Diesel 2.0. The speeds ranged from 100.299 m.p.h. for the Alfasud over 25,000 miles, to 112.767 m.p.h. for the Giulietta 2.0 over the same distance, and two of the cars established new class records over 50,000 km. So record-breaking isn't dead. — W.B.

## Those Speed Guarantees

ARISING out of last year's article about speed guarantees, a reader has sent a copy of the 4½-litre Bentley catalogue in which it was stated that ". . . the engine might almost be described as idling at 60 m.p.h.", and Mr. Anthony of London says he seems to recall Aston Martin Ltd. guaranteeing 100 m.p.h. from the production Ulster model. — W.B.



*THE TT Vauxhall in its final form, John Cobb's car with streamlined bodywork, seen above Purdy's Thomas Special on the Brooklands banking, these cars having twice duelled during long-distance races during the 1927 season. (Photo courtesy of* Motor).

# Sorting Out the TT Vauxhalls

WHEN I wrote up Alistair Templeton's recreating of No. 1 TT Vauxhall last year I remarked that I would have liked to have sorted out which one of the three team cars was which, in the subsequent career of these 1922 racing Vauxhalls, but considered the task too fraught with problems, at all events to obtain a reasonably-accurate result. However, the matter niggled me, until I thought to ask Mr. Anthony Brooke, who owns and drives the ex-Raymond Mays' Vauxhall-Villiers, to come to my assistance.

This he has most generously done, producing a table showing the fate of each car, as far as this is known to him, on which I am basing this article.

In the 1922 TT race for which these cars were built, designed by Ricardo and Kings, M. C. Park, drove Vauxhall No. 1 and retired, O. Payne drove Vauxhall No. 2 and finished third, and E. Swain drove Vauxhall No. 3 and retired. (Incidentally, Mathew Park was the Apprentice Training Officer at Luton in the 1950s, Terence Barnes tells me). Alistair Templeton has re-created Vauxhall No. 1, giving it the unpainted aluminium bonnet which it had when it first emerged from the Vauxhall factory, before it was painted red all over, like the other two Vauxhalls. Incidentally, Tony Brooke joins me in praising Templeton's work, even to the use of unbuffed aluminium, etc. When the actual No. 1 TT car was tested on the road for the first time, the late Bill Ward went as mechanic, quite an honour, for he was at the time a Vauxhall apprentice.

The car was registered NM 1795, which number Templeton's Vauxhall now carries, car No. 2 was registered NM 1875. It appears that Vauxhall No. 3 was never registered for road use, presumably operating under Trade number-plates; Mr. Brooke tells me it never had a Log-Book when Tim Carson owned it. Apparently six spare TT engines were laid down, one of which was rushed to the Isle of Man during race practice.

When Vauxhall's entered for other competition events, following their rather disastrous TT, Park retained his original car, with its correct engine, repaired after the TT mishap, as detailed in my discourse in the December 1982 MOTOR SPORT. Vauxhall Motors gave up racing after 1922 and the amateur 30/98 driver Humphrey Cook acquired Vauxhall No. 2, the only one of the team to complete the TT course. Presumably he decided on the car which had proved itself, had given the least trouble, and had not been thrashed by Park throughout the 1922 season. After his two seasons of successful competition work Cook disposed of this car to Jack Barclay, all of which was recounted in my article of last December, except that I omitted to say that in 1923 he took short-distance class records with it, including a flying ½-mile at 109.69 m.p.h. The car weighed 2,596 lb., was on alcohol fuel, and had the engine out of the Swain car.

Meanwhile, Park's car was used for a time by C. G. Brocklebank, but he never achieved much with it and on his retirement from racing it was acquired, in 1925, by H. F. Clay. The Clay brothers were well-known in Northern competition circles, H. F. having done well from 1920 with a 30/98 Vauxhall, while he also shared an Essex with J. H. and by 1922 had got hold of one of the 1914 GP Vauxhalls to supplement his 30/98, whereas J. H. was by then using a 3-litre Bentley, to which he remained faithful until changing in 1924 to a 20/70 h.p. Crossley. It was this Vauxhall No. 1 of TT days which in 1928 became the property of Mr. (later Sir) David Brown, when it changed into a Vauxhall-Villiers, with supercharged engine.

It appears that Vauxhall No. 3 stayed unused at the Vauxhall factory until the young Peter Gurney bought it in 1923, his worried parents insisting that someone else drive it for him at Brooklands. Jack Barclay, Vauxhall agent and racer of a 30/98, obliged and Jack took this car over in 1925. As Cook had used No. 3 TT engine in 1923, obviously rebuilt after its TT mishap, a spare engine was presumably put into the car Gurney bought.

So from 1925 to 1927 we have Clay campaigning Vauxhall No. 1 in North Country sprint events and sand-races, and Barclay running the other two TT Vauxhalls at Brooklands, although Dan Higgin, who seems to have had a penchant for unusual and sometimes forlorn old racing cars (including the ex-Zborowski 2-litre Miller and one of the old four-cylinder 1½-litre Talbot-Darracqs) had Barclay's No. 3 Vauxhall in 1927.

Barclay may well have taken over Gurney's car, which he knew so well, as an insurance against needing spare parts. Certainly, when he broke records at Brooklands in the ex-Payne / Cook car in 1925 he still had the engine from car No. 3. One of the six spare engines was apparently afterwards installed in this ex-Gurney Vauxhall, to make it mobile again.

That would account for all six spare engines, i.e. one used as spares in rebuilding No. 1 Vauxhall after the TT blow-up, another used in this way to repair Swain's car after the TT, one rushed to the TT during practice, suggesting that if a spare engine had been taken over for each of the three team-cars, one must have already been used up, No. 3 used for car No. 2 in 1925, and No. 5 engine, now in the Templeton car.

Barclay's ex-Cook car went to Raymond Mays in 1928 and was drastically developed by Amherst Villiers, and re-registered TL 1113, as the Vauxhall-Villiers. It had a sensational career as the Vauxhall-Villiers Supercharge and in 1935 it was acquired by the pioneer Brooklands driver and dealer Sydney Cummings, who kept it until 1937, after which Hanson had it for a year, Tony Brooke taking it on from 1939.

The other Vauxhall-Villiers was used by David Brown up to 1931, after which Arthur Baron, the Bugatti-fancier, took it over from Baker in 1933, Tim Carson acquiring it in 1938.

Reverting to the TT Vauxhalls, streamlined bodywork was put on the Clay car and on the ex-Cook Barclay car, by 1925, whereas the other Barclay Vauxhall retained its TT body and external details, being used by Higgin at Colwyn Bay speed-trials in 1927. Clay removed the front-wheel-brakes from his car (they were on a 30/98, until used for the Templeton car), put on a long tail, reduced the size of the scuttle-scowls, and it looks as if he somehow reduced the height of the radiator.

Jack Barclay had a very nice staggered-two-seater, long-tailed body put on his car, as can be seen from Plate 58 of my "Brooklands History" (Grenville, 1957 / 1981). By mid-1927 this Vauxhall had been further streamlined, its radiator now being cowled-in (but the Vauxhall flutes retained along the bonnet), the front dumb-irons enclosed, and a fairing placed over the passenger's seat. It was in this form that John Cobb drove it with the No. 4 engine.

I have a vivid memory of watching Purdy in the Thomas Special lead Cobb, both from the scratch mark, the latter in this well-streamlined Vauxhall, in the *Sporting Life* 100-Mile Handicap at Brooklands in July 1927, the two cars only a length or so apart until the Thomas broke a back spring and pulled up (to my youthful dismay, as I was a Parry Thomas fan) Cobb winning and raising the Class-D Hour Record to 111.64 m.p.h. in the process. Cobb then finished third, after a race-long duel, in the Autumn 1927 50-Mile Brooklands' Handicap, losing by less than a length to Purdy and the Thomas Special. Incidentally, this was a demonstration of progress, for the 3-litre TT Vauxhall design was laid down in 1920/21, and a car of half its engine-size, supercharged, and planned for road-racing by Parry Thomas in 1925/26, was now fractionally superior in high-speed performance.

Although Barclay had this streamlined version of the old Vauxhall, he did not forsake the more original No. 3 car (I believe indeed, that he was

driving it when he had that alarming skid at the 1926 Easter Brooklands Meeting, as described in the earlier article, the car that inadvertently baulked him being Meeson's 30/98 Vauxhall, which was high on the Byfleet banking, running behind Barnato's 3-litre Bentley. The wily Parry Thomas meanwhile passed the lot *on the inside*, in the big Lanchester Forty single-seater, to win the race, although before the *contretemps* Barclay had overtaken Thomas. Barclay certainly drove this original-bodied Vauxhall in the *News of the World* 100-Mile Handicap at the 1925 August Brooklands Meeting, when it seems to have had a mauve bonnet and was delayed by tyre trouble.) Tim Carson, later to be the first Secretary of the VSCC, took over this car, still in original IoM form, in 1928, winning Brooklands races with it and even taking the Class-D 200-kilo. record with it, at 96.61 m.p.h. However, it finally threw a rod while being warmed up at Brooklands in 1930 and Arthur Baron took over the remains. But Tim bought it back, together with Baron's Vauxhall-Villiers, in 1938. Whatever was in mind for these two historic cars, the war intervened, after which Tony Brooke acquired both of them. (Incidentally, I was incorrect when, in that earlier article, I said the Carson Special had the TT engine in an inverted chassis — that was the 1934 Carson Special, which used a special E/OE 30/98 engine).

After Mays had started altering the ex-Cook/Barclay Vauxhall to form the Villiers-Supercharge the chassis and body were apparently scrapped, but the front axle has survived. The re-created No. 1 TT Vauxhall made its first competition when Alistair Templeton drove it in last year's VSCC Colerne speed-trials. It was paired with Brooke's Vauxhall-Villers and not unexpectedly the supercharged car beat it, but the TT car's 34.77 sec. for the s.s. kilo. compares well with Cook's 33.3 sec. in 1923. And it recalls the 1928 kilometre sprint on Skegness sands, when Raymond Mays in the then-new Vauxhall-Villiers beat Carson's TT Vauxhall.

That is as far as I propose to go in attempting to sort out the individual careers of the three 1922 TT Vauxhalls. I wouldn't have attempted the task without the help from Anthony Brooke. There is one point I must make, though, before closing.

Just as I thought the foregoing made sense I consulted the official record-books of the Brooklands Automobile Racing Club, to discover they represent the fly in the proverbial ointment. However, after much cogitation, tracing the history of individual old racing-cars being what it is, I think I can see light at the end of a long tunnel.

The TT Vauxhall with which Jack Barclay took Class D records in 1926 was declared to have the engine from No. 3 car, in which chassis wasn't specified. It weighed 2,391 lb. incidentally, whereas Payne's car in 1922 TT trim weighed out at 2,526 lb. We know it was the ex-Cook No. 2 car but it seems that thereafter, because it had been using engine No. 3 since 1923 it was regarded as being car No. 3. When Thomas drove Barclay's Vauxhall in the 1926 *Evening News* 100-Mile Handicap (because Barclay had laryngitis) and finished third, taking the Class-D hour record at 104.88 m.p.h. on the way, the record-books says he had TT Vauxhall No. 4, with TT engine No. 4, although only three such cars were built in 1922. . . .

It seems logical to assume that Barclay had put engine No. 3 back in the correct chassis and replaced the unusable No. 2 engine in the ex-Cook car with a spare engine — No. 4 — and that because the car now had this engine, it was *erroneously* entered as car No. 4, as car No. 2 was entered as No. 3 because of *its* engine. (It could be that Thomas was using car No. 3, into which engine No. 4 had been installed after its own engine has been transferred to car No. 2 but, if so, the same theory holds good.)

When Cobb won the *Sporting Life* 100-Mile Handicap in 1927 (and contrived to break the Class-D hour record in the course of it (although the race distance was over eleven-and-a-half miles less!) this Vauxhall was declared as using the same engine (No. 4) as Thomas, but in car No. 3, which, as Barclay's No. 2 car, which this was, had been mistaken for car No. 3 for the aforesaid reason, if my theory is correct, makes sense (the weight was up by four-lb. over that of 1925, no weight being quoted for the car used by Thomas, which raises the conundrum of how J.G.P.T. got away with this, and if Cobb had the car weighed before or after the race in order to claim the records he expected to break?). When, later in 1927, Cobb used the car he again declared its engine to be No. 4 but this time no chassis No. was quoted, either due to an oversight — or perhaps Barclay had told him he was actually using chassis No. 2 . . . For some reason, although the full streamlining had been used on both occasions, the car had gained 74 lb. in a month. That Barclay had put No. 3 engine back into the ex-Gurney Vauxhall is borne out by Carson declaring his Vauxhall as TT3, with TT3 engine, when he broke records in his turn, in 1928. It is possible that Parry Thomas had breathed on No. 4 engine and may have evolved the improved steamlining of the Cobb Vauxhall since Barclay used it at the 1927 Easter Brooklands races.

That is as far as I can go but if anyone can do better I would like to hear from them. — W.B.

**V-E-V Miscellany.**— In view of the interesting article about the late R. R. Jackson, who ran the "Robinery" tuning establishment at Brooklands Track, that was a feature of the last 1982 issue of *The Brooklands Society Gazette*, it is opportune to mention that last year W.B. and D.S.J. were taken out to lunch, at W.B.'s suggestion, by Mr. Zillwood ("Sinbad") Milledge, who was a close friend of Robin Jackson's and who worked at the "Robinery". Milledge was, as is well known, responsible for many famous motor-racing projects, such as the development work on the remarkable engine of the Appleton Special, which gave a very reliable 183 b.h.p. from 1,100 c.c., the bodywork for the Bentley-Jackson and Hugh Hunter's Alta, and he was associated with the Jackson conversion of the notorious Bimotore Alfa Romeo run by Austin Dobson into the single-seater Alfa-Aitken, etc. He was also the creator of special con.-rods for racing engines, motorcycle and car, for which he became very famous, as an article in an earlier issue of *The Brooklands Society Gazette* testifies.

Milledge was really a scientific instrument designer (during WW2 he reverted to this profession, and was responsible for remotely-controlled tools for dealing with the defusing of mines, etc.). He was first taken to Brooklands in about 1923 / 4 by Rollo Martin. Milledge was soon running a 1921 GN which he tuned himself, and later an 11.4 h.p. Citroën with an English-built two-seater body, the leather hood of which had a very small slit for a window, so that his friends alleged that it was made from a complete elephant's bottom . . . He was a frequent visitor to Brooklands and, in fact, was in the Clerk-of-the-Course's office when the sad news came through that Parry Thomas had been killed.

He was called in to do odd design jobs for Jackson there after the tuning establishment had been set up in the Paddock, around 1932, one of his first assignments being to sort out a terrible front-axle tramp which Folland was experiencing on his single-seater Shelsley Frazer Nash just when it was deemed sufficiently fast to go for the 1½-litre lap-record. After much stress work the fault was seen to lie in the incorrect length of the radius arms locating the tubular front axle. Incidentally, Milledge had memories of such cars, having known the Asprey brothers when they were running a fast Frazer Nash, around 1927, and he passengered Robin Jackson in the speed trials of that time in the latter's rapid Morgan three-wheelers. When joining R. R. Jackson's staff Milledge moved from Old Coulsdon to Weybridge, sharing "digs" with Jackson, until the latter married and built a house on St. George's Hill. "Sinbad" claims to have been about the last person to have driven fast on Brooklands, which he found very slippery over the camouflage paint that it was then unfortunately covered with, in the Alta. . . .

Seeing a reference to the Brooklands Zenith rider, Jack Baldwin, in these columns recently, Tony Carlisle, who drives that charming 9 / 15 h.p. Renault in VSCC Light Car events, kindly sent us an extract from his local History Society's Journal that contained some very interesting information about the Baldwin family. Jack Baldwin's father, Louis Napoleon Baldwin, moved into the exciting new business of motor-cars in the 1890s, setting up a garage in Twyford (Berkshire) High Street, next door to the "Bull Inn", later moving to the rear of Seymour's Cottage, with premises also over a shop that is now a confectioner's. Jack helped his father and drove the garage hire-cars, which included a Panhard-Levassor, Mercedes, and bull-nose Morris, of which photographs still exist. Napoleon Baldwin died in 1922 — the photograph of him shows him outside his garage, in which can just be seen an early touring GN (Reg. No. AP 824). Jack Baldwin joined up in 1914, along with his sister Molly, who had been taught to drive on an old Hupmobile in 1917, obtaining her driving licence at the age of 16, and four other members of the family were in the Forces. Jack joined the RASC, transferred to the Garrison Artillery, and then to the RFC. As an Acting Captain in the RAF he is said to have shot down 13 enemy aeroplanes, while with 93 Squadron, earning the DFC. Jack Baldwin then turned to motorcycle racing, with the well-known successes on Matchless-MAG, Indian and Zenith machines, but he lost his life, not motorcycle racing, but — steeplechasing. He was killed in a fall during the Cheltenham Gold Cup, in 1942.

A reader who owns a 1932 Crossley Ten with the rare tourer body by Holbrook & Taylor of Wolverhampton, of which only four were apparently made, is anxious to discover whether his, or one of the other Quicksilver Crossleys, ran in the 1932 RAC Rally. The RAC has been unable to check this, but letters can be forwarded to our correspondent. The *Leicester Mercury* had a picture last year of the first petrol pump to be used in Leicester, where it was installed in Stonygate, near the old tram depot, in 1925, supplying Shell spirit that had formerly been delivered in two-gallon cans. A Bullnose Morris two-seater shown in their photograph has been identified by the Bullnose Morris Club as a 1925 / 26 model, and the pump belonged to Horace Grimley, who also had a garage at Lancaster Street, Leicester. — W.B.

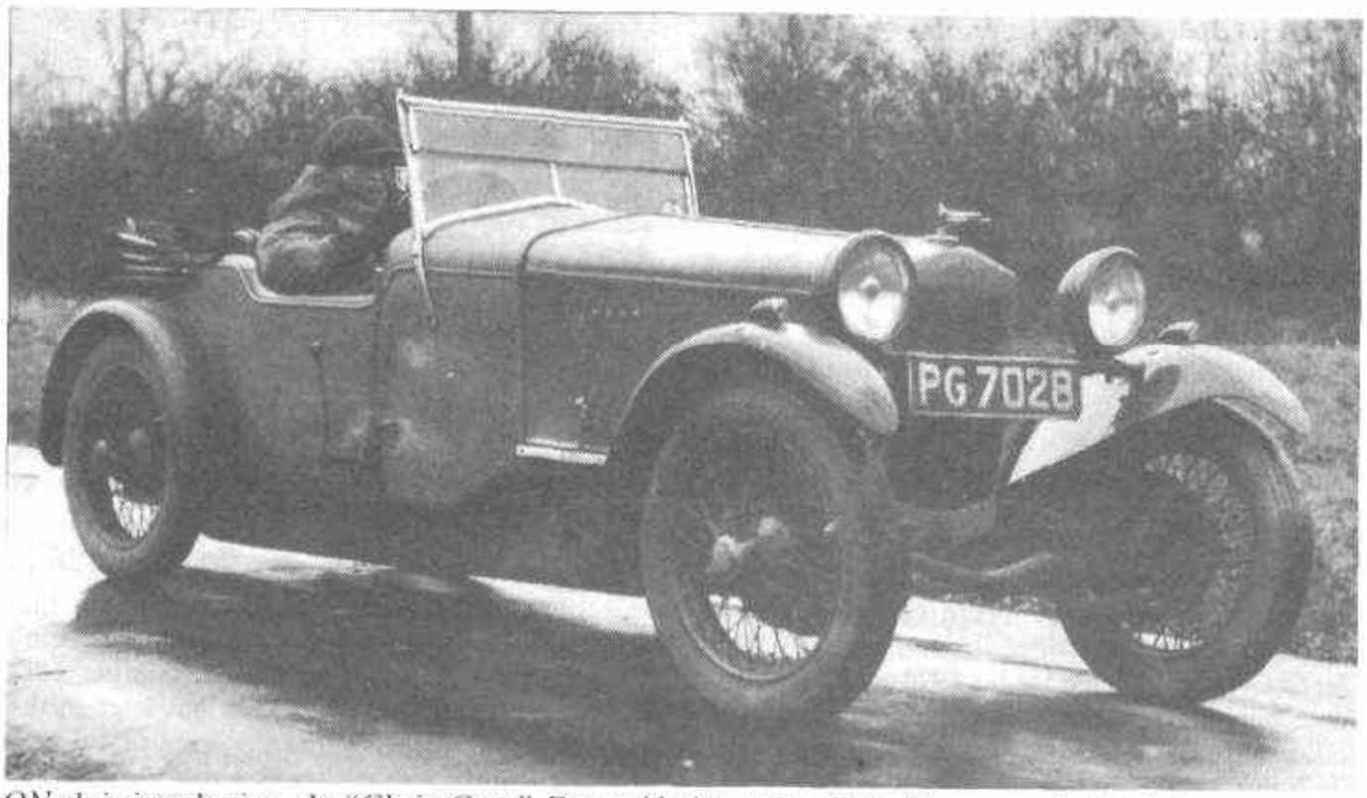
# BOGUS SPORTS CARS — A Follow-Up

AFTER writing an article on a subject which *should be, or could be, comprehensive, one is apt* to wake up screaming in the night, as omissions are remembered. But last month's light-hearted discourse on some of the so-called sports cars of the vintage period that were more sporting in appearance and name than in ability and performance wasn't in that category. However, over the Christmas holiday break I was able to reflect on whether I had been more unfair to some of the cars I mentioned than to others, and to check up generally.

It is not now my intention to include additional "bogus" models but there are two I suppose I should have included. Having referred to the sporting-bodied Fiat 501 I might have mentioned that there was also an alleged sports-version of the later overhead-camshaft 990 c.c. Fiat 509. It hardly deserved the description given to this pointed-tail two-seater, recollecting how the one driven by Eric Longden in the 1926 Junior Car Club's 200 Mile Race showed up (or didn't show up) before ending its tour with gearbox failure. Perhaps that is unfair, because it was up against racing Amilcars and Salmsons (and 23 laps in arrears of them!) and consultation of Michael Sedgwick's book on Fiat shows that some of these sports-model 509s gave as much as 30 b.h.p., or 10 b.h.p. more than the original model, and that many later-to-become-famous Italian racing drivers gained important class-wins with them — but to Italians the urge to race is ever-present and they manage to make the most insignificant of motor-cars hum along. Which is what the Fiat 509S did, but a 6. to 1 axle ratio restricted its speed to a screaming 57 m.p.h., according to Michael, which rather made a mockery of its wire wheels, flared mudguards and a vee-windscreen . . .

The other car I might have mentioned was the twin-cam edition of the tiny 7/17 h.p. Peugeot. I suppose it can be said that the French have as much flair for speed as the Italians. At any rate, even the minute Peugeot Quad appeared as a *Grand Sport* model and by 1926 you could have a 5 c.v. Peugeot *voiturette de sport* with quite a long "GP" tail and flared front mudwings, which Rene Ballau illustrates in his great book on this great make. But I can find no evidence that its 720 c.c. engine was tuned in any way. I had to turn to another splendid book on Peugeot, that by Pierrre Dumont, to find any reference to the twin-cam Type 172, and then only a brief one. (Both these magnificent histories are available from Albion Scott Ltd.) It seems that Lurani had a 746 c.c. version in 1925 that gave 20 b.h.p. at 5,600 r.p.m. and would march at nearly 70 m.p.h. and a 7/17 h.p. Peugeot with the twin-cam engine, said to poke out 40 b.h.p. at 5,500 r.p.m., was due to come to Brooklands that year. As it never showed up, the English had no means of assessing its pace.

Another elusive sporting light-car that could have been said to be in the "bogus" category by those who bought one, mistakenly expecting a sparkling performance, was the 11.4 h.p. skiff-bodied Citroën. So elusive, indeed, was it that it has been largely forgotten. I wanted to use a photograph of it with last month's article. But even Citröen's PR Department at Slough has apparently never heard of it, because they sent us pictures of the 5cv two-seater and it was only by much last-minute skullduggery at the printer's that I was able to get the incorrect pictures




*ON their introduction, the "Chain Gang" Frazer Nashes were criticised by some, despite their very genuine performance abilities.*

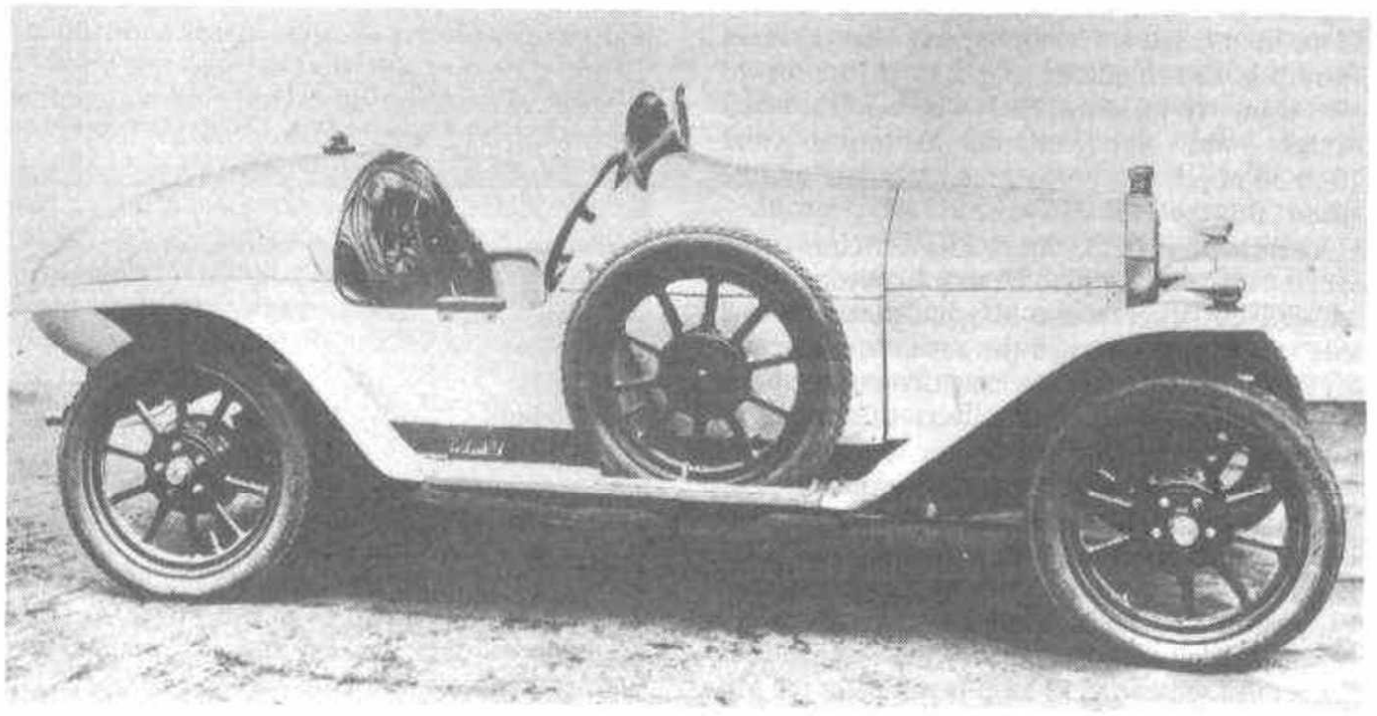
changed, for one of a boat-bodied 8.3 h.p. Renault, which seems an even more improbable motor car. However, I knew I wasn't dreaming-up the former and I have since refreshed my memory of it by consulting that big anonymous "Citröen 1919-1930" history-book (Citröen Cars Ltd.), which describes, and illustrates with a large coloured drawing, this skiff-version of the Type B2 as a "Caddy-Sport", saying that it was lightened and souped-up, and that it won a number of rallies and competitions. It seems to have appeared in 1922, *not* in 1924, and what I had overlooked is that it had vertical push-rod-and-rocker-operated overhead valves, whereas the B2 normally had a dull side-valve engine. However, as this is quoted as increasing the power-output by a mere two b.h.p. and the maximum speed of the "Caddy" is given as only 56 m.p.h., my previous opinion of its category remains unchanged, even though the beret-wearing boys and cloche-hatted girls could wind-up their Citröen "Skiffs" to slightly over a dozen m.p.h. quicker than the all-out progression of their parents' touring B2s.

After that I felt I had to look up the little boat-bodied Renault in *Toutes Les Renault*, edited by Jean-Pierre Delville (Albion Scott again, of course), and there, on page 234 of this comprehensive and enormous publication, were four pictures of this "Torpedo-Skiff" version of the pretentiously-sporting smallest Renault. In one of them two girls, just as I have previously described, are apparently "enjoying" a wet *Concours d'Elegance* somewhere in France. But in this case there is no reference to any souping-up — of the cars, I mean.

As for the sports Morris Cowley, it was rightly included as looking faster than, in fact, it was. Jarman and Barraclough, in their standard work, "The Bullnose Morris (Macdonald, 1965) say of it that the chassis differed but slightly from standard and that although the engine was described as being "specially-tuned", this was a delightfully vague term. They confirm that the only tuning items the Sports Cowley could boast of were aluminium pistons, a "free exhaust", meaning an enlarged exhaust-pipe, the standard Bullnose possessing a notably small-bore one, and an axle-ratio of 4.4-to-1 instead of 4.75-to-1. In serious production only from 1921 to 1922, this £398 10/- aluminium-clothed Morris, having the 1,548 c.c. Hotchkiss engine, came outside the 1½-litre competition category. This did not prevent Billie Cooper from doing well in his, in contemporary MCC reliability trials, and as he used to be an official at Brooklands, this Morris forms a background to some of the photographs taken at the Track at this time.

I wrote last month of the sports-bodied flat-twin 7 h.p. Jowett, evolved by the versatile J.

*WOLSELEY'S o.h.c. Brooklands Speed Model Ten proved to be appreciably faster than the basic version.*



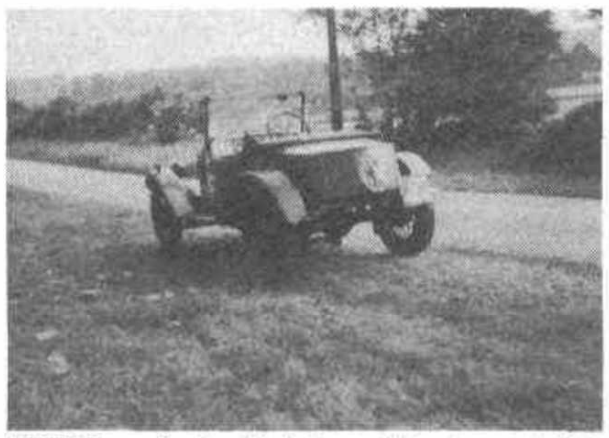
J. Hall for long-duration record-bids but adopted and adapted by the Bradford factory as a catalogue model. In addition to the "official" sports Jowett, there was a rather similar, but I guess heavier, Jackson-Jowett sports model, produced by a firm of that name in Croydon, about which some of the experts in the enthusiastic Jowett CC can no doubt enlighten us.

In discussing the very first factory-produced sports Austin 7, that surfaced in 1924 and cost £15 (later £10) more than a Chummy but for which you got a stove-enamel Kingfisher-blue paint job and an electric starter, I gave its top speed as approximately 55 m.p.h. and suggested that this was only about 5 m.p.h. quicker than the contemporary Chummy Austin 7. I have been unable to find road-test confirmation of this, but I may have been optimistic, because 50 m.p.h. was the best speed a member of the staff of *The Light Car & Cyclecar* claimed for his 1924 sports model. As to how this compares with the maximum you could have got from a good, but untuned, Chummy Austin 7 (leaving out such 70 m.p.h. confections as "Mr. Flea" and "Mrs. Flea", as raced by the inimitable George Chaplin), *The Autocar*, in its first three test of the Chummy, ignored the baby's top speed. By 1929, when the engine had acquired an additional 2½ b.h.p., it got 51 m.p.h. from a coil-ignition tourer. So I think that my estimate of around five-m.p.h. between the 1924 sports two-seater and a Chummy is about right. Consulting Austin-expert R. J. Wyatt on the matter, he quotes 40 to 50 m.p.h. for the 1924 Chummy and while not committing himself (in his excellent David & Charles book "The Austin Seven") in respect of the sports model, says of it that ". . . fun though it was, it was quite useless for competitive racing". You required the 75 to 80 m.p.h. of the Gordon England Super Sports Austin 7 to compete effectively, which Austin model proved the little thing *could* GO, when properly tuned. . . .

I gave the overhead-camshaft Wolseley Ten credit for being appreciably quicker in sports-guise than its very pedestrian un-tuned brothers. Unfortunately, as Brooklands Track was under repair, neither *The Autocar* nor *The Light Car & Cyclecar* quoted a maximum-speed figure when testing the 1923 Brooklands Speed Model Wolseley (price, remember, £695). However, the former gave 70 m.p.h. as being possible and the latter journal said that 60 m.p.h. "was easily accomplished on more than one occasion". So I continue to rate this Wolseley as *non*-"bogus".

Although it came out some five years later, the Singer Junior Porlock sports two-seater was less impressive. But far less-expensive, for it cost only £140 in 1928/29. Its top speed was a mere 56 m.p.h. and in middle gear it took 10.2 sec. to get from 10-to-30 m.p.h., whereas the MG Midget was able to do 64 m.p.h. and 10-to-30 m.p.h. in seven seconds in *its* middle speed. But the 1929 MG cost £175.

Incidentally, both these 850-c.c.-class baby sports cars could do 10 to 30 m.p.h. in top gear in 15 sec., but whereas the MG pulled a 4.89-to-1 axle ratio, the Singer had the advantage here of a 5.25-to-1 top gear. It is amusing that on the sports Singer Junior, side-curtains were offered as an extra, at 45/– (£2.25) a set, in case sporting youth was offended by such "cissy" equipment. The Singer's slight fierceness of exhaust and its boat-backed green-and-grey body, said *The Autocar*, was "so much valued by the enthusiast". The tester had been given a car in which the brakes needed adjustment (they then stopped the Singer in 27 feet from 25 m.p.h., whereas the MG



*THE Singer Junior Porlock was "less impressive" in performance, but cost only £140 in 1929.*

Midget pulled up from that cautious speed in three feet less.) It is also interesting, I think, that the lamps of the Singer were described as being "adequate", which is probably why larger ones were used on the Singer Junior that later in the year made 100 ascents and descents of Porlock hill, some of these in darkness, a stunt which gave the car its eventual type-name. These very pedestrian performances from some of the vintage sports cars would be depressing were we not banging on about the more "bogus" ones. Perhaps that 1924 sports Austin 7 wasn't too bad after all — in acceleration, anyway, because it was claimed to do 30 m.p.h. from a standing start in 12 sec. and get to 40 m.p.h. in 20 sec. on second gear, and it was some 100 c.c. smaller, remember, than the other two, which had side-valves to their o.h.-camshaft engines, and had appeared much earlier. By way of comparison, we may revert to that Brooklands Speed Model Wolseley Ten, developed by baronet-to-be Capt. A. G. Miller and made, as the Rolls-Royce now is, under the Vickers' umbrella. This Wolseley dated back to even earlier than the first sports Austin 7. It had a 1,100 c.c. engine with the Hispano-Suiza-inspired o.h.c. valve-gear. It could get from rest to 30 m.p.h. through the gears in 8.6 sec., and I now see that a speed guarantee *was* offered with it, of 65 m.p.h. over the Brooklands' mile. It appears to have been a true small sports car, *The Light Car & Cyclecar* tester observing of it in 1923 that "Give almost any type of driver a car which has no windscreen and a fairly free exhaust, and it is safe to assume that he will immediately be misled with regard to the potentialities of that car in the matter of speed. Fierce draught on the face and a raucous boom from an open tail-pipe quickly cause one to think that the speedometer is pessimistic, and it was, therefore, with rather a critical mind that we took over . . ." The report went on to denounce the Wolseley's complete lack of weather protection, and mentioned that the mudguards and running boards were quickly detachable, so that it could be stripped for competition work with a minimum of trouble. As I have said, *non*-"bogus". . . .

To get things in perspective, I would add that the 1930 Singer Junior *saloon* was 11 m.p.h. slower than the Singer sports model of two years earlier, and its 10 to 30 m.p.h. time was slower in middle gear by five seconds than that of the Porlock model. Which is what sold even these sports cars, in that day and age. I remarked last month that even supercharging the side-valve Triumph Super Seven didn't give much to those who bought one. That odd offering was only able to do 67 to 68 m.p.h. and its 0-to-30 m.p.h. times were 8 sec. in middle gear, 14.2 sec. in top, for a 1930 price of £250. By then the £185 MG Midget could achieve 63 to 64 m.p.h. over a timed ¼-mile on the Track, and its comparative acceleration times were 7.8 sec. and 14.6 sec. The Triumph's Cozette blower was clearly wasted, even if its three-bearing crankshaft and hydraulic brakes encouraged such experiments. As the engine of the production blown Super Seven was not linered-down like those that were raced, a comparison with the saloon is possible. It was approximately 14 m.p.h. slower, its equivalent acceleration figures were 2.2 sec. inferior in both cases, but it cost £60 10/– less. As an aside, having got embroiled in these figures, at least those Lockheed brakes helped the blown Triumph, which could stop in 38 feet from 30 m.p.h., whereas the MG sailed on for another nine feet, using its cable-applied anchors. The little Triumph saloon, which was three-quarters of a cwt. lighter than the sports version, did even better, coming to rest in an impressive 32 feet. Incidentally, was this the beginning of comparative road-tests? *The Autocar* rather unkindly put their figures for the supercharged Triumph Super Seven and the MG Midget in the same issue!

This is where I feel we should leave this rather sorry subject, for it is apparent that there were very few real sports-cars available from 1920 to 1930, except to remark, after having quoted last time the views of someone who was not impressed by the "Chain Gang" Frazer Nash in vintage times, that in 1930 a Meadows-engined Super Sports model tested by *The Autocar* had clocked 77¼ m.p.h. on Brooklands, shot through those 0-to-30 m.p.h. tests in 6.4 and 10.8 sec., respectively, using the second and third speeds of the chain-transmission, doing this in 4.2 sec. on bottom sprocket. But then as now, you paid for performance — the 'Nash cost £445. But even so the "Chain Gangsters" seem to have had the last word. For in that year (1930) you could have bought a 1927 Fast Tourer model, in shining aluminium, from the Falcon Works at Isleworth for £170, and it would have been good for just over 66 m.p.h. and would have done 0-30 in 5 sec. in bottom, or in 7.8 sec. in middle-dog of the 3-speed chain tranmission. What matter that its oil thirst was 500 m.p.g.? — W.B.

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**V-E-V Odds & Ends.**— As this year represents the 50th Anniversary of the Railton car the Railton OC has planned a suitable commemoration. It will hold a rally based on Cobham, where these cars were made, over the weekend of June 11th/12th, with a dinner on the Saturday and, it is hoped, the unveiling of a memorial-plaque to Reid Railton, to be erected on the wall of the Paddock Clubhouse at Brooklands on the Sunday morning, with Timothy Railton, Reid's son, coming over from California to unveil it. [One hopes that perhaps the sons or grandsons of Mr. Thomson and Mr. Taylor, of T & T's, might also be present? — Ed.] The Club would naturally like as many Railton-designed cars as possible to be present and hopes that the Napier-Railton from the Midland Motor Museum, the MG record-braker, a Brooklands model Nine, perhaps an Arab, and any ERAs that care to show up, will attend, even if the Railton-Mobil LSR car stays interned in the Birmingham Museum of Science and Technology. Those interested or who can help should contact the Club Secretary, Barrie McKenzie, at "Fairmiles", Barnes Hall Road, Burncross, Sheffield, S30 4RF.

The Armstrong Siddeley OC continues to publish its magazine, *Sphinx*, which is now a glossy-paper publication containing much interesting history. The VSCC will be basing its 1984 Golden Jubilee Rally on Malvern, in Worcestershire. — W.B.

# MOTORING AS IT WAS

## A Look-Back to the 1920s

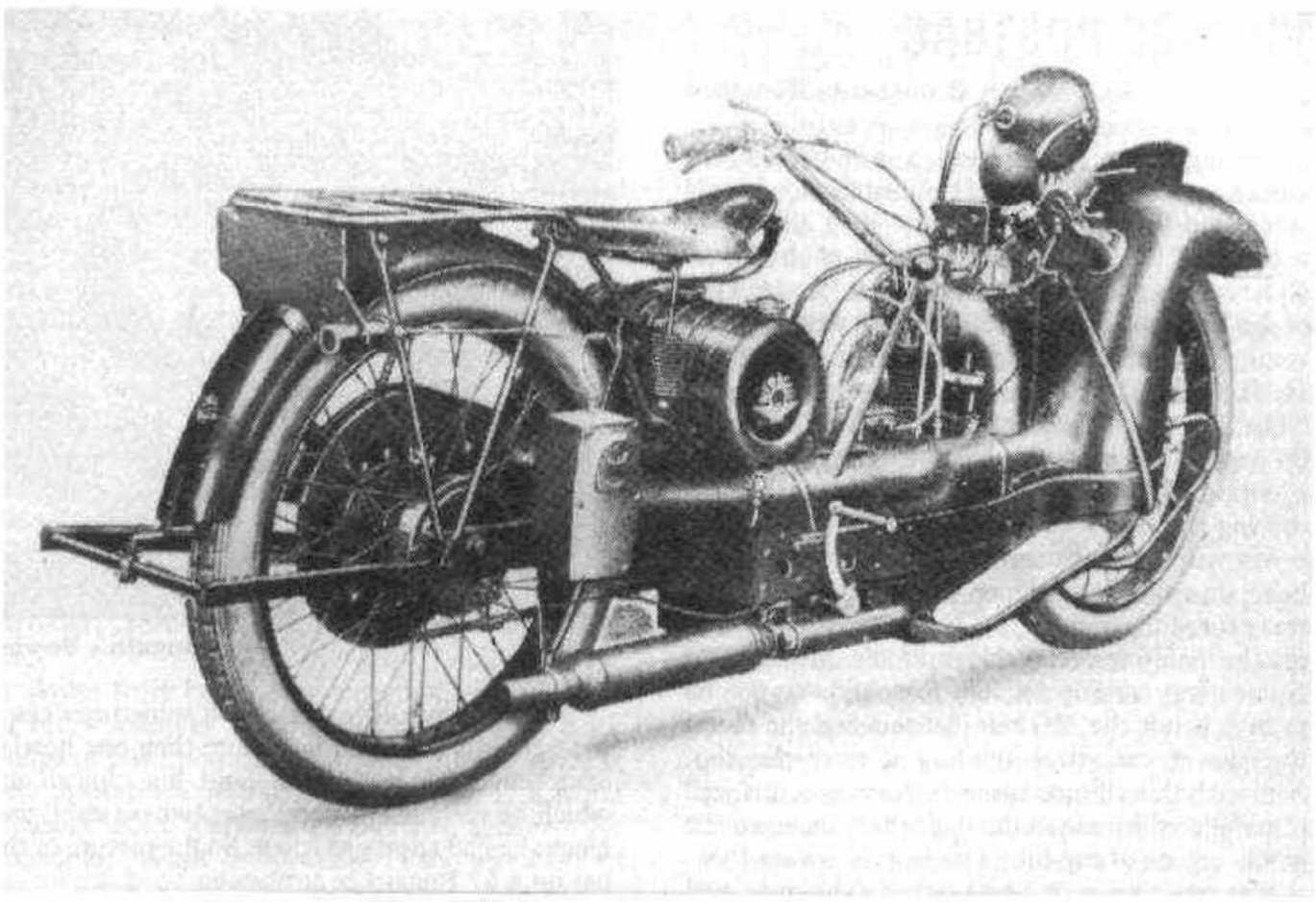
*(Continued from the October, 1982 issue)*

THE period just following the unrest caused by the war was an interesting one for those excited by the motoring prospects that lay ahead or concerned about how the Motor Industry was coping with the post-war situation. Thus we should not be surprised to find Owen John Llewellyn, whose driving career we are looking at, attending the 1921 Motor Show. It was split into two parts, Olympia and the White City. Those who didn't much enjoy the 1982 Motor Show at the NEC outside Birmingham can take some heart, if not comfort, from knowing that they had their counterparts in London, that November 62 years ago.

For one thing, there were the same locked cars the visitors couldn't get into, the same crowding that prevented many from getting a good look at the exhibits, the same need to stay overnight — "Owen John" thought the Show verily more beneficial to the hotels and theatres than any other function all the year round. But additionally, from the exhibitors' viewpoint, there was the case of many visitors not getting to White City at all, in spite of a free 'bus service laid on to convey them there, from Olympia. In that chill hall at White City (as an aside, those who know London will appreciate that both places still exist) there was plenty of room to look at the somewhat neglected cars.

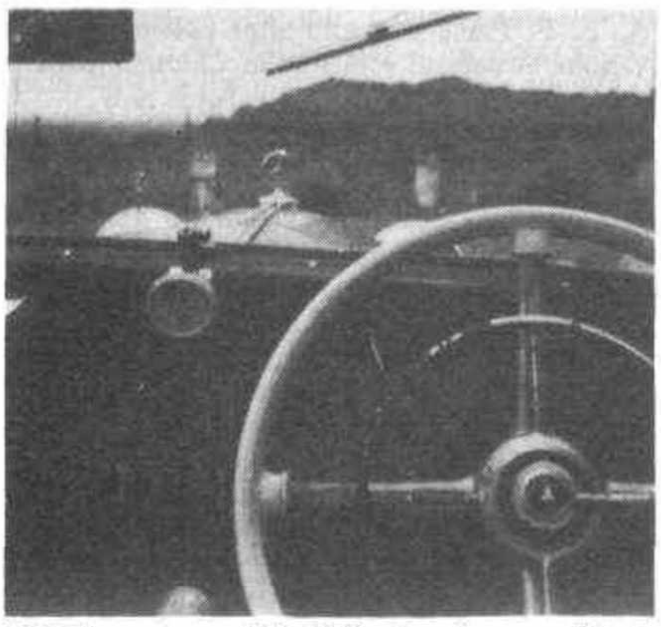
This O.J. did, and not being prepared to stay in town, he found one night that he didn't get back to his Berkshire home until nearly two in the morning, after driving the last 12 miles in fog. At the White City he admired the neatness of the Italian chassis, was awed by the big Hispano Suiza and Spyker, meditated on the Eccles caravan as a strange bedfellow to the cars (it was the beginning of a craze that is now an established non-taxed holiday *gambit*, to the detriment of road-congestion!) and the boat-show (nowadays another wide-reaching hobby, necessitating the separate Boat Show at Earls Court) and pontificated about the charm-in-motion of a steam-car, the Stanley steamer being on show. He was then taken to a typical Motor Show publicity stunt, when Col. Janson, who handled the Dutch Spyker car in Britain, took the Pressman outside Olympia just as a whole covey of Ner-a-Car motorcycles arrived, escorting Mrs. Janson (later Mrs. Stewart, then Mrs. Hawkes) who had that day completed a 1,000 "non-stop" run on one. The two-stroke Ner-a-Car had its mechanicals, apart from the air-cooled cylinder, enclosed and used big mudguards, so was ideal for ladies, but O.J. hated its name. I have an idea that O.J. himself soon became an owner, adding a Ner-a-Car to his Crossley as his means of private transport.

One of the stands that was tucked away in the White City recesses was that of Shell-Mex, who normally looked down on all London from their imposing office block. O.J. consoled them by saying, in effect, that, like the poor, Shell was a fact of life (I hope his analogy wasn't intended to be sarcastic!) and that no-one could do without it, especially as the benzole fuel O.J. favoured cost two shillings (10p) a tin more . . . He also enthused over the Eural horn, one of which he had been using for some time — it was sounded by a ring encircling the steering-wheel, for quick access to the warning note in an emergency and I am sure O.J. would have been surprised at how infrequently drivers of 60 years later used the horn, or that they had to press steering-spoke buttons, steering-wheel hubs or knobs on the ends of steering-column stalks to sound it, but never, unless they were driving a rare vintage car, a horn-ring. Incidentally, in those times of blind, unprotected cross-roads the ploy should have been to toot on approach and then listen for an answering toot, as with ships at sea. Hence the defence after an accident of "I sounded my horn, Officer". These days, when I drive along a particularly winding, high-banked Welsh lane to take my wife to her art-class, I tend to wonder, slightly apprehensively, whether this use of the horn as a safeguard is still understood. . . .



*NEW in 1921, this is a later model of the Ner-a-Car motorcycle, which MOTOR SPORT road-tested in 1925.*

Reverting to that dual-Motor Show of 1921, it is amusing to note that O.J. was predicting difficulties for the SMMT over having it at Olympia, "this gloomy overgrown Nissen hut" he called it, predicting that eventually it would become too big for any Metropolitan building. And, sure enough, he was right, for it moved to Earls Court and has now drifted to the Midlands, and is no longer an annual Show. However, O.J. was not looking *that* far ahead. He said that the public had got it into its thick head that the Crystal Palace, the one building in Britain big enough to put all the Motor Show under one roof, with grounds wherein demonstration runs could be given, was outside London, "and outside London they will not go", opined O.J., "except once a year, to see the Derby". He overlooked the growing interest in Brooklands Track, rather farther out than Epsom, and could not have foreseen that before the demise of the Crystal Palace in the next war and its eventual resuscitation as an LCC sports-centre, it would stage good motor-racing within its park, even if it never again became a place at which to hold the Motor Show, as it had at the dawn of automobilism. (Going back to circa-1921, I think a Used-Car exhibition was staged there and as a young boy I think I went to a big Aeronautical Exhibition at the Palace, with flying boats afloat on the lakes, or am I dreaming?) I most certainly went to motor racing there, often by No. 49 'bus when my Austin 7 Mulliner coupé wasn't running, and we were testing a Mk.V Bentley the night the Crystal Palace caught fire. And had O.J. but known it, we now accept, willingly or not, a motor show very much further from London. . . .



*THE horn-ring, which O.J. thought so sensible in 1921, was used on many cars into the 1930s and beyond, the larger Austin models having this form of audible warning operation for many years and Mercedes-Benz also, as the picture reminds us.*

In writing about such things O.J. got carried away, and called for London to have a great new Exhibition Hall, preferably in Hyde Park, which, he observed, had not been spoiled even by the "twin horridness of the Albert Memorial and the Albert Hall". If that were not possible, then he advocated one on the Surrey side of the Thames — in effect anticipating the Festival Hall.

Such a Great Palace would create employment, O.J. said, which tempts me to ponder on whether if Brooklands is ever to be restored, there might well be many job-promotion schemes involved (one imagines that many out-of-work youngsters would see more point in that than many of the futile tasks now alloted to them) and as a less serious aside, whether the Veteran Car Club might not have been offered the Agricultural Hall, Islington, as its headquarters, even if in 1921 O.J. did liken it and Olympia to railway *termini*, rejoicing that both are hidden away, for the former was the scene of pioneer automobile exhibitions — W.B.

*(To be continued as space permits)*

# VINTAGE POSTBAG

### A Brooklands Romance

Sir,

Having recently acquired a number of old copies of your excellent publication, I was interested to read in the August 1964 edition an account of the Brooklands Reunion of that year. Reference is made to the incident which occurred at the Track on Easter Monday 1938 when an MG went over the banking, and it suggests that H. T. H. Clayton was the driver. Re-reading "The History of Brooklands", however, I see that on page 714 it is stated that the driver was R. C. Fleming. Can someone please confirm who was driving the car? [See footnote — Ed.]

My wife and I witnessed the whole thing, and I have always been of the opinion that the accident was caused through the MG being driven too high on the banking. A. P. Hamilton's Monza Alfa Romeo was coming up very fast, and was forced to dive below the MG but just touched the tail of the slower car, thus sending it over the top. Although this all took place 44 years ago, it is well remembered by me as the day which changed the whole course of my life. The lady to whom I was at that time engaged, albeit rather unhappily, had been packed off by me to the Midlands, and I had taken with me to Brooklands another lady with whom I was deeply in love. Immediately after the car disappeared over the banking we ran through the tunnel and watched the ambulance men lift the driver of the MG over some railings. On the following day the daily papers had photographs of this and my companion and I were clearly identified, with our noses pressed to the railings. All this of course caused my fiancée to realise that my affections were definitely elsewhere, and the engagement was broken.

My wife insists to this day that the driver of the MG was Clayton, and I have always maintained that it was Fleming. Which of us is right?

Watergore BARRY PETERS

[I always have maintained that everything happened at Brooklands! I, too, was there when the driver of the MG was lifted onto a stretcher and over the railings. The 1964 report was correct and it is also given correctly in my 1950 Brooklands History which puts right the error in Vol. 3 of the former Brooklands History, the MG driver being H. T. H. Clayton. He recovered and is now a member of the Brooklands Society and President of the Amilcar Register. The ex-Horton MG was entered by R. C. Fleming, from whom I used to hear from time to time; he ran a garage in Clapham, from where, in 1936, I hired a red Austin Twelve tourer with which to widen my youthful driving experience. — Ed.]

### Lieutenant Torin's Maserati

Sir,

Further to my letter relating to the 3-litre Maserati FGC 412. It had been suggested to Torin that it might be the car which Nuvolari used to win the 1933 Belgian Grand Prix and he rather liked to believe it. However John Dugdale of *The Autocar* came to see it and stated categorically that Nuvolari's car was a monoposto (I assume that he saw that race and could vouch for it). I thought I would mention that as I'm sure someone else will point it out.

The season why the car did not appear for the opening meeting in 1939 was because poor Torin unexpectedly found himself on urgent duty and could not get away. I believe that there was some sort of naval panic on in the channel or the North Sea (after all it *was* 1939).

Truro RICHARD WINBY



### Bugatti's Bowler

Sir,

You whom we love dearly can sometimes get it wrong! Ettore Bugatti had more than one bowler (*chapeau melon* in French) and his typical one which he bought in Bond Street (where else!) was black; he had another brown. So the picture of the hat on a 57 Bugatti is not wrong.

London, W2 HUGH CONWAY

[Sorry — W.B.]

### Sports Car Performance

Sir,

I feel that I have some views in common with you, having opposed in the House of Lords debates on the compulsory wearing of seat belts, the 70 m.p.h. speed limit and the construction of road humps. I thought that the following might possibly be of some interest to your readers. I was most interested to read under the heading "Sports Car Performance" in the January issue of your quite excellent production of MOTOR SPORT, D.S.J.'s account of the hour run by AFN's Type 328 BMW in 1937 at Brooklands. My father had just completed an hour's run at Brooklands in his saloon Lagonda at a speed around 104 m.p.h. Aldington had written to me asking if I would drive his 328 BMW on a similar unofficial second run, suggesting that it would be a rather nice sequel following father's attempt in his 4½-litre Lagonda. But most unfortunately for domestic reasons I was forced to refuse Aldington's kind invitation, a decision I have always regretted, eventually my old friend Sammy Davis drove the car covering the distance at 102.22 m.p.h. Incidentally my own 328 BMW which I had bought before the war for under £1,000 new from A. F. P. Fame was sold after passing through various owners to someone in Chicago, USA. I only wish I knew of its whereabouts now.

House of Lords THE EARL HOWE

### Brooklands v Mary Rose

Sir,

Mr. Peters' comments on Brooklands are almost entirely wrong and exclude much important information.

The rude comments about the Brooklands Society Committee are irrelevant as, in 1975, the Society established Brooklands Track Ltd. to handle the situation which might arise if the owners of the estate wished to sell or lease any part of it. The Society, thanks to the permission given by the owners, have run annual Reunions and obtained listed status for parts of Brooklands while dedicated volunteers have cleared the track. It is difficult to see what else could be achieved by a voluntary body with few resources on property they do not own, might never be offered for sale and which, if it was, would be at a price which cannot be raised by voluntary effort in advance of an event which may never occur.

Last year it was announced that 40 acres of Brooklands containing its most important historical features but accessible only via a new bridge, had been sold. Further, a different part of the site would be included in a gravel extraction enquiry. This company is professionally represented at the enquiry but I have yet to hear any expert on the subject assert, as does Mr. Peters, that a motorway through Brooklands would stop gravel extraction.

Thanks to the efforts of the above mentioned voluntary bodies, the Vintage Aircraft Association, the prospective owners of the 40 acres, our Member of Parliament, local council, county council, two Government departments and this Company's architects, the day when part of Brooklands can be opened for the first time since 1939 may not be too far away. This world famous part of the country's industrial heritage will then be saved for posterity and what has for long been regarded as impossible actually achieved.

Weybridge K. R. DAY,
Director,
Brooklands Track Ltd.

### Motoring As It Was

Sir,

I too have been enjoying your articles on "Motoring As It Was".

My earliest recollection is of my father's first car, a 1906 single-cylinder Rover which "enjoyed" a quadrant gear change under the steering wheel working on a particularly stiff crash gearbox. I recall my father descending Box Hill in Surrey and breaking his wrist in an endeavour to change down. He subsequently re-fitted the gear change with a semi-circular quadrant on the floor.

His next car was a Trumbull (American in origin) of which little has been heard over the years, owing (I gather) to the main consignment from America being the victim of a German torpedo during the first World War.

I am currently assisting my son in restoring a 1923 flat-twin, air-cooled Rover 8, which presents problems — mainly lack of compression from the rather brittle cylinders.

Leicester J. H. DE LA RUE

[Another article in this series will be found on page 163. — Ed.]

### Out of the Past

Sir,

I have been a reader of MOTOR SPORT for a good many years now but of an age when I find the vintage section and "Letters From Readers" more of my scene than the sport aspect.

I was interested to read of the reference to Harry Preston in your December column of "Cars in Books". I recall as a small boy in 1919 the ebullient Harry Preston calling to see my father who was a doctor in Hove. My father thought he was a patient but it turned out that he wanted to buy my father's 1912 Delaunay Belleville for £800 in cash. My father was more than a little annoyed and a somewhat less ebullient Harry Preston was firmly escorted to the door!

In 1929 I accompanied my father in the Delaunay, which had a capacious coupé body some years ahead of its time, to the Great Portland St. premises of a motor trader, Ben Sashoua, who appeared to specialise in quality used cars, for I recall Ballot, Delahaye, Hispano, 3-litre Sunbeam

# BOOK REVIEWS

**"Porsche — Past and Present"** by Denis Jenkinson. 208 pp. 9½" × 6½". (*Gentry Books Ltd., 15 Pont Street, London, SW1X 9EH.* £10.95.)

This book is rather a surprise, as it follows a series started by Rivers-Fletcher and the title of which was the idea of his secretary. We have already reviewed Rivers' two delightful personal studies of MG and Bentley experiences past and present and look forward to his promised look-backs to his days with Continental makes and with BRM. Denis Jenkinson has meanwhile come in with a similar but longer think-back to his associations with Porsche cars and the people connected with them.

This is pure Jenkinson and exceedingly enjoyable, at all events to those who know the author and thus see him in many of the situations he describes and share his viewpoints and enthusiasms. The book is primarily Porsche, D.S.J. having used, as MOTOR SPORT transport, cars of this make from the VW-inspired 356A and having driven all the subsequent types, something like 35 different models in all. Because he knew intimately most of the Porsche-people — engineers, racing drivers and enthusiastic owners — over the years, as he still does, the book has a more intimate ring, in this respect, than Rivers perhaps achieves in his somewhat less intense recollections.

Indeed, this book is typical "Jenks", with nothing missed, small intimacies close to the subject included along with the more serious observations. It comes from D.S.J.'s personal log-book of his extensive motoring, mostly on the Continent, and one day we must hope that he will set all of this diary down for our delight, even though it would occupy several volumes. For the moment, here are his Porsche recollections, as only he could have presented them. It is about fast, enthusiastic driving in the company of keen extroverts, so is probably a book the Minister of Transport would not understand, and might not like if he did. But MOTOR SPORT readers will love it, and for good measure, although obviously the book is 90% Porsche, with the author being honest about his views of the later, new-generation cars of this famous make, as he was in his Jaguar book for Osprey, there is the story of his trip in a gull-wing Mercedes-Benz 300SL to the Arctic Circle with a Porsche driver Wolfgang von Trips (and how D.S.J.'s 1500 Porsche was "mislaid" afterwards), driving a Ford GT40 in anger around Goodwood, asides about his motorcycle racing and memories of the Lancia Aprilia he used for those long Continental journeys he did for MOTOR SPORT etc., for good measure. It is typical of "Jenks" that in the same book as he tells us of his assocations with Richard von Frankenberg, Jim Clark, Stirling Moss, Graham Hill and others of that calibre he includes unimportant but very enjoyable little anecdotes about things that happened to his Porsche friends, such as Peter Coltrin, Steve Wolder, Jesse Alexander and Michael Burn, etc. . . .

Apart from being very entertaining, especially if you worship at the shrine of Porsche, this book helps to put into perspective the rather confusing multiplication of Porsche models, with D.S.J. not sparing us his personal opinions of them — for example, "While the Porsche Turbo was a riot of fun and a wonderful machine for 'letting off steam', even if it was a bit anti-social, the 928 had nearly the same performance with none of the inherent excitement. It was not dull, far from it, but it did not excite like the hot 911 cars did. There was none of the joy of pulling 7,500 r.p.m. in third, as on the 911S, and then snatching the gear lever into fourth with the engine singing away." Which was why D.S.J. changed allegiance from Porsche to E-Type Jaguar when MOTOR SPORT was supplying transport to far places.

Most of those who start to read "Porsch — Past & Present" will, I vow, be unable to put it down until they have read it all, which makes me glad that when I first met D.S.J. at the RAE in Farnborough during the war and heard him speak with such knowledge of racing cars I realised what we would all miss if he did not set it down and was able to persuade him that he should become a motoring writer instead of continuing with engineering. One day we must hope to get it all — meantime, here are his Porsche recollections.

You do not expect to find errors in books by D.S.J. There was one place in this one where he talks of crossing over double *yellow* lines in the centre of the road and I found myself wondering whether he meant white lines. But if I were to ask I feel that he would look at me over his glasses as only Denis can and say "In that country, Bod., they *were* yellow". . . . W.B.

**"Le Mans"** by Anders Ditlev Clausager. 210 pp. 9" × 10¼". (*Arthur Barker Ltd., 91 Clapham High Street, London, SW4 7TA.* £10.95.)

There has been a number of books, good, bad and indifferent, published previously and the author of the present work generously lists these. All these previous titles have naturally dated whereas the present book covers all the Le Mans sports-car races down to last year. It is an attractive look-back to these momentous races rather than an in-depth technical study of them. Each of the series, from 1923 to 1982, is covered year by year, the text supported by many fine pictures and some colour plates of good quality. Naturally, it is becoming difficult to find "new" photographs depicting the earlier races but the author has done his best and, by using full-page studies of some of the known pictures, achieves a pleasing effect. For instance, the double-page spread showing the streamlined Chenard-Walcker of Senechal/Loqueheux during the 1925 race, its hood scarcely clearing the driver and held on by very insecure-looking cables, splendidly portrays what Le Mans at that time was about.

There is a lead-in to the race reports, setting the scene and reminding us that the new permanent circuit de la Sarthe was marked out by the local motor club in 1919, and the town of Le Mans gets a chapter to itself. The pictures in this part of the book nicely convey more of the "atmosphere" of this unique race. The terrible accident of 1955 is dealt with sensibly and not over-played in a fashion too many authors have been unable to resist. There are simple maps of the various circuits raced over and 10½ pages of tabulated results of the first three finishers, the class and category wins, and Biennial and Index wins, and there is an Index. This is a worthwhile book for those intending to visit Le Mans this year, perhaps for the first time. — W.B.

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*VINTAGE POSTBAG — continued*

and Alfa Romeos in his stock. In the event my father bought a 1926 21/70 Alfa Romeo with a pretty powder blue saloon body for £395, which was £200 less than originally asked for, together with an allowance of £25 for the Delaunay which Sashoua eventually decided he did not want, so it was driven home again and the Alfa was delivered some days later.

There was a deal of anxiety as the log-book was not forthcoming for about three weeks and in view of the considerable reduction in price the possibility of it being a stolen car was a horrible thought!

Motor cars have changed a lot since those days and no doubt are much more efficient but sadly lacking in personality if one can refer to a mechanical object in such a term.

Westcliff-on-Sea R. P. LUMSDEN

**Further Napier Natters**

Sir,

Having just read Paul Foulkes-Halbard's letter in the January issue of MOTOR SPORT, I feel I must make a number of comments as follows:

First of all, I am sure we will all applaud Bob Chamberlain's marvellous effort in the recreation of Samson. Bob Chamberlain when he first contemplated the project went about things the right way and approached the appropriate Club (i.e. the Veteran Car Club) asking their views as to whether this car would be eligible to be used in the Veteran Car Club Events. The Dating Committee (the writer being a Member) at that time did give the matter considerable amount of thought and felt that a car such as this, however historic, could not be truly representative of the original vehicle if the only original component was the engine. Nevertheless, having said this, I am sure we will all be delighted to see the car in England, but of course it cannot compete in VCC Events; a fact which Bob Chamberlain knew before he started any work at all.

One is always delighted to hear of any Napier cars or bits thereof being found, it certainly sounds as though Mr. Paul Foulkes-Halbard has some interesting Napier remains. Altogether the writer has tried three times to make an arrangement with Paul Foulkes-Halbard to see these remains and another vehicle, so at least one could have the knowledge of the amount of original components at the beginning of the "recreation", but has been rebuffed each time.

Mr. Paul Foulkes-Halbard refers to his own records wherein he claims that all Napier prototype cars were numbered with simple engine numbers such as 111, 222, 333 and so on. His "records" have unfortunately led him astray in this particular instance as the original factory Napier engine / chassis / gearbox books which I collected from Acton before they closed show this is not the case, and does not apply at all.

I do hope if Paul Foulkes-Halbard is going to "restore" the two Napiers he has he will do the right thing in the initial instance as Bob Chamberlain did, by contacting the appropriate Club before he commences work on these vehicles, so that it could be determined in the initial stages the amount of original components or recreated components, rather than present a complete recreation which is so much more difficult to determine the degree of originality of the various components.

I am sure the last thing all the old car enthusiasts want, whether of the Veteran Car Club or Vintage Sports Car Club, is to see a line-up of cars at Events intermixed with recreations however well manufactured. They only serve to confuse the old car enthusiasts and they must totally bemuse the general public who turn out in good faith to see old cars on these Events, not recreations.

Hurstpierpoint D. R. GROSSMARK

**"Der Rallyesport 82-83"** by Reinhard Klein and Helmut Deimel. 9⅛" x 12". (*Druckhaus Rudolf Müller, Cologne, Germany*. 45.00 DM).

It is not very often that something in the broad category of picture books moves us to superlatives, but when we saw the latest collection of photographs by Reinhard Klein we could describe it as nothing short of magnificent. His previous works have been only in German, but this one has an English edition, the text being largely the work of Austrians Helmut Deimel and Herbert Völker, cameraman and writer respectively. However, it is the photographic work of Klein, a German from Cologne, which marks this book as outstanding.

All too often, rally photographers concentrate far too much on competing cars, to the near exclusion of where they have been and where they are going. Klein does not do that, and his work depicts mechanics, local people and fascinating countryside as much as cars. The result is sheer artistry. Kenyan pictures show not only cars in mud and dust, but people, plains, sunsets and even a close-up of axle welding. The grandeur of Inca country is unbelieveable, and we're sure that no-one has ever photographed a simple sand-dune just as Klein has.

Frenzied activity at service stops jumps at you from one page, the bleak waste of a Swedish winter from another, the sparks of a welding torch from another and sacks of Greek charcoal from another.

We don't altogether agree (how could we?) with the authors' claim that only German journalists can get a close view of the problems of the Audi and Opel teams, and we must point out that knock-on wheels are by no means new to rallying, but these are small points; Klein's superb work is well worth having for its photographs alone, although the statistical analysis of each World Championship rally might be useful. — G.P.

**"Motor Makes In Ireland"** by John Moore. 165 pp. 9½" × 7" (*Blackstaff Press Ltd., 3 Galway Park, Dundonald, Belfast, BT16 0AN*. £14.95).

Here is an unexpected book which should be of much interest to historians, which breaks new ground. It describes and illustrates with photographs, drawings and reproductions of old documents, more Irish makes of cars than most people would remember. In fact, those dealt with are: Chambers, Fergus, OD, Crossle, Nobel, De Lorean, with additional information about lesser Irish productions, from the John Rowan steamcoach of 1836 to the Dennison trucks, and not overlooking more sporting makes like the Sullivan Specials and the McCandless, while cars such as Silver Stream and the BR, etc., are all there.

When I say that the pictures include those of Chambers cars that had been converted into commercial vehicles because they had outlasted their owners' requirements and one of a chassis of this make suffering a ballooning inner-tube during the 1912 Craigantlet hill-climb, in which it was driven by Charlie Chambers, with Jimmy Shaw, the Chambers' draughtsman, as the passenger, the book's scope can be appreciated.

W.B.

* * *

That de luxe coverage of the preceding motor-racing season, "Autocourse 1982-83", is now available from Hazleton Publishing, 3 Richmond Hill, Richmond, Surrey, TW10 6RE, for £14.95, most of the magnificent photographs being by Nigel Snowden, spread throughout the book's 256 9½" × 12½" pages. These are in addition to the fine colour plates, and along with the "Autocourse" race reports and tabulated results are erudite articles on topical racing subjects, the contributors including Denis Jenkinson and Alan Henry of MOTOR SPORT. Editor Maurice Hamilton includes his critical list of the Top Ten GP drivers of 1982 but this time awards no No. 1, his top nine being in the order: Rosberg, Prost, Piquet, Lauda, Watson, Arnoux, Albereto, Patrese and de Angelis. They are given "mug-shots" and potted biographies, in this best of all the annual motor-racing reviews. — W.B.

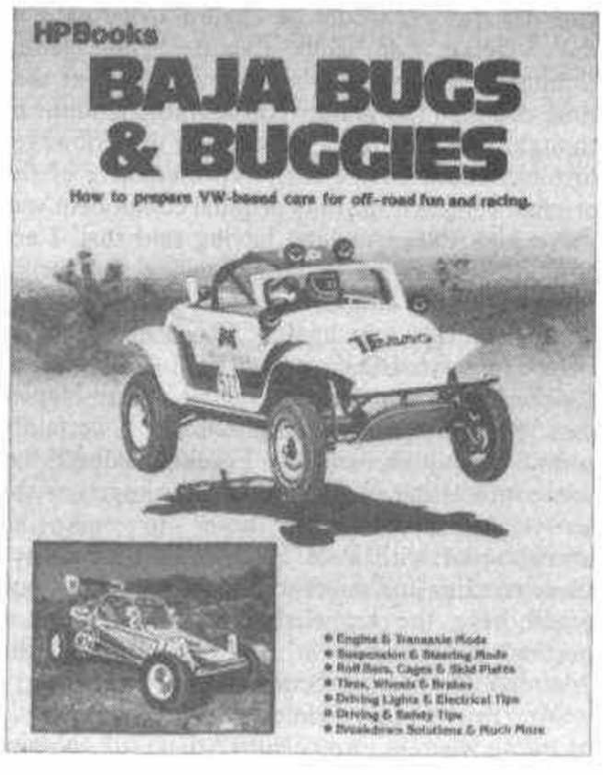
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Another big tome of almost the same size as the above, and likewise packed with black-and-white and colour pictures, is the Edita of Lausanne "Automobile Year book of Models, No. 2 — 1983", which runs to 210 pages of 315 × 238 mm., with 250 illustrations, half of them in fine colour. It is distributed by PSL of Cambridge and although there have been many comprehensive books about car models before this one, the coverage, being up to date, is very welcome. The contents embrace motorcycle models, the workbench, the history of plastic kits, new models and a World-list of model cars, a feature on those fabulous models in the Fiat Centro Storico collection in Turin, and much more as well. The book sells for £17.95 — W.B.

* * *

Latest in the MRP series "A Collector's Guide" is Eric Dymock's guide to "The Sprites And Midgets", which occupies 112 information-packed pages and costs £7.95. "Bob Dondurant On High-Performance Driving" is available for £6.95 from Osprey Publishing, for those who wish to take driving instruction from the proprietor of the leading race-driving school in the USA, and an Osprey AutoHistory on the "MGB" by Wilson McComb will be especially acceptable to MG buffs, because Wilson knows his subject through and through and this not-too-in depth book comes up to the sad demise of the Abingdon-on-Thames MG factory and what Wilson felt about this — the price is £6.95, the book's full title being "MGB-MGB Roadster & GT; MGC; MGB V8". This was the 21st in the series, published last summer and the theme continues, the Mercedes-Benz 300SL gull-wing coupé and Roadster and its derivitives being among the next batch of Osprey AutoHistories scheduled for early this year. Also on the MG theme, Haynes Publishing Group have Lindsay Porter's "Guide to Purchase & DIY Restoration of the MGB", which includes supplementary information on MGC and MGB V8 cars, the price being £8.95.

Finally, for this month, HP Books has come up with a large paper-back book about how to turn VW-based cars into "Baja Bugs & Buggies" for off-road fun and racing. It is by Jeff Hibbard and costs $9.95 from HP Books, PO Box 5367, Tucson, AZ 85703, and *Le Fanatique de L'Automobile*, 15-17, Quai De L'Oise, 75019 Paris, have their 340-page catalogue of automobiles of 1900-1963, at 320 francs, in which many of the entries seem to concern only the vintage and later years, a kind of French "Fletcher's" or "Stone & Cox". — W.B.




## Cars In Books

DUE TO the generosity of a reader I have been enjoying "The Private Life of a Country House" by Leslie Lewis (David & Charles, 1980 — Futura paperback, 1982), being an account of how a typical minor country house in Essex was run, from just before the first World War to the outbreak of the second World War. Sometimes the writer of a fictional work covering these or similar periods tries to introduce the flavour of the times by naming the household objects and commodities used in those days, but too frequent adoption of this ploy becomes tedious. Lesley Lewis is not writing a story, her book is a documentary and so there is nothing tedious about her description of almost all the objects in the two houses in which she was brought up, first at Warley Side near Brentwood, but mostly at Pilgrim's Hall near Ongar, also in Essex; at all events, I found it fascinating.

The family was able to keep a butler and servants and Miss Lewis was presented at Court, although her father went off to business every week-day. Cars naturally appear. The first was a green Austin landaulette, a pre-1914 model, driven by a chauffeur called Simpson. He went off to the war but sent postcards to his former employer. The next chauffeur was Albert Murrant, an ex-coachman who had discovered mechanics during his war service. He looked after the horses at Pilgrim's Hall, drove the car, and started the oil-engine, with a blow-lamp, that generated the house electricity. (The engine was sold when the house was converted to mains-electricity just before 1939.) After a cob had died in 1920 a Model-T Ford was acquired, already of considerable age, a tourer with talc side curtains and a Stepney spare wheel, to help out the horses with transport. The author has not quite understood how a Model-T is driven, saying her mother changed gear with a ratchet on the steering column and mixing up the choke with the hand accelerator. The car's bulb and Klaxon horns are remembered.

In the mid-1920s the Ford was replaced by a Chevrolet tourer on which the author, aged 17, and her Etonian brother, were taught to drive by the chauffeur on the quieter roads, until they were sent off on their own. When her brother went to Oxford he was given the Chevrolet, described as giving "standardised controls", in relation to those of the Ford, and a Sunbeam landaulette was obtained, and later "a delightful touring Sunbeam, which had the luxury of a self-starter". From a photograph it looks as if the Sunbeam landaulette was probably a 4-cylinder 16 h.p. and

the tourer a 14/40 Sunbeam. The three cars are depicted, *circa*-1929, in the motorhouse, and the Chevrolet is seen to have the later radiator with a curve at the top of the cooling element. The registration nos. appear to have been: Chevrolet: PU 8548, Sunbeam landaulette: MC 7440, Sunbeam tourer: MH 5321. Later still came the inevitable Austin 7, a boon, as it enabled the ladies to go out on Sundays without breaking the strict embargo on taking the chauffeur out on that day. Mr. Lewis, Senr. never learnt to drive, and used a bicycle on the Sabbath, mounting it from the rear hub. . . .

Another reference to a car, in this delightful book, is to a GWK two-seater, of pre-1914 vintage, used by the author's aunts who were living in Steyning High Street. Again the author is not quite aware of how this was driven, but it was still in use into the 1920s and there is a splendid description of the difficulties of starting it, and its jerky take-off — no doubt due to its unmentioned friction transmission. This car is pictured, as is a tourer at a point-to-point in about 1931, with the butler in semi-formal attire attending on the alfresco lunch, but the odd hub-caps and disc wheels make me unsure if this is the aforesaid Sunbeam. The GWK once stalled, we are told, as it was crossing Goodwood race-course and as the horses were approaching the Police just lifted it bodily out of the way . . . Another Austin 7 is mentioned, to which the District Nurse had graduated, from her bicycle.

Another reader, George Paton of Woodbridge, has drawn my attention to "Grecian Glory" by Dorothy Una Ratcliffe (Eyre & Spottiswood, 1941) in which there is an account of a tour of Greece undertaken in 1938 in a Ford V8, which incidentally, possessed an altimeter. Our correspondent continues:—

It was shipped by sea to Greece. Obviously not in the first flush of youth (the authoress describes the car as having spent its colt-hood in Basoutoland) it nevertheless accepted the condition of the Greek roads in its stride, even crossing unbridged rivers taking "the condition of the swollen torrents as part of the day's work". The only recorded trouble is a fire in the carburetter effectively put out by the Greek refugee mechanic from Stamboul who had been hired for the trip.

Although Georges, the mechanic, had been General Harrington's driver in World War I the authoress and her companion, N.P., were reluctant to let him drive "thus preventing him from hurling us round hairpin bends and horse-shoe curves at what he thought a suitable speed!" However, he turned out to be a splendid guide and protector.

"I have been driving regularly in Greece for the last 12 years and even now the roads are such as would make the average British road fund tax payer howl with horror! I would imagine, therefore, that the roads in 1938 were pretty basic.

You might be interested to know that most of my Greek motoring is done in my sister-in-law's 15-year-old Austin 1100. It is still in excellent condition despite a hard life. The subframes show not a mark of rust, nor does the bodywork, although the Trafalgar blue paint is faded by the fierce sun. The engine (round the clock twice — in kilometres) is still crisp enough to keep up with the cut and thrust of Athens traffic. I'm sure the climate has much to do with its preservation, but the lack of winter salt and the excellent Greek mechanics (who tackle a wide variety of cars) also tell their tale. I wish cars lasted like that over here!"

I am receiving much assistance with this column from readers, and Mr. Anthony of London weighs in with the following very interesting extracts from "Rex — Autobiography of Rex Harrison, the Actor / Film-Star" (Hodder & Stoughton — Coronet edition 1976):—

Whilst on tour (c.1931 / 32) ". . . I bought a car. It cost, I think, twelve pounds ten, and was called an Airedale. I've never come across an Airedale since, but it had a 12-horsepower engine, a custom-built body, and an Airedale dog on the front of the bonnet. I didn't know how to drive it, but things were a bit more lax in those days. Kind friends told me what to do: 'Let the clutch out, very slowly, press the accelerator, let the brake off, and Bob's your uncle' . . . after some hair-raising experiments, I taught myself to drive. For some time afterwards I must have been a terrible road hazard." In 1934 he is married and living in Bruton Mews. ". . . The big-end had gone on my Airedale, and I borrowed £20 from my mother to buy another car, a Chrysler. The mechanic who sold it to me ran a repair shop in the garage beneath our flat, and when our son Noel was born, he spent many hours in his pram, amid the petrol fumes of the Mews, watching the mechanic perform major and expensive operations on the Chrysler. Like many of my early cars the Chrysler had a knack for getting me into awkward spots. . ." He then recounts how he and comedian Hugh Wakefield drove down, in their respective cars, to a week-end party in the New Forest. ". . . I particularly asked Wakefield to drive slowly, so that I could stay right behind him and use his headlights. I dare not use mine: as soon as the Chrysler's headlights were switched on, everything fused." Wakefield drives too fast, Harrison can't see on sidelights alone, switches on and everything fuses and he drives into a pond! ". . . next day we went back with a horse called Blossom and yanked the car out of the pond."

In the summer of 1938 he and his wife are on holiday in the South of France. It is "Munich Crisis" time and all English are advised to return home immediately.

"The drive back was exceptionally unpleasant. I had a Brough Superior sports car then — I seem to have gone in for one-time cars, like the Airedale and the Brough, which no one else has ever heard of — and it didn't behave at all well. Eventually it went off the road and ran into a bank, and when I backed it off and started again I discovered that it was boiling over. I went to investigate the radiator, which had a rather racy swivel-cap, and got a jet of blinding, a boiling water in my face." He is badly burned and spends the next ten days in hospital in Paris. In late 1939 he drives an actress friend from Birmingham to Liverpool ". . . in my car, a second-hand Bentley, for which I had exchanged the lethal Brough Superior." Our correspondent concludes: I first read this book several years ago and decided that there couldn't possibly have been a car called an Airedale. Within two weeks my MOTOR SPORT arrived and in "Fragments on Forgotten Makes" I read all about — the Airedale!

Another reader has drawn my attention to "The Kingdom", by Robert Lacey (Hutchinson), about oil men, which refers to Nejd's first car as a Model-T Ford, which arrived in Riyadh, courtsey of Abdullah al Qosaibi, and was dragged by a caravan of camels across the red Dahna sands. Later in the book there is a reference to the promise which Churchill made to Abdul Aziz, namely that he would send him the first post-war Rolls-Royce in return for the valuable presents bestowed on him. It was described by Prime Minister Winston Churchill, the author says, as ". . . the finest motor-car in the world, with every comfort for peace and security against hostile action." Alas, as at the time Rolls-Royce Ltd. were busy making aero-engines it proved impossible to implement Churchill's promise to the letter. However, according to the book, an almost unused Phantom III convertible (later described as a limousine) was found and refitted by Hooper's for conditions in central Arabia. The rear compartment was given one big armchair for the Saudi King's use. The cost is given as £3,281 17/-. The Rolls-Royce was shipped to Jeddah, where it arrived in the summer of 1946. It had then to be driven the 900 miles to Riyadh and the British Minister, Laurence Grafftey-Smith, gave the task to one of his junior officers, David Parker and the Pro-Vice Consul, Cyril Ousman. They arrived five days later. Unfortunately, two vital matters had been overlooked. Only the women rode in the backs of cars, so the throne-like rear seat was ignored. Then the King discovered that the Rolls-Royce was a r.h.d. car and as this meant sitting on the chauffeur's left, a place of dishonour, he lost interest. The Phantom III was given to his brother Abdullah. It would be interesting to hear what the R-R EC can tell us of the car's ultimate fate.

That concludes this month's looking back at cars in books. — W.B.

## Seat-Belt News

WITHIN a few days of seat-belts being made compulsory we have been receiving news of persons injured in car accidents because they could not move quickly enough, due to being belted-in, to avoid being crushed. And the *Birmingham Evening Mail* for December 13th, 1982 carried a story of how a Wolverhampton woman passenger in a 1979 Ford Cortina which was involved in a crash on the M6 was burned to death. She had been asleep at the time, the newpaper reported, and unable to release her seat-belt. The driver was able to open his door and fall out, before blacking-out; his wife was not. *Verb. sap.*

In another recent accident, reported the *Leicester Mercury*, a passenger, in a car that swerved unaccountably and hit an oncoming vehicle, was killed due to a broken neck "it being academic that in some circumstances a neck fracture could result from whiplash when wearing a seat belt", said the Coroner. While the result might also have been fatal had the passenger not been using a seat belt, one feels that he might have liked the option, especially as neither driver was killed. . . . — W.B.

## The Austin Seven Clubs Association

The Austin Seven Clubs' Association has announced its fixtures for this year. They include the A7 race at Oulton Park on April 30th, another at Lydden Hill on May 15th, yet another race at Brands Hatch on June 4th, the 21st National Rally at Beaulieu on July 3rd, the big event of the year, i.e. the Longbridge Rally, over the weekend of August 20th / 21st, the Aintree Austin 7 race on August 13th, another race at Donington on September 4th, the same day as the Stanford Hall A7 rally, and the Castle Combe race on September 17th, apart from many trials and other rallies, etc. — something for Baby Austin enthusiasts to enter in those still-new diaries. The Midland Austin 7 Club now has at least 121 members.

# Mercedes G




*GELANDWAGEN is what the G stands for — a rival to both Land and Range Rovers.*

MANY years have passed since I stopped believing in the popular myth that four-wheel-drive would unfailingly take me where two-wheel-drive would not. As a rookie on early visits to Africa I used to place blind reliance upon a Land Rover, only to wonder why, when the going became sticky, it used to get stuck along with 2-w-d vehicles. Not only that Land Rover, of course, but other so-called all-terrain vehicles floundered just as readily when taken into mud.

Bush farmers often prefer light pick-up trucks to heavier 4-w-d vehicles. If they get stuck, they are much easier to drag out, and you can always carry your own "push crew" in the back!

Much of the ability of some 4-w-d vehicles comes not from any particular kind of transmission system, but simply from ground clearance, and many a driver has mistakenly thanked providence for his two driven axles whereas his thanks should have been for their height above the ground.

In many of its forms, 4-w-d most certainly does not give the constant all-round traction that some people imagine. Some can be reduced to one-wheel-drive very readily indeed, whilst others can be left with two spinning wheels on one side and no drive at all on the other.

It's all down to the differentials, which are the units that make or break a 4-w-d system. A normal differential will immobilise a 2-w-d car if one of its wheels starts to spin, for the differential action will prevent any drive getting to the wheel on the opposite side of that axle.

The same will happen to each axle of a 4-w-d vehicle with two standard differentials, and often we have seen such vehicles with two wheels on one side spinning in a ditch, and both other wheels motionless and quite useless.

If there is a third normal differential mounted between the two axles, then that could easily split the drive if any of the four wheels start to spin, resulting in a minimum of just one driven wheel, spinning uselessly.

Of course, if the central differential can be locked, or partially locked, the drive will be maintained front and rear — as it does in a Range Rover — and the driver will be assured of at least two driven wheels, one front and one rear.

The Audi Quattro has lockable differentials rear and centre, and a normal diff at the front, so that when both diff locks are engaged at least three driven wheels will result, two rear and one front. This works extremely well if the car has to be manoeuvred on soft ground, because a locked front differential produces very heavy and difficult steering.

A vehicle which goes all the way and guarantees four driven wheels whenever required is the Mercedes G, a somewhat box-like cross-country vehicle which, like similar ones of other makes, comes in various dimensions and with various engines. There are two differentials, one front and one rear, and both can be locked from the driver's seat whilst on the move, although drive to the front wheels can be disengaged by use of a secondary gear lever.

With both diffs locked, there is none of the usual differential action anywhere, and all four wheels remain driven no matter whether any of them are spinning on slippery ground. The vehicle is difficult to drive other than in a straight line when so trimmed, but as a means of getting out of, or through, difficult mud, the system is excellent, especially as both differentials can be freed without stopping, one the bad patch has been negotiated, thus restoring the steering to a manageable state by allowing the front wheels to revolve at different speeds on curves.

There have been many design copies of the trusty Land Rover, and now just as many of the more luxurious Range Rover which aimed at a more pretentious market than its workhorse forebear. The Mercedes G, which we drove for a week in foul weather last November, retains the appearance of a utility, but has creature comforts which make for tiredness-free long trips.

We don't intend to compare its appointments with those of its rivals, for many options are available such as long / short wheelbase, petrol / diesel engine, two / four doors, transverse / longitudinal rear seating, manual / automatic four-speed gearbox and various others.

Our main concern was its off-road ability, and in this respect we have nothing but praise after using it on roads, steep grassy slopes, a waterlogged moor in Wales and a ploughed field — the latter with consent, incidentally. It is a mite top-heavy, but that's the price of good ground clearance which all such vehicles have to pay. Even its dry road handling was far better than expected, and the injected 6-cylinder twin-cam version (short wheelbase) which we used was never at risk of not holding its own on twisty, hilly roads.

The top ratio of the four-speed automatic gearbox (and presumably of the manual too) could do with being more of an overdrive than one-to-one, thus improving the 14 m.p.g. which we achieved during the week, and we felt that the rear seat could made to fold away a little further than it did, to improve the rear load space.

Inclusive prices between £14,000 and £15,460 are a little high if all you need is something to impress your friends, but if it's genuine four-wheel-drive you want, then you should try a G before making a purchase. — G.P.

*IN many cases, ground clearance is more important than traction . . .*



# 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).

Around £119

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.

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There's no better way of controlling this power than by using an equaliser.

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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.

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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.

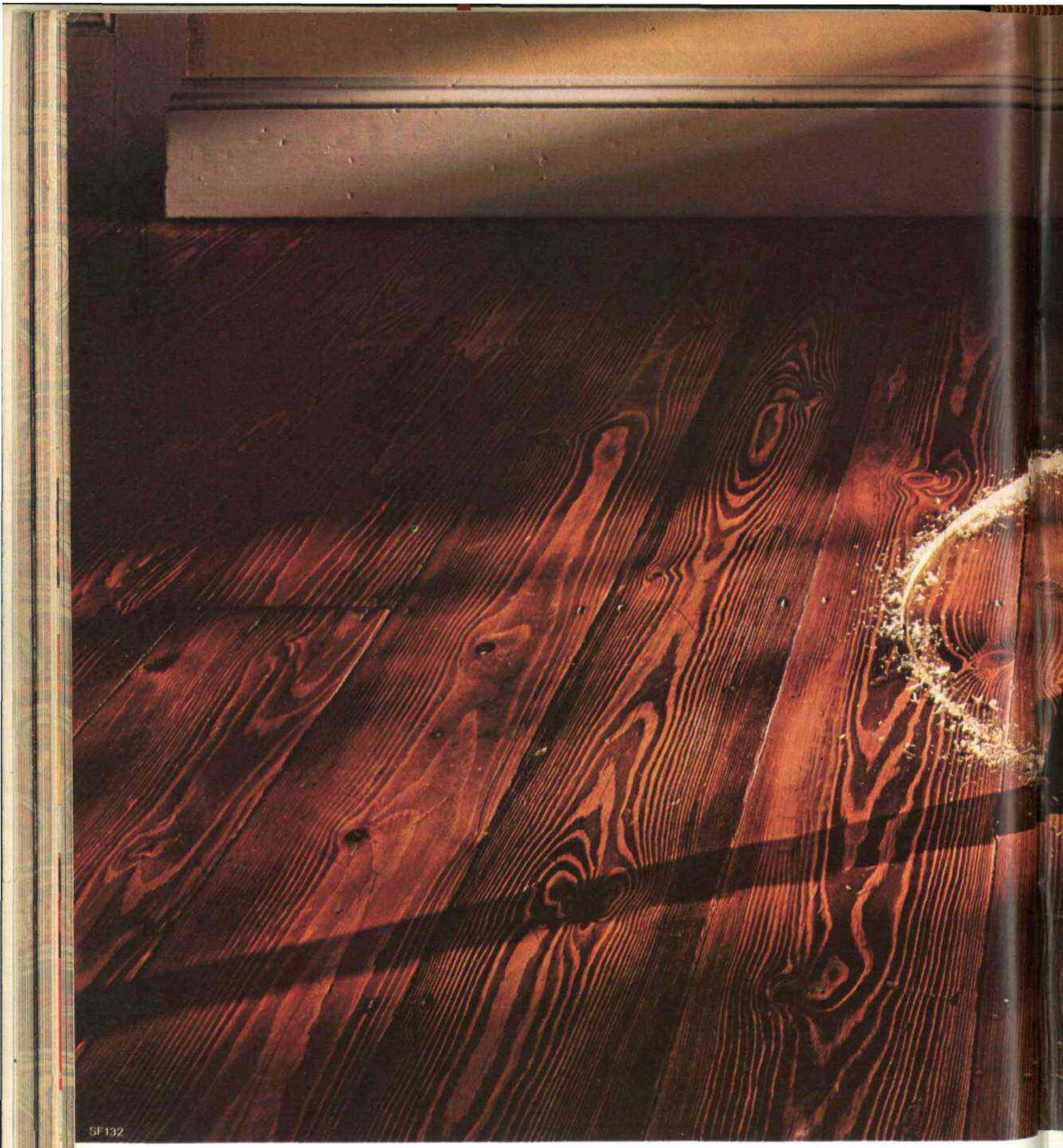
We know freaks like to use metal tape to record their favourite music, so of course we haven't forgotten to include a metal tape equalisation facility.

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

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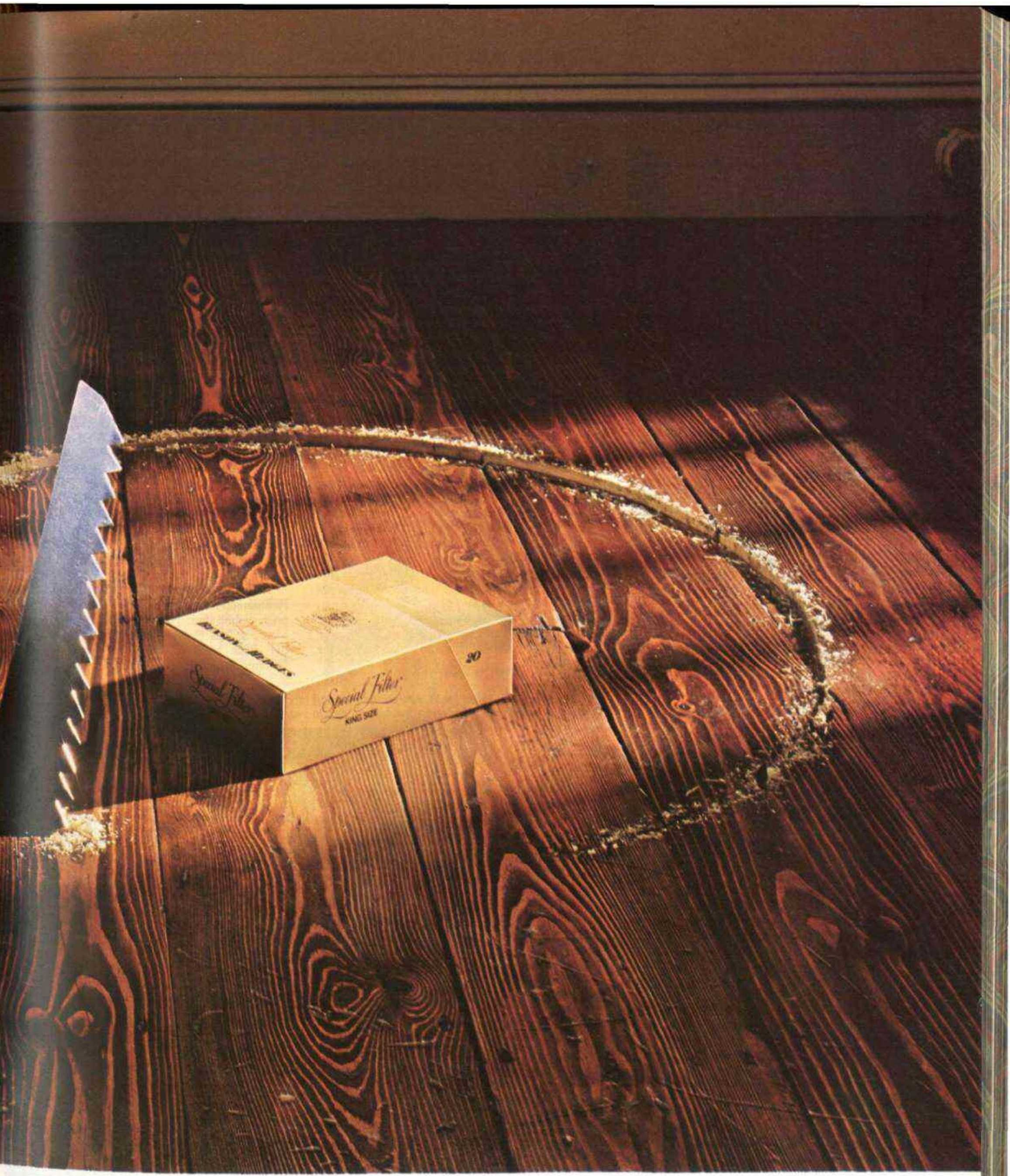
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AUDIOLINE



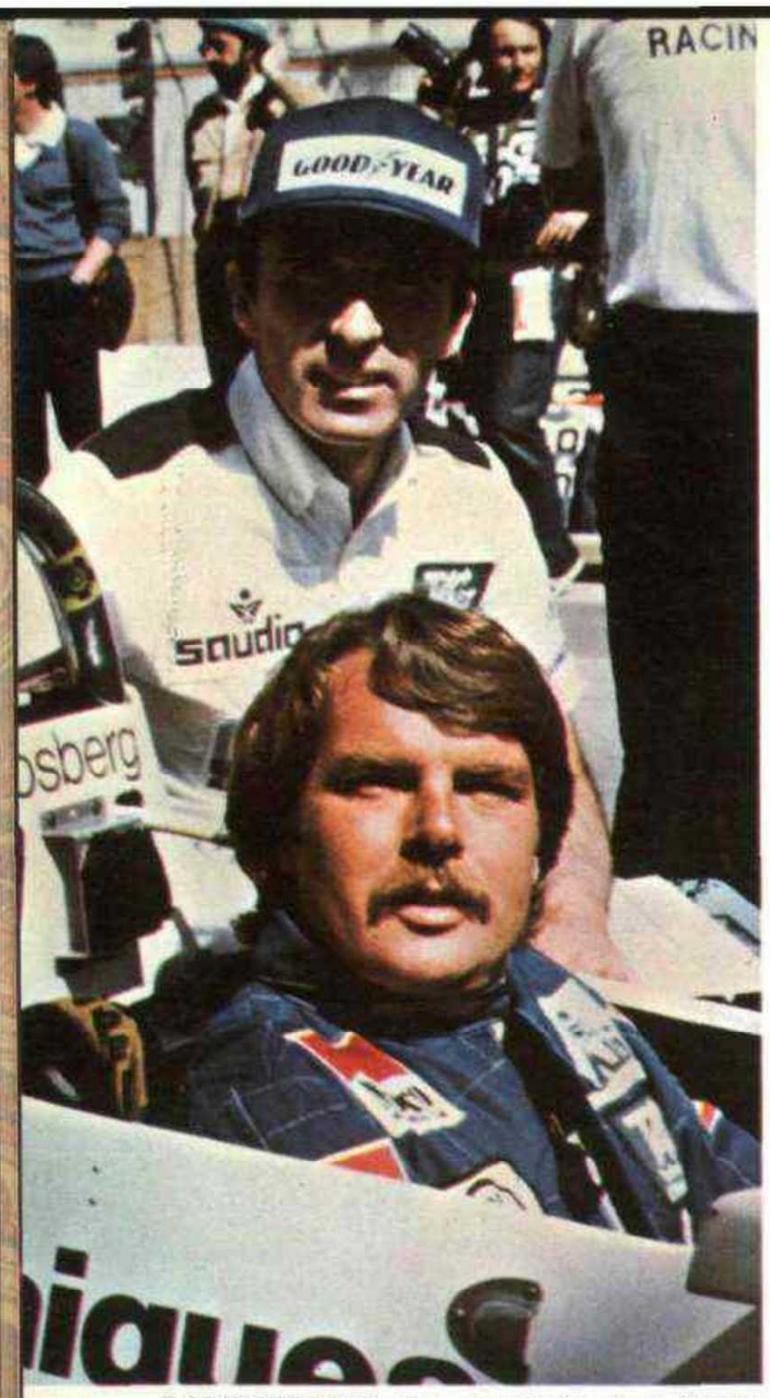

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*PARTNERSHIP that saved the day: Frank Williams crouches low over 1982 World Champion Keke Rosberg in the cockpit of his FW08.*

## FRANK WILLIAMS

# Determined to force his way back to the top

AT the end of the 1981 season MOTOR SPORT carried a detailed account of the Formula One achievements of Williams Grand Prix Engineering which had just won its second successive Constructors' Championship. The story had really started back in 1979 when Williams designer Patrick Head refined Colin Chapman's ground effect philosophy to such good effect that the team's FW07 quickly became established as one of the "cars to beat" in the Formula One business. Only a few early season teething troubles prevented Williams's number one driver Alan Jones from winning the World Championship and by the end of that season it was clear that the combination of the rugged Australian and the FW07 would continue to be highly competitive throughout the following year. So it proved, with Jones winning the Drivers' and Williams the Constructors' title in 1980. The following season the team retained the Constructors' title thanks to the combined efforts of Jones and Carlos Reutemann and Williams was absolutely determined to make it a hat trick in 1982, an achievement to match Ferrari's success between 1975 and 1977. Unfortunately, a whole host of unexpected problems arose to plunge Williams Grand Prix Engineering into a state of uncertainty before the 1982 season even got underway. Within a few months they lost both their drivers to retirement and, from the position of having the strongest driving team in the business, they were forced to rely on two relatively unproven men. And that was only the start of it. . . .

Unquestionably, 1982 was the most difficult season for Williams since they first showed a spark of competitiveness in 1978. But Frank Williams is determined to brush aside every vestige of those difficulties: when we visited him at his Didcot factory a few days after Christmas he was bubbling with his customary forward-thinking enthusiasm as we asked him to reflect on the season that had just finished.

Williams's problems started shortly before Monza in 1981 when Alan Jones began to hint that he was "thinking of giving up". Things moved quickly from that moment onwards. "We'd agreed terms for 1982 way back in July", explained Frank, "And Alan had actually been down here to the factory and I'd announced to the entire staff in the canteen, to an enormous cheer, that he would be staying with us into the following year. Then he started telling me he was 'thinking' he might stop and my colleague Charlie Crichton-Stuart came to me just before Monza and told me that Alan just couldn't quite bring himself to tell me that he'd really made the decision. Anyway, he came to me finally at Monza and said that he was stopping. I said 'hell, Alan, you *can't* do that so late in the year'. But he replied that he'd told me as soon as he'd finally made up his mind, so I flew into action looking for a replacement."

While Jones and Reutemann got on with their Grand Prix business practising for the Italian Grand Prix, Frank busied himself talking to two other drivers. "The men I was most interested in were Nelson Piquet and Didier Pironi, but by the time I'd got to them they'd either signed their contracts for 1982 or given their word that they would. I really was looking for a number one driver, nothing less, so I decided the only thing I could do was get to work on Alan and try to persuade him to change his mind about retirement. I was in deep trouble, so I put in a lot of time on Alan, offering him a lot of money and a really good deal: he listened very carefully and promised to go away and think it all over. But he came back and said no . . ." Frank's disappointment was acute, but more than a year later he still retains a tremendous enthusiasm for the man who won the Williams team its first World Championship. "Make no mistake, Alan's biggest fans are still living down here in Didcot! And that's not just Auld Lang Syne nostalgia. We still have enormous, passionate enthusiasm for his ability as a racing driver!"

The next problem to face Williams was Carlos Reutemann's announcement that he would retire, made public shortly after the final race of the 1981 season at Las Vegas. Reutemann, who went into the final race as favourite for the World Championship, had returned an unaccountably

*MUCH MISSED: Alan Jones, here winning his last race for Williams at Las Vegas at the end of 1981, retired abruptly to pose Frank his biggest headache of recent years.*



indifferent performance in the last event of the season and had been pipped at the post for the title by Brazil's Nelson Piquet. A few days later he announced his retirement, although Williams admits that he didn't take that initial decision too seriously.

"I think that Carlos made that initial decision after Las Vegas for purely emotional reasons and I half-expected that he might be persuaded to return for the start of 1982". Williams was absolutely correct in this assessment and, by the time the season opened at Kyalami, he had Reutemann back leading the team with the promising Finn Keke Rosberg in the number two seat. Although Rosberg outqualified his more experienced team-mate, Reutemann drove excellently to split the Renaults and take second place. Rosberg, in his Williams début, finished a good fifth.

"From the outset in 1982 I thought we were going for another Championship", Williams insists, "and I was delighted with Reutemann's drive at Kyalami. It was absolutely superb. But I was a little concerned about his mood after practice in Brazil after Keke outqualified him for the second race running. Then he tangled with Arnoux and spun off during the race itself and Keke finished second. Three hours after the race he phoned me at my hotel room. I thought that was rather unusual in itself, and then he said that he wanted to retire. My initial reaction was 'hell, what's the time in Australia?', thinking about Jones, but that wasn't really realistic. Carlos told me that 'the spark had gone out'. I think the real problem was that he was an immensely skilled driver who made his name in a period when the intricate business of setting up a car, its springs and rollbars, was an important part of a driver's repertoire. But the advent of ground effect had changed that to a large degree and I think that Carlos was getting disillusioned over the fact that his input, his experience, was counting much less in the overall car / driver equation."

At the time, many people wondered whether Reutemann's retirement decision was finally sealed by discreet forewarning of the problems which were soon to boil up between Britain and Argentina over the Falkland Islands. However, Williams tends to reject this theory, although he confides "I suppose he really couldn't have continued racing for us, could he? If he had stayed on I think I'd have probably tried to do a deal to swap him with somebody like Pironi once the Falklands problem arose. It would have been a difficult situation. . . ."

At the end of the 1981 season Williams had selected Rosberg from a host of potential candidates to fill the number two vacancy within his team. Now circumstances had elevated the confident Finn to the number one slot within the Williams team and Keke rose to the occasion magnificently, finishing a fighting second to Lauda at Long Beach and dominating the Belgian Grand Prix at Zolder in the new FW08 only to make a slight mistake in the closing stages, dropping back to finish second behind John Watson.

It doesn't take much of a conversation with Williams to realise just how much he appreciates Rosberg's efforts. "He's out of the Jones mould", admits Frank, "and I've been absolutely delighted with the way in which he's driven as hard as he can throughout the season. Make no mistake, everybody at Williams is 100 per cent behind Keke. He's done a splendid job winning the driver's Championship."

With Rosberg's promotion to number one, Williams was then faced with the arduous task of selecting a number two driver from the wide range of candidates available. After careful consideration, he eventually selected former March and Tyrrell driver Derek Daly on the basis of his quite considerable racing experience. Originally Williams toyed with the idea of signing up Mario Andretti to drive alongside Rosberg for the season, but the popular American driver had committed himself to a programme of Championship Car racing in the USA with Pat Patrick's Wildcat team before Frank could make him a firm offer. Mario drove for the team on a "one-off" basis at Long Beach but, although he hadn't actually signed his contract with Patrick, felt that as he'd given his word to the American team owner, he wasn't able to accept the Williams offer. Thus, Daly joined the team for the Belgian Grand Prix at Zolder.

Although the Irishman would disagree with Williams's assessment, Frank simply concluded that Daly wasn't quick enough. "He had most of the attributes required for a Grand Prix driver", admits Williams reflectively, "He was intelligent, had an excellent personality and was a willing test driver. He wasn't too expensive and he and his wife were a charming, obliging couple. It was a pleasure to work with him. But, ultimately, I really don't believe that he was quite fast enough to hold down a position in a team like ours . . ." Frank paused for a moment, thinking deeply, before adding, "You know, it's our ambition to have two top line drivers on our books. As far as I'm concerned, we aim for the two best in the business. This is Williams . . ."

Towards the end of the season it was becoming pretty obvious that Williams was casting around for a possible alternative to Daly: indeed, a couple of months before the final race of the season he told Daly that it was only "50/50 that he would be staying . . ." Although it was a close run thing at the end of the day, the Irishman eventually lost the drive and his place will be taken by Jacques Laffite for 1983. It took some months of careful negotiation before the popular Frenchman decided to leave Guy Ligier's team, for which he had been driving since the start of 1976. Laffite, of course, was no stranger to Williams: long ago, in 1974, Frank plucked him from the F2 firmament and installed him at the wheel of one of his F1 cars. At the end of 1975 Laffite, who finished second in that year's German Grand Prix for Williams, left the struggling Englishman's team to seek his fortune with Ligier. By the end of 1982 the boot was well and truly on the other foot and the effervescent Jacques, by now one of the

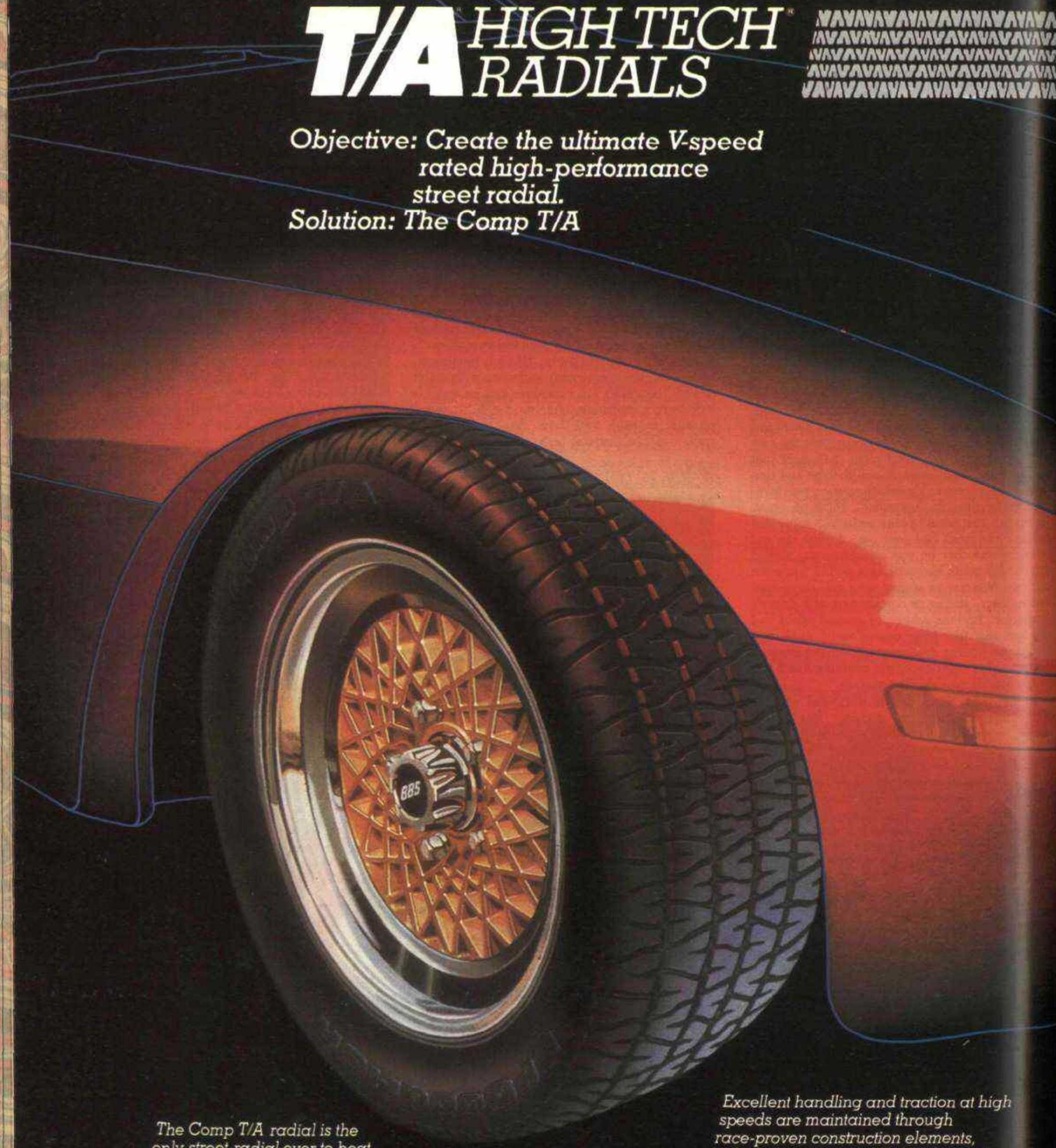
*Continued on page 188*

*MIXED PARTNERSHIP: Derek Daly (closest to camera) failed to make the grade with Williams, but Rosberg (in other car) proved a highly successful proposition throughout the 1982 season.*



# T/A® HIGH TECH RADIALS

*Objective: Create the ultimate V-speed rated high-performance street radial.*
*Solution: The Comp T/A*




*The Comp T/A radial is the only street radial ever to beat pure racing tyres at LeMans.* This achievement is a result of the Comp T/A radial's innovative design, which was refined on the track, where the Comp T/A is renowned for its exceptional performance.*

*Excellent handling and traction at high speeds are maintained through race-proven construction elements, including a wide, stable block tread and stiff sidewall.*

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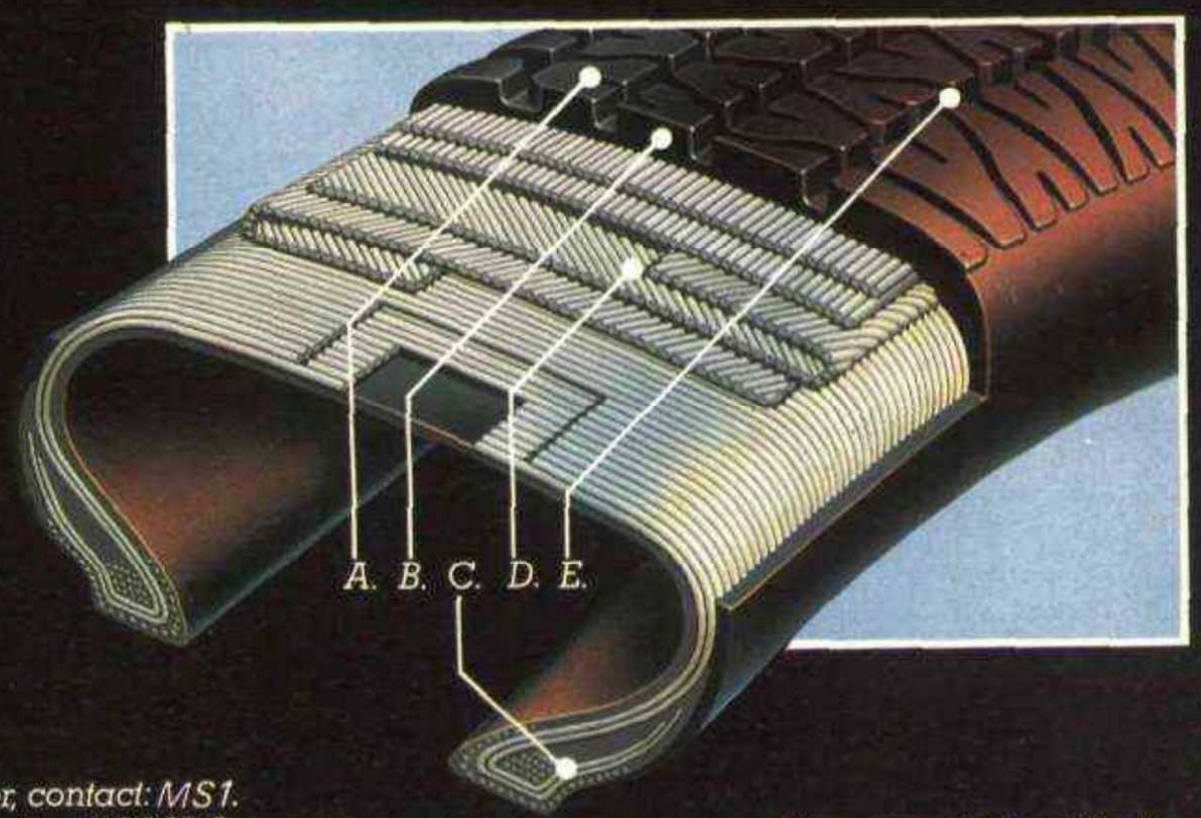
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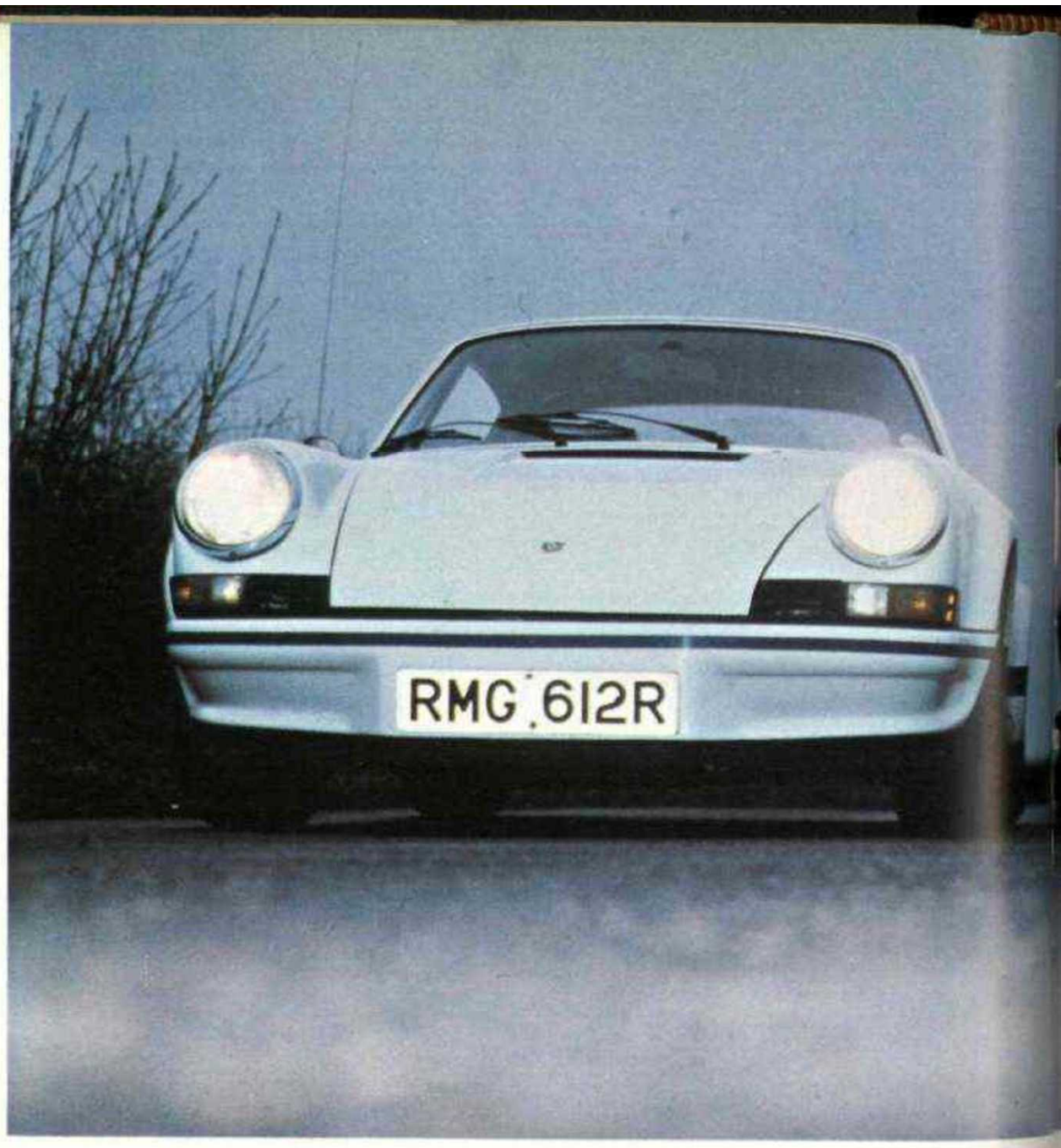

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*Tyres are raced at ½ tread depth.

NOTWITHSTANDING however many model variations a particular manufacturer offers on the market, there will always be a band of enterprising enthusiasts who choose to build their own bespoke version of a production car simply for their own personal pleasure and satisfaction. Those Porsche fanatics and MOTOR SPORT readers who take the trouble to read Denis Jenkinson's excellent latest book on the German marque (reviewed elsewhere in this issue) will come to understand just how much enjoyment can be gained by making personalised alterations to an already very competent basic design. Jenks used a 356A for many years during his Continental motoring in the fifties and sixties for this magazine, spending most of the season away in the days before air travel became so easy and convenient, and his Porsche gradually evolved into something of a "special", acquiring Carrera suspension components, a 1600S engine, revised steering and wheels, all these changes being made to cater for his personal requirements and idiosyncrasies. Just recently we've been able to spend a day with a like minded enthusiast whose "pride and joy" is what started out life as a 1972 911T Sportomatic — but now bears very little resemblance to its original specification. The car we're talking about is the road-registered hillclimb "special" owned and used by Josh Sadler, director of the Amersham-based Porsche specialist Autofarm company. Not a temperamental "hot rod" which has to be trailered to its competition outings, but a high performance and amazingly tractable dual-purpose road/hillclimb machine with an obvious Jekyll and Hyde character!

It was in the summer of 1979 that Sadler acquired the basis for his special. "It was just a nice straightforward 911T Sportomatic that I bought from a motor trader and it seemed to be in good original condition," he recalls, "It had originally been bought new in the Channel Islands and had three or four owners in Jersey and Gurnsey before coming over to the mainland. It was a nice clean standard car." Sadler drove it for a year before deciding that it would make a good basis for a hillclimb competition car and consequently he sold the original 2.4-litre flat-six engine and the Sportomatic transmission before beginning to build up the machine to his own specification for the start of the 1981 hillclimbing season.

It seems incredible to believe that, in the time the 911 model has been on the market, the engine capacity of its air-cooled flat-six engine has almost doubled! From 2-litres, then to 2.2-litres, 2.7-litres and up to an eventual 3.3-litre unit as in the current 911 turbo. Sadler's special is powered by a 3.5-litre "bitza" based on a 3.3-litre turbo bottom end (the same crankcase as the 911SC) and a special Mahle pistol / cylinder kit taking the bore out to 100 mm. which, with a stroke of 74.4



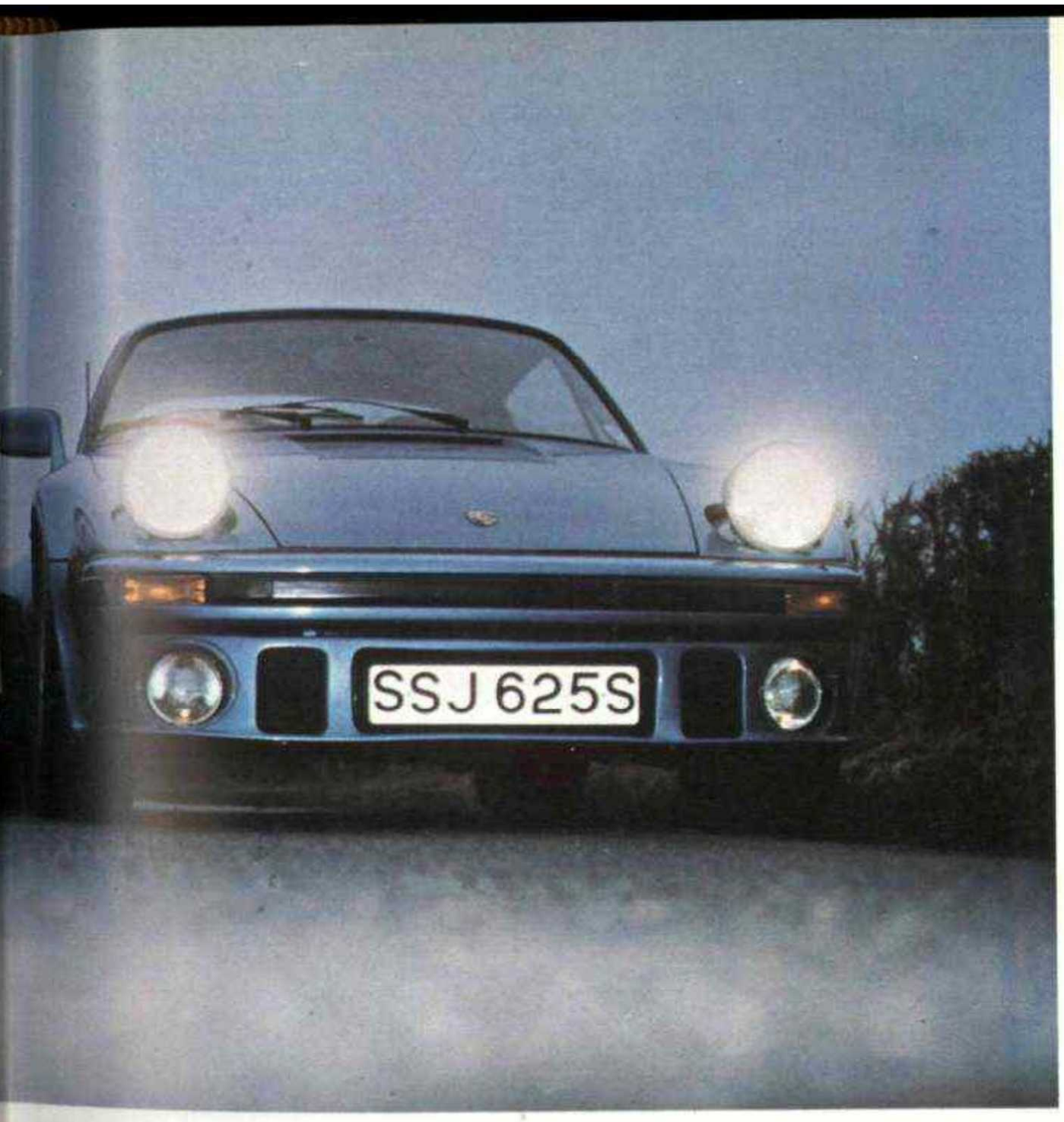

*JOSH SADLER's special hillclimb 3.5-litre Porsche stands out dramatically against a stark wintry Buckinghamshire backdrop: above, the highly tuned hillclimb machine contrasted with the 935-nosed road-going 911SC.*



SPECIAL TEST

# Personal Por






# che Plaything



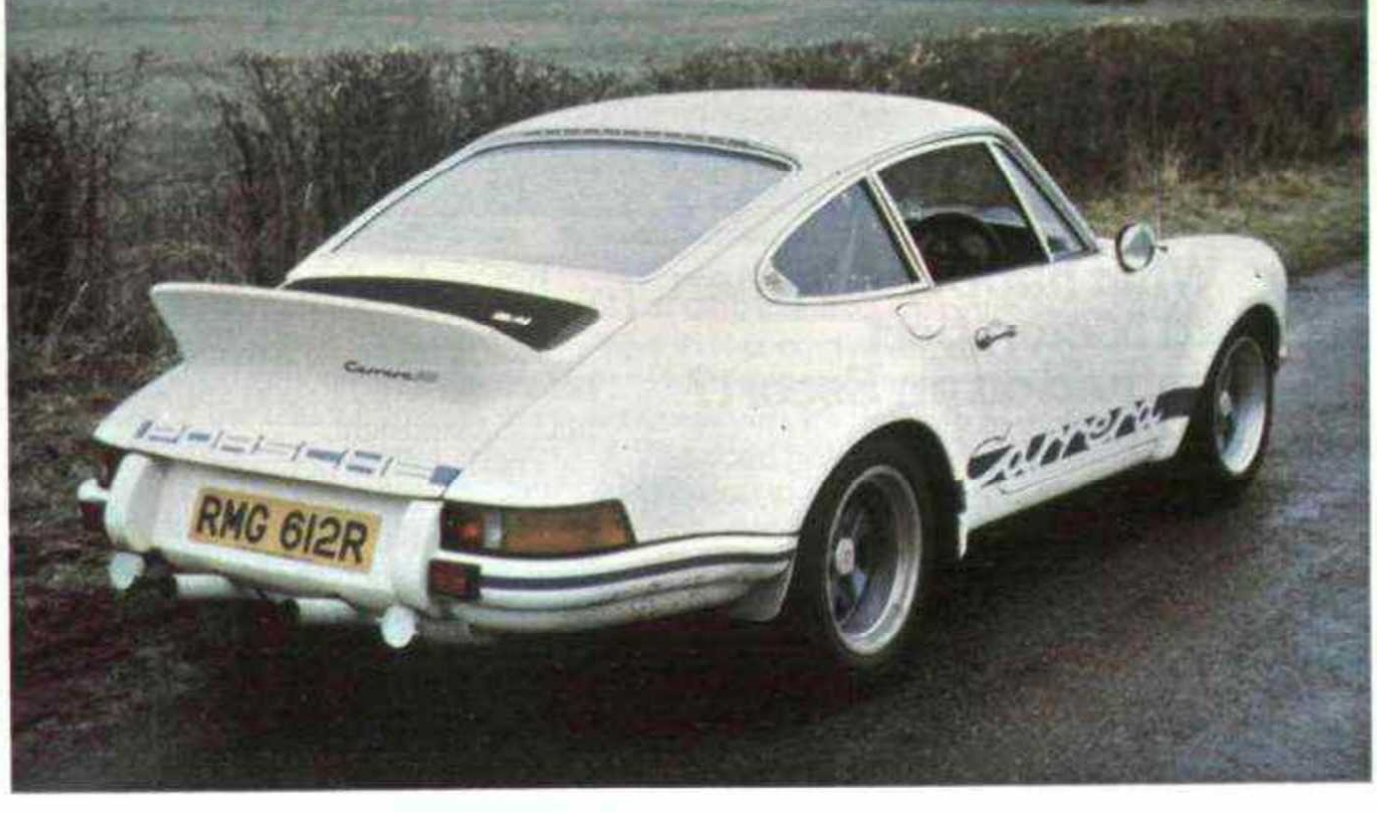
mm., adds up to a swept area of 3,506 c.c. Ordinary 3-litre cylinder heads, opened out and gas flowed, are employed together with the original valve gear and Carrera RS camshafts. Sadler admits that although he had drilled the heads to accept a twin plug arrangement, "It's probably unnecessarily exotic for our purposes!" Petrol is supplied by means of a 1973 RSR injection system with an uprated pump to handle the extra capacity and Autofarm produced their own revised exhaust system to complete the package: the end result is somewhere around 270 b.h.p. at the wheels at around 6,500 r.p.m., although Sadler admits he can't be totally precise about this, and while he has no accurate torque figures a trip on the road in the beast is sufficient to underline just how dramatic the car is in this area.

Experience in the mid-1970s with damage done to the transmission of rallying Porsches, particularly in Ireland, through "yumping" prompted Sadler to beef up this side of his hillclimb special's specification. As a result he has fitted a a specially built alloy gearbox casing in an effort to reduce the torque loadings on the gears during the frantic intense activity of a Championship hillclimb. Suspension is standard Carrera RS with the shorter rear trailing arms which were homologated in 1973 and competition specification Bilstein gas filled shock absorbers are fitted all round. Even though Sadler feels that the Porsche's rear end could still do with a bit more stiffening up, it's proved by and large a consistent class winner, establishing records everywhere except at Harewood. To arrest the car's progress, specially developed Autofarm four pot calipers are used on the AP discs front and rear with M78 Mintex pads and a standard master cylinder. Racing tyres are obviously employed for competition work, running on welded Autofarm rims, nine inch at the front and eleven inch at the rear. For road use, Sadler uses similar eight and nine inch rims (front and rear) shod with Pirelli P6 rubber: he finds these tyres an excellent compromise, "far less vulnerable than P7s and better wearing. They've actually done 17,000 miles, including a club race at Castle Combe, and they're only about three-quarters worn!"

One of the ever-present problems involved in obtaining road impressions of high performance cars is the vagaries of English weather, and we were perhaps being a little optimistic in turning up at Autofarm on the first Wednesday of the year, hoping that we perhaps might find some decent weather during which to sample Sadler's hybrid. Alas, we were unfortunate. The day before and the day after our scheduled visit were bright and reasonably sunny, but the day allotted was overcast turning to heavy rain later on. For colour photography purposes the smart looking 911 with its '73-style Carrera lettering along

*Continued on page 185*

*INTERNALLY, Sadler's Porsche special is remarkably unchanged from standard specification: below the profile is pure '73 Carrera!*






## What happened when Ford Motorsport breathed on an Escort?

Remember the original RS Escorts? Who could forget them?

Well, it was only a matter of time before the latest Escort came in for the full RS treatment.

This is it. The new Escort RS 1600i.

Developed by Ford Motorsport, it has that inimitable 'feel' that gave its forerunners such character. And now it's available exclusively through Ford specialist Rallye Sport dealers.

The engineers' first priority was to make sure that the car could handle the extra power. They started by re-rating the suspension.

It has Rallye Sport springs and dampers, anti-roll bars at the front and back, and it's lowered by almost two inches.

Then they fitted those sensational cast aluminium wheels and the lowest profile tyres offered on a road going Ford. Ventilated front discs provide stopping power.

Next came a deep front spoiler and a rear 'wing' that's even more effective than the one on the XR3i.

The cockpit needed some changes too. Comfortable though they are, the standard seats had to go. In a car with this much grip you need more lateral support, so they were replaced by

special RS seats with deep side bolsters.

The steering wheel was changed for a small, thick rimmed, real leather sports model.

And a rev counter was fitted.

The car above is also equipped with the optional stereo radio/cassette, electrically operated aerial, tinted glass and a glass sunroof, which tilts or slides and has a sliding sunblind.

The Escort was now ready for some extra power. Out came the standard engine. And in went a 115 bhp CVH unit with a hot cam, a modified head with solid valve lifters instead of the usual hydraulic ones, (they allow higher revs.) K-jetronic fuel injection and electronic ignition.



A peppery little mill, if you'll excuse the pun.

This they mated to Ford's new 5-speed gearbox. But in the interests of performance they closed up the gap between fourth and fifth gear a little. That way it will easily pull around 6000 revs in top, equivalent to 118 mph!

But it's not just what it does that will impress you, it's the way in which it does it. The road holding and acceleration (0-60 mph in under 9 seconds) would do justice to a competition saloon.

Which is just as well. Because besides being a demon road car, we expect it to be competitive in Group A events.

The RS 1600i will cost £6,700*.

*Max. price at time of going to press. Seat belts, car tax and VAT included. Delivery, number plates and optional extras at extra cost.

†Ford test figures.

**Our cars have racing in their blood. RS 1600i** Ford

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## (and all your other Rallye Sport equipment).

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| **Reading** | Zenith Motors (Reading) Ltd. Tel: Reading 85333 |
| **Southampton** | Hendy Lennox (Southampton) Ltd. Tel: Chandlers Ford 66388 |
| **Tunbridge Wells** | Stormont Engineering Co. Ltd. Tel: Tunbridge Wells 20323 |
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### NORTH

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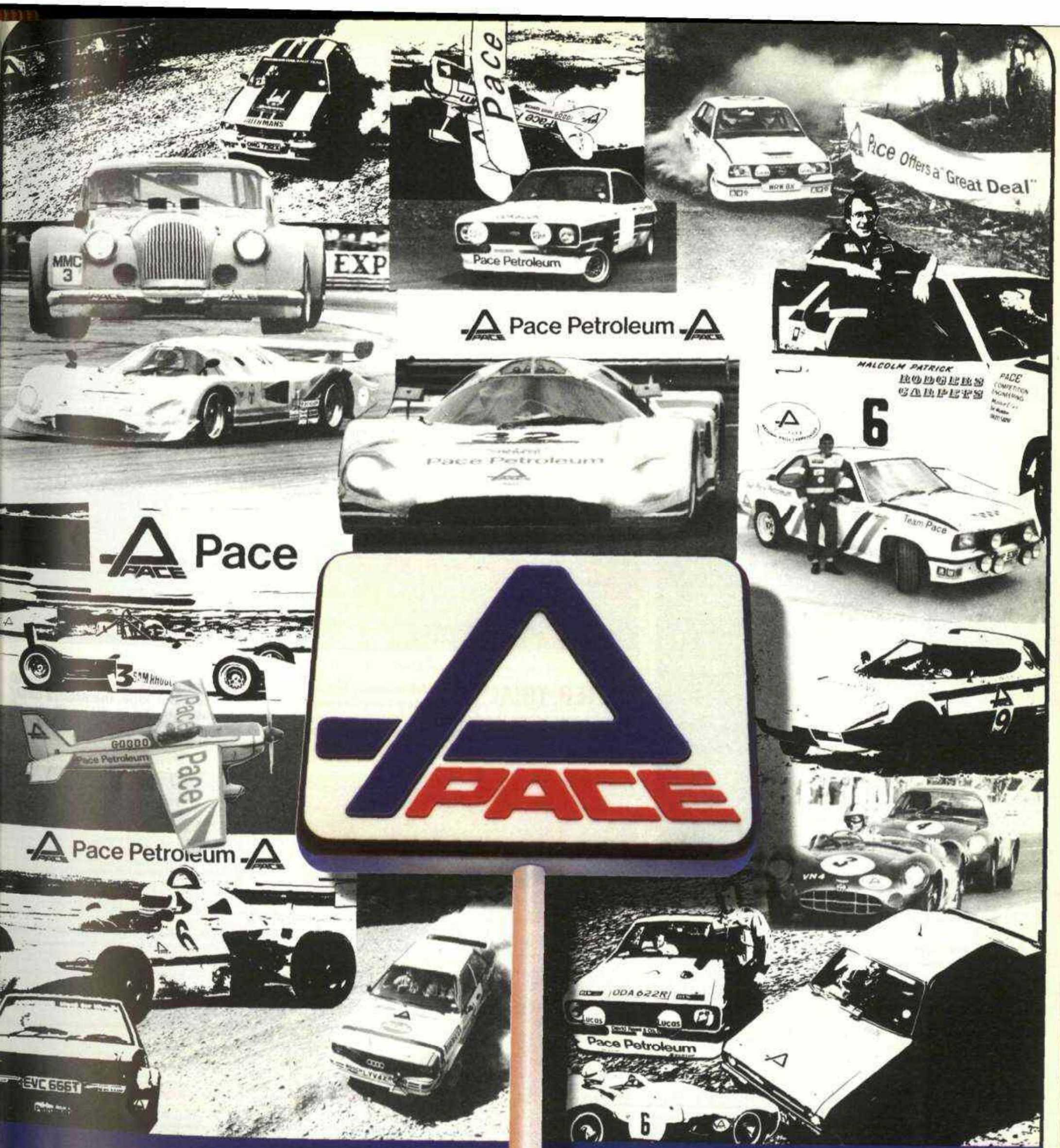
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**EXETER TRIAL** TACKLING one of the slipperiest hills (above) is W. Stewart's Ford Popular at Bovey Down. Below, on the Fingle Bridge, the MG J2 of D. Sterry approaches the first of the four sections, on which Wood's MG TA is shown (bottom left). Despite the Bovey mud, Penhale's VW managed to clean Clinton (top left).





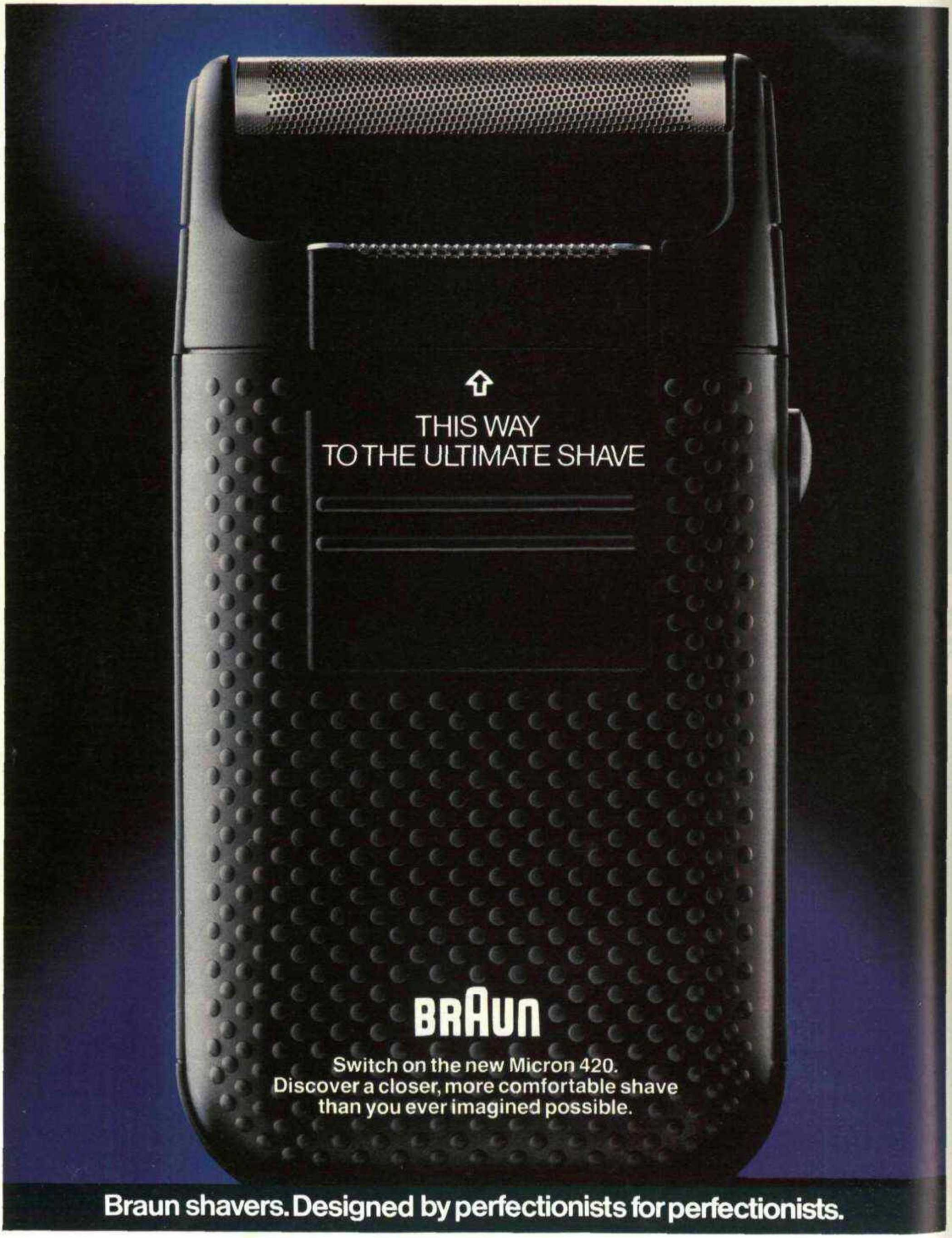






GOING well after the Fingle restart was the MG TD of J. Stevenson (above), while Malin's unusual Buckler (top right) made light work of the pull after the hairpin. Below, the Waterloo section, where Tim Llewellyn's 4½-litre Bentley is shown, provided plenty of spectacle.




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# TUNING TEST

## Turbocharged Alfa Romeo Alfasud 1.5 SC

FROM just under £5,000 to nearly £7,000 the competition amongst motor manufacturers for the opportunity of selling you a faster small saloon (usually hatchback in style) is intense. Since the 1976 European advent of the Golf GTi — now further improved with a 112 b.h.p. 1.8-litre engine for £6,500 total — we have seen this sporting sector multiply rapidly. Today the choice includes Renault's 5 Gordini Turbo at £5,752; the turbocharged Metro at £5,650 and two new Escort XR3 variants, the 105 b.h.p. XR3i from just over £6,000 and the £6,700 Ford RS1600i with 115 b.h.p. and sporting aspirations in international Group A. Add in similarly sporting devices from Fiat and Mitsubishi Colt, or even the £5,950 BMW 316 of 1.8-litres (what price teutonic logic today?) and one can see that the Alfa Romeo Alfasud owner must feel neglected in comparison.

In the rich heartlands of Surrey one of Britain's longest-serving and largest retail Alfa Romeo outlets, Bell & Colvill Ltd., decided they would instigate a turbocharged version of the Sud. Their reasoning was simple: the car has been with us for so long that its stunning roadholding and almost unique provision of four wheel disc brakes (a feature now shared with Renault's turbo) had been overlooked. Of course the Alfasud was offering five gear small car motoring via front wheel drive in the days when the Ford Escort roamed unfettered with leaf sprung rear axle and a widely praised, but still quadruple ratio, gearbox.

Today B&C with their loyal collaborator Stuart Mathieson in nearby premises have experience of turbocharging that stretches from their pioneering Esprit to the 2-litre GTV and Giulietta Alfas: all have been submitted either to *Motoring News* or ourselves at various times and proved largely satisfactory, particularly the 2-litre GTV which had an exceptional turn of speed and docility.

On this occasion a very tight £1,000 cost limit for the turbocharging conversion was imposed and achieved. This is immediately apparent on the 1,490 c.c. (84 × 67.2 mm.) flat four engine of the SUD 4-registered demonstrator. A single large SU carburettor sucks air rather than taking pressure from the turbocharger as is the current practice, the latter more responsive layout a feature of Mathieson's earlier Alfa Romeo work.

A Garret AiResearch T3 turbocharger of the type used in the SAAB turbo models provides up to 6½ p.s.i. maximum boost before a mechanical wastegate is called in to bypass excess pressure. The complete turbocharger unit is clearly visible atop the engine and is placed within a system that utilises stainless steel to the best effect for the exhaust manifolding. A paper air filter upon the SU provides the kind of snuffling induction note that used to be so familiar on many modified Minis.

Other changes to the standard specification are absent in pursuit of the cost aims, except for a central boost gauge mounted low enough that the driver has to switch his eyes consciously from the road in order to read it. This is important, for the art of driving this tall-geared Sud is to keep it off the boost unless it is specifically required. Reflecting this requirement is our worst fuel consumption figure of 21.52 m.p.g. against a best of 24.3 m.p.g. The latter was recorded on a long run to North Wales and back and covers both easy motorway 70-80 m.p.h. running "off boost" as well as some spirited snow motoring along tight terrain such as the Llanberis pass. Our overall m.p.g. figure for 800 logged miles was 23.38 m.p.g.

Cold starting manners were exemplary on the manual choke, but there were occasional surges in power delivery until full working temperature had been achieved. Unfortunately the easy starting was not matched at the low speed pulling characteristics: acceleration from 2,000 r.p.m. in fifth, roughly 40-45 m.p.h., is accompanied by pronounced boom in the Alfa driveline and body. From 60 to 90 m.p.h. the unit is at its best in fifth gear and provides such a power boost that Alfa's previously unnaturally tall OD fifth becomes a naturally useable ratio. It is worth noting at this point that the standard engine provides 85 b.h.p. at 5,800 r.p.m. and that the B&C Sud's compression ratio remains unaltered at 9:1 rather than the 9.5:1 of the twin carburettor models, which are credited with another 10 b.h.p.

Wound up beyond 3,500 r.p.m. full boost is indicated and this Sud would romp to 30, 58 and 86 m.p.h. at the limit of 6,250 r.p.m. we imposed for our test. The 100 m.p.h. mark comes up easily in fourth, with revs to spare, while 5,500 r.p.m. in fifth brought 110 m.p.h. indicated readily as well. In other words it feels as though B&C have provided a competitive amount of power for the class and allied it to a chassis and braking combination that others fail to match, even on the rather sad and skinny Ceat tyres. On smooth roads the wide-tyred Escorts can bump round as rapidly as the new generation of turbocharged Metros, but for A to B with flair and ride comfort in supreme safety Alfa's 1971-introduction remains a class leader in providing pleasure. Just so that you know I haven't pocketed a hefty Italian bribe one can only add that it is a motoring tragedy that other aspects of the car do not equal such standards of excellence. . . .

However B&C offer for some £1,000 over the £5,150 list cost of the Sud 3-door SC Hatch a fully warranted Sud turbo that performs with such distinction in the hands of a driver sensitive enough to use the 3,500-6,000 r.p.m. power band provided. We cursed the boost gauge and the engine oil filler hidden beneath an oil drain return system, but overall the Sud provided that extra sparkle to everyday motoring that is Alfa Romeo's most potent sales aid. — J.W.

## The Things They Say . . .

Although oft-quoted, the remark attributed to an RAF visitor to the Army Air celebrations at Middle Wallop last year certainly bears repetition . . . "If God had meant the Army to fly, He would have made the sky brown".

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*PERSONAL PORSCHE PLAYTHING*
*Continued from page 177*

its flanks stood out well in the dank Buckinghamshire countryside, contrasting particularly with the blue 911SC which we also briefly sampled. One could understand Sadler deciding on a "cosmetic" 1973 RS lightweight specification for his hillclimb special, even though glass fibre is used for the front wing / bonnet section rather than the steel employed on the original, this simply being the "finishing off" process to complete an individualistic machine. But quite why anybody should wish to have a glassfibre replica 935 nose section, albeit superbly finished, mated to an otherwise standard 911SC road machine is beyond the comprehension of this writer. Autofarm's boss grinned rather sheepishly when I mentioned this, and I gathered that there is a healthy market for such bodywork modifications which is all to the good from his point of view. I can understand paying for under-the-skin mechanical alterations, but this sort of cosmetic surgery on an already impeccable aerodynamic profile leaves me a little cold. However, each to his own, I suppose!

On the road, Sadler's machine behaves with a splendid blend of usable performance and flexibility: starting from cold is the only minor problem in unfamiliar hands, but once the flat six burst into life there was no problem. It will tick over at around 1,000 r.p.m. without showing an inclination towards stalling and will pull from about 2,500 r.p.m. in any gear without shuddering or any other reluctance. Once over 3,000 r.p.m. it really comes into its own, the lack of sound-proofing (extra weight!) making life fairly noisy, but not oppressive, within its cockpit. From that point onwards, the rev. counter needle simply races round towards 6,000 r.p.m. with the sort of punch that jerks back one's head and keeps one's left hand close to the gearchange ready to snatch the second ratio. For a hillclimb car ultimate speed takes second place to acceleration, of course, and it came as absolutely no surprise when Sadler quoted its 0-60 m.p.h. time as fractionally under five seconds and its 0-114 m.p.h. best at 12.89 sec., as measured over the first 60 yards at Prescott. Which, as a matter of interest, puts it marginally ahead of the Koenig turbocharged Ferrari 308 which appeared in these pages in last month's issue of MOTOR SPORT!

This Porsche's ride was firm, but not uncomfortably so, only the gentle thumping of the anti-roll bar bushes underlining that this is a less than standard machine. The great joy of this car, aside from its remarkable performance is that it has been splendidly reliable since Sadler first put it on the road in its current guise more than a year ago, the only real problem being a gear selection problem which cropped up mid-way through last season which necessitated the engine and box being removed. Sadler also had one shunt at Shelsley Walsh, which could happen to anybody, and reckons that was probably the single most expensive drama that has occurred; about £1,500 worth of damage if it had to be costed to an outside customer.

Clearly this enthusiasm for "bespoke" Porsches is pretty infectious in Autofarm circles and, as a contrast to Sadler's machine, long-time enthusiast and fellow hillclimber Bill Goodman brought his personalised 3-litre turbo up from Gloucestershire on the day of our visit. Bill purchased this machine as a brand new 2.4-litre 911T back in 1972 and it gradually evolved into its current specification over the years. Externally it is now visually very similar to Sadler's "hot rod", but with one major difference: all the internal trim remains, and although performance is comparable, it is certainly quieter and more refined for high speed road use. For hillclimbing purposes, Bill Goodman has installed a turbo boost control which he demonstrated to the writer during a brief drive in the wet near Amersham. Taking advantage of the extra power available, Goodman's machine felt every bit as quick as the 3.5-litre normally aspirated car, although he obviously doesn't use such a high level of boost for everyday motoring.

An all pervading air of enthusiasm for everything Porsche is strong in the atmosphere at Autofarm and that enthusiasm is readily translated into practical excitement in the form of these two "specials" we sampled in, admittedly, less than ideal conditions. On the road they were entertaining enough, but in their hillclimb environment they must be an absolute riot of fun! — A.H.

# The 55th MCC Exeter Classic Trial

THE Motor Cycling Club's Exeter Trial had an entry of 295 motorcycles and cars this year, and retained the triple starting-points and night run, torrential rain giving place to a sunny day in Devon, on January 7th / 8th. The observed-sections were centred around Exeter and I used the Alfa Romeo Six, comfortable, with a good map-light and fuel-range, for reporting on some of them. After three night-sections and breakfast at the Kennford Mercury Motel, competitors tackled Tillerton, Fingle Bridge, and lots of new hills in Fingle Woods, the last-named causing a considerable delay. Thinking, however, that the cars would be doing these stages in the dark, we drove on the once-notorious Simms hill, near Ilsington. The first car arrived about 1½-hours behind schedule but we saw all the motorcycles make their attempts, A. Browne's little James sidecar-outfit having the misfortune to overturn backwards, without crew injury.

The first car to appear was Barker's 1600 VW Beetle, which stopped low down the steep gradient. Depending on what class they were in and what tyres they were using, drivers either had to do a stop-restart or go up non-stop; this levelled things up, so we can concentrate on overall performances.

Good ascents of Simms were made by Ellis' NHC Special, Penhale's 1.8-litre VW Notchback, Vowden's MG Midget, revving hard, Stewart's Ford "Perpendicular Pop", Ball's 1600 VW Beetle which had absolutely no trouble, likewise Brokenshaw's Talbot-Sunbeam and Ray's MG Midget that went up strongly, as did Partridge's Dellow. The TKP Special, Gross' 1500 Ford Anglia, D. Jose's VW Beetle with two spare wheels up behind, R. G. Jose's 1600 Beetle which sounded very healthy, Warren's blipping 1500 Ford Anglia Estate, Moxom's Hillman Imp, made more good climbs and Beckly's battered Hillman Avenger and Martin's 1600 Ford Escort Estate were also among those who "cleaned it". Leaver's VW Beetle rocketed up, slewing about, Wood's 1938 TA MG Midget, screen flat, got up inspite of what sounded like mis-firing, but Allen's 1600 VW Beetle had a clutch that refused even to move it off the re-start line and Wordsworth's modern MG Midget failed with cluch-slip. On this beautiful morning Simms was proving quite a stopper! Those who failed at or near the dreaded rock-outcrop on the straight steep part included Crocker's Ford Escort Mexico inspite of a good try, Coles, using an NSU Prinz in place of his Lada, Bennetts' little Mini Moke, Crossley-Meates' Type 45 Frazer Nash-BMW that started too slowly, Oates' 1600 VW Beetle that was also too slow, so that noisy blipping was to no avail, Sheldrick's Ford Escort inspite of sideways bouncing by its occupants, Sibley's two-door 1600 Ford Escort, Stevenson's highly-revving TD MG Midget, Mills' mudstained TA MG Midget that nearly succeeded, Duckworth's 1600 Escort that nearly did it, Southwood's too-slow Commer Cob, Malin's Buckler which took the righthand corner wide and Harris's 1600 Escort.

Pickard's 602 c.c. Citroën 2 CV wouldn't so much as leave the Simms' startline but Facey's 1500 Beetle nearly got over the stepped rock outcrop inspite of its low speed. Sturkey's 1600 Escort stopped with wheelspin just over the step, but Chapman's Spitfire-powered Marlin stopped low down. By now news of some of the vintage contingent had come through. Barry Clarke had non-started, it was said with 'flu not Chummy trouble, Giles was ill so his sons were campaigning the "Pekin-Paris"-intended Frazer Nash, but they were experiencing many troubles, Joseland's recalcitrant magneto had eliminated *his* 'Nash, and Leigh's Frazer Nash had blown its head gasket. Tom Threlfall's Model-A Ford saloon and Campbell's sister car both got as far as the step on Simms but Tim Llewellyn's fully-laden 4½-litre Bentley failed lower down, inspite of vigorous bouncing by the crew.



*AFTER pulling away from the re-start on Simms, T. J. Threlfall's Ford Model A was halted further up.*

We then drove to the next hill, the very good if short Higher Rocombe near Shaldon, with the Class-B stop-and-restart on a steep bit round the left-hand corner, and a climbing hairpin above, the surface loose and rocky. Those who were "clean" included Harris' fast 1600 Escort, sending out a smoke screen suggestive of a broken piston, both the Model-A Fords, the Bentley which had caused excitement by mounting the outside bank on leaving the hairpin, Flay's Hillman Imp which had no trouble but which had torn-out a drive-doughtnut on Tillerton, Wall's Dellow which was excellent on both restart and climb, Bird's 1,360 c.c. J2 MG Midget which put in a stupendous effort, Moores' Ford RS2000 that made it look easy, Harding's quick VW 1600, Bray's effective "specialised" 1600 Beetle, which was among those who had to do the restart test, Maynard's Dellow that also re-started and had no problems, Sterry's 1,466 c.c. J2 MG likewise, Weeks' Imp which got up but was firing on only three cylinders by the summit, Durrants' 875 c.c. Sunbeam-Imp, Haynes' effortless 1172 c.c. Ford Popular, Andrews' rapid Dellow, Telling's modern Midget that was right "on cam", and the 1600 Escorts of Francis and the two Mosses who all made it seem easy.

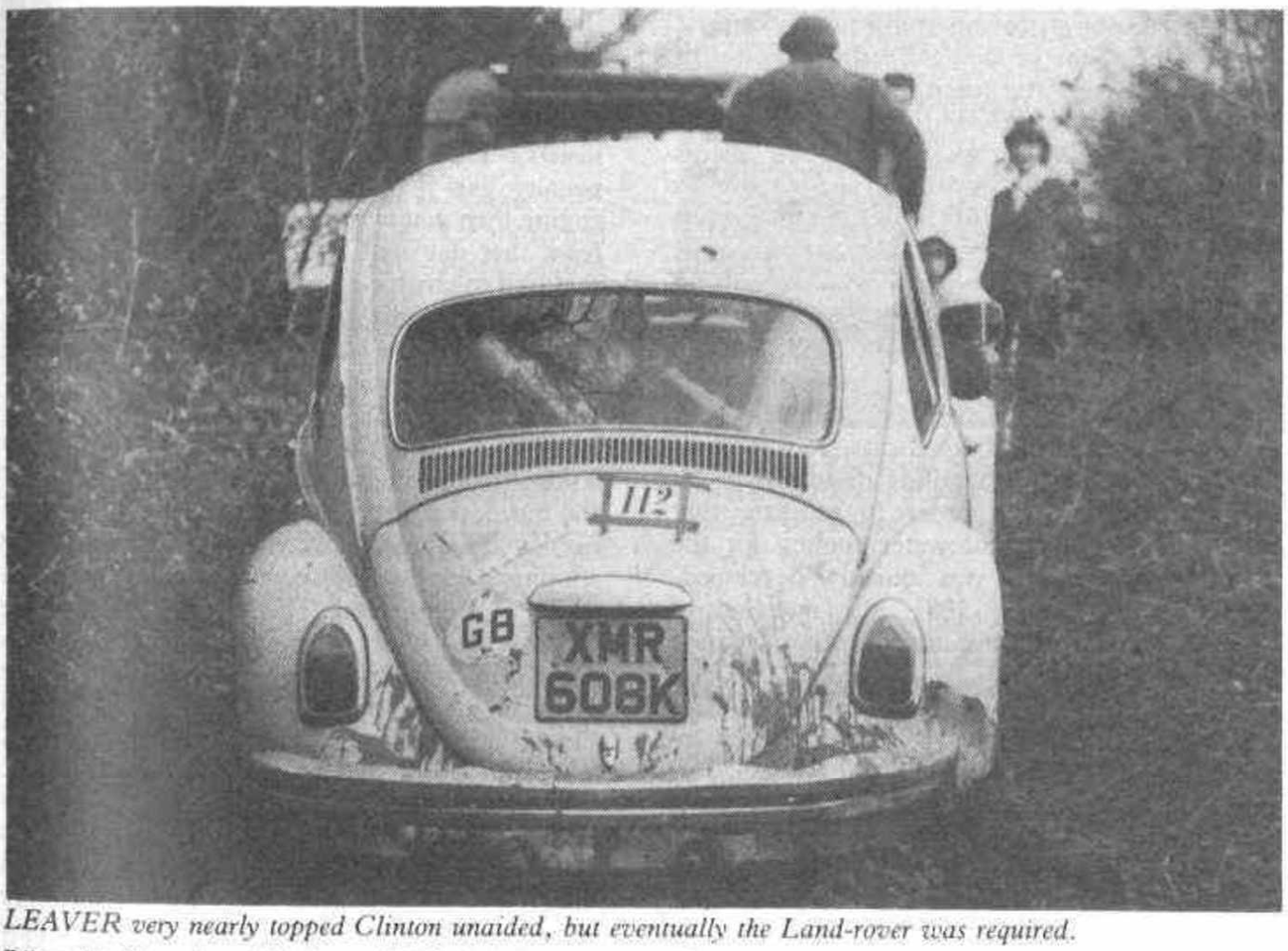
Hindles' Peugeot 504 took it neatly, not having to re-start, Hobbs' 1600 Escort ascended calmly, Heskins' Rover 3500 sun-roof coupé revved and spun its way to the top, Skinner's Imp was fast, Deacon's 1300 Escort and Ramsey's 1200 Beetle effective and Sumner's Morgan 4/4 got up, using excessive revs, but Pettifer's MG Midget broke its differential near the finish. Finally, before we left, we had the pleasure of seeing Sue Halkyard make a fine showing in her 1929 Austin 7 Chummy, the re-start included. . . .

Those we saw fail on Rocombe were Martin's 1300 Escort, at the re-start, Charlesworth's Chevette 2300 HS which then broke the tow-rope with its locked-diff on the hairpin, Hollies' 1300 Escort, Sweetland's Morris 1000, and Owen's Morgan 4/4, all just past the difficult step, Tucker-Peake's 1500 Popular which refused the re-start, and Weeks' 998 c.c. Sunbeam Stilletto which set its tyres steaming furiously after stopping there.

Bonsall's VW 1302S couldn't do the re-start, the Ulster TT Ford V8 stopped on the hairpin, Bowles claiming fuel starvation (still?), Jones' TC MG stopped above the step, White's pre-war

*ONE of the smallest-engined cars entered was R. P. Bennett's Mini-Moke.*






*LEAVER very nearly topped Clinton unaided, but eventually the Land-rover was required.*

Riley 1½-litre also failed, as did Knight's 1300 Fiesta. Incidentally, failures were most effectively retrieved by a 4WD International tractor, skilfully manipulated.

Enthusiasm was as great as ever, seen in the "staying power" of the many well-behaved spectators, many of whom spent some five hours or more on Simms, as we did, and this was crystallised by Vic Lovett, who had interrupted a holiday in Majorca in order to compete, in his modern Talbot saloon.

The Assistant Editor came down in a TR7 and was also on a roving report job, his report following. — W.B.

THE cafe at the classic Fingle Bridge section saw a flood of early-morning custom as competitors sought to restore themselves after the rigours of eight or nine hours battling against the powers of gravity. The surface, especially on the hairpins, was showing the wear that the motorbikes had subjected it to by the time the cars began to muster beside the bridge, but the first car to appear, R. A. Barker's VW Beetle, had no traction problems and rapidly disappeared up the hill. Soon, however, prolonged revving announced that someone was having trouble, and this eventually proved to be a Citroën 2CV. Although it managed the restart line, the following bend defeated it and amid tyre-smoke it was rescued by Land-Rover. While this was going on, spectators at the restart had a good opportunity to admire "Buster", the Frazer Nash-BMW of Crossley-Meates, as it awaited a clear run. As car followed car, the rear-engined ones proved again and again their superior traction over other production cars, such as the 3-litre Capri of J. J. M. Clark. Despite frenzied activity on the part of two rear seat passengers, the abundance of power of this car spun away into tyre-smoke which at one point threatened to obscure the car completely. Notable for rapid ascents were the Beetle of R. C. Jose, and R. P. Bennet's Mini-Moke which executed a very effective departure from the restart, despite its small wheels.

In general, the watchword seemed to be steadiness before speed, but a spectacle was provided first by T. J. Threlfall, whose Model A Ford attacked the hill with gusto, and then by Llewellyn's Bentley, the front wheels of which were lifting high in the air over the rocks and ruts.

Although it was a bright, mild day, the Bovey Down sections were wetter than anyone expected, and came as an unpleasant surprise after the ease of the Special Test at the entrance to the wood. This was a simple job of straddling two lines with a short reverse in between. The observed sections which followed, however, were overlaid with a thick layer of such slippery mud that spectators (and journalists) had great difficulty in tackling them even on foot. The field was by now well spread out in any case, and the existence of two "escape roads" for those who failed one or other of the sections meant that those at the top saw only a handful of cars, and at long intervals at that.

First four-wheeler to appear was again Barker's Beetle, and while it conquered Norman's Hump, the morass at the start of Clinton prevented much in the way of a run-up before the worst spot was reached. This brought the car to a halt, but after a rapid slither back down, the marshals decided to move the start back effectively to the finish of the previous section, thereby adding an even steeper hill, but giving competitors a better chance. Barker therefore had a second attempt, but with no success. Although it was by now after lunch-time, a few motorcycle-and-sidecars had still to tackle this mid-morning section, and one of these provided good camera-fodder by abruptly rearing, ridding itself of its human cargo, and proceeding some little distance, unaccompanied, on its tail-light.

It was another VW which eventually cleared both parts, the Notchback of R. Penhale accomplishing this feat without drama, in contrast to Vowden's Midget which made it to the top by dint of much wheelspin, a very active passenger, and a power-slide approaching the summit. After an interval, two more cars arrived to try their hand, but both were defeated: H. R. Palmer's Imp refused not far from the start of Clinton, the second Bovey section, while for some exciting moments Stewart looked as if he would be able to coax his Ford Popular to success but eventually succumbed like so many others to the glutinous surface.

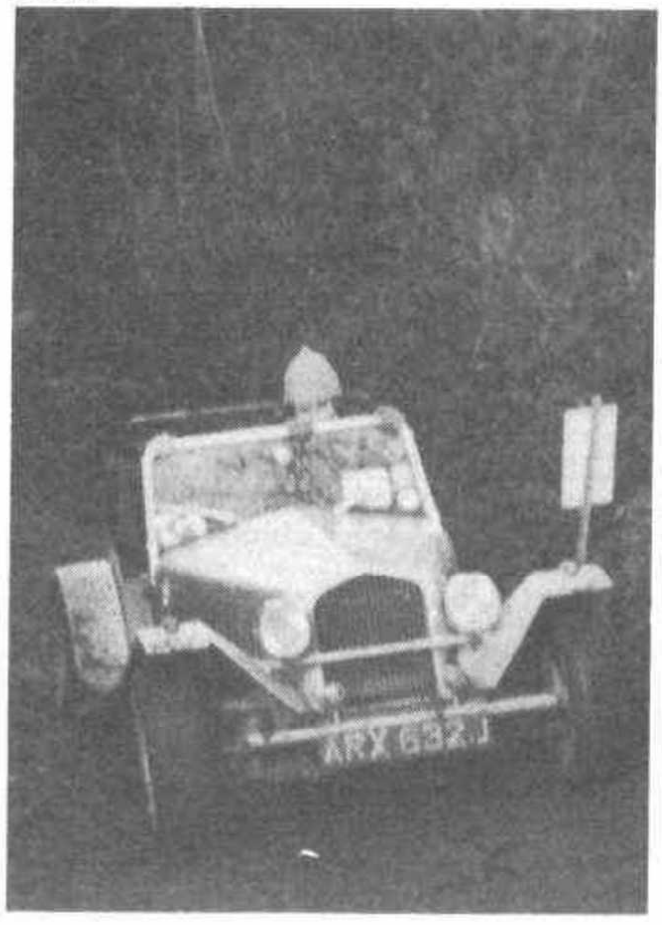
Another near-success was thwarted in its slow, steady ascent by a large rock under the front nearside wheel, which was enough to halt the 1500 Anglia of D. J. Gross. Beetling through the worst of the mud came D. N. Leaver, only to find that even VW traction could not heave him over the final summit, thus providing the Land-Rover with some exercise, while the 2CV managed to negotiate Norman's Hump, but made very little headway on Clinton, a fate which also befell Bennet with the loudly-revving Moke. One of the spectators had to take a hand in things when Coles's NSU arrived at the bend; not in pushing it up, but fending it off in self-defence when the front wheels were unable to make steering-way in the mud. G. Warren had a nasty surprise attempting to escape the clinging clay at the bottom of Bovey when a loud clang announced that the Anglia diff. had had enough.

Only a short distance away, as long as you were not competing, was the Waterloo section where a glimpse of the sea made a pleasant background to this leafy lane. The surface here was less troublesome, but this by no means guaranteed an easy climb. "Aramis", the 1937 MG TA of N. McKee, coped well on the lower slopes, as did the modern-day Midget behind which rocketed up in style. The neat Triumph Marlin driven by D. Chapman fell at the second hurdle, where luckily there was an alternative route which provided an easier escape, also used by Llewellyn when the Bentley came to a halt. Campbell's Model A Ford seemed to have little trouble at this point, while another MG TA, that of Wood, even managed a neat opposite lock slide as it disappeared from view.

By this time, the light was fading fast, making it harder for marshals and spectators to follow the action. No-one was still running on schedule, and most of the drivers looked tired after their many hours at the wheel. Yet they were continuing to put up good performances, such as that of B. J. Partridge in his Dellow, who was followed with similar ease by Allen's 1600 Beetle.

With so many entrants, and such a widely spread event, compiling the results is inevitably a long-drawn-out affair. Yet the general attitude of the competitors seems to be that they know themselves how they fared, and that that is the important thing. Which is as it should be. —G.C.

*THIS Triumph Marlin was one of the most unusual entries.*



*WILLIAMS — continued from page 173*

most respected F1 drivers in the business, returned to drive for the man who had originally given him his first Grand Prix opportunity.

At first glance one might think that Laffite, at 38 years of age, as rather old to be given the opportunity of driving for such a respected team. However, with the new F1 regulations taking effect from the start of 1983 calling for flat-bottomed Grand Prix cars, Williams is certain that Laffite's considerable experience will be of enormous value to the team.

Says Williams, "I've always considered Jacques to be one of the leading drivers in this business and, when the car is on top form, he really flies. He's got a tremendous amount of racing experience and, bearing in mind the alterations to the regulations for 1983, I think that experience will prove to be crucial in 1983, far more so than it's been for the past few years. Also, and this may sound strange, he's about the same size as Keke which will help when it comes to swapping round between the race car and the spare car. When Derek and Keke were driving together we always used to keep the spare car waiting with no seat installed, so that either driver could put his in if it was needed. But that caused us a bit of a problem at Hockenheim when Rosberg had to take the spare at the last minute, before the warm-up lap for the German Grand Prix. We managed to get his seat installed before he went off, but we were so pressed for time that we were unable to do up his harness. He did his warm-up lap without belts and we had to strap him in on the starting grid, just before the parade lap. A small thing, perhaps, but it can be of crucial importance under some circumstances . . ."

That the Williams team failed to win the 1982 Constructors' Championship is a matter of some considerable regret to the team's owner, and he continues to feel cheated by the way in which his car was disqualified from second place in the Brazilian Grand Prix. The much-discussed question of "water bottles", installed ostensibly for brake cooling purposes but (coincidentally) as a method of circumnavigating the minimum weight limit regulations, has caused more strife and conflict within Grand Prix racing than pretty well any other subject over the last few years. Piquet's first place Brabham and Rosberg's second place Williams were excluded from the Brazilian Grand Prix, and the sheer resentment that built up within the ranks of the predominantly British based members of the Formula One Constructors Association (FOCA) resulted in its members boycotting the San Marino Grand Prix at Imola. Apart from being a petulant response to an unfortunate set of circumstances, the boycott robbed leading teams such as Williams of the opportunity to add to their Constructors' points total. Ferrari finished first and second, thereby accumulating 15 points towards the Constructors' title, and Alboreto's Tyrrell-Cosworth was third. It doesn't take much imagination to realise that a Williams could quite easily have been third, if not second, in that event.

However, Williams designer Patrick Head takes up the story of the water bottles from this point onwards. It had been obvious for some time that the heavier turbocharged cars from Renault and Ferrari were at a handling disadvantage on tight circuits and, in order to mitigate that problem, the concept of water cooling for the heavily taxed brakes was quickly developed. Then, at the end of 1981, the question of water-cooled brakes arose in connection with the Williams.

Explains Head, "Shortly before we went to Las Vegas for the first time we were contacted by Automotive Products who told us that they'd run the circuit configuration of the track through their computer and had come to the conclusion that it would be the hardest track we'd ever run on from the point of view of brake wear. So they suggested that we thought about a water-cooling system for the brakes like the Porsche team had employed at Le Mans. I started flicking through the pages of the rule book and suddenly realised that the rule that permitted us to top up fluids to normal operating levels after the race would, in my view, also apply to a brake-cooling reservoir . . ." It was the FISA's decision to disallow such an interpretation of the rules — and more particularly their *retrospective* application of what Williams and Head see as a rule change rather than a clarification — that led to Piquet and Rosberg's disqualification at Rio last year. "If they'd just rapped us over the knuckles and said 'no more', then everybody would have mumbled and grumbled and accepted it," admits Williams, "but the way in which they handled the problem was bound to cause conflict."

Notwithstanding these temporary setbacks, Frank Williams and Patrick Head retain an enormous enthusiasm and confidence in the ability of their company to come bouncing back at a competitive level. Although at the time Williams wasn't terribly impressed about the way in which FISA have changed the rules, arbitrarily, for 1983, he admits that flat-bottomed cars will be more spectacular for the spectators to watch. However, he is very worried about the new regulation concerning the weight limit: as it stands at present, a car can be disqualified from the entire meeting if it is found to contravene the minimum weight limit requirement at any time during practice or the race. "It's a rule which could cause quite a lot of aggravation," Williams insists, "I don't believe that there is any other penalty like it. If you're found running a big engine then you won't be excluded — your times from that day will be disallowed and you'll be required to change it — but if you fall foul of the minimum weight rule, notwithstanding any inaccuracies of the weight bridge involved, you're out of the entire meeting . . ."

Formula One has become a highly political affair over the past few years and Williams freely admits that he's not happy about some aspects of the business today. It's not simply a question of his concern about the way in which the rules are administered, but he also worries about the way in which FOCA operates. This doubt stems from the controversy over the works Brabhams in Argentina two years ago: he is adamant, as are many of his rivals, that the BT49Cs of Nelson Piquet and Hector Rebaque ran with a skirt system that didn't conform to the regulations.

"In effect, they were ground effect cars when every other car on the track was not," insists Williams in an assessment of Brabham chief and FOCA President Bernie Ecclestone, "you only had to see the way that a driver like Rebaque flew past Reutemann to understand that! That whole affair prompted me to get involved in a major confrontation with Bernie at Imola. Unquestionably, when it comes to the financial arrangements, I trust Bernie implicitly. But I feel uneasy about his ability to represent all the teams' interests in FOCA in an even-handed manner. FOCA is Bernie's personal fiefdom and I sometimes worry if he is truly able to be totally impartial while he's running his own team at the same time . . . He is in a very difficult position — but remember, Bernie is the architect of Grand Prix racing's current tremendous popularity."

All those problems are now behind Williams, however, and he faces up to the 1983 season with an almost boyish, irrepressible, infectious enthusiasm. In his own mind, there's no doubt at all that Williams Grand Prix Engineering has the proven capacity to be number one in the Grand Prix game. The era of the "grande constructore" may be starting, but Williams will be there with a turbocharged engine before too long (Matra or Honda? — "no comment!" says Frank) and his enormous investment in skilled specialists and practical engineering will be sufficient to keep the big manufacturers on their toes. Frank Williams, Patrick Head and all their eighty-plus workforce down at Didcot are dedicated to winning — nothing else! — A.H.

*REUTEMANN brought Williams second place in the 1982 South African GP.*



*RALLY REVIEW — continued from page 156*

surface conditions until they were actually driving in the rally. Their pace notes would be perfected during practice, but the presence of snow and ice could never be included.

During the rally, experienced ex-competitors, preferably those who were used to pace notes, had competed in the Monte and knew alpine conditions, were hired by teams to drive over the special stages in advance of the rally, but as close to it as road-closing police would allow. These crews, working on a leap-frog schedule so that every stage could be covered, would be armed with photocopies of their competitor's pace notes and these would be marked, usually with a system of red underlining, to indicate the presence of snow or ice.

Accuracy is vital, and if the notes are made properly a competitor can tell whether the snow is continuous or patchy, whether it is left, right or centre of the road, whether it is on the braking area, into a corner, the apex, or the acceleration area from it, whether it is fresh or hard-packed and whether it is smooth or rutted.

Wet patches are also included, especially if the temperature is around freezing point, and notes made concerning cloud and fog, and whether the thermometer (there's one on the outside of every ice-note car) is rising or falling.

After these notes are made, they are taken to the service point which precedes the stage to be given to the competitor when he arrives, and it is on this information that he will base his choice of tyre / stud combination. Quite often the police will close a road much earlier than the published time, and ice-note crews will endeavour to talk their way past the barriers. Sometimes this works, but mostly it does not, so early arrival is imperative. If, after one trip through, a crew returns to a stage start to find that the road has not yet been closed, they will make a second trip, and then even a third, so that their notes will be as up-to-date as possible when they are given to the competitors.

Of course, on a rally such as the Swedish, when every stage is covered by ice and snow, ice-note crews are superfluous, except when the temperature rises and localised thaws bring gravel to the surface and threaten the security of tyre studs. Similarly, all-tarmac events do not really need these "opening" crews, as the French call them, but they can be very useful indeed on the Safari, when a local storm can produce a small area of mud in an otherwise dry route.

Having thus moved from ice to mud, perhaps it is timely to speak of how the 1983 Marlboro Safari Rally is progressing in the hands of its new helmsman, former winner Mike Doughty. The route is finalised, of course, and roadbooks will be ready by the time competitors will wish to begin their first recces, and this is usually around mid-February. Times, however, are still at the provisional stage, and it is almost traditional in the Safari to make changes even just a week before the start. When crews return from practice with the comments that this particular section is far too tight, or that one too easy, adjustments are often made to the times, but always after an astute assessment of whether a driver is trying to incorporate a change which will suit his type of car more than the rest of the field.

The three legs again amount to just over 5,000 kilometres, the first running southwards to Mombasa and back, via the twisty, hilly sections of the Chyulus, the Taitas and the Shimbas. The second will go northwards via Mau Narok, Rumuruti and Isiolo to return on the eastern side of Mount Kenya through Embu and Meru, whilst



*THE 1983 Marlboro Safari Rally will use many familiar sections, but avoiding the sort of river crossing which used to halt competitors during floods.*

the third will go to the North-West via Kisumu, Kapenguria, Eldoret and Nakuru, visiting the high wheat lands of Mau Narok, the dense forests of Tinderet, the tea plantations near Kericho, the high country of the Cheranganis and the stillness of the Kerio Valley.

Very, very little of the route is new, and the continued use of familiar sections is due to caution on the part of the organisers. There is a limit on what can be used on the way out of, and back into Nairobi, but there is still much untapped material farther afield. However, no longer is the weather considered a noble adversary, and roads which are crossed by flood-prone drifts are avoided unless convenient alternatives exist. A bog-up used to be fair game, part of the whole adventure of tackling the Safari, but now it is akin to a disaster and every possible measure is taken to avoid it. Personally, we would love to see the rally go into areas such as the Northern Frontier District, lands of the Turkana and the Rendille, where bushland becomes lava rock and the crust of the Chalbi Desert quivers on the jellied mud beneath as you drive over it, cautiously!

The NFD did figure in the route of the rally some ten years ago, as far up as North Horr on one leg and nearly to Lodwar on another, but rain which threatened to turn deserts into seas prompted the organisers to scrub it all just a week or so before the start. By that time most competitors had completed all their recces up there and had nothing but praise and affection for this inhospitable but fascinating part of the country.

There are rather more controls this year than in the past, due to duplication at towns so that crowded areas can be isolated from competitive sections before and after, but presumably the available manpower will be able to cope. Marshals on this event usually work in family groups and go off into the bush for the whole weekend with several vehicles, tents, beds, radio, and plenty of food and drink. All are unpaid volunteers, and they consider the Safari to be an opportunity for a unique Easter holiday whilst doing useful work.

The date is earlier than last year, which suggests that it might be a dry event, but seasonal rainfall charts have gone by the board in Kenya and the expression "unseasonal weather" is becoming part of everyday talk. In December, which is supposed to be a dry month, the rain was so heavy that bridges were washed away, roads ripped up, boulders moved hundreds of yards and even the main Nairobi-Mombasa road was closed by huge floods. Rivers ran along the streets of Nairobi itself, manhole covers popped up like champagne corks and water jets spouted upwards like oil gushers.

Kenya continues to ban imports, from cars to foodstuffs, and since saloon cars are not assembled in the country many of the local competitors will be driving Kenyan-built pick-up trucks this year. The Kenyan Shilling has recently been devalued, and there is currently a desperate shortage of both motor and aviation fuel. However, the government is not likely to allow this to threaten the Safari. The worldwide publicity it generates, and its importance for the country's international prestige are well known, and even if the shortage continues until Easter a contingency plan will doubtless be put into operation.

The entry list is healthier than it was this time last year, and already it includes the teams of Audi and Opel, the latter with a few years of Safari experience behind them but the former with none, save for the fact that Mikkola has driven in the event many times, and won it.

If it turns out to be wet, there will be high hopes of an Audi win, but traction isn't everything when you're a long way from a service car, and reliability is going to count for a great deal, as always. After all, the Quattro hasn't yet cut its African teeth.

Audi is going straight into a strongroom full of Kenyan experience, for the team will be based at the workshops above the Preston service station, where both Vic Preston himself and Safari chairman Bill Parkinson have offices. Preston will doubtless organise the recruitment of local staff for the team, such as fuel truck drivers, additional mechanics, mud crews and aircraft support. Vic Preston Jnr. will be driving the third Quattro for this event, along with regulars Mikkola / Hertz and Mouton / Pons. It will be Mouton's first Safari, but she has already shown herself capable of rallying anywhere, whatever the conditions, and is always tenacious no matter what her personal likes and dislikes.

The Opel team will have two Asconas, one for Vatanen / Gallagher and one for Rauno Aaltonen / Lofty Drews. Aaltonen is a veteran Safari campaigner, from the time he went there in a BMC Mini complete with carrying handles, but although he has come very close indeed to winning he has never quite managed it. This time he will be more determined than ever.

Last year the big struggle on the Safari was between Opel and Datsun, and the Japanese team will be back this year to try for yet another win. Shekhar Mehta will doubtless be one of the drivers of the new Nissan 240 RS, and Timo Salonen another, although crews have not yet been officially named.

Although Ford plans to return to rallying this year, with the front-engine, rear-wheel-drive version of the Escort, the car will not begin production — in Germany — until March, so it certainly won't be in the Safari. The car, which will be turbocharged and fitted with a five-speed transaxle, will probably make its first appearance on the Tour of Corsica in early May, following which four other World Championship rounds will be tackled, and it's our guess that these will be the Acropolis, 1000 Lakes, Sanremo and RAC. The rounds in New Zealand, Argentina and the Ivory Coast will be too costly for what will really be an exploratory year, especially as Boreham has a considerable number of new staff who have not yet seen action in the field. Furthermore, the car has not been tested competitively, and drivers have not yet been named.

Incidentally, Ford will also enter two front-wheel-drive Escorts in the British Championship, to be driven by Malcolm Wilson and Louise Aitken, and will create a one-model British series for drivers of the f.w.d. Escort with turbocharged 1.6-litre engine. — G.P.

# Letters from Readers

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

**Colin Chapman**

Sir,

In July of last year at Brands Hatch I joined Club Team Lotus, as I have been an enthusiastic follower of Lotus for the past 16 years.

In November Club Team Lotus held their first dinner in Norwich, and what a splendid occasion it was, as we were the privileged first to see next year's Grand Prix cars. The day was finished off by an excellent dinner and a chance to meet my hero Colin Chapman.

During the evening we saw a film of the 1973 season with Emerson Fittipaldi and Ronnie Peterson battling it out and I remember watching Colin watching himself on the film, and not realising I was watching Mr. Motor Racing for the last time.

When it comes to Motorsport I have only been an armchair critic but Colin Chapman was to me not only Mr. Motor Racing but a hero, and his name in Motoring History will live for ever. A sad loss.

Yarm STUART STARK

Sir,

The entire sport must have been saddened, as must its supporters (particularly those who are followers of the Formula 1 Lotus team), following the tragic and premature death of Colin Chapman. During the political wranglings between FISA and FOCA, Colin had a spirit of innovation that was an inspiration to all, reminding us all that motor racing is a sport, and not just an excuse for "all-in wrestling". This spirit of innovation was due to Colin always looking to the future for Lotus racing as well as for the road car company. People who have worked for him described him as being hard but fair, always searching, through innovation, for success on the track.

Looking to the future, as Colin always did, I can only hope that the racing team will be carried on in the same spirit as when Colin Chapman was in charge; as for the road car company, suffering as many are due to the recession, I have every confidence that through innovative design and increasing standards of comfort etc., they will pull through the recession, and thus work hand in hand with their Formula 1 team.

For the sport as a whole, I can only hope that the departure of Colin Chapman from the scene will not be seen as an excuse for FISA and FOCA to increase their already ugly arguments; and that everybody may work together to organise a good and fair year of racing for 1983.

East Foxdale, IoM IAN BURROWS

Sir,

A. C. B. Chapman, CBE, whose Team Lotus won seven World Championships and 72 Grands Prix, suffered the fate of so many British geniuses in that he did not receive in his lifetime the recognition he deserved.

It must look churlish to our American and European friends who admire our honours system that this family man who achieved such international acclaim was never properly rewarded.

Virtually single-handedly he changed the concept of the racing car, dominating the motoring world for 30 years with his technical innovations that eclipsed all who had been before him.

Mr. Chapman did not sail round the world nor did he make raincoats for a Prime Minister but he was responsible for some marvellous yachts and his cars beat the best in the World when the rest of our motor industry was in decline.

Posterity will surely place this British gentleman above Ferdinand Porsche, Enzo Ferrari, Ettore Bugatti and maybe even Sir William Lyons, Sir Alec Issigonis and the great Sir Henry Royce.

I am sure that everyone who has ever driven a Lotus will be eternally grateful for the genius of Colin Chapman and will join me in extending sincere condolences to his widow and family.

Kirklevington ANGUS WATSON

**The Jam Factory**

Sir,

I refer to Michael Sedgwick's letter (January MOTOR SPORT), with regard to the Cordwallis works known locally as the "Jam Factory". Marendaz Specials were indeed the last cars to be built in this factory. I would suggest they were the only cars built there as new works were erected by Captain D. M. K. Marendaz, I believe in 1931, for the production of his side valve and i.o.e. engined Marendaz Specials. Photographs of the erection of the new factory were shown in the Marendaz sales catalogues.

When production of Marendaz Specials ceased in 1936, makers of St. Martin's "Chunky" Marmalade took over the factory. However, I think Brillo pads are now produced there!

Also located at the Cordwallis works according to Lord Montagu in his book "Lost Causes of Motoring" were GWK, Burney and Imperia, but these must have been in other buildings on the Cordwallis Industrial Estate or was the new Marendaz works built on the same site?

Perhaps Michael Sedgwick, who lived locally at that time and who remembers seeing these cars, can add to the above.

Leckhampton JOHN SHAW

**Seat-belt Safety**

Sir,

Lately I have noticed a trickle of correspondence concerning the new seat-belt laws and now that the hour is upon us I still fail to detect any serious resistance to the introduction of these restrictions.

Indeed, most discussion seems to have centred on whether pre-1965 cars will remain exempt or not; happily the answer seems to be "no", though I can't help thinking that this is a ploy to render a fair proportion of motorists apathetic — even though there is no guarantee that under a subsequent review this position will remain.

Does this lack of interest mean the general motoring public is behind the proposed legislation? Judging from the percentage of people passing-by this morning without seat-belts, I would think not!

Who are responsible for the passage of this bill through Parliament and what are their motives; is it the load on the National Health dentistry and cosmetic services alone or, if not, to what extent have the insurance companies become involved?

Looking to the future it would seem too late to prevent the implementing of this law, the only course of action available being mobile protest, pending the proposed review later this year. With this in mind could anyone advise as to the penalties expected for disregarding this law and of any new stance insurance companies may adopt in the event of injury to people not wearing belts? Remember the turbaned Triumph riders who fought Traffic Police at the time of the "Helmet Law" introduction?

In conclusion, although many people "belt-up" much of the time, one rarely meets a motorist who absolutely insists on tying his passengers down!

Weymouth C. LOVELL

PS. Maybe Ed. could let us know where he stands and also positions publically adopted by various motoring organisations and authorities?

Sir,

Regarding the current letters concerning the impending Seat Belt Regulations I thought you might be interested in the enclosed article from the local *Evening Echo*. The last paragraph says it all — I wonder what state the unfortunate young man would have been in if he had been securely strapped to his seat!

Seat belts may well help in certain specific accidents but since accidents happen without choice I for one consider the proposed £50 fine a small price to pay to ensure that I survive my next accident.

Leigh-on-Sea M. C. R. McMAHON

[The report was about a driver whose car left the A130 road at Rettendon and overturned. He was thrown into the front passenger seat and thus escaped serious injury. The steering wheel went through the roof and had he been belted in . . . Mrs. Thatcher please note. — Ed.]

**Seat-belt Expenses**

Sir,

With regard to the various readers' views on the compulsory wearing of seat belts. I am in total agreement with Harold E. Parkin's views, and of course he correctly forecasts the SPEND TANK riding roughshod over what must be, by practical experience and scientific research, a thoroughly reliable industry, that of making seat-belts.

One thing is for sure, if I ever see a police patrol car with its occupants unbelted the number will be taken, and if I have my camera with me, and can be quick enough, photographs will be taken.

Name and address supplied

[The Seat Belt Industry already predicts "a massive increase in seat-belt sales", according to a Securon press hand-out. This Amersham based Company expects to expand production volume by 400% in the early months of this year. Apart from that, when the Government "do-gooders" get down to stipulating a life for a belt and M.o.T. tests require them to be replaced, vehicle-users can expect the compulsory belt up Law to cost them a lot more money — and they are an over-taxed majority anyway. — Ed.]

**What's in a Name?**

Sir,

May I refer to the letter from your correspondent, Mr. Mike Thomas, in your December 1982 issue, claiming that the name "Vitesse" always was a Triumph name.

Whilst it is some time since 1913, he may like to know that in that year there was an Austin 10 h.p. car called "Vitesse, Phaeton". I don't know whether any of this model still exist.

Tilehurst P. F. SKELTON

### Licence Refunds

Sir,

My view is that if you look hard enough, you'll always find some law which forbids you from doing this or that.

I'm as law-abiding as the next man, I think, but generally my life has been guided by two items of sound advice inherited from my grandfather: "Rules are for the obedience of fools and the guidance of wise men" and, when you're sure, "I've done it, should I ha' done?" rather than "Can I?". I've survived thus far without imprisonment!

M. WORTHINGON-WILLIAMS

Newcastle Emlyn

### Taming the Monster

Sir,

It was very interesting to read D.S.J.'s thoughts on the 1983 Formula One season (December issue), in particular the reference to having a monster in our midst of which we have all but lost control. I can assure him that there is a simple solution to the current problems which nobody within the sport seems to be able to see.

The problems are that the cars are too powerful, and have too much handling capability thus potentially making the tracks themselves more dangerous for spectators. But this, as D.S.J. says, its not the fault of the designers who only wish their cars to win races. The problem is that modern cars are designed not to win *races*, but to win *sprints*. After all, the average Grand Prix is not much longer than 150 miles, which at current average speeds can take little over an hour and a quarter to achieve.

So why not introduce a minimum race distance of between 250 and 300 miles? This will have the effect of reducing power outputs, as 650 b.h.p. turbos will never last the distance in their current state of development. It would also re-introduce suspension design because drivers could not possibly survive in the current "planks" over such a distance. Result — slightly slower but more reliable cars which handle more predictably, and lots of lovely pit stops to keep Murray Walker happy!

Regarding the comments about the potential reaction to a serious accident involving spectators in this country, think hard for a minute about the possible involvement of the likes of Sue Lawley. "And tonight we ask . . !"

Melksham M. P. TOOGOOD

[I'd like 500 mile races. — D.S.J.]

### Osterreichring Response

Sir,

In reply to Douglas A. J. Mockett's letter "Las Vegas Response", I can only hope that he enjoyed the sight of Mario Andretti's crash, also his beer drinking, his hot-dog eating, his spectacular view of each numbered turn with its giant pylon, his gambling and Diana Ross.

I, however, enjoyed unspoilt scenery, fresh air, tree-lined corners and one of the most exciting finishes of the season at the Osterreichring.

Still; each to his own I suppose. . . .

Maidstone MRS BARBARA LONG

[This is what we preach — D.S.J.]

### F1 Predictions

Sir,

Whilst checking and filing away the Race Results for 1982, I began to notice certain predictable facts in a normally unpredictable sport.

Taking Grandes Epreuves Results from the beginning of 1950 to the end of last season, it became obvious that more drivers had "opened their account" in the *French* Grand Prix than any other (seven, plus Fagioli's ½ in 1951), followed by Monaco and various USA's. The eight included Mike Hawthorn in 1953, Dan Gurney in 1962 and Ronnie Peterson in 1973.

Looking to the other end of their careers, I discovered that more drivers *ended* their winning ways in the *German* Grand Prix; no less than seven, including such names as Fangio (1957), Moss (1961), Rindt (1970) and Stewart himself (1973).

Included in *both* sets of figures is one driver who must now figure as the "most predictable", namely Mr. J. Ickx, who won for the first time at Rouen on July 7th 1968, and of course won on July 30th 1972 at the Nürburgring.

Offerton Green M. F. THORLEY

### Hobby Tax

Sir,

How much longer has the "motor road tax" paying public to wait for the introduction of short period tax as promised by a previous government.

One of the advantages for "old car" owners of the now infamous computer at DVLC was going to be a reduction in the ridiculously high taxation of ownership of veteran, vintage and classic cars whose use now bears no resemblance to that of a modern car.

Is it not now long overdue for the "old car" movement to press for the elimination of road tax for what is predominantly a hobby. Stamp collectors and railway modellers pay no tax so why us. Over to you club secs.

Unlike Christopher Screen, who writing in the January MOTOR SPORT, complained at the loss of 22p per day if returned discs are not used until the last day of the month, I calculate that each time I take one of my two Jowetts, a 1926 and 1932, out of the garage it costs £2 in road tax! Of course this is less than most as pre-war 7 h.p. Jowetts pay less tax. If we cannot be rid of this tax the next best thing is to buy a pre-war Jowett.

Chatham KEITH RUMSEY

### Corrosion Guarantees

Sir,

I would like to bring to your notice the situation pertaining in the motor trade regarding six year "anti-corrosion" guarantees.

The one I have cause to query is the "CRYLA-GARD" treatment as applied to new Fiat cars. This treatment is undoubtedly an incentive to purchasers, as Fiat cars in particular have a history of rust problems. In fact, it was only because of this treatment that I even considered buying a Fiat in the first place. There is a hidden cost, however, in that the car has to be inspected every year. Although this is pointed out to the customer, I doubt if many will work out that it may cost about £100 over the six years.

But what is the treatment worth? I bought a brand new Fiat Mirafiori 1300 which had been treated with "CRYLA-GARD"; imagine my shock when, after four months, a rust hole appeared in the driver's door! Closer inspection revealed advanced rust in both doors, on the boot lid and various other areas. There were also over 30 odd things wrong with the car on delivery and the Agents (PDH Garages of Brighton) had to admit it could not have had a pre-delivery inspection.

To cut a long story short, I have had to have a *new door*, a *new boot lid*, and parts of the car resprayed as many as *three times*, and it is still far from perfect. As you can imagine, I first of all demanded a replacement car or a refund (laughed out of the office!), so I decided to let the Garage (PDH) do all the remedial work and then demand some sort of compensation for the state the car was in when sold to me.

Surely this situation, quite apart from showing the six-year treatment up as being useless (at least on my car), also fails to meet the standards expected of any NEW purchase. When I tackled the Managing Director of PDH Garages (Mr. P. J. C. Armstrong) about it, he said, and I quote, "All new cars are rusty; I have just bought one myself." Intending purchasers of Fiat cars should take note of this statement.

"CRYLA-GARD" will probably argue that the rust was present in the car before they treated it, and that the responsibility was all Fiat's. But what faith can be placed in this Company's competence if it nonchalantly goes about treating already rusty cars? If I had bought a second-hand car that needed a new door within a few months I would have felt cheated. In fact, the car I traded in was in better condition and it was ten years old! To cap it all, the new door is already showing signs of rust in the same place as the old one!

To have all these problems in a new car from a major manufacturer that has "WE CARE" as its slogan is surely condemnation of the Motor Trade in general. Why do manufacturers like Fiat think we buy new cars if not for the pleasure of looking forward to at least a few years' motoring free of rust, wear, M.o.T. problems and big repair bills? I can only assume that my car spent a very long time rusting away in some compound waiting to be taken out, dusted down and sold as "new" to the first trusting customer that came along. I have had 12 months of frustration and inconvenience and feel that as I have received no compensation from Fiat's, I am well justified in bringing my situation (which is not unique) to the attention of the media.

Saltdean W. H. BATCH-ELDER

### Giulietta Grumbles

Sir,

I have just read W.B.'s remarks about the latest Alfa Romeo to bear the Giulietta name. As someone who has had a good degree of experience at the wheel of a Giulietta, I would like to make a few comments.

Although my own car was, admittedly, only a 1.6, I find it stretching the bounds of anybody's credibility that any Giulietta can be a pleasure to drive, as W.B. implies. The 2.0 version must be a completely different motor car to the 1.6.

The fact that the 1600 engine was extremely sluggish apart, I wonder whether any other MOTOR SPORT readers who may at one time have had a 1.6 Giulietta ever experienced rust after only 12 months ownership? Or perhaps found that no matter how tidily driven, the recalcitrant beast would not return a remotely decent fuel consumption. From personal experience, daily commuting to London returned about 22 m.p.g., while a long motorway journey upped the figure to a devastating 24 m.p.g. I know there's an oil glut nowadays, but that was ridiculous. Talking of oil, it required a healthy percentage of a five-litre can to prevent it from seizing up every 500 miles or so.

How many people have ever driven a Giulietta upon which the second gear could only be selected with the aid of a leviathan effort and an accompanying graunch? This latter problem, I gather, is fairly commonplace.

As for the "wonderful" suspension, how much discount do Alfa give you on cars? My own car handled like a kite in a thunderstorm, and the ride was but average at its best.

Perhaps I was unlucky. Perhaps. Several enquiries made during the recent past led me to

believe that mine was not an isolated case however. I sincerely hope that the latest Giulietta is an improvement over my 1980 model — it could certainly be no worse.

Oh, and finally, just how does having a back-to-front speedometer give the car "character"? What absolute nonsense.

Langley Vale BRIAN P. WHITCOMBE

[While I agree about the second gear problem, I must assume that the 2.0-litre Giulietta is indeed considerably better, as I have enjoyed the prolonged use of one in both town and country. Fuel thirst seems to be less in the big-engined version, and I would concur with W.B.'s views on the good ride. G.C.]

**Replicars**

Sir,

In the January edition of MOTOR SPORT the honourable editor, W.B., comments that he "cannot see the point" of "Replicars" and "bogus sports cars", and he deplores the "quite appallingly ugly" frontal aspect of Panther Cars' latest offering, the Kallista. I agree!

The reason why the Kallista and Panther copies of the famed Jaguar SS100 are so awful to behold is because they are false and it shows! These replicars and others allude to a period they don't belong to.

Dressing up a vintage style car in modern rubber and trendy modifications immediately smacks of falsity.

What I say to all those who think that they can improve on the original is, build your own car from scratch and prove yourself and the car.

One can well understand the impecunious building kit cars and home built specials; but when we come to the present and people are prepared to pay out £26,000 for a bogus Jaguar "D" Type, sporting "Jaguar" badges, or £18,000 for a replica "C" Type, it begs the question — are they mad? Just think of the *genuine* cars that can be bought for £10,000 — with a racing history, let alone those in the £20,000 bracket! Heavens, £20,000 would currently buy a mint condition XK120 and "E" Type, both genuine! Truly there must be some people about who have more money than sense!

Orleton ANTHONY JORDAN

## AIR

THE 1982 Championship meetings of the Helicopter Club of Great Britain were both public occasions, one as part of the Colt Helicopter Fair at Cheltenham and the other at the International Helicopter Exhibition at the Army Air Corps Headquarters, Middle Wallop. Both provided excellent entertainment, but sadly this will not happen in 1983, for the HCGB has decided that its championship contests shall be private and confined to members only. This is rather a shame, for precision flying is a very skilful business indeed, and a delight to watch. However, there must be all manner of insurance problems when a number of rotorcraft are brought close to a gathering of spectators, and we can appreciate the reasons for the reversion to private competitions.

G.P.

## The Things They Say. . . .

"FEW company doctors practising their skills on the industrial scene have won a Grand Prix. Bill Wyllie has on several occasions, most memorably when he led from the start of the Jahore Coronation Grand Prix in 1960 driving an Auto Union". — From the *Financial Times*. What *sort* of an Auto Union? — W.B.



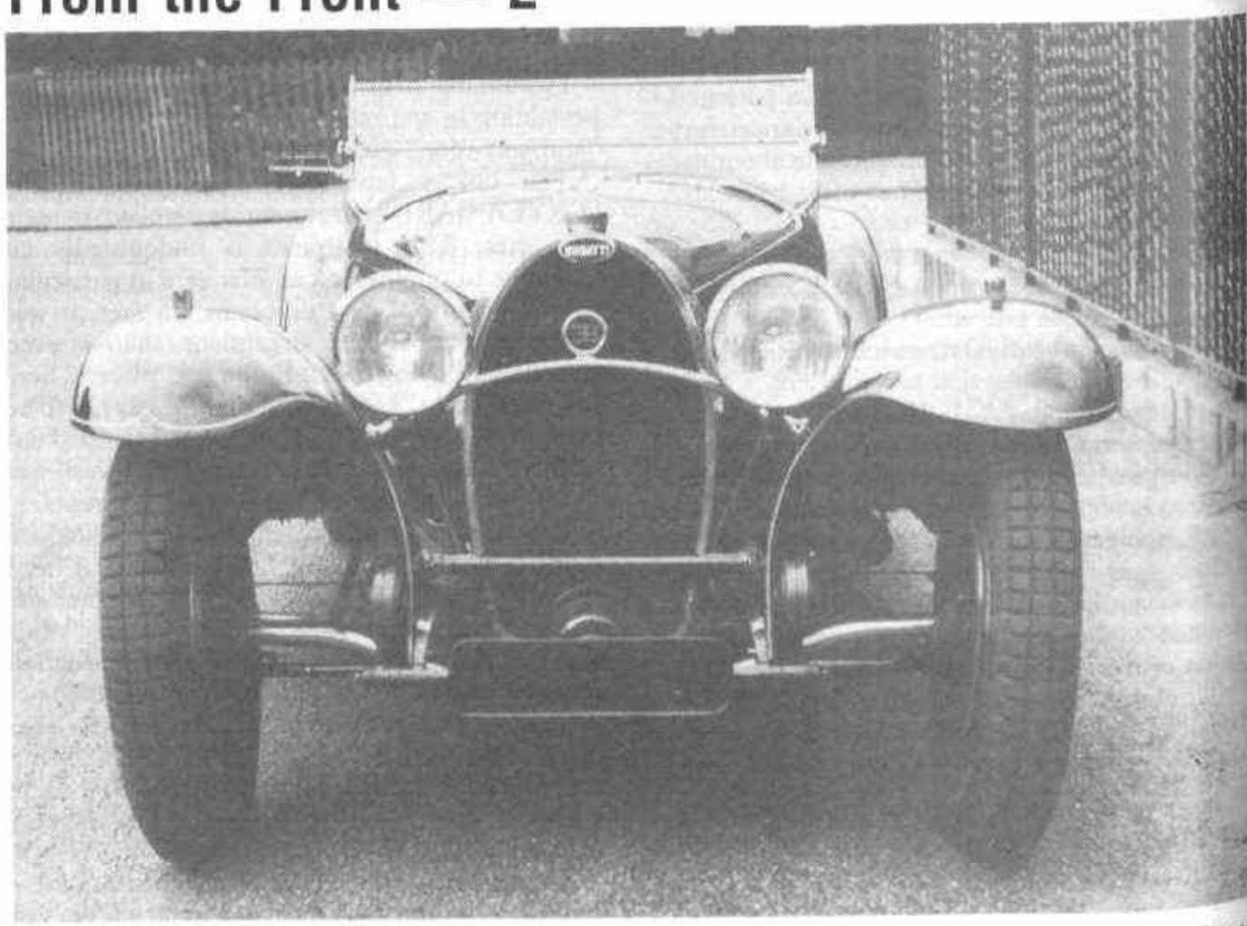

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## From the Front — 2



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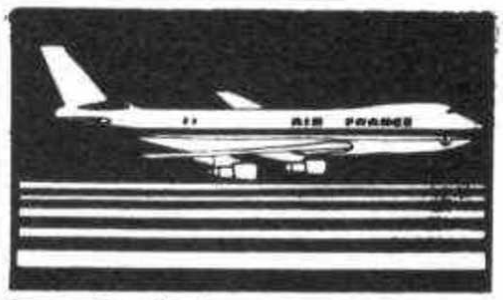
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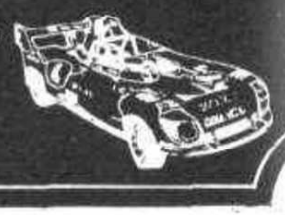
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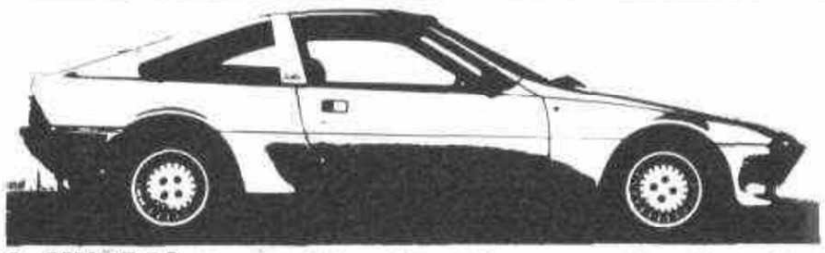
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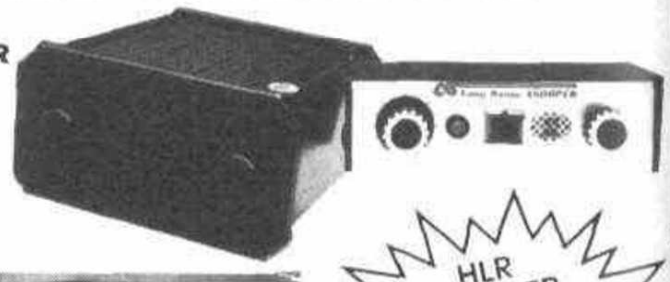
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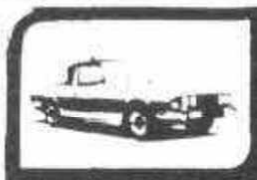
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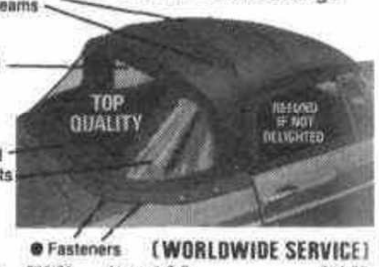
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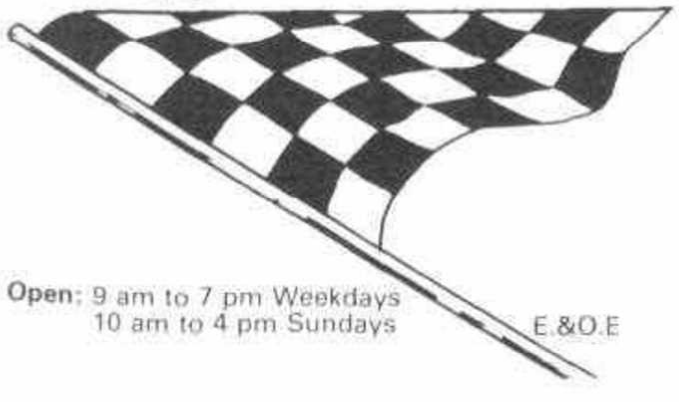
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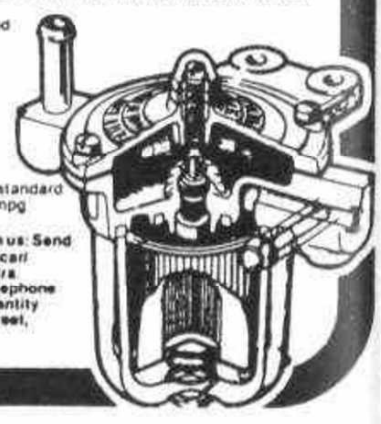
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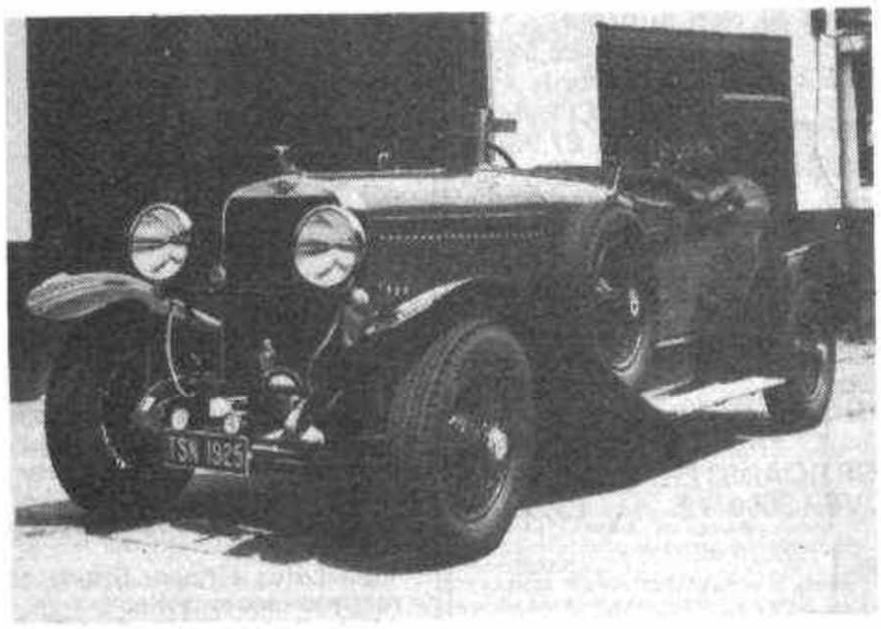
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**1981/82 Model GTi 'X'.** 11,000 miles, Lhasa metallic, sunroof, tints, full 'Exklusiv' body kit with ATS wheels. **£5,995**
**1981 Golf GLS.** 12,000 miles, Inari metallic, cassette, rear spoiler. **£4,250**

**1972 Kharman Ghia Coupé.** Black over blue, an excellent example of this most desirable model. **£1,995**

**STOP PRESS. Mini 1275 GT.** Full Wood and Pickett conversion **£1,995.** Please ring for specification.

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## FOR SALE—continued

**PORSCHE 911E.** 1970, silver, good mechanics, body fair, all usual extras, stereo, year's M.o.T. £2,100 o.n.o. Tel.: 0206-383284 Fridays and weekends. (42413

**TR6.** 1971, signal red, hard / soft tops, one owner, good condition, £1,500 o.n.o. Tel.: 0492 515052. (42416

**UNIQUE LOTUS ELAN** Vegantune Special. Reg. No. 8080 KO, completely rebuilt by Vegantune with special bodywork in ruby red metallic and special interior, very quick special 1,767 c.c. engine with ZF 5-speed gearbox, Koni / Spax dampers, Spyder driveshafts, 6" Wolfrace wheels with NCT tyres, stainless steel exhaust, stereo, etc. Offers around £6,750. Tel.: Formby (07048) 75167. (42417

**LANCIA MONTE CARLO COUPE.** October 1977, blue, 38,000 miles, 2-litre DOHC, mid-engine, 5-speed, four discs, alloy wheels, unmarked body, no rust. Haggling starts at £2,800. Tel.: Woking 60146 evenings / weekends. (42420

**MORGAN +8.** May 1974, black, red leather, high compression engine 10:1, electronic ignition, spare wheel cover, luggage rack, 9,700 miles from new, full history available. Nearest offer to £6,000 or exchange 4-seater. Tel.: Nailebourne 382. (42422

**BMW 530i MOTORSPORT.** October 1977, Biscay blue, tints, stereo, Sichel Mahle's, new clutch, full service history, high mileage but excellent condition. £3,300 o.n.o. Tel.: Tunbridge Wells 30702. (42423

**7R AJS.** 1948, 100% concours, absolutely superb, ex-George Beale. £3,900. Tel.: Nutley 2855 (Sussex). (42424

**SINGER 9 SPORTS.** In excellent condition. Mini Cooper S Mk.I, in excellent condition. Jaguar XK140 Roadster. All new metal parts, engine reconditioned, ready for assembly. Offers invited. Tel.: Hinckley (0455) 38347 office hours. (42425

**FERRARI 250 GTE** Earls Court Show Car. Fiat Balila 1936 Black Diamond Team Car. Mercedes 230SL Sports. All in excellent condition. Offers invited. Tel.: Hinckley (0455) 30328 day, Hinckley 220250 evening. (42426

**SAAB 99 TURBO.** January 1980, red, 2-door, towbar, recent new P6 tyres, dealer serviced from new, immaculate. £4,900. Tel.: Gorseinon (0792) 896322 evenings (South Wales). (42427

**MGB GT V8.** Very exciting spec., including a 170 b.h.p. HC engine, a real driver's car in collectors condition. £3,500, possible part exchange.. Tel.: A.D.O. for full specification on 0299 251 215. (42421

**TR6.** L-Reg'd, Pimento red, 150 b.h.p., overdrive, wire wheels, stereo cassette / radio, low mileage, long M.o.T., well maintained original rust-free condition, £2,800. Or MG Midget, L-Reg'd, teal blue, hard / soft tops, rust-free, long M.o.T., original, rebuilt front suspension, new baby hence 1 must go. £1,000. Tel.: Southend 549295. (42474

**CELICA GT 2.0 LIFTBACK.** 1980, 38,000 miles, metallic bronze, immaculate, radio, stereo tape, new tyres. £3,950. Tel.: Kingston St. Mary 207 (home), Taunton 87541 (work). (42475

**MORRIS COWLEY.** 1927, flat nose 2-seater & dickey, resprayed, runs well, used for VSCC events, T & T, £3,950. Also 1938 Bentley 4¼ Park Ward pillarless sports saloon, stunning looking car, see pp. 172-173 a "Pride of Bentleys", award winner VSCC rallies, 12 months M.o.T. £10,500. Ring for details Lees Northampton (0604) 863668 after 6.30 p.m. (42477

**ALVIS TD 21.** 1959, white with grey leather, excellent original condition, M.o.T. till June, Reg. No. UMV 1. £2,200. Tel.: Manley (09284) 484. (42478

**TURNER 950.** 1954, racing sports car, white with aero screens, hood and tonneau, new Klebers and 5½J steels, HSCC registered, second in class and seventh overall last year, driven to every meeting, therefore roadworthy and definitely competitive for 1983. £1,500. Tel.: 01-602 0667. (42479

**AC428 FASTBACK.** 1972, concours condition, winner of "Best Classic Sportscar", £12,000 of bills to show. Tel.: 0282-692909 or 65546. (42480

**1970 E-TYPE,** Series II, 2+2 reluctantly for sale. Complete mechanical and body rebuild and documentation, many JDC-certified concours wins and placings, obviously one of the very best, only serious enquiries in excess of £10,000. Tel.: Churston (0803) 842515 (home) or Brixham (08045) 4807 (office). Michael Tyrrell, South Devon. (42481

**MGB GT.** 1979, black, taxed and tested, 35,000 miles, excellent condition. £3,150. Tel.: 0538360357 (Staffs). (42483

**TR4.** Last series, wire wheels, overdrive, recent new hood, tonneau, tyres, battery. £1,250. Tel.: Chaddleworth 405. (42485

**AUSTIN 16/6 BURNHAM SALOON.** 1930, in very good mechanical and bodily condition, complete with many spares. £4,650. Tel.: 061-432 0376. (42486

**MGA,** 1956, chassis fully restored, rest of car completely stripped awaiting restoration. £650. Tel.: 0533-707060. (42487

**MGC GT.** Overdrive, wire wheels, excellent condition. £1,650 o.n.o. Tel.: Redditch 24634. (42490

**COLLECTABLE MGB ROADSTER,** 1977, green / black, very good condition, below average mileage, recent exhaust, radio, etc. £2,500 o.n.o. Tel.: Haslemere (Surrey) 54170. (42491

**MORGAN PLUS 4.** November 1968, 71,000 miles, one owner, all extras. Offers. Tel.: Walsall 39744. (42492

**1949 2½-LITRE** Riley Roadster. Good condition. Tel.: Durlet 393 evenings. (42493

**1922 CHEVROLET** 2-seater with dickey seat. Good condition. Tel.: Durley 393 evenings. (42493

**3½ BENTLEY.** 1933, most parts to build an exciting four-seater open touring car, attractive GRP body to fit, engine rebuilt. £4,500 or will sell less engine and gearbox. Special Mk. VI chassis with 4¼ engine moved back 15 inches, all parts to complete, rolling chassis. £2,500. Tel.: 0373 61072. (42530

**MAZDA RX7.** 1982, as new, less than 1,000 miles, white, automatic. No reasonable offer refused. Tel.: 01-409 0863. (42531

**MINOR 1000 TRAVELLER.** 1971, rare, ex-military, l.h.d. car, Waxoyled, maintained regardless, pristine, original bodywork, perfect Gold Seal engine / gearbox, fitted MG1100 head, twin carburettors, high-ratio diff., one owner since demob, would arrange export. Offers. Tel.: Billesdon 563. (42532

**LOTUS ESPRIT.** 1978, metallic grey with tan leather, new tyres, £300 Pioneer, excellent condition throughout, taxed and tested. £5,600 o.n.o. Tel.: Stafford 662628. (42534

**MGB ROADSTER.** 1974, o/d, immaculate in vermillion red, tan trim, chrome Rostyles, Radiomobile, full and half tonneau, all new Pirelli P3s, new Arbarth, Hella fogs, undersealed, rustproofed, bills for over £2,600 shown. Best offer over £2,000. Tel.: Brightlingsea, Essex, 2231. (42535

**BARGAIN.** Alfa Romeo Alfetta GTS 1.6. 1979 model, M.o.T. October 1983, all electric, radio, etc., 16,000 miles. Best offer over £2,400. Tel.: Ely 778 695. (42536

**SUNBEAM ALPINE.** 1966, good original example, complete with trim, excellent overall condition, owners' club member buying another. £1,200. Tel.: 0742 306809. (42537

**CABRIOLET BMW 320 GOLD.** August 1981, black hood, rare motor car, 13,500 miles, Blaupunkt tuner / cassette, lady owner, no dealers. £8,550. Tel.: 0203-77424 evenings or weekends. (42538

**MGB GT.** 1980, low mileage, above average condition, full rust protection. £4,200. Tel.: 0604 864268. (42539

**BENTLEY MK6 SPECIAL 2+2.** 4,887 c.c., 3.07 axle, wire wheels, aero screens, tonneau cover, special QH lamps, good tyres (two unused spares), towbar. Offers. Tel.: 04882-405. (42540

**DAIMLER SOVEREIGN.** November 1973, Series II, 4.2, l.w.b., 2.8 engine just fitted, M.o.T. September 1983, nice condition. £750 o.n.o. Tel.: North Weald 2535 (Essex). (42541

**AUSTIN HEALEY 3000 Mk.3.** November 1967, B.R.G., guaranteed 36,100 miles, present owner 12 years, full history and maintenance record, rare opportunity to acquire original car, four children request swimming pool. £5,850 o.n.o. Tel.: Worcester 25168 day, 0905 60444 evenings. (42542

**AC 2-SEATER.** 1932, this car was not used after the war until approximately 1978, since when the following work has been done, engine and gearbox rebuilt, rewired, springs reset, brakes overhauled. The above work was done by Garry Woodhead. Also new hood and repaint dark blue, new tyres, HD battery, M.o.T., upholstery, carpets and interior wood untouched but original. £7,000. Tel.: Polruan (Cornwall) 386. (42544

**LOTUS ELITE 501.** 1976, gunmetal, oatmeal, 57,000 miles, radio, taxed and M.o.T., any trial welcome. £3,500 o.n.o., might exchange. Stamford, Lincs. Tel.: 0780 64312. (42545

**MGB GT V8.** 1974, excellent condition throughout, many extras including sunroof and radio, overdrive, 35,000 miles, carefully maintained, reluctant sale of a collectors car. £3,750. Tel.: 04463 3386. (42546

**ALVIS.** 1938, 4.3, rare Charlesworth saloon, good condition, body and interior near concours, Reg. No. PGD 1, £8,750. Tel.: 056283309. (42547

**JAGUAR C-TYPE SPORTS.** 1952, chassis number XKC015, complete bare chassis rebuild, well known and genuine car. Tel.: 095 44459 (Cambs). (42548

**LOTUS ELEVEN CLUB** with 1100 Climax engine. Totally rebuilt in super condition, ideal road or competition, original chassis plate. Tel.: 095 44459 (Cambs). (42548

**A VERY RARE** aerodynamic luxury Czechoslovak Government TATRA Typ 2-603, 1970, V-8, air-cooled rear engine, 2,500 c.c., 100 h.p. in a very good condition. A. Kunz, D-5407 Boppard / Rh., POB 263, W. Germany. (42549

**AUSTIN 7** 1925 Pram Hood Chummy. Very original car, cup winner. £4,800. For further details phone 021-747 8469. (42722

**TOYOTA CELICA SUPRA 2.8I.** Y-Reg., as new. £9,500 o.n.o. Tel.: 0984-40464 (Washford, Somerset). (42725

**DATSUN 280ZX.** 1981, 2 str., manual, red, p.a.s., injection, e / windows, one owner, mint condition. £6,875. Tel.: Horsham (0403) 67774 / 56551. (42726

**DAIMLER 250 V8.** 1968, 73,800 miles, taxed, M.o.T. 1 year, automatic, p.a.s., h.r.w., dark blue, excellent. £2,000. Tel.: Swindon (0793) 22603 office hours. (42729

**ALFASUD 1.5 Ti HATCHBACK** (Veloce engine) 1981 X-Reg., 18,000 miles, white, alloy wheels, stereo, excellent performance and comfort, clean throughout. £3,750 o.n.o. Tel.: 0327 40117 (Northampton). (42730

**MERCEDES 280SE 3.5.** L-Reg., automatic, p.a.s., central locking electric windows, Blaupunkt radio, 50,000 miles, history, immaculate, white, £2,795. Lancia Gamma, 1979, all extras, superb, £1,995. Tel.: Lichfield 833205. (42731

**1972 LANCIA FULVIA** 1600 Sport with Zagato body, one of the last built, garaged for four years, Ziebarted, resprayed two years ago, original 115 b.h.p. engine. £2,000. Tel.: Bidford-on-Avon 778057. (42732

**JAGUAR XK140 DROPHEAD,** 1955, a really original car in very good condition, burgundy with cream interior and carpets, mechanically and bodily as should be, tools, original log book, etc., all complete, this car shows the difference between a rebuild and an original. £7,500 o.n.o. Tel.: 061 764 7270. (42733

**JAGUAR E-TYPE FMC.** 1965, one lady owner, 21,000 miles from new, unrestored and in exceptional condition, faultless to drive, finished in white with grey interior. £5,995. Tel.: 01-947 9253, Burgh Heath 60476. (42734

**PORSCHE 912.** 1970, brown / black interior, immaculate condition inside and out, much work done to make this car probably the best 912 in the country. £3,950. Tel.: 08845 303 evenings (Devon). (42735

**LOTUS 2+2 S130/5.** 1973, white with black interior, many new parts, in good condition. £3,300 o.n.o. Tel.: Darlington (0325) 486783. (42736

**MG TF.** 1954, red, 13 years in present ownership, fully rebuilt to original specification, excellent condition. Car has won MG Club concours awards. £6,500. Tel.: 050 97 2160. (42737

**INNOCENTI DE TOMASO.** Bertone-designed 1275 GT mini-hatchback, Y-Reg., 1981 series, metallic black, cream denim interior, fog lights, tints, r / wipe, Panasonic stereo, 10,000 miles, one owner, as new, l.h.d. (easily converted). £2,750 o.n.o. Tel.: 01-959 7540. (42739

**TRIUMPH STAG.** Reg. No. GOL 3L, low mileage, silver, electric windows, hard and soft top, electronic ignition, tinted windows, reconditioned engine, new clutch assembly, excellent condition for year. £2,000, all offers considered. Tel.: Bromyard 3420. (42740

**ALFA ROMEO GIULIA SS.** 1964, r.h.d., actual motor test car, low mileage, mechanically good, underneath restored, interior good, new M.o.T. £1,500. Tel.: Tavistock 4370. (42741

**VOLKSWAGEN SCIROCCO.** P-Reg., radio, alloy wheels, low profile tyres, year's M.o.T., taxed. £1,395. Tel.: 04882-405. (42742

**HUMBER SCEPTRE.** 1960, one fastidious, elderly owner, 29,000 miles, o / d, splendid example of classic quality car. Offers. Tel.: 021-454 6351. (42743

**MERCEDES 206D** Diesel Caravanette. 35 m.p.g., towbar, taxed, M.o.T., ideal racing tender, shopping, touring. £1,250. Tel.: 04882-405. (42747

**MORRIS MINOR.** 1963, dove grey, two-door, 12 month M.o.T., genuine mileage of 98,121 miles, new engine 84,000 miles. Tel.: St. Annes 727912. (42753


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Does the Government propose that we will be driving on the other side of the road in the near future? For those of you in the know or who live over the water we have a left hand drive **Morgan** Plus 8 here now. Signal Red (winks at you in the dark), luggage rack (16 stone friends find this easier to sit on than attempt to get into the car), folding and reclining seats with head rests (girlfriends love these). The **Morgan** has covered 7,000 km. For those of you who think we will still be driving on the same side for the foreseeable future we have the following selection. Owing to the enormous number of enquiries for our racing **Morgan** Plus 8 we are converting it into a rather special road-going Plus 8. Finished in Black with red leather interior, matching hood and sidescreens. The **Morgan** will retain some of its non-standard features (such as rear disc brakes, rack and pinion steering etc.). Those of you who are interested, please ring for further details. A more standard **Morgan** Plus 8 with cream leather interior is our **Morgan** finished in Nut Brown and fitted with folding and reclining seats, luggage rack, Hood, sidescreens and tonneau cover match the interior. Here endeth the **Morgan** Plus 8 lesson. Sensation upon sensation, here is a **Morgan** 4/4 2-seater (1982) finished in British Racing Green, and fitted with bonnet strap, luggage rack, wire wheels, radio, door handles. The **Morgan** has covered 1,500 miles and must be one of the last of the 1600 Kent engined **Morgans.** Whilst you digest that last piece of sensation, what about a 1976 **Morgan** 4/4 2-seater in Turquoise Blue with black interior. What's so odd about that, you say. Well, nothing until you discover that this **Morgan** has been owned by one person from new and has only done 42,000 miles, from new. Another **Morgan** 4/4 of 1981 vintage, finished in (winking at you in the car park) Red. Wire wheels, door handles, headlamp stone guards, tonneau cover. Our special **Morgan** wire wheel brush will also clean the headlamp stone guards. Ask the wife to do it, it's as easy as getting congealed rice pudding out of a saucepan. In 1978 amongst other **Morgans,** there were produced a 2-seater with cream leather interior, wire wheels, etc. Another 2-seater in Wink Red, bucket seats, door handles etc., and another 2-seater in Guardsman Royal Blue, wire wheels, aluminium body etc. Perhaps that should read Guardsperson. Others **Morgans** are in the mews, such as our two **Morgan** 4/4 4-seaters, manufactured in 1970 . . . but space is closing in on us. . . What about our 1981 **Morgan** 4/4 4-seater. . . .

# morris stapleton

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## FOR SALE—continued

**1934 ALVIS SPEED** 20 Cross-Ellis Tourer. New wings, re-upholstered in hide, hood screens, carpets, wheels, rebuilt, new tyres, engine rebuilt 6,000 miles ago, rebuild needs finishing. £8,000. Tel.: 051-638-3205. (42744

**BRISTOL 405 and 501.** Some work, stored six years, must go, spares. Offers. Tel.: Bildeston (0449) 740399. (42746

**1928 RILEY 9** pointed-tail two-seater special conceived for VSCC events. Restored chassis, professionally-built body, finishing required, includes four new Amals, Brooklands gearchange, new Hartfords, rebuilt wheels and magneto, £2,700. 1978 (T-Reg.) Alfa Romeo 2000 GTV, cream, low mileage, properly maintained by dealer. £1,800. Consider p-ex either / both for usable Morgan, Lotus 7. Tel.: Coleshill 63855 (office), Tamworth 3370 (home). (42750

**TR7 CONVERTIBLE.** August 1980, 20,000 miles, five-speed, two owners, radio, B.R.G. £3,850. Tel.: Woolhampton 3191 (Berks). (42754

**BUGATTI TYPE 35B.** Chassis, body, rear end, gearbox, etc. all restored and together. Needs front axle work, engine assembling and machining of blade wheels to complete the car and get it back on the road. Best offer to Lance Dixon, 603 Doncaster Road, Doncaster, 3108 Victoria, Australia. Tel.: 848 6666 or Telex LANDIX 34524. (42755

**TVR TAIMAR.** March 1979, 28,000 miles, blue, sunroof, tints, radio / cassette, leather seats, recent tyres, battery. £4,850. Tel.: Pulborough 2133. (42756

**ROAD-RACING MASERATI No. 2432 / 250SI.** Five speed, lightweight Spider, shattering 235 b.h.p. / 168 m.p.h. (road registered!), exchange high output "historical" grand prix — similar Austin A35s, two-door, 5966 AC, restorable. 1959 four door SEA 115, suitable for spares, £240 pair, delivery service available. "Pinfield Lodge", Barntgreen, Birmingham. Tel.: 021 445 2551. (42759

**MERCEDEZ BENZ 300C.** 1956, automatic, four door saloon, English specifications, r.h.d., extensively restored by Mercedes Germany, new rear axle, new brakes, new heating, rewired, original Becker radio, wood re-varnished, leather 90% original, chrome 70%, paint 70%, new exhaust system, new automatic gearbox, new original tyres, new hubcaps / trim rings, new battery, almost no rust on body, runs smooth and perfect, second owner from new, 1983 taxed. Private sale by Kurt Isensee, 51 Boehmerstrasse, 6 Frankfurt, West Germany. £6,000 o.n.o. Tel.: 010-49-611 550927 daytime. (42761

**LANCIA FLAMINIA GT.** 1960, aluminium Superleggera by Touring, new leather, brakes, exhaust, etc., bare-metal re-finish in graphite, no corrosion. Alas, must sell. Hacker, 501 Margo Avenue, Long Beach, Ca. 90803. (42762

**JAGUAR E COMMEMORATIVE MODEL.** 1975, two collector owners, never been out in rain, under sealed, only 8,000 miles, £14,000. Jaguar E Roadster, 1973, new engine, 58,000 miles total, white, chrome wheels, re-trimmed, £6,000. Both cars have black hard-tops, are in immaculate condition. Private sale. Tel.: 021-233-2262 office hours. (42758

**LOTUS ESPRIT** Series 3, X Registration, Calypso red with ½ leather black interior, 17,000 miles, full service history, BBS wheels, taxed, exceptional condition, £10,995 p/x etc. Tel.: Dane End (092084) 561 (Herts). (42773

## FOR SALE—continued

**ALFA GIULIETTA,** 1.8, W, superb, re-undersealed, about £3,000. Wanted, 2-litre Alfa. Tel.: Bedford 711538 weekends. (42418

**BMW 3.0CSi** Coupé, 1972, M.o.T. November, electric windows, sunroof, v.g.c., £1,450 o.n.o., p/ex. Tel.: Stubbington 2323 (Hampshire). (42772

**LANCIA MONTE CARLO** Spyder, 1982, unmarked red bodywork with grey cloth trim, one owner, 9,000 miles, air conditioning, electric windows, radio / stereo, mint condition, £6,750 p/x etc. Tel.: Dane End (092084) 561 (Herts). (42773

**GOLF DIESEL** silver, 5-door, V-Reg, extras, very economical, super condition, £3,250 o.n.o. Tel.: 03745 55115. (42774

**ROLLS-ROYCE** Shadow I, f.s.s., 1970, garnet blue, beige trim, 4 new tyres, £2,500 bill from Jack Barclay's taxed, M.o.T., a fine example of a 1970 R-R, £6,999. Tel.: 01-686 6276. (42775

**1929 MORRIS** Light van, squashed Bullnose type, professional restoration with accounts to concours, chassis stove enamelled, original body, 100% as new, concours winner at every rally in 1982, including three first class awards at major HCVC rally. Tel.: 061-766 4123. (42776

**MINI COOPER S,** Mark II, 1970, 1293 c.c., one fastidious owner, excellent running order, photograph and details of maintenance available. Tel.: 031-447 1782, Wight, 1 Bramdean Rise, Edinburgh EH10 6JT. (42777

**MGB ROADSTER,** 1976, green, 37,000 miles, concours condition, one owner, seldom used second car, stored winters, many extras including Wolfrace alloy wheels, plus original set, £2,500. Tel.: Hanbury (Worcs) 528. (42778

**ELAN +2S,** Lotus Club Member offers 1970 model, white, in superb condition, all usual S refinements, why pay more? £2,350 o.n.o. Tel.: Helmingham 652 (Suffolk). (42780

**PANTHER LIMA DTV,** 1978, very rare overdrive model, 26,000 miles, superb condition, £3,950. Tel.: Basingstoke 24535. (42782

**VINTAGE AUSTIN 12/4,** Clifton Tourer, 1927, very good condition, new M.o.T., £5,000. Tel.: 061-427 1876 (after 4 pm). (42785

**MG TD 1951,** black, very original, running but requires restoration, £2,850. Tel.: 061-427 1876 (after 4 pm). (42785

**MORGAN 4/4** 4-seater, July 1982, Brunswick green, black leather, XR3 engine, extras, 1,300 miles, as new, any inspection welcomed, reluctantly offered at £9,000. Tel.: Horsham 57516. (42786

**MORRIS FAMILY EIGHT,** April 1932, four door all metal saloon, one owner since 1940s, restored 1950s, then 2,763 miles, then blocked up in store for 23 years where now lying for sale with spare engine, two gearboxes, rear axle, springs, wheels, tyres, electrics, gaskets, lamps, valves, oil seals, tools, handbooks, accessories, offers in excess of £2,000 or exchange modern economy saloon, Escort or similar. Box No. 6741. (42788

**XR3 TURBO,** Dec 1980, sunburst red, s/roof, fogs, spots, radio, security system, rustproofed, 5-speed, 18,500 miles, one owner, full service history, immaculate, 0-60 7 secs., 120 plus, £5,500. Tel.: 0787 ,277943. (42792

**1971 F1 McLAREN M14A,** fitted Allen Smith Chevrolet F5000 engine, good order, £7,500. Sevenoaks, Kent. Tel.: Sevenoaks 453939. (42794

## FOR SALE—continued

**BMW 3-LITRE** CS, K-Reg, red, black, T & T, mechanically very good and drives beautifully, needs new front wings and tidying, hence give away price of £1,000 o.v.n.o. Must sell. Tel.: 0524 823131 (42793

**DAIMLER 250 V8,** 1968, 41,000 miles, M.o.T. 1 year, automatic, good condition, £2,000 o.n.o. Tel.: Bromsgrove 70025. (42795

**ALFA ROMEO** Alfasud 1.5 Ti Veloce Hatchback, Nov. 1981, white, grey trim, under 12,000 miles, company car replaces, bargain price £3,500. Tel.: Blackburn 51481 day, Bolton 43222 evening. (42796

**JAGUAR 3.4 II,** 1965, 32,000 miles with documented service records from new, totally original factory condition, sand with red interior, Waxoyled many years ago, not restored in any way, this must be the best available, £5,000. Tel.: 0695 422203. (42797

**ROLLS SILVER WRAITH** 1947, Park Ward aluminium sports saloon, sound and original but needs cosmetic attention, £5,000. Tel.: 0695 422203. (42797

**AUSTIN 16/6** Open Road Tourer, 1930, restored some years ago, recent engine rebuild, new sidescreens and wheels rebuilt, superb family car in lovely overall condition, M.o.T., £6,000. Tel.: Stratford (0789) 67921. (42798

**AUSTIN 16/6** Open Road Tourer, 1930, restored some years ago, recent engine rebuild, new sidescreens and wheels rebuilt, superb family car in lovely overall condition, M.o.T., £6,000. Tel.: Stratford (0789) 67921. (42798

**c1893 PEUGEOT** V-twin (Daimler engine), serious offers for quickish sale. Also 1936 Bentley 4¼-litre VDP tourer, needing wings, trim to finish, much work already done, £9,750. Interesting swops considered. Tel.: 01-677 4168. (42807

**BENTLEY R-TYPE** 1955, dark grey over silver grey, M.o.T., automatic, one owner, and 20,000 miles in 11 years, v. good condition, £4,800. Tel.: Chieveley (Berks) 410. (42802

**LINCOLN CONTINENTAL** Drophead, 1948, the only R.H.D. and the rarest, lovely condition, needs nothing, £10,000 o.n.o. Will exchange for RR's, cash either way, Pennington, 72 Edmund St., Edison, NJ, USA. Tel.: 201-985-9090 or 201 463-0818. A unique vehicle. (42805

**E-TYPE SERIES 1 4.2 FHC.** 1966, ERS 77D, 58,000 miles believed genuine, opalescent dark green with black trim, extremely nice condition having recently been fitted with brand new bonnet and sills, unused in wet weather last five years, house renovation forces regrettable sale. Realistically priced at £4,500. Tel.: Stoke (0782) 502234. (42807

**MORGAN 4/4 4-SEATER.** 1976, many extras including kilometre speedo, etc., low mileage body dismantled prior to wings-off respray, some preparatory work done. £4,250. Tel.: 01-995 1974. (42809

**ELVA Mk.7 SPORTS RACER.** 1963, HSCC and FIA-registered, 100% restoration, new Cosworth twincam, no time or expense required for 1983 season. Tel.: Dunstable 606974. (42810

**VINTAGE BENTLEY 4½,** 1930, Vanden Plas body by J. Pearce, engine rebuild by Don McKenzie, not fully run in, 'D' gearbox, tobacco brown, cream leather, bereavement sale. £36,000. Tel.: 01-658 7585 (42811

**FERRARI DINO 246 GT SPYDER.** Excellent example, white with black leather interior, detachable roof, wide alloy wheels, Daytona seats, electric windows, radio, etc. £10,950 o.n.o. Tel.: Exeter 73387 (STD 0392). (42827

## FOR SALE—continued

**BMW 316.** August 1981, black, five-speed, BMW sunroof, Phillips stereo, 12,500 miles, one owner driver, BMW serviced, mint. £5,250 o.v.n.o. Tel.: 032 733 666. (42812

**MGB GT.** May 1979, blue, one owner from new, excellent condition throughout, 32,000 miles only, sunroof, radio cassette. £3,650. Tel.: Brighton 506214 after 6.00 p.m. (42804

**TVR 3000M.** R-Reg., a good home wanted, silver metallic, sunroof, tints, radio cassette, o.b.o. £3,450. Tel.: Warwick (0926) 493979 23116 (42813

**RS2000 CUSTOM.** 1980, white chocolate interior, sunroof, radio cassette, alarmed, alloy wheels, excellent condition. £3,950. Tel.: 0632 444075. (42815

**LOTUS ELAN +2.** 1972, orange coachwork, silver roof, 1982 Vegantune engine rebuild to stage 3, excellent mechanics, whole car completely balanced, interior very sound for age. Reluctant sale and worth a 'phone call for full information. Tel.: William Plunkett on Godalming (04868) 22193. (Nr. Guildford). (42816

**BMW 323i.** 1980 model, l.h.d., 60,000 miles, Alpine white, Recaro seats, leather steering wheel, Becker radio / cassette, sunroof, alloy wheels, electric twin wing mirrors, one owner, M.o.T. December 1983. £5,150. Tel.: 074 988 530. (42817

**LOTUS 7 S2.** 1962, Cosworth, very original, runs well, Long M.o.T. £2,800. Tel.: 0695 421 405 (42818

**MGA 1600 ROADSTER.** 1960, red, all steel, very straight, new leather trim, white hood, looks almost new, absolute bargain. £2,950. Tel.: 0695 421 405 (42818

**TRIUMPH STAG.** M-Reg., finished in Magenta with black interior, manual with overdrive, hard and soft top, two owners from new, 48,000 miles, exceptional condition throughout, must be seen. £2,595. Tel.: Coventry 461553. (42820

**ROLLS-ROYCE.** 1935, 20/25 Hooper Limousine, largely original, tools, handbook, etc. £11,000. Tel.: King, Uckfield 3882. (42821

**TR7 CONVERTIBLE.** 1982, 6,000 miles, silver, alloys, just serviced by Wadham Stringer, immaculate. £4,800 o.n.o. Tel.: 01-381 2956 evenings, 01-236 6533 ext. 181 days. (42822

**TRIUMPH SPITFIRE MK.3.** 1971, 54,000 miles only, Wedgwood blue, hard and soft tops, immaculate condition. Offers around £1,000. Tel.: Theydon Bois 4143. (42824

**MG MIDGET 1500.** T-Reg., genuine 12,000 miles from new, totally unmarked and in as new condition, unused spare tools, etc. £3,250. Tel.: 01-504 2064. (42825

**DUNE BUGGY:** Honda "Odyssey" 250 c.c. sports engine. Fantastic climber, new, mint, yellow / black, used by owner few weeks Saudi Arabia, crated and home stored since June 1982, colour photo, serious enquiries, unique vehicle. £1,100 o.n.o. Nick Fleetwood, "Monepa" Jill Lane, Sambourne, Redditch, Worcs. (42829

**STAG.** S-Reg., one owner, new engine, 54,000 miles, bills available. £3,250 o.n.o. Tel.: Handcross (0444) 400255. (42826

**LOTUS ELITE** Climax S.2, 5 bearing cam Webers etc. Very clean £3,250. Tel.: 0772 51305 (office) 0772-684374 (home). (42888

**TVR TASMIN** Convertible, blue, cassette, immaculate condition, 24,000 miles, Feb. 81 (W). £8,250. Evenings 0787 237858. Day 01-253 1517. (42889


*Hire a Sports Car*

*Morgan 4/4 2 & 4 str's & +8's, MGB Convertibles, Triumph TR7 Convertibles and Golf GTi, Jeep Renegade.*

**sportshire**

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# John Britten

Morgan TVR

*The first of the month*
*And MOTOR SPORT comes,*
*I flick through the pages*
*Fingers all thumbs*
*What is he looking for*
*Silly old dad?*
*Yes, you have guessed it —*
*John Britten's ad!*

*Let Anne ride her horses*
*And Mark Phillips his*
*And Andrew his chopper*
*(It isn't really his)*
*But I'll stick to cars*
*And the wide open road*
*And one day I'll visit*
*John Britten's abode.*

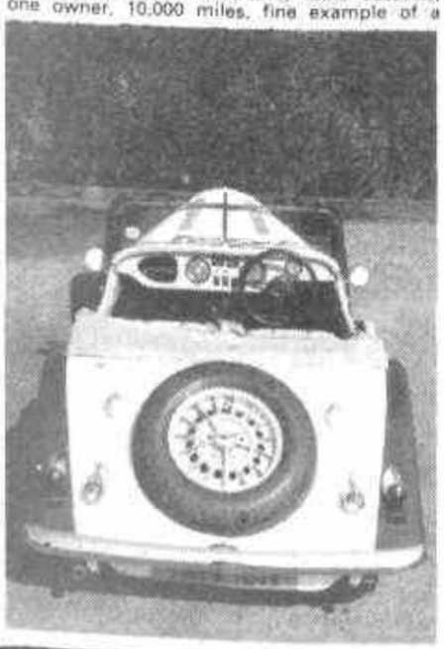
*TVR's, Morgans and Arkleys to see*
*All for the young man,*
*Alas! not for me*
*Cos I'm getting close to the end of the beam*
*I cannot drive fast now*
*But I can still dream!*

*And now I must come to the end of this rhyme,*
*The dog's not had his walk*
*And it's nearly tea-time!*

As promised, the above rhyme was volunteered by **Mr. Roy Sandback of Stockport,** the lucky winner of our **Christmas Competition**. Congratulations **Roy** and we hope the bottles arrived



in time! *We had so many entries for our comp.* and the standard was so high! that we decided to award a second prize also — this went to **John Canty of Luton** whose rhyme will be appearing at some future date. Many thanks to all of you, especially those that were unprintable (yes, we all know what rhymes with **Morgan**!) — we have forwarded them to a well known girlie publication, and to **"Familiar" of Singapore, Nysha** says "Come up and see me sometime". Right, let's cut out the frivolity and get on with the motley: and our motley collection this month starts with a **fantastic, never to be repeated bargain offer** on the following **new TVR Tasmin Convertible, 2.8 lt. dark blue, blue interior and hood, silver stripe — buy this car for the full list price of £12,744 and we will give you, free, a December 1981 Ford Fiesta 1.1L, white with blue interior, radio cassette and sport grille, 12,000 miles from new, excellent condition**. To give you some idea of what a phenomenal deal this is, **Glass's Guide** retail price for a **1.1 Fiesta** is **£3,270**. If dark blue is not to your liking then perhaps our **ex-demonstrator, Y registered TVR Tasmin Convertible, cosmos blue**, very low mileage, as new, might be tempting at **£9,950 on the road**. Needless to say the Fiesta does not come with that one! nor with any other **new TVR**. However, since we have **three new TVR's** in stock, and more in the pipeline, and are without doubt TVR's longest standing agent, when it comes to the very best in **TVR deals** this has to be the place. Whilst on the theme of **TVR's** we find we have sold so many in December and January that we are a little bit short this month of little used and never abused, pre-owned **Taimar's**. This being a plea from the heart to those of you with immaculate, low mileage **TVR's** wishing to change them for newer **TVR's** or some *other mode of transport*. We do, however, have the following in stock. **1982 TVR Tasmin 2 lt Convertible, charcoal**, electric windows, wooden dashboard, radio cassette, one owner, 10,000 miles, fine example of a






sheep in wolf's clothing, very good value at only **£7,950. 1980 TVR 3000S Convertible, charcoal,** radio, one owner, 24,000 miles, supplied new and serviced by our goodselves, very good example of our favourite **TVR. £5,950. 1979 3000S Convertible, British Racing Green,** beige double duck hood, radio cassette, 37,000 miles, another one from our humble abode, **£5,250. 1978 TVR Taimar, silver,** charcoal modelband, sunroof, radio cassette, Koni shock absorbers, 12,000 miles on reconditioned engine, two owners, resplendent in sparkling new coat, **£4,250. 1977S, TVR Taimar, yellow,** brown modelband, sunroof, radio cassette, Wolfrace wheels, ex factory demonstrator, passed through these portals before, eye-catching, **£3,950. 1973 TVR 3000M, yellow,** sunroof, radio, Wolfrace wheels, very fine example of any early M, **£1,995**. Moving on to our alter-ego, hair *shirted* **Morgan,** *stir your adrenalin with one of* the following **big, beefy +8's** (to quote the



**Morgan** catalogue of a couple of years ago): **1983 Morgan +8, Ferrari red,** stone leather interior, alloy body, delivery mileage only, not unreasonable premium price. **1981 X, Morgan +8, silver body, charcoal wings,** grey leather interior, 7,600 miles, supplied new by our good selves but having resided in Yorkshire, not serviced by same. **1980W, Morgan +8, metallic green,** brown leather interior, alloy body and wings, 14,000 miles, one owner, supplied and serviced by **JBG,** interesting, head turning colour. **1980 Morgan +8 Royal Ivory,** red leather, reclining seats, one owner, 10,000 miles, XWX tyres, used to rushing up and down the Pennines. **1977S Morgan +8, Deep brunswick green,** black leather interior, 24,000 miles, traded in for new +8. **1977 Morgan +8, metallic blue,** stone leather interior, 25,000 miles, also traded in for new +8. For people who prefer more *sedate motoring, the following landaulets might* be of interest: **1982 Morgan 4/4 2 seater, Royal Ivory,** wire wheels, red leather, 900 miles, matching hood and sidescreens, door handles, north country cousin. **1981 X Morgan 4/4 2 seater, signal red,** wire wheels, reclining seats, 2,400 miles, something of a star. **1981 Morgan 4/4 2 seater, Golden Yellow,** 1 owner, 5,200 miles, radio cassette, easy clean wheels and wind deflectors, very bright example. **1977S Morgan 4/4 2 seater, red,** wire wheels, bonnet strap, spot lights, bucket seats, nice driver, as they say in the best motortrade circles. **1977 Morgan 4/4 2 seater, Indigo Blue,** wire wheels, black leather, good in history, poor in maths. **1976R, Morgan 4/4 2 seater, Royal Ivory,** wire wheels, recent transplant of the geared variety. **1976 Morgan 4/4 2 seater, signal red,** wire wheels, just returned from the Emerald Isles and cheaper than one might expect. **1977 Morgan 4/4 4 seater, Signal Red,** reclining seats, Donald Duck hood and Mickey Mouse spotlights, ex property of Morgan enthusiast. Breaking away from our Alma Mater, our diversions this month consist of **1980W Porsche 924 LUX, silver,** sunroof, radio cassette, 33,000 miles, 1 owner, very smooth way of covering the miles, **£7,850. 1979 Porsche 911 SC, light metallic blue,** sunroof, radio cassette, 55,000 miles, one owner, *suprisingly part exchanged for* **TVR Tasmin** — must prove something! **£9,950. 1981X, Lotus Caterham Super Seven, twin cam, black, polished aluminium,** cream leather interior, chrome wire wheels, 4,000 miles, immaculate motorised roller skate, **£6,500. 1981 Midas Super kit,** fully built but unregistered, 1,300 cc blue printed Metro engine, 250 miles only, saving of £2,000 off list, where else can you get 100 mph and 50 mpg for only **£4,500. 1979 Triumph Spitfire, white,** overdrive, radio cassette, low



mileage, perfect for the little lady, **£2,450. 1967 Arkley SS, black,** wire wheels, gold pinstripes, cheap and ever so cheerful **£895. 1978 Lancia Stratos, pistaccio,** 22,000 kilometres, there can be no better example in existence, **£11,950.** And last but not least the Governor's **1981 Jeep Scrambler, Sandy Beige, 6 cylinder 4.2 litre, automatic, left hand drive, locking rear diff. free wheel front hubs, Goodyear Wrangler tyres on wide chrome wheels, air-conditioning, hard and soft tops, 3,800 miles, personally imported by Mr. J. B. registered January 1982, immaculate inside and out, £6,950.** If you've got a somewhat worn **MG Midget** why not revitalise it by turning it into an unusual, eyecatching **Arkley,** now in our 13th year of production the **Arkley kit** still attracts enormous attention, especially at this time of year, when inclement weather has got at many a venerable Midget, and people are looking for a winter rebuilding project. Kit price is **£360** plus VAT and we almost always have them in stock. We would like to wish everybody a **Happy Valentine's Day** and don't forget **"Love is like an old bike — it works better when it's oiled".**




JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144

## FOR SALE—continued

**FERRARI 365 GTC** 1970, red, beige interior, 2 owners and only 37,000 miles since new, not just immaculate but the finest in existence. £15,950. Tel: 09323 47853. (42918

**PORSCHE 911S.** 1975, excellent condition, guards red, electric sunroof, black leather interior, selfseeking digital FM Cassette, LHD. Y-Reg. £5,250. Tel: Orpington 76160. (42890

**LOTUS SEVEN** 1960, unused many years, much work done, needs finishing. £1,500. Tel: Llantrisant 0443224502. (42891

**ALVIS 1939,** 12/70 drophead coupe, rare original car in good sound condition. Only £2,450 for quick sale. Luton 56036 eve. (42894

**SCIMITAR GTE,** Automatic 1973, M.o.T., tax, two owners, low mileage, beige, tan leather interior, electric tinted windows, fog / spotlights, radio, chrome wheels. Original and immaculate, one of finest available. £2,250 o.n.o. Tel: 01-508 1380. (42896

**BENTLEY MK VI,** Mulliner, 1949 car, low miles with *excellent coach built alloy body by H. J. Mulliner, very* sound car to be sold with 12 months M.o.T. £3,950. Tel: Wilmslow 522371. (42897

**1937 VAUXHALL** 25 HP Tourer, coachwork by Martin Walter. (Wingham) believed only 6 built, nice comfortable pre 40's tourer, £2,950. Tel: Wilmslow 522371. (42897

**LAMBORGHINI ESPADA** S1½, 1971, R.H.D., red with tan trim, a low mileage far above average Espada for £3,500. Tel: 0925 61340 (Cheshire). (42898

**LAMBORGHINI JARAMA "S",** 1975, RHD mechanically perfect excellent trim, body rotten, very rare. £3,250. Tel: 0925 61340 Cheshire. (42898

**MATRA SIMCA** Bagheera 1978, factory RHD model, white, 3 seater sports car, tinted electric windows, superb appearance, good mechanicals, 40,000 miles, spares readily available. £2,900 or best offer. Tel: 056-45-6655 evenings. Tel: 021-707-4040 business. (42899

**RS2000 X-PACK,** showroom condition, group one motor, low mileage, numerous extras, very rare, a real eyecatcer, reluctant sale. £5,500 o.n.o. Tel: Hereford (0432) 58177. (42900

**1930 RILEY** Mk. II tourer, exceptional original order, 2 owners from new. £4,250 o.n.o. Tel: 0908-55 271 (Bucks). (42901

**1924 VAUXHALL** 14/40 tourer, solid, sound, original, excellent runner. £5,250 o.n.o. Tel: 0908--55 271 (Bucks). (42901

**JAGUAR 1946,** Rare SS Type 3½-litre, saloon, P100's etc. unused 20 years, restoration project, body, tyres OK. Rust in rear wings, HMV radio. £1,850. Alan Veck, Bristol 679742. (42902

**MORGAN 4/4,** 2-seater, W-Reg, Royal ivory, black upholstery, 12,000 miles by one meticulous owner, maintained by works from new, many extras including wire wheels and full rustproofing. £7,950. Tel: Leamington Spa (0926) 315298 (home); 21025 (work). (42903

***MILLE MIGLIA CLASSIC.*** *1954 Lancia Aurelia B20GT.* Nardi equipment, registration 8 HP, excellent, original. £3,000. Tel: 01-852 8904. (42904

**1933 ROLLS ROYCE** Phantom II Continental Touring saloon by Barker. Reg. No. ALF 678. Full history. £12,000 just spent on restoration, best offer over £15,000. Tel: 061-236 0112 office hours. (42905

**HEALEY 3000 Mk. 2A,** completely restored to highest standard, possibly the best Mk 2A in the country, serious enquiries. Tel: 0530 36029. (42906

**LANCIA GAMMA** 2500 saloon, white, blue velour interior, 5 speed manual, electric tinted mirror and aerial etc, radio / cassette, superb, bargain at only £3,700. Tel: 068687 471 (Mid. Wales). (42907

**ROLLS ROYCE** Silver Shadow, December 1972, (1973 model, compliant suspension), beautiful silver mink coachwork and superb burgundy leather, unmarked carpeting with lambswool overrugs, every service at Rolls Royce distributors, new licence and M.o.T. all *the usual bits and mascot alarm,* excellent private registration (KFH 50) ready for the showroom, only 7,000 miles per annum, the best never is etc. £8,500 o.n.o. Px. 0495 370258 / 370578. (42908

**MERCEDES 280 E,** 1978 July, ivory, one owner, full service history, electric sunroof, headlamp wash / wipe, radio / stereo, speed control, central locking, electric tinted windows and aerial, new M.o.T., autuomatic, taxed, full tool kit and first aid, recent new exhaust, exceptional condition, bit mileagy. £4,950 o.n.o. Px. Tel: 0495 370 258 / 370578. (42908

**AUSTIN SOMERSET.** All original nice condition, M.o.T. correct colour green respray. £600 o.n.o. Tel: Medway 56849. (42909

**AUSTIN HEALEY** 3000, Mk. I, BN7, 1959/60, sound condition, partially renovated, many new parts, little work to complete mechanical repairs, soft top / hard top, overdrive / wire wheels. Offers around £2,900. Tel: Newport (0633)277129. (42910

**ROLLS ROYCE** Silver Cloud III 1963, one owner since 1966, previous Rolls Royce Motors. Very concise documented service history, fitted refrigeration and electric windows. Colour, dawn blue over tudor grey, any inspection welcome. £10,750. Tel: Hertford 50197. (42911


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1981 Honda 1100R single seat road / race motorcycle. I can only describe this 150 mph collectors piece as absolutely beautiful and totally perfect, having covered only 3,249 miles.

**£3,250**

For an appointment to view please telephone Gerry Stonhill

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# Straight EIGHT



**Jaguar XJS, 1976.** Rare manual gearbox, beautiful metallic ocean blue, really must be seen. **£5,450**



**Ferrari Mondial 8.** Y-Reg., 6,000 miles, rosso red, tan hide, air conditioning, etc., absolutely superb. **£19,750**



**Datsun 280ZX, 1979.** Metallic black, electric windows, alloy wheels, radio, etc. **£4,350**



**Porsche 930 Turbo 3.3-litre.** Martini limited edition, full Martini specification including red, white and blue leather trim, stunning appearance, 24,000 miles. **£18,950**



**Mercedes 280SL 2+2, 1971, Automatic.** PAS, magnificent, black, red leather, radio, full service history. **£7,950**



**Daimler Dart SP250, 1963.** Full history from new, restored to extremely high standard, Air Force blue, grey leather, new chrome tec., really must be seen. **£5,950**



**Ferrari Daytona Spyder.** LHD, black, red leather, totally restored to highest standard. **P.O.A.**



**Rolls-Royce Silver Cloud III, 1964, Continental Flying Spur.** 4 door by Mulliner Park Ward, finished in embassy black with red hide interior. **P.O.A.**

**Ferrari 308 GT4, V-Reg.** Deep metallic blue, beige hide, lambswool rugs, air conditioning, wide wheels, radio / stereo, etc., superb appearance. **£10,850**

**Mercedes 300 SE Convertible, 1963, Automatic.** PAS, attractive, silver, grey leather. **£8,450**

**DeTomaso Pantera GTS, 1979.** Flame red, black interior, as new appearance, 14,000 miles, 1 owner. **£13,750**

**Jensen Interceptor Convertible, 1975.** Metallic blue, tan leather, new mohair hood. **£12,250**

**Ferrari 400 Auto, 1979.** Rosso red, magnolia hide front and rear, air cond., service history, outstanding example. **£13,950**

**Silver Cloud II, 1960.** Midnight blue, grey hide interior, electric windows, p.a.s., superb example. **£10,950**

**Silver Cloud II, 1962.** Superb, chalice over garnet, tan hide, electric windows, most attractive car. **£10,950**

**Silver Cloud III L, 1965.** Regal red over champagne, red hide interior, electric windows, p.a.s. **£11,950**

**Silver Shadow, R-Reg.** Porcelain white, black hide, 38,000 miles, service history. **£13,950**

**Silver Shadow, 1974.** Caribe aqua, beige hide, tinted screen, Whitewall tyres, superb appearance. **£11,500**

**Silver Shadow, 1974.** Walnut, Everflex roof, beige interior. **£11,500**

**Silver Shadow, 1975 Model.** LHD, silver chalice, tan hide. **£13,950**

**Silver Shadow II, 1977.** LHD, full US Federal spec., cardinal red, beige hide, 30,000 miles. **£17,950**

**T-Series, 1969.** Unmarked, regal red, black hide, air conditioned, electric windows, tinted glass, etc. **£6,950**

**S2.** Shell grey over masons black, red hide interior, automatic, p.a.s., electric windows, etc. **£5,950**

**S2 Continental Parkward Convertible.** Shell grey, grey hide, black hood, outstanding example. **£22,950**

**S1 Saloon.** Regal red and shell grey, red hide. **£4,750**

**S1 Continental Flying Spur.** Four door, midnight blue, beige hide, lambswool rugs, etc. **£12,950**

**S1 Continental Parkward** 2-door, 1956, sand over chestnut, extremely pretty. **£13,950**

**R-Type, 1954.** Two tone metallic green, extremely attractive. **£7,950**

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**V Reg. 1980**

19,000 miles H/S Tops, Inca Red metallic, light beige trim. In as new condition. A gift at £14,850.

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**SAAB 99 EMS 1977.** Silver, excellent example of this scarcely available model, warranted 47,000 miles. **£2,195.**

**SAAB '96', 1966.** Superb & original condition, alternator, Hella fog, spots, reverse, hazards. **£595.**

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**1981 X-reg'd RELIANT SCIMITAR GTC.** Manual with overdrive, immaculate throughout. Finished in carmen red with contrasting black velour interior, this car is complete with both hard and soft tops, tints, electric windows, power steering, Wolfrace wheels and radio / stereo. A high performance, stylish and sophisticated four-seater convertible. Highly suitable for business use, exciting and rewarding for private use. One owner; 17,000 miles. **£8,650**

**1980 RELIANT SCIMITAR GTE** manual / overdrive. Also finished in carmen red but with contrasting beige velour interior, power steering, tints, radio, Wolfrace wheels, immaculate condition. **£6,500**

**1979 PORSCHE 924 Lux 5-speed.** Beautiful blue metallic coachwork, spotless beige interior, radio / stereo, electric windows. Full service history. **£6,650**

**1981 X-reg'd FORD ESCORT XR3.** An excellent example finished in red. One owner, 12,500 miles, black pinstripes, spotlamps. What more could you ask for? **£4,995**

**1981 X-reg'd VW GOLF GTi.** Finished in black, this much sought-after high performance sports saloon is a one owner car and has full service history. Five-speed box, sunroof, radio / cassette. **£4,995**

**1977 TVR 3000M.** Rare overdrive example of this well respected thoroughbred sports car. A real driver's car, offering a high degree of performance with proven reliability. Many extras. A gift at **£3,995**

*FOR THE CONNOISSEUR*

**1967 JAGUAR 2.4-litre manual / overdrive saloon.** White, 53,000 miles. Subject to 3½ year restoration. Stunning car in incredible condition. Cannot be overdescribed. **£3,450**

**1971 K-reg'd LOTUS ELAN +2S** in white. Highly original and immaculate, sound chassis, excellent mechanically. A sports car the kids can travel in too! **£2,995**

**1975 P-reg'd TRIUMPH TR6 2.5 PI ROADSTER.** Overdrive, finished in maroon with tan hood and interior. Truly outstanding condition. Low mileage, lots of history, one of the last and a really super car. **£2,995**

**1979 TRIUMPH SPITFIRE 1500.** Excellent example of this economical and reliable little sports car. Pageant blue, complete with full tonneau, only covered 26,000 miles. Sensible sports motoring for only **£2,575**

***FOR THE SERIOUS COLLECTOR:* 1956 BRISTOL 405 2-litre.** Maroon paintwork on an exceptionally sound alloy body. Recent engine rebuild, original interior. Highly distinctive motoring for only **£2,995**

**1981 X TR7.** 5 spd, yellow, one owner, f.s.h. **£4,850**

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**ROTHERHAM**

# AMG INDIVIDUALITY AMG

# FROM THE EXPERIENCED AMG DEALER



**500 SEL**
The above example features colour coded chrome and plastic parts, 35 b.h.p. power increase to the engine. Lowered suspension with Bilstein shock absorbers. 7J × 16 Rial wheels. 225/50 VR16 Goodyear NCT tyres, front spoiler, side skirts, rear apron, boot spoiler, AMG steering wheel.



**500 SEC**
The above example features colour coded chrome and plastic parts, 55 b.h.p. power increase to the engine, lowered suspension with Bilstein shock absorbers. 8 × 16 AMG wheels 225/50 VR16 Goodyear NCT tyres, front spoiler side skirts, rear apron, boot spoiler. Colour keyed AMG leather steering wheel. Interior retrimmed in Parkertex.



**380 SL**
The above example is shown with colour coded chromework, front and rear aprons, side entrance sills, lowered suspension with Bilstein shock absorbers, 35 b.h.p. increased engine modification, 7 × 15 alloy wheels with 225/50 VR15 tyres, Recaro "C" seats, AMG steering wheel.

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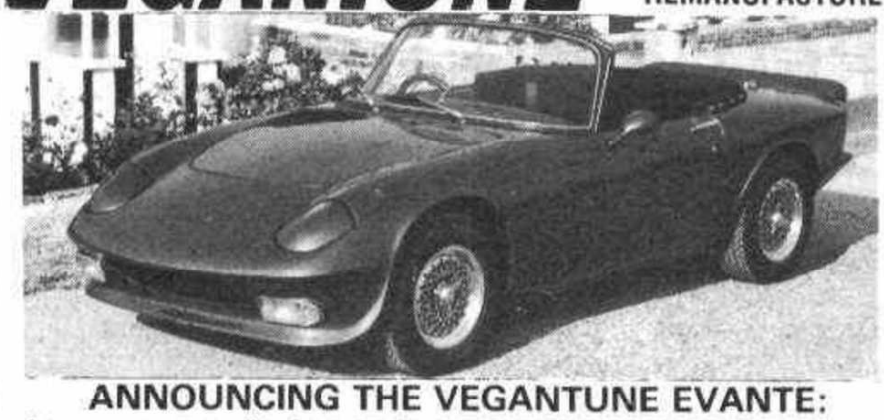


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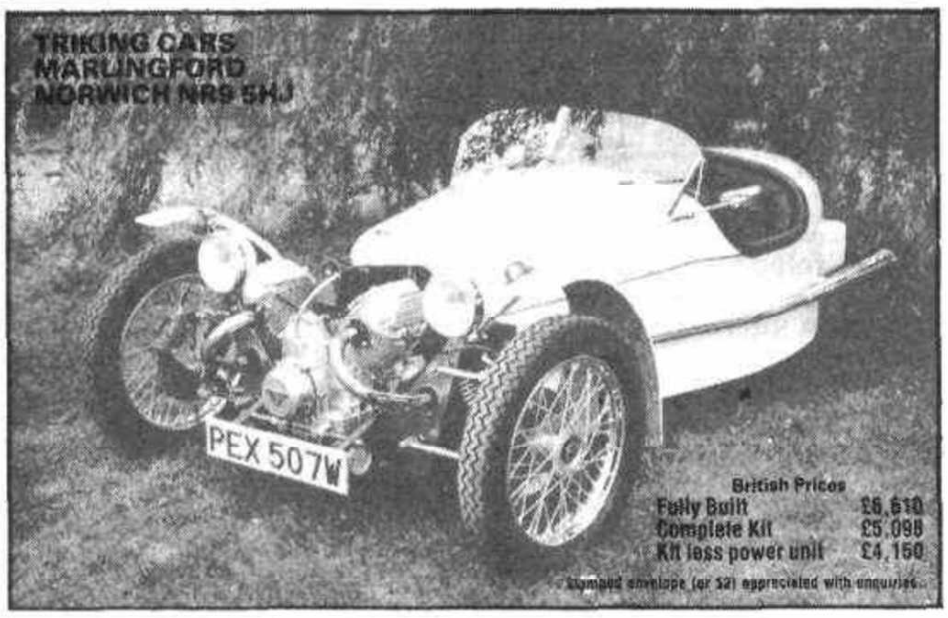
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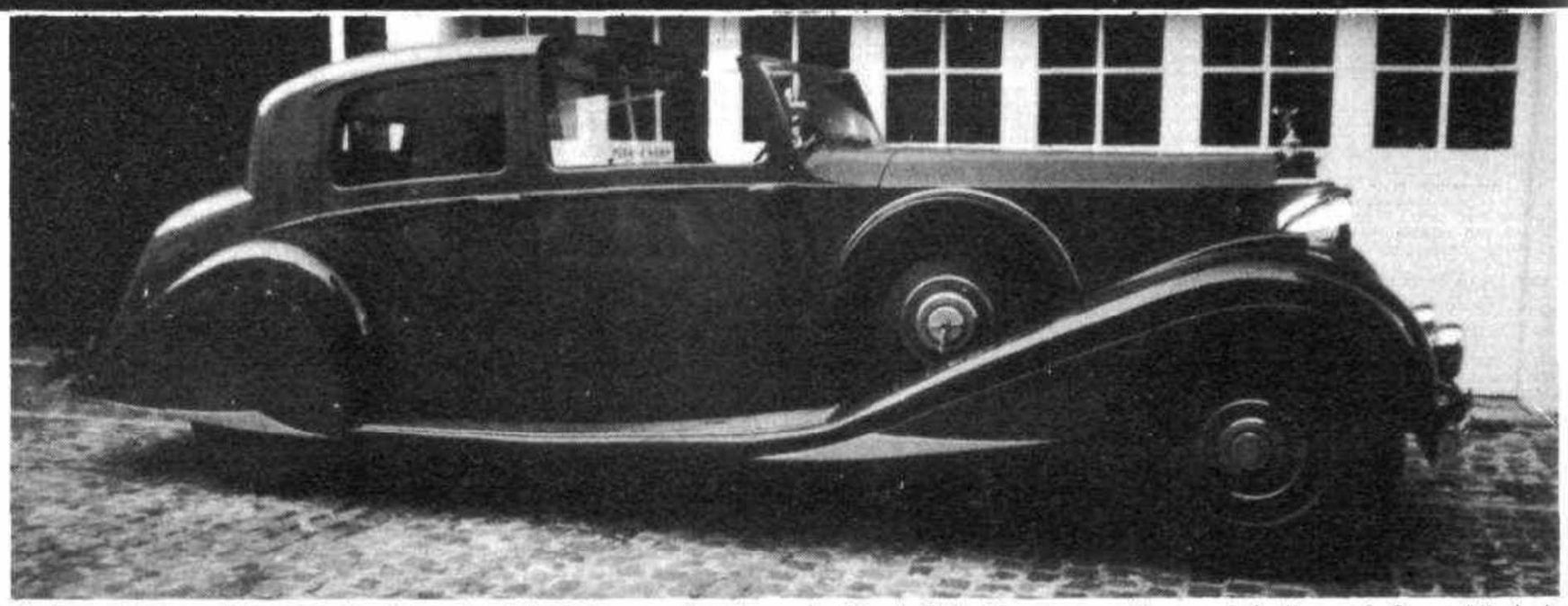
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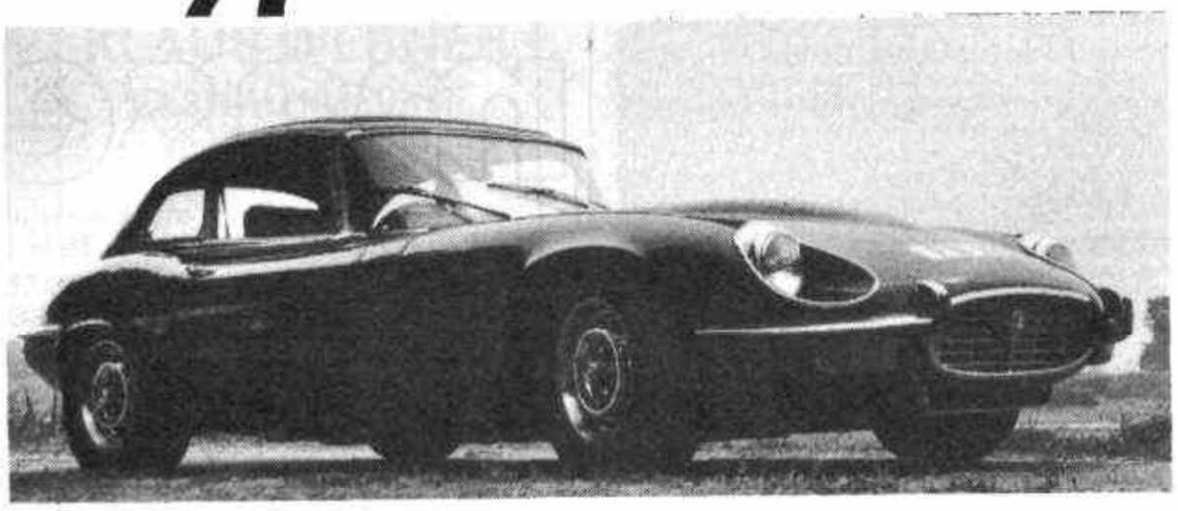
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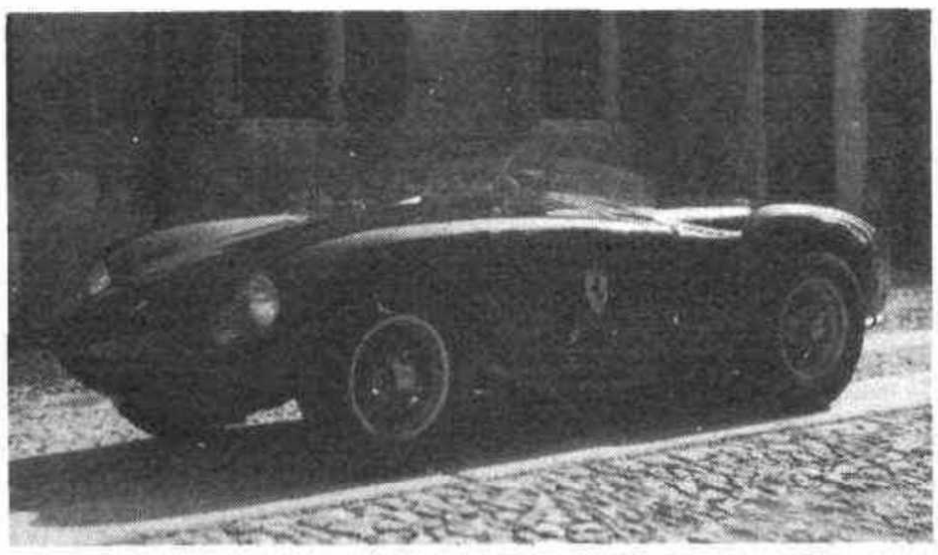
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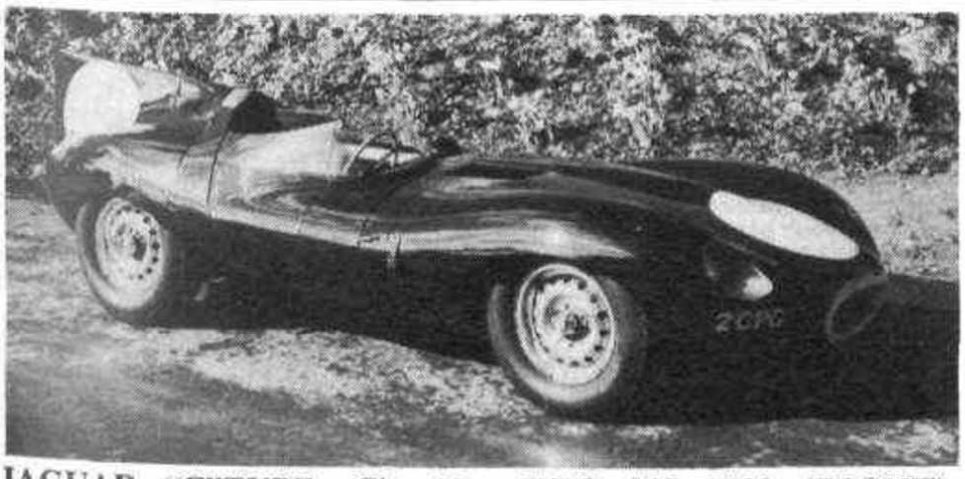
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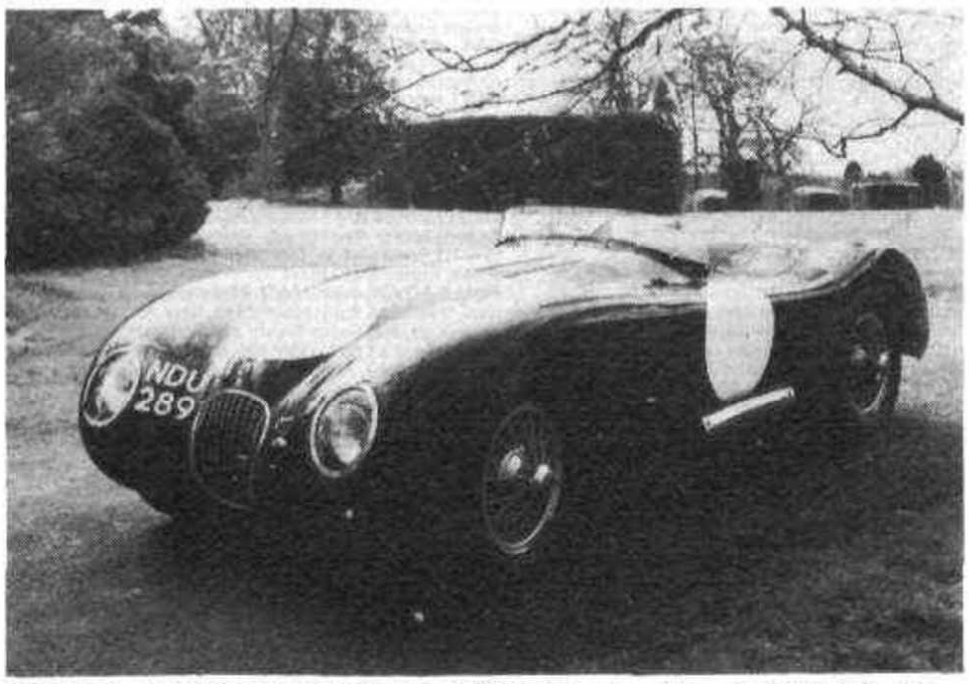
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**MOTORCADE 83**, Breamore House, Fordingbridge, June 12th all day event, concours, driving tests, the WVPC invite owners, clubs and autojumble. All enquiries to M. S. Macpherson, "Brothlyn" View, Farnham, Nr. Blandford, Dorset. Tel: 072 56 334. (42721

**DOUNE AUTOJUMBLE**, indoor, Doune Motor Museum near Stirling, 10th April 1983. Contact F. Reily 248 Glasgow Road, Eaglesham, Renfrewshire. (42800

**AUTOJUMBLE**. At the 4th Bristol Classic Car Show at the Bristol Exhibition Centre, on March 26th and 27th 1983, 200 stalls, open Saturday and Sunday 10 am-6 pm, entrance to Show and Autojumble. Adults £2, children 50p, full details. Tel.: Bristol (0272) 719607. (41438

***ASHFIELD AUTOJUMBLE***. *Sunday 20th February* 1983. (10-4.30). Festival Hall, Kirkby-in-Ashfield, Nottingham (2 miles from junction 27, M1). Enquiries to B. J. Parkin 52 Beulah Road, Kirkby-in-Ashfield, Nottingham. Tel.: Mansfield (0623) 752412. (41077

## EVENTS — continued

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**LONDON SPRING AUTOJUMBLE**. 8.5.83, Westminster. SAE: PGG Ltd., 2nd Floor, 73 New Bond street, London W1Y 9DB. (40033

**BUXTON AUTOJUMBLES** for 1983, The Buxton Autojumbles will be held on Saturday April 9th 1983 and Sunday November 13th 1983 at the Pavilion Gardens, Buxton, Derbyshire. Stall Enquiries. Tel.: Lichfield (05432) 23922/53508. (41844

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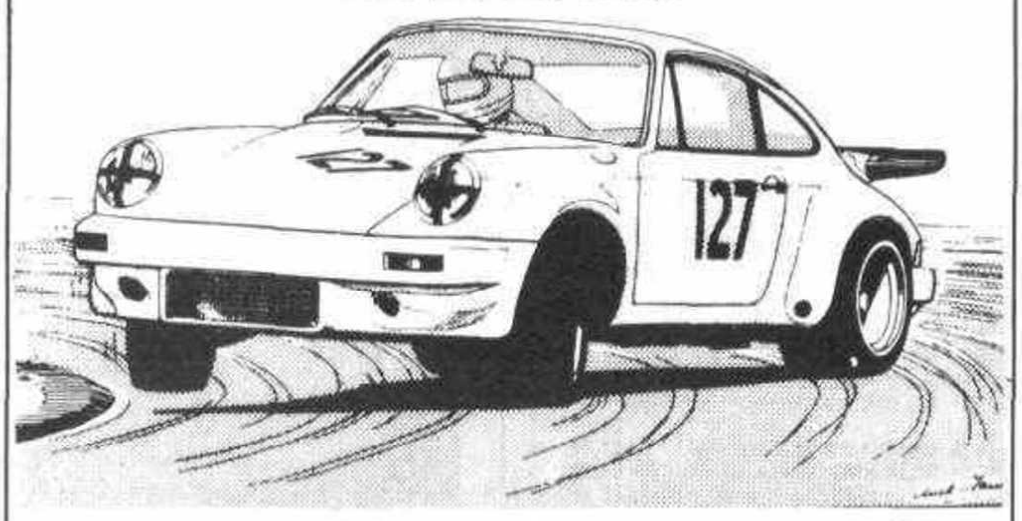
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| 1957 | **Daimler Century.** Auto. | £1,250 |
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**1951 Daimler Consort 2½-litre.** Immac. £2,500

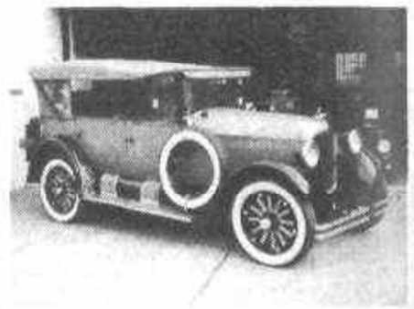


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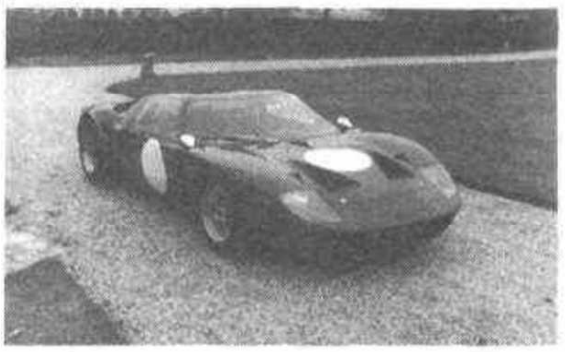
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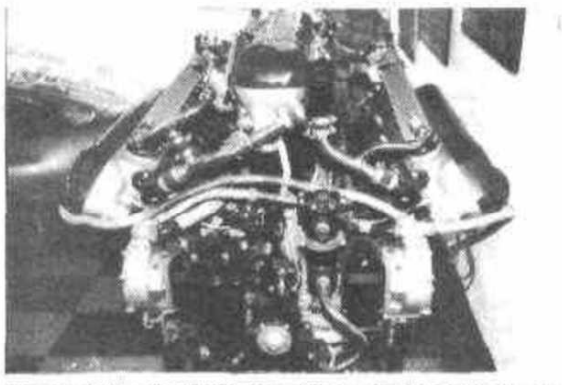
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You could be on to a good thing, too, when you Waxoyl rustproof your car. UP goes market value, just as it did for this Merseyside user: *'Eleven years ago, treated 3 Yr. old Austin 1100. Sold it for more than I paid for it.'* Also on to a good thing (Edinburgh): *'. . . sold 5 Yr. old Avenger. Trade-in almost price when new. Waxoyl does everything you claim.'* Manchester user: *'Made 40 Quid on Hillman Super Minx Convertible, bought for £60, riddled with rust. Treated with Waxoyl, sprayed exterior with Hammerite.'* (High-Gloss Hammered Enamel – another Finnigan rust killer). *'Used car for 3 years, sold it for £100.'* Now why not get highest resale value on *your* car, too! May we suggest ordering Waxoyl today. Try the Special Kit Offer. You'll be pleased with the pay-off!

Proud owner of **16 Yrs. old Jaguar** says:*'Money won't buy it. Have used only Waxoyl over the years. Thank you for wonderful Waxoyl!'*

### Up to £600 Trade-In Bonus

Scarce and pricey Top Class Used Cars, as you will know, are invariably **rustfree.** Hence Waxoyl pay-off. Welcome pounds more than for 'ordinary' condition on trade-in. **Even up to £600 difference** according to make, (see motoring journals classifications). It's not unknown for long-ago Waxoyl treated cars being classed as collectors' items today. More kudos to enjoy! And there's **further** Bonus. Waxoyl **lubricates** too! Keeps car in sweet running good humour, lubricates parts that ordinary oiling cannot reach.

### Rust Inhibitor the Key

Finnigan chemists have unusual, if not unique, rust inhibitor. Kills rust dead. Only rustproofer that **does** (according to one of world's major oil company's test report). Come-back no problem.

Finnigan engineers know *how, where, and why* cars succumb to rust-rot. Stripped-down new, mod. mileage cars, old 'bangers', showed exactly how Waxoyl can (and does!) hold 'Showroom' condition. Oldies roadworthy if there's metal enough to polarise with Waxoyl.

Spray Plan photos simplify 'Showroom' condition at every stage. Waxoyl kills 'creeping corrosion' behind prefab. unit paint cracks. Keeps vital load-bearing chassis members safe from splashed-up rust spores in mud, slush vicious road SALT! in faulty spot-welded seams, joints. Under-wheel arches! At screwed on accessory fitments. Condensation rusting in Box sections. Nothing forgotten. Nothing left to chance!

No need to crawl under car in most cases.




HOLDS CAR IN **SHOWROOM CONDITION** ENTIRELY *RUST FREE!*

Powerful airless spray up to 8ft. long feeds direct from Waxoyl can

### How Waxoyl holds 'Showroom' Condition

Waxoyl covers every rust trap in entire car system. Preserves road worthiness. Load-bearing members, suspension, jacking points, shock absorbers all rust safe. Your car, barring accidents, stays equal to proud display in top-class sales floor "Showroom" condition!

### Up to £100 + VAT at Rustproofing Centres

Professionals charge mostly for labour. Do-It-Yourself at **FRACTION** of cost, with 'all-in-one-go' Waxoyl rust proofing, and Finnigan 'JUMBO' Applicator. Order along with Waxoyl supply. **Usually per return despatch.**

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

NORTH SEA OIL — **LAING** off-shore's largest Rig uses WAXOYL on sea-washed equipment

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ICI recommend WAXOYL for brine circulation pipes

**Please watch out! Others may try to charm you into buying something that may seem to be Waxoyl – even with ads. that resemble Waxoyl ads., ONLY FINNIGAN'S MAKE WAXOYL. It isn't a bought-in product sold under another name. Order direct.**

No car age limit so long as metal polarises to Waxoyl. Future rust attack no problem. "JUMBO" Applicator works **FOUR TIMES FASTER** than any other similar design. No face mask. No hard work! Hardly ever touch fluid. (soft and smooth to hands anyway).

## WAXOYL DO-IT-YOURSELF RUSTPROOFING

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as well as Road Salt Rusting on Mild Steel. Original Waxoyl formula, now further developed, produces greatly intensified power resulting from unceasing R&D in Finnigan's Works' laboratories. Now *with* deeper **Penetration** into metal and rust pores, with even greater **Tenacity** – the distinguishing mark of any rustproofer's real worth.

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Finnigan's chemists used what is a formidable combination of two dissimilar type metals: Copper wire wrapped around Steel. Degreased Steel plates were tightly over-wrapped with emery rubbed Copper wire. Twelve of these plates were each sprayed with salt water and immediately coated on top of the salt solution with twelve leading advertised rustproofers, including WAXOYL. This most sinister of rust-rot tests lasted seven days, by then, only the WAXOYLED plate remained bright and clean.

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The test results also proved conclusively that the further developed new WAXOYL formula is fully capable of everything that is promised of it as an **all-metal preservative.**

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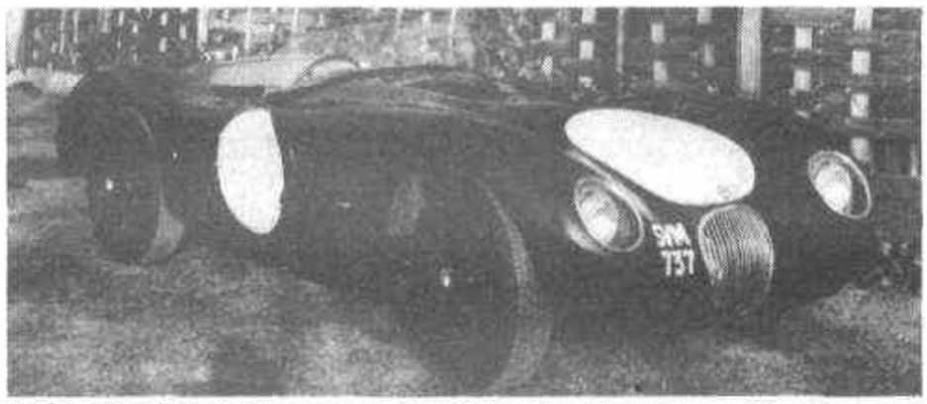
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**XK150 ROADSTER.** The rare one, only 92 made in right hand drive form. This is a 3.4 model with chrome wire wheels. Totally original having covered only 25,000 miles from new. In Old English White with red leather interior. Unbelievable condition. **POA.**

**XK120 ROADSTER.** Fully restored in carmen red with biscuit and red Connolly hide as original. Fitted specially with chrome wire wheels and disc brakes all round. Rebuilt engine, new clutch, new petrol tank, new exhaust system. Fully painted chassis. Completely rebuilt from the chassis up over a period of three years. **£12,500.**

**E TYPE 4.2 FIXED HEAD COUPE, 1970 MODEL.** Finished in elegant pale primrose with black leather interior, Webasto sunroof, radio, Wolfrace wheels, this car during the last three days has been resprayed, new carpets made, much of the chrome work re-chromed, new sills have been fitted, the engine has been rebuilt, a new exhaust was fitted. A very pretty car. **£5,350.**

**XK150 Fixed Head.** Needs work here and there. **£3,950.**

We have another D Type replica coming. Would all those seeking such a car and who missed the last one please contact us.

**The above is a selection from our comprehensive stock of XK's. Cars sold on commission and cars located and supplied to order.**

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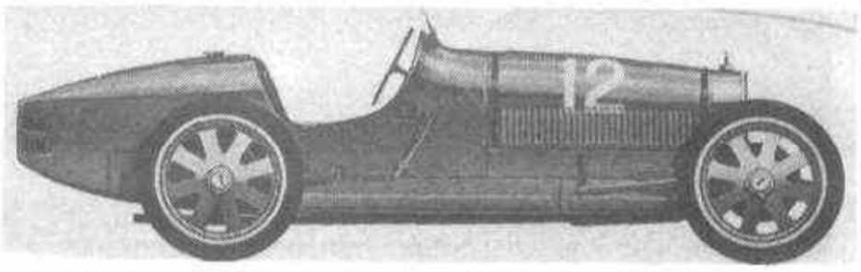
**1960 Jaguar XK 150,** fixed head coupe, a truly outstanding example of this famous marque, subject of recent expenditure totalling over £3,000. Superbly finished in carmine red with black hide trim, fitted with overdrive and chrome wire wheels etc. A rare opportunity to acquire a usable modern classic.



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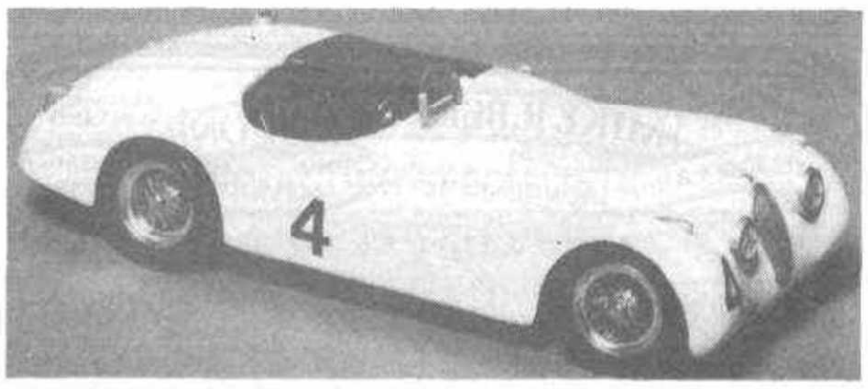
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**the £70 price tag is approximate, it could be £75 or even £65 — whatever*

**this is the first announcement of this, the most detailed metal Bugatti model kit ever made — it will be in short supply but you can guarantee having one of the first by ordering from us now — just give us your credit card details and we'll mail the model as soon as it arrives — or send us a £10 deposit and we'll advise you of the balance when it comes — post is free in the UK — overseas please ask for quote . . . . and here's a short list of other superkits in metal that we're currently offering. . . .*

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*. . . all those above are 1:20th or 1:24th big collector's scale — all with good instructions, first class parts and our guarantee that you CAN make 'em! . . . if in doubt-send £1 for our big kit listing-see for yourself. . . .*



*the XK120 picture is just to give you an idea of the quality of hand-built 1:43rd scale models that we can offer-here's a tiny selection-call in and see more.....*

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## HAPPY BIRTHDAY TO YOU!



**Exactly ten years ago this month, the first of what I hope have been my 'ads with a difference' appeared.** I thought, therefore, that I should celebrate the fact that despite 3-day working weeks, £1 per gallon petrol, 50 m.p.h. limits, £5 per hour restoration costs, £6,000 Ferrari Daytonas, 21% interest rates, 15% VAT, £1.80 per gallon petrol, £15 per hour restoration costs and £130,000 Jaguar 'D' Types, I am still here, and looking forward to the next ten years!

**So 'Many Happy Returns' and thanks to all of you who have played any part in the 250+ 'Vintage', 'Historic' and 'Classic' cars covering some 180 different models and spanning 60 years of sporting motoring, that have passed through my hands since 1973.**

**Special thanks also to those of my readers** who can only dream of owning the cars I have been lucky enough to have had in my possession, but have been kind enough to have expressed their enjoyment of my ads., either verbally, or in poems and prose over the years. **The competition and 'special offers' below are for you.**

**Finally, to show what '10 years in the Trade' can do to a then callow young(ish) chap of one score years and nine,** I am taking the unprecedented step of revealing my identity by means of a recently taken snap. I leave you to provide a suitable caption, but my own suggestion, (with acknowledgement to R. Nixon, Retd.) is 'Would you elect this man President of the United States?

## THE NOSTALGIA HISTORIC RACING AWARDS FOR 1983

After an absence of some years, 'Nostalgia' is returning to Historic Racing in 1983 in a fresh and active capacity: **both as a full-time entrant in a major Championship** with a very exciting "Classic" GT, and also as **the sponsor of a number of unique awards (around 8 in total) — one for each major Historic Race Day during the coming season.** Each award will be in the form of a very handsome Trophy indeed, presented to (and retained for life by) the individual owner / driver or team who, in the opinion of the Race Day Organisers and myself, have contributed most in terms of effort, preparation and performance to that particular day's events; a sort of 'Driver of the Day' but covering a lot more than driving! I haven't established an official title yet, but offer **'The Nostalgia Spirit of the Meeting Award'** as a possibility. Your suggestions, however, will be very welcome.

## A WORLD FAMOUS HISTORIC GT FOR 12½p*

This summer will see the completion of another Nostalgia / Autokraft of Brooklands five year project, **the reincarnation of an original example of the world's most exciting (and most expensive!) Historic Racing GT.** To set you guessing, here is a photo of the rolling chassis, less bodywork, plus some questions to answer. **The first 10 correct written entries opened on March 14th will receive a ½5th scale kit of the fully clothed article.**



**(i) Which make, model, engine size (exact) and year of manufacture?**
**(ii) How many chassis (incl. prototypes) built? And what was unique about their construction?**
**(iii) What specific objective did the manufacturer wish to achieve with this model? With what success? And at what (approx) cost?**
**(iv) Why might the finished article be welcome in California in August 1983?**
*'Cost of a 2nd Class postage stamp!

## A 7-LITRE COBRA FOR £13.50. . . .

I'm sure **Grand Prix Models of Radlett** won't mind my 'cribbing' their advertising style, especially as I anticipate some good business for them as a result of this feature! The splendid news is though, that **at long last, a decent sized, highly detailed model kit of a '427' Cobra is now available,** and I believe I am the first person to announce this fact. **This size is ⅛th scale (10 inches long),** and the model features **fully equipped engine** with choice of Holley or Weber carburettors, **racing or road exhausts,** and **two types of Halibrand wheels etc.** I am very impressed with the unassembled kit I've seen, and am sure the finished article will be superb. **Price £13.50 inc. p&p. Do not order from me but from:**

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## . . . . AND 'COB 1' FOR £15.00!

If you wish to convert your Cobra '427' model (above) into ***'COB 1' (my unique 700 b.h.p. twin turbo creation),*** or if you are merely a Cobra fanatic who has to acquire everything connected with the 'Marque', then the following is for you:-

**A set of six superb colour photographs, each measuring 12" × 8", showing 'COB 1' from all angles plus interior and engine shots. The main portrait (right) will be *autographed if requested.* Also included is a specification sheet on this, the most powerful sportscar ever built! Price: £15.00 inc. p&p, only from me. (Add £2 for overseas)**



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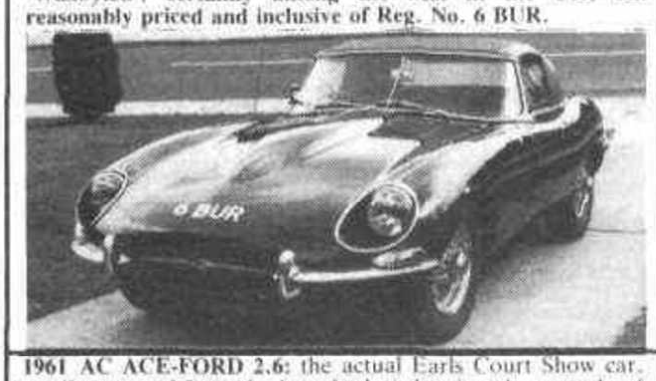
**1951 JAGUAR XK 120 ROADSTER — REG XK1;** 22,000 warranted miles from new and winner of over a dozen major 'Concours' awards including 'Overall Supreme Champion at International XK Day. Nowadays this car is constantly being sought for exhibition and similar 'guest' appearances, as in every aspect of performance and condition, it is still literally as new. **Probably the best production XK Jaguar left in the world, and an all-time 'blue-chip classic!'**



**1965 FERRARI 275 GTS — Right hand drive — CH. 7681;** under a dozen RHD models of this beautiful open Ferrari were manufactured; **this 55,000 miles example has a remarkable complete documented history from new, including the original sales invoice from the Ferrari factory, and servicing by Maranello and Modena throughout its life;** a respray from the bare metal (the original red, of course!) and new black mohair hood have just been completed, plus a 'Concours' preparation of the engine compartment etc., absolutely magnificent throughout!



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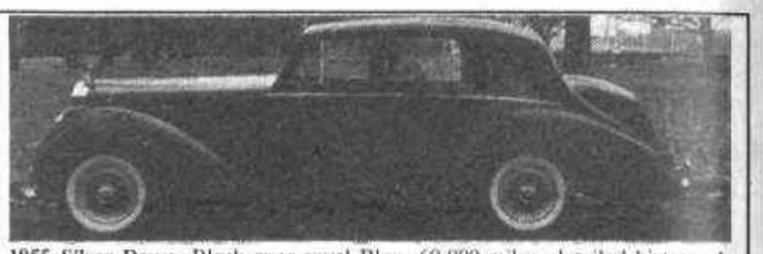
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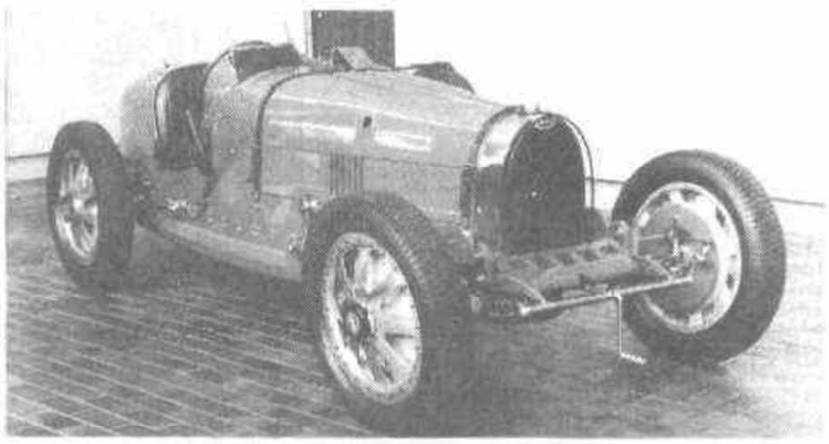
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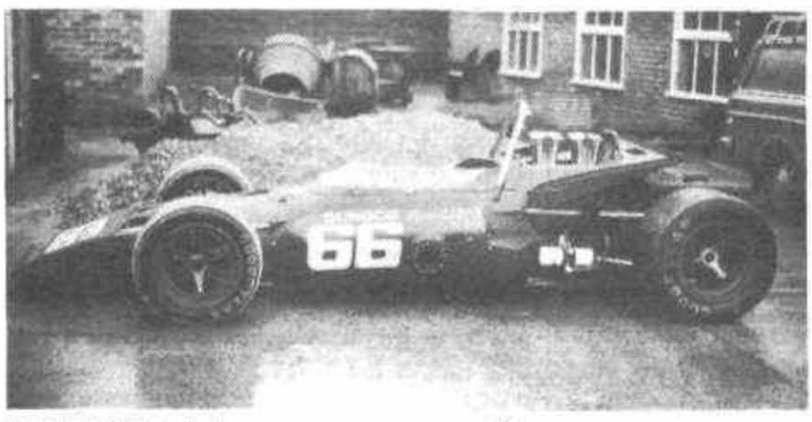
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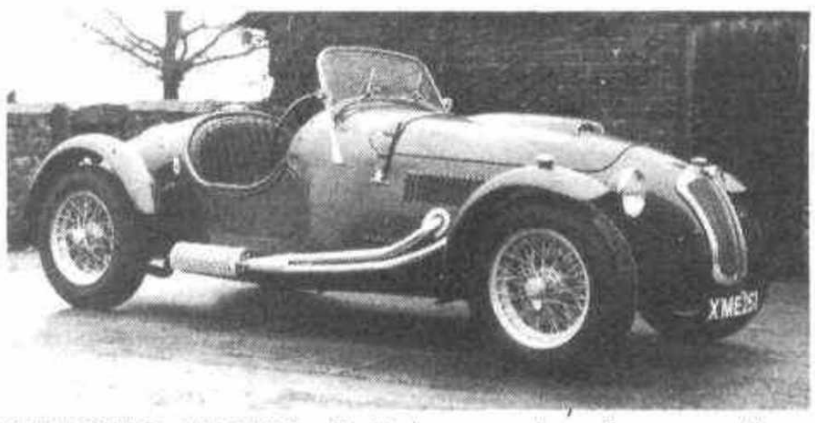
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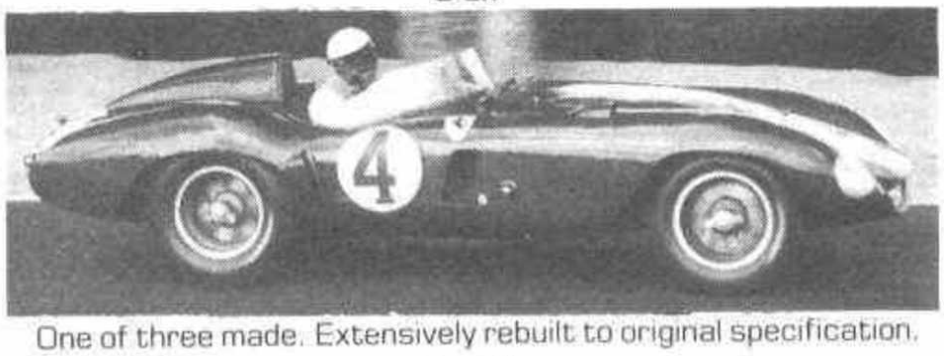
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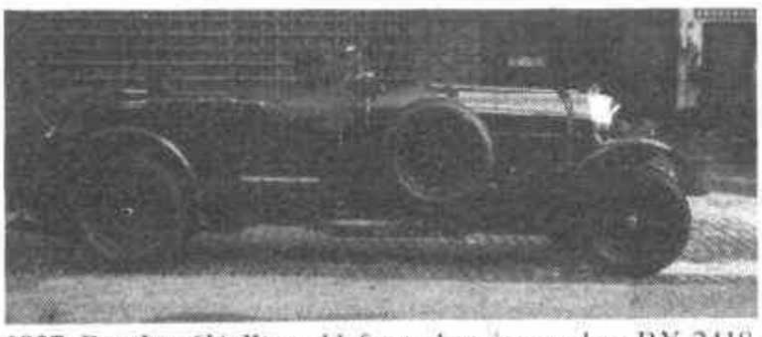
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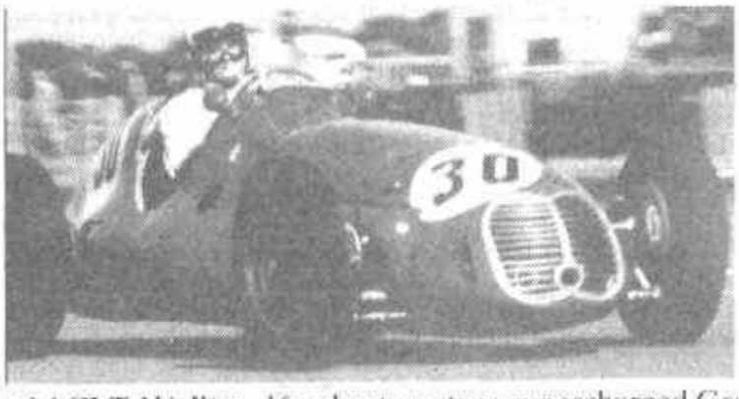


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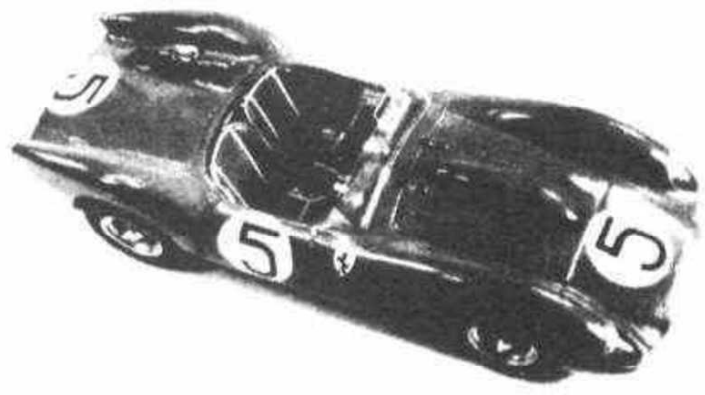
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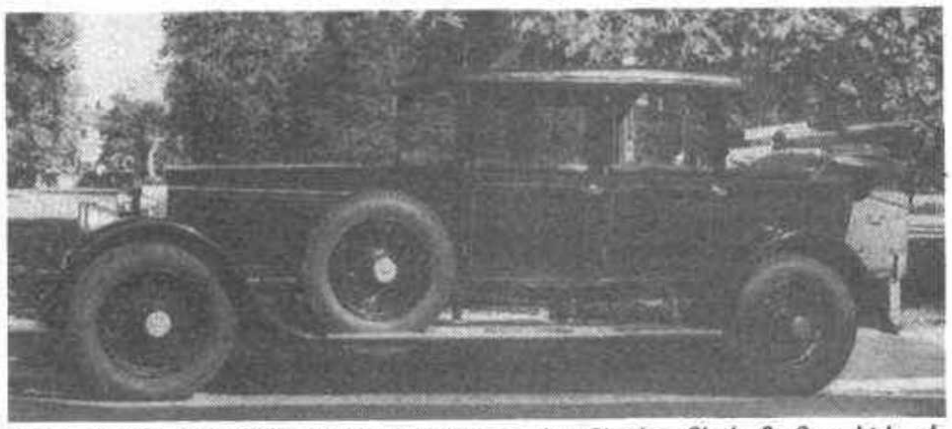
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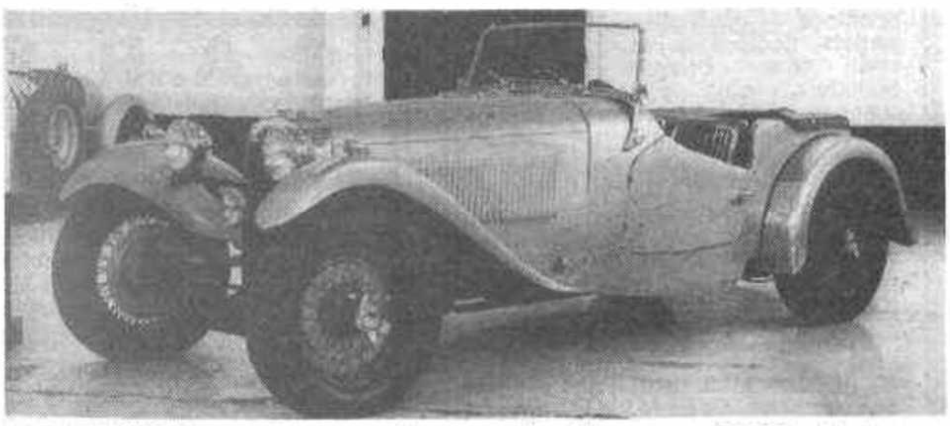
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**1965 Bentley SIII Continental Flying Spur by H. J. Mulliner.** *(Similar to the above).* Finished in sea mist green with white leather. Low mileage with history. Excellent order throughout.



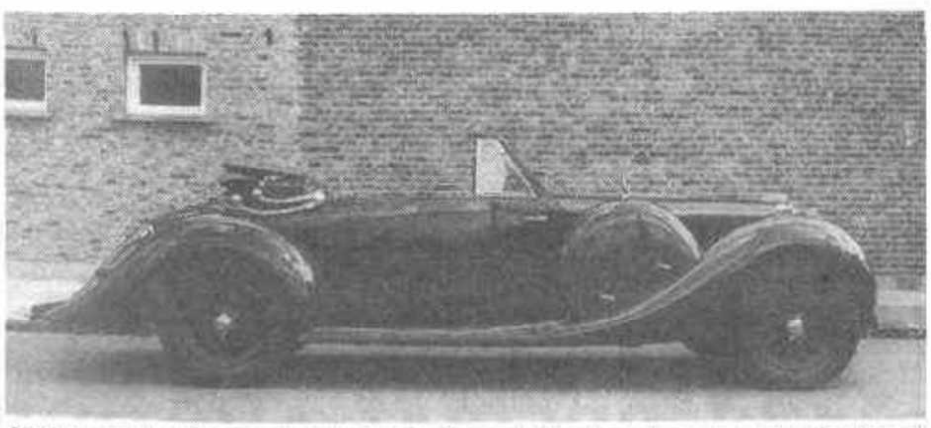
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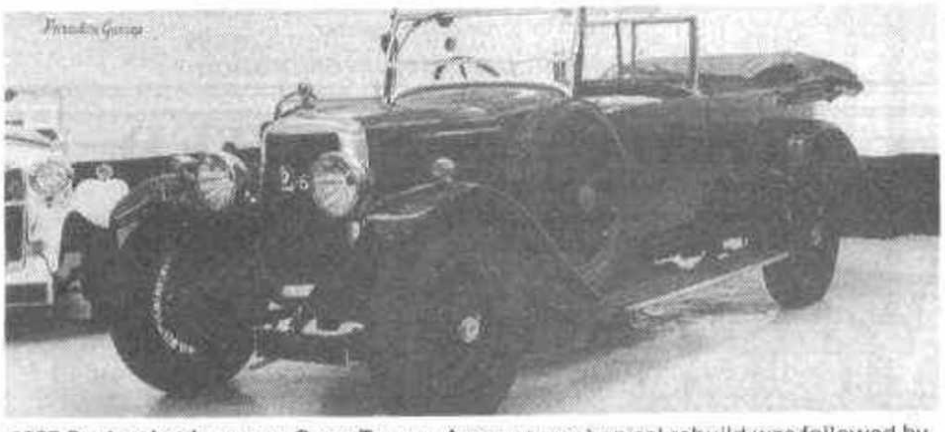
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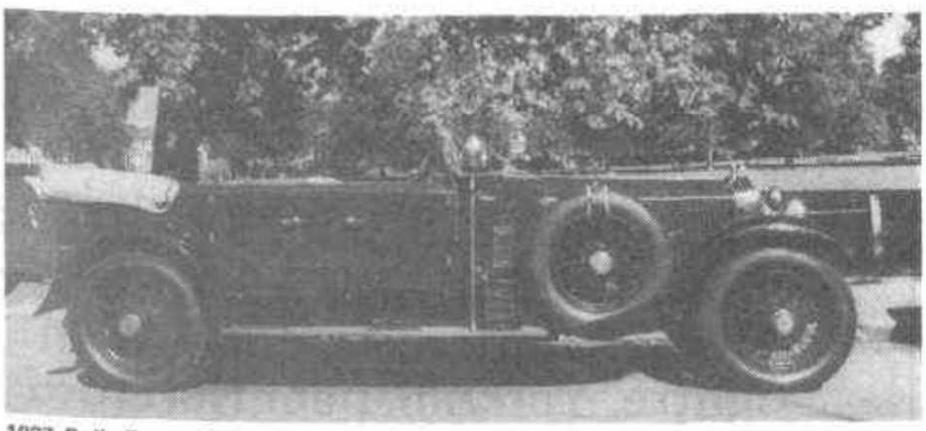
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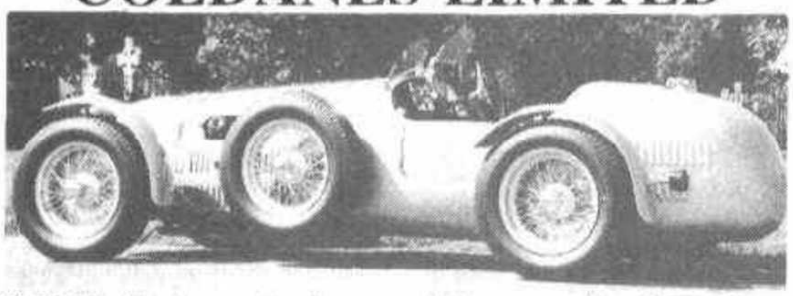
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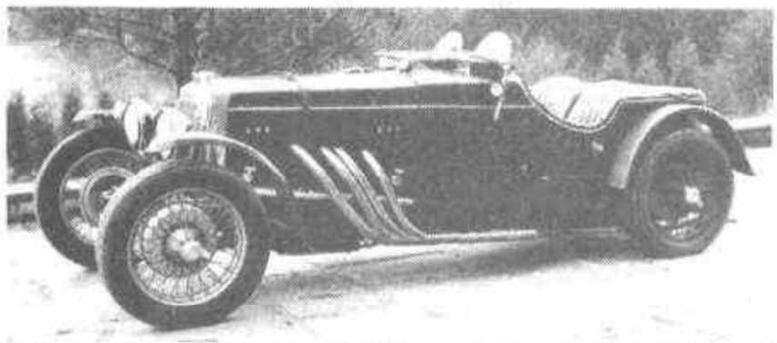
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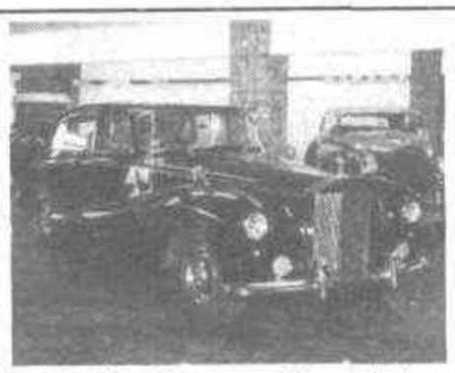
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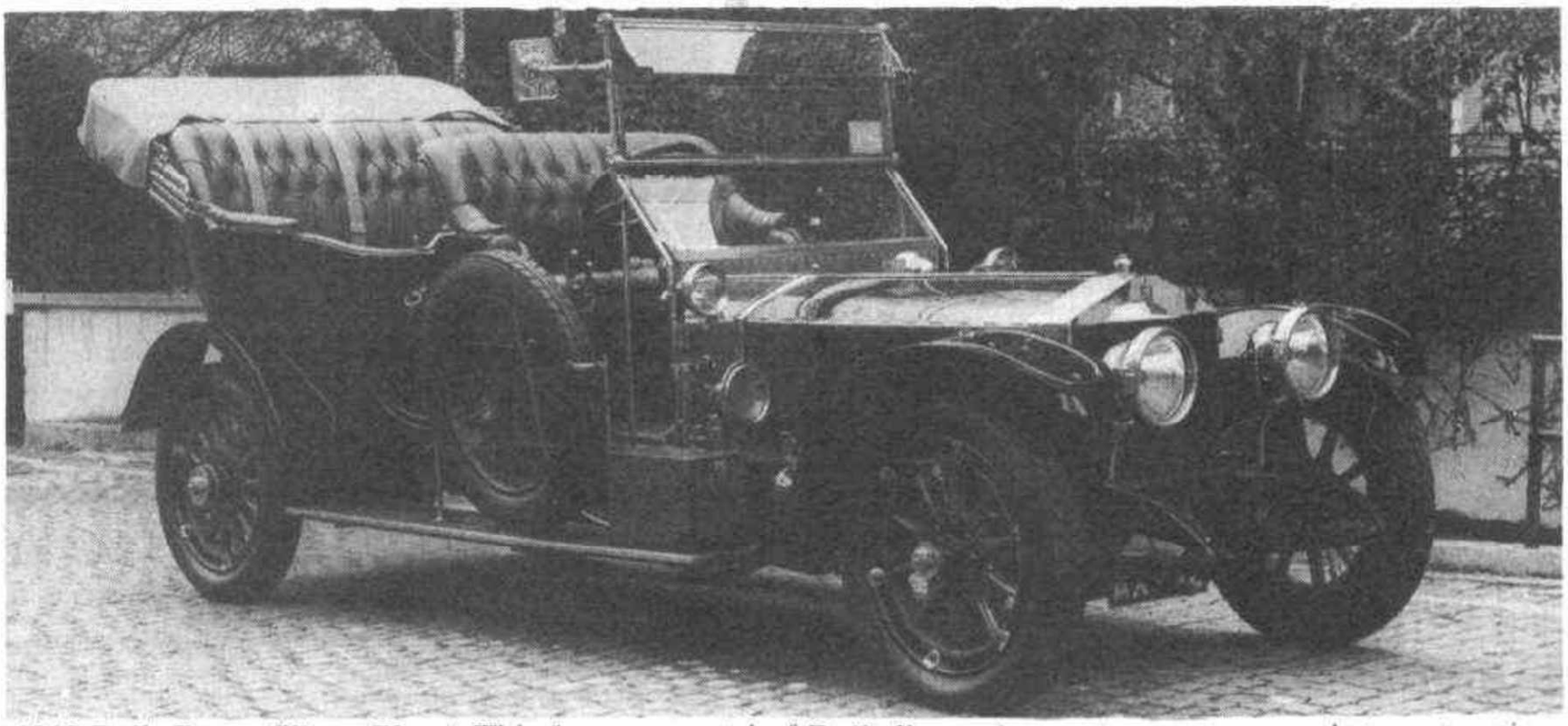
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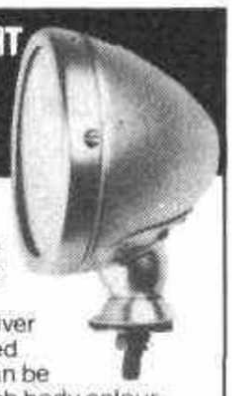


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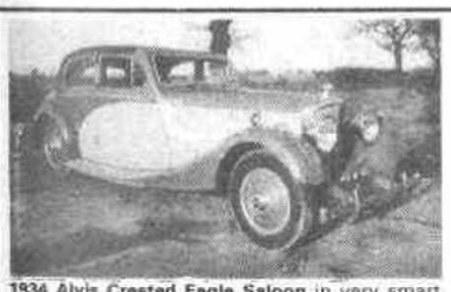


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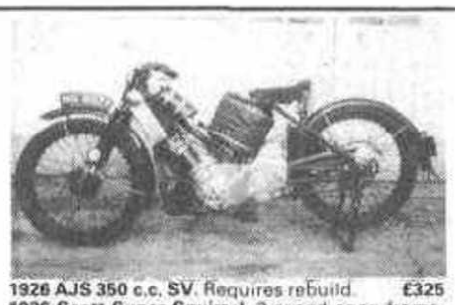
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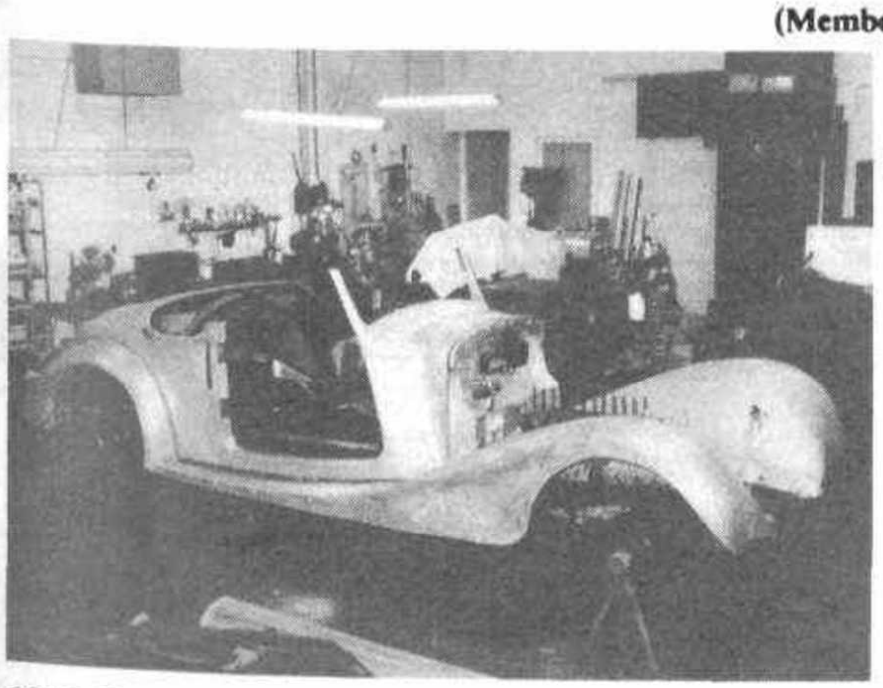
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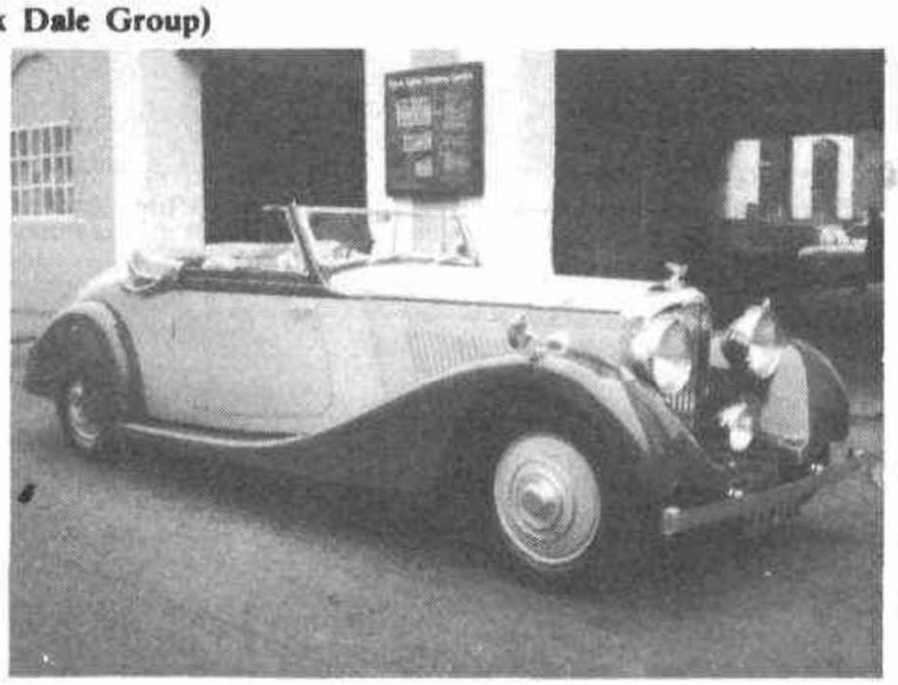
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