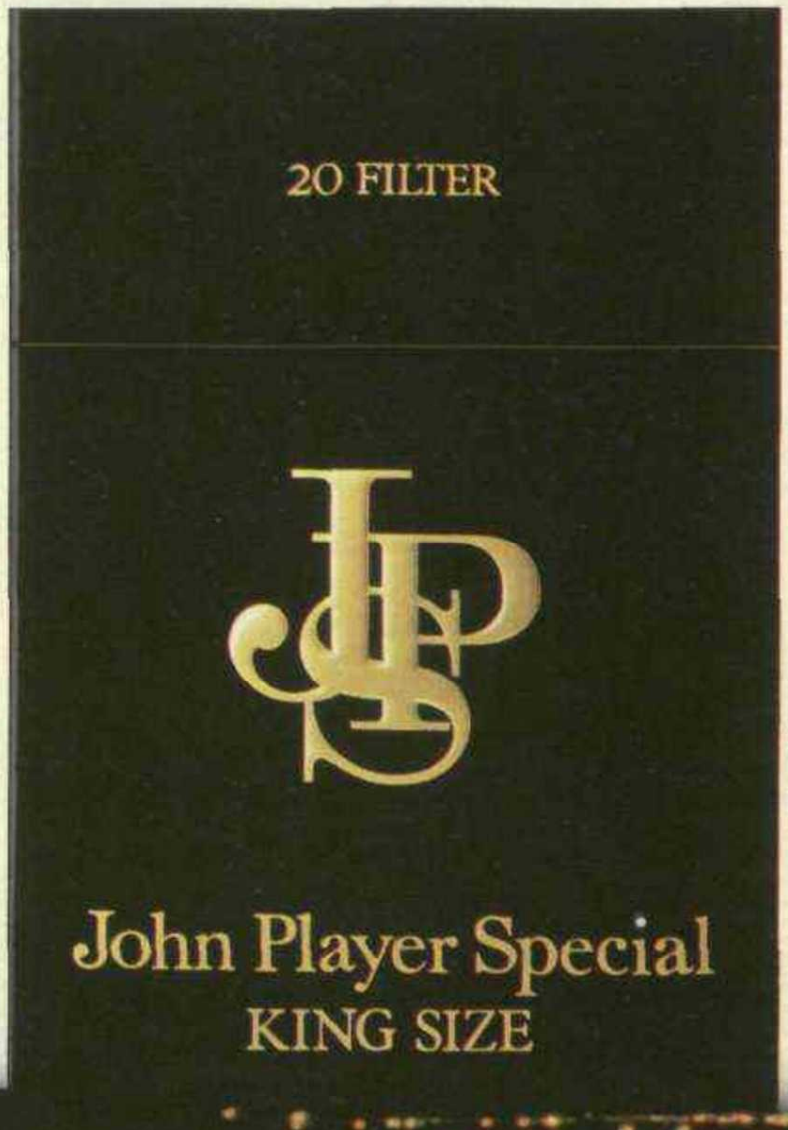
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MOTOR SPORT

The Magazine that gave its name to the Sport



Flash Black



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CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALT



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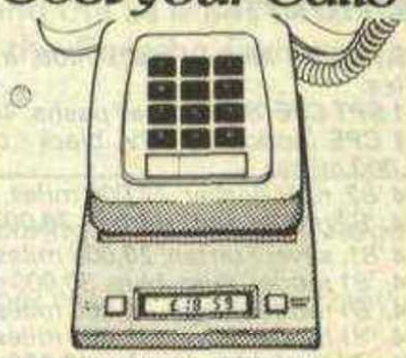


No messy cables or fitting problems with these multi-channel FM intercoms. Just plug as many as you like into your 240v mains supply for instant direct speech between each and every one of them.

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Eliminate frustration and inefficiency by locating key personnel instantly. Ask yourself why you consistently have to increase your phone bill by ringing people back when this system can be installed by just plugging it into the mains. It works perfectly over a range of ¼ mile and is fully legal and Home Office Approved. The system comes 100% complete with two miniature pocket pagers for £395 and will grow with your business – up to a maximum of six extra pagers can be bought as and when required for only £75 each, delivered. You owe it to your business to order a system now.

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An essential part of the American way of life! With one of these fully approved famous name Cordless Phones you can make and take calls worldwide from anywhere inside your home or as far away as 700ft.

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Featuring engaged number re-call, an intercom facility and integral security to preclude the use of your phone line by neighbours. Comes complete with handy belt clip. Range 300ft from your existing phone. Ideal for home or business use.

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Uniden Extend-a-phone



The very latest – some say it's the world's best. Jack Nicklaus uses one and he should know. Includes all the features as above plus engaged number redial, paging facility, and an operational range of up to 700ft from the neat, compact base station.

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This compact automatic microprocessor controlled system incorporates all the very latest features at £135. Our AC2 machine with 'Remote' control allows you to listen to your messages from anywhere in the world for an extra £90.

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Auto-Dialler 220 Memories

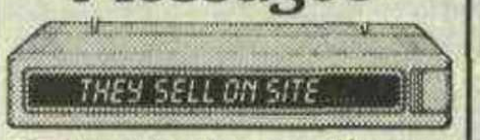
How much time during each day do you waste by picking up the 'phone, dialling a number and waiting for someone to answer? The Secretary 3, installed next to your existing telephone, stores the names of up to 220 important contacts. Then, at a push of one button, it automatically dials the selected person, even internationally. You only pick up your handset when the call is answered. Push button dialling for numbers not stored, has engaged number recall facility.



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Telephone equipment in this advertisement denoted by a circle, is approved for use with telecommunications systems run by British Telecommunications in accordance with the conditions in the instructions for use. Just plug it into a BT socket-fitted by British Telecom upon request if you do not have one already.

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To clarify details or to place an order please take advantage of our personal service by ringing 0225-20312 between 9am-5pm (Monday to Friday) or 10am-4pm (Saturday and Sunday).

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HY Performance

01-743 0671



FERRARI

308 GTS (above) *'79V, red / black hide, P7s, a / c, d / spoiler, etc., 28,000 miles.* **£15,995**
308 GTB *'78, silver / red hide, a / c, w / wheels, 36,000 miles.* **£12,995**
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PORSCHE

928, *'80 W, silver / black hide, a / c, e.s.r., e / seats, 34,000 miles.* **£13,995**
911 SPT CPE *'80, bronze / pasha, 46,000 miles.* **£13,995**
911 CPE *(opposite) '79V, black / black, e.s.r., 2 owners, f.s.h., 44,000 miles.* **£11,995**
924 *'82, red / Berber, 22,000 miles, p.d.m.* **£9,995**
924, *'82 model, red / Berber, 26,000 miles, roof, p.d.m.* **£9,595**
924 *'81, silver / tartan, 28,000 miles, roof, p.d.m.* **£8,995**
924, *'81 model, auto, blue, 30,000 miles, air cond., p.d.m.* **£8,996**
924, *'81 model, silver, 34,000 miles, roof.* **£8,595**
924, *'81 model, silver, 32,000 miles, p.d.m.* **£8,595**
924, *'79, met. blue / pasha, 42,000m, roof, p.d.m.* **£6,595**

BMW

635 *'81 model, white / blue hide, s / roof, Mahles, etc., 32,000 m.* . **£12,495**

JAGUAR

XJS HE, *'82, red / black hide, full spec., 23,000 miles.* **£14,995**
XJS HE, *'82Y, cobalt blue, tan hide, all extras, one owner, fsh.* **£14,495**

MAZDA

RX7 *'82, met. red / black, 19,000 miles.* **£7,795**



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1979 MERCEDES 280CE COUPE, automatic, power steering, sunroof, alloy wheels, radio cassette, electric windows. Outstanding in Bright Red. **£7,995**

1973 JAGUAR V12 E-TYPE ROADSTER, M-Reg., 16,000 miles only, two owners, service history, original spare unused, fitted chrome wire wheels, manual gearbox, pristine in B.R. Green. **£13,995**

1975 JAGUAR V12 E-TYPE ROADSTER, 18,000 miles only, automatic transmission, power steering, hard and soft tops, chrome wire wheels, etc. Sold by us in 1977 and superb in Azure Blue. **£12,995**

1982 ALFA SPRINT VELOCE, Y-Reg., one owner, 6,000 miles, 5-speed gearbox, alloy wheels, 5 year rustproof warranty remaining. Mint in Light Metallic Green. **£5,195**

1981 LANCIA BETA 1600 COUPE, 5-speed gearbox, alloy wheels, 22,000 miles, one owner, service history. Blue with Grey cloth trim. Very competitively priced. **£2,895**

1981 FIAT X1/9 1500, X-Reg., 18,000 miles only, radio, alloy wheels, etc. Unmarked in Metallic Red. **£4,395**

1980 MGB GT, 18,000 miles only, service history, overdrive, sunroof, Inca Yellow. **£4,995**

1979 MGB GT, full service history, overdrive, tinted glass. Bournemouth car in Damask Red with Grey striped seats. **£3,695**

1980 MGB ROADSTER, W-Reg., one owner, service history, overdrive, radio. Vermilion. **£3,995**

1981 MG MIDGET 1500, 17,000 miles, one local lady owner, radio, tonneau cover, superb in Inca Yellow. **£3,695**

1977 MG MIDGET 1500, 40,000 miles only, fitted tonneau cover, etc. Outstanding example in Red. **£2,295**

1981 TRIUMPH TR7 COUPE, 6,000 miles only, 5-speed gearbox, sunroof, alloy wheels. Metallic Green. **£4,495**

1981 TRIUMPH TR7 CONVERTIBLE, 19,000 miles, service history, 5-speed gearbox, cassette player. Metallic Gold. **£4,495**

1972 TRIUMPH TR6, one local owner, 32,000 miles, service history. Pristine original example in Yellow. **£4,995**

1980 TRIUMPH SPITFIRE 1500, W-Reg., 26,000 miles, rustproofed, overdrive, outstanding in Yellow. **£3,495**

1978 TRIUMPH SPITFIRE 1500, 31,000 miles, service history, fitted radio. Sold by us to the previous owner. Dark Green Tan trim. **£2,495**

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This is only part of our total stock — if you don't see what you are looking for give us a ring.

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GOODWOOD TRAVEL 1984

The Connoisseur's Choice for 1984

We are pleased to announce the publication of our 1984 brochure giving details of our unique and imaginative programme of tours for the discerning motorsport enthusiast.
Our **"GOODWOOD VIP CLUB"** tours feature exclusive charter flights on **Concorde** and **executive light aircraft** with champagne all the way and Grandstand tickets included. The **"NOSTALGIA"** tours feature travel on the **Orient Express,** in chauffeur-driven **vintage and classic cars,** and flights on **historic aircraft**. Champagne and race tickets are included on these too.
Your room reservations will be at **Hiltons, Hyatts, Sheratons** and other excellent hotels, we fly with top airlines and use the luxury ferry services of Olau-Line. Our coaches are the latest models, many having toilet, washroom, bar and video. Motorway journeys are made more enjoyable with our motorsport and other films.
We are covering all the **European Grands Prix, the Canadian, Detroit and New York Grands Prix and the Le Mans 24 Hours.** On many tours there are interesting extras too. Visits to the incredible **Schlumpf Collection, the Porsche Factory and Museum, the Mercedes Museum, a Ford plant in Detroit, a wine-tasting in Burgundy.**
An outline of our programme is given below:

BELGIAN GRAND PRIX — Spa-Francorchamps **April 29**
★ "Petit Prix" Budget tour
★ Weekend by Sea and Coach with a night in Brussels
★ Mini-Cruises by Olau-Line with 2 nights at Brussels Hyatt or Hilton
★ "Goodwood VIP Club" flights direct to Spa by executive light aircraft

SAN MARINO GRAND PRIX — Imola **May 6**
★ Mini-Cruise by Olau-Line with 2 nights in Bologna
★ One week holiday also including visits to Porsche and Mercedes
★ Long weekend flying British Airways and staying 3 nights in Bologna

FRENCH GRAND PRIX — Dijon **May 20**
★ Enthusiasts weekend flying Swissair, visiting Porsche, Mercedes and the Schlumpf Collection, including a Burgundy wine-tasting

MONACO GRAND PRIX — Monte Carlo **June 3**
★ Mini-Cruise by Olau-Line with 3 nights in Nice
★ 11 Day "Vive La France" holiday including a visit to the Schlumpf Collection
★ Goodwood Champagne Charter Flight with 3 nights in Nice
★ Four and seven-night holidays in Nice flying British Airways
★ "Goodwood VIP Club" weekend flying British Airways Concorde and staying 4 nights in Nice, at the Hotel de Paris in Monte Carlo or on our chartered yacht at the trackside in Monte Carlo harbour
★ "Goodwood VIP Club" day flight on British Airways Concorde

CANADIAN AND DETROIT GRANDS PRIX **June 17 and 24**
★ 11 day holiday with direct flights on British Airways staying at Sheraton and Westin Hotels in Montreal and Detroit

LE MANS 24 HOURS **June 16 and 17**
★ "Petit Prix" budget weekend with departures from over 30 towns and cities
★ Weekend by sea and coach with a night in Paris
★ Mini-Cruise by Olau-Line staying in Paris and Rouen
★ Long weekend flying British Airways staying two nights in Paris
★ Budget Charter Flight direct to Le Mans
★ "Goodwood VIP Club" flights in executive aircraft direct to Le Mans from regional UK airports
★ "Nostalgia" flight by DC-3 Dakota direct to Le Mans

BRITISH GRAND PRIX — Brands Hatch **July 22**
★ Weekend with 1 night in London and departures from over 30 towns and cities

GERMAN GRAND PRIX — Hockenheim **August 5**
★ "Petit Prix" Budget tour
★ Mini-Cruise by Olau-Line with 3 nights in Heidelberg
★ Weekend flying British Airways and staying 3 nights in Heidelberg

AUSTRIAN GRAND PRIX — Österreichring **August 19**
★ Mini-Cruise by Olau-Line
★ One week Austrian Holiday with our charter flights and staying in excellent Alpine hotels
★ 15 Day Enthusiasts' Holiday including also the Dutch Grand Prix and visiting Mercedes and Schlumpf

DUTCH GRAND PRIX — Zandvoort **August 26**
★ "Petit Prix" Budget tour
★ Mini-Cruise by Olau-Line
★ Mini-Cruise by Olau-Line staying 1 night in Amsterdam
★ Mini-Cruise by Olau-Line staying 2 nights in Amsterdam
★ Mini-Cruise by Olau-Line staying 3 nights at the Rotterdam Hilton
★ One week holiday staying in Zandvoort
★ Weekend at the Amsterdam Hilton flying British Airways
★ Day flight by executive light aircraft
★ "Nostalgia" weekend in chauffeur-driven vintage and classic cars

ITALIAN GRAND PRIX — Monza **September 9**
★ Mini-Cruise by Olau-Line with 2 nights by Lake Maggiore
★ One week holiday visiting also Porsche and Mercedes Museums
★ Weekend by charter flight staying 3 nights in Milan
★ "Nostalgia" tour travelling on the Orient Express and staying 2 nights at the Milan Hilton

NEW YORK GRAND PRIX **September 23**
★ Budget weekend flying People Express and staying 4 nights in New York
★ One week holiday flying British Airways and staying 7 nights at the Grand Hyatt New York
★ "Goodwood VIP Club" exclusive charter flight on British Airways Concorde and stay 1 night at the Grand Hyatt New York

To obtain your personal copy of the 36-page Goodwood Travel 1984 brochure, please telephone us on Canterbury (0227) 65967 or send the coupon below to:

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1980 W 928S. 5-speed. Black / full Black leather, electric sunroof. 11,000 miles **£19,950**

1983 A 84 (Series) 924 LUX. Guards Red, Black pinstripe, PDM, stereo, sunroof, spoked wheels. 2,000 miles. **£12,500**

1983 Y 924 LUX. Sienna Red Metallic / Brown pinstripe, PDM, stereo. 1,900 miles **£11,450**

1981 W 924 TURBO. Minerva Blue Metallic, Beige / Brown pasha, sunroof, one owner. 28,000 miles. **£10,950**

1981 X (82 Series) 924 LUX. Diamond Silver, Black pinstripe, PDM, sunroof, stereo. 26,000 miles. **£10,450**

1981 W 924 LUX. Diamond Silver, Black pinstripe, PDM, sunroof, stereo. 22,000 miles. **£10,250**

1981 W (Series) 924 LE MANS. Alpine White, Black pinstripe with White piping, PDM, sunroof, stereo, 1 owner. 28,000 miles. **£9,650**

1979 V 911 TURBO 3.3. Grand Prix White, Black leather. 36,000 miles **£21,450**

1982 Y 911 SC SPORT TARGA. Guards Red, Black cloth, PDM, 1 owner. 6,000 miles. **£20,950**

1977 R 911 LUX TARGA 2.7. Ice Green Metallic, Black / Green Tartan interior. 49,000 miles. **£9,950**

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1984 Spec. LOTUS EXCEL. Ice blue, PAS, air cond., ½ leather int., radio.

1983 Spec. LOTUS EXCEL. Met. dark blue, PAS, ½ leather int., radio. **Special Price.**

1984 Spec. LOTUS ESPRIT TURBO. Met. dark blue, ½ red leather int., tilt/removable sunroof.

1984 Spec. LOTUS ESPRIT SIII. Red, ½ gold leather, radio.

SELECTED USED LOTUS

1982 LOTUS ECLAT. Riviera yellow, sunroof. £10,995

1982 ESPRIT TURBO. Full spec., inc. air cond. and leather, calypso red. £14,995

1981 ESPRIT TURBO. Full Essex Spec., including roof console and Ruche leather interior, white. £13,995

1978 ECLAT SPRINT. White, black marcasite interior, radio, two owners, 20,000 miles only. £5,995

1978 ELITE 503. Yellow with marcasite interior, PAS, air cond., exceptionally clean car. £5,995

All the above cars are available with The LOTUS MECHANICAL BREAKDOWN INSURANCE POLICY. Available only through OFFICIAL LOTUS DEALERS.

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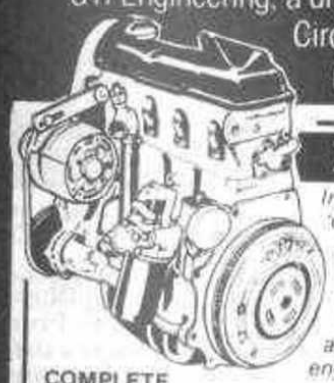
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And for other Volkswagen and Audi cars, too!

GTi Engineering, a division of Richard Lloyd Racing Ltd, is based at Silverstone Circuit and is the home of the famous Canon Porsche 956, which is maintained in the same workshops as those used for our customers' cars.





ENGINE & TRANSMISSION COMPONENTS

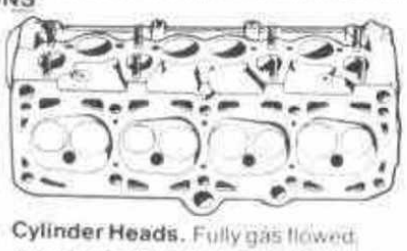
In the interests of reliability and 'driveability', we adhere to the traditional proven methods of extracting maximum power and torque from our engines, which are painstakingly assembled by race-trained engineers.

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RLR1800C (carburettor) 125bhp
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CYLINDER HEAD CONVERSIONS
RLR 1800 'Plus Pac' 135bhp for 1800 injection Golf/Scirocco.
RLR 2200 'Plus Pac' 160bhp for 2.2 injection Audi Coupe.



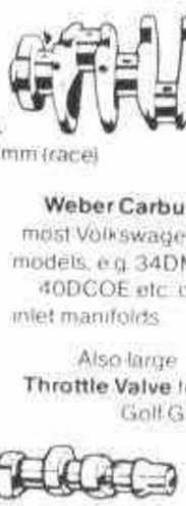
Cosworth Pistons. Forged 81.0mm, 82.5mm. Also 79.5mm (race)



Cylinder Heads. Fully gas flowed, oversized valves, heavy duty springs & high-lift cam etc.



Camshafts. Various profiles for road or competition



Weber Carburettors. For most Volkswagen/Audi models, e.g. 34DMTR, 40DCOE etc. c/w inlet manifolds

Also large **Throttle Valve** for Golf GTi

Crankshafts. Forged steel with 86.4mm or 90.5mm stroke

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Long Range Tank. 9 gallons. Fits in spare wheel well, complete with fitting kit.



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Reflective Rear Nameplates. For GTi c/w kit to remount licence plate below bumper.

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Interior Silent Travel. Complete kits for all models.

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BBS & **Pirelli** wheel and tyre packages also available.

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We are the official UK importers of Zender, and distributors of BBS body styling products.



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BBS Range of aerodynamic body components. Fully illustrated details on request.

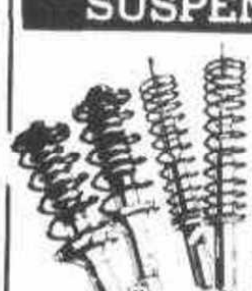
Paintwork. Body styling panels can be sprayed to match bodywork colour. This work is carried out in our very advanced 'low-bake' spray booth and can include wheels, bumper covers, plastic trim, mirrors etc., or the complete car.



Santana Body Styling Kit Designed by GTi Engineering and manufactured in GRP. As featured in national press. **Kit Price £269.00.** (Rear wing available as an extra.) Immaculate painting and fitting to match your car **£299.00.** Similar kits also available for Audi Coupe and Passat Estate. Please ask for our full colour leaflet. Prices exclude VAT.



SUSPENSION/BRAKES



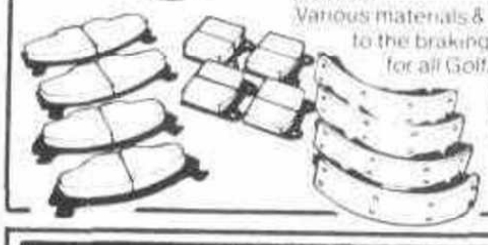
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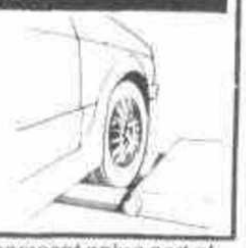


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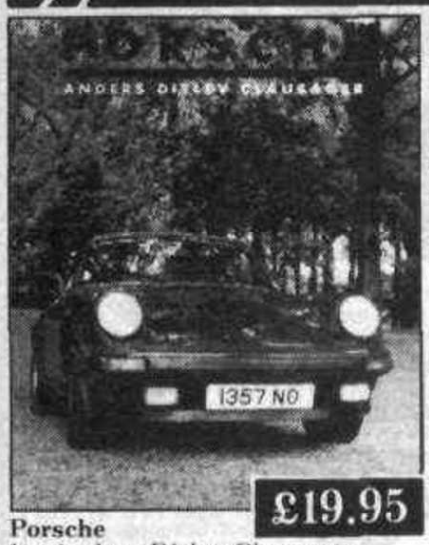
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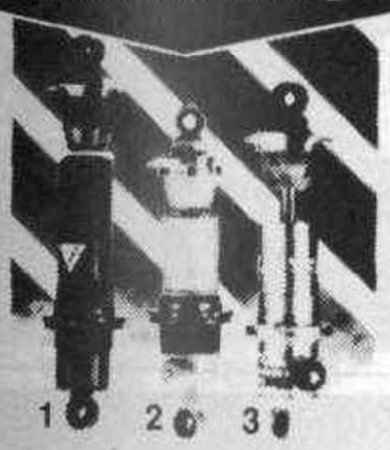
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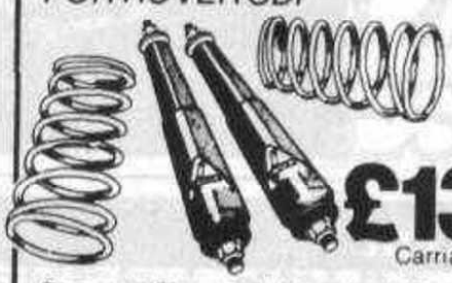
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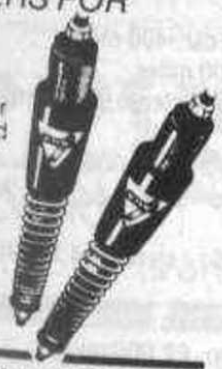
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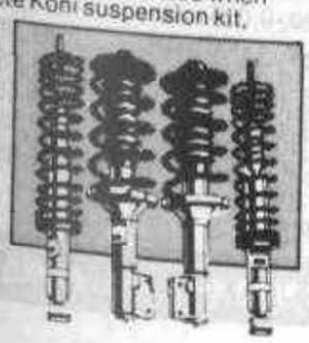
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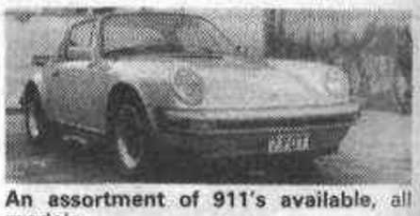
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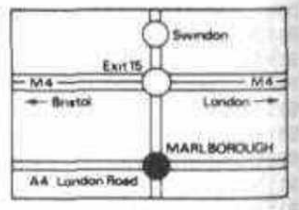
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'80 V 924, alpine white, 57,000m
'78 S 924, alpine white, 49,000m

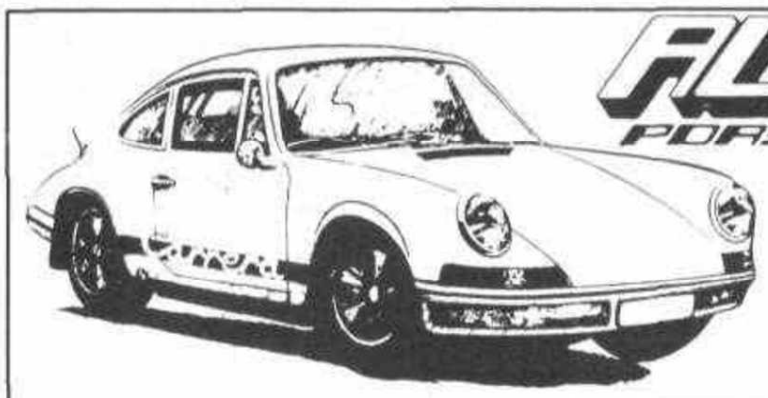
It's hard to pick out the highlights from this list. They're all really nice cars (anything less than that we trade away). The majority have full Sales and Service histories from new with Dick Lovett's. We reckon this is THE most important criteria when buying secondhand. If you are lashing out 10 or 20 thousand pounds on a 150 mph sports car — you've got to know it has a proper history as far as servicing is concerned. If it's not been thoroughly well maintained, you don't want to find out when you're giving it six early one morning down your local stretch of the (old) Nürburgring do you? Could hurt.
We do have an excellent selection of the 928 models including a superb Guards Red '82 'S' which has obviously been polished every week by the Gardener, and a mint 1980 928 Automatic which has only covered 15,000 miles or so. They are such a lot of car for the money these 928's and is thoroughly competent. Its stunning combination of ultimate Grand Touring performance, servicability, excellent mpg, and reliability that is not yet fully understood for what it is.
On to the 911's, and here we find one of the 300 bhp Turbos in Light Metallic Blue. As we've said full service history with us here in Marlborough and as fresh as a daisy with of course the uncrowded roads around here available to show it off. Come for a demo — if you dare! Anyone who suggests the New 911 Carrera will blow the 3.3 off must be speaking out of his sit-upon. 300 bhp rules OK? We also have a delectable SC Cabriolet which is finished in Chiffon (Cream) with Burgundy (Burgundy) Full Leather Trim with Chiffon painted alloy wheels and those excellent Sports Seats. Only 900 miles and one of the prettiest cars here.
Perhaps the best looker on the site, and a very fast car indeed is the 'A944' registered '84 model Porsche 944. It's just covered 5,000 miles and finished in Spotless Alpine White, Dark Brown 'Porsche' full cloth interior. Fitted with painted alloys with P7-type tyres, Passenger Door Mirror, Electric Sunroof, Cassette and Coin Holder, Front Fog Lights and again those lovely all cloth Sports Seats. There's not a lot of cars that would get away from you on the road — or circuit come to that, handling is unbelievable. Ideal for occassional sprint / hillclimb type motor sport. This one costs £17,900 new and we are offering a saving on that.
The New Year has brought us the best selection of Used Porsche 924's we've ever been fortunate to be able to offer. Forget all that Pub-talk nonsense about glorified Audi's, the 924 is perhaps THE MOST INEXPENSIVE car on the road TO RUN and offers a really fine combination of ride, handling, performance and best value for money.
We should also point out the beautiful 924 Turbo and a 924 Carrera GT which is a very fresh example and fully overhauled too. Only one word to describe the 210 bhp Turbo performance. Magic!

Official Porsche Centre



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TIP OF THE MONTH

Ageing K-Jetronic Maladies. No, we're not about to write a thesis on 911 K-Jetronic injection, but an increasingly recurrent problem is air leaks caused by the basic incompatability between rubber and old age plus an oily atmosphere. Any small air leaks downstream from the big air metering disc cause poor idle and hiccups, or ultimately a dead engine. If this sounds like you, check the ribbed black rubber ducting behind the air cleaner (see our March 1981 'tip') and the 6 rubber sleeves connecting the bottom of the air box to the 6 inlet manifolds — some of these are almost impossible to see! All should be intact and secure, and firmly Jubilee-clipped each end.
Porsche up-graded the oil-resistant quality of these 6 sleeves about a year ago, but whilst they're only £2.90 each, we don't recommend changing them as a DIY job!

THE WINTER'S SCENE

When you're in the thick of it, it often takes an interested visitor to make us stop and realise what a fascinating collection we're sometimes fortunate enough to have going through the workshops. So we thought you might find a brief peek at what we're doing of interest, and perhaps more informative than a bland statement of the services we offer.



Left to right:-
One of our 'shopping racer' Project cars, in for a winter rebuild of its 3.2-litre engine, and a little detailing for this year's Club season.
Our 924 Turbo 'shopping racer'. Just to prove we're not totally single minded!
A 935 style Turbo bodied Targa, in for a little cosmetic tidying.
An ongoing total restoration on '73 RS Touring 1340. Sorry, this isn't likely to be for sale!

Plus, in the other shop, all our regular servicing and repair work on standard Porsches of all types.



Left to right:-
A couple of '73 2.7 RS Lightweights (one sheeted up) in the course of long term restoration. Hopefully both for completion this summer.
One of the all-too-rare '74 3.0 RS Lightweights in for minor detail tidying, although it's already excellent. Plus another in the paint shop, looking for perfection in an already excellent car.
An exercise, nearing completion, on improving our 935 front conversion, and extending it to a total body style. For completion hopefully in March.
A 935 style 3.3 Turbo, having the engine uprated with factory Group B parts. The resulting road car should be interesting!

AUTOFARM PORSCHE SALES DEPARTMENT

Some things can only improve! Our somewhat vague and amateur sales attempts of the past are currently being taken firmly in hand by fellow Porsche fanatic Neil Milligan, who seems determined that we give our customers a better service. So if you're shopping for a Porsche but can't see anything you fancy (or can afford!) in this ad., give him a ring to see what else he can offer you, and what he might pay you for your current 'wheels'.



Neil needs some stock! Currently he's looking for 2.4, 2.7 or the earlier 3.0 911 of almost any variety, so long as neither the car nor its history are 'bent'! Needless to say, any Porsche would interest him, from the more mundane to the highly modified.

CARS FOR SALE



1980 (Jan.) 3.0 911SC Sport Targa. Silver, black-look, black trim, one owner, 42,000 miles, full history, superb. **£14,500**

1982 (Jan) 3.0 911SC Sport Targa. Black, Black Berber trim, one owner, 13,500 miles, full history, twin PDM. **£19,500**



1977 Carrera 3.0 Sportomatic. Rebuilt engine (500 miles) just serviced by us. Silver with Black trim. A superb example of a much sought after model. Also Reg. No. PAM 1R. **£9,500**



1978 924 Lux. Dark Green metallic, tan trim, 63,000. Full history. Just comprehensively serviced by us. .. **£5,450**

1973 2.7 Carrera RS Lightweight. Chassis No. 9113601096. Successful ex-rally car WEN 148L, originally White with Blue. Now just a, rolling shell and ripe for restoration! Come and discuss.

Peter Smith

NEW LOTUS FOR IMMEDIATE DELIVERY

Esprit Turbo in White, Red hide from **£19490**

Esprit S3 in Red, Black hide from **£15985**

Excel in Black, Gold hide, ACU, from **£14735**

NEW SCIMITAR

Scimitar GTC in Metallic Green, Full Black hide interior, Man/OD, available for immediate delivery from **£11990**

Scimitar GTE in Metallic Blue, Mushroom velour, Manual/OD, from **£11990**

NEW ALFA ROMEO

Alfasud TI, Choice of colours, all full spec. from **£5995**

Alfa 33, Choice of colours, from **£5690**

Alfa Sprint, Green Cloverleaf in White from **£7145**

CLASSIC THOROUGHBREDS

1977 Rolls Royce Silver Shadow II, Brewster Green/Black Everflex, Low mileage **£16950**

1982 Y Jaguar XJ6 4.2 Metallic Blue, air conditioning, electric sunroof, alloy wheels **£12400**

1984 Lotus Esprit Turbo in Yellow, full Black hide, ACU, Quite stunning **P.O.A.**

1983 Lotus Excel in Essex Metallic Blue, Silver hide, 4,000 miles only **£14750**

1982 Lotus Excel in Jupiter Red, Met., Half hide, Radio/Cassette, 16,000 miles **£12995**

1981 Lotus Elite 2.2 in Bronze over Gold, Dark Brown hide, 12,000 miles **£11850**

1980 Lotus Esprit S2 in Metallic Silver, Black hide, ACU, 29,000 miles **£9750**

1980 Lotus Elite 504 in Metallic Gold, Champagne hide, ACU, Auto, 12,000 miles **£9850**

1979 Lotus Elite [SOLD] e, Red hide, P.A.S. Radio/Cassett **£7995**

1980 Maserati Kyalami in Red, Cream hide, very rare and in manual form **£12950**

1981 Saab Turbo Saloon, Automatic, Met. Silver, Blue trim, one owner **£7950**

1961 Aston Martin DB4, Red/Grey hide, Chrome wires, superb in every way **£6995**

1981 Morgan +8 in Red, Black interior, 9,000 miles, as new **£9995**

1979 Jaguar XJS in White, Dark Blue interior, 34,000 miles **£7495**

1980 BMW 525 in Metallic Red, front and rear spoilers **£6895**

1983 Fiat X19 in Metallic Red, 3,000 miles, one lady owner **£5995**

1967 Austin Healey 3000 Mk III Red over Cream, Beautifully restored **£6295**

1982 VW Golf Cabriolet, Automatic, Metallic Gold, 6,000 miles **£6925**

1978 TVR Taimar in Metallic Silver, Black model band, 40,000 miles **£5650**

1981 Ford Capri 2.8i in Metallic Grey, one owner, sunroof, superb **£6275**

1980 Scimitar GTC, Automatic, 33,000 miles, superb condition **£6995**

1980 Scimitar GTE in Champagne with Blue leather, one owner, 29,000 miles **£6995**

1979 Vauxhall Royale in Gold, Automatic, central locking, one owner, 35,000 miles **£4195**

1980 MG Midget [SOLD] te, Black interior, roll bar, 33,000 [SOLD] es **£3195**

1979 Ford Capri 1.6i [SOLD] Gold, Vinyl roof, Radio/Cassette, [SOLD] w mileage **£2350**

1983 Escort XR3i, Red with grey trim, executive spec., low mileage **£5995**



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FRONT COVER PICTURE: TICKFORD, the Research and Development side of Aston Martin, have chosen the Ford Capri 2.8i for a project which will involve building 250 replicas, each with striking bodywork changes and a 205 bhp turbocharged engine. This month we report on the first production car, which has searing acceleration and a top speed of 140 mph.

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Matters of Moment

Specialists succeed

BRITAIN'S specialist sports car industry may not seem to be in the eminent situation it was 10 years ago when the world markets were eager for the Jaguar E-type, MGB, TR, Sprite and Midget sports cars, all of which have disappeared without any real successors, but this industry has survived the recession in reasonably good shape, and more makers are now coming to the fore. At the British Motor Show in October new and comparatively inexpensive sports models will be seen on the Reliant and Panther stands, with the Lotus-Toyota due for its unveiling some time in 1985, and while these manufacturers may never have the volume capacity once enjoyed by the British Leyland combine, their presence is vital to the variety of the motoring scene.

Some five years ago a research group produced a report stating that by 1990 there would only be six or eight manufacturers left in the world, the smaller and weaker ones unable to compete with the giants. But now, as we pull out of the recession, we see that the effects were nothing like those of the Great Depression, and there is no talk today of the specialists going to the wall.

In 1983 Jaguar exported more cars than they actually produced the year before, 22,141 saloons and sports cars going abroad with a showroom value of £430 million. Production was at capacity, 29,100 cars having been made by not many more workers than produced 14,000 cars in 1981. Sales to the States, at 15,815 cars, were 53% up on the previous year, and though the profits figure has not yet been published it is expected to be around the £30 million mark. In a year's time the XJ40 saloon will be announced, and it will without question be much sought after, so Jaguar's future seems assured.

Aston Martin have been through a bad patch, control changing yet again so that the North American distributors now have the major shareholding, but the enthusiasm and dedication shown at Newport Pagnell is undiminished. Victor Gauntlett told the workforce in his new-year message that 1984 could be the most successful in the company's history, as production has now reached a record five or six cars per week. Strengthening of the home market means that production of the Vantage and Volante models again exceeds that of the luxurious Lagonda which sells predominantly in America and the Middle East.

Lotus is another company to have changed hands during 1983, following the death of Colin Chapman. David Wickins, of British Car Auctions, and Toyota have taken shareholdings which resulted in Wickins becoming chairman of the company, and his first big decision apparently was to change the concept of the Toyota powered sports car due next year, the codenumber changing from M-90 to X-100. Despite the traumas Lotus had a good year, trading at a profit, helped by the success of a new American distributorship. The production level rose by 20 per cent from 541 to 649 units, and should rise again to 800 this year.

Reliant has been through a bad patch with the Scimitar, but has been kept profitable by the Rialto three-wheeler, and is looking forward to the introduction of a totally new two-seater sports car at the NEC. They say little about it, but it will be "under 2-litres, and in the place that British sports cars used to be" according to marketing director Mr M. J. Bennett. It will be "attractive, economical, inexpensive to run, and will incorporate some new technology", not apparently being a straight-forward glass-fibre body. We are told that the Scimitar will stay in production so long as there is a demand for it.

Panther Cars in Weybridge are expanding rapidly with the Ford-powered Kallista models, which are attractively priced with South Korean made chassis. The company is preparing to move into new premises prior to the announcement of a modern-looking sports car in October. Now on a sound financial footing, Panther looks ready to make a lot of progress in the coming months, and demand far exceeds supply.

The TVR company in Blackpool reckons that it came out of the recession at the end of 1982, sales rising from 200 to 286 units last year, and the projection is for 400 cars in 1984. Here too the home market is coming up well, but like other successful companies TVR has concentrated

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	ORGANISER	VENUE	EVENT	TIME
Feb 2nd/5th	IMSA	Daytona Beach, USA	Daytona 24 Hours (INT)	15.30
Feb 3rd/4th	Union Mecanisee Spa	Belgium	Boucles de Spa (European Rally Championship) (INT)	—
Feb 5th	HDLCC	Live & Let Live Inn, Neen Sollars, Nr. Bewdley, Worcs	Sporting Trial (R)	10.30
Feb 10th/12th	International Swedish Rally	Sweden	Swedish Rally (World Championship Rally Round) (INT)	—
Feb 16th-18th	De Lacy Motor Club	York	International Mintex Rally (INT)	—
Feb 8th/19th	Pena Motoristica Diez por Hora	Costa Brava, Spain	Rally Costa Brava (European Rally Championship) (INT)	—
Feb 19th	NASCAR	Daytona Beach, USA	Daytona 500 (INT)	—
Feb 24th-26th	Helsingin Urheiluautoilijat	Finland	Snow Rally (European Rally Championship) (INT)	—
Feb 24th/26th	ADAC Niedersachsen e V Sport -abteilung	Germany	Sachs Winter Rally (European Rally Championship) (INT)	—

MATTERS OF MOMENT

Continued from previous page

on exports in the past couple of years, to Singapore, America, the Middle East, South Africa, and Europe.

A new American distributor for TVR has just signed a contract for 300 cars, which means that the first quarter's production will be exclusively for that market. The Rover Vitesse powered 350i announced last summer is much in demand, and the company is now putting on a night shift to increase the output from eight to 14 cars per week.

Small companies are by nature faster to react, and more innovative, and these abilities have served them well during the recession. It is sad that Austin-Rover no longer make a true sports car, the recession having seen to it that anything not made in large volumes is not worth bothering about, but around the world the demand is still existent, and we are happy to see that Britain's specialist car industry is able to meet that challenge.

OBITUARIES

John Vary Bolster

JOHN BOLSTER, who had been suffering heart trouble for some years, although those who met him at Press functions or saw him driving his 1911 Silver Ghost Rolls-Royce to R-R EC and other meetings would never have known, has died, approaching his mid-seventies. That we shall never again have the company of this extrovert all-round motoring enthusiast is exceedingly hard to take. Inheriting their great love of motoring of all kinds from their mother, the Bolster brothers began to plan their own cars while still at Tonbridge. They ran exciting variants of such cars in sprint events and at Brooklands and from 1932 onwards John's famous "Bloody Mary", a fearsome racing cyclecar with a wood frame and two 1,100 cc JAP engines, vanquished far more professional turnouts at Lewes, Shelsley-Walsh, and other venues.

Richard Bolster was killed while in the RAF. After the war John began racing ERA R5B "Remus", until a bad accident in the 1949 British GP ended such active participation. He then concentrated on his work as a motoring writer and BBC motor-race commentator. John was also a 100% veteran car man, driving his beloved 1903 Panhard-Levassor in every possible Brighton Run, November outings which, up to last year, involved driving it from Edenbridge to Brighton and back the same day. That was true enthusiasm! He was also a stationary-engine enthusiast. But for me it was Bolster's success with "Bloody Mary" that truly underlined his spirit and tenacity in the field of amateur motor racing.

John Bolster wrote six books, was an admitted Francophile, favouring Renault cars for road useage, and his "Motoring Is My Business" portrays splendidly his motoring philosophy and his exploits with the car some race programmes preferred to refer to as "Tudor-Mary", to the unconcealed amusement of the Bolster brothers.

In later years John Bolster became quieter, yet ever ready for a joke, a good yarn, continuing his technical writing for the motoring Press and driving with Rosemary to old-car meetings. To her, our profound sympathy in the loss of a man whose like none of us will see again. — W.B.

M. N. Mavrogordato

AS WE close for press we are deeply saddened to hear of the death, at the age of 80, of Noel Mavrogordato, best known as the owner, since before the war, of his much-loved 1914 GP Opel, which he then ran as normal transport. Since then he meticulously refurbished this historic car and was the greatest champion of its originality. In those pre-war days "Mavro", as his many friends knew him, raced motorcycles, notably his well-liked Scotts, and had a 4½-litre ex-team blower Bentley to keep the Opel company. Professionally he was a pilot, personal pilot to the Nuffield Organisation in fact, but here again fun intruded and he flew his personal vintage Bristol Fighter as well as the DH Leopard Moths, etc. He drove a works Morris Eight in the 1939 Monte Carlo Rally. So "Mavro", pilot, yachtsman, vintage-car enthusiast and maintainer, and withall one of the very nicest and most friendly of people, has gone. Our condolences go out to his wife and son, the latter himself an extremely capable pilot of anything from a 707 to an ultra-light. W.B.

WE deeply regret to have to report the deaths of two more well-known Brooklands exponents. Mrs Violet Hindmarsh (née Cordery), who drove Invictas in long-distance runs at Brooklands and Monza, etc after earlier experience with Eric-Campbell and other small cars, died around Christmas. J. H. T. Smith, who from the later 1930s was a frequent competitor with his MG Magnette at the Track and other British circuits, holding the Class-G Mountain lap-record at 70.6 mph, also died late last year.

Club News

Aston Martin OC

THE AMOC Annual Film Show will take place at Vickers House, Millbank Tower, London SW1 on Wednesday February 15th at 7.15 pm. The films to be shown are not purely Aston-orientated but should be of interest, say the club, to all motorsport enthusiasts. Drinks are available before hand and during the interval, and an SAE to John Bertola, 30 The Ridgeway, Westcliffe on Sea, Essex SS0 8NT will bring forth tickets at £2.50 each.

NMM Archive Special

ANOTHER film show is being arranged by the National Motor Museum at the National Film Theatre on London's South Bank on Saturday, February 4th. Several historic films, which have been preserved with the help of the National Heritage Memorial Fund and Kodak Ltd, will be shown, including one of the 1907 French Grand Prix and a Ford film called "Your Driving Test". The major item will be Hugh Hudson's film "Fangio", made in 1971 but only shown once before in the UK. The programme begins at 8 pm and tickets at £3 each are available from the Box Office, NFT, South Bank, Waterloo, London SE1 8XT.

Lydden Circuit

LYDDEN inform us that there will be a general practice day at "the other Kent circuit" on Saturday March 31st. Anyone wishing to use this facility should make a prior booking with Brenda Harris, 71 West Street, Sittingbourne, Kent. Telephone 0795 72926 or 71978.

Speed limit petition

WITH a grand total of 75,886 signatures, the MOTOR SPORT / *Motoring News* petition was handed by Earl Howe to Mrs Lynda Chalker, Minister of State for Transport, a few days before Christmas. The petition calls for an upward revision of speed limits on Britain's motorway system, and should have coincided with the result of a survey which Mrs Chalker had carried out into the whole matter of speed limits in Britain.

Mrs Chalker was gracious in accepting the petition, but stressed that her prime concern was road safety, and reducing the toll of deaths and injuries. We reminded her that motorways are the safest roads to travel on, and that the bunching that the 70 mph limit encourages is dangerous in itself, so now we can only wait and hope.

We believe that the timing of the petition was right, and that there is a stronger possibility of having the motorway limits raised under this administration than any other in the past 18 years, so if nothing comes of the effort we could be stuck with the 70 mph limit for generations to come. Since Mrs Barbara Castle's administration confirmed the 70 mph limit Britain's motorway system has increased from 600 miles to more than 1,700 miles, much of it to a high standard where 70 mph can be positively pedestrian for much of the time.

In the photograph Mrs Chalker accepts the petition from Earl Howe. On the right is Michael Cotton, managing editor of MOTOR SPORT, on the left Gordon Cruickshank (Assistant Editor), and David Tremayne, Editor of *Motoring News*.

FF1600 in France

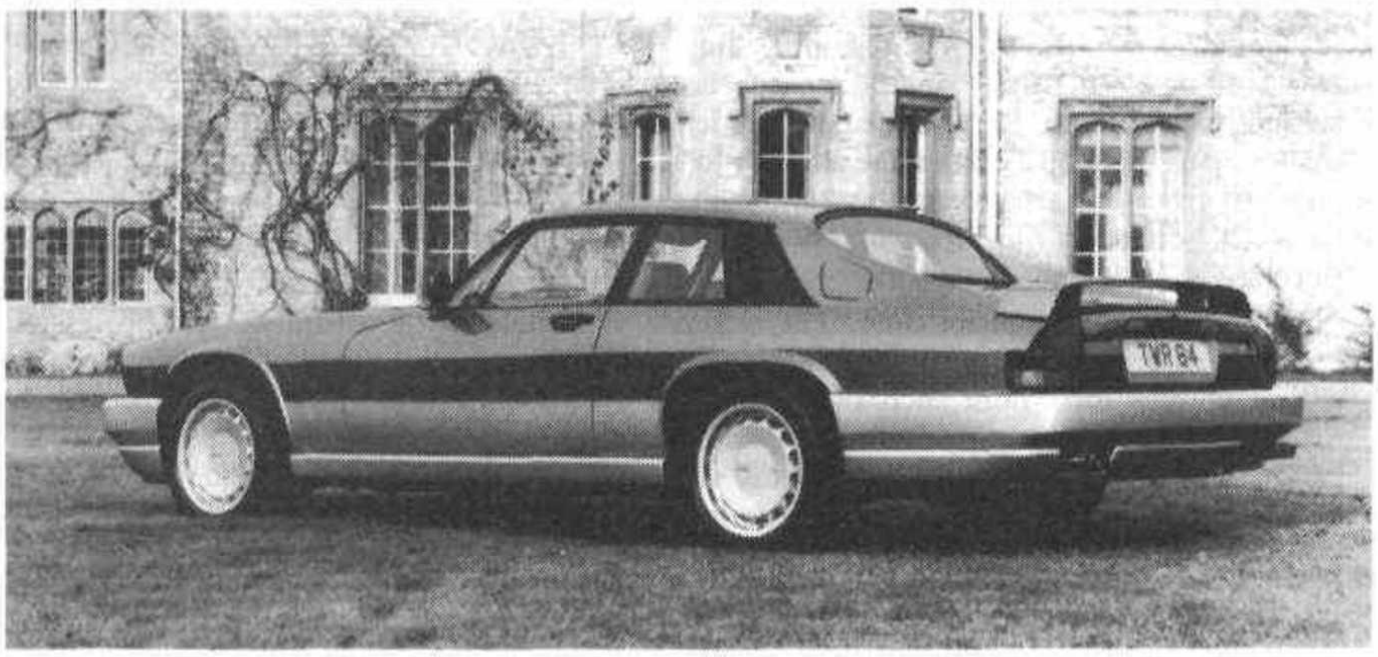
FORD have announced the launch of a ten round Formula Ford series in France, and Le Mans manufacturer Rondeau have started to assemble cars from parts and designs supplied by Reynard, the British manufacturer. Component kits will be supplied to the French company, who will build chassis to Reynard's design and clothe them in bodywork of their own.

Thirty cars are planned for the first run, and Ford are confident that this most successful international formula will achieve similar popularity in France. Not all the meetings are confirmed yet, but the first round is at Magny Cours on May 1st.

Blydenstein Price Drop

SINCE last month's report on the Blydenstein-modified Nissan Stanza, the Shepreth firm have informed us that as a result of healthy demand the price of body kits is being reduced to £205 plus VAT, with painting costs coming down to about £540. In addition, a set of panels is now available for the 5-door version at the same price. Nissan Sunny and Micra owners can also now obtain body kits at £266 and £272 respectively, plus VAT.





TWR's Jaguar conversion

UNTIL now the Jaguar XJS has been rather neglected in the "customising industry", but Tom Walkinshaw's TWR company in Kidlington, Oxfordshire, is ideally placed to exploit the potential of the 300 bhp V12 model. Having scored four outright victories in last year's European Touring Car Championship with the XJS, with Jaguar's full backing, Walkinshaw has now announced the TWR Jaguar Sport which makes full use of all that experience.

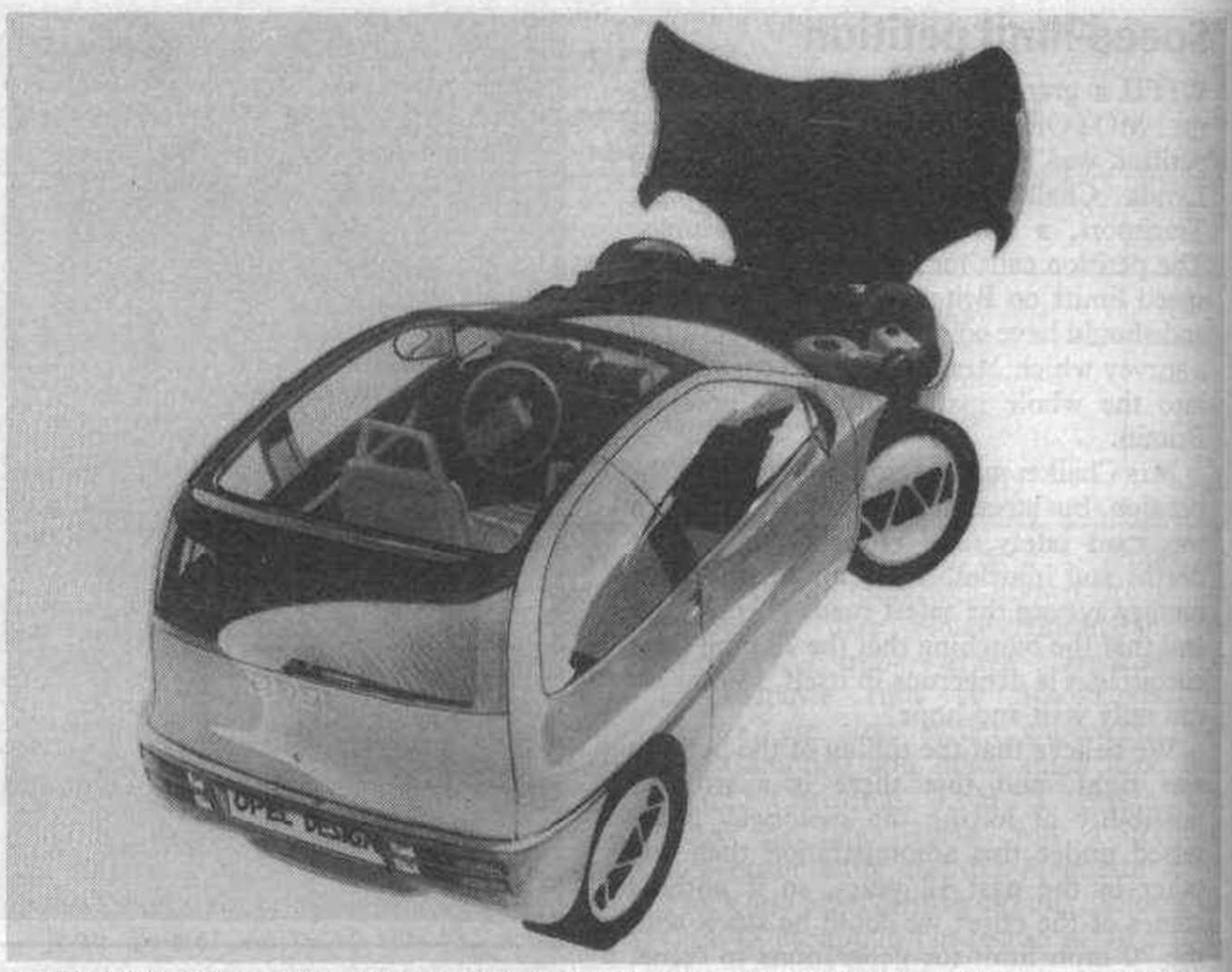
The 5.3-litre engine is balanced and blue-printed, but principally the increase in power is obtained by fitting a high efficiency stainless steel exhaust system that improves both power and torque. With an extra 10% in power coming from the exhaust system and a further small increase from the blue-printing, power should be in excess of 330 bhp.

This is transmitted by a five-speed ZF gearbox (the racers use a Getrag), and the braking system has been completely uprated using massive 11.6 in ventilated discs at the front and 10.6 in ventilated discs at the rear, with lightweight four-piston calipers. Bilstein gas-filled dampers with uprated front springs reduce the body roll and improve the general handling without spoiling the ride. New wheels, 16 in in diameter and 8.5 in wide, carry Pirelli P7 or Goodyear NCT 50-series tyres.

Wind tunnel research was carried out to produce the external body fairing, with front and rear wrap-round bumpers replacing the standard parts. An elevated spoiler is mounted at the rear, and the effect is a reduction in drag by 12.7%, of front-end lift of 60%, and of rear-end lift of 88%. The interior of the car is completely refurbished to a luxury specification.

The cost of the TWR converted Jaguar is £34,701, nearly £13,000 more than the standard model's list price. For that you get a car that will accelerate to 60 mph in 5.8 sec, and reach a maximum speed of 164 mph. The TWR Jaguar Sport is available from selected Jaguar dealers throughout Europe.

Royal College of Art Automotive Design Unit



OPEL JUNIOR: one of the costly one-off showcars which serve as "tasters" for the public, some merely ideas, some very close to forthcoming models.

THERE can be few products on the market in which design plays so overtly important a part as in the modern car. Every consumer durable comes into being as a result of some sort of design process, but the purchaser rarely chooses food mixers, for example, on the basis of looks. He or she is likely to be more concerned with what features are offered, as long as the device is up to a basic level of performance. A car, on the other hand, is probably the second-biggest purchase most people make, and to assist in the selection a huge range of objective comparisons is available in the motoring press. But these alone are not enough to recommend one car over another; the dominant factor, and the one which most people will make a judgement on first, is one of aesthetics. Is it an attractive car?

This question is of course crucial to the success of the car, in combination with its reliability, its performance, its economy, and its usefulness. But while the technical achievements are quantifiable, the appeal of the body can be something of a gamble, for two reasons. Firstly, since beauty is subjective, reactions to a particular profile may vary tremendously from one country to another, from one area to another, and also between differing groups of potential purchasers.

Secondly, the element of time. The bulk of cars now come from giant multi-national manufacturers for whom each new model means a huge investment in tooling and production costs. Inevitably the process of development takes years — probably four, possibly six or seven — with the result that the designers are today at work on vehicles which will not reach the showroom until perhaps 1989. How can they predict what the public taste will be then?

Part of the answer is that they do not so much predict as influence. The buying public can only express an opinion by choosing from what is available. There simply is no method of communicating their preferences in advance to those who will shape their next automobile. So what sort of training is required for these men who are effectively the arbiters of the public taste?

Although the number of professional automotive designers is small, it is still surprising that there are only two establishments in the world which offer specific training in this field. One is in the USA (Art Centre, Pasadena), the other is in London — the Royal College of Art.

It is only 18 years since the Automotive Design Unit was founded at the RCA, yet in that time it has forged a reputation for producing a steady stream of designers of the highest calibre, mostly British, who have gone to work at manufacturers and design studios around the world. Of a total of about 80 students who have so far graduated from the course, only one has left the industry, which must be a virtually unequalled record for any vocational course. The majority of graduates work within Europe, although some Far Eastern students are sent to London with the intention that they will return to their sponsoring company on completing the course.

Only two students were taken on in the first year of the unit, but classes have grown steadily since, and the college now accepts eight or nine per year. Each student is sponsored by one of the car manufacturers, and Ford have traditionally taken the lead in this area. It was in fact a Ford designer, Roy Brown, who arranged with Professor Sir Misha Black of the RCA for the first two pupils to receive specialist training from designers in the industry. With the transfer of their design facility from Dagenham to the new engineering centre at Dunton, Ford realised that there would no longer be the space for the in-house training of designers which had been the norm up until then. In addition, the overheads of using senior staff to teach pupils were high, and as the RCA's school of Industrial Design had already undertaken vehicle design projects at first degree level, the decision was made to build up a post-graduate course leading to MA(Hons).

One of the valuable elements of such a vocational course is that students are in direct contact with the industry, both through their own tutors who have all had industrial experience, and through visiting designers who set and judge a variety of projects, thereby forming a close relationship with some of their future employees.

SHOWN at Birmingham in 1978, Pininfarina's XJ Spyder was a potential production car. Sadly nothing came of it.



The time spent at the RCA tends to refine, rather than teach, certain skills which students have already learned, usually from an undergraduate design degree, but sometimes from the engineering side of the industry. Although the term "stylist" is sometimes used in a derogatory sense to decry the sometimes outrageous and impractical ideas which can emerge, any designer must know, for example, how much travel a suspension system requires, or roughly how much air is needed to cool the engine at speed, and during the development period he will work closely with engineers to bring their concept to fruition.

All car projects, however, begin with sketched ideas, and the ability to conceive a three-dimensional shape and illustrate it accurately is cultivated in the first projects on the course. This basic skill is the essential tool of all designers, but automotive design has traditionally revelled in the most striking and highly finished illustrations. As the year progresses, the emphasis changes towards the functional requirements of a particular project, with increasing importance laid on such factors as aerodynamics, internal space use, visibility and ease of manufacture. In the second year, the students concentrate on one main vehicle, often based on the running gear of an actual car, and develop their solution to a high level under the supervision of the tutors.

Under Director Nigel Chapman there are one full time tutor, Ken Greenly, and two part-time, John Heffernan and Peter Stevens, who are also independent consultants. Everyone involved gives the impression of genuine enthusiasm and dedication — Stevens, for example, is heavily involved with motorsport, designing the graphics for Richard Lloyd's Canon Porsche team whose car we featured in MOTOR SPORT, October 1983, working with aerodynamics experts on the styling of the Brabham F1 cars, and creating the body revisions for the Tom Walkinshaw Racing Jaguar XJS Sport, pictured on page 133 of this issue.

It is this level of involvement and interest which makes the Degree Show, the shop window of the graduating students, such an important event in the somewhat exclusive field of auto design. At this June display in the college's building next to the Albert Hall can be seen some of the top stylists and executives pondering which of these eight graduates they will invite to join their studios. Sponsorship by a particular firm is not an obligation to accept employment at the end of the course, although many students are happy to remain with a company which has probably already given them vacation employment.

The current attraction is to go to one of the Italian design houses, or to Germany, where Audi, Porsche and BMW have proved particularly fruitful for RCA graduates. Car design involves such a large team that individual designers rarely receive recognition outside their own circle, so it is worthwhile looking at some projects in which British-trained designers have played a dominant part.



FRANKFURT 1981: Martin Smith's Audi design team revealed a prototype saloon with flush glass and advanced construction. It proved surprisingly close to the current 100 model.

German design is usually described as "typically Teutonic", yet two of the most striking cars of recent years have come from the pen of an Englishman, Martin Smith. Both the show car which led to the Audi 100, and the Quattro are his work. Smith has worked for Porsche, Ogle (England's leading studio), and went on to BMW after his time with Audi. He has since returned to Ingolstadt as the head of a unique 'Concept Studio' where he has effectively a free hand to explore new ideas.

Currently also at Audi is Peter Birtwhistle, who has looked after the modifications for the short wheelbase Quattro which the engineers decided was necessary to beat the Lancias this year. He has also revised the nose and tail of the Audi 80 so that it will bear a family resemblance to the new 100, although this will not be seen for some months yet.

The quality of design at Porsche engenders a good deal of competition to obtain positions there. The much-praised interior of the 928 was designed by a Scot, Dawson Sellar, who with Peter Stevens was one of the first two graduates of the RCA course. Working now as a freelance design consultant, he was asked by BMW to shape the very advanced four-cylinder motorcycle which has recently been launched. Also on that job was Jan Fellstrom, a Tynesider despite his name, also ex-Porsche, who has been greatly in demand by Japanese motorcycle manufacturers since the appearance of his strikingly novel and handsome Katana bike for Suzuki.

On display at the recent Frankfurt Show and at the MotorFair was the Opel Junior, a design exercise whose novel interior with its detachable accessories inclined some to look on it as a sophisticated 2CV. Yet under the low-drag body, RCA designer Gert Hilderbrandt has incorporated Nova running-gear, making this a practical concept which may provide a clue to future GM minis, just as the Ford's Probe series foreshadowed the Sierra.

Normally seen as the other end of the spectrum is the sensual work of the Italian stylists, especially Pininfarina, whose beautiful Jaguar XJ Spyder made such an impact at the Motor Show in 1978. That car was the work of Elio Nicosia, an Italian who left the RCA in 1976. He also produced the Ferrari Pinin show car, based on the 400, and has now moved to Ghia.

In France the head of Citroën Design at the moment is Carl Olsen, late of Ford and previously an RCA tutor, while his second-in-command is Geoff Matthews, another RCA graduate who was previously responsible for the Talbot Tagora.

Not all graduates remain within the field of car design; some turn to motorcycles, trucks and other transport subjects. Some become independent product design consultants, a broader field which allows them to retain their automotive involvement perhaps through small specialist car firms. The attractive Midas, the highly developed fibreglass monocoque of which was the basis of Brabham designer Gordon Murray's own road car, was commissioned from Richard Oakes, yet another product of the college's automotive unit, and who also does a lot of illustration work in the motoring press.

There are perhaps 500 automotive designers in the world at the moment. Eighty of these have been trained at one establishment in London. Since this one course is capable virtually of satisfying Europe's entire yearly demand, it might seem that a danger exists of standards falling through complacency. Yet the continuing achievements of graduates, in an area where ability is immediately obvious to potential employers, and the frequency with which some of these rise to positions of influence must surely say otherwise. — G.C.



Tickford Capri

Ford with a touch of class

THE Capri 2.8i is to the Ford range what the 911 is to the Porsche range, a rather old-fashioned design that evokes envy, admiration, and pride of ownership that knows no bounds. When Ford of Europe launched the Sierra XR4i on the Targa Florio course last Spring they also offered a 2.8i five-speed to drive over the same course, and we have to say that the raw power and throttle-steering capabilities of the Capri left the biggest impression on us, refined as the Sierra may be. Even in standard form the 2.8i is a machine that gives the keen driver an ear-to-ear smile when he has the chance to open it up . . . so what price a *turbocharged*, 205 bhp conversion?

The story has often been told that Victor Gauntlett of Aston Martin, Bob Lutz (then head of Ford of Europe) and former Lotus driver John Miles hatched the idea of the Tickford Capri over a lunch table. When the project was well down the road, and Tickford had invested a considerable amount of money, Lutz was promoted to Ford of America and the project went onto the back-burner, as they say. Tickford took the courageous decision to continue with the project with the intention of building 250 examples this year in the new Coventry factory which Tickford occupies to finish the Jaguar XJ-S Cabriolet model, and even had to go solo with the expensive and time-consuming business of obtaining Type Approval.

The end product was seen on the Aston Martin Tickford stand at Motorfair and deliveries started at the end of 1983. Inevitably the question must be asked: "Who in their right mind would pay £14,985 for a Ford Capri — not far off double its original price?" The tag includes much more than an IHI turbo, hiking the power from 160 to 205 bhp . . . a Garrett intercooler for instance, the new AFT digital computerised ignition and electronic fuel management system, restyled body panels, reinforcements to the five-speed gearbox, a limited slip differential, conversion to disc brakes at the rear, and a rear axle locating A-frame.

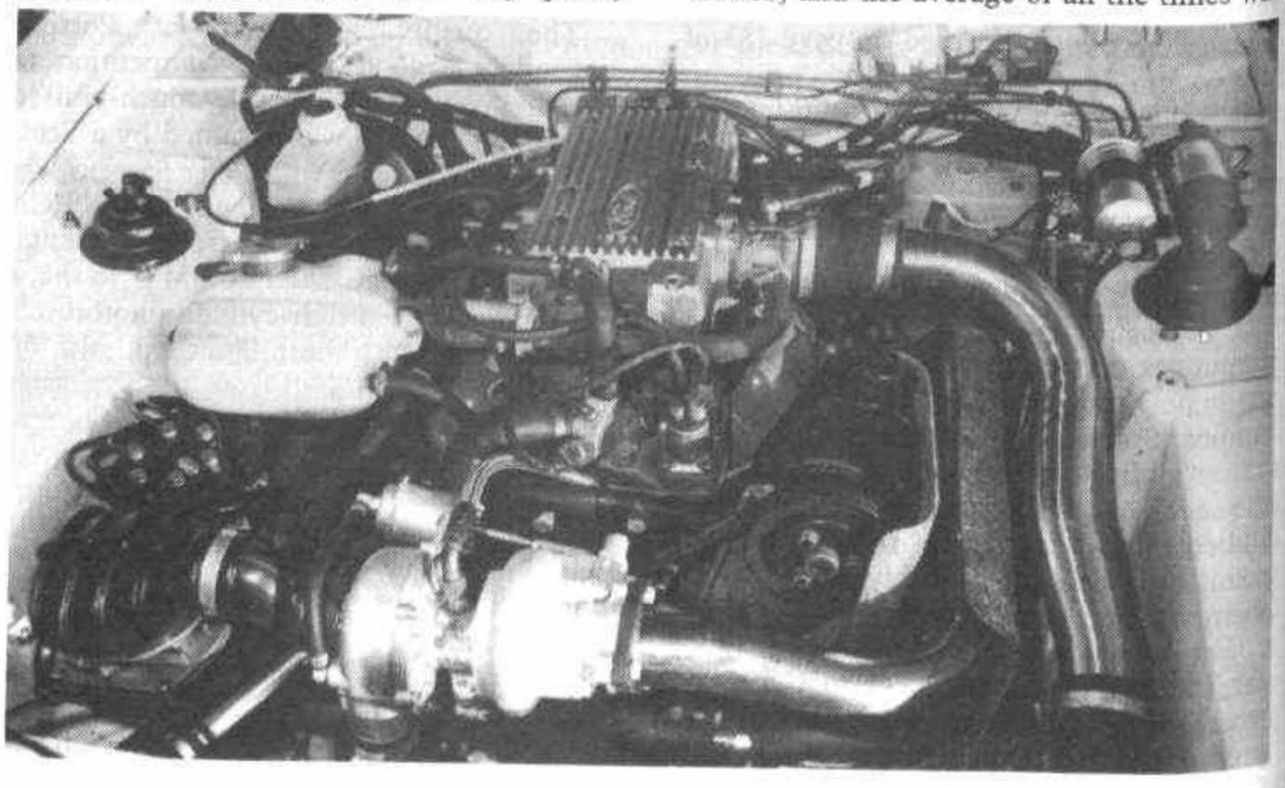
Inside the car we find electrically operated tinted windows, a manual sunroof, the standard Recaro velour covered seats, a walnut burr fascia trim with leather surrounds, and leather covering for the steering wheel and rear quarter panels; a leather map pocket is installed in front of the passenger.

Does a market exist for 250 examples of the Tickford Capri? Clearly Tickford are convinced that it does, but probably not from Ford's own clientèle. The potential market is comprised of people who are prepared to pay £15,000 for a very quick, sporting car, who would otherwise be looking at the Porsche 944, a BMW 528i, or a Lotus Excel or Esprit — the choice is really very narrow in that sector. To Aston Martin's traditional customers, prepared to spend upwards of £40,000 on the real thing, maybe £15,000 is not so much after all for a second car to be used for journeys into London. . . .

In terms of acceleration and top speed the AMT Capri will out-perform all its potential rivals mentioned above, and by a fair margin. Our definition of a reasonably quick car is one that will reach 60 mph in under 10 sec and 100 mph in under 20 sec. To reach 60 in 6.8 sec and 100 mph in 19.6 sec is quite outstanding, well up in the Porsche 911 SC class, if not up to the latest Carrera, and that sets a yardstick by which the turbocharged Capri may be judged.

Although the turbocharged engine is said to double the torque value at 2,000 rpm there did not seem to be much evidence of this on the road. If you are in too high a gear for the situation there is a yawning wait for something to happen when you floor the throttle, then quite suddenly there is an awakening under the bonnet at 3,300 rpm and an explosive burst of power that goes on to 6,000 rpm, requiring a good deal of mental agility to keep up with the situation! This need not be a criticism since the option is always there to change down and have the power immediately, yet on a wet and perhaps bumpy road the dramatic application of power through the P7 tyres is quite enough to break adhesion — and with a limited slip differential, that can be quite an adventure.

The ZF differential, with a 50% locking factor, helps to raise the level of adhesion, enabling the Capri to put its power down impressively well. Our best acceleration figures were obtained when the rear wheels could be broken away, causing the tail of the Capri to swing to the left — it did not feel the best way of starting, but on a more grippy surface the acceleration times were slower, and the average of all the times was



THERE is plenty of space ahead of the V6 for the turbocharger, and large-bore copperised pipes take the charged air via an intercooler to the inlet plenum chamber.

slightly slower than the manufacturer's claim. To exchange 60-series Goodyear NCT tyres for 60-series Pirelli P7s, at a cost of £608, sounds doubtful value and it would need a back-to-back test to determine whether the cost is justified. Certainly the Pirellis on the test car complement the revised suspension and give the Tickford Capri phenomenal cornering power, accompanied by a slight twitchiness that worries people unused to Ford's live axle and semi-elliptic leaf spring design, but is easy to live with.

With the limited slip diff the driver has to get used to the mild "pushing" understeer in medium bends, which changes to tuck-in when the throttle is released; also to the need for extra revs when manoeuvring, since the engine has to push against a locking differential. The drive line tends to be harsh, too, with resonance and vibration at certain points under acceleration, but despite these traits we imagine that the Capri would be a handful *without* the ZF differential, and almost impossible to drive effectively in the wet. In the suspension department the springs and dampers have been left standard, though careful tuning and the addition of the rear axle supporting bracket have improved the handling quality without impairing the ride to any great degree; if the ride comfort is slightly harsher than standard, it is likely to be the result of fitting P7s.

Ventilated disc brakes from the racing Capris are fitted at the rear, 10.4 in in diameter and with an integral handbrake system, while the standard ventilated discs are retained at the front. The brakes did feel very secure, with firm pedal pressure and perfectly even retardation at each corner, and the handbrake is surprisingly effective too.

Tuning for performance

Even with 160 bhp available the Capri 2.8i is considered a high performance car, but the addition of a turbocharger takes the Tickford Capri into an altogether higher category. It would be stretching the point a bit to call it a poor man's Porsche Turbo, but the level of performance is on a par with a 911 2.7, for instance, making up with turbo surge what it lacks low down.

The Bosch K-Jetronic injected V6 power unit is very well developed, and no internal changes were needed other than balancing when the IHI turbocharger was mounted in front of the vee, an air-to-air intercooler also being plumbed in. Maximum torque is lifted from 163 lb ft at 4,200 rpm to 260 lb ft at 3,500 rpm, making its contribution to the improvement in performance. The standstill to 60 mph time is slashed from 7.9 sec to 6.8 sec, while the 100 mph figure is reduced from around 25 sec to 19.6 sec. The maximum speed increases from 127 mph to a slightly theoretical 140 mph (which we were not able to check), yet our overall fuel consumption figure of 22.76 mpg is exactly



BOLT ON GRP panels transform the looks of the Capri and make it more stable, though no improvement in drag is recorded. The test car was loaned by Aston Martin (Sales) Ltd in Sloane Street, London.

what the owner of a normally aspirated Capri might expect to return on a regular basis. Something for nothing?

These performance advantages are impressive on paper, even more so on the road. Overtaking distances seem to be halved, making main road journeys faster, safer, and less wearing on the nerves. Motorway driving is more pleasant too, the AMT Capri accelerating much faster through the wall of spray that attends trucks on a rainy day, while the bolt-on appendages have greatly improved stability.

We have not yet mentioned the GRP panels which blank off the usual radiator grille and form an air dam, running along the skirts, and give a revised, more aerodynamic line at the back, topped by a bootlid mounted rear spoiler.

The person who spends £15,000 on a Capri would naturally expect a car which stands out in a crowd, and with all their styling and coachbuilding history Tickford could be relied upon to produce a striking, well balanced style that is visually appealing without being in the least garish. The new panels have virtually eliminated front-end lift and moved back the centre of pressure, making the converted Capri infinitely more stable at high speed.

PERFORMANCE

Acceleration:

Speed	Secs
0-30	2.3
0-40	4.1
0-50	5.4
0-60	6.8
0-80	12.1
0-100	19.6

Speed in gears:

1st	38 mph @ 6,000 rpm
2nd	71 mph @ 6,000 rpm
3rd	100 mph @ 6,000 rpm
4th	129 mph @ 6,000 rpm
5th	140 mph estimated

Fuel consumption:

22.76 mpg overall

Criticisms there must be, but only a few. We have mentioned the transmission rumble which lowers the general level of refinement. Maybe there is nothing that Tickford can do about that, but it is something they could be working on. The main beam headlamps are superb . . . but the dipped beam is absolutely pathetic, really making it necessary to halve your speed if a car approaches on a country road. The doors still shut with a clang, rather than a £15,000 thud, and as Capri owners expect the tailgate still gets filthy in the winter time, and needs a handle (interior or exterior) to facilitate closing. As a further development, we would far sooner have a proper rotating control for the lights instead of a hidden third stalk, on the far side of the wipers control, and some lining inside the glove box to avoid the rattling of oddments.

The power steering is nicely weighted, to the point where the driver may not be sure whether it is assisted or not, and Tickford have wisely left this alone. Even so, a great deal of engineering and development has gone into this conversion to justify the price label which, though probably beyond the comprehension of someone who can just about afford a standard Capri, represents good value to those hunting the ultimate. Other than the RS3100 of 10 years ago (an homologation model which hardly set new standards for reliability) the AMT Capri must be the fastest yet offered for road use, improving on power and flexibility. It has been referred to as an eight-tenths size Vantage at a third of the price, and that just about sums it up.

We are left with the thought that the Capri keeps having stays of execution, but at some time in the coming months the chop will come when the line is needed for a new product, and the production level is considered uneconomic. As the specialist manufacturers, including Aston Martin Lagonda Tickford, are now entering a new period of prosperity, could not Ford hand over all the production facilities to ensure the perpetuation of the Capri? — M.L.C.

Looking back with Cliff Allison

OF the Englishmen who drove Ferrari's classic Formula 1, front-engined Dino 246 machines, after 1958 World Champion Mike Hawthorn, of course, most of our readers will recall Peter Collins and Tony Brooks. Collins was a Ferrari team member from 1956 until his death in mid-1958, following an accident during the German Grand Prix, and scored a victory in the British Grand Prix at Silverstone at the wheel of a Dino 246. In 1959 Tony Brooks, following Tony Vandervell's withdrawal of the Vanwall team, found a berth in the Maranello line-up and scored two stylish victories for the Dino 246 in the French Grand Prix at Reims and the German Grand Prix at Avus. But how many of our readers recall, I wonder, the 27-year-old Northumberland farmer / garage owner who not only finished second in the 1960 Argentine Grand Prix, but the previous summer had also used a Dino 246 to set the fastest practice lap round that daunting Avus circuit during practice for the German Grand Prix?

The man we're talking about is Cliff Allison, the 500 cc Formula 3 graduate who, on his way to becoming a member of Ferrari's Grand Prix and sports car team, scored a whole string of successes for the fledgling Team Lotus, including the marque's first-ever World Championship point. Recently we journeyed in one of Ford's excellent new 1.6-litre injected Orion Ghia saloons to his family's garage just off the A66 at Brough, to talk to this self-effacing personality about his racing recollections.

Born on February 8th, 1932, Cliff Allison has always lived in Brough, his family involved in farming as well as owning the large garage business in the town's main street. At the age of 20, Cliff's first race was at Charterhall in 1952 at the wheel of his own F3 Cooper-Norton and he continued to race in this category through until 1956, scoring his first victory two years earlier. Through his achievements in Formula 3 he gradually built himself a reputation as a promising newcomer on the British scene, attracting the attention of Lotus chief Colin Chapman in the process. By 1957 he'd got himself involved with Lotus, acquired a 1,220 cc Coventry Climax-engined Lotus 11 at the wheel of which he consolidated his progress through the ranks.

"I earned my Lotus drive on the strength of my Cooper F3 outings, with a little bit of assistance from Reg Tanner of Esso," recalls Cliff, "and I think some of my drives in Italy may have brought me to Ferrari's attention. I remember one race at Imola where I put it across both Musso and Castellotti who were driving Osca sports cars on that occasion. I well recall the start before which I'd been advised by Denis Jenkinson not to watch the starter's flag, but to go when the other cars



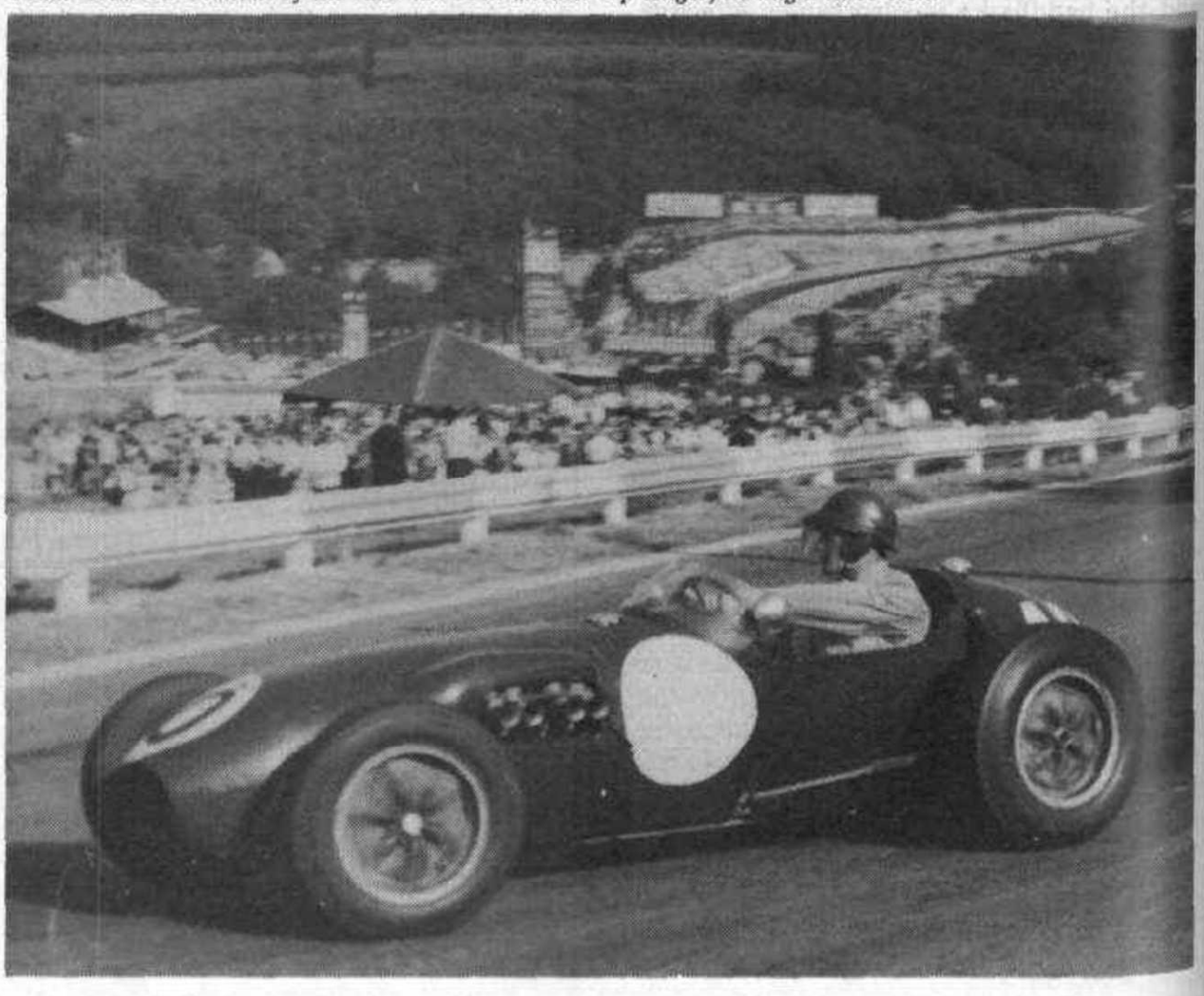
moved . . ." The Lotus didn't finish this particular event, but Cliff remembers with some pleasure that he was "miles ahead" when he encountered mechanical problems!

During 1957 he also enjoyed a celebrated outing at Le Mans where, partnered with Keith Hall, he took a 744 cc Climax-engined Lotus 11 through to an amazing 14th overall and victory in the Index of Performance handicap, just pipping their Lotus team-mates Herbert Mackay-Fraser / Jay Chamberlain who finished ninth overall in an 1,100 cc-engined Lotus 11. Allison also achieved another international success with a victory at Roskilde in Denmark, the sum total of his season's achievements earning him the offer of a place in the Lotus Formula 1 team for the following year.

At the wheel of the 1957 Formula 2 cars, fitted with 1,960 cc Coventry-Climax engines, Allison and his number two driver Graham Hill tackled the 1958 Grand Prix season, starting at Monaco. It should be recalled that Cliff managed to keep going to the end, finishing last of the six cars running and consequently scoring the Lotus marque's first World Championship point, but even more promising things awaited him at Spa during the Belgian Grand Prix. This event, at 24 laps (338 km) was technically too short to count for the World Championship, lasting as it did a mere 1 hr 37 min 06.3 sec, but if it had been run a single lap longer, Allison's Lotus would have almost certainly won! Tony Brooks' winning Vanwall crossed the line with its gearbox tightening up, Mike Hawthorn's second place Dino 246 blew its engine asunder as it accelerated down towards the line and Stuart Lewis-Evans' third-placed Vanwall wobbled to a halt just after the finish with a broken front suspension wishbone . . . Cliff crossed the line, his Lotus in healthy fettle, in fourth place!

"I think when Mike Hawthorn retired at the end of the year he may have mentioned Graham Hill and myself as potential candidates to replace him in the Ferrari team," reflects Allison, "I got on very well with Mike and we spent a lot of time together. I rather think that Graham was a bit too pro-British to be really interested, but I went down to Modena and did a deal for the following year. Of course this involved me racing on the sports car team and standing in as a reserve driver on the

CLOSE ONE: Cliff Allison on his way to fourth place in the 1958 Belgian Grand Prix at Spa at the wheel of a Team Lotus 12-Climax. If the race had been another lap longer, he might have won!





TESTING AT Modena. Cliff tries a Dino 246 cockpit for size at Modena, 1959, watched by (left to right) Carlo Chiti, Romolo Tavoni and Enzo Ferrari. Nice to see Cliff was wearing a collar and tie in those formal days. . . .

Grand Prix team to start with . . ."

One should also mention that Cliff regularly made the trip from the family business in Brough, something which he shrugs off with a grin, but which imposed a schedule calculated to turn even that most seasoned traveller grey just thinking about it. "Oh, it wasn't really any problem," he smiles, "I used to drive to Darlington, get the express train to Kings Cross, taxi to Cromwell Road air terminal, bus to Heathrow, plane to Milan, taxi to the station, train to Modena . . ." His desire, indeed need, to keep in touch with the family business meant that Cliff made this gruelling return trip every couple of weeks. Of his relationship with Enzo Ferrari himself, Cliff only has pleasant, uncomplicated memories; "no problems at all, I thought he was just grand," he says with a happy smile.

At the time he joined up with Ferrari, the Italian team had a large line-up of other drivers for its wide-ranging racing programme. Of those he worked closely with, Cliff has particularly fond memories of Wolfgang von Trips; "a really charming, delightful man. I think it was Peter Collins who first nick-named him 'Taffy' because, at first acquaintance, his English accent sounded rather Welsh. I remember he used to confuse words, like *donkey* with *monkey*.

"I got on with most of the other drivers pretty well. Phil Hill was fun, but, heavens, was he jumpy! And Tony Brooks of course: slightly aloof, rather in a world of his own, but in the most pleasant possible way!"

Before he was taken on as a full-time member of the Grand Prix team at the start of 1960, Cliff spent many of his racing miles behind the wheel of the 3.0-litre, V12-engined "Testa Rossa" sports car.

INDIAN SUMMER: A brief return in 1961 at the wheel of this UDT / Laystall Lotus 18 finished with another massive shunt, this time at Spa, which ended Cliff's racing career for good.



During the 1959 season he finished second at Sebring (with Jean Behra), fifth in the Nürburgring 1,000 kms (with Willy Mairesse) and fifth in the Goodwood Tourist Trophy. But, on the flip side, one of the more frustrating moments came with an enormous accident whilst practising one of the Testa Rossas for the Targa Florio.

"I was flat-out going down one of the long straights," Cliff recounts, "and I suddenly became aware of a vibration. I backed off slightly and it weaved about a bit, but when I went back on the throttle it wasn't too bad again. I wondered if there might be a problem with the steering, but it turned out that a front tyre had deflated and the centrifugal force at 160 mph was just about enabling the car to stay under control. When I tried to slow down seriously I found myself in real trouble, heading straight for the end of a wall on the side of a bridge.

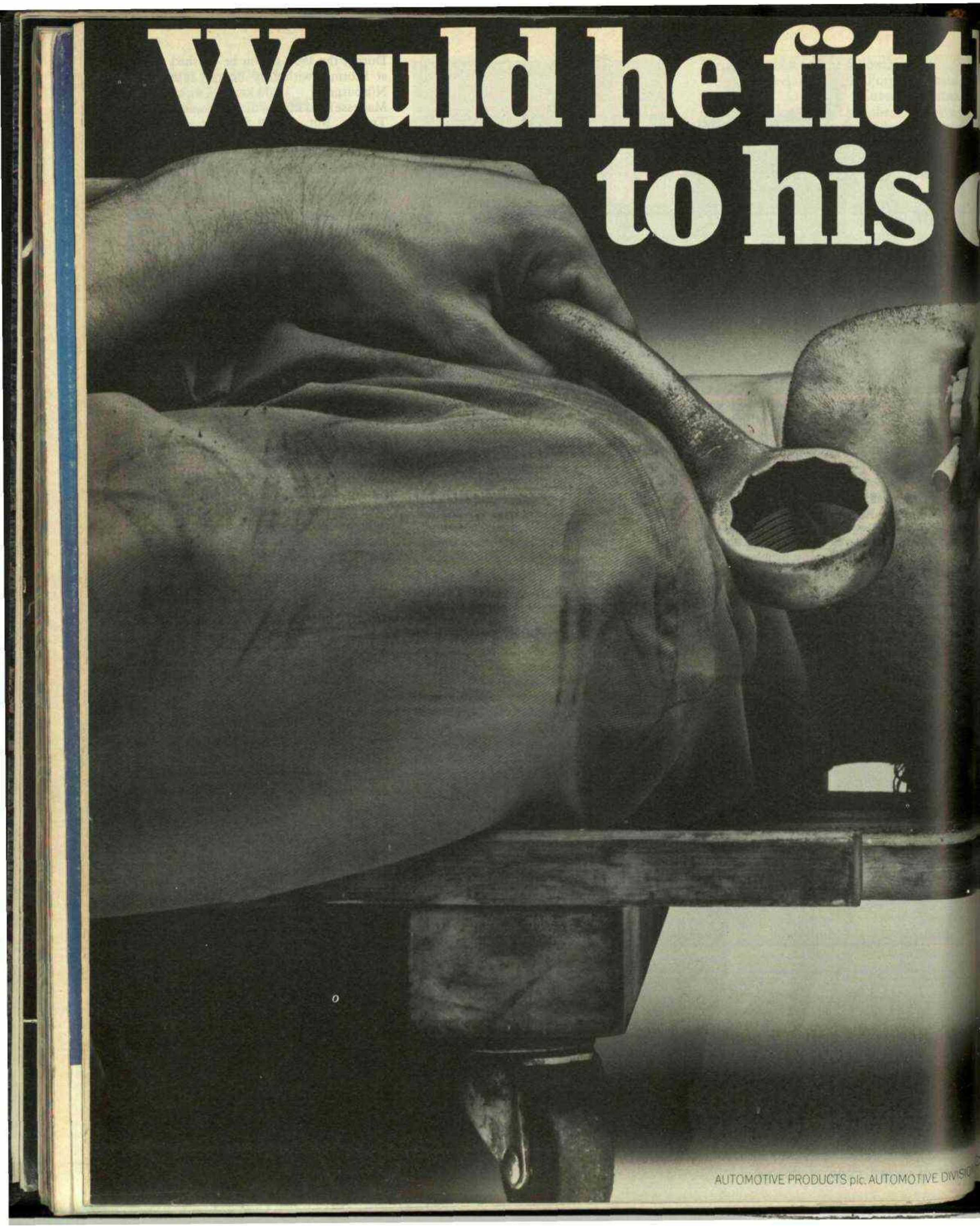
"I managed to swerve away from that, but the car took off, had its floor pan ripped out by a milestone before crashing down into a field on the opposite side of the road. I looked down to where the floor should have been and just saw mud and earth. You can't imagine how relieved I was, but if I hadn't kept my feet on the pedals I might well have been in pretty bad shape. The Ferrari team's reaction was most interesting: until they'd ascertained that the car hadn't broken, they were very worried and preoccupied. When they discovered that it had been tyre trouble and not a chassis breakage, they heaved a sigh of relief. I think we took five cars to the Targa that year and four of them got involved in accidents . . . in the race, Richie Ginther put ours up a tree, as I recall!"

Cliff's single-seater début for the Ferrari team was equally memorable. Driving the F2 Dino 156 in the Formula 2 class of the Monaco Grand Prix, he got no further than Ste Devote on the opening lap. The entire F2 field which only included Bruce Halford's Lotus 16 and Taffy von Trips' Porsche in addition to the Ferrari, managed to get tangled up with itself and all three cars came to rest against the wall, in no state to go any further! Monaco, it was to prove, would be a troublesome circuit for the Northumbrian!

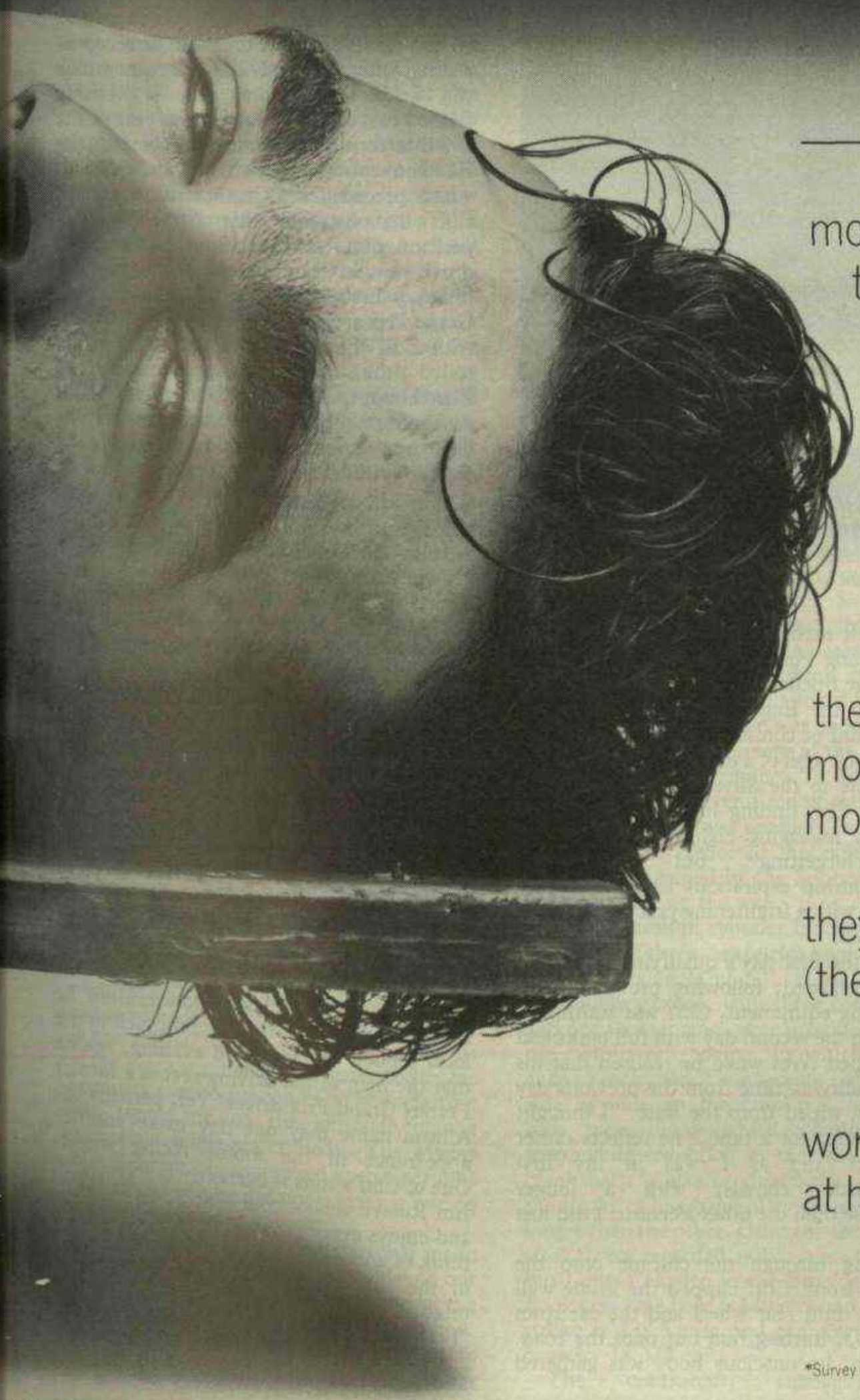
Ferrari finally allowed him his Grand Prix début with a Dino 246 in the Dutch Grand Prix at Zandvoort, where he finished ninth, while a fine fifth place on the team's home soil at Monza in the Italian Grand Prix strengthened his prospects for 1960. Nonetheless, he still recalls his biggest disappointment being his Ferrari's clutch failure in the United States Grand Prix, which rounded off the 1959 season, at Sebring.

"I was lying third behind the Coopers of Brabham and McLaren, and I really think I could have got on terms with them in the closing stages. Then the clutch flew apart . . . God, I was sick!"

Looking back on his 1959 season, the other great achievement was his fastest time


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Preferred, overall.

*Survey conducted for Automotive Products plc, by Associated Research Ltd among 587 garage mechanics throughout Great Britain in September 1983.

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WINNER: On his way to victory in the 1960 Buenos Aires 1,000 kms at the wheel of the V12 Ferrari "Testa Rossa" which he shared with Phil Hill.

in practice at Avus "although I was only a reserve entry and had to line up at the back rather than taking pole position". In the event the two-heat German Grand Prix proved something of a major disappointment at the end of the day: his Ferrari's clutch failed after a handful of laps in the first heat and he wasn't permitted to take the start in the second.

For 1960, Allison was included in the full-time Ferrari Grand Prix line-up together with Phil Hill and Wolfgang von Trips. At Buenos Aires, in the Argentine Grand Prix, there was a mix-up with the tyres: "Dunlop's Vic Barlow told us that there were tyres with two different tread depths available, the 5 mm version of which would mean starting with a light fuel load and making a pit stop for fuel and fresh tyres, or the 7 mm ones on which we could go through non-stop.

"I said I wanted to go through non-stop, but there was some confusion and I wound up with the 5 mm treads and a full fuel load. The tyre fitters had done it wrong, so I had a marginal time towards the end, watching to see when the breaker strips appeared." Allison finished second behind Bruce McLaren's Cooper-Climax, thereby scoring the best result of his Formula 1 career.

A week earlier, Allison had also shared the winning Ferrari Testa Rossa with Phil Hill in the Buenos Aires 1000 km endurance event, so the Englishman headed back to Europe full of confidence. Ferrari Formula 1 form took a bit of a denting when the Dino 246s came to the Silverstone International Trophy, Cliff finding himself off the pace and only managing eighth place — "that needs forgetting", but his World Championship aspirations came to a very firm end with a frightening practice accident at Monaco.

After the first day's qualifying times had been disallowed, following problems with the timing equipment, Cliff was waiting to go out on the second day with full tanks and unscrubbed tyres when he realised that his good qualifying time from the previous day had been wiped from the slate. "I thought I'd better go for a time," he reflects rather ruefully, "and as I was in my first 'tailor-made' chassis, with a longer wheelbase than the other Ferraris, I did just that. . . ."

Coming through the chicane onto the harbour front, Cliff clipped the inside wall with his right rear wheel and the car spun like a top, hurling him out onto the road. His limp, unconscious body was gathered up with precious little ceremony by an official "and I woke up 16 days later in hospital, speaking French — which was quite strange, because I didn't *know* any French!"

For a while it seemed as though that might be the end of Cliff Allison's racing career as it took the best part of the year for him to recover fully from his facial injuries. But he's extremely frank and honest about the motives which forced him to return to the Formula 1 fray: "to be quite straight about it, I missed the life, the travelling, being a part of the whole scene. I suppose I'd really had my fill of driving for driving's sake, but I just wanted to get back into the excitement of it all."

As a result of this enthusiasm he accepted a drive with the UDT Laystall team which was fielding old Lotus 18s — "Jimmy Clark's cast-offs!" — in the first year of the 1½-litre formula. Running in some of the F1 / Intercontinental British domestic races which preceded the Championship season, Cliff demonstrated that he could still perform quite competitively, but he only drove a single Grand Prix — at Monaco. On his very first practice lap for the Belgian Grand Prix at Spa — "trying to do too much with a car that didn't want to do it" — he rolled the Lotus comprehensively at Blanchimont, breaking his legs and sustaining several other fractures as well. That was the end of the motor racing road for Cliff Allison.

Cliff admits, candidly, that he returned to the life of a rural garage owner with a burning sense of resentment and annoyance. "It was years before I ever wanted to go near a race again," he confesses, "it took me a very long time before I came to terms with my situation. I was very bitter about the whole affair." Nowadays he only occasionally goes to the British Grand Prix, preferring to keep away from the sport in which he felt, in his own mind, he could rise to the top. He never gave any thought to becoming involved in any other aspect of the motor racing game, such as running a team or becoming a steward, because his whole pleasure was bound up with the thrill of participation.

Nowadays Cliff Allison leads an unobtrusive life and I wondered to myself, as I drove away from Brough, just how many of the chattering schoolchildren he collects and delivers in his mini-coach to the local school, morning and evening, realise that the man in the driving seat is a former Ferrari Grand Prix driver! Yet, perhaps the Allison name may one day make another appearance in the motor racing world. One of Cliff's sons is currently involved in a Jim Russell school course at Silverstone — and enjoys every moment of it. Would Cliff think of entering a car for him at some time in the future? His face softened with a mixture of nostalgia and affection. "Perhaps," he smiled, "you never know. . . ." — A.H.

Mohawk & Manitou Part 2

In this second part of his article on the two early Sunbeam V12 racing cars the noted authority on Sunbeam history, *Anthony S. Heal*, deals with the big post-war Manitou-engined model. It was the fastest car in the World in its day, surviving a trip through the Railway-straight fencing to put the Brooklands' lap-record to 123.39 mph in 1922 and thrice breaking the World's LSR, leaving this at 150.76 mph in 1925. It can now be seen in the National Motor Museum at Beaulieu. — Ed.

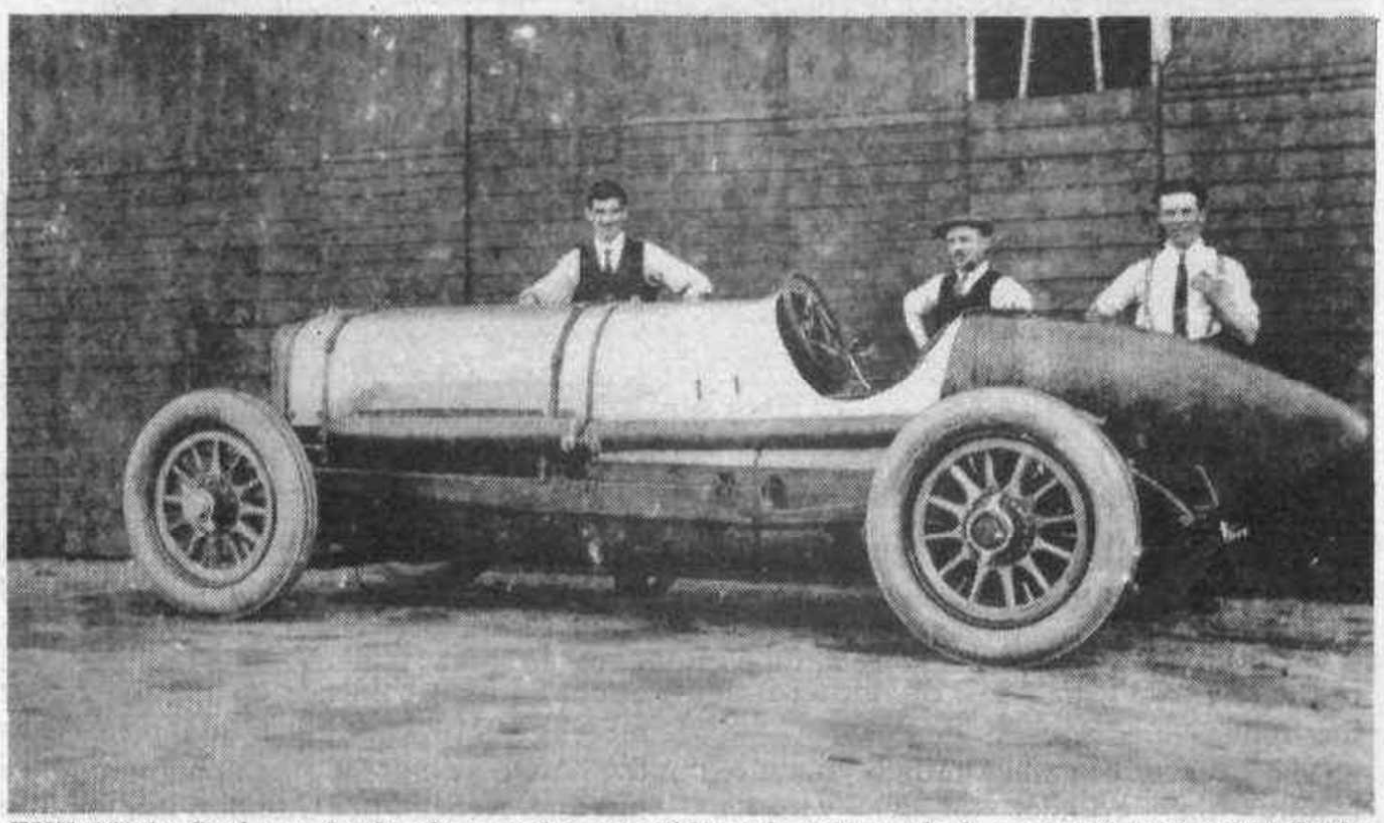
THROUGHOUT the war from 1914 to 1918 the Sunbeam factory was fully occupied in the design and manufacture of aero engines. The building of 16 hp Sunbeam cars and ambulances for the War Office had to be transferred to the Rover Company and the 200 hp Sunbeam-Coatalen Arab aero-engines were built under licence by four other firms. Licences were also granted for making Sunbeam engines in America and in Switzerland. More than a score of different types of Sunbeam-Coatalen aero-engines were designed and built and by 1919 the company had gained considerable experience of engines with six, eight, 12, 18 and 20 cylinders ranging from 150 to 800 hp.

With the return of peace in 1918 and the revival of motor racing it was understandable that Louis Coatalen should return to his conception of a 12-cylinder car capable of winning races and creating new World's Records. Brooklands re-opened in 1920 and early in the year there were rumours about the car that the Sunbeam Company were building.

In May the first outline description appeared and the new 12-cylinder 18-litre single-seater was entered for the June meeting at Brooklands. It was not a very auspicious début, for in a practice run on the morning of the race day H. G. Hawker, the well known and experienced pilot, had a tyre burst when coming off the Members Hill banking and the car went through the corrugated iron fence on the Railway Straight. He was unhurt and the Sunbeam not seriously damaged. His second appearance at the August meeting was also disappointing for he stalled the engine on the starting line and was unable to get it restarted.

The first indication of the new Sunbeam's potential was at the Gaillon hill climb in France when René Thomas broke the record for the hill at 108.6 mph. The regulations for the event stipulated two-seater bodies for the racing cars so a second seat and a fairing were rigged up on the left side of the Sunbeam's single-seater body. The Mayor of Gaillon was photographed in this perilous looking seat but he did not occupy it during Thomas' record climb.

On December 11th an attempt was made on short distance records at Brooklands but the start was delayed and sleet made the track slippery so no records were broken. H. G. Hawker made two runs and, despite wheelspin, recorded 124 mph for the half-mile and 121 mph for the mile.



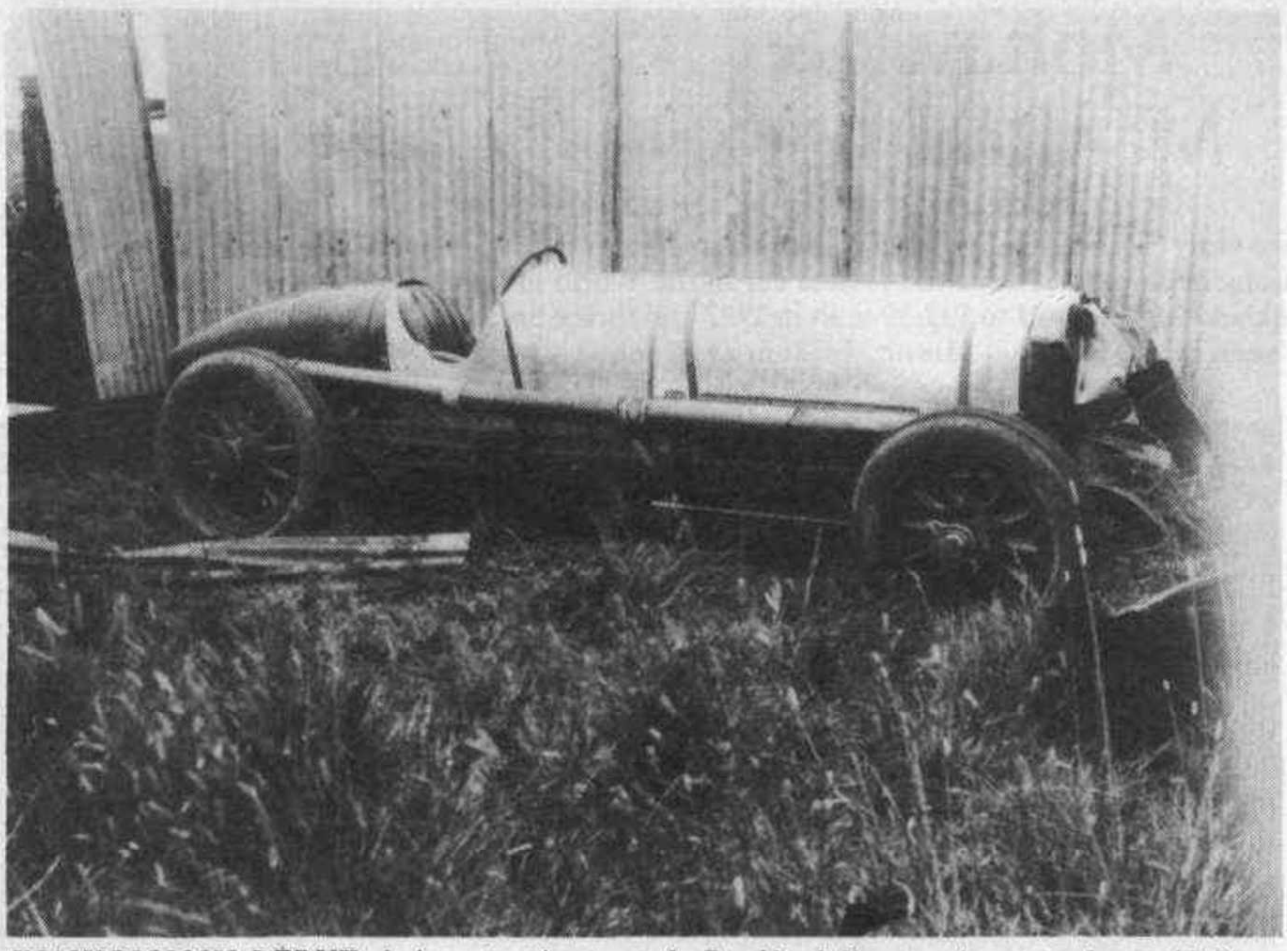
THE 350 hp Sunbeam shortly after completion in 1920 with artillery wheels, soon to be replaced by Rudge Whitworth wire wheels.

When the first announcements about the new 350 hp car were made the Sunbeam Company were at pains to point out that the 12-cylinder engine was not a Sunbeam aero-engine but had been specially designed and made for the car. Louis Coatalen wrote in the "Brooklands Year Book 1924" that "the engine specially built for this car was based, so far as its design was concerned, on the very latest development of the Sunbeam 'Manitou' aviation engine. To adapt it for racing-car work several modifications were made." Even if it was specially built for the car it certainly reflected the experience of aero-engines gained by the Sunbeam Motor Company during the war.

The aluminium cylinder blocks were cast in groups of three, set in two banks of six at an included angle of 60°. Steel liners and aluminium pistons, with three compression and one scraper ring, were provided. Unlike the "Mohawk" engine, in which the big ends of each pair of connecting rods worked side by side on the crankpin, articulated rods were used which resulted in a worthwhile reduction in the length of the crankshaft. It also produced the result that the stroke of one bank of cylinders was a bit longer than the other. Officially the bore and stroke were recorded as 120 mm × 135 mm but Louis Coatalen in the Brooklands Year Book says "the bore is 120 mm and the mean stroke is 138.5 mm and the total cylinder capacity 18,322 cc".

The crankshaft, camshafts and connecting rods were all machined from solid billets of nickel-chrome steel. A train of spur gears at the front of the engine drove a camshaft on each bank of cylinders to operate one inlet and two exhaust valves in each cylinder. The latter were actuated by rockers as on the Sunbeam "Arab" aero-engine. Two twin-choke Claudel Hobson HC7 carburetters were mounted between the cylinder blocks and two 12-cylinder BTH magnetos, driven from what the French so picturesquely describe as the "cascade of pinions" of the timing gears at the front of the engine, fired two sparking plugs in each cylinder. The crankshaft, which was drilled for pressure lubrication, was carried on seven whitemetal-lined bearings. Dry sump lubrication was effected by three gear type oil pumps with an oil tank in the tail of the car.

The engine, multi-plate clutch and separate 4-speed gearbox were carried in a U-shape sub-frame which was mounted at three points on the main chassis frame as on the 1914 Grand Prix cars. A clutch stop was fitted to the clutch shaft and a large ribbed transmission brake behind the gearbox was operated by a long external hand lever. The universally jointed propeller shaft drove the bevel rear axle with a ratio of 1.5 to 1. No differential was fitted. The torque and thrust were taken by the underslung half-elliptic rear springs, which were mounted on outrigger brackets further apart than the front springs. Two Hartford and two Houdaille hydraulic dampers were fitted

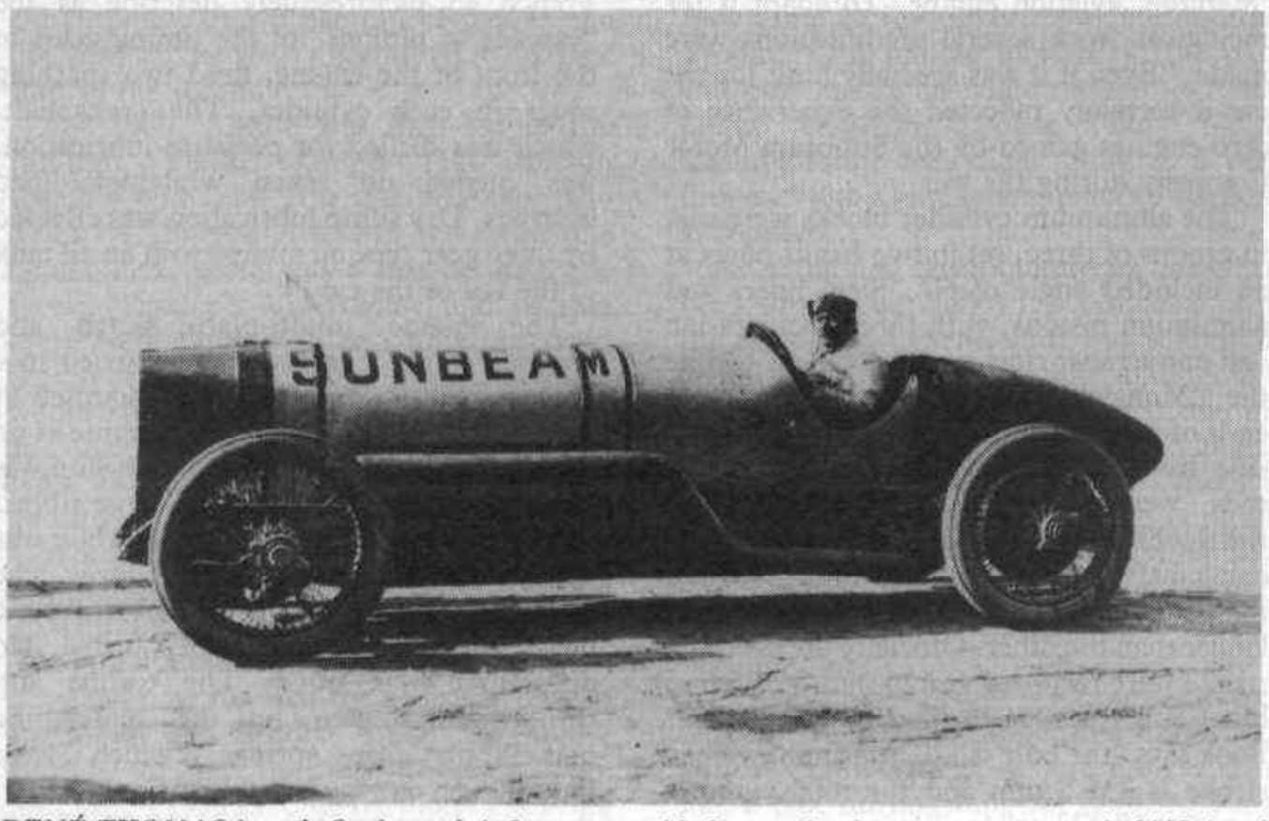


INAUSPICIOUS DÉBUT: during a practice run at the Brooklands June meeting, a tyre burst with Harry Hawker at the wheel. The car went through a fence, but Hawker was unhurt.

to the rear axle with a pair of Hartfords at the front.

The steering box was centrally mounted behind the cylinder blocks with a universally jointed horizontal shaft to the off side drop arm. Early photographs of the car show steel artillery wheels but after H. G. Hawker's accident at Brooklands, Rudge Whitworth wire wheels with 880 × 120 Palmer Cord tyres were used. The narrow single seater body had a short tail which contained the petrol and oil tanks and a "wind cutting cowl" was fitted in front of the radiator. Louis Coatalen quoted the power output of the 12-cylinder engine as 357 bhp at 2,500 rpm.

The second appearance of the 350 hp Sunbeam at Brooklands during the Easter meeting 1921 was nearly as disappointing as the car's début at the previous June meeting. Kenelm Lee Guinness had to retire during the Lightning Short Handicap due to gearbox trouble. But K.L.G. was not going to be beaten so the box was dismantled and first and second gears were put out of action leaving only third and top. Rather than disappoint the spectators, who had come with expectations of seeing the big car in action, K.L.G. made three attempts before he succeeded in getting the car off the starting line in third gear. Once away he made up for lost time with a lap at 120 mph. He was timed through the half-mile at over 130 mph. Although he had no chance of winning, by dint of a magnificent display of virtuosity and speed, he took second place to Count Zborowski's Grand Prix Mercedes. The car's capabilities had been well demonstrated and had made a great impression on those present.



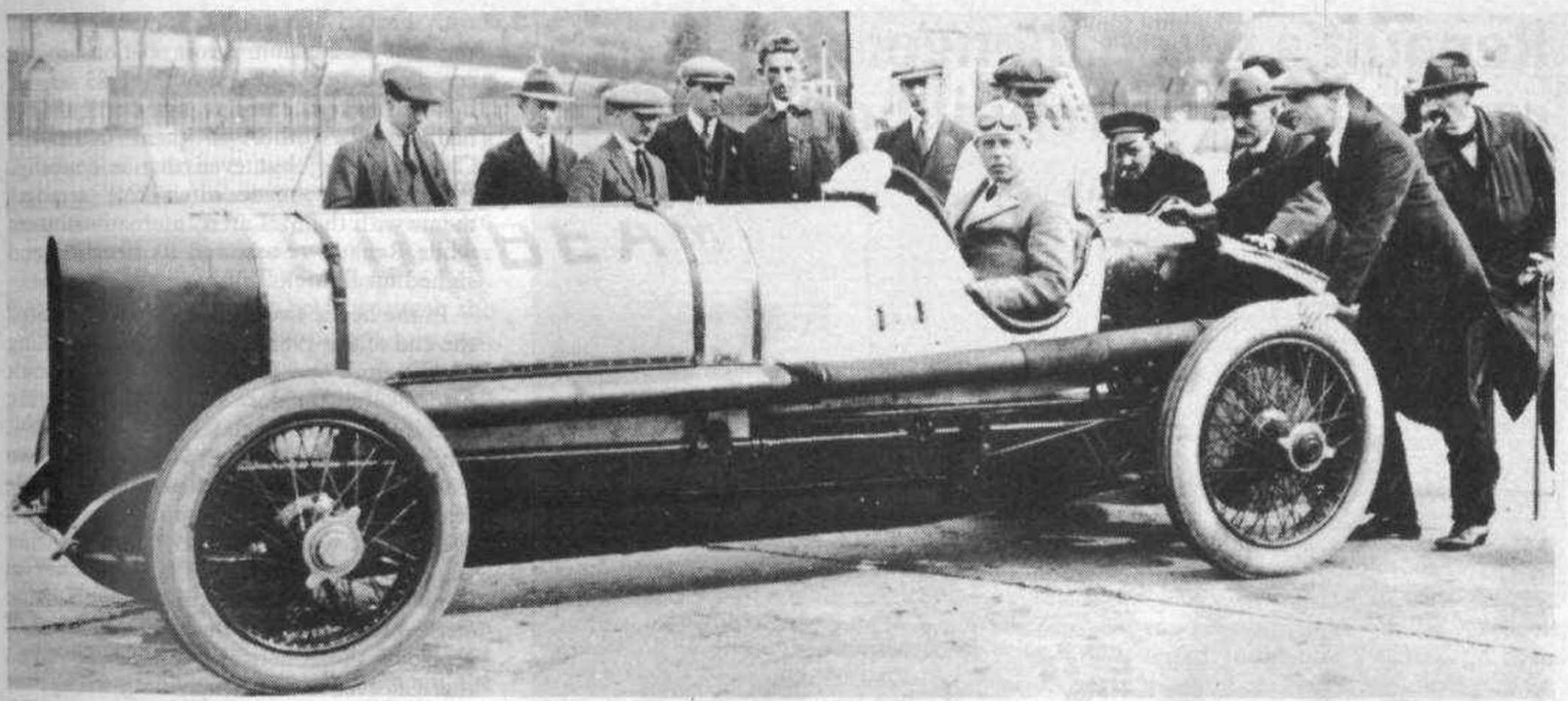
RENÉ THOMAS brought Sunbeam their first success with the car when he put up a new record of 108.6 mph at the Gaillon Hill Climb in October 1920.

Due to their pre-occupation with their entries for the Grand Prix de l'A.C.F., the Sunbeam Co did not again enter the 12-cylinder car at Brooklands until the September meeting when Lee Guinness again drove. He took third place from scratch in the Lightning Short Handicap and gained second in a very close finish to the Long Handicap, during which he averaged over 111 mph and covered the half mile at 135 mph. At Easter 1922 Jean Chassagne scored the Sunbeam's first victory in a Brooklands race when he won the Short Handicap at 103.83 mph after lapping at 114 mph. But tyres were still the limiting factor for in the Long Handicap (8½ miles) he had to slow up, when about to take the lead, due to the off side rear tyre losing its tread.

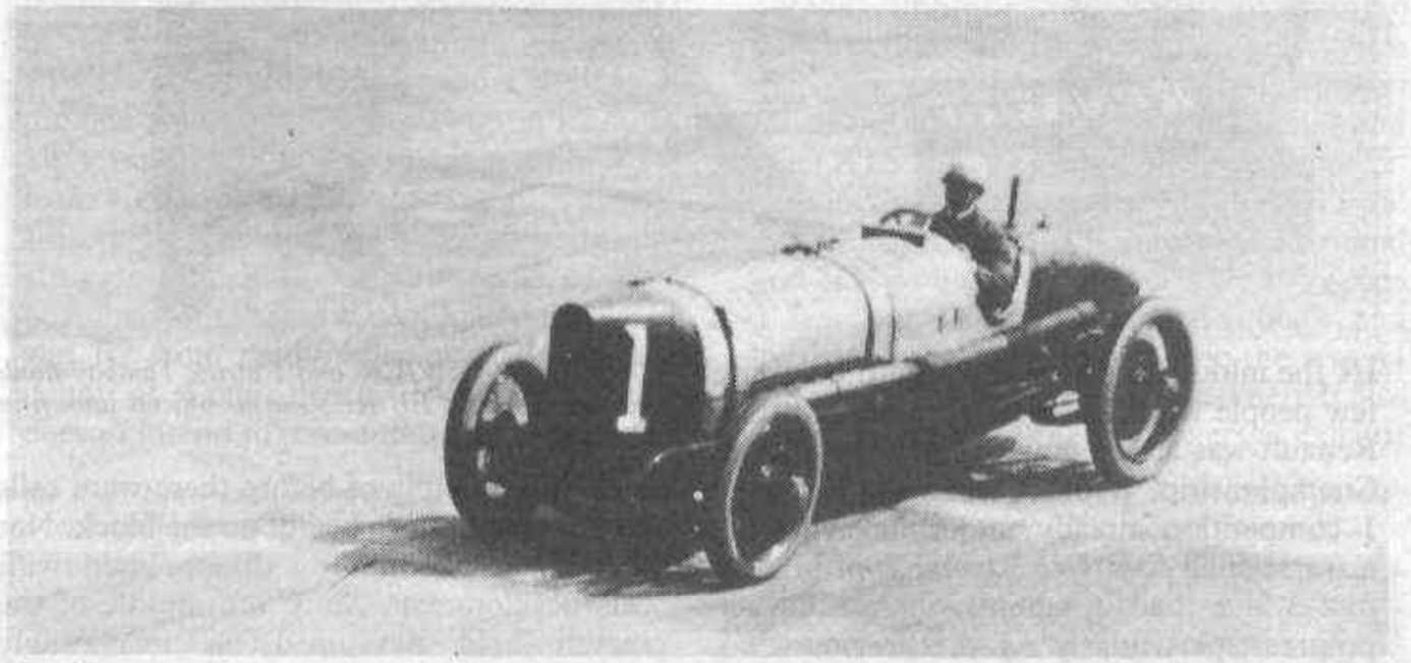
K. Lee Guinness also experienced tyre failure at the May meeting. After winning the Short Handicap from scratch at 111.42 mph he had his off-side front tyre burst on the Byfleet banking during the Long Handicap. The tread and the inner tube wrapped themselves around the stub axle which caused the car to swerve but Guinness managed not only to hold it on course but to finish the race in third place. His best lap was at 122.47 mph and his speed over the half-mile was 134.33 mph.

A successful attack was made on 18 May on short distance World's Records. Standing start records for the half-mile, 1 kilometre and 1 mile were taken and flying-start records were set up for the same distances as well as for two miles. Runs were made in both directions which entailed driving the reverse way of the track. Guinness found coming off the Byfleet banking on to the Railway Straight rather tricky, as had Frank Newton with the Napier "Samson" during his record runs in 1908. The Sunbeam's mean speed for the half-mile (fs) was 136.05 mph reaching 140.58 one way. The next day new World's records were set up for 5 miles (116.75 mph) and 10 miles (113.13 mph) but tyre trouble supervened and the record run had to be abandoned but not before a new Brooklands lap record at 123.3 mph had been achieved. This beat Nazzaro's controversial record lap at 121.64 mph in the big FIAT in 1908.

The 350 hp Sunbeam had a charisma which made a strong appeal to some of those who drove and tended it. Among them was Sammy Davis who persuaded Louis Coatalen to let him try a few laps with the car. He wrote an account of his run in *The Autocar* for May 20th, 1922. He described it as too wonderful for words, a most inspiring experience. He found the driving seat unexpectedly comfortable so that opening the throttle was like being hurled into space in a good armchair. He lapped at 110 mph



LEE GUINNESS in the car at Brooklands — above, with Henry Segrave helping to push, and, below, at speed in the Lightning Short Handicap which he won at 111.5 mph.



and touched 140 mph on the Railway Straight. "To drive it at speed provides a sensation of a lifetime and a feeling of sheer exhilaration."

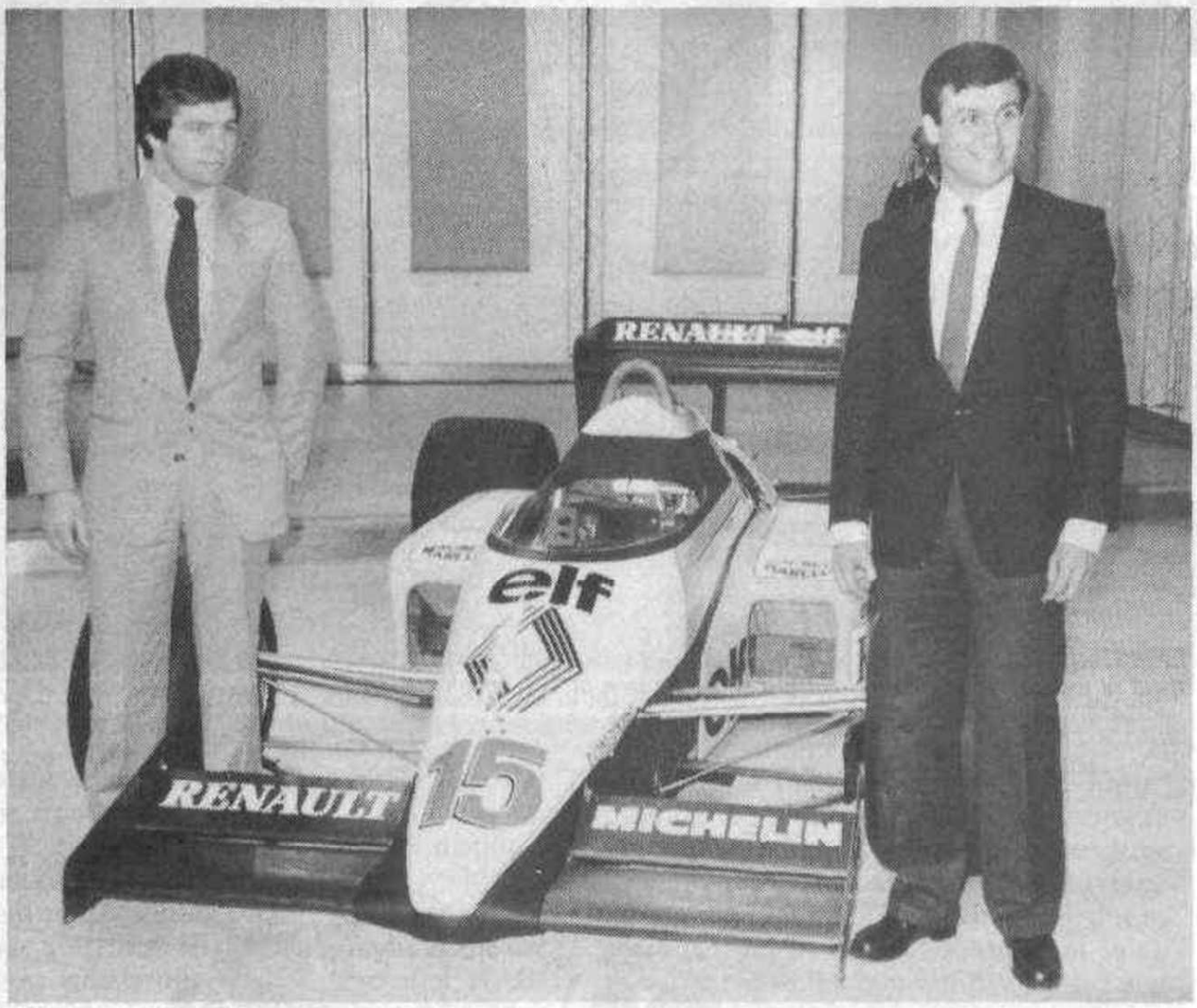
Bill Perkins, who was in charge of the car and tended it so assiduously, and Kenelm Lee Guinness, who got the best out of it on the track, had an admiration and affection for the big Sunbeam. Malcolm Campbell, too, soon became hooked on it for he persuaded Louis Coatalen to let him drive it at the 1922 Speed Trials on Saltburn Sands where he put up the fastest time of the day at 127.1 mph. He also made an attack on the record for the flying kilometre, achieving a mean speed of 134.07 mph (138.08 mph one way), thus improving slightly on Guinness' World's record at Brooklands in May. The Yorkshire Automobile Club's timing had been by means of synchronised stop watches and Campbell was sorely disappointed when his performance was not recognised by the *Commission Sportive* as a World's record. But he was very impressed by the Sunbeam's performance and pressed Louis Coatalen to sell the car. Coatalen declined and its next public appearance was at the Essex Motor Club's Speed Championship Meeting at Brooklands at the end of September when Lee Guinness carried off the Unlimited (over 5-litres) Championship. He took the lead with a first lap at 116.64 mph and then eased off to a mere 110 mph. He won easily from J. G. Parry Thomas (Leyland 8) at 104.04 mph. It was his last race with the big Sunbeam, which he had handled with such skill after its inauspicious early performances. It remained in its shed at Brooklands for many months until after the 1923 racing season had got under way.

Campbell was convinced that the Sunbeam's full potential had not been realised and that, on a course which allowed a longer run-in, to reach maximum speed before entering the timed section, it could attain higher speed than was possible at Brooklands. He repeatedly renewed his request to Coatalen. In June 1923 the Danish Automobile Club were to hold International Speed Trials on the beach at Fanoe which offered much more favourable conditions and eventually, barely a fortnight before the event, Coatalen agreed to sell. Campbell with Leo Villa and Harry Leach spent a hectic week getting the car raceworthy, for it had been neglected since its last run in September. The scavenge pump was broken and the three indirect gears on the mainshaft were stripped and "chawed" (to use Campbell's expression). The Sunbeam factory offered to work non-stop to make a new shaft and gears (which were machined from solid steel all in one piece) if a suitable billet could be procured from Sheffield. Coatalen had provided the services of a stout-hearted Sunbeam mechanic, Webster, who drove through the night from Horley to Sheffield, obtained the steel and delivered it to the Sunbeam works at Wolverhampton next morning. The car meanwhile was loaded on to a train to Harwich and Campbell, with his two helpers, went to Liverpool Street Station to catch the boat train. Just as the guard blew his whistle Webster appeared, running, carrying the new gearbox shaft, and climbed aboard at the last possible moment. In his book "My Thirty Years of Speed" Sir Malcom Campbell gives a full account of the many problems and difficulties which the team encountered but the Sunbeam was got ready barely an hour before the start. Campbell had no opportunity to make a test run but the car was in good form and, with a two mile run before the timed kilometre, its mean speed each way of the course was 137.72 mph. The fastest run one way was at 146.4 mph, the best speed of the meeting. Although Campbell returned as "Fanoe Champion 1923" the *Commission Sportive* refused to recognise the new record as the timing apparatus had not been previously approved by them.

For its power the big Sunbeam was comparatively light (3,551 lb) and on full throttle at high speed it had a tendency to yaw to the right, proceeding crabwise, which was dangerous and called for

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Renault's F1 challenge: re-grouping to rebuild credibility



DEREK WARWICK and Patrick Tambay flank the new Renault Elf RE50 at its official launch in Paris just before Christmas.

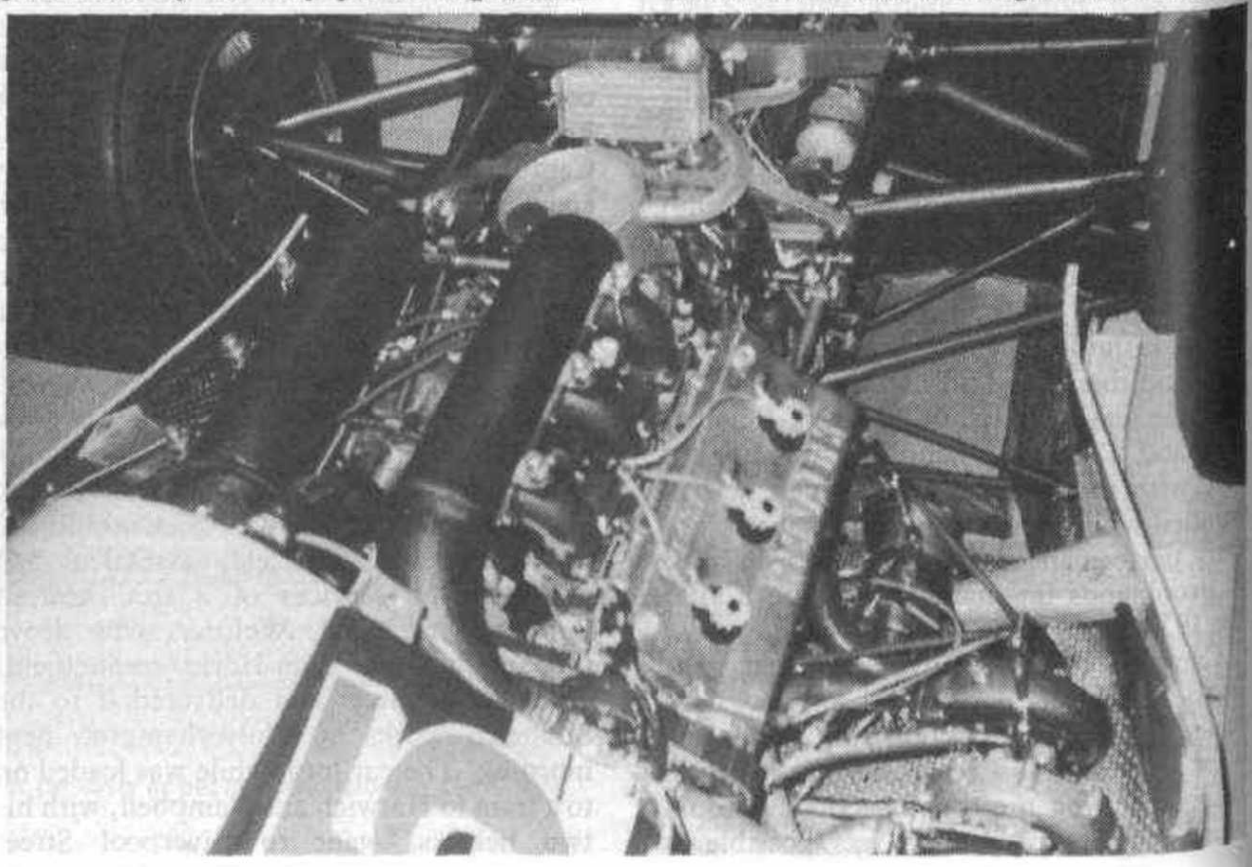
IN the middle of the 1983 season there were few people who remained unconvinced that Renault was at last going to win the World Championship. With six seasons of Formula 1 competition already under its belt, the team seemed finally to have shaken off the jinx which had apparently hampered its progress, particularly for the previous two years. Grand Prix racing's most well-worn joke — that Renault seemed unmatched in its ability to snatch defeat from the jaws of victory — looked likely to be laid to rest once and for all.

And yet, despite the fact that Alain Prost had managed to reel off four convincing victories, it just wasn't enough to get the job done. In a frustrating finale to the year at Kyalami, Nelson Piquet grasped his second World Championship in a race which not only saw the Renault RE40 succumb to mechanical failure but, perhaps more worryingly, underlined the fact that the French car had reached a performance plateau beyond which it was impossible to make significant progress.

It was a bitter defeat for Renault and the days immediately following the South African Grand Prix were fraught with acrimony and bad feeling. It was quite clear that somebody's head was going to roll and, to many people's surprise, it was Alain Prost's; the victim of a pre-emptive strike by Gerard Larrousse who, after debating the matter at length with Renault President Bernard Hanon, felt that Prost had better be made an example of before there were calls for his own head to be put on the block. Not that Alain was unduly disappointed with this development. Since the middle of the season he'd developed an increasingly uncomfortable feeling about his position within the team, a position made somewhat precarious by his very public negotiations with Ferrari about 1984. The bottom line was that the Renault / Prost relationship had run its course by the end of the 1983 season: it might have been rejuvenated temporarily had one or other of them taken the Championship, but even that is doubtful. Prost quickly made alternative arrangements with the McLaren International team while Renault re-assessed its situation and signed up Patrick Tambay.

In the hectic two months which separated the end of the 1983 season and the unveiling of the team's new RE50 car in Paris, Renault made other major changes which are intended to strengthen its position for 1984. On the driver front, Prost's number two Eddie Cheever was sacked after a single season and his position assumed by Britain's Derek Warwick. Twelve months earlier Cheever and Warwick had been together on Renault's short-list, so it was with some sense of irony that Derek found himself replacing the American for 1984. It wasn't that Cheever had done anything wrong, far from it, but he just wasn't a strong enough supporting driver to back up Prost. He'd driven tidily and effectively on several occasions and finished in the points several times. But at the end of the day Renault decided that he wasn't quick enough. Obviously they put down the miserable reliability record enjoyed by Cheever's car, when compared to Prost's, squarely to the fact that the pleasant American had to abuse his equipment in order to keep on the pace. Larrousse's final short-list at the end of 1983 came down to Warwick and Andrea de Cesaris, Renault's competitions director Larrousse finally opting for the Englishman on the basis not only of his speed, but also on the steadying influence he would bring to the team.

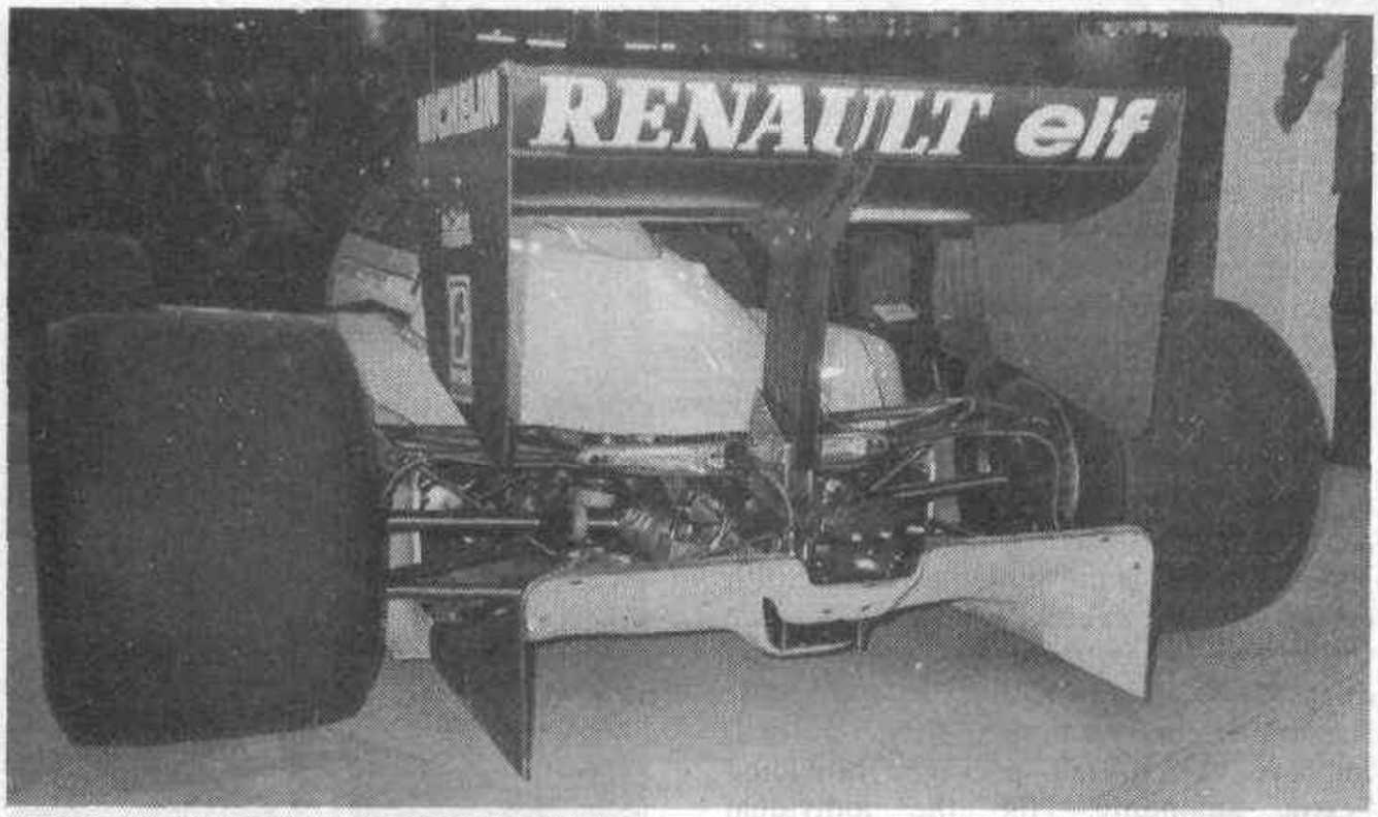
From the point of view of the team's technical operation, a great deal of consideration was given to developing a brand new Formula 1 engine to a different



configuration. The Renault V6 history goes back to 1977 in Formula 1, turbocharged guise, and a lot earlier in various normally aspirated forms. Chief engineer Bernard Dudot seriously toyed with the idea of a four-cylinder unit, currently fashionable in view of BMW's recent success, but it was eventually decided to evolve a revised V6 engine with a brand new alloy cylinder block, this engine officially designated EF4. At the press conference held to launch the RE50 in Paris shortly before Christmas, Dudot admitted that his team's thoughts about abandoning the 90-degree V6 configuration were a trifle premature: the engine's real problem hadn't been its race reliability, but its unwillingness to accept sudden doses of high turbocharger boost pressure, a quality which is very necessary during the frantic competition during Grand Prix qualifying.

The area in which Dudot and his colleagues have concentrated on is the turbochargers themselves, so although the car was originally shown with KKK units fitted to its engine, tests have been carried out with specially made Garret AiResearch turbochargers from the United States. It is interesting that Renault are carrying these experiments out at a time when both Alfa Romeo and Ferrari are also trying different turbochargers during winter testing, respectively manufactured by the Italian Adio and American Aerodyne concerns.

However, it is not so much the fact that Dudot feels the new engine can provide better throttle response and a power output ranging between 600 and 750 bhp which



THE RE50 rear end features sculptured under-body behind the rear axle line with exhausts exiting in a potentially controversial position.

gives the team its outward enthusiasm for 1984, but the fact that the new engine and the new chassis were ready to test at the start of the New Year. Although it's easy to be wise after the event, one is bound to say that the late arrival on the scene of the RE40 in 1984 was a factor which compromised the team's efforts. In the opening race of the season both Prost and Cheever had to struggle behind the wheels of obviously-outclassed RE30Cs, and the RE40 was far from ready when it made its race début at Long Beach. In 1984 Renault doesn't intend to repeat that error: there will be two, possibly three, RE50s available, fully tested, in time for the Brazilian Grand Prix which opens the season on March 25.

The RE50 breaks now fresh ground as far as chassis design is concerned, employing carbon fibre composite honeycomb construction for the monocoque which dispenses with separate front bodywork in much the same style as Ferrari's 126C3 and the ATS D6. Pull-rod suspension in conjunction with inboard mounted coil spring / damper units is employed all round and chassis designer Michel Tetu has taken a leaf out of John Barnard's book and "waisted" the rear end layout in the style of the 1983 Formula 1 McLarens. There is also a new variation of the controversial exhaust

ALAIN PROST on his way to a distant second place in the 1983 European Grand Prix at Brands Hatch. The RE40's failure to keep pace with the Brabham-BMW development plus Prost's growing sense of frustration, were responsible for the French driver's departure from the team immediately after the last race of the season.

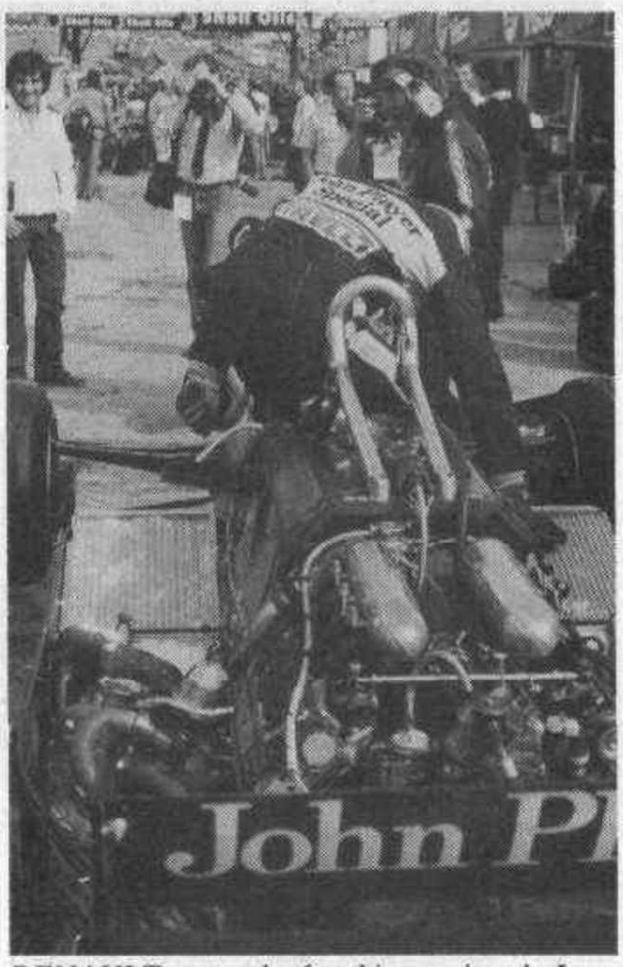


system which attracted so much attention (and a protest) from several rival teams last summer, the pipes exiting beneath the tail section.

With 15 Grand Prix victories under the team's belt since 1979, it is a little unfair to brand Renault as a failure in the Formula 1 world, but there is no doubt that something "had to be seen to be done" on the organisational side following the disappointing outcome to the 1983 season. There has been a considerable amount of apparently cosmetic reorganisation, which involves the Renault Sport facilities at Viry-Chatillon being employed henceforth exclusively for engine development while the chassis department has been moved away to a newly established, separate base. Renault seems confident that this will improve the overall package, providing "extra autonomy" for the individual component units of the team, but it is difficult at this moment to see precisely how this will be the case.

Gerard Larrousse has made it quite clear that it's the Formula 1 Renault team's "accountability" which marks it apart from every other Grand Prix outfit in the business. Unlike the small specialist constructors, who probably have a responsibility to one principal and their sponsors, the Renault team has a wider obligation to the company as a whole. Being a nationalised motor manufacturer, the internal politics are infinitely more complex and delicate, and the need to strike a balance in the team's relationships with every different faction within the company often makes life very difficult.

It has been suggested in some areas that Larrousse and his lieutenants should be the ones to pay for past failures. However, the fact that they continue to preside over the



RENAULT power also found its way into the Lotus camp during 1983. Here de Angelis climbs from his Lotus 94T at Brands Hatch.

Renault Sport Formula 1 operation reflects an obvious degree of sympathy from the company's Board of Directors. Even Bernie Ecclestone confessed to the writer that Larrousse's task must be unenviable, balancing the promotional and commercial requirements of the Renault corporate monolith with the day-to-day operation of a specialist racing team.

In many ways, Renault's 1984 challenge will be under more pressure than ever before. Not only will there be the usual pressure from Brabham, Ferrari, Alfa Romeo and Honda, but there's also potential rivalry from within the Renault-engined ranks. Lotus's new 95T and the Ligier JS23 could well be in a position to embarrass the RE50s on some occasions, particularly the latter machine which, after a certain amount of unofficial "nationalistic" pressure had been brought to bear by friends of the politically well-connected Guy Ligier, will be fielded on the same Michelin rubber as the works Renaults. When Lotus did the deal for Renault engines, one of the conditions laid down was that the English team shouldn't run on Michelin tyres. Accordingly they did a deal with Pirelli in 1983 and will be seen on Goodyears in '84. Disparities in performance are, almost traditionally in F1, often put down to tyres. Renault won't have that excuse available if they are defeated by Andrea de Cesaris on one of his "on-days". . . .

It is difficult to see why the 1984 season should be any better, or any worse, than those which have gone before. The new car is obviously effective, to judge by Derek Warwick's initial testing results at Paul Ricard, but whether the team can be insulated from the commercial and promotional pressures of its mother company for long enough to get on with the serious business of winning a Championship remains to be seen. Warwick, Tambay, Larrousse and team manager Jean Sage are confident that they will be able to get the job done. The rest of the Grand Prix fraternity is sceptical, feeling that nothing is likely to change significantly. If it *doesn't*, one is bound to question how long Renault will continue to throw its enormous resources behind this dauntingly expensive Formula 1 challenge. If it *does*, of course, then everything will be forgiven. . . . — A.H.

All in Top Gear

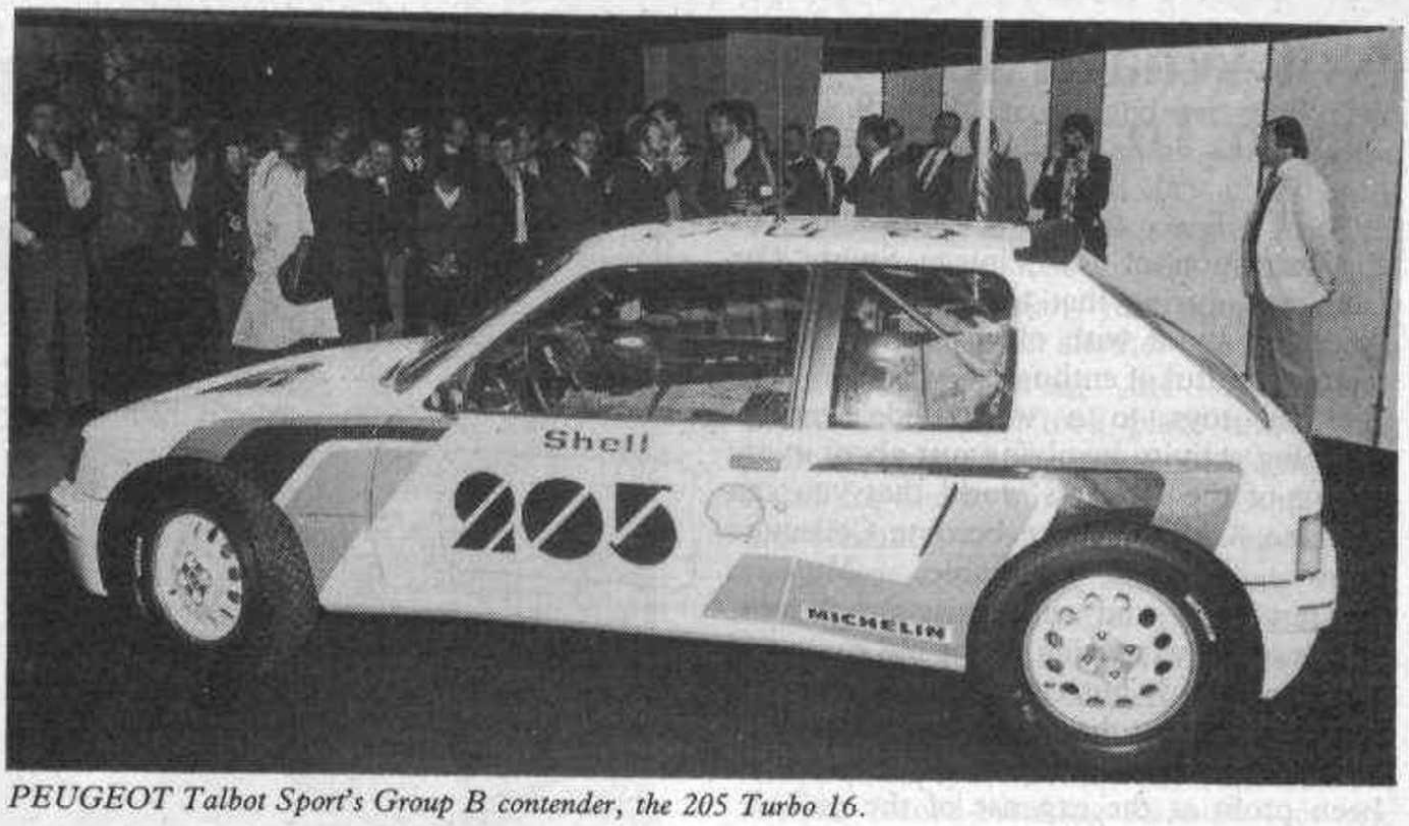
A SHORT time ago *Autocar* published a most interesting feature by Michael Scarlett (I wish I had thought of it first!) about going out in the "top gear" 1909 45 hp Sheffield-Simplex which Lord Riverdale has had commendably restored, and then trying to emulate the Land's End to John O'Groats top-gear run which this type of Sheffield-Simplex accomplished successfully under RAC observation in 1911, in a modern 4.2-litre XJ6 Jaguar locked in fifth speed.

The Jaguar did not quite make the intended all in top-gear run, because it came to rest on the one in seven or steeper gradient of Berriedale hill, 34 miles from John O'Groats. However, there was some poetic justic in this, because back in 1911 the Sheffield-Simplex had also failed, on a hill near Kidderminster which was blocked by carts. It was then deemed permissible to return to the bottom and make another ascent, in top gear. In 1983 Scarlett found that he should not have been on Berriedale anyway and, after the Jaguar's badly overheated clutch had recovered, he continued in top gear along the easier route taken by the End-to-End-All-in-Top-Gear Sheffield-Simplex. Alas, in turning round, the Jaguar's gear-lever seal had been broken, so this run does not count for RAC endorsement.

It reminds me, however, that in 1927 *The Autocar*, road-testing the then-new magnificent 50 hp Daimler Double-Six landaulet, took the big car up Fish Hill out of Broadway in top gear, in spite of having to drop to 18 mph. Comparison with the XJ6 Jaguar may be interesting. The Daimler had a 7,236 cc engine to the Jaguar's 4,235 cc. The Daimler weighed some 6,000 lb to the XJ6's 4,291 lb and had a top-gear ratio of 4.86 to one, whereas the Jaguar had to make its "all-in-top" bid on a fifth speed geared up 0.792 from the 3.3 to one axle ratio. (To complete the comparison, the Sheffield-Simplex had a 6,982 cc six-cylinder engine, weighed 4,542 lb, and the higher ratio of its two-speed transmission was 3.0 to one. The older cars also had larger diameter tyres than the XJ6.) The Daimler had double sleeve valves, the Jaguar twin-overhead-camshafts, the Sheffield-Simplex side-by-side valves and a bore and stroke the same as that of the first 40 / 50 hp Silver Ghost Rolls-Royces, of which it is said to have been seen as a rival. . . .

Fish Hill, which the 1927 Daimler Double-Six not so much climbed as "subdued", in the words of *The Autocar's* tester, quietly and easily, four up, has a gradient of one in 10, but is a long, winding gradient. These days much of it is double-track, facilitating passing slower vehicles, but is nevertheless a formidable obstacle. I have often wondered whether the modern XJ12 Jaguar could emulate the performance of the old Daimler Double-Six — both 12-cylinder cars — and climb it slowly without coming off top speed? But as this magnificent Jaguar is only available in automatic-transmission form, making it impossible to hold it in top against its will, I suppose I shall never know. — W.B.

The PSA Group plans rally winners



PEUGEOT Talbot Sport's Group B contender, the 205 Turbo 16.

FRENCH national pride has been well served by Grand Prix racing in the past ten years, Elf Petroleum, Matra, Renault, Ligier and Michelin having risen to the top of their field and brought with them a star-studded list of drivers of the calibre of Cevert, Beltoise, Prost, Arnoux, Laffite and Tambay. On the other hand the Gallic fortunes in rallying have waned. Nothing has equalled the victories by Renault-Alpine (or Alpine-Renault, as they were then!) of the early 70s, and as a result rallying has taken something of a back seat to Formula 1. The Michelin involvement with Opel and Audi at World Championship level has helped a little, as did Bernard Darniche's efforts with the French importer run Lancia Stratos in the late 70s, but the diminutive Renault 5 Turbo has never really shown its full potential, living as it is under the shadow of the Regie's preoccupation with Formula 1.

Hope, however, is on the horizon. Peugeot SA, the vast conglomerate which embraces Talbot and Citroën, has plans to rectify the situation, though as yet they do not have a Quattro or Lancia Rally beater in their stable. Both Peugeot and Citroën agree that four-wheel drive is a necessity, but despite their PSA lineage each is going about achieving its aim in completely different ways.

Peugeot has created a completely new department (Peugeot Talbot Sport) whose 65 personnel have been beavering away at making the computer designed and committee created 205 Turbo 16 into a competitive Group B rally car. As for Citroën, its much smaller department (about 15 people) is busy planning a fairly straightforward four-wheel drive conversion of the Visa Trophee. Named the Visa Mille Pistes in honour of its victory in the prototype category of the rally with the same name, it uses the same 1,440 cc 135 bhp four-cylinder engine of the current two-wheel drive GpB car, and should be homologated on March 1st. It's hardly a Quattro beater, but by clever promotion in France (Citroën is running a Ladies Cup for the four-wheel drive car, and is sorting out some 650 applications for a chance to become the new Michèle Mouton and win a works drive for 1985), Citroën is benefiting from a new sporting association. That apart, the Visa Mille Pistes could prove a relatively cheap way (around £17,000 for a ready to run rally car) for drivers to learn about left-foot braking, and the difficulties of four-wheel drive. Not many people can afford to buy £50,000 worth of Quattro to perfect the art.

No one talks about the price of the Peugeot 205 Turbo 16, but one must be talking Quattro money for a car which is one of the most technically sophisticated. Although Citroën can only hope for class successes with its four-wheel drive car, at least until the projected four-wheel drive 400 bhp BX gets off the ground, nothing less than outright victory will do for Jean Todt, the former co-driver who has created Peugeot Talbot Sport. As far as Todt is concerned there is no compromise, and his job is to make the 205 the "ultimate word in rally cars".

The overall specification and design of the monocoque construction 950 kilogramme Peugeot is an attempt to bring together the best aspects of the Quattro and 037 Lancia having as it does four-wheel drive, but in much more sophisticated form, a mid-engine, transversely mounted but unusually offset, together with KKK turbocharging.

It is the decision to offset to the right (as you look from the rear of the car) the 340 bhp 16-valve, 1,775 cc engine which has brought the new car many a curious look. This weight bias would appear to give the 205 Turbo 16 an in-built handling problem, but Todt is adamant that there have been few (if any) difficulties in sorting out the car. Recently the 38-year-old Director of Peugeot Talbot Sport got very upset with French journalists who had dared to suggest that there had been any such difficulties! He says that between the car's announcement at the end of February, 1983, and its competition début at the end of October the time had been spent tuning the exhaust system to reduce turbocharger lag, and sorting out gearbox ratios.

There had been some alterations to the suspension geometry, the Peugeot having double wishbones front and rear, the upper arms acting as stressed members. Anti-roll bars are also fitted front and rear. Initial reports suggested that the car suffered from inherent understeer on gravel, but when it did appear in public for the first time it showed a tendency to oversteer.

Todt also confirmed at the end of last year that the team had not yet decided on the ideal power split between front and rear for gravel. For tarmac it was 50-50, and on its dèbut a special autocross event was 67/33.

The ability to alter the amount of power which is transmitted through either the front or rear wheels is a valuable feature of the Peugeot, the intention being to overcome any deficiencies prompted by four-wheel-drive when confronted with conditions ranging from dry tarmac to thick mud.

The decision to mount the Lotus Esprit-derived XU engine transversely meant the drive train had to be turned through 90 degrees using a bevel drive, and the incorporation of a epicylic differential enables the torque split between the front and rear wheels to be altered. A ZF limited slip is used at the rear, a Ferguson unit in the central differential, whilst the front wheels can be run without any limited slip differential.

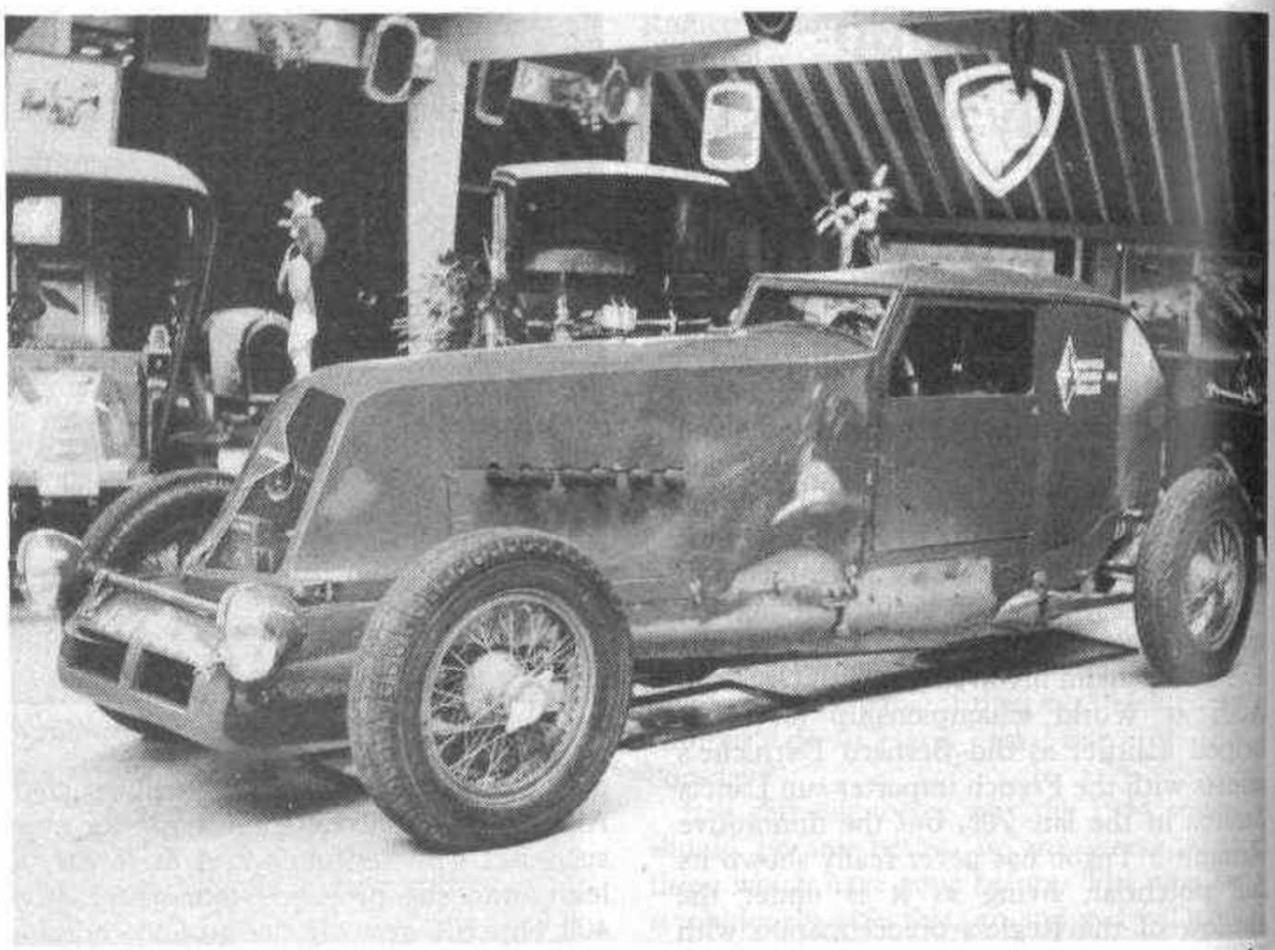
Over engineering? Perhaps, particularly in view of the fact that the Audi team drivers report that the Quattro's lack of tarmac form is due to turbocharger lag rather than problems caused by the permanent four-wheel-drive system.

It would be unwise to set any store by the results of the Peugeot's first public appearance, particularly as this was at a spectator orientated, autocross style event on a mile-long artificial circuit. Nevertheless chief test driver Jean-Pierre Nicolas was beaten into first place by Philippe Warmburge driving a factory prototype four-wheel-drive Citroën Visa Mille Piste!

By comparison with the Peugeot the four-wheel-drive system on the Citroën is beautifully simple. It's based on the conventional front-wheel-drive Visa, the conventional longitudinal engine enabling the engineers to take the extra drive from the back of the gearbox. It's so straightforward that, subject to the availability of parts, customers will probably be able to convert existing cars from two to four-wheel-drive.

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Not What They Seem To Be



NOT WHAT IT SEEMS TO BE: The copy of the record-breaking Renault 40cv built many years ago by Roger Pichon, who helped to build the original one in 1926. This fake car is now so old that many people consider it to be the real thing!

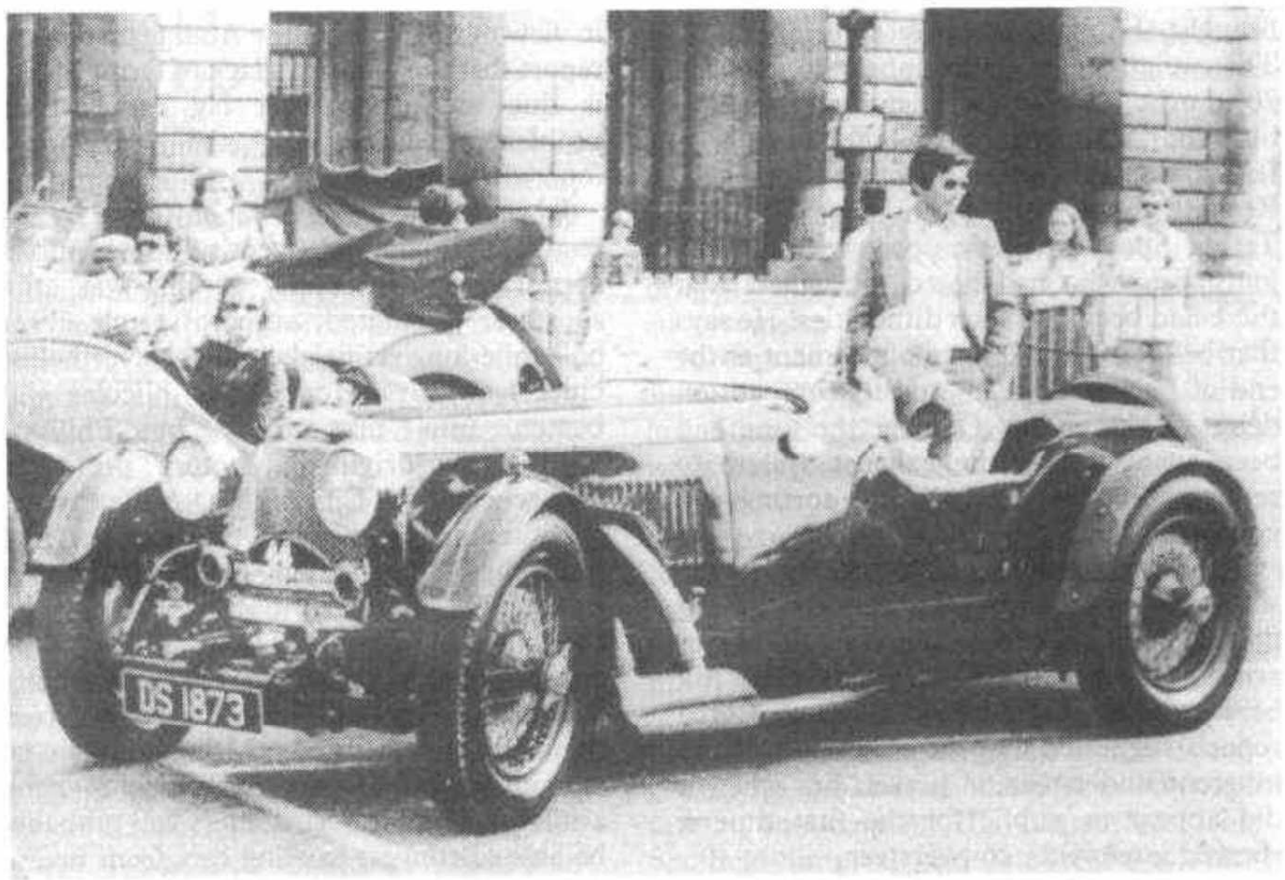
1984 WILL see the fiftieth anniversary of the formation of the Vintage Sports Car Club and during that time the activity of "messing about with old cars" has grown from a handful of enthusiasts with their own personal toys to a world-wide money-spinning activity involving just about every aspect of the business world that you can imagine. Old cars have become Collectors Curios, Dealers Desirables, Museum Masterpieces and enthusiasts' dreams. Much of the expansion of the old car world has been good, but equally a lot of it has been bad. Along the way it has attracted an undesirable element whose only interest has been profit at the expense of the gullible. Old cars are now tolerated not only by the public but also by officialdom and if this aspect had not expanded the right way old cars would have been banned from the roads long ago.

One of the biggest factors in this has been "Pride of Ownership" where owners have rebuilt and maintained their old cars to a very high standard, and for this we can probably thank Brian Morgan and Richard Wheatley for writing the definitive work on old car restoration in 1957. Old cars began to look respectable and moved out of the realms of "tatty old heaps" into interesting curios. The condition of some of the old cars in the VSCC when it was formed in 1934 seem hardly creditable now. Bits held on with wire, appalling lighting systems and totally bald tyres were the normal state of things and some of the exhaust systems that were tolerated were indescribable. The law was not bothered about old cars in those days so if it ran, you drove about in it and the last thing anyone worried about was originality. In fact, special-building was part of the scene and one well-known car in the VSCC in those early days started life as an HE tourer, and ended up with a Vauxhall front end, a Bugatti rear end, a home-made body and a petrol tank from a World War Bristol Fighter, and the overall result was very effective.

The tightening of motoring laws as the "Swinging Sixties" got under way encouraged old car owners to tidy up their vehicles and naturally they needed mechanical help. In consequence a flourishing "cottage industry" grew up comprising some very skilled craftsmen who, tiring of mass-production and mechanisation, turned their skills to the old car game. An industry built up that would do anything from making a special nut and bolt to rebuilding a complete car. And then the rot set in.

These skilled workers who had made a new part to replace something that was broken or worn out were approached by the entrepreneurs to make another one "as a spare, old boy" and this activity expanded into making complete cars, some of them indistinguishable from the original car. Then the dealers moved in and the "Replica Racket" began.

The first time I became aware of dishonesty within the used car business was in 1939, though it must have started in the horse and carriage days and been passed on to the motor trade at the turn of the century. A friend of mine had a sports car made by a small firm at Tolworth in Surrey, and they made so few that each one was easily identified. The car in question was built in 1936 and registered for the road in Wales, where the first owner lived. In 1939 my friend acquired the car and as he had a friend in the Croydon taxation department it was re-registered with a 1939 Croydon number. In my youthful naivety I could not see the point of this until he advertised it for sale as a "low mileage" 1939 car. I now realised why he had spent money on an expensive brand new 150 mph speedometer to replace the original 120 mph one. It was a super car and very fast, but it did tend to spray oil on your trousers, so when we drove to Brighton to see a prospective customer my friend took a clean pin-striped suit with



NOT WHAT IT SEEMS TO BE: A blower Bentley for sure, and many parts were built in 1929 / 1930, but it spent most of its life as a drophead coupé, not the 4-seater Le Mans car it purports to be.

him in a hold-all. Just round the corner from our destination he changed from his oily trousers and jersey while I cleaned the car, and then leaving me on the pavement with his hold-all he drove to the Grand Hotel in his best suit, and hand on heart, could say "I've just driven down from London". I was learning fast about the motor trade.

At first, when people like myself complained about these fake cars, we were told that it wasn't important and there were only a few so it did not matter. Often the excuse was made that people were only doing if for their own pleasure. That was alright, but what happens when they tire of their fake toy and then sell it? And after it has gone through the hands of a number of dealers, what then? Somebody is going to buy it as an original car. We were told that we were exaggerating "and anyway, it hasn't happened" they said. Well it has happened. Every month in the MOTOR SPORT small advertisements you can find a fake car being advertised for sale. Sometimes they are out in the open and are offered as "Replicas" at half the trade value put on a genuine car, which is fair enough, but often they are advertised with discreet and clever wording that does not say they are genuine, nor says they are fakes, and usually the number plates are blacked out in case the modern registration number arouses suspicion. I know people will say that MOTOR SPORT should not accept such advertisements, but it is an impossible task to vet every car that is advertised, even if our advertising staff were knowledgeable enough to spot these fakes. After all, their business is advertising, not motoring history and the Editorial staff are busy enough writing words such as these to fill the editorial pages. Some of these fake cars are now quite a few years old, but apparently even more valuable now than when they were built, or so the second-hand dealers would have us believe. One such car was advertised for £14,000 at the beginning of 1983 and for nearly £28,000 by the end of 1983 and I can hardly believe it was improved that much while standing about in dealer's premises. Some are even becoming "historic" in their own right, with the passage of time, or so the vendors would have us believe! And history puts the price up a bit more.

All I can say to anyone contemplating buying an old car is to look into it closely. Many firms that are still in business have archives and records, while others have passed on their records to the One-Make clubs, so there is no excuse for being caught out. All D-type Jaguars are well documented, the Bentley Drivers Club have a good grasp on the vintage and post-vintage cars from Derby, post-war Frazer Nashes are well documented by AFN Ltd at Isleworth, the Frazer Nash Section of the VSCC knows all there is to know about chain-driven 'Nashes, the Alfa Romeo Section of the VSCC can always help over the cars from Milan. Almost every make now has an active club or section within the VSCC and whether a car is a fake or genuine can easily be ascertained by a little judicious enquiry in the right place, and MOTOR SPORT will always help on such matters.

In case any one thinks I am making a mountain out of a mole-hill I append a list of cars from the past of which genuine fakes(!) are known to exist. As the saying goes "This is not a Replica, this is a genuine fake."

Aston Martin side-valve; Austin Ulster sports; Alfa Romeo 1750 cc Zagato; Alfa Romeo 2.3-litre Monza; Bugatti Brescia; Bugatti Type 35 Grand Prix; Bugatti Type 57 Atlantic Coupé; Bentley 4½-litre s/c; BMW Type 55 Sports; Cooper-Bristol single-seater; Delahaye 'Competition' Delage Sport; Ford GT40; Frazer Nash (chain-drive); Frazer Nash Le Mans Replica; Ferrari 250 GTO; Ferrari 250 LM; Ferrari 246 Dino F1 single seater; Invicta 100 mph Sports; Jaguar C-type; Jaguar D-type; Lagonda V12 Le Mans; Lister-Jaguar; MG Magnette K3; Maserati 250F single-seater; Mercedes-Benz 38/250; Porsche 550 Spyder; Riley MPH Sports; Railton Light Sports; SS100 sports.

During the 1950s I spent a lot of time at the Hotel du Cheval Noir at Clères in Northern France. Roger Pichon, the proprietor, and his son were building up a museum and had a small workshop round the back where exhibits were attended to. Roger Pichon had been a master-mechanic at the Renault factory and had worked on the very special closed single-seater record car built in 1926 on a 40cv chassis; the Renault 45 hp as it was known in England. This famous record car was crashed and totally destroyed many years ago, but Roger decided to construct another one for his own amusement. During the 1950s this monumental task took place and having built the original one it was not too much of a task for him to build another one using an old Renault 40cv tourer as a basis. The result was spectacular and his only regret was that he could not find any original hubs of the correct type, so he made do with a later type of Renault hub. It was a splendid machine and I went for a ride in it, crouched in the small space behind the driver. It was *not* the record-breaking Renault 40cv and was never meant to be. It was a copy that Roger Pichon built in his retirement for his own amusement. Sadly, Roger Pichon is long since departed, but the great Renault copy lives on. You will often see it featured in books and magazines and referred to as *the* record-breaking Renault 40cv, which it patently is not and was never meant to be.

A few years later I was ferreting about in the museum workshops of Daimler-Benz in

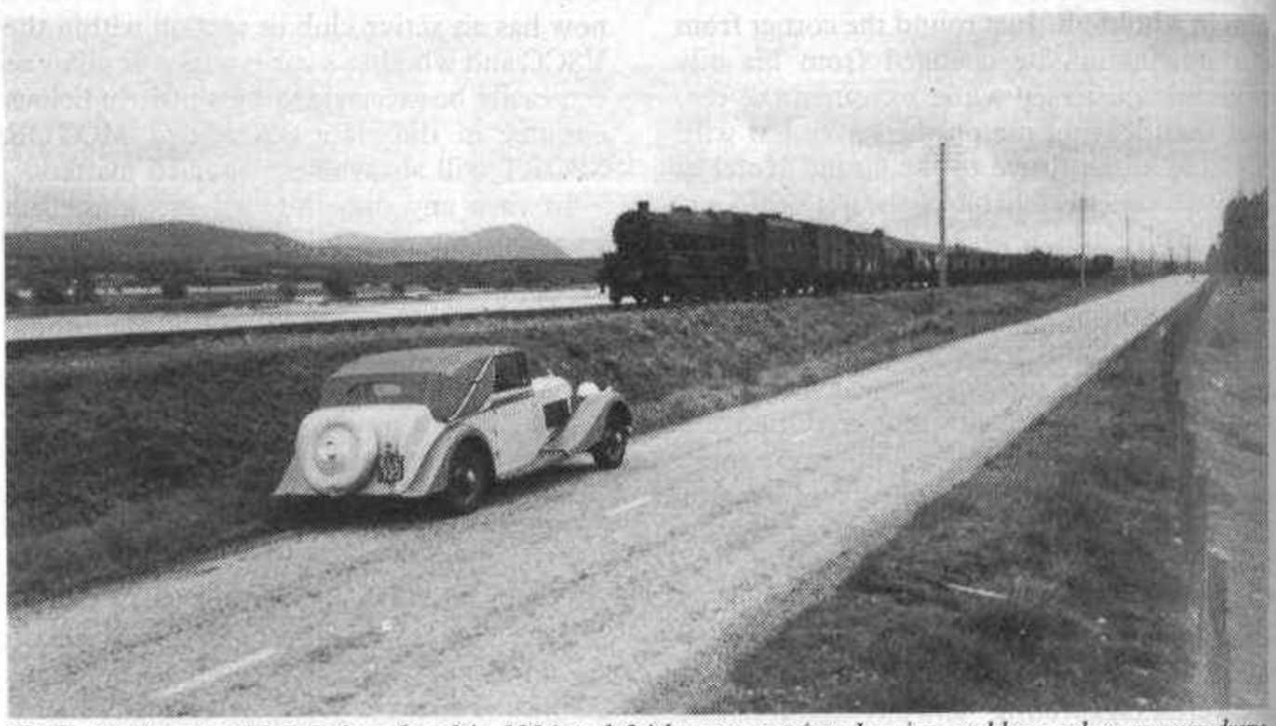
Continued on page 177



NOT WHAT IT SEEMS TO BE: The beautifully executed resurrection of a racing Wolseley Moth from one or two original parts, the rest being standard Wolseley parts and newly fabricated parts, including the entire bodywork.

Balance and Bearings

W.B. discusses the intricacies of engine balance and crankshaft bearings



THE 4¼-litre Bentley was introduced in 1936 and fairly soon ran into bearing problems when owners drove them over long distances on fast roads. The picture shows the Vanden Plas d/h coupé which W.B. drove to John O'Groats and back in 1938.

D.S.J. told me some time ago, I cannot remember in what context, that he could see I have no sense of balance. Which explains why I earn my living by moving words around, instead of as a high-wire walker or a trapeze artist. In internal-combustion terms balance is important and since reading the erudite and very enjoyable writings of Alex Harvey-Bailey, late of Rolls-Royce, as his father was before him, for the historical books of the Rolls-Royce Heritage Trust and the R-REC's bi-monthly *Bulletin*, I have been encouraged to take a look at the problems of engine balance as they were encountered at Derby and Crewe.

As any student of automobile engineering must know, in a four-cylinder engine the primary unbalanced force is eliminated but the secondary unbalanced force remains, whose frequency is twice that of crankshaft rotation (the same applies to a 90 deg vee-twin engine), whereas a six-cylinder engine is in complete balance in respect of both primary and secondary inertia forces. This explains why those who pioneered in-line six-cylinder engines, like Napier, Sunbeam, Panhard-Levassor, Brooke, Spyker, etc, claimed great advantages in smoothness of running over cars with fewer cylinders. This would have been fine were it not that another factor affecting smooth running, that of torsional vibration induced by wind-up of the necessarily longer crankshaft, intruded.

In the early days, before rubber and other forms of flexible engine mounts masked vibration in four-cylinder engines and crankshaft periods in six and eight-cylinder in-line engines, what would have been the near-perfection, a great superiority, of six-cylinder cars was marred by torsional shortcomings. S. F. Edge, the irrepressible advocate of the six-cylinder Napier, tried to kid his customers that any roughness felt was just the famous Napier "power-rattle"! Even Henry Royce (mechanic, not yet knighted) was in a bit of a pickle with his first in-line sixes.

Good balance the in-line six might have, but in those days the lack of torsional stiffness in its necessarily long crankshaft was accentuated because, to ease foundry problems, cylinders were often separate or in pairs, and bearings ill-fed of oil had to be extra-long, both factors which even further increased crankshaft length. Add to this the problems of properly carburetting six inlet valves from a single carburetter and it can be appreciated that the new-fangled six-cylinder cars of 1903 to 1906 had their difficulties.

At first the designers of such engines tended to use crank-throws angled at 180 deg, along the crankshaft, or sometimes at 60 deg, regarding the power unit as three two-cylinder units so coupled. The additional power impulses per revolution, compared to those of a four-cylinder engine, represented smoother torque but because the pistons of a six-cylinder engine followed an almost pure sine wave of some proportions three times per revolution, the flexible running and good low-speed pulling which Edge so loudly proclaimed, was allied to rough periods ending in a broken crankshaft if engine speed was allowed to reach a third of its natural frequence and the point of resonance. One remembers the broken big-end bolt that ended the great duel at Brooklands in 1908 between the six-cylinder Napier "Samson" and the four-cylinder Fiat "Mephistopheles", the Fiat going on to win while the stricken Napier was driven slowly in. Vibration may well have caused the big-end failure, if the engine had been taken beyond the critical crankshaft speed.

When he became aware of these difficulties, Royce adopted the now usual arrangement of a six-cylinder engine arranged as two three-cylinder units front-to-back, with the crank throws at 120 deg. This is a partial solution to critical crankshaft vibration but not of torsional wind-up, which was aggravated in early engines by the habit, emanating perhaps from two and four-cylinder power units and poor carburation, of using heavy flywheels. This latter problem persisted into modern times and was very evident in the bigger six-cylinder engines (needing long crankshafts) made before the First World War. The 30 hp Rolls-Royce, which went into production in 1905, broke a number of cranks on test and when Daimler produced their first sixes around 1910 they proved unsaleable until Dr Frederick Lanchester had fitted them with his flywheel-type friction vibration dampers, which he had designed to overcome the same problem on the first six-cylinder Lanchester.

All the foregoing relates to the early days of engine development. What has been of interest and some surprise to me are the problems which Rolls-Royce still ran into between the wars, with what might be thought of by then as familiar areas of engine design. It has to be recognised, however, that due to the great interest that exists over anything "R-R", and the Company's careful documenting of engineering data, together with the recent writings of reliable historians like Alex Harvey-Bailey, much of what happened at Derby and Crewe is known about. Presumably other great manufacturers had similar problems to contend with; until there is evidence to the contrary, we must assume this to have been so.

Nevertheless, I do find it somewhat surprising that Bentley and Rolls-Royce encountered so many problems at a comparatively late period in engine development, in the fields of engine balance, bearing materials, and the like. For instance, in one of his truly fascinating articles Mr Harvey-Bailey tells of how engine-bearing problems intruded after the first 4¼-litre Bentleys had been introduced early in 1936. As the mileages on customers' cars began to build up, so did main and big-end failures, although experimental work preparing E. R. Hall's TT Bentley engine for the (cancelled) 1936 Le Mans race had suggested otherwise. The 3½-litre Bentley engine had white metal bearings throughout, on a nitrided crank, and running well within the capabilities of such bearings, it was immune from the problems now assailing those who drove fast and far in their 4¼-litre Bentleys. This was realised at Derby, and the R-R laboratory developed an aluminium / tin alloy for the bearings of the larger engine. These needed a larger running clearance than white metal. Partial grooving was also used to give a better oil-feed to numbers 1 and 5 big-ends.

Unfortunately, with the advent of more new Continental motorways, drivers were

encouraged to cruise the new bigger Bentleys at 90 mph and higher and with the 4.0 to 1 axle ratio the bigger clearances with the new alloys allowed the crankshaft to run into the beginning of its crucial vibration period, which in turn hammered out the main bearings, and this starved the big-ends, causing these to fail as well. . . To effect a cure an increased capacity oil-pump and other lubrication improvements were introduced, and harder bearing alloy were used. Some big-end failures were, however, still experienced. A second hole drilled in the crank-pins was then tried. It seems, though, that complete reliability was not ensured until the harder bearing-alloys introduced to cure the original bearing troubles was abandoned in favour of the original alloy for the big-ends and a new alloy for numbers 1 to 6 mains, but going back to white metal for number 7 main bearing.

I had personal proof that there might be some doubt about the reliability of the 4¼-litre Bentley engine as late as 1938, and on Britain's then-slow main roads at that, when I borrowed a Vanden Plas dh coupé to do a test for MOTOR SPORT, suggesting a fast drive from London to John O'Groats. Bentley Motors was quite agreeable, but I was told that in the unlikely event of trouble intervening I was to book myself into a good hotel, try to get the car into a garage without broadcasting that it had broken down, and telephone Conduit Street. In the event, the car behaved impeccably, but was the possibility of bearing failure still in their minds? (What *did* fail were the India tyres which, in sound state at the start of the test, were down to the canvas 700 fast miles later.) Soon afterwards Rolls-Royce and Bentley announced that they were using Avon tyres exclusively. . . Incidentally, these Avons remain excellent tyres, whether you fit their motorcycle-size covers to your vintage Austin 7, or to a sidecar outfit come to that, or equip a fast car with the appropriate Avon-wear, as Rolls-Royce, Bentley, Aston Martin Lagonda and Bristol do today, and with take-overs in the offing, it is worth remembering that Avon is an all-British Company, employing local labour.

One assumes that with the advent of fast motor roads other designers had their problems and that Rolls-Royce's difficulties have been highlighted only because of the availability of the data relating to these cars. Or were they exceptional, remembering that they related to an expensive 1936 engine running up to not more than 4,500 rpm and developing at most 130 bhp? Perhaps engineers among our readership might care to comment?

In one of Mr Harvey-Bailey's absorbing articles he mentions that in developing their cars and overcoming their troubles "a large number of contemporary cars passed through the R-R Experimental Department over the years, being thoroughly tested and examined in detail." Well, one knows that makes such as Hispano-Suiza, Renault, Cadillac, Buick and Citroën have influenced Rolls-Royce specifications, such interchange of ideas being normal practice in the Motor Industry, as is the examination of many rival makes of cars. A 16-valve Bugatti was used by Royce, and when he was working on front-wheel-brakes for the Silver Ghost a Hispano-Suiza made fast runs between Derby and West Wittering. Another car R-R investigated at that time was an Isotta-Fraschini, and they also had an actual Le Mans Lorraine. In this context, an extremely interesting article written by James Fack and published in the Railton OC magazine, with permission from the Sir Henry Royce Foundation whose archives he consulted, brings fresh light to bear. It reveals that in October 1933 Rolls-Royce acquired for investigation an eight-cylinder Hudson-Essex Terraplane, and six months later got hold of a Terraplane Six. It seems that the Derby engineers were staggered by the smooth running and quietness of the eight-cylinder Terraplane, their Chief Engineer saying that the Hudson had the most outstanding engine of its kind he had ever experienced, previous straight-eights having lacked smoothness under acceleration. According to Fack, this was why the Phantom II's replacement, the fabulous and extravagant Rolls-Royce Phantom III, had been laid out as a V12. At the time this was happening Daimler was dropping its "Double Six" range in favour of poppet-valved straight-eights! Fack claims that R-R saw the light later, which is why the Phantom IV was a straight-eight.

The Terraplane Eight was used by R-R to investigate their prevailing crankshaft torsional vibration bothers. Removing the crankshaft damper from the American engine (when it remained free of any detectable vibration periods up to 4,300 rpm, when the valves bounced) and substituting a light-alloy belt pulley on the crankshaft, they found a sharp, slight half-period at 1,600 rpm. At 3,200 rpm in this condition there was a period in the Hudson engine of about the severity that a 20/25 hp Rolls-Royce engine developed *at its half-period* and there were very small-amplitude vibration periods at 2,000 rpm and 2,350 rpm. With the fan belt removed the inexpensive Hudson engine's periods were increased.

Obviously intrigued, the R-R engineers fitted much stronger valve springs and then ran the splash-lubricated Hudson power unit up to 5,800 rpm still with the vibration damper removed. It remained remarkably smooth, slight clatter coming in at the equivalent of 70 mph in second gear. The simple Hudson engine seems to have made a quite devastating impact at Derby! Lord Hives wanted to put a Terraplane Eight engine into a 20/25 hp Rolls-Royce chassis to see if its refinement was due to its soft-rubber mounts. Meanwhile, having seen that a five-bearing eight was so satisfactory, the R-R engineers fumbled about, expressing such theories as that a seven-bearing six-cylinder engine with damper was *worse* than a four-bearing six without a damper and they wanted to put a nine-bearing eight motor, like a Nash or Chrysler, to the same test as that to which they had subjected the Essex Terraplane. Did other engineers work like this, I ask myself?

The Hudson Eight transplant was never needed, because the three-bearing, long-stroke Terraplane Six caused all the consternation they could take! Rolls-Royce's MD is reported as saying the Essex made his own Phantom II seem a noisy, rough car. He also regretted that it was definitely smoother and as quiet throughout its range as the 20/25 hp Rolls-Royce.

The R-R MD tried to console himself by saying there was a great deal in the American saying that a pound of rubber is worth a ton of theory . . . Nor was the Terraplane chassis much consolation for the R-R designers. They found that, while this chassis was very much stiffer in torsion than that of a 20/25 hp Rolls-Royce chassis, the bare Essex frame actually weighed 250 lb compared to 194 lb for the Bentley frame, yet it was a foot shorter in wheelbase and the *overall* weight of the American chassis was extremely low.

Lest it be thought that James Fack is biased against Rolls-Royce, I hasten to say that he admits that many aspects of the 1933 Terraplane, then selling at £330 in this country including 33.3% import duty, against £1,460 for the small Rolls-Royce, were pretty dreadful and indeed, that one R-R engineer remarked that it was astonishing that Hudson could actually sell 1,000 of the things a week! He also admits that R-R later introduced proper ifs, by 1935 (after looking closely at GM layouts) whereas Hudson didn't until 1940. He concludes by suggesting that in the spring of 1934 Terraplanes could be considered better than they had any right to be, whereas the contemporary R-R products were not as good as they should have been. . . .

Reverting to the seemingly rather laboured solutions R-R applied to engine bearing failures, Mr Harvey-Bailey does quote the case of Lagonda, who adopted dural conrods running directly onto a hardened crank-pin for their V12 engine and as "when aluminium alloy seizes it does so quite savagely, as mileages built up they, too, had some nasty surprises", at a time when Rolls-Royce and Bentley were producing "some broad smiles from the rest of the Industry" by their notices warning of the danger of driving their cars at continuous high speeds and recommending safe cruising speeds for the various models. Rolls-Royce rejected dural con-rods after an early development programme (but didn't Alvis use such rods without a calamity, much earlier?).

It would be interesting to have the views of other ex-engineers of other Motor Companies on the foregoing. — W.B.

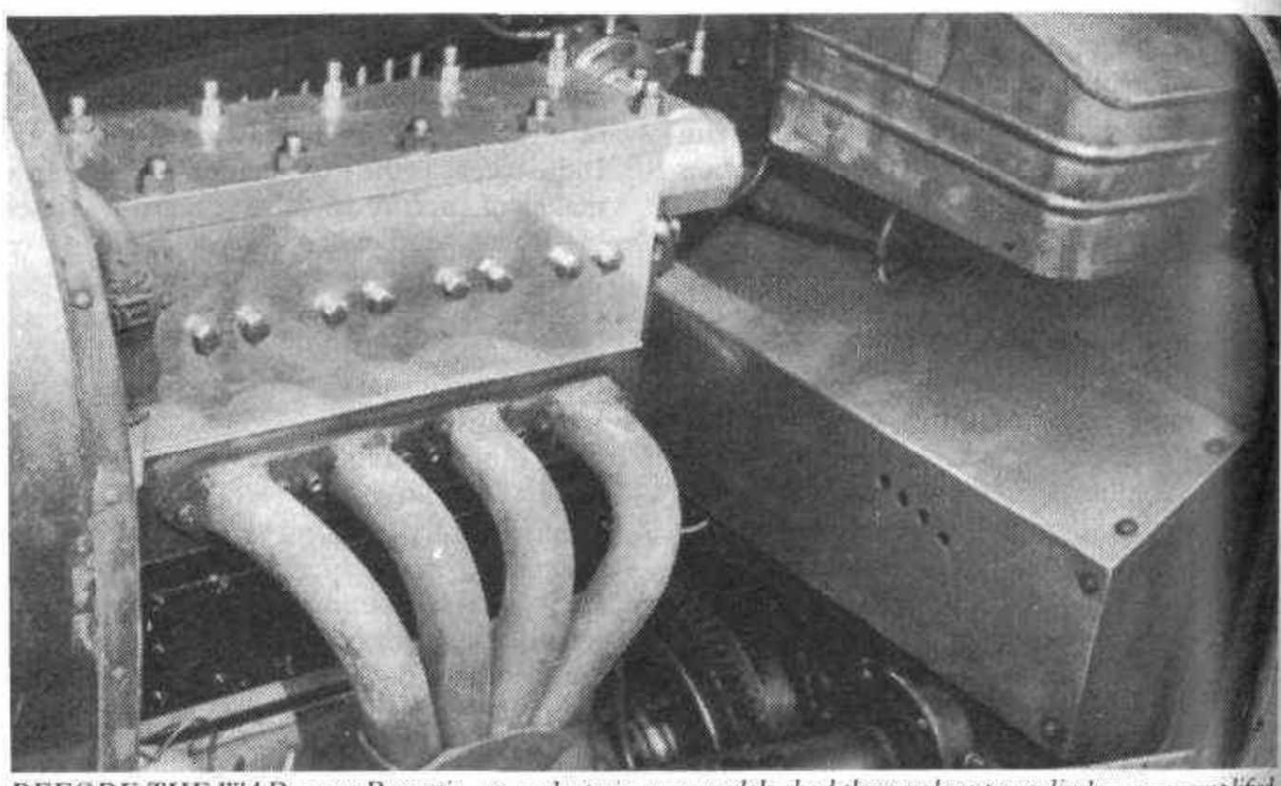
Another look at valve multiples

A FEW more observations are perhaps justified under this heading, used for one of last month's articles, in view of the return by a number of leading makers of high-performance cars to multiple valves. The 1912 GP Peugeot is often quoted as having set the trend in four valves per cylinder but, in fact, this advance was more bound up with pioneering twin overhead camshafts, because four valves for each cylinder had been known before Peugeot's well-known Racing Department had need of them.

For instance, and without suggesting that these were necessarily the very first multi-valve cars, the significant Prince Henry Benz of 1910 used such an arrangement, in conjunction with push-rod valve gear, and by 1913 the road-going 100 hp Isotta-Fraschini also had four valves in each cylinder head, prodded from an overhead camshaft and rockers. So far as three valves per cylinder figure, adopted today by Honda for their new production cars, Ettore Bugatti may have used them first but we should not overlook the employment of one inlet valve and two exhaust valves per "pot" for the pre-1914 Mercedes Ninety. Mercedes used four valves per cylinder to dominate the classic 1914 French Grand Prix, this layout being commonplace for racing engines that year, found, in fact, on 11 out of 14 makes entered for the French GP, that is to say, used by Mercedes, Peugeot, Sunbeam, Nagant, Delage, Schneider, Opel, Fiat (which was the order they finished the race), Alda, Nazzaro, and Vauxhall (all of which failed to finish the race).

The only breakaways in the race from this then universal use of multi valves were Fiat and Aquila-Italiana, who both preferred a single inlet and exhaust valve per cylinder, thereby pre-empting post-war practice, and Piccard-Pictet, who scorned poppets altogether, preferring sleeve valves. As there was but one Aquila-Italiana running, and two each of Piccard-Pictet and Nagants, whereas all the other makes were represented in the GP by teams of three cars each (except for Mercedes, who had put in five, to make certain of victory) it will be seen that in this great 1914 race multiple valves were all but universal.

It is interesting that, after the war, when such an arrangement was scarcely justified on grounds of increased reliability and when supercharging soon removed any clear excuse for employing multiple valves, Mercedes-Benz was still using four valves per cylinder at 60° included angle in a pent-roof combustion chamber on their all-conquering W125 and W154 Grand Prix cars of 1937 and 1939, having retained the layout after 1914 for others of its racing power units, including the W25B GP



BEFORE THE WAR, most Bugattis, up to the twin-cam models, had three valves per cylinder, as exemplified by this Type 40 engine.

engines, and is now reverting to the system for the more sporting versions of its new 190 model. This favouring of such a layout instead of the by-then accepted two valves per cylinder in a hemispherical head is interesting — the ploy of *four* valves in a *hemispherical* head presented valve-operating complications, although the Rudge-Whitworth motorcycle engineers overcame this for the famed radial-valve Rudge, its single-cylinder lessening, however, the valve-actuating complexities.

Technical advancement killed off the multiple-valve head rather than any race regulations governing engine design, because, apart from rules relating to stock car or sports car racing, where certain stipulations had to be adhered to, I can think of no control of design made on pure racing car engines, apart from dimensional requirements, the banning of superchargers for certain sizes of power unit, and those which fuel-consumption restrictions may automatically have imposed — apart, that is, from recent controversy over exhaust-pipe configurations and water-injection. That is, with the one exception, of Indianapolis.

The sole departure from unfettered racing-engine design applies to the American Indianapolis 500 Mile Race before the war, as I related in the article on "The Ford V8 as a Racing Car", in the November 1983 issue of MOTOR SPORT. Among the various rules aimed at encouraging "stock-block" engines alongside the out-and-out racing cars in Indy's one big annual race was the banning in 1930 of more than two poppet valves per cylinder. Apparently this ruling was debated very thoroughly by the Technical Committee of the AAA which was acting in an advisory capacity to the Indianapolis Motor Speedway Association. Although the ban excluded some fast semi-stock European cars like the Bentley and Bugatti and would apparently, according to the American *Motor* magazine, give a 16-cylinder engine a marked power advantage over an eight-cylinder engine of equal swept volume, the rule was nevertheless introduced, as discouraging the building of special racing engines. Maybe the American Committees did not expect serious entries of Bentley and Bugatti cars anyway, after the lone effort by the former in 1922 and the pathetic performance of the latter as a five-car team in 1923. They certainly knew that the recently-introduced new American car with four valves per cylinder, the Model-J Duesenberg, was outside the engine size limit of 366 cu in by a matter of 66 cu in — presumably no one visualised this engine being linered-down or otherwise reduced in capacity for the race.

The question that arises is why, at this stage of engine development, the AAA Technical Committee expected multi-valve racing engines to be built for the Indy 500 when every successful Indy car for many years had not used more than one inlet and one exhaust valve per cylinder?

Even more odd is the fact that a year later, for the 1931 Indy 500 Mile Race, former restrictions on numbers of valves and carburetters were removed / amended. It was said at the time that multiple valves were permitted again in order to attract entries of stripped European sports cars. If this were true the aim was moribund, the only multi-valvers entered for this 1931 race being the Buehrig cars with eight-cylinder Duesenberg engines, two Empire Free State Millers, a couple of Stutz presumably of the kind that had harried the Bentleys for a time at Le Mans in 1929 and the Curtiss-powered DeBiase, plus an old Mercedes. Indeed, the vast majority of the 1931 entries had only two valves per cylinder, and it was rumoured that Ralph de Palma's Miller would rely on Wehr rotary valves. So it was apparent that in the USA as in Europe multi-valves were out-dated, as Louis Coatalen had delighted in telling W. O. Bentley some time previously.

505 GTi sharpens Peugeot's image

PEUGEOT's comfortable image as the manufacturer of staid, reliable family cars has been running out of steam recently, the French company's European market share slipping as Volvo's has risen. The past 12 months has seen the fruits of serious attempts to sharpen up the appeal of the range by introducing the well-received 205 family of models, and now Peugeot raises its sights by introducing the 505 GTi to the British market.

By now BMW must be quite accustomed to references to Audi, Ford and others attacking their market, and should take that as a compliment, but the addition of Peugeot must be a little surprising to the men of Munich. Maybe the French car does not have the same sporting cachet, but it is nevertheless a surprisingly quick, and extremely well equipped family car which is modestly priced — against its rivals — at £9,595.

The addition of Bosch L-Jetronic fuel injection to Peugeot's 2.2-litre four-cylinder engine raises the power from 117 bhp to 125 bhp. With an alloy block and head, and a belt driven single overhead camshaft, the engine is mounted longitudinally and drives the rear wheels, which many people would still consider to be an advantage.



EXTERNALLY the Peugeot 505 GTI looks quite sedate, though alloy wheels, Michelin TRX tyres and vestigial bootlid spoiler suggest higher than normal performance. This 112 mph saloon, very fully equipped, is priced at £9,595.

Included in the price are alloy wheels equipped with Michelin TRX tyres, a limited slip differential (unique today among family cars in standard trim?), a five-speed gearbox, lowered suspension with front and rear anti-roll bars, power assisted rack and pinion steering, disc brakes all round, and for comfort, a stereo radio / cassette with four speakers, electric aerial, electrically operated windows, tinted glass, central locking, an electrically operated sunroof, and Recaro type velour seating.

On paper that sounds amazingly good value, and the 505 GTi didn't disappoint us in a road trial around the Cotswolds. The claimed acceleration time to 60 mph of 10 seconds felt about right, and a top speed of 112 mph seemed entirely possible. For a big four-door saloon the GTi goes impressively well, and handles nicely too, though the power steering feels too sensitive at speed; we prefer the systems which reduce the power assistance at speed, as manufactured by ZF, the company which supplies Peugeot with the optional three-speed automatic transmission for the GTi.

The fully independent, coil sprung suspension feels a little more taut than on the GL and GR versions but there is some body roll preventing the Peugeot from being a true sporting saloon. We do hear, though, that there's a turbo version on the way. . . .

M.L.C.

After qualifying, a full field of the permitted 40 cars started in the 1931 500, whereas under the 1930 restrictions the number had been two short. So it is difficult to understand what the ruling over the number of valves an entrant could use was about. The new Indy regulations were otherwise virtually unaltered, two-seater bodies and riding mechanics still being required, fuel capacity limited but the larger engines still being permitted, and superchargers again barred to all except two-stroke engines; which were represented by the blown 16-cylinder Durays. The only previously-entered foreign cars of recent years that the changed rules for 1930 would have eliminated were a Bugatti Special with straight-eight 24-valve engine that had failed to qualify in 1928, and the supercharged Amilcar Six and 1927-type GP Delage which ran in 1929, Chiron in the Delage finishing seventh at 87.7 mph. None of these returned to the fray in 1931.

Here I would digress to remark that in the aforesaid article about racing Ford V8s I quoted the 1930 Indy rules but omitted to say these were changed, as described above, in 1931. It was, of course, the latter ruling that enabled the 10 Fords built for the 1935 race to use four single-choke or two dual-choke carburetters, as the rules by then permitted two carburetters, or a single dual carburetter, per two cylinders, whereas in 1930 only two carburetters per engine, regardless of how many cylinders it had, had been allowed. — W.B.

DVLC in disarray?

It is a scandal that the DVLC computers at Swansea, which have cost the tax-payer millions of pounds, are still not running in top gear. For instance, we received recently a vehicle licence reminder document, informing us that the excise licence for the car to which it applied expired at the end of the month, that was, in some three weeks' time. Yet the licence had been cancelled and a refund obtained two months before. We thought that what expensive computers were for was to tell the DVLC that, far from a particular licence having some weeks' validity, it had expired considerably earlier. This may seem a minor matter, and it is unlikely that even the unscrupulous would gain much from it. But what untidy accounting, what a bad example for a Government Department to set! It poses the interesting legal conundrum, i.e. if mistakenly or otherwise, the document was taken at its face value and the car was used on the road, would the user be liable under avoidance of excise duty (when the DVLC had provided evidence to the contrary) or only for having no tax disc on display?

With this document came a leaflet from the Department of Transport giving tips on how drivers might save £50 or more on petrol bills in 9,000 miles. One recommendation is to drive at a sensible speed, with a note saying at 70 mph you use a third more petrol than at 50 mph. As 70 mph is illegal on ordinary roads the note applies to Motorways — so here we have the MoT recommending this low pace on M-ways already in trouble from "mimsers". . . . — W.B.

BOOK REVIEWS

"Jaguar XJS" by Rivers Fletcher, 147 pp, 9¾ in × 6¾ in. **"Jensen Interceptor"** by Mike Taylor, 150 pp, 9¾ in × 6¾ in (*Cadogan Books Ltd, 15 Pont Street, London SW1X 9EH*. £8.95 each).

In company with several other motor-book publishers, Cadogan Books have started a series of uniform volumes, called their "High Performance Series", to cover the brief history, technical development and features, personal opinions and tabulated data about classic fast cars. Rivers Fletcher and Mike Taylor have set this particular ball rolling well, Rivers with very personal opinions of the Jaguar XJS, backed by John Egan's Foreword, Mike with very interesting coverage of that unfortunate lost-cause, the Jensen Interceptor.

I believe Rivers was able to borrow for test several examples of the delectable XJS before setting down his opinions of this Jaguar model. He tells of how he first encountered it: "I live in a village on the edge of the Cotswolds close to Stratford-upon-Avon and only thirty miles from Coventry. Being so close to the heart of the British Motor Industry, we often see secret prototype cars on test . . . On one occasion I myself had seen in the distance, a new long low sports car streaking up the famous Edge Hill. Though it was far away I felt sure this must be the new Cat. A few weeks later I was having lunch with friends at a restaurant in Stratford-upon-Avon. Happening to glance out of the window, I saw coming up to traffic lights outside the restaurant the most beautiful and exciting sports car — obviously Jaguar. I dashed out into the road, right up to the car. As I gazed in rapt admiration the driver lowered his window and called 'Rivers!'. Then I saw that the driver was John Dugdale, an old motor-racing friend whom I had not seen since before the war. This happy meeting led to other things, because John Dugdale was over in England testing and evaluating the new Jaguar XJS for the American Market."

That is how Rivers was introduced to the XJS and presumably how the book was launched. He continues to enthuse all through the text, which also gives a short résumé of the well-documented SS and Jaguar origins, Rivers Fletcher's experiences with other Jaguar models, his views of high-performance cars past and present, including a description of Stirling Moss's skill with automatic transmission, which is a crumb of comfort to those of us who have had such gearboxes thrust on us, and his more in-depth feelings for the latest XJS. Rivers sums this car up by saying: "To savour this car to the fullest, a man needs to have the companion of his choice, beautifully gowned of course [I hope he means a girl — Ed.], and a really fast and long drive to a wonderful venue — say from Belgravia to the Côte d'Azur, or at the right time of year, to Le Mans, where the populace would appreciate its magnificent past, present and future".

There are many pictures of Rivers with various Jaguars and the expected tabulated data. The only grumble I have is that Rivers is so full of praise and his 51 pages of text, including chapters on the Lynx and Walkinshaw Racing, are followed by 84 pages of pictures depicting how the XJS is made (the individual operatives being named), overlooking a good deal of blank paper (for this essential commodity has not yet been the subject of shortage scares, like petrol), that the book is rather like a Jaguar sales blurb. And one should not have to pay £8.95 for a catalogue. . . .

Taylor's book is more conventional, an objective look at the very interesting Jensen, again largely pictures, but including much useful data. One looks forward to more in this series. — W.B.

"Camera Above the Clouds — The Aviation Photographs Of Charles E. Brown". Compiled and Edited by Anthony Harold. 163 pp. 10¾ in × 8½ in. (*Airlife Publishing Ltd, 7, St John's Hill, Shrewsbury, SYI IJE £13.95*).

This book is a fine tribute, as it is intended to be, to the aviation photography, most of it air to air photography, of that versatile picture-maker Charles E. Brown, 1896-1982, who was taken on the *Daily Mirror* staff by Hannen Swaffer after he had left school and who went on to become one of the greatest of the aeronautical camera-men, after he had formed his own free-lance agency in 1921. Unlike John Yoxall and Charles Simms who had the deadlines of the weekly aviation magazines for which they worked to hamper them, Brown was free to circulate fine prints and apparently he had no shortage of "rides" in aeroplanes to photograph or from which to photograph others. Most of his rich results were obtained with a Zeiss Palmos with a 6 in Taylor Hobson helical focus lens, which he had bought for £17 15/-, apparently before the First World War. It has its own illustration in this book.

It is a book devoted to the aeroplane pictures Brown secured from the earliest times to well into the post-WW2 era, each one presented on crisp pages to a size of around 6½ in × 8½ in where full-page prints are not used. The aerial pictures are superb, in their great detail, and the background effects they are backed up by some splendid ground pictures, of which I particularly like the one of four Avro Tutors of the University of London Air Squadron being prepared for an afternoon's flying. But whether Brown is depicting the now distant age of machines like the big Vickers Virginias or Gloster and Hawker biplane fighters or using colour to display Meteors or Fireflys, etc, in modern flight, every one of the chosen prints is magnificent. Far too many to list, the range should satisfy the most avid lover of aeroplanes — in fact, my favourite RAF fighter, the Gloster Gamecock isn't there, but there are Gauntlets aplenty.

Each picture is properly captioned, there is an introduction about the photographer himself, a Foreword by John Tanner, CBE, etc, Director of the RAF Museum, and reference numbers to the pictures, enabling prints to be ordered from that Museum. This is the best book of its kind that I have seen. —W.B.

"Happy To Fly" by Ann Welch. 248 pp, 8¾ in x 5½ in. (*John Murray Ltd, 50 Albemarle Street, London, W1X 4BD. £10.50*).

Ann Welch is well known for her glider exploits and her organisational work in this field. She is an accomplished pilot and writer and in this delightful book she explains how it all came about, her obsession with aviation from the time when she was a very young girl, her early introduction to the art and science of flying, and her later associations with engine-less flight, which took her to management of the British Gliding Team in World Championships all over the globe, and chairing their International Jury. That was after being in charge of the British Gliding Association Examining Panel for 20 years. She was awarded the MBE and OBE for her services to gliding. Her complete dedication to whatever task she is seriously engaged in is very apparent from this excellent book.

Ann Welch had her first flight in 1930 in the Airspeed Ferry of Alan Cobham's Flying Circus from a small field near Wadebridge, and other aerial baptisms in Air Taxi's DH Puss Moths and other aeroplanes at Croydon, and also in the Avro Cadets of the Lancashire Aero Club, all before she was 17. Even before that she had made model aeroplanes (the first was a Hawker Fury) and kept a diary of real aeroplanes which flew over her parents' house at Bickley in Kent. She bought her first copy of *Popular Flying* at a station bookstall in 1932, in much the same way as this reviewer discovered MOTOR SPORT, then *The Brooklands Gazette*, at Baker Street station in 1924. She was taught to fly in a DH Moth of the Barnstaple Club in 1934, going solo

there in G-AAIM, completing her training at Brooklands — which she found very sophisticated.

All this makes very entertaining reading — yet it is but a small part of this compelling book. Later chapters deal with flying in wartime with ATA. We have had a number of recent books about life in the ATA but none better than Ann Welch's necessarily compressed description. That she so looked forward to flying her first Spitfire, and went on to deliver many complicated aeroplanes, is a reminder of the skill and courage of the girl pilots of ATA. They make it sound so easy! But with courage and tenacity like this, one now sees that it would have been impossible for us to have lost the Hitler War. . . .

Much of "Happy To Fly" is about gliding, with final chapters on motor-gliders, hang-gliding and micro-lights. It might be thought that Ann Welch's descriptions of World Gliding Championships in various parts of the World, including Poland, might be boring for a lay reader. On the contrary, her vivid descriptions, her sense of humour, and above all her infectious enthusiasm, made it impossible for me to willingly put her book down. It is all there, the forced landings, the problems of organisation, at Lasham or on the other side of the World, the incredible aeroplane-towed glider retrievals, the occasional fatalities, the transport problems from the time when Ann bought a £5 motorcycle to get more quickly to Croydon and Biggin Hill, to the long hauls in sponsor's Land-Rovers, Standard Vanguards or a Rolls-Royce Silver Shadow, etc, to those distant glider contests. In this context, there is a picture of Ann's round-tank Royal Enfield motorcycle of 1933 and references to driving Henry Williamson's Alvis Silver Eagle, someone's MG Magnette, and so on; and the Bentley DC should not overlook page 97! After motorcycles she used her parents' BSA saloon, wrongly said to have had automatic transmission, when no doubt a fluid flywheel is intended.

I have read most of the aviation books published since the war and before it but I have enjoyed few as much as I did "Happy To Fly". It is great reading for aviation enthusiasts, is well illustrated, has a nice dust jacket, and the printing errors are minimal. In the hackneyed phrase, "highly recommended". — W.B.

"The Morris Motor Car — 1913/1983" by Harry Edwards, 344 pp., 9½ in × 6 in. (*Moorland Publishing Co Ltd, PO Box 2, Ashbourne, Derbyshire.* £14.95).

We have written so enthusiastically of the knowledge and integrity of this author, who is Historian to the Morris Register and who has been Editor of its excellent magazine since 1963, that there is little need to eulogise over this comprehensive Morris History. It is done in Edwards' usual thorough style, with many appropriate tables and much tabulated data to back up the text and many very good pictures, some in colour. One tends to feel sorry for authors whose earlier works are superseded, but whereas Jarman and Barryclough gave us very worthwhile coverage of Morris cars a long time ago, their book ran only from the bullnose to the flatnose models. Now Harry Edwards, after accumulating a great mass of important historical material and photographs, gives Morris followers the whole story, model by model, defects as well as merits, right up to 1983 when BL decided never again to put a Morris badge on a car. He includes the rare racing Morrises and even a picture of Lines Bros pedal-propelled child's bull-nose.

The Morris, along with the Austin, was so essentially a part of the British motoring scene that this worthwhile book will be welcomed not only by Morris followers but by those who want to see how this famous make justifiably imposed itself on the National canvas. Mainly, though, it is a rare treat for Morris owners of all decades, and all those who enjoy the writings of Harry Edwards. The "compleat Morris", in fact!

W.B.

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Those intending to get in on the hobby of restoring and running stationary engines can do no better than study the all-embracing soft-cover, magazine-size "Stationary Engines For The Enthusiast", by David Edgington and Charles Hudson. It has pictures innumerable, and tells a great deal about the mechanical pecularities of these engines, the pioneering years, and then looks in detail at individual makes like Lister, Petter, Ruston & Hornsby, Crossley, National, Gardner, Tangyes, Wolseley, Bradford, Blackstone, Bamford, Bentall, etc, concluding with chapters on the very small and the very large engines of this kind, even sleeve-valve examples, their different applications, and how to preserve them. All very entertaining, and as I have said, copiously illustrated in picture and diagram. It is to the credit of the authors that, after being asked for this book by a publisher who went bankrupt, they published it themselves. In two years the first print-run had sold out. You can now buy the reprint, at £5.25 post free, from D. Edgington, Lodge Wood Farm, Hawkeridge, Westbury, Wiltshire BA13 4LA. Incidentally, the author started *The Stationary Engine* in 1974 with a circulation of 140, by 1983 this had, we understand, risen to some 4,000 and needed a professional publisher, and PPG, who then took it over, now have a readership, we are told, approaching 6,000. Books on Lister, Wolseley and other individual makes of stationary engines are also available.—W.B.

Osprey Publishing Ltd, of 12/14, Long Acre, London, WC2E 9LP, have come up with another three titles in their attractive "Auto-History" series, all books in the same format, which includes colour illustrations and informative tables, as well as a crisp if brief text, and many excellent photographs. The trio on offer this time is: "Lamborghini Urraco & The V8s" by Jean-Francois Marchet, in which this Lamborghini specialist takes a close look at the Uttaco, Bravo, Silhouette, Athon and Jalpa models of this very exclusive Italian luxury car, F. Wilson McComb, as interesting and lucid as ever about the "Ford Mustang" of 1965-70 in hardtop, convertible and fastback forms with the six-cylinder and V8 power-packs, and "Ferrari 250 GTC 1962-64; Competition Berlinetta" by David Clarke, a man who knows intimately this very significant Ferrari model. Each book costs £6.95 and should you be able only to afford one, you will have to choose between McComb telling of the Mustang's early competition successes, and driving impressions of various versions of this powerful American sports car, Clarke, who works on Ferraris describing what it is like to live with the 250 GTO, or the pictures of the truly beautiful Lamborghini models. A tricky choice. So perhaps you should purchase all three. — W.B.

* * *

Motor Racing Publications have a book by Michael Allen that looks at "The Big Fifties Fords", ie the Consul, Zephyr and Zodiac cars of this period, again 160 pages, this time measuring 10 in × 7 in, of in-depth nostalgic data and a plethora of pictures from the days when you frequently encountered these big Fords on the road and when they were raced and rallied. The author was 11 years old at that time but has collected a fine amount of information about them. One picture alone sets the scene — Marcus Chambers, when BMC Competition Manager, presenting Jeff Uren with the BMC Bonneville Trophy for the 1959 BRSCC Saloon-Car Championship — and one wonders how Marcus felt, giving the cup to a Ford driver! The book costs £10.95. — W.B.

* * *

Michael Ware, Curator of the National Motor Museum, has done a little booklet on "Veteran Motor Cars" for Shire Publications Ltd, Cromwell House, Church Street, Princes Risborough, Bucks HP17 9AJ. No. 112 in their Shire Album, it is intended as an introduction to the subject, but contains pictures that could well be interesting to the more knowledgeable. It sells for 95p.

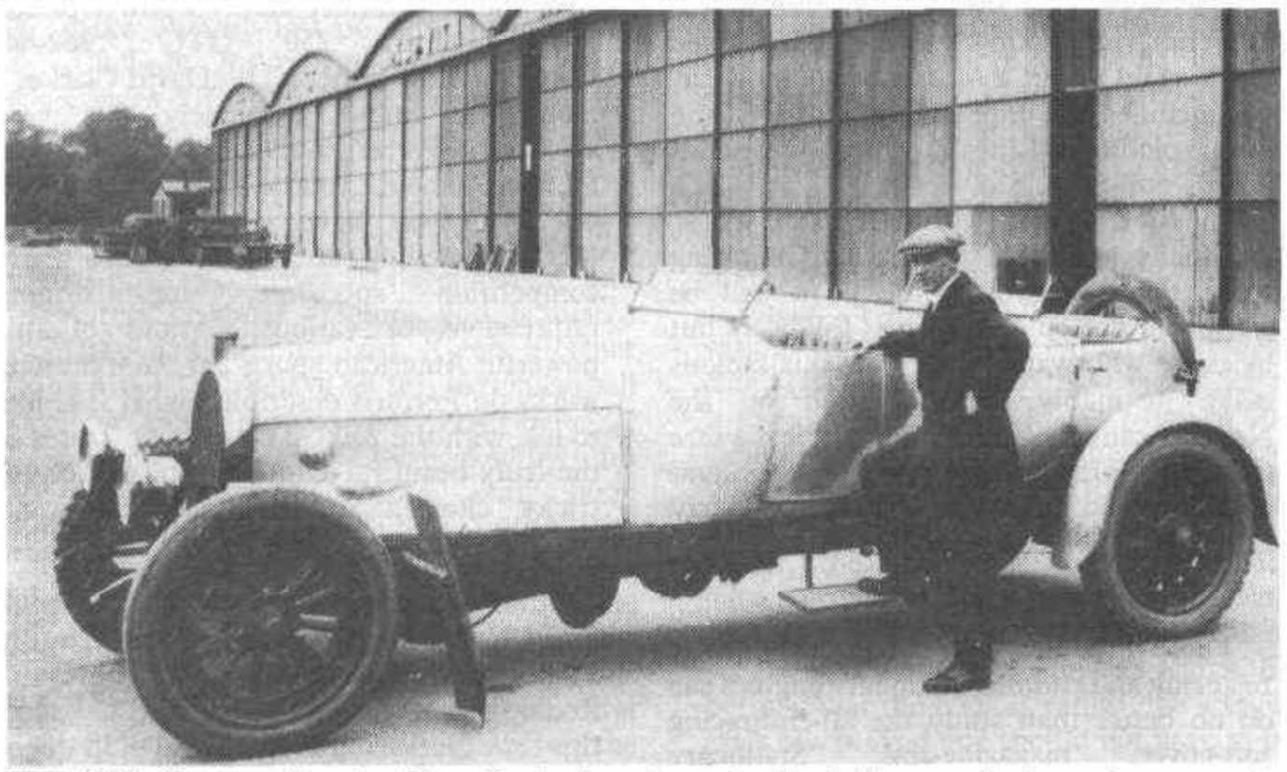
W.B.

* * *

Among an astonishing number of books about Porsche might be listed the new Haynes offering, "Porsche" by Anders Ditlev Clausager, which in magnificent photographs and Neil Bruce colour plates and a text checked according to the author against other competent Porsche histories, represents 223 12 in × 9½ in pages, the story running from Dr Porsche pre-VW Beetle days to today's Porsche models. Many of the black and white pictures are from the Porsche archives and this big tome sells for £19.95 — W.B.

VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO OLD CAR MATTERS



THE 225 hp Sunbeam-Mercedes, Harry Hawker's creation and said to be his most valued possession, seen at the Sopwith aeroplane works. It once raced a large Benz up Kingston Hill and beat it when it had a 40/50 hp Rolls-Royce on tow!

The search continues

HAVING heard a rumour that another motoring writer may have discovered the possibly skeletal remains of the aero-engined Mercedes in which Hartshorn Cooper was killed at Brooklands in 1921, I thought I had better re-open the search for another aero-engined giant which I have been pursuing over the years. Aero-engined monsters were among the most exciting cars of the vintage period, which is why they have figured in the old-car pages of MOTOR SPORT over the years. The one I am interested in running to ground is the 35 hp Mercedes chassis into which Harry Hawker and his wife Muriel installed a 225 hp Sunbeam aero-engine at their home in Hook, around the time of Hawker's ill-fated Atlantic flight, and his racing exploits in the 350 hp Sunbeam which features in Anthony Heal's article in this issue.

The Sunbeam-Mercedes ran on, but did not race, at Brooklands and it was associated with some dramatic episodes in the life of the famous airman / racing motorist. It was in use at least as late as 1934 at a Herefordshire garage, as a breakdown truck. How it got there from Surrey and what became of it intrigues me. So the other day we drove to Leominster again, to follow up more clues. I found an 80-year-old who had worked at Hunt's Garage, where the car was last heard of, which became Fryer's, then Henlys. He later went to the Hereford Ford Agents and I talked to him in his garage, with the Ford he still uses, and in which hangs a 1947 photograph of the Dagenham Ford factory and the boat he used to take down the Thames when going there for courses in Ford maintenance.

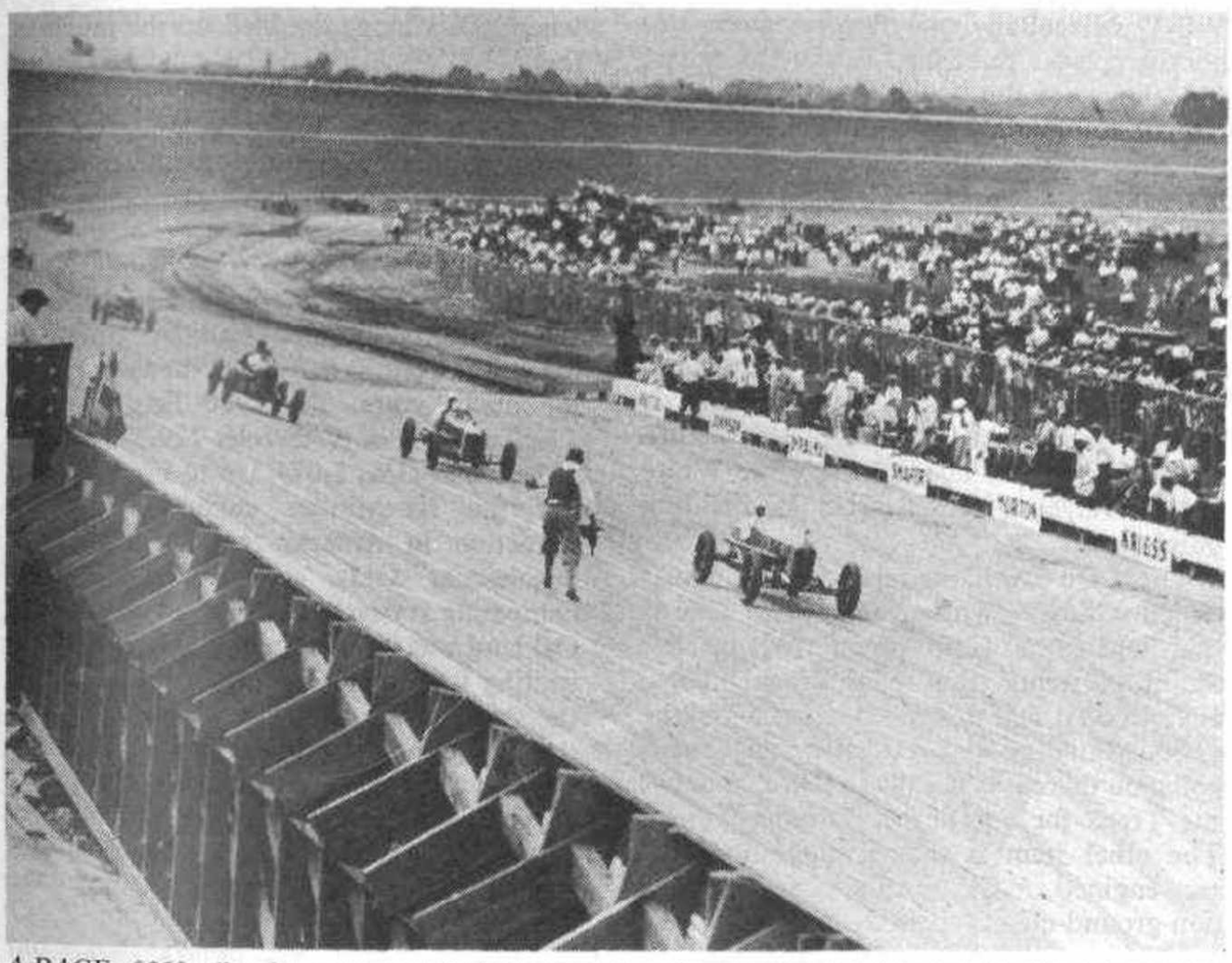
He recalled the old monster, and the 40/50 hp Rolls-Royce which succeeded it as Hunt's recovery-truck. We followed some clues he gave us, which involved driving under an unclouded December sky through some very pleasant country, where hunting of other kinds was in full cry, lunch being taken at a delightful country-inn at Bodenham just off the A417. For a time the clues went cold. But patience was rewarded and eventually I was able to contact Capt Hunt's wife, Mrs Dorothy Hunt, who told me that her husband, since deceased, flew with the RFC and was friendly with Capt Broome who assisted Capt Cockerell with a pioneer flight to the Cape in a Vickers Vimy in 1920, and was later a Vickers test-pilot. She remembered the Hawker car being used at the garage in 1934/35 and thinks that the garage manager knew it was lying at Brooklands and went and brought it to Leominster. I hope soon to meet Mrs Hunt, so there may be a sequel. Meanwhile, if anyone remembers the old monster, pictured above outside the Sopwith hangars in 1920, I would be grateful if they would contact me. — W.B.

Pre-war American race tracks
— How many remain?

THE major race tracks used to be Brooklands in Britain, Montlhéry in France, Monza in Itala, and Indianapolis in America, thinking in terms of pure speedways, not road-orientated circuits. A lesser track was the Avus in Germany, while for a time Spain had Sitges. Now Brooklands is derelict, Montlhéry little used, the Monza banked track likewise, but in the USA the Indianapolis Speedway, that slightly-banked oval dating back to 1911, is still the scene of the great annual 500 Mile Race, won last year by a Cosworth DFX-powered March 83C at over 164 mph. And other speedways, such as that at Daytona, Teledaga, Michigan, etc, flourish in the USA.

This makes it intriguing to look back at the older tracks that once prospered in America. In the vintage years the AAA Championships, decided on points scored during the season, were much in evidence, run incidentally with very tight control over who was permitted to compete. According to the late Roland King-Farlow, some of whose writings I have been consulting, a "rookie" driver was required to prove that he could lap safely within seven seconds of the existing lap-record for any half-mile track, or within 12 seconds of the lap-record for a one-mile track, he was proposing to race at. Apparently, even after thus proving his skill, the new driver was required to submit to a test observed by older drivers. If no objection was registered a limited Race Permit would be issued by the AAA but even then it was some time before a Full Race Permit would be granted, subject to how the "rookie" made out — a system faintly akin to the labelling of beginner-competitors with an "X" in our Club races. This, alas, did not prevent some pretty horrific prangs occurring with some frequency on these American tracks, the reason ascribed by King-Farlow being the very small tracks on which many starters were all running at approximately the same, very high, speed.

So what were these tracks? In the period 1931 to 1933 there were AAA National Championship races at Indianapolis, Roby, Syracuse, Oakland, Detroit, Buckingham and Cleveland. Races counting towards the Pacific South-West Championship were, in the nineteen-thirties, contested by single-seaters only, at tracks such as Legion-Ascot, San Jose, Oakland, Bakersfield, Culver City, El Centro and other smaller tracks. These latter tracks all had a lap-distance of five-eighths of-a-mile or half-a-mile, except for that at Oakland, which boasted a full mile. At Legion-Ascot, where 1932 National Champion Bob Carey, who had finished fourth in the Indy 500 in a



A RACE of 250 miles about to start at the Laurel board-track at Maryland, USA, in 1924. The names before the infield pits include those of De Payola, Kriess, Morton, De Palma and Johnson. The steepness of the bankings (52 deg.) can be judged by that in the background, and the construction of the track is apparent from the left of the photograph. (Photo courtesy of R. H. Lesesne)

Miller at over 101 mph, was killed in 1933, they had introduced racing at night, under floodlights, as has come to football and cricket in our time.

The AAA enforced stringent rules at these speedways, the like of which came late in Europe, so that visitors from there were invariably impressed. For example, drivers and pit-staff had to wear clean overalls, the competing cars had to be presented at the start line in like order and perhaps rather earlier than was insisted on in Europe, there had to be a "firewall" between engine and cockpit. No doubt this was why such experienced people as Clive Gallop, Sammy Davis and so on used to come back from Indianapolis full of the spotless condition in which they found the workshops, "Gasolene Alley", and the rest of the Speedway set-up. King-Farlow used to tell an amusing tale of another strict AAA rule, to the effect that any driver found to have been drinking would be instantly excluded, amusing only because Prohibition was then rife throughout the United States. . . The fact remains that pictures of these early American race tracks show the spectators seated in stands on the outside of the bends, where, although protected from the cars by what looks like an early form of Armco-type guard-rail, they appear to be in no little danger when one of the inevitable accidents happened. Not that I have any record of a paying spectator being injured at these speedways.



THE sort of "pirate" dirt-track racing indulged in by American "rookie" drivers hoping to get into the Big-Time was invariably fraught with peril! (Photo courtesy G. J. Rynders)

The first American tracks of note, hoping one supposes to prosper after seeing the impact of Indianapolis, were the steeply-banked board tracks. They were built mostly from about 1915 onwards. The best-known of these was Altoona, which was said to pull in 50,000 spectators as its average race-day attendance, whereas I reckon 30,000 was a near-record gate at Brooklands, achieved only on its "big" days. According to King-Farlow there were altogether at least 23 of these American board tracks, at Twin-City, Sheepshead Bay, Chicago, Tacoma, Atlantic City, Cincinatti, Cotati, etc, where crowds would be drawn to fast races between single-seater Millers and Duesenbergs. These crowds were said to be 30,000 or more strong, for each meeting, and the racing was extremely fast, Frank Lockhart having apparently lapped the Atlantic City boards at 147 mph as early as 1926, if we accept American timing. Of course, big prize money was an incentive in the USA, where in those vintage years at least 25,000 dollars could be taken by winning at Indy, with not less than 50 dollars per mile guaranteed in the AAA Championship contests.

After the demise of the board-tracks American races were often run over dirt tracks with a loose cinder surface, on which drivers could slide their cars in spectacular fashion round the bends. Such tracks were built at Cleveland, Detroit, Roby, Syracuse and Rockingham and were of around five-eighths-of-a-mile to a lap. It was at tracks of this kind that Ernie Triplett took the S-W Championship in 1931 and 1932 and looked like doing the hat-trick when he crashed at Ascot in 1933, in races dominated by accelerative four-cylinder rear-drive Millers.

Drivers trying to graduate to the Big Time would race over very small "pirate" dirt-tracks not sanctioned by the AAA, often badly constructed with surfaces in poor condition and at which boring, bumping in stock-car racing style, and even sabotage are said to have been resorted to, with the result that competing there was almost always very dangerous and sometimes fatal. (Car dirt-track racing did not arrive here until the Greenford and Crystal Palace tracks were opened in 1934, and it was then fortunately contested by comparatively slow cars; by the time British dirt-tracking was better organised it was the preserve of midget racers, the low power of which made it reasonably tame.)

A later but still "vintage" development in

America was for dirt-tracks with hard-packed surfaces, slightly banked on the curves, measuring one-mile per lap. It seems that the first of these was constructed at Oakland Speedway and others followed at Trenton and Sacramento. The cars cornered with far less skidding on these more realistic tracks.

The board tracks were the fastest, and they were used for long races, such as a 300-mile contest at Atlantic City, which Harry Hartz won at some 130 mph in a 2-litre Miller. At the same smooth course Bob McDonogh had averaged 142 mph for the first ten miles of such a race when an advertising leaflet dropped from an aeroplane settled on his radiator and he was put out when the engine over-heated. It isn't surprising that crowds were drawn to races at these fast board tracks, where thrills were plentiful. As, for instance, when a board came loose at Altoona when Billy Arnold was lapping at 115 mph, hitting him in the face; his mechanic steered the car safely to rest. Then when Ray Keech, who had avoided death from the triple-Liberty-engined Triplex LSR car, crashed fatally in a Miller, at the same track, after he had come up on his other entry, a Duesenberg, spinning in his path, Cliff Bergere actually passed beneath his car as it somersaulted in the air. As it landed his car uprooted a length of guard rail. This caused the next driver, Woodbury, to keep low, resulting in him hitting the wreckage head on, this car ending up on its nose with the driver seriously hurt. Evans avoided the wrecked Miller but smote the guard rail, which launched his car into the air and caused it to hit the rail again as it landed, spinning it into the bottom of the banking. After which Triplett, Lou Meyer and Gardner in a front-drive Miller were also involved.

I can understand that these spectacular board tracks, although comparatively inexpensive to build, were not very durable, the sun warping the boards and oil and petrol droppings rotting the wood, so that they had all gone, many years before America condescended to help us win WW2. What I am so curious to know is whether any traces at all remain of any of these American speedways? The uprights that supported the curving boards of a once-proud track, for instance, or maybe an ex-dirt track now used perhaps as a trotting or running track. Roads once adjacent to such tracks named, perhaps, as we have roads named after great racing drivers at Weybridge, so that, if Brooklands Motor Course is allowed to vanish completely, we will at least be reminded of its one-time glories. Is there anything like this in the USA?

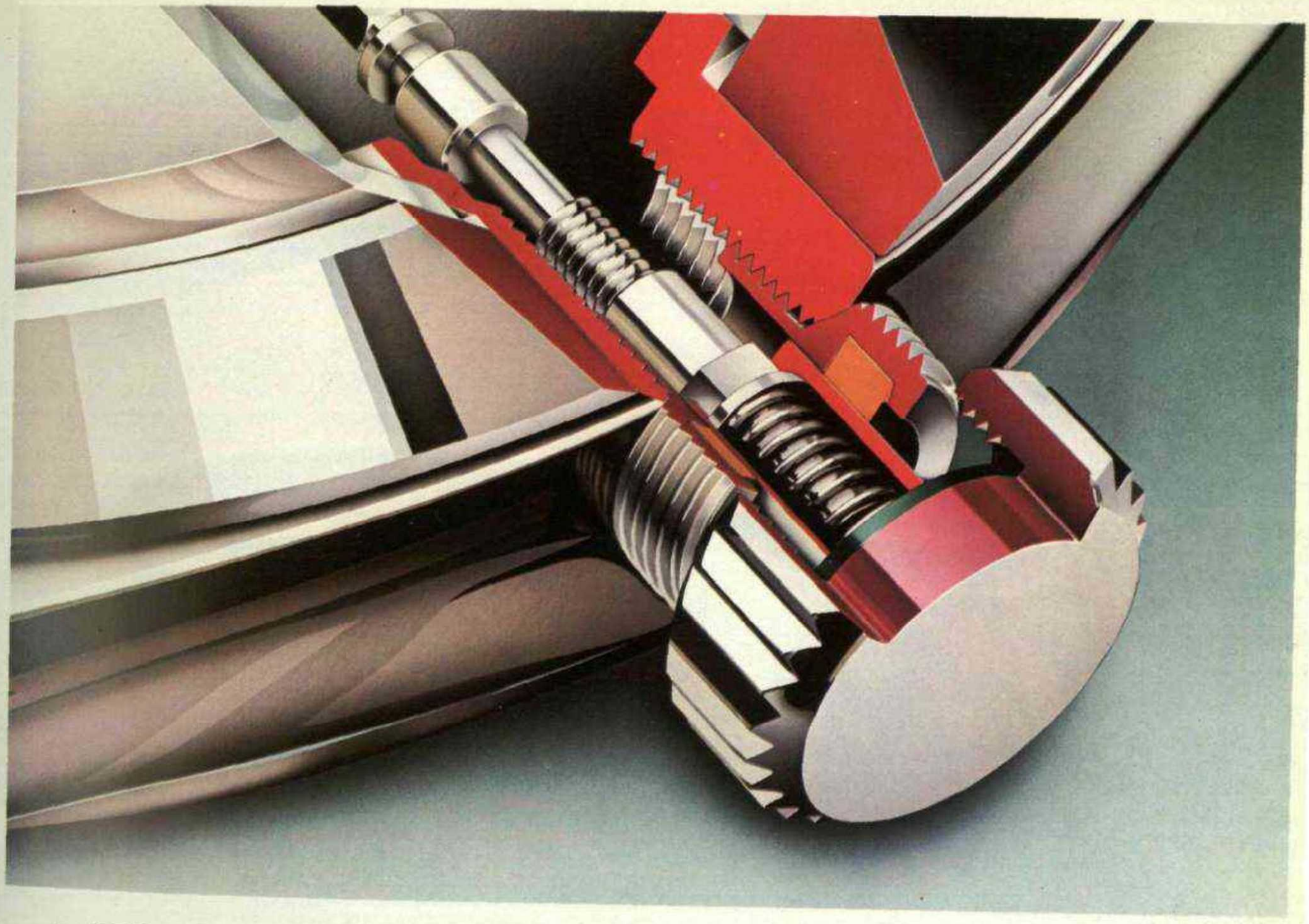
MOTOR SPORT has a substantial American readership, with subscribers' copies flown out by Air-Mail to arrive on publication day, so I am wondering if one of these readers may be able to answer my query. . . . — W.B.

V-E-V Miscellany. — Arising from the photograph we published in the December 1983 issue, of the blower-4½-litre Bentley bought new by the late T.G. Moore when he was the owner of MOTOR SPORT, Mr A. Fielding writes to say that he owned this car up to 1958, when he sold it to Mr Carter in the States, not in 1952 as the previous correspondent thought. When he acquired the Bentley in 1955 it was very good mechanically but in need of retrimming, etc. It was black and the chassis number is thought to have been MS3925; the picture we published was taken outside the White Lion at Talybont in 1955, when Mr Fielding purchased it.

There are two items related to the VSCC which we make without comment. One is that when the Club transferred its last month's driving tests from Brooklands to Goodwood it said this was because with "the various building and reconstruction that is going on there it is not possible for us to use the Track for our Surrey Driving Tests". The other item is that a suggestion that rear-engined GP cars from the non-ground-effects period, that is, those made between 1958 and 1978 should be accepted for VSCC racing, proposed by two members of the Committee, has been defeated. However, like a dog worrying a bone, it has been decided that, if sufficient support is forthcoming, there will be an invitation race for such recent racing cars at the VSCC Donington Race Meeting on May 7th. Hang on, chaps, if you wait long enough your 1980 cars may become vintage acquisitions yet! We see from *The Moth*, that excellent magazine of the enthusiastic DH Moth Club, that David Black has broadened his repertoire by acquiring a DH94 Moth Minor and joining the Club.

Those who enjoy assimilating every piece of Rolls-Royce lore may be interested to know, if they didn't already, that A. P. Sloane, Vice-President of General Motors, had ordered a new Rolls-Royce when on holiday in Europe with his wife in the summer of 1920, intending to use it for a tour, but the slump caused him to return to the USA in August 1920 before he could take delivery of it. General Motors had been formed by W. C. Durant (who came from a carriage-trade background and reorganised the failing Buick Company in 1904) in 1908, the same year in which Henry Ford introduced the Model-T, both epoch-making events. At first GM consisted of the friction-drive Cartercar, the two-stroke Elmore, and other "white-elephants". As the Corporation grew it absorbed firms like Champion-AC spark plugs, Fisher bodies, and similar accessory and component makers. After WWI the car makes involved were Sheridan, Cadillac, Buick, Olds, Oakland, Chevrolet, plus GMT commercial vehicles. Also Samson Tractors and the Guardian Frigerator Co which was to become the mighty Frigidaire Division.

The need to reorganise was seen in 1921, when GM's range doubled up too much in the 1,300 to 2,100 dollar models. There were the Chevrolet 490 and FB models, the cheap six-cylinder Oakland, four, six and eight-cylinder Olds, the first using the Chevrolet FB engine, a Scripps-Booth with the Oakland six-cylinder engine, the Sheridan which like the four-cylinder Olds had the Chevrolet FB engine, a six-cylinder Buick and the vee-eight Cadillac. GM were second to Ford in output, as they were to be for many years, the 1920 figures being 393,075 vehicles (Chevrolet 129,525, Buick 112,208) to GM, 1,074,336 to Ford. Sloane felt the six-cylinder engine to be no attraction in America at that time, the obsolescent Olds and Oakland to be competing at nearly identical prices, and the Oakland was in trouble in other ways while waiting for a new engine, the crankshaft of the existing one being unable to cope with the 35 to 40 bhp developed and workmanship being poor, so that production varied from ten to 50 cars a day as troubles were fixed up. (I trust I do not unduly depress any owners of early vintage Oaklands). Oakland output fell from 41,127 in 1919 to only 11,852 in 1921, Olds did little better, with 41,127 1919 sales, down to 18,978 by 1921, but Cadillac sold 19,790 cars in 1920, the high price at the time of the slump dropping this to 11,130 by 1921. This resulted in rationalisation and somehow GM survived the debacle of the air-cooled Chevrolet. The Oakland faded away but not before the 1924 "True Blue" Oakland had scored a "first" for its durable Duco lacquer finish, previous to which the Dodge Brothers car had led with its enamel finish, with no paint or varnish. Generously it seems, by 1925 GM had made Duco available to the entire Industry. GM claimed other "firsts", such as automatic transmission, after Cadillac and Oldsmobile had conducted experiments, at first with semi-auto systems requiring a clutch pedal, which became the Buick-built Hydra-Matic transmission pioneered by Oldsmobile in 1940 and Cadillac in 1941, leading to the Buick Dynaflow fluid converter of 1948, and the Chevrolet Powerglide of 1950. Dubonnet in France and Maurice Olley who had left Rolls-Royce for Cadillac developed ifs for GM, testing on a "bump-rig" as used by Rolls-Royce much earlier, and by the 1930s Cadillac had experimental layouts of different kinds on the road. The flat ride of the two Cadillacs when tried against a beam-axle Buick with GM's top-brass on board convinced them that they had to have ifs but the 1933 slump killed automatic transmissions for a while. Cadillac, Buick and Olsmobile went for wish-bone ifs by 1933, Chevrolet, and later Pontiac, used the Dubonnet system by 1934, Bill Knudsen of Chevrolet refusing to be put off by O. E. Hunt, GM's Engineering Vice-President, when told there were not enough centreless grinding machines in the USA to grind the coil-spring. — W.B.



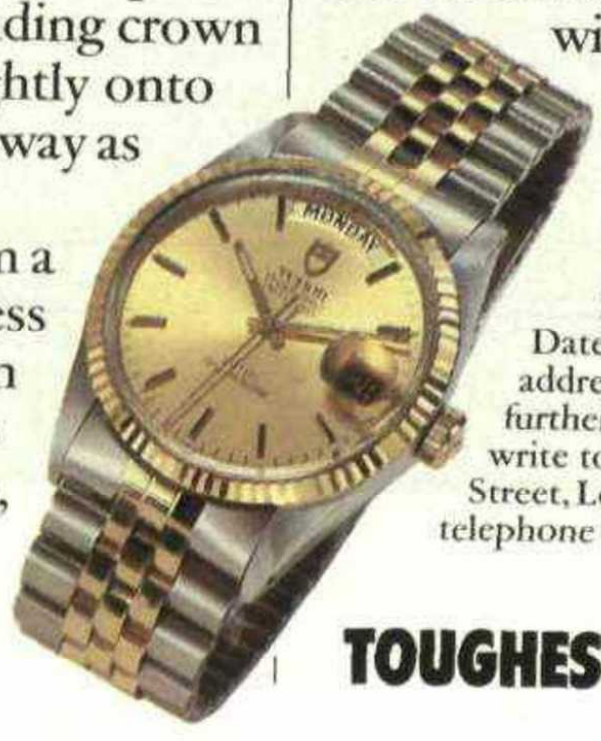
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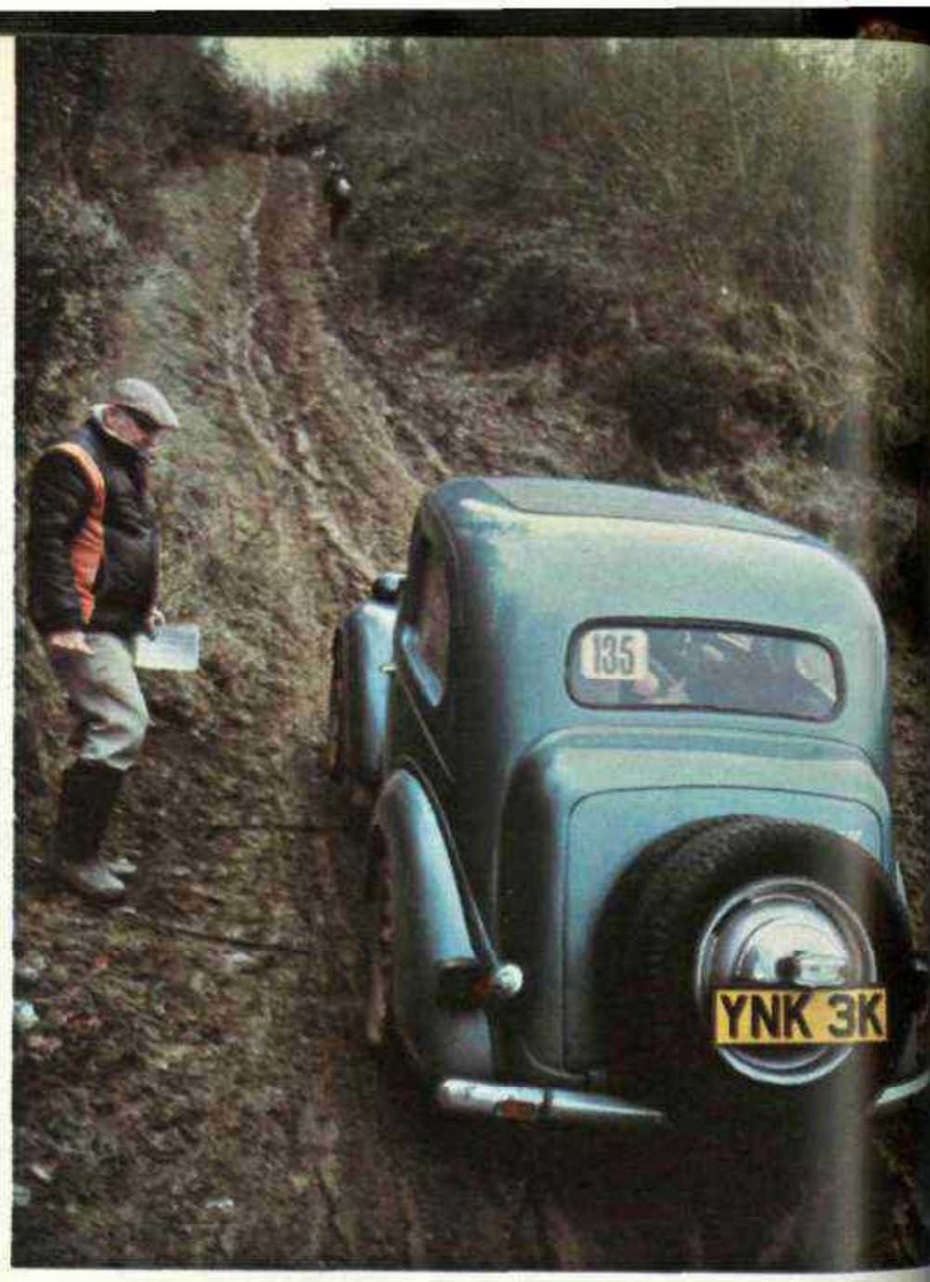
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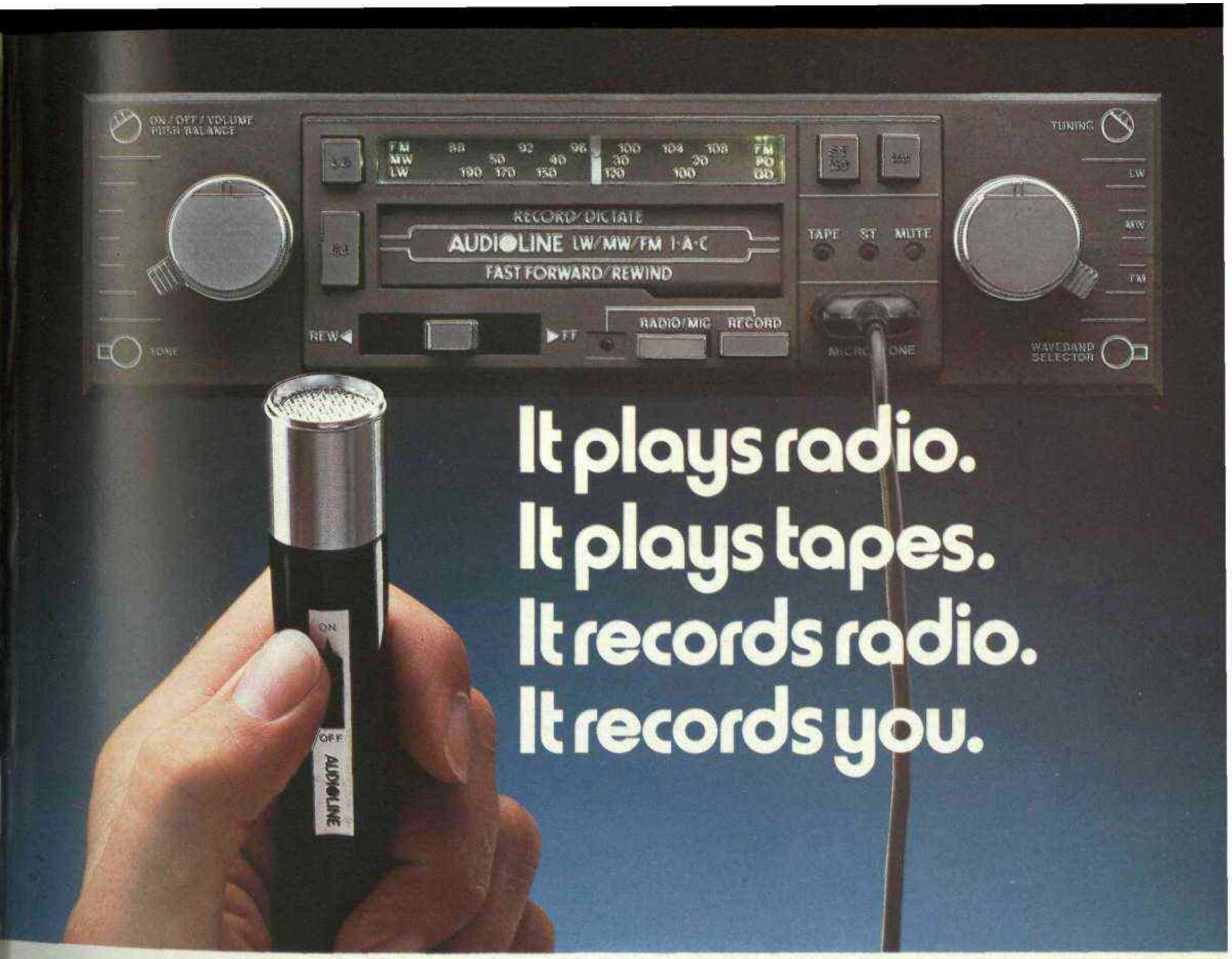
'AN SERIOUSLY DAMAGE YOUR HEALTH





EXETER TRIAL AT Fingle Bridge (above left), D. J. C. Bowles' 3.6-litre Ford V8 rumbled easily to the top, while another Ford, the Popular of A. S. Tucker-Peake, managed to remain "clean" in both senses at Stretes. Waterloo (below) provided a vantage point for many spectators, seen watching E. B. Wall tackle the last observed section in his Dellow.





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Or, by using the microphone, which is included, you can record direct from you.

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This gives you time to think if you're dictating. (And time to breathe if you're singing.)

The mike simply plugs into the front of the set. You can keep it to hand by using the dashboard-mounted holder, or stow it away, out of sight.

You may record what you like because we've made certain you'll like what you record.

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You'll find an FM muting switch which cuts out weak transmissions and inter-station hiss.

The radio also has IAC, our Interference Absorption Circuit, which cuts interference on FM reception.

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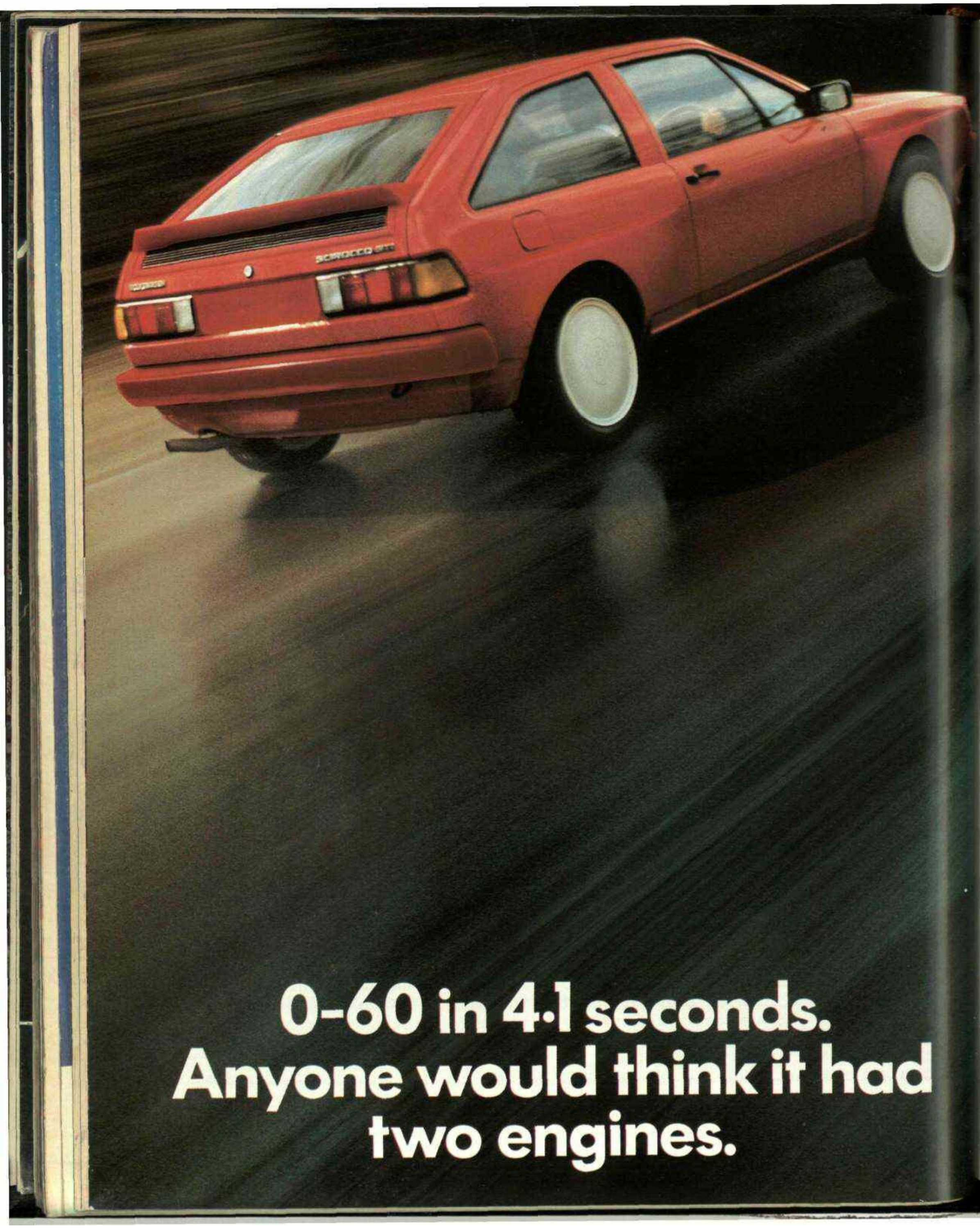
The tape player has locking fast-forward and rewind, so you don't have to sit with your finger on the button, waiting till they play your tune.

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AUDIOLINE


0-60 in 4.1 seconds.
Anyone would think it had
two engines.

The latest Porsche turbo pulls up alongside you at the lights.

You are driving what to all outward appearances is a normal Scirocco.

The lights change. The Porsche accelerates hard.

And there he is, in your rear mirror. If you could see his face it would harbour an expression of utter disbelief.

All this is an interesting piece of fiction which could become fact, should this Scirocco, now a fascinating experiment, come into limited production.

Because, yes, it does have two engines. And if VW should ever decide to rally it? Well . . .

Four-Wheel drive power house.

But at present this twin-engined Scirocco is just an example of Volkswagen's obsession with power allied to four-wheel drive.

And it proves the point yet again that the more power you produce, the greater your responsibility to all concerned to provide the road-holding capability to match.

In both areas, the twin-engined Scirocco excels.

Ah, but there has to be a snag.

An engine in the boot.

With four cylinders in the expected place, up front, and another four in the unexpected place, the rear hatch, there's not a lot of carrying space.

Although it is probably fair to say that the owner of the Porsche 911 turbo will not be congratulating himself that he has given you a thrashing on boot space.

When perhaps he would prefer an engine in the boot.

He'll be far more interested in finding out how you came to be driving a Scirocco which takes you from 0–60mph in 4.1 very invigorating seconds and from standing to 106mph in a mere 11.9 seconds.

At present.

The facts behind the reputation.

Because VW engineers are confident that 210bhp or 220bhp from both engines will be no problem.

It's a paradox.

Outside it's a normal Scirocco. Inside it's a power house.

For each unit has a bore of 81.25, a stroke of 86.4mm and a capacity of 1791cc.

Together the volume is 3,582cc.

Add a compression ratio of 10.9 to 1, Pierberg racing fuel injection and Bosch transistorised ignition systems and you can extract 180bhp at 7,200 rpm from both engines.

The driver has at his command a combined output of 360bhp and a maximum torque of 296lb. ft. (2x148lb. ft.) at 5,800rpm.

Engine speeds and throttle value settings of both fuel injection systems are electronically synchronised.

And power distribution to the axles is controlled by the driver, giving him different options.

For instance on long uphill sections of loose gravel he can slip into 4-wheel drive, unleashing 360 bhp to drag him away.

And at hairpin bends he can close down the front engine to gain a pronounced rear-end bias.

Can it be stopped?

Obviously no ordinary braking system was designed to cope with such extraordinary power.

So VW have beefed it up to the tune of 10in. ventilated disc brakes on all four wheels, with two pairs of servo-operated pistons in light alloy callipers.

The braking ratio between front and rear is adjustable and the handbrake is also hydraulically operated.

If the twin-engined Scirocco ever goes into production it should create an interesting dilemma.

For the fortunate few who will have to make the choice between a boot in the back.

Or a kick in the back.



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Testing at Rio



PATRICK TAMBAY emerged fastest from the week's testing at Rio at the wheel of the new Renault RE50.

SIX days of intensive, exhausting Formula One tyre and development testing took place between January 16th-21st in sweltering conditions at Rio de Janeiro's *Autodromo Riocentro* in preparation for the first World Championship Grand Prix of the season, scheduled to take place at that circuit on March 25th. The vast majority of competing teams took part in this busy programme of testing, but the Brabham team was a notable absentee from the proceedings and one is bound to consider the lap times achieved with what may be produced by Nelson Piquet and the latest Gordon Murray variation on the Brabham-BMW theme once official Grand Prix qualifying begins in just over seven weeks' time.

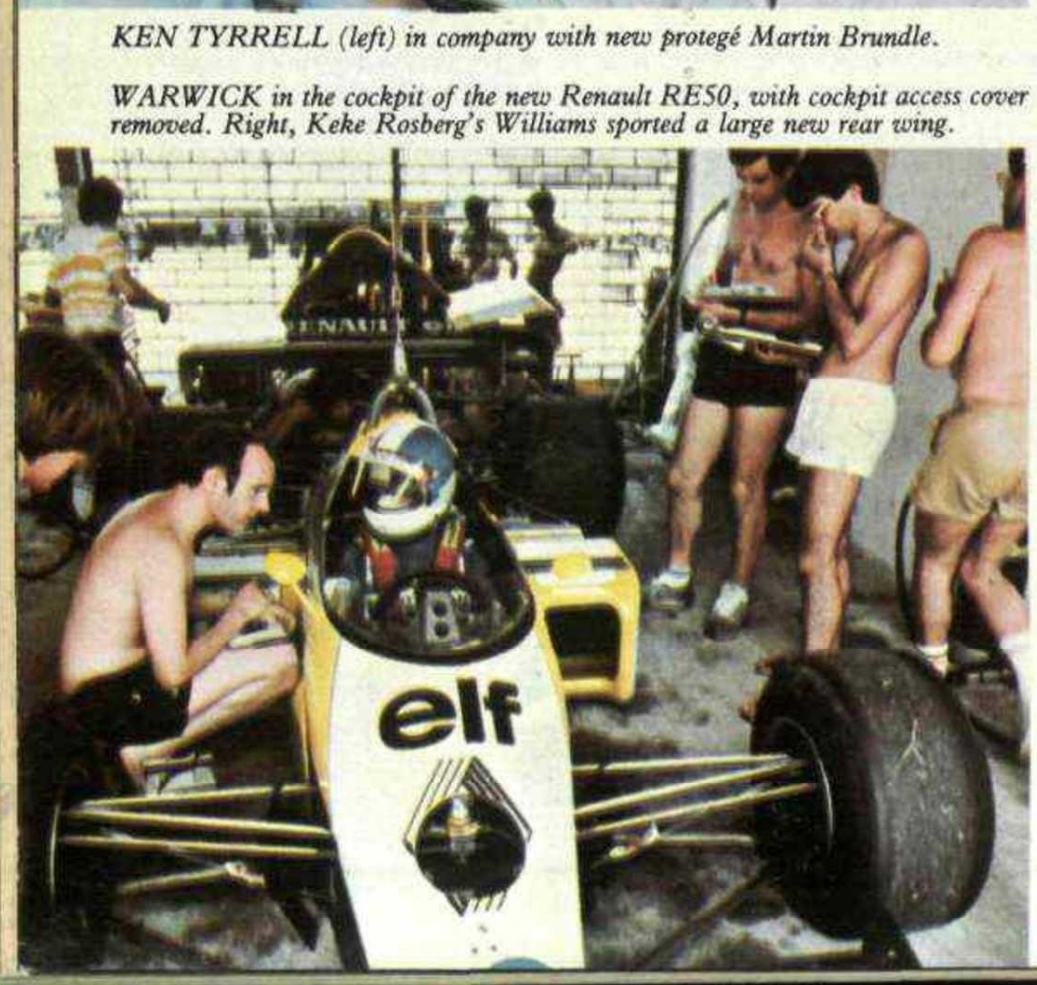
Goodyear, Michelin and Pirelli produced countless combinations of tyres for their contracted teams for this test, Goodyear now concentrating exclusively on radials after several seasons experimenting with them behind the scenes whilst using cross-ply rubber for racing. Although in 1984 pit stops for fuel will not be permitted, there is nothing in the Formula One regulations which prevents competitors stopping for tyres and all three companies were clearly thinking in terms of the potential savings involved over a race distance if their runners perhaps started Grands Prix in 1984 with relatively hard rubber, changing to softer tyres in the latter half of the race as the fuel load (maximum 200 litres) is consumed.

After a season floundering around with two chassis designs and uncompetitive tyres, Team Lotus bounced back firmly into contention with its Goodyear-shod brand new Lotus 95Ts handled by Elio de Angelis



KEN TYRRELL (left) in company with new protegé Martin Brundle.

WARWICK in the cockpit of the new Renault RE50, with cockpit access cover removed. Right, Keke Rosberg's Williams sported a large new rear wing.







ELIO DE ANGELIS raised Lotus hopes for the season with some splendid driving at the wheel of the Goodyear radial-shod Lotus 95T-Renault.

and Nigel Mansell. Impressed with the high level of grip afforded by the American rubber, de Angelis quickly became the man to beat in the first half of the week, the new Gerard Ducarouge-designed Lotus sustaining an advantage of around two seconds over the first three days of the test. On Wednesday evening, in relatively cool conditions by the standards of the previous three days the Italian managed a 1m 30.65s best, pretty close to the "all time" ground effect record of 1m 28.808s and some four seconds quicker than Rosberg's pole position time for the 1983 race with his Williams-Cosworth FW08C.

Later in the week Nigel Mansell underlined that de Angelis' performance had been no fluke and it looked as though the Englishman's 1m 30.28s best would stand as the quickest time of the whole week. But on Saturday morning, Patrick Tambay took advantage of even cooler weather conditions and, with his Renault RE50's new EF4 engine equipped with experimental Garrett AiResearch turbo-chargers, he broke the 1m 30s barrier with a splendid 1m 29.34s lap. This was a sweet reward for a week during which Renault fortunes had appeared distinctly troubled, oil pressure problems having earlier hampered his team-mate Derek Warwick while Tambay himself had suffered an engine failure on the first day. The problem was one of oil surge which hadn't manifested itself during earlier tests in wintry conditions at Paul Ricard, but it was eventually cured and Tambay's final effort more than wiped out the embarrassment felt by the team at having been behind its two engine customers, Lotus and Ligier, earlier in the week. Other problems for Renault included a spin by Warwick, during which he scooped up a pile of grass beneath the car which briefly caught fire, and an off-course excursion for Tambay which resulted in minor damage after the car ran over a kerb.

Warwick impressed the Renault team with his ability during race tyre testing and

ON home soil in a Formula 1 car for the first time, Marlboro British Formula 3 Champion Ayrton Senna looked particularly confident at the wheel of the Toleman-Hart.



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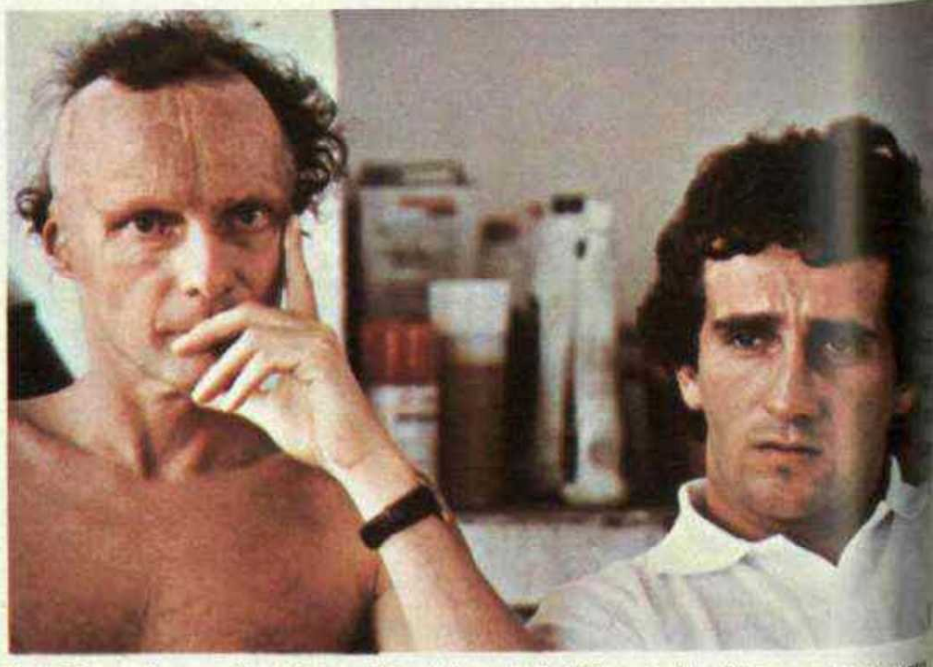
MICHELE ALBORETO handled a revised Ferrari 126C3 with re-styled side pods over the radiator / intercoolers.

finished the week with a 1m 30.97s best, content at the progress which had been made with the RE50 even though he missed out on what he thought would be an even quicker lap when a coil lead became detached.

Williams and Ferrari spent most of their time working through a test programme based round a "race set-up" rather than going for out-and-out qualifying laps, but Michele Alboreto pulled an impressive 1m 30.72s out of the bag at the wheel of a revised C3 which featured totally re-shaped intercooler / radiator layout and a prototype Marelli electronic "management" system. Keke Rosberg also proved that he is totally recovered from the virus which exhausted him throughout much of the 1983 season and ended up with third quickest time of 1m 30.40s at the wheel of a FW09-Honda which sported the currently fashionable "three piece" rear aerofoils similar to those pioneered by Ferrari early last season. The FW09 was largely as seen in South Africa at the end of last year, but the Honda engine was fitted with Japanese-made IHI turbochargers on this occasion. For most of the week the Williams team felt it was running considerably less turbocharger boost pressure than most of its quick rivals, and remains very confident that it will be highly competitive.

In the Euroracing Alfa Romeo camp, Riccardo Patrese and Eddie Cheever proved well-matched at the wheel of the two 1983 specification Alfa Romeo 183Ts which appeared at Rio, the only major changes being revised suspension geometry to accommodate their change from Michelin to





TURBOCHARGER problems hampered the progress of both Alfa Romeo 183Ts: this is Patrese's new-liveried machine (above left). Thoughtful: McLaren team-mate Lauda and Prost (above right). The smart new Ligier-Renault JS23 (below) had a troubled week in the hands of Andrea de Cesaris.





ALAIN PROST at the wheel of the prototype McLaren-TAG / Porsche on the last outing on the MP4 chassis.

Goodyear tyres. Both drivers complained of excessive understeer and recorded times in the high 1m 31s bracket. New turbochargers, manufactured by the Alfa Romeo aerospace division, seemed to be experiencing more than their fair share of failures during the week although the Italian V8 was the quickest car in a straight line.

Ligier's new Renault-engined contender, equipped with Michelin rubber after the team owner pulled some influential strings to assure continued supply in the face of the tyre company's decision to cut-back for 1984, went relatively quickly in the hands of new team driver Andrea de Cesaris on the first day. But the Italian never improved on his 1m 35.69s best and impromptu revisions to the car's suspension geometry ended up with a front wishbone securing bolt failing, giving de Cesaris a worrying moment as he slithered to a halt on the main straight.

The McLaren camp had a rather disappointing time on the last outing of the MP4 chassis, although a single impressively reliable Porsche-built TAG turbocharged engine ran right through the week without any technical problems. Lauda and Prost grappled with fading turbo boost pressure, but this stemmed from a malfunction in the Bosch electronic ancillary equipment. Various revised exhaust and intercooler components were also tried on the car.

Interesting newcomers who acquitted themselves respectably included Ayrton Senna at the wheel of the Toleman-Hart TG183B, obviously under pressure on home ground, and his former Formula 3 sparring partner Martin Brundle who continued to compare very well against Danny Sullivan in the Tyrrell-Cosworth 012, sole normally aspirated car present. Former twice World Champion and Brazilian hero of yesteryear, Emerson Fittipaldi tried his hand at the wheel of a Hart-engined Spirit 101, but it was hardly a representative test as Italian Formula 2 competitor Fulvio Ballabio had first try in the car on most days, comprehensively taking the edge off the engines due to missed gearchanges before Fittipaldi took his turn.

TESTING TIMES

Patrick Tambay (Renault RE50)	1m 29.34s (M)
Nigel Mansell (Lotus 95T)	1m 30.28s (G)
Keke Rosberg (Williams FW09)	1m 30.40s (G)
Elio de Angelis (Lotus 95T)	1m 30.65s (G)
Michele Alboreto (Ferrari 126C3B)	1m 30.72s (G)
Derek Warwick (Renault RE50)	1m 30.97s (M)
Riccardo Patrese (Alfa Romeo 183T)	1m 31.74s (G)
Eddie Cheever (Alfa Romeo 183T)	1m 31.84s (G)
Manfred Winkelhock (ATS D6)	1m 32.15s (P)
Ayrton Senna (Toleman TG183B)	1m 33.43s (P)
Alain Prost (McLaren MP41E)	1m 33.84s (M)
Niki Lauda (McLaren MP41E)	1m 34.61s (M)
Danny Sullivan (Tyrrell 012)	1m 35.21s (G)
René Arnoux (Ferrari 126C)	1m 35.59s (G)
Andrea de Cesaris (Ligier JS23)	1m 35.69s (M)
Martin Brundle (Tyrrell 012)	1m 36.03s (G)
Emerson Fittipaldi (Spirit 101)	1m 37.20s (P)
Jacques Laffite (Williams FW09)	1m 37.41s (G)
Johnny Cecotto (Toleman TG183B)	1m 37.76s (P)
Francois Hesnault (Ligier JS23)	1m 39.03s (M)
Fulvio Ballabio (Spirit 101)	1m 40.25s (P)
Roberto Moreno (Lotus 94T)	1m 42.73s (G)

KEY: G: Goodyear; M: Michelin; P: Pirelli.

MARTIN BRUNDLE (below) continued to impress Ken Tyrrell at the wheel of one of the old Cosworth-engined 012 cars, setting some consistent laps.





MERCEDES 190E

Downsize, but upmarket

THERE is no unwritten law saying that a Mercedes has to be large, heavy and prestigious, but the excitement that heralded the arrival of the new 190/190E late in 1982 seemed to suggest that Daimler-Benz were about to tackle the Ford Motor Company. All sorts of comparisons were made with the Sierra and Granada as regards sizes, prices and performances, but they were all wide of the mark since the German company was in fact aiming to downsize without sacrificing its reputation for quality, comfort and fittings.

The 2-litre Mercedes 190, which has been undergoing development since before the fuel crisis of 1973, was the fulfilment of an ambition to return to the compact class that the original 190 model joined in 1961, and the yardstick for the new W201 series is how well it carries the three-pointed star, and what impact it will have on the young executive market. So far, in Europe, it has been eminently successful in winning new customers to the marque.

The Mercedes has different images in different countries. In Germany, for instance, it is everything from a taxi to a businessman's express. In the Third World countries it is a rugged car that commands a high price label, but outlasts its rivals and eventually represents better value. In the English-speaking countries the Mercedes is definitely a status symbol, carrying the cachet of success.

This year Daimler-Benz's passenger car production should top the half-million mark for the first time, assisted upwards by the extension of the Bremen plant where production of the 190 will be concentrated. Last year most of the 190's volume (over 100,000 were produced) was at the expense of the 200 model, production of which should increase again at the Sindelfingen plant near Stuttgart.

The 190 carburettor model competes quite well in the 2-litre executive class on price, at £9,685, not far apart from the BMW 320i, the Peugeot 505 GTI and the Ford Sierra XR4i. It has to be said though that the 190 is a sedate performer and would have a totally different appeal, the 190E model starting at £10,640 being the one a keen driver would consider.

Few customers would be invoiced for the list price, though one New Year bonus is the standardisation on five-speed manual transmission without a price increase. ABS non-skid braking is a very desirable extra at £924, while electrically operated windows will add £516, a sunroof £506, metallic paint £372, a headlamp wash / wipe £207, and the

SMALLEST model in the current Mercedes range, the 190/190E manages to be simple and yet distinguished. The clean lines enable the model to have a drag coefficient of only 0.33.

most expensive Becker stereo radio / cassette £515, with an electric aerial, so the total price of a 190E could well exceed £12,000 on delivery.

The 190 series manages to maintain the traditional Mercedes lines while being substantially smaller, and has a creditable drag coefficient of 0.33 ensuring that it will perform well throughout the range. The shell is 600 pounds lighter than that of the 200, the 190E turning the scales at no more than 1,100 kg (21.6 cwt), so with 122 bhp DIN available the rate of acceleration is impressive.

We tested the last of the right-hand-drive, pre-production, four-speed models in December, finding that the widely spaced ratios don't enhance the car's behaviour, but have driven the five-speed which accelerates faster and is more economical into the bargain. The five-speed will just break the important 10-second barrier to 60 mph, whereas our four-speed model would get there in 10.1 sec, and both versions have a top speed of 121 mph. The five-speed model actually peaks in fourth gear, which is the same as top in the four-speed, while the substantially over-driven fifth ratio allows markedly relaxed cruising at up to 110 mph.

The four-cylinder sohc engine, which first

appeared in 1980, has the feel of a power unit with a heavy flywheel. At tickover it is absolutely inaudible and free of vibration, in a way that would do credit to a 12-cylinder Jaguar, and a number of times we reached for the key before realising that the rev-counter was showing 800 rpm. Under acceleration the engine is grumbly, unmistakeably a "four", yet the 190 is undoubtedly a German car in that it's superb on motorways, having the ability to cruise at 70 mph or at 100 mph with barely a change in overall sound levels. The low drag is achieved despite the rain gutters on each side of the screen, which keep the side glass clean in dirty weather without contributing to the wind noise level.

Having driven the car briskly for a week we were agreeably surprised to have an overall fuel consumption of 29.8 mpg, which is far better than a traditional Mercedes owner would normally expect. The Bosch LE fuel injection system shuts off during the overrun period, and the model has a now familiar economy gauge encouraging the owner to go easy with the accelerator. The heavy flywheel effect is noticeable during upward gear changes, the revs falling only slowly and making it more difficult than usual to match the engine and road speed properly. This was a marked feature of the four-speed, but should be less noticeable on the five-speed. The lever itself can be moved very quickly, on a narrow gate.

From the driver's point of view the 190 series could be nothing but a real Mercedes. The 16 in steering wheel, the straightforward and informative instrument design, the excellent heating system with separate controls for driver and passenger, and the general level of interior appointments are in no way sacrificed . . . smaller does not mean cheaper, in the perceived sense. A giant-sized single wiper clears the screen very efficiently, but is slightly offset to complete its arc on the left side of the glass, the "blind spot" on the right being more marked than is usual in Continental cars. We feel that the wiper spindle should be moved a couple of inches to the left, for the British market, to take care of this problem.

The seats are firm, of course, but are height adjustable and give an unfashionably good view along the bonnet, in contrast to many modern designs in which the driver can see no further forward than the windscreen wipers. The range of seat adjustment is excellent, but the sacrifices that needed to be made have been effected towards the back of the car: a six-foot passenger would be uncomfortable behind a six-foot driver, his knees pressed into the seat-back, and headroom could be a problem too, due to the subtly falling roof line.

The luggage compartment is no bigger than average for this class of car, so in these respects the 190 customer could be a little disappointed. In Britain, though, we would imagine a typical customer to be in the 25-35 age bracket, maybe with young children, or perhaps a lifelong Mercedes owner who is downsizing before retirement. Either way, the shortage of accommodation for passengers in the back seats, and their luggage, may not be too much of a problem.

Much was made at the announcement of

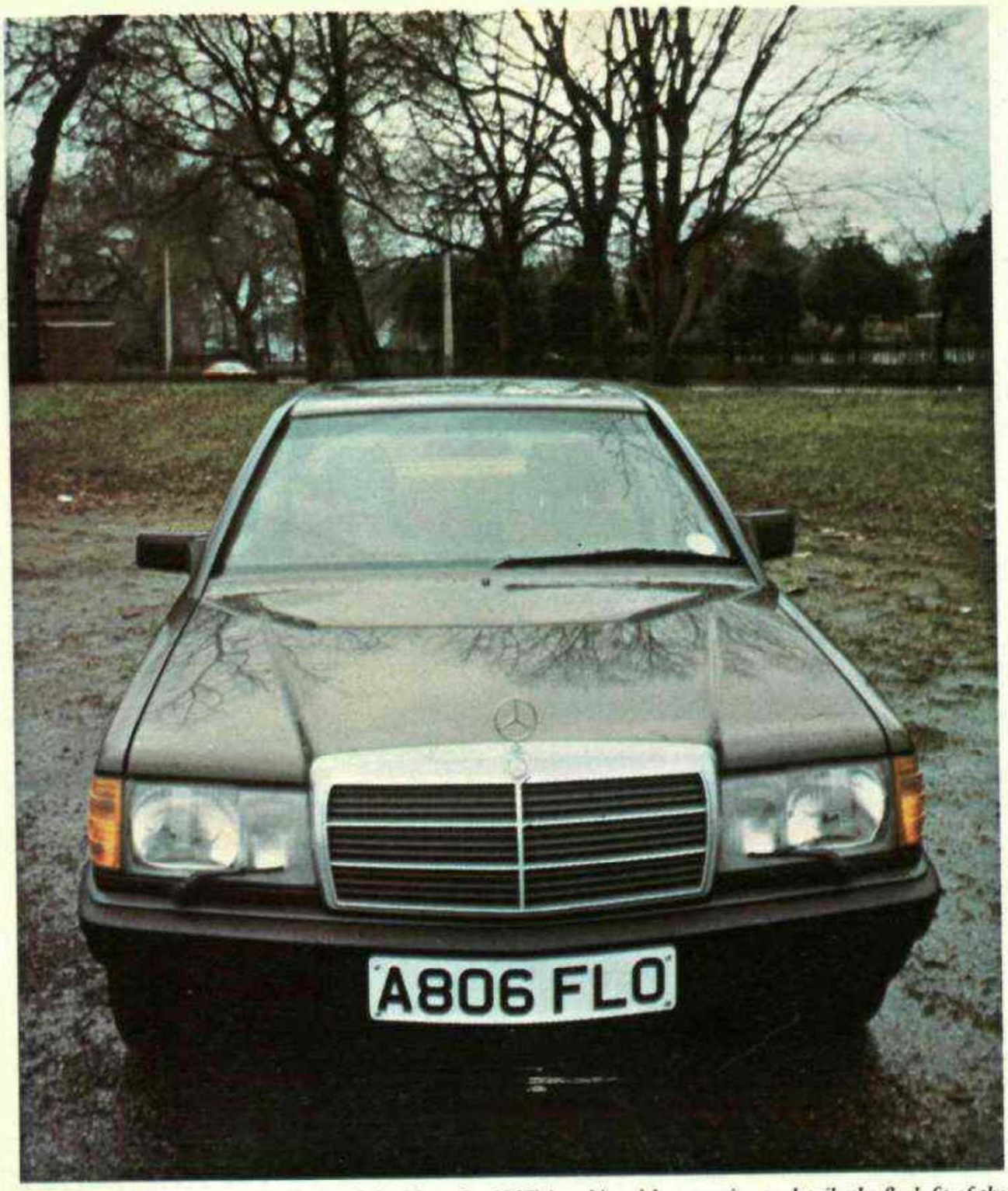


STYLING of the 190 is a masterpiece, retaining the traditional, solid looking Mercedes lines within an overall length 12 inches shorter than the 200 series. The penalty is in rear seat space, and to some extent in luggage area.

SO FAR as the front seat occupants are concerned this can be nothing but a Mercedes, with full-size seats, ample legroom, a chunky gear lever and a large steering wheel typical of all the larger models. Under the bonnet, the smooth-running four-cylinder engine is neatly installed longitudinally.







THE WIND-CHEATING shape of the Mercedes 190E is achieved by attention to detail, the flush fit of the bonnet being an example. The forward view from the driving seat is exemplary.

Mercedes' multi link rear suspension design, the result of eight different studies and 70 variations, about a third of which were built and tested. The goal was to give the relatively light car the same ride comfort as the heavier S-class saloons — a level of comfort which is easier to achieve with a greater weight — and to a large extent the designers succeeded. The 190 really does have a comfortable ride, disturbed very little by undulations and bumps, though one surprising drawback we found when checking the acceleration was considerable axle-tramp on a damp surface.

The 190 handles extremely well, and generally feels a good base for the much quicker 16-valve version which is due to go into production later this year. The power assisted recirculating ball steering could do to be a little sharper, perhaps, though it could be at the expense of kick-back through the steering wheel.

ABS non-skid braking is no longer a rarity, not on German cars anyway, and our test in the 190E finally convinced us that this is a highly desirable option, if only for the peace of mind it gives. Extremely wet and blustery weather, after a long, hot summer does wonders for sharpening the concentration, leafy lanes or high-speed motorways presenting their hazards. Fortunately we did not need to test the ABS in an emergency, but braked harder than was absolutely necessary a few times just to see how it performed. Up to 70 pounds brake pedal pressure the brakes feel perfectly normal, but beyond that point the pressure relief valves pulsate very perceptibly to warn the driver that he is beyond the threshold of adhesion.

On wet or icy roads the ABS system cannot stop the car as quickly as on a dry road, and anyone who expects to stop within a very short space is asking for trouble. A normal degree of awareness is still called for, and then the ABS will stop the car in a shorter distance than would otherwise have been possible. Its greatest advantages will be on roads which are unexpectedly slippery, or on surfaces which offer different levels of adhesion on one side or the other — wet leaves, or a ribbon of ice along the nearside, maybe.

Those who buy the 190 or 190E will not judge it so much by a value-for-money criterion as by the image it gives them, and how its inherent quality outlasts potential rivals. Retained value is a powerful sales incentive too, and though it is too early to judge, a Mercedes customer would expect the value to remain high for a good many years.

It is difficult to say how well we liked the car. The 190E earns respect but is not quite as enjoyable to drive as we'd hoped; a 2.3 litre version, never mind that with 16 valves, might be a better proposition altogether should such a model ever become available. On the other hand the standard of design, build and fittings is a cut above average, and is bound to appeal to many people prepared to pay upwards of £10,600 to have Stuttgart quality. — M.L.C.

THE INTERIOR of the Mercedes is beautifully executed, the carpeting and trim being in the luxury class despite the hard seat cushions.



PSA RALLY WINNERS — cont from p149

Even the current front-wheel-drive Visa Trophee has shown itself capable of top 10 placings on the longer, tougher World Championship events, but despite these successes Citroën have failed to attract what might be termed as the aspiring young drivers who have their sights set on becoming World Champions. A lack of money has also stopped the factory itself from employing top flight, established professional drivers, it being a fact that the majority are only interested in outright, rather than class wins.

All that could change when, or if, the 2.1-litre-engined four-wheel-drive BX project comes to fruition. Then there'll be a large queue at the door of Competitions Manager Guy Verrier. But, it could be that ultimately, the more influential Peugeot Talbot Sport organisation won't be pleased to have such stiff competition from within the framework of PSA.

For the time being Citroën is considering running factory Mille Pistes on the Safari, Argentina, Ivory Coast and 1000 Lakes World Championship rounds. For Peugeot Talbot Sport the season starts with Corsica in May followed by the Acropolis, 1000 Lakes, Sanremo and RAC rallies, the Ivory Coast also being considered on the basis that it will give the new team experience of Africa prior to entry into the 1985 Safari.

Todt is justifiably proud of the fact that he has been able to keep the whole project on target, it being no mean feat to set up a new competitions department from scratch and develop such a hybrid car as the 205 Turbo in just over two years.

Todt even seems to be able to ride out the current turmoil within PSA, and at a recent press conference dismissed suggestions that the strike and hooliganism at Talbot's Poissy plant would affect his department in any way. He is adamant that the 200 cars necessary for homologation into Group B will go ahead as planned, and be completed by the end of March. Moreover the 20 evolution models, the actual rally cars, will be built and approved in time for the car's May début, these fine-honed competition versions hand-built at Peugeot Talbot Sport's Boulogne workshops, 15 of them being kept by the team itself.

The decision to sign 1981 World Champion Ari Vatanen alongside Nicolas means the team has one of the fastest drivers in the world on its books, the Finn also bringing along Terry Harryman as his co-driver, a fact which means that White will at least have someone to talk to.

Judging by their considerable investment and commitment Peugeot Talbot Sport is determined to put France back on the map as far as rallying is concerned, past masters Renault still being preoccupied with Formula 1 and leaving the small rally department with a token programme as well as a car which is falling further and further behind in terms of development.

However, it remains to be seen whether or not it is Citroën's steady, low-key approach or Peugeot Talbot Sport's bullish, win at all costs attitude which finally pays dividends. As in Formula 1 there are no short cuts to success, although having a lot of financial support does help ease many of the problems. On this basis PTS must have the upper hand, and one has to believe Todt when he states that their object is to win the 1985 World Rally Championship. — M.R.G.

NOT WHAT THEY SEEM TO BE
continued from page 151

Stuttgart when I became aware that about half a dozen 19th century Daimler V-twin engines were being assembled. These were copies of the original V-twin engine built by Gottlieb Daimler, which started the whole business of the motor vehicle. Daimler-Benz have Gottlieb's original engine in their own magnificent museum in Unterturkheim and as various other museums and collections had been pestering them to sell or loan the original engine, they decided to make a small batch of copies to satisfy various industrial friends. After all, they had the original drawings along with the original engine, so here was this small production run in progress, for there was no way they were going to allow the original engine to leave their own safe-keeping. These perfect copies of a unique historic engine really made me think, especially as they were being built by Daimler-Benz themselves.

On another occasion, while passing through some well-known industrial premises I noticed a brand new radiator and stoneguard for a supercharged 4½-litre Bentley. It had just been finished, at enormous cost it seemed to me, and I assumed someone was restoring one of the Birkin blower-Bentley's. I was wrong, someone was having a drophead coupé production blower Bentley rebuilt into an exact copy of a Le Mans-type blower Bentley, right down to authentic looking four-seater body, large petrol tank, stoneguards, Union Jacks, bonnet straps, the lot. The finished job was magnificent as I found out when I saw it on display in a well-known museum with a placard that did not actually say it was a Le Mans car, but equally did not say that it was a fake. As it cost £X to build and a genuine Birkin car was fetching £2X at auction it was considered to be a relatively cheap way of having something apparently desirable on display for the public to gaze at after they had paid their entrance money to the museum.

As the big multi-national tobacco firms got into Formula 1 racing they often needed a racing car from their team to put on display in connection with a publicity sales drive. It was not long before special "show cars" were being built. At first they used up worn-out or obsolete parts and blown-up Cosworth engines, but this soon developed into a business where the whole car was made of plastic and glass-fibre, even the V8 engine being a fake moulded in glass-fibre. Meanwhile the business of building fake cars for display or museum use was proliferating in all manner of small "back street" workshops as well as out in the open by big manufacturers. I found a man with a works drawing busily converting an SSK Mercedes-Benz into an SSKL, drilling all the holes very carefully by hand and making copies of all the special parts. This car ended up in a museum ostensibly as one of the ultimate in 38 / 250 Mercedes-Benz but in fact a complete fake. I found another man building a fake Grand Prix Bugatti for a museum, the tubular steel front axle actually being copied in cast aluminium! The disease was spreading as interest in old cars was growing and just as the worlds of art, literature and furniture have gathered undesirables within their circles whose only interest is to make money regardless of history or ethics, so has the world of old cars.

In addition there are individual historic racing cars that have been built over the last decade or two, purporting to be "reconstructions" of the original cars. Some of these do actually incorporate a number of original parts and all are beautifully made, the skill and enterprise of the builders must be admired. They have all been built for the owner's personal enjoyment, as was the copy of the 1926 Renault 40cv record breaker mentioned earlier, but people die and cars live on and cars have no way of telling the truth. Gradually some of the well-intentioned resurrections are beginning to take on an air of originality, particularly with the "powder-puff press" and the younger generation who cannot be expected to know about cars that were built before they were born. The most recent work of mechanical art to be completed in the "resurrection" syndrome is the Veteran racing Napier "Samson", much lauded by the media last summer. It is *not* the real "Samson" but that does not detract from its general interest. Other cars that are fascinating and interesting, but not really what the seem to be are the Wolseley Moth, the blue supercharged side-valve works single-seater Austin 7, the 3-litre Vauxhall "New Racer", a *monoposto* Tipo B Alfa Romeo (shortly to appear), a contemporary Type 59 Bugatti GP car, the Bi-motore Alfa Romeo single-seater, an A-type ERA, a B-type ERA, various GP Bugattis, a Tipo 625 Ferrari and many more.

When I suggested a handicap race for fake single-seaters, for which I would put up a fake silver cup, there was a stony silence! I even suggested the entry fee could be paid in counterfeit money, but no-one even giggled. Fake cars, like fake paintings or fake furniture is a serious business and business is obviously good, otherwise people would be relaxing and enjoying themselves. Fingers are pointed at me with the accusation "you are irresponsible".

D.S.J.

VEV continued.

Edward Mills remembers the vintage days

ONE December day I drove the Alfa Romeo to the quite delightful Oxfordshire village of Souldern, a quiet haven just off the busy A41 road, to chat with Edward Mills about the old motoring days. In 1923 he met, and worked with, Ernest Hatcher, "an unassuming man who was a superb mechanic". In the local with friends Hatcher produced photographs of the days in the 1920s when he worked for Capt (later Sir) Noel Macklin as Works Foreman, making the Eric-Campbell cars and later the Silver Hawks, at Cobham, but not then in the house Macklin bought later and where the Invicta was conceived. When the Silver Hawks were raced in France Hatcher rode as mechanic to Major C. M. Harvey, who became the successful Alvis racing driver.

In July 1924 Mills was told that Macklin was about to launch a new venture, having bought "Glengariff" just off the Fairmile at Cobham, that of manufacturing a British steam car. Mills and Hatcher joined Macklin the following month. To form a basis, two steam cars had been imported from the USA, a Stanley and a Doble. The former was an ugly blue tourer with black mudguards, the latter an all-yellow four-seater with black mudguards and upholstery, rather like a Monza Hispano Suiza to look at. The Stanley had a poor performance, soon running out of steam pressure (it weighed some two tons), although smooth and quiet, and it took an effort to stop, as it had inferior external-contracting back-wheel brakes which were difficult to adjust — "All rather Henry Ford" is how Mr Mills remembers it.

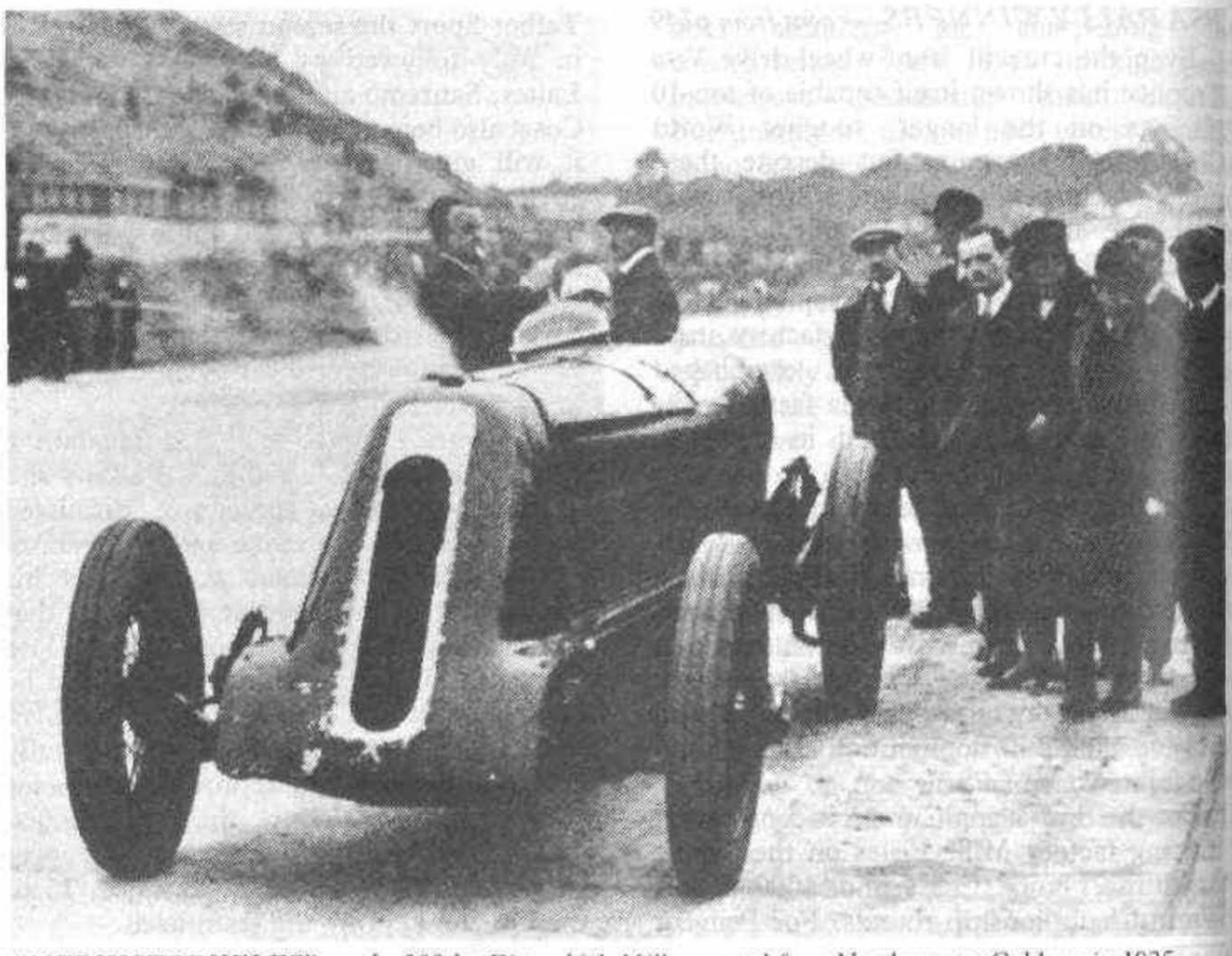
In contrast, the Doble was smooth, quiet, and didn't run out of pressure even when doing fast laps at Brooklands — which is how Mills had his baptism at the Track. A joy to drive, the Doble "seemed the Rolls-Royce of steam cars". Sir Philip Lyle and Capt Oliver Lyle produced the finance and Oliver was happy to get his hands dirty working on the cars. However, in the end it was found impracticable to continue with the project and both cars were sold.

Towards the end of 1924 Mr Mills saw his first motor race, the JCC 200 Mile Race at Brooklands, in the company of Hatcher and Miss Violet Cordery, and well remembers how it was a Darracq walk-over. By 1925 he was working for Macklin on the first Invicta, assembling the Coventry-Climax engine and gearbox and Moss back axle in the Bayliss-Thomas chassis and taking it to Brooklands with a test body, and ballast weights which one could then borrow in the form of lead slabs from the BARC. The car had the good top-gear performance which Macklin was looking for and "it took the Test Hill with great gusto".

Unfortunately the engine was exceedingly noisy, the trouble being with the timing chains. No cure was found, in spite of the leading chain specialists being consulted. So a change was made to the 2½-litre six-cylinder Henry Meadows engine, soon to be used in 3-litre and later in 4½-litre forms. This engine was more expensive but suitably smooth and quiet. Mills remembers taking one of the first Invicta chassis to the Hersham works of Gordon England, "a most charming man with that wonderful smile", who put on it a lightweight body, the car being used by Violet Cordery who achieved useful publicity in sprints, sand-races, etc.

All was not quite right with the production Invictas, because the Solex carburetter had an incurable flat-spot. Mr Mills recalls that, at the time, Major Anthony Lago arrived at the works in a 1924 ex-Targa Florio 3-litre 22/90 Alfa Romeo, skidding to rest in a shower of stones. He had just obtained the British rights to the LAP carburetter. After two of these had been fitted to the Invicta engine it ran splendidly, but there were supply problems, so in the end two SUs were used, which cured both the flat-spot and the somewhat irritating induction roar of the Solex. Incidentally, Lago sold his Alfa Romeo to Agostino Lanfranchini, who raced it at Brooklands. Although the low axle ratio was not suited to the outer-circuit it did a best lap of 94.33 mph; today the car is raced by Chris Mann.

Mills remembers being called into Macklin's office in 1925 and told "There's a nice little job for you". He was to take Trade number plates to Newhaven, and meet Douglas Hawkes who had driven the famous 300 hp Fiat "Mephistopheles" from



"MEPHISTOPHELES" — the 300 hp Fiat which Mills escorted from Newhaven to Cobham in 1925.

MILLS was involved with the Invicta record attempts in 1925 at Monza and Montlhéry. The team included Violet Cordery, shown above driving the car at Brooklands.



Montlhéry, outside Paris, and was to bring it to the Invicta works. He was duly met, the plates strapped on, the dockers provided a push-start, and the then-holder of the LSR at 146 mph was driven along Brighton front and through the Sussex and Surrey lanes, to Cobham. A few days later Hawkes was given another push-start and the gigantic chain-drive Fiat was driven to Brooklands, in readiness for Eldridge's highly exciting Match Race against Parry Thomas' Leyland Thomas, which took place at a West Kent CC Meeting and which it lost by a narrow margin. Mills had hoped to passenger Eldridge in this dangerous race but Gedge went instead. . . .

The next "nice little job" was taking an Invicta, in which had been installed an Italian FAST engine, to Brooklands where, after doing a few warm-up laps, Mills was to present it to Parry Thomas at the "Hermitage". It seems that Thomas had thought of using the engine for the forthcoming *News Of The World* 100 Mile Handicap race. However, after a few fast laps he thanked Mills "in his nice quiet Welsh voice" but said he thought it "a very woolly motor-car". Later he rang Macklin to confirm his verdict, and in the event he drove his 1½-litre four-cylinder Hooker-engined Thomas Special, winning at 98.23 mph.

In March 1926 Mills went to Monza as Invicta team driver with Violet Cordery and others for long-distance World and class records, and in July 1926 the same Invicta team went to Montlhéry for short-distance records. Later in the year the team was awarded the Dewar Trophy for both efforts. (See MOTOR SPORT, October 1982).

Mills remembers days at Brooklands when Violet Cordery won several sprint races and an informal race there when he was allowed to drive an Essex belonging to a friend of Macklin's, finishing third in it behind Howey's Monza Hispano Suiza and Harry Moy in an Oakland, he being an ex-RFC pilot who ran Denham's Garage at Esher. This was an introduction to Brooklands' exponents like Le Champion, Dudley Watt, Philip Rampon and so on, and is how Mills came to help Felix Scriven tune his "No No Nanette" after its Hooker-Thomas engine had been installed. Mills rode with Scriven when they won the first race after many disappointments, Scriven being so delighted that it was champagne all round, for his wife, Mills, the mechanics, and all of them. Incidentally, Miss Cordery's first visit to Monza ended when transmission trouble intervened and the Invicta had to be returned to England but the next record attack was notably successful.

Mills had met "the delightful Dr Benjafield", riding with him on test at the Track in the Salmson. He recalls happy times when they would meet (in 1927) at Grosvenor Crescent Mews, where "Benjy" kept his road-equipped GP Bugatti, close by St George's Hospital where he worked, and with four sparking plugs and a plug spanner on his lap Mills would be driven very quickly to the Grand Hotel in Folkestone, where Benjafield's fiancée was the manager's daughter — they were married in due course. Then there were the satisfyingly fast return runs in the early morning, to the unforgettable scent of Castrol-R and the howl of the Bugatti's gears. Or they might go to Dover, or to Hythe to ride on the narrow-gauge railway started by Zborowski and Howey. After Mills had left Invicta's he decided, during a short holiday, to learn to fly. He was instructed at Brooklands by Captain Duncan Davis on Avro 504s. One day, as a reward for volunteering to help wash down an aeroplane, Duncan Davis took him in an Avro 504 to Southsea, where he was to tow an advertising banner for a local shop, over the town. They had only got as far as Hindhead when the engine began to run roughly. Davis put down safely in a field, cured the trouble, Mills swung the prop, and was picked up after Davis had made a couple of test circuits. They flew on to Southsea, went on to Gosport the next day, staying at the Queen's Hotel, and then returned to Brooklands, Mills getting in some dual control on the way. Brooklands was a good place at which to learn "because it was easy to find the way back, the Track being a prominent landmark".

Later, in 1928, Mills went as Sales Manager of Lago's smart showrooms at 37 North Audley Street, selling Isotta-Fraschini and, after Malcolm Campbell had relinquished the agency, Itala cars. This gave Mills access to the Italian Embassy staff round the corner and he also met most of the great Italian *restaurateurs*, who loved fast cars. He once took a white Isotta to Buckingham Palace to show it to Prince George, and took Franco Masotti of Isotta-Fraschini to see the Boat Race and the Schneider Trophy Race at Calshott, meeting not only all the members of the Italian Macchi-Fiat team but the RAF High Speed Flight as well. It is interesting that Lago was persuaded to prepare an Isotta-Fraschini for the first BRDC 500 Mile Race of 1929, using a short-chassis Sprint model, once owned by Lord Curzon, later Earl Howe. They put a light body on it but tests showed that it was not sufficiently fast and did not hold the track properly, so the idea was abandoned.

Leaving Lago, Mills became a free-lance sports-car salesman, some exotic cars passing through his hands. In 1947 he joined Phil Paddon's Rolls-Royce business and later formed his own Company, Knightsbridge Motors, specialising in the sale and repair of Phantom IIIs. I was shown some magnificent specimens, with famous owners, in Mr Mills' photograph albums, and heard some fascinating stories relating to these and other cars; I expect the R-REC knows of this but, if not, they should persuade Edward Mills to show them. That he retains his love of good cars at the age of 78 is indicated by recent disposal of a BMW, replaced by an Alfasud Ti. — W.B.

V-E-V Odds & Ends. — The Rolls-Royce EC announces that among its main meetings this year will be the National event at Stowe School on September 2nd, while it will again be taking a very active part in the "Rolls-Royce On Wheel And Wing — Eighty Years On" at Duxford Aerodrome on June 17th, when it will be working in conjunction with the Imperial War Museum, an occasion when the occupants of Rolls-Royces in nine classes by date, from 1904/1906 down to 1981/84, are encouraged to dress in costumes representing items from the appropriate era, and at which all the attending aeroplanes will have Rolls-Royce power. The Sunbeam MCC celebrates its Diamond Jubilee year with its 47th Pioneer Run for veteran motorcycles on March 18th, the route being from Epsom Downs to the Madeira Drive, Brighton, a truly traditional event.

The various regional groups of the active Morgan 3-Wheeler Club are busy planning future events and we see that last year's Night Trial, over a 120-mile route, attracted an entry of seven Matchless-engined Morgans, and a JAP-powered two-speeder, the winners being Neil Shirley / John Walters. The Austin Ten DC, another active organisation, has the novel idea of presenting this year's Longbridge Shield for the state of the windows, glass, winders, surrounds, etc., in saloons or that of side curtains, stowages, etc. in tourers. Not that this implies a "tart-up" club, for the AIODC encourages members to use their pre-1940 Austins and over a short period recently enrolled 34 new recruits, with cars ranging from Seven, 10/4 and 12/4 of 1932 to 1939 Eight and Cambridge Ten.

"Down-under", the VSCC of Australia will be running its night trial on February 11th, its Alpine Rally on February 25th and this Club is hoping to have Bill Morris and the ERA at its summer sprint meetings.

The Sunbeam-Talbot-Darracq Register plans an anniversary event for London-made Roesch Talbots at Barlby Road, site of the old factory, on May 27th / 28th and will hold its Wolverhampton Week-end, when vintage and older Sunbeams return to their birthplace, on June 30th / July 1st, and its annual driving tests and Concours d'Elegance meeting at the RMA at Sandhurst on September 15th. The smaller one-make clubs are reminded that the usual Inter-Register Contests are planned to continue this year, these already listed being the Austin Vintage Register's in May, the STD's contribution in July and the Fiat Register's Rally in August. From the magazine of the Lea-Francis Register, an organisation that caters for Lea-Francis of all ages (Membership Secretary: W. G. Adams, Karibu, Oxhill, Warwicks, CV35 4TT), a journal named rather delightfully *The LeaFlet*, we learn that there will be a Stanford Hall meeting on June 3rd. The December 1983 issue had a plan of the old Lea-Francis factory and reproduced an article from MOTOR SPORT about C. T.

Delaney's blown Hyper Lea-Francis published in 1933, the magazine's cover depicting a very youthful and handsome looking Delaney (he is today the Club's President) at Brooklands in the car.

A reader recalls his father buying an Angus-Sanderson tourer around 1921, which he remembers as achieving 40 mph after noisy effort and having weak half-shafts. In 1926 it was replaced by an Oakland saloon. Another reader would like to know if any of the original Lucas-Valveless cars have survived, as his father designed them before WWI, prior to David Brown taking over. A claim to be one of the oldest Motor Clubs can be substantiated by the Somerset AC, founded in 1905 with a membership of 50, and which in 1984 has the same membership, as anyone wishing to join has to wait until an existing member either dies or resigns. The Christmas *Newsletter* carried some interesting details of the Club's formative years. The STD Register hopes to attract some 80 Talbots, of the kind made between 1904 and 1938, to the old London Barlby Road Talbot factory, at its Anniversary Rally of May 26th / 27th. This should be an especially nostalgic occasion because the factory, which is the first purpose-built motor factory in Britain (see "Georges Roesch and the Invincible Talbot" by Anthony Blight, Grenville 1970), is empty, and is likely to be sold and probably demolished within three years. There will be a buffet supper in the entrance hall and galleried engine-room at this Ladbroke Grove factory on May 26th, after which the cars will move on to Syon Park. Details from: Stephen Lalley, 23, Cedar Road, Berkhampsted, Herts.

The Vintage SCC has announced its 1984 fixtures and for those wishing to fill in the dates in their diaries, we give herewith those events to which non-members will be admitted: Silverstone Race Meeting, April 14th, Curborough Speed Trials, Lichfield, May 6th Donington Park Race Meeting, May 7th, Wiscombe Speed Hill-Climb, Devon, May 20th, Oulton Park Race Meeting, Cheshire, June 9th, second Silverstone Race Meeting (includes a special ERA race), July 14th, Prescott Speed Hill-Climb, near Cheltenham, August 5th Cadwell Park Race Meeting, Lincolnshire, August 26th. Points towards the now well-established MOTOR SPORT Brooklands Memorial Trophy and the cash prizes linked to it will be scored by appropriate, that is pre-war, cars at the above race meetings. There will also be VSCC races at Castle Combe in Dorset on September 15th and others at Snetterton on September 30th.

Anthony Brooke, owner of the Vauxhall Villiers, would like the anonymous sender to him of a calendar with colour pictures of the car at Prescott to contact him, so that he can send thanks. The 12/50 duck's-back Alvis which Kenneth Parker raced at Southport in the vintage period was owned for a time by W.B., in the early part of WW2, when D.S.J. put a big-port engine into it, before it was sold to an RAF pilot who took it to Scotland. The current issue of the *Chain Gang Gazette* reminds us that, as is traditional every ten years or so, in 1983 four chain-drive Frazer Nashes set out to attempt to cover at least 1,000 miles in 24 hours. Three succeeded, the first to do so being Freddie and Robert Giles in MV 1764. There is also a long article about Frazer Nash gun-turrets, in which it is stated that Constantinesco, who invented the interrupter-gear, fitted his earlier torque converter into a GN chassis. This may be so but by 1926, he had it in a chassis with half-elliptic front suspension and a water-cooled two-cylinder two-stroke engine, with a "pot" each side of the converter.

It may not be generally known, but from an article in *Advantage,* the journal of the Shipping Industry, before he successfully applied his gyrostabiliser to ships, Elmer Sperry tried to interest the Motor Industry in it. In 1907 he patented his version of the gyro (although in 1904 Schlick had suggested it for ships, tried out in 1906) but when he tried to interest Packard he was told that "no gyroscope, nor anything but a block and tackle or a preserving angel" could prevent the average car from overturning. Sperry's patent drawing shows a tourer with four separate cylinders and the gyro horizontal beneath the floor, but it may have been diagrammatic. On New Year Monday, inspite of torrential rain, th VSCC monthly meeting near Ledbury wa well attended, with the prize for the drive coming the greatest distance divide between John Blake with Janet fro London in their "chain gang" Frazer Nas and John Carter from Sandersfoot in Wale in his Edwardian 12/16 hp Sunbeam. A neither had a hood and whereas Carter had hand-operated sliding windscreen wipe Blake was having some bothers with hi more modern wipers, necessitating lowerin the windscreen, honours were fairly wel distributed. As this purely social and happ event, organised by Mark Garfitt (who cam in his 318 Frazer Nash BMW), brings car from the Principality as well as fro England, it is worthwhile listing wha turned up. The count this time gave seve Morgan three-wheelers, a very brave effor a Morgan 4/4, four Riley Nines, the sam number of 12/50 Alvises and Austin 7s three vintage Frazer Nashes, two Singer L Mans, and lone examples of Lagond Rapier, M45 Lagonda, 18/80 MG saloon Speed-20 Alvis, 4¼-litre Bentley saloon Humber tourer, Armstrong Siddeley, G Salmson, Lea-Francis saloon, Model-A Ford saloon, Carter's aforesaid Sunbeam Southall's 40/50 hp Rolls-Royce tourer Armitage's P1 and two smalle Rolls-Royces, an ohc Morris Minor wit unusual body, Keith Hill's AJS, and a Edwardian Buick. Hamish Moffatt brave the rain on his Scott, backed up by anothe Scott and riders of a Sunbeam and Velocette. — W.B.

VINTAGE POSTBAG

Testimonial

Sir,

As a result of your kindly mentioning my Sunbeam enquiry in V-E-V Miscellany in the November issue, the present owner of GO 7828 has written to me from Cambridge, and all is well.

Long live MOTOR SPORT! There's nothing remotely like it — anywhere.

Mill Hill GEORGE BANCE

Alfa Romeo

Sir,

Your excellent article on the Alfa Romeos of Peter Agg has not only rekindled my memory but it has also prompted me to write to you. In 1951 my late father purchased the ex Guy Templar 1932 2.6 Monza engined Mille Miglia Alfa Romeo. I think the registration was DLH 304. As a schoolboy at prep school this motor car caused the height of excitement, the whine of the superchargers being heard long before the car was in view. The car was looked after by an ex-Ferrari racing mechanic in a smal garage in Sussex. This gentleman was, believe, a POW in England and remaine here after the war. When times were not s good the car was unfortunately sold to th USA. I would be very interested in knowin the car's full history and where it is now, a it brings back many fond memories.

Transvaal, S Africa DAVID HAN

TAILPIECE

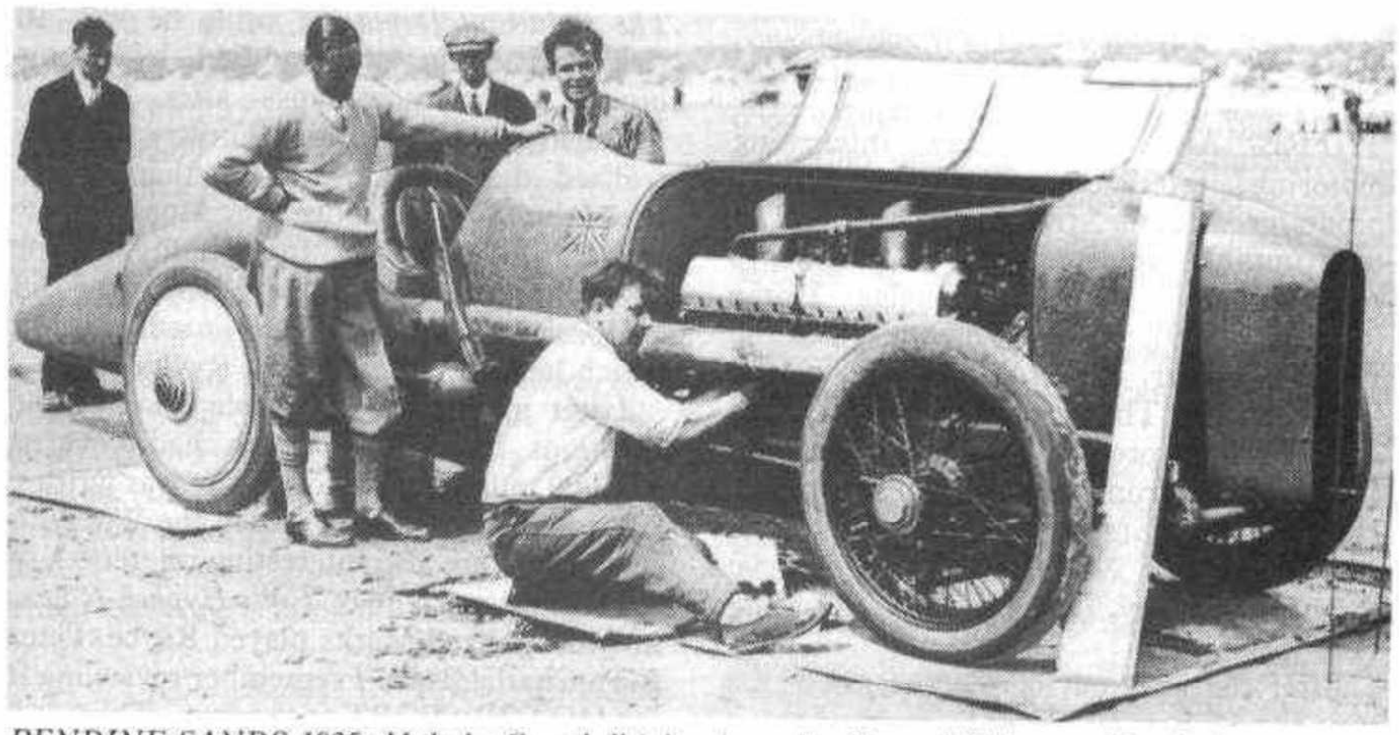


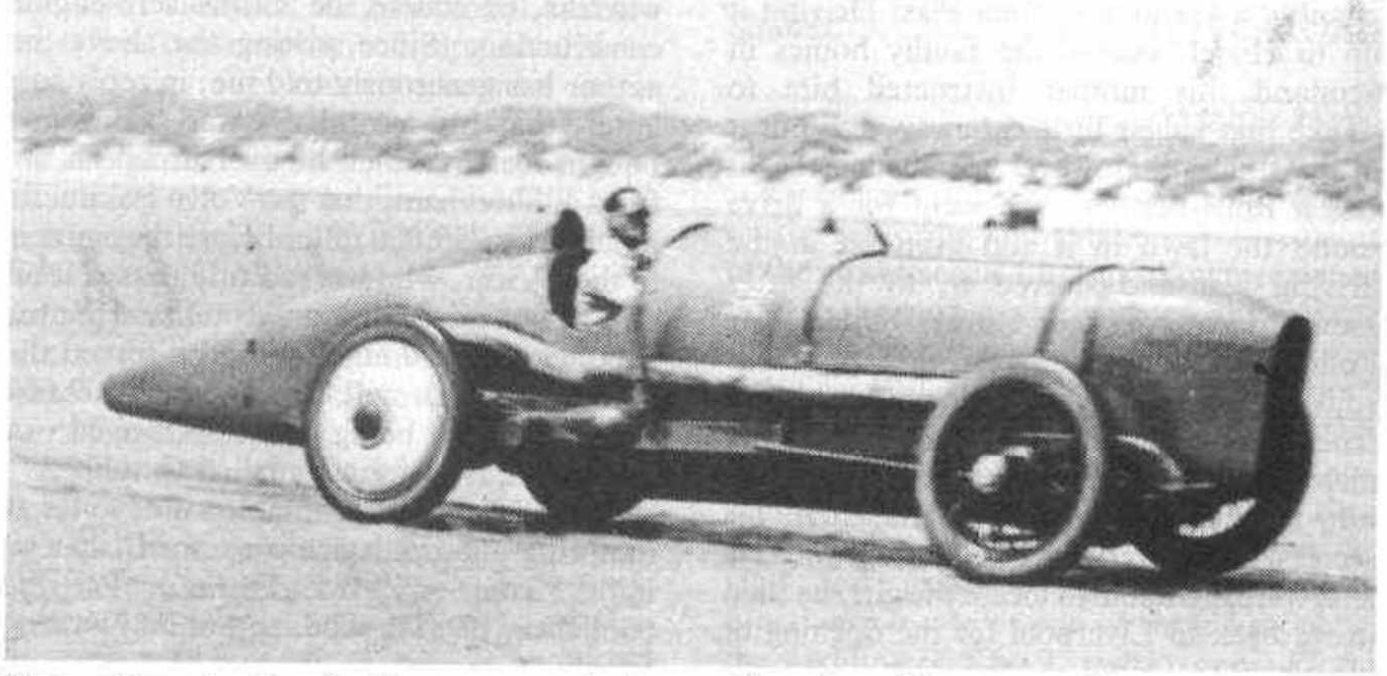
continued from page 145

considerable effort from the driver to hold the car on a straight course. During the winter a new body, with a longer tail and a headrest for the driver, was built and discs were fitted to the wheels to improve the aerodynamics. To gain some degree of supercharge at high speed, a forward facing air duct was added to the twin inlets of the Claudel-Hobson carburetters but this was not found satisfactory. By June 1924 the car was ready and, before going to Fanoe in August, Campbell accepted an invitation to compete at Saltburn again. E. A. D. Eldridge with his big FIAT "Mephistopheles" and Parry Thomas with the Leyland were also to take part. Electrical timing apparatus had been installed, which was operated by the cars breaking a thread stretched across the course at the finishing line. It was not altogether satisfactory but it was an improvement on the manual method of the previous year. The Sunbeam was going well and with the new long-tailed body felt much steadier. Although the new apparatus failed to function on his first run, hand timing showed that Campbell had achieved 142.2 mph. His return run was at 143.39 mph. Discouraged by the failure to properly record his time, coupled with the drizzle and the incoming tide, Campbell packed up and left. Eldridge's speed of 134.81 mph was recorded, but it seemed unlikely that it would be officially recognised as a World's record.

After previous disappointments Campbell agreed to run the big Sunbeam again at Fanoe only on condition that the timing and the timekeepers would meet the approval of the Commission Sportive. The Danish Automobile Club borrowed the RAC apparatus and engaged the services of Colonel Lindsay Lloyd, Clerk-of-the-Course at Brooklands and Mr A. V. Ebblewhite, the official BARC timekeeper. Spectators lined the course on both sides and were too close for safety. Campbell protested but nothing was done to improve the situation. On his first run the car went well but yawed as before. Both rear tyres were pulled off as the result of the skid. Campbell managed to pull up safely and, before making his return run, straight-side tyres were fitted to the rear wheels in place of the beaded edge type used previously. The tyres on the front wheels were not changed.

On the return run the car again started to crab when at full speed and the driver found it hard to hold it straight. The tail swung out and Campbell found himself heading towards the spectators. The off-side front tyre came right off as the car skidded but he managed to straighten out just before crossing the finish line. The tyre bounded into the crowd of spectators, hitting a young boy who died from his injuries. The meeting was then abandoned. Campbell had one run timed at 139.81 mph but, after his fourth attempt, the World's Record still eluded





PENDINE SANDS 1925: Malcolm Campbell (above) watches Howard Webster making final preparations for the World's Mile and Kilometre Record attempt. Leo Villa is behind the car. Below, Campbell during the Record run.

him, although the Sunbeam was clearly capable of the speed required. So in September it was taken on a lorry to Pendine. Colonel Lindsay Lloyd measured the course on the sands and the RAC's timing apparatus was checked. The cross wind and the soft condition of the beach were adverse to a record attempt but nevertheless on September 25th Campbell drove the 350 hp Sunbeam, averaging a mean speed of 146.16 mph over the kilometre, to set a new World's Record which, in due course, was recognised and approved by the Commission Sportive. Dunlop straight-side tyres were fitted for this record run.

Having achieved his ambition to hold what is now known as the Land Speed Record, Campbell still felt that the Sunbeam was capable of even higher speed and that 150 mph should be achievable. New pistons, giving a higher compression ratio, were fitted and a longer radiator cowl and other improvements to streamlining were made. As the result of tyre troubles in previous attempts, Dunlop produced racing tyres on well-base rims. On July 21st the big Sunbeam ran again at Pendine under more favourable conditions, averaging 150.87 mph for the kilometre and 150.76 mph for the mile — the mean speed of runs in both directions. The fastest kilometre was run at 151.48 and the fastest mile at 152.83 mph — the highest speed officially recorded up to that date. A new Land Speed Record, in fact.

Malcolm Campbell had achieved his ambition to be the first man to exceed 150 mph and the five-year-old Sunbeam had really shown what it could do. Throughout its career its performance had been hampered by tyres which had so often proved to be the limiting factor.

The car was sold in 1925 to Ralph Aspden who owned a number of interesting machines, as recounted in his article "Cars I Have Owned" (MOTOR SPORT, September 1958). He actually ran it on the road occasionally. Billy Cotton, the well known dance band leader and ERA driver, drove the Sunbeam at Southport sands on September 5th, 1936. It was still in good form, for he did 121.5 mph over the kilometre and won a "100 Gold Badge". During the war this historic car suffered various vicissitudes until it was rescued by the late Harold Pratley, who cared for it until Lord Montagu acquired it for the Museum at Beaulieu. It now has a well deserved place of honour there with later holders of the Land Speed Record.

A. S. Heal

Cars in Books

THERE ARE some very interesting motoring references in "Mr Home, pronounced Hume" (the title is a skit on an unfavourable review one of his plays received) by William Douglas Home (Collins, 1979), brother of the one-time Prime Minister. Mr Home is obviously a keen motorist. The first car he bought was a small Ford, in pre-war days, using part of a £1,000 legacy from an aunt. But it was in a Humber Super Snipe that year, belonging to George Mercer Nairne, that they drove through Germany, Italy and Spain, reaching Fez.

After the war, out of the success of his play *The Chiltern Hundreds* Home purchased a secondhand Derby-Bentley, which a photograph shows to have been a 1938 open tourer with the spatted back wheels; possibly a 4¼-litre Vanden Plas. Driving it up to Hirsel, one of the family homes in Scotland, his mother instructed him to "Take that vulgar little car away, and put it in the stables!" However, persuaded that it was a Rolls-Bentley, she went for a drive round the lawn in it and even sat in the driving seat and steered it, to the utter astonishment of the family butler, Mr Collington, who had seen this from his adjacent garden. Later, following a girl he fancied, who had departed for Spain with a male cousin and his sister, Home jumped into the Bentley with Otto Herschen, his secretary, and arrived in Madrid two days afterwards. Unable to locate the girl, he then drove back to Liverpool for the opening of his play *The Thistle and the Rose*.

Married in 1951 to Rachel Brand (the girl he had chased to Madrid), whom he had met at a party at the Albert Hall given by Max Aitken (who raced at Brooklands), they flew from Northolt to Paris as part of their honeymoon. By 1953, having an overdraft, Home sold the Bentley, replacing it with a Volkswagen. I think it must have been in the VW that Home did a quick trip to Paris for some film-making, driving to Dover in a snowstorm. He preferred this to flying. Although there was previous reference to filling the boot of the VW with pigeons, this may have been the front-boot, as the mention of the VW's ignition light showing red before Paris was reached is strongly suggestive of a Beetle breaking its dynamo-drive belt; earlier the car had run out of petrol, a case, perhaps, of no fuel gauge in a Beetle? The battery certainly seems to have gone "flat", unless the engine had seized up, as it was found to be immobile outside the Royal Monceau Hotel and a taxi had to be substituted, after the hall porter had been asked to have a garage tow it away.

This or another car was driven to Rome when Home was writing film-scripts, and there is an amusing reference to Wilfrid Hyde White, the celebrated actor, being upset at the improved box-office takings for *The Reluctant Debutante* while he was off sick and being understudied by Home himself, and their lapse after he had returned to the Cambridge Theatre, until he realised that the upward fluctuation had been due to the influx of Motor Show visitors to London. Incidentally, Hyde White's accident on the Bath Road that had incapacitated him had been in a hired car, which he said "was made of Ryvita".

Later in this very readable book Home mentions his Volvo, which had covered 187,000 miles on the clock as he was writing it, so perhaps I have confused the VW with this. There are also interesting references to his unsuccessful play *Rolls-Hyphen-Royce*, in which Alfred Marks played Royce, Peter Egan Charlie Rolls. I remember reviewing it for MOTOR SPORT at the time. There is a tiny error in Home's text, where he writes of Royce turning after Rolls' fatal aeroplane accident, to aeroplane construction, whereas, of course, he means aero-engine construction. (Since writing the above the author has generously told me, in reply to a letter, that his second car was a Lagonda bought for £5, which he overturned on the front at Shoreham, that the Volvo eventually notched up 250,000 miles before they gave it to their Vicar, who has recently passed it on to a friend, and that a secondhand Rover 3500 with 21,000 miles behind it served the author and his wife for another 109,000 miles before being part-exchanged in December 1983 for a Vauxhall Cavalier.)

There is less of a profitable kind, so far as motoring anecdotes are concerned, that is, in "Memories" by Frances Partride (Gollancz, 1981). The authoress, writing largely about the between-wars "Bloomsbury set," does however tell of her father buying in 1909 a brown saloon motor-car which was supposed to do the amazing speed of 30 mph and she thought actually did (not a very great speed by 1909, although one has to remember that closed cars would be more pedestrian than many tourers) but was a good deal more dubious up hills, when there was always the fear of it gliding backwards out of control. Alas, the make is not given but it was driven by a chauffeur who, being young and pretty, with a mop of curls, caused piercing squeals and cackles at mealtimes in the servants' hall at the family house at Hindhead. He wore a brown uniform to match the car, which was used for a tour of the cathedrals of Southern England, going to Winchester, Salisbury, Wells and Exeter, the ladies dressing up in dust-coats and motor-bonnets.

The next reference to a car comes in November 1928, when the authoress and her friend Clive Bell took a hired Daimler from the London bookshop where she worked to Gordon Square, reminder that such cars were commonly available then, this one perhaps from Stratton-Instone Ltd, the Daimler-Hire concern. Rolls-Royces have played many parts and the book refers to the battered and shabby old model, driven by a chauffeur called Jackson, that was used by Hayley Morriss of Pippingford Park near Ashdown Forest, who had used the car for his alleged orgies in Brighton and elsewhere, which resulted in a prison sentence, although the chauffeur managed to get him a divorce while he was serving sentence. As the case broke in 1926 one assumes this to have been a Silver Ghost, which was still used by Morriss in the 1930s, driven by the same chauffeur. I wonder if the R-REC knows which one it was?

That's about it, apart from mention of a girl-friend buying a motorcycle, and dressing in black leather coat, in 1932, the Baby Austin into which Julian and Vanessa Bell and friends packed for a tour of France that year, and of Julian Bell having bought a new Morris in 1929, which he drove at tremendous speed, once knocking over a Colonel in Brighton.

A reader living in N. Yorkshire writes to this column to tell us that "Days of Yore — A History of Marsham" by Susan Cunliffe-Lister contains some items of motoring interest, such as the memoirs of a Mr Arthur Wynn who was posted in the First World War to a remote site in Costerdale, where most of his time was centred on the Motor Transport Section of Leeds Pals. They were loaned a Model-T Ford, and Sunbeam, Vauxhall and Daimler cars, all open tourers, while Mr Wynn drove a 2-ton Karrier truck called "The Old Belaize". (Could there be confusion here between makes, or was this a pet name for the Karrier, for some reason unexplained?). Petrol was supplied by Tom Calvert, a trained engineer who had served his time in ship-building yards and who had a garage at Marsham. He was building himself a small two-seater, with a water-cooled two-cylinder engine already in the chassis and awaiting a gearbox from manufacturers, who had to default due to war work, so the project was abandoned. Today, I am told, one of the same Calvert family of Swalesdale is a well-known motorcycle trials rider.

The book refers to Lord Marsham buying his first car in about 1910, a Daimler, which resulted in the man Beale, who had previously driven the carriage and horses, being sent to Daimler's to learn how to drive. In 1926 an estate lorry was acquired, but otherwise all the estate transport continued to be horse-drawn. However, by the 1930s, a photograph shows Lord and Lady Swinton and their two sons with an open Alvis Speed-20.

It could be worse!

TRAFFIC offenders in Saudi Arabia face stiffer punishment than a fine and three penalty points . . . Prince Majed Bin Abdul Aziz, the Governor of Makkah, has ordered public flogging and imprisonment for reckless driving offenders! Other offences which will earn stiff fines include transportation of passengers by foreigners, disfiguring number plates, and transforming the external appearance of cars.

READERS' LETTERS

Opinions expressed are those of our correspondents, and are not necessarily those of MOTOR SPORT.

Ten kilos of 4-star?

Sir,

You make a very valid point in January's editorial. Metrication makes calculation so much easier, but we must choose our units of measure with care. The gallon, and litre, as a unit of measure of petroleum fuels has always been a bit of a nonsense, unless it is related to temperature. A wise man he who fills up first thing in the morning and orders the fuel oil delivered before 0800 hrs.

If we are to make a change why not do the job properly and quote in terms of kilogrammes of fuel burned per kilowatt generated to propel the vehicle x kilometres, in still air, on the flat, at sea level, and several other factors becoming progressively of less interest to any but the pedantic? Not the answer to the present question, I would suggest, but it is important that future vehicle performance is based on weight, and not volume, of fuel used. Ah, but could the oil companies ever be persuaded to sell gasoline by weight? There is no technical problem but, writing as an ex-oil company man, I am not optimistic.

When all is said and done, MPG and BHP with metric equivalents for those who prefer, will be with us for a long time yet because they are traditional units used, not so much for fussily accurate measurement of fuel conversion efficiency, but as a useful basis of performance comparison. That being so it doesn't really matter what units are used provided the conditions remain the same for each measurement.

London, W4 DENIS COMPER

Furlongs per cup?

Sir,

The government, having pushed through decimal coinage, has *not* "pushed through metrication generally". Instead, it went a bit of the way and then washed its hands of the issue leaving the British people to muddle along with an ambiguous and inefficient mess.

Miles per gallon, in a European context, is anachronous. Anomalous it is not; it fits in perfectly with the country's traditional measurements.

Miles per litre, litres per mile and litres per 100 miles are hybrids which combine incomparability with the rest of Europe with incomprehensibility to Britons. As for miles per 5-litres, why not push incongruity the whole way and plump for furlongs per cup or leagues per firkin?

On the Continent, people use either litres per 100 km or kilometre per litre. Should Britain ever go metric, the obvious choice is one of these.

I am a strong advocate of metrication, but I cannot bring it about on my own. As long as this country does not express a will one way or the other and as long as the government refuses to give guidance, why should you wish to alter a concept with which everyone is familiar? And so, I opt for mpg.

MARTIN VAN MESDAG
Burnham-on-Crouch

Metrication

Sir,

It is my view that the measure of a motor car's fuel consumption of mpg should be retained in our country because it is understood by one and all.

I accept that we now have petrol pumps dispensing the fuel in litres but all new motor cars have "mile" odometers and the standard unit of distance is the "mile". Consequently why bother to convert one unit, ie the "mile" to kilometre to arrive at a unit say "litres per kilometre" which we don't understand.

A simple pocket calculator with memory facility will convert gallons from litres when we calculate miles per gallon.

We must not forget George Orwell in his book "1984" wrote about a world which was far from pleasant — in fact it could be considered a warning what could happen. Let's not say "oh it's 1984, we must change" if it's not for the better.

Rickmansworth PAUL T. MOODY

Lindsay's cars

Sir,

The article about the Hon Pat Lindsay and his cars had very special memories for me personally as my pop (John Broad) owned two of Pat's current cars — namely "Remus" and the Monza Alfa.

I know reminiscing about the "good old days" is pretty pointless but it's fun too. Dad purchased "Remus" from Ken Flint in 1954 — I think about £400 or £450 changed hands! At that time, of course, it really hadn't got the fabulous "history" with which it is now associated thanks to Pat, "Bira's" sole success being at Albi — poor Jock Horsfall lost his life in her and John Bolster ended his racing days in her. Dad had two very nasty prangs too — one at Silverstone in 1954 the other at Shelsley in 1955. The mind boggles at just how many times some of the truly historic cars have been "totalled"!

I went with Dad when he purchased the Monza from Bartlett's at Pembridge Villas. What an Aladdin's Cave it was — one was almost spoilt for choice, for not only did we consider the Monza — which, as Pat said, is one of the truly historic Alfas — but we also tried a 2900 B exactly as in the Agg Trojan collection and also the ex-Shuttleworth road-converted Monoposto Tipo B. The latter was rejected, it was only suitable for Midgets, with no possible chance of altering the driving seat as it was hard up against that beautiful tail / fuel tank. I was so sad that we didn't come out with that car, settling as we did for the Monza.

Incidentally, to give some idea of a Monza's performance (in 1957, admittedly) we came out of the Paddock at Prescott one day in convoy with C. A. N. ("Wheelspin") May who was in his new Jaguar XK140 fhc and proceeded to "race" all the way home to Solihull at speeds between zero and 125 mph. What fun! — do you see what I mean about the good old days? Good luck, Pat. Dad's still happily motoring at a youthful 75 years young.

Solihull JEREMY BROAD

"Haigh Hall"

Sir,

I was very interested to read your article on the motoring and aviation achievements of the Hon Patrick Lindsay. You mentioned that he learned his driving on the private roads on his father's estates in Scotland and one near Wigan. The one near Wigan I think would be at "Haigh Hall". His father, the Lord Crawford, sold his home and grounds to Wigan Council, who then opened it to the public as a leisure park. The Hall was available for various private functions. It was at one of these functions, the wedding of Ken Tyrrell's son to a local girl, that the six-wheel Tyrrell F1 car made its first appearance to the public. And on this occasion it was to be driven by Jackie Stewart. As to the roads on which the young Patrick Lindsay used to drive, those were in use as a special stage on the 1983 RAC Lombard Rally. It was a huge success and many enthusiasts in the area are hoping that the same venue will be used again in 1984.

Hindley C. S. LEE

Maserati 250F facts

Sir,

I hate to have to point out a mistake made by such an authority as yourself but it is contained in your delightful piece on Patrick Lindsay, his cars and his aeroplanes, in your December 1983 issue. If nothing else this letter does prove I read MOTOR SPORT!

Regarding the 250F Maserati chassis Number 2527, it was *this* car — not 2526 — that had its wheelbase longer on one side than the other. It was, of course, the first of the "light-weight" works team cars built for the 1957 season winning the Argentinian Grand Prix and the Cordoba race in the hands of Fangio. It was sold to Murray Rainey for 1958 Season and because he was so small the chassis was shortened in the cockpit area to allow him to reach the pedals. In what I believe was its first race in

new hands it was unceremoniously rammed into the brick wall of the chicane at the Easter Monday Meeting at Goodwood. It languished bent and battered in some garage in Italy until Patrick Lindsay bought it. Patrick then had the car rebuilt but during this process things were not done quite correctly, hence the wheelbase being longer one side than the other. As your photograph on page 1472 so vividly shows Patrick reversed the car with some force through the armco at Thruxton somewhere about 1968 and, catching him in an unguarded moment when still lying in hospital I persuaded him to sell me the remains of the car. I then had a completely new chassis built to the original drawing which I obtained from Maserati thus putting the car back to its original dimensions, the resultant chassis frame being a much more workman-like job than Maserati had made of it in 1957. The severely bent oil and petrol tanks were repaired using the riveting methods as per the original and the steering wheel lovingly restored in the same manner by Angus Clydesdale's (now the Duke of Hamilton's) Company.

By the time all this work was completed I was getting involved with fishing boats and chassis 2527, like all my other treasures, had to go. Having sold 2527 to Neil Corner for the princely sum of seven or seven and a half thousand — I cannot remember which — I now realise what a fool I was!

Chassis 2526 might well have had the same complaint as 2527 but I do know the curious circumstances that surround 2527. With Patrick driving it in this curious configuration, aided by the fact that the wheelbase was shorter than its designer intended after the modification for the short Australian, he was never really able to get the best out of the car and I believe crashed it more than once.

Wickham INNES IRELAND

Lane discipline needed

Sir,

R. L. Meredith, who wrote the letter published under the heading "Whitehall nonsense" in your December issue must surely be Peter Simple's J. Bonnington Jagworth personified. What right does a gentleman who signs himself BA (Hons) Law have to advocate lawlessness? It would be interesting to learn his views concerning the recent "printing dispute" involving the NGA and Mr Shah.

Whilst many responsible motorists advocate a change in the law concerning speed limits in the UK, few will condone law-breaking as a means to achieve a change.

I see no evidence of his claimed "seat belt regulations being widely ignored" and I trust that Mr Meredith is in no way concerned with the teaching profession otherwise the next generation will receive a somewhat jaundiced view of the legal profession.

Let us seek changes, but by democratic means rather than anarchy. I, too, believe that changes in our "speed limit" laws are required. Another petition with which to bombard our MPs should help convince the "powers that be" of the need to change. However, before we achieve any changes in the speed limits, there is much to be done to persuade motorists on motorways that there is no obligation to remain in either the outer, or even the centre lane when the inner lane is free of traffic. The culprits range from the "self-righteous, fast laner" who refuses to move over into the free, inner lanes when travelling at 68 / 69 mph and the "Mimsers" who drive at much slower speeds in the centre lane causing much frustration to the HGV drivers.

The driving standards on the UK motorways are generally well below those found on the Continent. Let us all aim to improve motorway discipline as a step towards achieving an overall improvement in "driving manners" on all roads.

Isleworth KEITH R. JONES

More education needed

Sir,

I am not able to reconcile in my mind what the effect of the proposed raising of speed limits will have in practical terms.

Anyone who motors reasonable distances regularly will know that most HGVs and PSVs travel at around 65-75 mph on two and three lane roads and between 55-65 mph on single lane roads. In broad terms these speeds are twice their legal limits and so many do it they must enjoy a feeling of at least partial immunity from prosecution.

A motorist, though, dare not travel at twice his legal limit. Most run between 70-85 mph. Overstep that and you stand every chance of being booked.

Of what use then to raise limits by say 10 mph all round? Can any of your readers seriously believe those "do-gooders" in Parliament would allow any more or even that much? Perhaps one of your readers is able to estimate how many times a hot air balloon can circumnavigate the earth using only the pompous hot-air their debate will create; all in the "public interest" of course they will claim.

Having driven regularly since 1938 and averaging about 25,000 miles annually my preference is for far higher speed limits (preferably none) depending on the number of lanes, a far more stringent MoT test by government testing stations and vastly improved roads accorded infinitely superior maintenance (including salting and debris removal, etc). All coupled to a more stringent driving test, perhaps in two stages with the second more akin to the Advanced Motorist's test and this to carry lower insurance premiums as an incentive and reward. Surely the new motorcycle riding tests provide a good example. (No crash hats even in my happy days riding Velocettes!)

There is no doubt, despite the vehicle density, that the general standard of driving in this country is both good and courteous compared to many others I have driven in. I believe it would be even higher if one eye did not have to watch out for the prowling or hidden law and the other for that HGV travelling at only 5 mph less than one's car.

There is nothing to prevent those wishing to drive slowly from doing so, that is what the inside lane is for.

All power and success to your crusade.

Dovercourt, Essex M. W. TRENERRY

For turbo, read super!

Sir,

I read with interest your article in the current edition of MOTOR SPORT on the Turbocharged Lancia Delta, and was particularly interested in the remarks made by Dr Alberto Pianta concerning the turbocharging of Lancia's World Rally Championship winning car.

I would be interested to learn why Lancia, in their current advertising programme, are referring to this car as a Supercharged car and not Turbocharged.

Maidenhead LESLIE GRAY

[Our mistake! The LC2/83 racing car is turbocharged, the rally car is supercharged. — M.L.C.]

Taking a pride

Sir,

The report on the Audi v Lancia conflict prompts me to recall that I stopped, with my MGB GT, overnight at Biella in northern Italy in 1982. This town is I believe connected with Lancia. The town of Biella is not much larger than Abingdon; there were four or five garages with showrooms, and in each one there was a Lancia Rally, with proud adverts extolling its attributes. It occurred to me to wonder, as I looked into those windows, how many garages in Abingdon sported a Targa Florio MGB, for example, in the days MG took part in International racing?

The difference in attitude, marketing and sales technique is the key. Currently Jaguars are on a "high", but do we get any trumpet blowing? Very little indeed. I drive past a major dealer in Walton-on-Thames, not unconnected would you believe with a famous British racing car that spearheaded the return of the British to racing in the Fifties, and what do I see? Aston Martins parked behind a wall, Jaguars parked behind nondescript family boxes, and in the main showroom window a *secondhand Porsche!*

It's all about attitudes, self-esteem, and pride in achievement. Let us see an XJ-S in that window with pictures of the Tullius XJ-S. Let us see the XJ-S backed up with pictures of racing MGs past and present and a blurb stating that the old expertise lives on. Better still let's see a new MGB GT that will knock the 924 where it belongs.

As someone with a foot in both camps I am sure that this is what sells motor cars, and I know the Italians have the better attitude.

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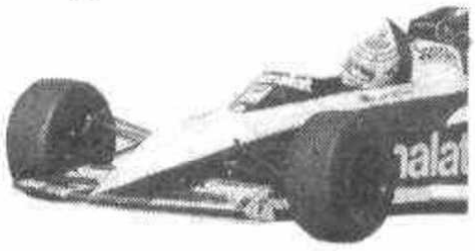
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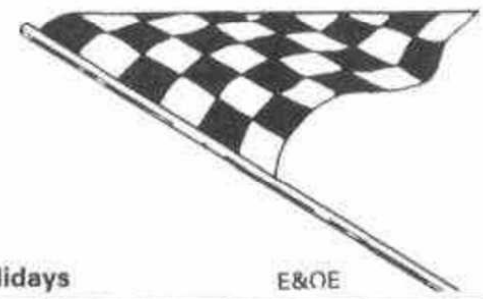
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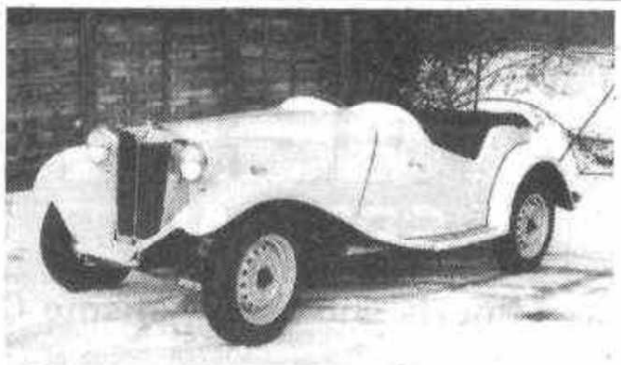
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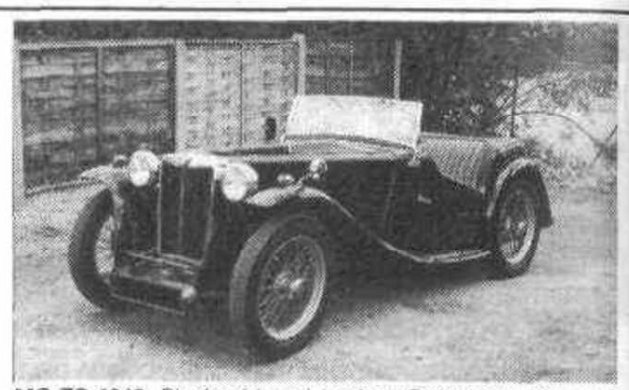


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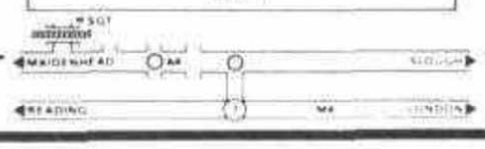
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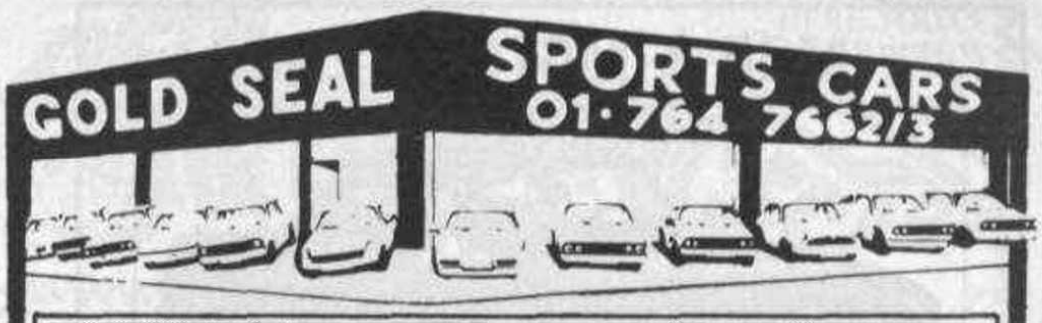
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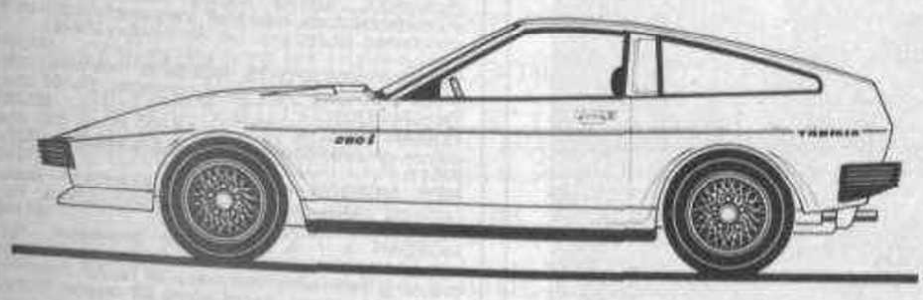
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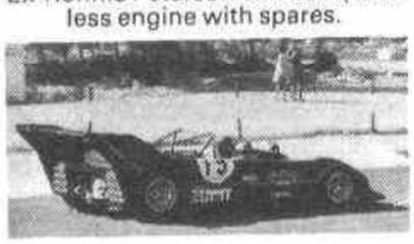
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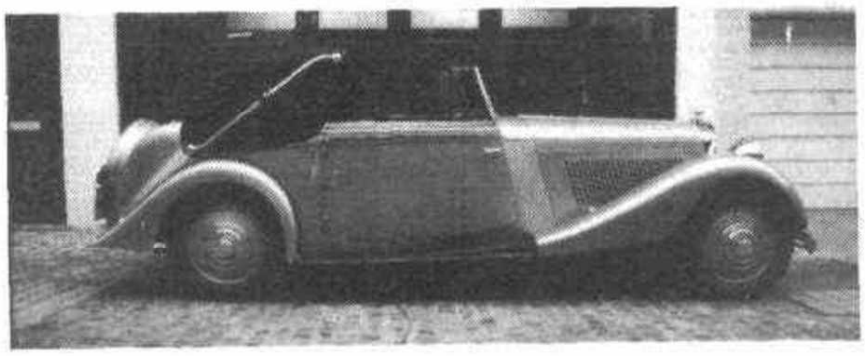
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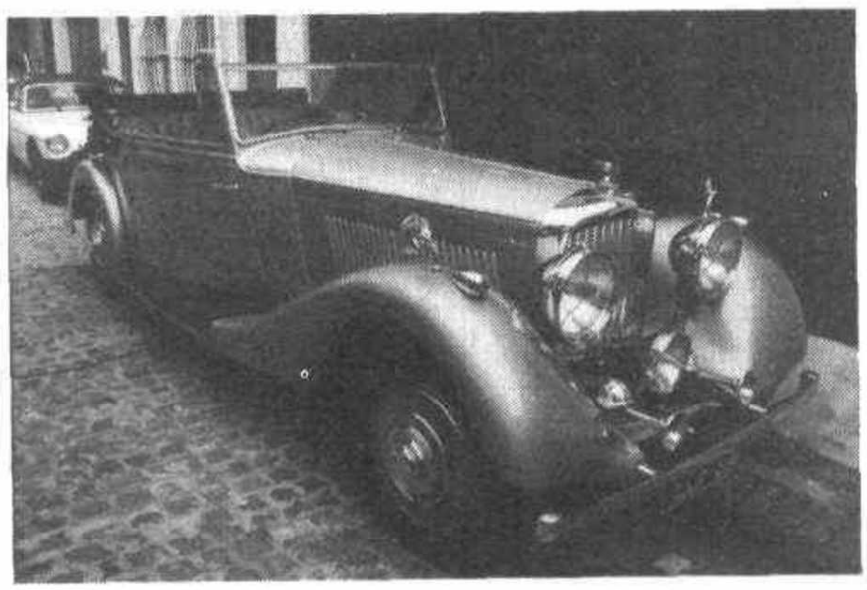
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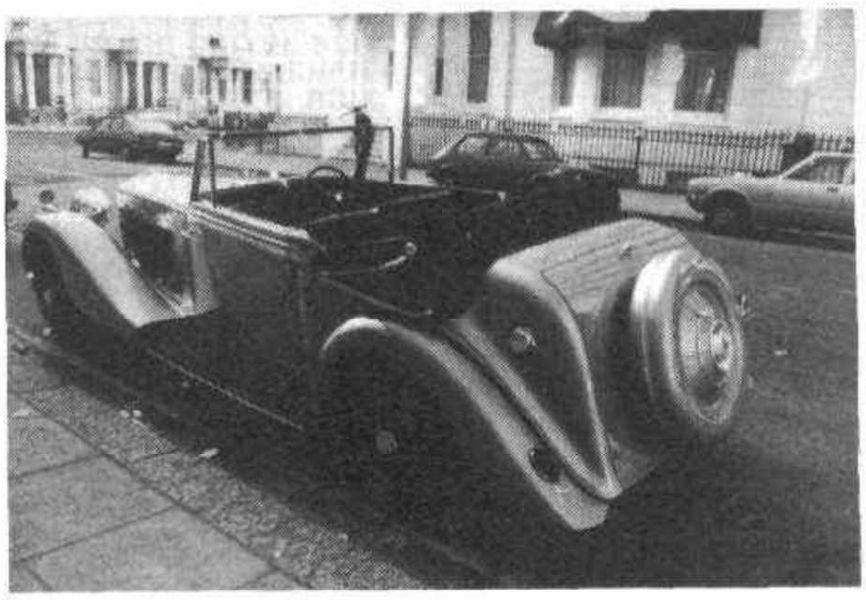
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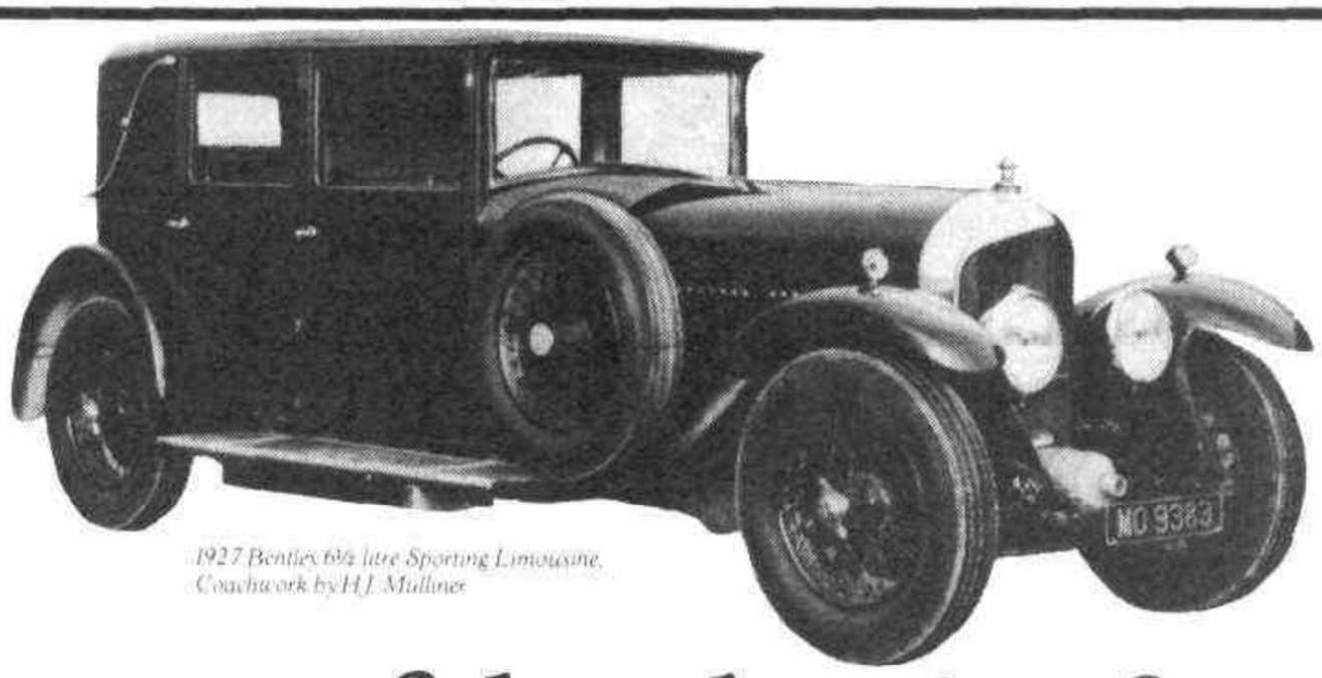
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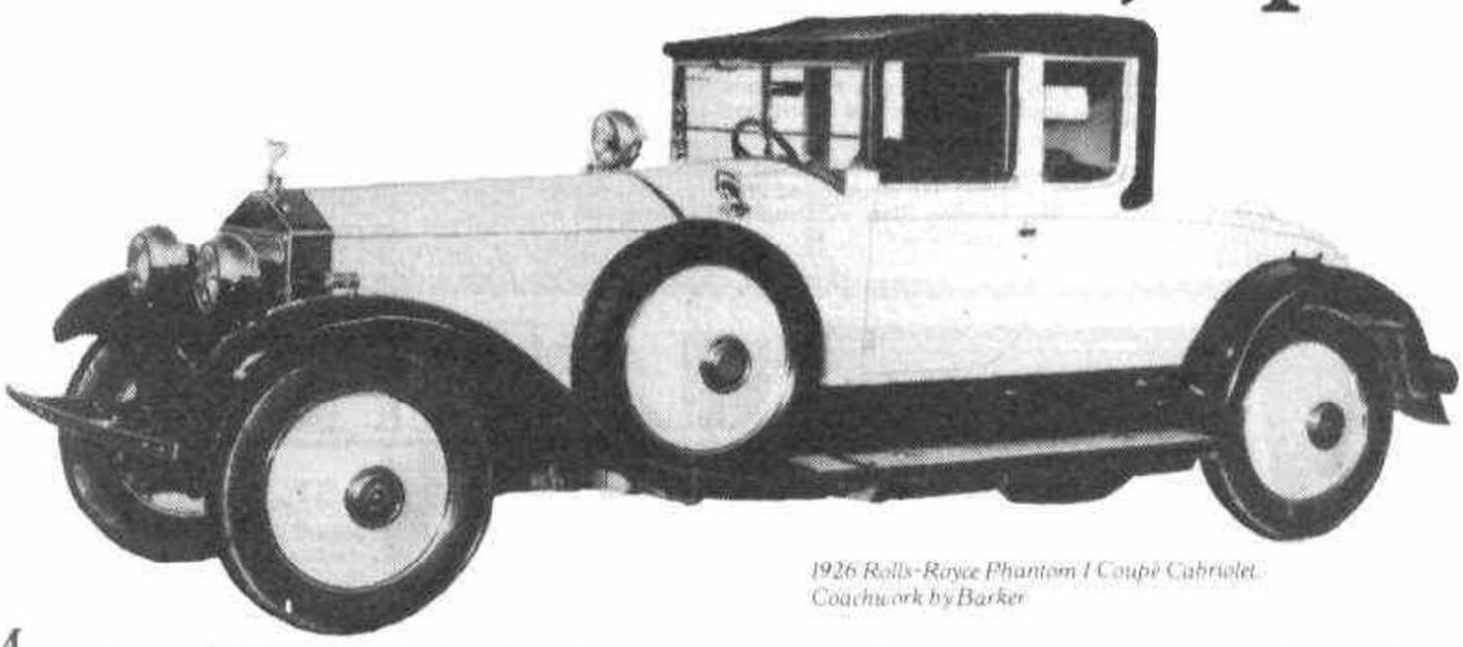
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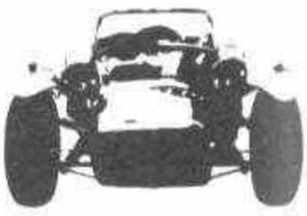
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1984 Feb. TVR Tasmin 350i Convertible. Italian red, biscuit int. 300 miles only. £14,250

NEW TVR Tasmin 280i Fixed Head. Oyster gold, peat interior, 5-speed, available now on the road at £15,033.

1981 Jaguar XJS. Automatic, white, black leather trim, 15,968 miles, FSH, superb condition. £11,250

1982 Y Reg Colt 1400 Turbo. Met. silver, red, black int., sunroof, driving lamps, one owner, 7,227 miles, as new. £4,950

1983 Capri 2.8i. Capsicum blue, silver grey int., 5-speed, stereo radio cassette, sunroof. £6,850

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PORSCHE



1983 "A" PORSCHE 928 S2 AUTOMATIC. Finished in Guards red with full black leather upholstery with can-can red leather inserts, sunroof, shaded windscreen. This fastidious example is our own demonstration car offered for sale. **P.O.A.**

1983 "Y" PORSCHE 928S Automatic. Finished in Grand Prix white with full blue leather upholstery, papyrus piping to the seats, sunroof, limited slip differential, locking wheel nuts, shaded windscreen and alarm system. The ultimate Porsche at **£26,995.**

1982 X PORSCHE 911 SC TARGA. Finished in Guards red with full beige leather upholstery having covered 20,400 miles. **£17,995.**

1980 "V" PORSCHE 911 SC SPORT TARGA. Finished in rosewood metallic, contrasting brown check upholstery, pdm, sports seats, 29,200 miles. **£14,995.**

1983 "Y" PORSCHE 944 LUX. Light bronze metallic with brown check upholstery, 215/60 VR tyres, sunroof, pdm, having covered 10,400 miles. **£15,495.**

1982 "Y" PORSCHE 944 LUX. Finished in Guards red, with sunroof, pdm, having covered 29,000 miles, offered for sale at **£13,495.**

1982 "Y" PORSCHE 944 LUX. Finished in black with contrasting black pinstripe interior, sunroof, pdm, cch, lsd. Having covered only 9,000 miles from new, offered at **£15,000.**

1982 "X" PORSCHE 944 LUX. Reg. No. YDU 944X. Finished in light pewter metallic. Contrasting brown pinstripe interior. S/roof, pdm. Coin / cassette holder. 13,000 miles from new. **£14,495.**

1982 "X" PORSCHE 924 LUX. Choice of two in silver with sunroof and pdm, each one priced at **£8,995.**

1982 "X" PORSCHE 924 TURBO. Finished in pewter over Havana with brown Berber upholstery, sunroof, pdm, immaculate, having covered only 10,000 miles from new. **£12,995.**

Most of the above Porsches have a service history and are all sold with a Porsche 12 month used car plan. For further information please contact ALEX BUCHANAN.

PORSCHE APPROVED USED CARS

Monarch Cars (Warwick) Ltd
Birmingham Road,
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Tel: (0926) 491731

Plus 8's

1978 Morgan +8. BR Green, luggage rack, 32,000 miles.

1976 Morgan +8. Ivory, 42,000 miles, rebuild, very attractive car.

4/4-2strs

1961 Morgan 4/4-2str. Series 3. Red / beige trim, rebuild, absolutely immaculate, fitted with 1600 Ford engine.

1971 Morgan 4/4-2str. Red / black trim, roll bar, rebuild, very pretty car.

1979V Morgan 4/4-2str. Red / black, wire wheels, luggage rack, 21,000 miles, one owner.

1971 Morgan 4/4-2str. Brunswick green / black, luggage rack, door handles.

1977 Morgan 4/4-2str. Brown metallic / stone trim, wire wheels, chrome luggage rack, one owner, 39,000 miles.

1978T Morgan 4/4-2str. Jupiter red metallic, alloy body, stone leather trim, 16,000 miles, one owner.

1978 Morgan 4/4-2str. Red metallic / black leather, wire wheels, 24,000 miles.

1979 Morgan 4/4-2str. Brunswick green / black trim, alloy body, wire wheels, luggage rack, reclining seats, 24,500 miles.

1980 Morgan 4/4-2str. Ivory / stone leather, alloy body, chrome wire wheels, luggage rack, door handles, reclining seats, 9,200 miles.

1983 Morgan 4/4-2str. BR Green / black trim, Fiat engine, five speed, reclining seats, door handles, rustproofed, 1,400 miles.

1983 Morgan 4/4-2str. Sierra beige / red leather trim, hood and tonneau, wire wheels, door handles, 800 miles.

4/4-4str's

1972 Morgan 4/4-4str. Yellow / black trim, reclining seats, full rebuild, reconditioned engine and gearbox, alloy rear wings' attractive car.

1975 Morgan 4/4-4str. Red / black leather, luggage rack, wooden dash, two owners.

1977 Morgan 4/4-4str. Red / black leather, luggage rack, alloy body, wire wheels, low mileage.

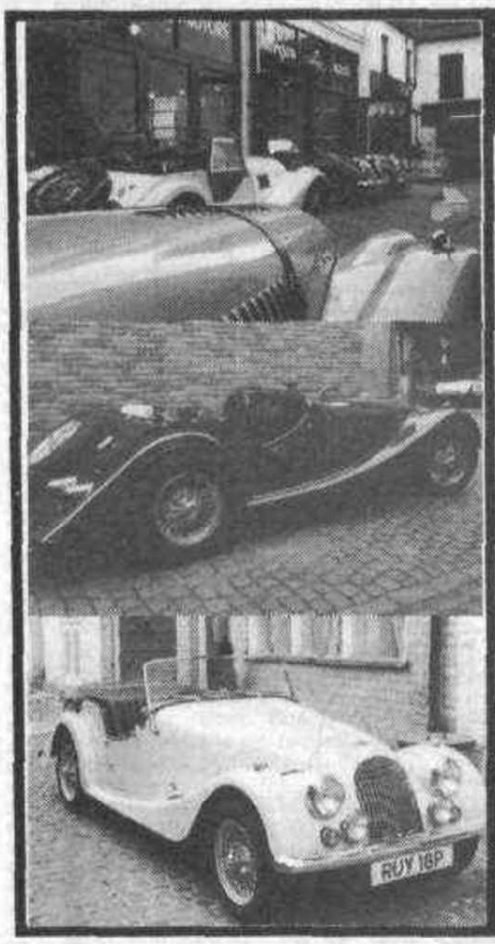
1978 Morgan 4/4-4str. Red / black, resprayed, luggage rack, one owner.

1973 Triumph TR6 Convertible. White, nice example, with quite a lot of money spent on car.

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"Jumping Catfish Mogman, you're back!" "Yes Squirt, I'm back to show the light during this period of dreary look-alike cars." "Holy *bumper irons Mogman, you've really got a selection this month.*" "Well Squirt, this 1984 two tone 4-seater **Morgan** has all the extras even you could want, including a special hood with matching sidescreens." "What's LAN 170 stand for, Mogman?" "That's the special number plate of my green **Morgan** 4-seater with brown leather interior, wire wheels, 13,000 miles, two owners and made in 1980. It also has won a concours event." "You're my hero!" "I know that you little runt, but look at this 1982 **Morgan** 4 / 4 2-seater in electric blue with Rostyle wheels, spare wheel cover, luggage rack and radio / cassette. The **Morgan** has had one owner from new and covered 15,000 miles. Go and find a handkerchief, you're dribbling. Another 1980 **Morgan** 4 / 4 4-seater in signal red has covered 18,000 miles and has red leather upholstery. The **Morgan** also has an aluminium body with rostyle wheels." "I'm shaking in my Wellies, Mogman, what's that black hot-rod over there?" "You snivelling little crumb, that's the **Morgan** for men only. The Stapleton Brothers ex-racing car converted for the road. With its disc brakes all round, close ratio gearbox, rack and pinion steering, and mind boggling acceleration, this **Morgan** is not for you, you pathetic imitation of a humanoid. Before you wet yourself, look at this 1980 **Morgan** plus 8. Silver body and black wings, black leather upholstery, spare wheel cover, and less than 12,000 miles." "Is this **Morgan** not up to your usual standard, Mogman?" "No turnip, this is a 1978 **Morgan** 4 / 4 2-seater in royal ivory that, although sound, needs some work done to the body before it goes too far." "Is it cheap?" "Listen spudface, it's so cheap that you'll get trampled in the rush." "Save me Mogman." "Make your escape in this 1975 **Morgan** plus 8 in signal red, black leather interior, radio / cassette, 35,000 miles and two owners from new, or what about this 1976 **Morgan** plus 8 *which is identical but with a higher mileage.*" "*But* Mogman, I can't reach the pedals!" "I've heard about runts, but this is ridiculous, get back into your yellow **Morgan** pedal car and pedal away until next month." Last but not least is our 1968 **Morgan** plus 4 Coupé finished in black with red leather interior, 3 owners from new. A nice straight Coupé, not concours but would need very little to reach concours condition. After all that excitement, rest assured that Mogman will be back next month. Did I hear Hurray?

morris stapleton Reece Mews, London SW7 01-589 6894

FOR SALE — continued

ALFA ROMEO 2000 GTV BERTONE. 1973, red, alloy wheels, pristine bodywork, superb useable classic. £1,750. Tel: 0562 83 500 (Worcestershire). (60492
MORGAN 4/4 4-SEATER. 1975, rebuilt with a host of extras, Pioneer stereo, better than new. Tel: 0934 712974. £5,250. (60493
MASERATI MERAK. 1976, very low mileage, French blue, beautiful condition, collector needs space. £6,500. Tel: 0484 21644 (Surrey). (60495
ROVER 90 (1957), exceptional low-mileage, example, (29,000) in superb condition. £1,700. M. F. M. Farrow, c/o NIAB, Huntingdon Road, Cambridge. (60813
VAUXHALL LM 14/40, Princeton tourer (1926), completely original (including body) and fully restored to exceptional standard. Full weather equipment, all manuals, cover, SAE, engineer's report and photo. £8,750. M. F. M. Farrow, c/o NIAB, Huntingdon Road, Cambridge. (60813
MG TC 1948, re-built, rolling chassis, rest of car complete but dismantled, many new parts. £2,000 ono. Tel: (0903) 813355. (60814
BENTLEY Mk VI, black standard steel saloon 1948, 4¼-litre, MoT to August 1984, well maintained, £2,950 ono. Tel: 01-427 9525 (Harrow). (60815
MGB APRIL 1981, 13,000 miles. £5,000. Fiesta XR2, Feb 1983, 7,000 miles. £4,250. Tel: Phillips 0782 325455. (60816
BMW 528iM, Nov 79, Ascot grey, 61,000 miles, BMW Car Club member, hence meticulously maintained, sunshine roof, tinted windows, 4 speaker stereo, all the usual refinements, exceptionally fast but regularly returns 25 mpg. No known defects, rust free, reluctant sale (can't afford to run two!) £4,250. Tel: 0734 733153 evenings. (60817
C1930 AUSTIN *Twenty Landaulette, magnificent original 6 cyl, chauffeurs division, occasional seats, MoT, tax, utterly reliable, delivery possible. £4,950. Tel: West Chiltington 3432.* (60818
MATRA MURENA 1.6 5-speed sports, (Bagheera successor) 1981, tweed aircraft seating, gold *coachwork, galvanised chassis, aerodynamic* eyecatcher, electric windows, just serviced £4,495. p/ex considered. Tel: Crayford 57484. (60819
TR6 1972, Sapphire blue, over £2,000 spent in maintaining this machine in prime condition. £3,250. Tel: Exmouth 264878 for details. (60821
SUPER SEVEN *1600GT, BRG / ally, X regd., 4,000* miles, tonneau, hood, heater, air horns, alloy wheels, as new. £5,400. Harpenden 63727 evenings. (60822
ALVIS 12/70 tourer. Ivory with black leather interior, Bertelli designed coachwork and fold-flat screen, twin carb, very fine condition with sporting appearance. *£7,300. Apply: Tolson, Fazeley, Tamworth. Tel: Tam* 285500 office hours only. (60823
RS2000 1980, full custom pack, 29,000 miles, 12 months MoT, excellent condition throughout, private use, no competitions, 100 watt main beams. Tel: 06755 3123 (B'ham) £3,500. (60824
MORGAN PLUS 8 2+2, 1978 *conversion, brown &* ivory, leather interior, extras too numerous to mention, 40,000 miles. £6,500 ono. Tel: Southend-on-Sea 352033 evenings. (60869
MORRIS 1000, 1960, 2 or as original, 44,000 miles, 2nd owner selling, 1 year's MoT, new radial tyres, Reg. *No. 6673 JH. £1,250 ono. Tel: Nazeing 2033 after 5* pm. (60877

FOR SALE — continued

DOLOMITE SPRINT 1979(T), only 38,000 miles, superb white, manual example, overdrive, towbar, undersealed, year's MoT, recent new alternator and steering rack. Regularly serviced. £1,950 ono. Tel: Leeds 860287. (60871
PORSCHE 911SC Sport Coupé, 1980, "V" Reg, white, black interior, 34,000 miles, P7 tyres. £13,950. Tel: 092 576 2726. (60874
ALFA SPYDER 1750, convertible, silver, black interior, gorgeous, near concours. New everything. £2,950. Tel: Bournemouth 294178. (60875
LANCIA AURELIA GT, 5th series 1958, stored 15 years, complete, Buyer collects. Offers invited. Tel: 021 747 0981 evenings. (60876
1972 ROVER 3.5-litre saloon, one family ownership, 60,000 miles, history, excellent condition. Superb interior. £1,550. Tel: 061-920 7738 (day). 07048 75034 (evening). (61066
1965 WOLSELEY 16/60 auto, blue / ivory, 32,000 miles only. Full history, absolutely outstanding condition throughout. Must be seen. £1,375. Tel: 051-920 7738 (day). 07048 75034 (evening). (61066
AUSTIN CHUMMY 1926. Excellent order throughout, MoT, taxed. £3,650. Tel: Bournemouth (0202) 769335. (61124
E TYPE Coupé 3.8, 1963, 39,000 miles, white, original red trim, cww, R55's, restored to as new condition and specification. Concours prepared engine bay and suspension etc. Taxed, MoT'd £10,500 to recover some of costs. Tel: 01-262 7355. (61125
YARDLEY MCLAREN 1971, Formula One racing car, superb order, ex Hulme-Revson car, and Grand-Prix winner, substantial offers required for this classic collector's car. Tel: 0753 651302 Iver, Bucks. (61128
FORD CAPRI 3.0S, *1981, black, 33,000 miles, fully* equipped, Ziebart, extra cover, astonishingly beautiful and clean, price reflects condition. £4,495. Tel: 01-749 7969. (61130
PORSCHE 924 Turbo, 1981, metallic grey, Berber trim, 1 owner, full service record, superb car. £8,995 ono. *Tel: 0602 234762.* (61131
MORGAN 4-SEATER. 1976, ivory, black interior, needs some work, p/ex Lotus Seven or £3,750 ono. Tel: 0602 234762. (61131
PORSCHE 911S Targa, 1969, lhd, extremely rare and in beautiful condition, 170 bhp, 5-speed, leather trim, *original Blue Spot radio, etc. £3,950 ono. Tel: Walton* on Thames 223213. (61126
MATRA BAGHEERA 'S' 1977, beautiful condition, lhd, low mileage, mid-engine coupe, economical, practical, 3 seats, stereo, tinted electric windows, etc. £1,750 ono. Tel: 01-894 3236. (61126
E TYPE *Roadster Series II, red, manual, cww, radio* cassette, full history from 1975, thousands spent, excellent condition. £7,200. Tel: Guildford 898283 evenings. (61133
1959 MASERATI 150S, 1500GT convertible, unique, expensively restored, investment for the true *enthusiast, realistic offers please. Tel:* Worthing 690005 business hours. (61134
CONVERTIBLE HILLMAN Super Minx, 1962, good condition, laid up winters. £1,800. Tel: Wimborne (0202) 882536. (61138
MERCEDES 230SL, 1965, Auto, pas, hard and soft *tops, silver blue, a fine example of this classic car.* £5,000. Tel: after 4 pm Maidenhead 76846. (61139

FOR SALE — continued

DAIMLER V8 250, 1968 manual, overdrive, excellent condition, tyres, 72,000 miles, MoT. £2,550. Seen Chichester (0243) 572009 (Mon-Fri). Try (0732) 362284 weekends. (61135
1930 AUSTIN SEVEN Top Hat saloon, privately restored to excellent condition, dark brown body with black wings. £3,500. Tel: Lavington 2294 evenings. (61142
RENAULT MID-ENGINED TURBO 1, No 996 of 1,000 made, pearl white with beige trim, 12,000 kms only. Rare vehicle £8,950. Tel: Leatherhead 372133. (61143
TVR TASMIN 1981 Sports coupé, silver with beige / brown interior, 32,000 miles, polished alloy wheels, power amp, excellently maintained by enthusiast, superb buy at £6,500 ono. Tel: 0622 871647 (Kent). (61144
E-TYPE JAGUAR, *4.2, FHC,* 1969, regency red, very good condition, £5,300. Tel: Bookham (0372) 52399 (Surrey). (61039
MERCEDES 250CE. Dark red, finest possible condition. Computer injection model, immaculate leather interior, lhd, 1971 but "Y" Reg. £4,000 of receipts, best offer over £2,500. Tel: Lincoln 31598. (61041
MORGAN +8, 1970. Reg. 123 WAR. Engine, Moss box, suspension etc. rebuilt. Body / trim to finish. Offers. Tel: 09847 202. (61043
TVR TAIMAR Turbo, 1978, 25,000 miles. Green / *cream band, tan interior, sunroof. Radio / cassette,* stainless exhaust. Service history, an outstanding car. £6,995 ono. Possible px. Tel 021-745 4929. (61044
LOTUS ELITE 503. Metallic blue. November '78, only 36,000 miles. 11 months test, taxed. £4,750. Tel: 06527 420. (North Lincolnshire). (61045
FERRARI 308GT. *Really magnificent, 1975/6, like new,* nearest to £6,500, take cheap car as part payment. Tel: 0926 812431. (61046
VOLVO ES Sports Estate 1972. Superior condition, blue coachwork with black trim. Quality stereo. Must be seen. £2,600. Tel: Basingstoke 27098. (61047
E-TYPE 1971. *2+2 V12. One of last 50 produced in* black. Beautiful original car. Cherished plate XLT6. £6,000 no offers. Tel: Mevagissey 843670. (Cornwall). (61049
ASTON MARTIN DB5 Convertible in need of chassis repair and repaint. Excellent original interior, new *hood, tonneau, and mechanically sound. £7,500. Tel:* Stratford-on-Avon 205661. (61051
MORGAN 4/4 2-seater, 1969. British Racing Green, paintwork like new, wire wheels, leather interior, simply superb. £3,950 or consider Lotus 7 in any condition in part payment, plus cash. Tel: (0695) 421 405. (61052
LOTUS ESPRIT. 1978. Black, gold, excellent condition. Offers around £5,800. Tel: 021 449 8178 (day) / 021 744 9991 (evenings). (61054
W.O. BENTLEY. 1928. 4½-litre Salmons d'head coupé with large dickey. Excellent mechanics and chassis (bills for £6,000 over last 2 years), body sound with good trim, hood etc., actual car British page 91 Geens book. £27,500 ono. Tel: Deverell 01-828 8445 (any time). (61056
MORGAN +4, 1953. Reg. No. GJN 5. Rebuilt except for body panels, etc. Many new parts to make *attractive, complete car. £3,990. Tel: (0926) 26685.* (61059

FOR SALE — continued

MASERATI MERAK SS. Late 1977. In very nice condition with excellent red coachwork. Long MoT, stereo. Only 42,000 miles and only £6,950 or part exchange cheaper 924 Porsche. Tel: 0492 82313 (daytime). (N. Wales). (61057
ASTON MARTIN DB2 Vantage. Rebuilt engine, excellent original condition. £5,750 or will part exchange modern car. Tel: 0686 28816. (61058
JAGUAR MK. II 3.8. Man. / o-drive. 1962. Engine and g/box reputedly rebuilt 40,000 miles ago. Registration *No. 9649KV. Unused 4 years. For restoration or suit* basis for replica. £395. Also new front half of o/s front wing. £50. Call Graham on 0273 400 414 (Barcombe, Sussex). (61060
BENTLEY 4½-LITRE, 1930, 4-seater tourer. V.D. Plas replica body. Reconditioned engine 83. Very original *and no work needed. Black with red leather. For fuller* details phone Hoar Cross (028 375) 205 (Staffs.). (61063
HRG AERO. Chassis W77 is the prototype built during the early part of WWII. £6,500. Tel: 080 422 357. (61064
TALBOT LAGO 2500. One of the last and best looking *2-seat coupé with factory body delivered December* 1956. Blue with original beige interior. £6,500. Tel: 080 422 357. (61064
ALFA ROMEO 1750 GT. James Young dhc. Restoration nearing completion, can be finished to purchaser's requirements. Tel: 080 422 357. (61064
MINT ALUMINIUM *pillarless sports saloon body with* wings, Gurney Nutting. 61 Southway, N 20. Tel: 01-446 1760. (61145
1948 TRIUMPH 1800 Saloon (similar to Renown) complete and original, for restoration, some work completed. £450 ono. Tel: Bolton 492585. (61148
BMW 2500 *1972, quite immaculate with under 50,000* miles, one owner, all original including paint, tools. £1,295. Tel: 08447 844 (Ickford) or work 08675 78593 (Kidlington). (61149
VAUXHALL ASTRA GTE 1.8 Injection, 1983, very low mileage, red, all extras, £5,695. Tel: 08447 844 *(Ickford) or work 08675 78593 (Kidlington).* (61149
ASTON MARTIN DB6 Automatic, 1969, chassis No. DB6 4045 / R, white, black leather, chrome wire wheels, Avon Turbospeed tyres, triple SU's, over £10,000 spent at Robin Hamilton's to bring this car to its present very fine standard (bills available) bargain *for person seeking sound investment or everyday* Quality car. £5,950. Tel: 0625 522371. (61150
RENAULT 18 Turbo, 1981, metallic blue, 33,000 miles, radio / stereo cassette, nice car. £3,950. Tel: 0202 708868. (61151
AUDI GT COUPÉ, 1982, Y-Reg, black, 12,000 miles, *stereo,* sunroof, electric mirrors. £6,750. Tel: 0202 708868. (61151
1932 M-TYPE MG, chassis restored, engine running, body not all original. Easy restoration for spring. £1,500. Tel: 0491 652150. (61152
PORSCHE 911SC coupe, '79 series, Continental orange, black pinstripe velour, spoiler, pdm, rear wiper, new tyres, Blaupunkt, 48,000 miles, fsh, original mint condition, lhd. £8,950 ono. Tel: 01-935 6286 evenings. (61153
PORSCHE 924, LHD, 1978, '79 spec., (Y-Reg), Bahama blue, MoT, immaculate inside and out, tints, sport wheels, turbo spats, rear spoiler, overmats, alarm. £4,600 ono. Tel: Stevenage, 62900 after 6 pm. (61162

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John Britten

Morgan TVR

A young racing driver called Ben
Was used to competing with men,
When a lady arrived
To have her first drive
He gave her a score out of '10'!

Having got **Nysha's** odd ode out of the way let us get on with it. **TVR'S FOR SALE.** *Welcome to the spiritual home of* **TVR in North London** (hallelujah). Yes, **John Britten's** have been **TVR Agents since 1967** — not a lot of people know that! And as **TVR's first and foremost** *Distributor, have the largest stocks of* **new and used TVR's** and do the best deals. Come and choose from our magnificent array beginning with **new TVR 350i Convertible, Gold, £14,800. New TVR 280i Convertible,** *choice of* three, **white, gold** and **red, £13,200. New TVR 380i fixed head, Ferrari Red, £14,200.** Having sold more **TVR's** last year than any year previously we are all set to *try and improve on this, since it is* obvious that the **TVR** star is very much in ascendance — not a lot of people



know that either! So make this the year that you join the **TVR** Set. Come here and be brainwashed by the ever persuasive sales staff, **Chris Alford, Roger Davies** or **Nysha Stiles. Remember, there is no better range of sports cars than those built by TVR's, with exceptional performance figures, excellent fuel economy and prices that start from £10,280 — and they are BRITISH.** *We are also starting* **1984** with the largest stock of little used and never abused, pre-owned, **TVR's** beginning with not one, but two **TVR 350i Convertibles,** formally from the **TVR press fleet,** *details as follows:* **1983Y TVR 350i Convertible Tasmin, Moonraker Blue,** 9,700 miles,



immaculate inside and out, **£12,500. 1983Y TVR 350i, Convertible Tasmin, Crystal Green,** 14,000 miles, excellent condition, **£11,950. 1983Y 280i, Convertible Tasmin, Dark Blue,** Colour coded bumpers, 12,000 miles, one of the last of the 4-speed cars, supplied new and serviced by our good selves, sparkling condition, **£8,950. 1982 2.8-litre Tasmin Convertible, TURBO,** yes, that's right **TURBO!** Immaculate **Black** coachwork with thin red stripe, brown interior, works development car, the only one in captivity and well worth **£7,950. 1981X, 2.8-litre, Tasmin, fixed head Series II, white,** blue interior, 15,000 miles, exceptional condition, **£8,000. 1981 model, 2.8-litre, Tasmin**





Convertible, silver, ex-TVR demonstrator, latest spec wheels and **unregistered, £7,950. 1981 2.8 Tasmin Convertible, silver,** blue interior, colour coded bumpers, 41,000 miles, very good value at **£5,950. 1981, 3000S convertible, light metallic silver,** radio / cassette, Wolfrace wheels, 21,000 miles, *last of* the Mohicans, in exceptional condition, a classic among classics, **£7,250. 1978T, 3000S convertible, squadron blue,** Wolfrace wheels, radio / cassette, reputed to have only done 7,000 miles



(letter from National Car Parks to prove), **£5,950. 1979 Taimar, metallic blue,** silver modelband, sunroof, radio / cassette, 37,000 miles, exceptional in every way, **£5,950. 1978 Taimar, black,** tan leather interior, radio / cassette, Wolfrace wheels, 40,000 miles, **£4,750. 1978 3000M, light metallic green,** oatmeal trim, 24,000 miles, absolutely standard but exceptional condition, **£4,950. 1978 3000M, silver,** black vinyl roof, sunroof, radio / cassette, nice condition throughout, **£4,250.** What a lot we got!! For those who prefer their motoring in a more hairy chested mode our rapidly diminishing stock of **Morgans** might



hold the key. **1983A Morgan +8, Jaguar Indigo Blue,** alloy body and wings, rustproofing, stone leather, reclining seats, matching weather equipment, luggage rack, outside door handles, badge bar and bonnet strap, as new condition and not over list — a sign of the times! **1980W, Morgan +8, metallic blue,** blue trim, alloy body and wings, 31,000 miles, traded in against newer +8 by Northern car dismantler (scrap merchant in English). **1979T Morgan +8, Deep Brunswick Green,** black leather, 27,000 miles, last owner now looking at world through Lotus windscreen. **1984 Morgan 4 / 4 2-seater, nut brown,** stone leather trim, wire wheels, stone hood, *tonneau and sidescreens, luggage rack,* delivery mileage only, very small



premium. **1982Y, Morgan 4 / 4 2-seater, royal ivory,** alloy body and wings, wire wheels, next best thing to car above. **1980W Morgan 4 / 4 2-seater, nut brown,** stone leather, wire wheels, older version of the aforementioned car. **1981X Morgan 4 / 4 4-seater, black,** red leather interior, wire wheels, nicest and newest 4-seater we have for sale at present. **1980W, Morgan 4 / 4 4-seater, signal red,** wire wheels, reclining seats, 21,000 miles, excellent example of family sportscar. **1976 Morgan 4 / 4 4-seater, Indignant Blue,** wire wheels, cheap and ever so cheerful. Which brings us to the end of our **Morgan collection,** which as *you can see needs replenishing. Please* sell us your cherished **Morgan motoring**



piece. This is the time of year when all those **tired old Midgets** and **Sprites** tend to start showing their age, so brighten up your tatty Spridget with a new coat, *an* **Arkley coat** *that is. Dr John Britten's* famous **Arkley conversion kit** turns your tired, fallen arched, **Midget** into the **brilliant Arkley** in 150 man hours (sorry, person hours!) **50p plus sae** will purchase full *details and* **£360 plus VAT** will purchase the **kit** of which we have several in stock. **ODDS AND SODS DEPARTMENT:** (please excuse the word ODDS!) **1979 Lotus Elite 503, metallic blue,** oatmeal leather interior, air conditioning, power assisted steering, radio / cassette, on its second visit here, two of its three owners having traded it in against **new TVR's** — must prove something! Very cheap at **£4,650. 1978 BMW 730, auto, silver,** immaculate blue interior, metal sunroof, radio / stereo, tinted glass, two owners, 53,000 miles, **£3,450. 1972 Clan Crusader, yellow.** Imp sport 875 cc engine, radio, candidate for **"Dog of the Month"**, but only **£995. 1975 MG Midget, white,** 1,500 cc engine, also candidate for above category, would convert to good **Arkley,** also **£995. And remember, our mechanics have spanners to fit every nut, except the one behind the steering wheel — Not a lot of people know that!!**



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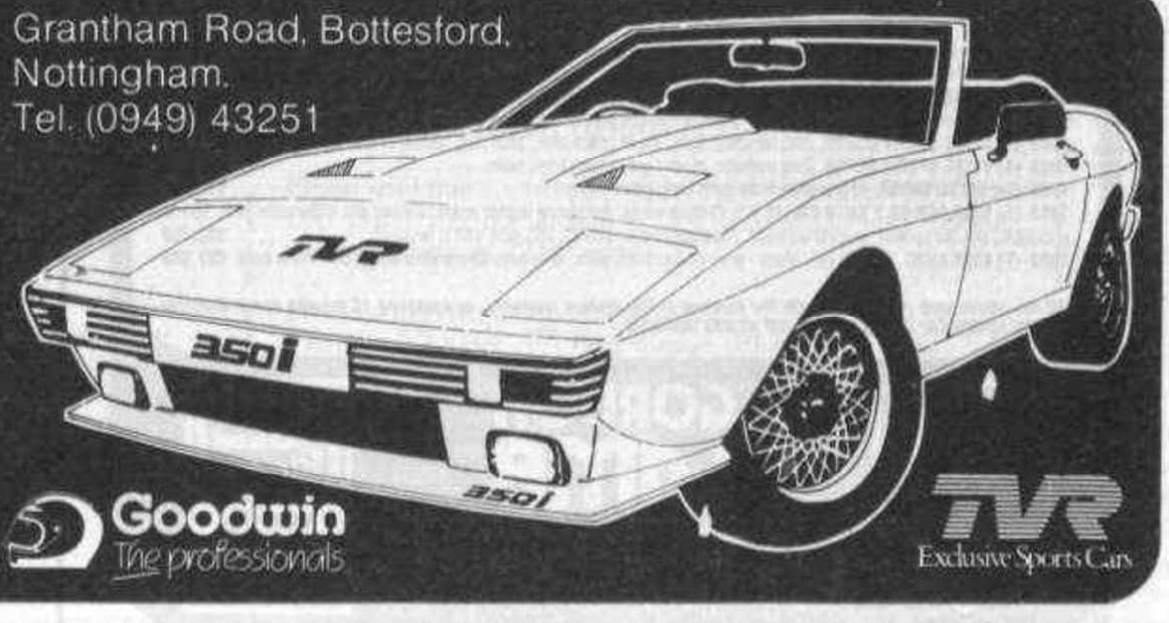
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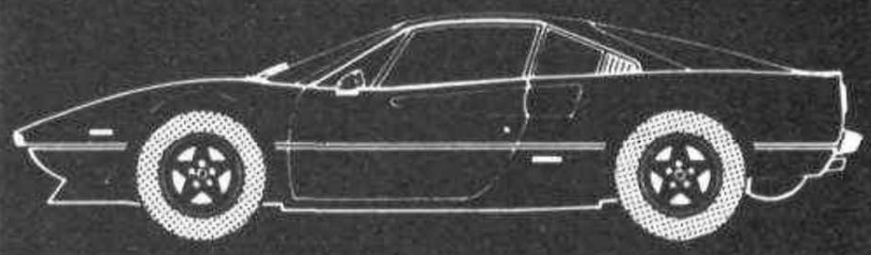
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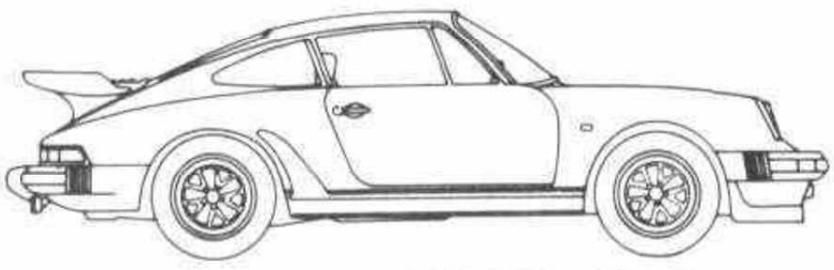
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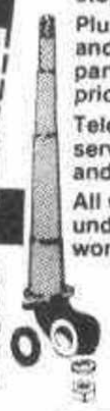
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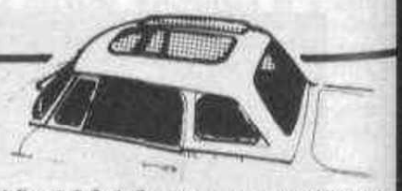
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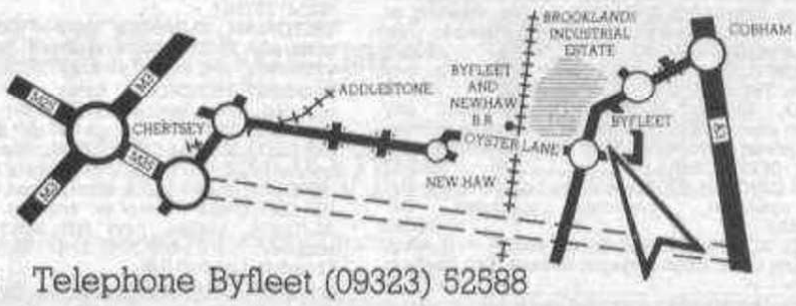
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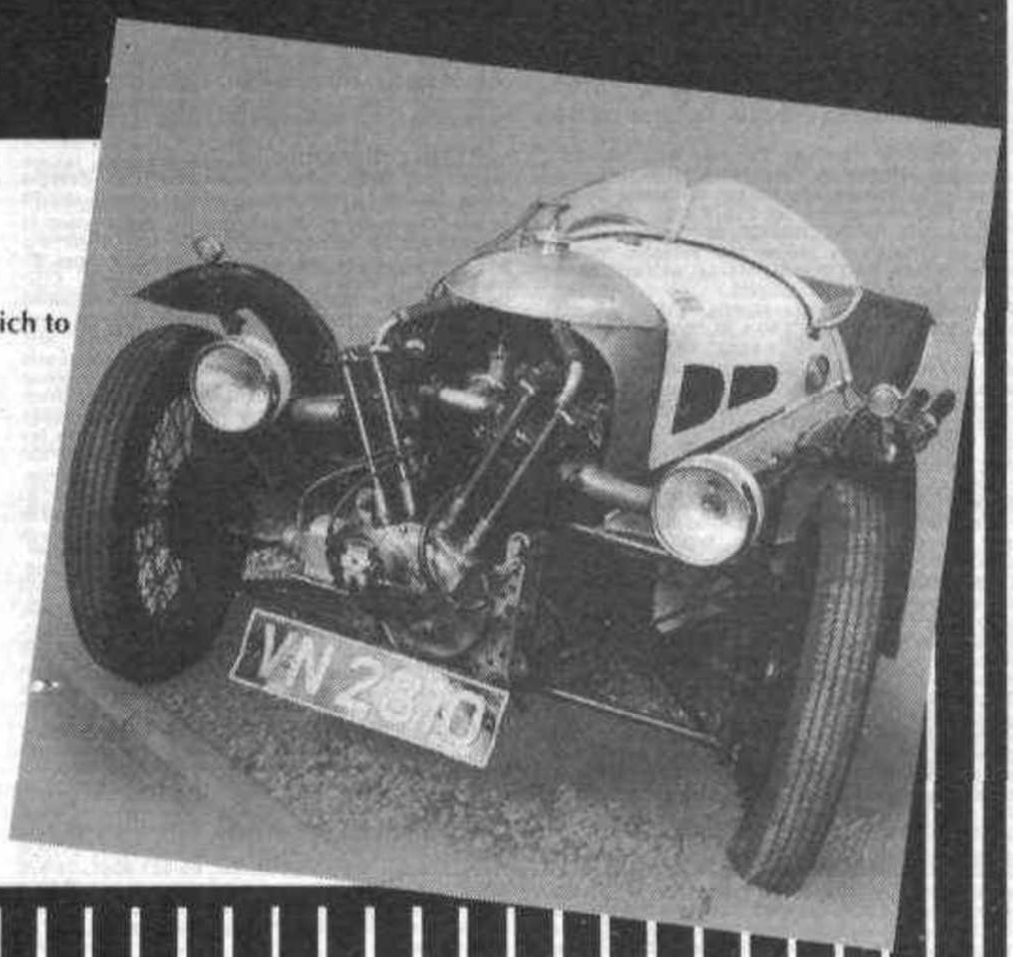
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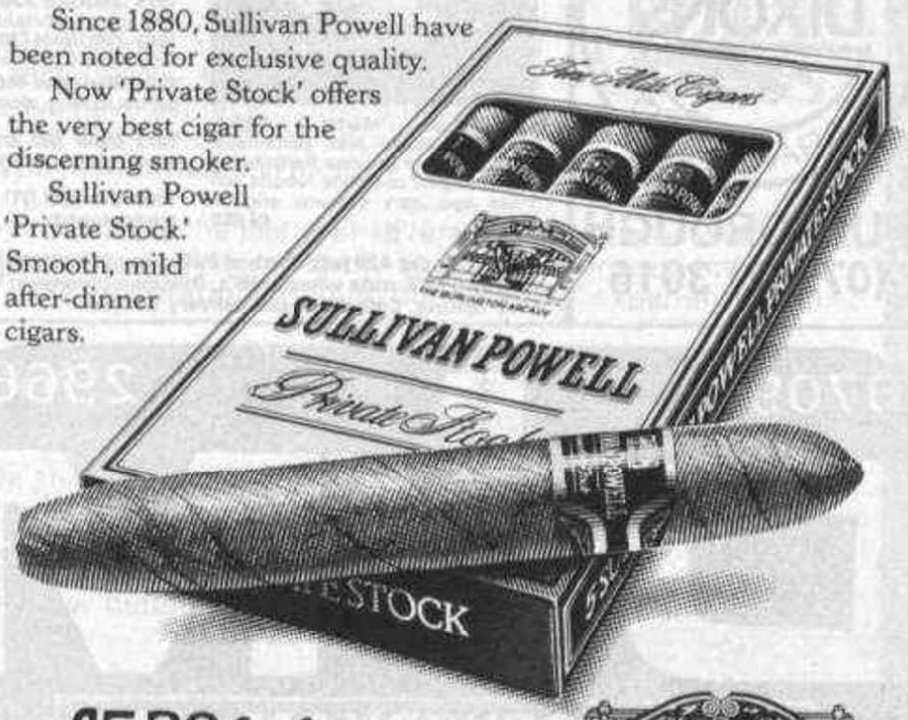
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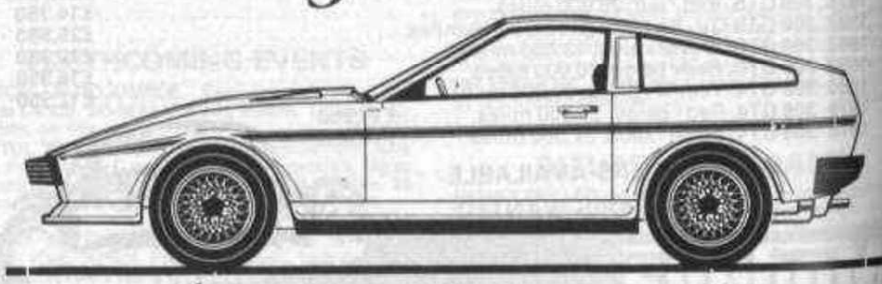
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1982Y Triumph TR7 Convertible. Red, 9,000 miles, radio / stereo.	£4,995
1972 Mercedes 350SL. Silver, private plate, alloys.	£6,750
1980 Reliant Scimitar GTC. Burgundy, 32,000 miles, extras.	£6,495
1980W Datsun 280ZX 2+2. Red, 28,000 miles, exceptional.	£5,995
1980W BMW 323i. Black, 38,000 miles, 5-speed, roof, tints, alloys, wash / wipe.	£5,995
1980 BMW 518. Blue, 32,000 miles, manual, 1 owner.	£3,995
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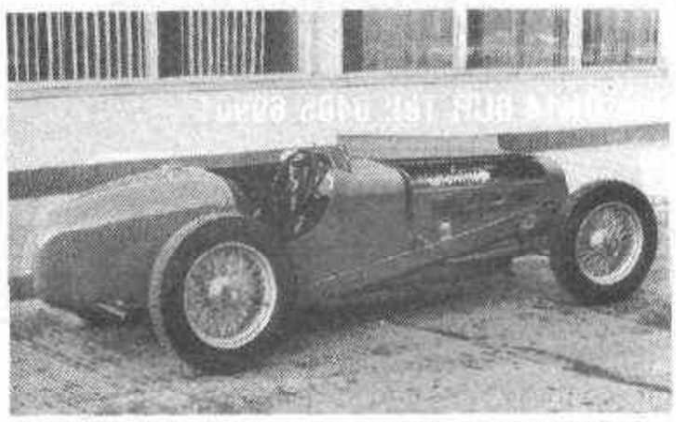
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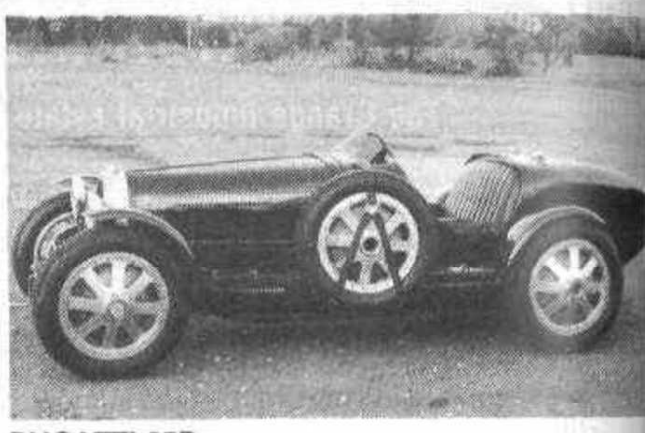
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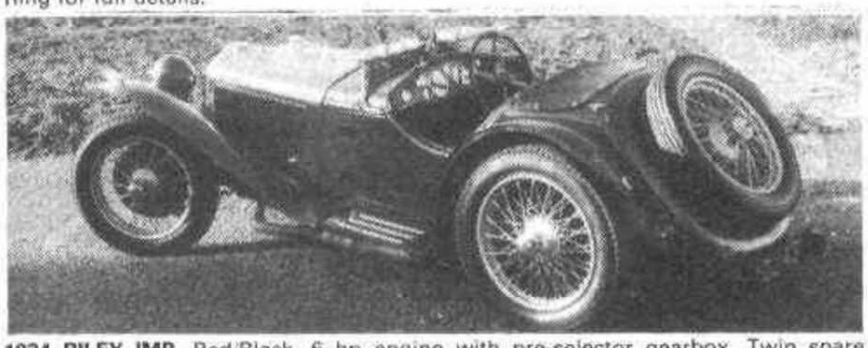
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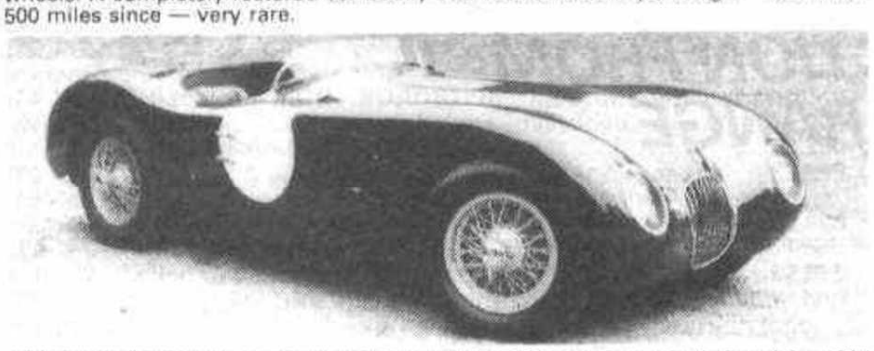
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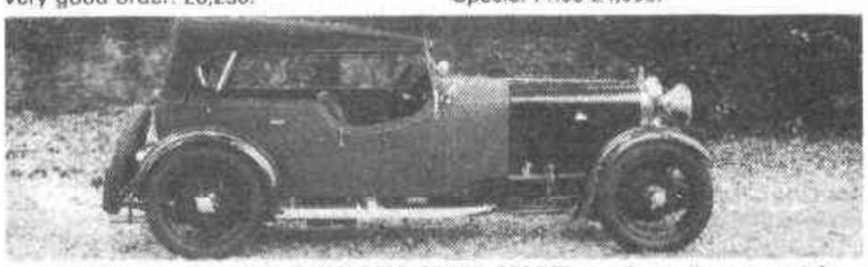
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Not a great deal to report over past month, since although the skies have often been blue, and the weather mild (my writing this will inevitably bring snow and frost!), the roads seemed to have remained permanently damp. 'COB 1' (et al) have thus remained frustratingly under their special plastic car covers where — despite the scepticism — condensation now seems to be a thing of the past!

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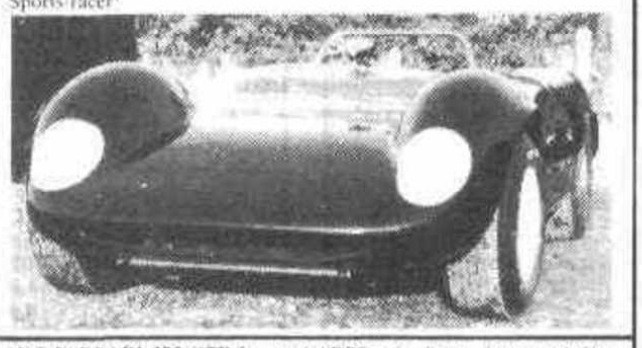
THE PRESENT VALUE OF THE POUND against the Dollar and other currencies offers some terrific opportunities for Overseas buyers.

1933 AC 16/60 4 str. SPORTS-TOURER: one of six built, this example having several unique features specified by the original owner (UBS 'Sports' engine, Rudge wheels, bonnet & wing design etc.), known history from new, and just totally restored by a well-known authority on ACs, who was awarded 'Supreme Champion' at the 1983 ACOC International Concours, for the finished result, an outstandingly elegant, practical P.V.T. (actual car featured in colour in 'The Automobile', May '83).

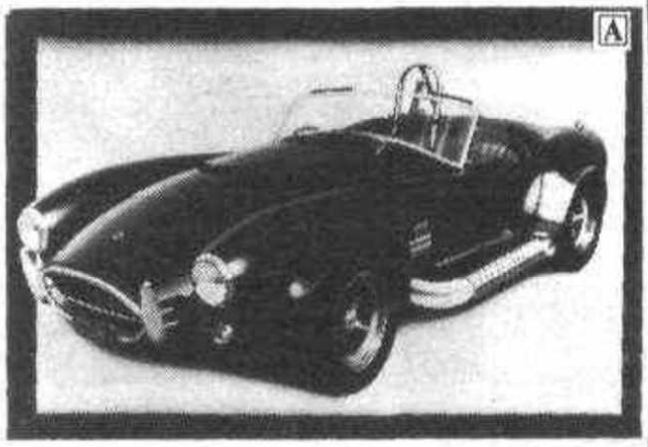


1959 JAGUAR XK150S 3.4 ROADSTER: a totally restored (body-off-chassis) example of this rare and desirable model, retaining its original engine, manual O/D, 16" wires etc; white with grey interior (the retrim alone cost £2,000), and the engine compt. etc. all to J.D.C. 'Concours' standard.

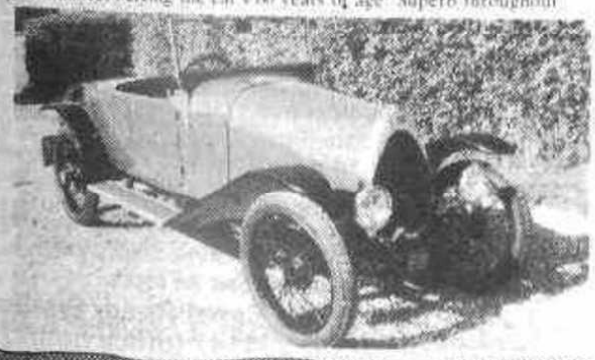
1964 BRABHAM BT8; ex Epstein / Lacey: Class Winner 1965 Can Am Series and 1970 Motoring News Champ., last nut and bolt rebuild completed including Mantle 2½-litre FPF Climax; a certain outright winner in the Classic Sports Car Championship and International Historic Races, for which it is now eligible — the ultimate '60's Sports-racer!



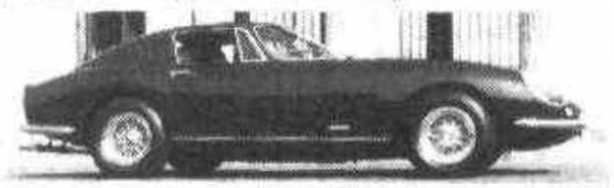
1965 AC FORD COBRA 427 — L.H.Drive: apart from 'COB 1', this is the most potent Cobra I've ever driven! Full c/s spec., with brand new blue-printed and modified 500 b.h.p. 7-litre engine (twin Holleys etc.), bodywork (red), trim (black), wheels and tyres (P7's) etc. are also just totally restored, as new; probably the best original example of the 8 remaining 427's in the UK and the most lethal.



1923 BUGATTI TYPE 23 (BRESCIA) TOURER: totally reconstructed with replica Jarvis body built from Conway's original working drawings; mechanical restoration by Peter Jaye; extremely 'sporting' and usable performance, belying the car's 60 years of age! Superb throughout.



1965 FERRARI 275 GTB/2 — 6 CARBS.: the finest, but none! The restoration, just completed, has taken 7 years and has encompassed every single component, including a predominantly new handbuilt body (long-nose style) by Autokraft, 280 b.h.p. engine by Robert Houghton, drive-train and transaxle by DK Engineering; the total cost is unprintable, but the end-result in red with black trim and chrome Borrani wires is simply and utterly astonishing!



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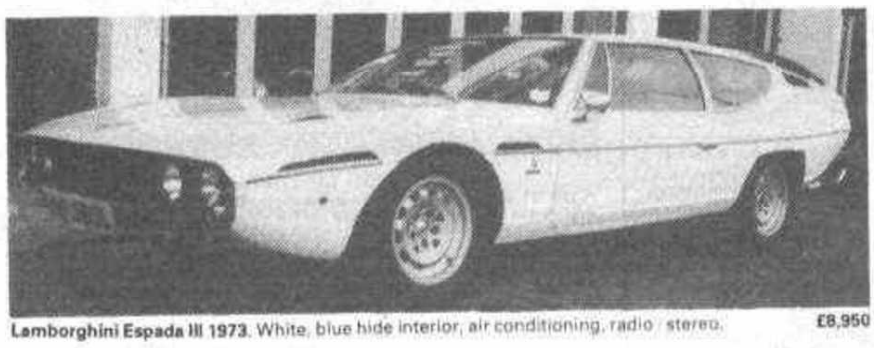
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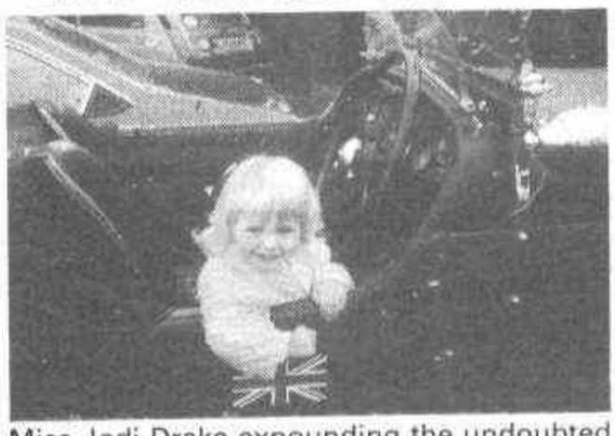
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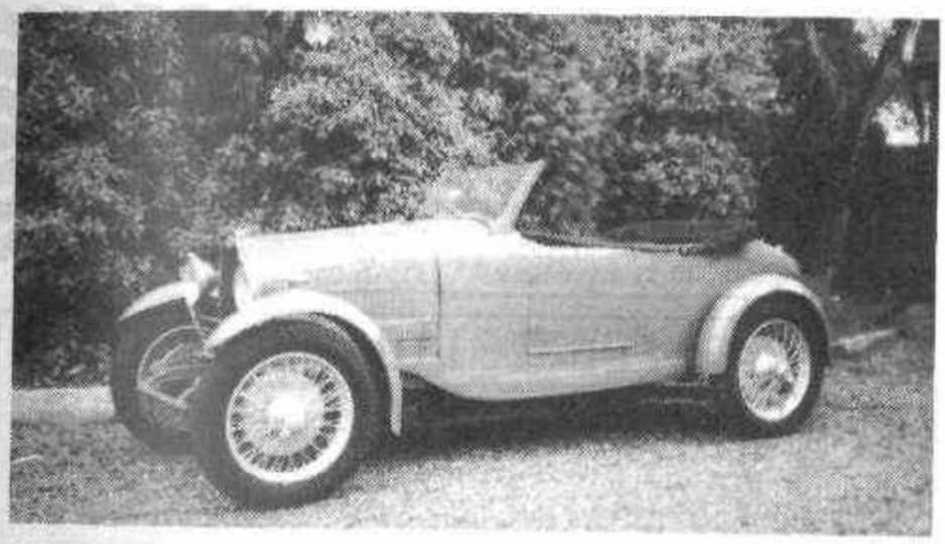


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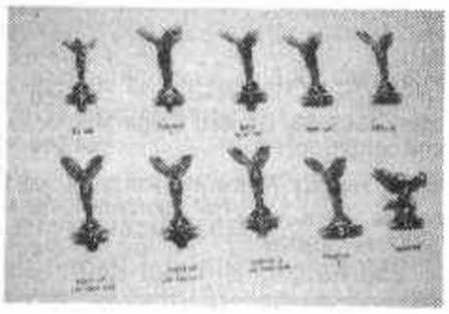
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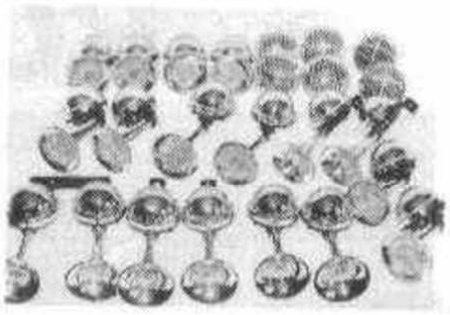
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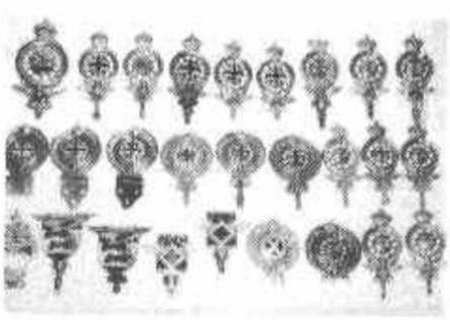
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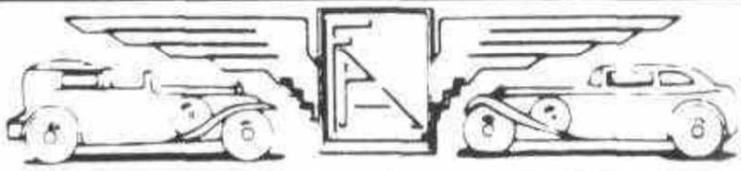
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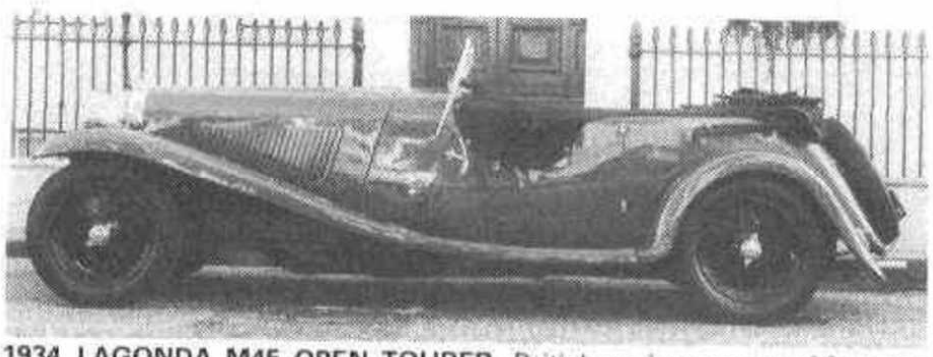
1965 ASTON MARTIN DB5 DROPHEAD. Olive green with black interior. Chrome wire wheels with 5-speed ZF. Refurbished by Aston Martin main agent.



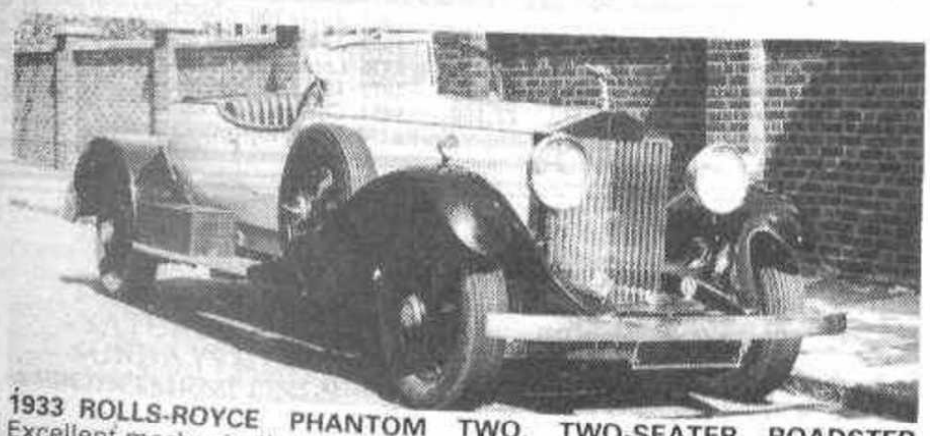
1964 ASTON MARTIN DB5 FHC. British racing green with beige interior. Five speed ZF. Superb original order throughout.



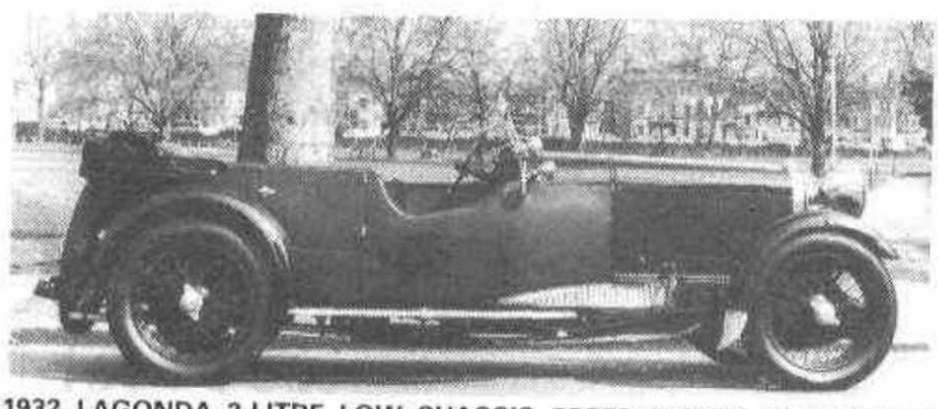
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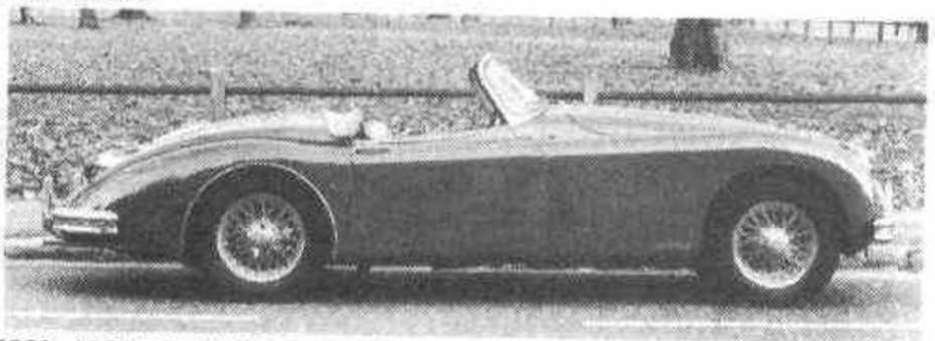
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1927 Rolls-Royce 20 HP Sports Saloon by James Young
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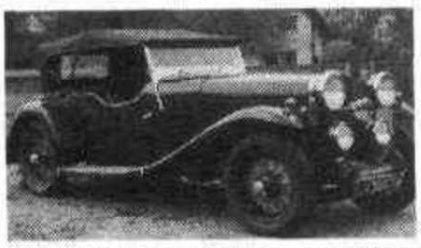
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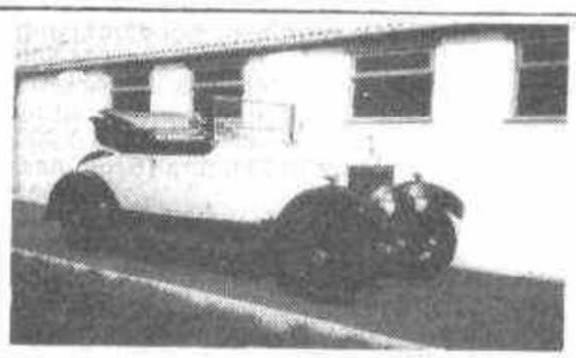




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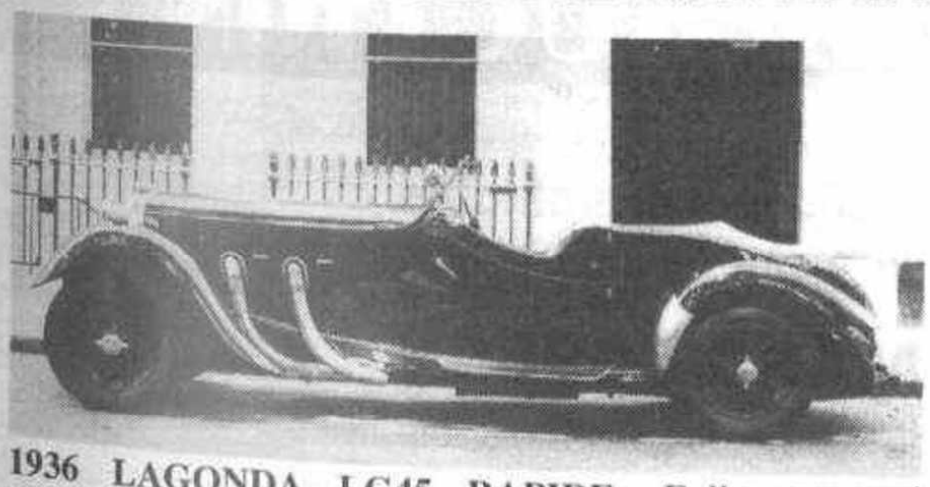
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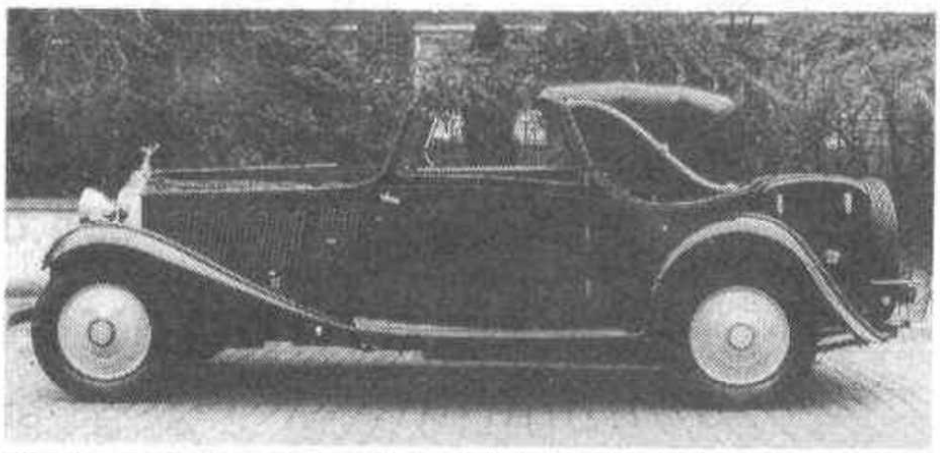
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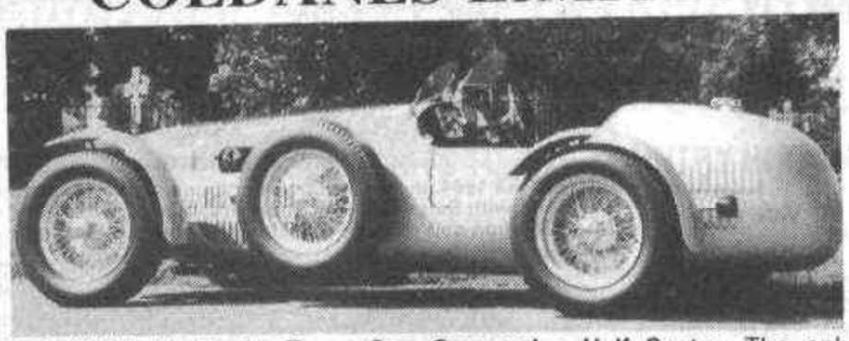
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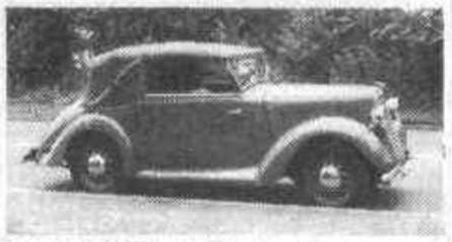


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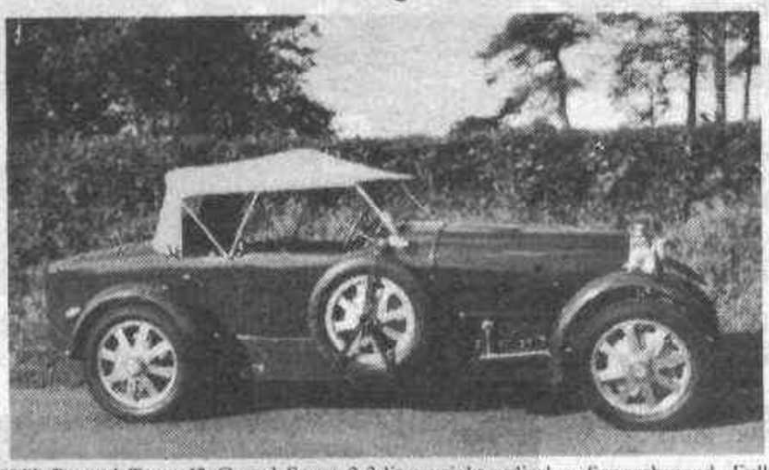
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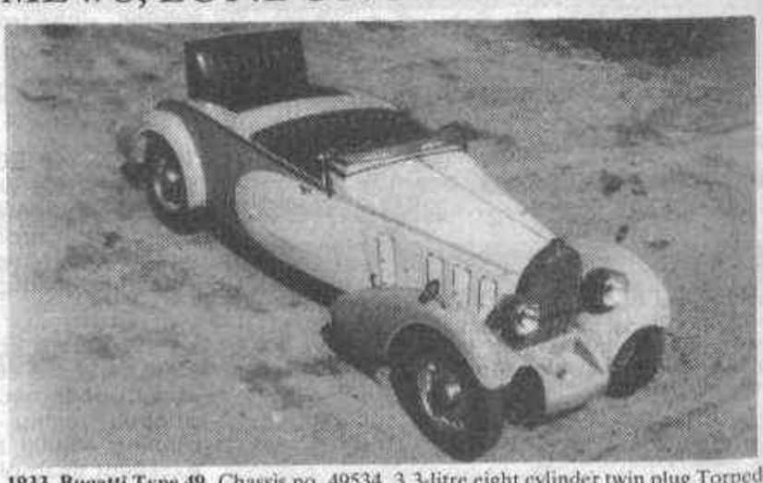
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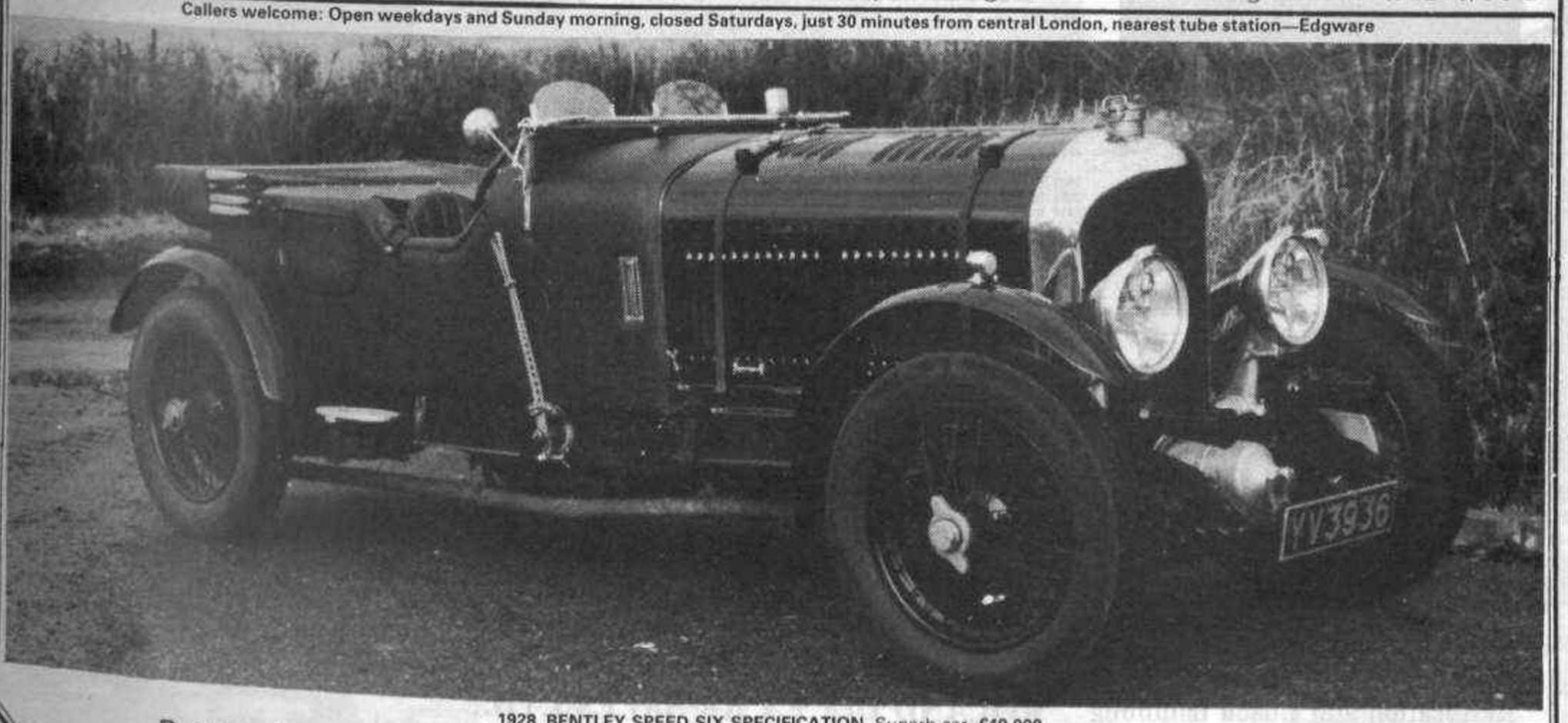
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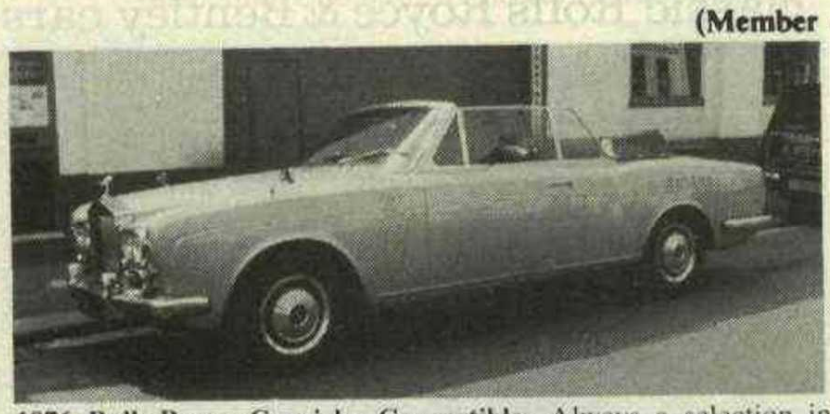
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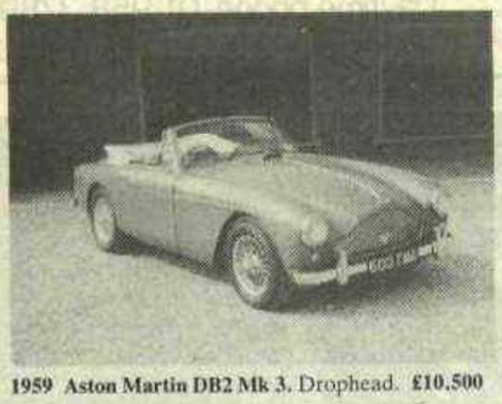
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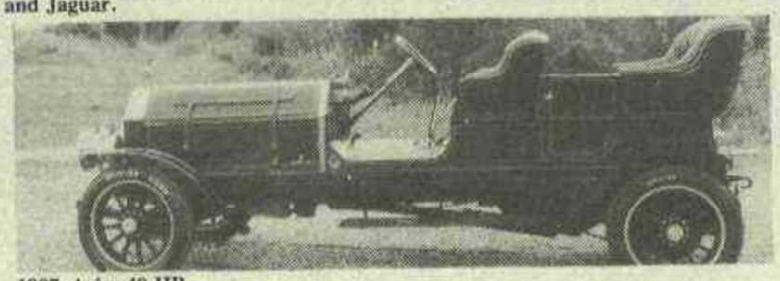


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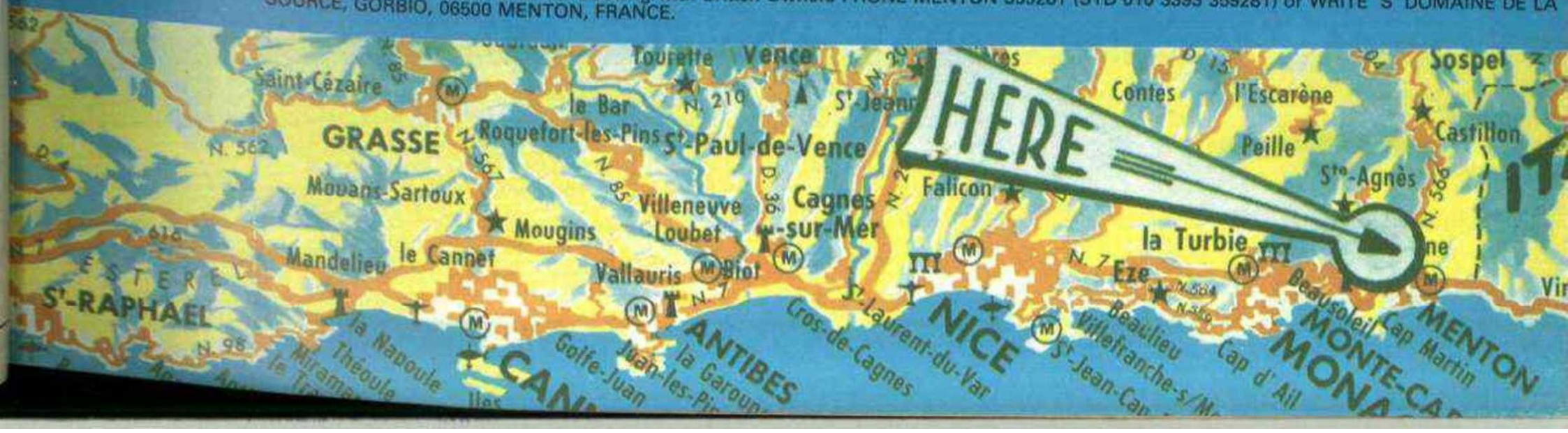
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