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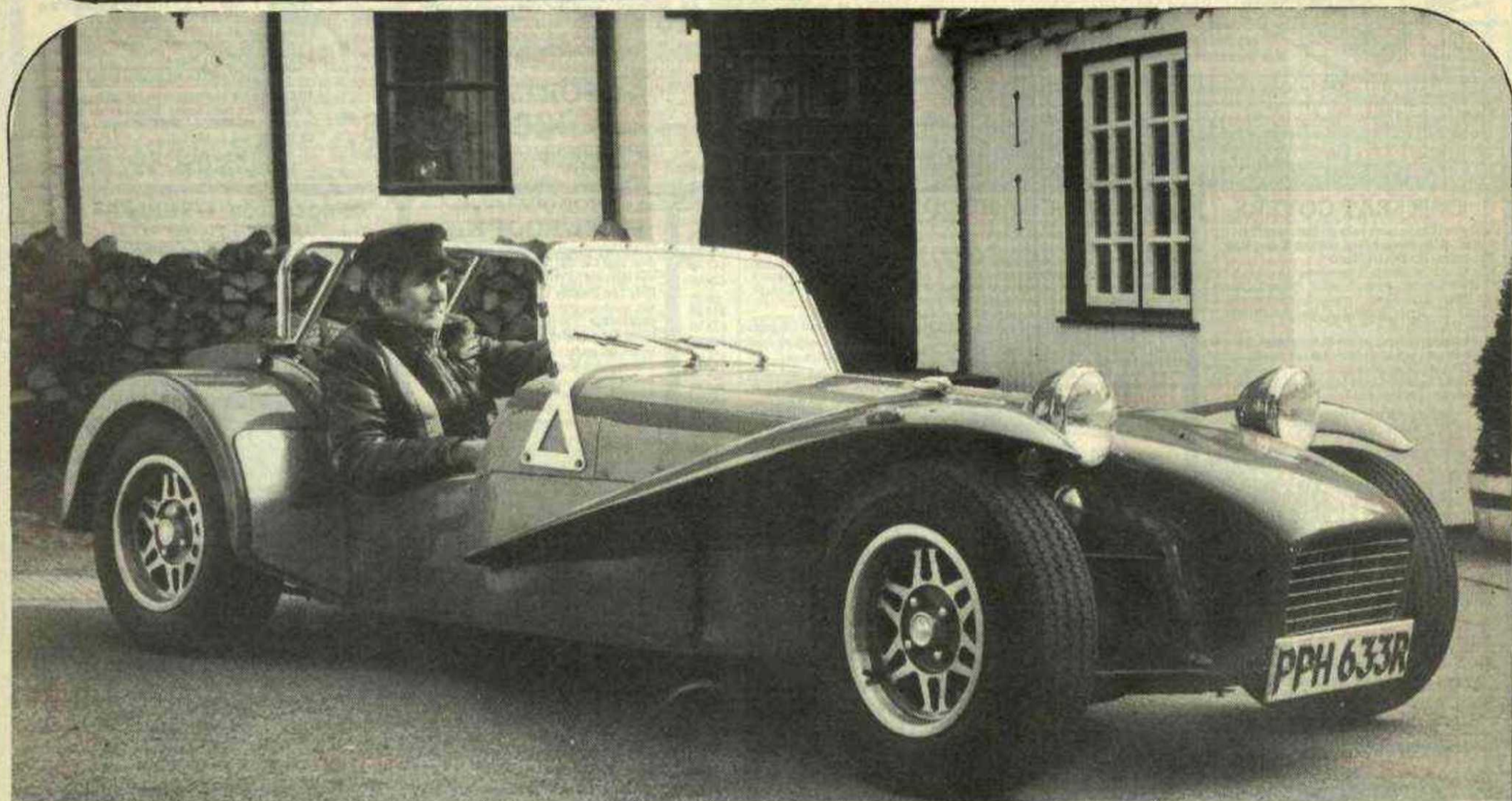
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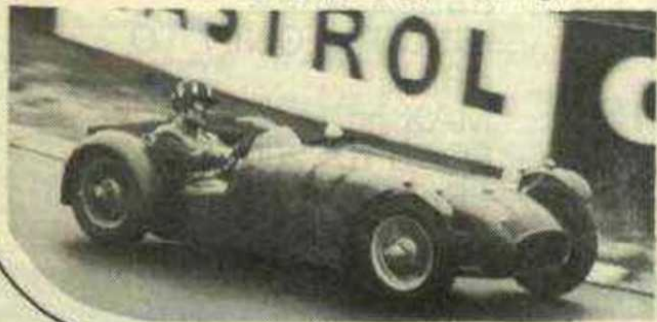
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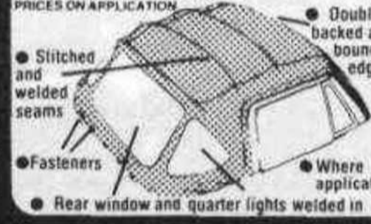


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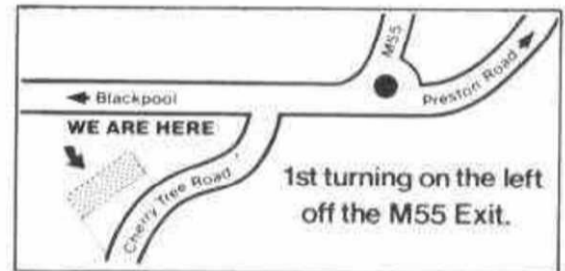
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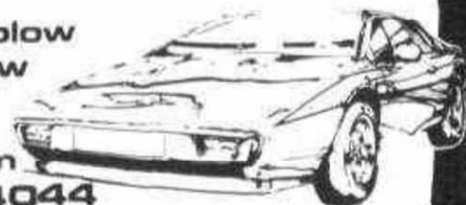
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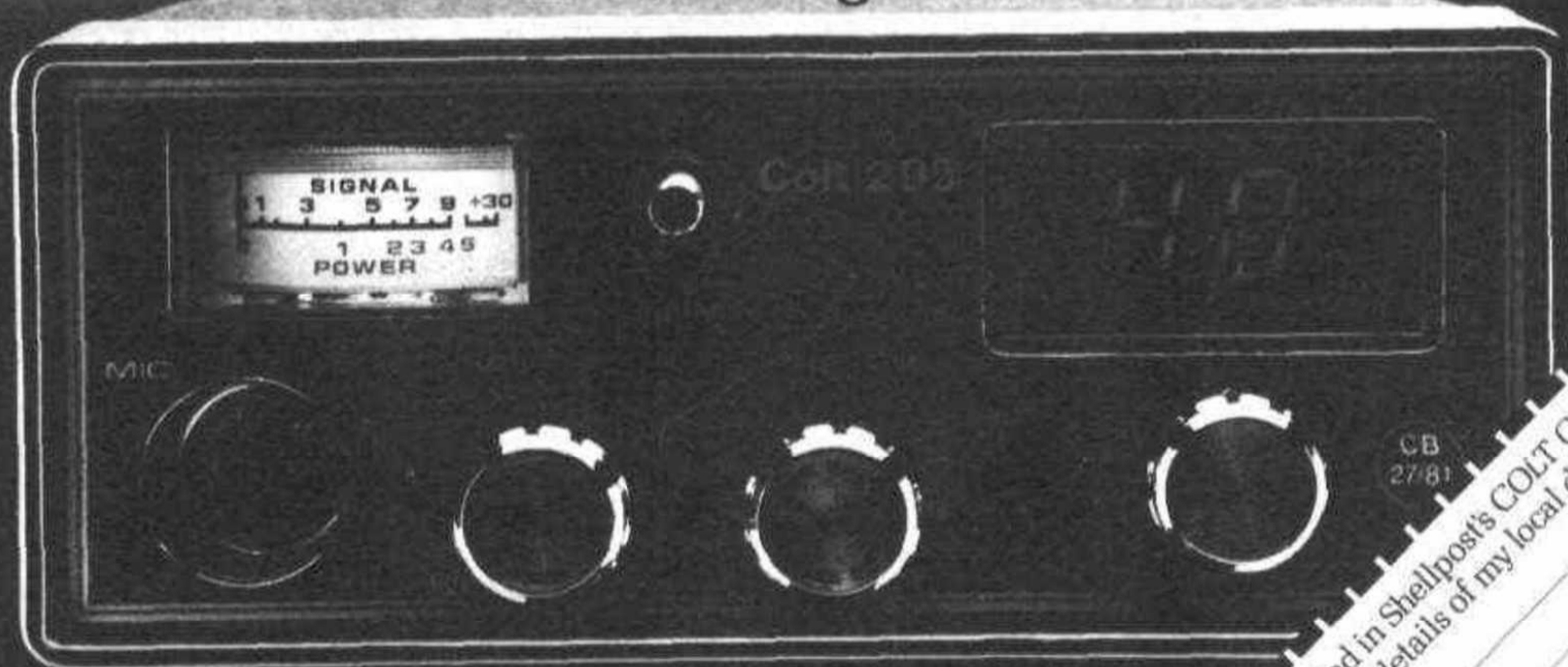
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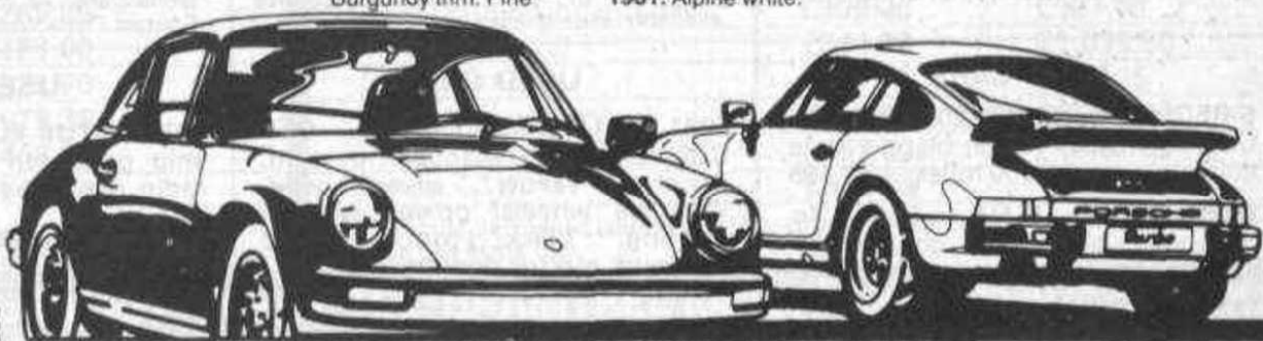
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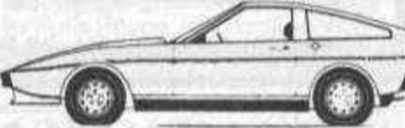
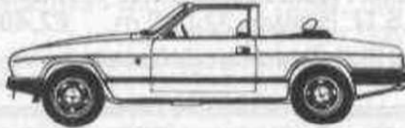
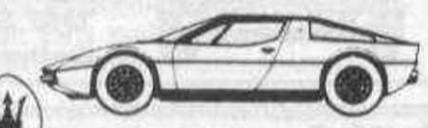


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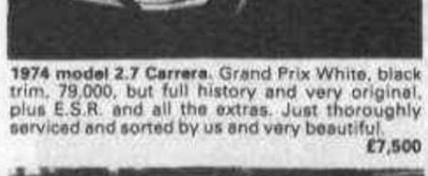
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1975 model on (not 2.7 Carrera or Turbo), check your hot air fan as well. Lift up a heater lever, turn on the ignition and check the fan's running (top left hand side in the engine compartment). If not, check there's voltage to the fan motor before buying a new one. £61.11 + V.A.T. Autoheat owners. If the red lever doesn't come up when you turn up the control knob, remove the driver's seat and check through the autoheat side cover that the link arm to the lever hasn't fallen off. If that doesn't solve it, follow the owner's handbook, undo the clamp bolt on the lever and 'go manual'.

1982 RENOVATION YEAR:
If you rummage through the parts lists, it's fascinating what small but important items, especially for the renovator, are available from Porsche. These are just some of the smaller bits that are available for those of you whose cars have harboured the Metal Moth.



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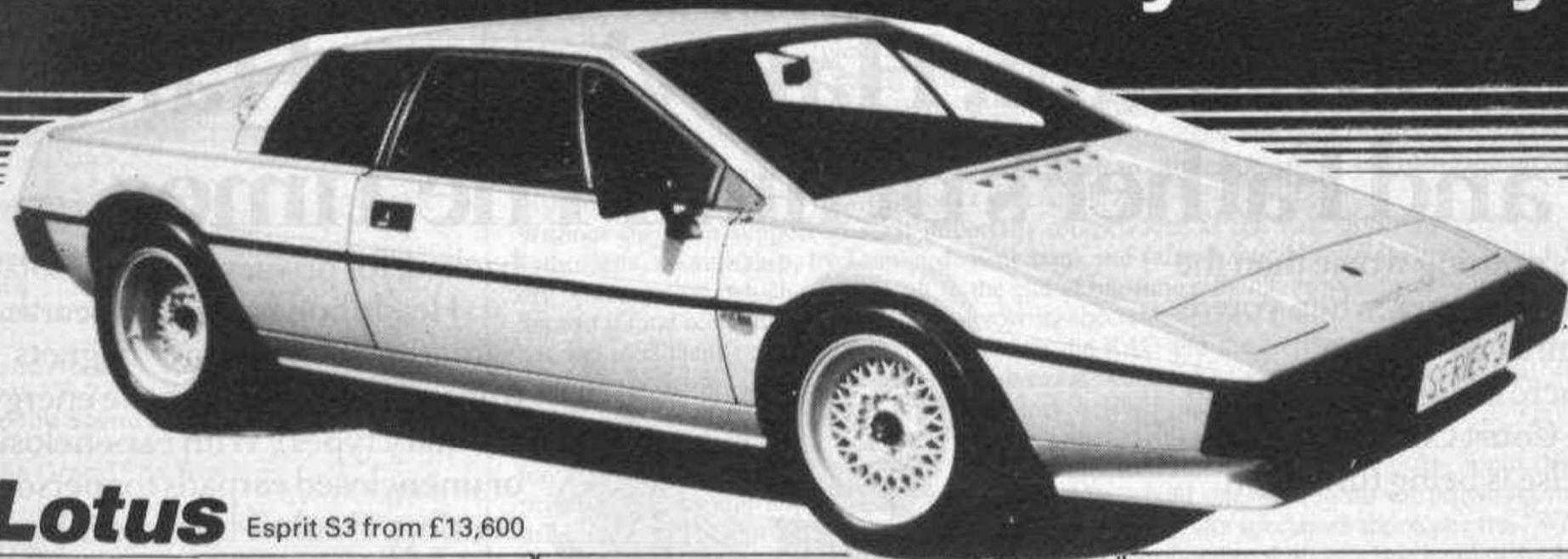
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FRONT COVER PICTURE: ASTON MARTIN'S LAGONDA, appropriately registered, poses in the grounds of the Standard and Chartered Bank's East Molesey social and sports club. Everything about the car from its sleek and elegant lines to the superb leather upholstery exuded quality and craftsmanship at their best. See page 54.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

■ MOTOR SPORT IS DANGEROUS

Surely not, we thought! Unless it refers to the breaking of commandments over the delectable cars we describe and discuss in our pages. Then we remembered that we had seen this wording on Press passes issued by the RAC to those covering the recent RAC Rally, which was such a convincing victory for Hannu Mikkola and the 4WD Audi Quattro Turbo. Any car being driven fast in a competition can be dangerous to onlookers, and it is natural for warnings to be given to those who attend such happenings. The problem with forest-stage rallies is how to protect spectators.

Without the keen support of such important competitions as the RAC Rally by very large numbers of enthusiasts, sponsorship, by Lombard, Rothmans and other financial sources, might well be cut-back or dry up altogether, which could result in the end of big-time rallying, as we now have it. Yet this could also happen if fatal accidents were to occur, involving spectators. The solution seems insuperable; but if anyone has any intelligent points to make, we are sure the RAC and the Forestry Commission would listen.

Recent experience of marshalling on a *non-spectator* Welsh forest-stage during the 1981 RAC Rally brought home the depth of the problem. Spectators arrived in large numbers, quite impossible for the marshalling-strength to control, even assuming that civilians can cope with what might be described as football-type determination to see the show. It is useless to tell the watchers-of-the-night that they are on private property and not supposed to be there. Nor would one wish to do so, providing that the actual driving-stage is kept well clear. Some, but by no means all, rally spectators appreciate this. What they want to do is watch the drivers they support display their considerable skills at a fast bend or tight corner. The difficulty arises in finding such places from which to spectate. This is aggravated because quite naturally the avid rally followers like to see their favourites through a stage and then leave, to go to the next spectator point. As the faster drivers, the top men, are seeded the early numbers, this involves movements of onlookers while the bulk of the competitors have still to come. Where experienced rally-types are concerned, they are usually well-fitted to keep the road clear. The alarming thing is that they are apt to be joined by those who have never before seen a rally-car driven at speed, have little idea how fast such cars go, or that their brakes may be grabbing at the end of a hard stage, and even well-meaning spectators seem to be less wary of their safety as the night wears on.

A charge varying from £1.00 to £2.50 for each adult was levied at many stages during last year's RAC Rally. As it is well-nigh impossible to spectate at all the stages (correct us if we are wrong!), this might not seem a very big price to pay for the entertainment provided. But to it has to be added the cost of petrol and meals, and thus it is not perhaps surprising that great crowds of keen onlookers find the non-public stages, however careful the RAC, and conscientious the Press, are in not revealing their locations. What the legal position would be should a serious accident befall spectators on such a stage, where it is difficult to warn them of the dangers, is something one does not want to contemplate.

There are two items, not very helpful, which have to be raised. One is that even when they are charged money to watch, spectators are not always given anywhere to leave their cars, nor shown how best to find the interesting parts of a stage, where marshals *will* be present to control them, or try to. This can mean people emerging onto parts of a timed-section with little idea where they are, or that a car may be approaching at some 90 m.p.h. The other point is that even well-meaning rally visitors, trying to obey the pleas of marshals to walk anywhere but up and down the course, are demoralised by having no clear path to follow, and having to pick a nocturnal way through grass, brambles, and over fallen logs, to where they wish to spectate. If there were some way of clearing paths for onlookers before a rally started (the disliked Jobs'-Incentive Scheme for unemployed youngsters could possibly be utilised when some of them might derive a little satisfaction from working in the cause of motoring sport — we are optimists to a degree!) and, installing public-address systems, to instruct and inform spectators who are such an important and enthusiastic part of the whole rally scene, this might help to ease a situation of growing danger and concern. We know this is done at the more-publicised and daylight-stages, and we are aware that funds may not exist to implement such amenities at other stages.

But it seems ironical that while Grand Prix cars are now divided from the spectators by much elaborate Armco barriers and catch-fencing, those who give their support to rallies are protected by little more than a length of rope and marshals' whistles, if that. Without wishing for over-elaboration or unwanted control, some thought must be given to a potentially very dangerous situation.

Continued overleaf

We wish our readers

A Happy New Year

Motor Sport Fixture List for January

★ Only clubs whose secretaries furnished the necessary information prior to the 14th of the preceding month are included in this list ★
 C = Closed Event. CJ = Closed Invitation Event. R = Restricted Event. N = National. INT = International.

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Jan. 3rd	West Suffolk MC / Sporting Car Club Port Talbot MC.	Snetterton Circuit Ministry of Defence Property Bay Park	Norwich, Norfolk Mynydd Epynt New Zealand	Rallycross (R)	12.00
Jan. 3rd				Virgo Rally (R)	10.00
Jan. 4th / 10th	Badener Rallye Club Newtown & District AC Border MC, Finningley	Tan House Inn Yorkshire Caravans of Bawtry Limited, Doncaster Road Tebay Services Northbound Carriageway M6	Austria Wales Bawtry, S. Yorks. 111 647956 91 600062	Formula Pacific Championship (INT)	—
Jan. 9th				Janner Rally (European Rally Championship) (INT)	—
Jan. 9th / 10th				Newtown Stages Rally (R)	10.00
Jan. 9th / 10th	Knowldale CC			Morning Star Trophy Rally (CJ)	00.01
Jan. 10th	NZ International Automobile Club de Monaco Manfield Autocourse Promotions SA Motor Racing Club	Pukekohe Monte Carlo Manfield Kyalami	New Zealand Monaco New Zealand South Africa	Mimi-Mughia Rally / Motoring News Rally Championship Round (R)	23.00
Jan. 16th / 23rd				Formula Pacific Championship (INT)	—
Jan. 17th				Monte Carlo Rally (World Rally Championship) (INT)	—
Jan. 23rd				Formula Pacific Championship (INT)	—
Jan. 23rd / 24th	Selby & District MC The Motor Racing Club	Little Chef Wigram	Pocklington New Zealand	South African Grand Prix (World Championship Round) (INT)	—
Jan. 24th				Three Swans Rally	—
Jan. 30th / 31st	IMSA Liverpool MC Forest of Dean MC Longton And District MC	Daytona Crest Hotel Watts Tyres, Church Road Knowlsey Safari Park	USA Liverpool 108 420967 Lydney St. Helens, Lancs	Lady Wigram Trophy Race (Formula Pacific Championship) (INT)	—
Feb. 6th				Daytona 24 Hours (World Championship for Makes) (INT)	—
Feb. 6th				Mayfield Safari Rally (R)	09.00
Feb. 6th				Wydean Stages Rally (N) Rally	—

MATTERS OF MOMENT

Continued from previous page

THE WORLD CHAMPIONSHIP

The Drivers' World Championship for F1 contenders is firmly established and it seems unlikely that it will go away, or that the conditions governing it are likely to be drastically changed. Yet, as A.H. pointed out in last month's MOTOR SPORT, in his discourse about the reigning World Champion Nelson Piquet, it has not always been the most deserving driver who has won what is now Formula One's highest accolade. So is it time to take another look at the rules?

Since this Championship was instituted in 1950, nineteen drivers have held the title — Fangio five times, Brabham and Stewart on three occasions, Ascari, Graham Hill, Clark, Fittipaldi and Lauda twice, and Farina, Hawthorn, Phil Hill, Surtees, Hulme, Rindt, Hunt, Andretti, Scheckter, Jones and Piquet once each, with Stirling Moss not in the list, which troubles his admirers. Perhaps this long list of Champions is undermining the objective? In boxing, a World Champion remains so as long as he is unbeaten. This may result in more than one Champion in a year, but conversely it may mean that an outstanding fighter can hold the highest accolade in his class for a long time. Should this be so in motor racing? It can be argued that some years the World Championship is a piece of cake, in others a hard, close-run achievement. If the Champion were to stand until surpassed, the points-system would need considerable revision, to compensate for years when there were fewer races than in others and so on, and perhaps practice laps should be discounted? The idea might be worth at least a discussion. And historians may be able to amuse themselves calculating how long Farina's original World Championship in the post-WW2 era would have lasted, if his position at the close of the 1950 season had had to be bettered before he lost his title, assuming a system of points-winning fair to such a ruling. As it is, Fangio stands out as having won the title on two more occasions than anyone else, with four World Championships gained in successive years. Would this great record have stood even longer, had the next to take the title been required to have bettered Fangio's highest annual points-score? The answer seems to be, yes, from 1957 until 1960, when Brabham scored one more point — but this is only relevant if the then-existing points system is regarded as fair in such a respect. Food for thought?

However, whether or not you set great store by the present annual World Drivers' Championship, 1982 looks like seeing another great and intense season of Grand Prix racing, and we must say that if the lady spectators intend to go dressed like those shown on page 1763 of last month's issue, it should be an especially exciting spectacle.

IDEA FOR 1982?

Are not developments like anti-lock braking and drive to all four wheels of a car, as contributions towards safer, accident-preventative motoring, worth more than safety-belts that protect only after the accident has happened?

Maranello Sales

MARANELLO CONCESSIONAIRES Ltd., the Ferrari importers, are creating a new, separate, company which will operate independently and take over the current retail selling activities of the Group. The new company will be called Maranello Sales Limited and will trade from the Egham by-pass premises. The distribution of Ferraris to the UK dealer network, and other concessionary matters, will be handled from the Group's head office on the Thorpe Industrial Estate.

Groewood Awards

TOP of the 1981 Groewood Motoring Awards, £5,000, went to 19-year-old Dave Scott whose performances in Formula 3 have brought him a tryout in a Formula 1 Lotus. Second award went to Tim Davies, for his success in Formula Ford 2000 and third went to James Weaver, for his continued achievements in Formula 3.

Mercedes-Benz Club

THIS rather exclusive organisation, the Mercedes-Benz Club, has announced its first get-together of 1982, at Jack Straw's Castle, Hampstead, for S/SLC owners, on January 24th. The bi-monthly printed Club Gazette has for a considerable time been unfolding a detailed, illustrated history of the *marque*, by Paul Jorgensen and a record number of new members was enrolled last year. From the small advertisements the Club magazine includes it is apparent that the delights of Mercedes motoring can be enjoyed for very low sums, as little as £350 judging by the current issue, if one is of a DIY mentality and does not object to a 14-year-old

model. The Membership and General Secretary is: Mrs. J. E. Gupwell, The Firs, Biscombe, Churchstanton, Taunton, Somerset.

The Morgan Three-Wheeler Championship

LAST year's Morgan 3-wheeler Racing Championship was won by Ian Rattray and Steve Vines, with an F-type Morgan, who scored 51 points. Three points behind in second place was the 8/80 JAP-powered Morgan of Bill and Maggie Tuer, with third place, at 36 points, going to the JAP Mk.II-engined Morgan of Dave Caroline and Eric Hocken. An F-type was 4th, followed by JAP-engined Moggies, so it was a nicely open balance between the vee-twins and the later models. The Morgan 3-wheeler Club will shortly announce the events constituting the 1982 Racing Championship and hopes for more than 13 entries for most events, as was achieved last season. The Membership Secretary is: Dave Harman, Mellow Cottage, Ankerdine Hill, Knightwick, Worcester, WR6 5PN, and a printed magazine full of interest to Mogmen is published monthly.

Correction

WE MADE a hash of describing the late Air Chief Marshal Sir Alec Coryton's veteran Panhard-Levassor, last month. The car was actually borrowed by Sir Alec for VCC events from Sir Stanley White, son of the Founder and Chairman of the Bristol Aeroplane Company, not of the BAC. The car had been a 21st-birthday present from Sir Stanley's father and it was Sir Stanley who collected it personally from Paris, as a new car, in 1903.

Oh Dear!

IN our article on the activities of the Trade and Industry behind the scenes in Formula 1 we stressed the work of AP-Lockheed on brakes and associated mechanisms and inadvertently referred to AP as Associated Products Ltd. This should have been AUTOMOTIVE PRODUCTS Ltd., who are at Leamington Spa which is where the design and research and development work is carried out on brake discs, calipers, brake systems, hydraulics, clutches and all the other components. Our apologies to John Moore of AP-Racing Ltd., and to the parent company.

VSCC December Driving Tests

IT IS a thankless task to attempt to describe a driving-test meeting, especially when it involves ten elaborate evolutions, with more than 70 drivers undertaking them. But any VSCC event is a social occasion, which was especially true of these pre-Christmas DTs. This year they were performed, not at Enstone, but at near-by Barford St. Michael, not far from Oxford. As at the Knighton driving-frolics, the star of the meeting was an American car, not the Willys-Knight of the former event, but R. K. Hickling and his taming of a 1914 Metz 25 tourer. He explained that it was such an odd car that he just had to buy it. Apparently it was imported 18 months ago, but never run. Hickling was very bravely, in view of its decidedly unusual controls, driving it for the first time and he made a by no means poor showing in the tests. The Metz has a 3.1-litre side-valve engine based on the S-type Ford, and the friction transmission, which has an enormous friction disc and driving wheel, provides seven speeds, selected by a central lever working in a notched quadrant. Final drive happens on the near-side of the back axle, by an enclosed chain, the axle sprocket of which incorporates a differential, and an expanding and a contracting brake, using the single drum.



HICKLING'S 1914 Metz 25 tourer.

This is a left-hand-drive Yank, and the foot controls comprise a right-hand clutch pedal and a brake pedal, both with ratchets, and a left-hand pedal which must be the forerunner of the foot-operated parking-brake. The equipment includes a "gown-rail" on the back of the front seat and a roll-up back panel to the hood. The dashboard carries a Stewart ribbon-type speedometer and a Gray & Davis ammeter, very clearly marked "Charge" and "Discharge". This Metz has full-elliptic springing all round, supplemented by coil damper-springs at the back, a tubular front axle, and it runs on wooden wheels shod with 32" x 3 1/2" tyres supplied by the Genrig Tyre Co. The steering gear involves a completely exposed toothed-quadrant and pinion. Crude, but Hickling had clearly won the machine's respect . . .

Hardly had I recovered from that, than I saw Britwell arriving in his 1926 Type-IS De Dion Bouton two-seater (he also has another of these rare cars), which went very effectively after a punctured front tyre had been dealt with. It is a car which is redolent of some little-changed French backwater and rare to a degree from its dashboard electrical panel by Victrex, to its cantilever rear springs.

Tony Jones' 30/98 Vauxhall had been joined by Frisby's 1917/18 D-type Vauxhall, an



BRITWELL'S 1926 De Dion Bouton about to have its nearside front tyre changed.

"alloy-and-yeller" tourer on substantial tyres. Besides this Edwardian and the Metz, three others of this and the veteran period were present. Creed-Miles had a 1904 Humber Olympic Tandem, Rosoman a 1905 Type-Z De Dion Bouton, and Roger Collings seemed to be enjoying overcoming adversity with a borrowed 1904 10/12 h.p. twin-cylinder Beeston-Humber, which had taken four hours to arrive from Chipping Norton and needed an automatic inlet-valve's cotter replaced again, before taking the first test, at the conclusion of which, the intrepid driver not only applied the lever-brake but professionally threw the gears out of engagement . . .

Many familiar competing cars were naturally present, competing in various classes (3) and categories (4), which may have been why we saw Barry Clarke ensconced in a 1929 Austin 7 metal saloon, opposed by Rouse's Singer Junior saloon of the same date. Roger Howard's Type 37A Bugatti was, as ever, very covetable, Peter Hull had appropriately borrowed a 12/50 Alvis tourer in which to become a Competing-Secretary, and Mazzotti had produced his sedate but interesting 1923 16/50 Benz DS tourer. Tim Llewellyn was there to liven things up with the 8.3-litre Bentley, the Threlfalls' BSA twin had its "radiator" covered with an Admiralty Chart, against any mishaps of navigation and the chill wind, and Fountain drove a smart Riley Sprite. Piers-Hall's alloy Ulster Austin slid under braking at the end of the "Madresfield Madness" test but before I become pathetic and attempt to describe such tests, let us hastily pass on to the results. — W.B.

Results

First Class Awards: C. P. Marsh (1925 Austin 7), R. M. Parker (1924 Austin 7), R. C. Howard (1927 Bugatti Type 37A), R. C. Smith (1933 MG J2), C. Gunn (1929 Austin 7), D. J. Densham (1929 Austin 7).

Second Class Awards: D. G. Laxton (1924 Austin 7), B. M. Clarke (1929 Austin 7), M. Cann (1937 Aston Martin), M. R. Garfit (1937 Frazer Nash-BMW 319).

Third Class Awards: M. U. Hirst (1930 Morris Minor), E. W. Sturgess (1927 Austin 7), D. R. Marsh (1925 Austin 7), P. L. Glover (1924 Alvis 12/50), J. R. Hill (1938 Morgan 4-4), A. P. Costigan (1930 Vernon Derby), M. Piers-Hall (1929 Austin 7), G. T. Neale (1934 Frazer Nash).

Morgan Mumbles

WE hear that the Morgan Motor Company have changed the specification of the 4/4 for 1982 and will be fitting an in-line version of the 1,600 c.c. engine developed by Ford for the front-wheel-drive XR3. Improvements both in performance and economy are expected. The classic styling is, of course, unaltered and prices for these desirable sports cars from Malvern start at £7,244.52 for the two-seater 4-4, ranging up to nearly £10,500 for the exciting Plus 8.

CLUB NEWS

Riley RM Club

THE Club which caters for the handsome 1 1/2-litre and 2 1/2-litre four-cylinder RM Rileys of 1946 to 1955 is obviously a happy and active one, publishing a monthly magazine, *R. Memoranda*, which contains plenty of pictures of the favoured Riley model, details of social fixtures and, in particular, useful information about keeping RM Rileys on the road. There is also a Sales and Wants section, from which it appears that these post-war Rileys are holding their value well. The Club has officers who look after technical aid and a mutual spares scheme, social activities and history. The Membership Secretary is: Derek Allnutt, 6 London Road, Fontwell, Sussex.

Bugatti Owners Club

THE AGM and Annual Prize-Giving took place on November 29th at the Weston Manor Hotel, Weston-on-the-Green, near Oxford, compered by BOC Chairman Barrie Price, the many magnificent trophies being given to the recipients by Mrs. Riley, wife of the well-known competition driver (who threatens to return to Club motor-racing), herself a famous rally-driver as Ann Wisdom, and whose mother and father were both very successful competitors at Brooklands and elsewhere, before the war.

Times change, and we counted only two Bugattis in the car-park, among the Ferraris, Turbo Saab and the like. Roger Howard's road-equipped Type 37A and his former Type 40 Bugatti flanked the hotel entrance and as Roger won the enormous gold-and-silver Jean Bugatti Trophy, that splendid award went home in an appropriate motor-car.

British Motor Racing Marshals Club

AS more and more use is made of the major circuits, the motor racing season gets longer each year, racing going on well into the autumn and starting again before winter has finished. At all these meetings, members of the BMRMC will be out in force helping the organising clubs to ensure that the meetings can take place.

On March 13th, the BMRMC will be promoting their own race meeting at Silverstone (one of the first fixtures of the year at the Northamptonshire circuit) and they hope that many competitors will turn out both to take advantage of an early opportunity to test their winter developments and to support the marshals who support their racing throughout the year. Supplementary regulations and entry forms are available from Tony Bird, 4 Sunnyside, Kingsclere, Newbury, RG15 8PW. Telephone Kingsclere (0635) 298856.

Lotus Seven Northern Owners Club

FORMED in 1976, this club, as its title suggests, caters mainly for owners of Lotus Sevens, the earliest of which will have been on our roads for 25 years this year. However, anyone with an interest in matters Lotus is welcome at their regular first Sunday in the month, lunch time, gatherings at the Bulls Head at Hale Barns near Altrincham. Each year there is a factory visit as well as a number of organised runs to race meetings, hill climbs and so on. The secretary is Ron Wood of 14, Lord Street, Chester.

ROAD IMPRESSIONS

The Colt Lancer 2000 Turbo

Impressively fast and eminently practical

THE rally-inspired Turbocharged version of the well-known Colt Lancer is a most exciting proposition, yet it is a perfectly road-usable four-door family saloon. Its performance, particularly in respect of straight-line acceleration, is inspiring indeed. Ford advertise, and rightly, that their Capri 2.8i goes like lightning. But this 1,997 c.c. Colt Lancer Turbo outpaces that excellent Ford injection coupé in almost all accelerative exercises. From 0-60 m.p.h. it is more than a second quicker, over a s.s. 1/4-mile the Japanese car gets there over half-a-second sooner, and it is the same with most of the intermediate-speed pick-up figures, except that the Colt should be in fourth, not fifth, gear, the latter a refinement Ford has not yet introduced. Couple this lightning acceleration with the Colt's top speed of 124 m.p.h., which is admittedly a few m.p.h. slower than a flat-out Capri 2.8i can achieve, and its docile running under less intense circumstances, and this compact Lancer Turbo represents a very fine all-round car.

Turbocharging has boosted the power output from the 85 x 88 mm. four-cylinder engine to a respectable 168 (DIN) b.h.p. at a modest 5,500 r.p.m. (you go "into the red" at 6,000 r.p.m.), and the torque developed at 3,500 r.p.m. is 181 ft./lb., by the same test-house measurement. The engine has an iron cylinder block and an alloy head with belt-driven o.h.-camshaft. The turbocharger is fed by Mitsubishi-Bosch fuel-injection, electronically controlled, there are five main bearings, and to humour the boost-pressure the compression-ratio is lowered to 7.6 to 1. Otherwise, this Colt Lancer reminded me of the not-too-recently-discontinued rear-drive Ford Escort. Except, of course, that the proud turbocharged version has a rear spoiler, a deep front air dam with vents to the brakes and a useful front tow-hook, reverse-read dayglow "2000 Turbo" decal on that air dam, and other outward reminders that this is not a car to be trifled with.

This exceedingly quick Colt is like any other modern small saloon. The seats are comfortable, in spite of a shallow cushion on the driver's seat, the instrumentation is easy to read, except for the little Turbo boost-gauge down on the central console, the clutch light, the gear change nice and only moderately notchy, and the amenities admirable. The engine started at once, hot or cold, but the auto-choke causes it to idle for a while at around 1,500 r.p.m., before it settles down at 750 r.p.m. You can either use the aforesaid quite exceptional acceleration (0-100 m.p.h. in 18.7 sec., 70 to 90 m.p.h. in top gear in 5.3 sec., are but two eyebrow-raising examples) for exhilarating "squirts" along straight roads or employ it for safe, very useable, passing in bunched traffic. The engine is but a four cylinder, but its balance is helped by Colt's unusual counter-rotating balance weights geared to the crankshaft, and although there is a resonant period low down the rev.-scale and some roughness, as speed increases this becomes a notably smooth-running power-unit. The urge comes in from about 3,500 r.p.m. and thereafter

the pick-up, as I have said, is enormously impressive, and most enjoyable! Provided the engine is permitted to get its revs., power is released in a smooth flow, with no noticeable turbo-lag.

A car of this performance requires other complementary factors to render it pleasant to drive. The Lancer's suspension, with a live back axle sprung on coil springs, damped with gas-filled struts and located by no fewer than four trailing-links, and front springing by MacPherson struts, gives some up and down liveliness, and the rougher roads can induce some rear-end dance; but on the whole the Turbo Lancer is easy to control, with only mild understeer into corners. The manual recirculating-ball steering with a small four-spoke wheel is geared four turns, lock-to-lock, and is perfectly acceptable. The servo disc / drum braking likewise, these being light and responsive.

The deeply-hooded instrument panel before the driver contains speedometer with decimal trip and total odometers, tachometer, heat, fuel, oil-pressure and alternator-charge gauges, casually calibrated, with a digital clock boxed into the centre of the fascia. The slow-to-read but steady-needed fuel-gauge was irritating, because it nudged the "empty" line when the 11-gallon tank was nearly half full — so after using the Lancer Turbo's magnificent performance to set up rather remarkable average speeds, we were forced to re-fuel after about 170 miles or thereabouts. However, there is a fuel-low-level light and thus the owner of this fascinating car need not be curbed in this way. Indeed, there is even a warning light to tell you when the windscreen-washer bottle needs replenishing.

The gaitered gear lever has fifth-gear location on the right, forward opposite reverse, the latter gear engaged by depressing the lever, so there is no difficulty over gear engagement, and the lever's lateral movements are minimal. Two substantial steering column stalk controls work the lamps with a twist-action from the right one, the labelled screen-wiper permutations from the left-hand one, turns being signalled with the r.h. stalk, with the horn-push part of the steering wheel spokes. Instrument lighting can be fully dimmed or doused with a fascia knob and a very big knob on the extreme right of the panel looks after the rear fog-lamps and is such that these can hardly be overlooked, so that Colt drivers should not be among those morons who use such rear illumination when there is no fog about. . . . A neat push-on, push-off button controls rear-window heating and there is a typical

Japanese, much captioned, four-lever heater ventilator control, which gives good combinations of occupants' requirements, five pages of the instruction-book explaining how to accomplish this. A full set of rear-view mirrors is provided and stowages include front-door pockets, a non-lockable cubby with a slide-catch, l.h. under-fascia shelf, an open well and coin-carrier on the central console, and two open protruding dishes before the driver. There is a lipped shelf on top of the dash and the cubby lid has a flap-concealed recess for some mysterious purpose. The Japanese must carry a lot of parcels!

The boot, which needs a key to open it, looks small, because the covered spare wheel is mounted vertically on its front wall, but it is nearly as capacious as that of the Ford Capri with its rear seats up. The test car was on 185 / 65 HR14 Pirelli P6 Cinturato radial-ply tubeless tyres. Recessed anti-dazzle vizors, cigarette lighter, clutch foot-rest, lever-set adjustable steering-column rake, hazard warning-lamp switch on the steering-column, Stanley halogen headlamps (but not the high-mounted Hella lamps of the earlier cars), velour upholstery and adjustable front-seat squabs are all part of the package, and the Turbocharged Lancer has an increased radiator capacity, an oil-cooler, and an aluminised exhaust system. I liked the black paint finish, and the good-looking alloy wheels. The internal door handles are a fraction far back, causing some drivers to try to open the driver's door by pushing on the surround and the slide-control for this seat is at the side. The driver's mat tended to ruck up. If the doors are opened when the car's lights are on, a warning-light shows, which seems adequate, and to me preferable to the Mazda bell or the Mercedes-Benz buzzer. Room in the Colt's back compartment is adequate if not generous and the interior practical but not exactly plush.

Heavy fuel thirst might well be expected, as a penalty of the Lancer Turbo's splendid performance, so I was pleased to obtain 26.5 m.p.g. on an average-fast long cross-country journey and 21.2 m.p.g. on a faster dash, four up, the overall consumption, after some rather fast driving, did 23.3 m.p.g.; careful users might do 29 m.p.g. The fuel-filler is on the near-side, covered by a lockable flap. The rear-hinged bonnet lid requires propping open. Its release is on the correct side within the car. The oil dip-stick removes easily but was difficult to reinsert in its tube. The number plates are high set, perhaps an inheritance from rally participation.



AROUND AND ABOUT Nimrod

TO some of us Nimrod conjures up scenes of Elgar and the Malvern Hills, while to others it conveys an RAF search-aircraft, but what it means in the motor racing world is a new Group C car for Endurance racing. Nimrod Racing Automobiles Ltd. is a new firm formed by Robin Hamilton, the Aston Martin dealer in Staffordshire, Victor Gauntlett the Chairman of Aston Martin Lagonda Ltd. and Pace Petroleum, and Peter Livanos of Aston Martin's American retail sales subsidiary. This new firm is based at Hamilton's Aston Martin agency at Fauld, near Burton-on-Trent and have built this new car, with a second one nearing completion. With the assistance of Eric Broadley on the monocoque design, it is powered by a V8 Aston Martin Lagonda engine driving through a Hewland VG gearbox. Wheels are German BBS alloy ones and Dunlop racing tyres are used. The Le Mans 24 Hour race is the primary objective of this interesting newcomer, but it will also be raced in the other Endurance races for the Manufacturers Championship. The new Group C regulations call for a flat underside behind the front wheels to the rear of the cockpit section, to negate orthodox ground-effects.

The Newport Pagnell factory of Aston Martin Lagonda Ltd. will be providing the engines for this racing project and will be doing development work on the 5.3-litre 4 o.h.c. V8 to utilise fuel injection and possibly turbo-charging as the present 580 b.h.p. is unlikely to be enough to deal with factory Porsches, Fords and Ferraris. At the time of the introduction of this new car at the Goodwood circuit, no drivers had been nominated but Derek Bell, Chris Craft, Tiff Needell and Nigel Mansell were present at the track. For some strange reason James Hunt was paid handsomely to drive it round for a few laps and gave his views to the media, though quite what he knows about Endurance racing cars is hard to see. Had Derek Bell driven it we might have learnt something about the possibilities of this new long-distance racing car and he would have been interesting to listen to with his great knowledge of Le Mans type cars.

If all goes well this new Nimrod Aston will compete in the Daytona 24 Hour race in January and the Sebring 12 Hours in March prior to its British debut at Silverstone in May.

Restyled and refined Volkswagen's Scirocco for '82

A MAXIMUM of 5,000 British buyers will be able to avail themselves of the opportunity of purchasing one of the stylish new Volkswagen Scirocco coupés in 1982. That was the news at the

COLT LANCER 2000 — continued

This very enjoyable Colt Lancer Turbo seems expensively priced at £8,899, especially as it lacks central door-locking, electric windows, etc. But before you condemn it as too costly, drive it! You will then find that your journey times are appreciably reduced, I think, at the expense of some driver-concentration. This super-quick Colt usually wants to be 20 m.p.h. faster than it should be on A-roads and it does 100 m.p.h. all too easily if shown a Motorway! If you want one, sales are handled in this country by the Colt Company Ltd, Spitalgate Lane, Cirencester, Glos. — W.B.



THE Aston Martin V8 engined Nimrod Group C car ready for the 1982 Endurance racing season.

press launch of this new, revamped coupé from the German manufacturer which will be available on the UK market in three differing model specifications within the next few weeks.

Volkswagen have been careful to retain all the well-established appeal of the original Scirocco, yet the new model is slightly longer, offers more internal room and should return significantly improved fuel consumption figures thanks to considerable aerodynamic improvements. Every model in the range combines commendable levels of economy with 100 m.p.h.-plus performance. The "basic" CL, fitted with a five speed economy gearbox, uses two star fuel and will return a remarkable claimed 53 m.p.g. at a constant 56 m.p.h. It has a top speed of 107 m.p.h. and a price tag of £5,424.35 (tax paid). This CL model is fitted with a 70 b.h.p. version of the trusty 1,475 c.c. engine. In the middle of the range is the GL, priced at £6,497.02 (tax paid) which is fitted with a carbureted version of the smooth, sweet-revving 1,588 c.c. four cylinder engine. Enthusiasts, of course, will be captivated by the top of the range GTi, (£7,124.92), without doubt the quickest Volkswagen ever produced, which offers 117 m.p.h. from its splendid fuel-injected version of the 1,588 c.c. engine.

The distinctively restyled body is the work of Italy's Giorgetto Giugiaro and the shells are assembled by Karmann, one of Germany's leading coachbuilders. A total of 527,000 Sciroccos have been built since the original model was introduced back in 1974, accounting for four per cent of VW's total Worldwide sales. The very healthy Lonrho owned VAG (United Kingdom) operation is confident that demand for the new

VOLKSWAGEN'S revised Scirocco GTi.



coupé will substantially outstrip the relatively modest allocation scheduled for the UK in 1982. Although the new Scirocco will represent only five-per cent of the British market's total 1982 allocation of 100,000 cars, VAG is supremely confident that 1983 will see a considerably greater number of these coupés imported into this country. Even then, with figures perhaps doubled, they have no doubt that they will be able to sell them. Ford's Capri and Renault's Fuego are regarded as prime competition and the new Scirocco shapes up well against this opposition, both in terms of specification and price. MOTOR SPORT hopes to bring you a detailed test of the new Scirocco GTi early in 1982.

Trans-Continental Road Test

WHEN we read in English magazines about journalists driving to the Geneva Motor Show in Switzerland, and back, in the latest Maximobile from the British motor industry and waxing lyrical about the car "on trans-European journeys" or "on trans-continental driving" we smile wryly. The Swiss weekly newspaper *Automobil Revue* recently reported on a serious trans-continental road-test by three 38-ton Fiat lorries. Iveco (Industrial Vehicles Corporation) is a conglomerate of Fiat, OM, Unic and Magirus and they organised the test run for the three trucks which covered more than 7,000 kilometres in 15 days, running in convoy.

Starting in Milan they went into Austria, over the Brenner pass to Munich, across Germany to

continued overleaf

FAST FIESTA The New Ford XR-2

THE FORD Motor Company has a skilful knack of producing excellent sporting cars based on its current production models. One remembers with affection the first Cortina GT, when the Cortina was closer to present-day Escort-size than the far more spacious, best-selling Cortinas of the 1980s, the exhilarating Escort Mexico, and others of that ilk up to the recently-introduced FWD Escort XR-3, of which a MOTOR SPORT road test report was published last February. The latest of this happy breed is a new fast Fiesta — the XR-2. A large-capacity engine in a comparatively lightweight car has long been a classic formula for an effortless sporting performance. This is a trend Ford has followed with its current Escort model, with a 1600 engine available in addition to the more-basic 1100 and 1300 engines, and with the present range of Cortinas, using a 2000 o.h.c. power-unit to augment the 1300 and 1600 engines. Now Ford-of-Britain has shoe-horned a 1600, 82 (DIN) b.h.p. engine into the compact three-door Hatchback Fiesta, to form the sporting XR-2 model, distinct from the 1100, 53(DIN) b.h.p. and 1300, 66(DIN) b.h.p. powered Fiestas.

The result, as we were able to prove for ourselves last month, during a day's testing of the new XR-2 based on Hagley Hall near Birmingham, built in 1754, the seat of Lord and Lady Cobham, where an excellent lunch was served in the impressive dining room, after a coffee-halt at the Elms Hotel, Abberley, is everything we would have expected from a race-bred Fiesta — the new 1600 model owes much to the Fiesta 1300S and 1.6-litre Fords marketed in North America, of which more than 300,000 have been sold and to knowledge and valuable experience derived from the past two seasons of those 1600 Fiesta races in this country.

The 1,598 c.c. engine of the XR-2 uses electronic breakerless ignition and a Weber twin-venturi carburetter. With a high-lift camshaft and a special exhaust manifold feeding through twin downpipes into a large-bore exhaust system, a power output of 84 PS is claimed at 5,500 r.p.m., with 124 Nm torque produced at 2,800 r.p.m. The four-speed all-synchromesh gearbox has ratios of 3.154, 1.913, 1.276 and 0.951 to 1, in conjunction with an axle-ratio of 3.58 to 1, so that in top gear the engine is geared for good fuel economy, running as it does at something like 3,500 r.p.m. at an indicated 70 m.p.h. A top speed of 105 m.p.h. is claimed for the XR-2 and the 1600 tuned engine in this 1,763.6 lb. (kerb weight) car gives acceleration in the order of 0-60 m.h.p. in 9.3 seconds.

Naturally, Ford up-rated other aspects of the Fiesta when making this impressive performance possible. Special servo brakes with ventilated front discs are used, the alloy wheels are shod with low-profile 185/60 HR radial-ply tyres (Pirelli P6 on the car I tried), these new wheels having a distinctive circular-slot styling, and the suspension damper settings have been changed to suit the car, from the standard Fiesta-S specifications. The engine has been mounted 15 mm. lower, and a 14 mm.-dia. rear anti-roll bar aids road-clinging, together with lowered front-spring seatings and revised front suspension geometry, giving increased castor action to the steering and reduced wheel camber.

Front and rear aerodynamic spoilers are fitted, together with other external specialities, such as extended wheel-arches, 7"-dia. circular head-



lamps, and deep-section bumpers providing side body protection and possessing inbuilt front turn-indicators. Inside the XR-2 you find good cloth upholstery, and comfortable seats with fully-reclining front-seat squabs with adjustable head-rests. This fast, accelerative Ford Fiesta is competitively priced, at £5,500, or £5,576.86 if you want a smart black paint finish (shades of Model-T!), with metallic finishes available for a price of £5,584.25, all inclusive of car tax and VAT.

Having driven an XR-2 for many miles around the Worcestershire roads, I can report that it is a highly attractive and desirable little package, a credit to Ford's new Special Vehicle Engineering Department, whose first product was the much-acclaimed Capri 2.8i. The ride is notably good for such a small car capable of cornering so quickly and safely, the gear change is a delight, as on most Fords, and the pick-up response, even in the high top gear, is very usable. The noise-level is surprisingly low for such a small, quick car. All of which makes this a sporting small-car to enjoy. The instruments are easily read past a somewhat large, thick-rimmed two-spoke steering-wheel. The l.h. steering-column stalk controls the turn-indicators, the r.h. one the wiper settings, which include intermittent wipe, etc.

As a piece of fun in the course of the morning's motoring, climbs of Shelsley Walsh were on the agenda, for those drivers who wanted to have a go. It would be pointless to compare the times recorded by a small modern saloon with those of the racing cars which normally devour this famous hill, and anyway the start area was muddy and the hill very wet. But I was pleased to find that on my first ascent I clocked the same time as someone who knows the hill very well indeed but who had never before so much as sat in an XR-2, whereas I had driven the car to Shelsley but have only driven on the course thrice before and then always in pre-war cars. (In sober fact, this time would merely have broken the course-record set up in 1913 by Higginson's Vauxhall, and the best time, by a younger journalist, would only have equalled Basil Davenport's slowest time in 1926 with the GN "Spider"). However, this is by the way. The point to be made after this day's sampling is that Ford has done it again, by offering a very attractive proposition in this big-engined sporting Fiesta, about which MOTOR SPORT hopes to say more, and quote fuel-consumption figures, after we have done a

full road-test. The XR-2 is distinguishable by its body-coloured external door mirrors, waist-lining and XR-2 decals, apart from the spoilers and those wheels, whose styling I am not sure I like. Incidentally, we tried this exciting new £5½-thousand Ford two days after its public announcement, so it should be readily available from Ford dealers.

That is the new XR-2 in production form. Already Ford Rallye Sport equipment is listed for it, ranging from suspension items and a stronger clutch pressure-plate, to a roll-over cage, 23 items in all, with the 1982 Ford Fiesta Race Championship in mind. This championship will take in 15 inclusive qualifying events, starting on April 12th, at circuits ranging from Mallory Park to the Nürburgring, some races as long as 20 laps. Details are available from Stuart McCrudden Associates, 3, Plains Road, Little Totham, Maldon, Essex, CM9 8NA, and Pirelli and Townsend Thoresen are lending their support.

Reverting to the Fiesta XR-2s we tried, they were equipped with Ford CB radio, for those wishing to keep in touch or quip with their colleagues. Ford supply this CB radio from £90.66, without aerial. — W.B.

AROUND & ABOUT — continued

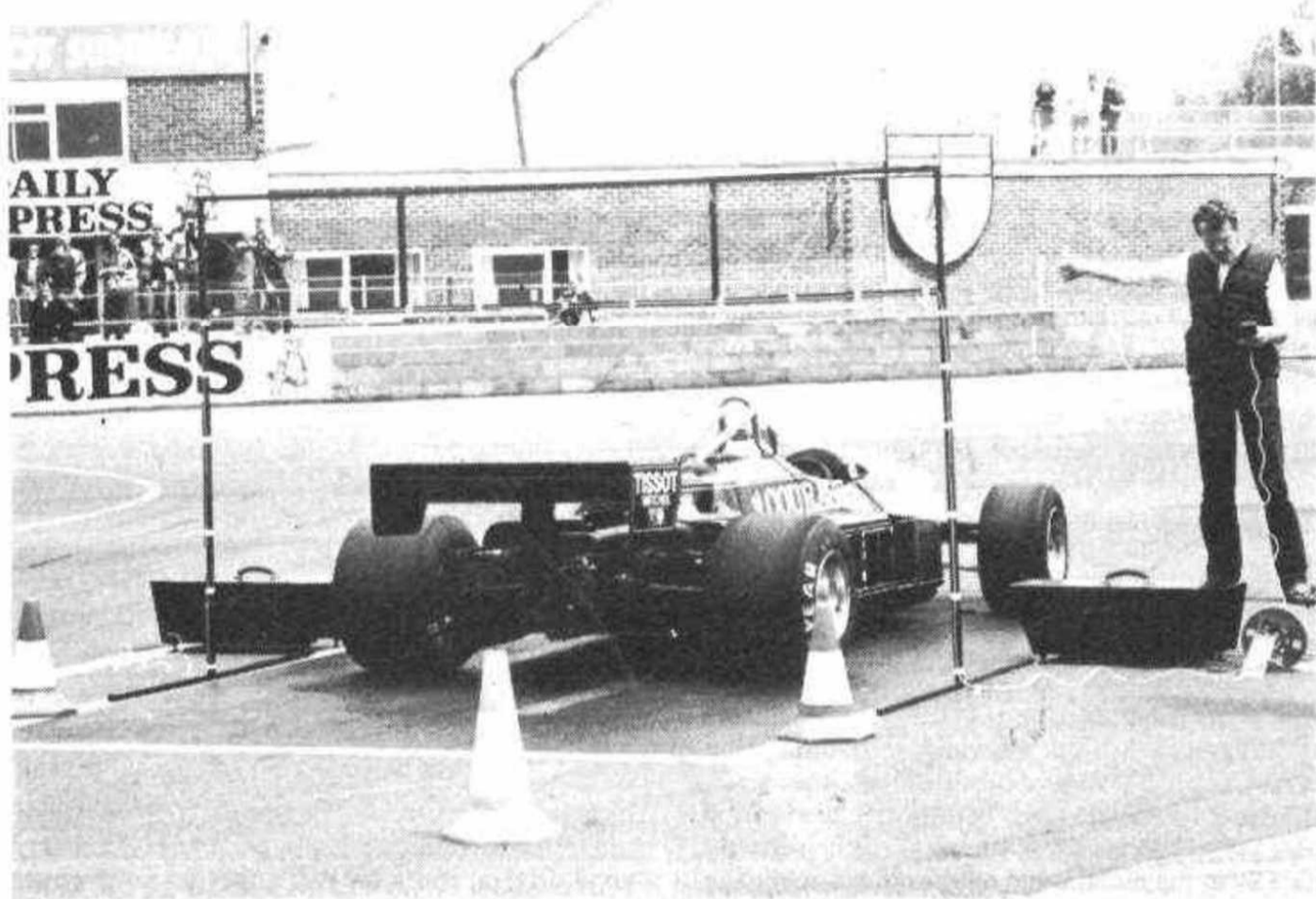
Kassel, north to Hannover and Hamburg. Then up into Denmark to the northern-most point where they took a ferry across to Goteborg in Sweden, across Sweden through Orebro (where Ronnie Peterson was born) to Stockholm. Another ferry took them across the Baltic sea to Turku in Finland where they headed east to Helsinki, then north to Oulo and up into the Arctic circle at Rowaniemi. Here they turned round and came south through Sweden, passing through Sundsvall and down to Stockholm again where they turned due west and went across Sweden into Norway to Oslo, then south back into Sweden and down the west coast and over to Copenhagen. The road across the Danish islands and the ferries got them back to Germany in Hamburg and then it was Autobahn south through Frankfurt to Basle and across Switzerland, through the Alps to finish up in Turin.

That little trans-continental road-test covered eight countries, 7,045 kilometres and took 15 days, the running average varying between 66 k.p.h. and 78 k.p.h. and diesel fuel consumption was logged assiduously.

The Formula One Scene

IT IS with some relief that I welcome in 1982, for it means that the 1981 season is really over and the sooner we forget it the better. In the past we have had the silly season, which is usually a brief moment at the height of the summer, but 1981 was a silly season from start to finish. It began with the absurd idea that the Formula One Constructors Association was more powerful than the Fédération Internationale de l'Automobile and various governments and Bernie Ecclestone and his boys thought they could go it alone. After a kick up the backside by the Goodyear Tyre Company and one or two other influential people behind the scenes the "constructors" toed the line and joined the "manufacturers" and got on with the job of Grand Prix Racing, but the silliness cost South Africa its World Championship Formula One race. All the big names of FISA and FOCA agreed to a new set of rules called the Concorde Agreement, drawn up in Paris at the FIA offices in Place de la Concorde. Some of us eventually managed to get a copy of this document by April last year, but by that time it was almost worthless as meetings between the FISA President Jean-Marie Balestre and B. Ecclestone altered rules almost at the drop of a hat. If the rule itself was not altered then a different interpretation was put on the words; to those that most intelligent people had accepted. Biggest laugh was the ground clearance rule which intended that a car should never be closer to the ground than 6 centimetres, but because it was obviously impossible to check this clearance at 180 m.p.h. a ridiculous rule was included that said it would be checked at point A. So everyone cheated until they reached point A and then the car stood up on tip-toe, thanks to hydro-pneumatic devices, and it was declared legal. Some teams, like Williams and Renault, started off with no idea of cheating, but the Brabham team started the rot and because FISA accepted the Brabham team (Mr. Ecclestone's own team, I would point out) then everyone cheated.

Some idea of the absurd state of everyone's mind during 1981 is best given by a little story that occurred at Monza, which was typical of the "double thinking and word twisting" in which everyone indulged all season. In the Concorde agreement it said in Article 4, paragraph (e), "The name of the driver as well as the make of the car will appear on the bodywork." You would think that that was straightforward enough, wouldn't you? All the teams complied with this simple rule except one, and that was Bernard Ecclestone's Brabham team. The name of the car was there, but no sign of the driver's name until we got to Monza, when the cars had Nelson Piquet and Hector Rebaque printed on the space behind the driver's head. I commented to B.E. that it was nice to see that at last he was complying with Article 4 (e) of the Concorde Agreement. Smart Mr. E's reply was that the names had been on the bodywork all season and when I expressed surprise and said that I had never seen them, he said they were "in dymo-tape underneath". Now I have a simple dictionary which says "ON — above and touching" and "UNDER — below, beneath, inferior to". The Concorde rule clearly said "... on the bodywork". You just cannot talk to people in Formula One when their minds work in such devious ways as the leader of FOCA. With that mentality at the head is it surprising that 1981 was a silly season. To drag the 1981 season up to a climax of stupidity we ended up with the media



1981 — the year of the laughable rule which required cars to have at least 6 cm. ground clearance. Early in the season, clearance was checked with a "hockey-stick" type measuring device, but by the time the British GP came along, technology had caught up and light beams were used — here de Angelis' Lotus passes the test after practice.

making much play on the possibility of Jackie Stewart and James Hunt returning to the Formula One cockpits.

If it had not been for drivers like Alan Jones, Nelson Piquet, Gilles Villeneuve, Didier Pironi, Alain Prost and Jacques Laffite it would not only have been a silly season, it would have been dull as well. Fortunately the drivers kept the whole thing alive by some spirited driving and racing, and while practice was often boring due to the rules, the races were pretty good. Once the twenty-four cars had set off from the assembly grid, in formation, everything looked good and without exception every time the green light came on there was some good motor racing, which after all is the whole point of the exercise. As we are starting 1982 with no dissension in the ranks about who runs Formula One racing let us hope that everyone has got over their "silliness" disease and will try and act like reasonable human beings.

The South African GP is back on the World Championship calendar and is due to take place on the 23rd of this month, at its regular home at Kyalami. At the time of writing some teams have still not finalised their driver plans and signings, notably the Frank Williams team, for as mentioned last month the 1981 season ended with both Alan Jones and Carlos Reutemann saying they were retiring from Formula One. Whether they are sticking to their words I will believe when I view the starting grid on January 23rd. If Jones does not re-appear I will not be surprised, nor will I be surprised if he comes back later on in company with a Japanese manufacturer. Of Reutemann what can one say, for there were times last year when you felt that even he did not know what he was thinking, so how can we know. Anyway, Patrick Head is pressing on with his experimental six-wheeled Williams and Frank himself is continuing negotiations with all those people who are important to the future well-being of his team.

Other teams have been settled for a long time, notably Ferrari and Renault. The Maranello team have retained Villeneuve and Pironi and are continuing on the V6 turbo-charged engine route, with a new chassis and aerodynamics influenced

by Dr. Harvey Postlethwaite, or as he is now known, *ingegnere* Postlethwaite. The Maranello "tin-bashers" must be shaking their heads sadly as they see Nomex honeycomb and carbon fibre being "baked in the pie" but when the present Ferrari "tin-bashers" were discovering the wheeling-machine and the pop-riveter, the ones before them were shaking their heads sadly as they put away their aluminium welding skills and their tree-stumps and wooden mallets. Times change, even at Maranello. Renault had reached a very strong position by the end of 1981 with their RE30 models and their path looks set very fair, with Prost and Arnoux doing the driving. The other French team, that of Talbot which used to be Ligier, will still be a force to be reckoned with as Jacques Laffite is still in full command, working hand-in-glove with his brother-in-law Jean-Pierre Jabouille. As indicated in MOTOR SPORT last October these two work exceedingly well together and while they will begin the new season with the Matra V12 powered cars we should see signs of their new V6 turbocharged 1½-litre Matra engine before long. Number two driver at Talbot is pretty academic as it really is Laffite's team, though Guy Ligier and Talbot give the impression that it is their team. It is a situation rather like the Cooper Car Company in 1959 and 1960 when Jack Brabham won everything with the Cooper-Climax. John Cooper used to say "I know it's my team, but really, I can't do anything until Jack gets back from Australia, because I don't know what he wants". Last year Jean-Pierre Jarier "stood-in" for Jabouille while his injuries were mending and then when he decided to retire, Patrick Tambay was invited into the team. Now Tambay has been replaced by the American from Rome, Eddie Cheever, which should not cause Laffite any trouble.

Since the amalgamation of McLaren Racing and the Ron Dennis Project Four organisation, into McLaren International, with John Barnard heading the design team they have made good, steady progress. At an announcement at the end of last year they explained that Niki Lauda was joining them, making a return to Formula One from which he walked out at the end of 1979.

John Watson is staying with the team and Andrea de Cesaris has been "passed on" by Marlboro who sponsor him. A much more important announcement was made that McLaren International had signed an agreement with Porsche Engineering for the supply of a new engine, with exclusive rights to McLaren. If Ron Dennis needs a feather in his cap, then this is it. In typically Porsche fashion the announcement said that the Zuffenhausen firm will be designing, building and developing a turbo-charged V6 engine of 1½-litres and it will be on the test-bed towards the end of 1982 and ready to race in 1983. In the meantime McLaren will continue with the Cosworth DFV engine. This sort of tie-up between a big engineering concern that can design a new engine and a small concern that can handle the chassis and suspension is a trend that could well snowball. We already have Ligier and Matra, and Brabham and BMW are on the brink of becoming serious, so Porsche and McLaren augurs well, and if Honda return with Williams and Toyota with Lotus we will have an interesting scene. There is no doubting that the small specialist teams are much better orientated to the needs of Formula One where it really matters, namely in the pit lane and on the circuit, while the major car manufacturers are better suited to the supply of serious components like engines.

The Brabham team have dispensed with the services of Hector Rebaque and his family money and taken instead Riccardo Patrese and more Parmalat money, keeping Nelson Piquet as team leader, as well they might for he is a natural winner. Testing of the BT50 with its turbo-charged four-cylinder BMW 1½-litre engine in the back is showing good progress and there is every sign that it might race in 1982. After an incredibly unsettling season Team Lotus are little better off. Double-talk, double-crossing, legal gobbledegook and pontificating over the Lotus 88 nearly drove Colin Chapman to despair last year and while Nigel Mansell did a good job in

his first season and put every effort into supporting the team through thick and thin, team-leader Elio de Angelis spent more time acting like a spoilt child at a time when Team Lotus had more things to worry about. Mansell is staying with the Norfolk-based team but who he will be driving with is still uncertain at the time of writing.

The Toleman-Hart team had a pretty severe introduction to Formula One, which they knew was not going to be easy, but I doubt they visualized it being quite so hard. Progress was made, albeit slowly, and they are looking for better things this year, some December testing at Paul Ricard giving them much more hope. While Derek Warwick is staying on, the future for Brian Henton does not look rosy, not because of his performances in 1981, far from it, for he worked his backside off for the team, but his driving ability is a known quantity and it just is not high enough for the team to make a next step forward. Whether they can find a better driver to replace him is a question a lot of people are asking.

Of the big manufacturers teams Alfa Romeo have had everyone puzzled. With virtual unlimited design and manufacturing resources, good drivers, and a car that appeared to be good, their sum total for 1981 was virtually zero. I do not keep points tables for every Tom, Dick and Harry constructor in the Manufacturer's Championship, but I am told that Alfa Romeo only just scored more points than Ensign! They seemed to have headaches with their comparatively simple car powered by their V12 engine, so what it will be like when they start racing their twin-turbocharged 1½-litre V8 I hardly dare think. They were seemingly on to a good thing in the days of the Brabham BT46 and BT48 with Alfa Romeo engines, but all the time they felt they could do a better job on their own. We know now that they were in error.

Of all the lesser teams only one got itself organised before the New Year and that was

Teddy Yip's Theodore Racing Team, with its neat little Tony Southgate-designed car. They started 1981 in good form with Patrick Tambay driving for them, until he was wooed away to Talbot. Now they have got him back and I can see this combination doing some good racing and finishing in the money, though not likely to be winners against the big factory teams. Around the back half of the grid there is a large collection of drivers and teams, some good, some mediocre and some hopeless and at the time of writing (mid-December) there is a big melting pot containing names like Tyrrell, ATS, Ensign, March, Fittipaldi, Arrows, and Osella, together with Salazar, Alboreto, Borgudd, Daly, Serra, Rosberg, Stohr, Rebaque, de Cesaris and new names like Moreno, Palmer, Scott, Baldi and so on. It is all swilling around on the Rent-a-Drive or Rent-a-Team roundabout and before the end of this month it will be partially sorted out with A going to B and C going to D and so on, with one or two names escaping out into the front half of the grid, names like Rosberg, Salazar and Daly, for example.

In all the foregoing I have made no mention of Mario Andretti, the oldest and most experienced "racer" in Formula One. The reason is simple in that he has said nothing as yet, though that remark could well be out of date by the time it is being read. Andretti may not be the fastest Formula One driver, and never was, but he was a natural winner and no doubt still could be, given the right car. When you look at him you see a solid, rugged character and think "there is more racing knowledge inside that head than most of the others put together, and he knows its there and knows how to use it". If Andretti has decided to retire from Formula One and stick to USAC or CART racing, it will be their gain and our loss. In just the same way, if Alan Jones stays in Australia racing saloon cars it is their gain and our loss. Grand Prix racing needs drivers like Jones and Andretti. — D.S.J.

A Daimler Conundrum

THOSE who enjoyed the high-standard of casting and accuracy in the ITV documentary "Winston Churchill — The Wilderness Years" should find the follow-up book, published by Macmillan's and written by Martin Gilbert, a scholar of Merton College, Oxford, well worth reading. All it has to do with motoring, however, apart from a picture of Churchill inspecting a Rolls-Royce armoured-car column at Pelham Down, Tidworth, in 1927, and some others of unidentifiable cars, is that his Daimler is mentioned. It was, according to the author, given to him in March 1932, as a present from various friends and admirers, led by Brendan Bracken, owner of the *Financial Times*, partly as a measure of affection after Churchill had recovered from being knocked down by a car in New York, while engaged on a lecture tour (it was estimated that his jay-walking accident was equal to falling 30 feet onto a pavement, and absorbing 6,000 ft./lb. energy; not unnaturally, it absorbed much of even Churchill's remarkable energy for some time).

The Daimler was awaiting Winston Churchill at Southampton on his return from America. The conundrum which Martin Gilbert sets us relates to the cost of the car. He says that Brendan Bracken had to raise £5,000 to obtain it. The car

was presumably a 1932 model, which one isn't stated, but the most expensive Daimler that year cost from £1,650 upwards, this being the great 40/50 h.p. "Double-Six", with fluid-flywheel. I can find no reference to Churchill's Daimler in the standard Daimler reference books and have not had time to thumb through the motoring weeklies of the period, to see if they mention it. But even were it a top model, with very special bodywork, surely it could have been purchased for about £2,500 or less?

I wondered whether the author of "Winston Churchill — The Wilderness Years" had perhaps mistaken dollars for pounds. But, apart from the obviously painstaking care he devoted to his text, he says the money was collected by asking 100 of Churchill's chosen friends for £50 each, so the total cost of £5,000 would be correct. Churchill sent 100 telegrams of thanks for the gift, in which he referred to the Daimler as "... this lovely motor-car ...". Perhaps some Daimler expert may wish to set our minds at rest, as to why this commendable present to the great Statesman cost his well-wishers such a lot of money? Incidentally, I believe the Daimler used in the ITV film was a 35/120 h.p. saloon well-known to VSCC members. When it made a later appearance therein, Churchill told his wife Clementine that in spite of hard times he had had it repainted to please her. I have not found this in the book, so it seems likely that the ITV producer had to slip this piece of improvisation in, after finding that the Daimler's owner had thoughtlessly had the colour

of his car changed between "takes", although this is pure surmise. — W.B.

Miniatures News

CO-INCIDING with Vatanen's World Rally Championship, Grand Prix Models of 173-175, Watling Street, Radlett, Herts have released a precision scale model of the Rothmans Group 4 rally Ford Escort, decalced for the Acropolis Rally. The kit retails at £7.95, complete with "chunky" tyres, roll-cage, etc. A later-decalced model-kit is scheduled for this month. GP Models also have a scale model of the new Ford Escort RS1700, available before the real car appears in competitions at £7.95. — W.B.



Behind the Grand Prix Scene

ELF

NO MATTER where you go for a Formula 1 World Championship Grand Prix you will be conscious of the name ELF, principally on the factory Renault cars, but also on petrol tankers in the paddock, oil containers, drivers' overalls, circuit advertising, hospitality units and on a myriad of cars in the lesser categories of the supporting races. There may only be three letters in the name ELF but behind those three letters are more than 500 companies that form the group ELF Aquitaine whose business ranges from petrol to plastics and from oil to cosmetics. ELF was formed in 1967 and the petrol and oil side of things stemmed from the existing company of Caltex (France), and incorporated other French petrol companies like La Mure and Avia. From the very beginning the policy of the new company was to be involved with technical activities in which they could supply knowledge (and materials) and at the same time get some feed-back into their own researches. France was at a low ebb in motor racing at the time, but there were signs of a resurgence on the horizon so ELF committed itself to the full support of motor racing, starting with Matra and Ken Tyrrell and Jackie Stewart. They spread out through Formula 2 and Formula 3, into long-distance sports car racing, into National racing in France and into racing schools and driver promotion. Among other things they involved themselves with the French side of Concorde.

The name ELF was conjured up on a "think-machine" that was made to search for a name that was brief, to the point, pronounceable in any language, easily written in any language, did not clash with any existing name and could not be confused with any other name. The three letters gave them all they wanted and when it was announced everyone in France said "Oh, of course! *Essence, Lubrifiant, Français*" (the petrol and oil of France). ELF is 67% government owned, the remainder being spread through small private share-holders.

They are now into their 14th year in motor racing and one can truthfully say that motor racing, in all its forms, is part of the overall ELF activity. They are not mere sponsors who pay money and claim advertising space, they support motor racing with technology and materials as well as money. The ELF hierarchy do not like to be thought of only as sponsors, for that tends to bracket them with cigarette companies, food companies, manufacturers of household goods and so on which have no direct involvement with motor racing other than advertising. The contribution of ELF goes much deeper than advertising. As can be imagined, for a company with oil drilling in the Sahara, gas extraction in the south of France, carbon fibre production, plastic of every sort, a thousand and one products from oil and so on, they have a very big research centre. This is situated south of Lyon, and here research is going on into just about everything of a technical nature and it is all available to the world of motor racing, or at least, to that part of motor racing that enjoys the direct support of ELF.

It was ELF that instigated the Renault-Gordini racing V6 engine which has seen Renault through F2, Le Mans and into Formula 1, and some idea of the ELF approach to business and engineering is the fact that the contract with Renault for Formula 1 was made initially for ten years. Apart



FRANCOIS GUITER (right) looks totally unmoved by the passionate overtures of the President of FISA, Jean-Marie Balestre. In the background Max Mosley looks worried and creeping into the picture on the left is Italian journalist Franco Lino trying to understand it all.

from the supply of petrol and oil for the Renault Grand Prix team the ELF chemists and research engineers are constantly in touch with the Renault engineers on engine development. The support for Renault is so strong that the official name of the racing cars is actually RENAULT-ELF and we saw the co-operation of Renault and ELF two years ago at the French GP when the turbo-charged cars were devouring pistons in practice at an alarming rate, for no obvious reason. The "big guns" of ELF were there in an instant and petrol samples were rushed to the Lyon laboratories for strict analysis and a search for any likely cause from the fuel angle. There was none, the trouble eventually being traced to the piston manufacturers, but ELF were very quick to assure Renault that one avenue of investigation could be closed.

While Renault receive the full support of ELF other teams are partially supported with the supply of petrol, teams like Brabham, Lotus, Tyrrell, and McLaren running on ELF petrol with the availability of any technical resources that they may need. The Ligier team, now the Talbot team, also enjoy the support of ELF with the supply of oil and technical assistance, but whereas Renault have a long-term contract these other teams are on a year-by-year basis.

Among the activities of motor racing supported by ELF are two French driving schools, one at Magny Cours and the other at Paul Ricard and the top students from each school are taken in hand by ELF and promoted into the serious business of motor racing with an eye to finishing up in Formula 1. Contracts with drivers are strictly personal, no matter for what team they drive, and are on a year-by-year basis. Some firms like to tie a driver down for three or five years, but ELF feel this is wrong and a season's liability is enough. If the driver is happy he will stay and if they are happy they will offer him another year contract, and then another and so on. The fact that Laffite, Tambay, Pironi and Prost are all ELF drivers speaks for itself. ELF do not believe in pouring money into the pocket of every young hopeful who thinks he can become World Champion. A young driver has to make the start himself by his own resources and initiative, preferably through one of the schools mentioned. Once he (or she)

has proved himself, his future is confirmed for the power and might of ELF are then behind him. They can ease the path into Formula 3, Formula 2 and Formula 1, or deflect it off into Le Mans and Endurance racing and so on. On the purely sporting side they encourage the activity of saloon car racing, with Renault 5 "boxes" but feel that the development of a front-wheel-drive saloon car racer is not the best way to go for arriving in Formula 1.

All this activity in motor racing and the total involvement with Renault and Formula 1 involves a lot of work and a lot of people. It comes under the department of Marketing, which embraces Sales, Publicity, Customer relations and Advertising. This department of ELF is situated in the centre of Paris and the 40 strong staff are presided over by Monsieur Francois Guiter, a very large severe looking man with the most gentle nature imaginable. He naturally exudes charm, diplomacy and a feeling of presence. His quiet and gentle nature, coupled to a firmness that is unshakeable, can often be seen in action in the Formula 1 paddock applying an air of calm over people who are becoming too agitated and excitable over nothing. Francois Guiter is the manager of all ELF Marketing activities, not merely motor racing, and was with Caltex (France) before the formation of ELF Aquitaine. When the decision was made to associate ELF with motor racing Monsieur Guiter had no interest in motor racing and had never even seen a racing car. His outwardly severe expression breaks into a charming and friendly smile as he tells you that he likes peace and quiet as the normal order of things and "the first race I visited was the Monaco Grand Prix, I could not believe the noise and confusion". Now he is fully accustomed to it and accepts it all as a part of the way of life that ELF have chosen to be associated with. Since that day in 1968 there has hardly been a Grand Prix without the presence of "Mr. Elf", always dressed correctly like a normal business man. Not for him the razz-ma-tazz of sponsorship with everyone decked out in suits-of-lights like circus clowns, plastered with company advertising. In fact the only way you know that Francois Guiter or his assistants have any

Continued overleaf

DID YOU SEE IT?

Racing cars on the road

DRIVING a single-seater Grand Prix car on the roads of England, Scotland and Wales in full racing trim is very much against the law. It was outlawed in the 1920s and every decade has been made more and more a law-breaking activity. Some people have got away with it by the application of minimal mudguards, a bulb horn and "trade plates" and others have gone to a lot of pains to equip a single-seater racing car with all the requirements of the Construction and Use Acts.

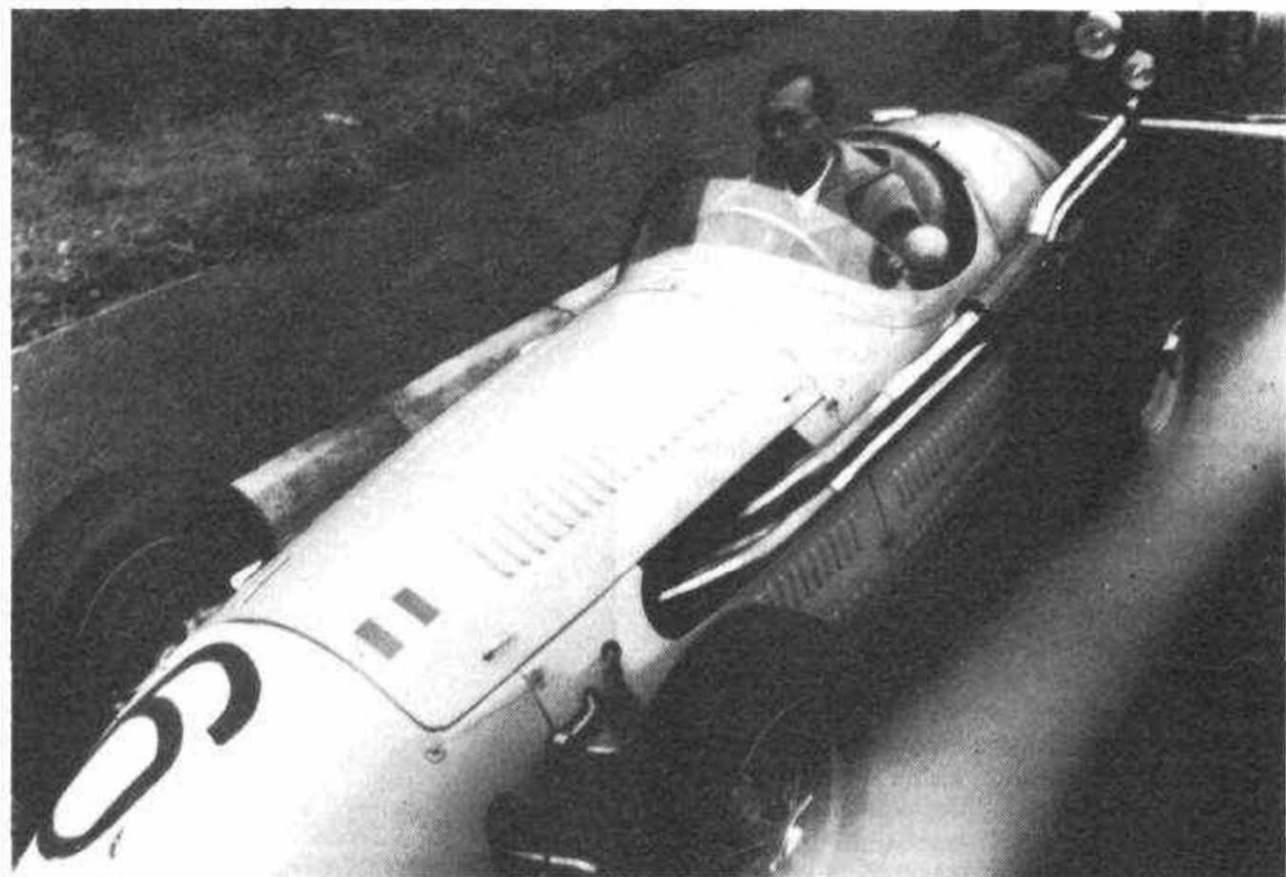
I was chatting over motoring experiences with Charles Mortimer, who used to race motorcycles, then took to car racing, passed through the boat phase and returned to the motoring scene with his bookshop and is now more or less retired, though he will never give up his enthusiasm for motoring and motor racing. He was recounting how he bought a 1935 Maserati 8CM Grand Prix car in 1947 and having the need to "try it out" he took it for a blast down the A3 Portsmouth road early one morning. Quite unintentionally he stopped to make some adjustments alongside the grounds of a private school and was suddenly aware of a row of small heads looking over the fence in wonderment. He had completely upset the early morning routine of breakfast. We mused over the fact that it was a pity no-one had a photograph of the incident, and that today if you did the same thing with a Tyrrell or a Williams every schoolboy would produce his pocket-size Japanese camera and record the occasion.

This naturally led us to other similar occasions that were missed for posterity, such as the time (also on the Portsmouth road in Surrey) when Johnny Claes' mechanic arrived at the Connaught works to collect the yellow-painted Formula 2 Connaught A-Type. Rodney Clarke and Mike Oliver thought it would be nice to let him hear the car run before it was loaded into the transporter so they put him in it and push-started it across the factory yard. Imagine their horror when Bianchi promptly motored off out of the yard and disappeared up the main London road amid the morning traffic. In Belgium there was no law about driving racing cars on the road and it was the normal thing to do, so naturally Bianchi had gone off as if he were at home in Bruxelles. He returned full of smiles, very happy with the car, totally innocent of how many laws he had broken. Fortunately the police did not see the yellow single-seater Connaught and unfortunately no-one with a camera seems to have seen it either.

Some years ago I was doing some research on Alta racing cars and had a letter from Basil Tye, the RAC Motor Sports Director, in which he told me about buying an Alta racing car about 1947.

BEHIND GP SCENE — *continued*
connection with ELF is to look at their official FISA armbands which merely say ELF.

For ELF motor racing is a technical exercise, a research and development activity from which they can benefit in their continued search to improve their products. An activity from which mutual benefit can be gained by those doing it and those supporting it. This is the outlook of the big manufacturers who are in racing, like Ferrari, Alfa Romeo, Renault and Talbot, as well as Porsche, BMW, Honda and Toyota who are coming in. ELF make no bones about the fact that if Mr. Ecclestone and Mr. Mosley want to turn Formula 1 into a public spectacle and an



Prince Bira driving his 250F Maserati on the public road on his way to the British Grand Prix in 1954.

[Photo by W. Innoles]

He went down to the little Alta factory on the Kingston by-pass at Tolworth, not far from where the Brabham factory is today, and viewed the single-seater Alta that had been specially built for Hugh Hunter in 1938. Geoffrey Taylor, who built the Altas, said "you'd better try it out" and promptly sent Basil Tye off up the Kingston by-pass to do a lap of the dual carriageway between the roundabouts that then existed at Tolworth and the Ace of Spades, where today there are complex underpasses. It was a wet and miserable day but none-the-less Basil Tye did his test lap up one side of the dual carriageway, round the roundabout, down the other leg of the by-pass, round the other roundabout and back to the factory. Another splendid sight never actually recorded on film.

The list of such occurrences is continuous from those early days of the re-birth of the sport to recent times. There was the Christmas road-test by MOTOR SPORT when a bearded member of the staff set off on Christmas Day for an 80-mile blast round Hampshire in a Formula 2 Lotus, or the number of times a well-known red ERA has been seen "going round the block" in a Hampshire military town. One memorable sight that no-one seems to have seen was when Frank le Gallais came over from the Channel Islands with his rear-engined Jaguar-powered single-seater hillclimb car to compete at Shelsley Walsh, and drove it from Southampton to the Worcestershire venue and back. Various Le Mans cars have been tested "unofficially" at first light on Motorways,

entertainment above all else, with no thought for the future other than money-making then they will pull out. If ELF pulled out of Formula 1 on a matter of principle rather than cost, then Formula 1 would die, for a lot of other industrial support behind the scenes would go with them. As things are at present ELF are fairly happy with the overall scene, though feel there are many details that could be tidied up, but Guiter's personal surprise with the world of Formula 1 is the virtual lack of forward planning. He finds that most people can only think a year or two ahead, when he has been used to industrial engineering in which 25 year plans are quite normal. He finds that many people in Formula 1 seem to live by the

in order to get the feel of 200 m.p.h. ready for the Mulsanne Straight but the single-seater Formula 1 car of today is not a very practical machine to take for "a blast up the by-pass".

Having been thinking about racing cars on the road, with particular interest in local occasions, out of the blue came a letter and photograph from Mr. W. Innoles of Bristol. The photograph shows Prince Bira driving his 250F Maserati (2504) on the wrong side of the road, followed by an MG Magnette saloon. The occasion, as recounted by Bill Innoles, was 1954. "We were travelling by coach to Silverstone to see the British Grand Prix and were held up in a massive traffic jam some two or three miles from the track. Behind the coach the Bira Maserati was being towed to the track behind a private car and Bira was getting very worried as time was getting short. He had a word with the local police who were most helpful and the Maserati was started up and Bira drove off up the wrong side of the road past all the stationary traffic. For us in the coach it was a stirring sight which I have never forgotten and I took the accompanying photograph through the window of the coach as Bira drove by. The line across the bottom right-hand corner of the photograph is actually the metal edge of the coach window frame."

Naturally this letter and photograph sparked off many more memories and the thought occurred that many MOTOR SPORT readers must have similar memories and possibly photographs to record the occasion. — D.S.J.

day, and shakes his head sadly at the thought, for he cannot take such people very seriously. ELF are very serious people for if they were not they would not have risen to the third largest industrial group in France in such a short time. — D.S.J.

The Things They Say . . .

Autocar, commenting on the BL tie-up with Honda: "What it does for Honda is to add a new dimension to their ambitions for overseas expansion. Already at maximum capacity in Japan, they plan to build more cars in other countries in the future" — Ah!

THE 1982 INTERNATIONAL RACING SEASON

FULL marks to the FIA for publishing the 1982 *International Calendar* of races, rallies, hillclimbs, rallycross, autocross and drag-racing before the end of last November. The total list of events, world-wide, which come under the jurisdiction of the FIA is well over 600, ranging from F1 Grand Prix events to drag-races at Santa Pod and in countries as far apart as Japan and South Africa, though to listen to some people you would think the sole job of the FIA, and its sporting management FISA, was to look after the 16 Formula One events. Events on the 1982 calendar are divided up into International Plus and International, or Full International and International, the first category events being open to all suitable licence holders and the second category being restricted to semi-professionals or non-graded drivers. In the list below we give the 1982 Calendar of Full International events for the various Championships run by the FIA, and a list of the major non-championship events, all other activities being of a restricted nature or purely national status.

It will be seen in the Formula One list that racing is due to start on the 23rd of this month with the South African GP at Kyalami. The world of FISA and FOCA is at peace at last and everyone agrees that the FIA run motor racing and the ridiculous World Federation of Motor Sport dreamed up by Max Mosley last winter to run "pirate" races, fell flat on its face. Bernie Ecclestone's FOCA teams toed the line and raced under FIA rules along with Renault, Ferrari, Talbot, Alfa Romeo, Osella and Toleman. Because the breakaway groups have gone to ground the FIA have been able to formulate the 1982 Calendar in good time and the only notable omissions from the F1 list are the Dutch GP at Zandvoort, and the Spanish GP at Jarama. This seems to be for the simple fact that the organisers have not yet paid their 1981 bills to the F1 teams, so presumably the organisations are going broke. After some alarms and excursions the Austrian GP has been reinstated and in Italy common sense has prevailed and there are two events. Imola is retaining the San Marino GP and Monza has the traditional Italian GP, a situation that must please all racing enthusiasts even if it upsets some of the money-grubbers. The French GP is taking its turn at the dusty facility of Paul Ricard just as the British GP is taking its turn in the cramped confines of Brands Hatch. Added to the list is a proposed race around the streets of Detroit, with Henry Ford himself taking an interest in the management, and on the little Dijon-Prenois circuit in France the Automobile Club of Switzerland is holding the Swiss GP. Racing is still forbidden in Switzerland, the ban being imposed in 1955 following the horrific Le Mans accident that year, and a few years ago the Swiss ran an experimental non-championship race at Dijon and this year it has been put on the calendar as a proper Swiss GP.

At Long Beach there is talk of a chicane on the bottom straight to knock off some speed before the Queen's Hairpin and the hairpin itself is being reshaped more on the lines of the trajectory that Villeneuve inadvertently took last year! Zolder are promising to do something about their pit area and Canada have tried to do something about their weather by accepting a date in June, rather than September or October. It will be noticed that there is a four-week gap between Canada (June 13th) and Brands Hatch (July 18th) and this is to

do with football being more important to television viewers than motor racing and there being something important happening in the ball-game world during that four weeks. Having watched the television spectacular of the Las Vegas GP last year I can understand the viewers' preference for ball-games.

Endurance racing takes a new turn this year with the introduction of Group C cars in which under-car ground effects are negated by the insistence of a flat underside as far back as the rear of the cockpit, and engines must be associated with an homologated automobile manufacturer, though they can be one-off experimental engines. Starting the Endurance racing season at Brands Hatch on March 14th seems like asking for trouble, recalling some of the snow-swept scenes at the Kentish circuit in the past in early spring. Ending the Endurance season with a race in Japan in early October, followed by one in Buenos Aires at the end of October seems a bit optimistic.

In direct contrast the Formula Two season is tightly packed into a bare five months, from the end of March to the middle of August, with nothing at all in September.

Once more we can look forward to a busy year of racing, whatever category interests you, so start planning now. — D.S.J.

GRAND PRIX RACES

(Formula One Driver's and Manufacturers' Championships)

Jan. 23	S. African GP (Saturday)	Kyalami
Mar. 7	Argentine GP	Buenos Aires
Mar. 21	Brazilian GP	Rio de Janeiro
Apr. 4	USA (West) GP1	Long Beach
Apr. 25	San Marino GP	Imola
May 9	Belgian GP	Zolder
May 23	Monaco GP	Monte Carlo
June 6	USA (Central) GP2	Detroit
June 12	Canadian GP (Saturday)	Montreal
July 18	British GP	Brands Hatch
July 25	French GP	Paul Ricard
Aug. 8	German GP	Hockenheimring
Aug. 15	Austrian GP	Osterreichring
Aug. 29	Swiss GP	Dijon-Prenois
Sept. 12	Italian GP	Monza
Oct. 16	USA (West) GP3 (Saturday)	Las Vegas

Reserve: Australian GP, Oct. 3.

WORLD ENDURANCE CHAMPIONSHIP

(For Manufacturers and Drivers)
*Makes Championship

Mar. 14	Brands Hatch	England
Mar. 28	Mugello	Italy
Apr. 18	Monza	Italy*
May 16	Silverstone	England*
May 30	Nürburgring	Germany*
June 19/20	Le Mans 24 hrs.	France*
July 11	Enna-Pergusa	Sicily
Sept. 5	Spa-Francorchamps	Belgium*
Sept. 19	Dijon-Prenois	France
Oct. 3	Fuji	Japan
Oct. 31	Buenos Aires	Argentina

FORMULA TWO EUROPEAN TROPHY

Mar. 21	Silverstone	England
Apr. 4	Hockenheimring	Germany
Apr. 12	Thruxton Monday	England
Apr. 25	Nürburgring	Germany
May 9	Mugello	Italy
May 16	Vallelunga	Italy
May 31	Pau Monday	France
June 13	Spa-Francorchamps	Belgium
June 20	Hockenheimring	Germany
July 4	Donington Park	England
July 18	Mantorp Park	Sweden
Aug. 1	Enna-Pergusa	Sicily
Aug. 15	Misano-Adriatica	Italy

Reserve: Zandvoort, Holland

FORMULA THREE EUROPEAN CHAMPIONSHIP

Mar. 14	Mugello	Italy
Mar. 28	Nürburgring	Germany
Apr. 4	Donington Park	England
Apr. 18	Zolder	Belgium
May 2	Magry Cours	France
May 16	Osterreichring	Austria
May 31	Zandvoort Monday	Holland
June 13	Silverstone	England

June 27	Monza	Italy
July 4	Enna-Pergusa	Sicily
July 18	La Chatre	France
Aug. 8	Knutsdorpning	Sweden
Sept. 5	Nogaro	France
Sept. 12	Jarama	Spain
Sept. 26	Nürburgring	Germany

Reserves: Oulton Park, England
Kassel Calden, Germany

EUROPEAN TOURING CAR CHAMPIONSHIP

Mar. 21	Monza	Italy
Apr. 4	Vallelunga	Italy
May 2	Donington Park	England
May 16	Enna-Pergusa	Sicily
May 23	Mugello	Italy
June 13	Brno	Czechoslovakia
June 27	Osterreichring	Austria
July 4	Nürburgring	Germany
July 31/Aug. 1	Spa-Francorchamps	Belgium
Sept. 5	Mugello	Italy
Sept. 12	Silverstone	England
Sept. 26	Zolder	Belgium

EUROPEAN MOUNTAIN HILL-CLIMB CHAMPIONSHIP

Apr. 4	Ampus-Dranguan	France
May 9	Alpi	Austria
May 16	Montseny	Spain
May 23	Estrella	Portugal
June 6	Ecce Homo	Czechoslovakia
June 13	Dobratsch	Austria
July 4	Trento-Bondone	Italy
July 18	Ascoli Piceno	Italy
July 25	Rieti	Italy
Aug. 8	Monte Dore	France
Aug. 22	St Ursanne-les Rangiers	Switzerland
Aug. 29	Fribourg-Schaunslund	Germany
Sept. 12	Cefalu	Sicily
Sept. 19	Türkheim-Trois-Epis	France
Oct. 3	Puig Major	Spain

SOUTHERN HEMISPHERE RACES

Jan. 3	Bay Park	New Zealand
Jan. 10	Pukekohe	New Zealand
Jan. 17	Manfield	New Zealand
Jan. 24	Lady Wigram Trophy	New Zealand
Feb. 28	Calder Raceway	Australia

CANADIAN-AMERICAN CHALLENGE (Can-Am)

June 27	Mid-Ohio	America
July 11	Watkins Glen	America
July 25	Road America	America
Oct. 3	Riverside Raceway	America
Oct. 10	Laguna Seca	America

SPECIAL NON-CHAMPIONSHIP EVENTS

Jan. 30/31	Daytona 24 hrs. (IMSA, GT)	USA
Mar. 13/14	Suzuka (F2)	Japan
Mar. 19/20	Sebring 12 hrs. (IMSA, GT)	USA
Apr. 24/25	Riverside (IMSA, GT)	USA
May 2	Avusrennen	Germany
May 30	Suzuka (F2)	Japan
May 30	Indianapolis 500 mls.	USA
June 6	Mosport (F, Atl.)	Canada
June 27	Norising Races	Germany
July 2	Daytona 6 hrs. (IMSA, GT)	USA
July 4	Suzuka (F2)	Japan
July 12	Montreal (F, Atl.)	Canada
July 25	Flugplatz Diepholz (F3)	Germany
Aug. 22	Road America (IMSA, GT)	USA
Aug. 29	Suzuka 1,000 kms.	Japan
Sept. 5	Mid-Ohio (IMSA, GT)	USA
Sept. 5	Trois Rivières (F, Atl.)	Canada
Sept. 12	Mosport (F, Atl.)	Canada
Sept. 26	Suzuka (F2)	Japan
Oct. 10	Donington Park Races	England
Nov. 7	Suzuka (F2)	Japan
Nov. 21	Macau GP	East Indies

NASCAR STOCK-CAR RACES

Feb. 14	Daytona 500 Miles	USA
Mar. 21	Atlanta 500 Miles	USA
May 2	Alabama 500 Miles	USA
May 30	Charlotte 600 Miles	USA
July 4	Daytona 400 Miles	USA
Aug. 1	Tallegda 500 Miles	USA
Oct. 10	Charlotte 500 Miles	USA

HISTORIC RACES

Apr. 4	Monza	Italy
Apr. 18	Monthery	France
May 16	Brands Hatch	England
May 30	Zandvoort	Holland
July 4	Monthery	France
Aug. 1	Donington Park	England
Aug. 8	Zolder	Belgium
Aug. 15	Nürburgring	Germany
Aug. 25	Croix-en-Ternois	France
Sept. 5	Salzburgring	Austria
Sept. 19	Mugello	Italy
Oct. 3	Dijon-Prenois	France

INTERNATIONAL RACE RESULTS OF 1981

WORLD CHAMPIONSHIP EVENTS



Champion Driver
Nelson Piquet Santo Maior

Champion Car
Williams FW07C-Cosworth V8

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed k.p.h.	Fastest Lap	Time Min. Sec.
Mar. 15	USA (West) GP — 261.700 kms	Long Beach	A. Jones (Williams FW07C-Cos. V8)	C. Reutemann (Williams FW07C-Cos. V8)	N. Piquet (Brabham BT49C-Cos. V8)	M. Andretti (Alfa Romeo 179C-V12)	E. Cheever (Tyrrell 010-Cos. V8)	P. Tambay (Theodore-Cos. V8)	140.979	A. Jones (Williams-Cos. V8)	1:20.901
Mar. 29	Brazilian GP — 311.922 kms	Rio de Janeiro	C. Reutemann (Williams FW07C-Cos. V8)	A. Jones (Williams FW07C-Cos. V8)	R. Patrese (Arrows A3-Cos. V8)	M. Surer (Ensign N180B-Cos. V8)	E. de Angelis (Lotus 81-Cos. V8)	J. Laffite (Talbot JS17-Matra V12)	155.450	M. Surer (Ensign-Cos. V8)	1:54.302
Apr. 12	Argentine GP — 316.310 kms	Buenos Aires	N. Piquet (Brabham BT49C-Cos. V8)	C. Reutemann (Williams FW07C-Cos. V8)	A. Prost (Renault RE20B-V6 t.c.)	A. Jones (Williams FW07C-Cos. V8)	R. Arnoux (Renault RE20B-V6 t.c.)	E. de Angelis (Lotus 81-Cos. V8)	200.630	N. Piquet (Brabham-Cos. V8)	1:45.287
May 3	San Marino GP — 302.400 kms	Imola	N. Piquet (Williams FW07C-Cos. V8)	R. Patrese (Arrows A3-Cos. V8)	C. Reutemann (Williams FW07C-Cos. V8)	H. Rebaque (Brabham BT49C-Cos. V8)	D. Pironi (Ferrari 126CK-V6 t.c.)	A. de Cesaris (McLaren M29C-Cos. V8)	162.870	G. Villeneuve (Ferrari 126CK-V6 t.c.)	1:48.064
May 17	Belgian GP — 230.150 kms	Zolder	C. Reutemann (Williams FW07C-Cos. V8)	J. Laffite (Talbot JS17-Matra V12)	N. Mansell (Lotus 81-Cos. V8)	G. Villeneuve (Ferrari 126CK-V6 t.c.)	E. de Angelis (Tyrrell 010-Cos. V8)	E. Cheever (Tyrrell 010-Cos. V8)	180.445	C. Reutemann (Williams-Cos. V8)	1:23.300
May 31	Monaco GP — 251.712 kms	Monte Carlo	G. Villeneuve (Ferrari 126CK-V6 t.c.)	A. Jones (Williams FW07C-Cos. V8)	J. Laffite (Talbot JS17-Matra V12)	D. Pironi (Ferrari 126CK-V6 t.c.)	E. Cheever (Tyrrell 010-Cos. V8)	M. Surer (Ensign N180B-Cos. V8)	132.030	A. Jones (Williams-Cos. V8)	1:27.47
June 21	Spanish GP — 264.960 kms	Jarama	G. Villeneuve (Ferrari 126CK-V6 t.c.)	J. Laffite (Talbot JS17-Matra V12)	J. Watson (McLaren MP4-Cos. V8)	C. Reutemann (Williams FW07C-Cos. V8)	E. de Angelis (Lotus 87-Cos. V8)	N. Mansell (Williams-Cos. V8)	149.100	A. Jones (Williams-Cos. V8)	1:17.818
July 5	French GP — 304.000 kms	Dijon-Prenois	A. Prost (Renault RE30-V6 t.c.)	J. Watson (McLaren MP4-Cos. V8)	N. Piquet (Brabham BT49C-Cos. V8)	R. Arnoux (Renault RE30-V6 t.c.)	D. Pironi (Renault RE30-V6 t.c.)	E. de Angelis (Lotus 87-Cos. V8)	190.392	A. Prost (Renault V6 t.c.)	1:09.14
July 18	British GP — 320.824 kms	Silverstone	J. Watson (McLaren MP4-Cos. V8)	C. Reutemann (Williams FW07C-Cos. V8)	J. Laffite (Talbot JS17-Matra V12)	E. Cheever (Tyrrell 010-Cos. V8)	H. Rebaque (Brabham BT49C-Cos. V8)	S. Borgeud (ATS-Cos. V8)	221.509	R. Arnoux (Renault V6 t.c.)	1:15.067
Aug. 2	German GP — 305.505 kms	Hockenheimring	N. Piquet (Brabham BT49C-Cos. V8)	A. Prost (Renault RE30-V6 t.c.)	J. Laffite (Talbot JS17-Matra V12)	H. Rebaque (Brabham BT49C-Cos. V8)	E. Cheever (Tyrrell 011-Cos. V8)	J. Watson (McLaren MP4-Cos. V8)	213.294	A. Jones (Williams-Cos. V8)	1:52.420
Aug. 16	Austrian GP — 314.947 kms	Osterreichring	J. Laffite (Talbot JS17-Matra V12)	R. Arnoux (Renault RE30-V6 t.c.)	N. Piquet (Brabham BT49C-Cos. V8)	A. Jones (Williams FW07C-Cos. V8)	C. Reutemann (Williams FW07C-Cos. V8)	J. Watson (McLaren MP4-Cos. V8)	215.698	J. Laffite (Talbot-Matra V12)	1:37.62
Aug. 30	Dutch GP — 306.144 kms	Zandvoort	A. Prost (Renault RE30-V6 t.c.)	N. Piquet (Brabham BT49C-Cos. V8)	A. Jones (Williams FW07C-Cos. V8)	H. Rebaque (Brabham BT49C-Cos. V8)	E. de Angelis (Lotus 87-Cos. V8)	(Ensign N180B-Cos. V8)	183.002	A. Jones (Williams-Cos. V8)	1:21.83
Sept. 13	Italian GP — 301.600 kms	Monza	A. Prost (Renault RE30-V6 t.c.)	A. Jones (Williams FW07C-Cos. V8)	C. Reutemann (Williams FW07C-Cos. V8)	E. de Angelis (Lotus 87-Cos. V8)	D. Pironi (Ferrari 126CK-V6 t.c.)	(Brabham BT49C-Cos. V8)	209.000	C. Reutemann (Williams-Matra V12 V12)	1:37.528
Sept. 27	Canadian GP — 277.830 kms	Montreal	J. Laffite (Talbot JS17-Matra V12)	J. Watson (McLaren MP4-Cos. V8)	G. Villeneuve (Ferrari 126CK-V6 t.c.)	B. Giacomelli (Alfa Romeo 179C-V12)	N. Piquet (Brabham BT49C-Cos. V8)	E. de Angelis (Lotus 87-Cos. V8)	137.200	J. Watson (McLaren-Cos. V8)	1:49.475
Oct. 17	Las Vegas GP — 273.000 kms	Las Vegas	A. Jones (Williams FW07C-Cos. V8)	A. Prost (Renault RE30-V6 t.c.)	B. Giacomelli (Alfa Romeo 179C-V12)	N. Mansell (Lotus 87-Cos. V8)	N. Piquet (Brabham BT49C-Cos. V8)	J. Laffite (Talbot JS17-Matra V12)	157.554	D. Pironi (Ferrari 126CK-V6 t.c.)	1:20.156

Driver's Championship Placings: 1st: N. Piquet; 2nd: C. Reutemann; 3rd: A. Jones
Manufacturer's Championship Placings: 1st: Williams-Cosworth; 2nd: Brabham-Cosworth; 3rd: Renault.

WORLD ENDURANCE CHAMPIONSHIP (For Manufacturers and Drivers)



Champion Car — Lancia Turbo Montecarlo

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed k.p.h.			
*Feb. 1	Daytona 24 hrs.	Florida	B. Redman/R. Rahal/R. Garretson (Porsche Turbo 935)	D. Bell/R. Akin/C. Siebert (Porsche Turbo 935)	W. Koll/J. Kline/R. McFarlin (Porsche 911S)	F. Carney/D. Davenport/R. Johnson (Datsun 280ZX)	C. Facetti/M. Finotto/E. Piro (Lancia Turbo Montecarlo)	H. Stuck/A. Gebhardt/W. Brun (BMW 3.5 M1)	184.30			
Mar. 21	Sebring 12hr	Florida	H. Haywood/B. Levin/A. Holbert (Porsche Turbo 935)	R. Cooke/R. Woods/S. McKittrick (Porsche Turbo 935)	M. Minter/M. Hinzal/W. Whittington (Porsche Turbo 935)	R. Stommelen/H. Meister/H. Grohs (Porsche Carrera 924)	D. Aase/P. Smith/C. Kendall (Porsche Carrera 924)	G. Moretti/C. Mendez/M. de Narvaez (Porsche Turbo 935)	170.68			
Apr. 12	Mugello 1,000 kms.	Italy	Sig. L. Lombardi/G. Francia (Osella PA9-BMW)	J. Cooper/D. Wood (Porsche Turbo 935)	A. Fischhaber/M. Ketterer (BMW 320)	C. Bussi/J. Guerin (Porsche Turbo 935)	F. Servanin/P. F. Rousselot/L. Ferrer (BMW 3.5 M1)	M. Benusiglio/L. de Angelis (Osella PA8-Ford)	154.55			
*Apr. 26	Monza 1,000 kms.	Italy	E. Doren/J. Lässig/G. Holup (Porsche Turbo 935)	Sig. L. Lombardi/G. Francia (Osella PA9-BMW)	*Gimax*/L. Moreschi (Osella PA9-BMW)	T. Fabi/D. Quester (BMW 3.5 M1)	S. Brunn/E. Jordan (Porsche 908/80)	F. Servanin/P. F. Rousselot/L. Ferrer (BMW 3.5 M1)	152.87			
*May 10	BRDC 6 hrs.	Silverstone	H. Grohs/W. Rohlf/D. Schornstein (Porsche Turbo 935)	D. Bell/D. Hobbs/S. O'Rourke (BMW 3.5 M1)	S. Brunn/E. Jordan (Porsche 908/80)	Sig. L. Lombardi/G. Francia (Osella PA9-BMW)	E. Doren/J. Lässig (Porsche Turbo 935)	R. Rahal/P. Lovett/R. Akin (Porsche Turbo 935)	161.49			
*May 24	ADAC 1,000 kms (Race Stopped at 388 kms)	Nurburgring	H. Stuck/N. Piquet (BMW 3.5 M1)	J. Massar/J. Jost (Porsche 908/80)	R. Wollek/P. Henn/A. Y. Smith (Porsche Turbo 935)	H. Heyer/J. Ghinzani (Lancia Turbo Montecarlo)	E. Doren/J. Lässig (Porsche Turbo 935)	V. Merl/J. Barth (Porsche Turbo 935)	170.20			
*June 13-14	Le Mans 24 hrs.	France	J. Ickx/D. Bell (Porsche Turbo 935)	J. Haran/J. Schlesser/P. Streiff (Rondeau-Cosworth V8)	G. Spice/F. Migault (Rondeau-Cosworth V8)	J. Cooper/D. Wood/C. Bourgoignie (Porsche Turbo 935)	J. C. Andruet/C. Ballot-Lena/H. Regout (Ferrari 512 Boxer)	A. C. Verney/R. Garretson/R. Cooke (Porsche Turbo 935)	201.06			
June 28	Enna 6 hrs.	Sicily	G. Edwards/E. de Villota (Lola T600-Cosworth V8)	Sig. L. Lombardi/G. Francia (Osella PA9-BMW)	*Gimax*/L. Moreschi (Osella PA9-BMW)	E. Doren/A. Pallavicini (Porsche Turbo 935)	D. Truffo/C. Violati (Ferrari 512 Boxer)	G. Ciuffi/F. Uncini (Osella PA7-BMW)	166.26			
July 4	Daytona 250 mls.	Florida	H. Haywood/M. de Narvaez (Porsche Turbo 935)	D. Cowart/K. Miller (BMW 3.5 M1)	J. Paul Snr./J. Paul Junr. (Porsche Turbo 935)	R. Tilton (Porsche Turbo 935)	D. Davenport/F. Carney (Datsun 280 ZX)	—	175.15			
*July 12	Watkins Glen 6 hrs.	United States	M. Alboreto/R. Patrese (Lancia Turbo Montecarlo)	H. Pescarolo/A. de Cesaris (Lancia Turbo Montecarlo)	R. Garretson/J. Rutherford/R. Mears (Porsche Turbo 935)	V. Woodman/J. Buncombe/P. Clark (Ford Capri V6)	M. Hinzal/D. Whittington/P. Henn (Porsche Turbo 935)	R. Rahal/G. Moretti (Porsche Turbo 935)	148.81			
July 25-26	Spa-Francorchamps 24 hrs.	Belgium	P. Dieudonne/T. Walkinshaw (Mazda RX7)	J. C. Andruet/E. Joosen (BMW 530i)	V. Woodman/J. Buncombe/P. Clark (Ford Capri V6)	J. Xheneval/D. Herregods/U. Grano (BMW 530i)	M. Duez/J. Allam/C. Nicholson/W. Percy (Mazda RX7)	H. Blackburn/R. Akin/J. Morrison (Ford Capri V6)	132.73			
Aug. 16	Mosport 1,000 kms.	Canada	R. Stommelen/H. Meister/H. Grohs (Porsche Turbo 935)	B. Redman/E. Wietzes (Lola T600-Chevy V8)	E. Field/W. Whittington (Porsche Turbo 935)	D. Cowart/K. Miller (BMW 3.5 M1)	P. Henn/E. Doren (Porsche Turbo 935)	J. Fitzpatrick/J. Busby (Porsche Turbo 935)	150.73			
Aug. 23	Road America 500 mls.	United States	R. Stommelen/H. Grohs (Porsche Turbo 935)	B. Redman/S. Posey (Lola T600-Chevy V8)	C. Cord/J. Adams (Lola T600-Chevy V8)	R. Garretson/T. Gloy (Porsche Turbo 935)	J. Fitzpatrick/J. Busby (Porsche Turbo 935)	R. Rahal/G. Moretti (Porsche Turbo 935)	169.64			
Sept. 6	Vallelunga	Italy	CANCELLED									
Sept. 20	Dijon-Prenois	France	CANCELLED									
Oct. 4	BRSCC-1,000 kms	Brands Hatch	G. Edwards/E. de Villota (Lola T600-Cosworth V8)	R. Garretson/R. Rahal (Porsche Turbo 935)	D. Bell/C. Craft (BMW 3.5 M1)	J. Cooper/D. Wood (Porsche Turbo 935)	Sig. L. Lombardi/G. Francia (Osella PA9-BMW)	D. Schornstein/H. Grohs (Porsche Turbo 935)	160.80			

***Manufacturer's Championship:** 1st: Lancia; 2nd: Porsche; 3rd: BMW
Driver's Championship: 1st: R. Garretson; 2nd: H. Grohs; 3rd: R. Rahal

FORMULA ONE (Non-Championship)

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed k.p.h.			
Feb. 7	South African GP-316 kms	Kyalami	C. Reutemann (Williams FW07B-Cos. V8)	N. Piquet (Brabham BT49-Cos. V8)	E. de Angelis (Lotus 81-Cos. V8)	K. Rosberg (Fimpaldi-F8C-Cos. V8)	J. Watson (McLaren M29C-Cos. V8)	R. Patrese (Arrows A3-Cos. V8)	180.74			
May 4	Brands Hatch	England	CANCELLED									

500 MILE RACES (to USAC Rules)

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed k.p.h.
May 24	Indianapolis-500 mls	Indiana	R. Unser (Penske PC9B-Cos. 1-c V8)	M. Andretti (Wildcat-Cos. 1-c V8)	V. Schuppan (McLaren M24B-Cos. 1-c V8)	K. Cogan (Phoenix-Cos. 1-c V8)	G. Brabham (Penske PC9-Cos. 1-c V8)	S. Kinser (Longhorn-Cos. 1-c V8)	222.83

TASMAN RACES

Date	Race and Distance	Location	First	Second	Third	Winner's Speed k.p.h.
Jan. 10	New Zealand GP	Pukekohe	D. McMillan (Ralt RT1)	D. Oxton (Ralt RT4)	J. Smith (March 77B)	—
Jan. 24	Lady Wigram Trophy	Christchurch	D. Oxton (Ralt RT4)	S. Millen (Ralt RT1)	D. McMillan (Ralt RT1)	—

FORMULA TWO RACES (for European Championship)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed k.p.h.
Mar. 29	BRDC-221.7 kms.	Silverstone	M. Thackwell (Ralt Honda V6)	R. Paletti (March-BMW)	C. Fabi (March-BMW)	186.15
Apr. 5	Jim Clark Trophy-203.6 kms.	Hockenheimring	S. Johansson (Toleman Hart)	M. Winkelhock (Ralt-BMW)	M. Thackwell (Ralt Honda V6)	201.83
Apr. 20	BARC-208.5 kms.	Thruxton	R. Guerrero (Maurer-BMW)	E. Elgh (Maurer-BMW)	R. Paletti (March-BMW)	195.39
Apr. 26	Eifelrennen-205.5 kms.	Nurburgring	T. Boutsen (March-BMW)	E. Elgh (Maurer-BMW)	C. Fabi (March-BMW)	189.48
May 10	Rome GP-208.0 kms.	Valllunga	E. Elgh (Maurer-BMW)	S. Johansson (Toleman Hart)	T. Boutsen (March-BMW)	164.16
May 24	Autodromo Mugello-220.3 kms.	Italy	C. Fabi (March-BMW)	G. Lees (Ralt Honda V6)	P. Necchi (March-BMW)	175.41
June 8	Circuit of Pau-201.4 kms.	France	G. Lees (Ralt Honda V6)	T. Boutsen (March-BMW)	P. Necchi (March-BMW)	129.66
June 21	Circuit of Zolder	Belgium	CANCELLED			
July 12	Circuit of Zandvoort	Holland	CANCELLED			
July 26	Mediterranean GP-222.7 kms.	Enna, Sicily	T. Boutsen (March-BMW)	H. Rothengatter (March-BMW)	M. Alboreto (Minardi-BMW)	190.48
Aug. 9	Spa-Francorchamps-209.0 kms.	Belgium	G. Lees (Ralt Honda V6)	T. Boutsen (March-BMW)	E. Elgh (Maurer-BMW)	179.26
Aug. 16	Donington Park-220.5 kms.	England	G. Lees (Ralt Honda V6)	C. Fabi (March-BMW)	M. Winkelhock (March-BMW)	172.20
Sept. 6	Autodromo Misano-209.2 kms.	Italy	M. Alboreto (Minardi-BMW)	G. Lees (Ralt Honda V6)	M. Thackwell (Ralt Honda V6)	171.24
Sept. 20	Mantorp Park-203.1 kms.	Sweden	S. Johansson (Toleman Hart)	G. Lees (Ralt Honda V6)	K. Acheson (Toleman Hart)	—

European Champion: Geoffrey Lees

FORMULA THREE RACES (for European Championship)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed k.p.h.
Mar. 15	Autodromo Vallelunga-Two Heats and Final	Italy	M. Baldi (March-Alfa Romeo)	E. Coloni (Ralt-Toyota)	A. Ferte (Martini-Alfa Romeo)	—
Mar. 29	Nurburgring-Two Heats and Final	Germany	O. Larrauri (March-Toyota)	P. Alliot (Martini-Alfa Romeo)	A. Ferte (Martini-Alfa Romeo)	157.87
Apr. 5	Donington Park-100.8 kms.	England	M. White (March-Alfa Romeo)	A. Ferte (Martini-Alfa Romeo)	O. Larrauri (March-Toyota)	162.22
Apr. 19	Osterreichring-106.9 kms.	Austria	M. Baldi (March-Alfa Romeo)	O. Larrauri (March-Toyota)	P. Alliot (Martini-Alfa Romeo)	191.73
Apr. 26	Zolder-93.76 kms.	Belgium	M. Baldi (March-Alfa Romeo)	P. Streiff (Martini-Alfa Romeo)	O. Larrauri (March-Toyota)	165.62
May 3	Magny-Cours-86.0 kms.	France	P. Alliot (Martini-Alfa Romeo)	M. Baldi (March-Alfa Romeo)	A. Ferte (Martini-Alfa Romeo)	163.04
May 24	La Chatre-Two Heats and Final	France	P. Alliot (Martini-Alfa Romeo)	A. Ferte (Martini-Alfa Romeo)	O. Larrauri (March-Toyota)	129.60
June 8	Zandvoort-93.5 kms.	Holland	M. Baldi (March-Alfa Romeo)	A. Ferte (Martini-Alfa Romeo)	P. Streiff (Martini-Alfa Romeo)	165.24
June 21	Silverstone-94.3 kms.	England	R. Moreno (Ralt-Toyota)	M. Baldi (March-Alfa Romeo)	J. Palmer (Ralt-Toyota)	197.35
June 28	Croix-en-Ternois-91.2 kms.	France	M. Baldi (March-Alfa Romeo)	A. Ferte (Martini-Alfa Romeo)	E. Pirro (Martini-Alfa Romeo)	125.45
July 19	Misano-Two Heats and Final	Italy	M. Baldi (March-Alfa Romeo)	A. Ferte (Martini-Alfa Romeo)	J.-L. Schlesser (Martini-Alfa Romeo)	140.26
Aug. 9	Knutsdorp-Two Heats and Final	Sweden	M. Baldi (March-Alfa Romeo)	A. Ferte (Martini-Alfa Romeo)	P. Streiff (Martini-Alfa Romeo)	128.78
Sept. 6	Jarama-99.3 kms.	Spain	A. Ferte (Martini-Alfa Romeo)	M. Baldi (March-Alfa Romeo)	P. Alliot (Martini-Alfa Romeo)	—
Sept. 20	Imola-100.8 kms.	Italy	M. Baldi (March-Alfa Romeo)	P. Streiff (Martini-Alfa Romeo)	A. Ferte (Martini-Alfa Romeo)	163.73
Oct. 4	Mugello-Two Heats and Final	Italy	E. Pirro (Martini-Toyota)	K. Thim (March-Alfa Romeo)	P. Streiff (Martini-Alfa Romeo)	165.43

European Champion: Mauro Baldi

EUROPEAN TOURING CAR CHAMPIONSHIP (Group 2 Saloons)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed k.p.h.
Mar. 22	Monza-4 hrs.	Italy	U. Grano/H. Kelleners/J. Ceccotto (BMW 635 CS)	D. Kindlman/J. Pohlman (BMW 635 CS)	H. Werginz/D. Quester (BMW 635 CS)	162.70
Apr. 5	Valllunga-500 kms.	Italy	H. Werginz/D. Quester (BMW 635 CS)	Micangeli/Micangeli-Schmid (BMW 635 CS)	Kuhne/Muller (Mazda RX7)	129.32
May 24	Donington Park-504 kms.	England	U. Grano/H. Kelleners (BMW 635 CS)	D. Kindlman/J. Pohlman (BMW 320)	L. Lombardi/A. Cambiaghi (Chev Camaro)	125.64
June 7	Salzburgring-575 kms.	Austria	U. Grano/H. Kelleners (BMW 635 CS)	M. Vanoli/E. Calderari (BMW 320)	W. Bergmeister/J. de Madrid (Audi 2.0 Coupé)	—
June 28	Brno-500 kms.	Czechoslovakia	U. Grano/H. Kelleners (BMW 635 CS)	W. Bergmeister/J. de Madrid (Audi 2.0 Coupé)	M. Vanoli/E. Calderari (BMW 320)	—
July 5	Nurburgring	Germany	CANCELLED			
July 19	Enna-Pergusa-500 kms.	Sicily	U. Grano/H. Kelleners (BMW 635 CS)	W. Bergmeister/J. de Madrid (Audi 2.0 Coupé)	Micangeli/Schmid (BMW 635 CS)	151.19
Sept. 13	Silverstone TT-504 kms.	England	T. Walkinshaw/C. Nicholson (Mazda RX7)	U. Grano/H. Kelleners (BMW 635 CS)	G. Spice/A. Rouse (Ford 3.0 Capri)	165.97
Sept. 27	Zolder-320 kms.	Belgium	Seikel/Rosberg (Audi 2.0 Coupé)	W. Bergmeister/J. de Madrid (Audi 2.0 Coupé)	Kuhne/Muller/Weiss (Mazda RX7)	134.92

European Group 2 Saloon Champions: Umberto Grano and Helmut Kelleners

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

A talk with a Motoring Barrister

SOON after I had referred, in the August issue of MOTOR SPORT, to the hearing of an appeal against a 1932 Brooklands race decision at which John Cobb was represented by the Hon. Ewen Montagu (later a QC and then a Judge), Lord Montagu of Beaulieu happened to be lunching with the Barrister and mentioned the article to him, the outcome being that it was suggested that it would be worthwhile for me to meet Ewen Montagu. It was an interesting meeting.

First, I asked about this motor-racing appeal. It was heard at the RAC in Pall Mall, with Lord Halsbury presiding. As there was no retiring room for Ewen Montagu and Ernest Hancock, who represented George Eyston, the latter being of the opinion that he should have been awarded the race, the Barristers, parties and witnesses all used the Club bar for this purpose, which, I gather, was quite agreeable to them. It may be remembered that Cobb had crossed the finishing line first in this 100-mile outer-circuit race-of-giants (what a golden-age at Brooklands!) in the 10½-litre V12 Delage, averaging 126.3 m.p.h., with George Eyston in the 8-litre sleeve-valve single-seater Panhard-Levassor only ½th-of-a-second slower. Eyston was persuaded, by Kaye Don, I believe, to appeal, saying Cobb had baulked him. The BRDC Stewards deliberated for 2½ hours and then awarded the race to the Panhard. So Cobb had no option but to take his case to the RAC. He was a man of almost no words; all he could say in his favour was "My car was faster".



EWEN MONTAGU at the wheel of his 2-litre OM, ascending a hill on a pre-war MCC trial, with his father's chauffeur looking on from the back seat.

S. C. H. Davis realised this would just not do and recommended the Hon. Ewen Montagu to him, as a Barrister experienced in motoring affairs. Eyston responded by briefing Ernest Hancock to represent him. The case hinged on the fact that Cobb in the more accelerative Delage had led for six laps, but had then eased up to save his tyres, letting Eyston pass him. Eyston was also anxious to conserve his tyres and eased up in his turn, whereupon Cobb slipped by him on the inside along the Railway straight. Eyston immediately opened up again but was never able to re-pass the Delage. He tried desperately but had insufficient reserve to succeed. The outcome rested on the fact that the Panhard, with the benefit of pulling out of the Delage's slip-stream, could only get its radiator fractionally ahead of the other car on the Railway straight, and had then to drop back before the Byfleet banking. Using this argument, that Eyston had insufficient speed to out-pace Cobb, Ewen Montagu won the appeal and Cobb was given the race verdict. Afterwards George Eyston, always the gentleman racing driver, came up and thanked Ewen Montagu for the way he had conducted the cross-examination, although he had lost the race thereby.

Sammy Davis had been quite right in telling

Cobb that he could recommend to him a Barrister who knew something about cars. As a boy Ewen Montagu had been taught to drive in the grounds of his father's, Lord Swaythling, estate where the mile-long drive and connecting roads provided ample space. At the time, Lord Swaythling's cars were heavy De Dietrich landaulettes, his brother Gerald having recommended them, his first motor car having been of this make. The boy's tuition was severe; if he so much as crunched a gear-change the chauffeur stopped the car immediately and made him get out and walk back to the house! Good chauffeurs at that time were personalities, and Gerald Montagu's excellent chauffeur, Bell, considered it beneath his dignity to drive in London and a second chauffeur had to be employed, for driving his employer when he went to Town. The De Dietrich, unlike the first model that Ewen Montagu drove, had the then-advanced feature of high tension ignition but was exceedingly heavy on tyres, which were continually bursting. Palmer Cords were recommended but these fared no better and when Lord Swaythling suggested he be compensated, Palmer's at first showed no interest. However, after His Lordship had threatened to take a stand at the Motor Show on which he would exhibit the

CAN-AM (Canadian-American Challenge)

Date	Race and Distance	Location	First	Second	Third	Winner's speed kph
June 14	Mosport-237 kms.	Canada	T. Fabi (March Chevy V8)	G. Brabham (Lola Chevy V8)	D. Sullivan (Lola Chevy V8)	185.92
June 28	Mid-Ohio-243 kms.	America	T. Fabi (March Chevy V8)	G. Brabham (Lola Chevy V8)	R. Moran (Frisbee-Chevy V8)	161.59
July 11	Watkins Glen-298 kms.	America	A. Holbert (CRC2 Chevy V8)	D. Sullivan (Lola Chevy V8)	R. Moran (Frisbee-Chevy V8)	—
July 26	Road America-257 kms.	America	G. Brabham (Lola Chevy V8)	J. Wood (Lola Chevy V8)	A. Unser (March Chevy V8)	185.34
Aug. 16	Edmonton-244 kms.	Canada	G. Brabham (VDS Chevy V8)	D. Sullivan (Lola Chevy V8)	R. Moran (Frisbee-Chevy V8)	170.87
Sept. 6	Trois Rivières-142 kms.	Canada	A. Holbert (CRC2 Chevy V8)	G. Brabham (Lola Chevy V8)	J. Wood (Lola Chevy V8)	132.67
Sept. 13	Mosport-237 kms.	Canada	T. Fabi (March Chevy V8)	R. Rahal (March Chevy V8)	G. Brabham (VDS Chevy V8)	188.74
Oct. 4	Riverside-243 kms.	America	A. Holbert (CRC2 Chevy V8)	J. Wood (Lola Chevy V8)	T. Klausler (Frisbee-Chevy V8)	192.02
Oct. 11	Laguna Seca-152 kms.	America	T. Fabi (March Chevy V8)	A. Holbert (CRC2 Chevy V8)	G. Brabham (VDS Chevy V8)	186.51
Oct. 16	Las Vegas-138 kms.	America	D. Sullivan (Frisbee Chevy V8)	T. Fabi (March Chevy V8)	G. Brabham (VDS Chevy V8)	151.20

Can-Am Champion: Geoffrey Brabham

failed tyres, labelling them "Only did 100 miles", "Only did 200 miles", etc., they saw the matter in a different light! In the end twin rear wheels were adopted.

Ewen Montagu rode a number of different motorcycles, including a Zenith Gradua, and he then graduated to a car in 1920, at Cambridge. It was a 1910 Lancia, "a joy to drive", although it had to be used cautiously, as cars were barred by the Proctors to first-year Undergraduates. He then sold the car in order to afford marriage and after his wife had had the misfortune to have her jewels stolen, they spent the insurance money on a new car. This was an air-cooled, flat-twin ABC, Ewen Montagu being influenced by the fact that S. C. H. Davis had had one of these, for many years. Like Davis, he ran his in the MCC reliability trials of the day and recalls an occasion when it shed a push-rod so that it was necessary, I believe, before continuing, to gain a bronze medal, to remove it from its nearly red-hot cylinder by the roadside and insert a replacement rod. Ewen Montagu is proud that, in spite of that, he maintained gold medal time. It was in this ABC that the couple drove to Lyons and back to see the 1924 French Grand Prix, in which Sammy Davis was riding as mechanic in Count Zborowski's 2-litre Miller.

Ewen Montagu became a competitor in many MCC trials and went occasionally to Brooklands; there he did a timed 100 m.p.h. but did not race. As a spectator he found the outer-circuit races rather dull, preferring those on the later Campbell road-circuit. The ABC was succeeded by one of the first Riley Nine tourers, which was entered immediately for a Land's End Trial, the only running-in it got being from Coventry, where the proud owner had taken delivery, to the start of the trial. The clutch soon refused to free, so the Riley had to be driven all the way, including the test hills, with clutchless changes. Next came a 2-litre OM tourer, also used for MCC trials, with Ewen Montagu's father's chauffeur in the back to lend encouragement and, being very stout, to add weight to increase traction on the test hills. The attraction of a Talbot 105 caused the OM to be disposed of. Double-declutching was difficult on the Talbot, so the owner rigged up a Bowden-cable link between the gear-lever and the accelerator, which satisfactorily overcame the problem. Another interesting car Ewen Montagu owned was a Graham-Paige fabric four-seater which had been used for record-breaking. This keen motoring Barrister was a friend of H. M. Bentley, from whom he used to borrow 4½-litre and 6½-litre Bentleys, for the then-popular treasure-hunt frolics.

Ewen Montagu became well known for successfully defending clients summoned for motoring offences (he confesses to having been caught himself in a 20 m.p.h. speed-limit), and some of his work was for the Beardmore Company, at a time when their specially-designed multi-wheel lorries with trailers were permitted a higher speed than other similar vehicles, which caused much confusion both to the police and to Magistrates' Benches around the country.

When family life precluded open cars, a Ford V8 station-wagon was bought through the Sales Manager of the Ford Motor Company. At the time a 30 m.p.h. speed-limit was imposed on cars with estate-car bodywork, the AA failing to win their test-case about this, probably because they chose to cite a chauffeur following his master's car with a station-wagon full of personal luggage. The Ford was therefore sold to someone in Scotland, where speed-limits were of less concern, Ewen Montagu being appeased by Ford's Sales Manager

telling him he could get almost as much luggage into one of the new V12 Lincoln Zephyrs. That was followed by a rather remarkable car, a Packard Clipper which had done only 300 miles in the hands of a Far-Eastern owner and which had then been brought to England in an Aircraft Carrier.

In later years the subject of this interview succumbed to the charm and logic of Citroëns. He has had a DS ever since, until his present Citroën CX with the torque-converter transmission. He also had a Citroën GS estate-car for a time, but using the M3 frequently for commuting between London and Buckler's Hard where he kept his sailing boat, the buzzing of the little engine at 70 m.p.h. became a nuisance. The point was made that although some people criticise Citroëns for leaning over on corners, this never bothered Ewen Montagu, because the cornering ability is unaffected and still superb. — W.B.



V-E-V Miscellany:— A reader wishes to know who made the body of his 1939 Morris Eight ice-cream van, which is of the walk-through type, sign-written "Storer's Ices" and registered in Northampton, W7013 (see above). He obtained the van from an ice-cream vendor in Sandhurst and before that it is thought to have been in the ownership of a Marine who kept it at the Royal Marine Barracks, Portsmouth, for several years, before he went overseas. The body is on a Series I van chassis. Letters can be forwarded. Although it is not a V-E-V matter, it is an historical one, the good news that the late Donald Campbell's Land Speed Record car Bluebird K-7 is to remain in the National Motor Museum, where it has formed an impressive part of the special LSR display since 1972. The project dates back to 1955 and the car, with its 3,750 lb.-thrust Metropolitan Vickers Beryl engine, took the coveted record at 403.1 m.p.h. at Lake Eyre, Australia, in 1964, sponsored by Australian Ampol Oil, after BP had pulled out. After being at the Science Museum in London, Bluebird was taken to Beaulieu on loan. It has now been bought for £85,000, of which the NMM Trustees contributed £13,750, the Science Museum £4,750 and the balance by the National Heritage Memorial Fund. Even now the wheels and tyres belong to Dunlop Holdings Ltd., but fortunately are to remain with the car! The amount the sale realised goes to Donald's widow and the executors of his estate. Sadly, Lady Campbell, wife of Donald's famous father, died the day before the announcement that Bluebird had been secured for the nation.

E. D. Wooley has imported from Dublin a rather unusual, early-model Type 10E Buick with the 22.5 h.p. 95 × 95 mm. overhead-valve engine, short-wheelbase, and the three-speed gearbox, not the planetary transmission of the Type 10, the

conundrum being what constituted a 10E. The car has a racing-type body and quickly detachable mudguards and running-boards. Ted wonders whether this may be one of the 1909 Buicks sent to Ireland for sand-racing, or it could be one of the Bedford-Buicks which won gold medals in the Irish Reliability Trials that year. Can anyone assist, either with information about these Irish competitions or the car itself, and how does one tell a Bedford-Buick from an American Buick? With this Buick were some old motorcycles, including a 1926 sports-model Ariel, a 1923 350 o.h.v. New Imperial and a 1919 ABC Scooter. Wooley is also busy with a 1902 Type-O De Dion Bouton and a 1913 Type 144 Colonial-model Peugeot, the former possibly the oldest of its kind apart from the *vis-a-vis* De Dions. Two Phantom I Rolls-Royces and a H6C Hispano Suiza came up for auction in Paris last month, together with vintage examples of 8A Isotta-Fraschini and DIS Delage. The Amilcar Register has issued another of its very interesting illustrated Newsletters, edited by Brian Dearden-Briggs. It contains pictures of the Valz Amilcar / Salmson Rally, at which one arrival was one of these early four-cylinder sports Salmsons with ¼-elliptic front springs. A Lombard has turned up and is about to be rebuilt with yet another make of engine, a Salmson. If it is any consolation to the owner, we are told that the Lombard raced at Brooklands by Alastair Miller had one of his Wolseley Moth engines installed. When we reviewed "Schneider Trophy Aircraft" by Derek James last month we mentioned that the book referred to surviving Schneider Trophy machines but omitted to say that the US-built Curtiss R3C-2, oldest of the five survivors, is in the National Air and Space Museum in Washington DC. It was the winner of the 1925 contest, flown by Lt. James Doolittle.

It is with deep regret that we learn of the death last month of Prince Marshall, Vice-President of the HCVC. He died in hospital after a kidney transplant. Our sympathy is extended to Prince's wife Patricia and his two sons. The vintage commercial vehicle world will be much the poorer for the loss of this knowledgeable enthusiast, who specialised in the older 'buses.

Arising out of the article on the 1½-litre six-cylinder Autosports Singer, we have had an interesting letter from Johnny Clough, who had a Riley Sprite BFG 1, at a time when there was a team of these cars with Geoff Beetson having the prototype Sprite AKV 218. He also owned Singer KV 9246 after the war but gave up using it for trials after his marriage. As the original engine was very tired a 1½-litre four-cylinder power unit was substituted, which was then supercharged, for one event, but the head bolts were too few and the gasket blew. Mr. Clough wonders if the engine is now in that Singer Nine team-car in Ireland. He also bought a Singer Nine Replica from Donald Barnes just before the war, and he makes the interesting point that he thinks these Singers were forced to race with the drop-arm steering, which caused all the trouble in the TT, because they had been designed with it and a drag-link would not have complied with the sports-car race regulations. (And we think production components could not stand up to the stresses of the TT). Three of these Singers were run in the 1938 Donington TT, remembers Mr. Clough, driven by Donald Barnes, Clough and Tommy Wisdom, Wisdom's car was delayed half-an-hour due to a blown head gasket, but was still running at the end, Barnes finishing second, Clough fourth in their class. Clough's car was sold to someone in Ireland when he joined the Navy.

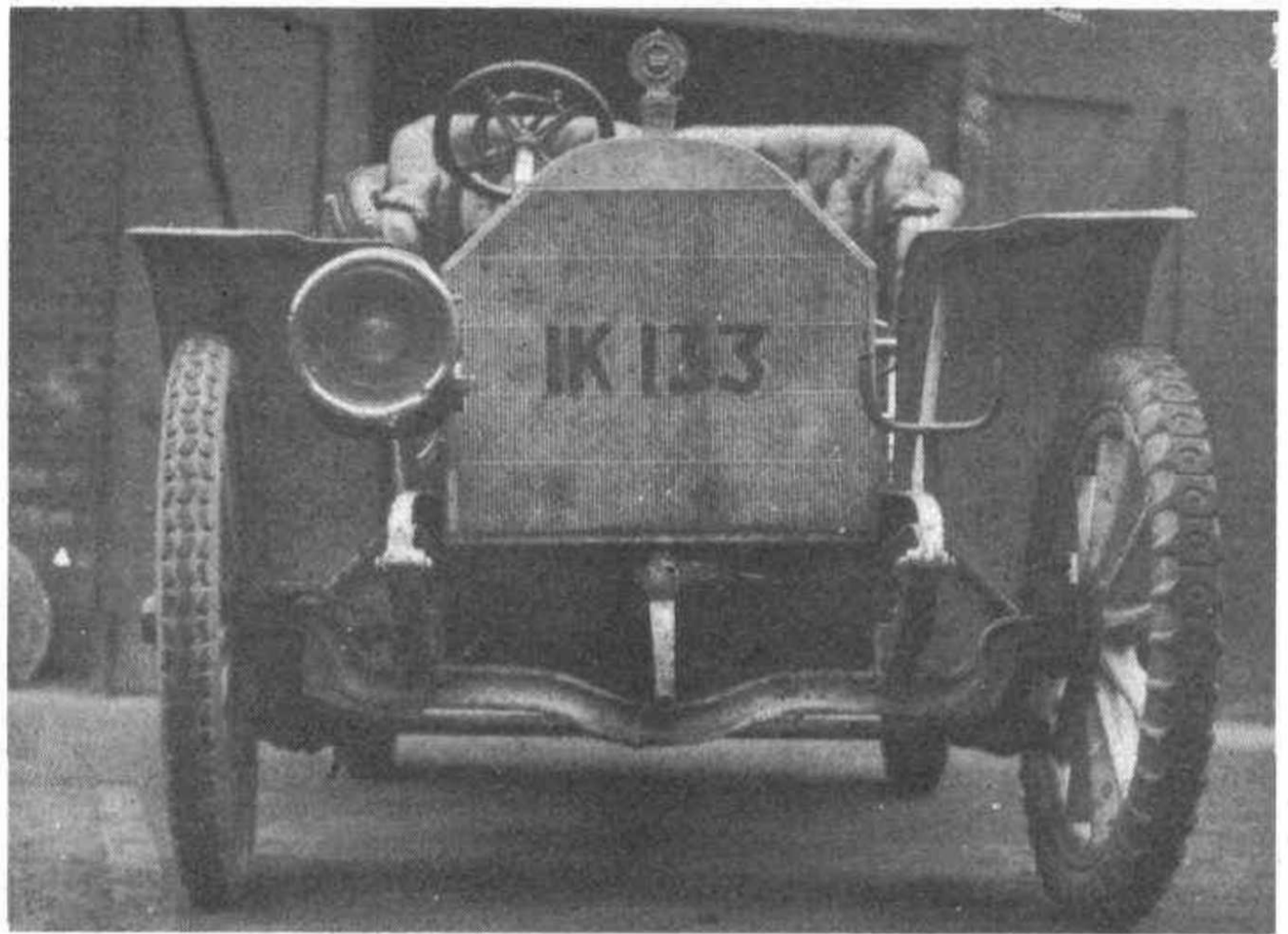
W.B.

The Sixty Mercedes

HAVING written a number of articles on different makes of sports-car, the last of which dealt with the 20 / 70 h.p. Crossley, the thought arose, which was the first sports-car? Several contenders come to mind, and have been cited by others — the 27 / 80 h.p. Prince Henry Austro-Daimler, the Prince Henry Vauxhall, the 15T Alfonso Hispano Suiza, even the E-Type 30/98 Vauxhall itself. Yet all these were appreciably pre-dated by the 60 h.p. Mercedes, of 1903. At that time the term "sports-car" had not been coined and what Wilhelm Maybach and Paul (son of Gottlieb) Daimler were offering their customers was a fast touring-car. It was a quite remarkable car, not only because it combined the most advanced engineering features ever brought together in one car — a pressed-steel chassis-frame, an I-section front axle, a gate gear-change for the four-speed gearbox, mechanically-operated overhead inlet valves, and a honeycomb radiator — but because it made available to the wealthy motorists of that day a performance that was truly meteoric — far surpassing that of all other ordinary cars likely to be encountered on the dust-coated roads of those days, speed and pick-up such that they might have been regarded as exciting as flying. Except that only in that year had the Wright brothers made the first hop from *terra-firma* in an aeroplane, and this having happened in America, many people just did not believe. . . .

The 60 h.p. Mercedes, then, must rank as the forefather of all the splendid sports-cars that followed. Having already made a great name for themselves in racing, Mercedes got things really moving with the Sixty, which was their first engine to have those mechanically operated o.h. inlet valves. The ancestor of this fine production-model Mercedes was the fearsome 5½-litre Cannstatt-Daimler of 1899-1900, but the innovations of non-suction-opened inlet valves and honeycomb radiator had to wait until the new 35 h.p. 6-litre Mercedes, which had side valves in a T-head, and was announced in 1901. The Cannstatt Daimler Company had been spurred on by orders for its cars from Emil Jellinek, starting in 1896, who in 1900 was to persuade them to build the aforesaid 35 h.p. car, naming it "Mercedes", after one of Jellinek's daughters. Perhaps because Jellinek was the Austro-Hungarian Consul in Nice, the Daimler-Motoren-Gesellschaft tended to try out their new racers there, at the Motor Week that occupied the elite of the new automobilists early each year.

In 1899, although the four-cylinder 24 h.p. Daimler-Phoenix cars did well in the touring classes at Nice, they were outclassed in the racing and at the La Turbie hill-climb. For the 1900 Nice contests the new nose-heavy Cannstatt-Daimlers were fielded, a special, very short-chassis, model being entrusted to foreman Wilhelm Bauer for the hill-climb. Alas, he crashed at the first corner and died the next day from his injuries, his passenger, Hermann Braun, also being seriously injured, although not fatally. But at the Nice Week of 1901 the works-driver Wilhelm Werner was timed over a flying kilometre on one of the new 35 h.p. Mercedes at 53.4 m.p.h. For 1902 this model was developed into a 40 h.p. 6½-litre racing car and on one of these William K. Vanderbilt, Jr., was timed at 69.0 m.p.h. in France. After studying the winning Circuit du Nord Panhard-Levassor, the Mercedes engineers improved this 40 h.p. model and four of these started in the Paris-Vienna race.



Count William Elliot Morris Zborowski, a keen Polish horseman who had taken readily to the new sport of motoring and motor racing, finished second, at 37.9 m.p.h. for the 615-mile race and would have been the winner but for a technical transgression at a control-point. The fame of Mercedes was thus assured, and from this racing model stemmed the famous 60 h.p. Mercedes.

The new car for 1903 followed the specification of the 40 h.p., except that the wheelbase was increased to just over nine feet. Two new Mercedes engines were developed at this time, that for the Sixty being of 140 × 150 mm. (9,236 c.c.) and a larger 90 h.p. one, for racing, having a bore and stroke of 170 × 140 mm. (12,700 c.c.). The inlet valves were now placed in the cylinder heads and operated by push-rods and rockers from the single near-side camshaft which also actuated the side-by-side exhaust valves. The other, off-side, camshaft, was used for the low-tension magneto ignition contact-breakers, so the description of the engine as a T-head design, in the book "From Veteran to Vintage", is incorrect. The inlet valves were of the annular-type, which Mercedes persisted with until 1908/9, although the believed gain in an improved gas-flow had to be off-set by difficult sealing and a tendency to distortion — but Mercedes, having always been first-class engineers, made it work satisfactorily. The 67 sq. ft. honeycomb radiator was used in conjunction with pump circulation.

Besides the low-tension ignition there was provision for a high-tension magneto, but this was described as a tentative experiment and it is interesting that, of the three Sixties that survive in this country, all have l.t. ignition, and one of these, the 1903 Sixty so ably used today by Roger Collings on the road, for races, speed-trials, hill-climbs, driving-tests, and the Brighton Veteran Car Run in which he was the first to arrive at the finish in 1977, does remarkably well on it! Only Hampton's car has h.t. ignition as well, and this is from a later Bosch magneto. An updraft, exhaust-warmed carburetter was used, fuel feed being by exhaust pressure, which also fed the engine lubricating oil from a chassis-mounted reservoir on the nearside, *via* drip-feeds, to the bearings. The well-known

Mercedes scroll clutch was used, after initial objections from Jellinek. The Mercedes gate gear-change was naturally retained for the new car, although there had been an attempt, soon abandoned, to revert to the fore-and-aft action of a quadrant gear-lever with the new-type gearbox selectors, by incorporating a cam-device inside the gearbox casing. Final drive was by side chains. That is an outline of the fine new Sixty Mercedes that excited the motoring world in 1903. The chassis cost £1,800, complete cars around £2,500 and the engine developed 65 b.h.p. at 1,060 r.p.m., on a compression-ratio of 4½ to 1. For competition purposes lightweight one-seater bodies were made by Auer of Cannstatt, said to weigh little more than 20 lb.

Naturally, after his fine showing in the previous year's Paris-Vienna Race, Count Zborowski had to have one of the new Sixty Mercedes, and other wealthy sportsmen also. It is said that there were a dozen in Nice for the Motor Week of 1903, kept at the Villa Mercedes. The performance potential of the new car was seen when Hermann Braun, recovered from his 1900 calamity, was timed over a flying-kilometre at 72.6 m.p.h., a pretty sensational pace at that time, from a car which could have been used for touring in the grand manner — and an interesting comparison with the 70 m.p.h. clocked at Colerne by Collings' Sixty, 79 years later. But all eyes were on Zborowski, with the blue Sixty he had entered for the La Turbie hill-climb.

Not much is known about this family, and why they had English names, except that the Count was a Polish millionaire (whose ancestor, Samuel Zborowski, had played a significant part in the history of his country), and that he had married Margaret, the wealthy grand-daughter of the American millionaire, William B. Astor. (Their son, Louis Vorow Zborowski, who had a brother Martin Ladislav, followed in his father's wheeltracks, and of the many makes of cars he raced, the majority, including the Chitty-Bang-Bangs, had Mercedes origins.) I can only think that his love of horses and hunting brought Count Eliot Zborowski to England, where in 1886 he bought, for £2,500 in contemporary values, a hunting-lodge, Coventry House, in Melton Mowbray, if that description can be applied to a



SETTING THE SEAL TO THE 60's FAME — Camille Jenatton, known as the "Red Devil", on the Sixty Mercedes with which he won the race for the 1903 Gordon Bennett Trophy in Ireland, after a drive lasting for over 6½ hours, a victory that set the seal on the success of Mercedes in Europe. The riding mechanic has a large bulb horn for clearing a passage for his wild but skilful driver.

residence which had formerly been the successive homes of the Hon. Amelius Coventry, son of the eighth Earl of Coventry, Sir Frederick Johnstone (who entertained the Prince of Wales, later King Edward VII, there), Lord Aylesford, Lord Hastings and the Earl Howth, and where 150 guests had attended a ball and 26 hunters could be stabled. Zborowski, who purchased the house for his first wife, further enlarged it and installed wood carvings specially executed by Italian craftsmen. He hunted with the Quorn and was one of eight riders, wearing nightshirts and night-dresses, who took part in the bizarre midnight steeplechase, round Melton Mowbray, in 1890. Zborowski, after a fall, finishing second to Capt. Burnaby, who won the £50 Cup presented by the Count, after which the riders partook of a splendid supper at Coventry House. I have also heard that after such festivities he liked to ride his white hunter up to bed.

Unfortunately, it all came to an end at La Turbie, when the Count's Sixty Mercedes crashed at the first corner, soon after the start, and he was killed, his friend Baron de Pollange, who was his passenger, being badly hurt. It was said that Zborowski's gold cuff-links caught in the hand throttle and inadvertently opened it as he was approaching the corner, causing the Mercedes to accelerate unexpectedly and crash. But I find myself wondering whether it was the variable inlet-valve-lift mechanism which caused the accident, because Karl Ludvigsen, in his great history of Mercedes and Benz in competitions, says this device was fitted to some of the earlier racing 60 h.p. Mercedes and had a power-control on the steering wheel. It was a means of controlling engine speed in conjunction with a governor, which limited peak engine-speed to 1,200 r.p.m., and Zborowski may have been using this as he would a hand-throttle. (When Lou Zborowski was killed while driving for Mercedes in the 1924 European Grand Prix at Monza he was apparently wearing these same gold cuff-links.)

The fatal accident to Zborowski, whose body was brought back for burial in the churchyard at Burton Lazars, on the outskirts of Melton Mowbray (as was that of his motor-racing son 21 years later), caused rumours that these new Sixties were too highly dangerous to be perpetuated. In his book "Under My Bonnet", the late G. R. N. Minchin says that his old friend

Harry Knox, a nephew of Lord Lonsdale, believed that the car had "a real hoodoo upon it", and that "they killed three owners in and around the Bois de Boulogne and others at Brooklands as well". I cannot check on the alleged calamities in France but certainly do not know of the two fatal Brooklands' crashes, in which much larger racing Mercedes were involved. Further blacking of the Sixty apparently came from Jack Hutton, who is quoted as having said that when he went to the Mercedes factory to collect the Sixty he was to drive in the unhappy Paris-Madrid race the Works Director (not much of a salesman!) told him to be careful, as they had made six of the special racing Sixties and of the five delivered, there had been five drivers killed. (But Hutton did not enter for Paris-Madrid!) This was attributed to all the weight being on the front wheels, which rather sounds as if Knox and Minchin had confused the Sixty with the earlier Cannstatt-Daimlers. Knox admitted that of the five Sixties he had owned, all were "angels in handling" when he flung them round every kind of corner, but added that there was a theory that "if a driver messed up a gear change and let the engine rev. up, the huge flywheel could have some sort of gyro effect" — which sounds improbable, and why on this car only? (It reminds one of the dangerous torque effect of a rotary engine on the Sopwith Camel biplane when its pilot was making a left-hand turn.) However, if there was any truth at all in a Sixty going wild after a missed gear-change, this might have some bearing on the Zborowski accident.

Others regarded the Sixty as a well-balanced car which was a delight to drive, so we must leave it to conjecture whether the fact that Roger Collings has survived so much fast motoring in his Sixty in modern times is due entirely to his super-skill as a driver, which he certainly possesses, or has been assisted by his car's good manners. . . . Back in 1903, in spite of the gloom caused by the Count's demise at the wheel of his favourite make of car, the Sixty had swept all before it at Nice, Prince Lubecki winning the Estend mountains event, Braun being fastest over the s.s. mile and Hieronymus being first in the 15½-km. La Turbie hill-climb, etc., according to Mercedes historian David Scott-Moncrieff. Naturally, those who could afford to do so clamoured to buy one of these fabulous motor cars, which involved them also in a big expenditure to keep it in tyres. In

England it seems that the first to import one was Gerald Higginbotham of Macclesfield, who was so inspired by the experience that he gave a lecture about it to the Manchester Automobile Club early in 1904.

The car was met at Boulogne and accompanied by its owner to Folkestone. The next morning, before driving his exciting new possession to Ramsgate, where he was staying for a few days, Higginbotham decided to go for a trial spin along the Promenade. In the shed where the Mercedes had spent the night he had an argument with a mechanic who was filling the water tank for cooling the brakes with petrol(!) and then, after some difficulty in starting the big engine with the low tension ignition, found that he could not engage a forward gear. The car had the afore-mentioned quadrant gear-lever and an interlocking rod from the clutch was preventing it from taking up. It is interesting that the quadrant was described as of a new type, and without any notches to indicate the gear positions. That was rectified and the car driven on first-speed across the railway lines to the Promenade. Here the owner soon "had third speed on" and the pace seemed terrific, attracting "thousands of people" onto the Lees to watch the Sixty's passage. Apparently the run was too brief for top gear to be used and after three spins Higginbotham made off for Ramsgate, "just in time", presumably before the police became interested.

On the drive to Ramsgate "pressure went down" due to a leakage past "a broken sight-glass to the brake-water" (one wonders whether the inexperienced owner had confused this with an oil sight-feed) but by shutting the tap they were able to continue, and at last it was possible to "get going on the 4th". Heavy snow soon covered the driver's goggles but he arrived safely after pulling up to clear them, arriving "in good time". The next run was to Coventry via London and on a slight downhill stretch of road Higginbotham found the speed so high that he wondered if he would ever dare to put on the racing chain sprockets! In Regent Street the clutch, starved of oil due to a sight-feed having become mis-adjusted, became very fierce, going in with such a grinding roar that the car simply jumped forward, so that all the cabbies, etc., quickly got out of the way, to the accompaniment of much bad language, (in fact, it seems surprising that the clutch was oiled in this way).

Higginbotham took his Mercedes over to Ireland for the "Irish fortnight" which included the Gordon Bennett race, in which he would have seen Jenatton's magnificent victory on a 60 h.p. model. Going out before practice began, the car shed its steering track-rod while going fast on 4th speed, on the 30-tooth sprockets, which were probably the racing ones. The brass cones were replaced with old lock-nuts and the drive to Ballyshannon resumed, now amongst the competing cars, the green Mercedes of Campbell-Muir and Higginbotham arriving together. That night Higginbotham took Hieronymus (a reserve driver?) and his mechanic back to Dublin in his Sixty. In September of 1903 Higginbotham's Mercedes successfully climbed to the Great Orme at Llandudno, which a few days earlier had defeated a 24 h.p. Panhard. It carried five people on this climb, using rope round its back tyres for increased grip. It then brought down seven men and a dog, after which "its three good metal brakes, water-cooled, only wanted adjusting". The car was then driven in the Phoenix Park speed-trials. It has been rumoured that it may be the car owned today by Roger Collings, but this seems unlikely, unless the rare

quadrant gear-change was replaced at some time by the gate-change. Incidentally, one wonders whether the difficulty the new gate-change presented to some drivers may have been due, not only to the fact that they were being confronted with this for the first time, but because, after coming out of first into second gear, they had to move the lever "round the corner" to engage third gear, before pushing it forward into top speed. However, when I was allowed to drive Collings' splendid example of these top-performance veteran cars, I found no difficulty over this arrangement.

The Sixty Mercedes had some notable racing performances before the Ninety racers took over. Apart from the Nice walk-over, where Werner and Degrais were second and third to Hieronymus in the hill-climb and Werner second to Braun in the speed-trials, Jellinek, that great unofficial salesman for Mercedes cars, considered that for the Paris-Madrid race the 90 h.p. cars would be too new to give of their best. So to the entry of Jenatzy, Baron de Caters, Hieronymus, Kohler, and Werner on the big-engined cars were added Warden, Gasteaux, Braun, and Foxhall-Keene on Sixties. The latter cars weighed out at an average of just under 994 kg., including a 7 kg. allowance for a magneto, which suggests that by now they all had h.t. ignition.

Jellinek's faith in the Sixties was justified. At Bordeaux, where the race was stopped by order of the French Government, following reports of fearful accidents *en route*, Warden, the American amateur, arrived in sixth place, having averaged 57.7 m.p.h. for the 342 tortuous miles on his 60, only 0.2 of a m.p.h. slower than the 70 h.p. Panhard which finished ahead of it. Gasteaux was eighth, at 56.8 m.p.h., and the other Sixty to

finish, Braun's, 20th, the class placings being, respectively, fifth, seventh and 16th, Foxhall-Keene's 60 and Terry's 60 having retired. In contrast, the 90 h.p. Mercedes had suffered from disintegrating back-axles, this happening to Werner when he was running third, just beyond Tours, and Jenatzy stopped due to a fuel blockage in the carburetter of his grey 90 when in third place at Angoulême, the class placings of those 90s that completed the course being 11th, 20th, 25th, 34th and 39th. Werner's car overturned when its axle broke up.

In spite of the better showing of the Sixties in the Paris-Bordeaux race, the factory was convinced that the Ninety would be the faster car and a team of them was entered for the 1903 Gordon Bennett race to be run off in Ireland, Count Zborowski, before the sad fatality at La Turbie, having been among those who went over there (taking his then-current Mercedes), to persuade the authorities to stage the race. The Mercedes team was, however, destroyed in a disastrous fire which broke out at the Cannstatt factory shortly before the race, doing £200,000-worth of damage and stopping car production*. Spurred on by Jellinek, no doubt, Mon. Charley, the Paris Mercedes agent, was able to find three "privately-owned" Sixty Mercedes, which were prepared as far as time would allow, as substitutes for the race, being endowed with racing two-seater bodies, tuned-up, and given racing sprockets. There is some doubt as to whether Charley produced these cars from stock, or whether he had to appeal to owners to relinquish them. In England *The Autocar* had appealed to Mercedes owners to come forward and Alfred Harmsworth (Lord Northcliffe) sportingly offered his Sixty, which had made

f.t.d. at the Nice speed-trials (driven by Braun) but it wasn't needed. Some reports say that the wealthy American-sportsman Clarence Gray Dinsmore, lent the Sixty that was driven in the race by Jenatzy, and it may have been that his car was in Europe at the time, as he later brought Werner, the works-driver, over from Germany to drive his car in an Irish hill-climb.

Whatever the position, three Sixties were fielded for the Gordon Bennett race and the smaller-engined car was fully justified. Jenatzy, a wild but skilful bearded amateur driver nicknamed "The Red Devil", won the 372½-mile race very easily, at 49.2 m.p.h., from the much bigger Panhard-Levassors of De Knyff and Farman. He is said to have won £8,000 in prize money. The other Sixties were driven by the American Foxhall-Keene and the Belgian Baron de Caters, after the German AC had refused to allow the works drivers Hieronymus and Werner to compete, on the grounds that only gentlemen could be members of the National Club! Further, when readied, the three Sixties were found at scrutineering to be shod with German Michelin tyres that had Belgian fabric and French-made valves, which the Race regulations did not allow, each team having to be a 100% National entry, the drivers apart. Hastily a stock of Continental tyres were substituted. On the difficult Athy circuit it was the turn of the Sixties to have back-axle trouble, Foxhall-Keene's failing on the second of the seven laps, de Caters' only ten miles from the finish. But the convincing victory of Jenatzy's white Sixty Mercedes, after a drive lasting 6 hr. 39 min., resulted in a renewed demand for these

*Gerald Rose says five of the six intended Gordon Bennett cars were destroyed, Lord Montagu says all of them — W.B.

AFTER World War I, the Mercedes Sixty had been forgotten. This one, found in Ireland, was brought out of a Windsor garage for Ernest Martin to drive in an "Old Crocks" Race at Brooklands, in 1931 — a time when such cars went un-restored, used only for occasional amusement. This is the car later owned by Lord Selsdon and then meticulously restored by Peter Hampton. See also the heading picture, where the Irish registration number can be seen on the honeycomb of the typically Mercedes radiator. At that time, the car had a side entrance touring body.





THE SIXTY MERCEDES with Rothschild tonneau body used regularly by Lord Northcliffe until 1910, and now to be seen in the National Motor Museum at Beaulieu. This photograph was taken in Brighton after the 1957 London to Brighton Run.

fabulous motor-cars. Timed on the fast stretch of the course past the grandstand, Jenatzy's and de Caters' Mercedes were found to be doing 66 m.p.h., fractionally faster than the rival 80 h.p. Panhards. This agrees closely with speeds attained by Sixties at other times, but discounts the claims, sometimes heard, that 75 m.p.h. was possible in touring trim. . . .

The Sixty Mercedes was not only a sensational road-burner for those able to afford it and the rubber it consumed, but it did well in competition events. For instance, the Gordon Bennett victory was succeeded a few days later by Jack Hutton, the Mercedes dealer who had premises in Regent Street, London, making f.t.d. at the Phoenix Park speed-trials, while Campbell Muir, driving the Harmsworth Sixty, won the Castlewella hill-climb, the works driver Werner, brought over from Germany to drive Dinsmore's Mercedes, only managing third place. According to Scott-Moncrieff, Willy Poege, the well-heeled proprietor of a Chemitz electrical company, bought a Sixty of his own and wiped up most of the awards at Ostend, and this was followed by Hermann Braun and Werner finishing first and second in the Semmering hill-climb, using two of Dinsmore's Sixties, the faster possibly his GB car, and by Andrew Fletcher, of the Life Guards, whose aunt, Miss Talbot of Port Talbot, is said to have made him a present of a Sixty, winning the f.s. kilometre event on Southport sands on the car's first outing. Further successes were totted up in 1904 in races at a Berlin trotting-track, and by records being established at Daytona Beach, Lionel de Casti was second on his 60 at the Cannes hill-climb. At Brooklands these cars were in their element; in spite of their age some Sixties were still racing there as late as 1912, encouraged by the revival of Mercedes cars of all kinds by Gordon Watney, at his works in Weybridge. He claimed that it was the famous Sixty with which Jenatzy won the Gordon Bennett race of 1903, endowed with a streamlined body and cowed

radiator, and driven for him by G. W. Brown, which won the 100 m.p.h. Long Handicap at the 1912 Brooklands Whitsun Meeting; if so, its lap speed of 81.77 m.p.h. seems impossibly high for a Sixty, the reduced wind-drag notwithstanding! On the other hand, Gray Dinsmore was known to possess several Mercedes and to travel to Europe, so it is quite likely that he may have sold or part-exchanged the 1903 car with Watney.

By now, however, the Sixty was becoming overshadowed by the new Ninety Mercedes, which, however, as it was of long wheelbase and had an 8.8-litre compared to the 9.2-litre engine of a 60, was not as handy as the latter. (These production Nineties are not to be confused with the racing Ninety Mercedes of 1903/4, first of 12.7-litres, later of 11.9-litres, which were pure racers, far faster than the Sixty, Baron de Caters doing 97.26 m.p.h. over the Ostend kilometre on one in 1904. The only way a Sixty could better this was by using *two* such engines, which is exactly what Herbert Bowden did in 1905, to cover a f.s. mile at Daytona at 109.7 m.p.h.). So the Ninety, the great 38/70 and 37/90 chain-drive models became the in-thing among Mercedes clientele; it is sometimes said that these prompted Laurence Pomeroy impishly to call his new Vauxhall creation the 30/98. They were better endowed for touring bodywork, after the demise of the tonneau-style of coachwork. It appears that back in 1903 a gear-driven Sixty had been listed, at £2,500 for the chassis. The Sixty went out of production in 1906.

After the Kaiser war was over the old 60 h.p. model was seen only very occasionally, the £60-a-year tax weighing against it and it had been largely forgotten. However, when the beginnings of the veteran-car movement involved Brooklands in a series of races on the Mountain circuit for such vehicles, a Sixty Mercedes emerged from retirement in 1931 and 1932, I think from a garage in Windsor, to lap at 37.34 m.p.h. on the former occasion.

Today we are fortunate in having in this country three of these historic Mercedes, a prize which has escaped even the comprehensive Daimler-Benz Museum at Stuttgart. Roger Collings' ex-Birtwhistle, Bradshaw, Vaux car needs absolutely no introduction to those who follow our veteran and vintage activities. Its speed and reliability are quite breathtaking, as I discovered when we used it to re-enact the 1903 Gordon Bennett mileage in 1975 and when I rode to Brighton in it in 1977. Peter Hampton has his beautifully-restored re-bodied Sixty, formerly driven in Brighton Runs by Lord Selsdon, and reputed to have made f.t.d. in the 1906 Ballinusklaught hill-climb in Ireland; one wonders if it was one of the Gordon Bennett cars. Soon after restoring it in 1953 Hampton drove it from England to Germany and back to attend a Mercedes-Benz Rally, the only problem being with the tyres, on the way home.

The third Sixty in this country is the ex-Lord Northcliffe Rothschild-tonneau-bodied car, which was used regularly by His Lordship until it was pensioned-off and left in a shed in the New Forest in 1910. It has remained in the ownership of the Harmsworth family ever since and is now on loan to the National Motor Museum at Beaulieu. Lord Montagu took it to Brussels in 1958 for the World Fair, and has driven it in several Brighton Runs, and I rode with him on those in 1957 and 1958.

The Sixty Mercedes represents such a capable veteran, of such high performance, that it is difficult not to regard it as an Edwardian. Its advanced design and construction was copied by many very reputable manufacturers the world over, notably by Berliet, causing a certain uniformity among the top-cars of 1904 onwards. What it must have been like in its hey-day to peasants and other road-users, can scarcely be imagined, for even now it is immensely exciting, both to drive and to observe in deep-throated action. Very definitely it was a sports-car years ahead of its time. — W.B.

THIS particular Mercedes Sixty, photographed at Shelsley Walsh, needs no introduction, having been ably driven by its enthusiastic owner, Roger Collings, in almost every form of veteran and vintage competition in the last few years, with both 5-seater tonneau and this racing bodywork.



Vintage Postbag

A Royal Armstrong Siddeley?

Sir,

I was most interested in your article a short time ago on the Armstrong Siddeley. You mentioned that the then Duke of York visited the factory and I believe drove a test chassis. In the early thirties, as a small boy, my great uncle, who then owned the family business, owned a large Armstrong Siddeley (believe it or not, he won the car playing cards at his club). The car was reputed to have come from the Royal Mews and had belonged to the Duke of York, later His Majesty King George VI. The car had a bracket over its V-shaped windscreen to carry a large coat of arms, and the car itself was either a very dark blue or black.

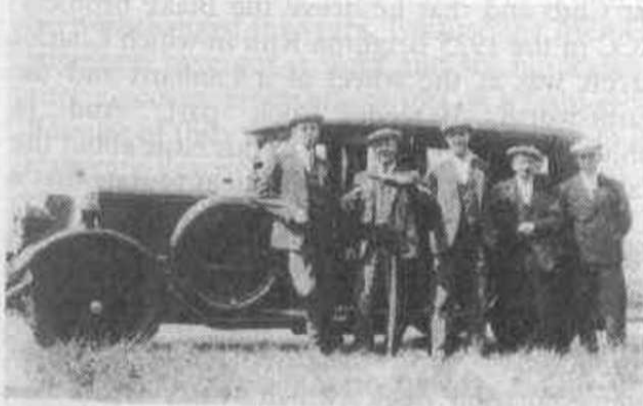
In front of the division was a large leather covered bench seat, a full instrument panel, and a large steering wheel with quadrants for throttle etc. Behind the glass division, the car was very large, with particularly large windows for the period. The upholstery was finished in Bedford cord, and a very plush carpet was fitted. In the division itself were several cupboards for glasses, umbrellas etc. and then a small space behind two folding occasional seats. I particularly remember the very large wheels, but what impressed me most was the great V-shaped radiator with the sphinx on top.

It was a ritual on Sundays for great uncle to take us to Westcliff for afternoon tea, my father driving (he told me it was "a beast to drive"). When my great uncle died, the company and car came into my father's hands, and the car was soon disposed of.

The photograph shows the car with some of the company's employees on a "company beano".

Holliston, USA

ROBERT FOSTER



Looking Back . . .

Sir,

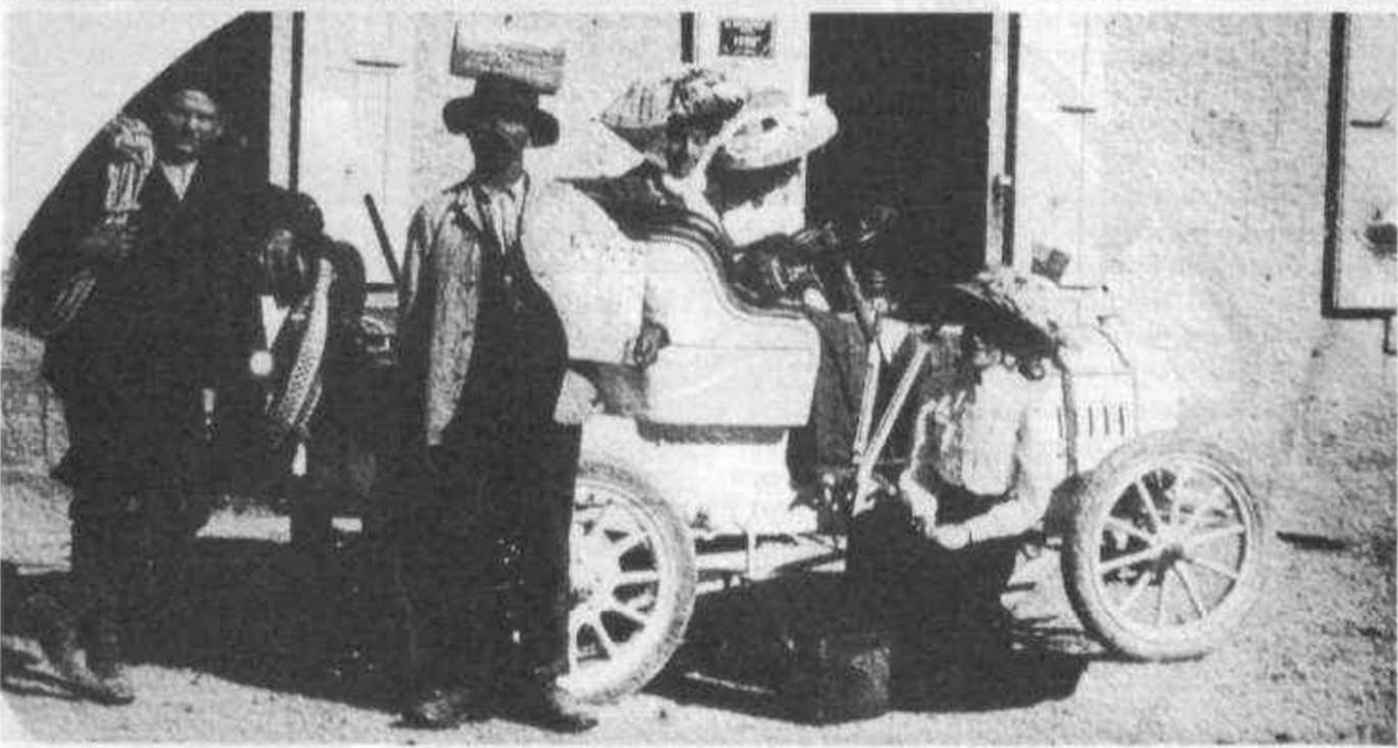
The enclosed copies of postcards might be of interest to both yourself and your readers. They were in my family album and I have copied the postcards and have a duplicate set of the negatives, if anybody would be interested in having them.

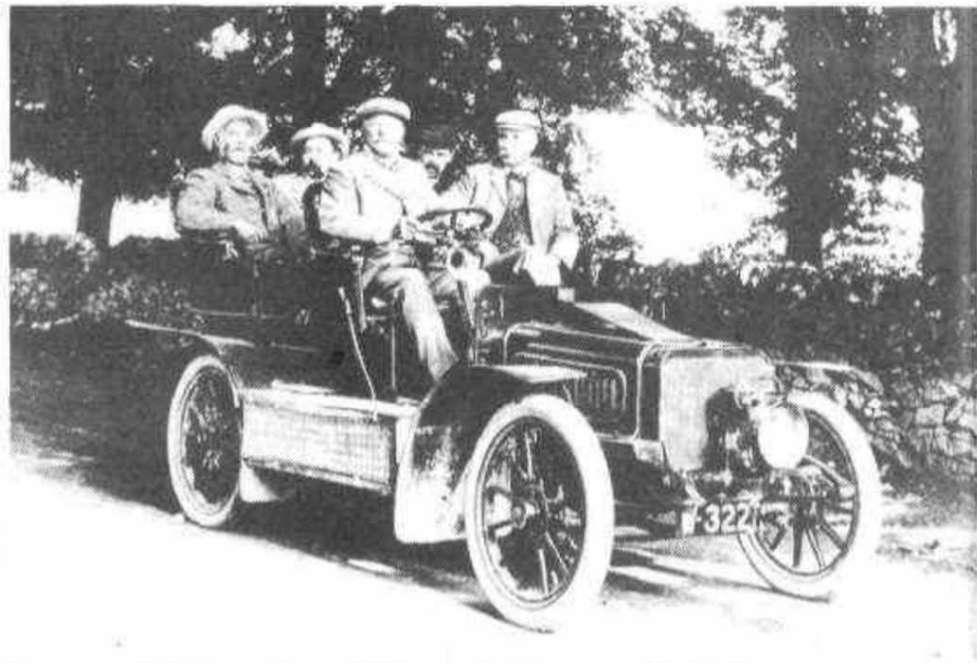
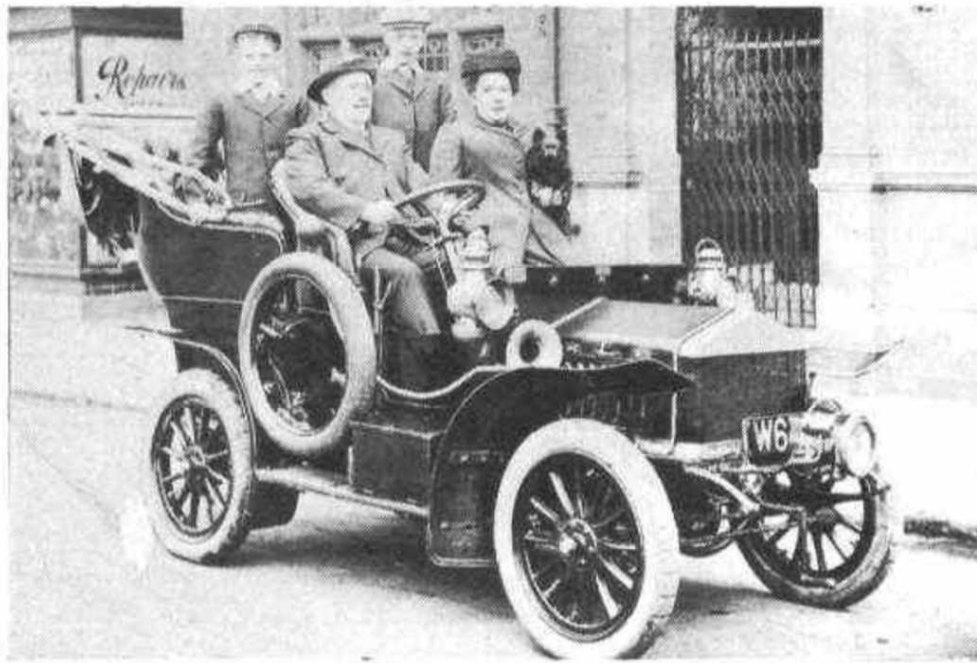
The postcards were all dated 1910, and the de Dion Bouton was driven by a Captain Fawcett. According to my mother's memory he was lost at sea when flying. My mother was insistent that it was the first car up the Alps, but never mentioned how far up it went.

Apparently my mother and her sister were spending some of my aunt's inheritance in the south of France, where they met the Fawcetts. He invited them both along — probably to add more pushing power for the climb! — and mother's most vivid memory is of having a burnt posterior when sitting on one of the running boards! The oval photograph was taken outside the hotel at the start of the trip and the other two were obviously taken when the car was following a track, next to a



EDWARDIAN ADVENTURE. These three photographs, sent in by Roger Madden, depict an early attempt at motoring in the Alps. With the brakes of the period as notoriously unreliable as they were, Captain Foster was a brave man to negotiate tracks such as that shown in the top picture — his passengers even braver. See "Looking Back".





THE two Sheffield registered Veterans referred to by Peter Fawcett. We think that the one on the left may be an Alldays and Onions or a Horbick.

water pipe, while ascending the Alps. The information I have is scanty, but it might bring a response from someone who knows something of Captain Fawcett's background.

Pretoria, S. Africa ROGER MADDEN

What are they?

Sir,

Can any of your readers, more erudite than I, identify two early vehicles depicted in the accompanying photographs? Both have early Sheffield registrations and were presumably photographed in Sheffield and its environs during the first decade of this century.

W 322 has a Decauville look about it but is surely too large? The other vehicle, however, with its Royce-like radiator remains a complete mystery.

Sheffield. A. PETER FAWCETT

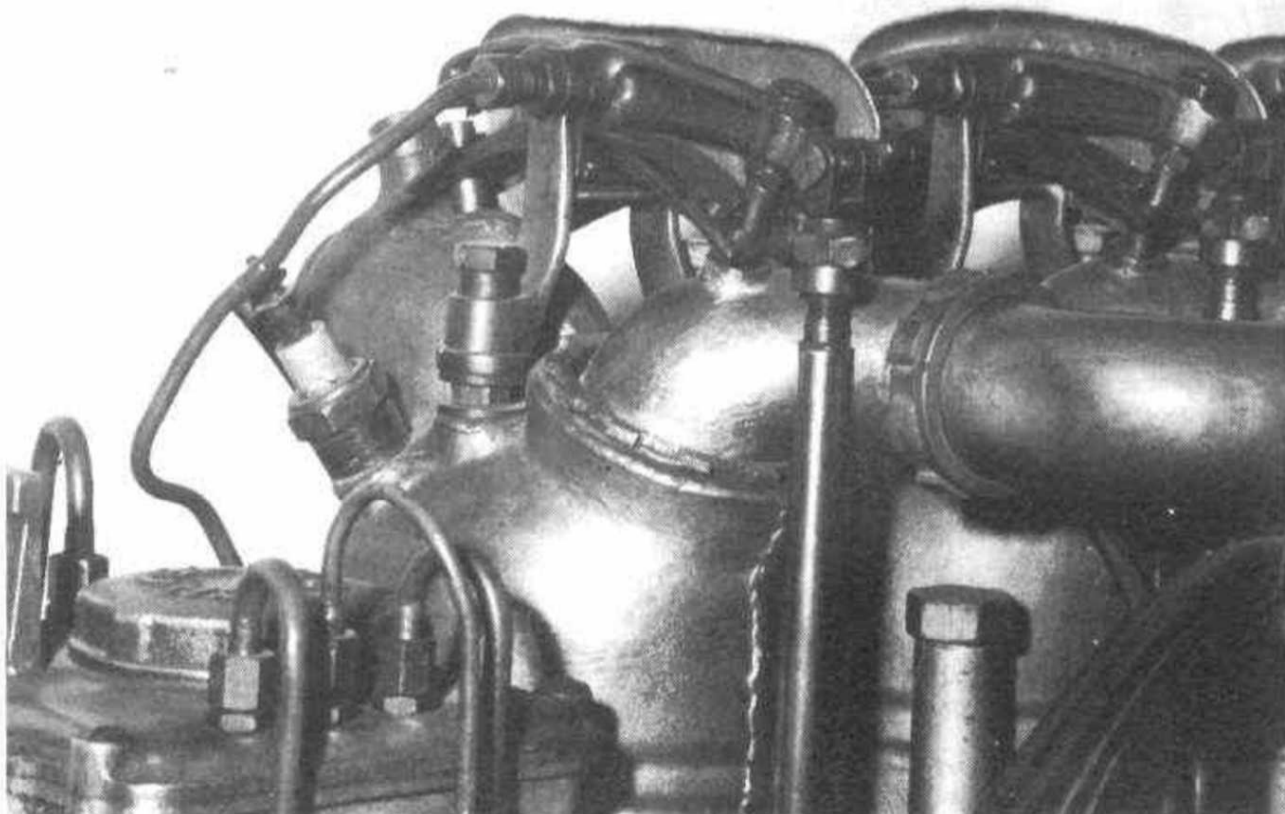
Sheffield Simplex Snippets

Sir,

As the former owner of the only post-war Sheffield Simplex for many years, in the fifties, I have to state that Mr. Ulmann is wrong in stating that the post-war car had OHV. It had side valves.

I found the Sheffield Simplex was quite a little

NEW YEAR PUZZLE. No prizes for the correct answer, but it would be interesting to know how many readers can identify the engine with the single push-rod, push-pull, overhead valve operation.



more powerful and speedy than the Rolls-Royce Silver Ghosts of the same period but was prone to boil under hard conditions. This trouble could not be cured, because both the inlet and outlet of the cooling water was at the bottom of the separate cylinders, thus leaving a pocket of non-circulating hot or boiling water at the top of each cylinder.

Celbridge, Co. Kildare J. ELLIS

Wanted — Riley Imp Information

Sir,

Through your columns, may I ask help from any readers who may be able to assist me. I am compiling a register of Riley Imps. As well as discovering their survival rate and whereabouts, I am beginning to build up some detail on their technical characteristics and history although much of the latter is very piecemeal. I would welcome any information from readers who have memories of experiences with these cars, especially in competitive events. Loaned photographs would be returned, etc.

At present I have a list of 75 chassis numbers, with other associated data, and a further 25 cars with only registration numbers or other tips and notes. With dates when some were last heard of,

they are as follows:

APU 200 (1936), 400 MPA (1964), AUO 347 (1959), BLL 170 (Bira's car), BRA 763 (1973), BTV 466 (1973), BUW 904 (1959), BXO 31 (1943), CME 412 (1950's), CXU 89 (1961), DND 162 (1973), FM 8943 (1936), FMC 726, GX 731, OW 5506 (1936), 892 RMC, UJ 4028, Z 2178, WS 2374 (1962), BOL 734 / SNM 517 (1962), CLD 597 (sold in Italy in 1960's), and finally, a car that belonged to Francis Beart and was bought by Mike Hawthorne's father.

Redditch, Worcs. JOHN GATHERCOLE

[Letters can be forwarded. — Ed.]

V-E-V Odds & Ends. — Those who have been following our serialisation of the early motoring adventures of the late Lt.-Comdr. Grahame-White may be interested to know that in more recent times he became a President of the Veteran Car Club and that he drove the Blake brothers' MCC in the 1935 Brighton Run in which Charles Jarrott was at the wheel of a Panhard and the Harmsworth Mercedes took part. And in conjunction with the article in this issue about the Sixty Mercedes, it may be pertinent to state that a fine photograph of Ronald Barker on Francis Hutton-Stott's 1899 24 h.p. Cannstatt-Daimler which he drove in the 1957 Brighton Run, standing alongside Chitty-Bang-Bang II, is reproduced in the VCC's beautiful commemoration book (which we reviewed last month), even if Chitty II is wrongly described as having a Maybach engine. The current issue of the *RREC Bulletin* contains some memory-stretching photographs of unusual Rolls-Royce cars, including one of a modified 1926 Twenty with later drop-head two-seater body and bonnet (DY 6228?), should anyone recall it. There is also much about the Silver Ghost carburetter, including its history, and other articles helpful to those restoring or maintaining the older Rolls-Royce and Derby-built Bentley cars, making it well worth joining for that service alone. The Membership Secretary is to be found at the Club's Headquarters, The Hunt House, High Street, Paulerspury, Northamptonshire.

The MCC Exeter Trial takes place on January 8th/9th and the big entry list will include a number of pre-war cars, including Tom Threlfall's Model-A Ford, Terance Barnes ex-TT Singer Six described in *MOTOR SPORT* last September, and Mr Barnes' 1925 30/98 Vauxhall which we hope to drive. Drivers of cars 105 and 160 on the 1981 London to Brighton run would appreciate any photograph taken of these cars — letters will be forwarded. — W.B.

Magnificent Mercedes

IT HAD been a very long time indeed, for various reasons, since I had driven a Mercedes-Benz. To rectify this, Erik Johnson of Mercedes-Benz (UK) Ltd. lent me, not one of the top-models of the range, but the "little Mercedes" 2.3-litre 230TE estate-car, if you can call a seven-seater load-carrier a "little" car. But this is the smallest-engined Mercedes available, apart from the 200, and therefore one very much at the lower end of the Stuttgart spectrum. However, after enjoying 1,400 miles of varied motoring in it, one can only comment once more — magnificent Mercedes!

Realising that improved fuel-economy was desirable for even their smaller-engined cars, Mercedes-Benz replaced the former Type 250 six-cylinder engine with the 230 four-cylinder single o.h.c. power unit, with its valves rocker-operated so that they could be included in the classical hemispherical combustion chambers, shedding only four b.h.p. in the process but, with the new light-alloy head and Bosch fuel-injection, usefully improving m.p.g. figures. This four-pot, $95\frac{1}{2} \times 80\frac{1}{4}$ mm. (2,299 c.c.) engine, which has breakerless ignition, produces 136 (DIN) b.h.p. at 5,100 r.p.m., 146 lb.ft. torque at 3,500 r.p.m., and is safe up to 6,000 r.p.m. It runs notably smoothly for a "four" and the performance from the 15' 6"-long, 9' 2" wheelbase estate-car is quite remarkable. As it can also be cornered, in spite of its bulk, in sporting fashion, with very little suspension roll, the 230TE Mercedes is altogether an outstanding vehicle.

Its road behaviour apart, it is the high-class internal and external finish, the care bestowed on details, and the sheer practicability of all the controls and instruments, that make a Mercedes such a very desirable possession. The layout has been unchanged for years, because the Mercedes engineers have got it right and see no reason to alter a proven arrangement just as a fashion-fad. Because of this, there is no need for me to go into elaborate description. Just let it be said that the engine starts immediately from cold or hot and idles impeccably, every time, on the automatic choke, that the gear-shifts of the Daimler-Benz 4-speed automatic transmission are smooth and rather ingeniously contrived, from a sensibly gated lever (or you can specify a four-speed manual gearbox), and that the instruments are clear and extremely easy to read, all the heater settings being indicated at night by tiny lights and the full-beam headlamps indicator never for one moment dazzling the driver, as it still does on so many cars of all price-ranges. One feels that engineers, not mere stylists, have had a close hand in this, and also that they have learned much from past motor racing programmes.

Mercedes still use a fascia hand-brake set on the far right; but this is no umbrella-handle nonsense but a pull-out brake with a proper loop-grip, absolutely to hand. Some drivers have called it obstructive when entering the car, but I do not agree. All the switches are splendidly placed, a rotary one controlling lighting, the front and rear fog-lamps being put on by pulling out this control, to the first or second position, as required. One substantial r.h. stalk-control suffices for turn-indicators, wiper/washer settings (one press of the button giving a combined wash and wipe), and lamps-dipping. The horn is sounded from the steering wheel safety pad. There is separate heat for driver and



front-seat passenger. The doors open by pulling on their handles, not pressing in buttons. On this estate-car model there are electric window-lifts with switches on the centre console, vacuum-controlled central door-locking and internal adjustment of the two external mirrors. A sliding sun-roof and air-conditioning are among the available extras.

The trim and upholstery are, as I have implied, of high-quality and precision, the hard seats comfortable on long hauls, and leather upholstery can be had if one feels the cost is merited. A first-class Becker radio/cassette set with electric aerial had the lightest of controls. The aforesaid switches are small and neatly recessed in the fascia and the big leather-covered steering wheel nevertheless has a grippy rim. Ahead rides the legendary triple-pointed star.

It is these things which make a Mercedes what it is. This 230TE estate-car has clever items of its own, such as split, folding rear seats, a built-in dog guard, rearward facing folding seat, with its own seat-belt, a very good intermittent or full rear window wash/wipe, fascia control of rear-compartment lighting, a twin-reel pull-out cover to conceal luggage (as nicely contrived as everything else, which is so "right" within a Mercedes) and even seat-heaters, with either continuous or quick warm-bot. settings. Extra stowage is available if the rear floor is lifted. In this rear compartment, which has an easily removable carpet should grubby items need to be carried, is a first-aid kit, stowed beneath a panel, neatly I need hardly add, with the hazard triangle, jack and tool-kit. Roof lamp and vizors are nicely recessed, like the interior door handles, even small items, such as the door-locking "pips" having the expected *panache*. Bins in both front doors, an open well on the console and a lockable cubby-hole serve as stowages, supplemented by net pockets on the rear of the front seats. A single key works all services and a safety switch prevents children fooling about with the electric windows, the rear ones having their own door-placed switches.

Reverting to the very clear Vdo instruments, no tachometer is fitted, because Mercedes recognise that this 230TE is not one of their sports-cars, a large, accurate clock being substituted. The oil-gauge needle stands normally at the top of the dial (3.0 bar) for instant recognition if pressure drops, and the steady-reading fuel-gauge has a tiny yellow light at the bottom of the scale, which shows when about 25 miles' reserve remains. The fuel filler is designed for easy brimming and its flap is locked in conjunction with the central door locking. Along the base of the instrument panel which confronts the driver are a row of five small warning-lights, for brake-pad wear, alternator charge, main beams, and turn-signals. There is proper self-levelling of this car, which can

carry heavy loads, from an engine-driven hydraulic-pump, not relying on a mean adjusting-strut but even so, an adjuster is provided for headlamps-beam height. The beams are good dipped, reasonably powerful on full-beams, and the in-built fog-lamps give a wide-ranging spread of light.

There is really very little to criticise in this Mercedes-Benz. The knobs for front-seat squab adjustment are somewhat inaccessible, but does that matter, once adjusted? Especially as a fine range of movement is provided. Gear shifting into 3rd or 2nd gears is sluggish at low speeds but, conversely, impressive pick-up is had from kick-down between say, 40 to 60 m.p.h., and for a car of the 230TE's demeanour I have no complaints; the upward gear changes are made at 20, 40 and 72 m.p.h. on full throttle. Indeed, as I have said, this is a quick and sporting estate-car, capable of comfortably over 100 m.p.h. and 0-60 m.p.h. acceleration in automatic-transmission form in under 13 seconds. Kicking down into third, the aforesaid 40-60 m.p.h. speed increase occupies 6.8 seconds. The handling is a conventional combination of mild understeer changing to oversteer, in docile fashion, and if the tail of this very long car (actually, it is 5" shorter than the average overall length of four well-known very big estate-cars) feels inclined to promote excessive roll on fast tight corners, this is prevented from getting out of hand by the anti-roll bar of the trailing-arm, coil-spring i.r.s. The Daimler-Benz recirculating-ball power steering is the best in the game. It is geared at 3.3 turns, lock-to-lock, and for a car of this size the turning circle is commendably small. The suspension has to be on the hard side on such a car but over poor surfaces mild shudders rather than impacts are imparted to the body structure, and road-holding, aided by Michelin SR14 XVS tyres, is very sure.

The bonnet is easy to open, although the release is on the n/s of the front compartment, and it is self-propping. The dipstick and other essentials are conveniently placed and a comprehensive, high-class instruction book is supplied with the car. The lights-switch incorporates parking-light settings. Altogether, every detail of this car is exceptionally well-contrived. The further I drove under the winter conditions, the more the unobtrusive anti-lock braking was appreciated. Apart from its efficiency if one has to make a crash-stop, which causes the pedal to react a little beneath one's right foot, it is reassuring to be able to overtake on a slippery road, knowing that the brakes can be used strongly thereafter if need be; the ABS system performing cadence retardation much more quickly and precisely than one could oneself.

Another outstanding aspect of the Mercedes-Benz is the brakes, servo-operated discs, front

MAGNIFICENT MERCEDES — continued and back. They are delightfully light and fully progressive in action, and if used to the full, quite outstandingly powerful, with no noise or drama. Perhaps because these brakes are so powerful the ABS anti-lock system is so applicable to them. It costs £830 extra, admittedly, but is the finest safety safeguard for the money. The hazard-warning button, incidentally, is well-placed between the front seats. Another noteworthy feature is the 230TE's conservation of petrol. Checking it first on a morning's run involving fastish cross-country, motorway and some suburban driving, it came out at 26.4 m.p.g. The overall figure was 25.2 m.p.g., truly excellent for a vehicle weighing 30¼-cwt at the kerb. As the tank holds 15.4 gallons, the range between refills is decidedly useful.

On almost every count, the Mercedes-Benz 230 is a very fine product. I suppose it is unusual for one road-tester to refer to other tester's reports. But I have been so lavish in my praise of the 230 that, to obviate any suggestion of bias, allow me to quote what two IPC motoring weeklies said of it. One, of the TE estate-car version, wrote: "With most things so well thought out, and such evidence of care in the construction and finish of the car, the 230TE should certainly give long satisfaction. It is the sort of car which, on a day when everything else seems to be going haywire, seems to be trying to put the world at rights again, with its consistent, impeccable behaviour." The same magazine, summing up the 230E saloon said: "The car's character and performance, and the solid feel to it, makes living with this Mercedes very pleasing." The other magazine wrote of the 230CE coupé: "There are many traditional (and admirable) Mercedes qualities to savour; outstanding build integrity, fine finish and detailing, a sense of function and purpose in every aspect of design. . . . That it is a desirable motor car is undeniable." Thus I am not alone in enthusing over the "little Mercedes". . . .

In 1981, however, even Mercedes excellence was not without fault. A nut fell off the cold-air supply system and the heater then became virtually useless. This happened after we had got thoroughly chilled by staying out at night on an RAC Rally stage — my scientific friends tell me that that is a special law governing such things! However, Nayland Motors of Kingsbridge, near Swansea, put this right expeditiously in half an hour.

Not everyone will require such a spacious vehicle, but enjoyment of the very special kind of motoring provided by a Mercedes can start at £8,700 for the manual-gearbox 200 saloon, or if that is out-of-reach, there must be many sound used Mercedes available. The 230TE comes out at a basic £11,150 for the five-door estate-car, or at £11,766 with the automatic gearbox, but the 230 saloon costs £9,501, representing good value, especially when you think of luxury cars costing nearly seven times as much. There are many intriguing extras available, some of them, like air-conditioning and the anti-lock braking, expensive. These naturally enhance a fine car but are not really essential to it. The estate-car has longitudinal roof-bars for taking a special MB roof-rack. Easy to load, the driver can rejoice in this big economical car without being conscious of up to 620 kg. behind him, so well and responsively does it handle. Mercedes-Benz sales here are dealt with by Mercedes-Benz (UK) Ltd., Unit 3, Millington Road, Hayes, Middlesex.

There can be few more trustworthy combinations than a Michelin-shod Mercedes-Benz. — W.B.

Where to find your nearest stockist:-

- Bedfordshire** Camden Car Radio, Lake Street, Leighton Buzzard • Herbert Robinson, Windsor Road, Bedford
Berkshire Berkshire Car Radio, 1 Market Place, Bracknell • Mototec, 175 Bath Road, Slough **Birmingham** A. B. Fletcher, 25 Great Lister Street • A. T. Gittins, 15 Sutton Street • 021 Radio & Electrical Wholesale Ltd., 590 Bristol Road, Selly Oak • Studio Musica, 140 Sandy Lane, Camp Hill
Bradford Autosound, 15/17 Spring Gardens, Manningham
Bristol Winterstake Garage, 50 Winterstake Road **Cambridge** Aylestone Auto Electrical, Aylestone Road **Cardiff** Radiocraft (Sonus) Ltd., 251/253 Cowbridge Road, Canton **Cheshire** Car & Home Stereo, 219 London Road, Hazel Grove, Stockport • Car Radio Centre (Sale), 183 Westway Road, Sale • Car Sound, Trafford Street, Chester • Specialised Equipment, 341 Wellington Road North, Stockport • T.S.A. Services, 33 Greek Street, Stockport **Chesterfield** Chesterfield Car Radio, 37 Longedge Lane, Wingerworth **Clyde** T. E. Roberts (King Street) Ltd., 28 King Street, Wrexham **Cornwall** Car Radio Fitting Specialists Ltd., 17/23 Truro Road, St. Austell **Coventry** Carwood Motors Ltd., Herald Way • Henleys (Midland) Ltd., Kenyas Highway **Cumbria** Rickerby Ltd., Corrook Road, Carlisle **Derbyshire** MG Auto Electrics, Kempton Park Close, Ascot Drive Ltd., Estate • Millards Tyre & Battery Service, 16 Corporation Street, Chesterfield • R. Townsend Radio & TV, The Green, Clowne, Nr. Chesterfield **Devon** Mobile Sound Centre, 248 Torquay Road, Preston, Paignton • Tomhulls Garages Ltd., Hretonside, Plymouth **Doncaster** Economic Factors, 10/13 Holmets Market, Wierley **Dorset** Dorset Auto Radio VRS Ltd., 106 Castle Lane West, Bournemouth • Wireless Supplies Unlimited, Old Christchurch Road, Bournemouth **Dyfed** J. H. Roberts, 7 High Street, Lampeter • Wester, Bronbury Park, Aberystwyth Road, Caerigan **Essex** Car Audio Specialists, 7 Hyland Parade, Wood Street, Chelmsford • Entertainment Repair Services, 187 Beconroe Avenue, Dagenham • C.C.S. Richmond, 216 High Road, Woodford Green **Glamorgan** J & B Electronics, 67 St. Helens Road, Swansea • Tolyrefal Motors Ltd., Penrhwydr Road, Tolyrefal **Gloucester** Ray Electrical, 287 High Street, Cheltenham • Motors of Gloucester Ltd., London Road • Regent Car Radio, 7 Gloucester Road, Cheltenham **Gwent** Gwent Car Sounds, Rudy Street, Newport **Gwynedd** W. A. & F. G. Evans, Regent Garage, Caerwyn Road, Cricieth • Handmade Autosound Ltd., 18 Vaughan Street, Llandudno **Hampshire** Makadams Ltd., 44, 46 New Road, Tadley, Basingstoke • Andover Motor Factors, 8 Anton Trading Estate, Andover • W. F. Waino TV Ltd., 27 The Green, Stubbington • S.G.M. Electronics, 4A Leston Road, Alton • Auto Services (Shirley) Ltd., 248 Shirley Road, Southampton • Divesound, 183 May Street, Basingstoke • H. R. Knight Ltd., 69 Milton Road, Portsmouth **Hereford** Harrison & Macklin, Foley Trading Estate **Hertfordshire** Baldock Car Radio, 3 Hitchin Street, Baldock • E.C.P. Motors, 185/187 Turners Hill, Chesham • Autosound Services, 80 Queens Road, Watford • J.B.R. Car Radio, 94 High Street, Stevenage • Inca Car Audio, 11 Cole Green Lane, Woodhall Shopping Centre, Welwyn Garden City • Russell Auto Electrics, 13/27 Lighters Lane, Watford **Huddersfield** Express Ignition, St. Andrews Road, Aspley **Hull** Jordans of Hull, 45/47 Witham **Humberston** A.C.E. Limited, 38 Boothby Road, Hull • C. H. Turner Ltd., 175 Corporation Street, Grimsby **Isle of Man** Industrial Equipment (I.D.M.) Ltd., Tynwald Street, Douglas **Kent** Invicta Motors Ltd., Lakeside Service Station, Sturry Road, Canterbury • Basson Limited, 119/131 Wrotham Road, Gravesend **Lancashire** Car Radio Installations, 28 Higher Eastop, Blackburn • R. & F. B. Lonsdale, 42 Carr Gate, Cleveleys • Mobile Radio (Preston) Ltd., 85/87 Fylde Road, Preston • Kitchen & Caleen Ltd., Hindpool Street, Barrow in Furness • Moving Sound Ltd., 151/153 Burnley Road, Accrington • Arthur Shorrocks (Radio) Ltd., Hedgesons Garage, Thornton Road, Monksdale • Westhoughton Car Radio, 291 Church Road, Westhoughton, Bolton • M. Green & Son, 81 Ansell Road, Blackpool (South Shore) • Central Drive Forecourt Station, Central Drive, Blackpool • Formby Car Electrical Services, Alnear Road, Formby **Leeds** Unicar, 11 Kirkstall Road • Andrew Page & Co., Apson House, 53/59 Malgate **Leicester** Epic Accessories, 38 Nelson Street • R. Croxall, 103 Green Lane Road • Honger Motors (Leicester) Ltd., Welford Road • Castle

- Motor Co., 91 Abbey Lane • Car Electronics, 285/287 Welford Road **Lincolnshire** Eastern Tapes, 27 Corporation Street, Lincoln • J. H. Wand, 44/48 North Street, Bourne **London** Car Radio Services, 925 High Road, NW12 • Musicraft, 3 High Street, Acton W3 • Karatone Ltd., 204 North End Road, W14 • H. Lexton Ltd., 191 Francis Road, E10 • Atkinson Battery Service Ltd., 7 Penbrooke Villas, W11 • Auto Audio Installations, 94/104 The Arches, Wood Lane, W12 • Benami, T/A The Car Music Centre, 122 Shepherds Bush Green, W12 • Culwood Auto Electrics, 172 Arthur Road, Wombledon SW18 • Crouch End Hi-Fi, 13 Park Road, Hornsey, N8 • Dixons, Brent Cross Shopping Centre, Brent Cross NW4 • D.S. Electronics, 8 Parsons Street, Hendon NW4 • W. Janet Ltd., T/A Car Audio Equipment, 351 Lea Bridge Road, Leyton • London Car Radio Centre, 25/31 Taunton Place, NW1 • Sextons (Hi-Fi Equipment) Ltd., 320 York Road, Wandsworth SW18 • Pinezalm, T/A Mach One, 125 Golders Green Road, NW11 • Tanford Motor Services, 2 Woodlands Way, Pinner SW15 • Waghams Stringer (Cliftons) Ltd., 59 Sidcup Road, Lee SE12 • Cavendish Sales, 281/283 Whitechapel Road, E1 • Hi-Fi General, 39 Bedford Hill, Balham SW12 • Neasden Electronics, 51 Dudden Hill Lane, NW10 • Sounds Fantastic, 55/57 Anerley Road, SE19 • Stereo on Wheels, 22 Chiswick Lane, W4 • Video Wheels, 24/67 Market Square, Edmonton N9 **Manchester** Sound & Time, 59 Bury New Road **Merseyside** Sound Trac, 2 Chester Road, Whiteby, Halesmere Park • Warral Car Radio, 2 Singleton Avenue, Brixtonwood **Middlesbrough** M.W. Motors Ltd., Granville Road Garage, Granville Road • Car Sounds, 1 Union Place **Middlesex** ICE Stereo Systems, 175 Stanwell Road, Ashford • S.K. Radio, 1 New Broadway, Uxbridge Road • Hillingdon • Sound Around, 114 Ruslip Road, Greenford • Transcar Radio, 71 Heath Road, Twickenham • Heath Car Electrics, 638 Hansword Road, Hounslow • Rushmore Ltd., 110 The Green, Southall **Neath** Dennis TV & Hi-Fi, 68 Windsor Road **Newcastle upon Tyne** Dennis Car Radio, 28/30 Scotswood Road • Tyne Car Radios, 5 Brunswick Square, Shrimpton **Norfolk** Sonus Wholesale, 128 Dereham Road, Norwich **Northamptonshire** York Word and Rowlett, Oxford Street, Wellingborough **Nottingham** Hanger Motors (Nottingham) Ltd., London Road • Audiovision (Midlands) Ltd., 27 Hayworth Road, Sandiacre **Oxfordshire** Hartwells of Oxford, Oxford Road, Kidlington **Pembrokeshire** Loosenore, 39 High Street, Haverfordwest **Peterborough** Auto Sound Centre, 110 Lincoln Road, Walton **Portsmouth** Virgin Records, 89/73 Incom Centre, Charlotte Street **Sheffield** Senior Electronic Services, 429 Stanforth Road **Shropshire** Autolex (Shrewsbury) Ltd., Southold Street, Oswestry **Staffordshire** Caris Auto Electrical, Wandels Lane, Off Hilton Lane, Great Warley, N. Walsall • N. Thomas, 38 The Village, Walton on the Hill • Appliances (Staffs) Ltd., London Road, Newcastle under Lyme **Stoke-on-Trent** HT Electrical, 478 Vaushall Street, Loughton • Oliver Fox Garages, (Haley) Ltd., Church Street, Hanley • W. T. Bell (Burslem) Ltd., Sandbach Road, Cobridge **Suffolk** Dave Wallis Car Audio, 322 Spring Road, Ipswich **Sunderland** Cliffs Service Station (Autosave), 11 Windsor Terrace, Grange Town **Surrey** Thames Car Radio 158 High Street, Egham • Car Sounds, 176 East Street, Epsom • Conrads Car Radio, 42 Thornton Road, Thornton Heath • Woking Car Radio, 9/11 Church Street, Woking • Road Sound, 182 Victoria Road, Aldershot • Jan Banning Ltd., 12c Worplesdon Road, Guildford • Universal Car Supplies, Victoria Works, The Steer, Ashford **Sussex** Road Radio Ltd., 41 Station Road, Burgess Hill, and branches • Harfield and Foster, Spencer Street Workshop, Brighton Regis • Drals Car Radio, 187 Lewes Road, Brighton • HT Motor Supplies, Autopanne House, Rogrove Road, Chichester **Swansea** Shorts Auto Electrical, 43/49 Station Road, Landore **West Midlands** Merrivale TV Service, 15 Dog Kennel Lane, Oldbury, Warley **Wiltshire** Contact Electrical, 86/88 Southampton Road, Salisbury **Wolverhampton** Charles Clarke Ltd., 52 Clifton Street, Chapel Ash **Worcester** Mobile Electric Sales, Greggys Mill, **Yorkshire** Auto Radio, 110 East Parade, Kingley • Car Radio (Skepton) Ltd., Unicorn Buildings, Devonshire Place, Skepton • Croft & Blackburn, Harvester House, Kirkby Road, Ripon • Elcar Limited, Calne Road, Huddersfield • Mobile Music (Harrogate) Ltd., Back Dawson Terrace, Harrogate • Ripon Auto Electric, Blossomgate, Ripon



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JOHNNY CLAES in his yellow Talbot-Lago number 110011, cornering in the British Empire Trophy Race in the Isle of Man in 1949.

Historic Grand Prix Cars

PEOPLE in the world of Historic racing tend to talk about a car's *provenance*, meaning its origins, and this word covers a multitude of "grey areas", another popular expression in the Historic world. If the origins of a car are undisputed then it is accepted as an historic racing car, even though a new chassis was made in 1979 to replace the original one that rusted away, or was "lost" in the mists of time, and another engine was installed to replace the original one that was destroyed when the car was last raced in a front-line Grand Prix and a con-rod broke. The ravages of time often destroy the bodywork, so Maurice Gomm or Peels of Kingston made a new body and the wheels are rebuilt with new spokes and new rims of an inch smaller diameter in order to make better use of more modern Dunlops. When discovered and put on the market by the Used Car Trade our Grand Prix car was missing its gearbox, so another one of similar type was acquired and installed. Because of its *provenance* the car is accepted as Historic even though the steering wheel and the radiator cap are the only bits left that actually took part in the 1956 French Grand Prix, for example.

In this new series we look at some truly historic Grand Prix cars that do not need *provenance* for there are no "grey areas" or years of oblivion when the car disappeared to be re-discovered and rebuilt or reconstructed. These are cars that have led a known existence and remained in one piece since the day they were first built in Molsheim, Modena, Paris or Bourne, and today look just as they did when they were born.

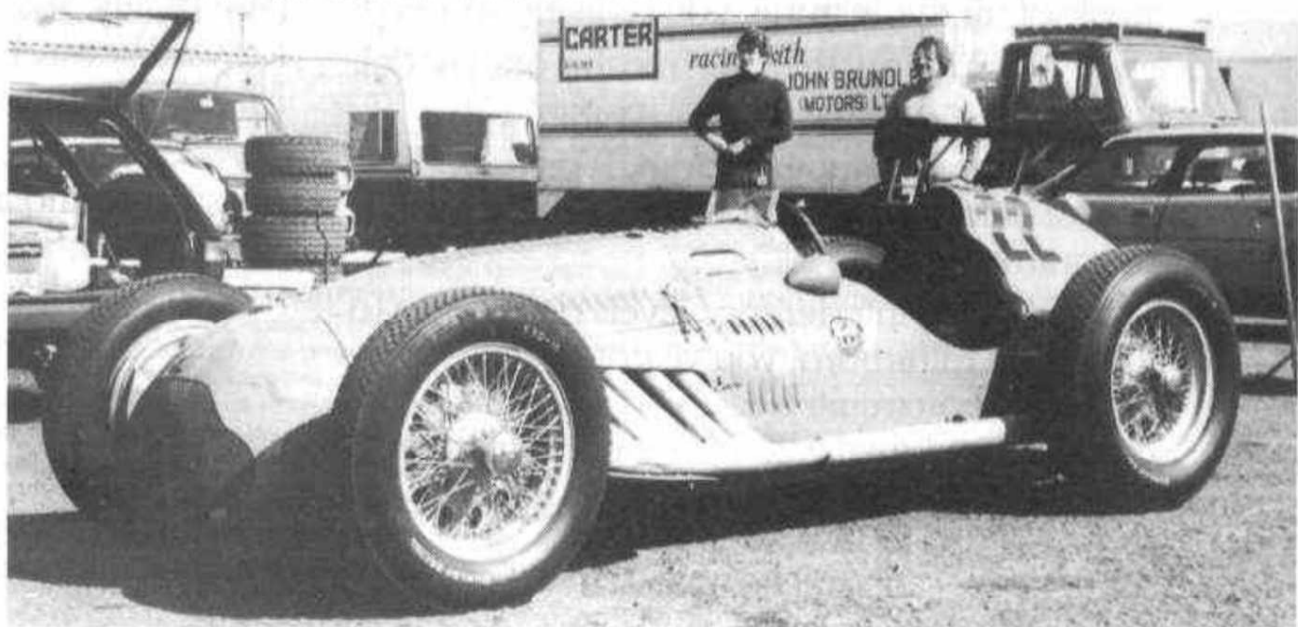
Talbot-Lago Type 26C 1949 Chassis No. 110011 Eng. No. 45111

Built by the Talbot factory in Suresnes under the direction of Anthony Lago, this particular Type 26C was delivered to the Belgian racing driver Johnny Claes in 1949 and he raced it in all the major events. Claes was very much an Anglophile, speaking perfect English, as well as his natural French and national Flemish, with German and Italian thrown in for good measure. In his early days he had a dance band that played in London and was known as Johnny Claes (pronounced Clays) and his Clay Pigeons. He featured on saxophone and I well remember going to a jazz concert with him, in Modena in 1952, and he left in disgust at the antics of the negro saxophonist. "That's not saxophone playing" said Claes, "that's just Honk, Boop, I'm off". Who was I to argue? The Italians thought it was marvellous and were dancing in the aisles!

As a racing driver Claes was not of true Grand Prix material, though a good sporting driver, and it is interesting that *Alfa Corse* did not rate him highly enough to loan him a 158 Alfa Romeo when the team went to the Belgian Grand Prix, though later the Maserati factory lent him a works car for his own Grand Prix. However, to return to the Talbot-Lago, Claes raced it extensively in 1949, starting with the British Grand Prix at Silverstone where he finished 10th. He then went to the Isle of Man for the BRDC British Empire Trophy and finished eighth, followed by fifth place in his own Belgian Grand Prix on the Spa-Francorchamps circuit. In the Swiss Grand

Prix on the Bremgarten circuit at Berne he was a lowly 13th and at Albi in southern France he was seventh in the "starting-grid heat" but had to retire in the final when a camshaft seized. Until this point the Talbot-Lago had shown remarkable reliability, though it was not very fast compared with Ferraris and Maseratis, and Claes was still learning about Grand Prix driving. At Zandvoort, for the Dutch GP he finished ninth and back at Silverstone for the BRDC International Trophy he was ninth in his heat and 12th in the Final. The busy season ended with eighth place in the Italian Grand Prix at Monza and as a privateer Claes was agreeably satisfied with his first season with the new car.

Johnny Claes had a garage in Bruxelles, where THE Talbot-Lago 110011 seen at Silverstone in 1980.



the car was maintained, and he entered under the aegis of the Ecurie Belge, the car being painted yellow according to the FIA national colour code. When I built the excellent Merit scale model of the Talbot-Lago that every motor-racing enthusiast bought in the mid-fifties, I painted mine yellow, not because I was a Claes fan but it looked so nice in yellow, and stood out from all those painted French blue by my friends. The son of Claes' chief mechanic was Lucien Bianchi, who was later to become a well-known racing driver himself, and at this time he was serving an apprenticeship within the British Motor Industry and through his connections the Talbot was fitted with three SU carburettors in place of the standard three Solex ones. The big six-cylinder engine, of 93 x 110 mm. bore and stroke giving 4,485 c.c. (if you calculate the capacity, and 4,482 c.c. if you believe the history books) drove through a Wilson pre-selector gearbox to spur gears which stepped the drive-line to the right so that the propshaft ran alongside the central driving seat, to the differential unit which was offset in the rigid rear axle. This gave a very low seating position, though it made the car rather wide. The rear axle was mounted on half-elliptic leaf-springs, while a transverse leaf spring and massive upper wishbones provided independent suspension for the front wheels. As with most privateers in those days, Claes relied on Dunlop for tyres.

Claes continued to race Talbot-Lago 110011 in 1950, not making much progress as a driver but nonetheless getting a lot of driving as the car continued to be reliable. He was 11th in the British Grand Prix at Silverstone, seventh at Monaco after a number of cars were eliminated in a multiple pile-up, 10th in the Swiss Grand Prix, eighth in the Belgian GP and in the sweltering heat of the Marne for the French Grand Prix at Reims he retired with overheating problems. He was still running, but unclassified, at Albi and finished seventh in the Grand Prix des Nations at Geneva. At Silverstone for the International Trophy he was erroneously credited with a phenomenally fast practice lap which put him on the front of the grid for heat two, but he muffed the start and in trying to make up ground he spun off at Abbey Corner and crashed.

By now the Talbot factory was in financial difficulties and in the process of closing down and Claes bought one of the ex-works dual-ignition cars of 1950 and sold 110011 to Duncan Hamilton

ROAD AND TRAIL TEST

Opel Manta 400

Civilised homologation

ANYONE interested in manufacturers' "homologation specials," the road-going vehicles which allow a car manufacturer the most competitive possible specification for international competition, must have been left with a slightly sour taste from the sixties and seventies. For a road testing journalist there were many disappointments, but for the buying public there were frequent disasters that have made it harder and harder to sell such cars.

The 1982 FIA regulations insist on manufacturers producing 200 of the basic vehicle they want to homologate in Group B, the category from which outright international rally winners will almost always come.

The worst offenders in the homologation special game have been the British. Not that they cheat more than the rest, just that the cars were often too uncivilised and too unreliable to drive on the road. Our motto seems to have been "make as few as possible as nastily as possible, and hope nobody sees . . ." Recent examples of the art have been better — Vauxhall and Talbot made genuine efforts to produce roadworthy cars from their Chevette HS2300 and 2.2-litre Sunbeam Lotus models, but too often the cars have been too rowdy and generally uncivilised to act as anything more than a competition base: and then you would be better off building from a basic body in most cases.

Overseas homologation specials have been getting better. The Renault 5 Turbo and the Audi

HISTORIC GP CARS — continued

whose main claim to fame with the car was the extent to which he could get this large, almost cumbersome, Grand Prix car sideways without actually spinning off. Hamilton through Madgewick corner at Goodwood was always worth watching. In accordance with FIA rules Hamilton had to paint the car green in order to compete in International events. After three seasons with the car Hamilton sold it to A. T. Freeman of Wellington, New Zealand who raced it in his national Grand Prix meeting for a number of years, until it was hopelessly outclassed by more modern machinery.

In 1963 Joe Hepworth found the car out in New Zealand, in a rather sorry state of neglect, and shipped it back to England. The tail-cum-fuel tank had suffered from the ravages of alcohol fuel, the Wilson pre-selector gearbox was in a sorry state and the chassis frame was cracked. It was restored back into running order and used in some VSCC historic events by Hepworth and then sold to Nigel Mann, who used to race MGs and Aston Martins among other things. He was living in France so the Talbot-Lago returned to its country of origin, having been right round the world, and Mann kept it until 1978 when he sold it to Christopher Mann (no relation). It was brought back to England once more, rebuilt yet again and raced by Chris Mann in Historic races, appearing briefly in 1980 and in four major historic events in 1981. At the end of season it was put up for Auction by Christie's but did not sell. When Chris Mann acquired it it was painted deep French blue, but is now a light French blue, almost duck-egg blue, but in all respects is as it was when Claes raced it. An historic Grand Prix car, not necessarily a successful Grand Prix car.

D.S.J.



Quattro are both genuinely advanced vehicles that give perfectly adequate everyday performance with proper warranty and service support in their countries of origin. The Renault is obviously the less versatile of the two in terms of accommodation and so on, but looked at as a sports car, two-seater, it achieves a convincing road-going role.

Yet there is a manufacturer planning to move into the four-wheel-drive turbocharged, mid-engine exotica world of Group B with an old formula. The Group B Opel Manta 400 carries over the same front-mounted 16-valve engine and coil sprung, Panhard rod, live rear axle as featured on the Ascona 400 of 1979. Even though the running gear is so similar (four-wheel disc brakes — vented at the front, coil springs, Bilstein gas dampers, the same 144 horsepower engine) the Manta feels totally different to the Ascona.

To explore these changes I took one of six pre-production Manta 400s out to cover the recent RAC Rally, much of our 1,000 + miles over the same route I had used to test a RHD Ascona 400 last year.

Externally the two-door Manta body adds wheel arch extensions in ABS plastic compared to Ascona, but loses the front wing strakes that descended to Opel via BMW's CSL. The Manta continues with the garish side stripes and the top half of the 400 symbol (400 was originally the number of Asconas that had to be made for homologation).

Plastic wheel arch extensions and large spoilers front and rear are the work of West German specialists Irmischer. Ronal alloy wheels continue as before, but the five spoke design is 8Jx15 H2 rather than the Ascona's 6J and carried enormous Pirelli P7 radials of 225/50 VR section, instead of the rather badly abused P6s I tried in 1980.

Inside, LHD and a 220 k.p.h. speedometer confronted us. Instrumentation continues to be comprehensive and like that of the previous topline Manta — the 110 b.h.p. injected E. That means a 7,000 r.p.m. tachometer (redline around 6,200), 8 to 16 volt minor dial, matching water temperature, oil pressure (0.5 bar) and fuel tank contents minor instrumentation.

As before, the seats carry the Opel logo prominently and repeatedly, but as seats these slim Recaro units proved to have effective location and high levels of comfort even when the suspension was being jolted through Kielder forest.

The most welcome change inside, compared to

Ascona, was to find a five-speed gearbox nestling to hand in place of the previous four-speed. Unfortunately it had the rather wide ratios of the Monza-Senator range, but the geared up, indirect, overdrive fifth made an enormous difference to our fuel consumption. Last year we were struggling to get 20 m.p.g. This time our average was 23.5 m.p.g., the worst figure 19.5 m.p.g. when disporting the car through a foggy and muddy private "stage" at speeds up to 85 m.p.h. The best recorded m.p.g. was 27.9 on a mainly legal motorway run to the Lake District from the Midlands.

Such consumption reflects how hard European manufacturers have been working to extract efficiency from performance cars as well as the ostensible economy cars. Look also at the Granada and BMW 2.8s, now on the right side of 23 m.p.g. too, even driven hard.

Though 2.4-litres from four cylinders was thought large when Opel produced their Cosworth-aided four-valve-per-cylinder unit in 1979, current thinking from Porsche (944) and the 230E Mercedes models show that "big fours" have a lot more life left in a fuel economy era. In fact it looks as though that arch six cylinder supporter, BMW, may also be forced to follow along this road in the future, primarily looking for low speed torque, low unit weight and outstanding m.p.g.

The Opel alloy-headed four measures 2,410 c.c. (95 mm. by 85 mm.) and carries Bosch L-Jetronic fuel injection to feed its 9.7:1 compression ratio and judging by the occasional run-on five star would not be unacceptable to Opel engineers! The twin overhead camshafts are chain driven, the crankshaft is supported by five main bearings and there are eight counterbalance weights.

From the driver's seat peak power appears to drop very sharply over 5,500 r.p.m., the maximum is placed at 5,200 and amounts to 144 b.h.p., or one horsepower more than BMW's 2.3-litre six as used in the 323i. Look at the torque of the Opel and the BMW and you see the real difference in character: the Opel offers 155 lb. ft. torque at 3,800 r.p.m., while the BMW's 115 c.c. less provides 140 lb. ft. at 4,500 r.p.m.

A single plate, nine inch diameter clutch transmits the Manta's power to the Getrag Monza specification five speed. The ratios? First, 3.822; second, 2.202; third, 1.383; fourth, direct; fifth 0.872. The final drive ratio on our car was a 3.18:1 and this provides the r.p.m. capability of 130

continued overleaf

RALLY REVIEW

Lombard RAC Rally

TRANSMISSION through all four wheels has never, prior to the 'eighties, really been successful in competition and those who tried it did not pursue the system for very long.

Four-wheel-drive Capris proved to be abominable handlers on autocross tracks. Grand Prix teams gave it up after abortive and costly attempts, whilst American Motors were thwarted, after success against minimal opposition on sandy rallies in the USA, by an FIA ban on the system, introduced when homologated Jeeps seemed likely to appear in European events.

That ban was later lifted, and very soon afterwards there were reliable stories that a German team was in the throes of developing a four-wheel-drive saloon car which would be used in international rallying.

No immediate concern was shown by other teams, for nearly everyone felt that anything other than rear-wheel-drive was a waste of time. Four-wheel-drive produced bad handling and an undesirable weight increase, not to mention the addition of more mechanical parts capable of going wrong, whilst front-wheel-drive seemed to have been abandoned, as shown by people like Ford and Renault transferring the drive from front to rear on their competition cars and Saab

OPEL — continued

m.p.h. in top, though the most we saw indicated was around 120 m.p.h.

We could fairly say that the Manta had been driven through the full gamut of weather and road conditions by the close of our four day, two night sojourn in England, Wales and Southern Scotland. The accent was on driving pleasure over challenging B-roads, or those of lesser status down to forestry tracks.

I am prejudiced against large four-cylinder engines. I like a motor that will rev smoothly and emit quality noises of appreciation simultaneously: in mass production terms Alfa's GTV injected six represents a high point in my estimation.

Yet the Opel does an admirable job of providing real overtaking punch — I can believe the maker's claim of 0-60 m.p.h. in little more than 7 seconds — and reasonable economy. That would be enough to praise, if it was not for the fact that the four provides a constant stream of torque between 2,000 and 5,000 r.p.m. This allows pretty well any gear below fourth to provide genuine pulling power when the road is unexpectedly clear ahead, or when a corner tightens after a brow.

Inject the stiffly sprung chassis and sporting Bilstein damping and you have a car that is very hard to catch cross-country, whether the going be A or B-class. Long fast corners see the Opel settle swiftly into a steady posture that would see the 2.8i Capri shuffling restlessly on its single leaf rear springs. On slower corners you notice that even the heaviest braking fails to lock a front wheel (a rarity amongst 1981-82 European mass production cars with their braking bias set firmly forward) and that the car will turn-in with the kind of breathtaking precision that should be a right with such wide wheels and pedigree Pirellis.

Very few corners demand first gear. This is fortunate for second has a job providing much over 55 m.p.h., so you tend to rely on third's enormous range between 45 and 90 m.p.h. to cope with most cornering and overtaking tasks. In



THE winning Audi Quattro lifting a wheel, but losing no traction, on the Gusbrough stage.

even pulling out of the sport altogether.

Then the Audi Quattro appeared, winning its first rally in Austria a year ago and dominating the early stages of the 1981 Monte-Carlo Rally. There was instant speculation among other teams. Were these successes just flashes in the pan, or had Audi tamed a system which others had rejected?

As the year progressed, various failures dogged the Audi team, but they all seemed to be of a

fourth the equivalent of 100 to 110 m.p.h. seems more readily available than in Ascona, with a lot less wind noise in evidence at any speed up to this point. Then a coupé window is likely to stand proud of its sill and provide audible warning that the car is heading for double the British speed limit.

A constant indicated 100 m.p.h. at 4,000 r.p.m. would be the natural gait in Germany, but a steady 75 m.p.h. and 3,000 revs. is a pace the British police seem happiest at. If necessary fourth gear can be used smoothly from 1,500 r.p.m., below that the engine pulls well but there's a lot of vibration within.

Some Opel dealers commented how much more precise and civilised the Manta is compared to the Ascona 400. The handling improvement seems entirely due to those P7s, their only drawbacks being that standing water makes the car slide just like a race saloon would upon slicks. Pirelli's stiff, low-profile, construction naturally does nothing to help a live-axle car skip over bumps, without the occasional jarring thump reaching through the seat back. Naturally the tyres tend also to follow any ridges in the road.

Opel sporting manager in Germany, Tony Fall, is well aware that a little more work is needed to refine the suspension: "I think it would be less twitchy with some of the production castor angle removed", he opined, "but I think the slightly offset, and wider, rear track has helped the handling a lot. The main benefit of the Manta 400 over Ascona, for us on the competitions side, will be that of weight. With more plastic parts homologated and the Manta body, we should be able to compete at 980 kg., which is considerably less than most of our rivals".

The Manta is expected first to be seen internationally on the Acropolis Rally and on the Scottish home International in June. Russelsheim plan to run two cars in the World Championship next year for 1980 World Champion Walter Röhrl (who won the Acropolis for Opel in 1974) and 1980 RAC Rally winner Henri Toivonen, recruited from Talbot. Also in Rothmans colours

minor nature and easily remedied. The potential of the car was undiminished, and one heard talk that FISA might again introduce a ban on four-wheel-drive in order that the Quattro would not outclass the equally recent Renault 5 Turbo — which was French after all!

But such a ban was not reintroduced and the teething troubles of the Quattro were sorted out. Michèle Mouton was outright winner of October's Sanremo Rally, and now Audi has achieved its second major victory, on the prestigious Lombard RAC Rally of Great Britain.

Hannu Mikkola and Arne Hertz, an eminently successful pair over a number of years, the driver a Finn and his partner a Swede, outclassed everyone in the rain-soaked British forests and finished more than eleven minutes ahead of Ari Vatanen and David Richards in their Ford Escort RS.

There is no secret formula for Quattro success. Its five-cylinder, turbocharged engine provides enough power to cope with the extra weight of its four-wheel-drive mechanism, whilst its differential system is capable of manipulation to convert inherently indifferent handling into something quite respectable.

There are three differential units. That in the front axle is conventional whilst those in the rear axle and in the prop-shaft can be "tightened" to provide limited slip by controls on the dashboard. Even in the muddiest of conditions the Quattro will always retain drive to at least three of its

will be an Ascona and subsequent Manta 400 for Jimmy McRae, 1981 British Champion, and it is to be hoped he will also get some overseas Championship chances too. Unconfirmed at press time was the expectation that Opel will also run a prototype Manta in Britain with the Ferguson four-wheel-drive system, running within the national rally championship.

As a road car the Manta 400 has to be judged in the light of its price. There is evidence that Opel have taken a careful look at Audi Quattro marketing and decided they must not be too close to the four-wheel-drive, turbocharged *wunderwagen*. In Germany the Manta 400 will cost approximately £9,500 and in the UK "probably a little over £12,000 not too close to the Audi", I was told. Although I enjoyed the Manta and was very impressed with its handling, seating comfort and m.p.g. / performance balance, there is no way I could ever see myself parting with that sort of money for this car unless I either lived in Ireland, or the Isle of Man, where it would be most enjoyable in everyday use or I was a keen road rally competitor who wanted an interesting dual purpose vehicle.

Sales are expected to start in Spring of 1982 and, unlike the Quattro and the Renault 5 at the time of writing, RHD will be available from the factory for this eye catching Opel. — J.W.



wheels, whilst other so-called four-wheel-drive vehicles can often be left with no more than one driven wheel.

Having thus overcome the disadvantages of four-wheel-drive, the Quattro is left with the outstanding advantage of increased traction. Anyone who has stood near the slippery, uphill start of a special stage and compared the departure of a Quattro with that of a two-wheel-drive car will need no convincing that there is no rally car as tractive and sure-footed as this product of Ingolstadt.

There was no chance at all that Audi would be faced by indifferent opposition in the RAC Rally, for it is one of the most popular events in the world, drivers attracted by the challenge of well-engineered forest roads and team managers by the immense amount of publicity which it generates in its own right, and not just because it is part of the World Championship.

The competition was therefore of the highest order, with professional teams representing Audi, Datsun, Ford, Lada, Lancia, Mazda, Mitsubishi, Opel, Polonez, Renault, Skoda, Talbot, Toyota, Triumph and Vauxhall. Some were from the factories themselves, some from dealers or groups of dealers and some from private sponsors such as Rothmans who had mounted a massive operation to help Ari Vatanen, their number one driver, in his endeavours to become World Champion.

Those efforts were successful, for Vatanen drove with uncommon restraint — he is usually more headstrong — and, with co-driver David Richards, took his Ford Escort to a comfortable second place.

Prior to the RAC Rally the championship was led by Frenchman Guy Frequelin who had already scored the maximum number of seven times. Vatanen only had six scores and had to finish no lower than fifth, with Frequelin behind him, to win the series.

It turned out to be no contest at all, for although both of them began gingerly, Vatanen picked up far more quickly than Frequelin who never seemed to get going at all and eventually retired in Wales on the second leg. It was said that his Sunbeam's petrol pump had failed, but a more likely reason might have been a waning of determination as he realised that Vatanen was way beyond his reach and not likely to break his car.

Talbot's lead in the manufacturers' section of the championship had been virtually unassailable before the event began and Frequelin joined his team-mates in celebrating that victory. But they were all no doubt hiding their disappointment at losing the drivers' title on the last round.

The rally itself was based at Chester, following its custom of moving from year to year. The first leg began on the Sunday morning with visits to private estates for the benefit of weekend spectators who turned out in such vast numbers that gates were closed long before competing cars arrived.

Thereafter, Sunday night and Monday were spent visiting forests in the Lake District, the Border Country and the Yorkshire Dales before returning to Chester on the Monday evening.

After the Tuesday restart there was a visit to Oulton Park and another estate before entering Wales for a clockwise loop going as far South as Brecon and as far North as Great Orme before the finish celebrations at Chester late on Tuesday afternoon.

Some rallies have traditional weather, but the only tradition about a British November is its grey cold and its possibility of rain or snow. Indeed, it says much for the enthusiasm of both competitors and spectators that they are prepared to endure all

manner of climatic privations to experience the exhilaration of a tough contest. All sports have their armchair enthusiasts, but keen rallying people are hardy and think nothing of spending a cold, wet night on a bleak mountainside to see it all at first hand.

Alas, the tremendous popularity of the RAC Rally is its own worst enemy, for service areas become clogged with spectators, making mechanics' work decidedly difficult, queues defeat competitors' efforts to take quick meals at restaurants, forest car parks cannot cope with the influx of cars and slow moving convoys, stretching for miles along main and secondary roads, hinder the progress of competitors and service crews.

This year the weather was quite atrocious. Gales lashed the heavy rain into fire hose ferocity, snowfalls reduced visibility and forest roads were invariably loose, soft and decidedly slippery. Mechanics worked miracles at the roadside, accomplishing in minutes repairs which would take High Street garages as many hours or more.

Indeed, the whole cavalcade which makes up the RAC Rally produces feat after feat of engineering ingenuity, and that is as much part of the rally as the intense fight for seconds on the special stages themselves.

Reliability used to be the greatest deciding factor in rallying and still is in such endurance events as the Safari, but on European rallies made up of a number of relatively short sprint stages the accent has become firmly placed on performance. Opportunities for service are so frequent that if anything breaks it can be repaired fairly quickly, and that philosophy has become so predominant that service planning for the RAC Rally aims for the ideal of having blanket coverage of the entire route, outside special stage of course.

Service vans still leap-frog their way around the country from rendezvous to rendezvous, but supplementing them are faster vehicles which "chase" their rally cars from stage to stage, ready to give assistance whenever necessary, and unmarked vehicles which "prowl" areas in which service is officially forbidden, usually hiding in town back streets, tucked away in country pub car parks or lurking in farmyards conveniently close to forests.

Running such an operation is by no means easy, and in order to ensure that adequate space for service vehicles will be available as close to stage exits as possible most teams undertake a full recon of the route, not to make notes on special stages (which are secret on the RAC Rally) but to reserve the best positions, preferably under cover in convenient garages.

It was noticeable this year that whilst those fettling privateers did so largely in the open in the service areas designated by the organisers, much of the time the professionals had set up shop much nearer the stages and with workshop or farm roofs over their heads.

On the first day the relatively short stages were of little consequence since time differences were of the order of one or two seconds. Besides, the tarmac roads were so slimy and slippery that anyone going flat out from the start and risking collisions with stone walls or hefty gateposts was being decidedly imprudent.

But up in the Lake District, after nightfall and in driving rain, the time for prudence was over. The forests provided the real meat of the event and it was here that straps were tightened and concentrations keyed up as everyone strived to get on the absolute limit of adhesion without actually crossing it. But some did, and retirements began almost at once.

Waldegård, leader of the Toyota team and former World Champion, stopped when his Celica broke its suspension; Brookes' Sunbeam dug its wheels into soft ground on a corner and rolled off the road, causing distortion which later caused the propshaft to break; Toivonen put his Sunbeam over whilst sticking with a high gear to lessen the effects of low oil pressure, but later stopped dead when the engine seized and resisted drastic towrope attempts to free it.

Mikkola also rolled his Quattro, losing about a minute in the recovery process, enough to give the lead to Britain's Tony Pond in a Vauxhall Chevette. However, the Finn wasted no time regaining his advantage, and when he took over the lead again he kept it to the finish.

Wilson put his Escort off the road in Craik forest, where Salonen's Datsun ran out of fuel, whilst Alén broke a wheel and a brake pipe on his Stratos by pulling over too far (he had a flat tyre at the time) to let another car pass.

Vatanen's advance was slowed by two minutes spent off the road in Hamsterley forest, whilst Cowan severely dented the bodywork and roof on his Mitsubishi Lancer which needed a powered bodyjack to be straightened.

After the northern loop came the crossing of the vast Kielder forest where all manner of breakages and stoppages took place, far too numerous to list. Still Mikkola kept his lead, chased by Pond.

Alas, Vauxhall's hopes were dashed in the Yorkshire Dales when Pond stopped in Dalby forest with a broken halfshaft. Just before, he had driven some ten forest miles on a flat rear tyre, and that sort of vibration inevitably causes some sort of transmission or suspension problem. But Pond's puncture was on the right side and his shaft failure on the left, suggesting that the latter was not caused by the former. However, engineers assure us that the two incidents may have been connected.

At half distance Mikkola was still leading, some ten minutes or so ahead of Vatanen. In third place was Audi's lady driver Michèle Mouton, whilst fourth was the former Saab driver Stig Blomqvist now driving a Sunbeam Lotus for Talbot Sweden. Indeed, Brookes and Toivonen having retired and Frequelin unlikely to improve significantly from his tenth place, Blomqvist had become the priority driver in the Talbot team.

Highest placed Britisher at fifth was Scotsman Jimmy McRae in his Opel Ascona, ahead of Pentti Airikkala, the Buckingham-based Finn who drives an Escort for Rothmans. He was suffering rather badly with 'flu, an affliction which was also troubling Mouton a great deal.

Mouton was less than three minutes behind Vatanen and there was no doubt that she would endeavour to pass him so that Audi could have a one-two result. After all, the Finn's main consideration was winning the World Championship and he was not likely to risk retirement for the sake of holding the French girl at bay.

But this was not to be. After losing time having her gearbox changed in Wales, Mouton went off the road and her car became well and truly stuck in a field dotted with tree stumps.

Soon afterwards McRae stopped in Brechfa forest with a broken halfshaft, whilst later that night Cowan's Mitsubishi failed to emerge from Dyfi forest. The turbocharged Lancers looked and sounded healthy but there were obviously labouring under a power disadvantage. Only Kulläng's remained to the finish, providing a dramatic spectacle for onlookers when mechanics changed its gearbox in 27 minutes, completing the job to enthusiastic applause from the crowd.

By this time the list of problems was enormous, including broken throttle springs, exhausts, valves, cams, pushrods, fan belts, radiators, drivers' seats, suspensions, steering, shock absorbers, wheels and studs, sump guards, brake pipes, gearboxes, halfshafts, propshafts, rear axles, clutches, alternators, starter motors, batteries and various other parts.

Punctures had been coming up thick and fast, along with oil leaks, faulty oil, fuel and water pumps, loss of brake fluid, jumped plug leads, flooded engines, flat batteries, broken intercoms and tripmeters and even cases of running out of fuel.

The whole event was an enormous object lesson in mechanical tenacity as all but the most terminal of faults were located and rectified in the minimum possible time.

One might assume from this list of breakages that rally cars are fragile machines prone to frequent failures. Nothing could be further from the truth. They are certainly highly strung and often temperamental, but they are also sturdy and the breakages come about simply because in four days of peak performance and hard pounding they are worked harder than most road cars can expect to be worked in a normal lifetime.

Foreigners again dominated the results of the RAC Rally, with three Finns, three Swedes and a Frenchman occupying the first seven places, followed by Englishman Terry Kaby in his Celica. But other Britishers deserve to be mentioned, such as that great stalwart Roger Clark who drove impeccably to tenth place, knowing that his first consideration to television backers (his co-driver was Chris Serle) was to finish the event.

But he did let his hair down towards the end and the only man who has beaten the Scandinavians in some two decades showed his true form by putting up several best stage times.

Others were Francis Tuthill and Felicity Kerr who took their Escort to 12th place, Chris Lord and Ernest Waldron who were 13th in their Sunbeam and Terry Pankhurst and Roger Freeman who finished 15th in their Escort.

New Zealander Rod Millen showed good form by scoring 11th place in his Mazda RX7, whilst Finn Peter Geitel, a former snowmobile racing champion, overcame several problems to finish 14th in his Datsun Violet.

The RAC Rally is one of the most amazing and exciting mobile spectacles to be staged in this country, and it is to the shame of our legislators that they do not see fit to support this excellent British shop window by instructing the Forestry Commission — without whose fine roads the rally would not take place — to remove the crippling levy which is charged to cover the cost of after-rally road reinstatement. That forest roads are damaged by the rally cannot be denied, but are not pre-rally road repairs postponed until after the rally passes? In any case a paper transfer would balance the FC's books and do much to enhance a piece of British prestige second to none.

G.P.

1st	: H. Mikkola / A. Hertz (Audi Quattro) (4).....	8h 30m 00s
2nd	: A. Vatanen / D. Richards (Ford Escort RS) (4).....	8h 41m 05s
3rd	: S. Blomqvist / B. Cederberg (Talbot Sunbeam Lotus) (2).....	8h 43m 36s
4th	: P. Airikkala / P. Short (Ford Escort RS) (4).....	8h 48m 43s
5th	: J. Ragnotti / M. Holmes (Renault 5 Turbo) (4).....	8h 53m 55s
6th	: P. Eklund / R. Spjuuth (Toyota Celica GT) (4).....	8h 54m 54s
7th	: S. Nilsson / A. Olsson (Datsun 160J) (4).....	8h 57m 20s
8th	: T. Kaby / R. Arthur (Toyota Celica GT) (4).....	9h 01m 18s
9th	: A. Kullang / B. Berglund (Mitsubishi Lancer Turbo) (4).....	9h 05m 22s
10th	: R. Clark / C. Serle (Ford Escort RS) (4).....	9h 08m 24s

151 starters, 54 finishers

WORLD RALLY CHAMPIONSHIP FOR DRIVERS 1981

	COUNTRY	MONTE-CARLO	SWEDEN	PORTUGAL	SAFARI	CORSICA	ACROPOLIS	CODASUR	BRAZIL	1000 LAKES	SANREMO	IVORY COAST	RAC	TOTALS
Ari Vatanen	SF		15				20		20	20	4	5	15	96
Guy Frequelin	F	15		6		15	10	20	15			8		89
Hannu Mikkola	SF		20							12	10		20	62
Markku Alén	SF	4		20			15			15	2			56
Shekhar Mehta	EAK				20		8	15				12		55
Timo Salonen	SF				10					10		20		40
Henri Toivonen	F	8		15							15			38
Michèle Mouton	F			10							20			30
Pentti Airikkala	SF		12							8			10	30
Per Eklund	S		2			6						15	6	29
Jean Ragnotti	F	20											8	28
Bernard Darniche	F	6				20								26
Stig Blomqvist	S		8							3			12	23
Anders Kullang	S	10	10										2	22
Jorge Recalde	RA							12	10					22
Jochi Kleint	D	12			8									20
Tony Pond	GB			8		12								20
Björn Waldegård	S	3		12						2				17
Rauno Aaltonen	SF				15									15
Mike Kirkland	EAK				12									12
Björn Johansson	S		6								6			12
Artilio Bettega	I						12							12
Domingo de Vitta	U								12					12
Tony Fassina	I										12			12
Terry Kaby	GB					8							3	11

WORLD RALLY CHAMPIONSHIP FOR MAKES 1981

	MONTE-CARLO		PORTUGAL		SAFARI		CORSICA		ACROPOLIS		CODASUR		1000 LAKES		SANREMO		IVORY COAST		RAC		TOTAL OF SEVEN BEST SCORES	TOTAL NUMBER OF SCORES		
	OVERALL	GROUP	OVERALL	GROUP	OVERALL	GROUP	OVERALL	GROUP	OVERALL	GROUP	OVERALL	GROUP	OVERALL	GROUP	OVERALL	GROUP	OVERALL	GROUP						
1 Talbot	9	8	9	8	9	8	7	8	10	8	3	8	9	8	10	8	8	8	8	8	117	8		
2 Datsun			6	7	10	8	8	7	6	7	9	8	7	5	10	8	4	3	2	1	9	7	106	8
3 Ford	3	3	4	5	4	5	4	8	10	8	5	5	10	8	4	3	2	1	9	7	90	9		
4 Opel	8	7	3	8	6	6	1	7					5	3	8	7					69	6		
5 Audi			7	6									8	6	10	8					63	4		
6 Fiat	4	4	10	8					9	7			9	7	3	2					63	5		
7 Renault	10	8					2	5	4	6	7	8									61	5		
8 Toyota			8	7			5	6					2	1					9	7	5	4	54	5
9 Peugeot					5	5			1	3	6	6						6	5			37	4	
10 Lancia	5	5					10	8														28	2	
11 Porsche	2	2					7	8														19	2	
12 Skoda									3	5												8	1	
13 Dodge					2	4																6	1	
14 Mitsubishi												1	0						2	1	4	2		

WORLD CHAMPIONSHIP POINTS SCORED BY DRIVERS OUTSIDE THEIR OWN COUNTRIES

	NUMBER OF DRIVERS														TOTALS
	MONTE-CARLO	SWEDEN	PORTUGAL	SAFARI	CORSICA	ACROPOLIS	CODASUR	BRAZIL	1000 LAKES	SANREMO	IVORY COAST	RAC			
Finland	8	12	47	35	25		35	20	20	31	22	45		272	
France	5		16	6			20	15		20	8	8		104	
Sweden	6	13		12	6				11		15	24		81	
Kenya	1						15							35	
Britain	2		8			20								28	
Uruguay	4						10	18						28	
Germany	1	12		8										20	
Italy	1					12								12	
Argentina	1							10						10	
Portugal	1							8						8	
Japan	2		1	4										5	
Czechoslovakia	1					3								3	
USA	2				3									3	

100 PRIZES TO
BE WON IN GREAT
REVELL COMPETITION

PAIN A MODEL STREET RACER TO WIN THIS REAL ONE.



FEATURE CAR IN 'STREET MACHINE' MAGAZINE, JANUARY 1981.



The little darling you see above rejoices in the name of a Windsor-powered Pinto street racer.

In strip trim, it's done a standing quarter mile in 13.1 secs. And it topped the ton on the same run. Even in street legal trim, as it is now, it's got quite enough clout to blow your granny's socks off.

All you have to do to win it is to put into practice all those things you've been telling your mates about how nifty a paint job you'd design given half a chance.

Go and do it. Customise any Revell 1/25th scale model car and send us a colour photo of the result (or a colour tranny) before 31st March 1982.

The competition will be judged by people like Mike Collins

(features editor of 'Street Machine') and Ray Rimell (editor of 'Scale Models').

Together with the other judges they'll be looking for neatness of construction and the quality of the individual paint job.

The competition is open to people of all ages, and age will be taken into account.

Even if you don't win first prize, there are nine runner-up prizes: any five Revell kits you fancy (and there are some real beauts to choose from, like cut-away V8 engines).

Plus ninety more prizes: any Revell kit up to £5 in value.

So quite apart from that street racer's dream, there are lots of other goodies going.

Your local Revell stockist will have everything you need. Car kits, cement, paint, brushes, he's got the lot.

So get your act together quick.

That Pinto's mill is rumbling, ready to churn...and you could be the one to pour on the power.



REVELL MODEL KITS

GREAT FUN TO MAKE, GREAT FUN TO PLAY WITH.



Aston Martin's Lagonda

Simply superb

IF your only experience of the fabulous Lagonda was through city traffic you could be forgiven for thinking of it as just another very comfortable, even sumptuous, slightly noisy, fuel-guzzling giant of a car. You would be right about the sumptuous comfort, the size and the fact that it uses fuel in large quantities. It is certainly noisier at low speeds than many relatively mundane cars, but you would be very wrong about the "just another", for in the Lagonda is a unique blend of the best in luxury car comfort with sports-car road manners and performance.

That drive through city traffic would have left you in no doubt about the status the Lagonda imparts to those lucky enough to ride in it, for all heads turn, realising instantly that this is no motor car for ordinary mortals. Its sleek and elegant lines attract stares like no Ferrari or Rolls-Royce, and despite the fact that "Lagonda" appears in letters only a quarter of an inch high on each wheel trim and in the centre of the dummy radiator grille, an astonishing number of pedestrians can be seen mouthing the name: to run a Lagonda is to belong to a very exclusive and privileged group, for only some 160 have been built so far, and many of those have been exported.

When the prototype, William Towns designed, Aston Martin Lagonda first appeared at the London Motor Show in 1976, it caused a sensation and was undoubtedly the star of the show. Its immense length and wedge-shaped styling drew the crowds as much as did the novel

electronically controlled instruments and the panels of touch switches — "practical futurism with sophisticated style and splendid luxury" was how we described it at the time. In the intervening years, the design has undergone the transition from prototype to production and there have been one or two changes to detail as Aston Martin's policy of continuous development has borne fruit. However, the major specification is just the same as that prototype, and it is a credit to the design team at Aston Martin that they should have achieved such excellent results from the word go with such limited resources for development and testing.

The quality of craftsmanship which goes into any Aston Martin product is a throw-back to an age when only the best was good enough: any doubts about the loving care which goes into the production of these cars is soon dispelled by a visit to the Newport Pagnell factory (see MOTOR SPORT for October 1980) and the Lagonda we had for an all too brief test was a shining example of this devotion to quality. With 11,000 miles, many of them no doubt very hard, showing on its under-bonnet odometer, the only signs that it was not a new car were slight wear on the pedal rubbers, two small chips in the silver paint where a careless petrol pump attendant had allowed the nozzle to catch the paintwork, a slight rattle from the perspex instrument display cover, a smaller, very occasional tick from the passenger door and wear on the tyres.

A steel monocoque forms the basis of the load

bearing structure and this is clad with aluminium panels: linen tape is trapped between the two, preventing any electrolytically induced corrosion. The body is carefully inhibited at each stage of its construction, heavily undersealed and is given innumerable coats of paint, carefully rubbed down, before final assembly.

Front suspension is by coil springs located by unequal length wishbones and damped with co-axial telescopic shock absorbers; the king pins are ball-jointed. At the rear is an up-rated version of the De Dion arrangement used for the sports cars which is located by trailing parallel arms and a Watts linkage; coil springs are used and damping is by self-levelling telescopic shock-absorbers. The 15" steel wheels are shod with 235 / 70 HR Avon Turbosteel tyres.

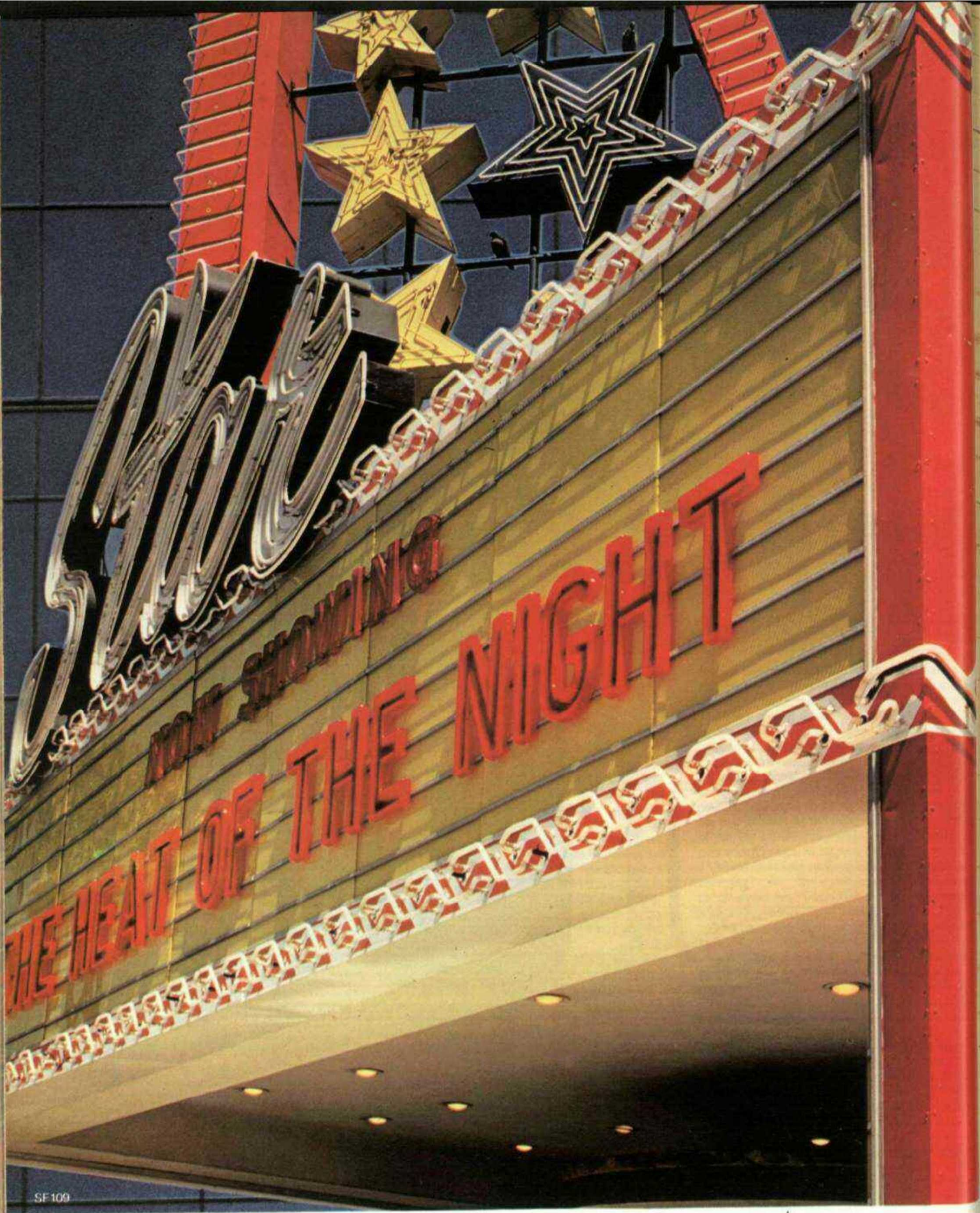
The engine is, of course, the familiar, all alloy 90°, V8 unit, with four camshafts, which has been in production for many years now. In Lagonda guise, it has a 9.5:1 compression ratio and is equipped with four Weber 42 DNCF carburetters and Lucas electronic ignition. Power outputs are not quoted, and the maximum engine speed permissible (intermittently) is 6,250 r.p.m. Drive to the rear wheels is taken through a Chrysler Torquefite three-speed automatic gear box (there is no manual option) and a limited slip differential. The final drive assembly is rubber mounted, and the overall ratio is 3.07:1 which Aston Martin quote as giving 24 m.p.h. per 1,000 r.p.m. in top.

Inside, the Lagonda is staggeringly opulent. The test car had pale blue Connolly leather upholstery, with dark blue piping along the seams at the seat edges. The same dark blue leather was used for trimming the edges of the matching

Continued on page 58

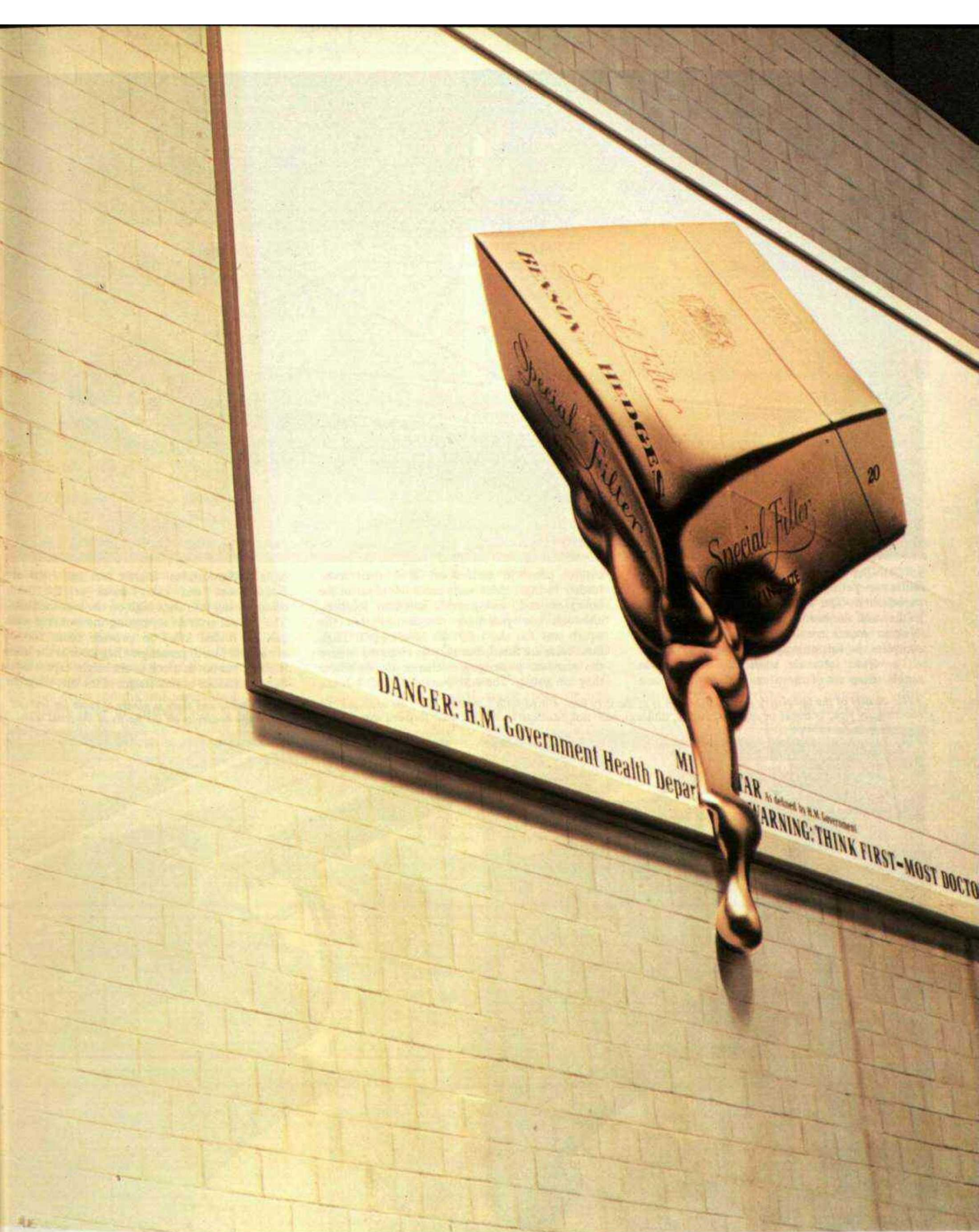


THANKFULLY THERE IS SOME ACCOUNTING FOR TASTE.



SF 109

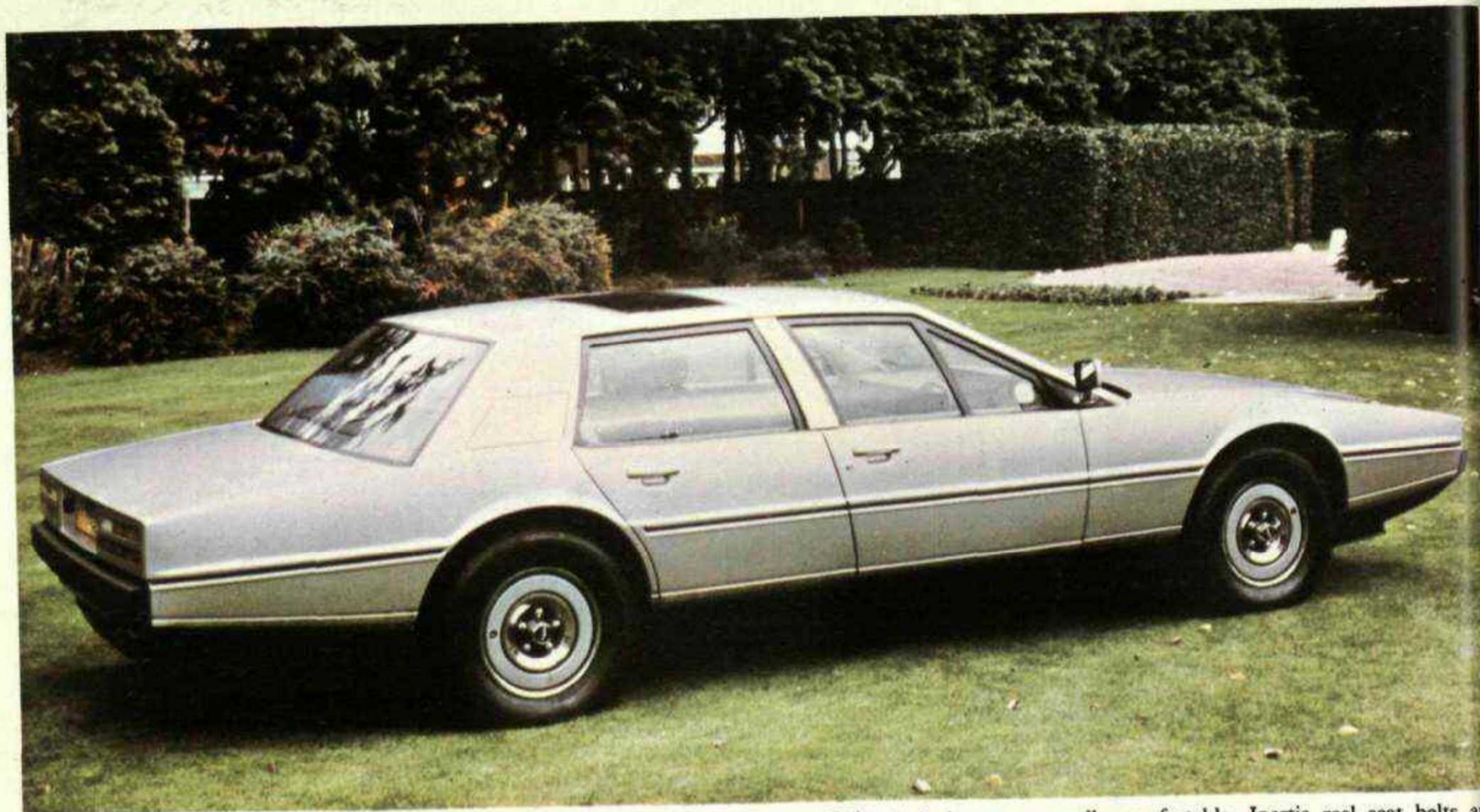
MIDDLE TA
DANGER: H.M. Government Health Departments' WAR



DANGER: H.M. Government Health Department

MI
TAR As defined by H.M. Government
WARNING: THINK FIRST-MOST DOCTORS

As defined by H.M. Government
WARNING: THINK FIRST-MOST DOCTORS DON'T SMOKE



LAGONDA — *continued*

Wilton carpeting and for the facing of the rear parcel shelf. The top of the dash was of black leather and the head-lining was a pale grey felt. Walnut veneer trims for the doors and dash complete the furnishings.

The front seats are adjustable over a wide range, using six of the press buttons fitted in a

control panel in each door. With their loose leather facings, these seats are a joy to sit in for hours on end, and provide excellent location, although one passenger complained that the squab was too short for the long-legged. High head-rests are fitted, but may be removed to give the rear-seat passengers a chance to see where they are going. The rear seats are fixed, but are

equally comfortable. Inertia reel seat belts are fitted front and rear, those at the back disappearing into slots high on the seat shoulder. The central armrest separating the two rear seats can be folded away to provide room for an occasional fourth passenger. Legroom at the back is good, but not as much as one might expect from the tremendous overall length of the car, since the

THE quality of the upholstery and interior trim is of the very best. Faced with Connolly hide, the seats are extremely comfortable and there is plenty of room for four, or occasionally five, to travel in opulent comfort, although rear-seat passengers will find their forward view restricted by the large headrests on the backs of the front seats.





DAUNTING at first sight, the unique instrumentation and switching of the Lagonda are easy to learn and simple to use.

LUGGAGE capacity is not as large as might be expected being reduced by the secondary rear-lamp clusters and the brief-case full of tools.

mechanism required for the electrical adjustment of the front seats means that it is impossible for the rear passengers to slide their feet under the front seats.

The transmission tunnel is a substantial hump, surmounted by a leather trimmed centre console which extends back to between the front seats, containing ashtrays and cigar lighters, front and rear, the excellent Pioneer stereo radio and cassette player, an oddments tray alongside the gear selector, and a lockable bin as well as a neatly covered fuse-box. Surprisingly, there is no glove box above the passenger's knees — the space being entirely taken up with the air-conditioning plant. Map pockets are let into the backs of the front seats and the speakers for the stereo system are concealed behind perforated leather facings in the front doors and the rear parcel shelf.

Visibility from the driver's seat is generally excellent, although with the long, low nose and the high rear it is difficult to judge length when manoeuvring, and the broad base to the windscreen pillar creates something of a blind spot at certain road junctions, as well as partially

EACH front door has a switch panel — that on the driver's side controlling seat adjustment, the central locking, window opening and mirror adjustments.

obscuring the optional extra near side rear-view mirror. A fixed tinted glass panel in the roof over the rear seat passengers' legs ensures that plenty of light reaches the interior of the car, although we can imagine the air-conditioning plant having to work overtime on a bright summer's day. Surprisingly, the windows in the rear doors are not openable — the controls for the front windows being in the door switch panels, as well as the seat controls and joy-sticks for external mirror adjustments. Neat sun-visors are covered with the same material as used for the head lining, but it is surprising to note that Aston Martin have not fitted a vanity mirror.

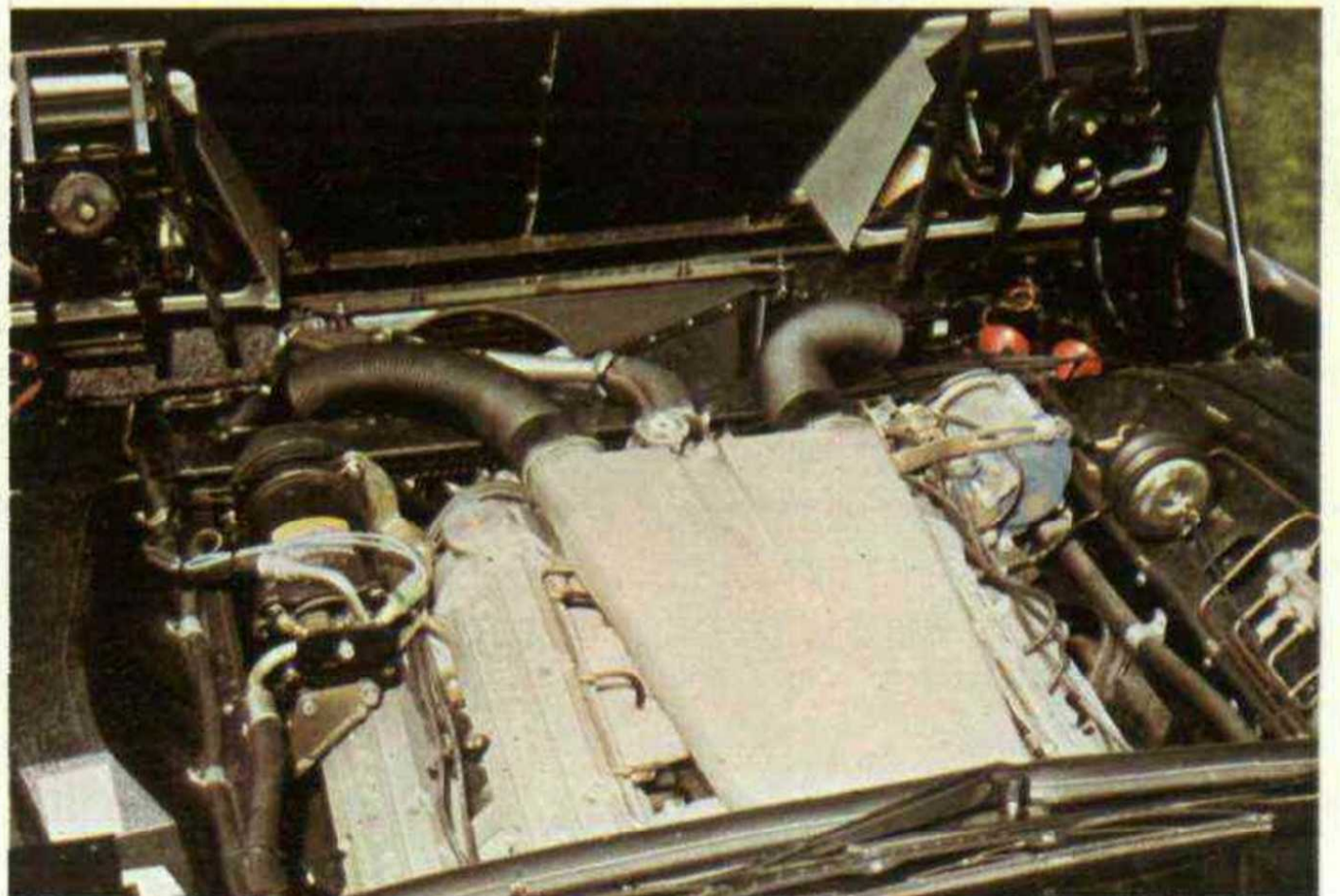
Settling in to the driver's seat for the first time is something of a daunting experience, for the controls are like no other car. Flanking the small diameter, leather rimmed, single spoke steering wheel are two panels containing no less than seventeen touch switches, three rotating rheostat switches and a slide lever. Above these panels is a large blank, black fascia behind a perspex screen, and in front of that, the bonnet disappearing into the distance. In the door is another panel

DOMINATED by the air intake for the four Weber carburettors, the under-bonnet view of the Lagonda is an example of purposeful planning, with every available space being used. The red air horns ("country horns") are by Maserati and are backed up by mellow sounding "town horns".

containing fourteen more switches — the passenger is let off with only ten in the nearside door panel. A twist of the ignition key, and the blank space starts to come alive as the digital display instruments record the state of the various functions.

Turning the key further activates the starter motor, and with the throttle just open by a hair's breadth, the engine will fire and settle down to a 700 r.p.m. tick over, if it is warm. If not, a couple of vigorous pumps on the throttle pedal are required, followed by a half minute warm up period with the engine running at some 2,500 r.p.m. before it will settle down. Engine r.p.m. is displayed in large red figures at the top left of the instrument display, directly below the speedometer. Moving the gear selector back from park, through reverse and neutral to drive requires gentle pressure on the selector lever knob to overcome the safety detents, which prevent inadvertent selection of bottom or neutral while on the move, and causes a flurry of activity on the display as the illuminated monitor records the

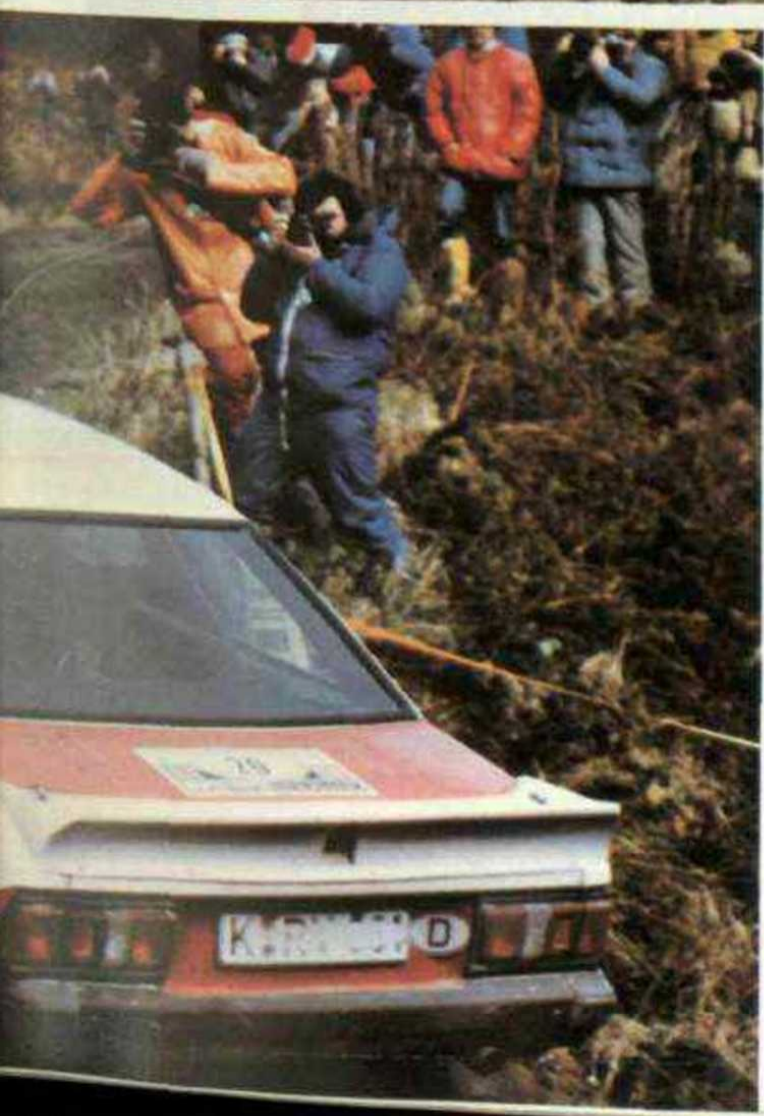
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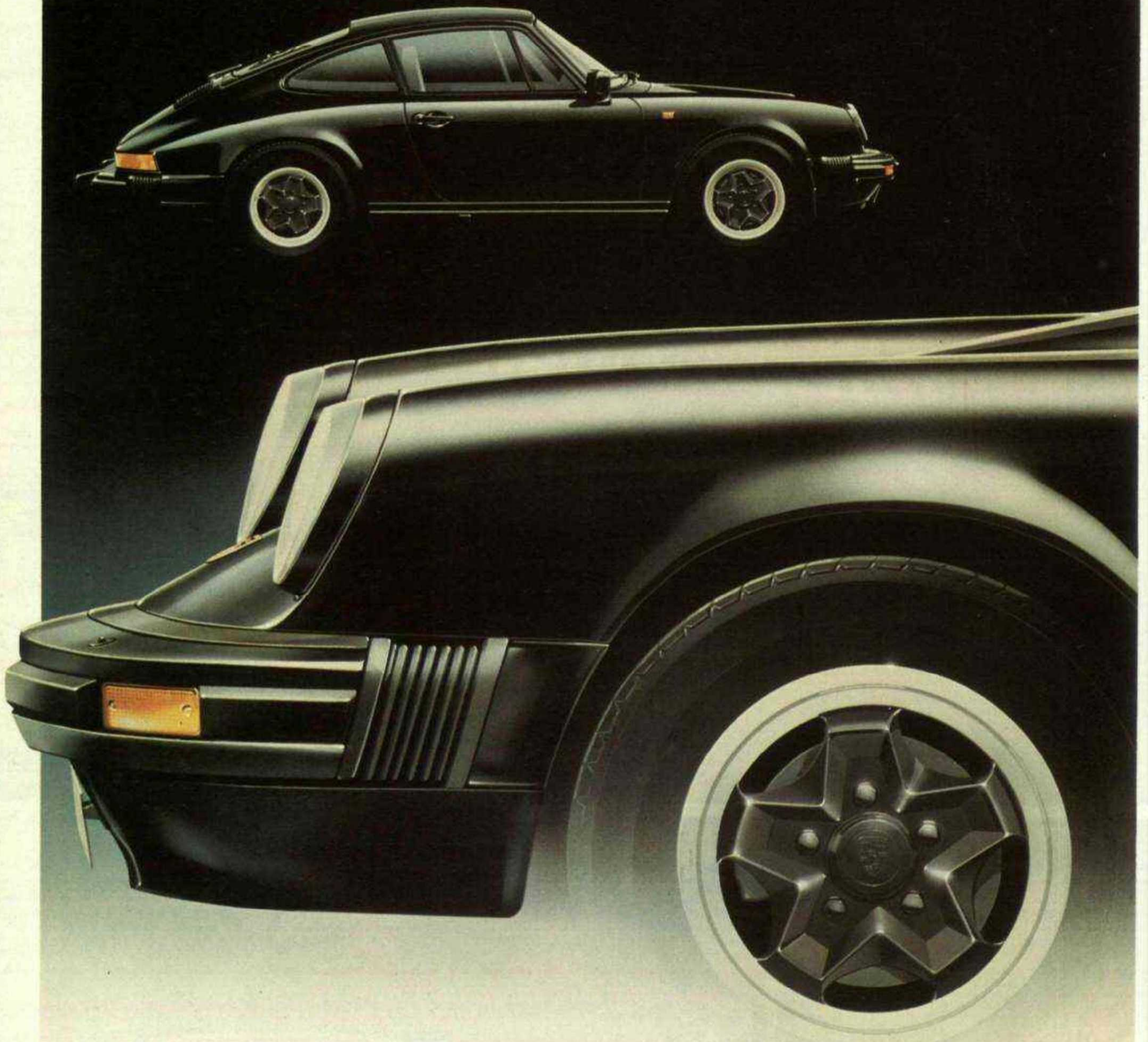




LOMBARD RAC RALLY MIKKOLA's Quattro (above) was sure-footed in all manner of dire conditions, whilst Vatanen drove his Escort (right) with restraint to take second place and the World Championship title. On the left Roger Clark watches his TV man-cum-co-driver change a wheel, and below is another Briton, Terry Kaby, taking his Celica to an excellent eighth place. Running along the ditch on the far right in his Datsun Violet is the young Swede Sören Nilsson on his way to seventh place.







IS THE PORSCHE 911 IN DANGER OF BECOMING PERFECT?

Every year that goes by (eighteen so far) the 911 gets a little better.

A little closer to perfection.

A fact recognised by the ladies and gentlemen of the motoring press who, unremittingly, use words like: 'supercar', 'classic', 'gem', 'staggering performance', 'impeccable finish' and (good grief!) 'sensible'.

The question is: how much closer to perfect can the 911 get before it becomes downright insufferable?

Porsche engineers have already squeezed an amazing 204 bhp out of its 3 litre engine.

It can rocket from rest to 60 mph in a mere 5.8 seconds.

But its fuel consumption is anything but that normally associated with cars of this ilk.

Its finish has already reached a state where the word flawless is used without hesitation.

It dares to offer a 7 year 'leave-it-alone' unique warranty against body corrosion.

And what more can one possibly say about its classic shape, perhaps the most recognisable in sportscardom?

Mind you, there was a complaint once about the positioning of one of the switches on the instrument panel.

Ah, well, there's always next year.

PORSCHE CARS GREAT BRITAIN LIMITED

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Present Porsche line-up comprises ten models: 4 cylinder 924 Series from £9,103

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Prices: correct at going to press, include delivery but exclude number plates.

Further information and details of leasing facilities from your nearest Official Porsche Centre

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- NORTHERN IRELAND: Isaac Agnew, Glengormley 0233 7111, Isaac Agnew, Belfast 0232 66323
- CHANNEL ISLANDS: Jones Garage, Jersey 0534 2656

DoE Test: mpg (L/100km), Urban: 211 (13.4), Constant 56 mph (90km/h): 35.3 (8), Constant 75 mph (120km/h): 29.1 (9.7).

PORSCHE
911
SERIES



PRIVATE estates are unpopular with competitors but they do attract paying spectators. Millen slides his Mazda on the slippery tarmac of Weston Park.



POND, easily the best British driver until stopped by a broken halfshaft, takes his Chevette through the grounds of Trentham Gardens.

QUATTROS can, and do, go sideways, as demonstrated by Michèle Mouton in Lambton Lion Park. She was third until she wedged the car in a field of stumps.

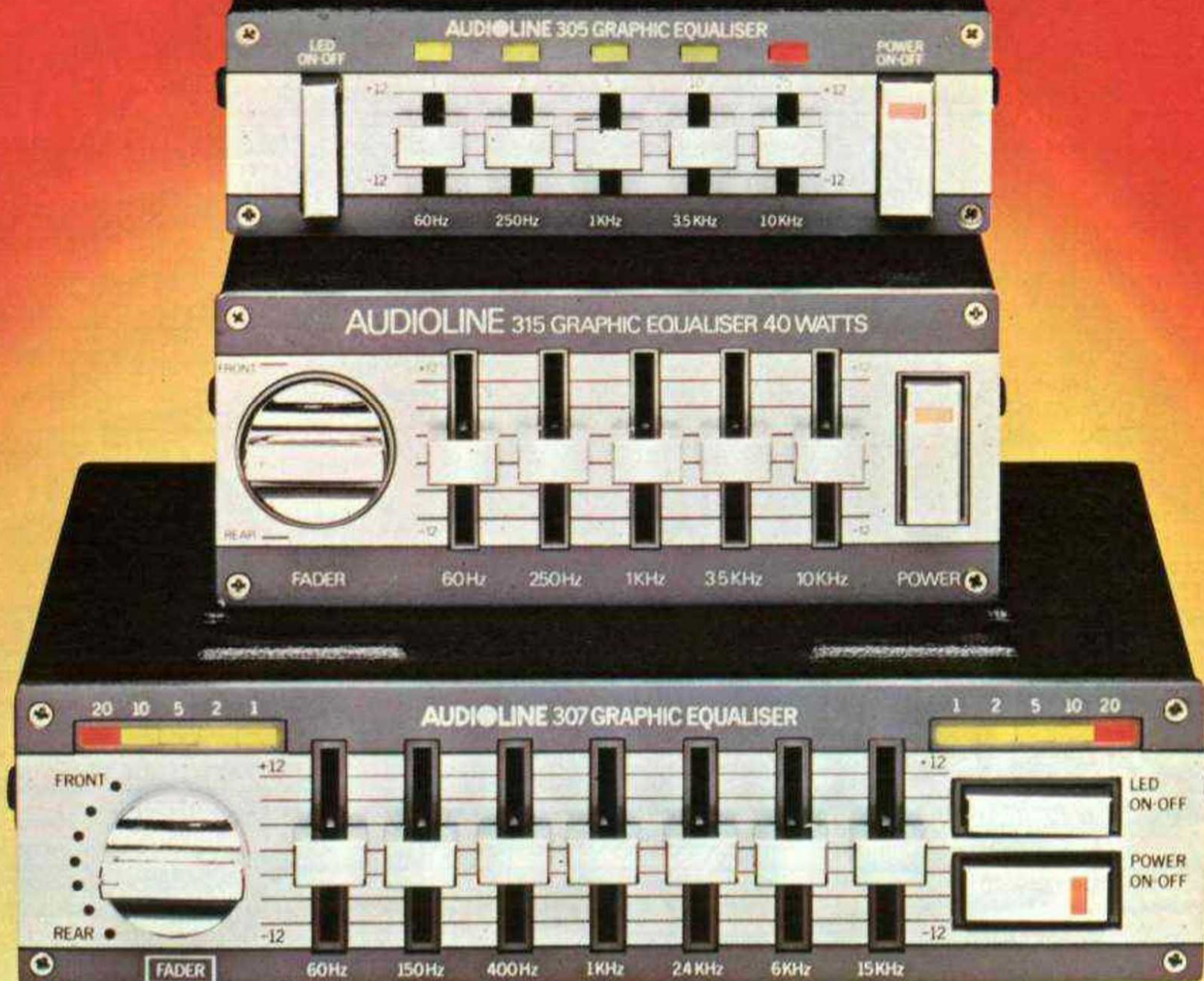




RENAULT's little R5 Turbo seemed to be a very forgiving car (above) but it lurched considerably even on small bumps. Stig Blomqvist, for years a Saab man, has taken well to r.w.d. and finished third in his Sunbeam Lotus.



Decibellissimo



Part No. 305 (Top)
Output: 35 watts (max.),
15 watts per channel RMS.
Frequency response: 60Hz to 10KHz.
Five slide controls for
60Hz, 250Hz, 1KHz, 3.5KHz, 10KHz.

Part No. 315 (Centre)
Output: 40 watts (max.),
18 watts per channel RMS.
Frequency response: 60Hz to 15KHz.
Five slide controls for
60Hz, 250Hz, 1KHz, 3.5KHz, 10KHz.

Part No. 307 (Bottom)
Output: 20 watts (max.),
16 watts per channel RMS.
Frequency response: 60Hz to 15KHz.
Seven slide controls for 60Hz, 150Hz,
400Hz, 1KHz, 2.4KHz, 6KHz, 15KHz.

Around £35. Around £30. Around £44.

It's one of life's pleasanter facts that we happen to sell more boosters and graphic equalisers than anyone else.

To us it seems no more than our due.

We're categorically certain we offer the best value on the market.

And customers obviously approve of the way we've blended today's styling with tomorrow's technology.

It has given us a range to suit the deepest or shallowest purses.

Graphic equalisers, as you probably know, are sophisticated, high-power amplifiers which split the audio spectrum into sections, from the bass

through to the treble.

It's like a rainbow of sound, each colour of which you can filter and control individually.

Take our 307. It's built to drive two or four speakers.

It has seven slide controls covering frequencies of 60Hz to 10KHz and governing a massive 40 watts of power.

Ten LED lights flicker and indicate the power used. (You can switch them off if they distract.)

There's also a fader control to spread the sound between front and rear

speakers.

Our 315 is a tiny power-station of a unit which will fit almost anywhere.

It has a fore and aft fader control, as well as five slide controls. And it delivers a healthy 40 watts so you can listen comfortably at motorway speeds.

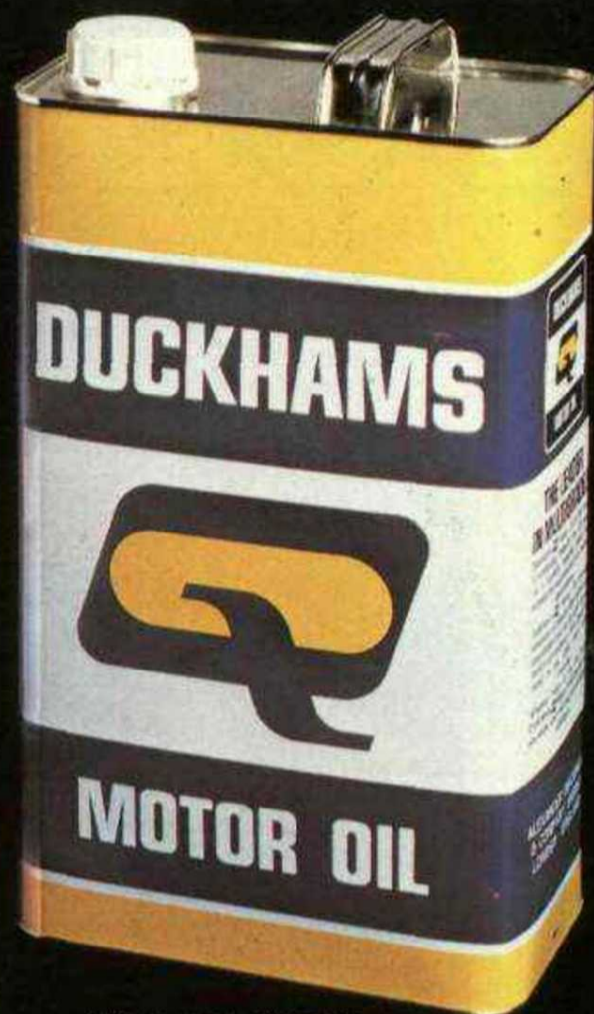
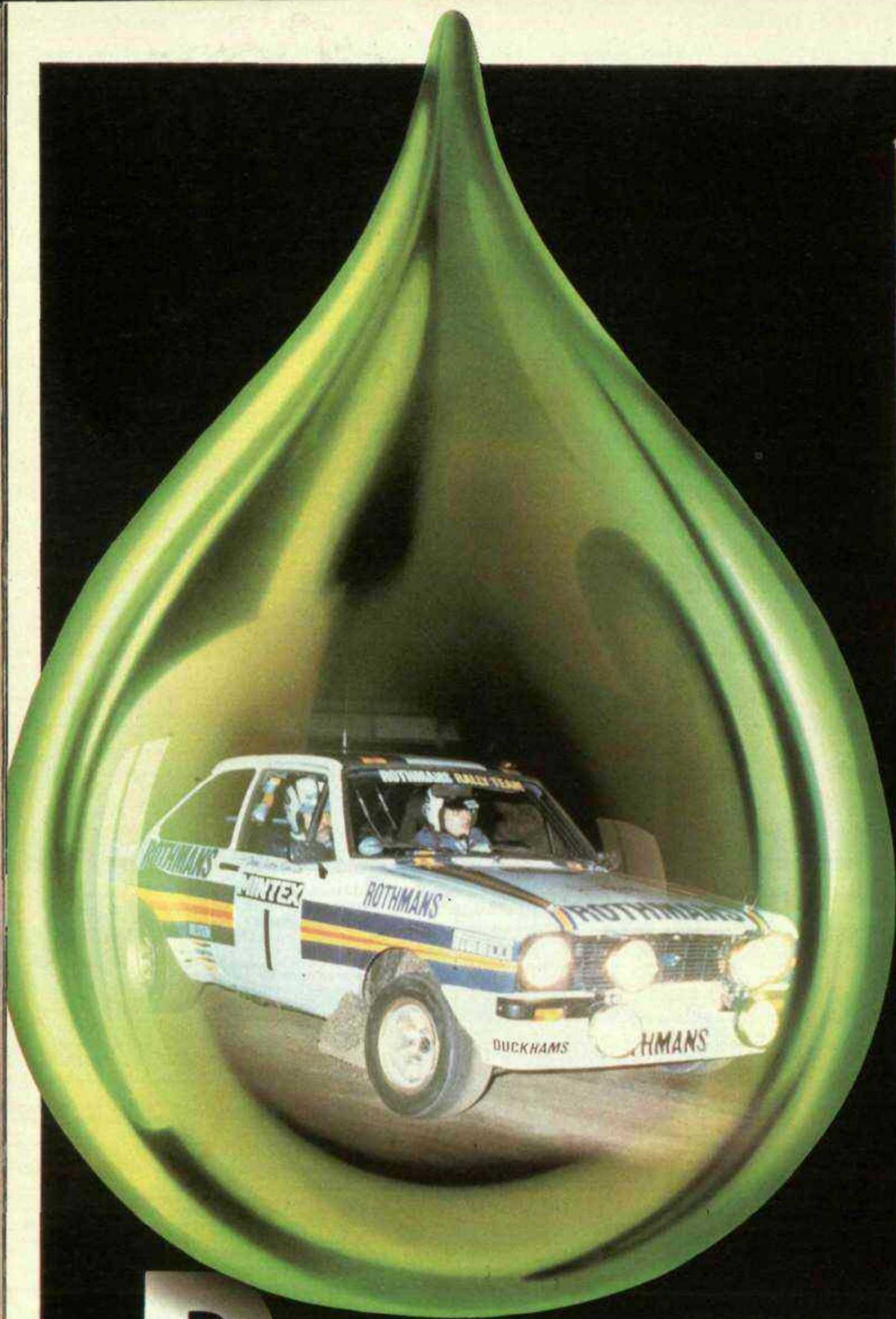
If you only want to drive two speakers, our 305 is the unit for you.

You'll find five slide controls, 35 watts of power, plus five LED lights as well as an LED on/off switch.

You can find them, try them, and buy them at Halfords, Longlife, and most good accessory shops.

AUDIOLINE

Harry Moss International Ltd, 51/52 Heming Road, Washford Industrial Estate, Redditch, Worcestershire. Tel: (0527) 2313



When you choose Duckhams you can be sure you're choosing a truly remarkable oil.

Choose Duckhams and you'll be using the same oil as the Rothmans Rally Team use in their Ford Escorts.

Duckhams are the oil specialists - with over 80 years' experience of creating the world's finest oils.

Duckhams' unique formulation goes on giving protection when other oils are past their best.

Quite simply, Duckhams won't break down as quickly.

That's why you get extra protection from one oil change through to the next - however gruelling the conditions.

Like the Rothmans Rally Team, make sure you choose the right oil: pure, green protective Duckhams.

**Duckhams:
the utmost care.**

**Pure, green
protection.**



big companies are still around, but they are being more selective and want to associate themselves increasingly with teams of proven stature, not simply those who are promising mid-field runners at their best. So while Williams, Brabham, Renault, Ferrari and others have substantial budgets to sustain them at the top of the sport, the poor teams face the risk of becoming even poorer unless they can achieve a miraculous "breakthrough" when it comes to securing hard results. And even Frank Williams, no stranger to racing on a lean budget (almost non-existent at times!) during his team's formative years, is fully aware that the big sponsors will only be there as long as he's winning. For winning is everything in the Grand Prix game.

Nonetheless, these hard financial statistics do not prevent small and under-financed teams from contesting Formula One events. Some may make progress, some are destined never to move from the back of the starting grid. One such tiny team is Morris Nunn's Ensign equipe which has been in Grand Prix racing for eight seasons now and is still struggling to establish a niche for itself. Tenacity, sheer enthusiasm, a measure of stubborn defiance and a sheer love of motor racing have kept Nunn, himself a former F3 driver of considerable repute, fighting against the odds for much of the past decade. On several occasions Team Ensign have tottered on the financial brink but always manage to survive, just keeping their collective heads above water. It's been a long road, a hard road, but one which Nunn insists he will continue to tread until he achieves some measure of success. For deep down inside he is a true, passionate motor racing enthusiast.

Morris Nunn's enthusiasm for motor racing was fired shortly after he emerged from his national service with the RAF at the end of the 1950s. Whilst running his own modest garage business he was talked into buying a leaf sprung F/Junior Cooper from those enthusiasts and traders, the Ashmore brothers up in West

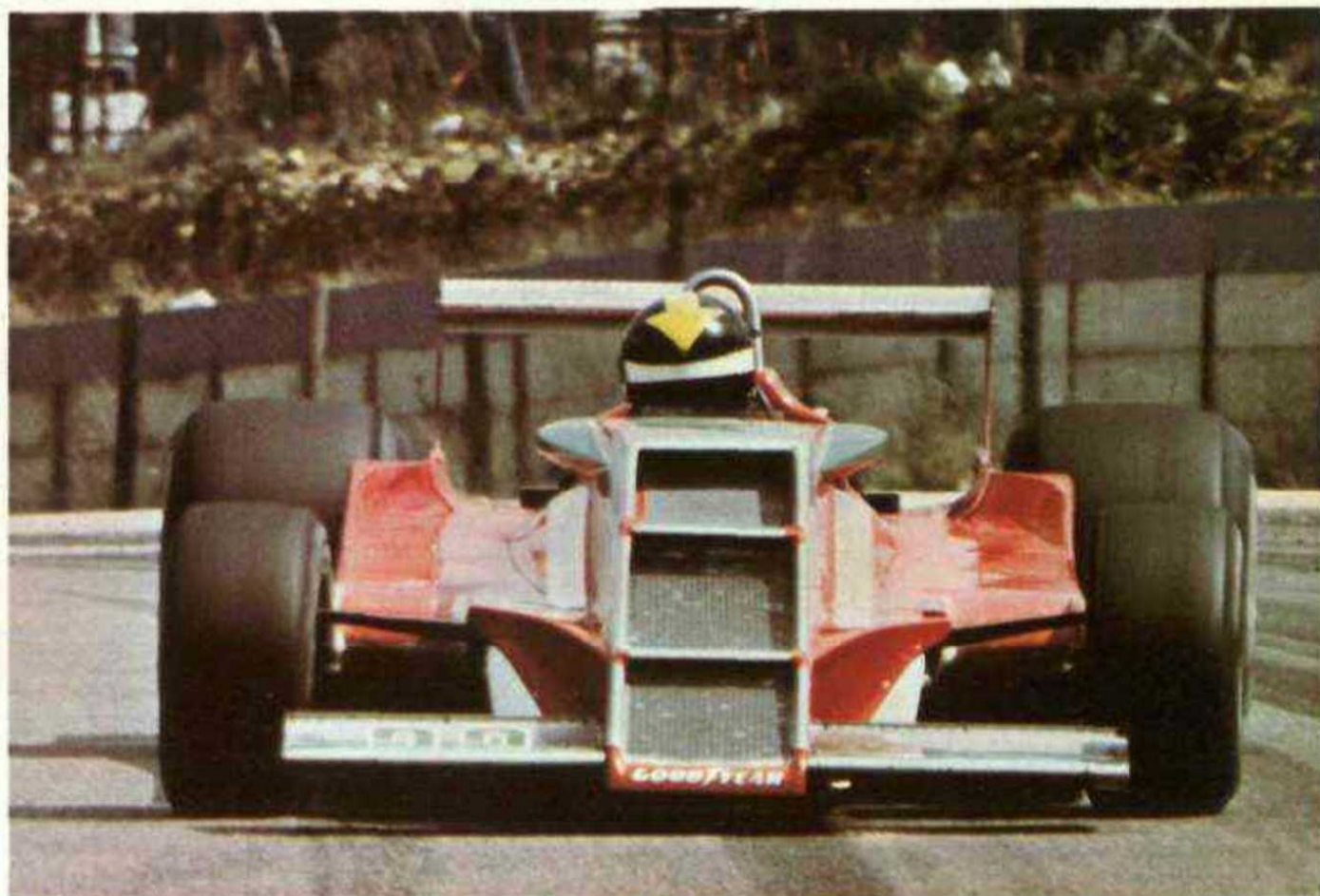
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ENSIGN CHIEF, Morris Nunn (left), squats by Eliseo Salazar's car in the Montreal pit lane prior to the 1981 Canadian Grand Prix. Below, Derek Daly struggles round Kyalami during practice for the 1979 South African GP at the wheel of the distinctive, but unsuccessful Ensign N179, complete with water radiators mounted on the front of the cockpit section.

TEAM ENSIGN

Battling against the odds

THESE days one might be excused for thinking that all Grand Prix teams are simply dripping with major commercial sponsorship as multi-national corporations queue up to pour finance into their coffers, avidly attempting to take advantage of lavish television coverage all over the World. But that's a very superficial view indeed. The fact of the matter is that commercial sponsorship is becoming increasingly difficult to obtain against the backcloth of the current severe economic depression. There is no place for sentiment or profligacy; companies want value for money from their financial support of any professional sport and there are plenty of other pastimes currently competing with motor racing for a slice of the sponsorship pie. You don't have to look very far to see the problems. In 1981 Tyrrell, Fittipaldi, Theodore and Ensign all battled against the financial wind and participated in the World Championship without major sponsors. True, the



ADVANCED TECHNOLOGY, QUARTZ ACCURACY, DIGITAL SIMPLICITY.



Building one of the best selling car stereo systems is no reason for complacency.

On the contrary, to keep ahead of the latest improvements in car stereo, we are constantly testing and developing new ideas.

The KE-5300 is just one example.

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

Car stereo technology sophisticated enough to use a quartz oscillator for the most precise 'drift-free' tuning, and an electronic memory to pre-select fifteen stations.

Car stereo technology so advanced that the KE-5300 has both automatic seek and scan. Seek for instant tuning to the next station, and scan for a polite pause at each station as the tuner sweeps across the waveband.

All built around a cassette deck that is nothing less than you

would expect from one of the world's leading manufacturers of hi-fi equipment.

The KE-4300 and KE-1300 are also electronic. Both have fifteen-station memories, and both are built to the same exacting standards.

For continuous cassette play, the KE-4300 has auto-reverse. And for a continuous smile, the KE-1300 has been designed to fit your pocket, as well as your dash.

The Pioneer 'electronics' Complex certainly, sophisticated definitely, the best undoubtedly.



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Car Radio Station at:- 60/61 Albert Embankment, SE1.
299 Edgware Rd., W2 & 45 Lordship Lane, East Dulwich, SE22.
Car Sounds at:- 325 London Rd., MITCHAM,
119 Addington Rd., SELSDON.
Cavendish Sales, 279/283 Whitechapel Rd., E1.
Creighton (Dear Walker Penge) Ltd., 5 Crowdon Rd., PENGE, SE20.
Dawson Ltd., Auto-Audio Installations, The Arches, Wood La., W12.
Hendon Car Stereo Centre, 8 Parson St., Hendon, NWA.
Kaymar, 70 High St., Edgware.
Lion Car Radio, 227/229 Tottenham Ct. Rd., W1.
London Car Radio Centre, 1/2 Bessham Lane, CROYDON.
Mike Wells Car Stereo Systems, 204 North End Rd., W14.
Molson Distributors, 345/347 High Rd., ILFORD.
Neasden Electronics, 51 Dudden Hill Lane, Willesden, NW10.
Neasden Electronics, 152/156 Finchley Rd., NW3.
Sexton's I.C.E. at:- 23 York Rd., Waterloo, SE1 & 180 Grays Inn Rd., WC1.
Stereo City, 370 Grays Inn Rd., WC1.
Stereo on Wheels, 22 Chiswick Lane, W4.
ABERDEEN, Reids Motor Supplies, Froghall Rd.
ABRY, Thompson Ltd., Cults.
ALDERSHOT, Radio Sound, 182 Victoria Rd.
BALDOCK, Baldock Car Radio Co., 3 Hitchin St.
BANBURY, Car Radio & Sound Services, 21 North Bar.
BATH, J.D. Stereo Center, Grove St.
The Car Hi-Fi Centre, 246 Walcot Buildings, London Rd.
BASINGSTOKE, Drivesound, 193 May St., Queens Rd.
BELFAST, Paddy Hopkirk Ltd., 20 Trench Rd., Hyde Park
Industrial Estate, Malusk, Newtownabbey.
BIRMINGHAM, Studio Musica, 11 The Grosvenor Centre, Northfield,
140 Sandy Lane, Camp Hill & 182 Stratford Rd., Shirley.
Midland Car Audio, 1772 Pershore Road, Coneridge.
A.T. Gittins & Son Ltd., 15 Sutton St. & 19 Aston Rd., North
I.C.E. Tronics, Bromsgrove Street.
BLACKBURN, Car Radio Installations, 28 Higher Eanam.
BLACKPOOL, M. Green & Son (Blackpool) Ltd., 81 Ansdell Rd.
BOLTON, M. Bell Electronics, 1 Daffodil Rd., Farnworth.
BOURNEMOUTH, Autradio, 106 Castle Lane West.
BRADFORD, Autosound Services, 17 Spring Gdns.
BRIGHTON, Dial Car Radio, 187 Essex Rd.
BRISTOL, P. T. Crabbe, Lawnwood Rd., Easton.
BURGESS HILL, Road Radio, 41 Station Rd.
BURNLEY, Burnley Car Radio, 392a Colne Rd.
CARLISLE, Rickerby Ltd., Currock Rd.
CARDIFF, B. & B. Auto Services, 4 Romilly Cres., Canton.
CASTLEFORD, Eric Wiley, 64 Bancroft Rd.
CHELMSFORD, Molson Distributors, 61 Broomfield Rd.
CHELTHAM, Regent Components, 2 Gloucester Rd.
Bristol St. Motors Ltd., 71/93 Wincombe St.
CHESTERFIELD, Car Radio Centre, 390 Derby Rd.
CHEPPENHAM, J.D. Stereo Centre, Station Hill.
COLNE, Weeks & Davies, Braekel House, Khyber St.
COVENTRY, The Parkside Garage Ltd., Warwick Rd.
CRAWLEY, Road Radio, 44 Infield Rd.
DERBY, Autolec, 234 Normanton Rd.
DINNINGTON, Motor Sounds, 91b Laughton Rd.
DONCASTER, Autosound Services, Carr House Rd.
DORCHESTER, Autradio (VRS), North Square.
DUDLEY, F. H. Jennings, Cinderbank, Netherlinton.
Studio Musica, 1 The Trident Centre.
EDINBURGH, Eastern Car Radio, 3 Costurphine Rd.
George Thomson, 25 Rodney St.
EGHAM, Thames Car Radio, 158 High St.
EPSOM, Car Sounds, 176 East St.
GLASGOW, Motorsound Ltd., 134 Lochleven Rd.
GLOUCESTER, Moons, Shell Show House, Eastern Ave.
GREAT MANCHESTER, Car Radio Centre, 183 Washway Rd., Sale.
Car - Home Entertainments Ltd., 167 Cross Street, Sale.
Specialised Equipment Ltd., 275 Deansgate & 28 Cecil Rd., Hale.
Autosound Services, 708 Chester Rd., Stretford.
Autosound Services, 2 Huddersfield Rd., Oldham.
Car Music Centre, 4 Primrose Bank, Oldham.
Sound & Time Ltd., 59 Bury New Rd.
GRIMSBY, C. H. Turner, 15 Corporation Rd.
GUILDFORD, Norman Richardson, Reliance House, Walnut Tree Clo.
HADLEIGH, Molson Distributors, 333 London Rd.
HASTINGS, In Car Radio, 117 Sedlescombe Rd. Nth., St. Leonards.
HAYES, Ashford Car Radio Ltd., 972 Uxbridge Rd.
HAZELGROVE, Car & Home Stereo Ltd., 219 London Rd.
HIGH WYCOMBE, Motolec, Desborough Rd.
HILLINGDON, S.K. Radio, 3 New Broadway, Uxbridge Rd.
HOLMFIRTH, R. E. Ward, Woodside Works, Woodhead Rd.
HORSHAM, Road Radio, 31 Springfield Rd.
HULL, A.C.C. Ltd., 35 Boothferry Rd.
IPSWICH, Ipswich Car Radio, 313 Woodbridge Rd.
KENDAL, Andrew Brown Ltd., Wildman St.
LEAMINGTON SPA, Clarendon Motor Services
(Leamington) Ltd., 75 Clarendon St.
LEEDS, Autosound Services, 11a Cherry Row.
Uni-Car (Leeds) Ltd., 11 Kirkstall Rd.
LEICESTER, A. B. Butt Ltd., Frog Island.
A. B. Butt Ltd., 120 Upper Bond St., Hambley.
Castle Motor Co., Abbey Lane.
Car Radio Services, 285-287 Welford Rd.
LEIGHTON BUZZARD, Camden Car Radio, Lake St.
LIVOLIN, Eastern Tapes Ltd., 173 Burton Rd.
LIVERPOOL, CBS Audio Visual, 126/128 St. John's Precinct.
LEANDRINO, Autosound Ltd., 18 Vaughan St.
LUTON, Motolec, Dallow Rd.
MACCLESFIELD, Car & Home Stereo Ltd., 44 Sunderland St.
NEWCASTLE UPON TYNE, Dennis Car Radio, 18 Scottswood Rd.
NORWICH, Norfolk Car Audio, 128 Dereham Rd.
NOTTINGHAM, PCP Electrical, Broadholme St.
Autovision, 27 Hayworth Road, Sandiacre.
Autosound Services, Mansfield Rd.
London Car Radio Centre, 191 Canal St.
OTLEY, Autosound Services, Walkergate.
OXFORD, Hartwells of Oxford Ltd., Oxford Rd., Kidlington.
PAIGNTON, Mobile Sound Centre, 248 Torquay Rd., Preston.
PERTH, Car Radio Services, 9 Credit Rd.
PETERBOROUGH, Auto Sound Centre, 1110 Lincoln Rd.
PLYMOUTH, Turnbills Garage, Bretonside.
PORTSMOUTH, Car Entertainment, High St., Cosham.
PRESTON, Car Radio Preston, 290 Blackpool Rd.
Mobile Radio - Preston Ltd., 85-87 Fylde Rd.
READING, Motolec, 139 Caversham Rd.
REDDITCH, Auto Ignition Services (Redditch) Ltd., Unit 9, Brook St.
REDHILL, Road Radio, 93 Brighton Rd.
RIPON, Ripon Auto Electrics, Blossomgate.
ROMFORD, Molson Distributors, 187 South St.
SCARBOROUGH, A.C.C. Ltd., 35/43 Trafalgar Rd.
SHEFFIELD, Autosound Services, 306/310 Shalesmoor.
Technicar, 332 Abbey Dale Rd., & 130 Upwell Rd.
SLOUGH, Motolec, 175 Bath Road.
SKIPTON, Car Radio (Skipton), Unicorn Buildings, Devonshire Pl.
SOUTHAMPTON, Anglesea Car Radio, 23-27 Church St., Shirley.
Sexton's I.C.E., 37 Bedford Rd.
STAFFORD, G.T. Autos, Drummond Rd., Aston Field Ind. Est.
STOCKPORT, T.S.A. Car Radio, 33 Greek St.
Specialised Equipment Ltd., 341 Wellington Rd. Nth.
SUNDERLAND, Auto Save, 11 Windsor Terrace, G'town.
SWANSEA, Uplands Car Radio, 3 Gwydr Square, Uplands.
SWINDON, F. H. Bradley Engineering Ltd., Okus Trading Estate.
TAUNTON, H.N. Hickley Ltd., Castle St., Tangier.
VIRGINIA WATER, Wensworth Car Radio, 409 Stroud Rd.
WALSALL, J.S. Motor Holdings Ltd., Queens St.
WALTON ON THAMES, Weybridge Enterprise Ltd., 1 Annett Rd.
WATFORD, Auto Sound Services, 80 Queens Rd.
WELWYN GARDEN CITY, Inca Car Audio,
Woodhall Shopping Centre.
WEYBRIDGE, Thames Car Radio, Westfield New Haw.
WOKING, S.K. Radio, 45 Chobham Rd.
WOLVERHAMPTON, Charles Clark, 52 Chapel Ash, Clifton St.
WORCESTER, Mobile Electrics Ltd., Gregory's, Mill St.
Automobile Services Worcester Ltd., White Ladies Clo., Little London.
YEovil, Auto Sound, Addlewell Lane.
YORK, Autosound Services, Toft Green.
Motorists Merca, 148 Micklegate.
CHANNEL ISLES, JERSEY, Selecta Vision, 20 Beresford St., St. Helier.

TEAM ENSIGN — continued
Bromwich. Morris admits that at the time "I didn't really know what the hell I was doing," but he was steered onto the right track by some friend and converted the car to coil springs for the 1963 season. "My first foray into engineering", he reflects. Later Nunn scraped together sufficient money to enter F3, thanks to the support of Midlands businessman Bernard Lewis and quickly established himself as a clever and successful competitor, particularly adept at the art of slipstreaming on faster circuits. His results at the wheel of his own, immaculate, self-prepared Lotus 41 (at a time when everybody else was driving Brabhams) earned him a place in the Gold Leaf Team Lotus F3 line-up for the 1969 season. Nunn was by that time 32 years old and didn't want to spend any more time in F3. He wanted to have a crack at F2, but Lotus abandoned that category for 1970, so Nunn turned to the newly established Formula 5000. At the wheel of a Doug Hardwick owned Lola T190, Morris had an enormous accident on the start / finish straight at Snetterton, waking up in the ambulance on the way to hospital. By now he was seriously questioning whether he ought to "hang up his helmet", and a couple more crashes in the unwieldy Lola confirmed that thought in his mind. But he didn't want to give up his involvement in motor racing, so he turned his hand to the role of constructor.

The first F3 Ensign was built in the garage and garden of Mo's modest semi-detached Chasetown, Walsall, home. He built the prototype and kept his family above the bread-line, thanks to Bernard Lewis's continued support, all on £2,000. By the end of the year the neat side-radiator Ensign was complete. Initial testing with a 1-litre F3 engine saw local ace Alan Rollinson under the Silverstone record first time out and Holbay racing engines helped out with the loan of one of the new "restricted" twin-cam engines for the new F3 which started in 1971. Bev Bond was signed up to drive and he walked away with the Race of Champions supporting F3 event only to spin twice and lose victory by less than a length to Colin (son of Tony) Vandervell's Brabham. Bond continued to drive up to the British GP meeting after which he was replaced in the car by Mike Walker.

In F3 circles the Ensign had attracted a great deal of interest. One person who made enquiries about a car was Rikky von Opel, a member of the German car-building dynasty, who'd just started F3 with a private Lotus after a spectacular Formula Ford career. Von Opel was signed up in

a two-car works team with Mike Walker, sponsorship for the project coming from Iberia Airlines. In 1972 the team really hit the headlines for the first time, winning countless races and proving themselves very much "the car to beat".

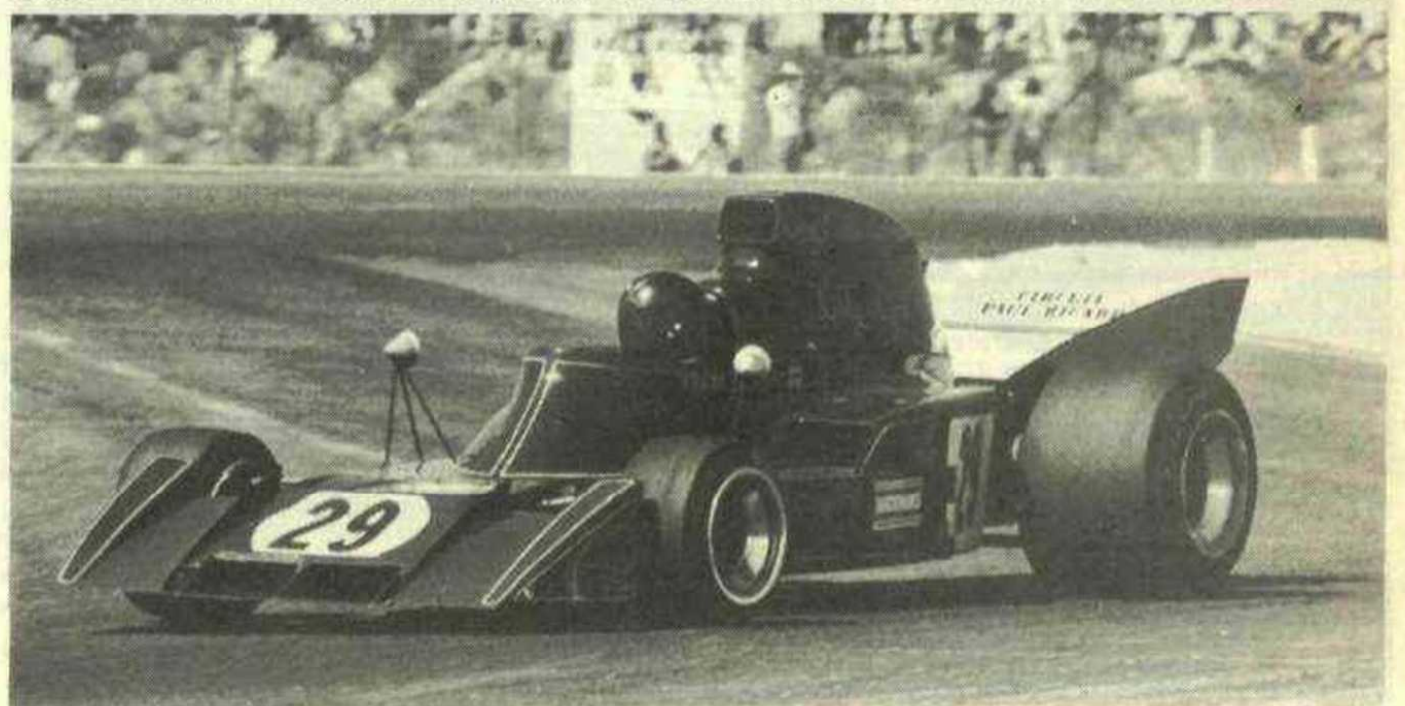
Although von Opel was providing some of the money to run the team, he appreciated the frank and open way in which Nunn treated him. There was no way the team chief was going to defer to the driver if he stepped out of line and Rikky received more than one "chewing off" during their successful season. But von Opel's ambitions were extending beyond the boundaries of F3 and, towards the end of the year, he put an exciting proposition to Mo Nunn. If he were to finance the whole project, would Morris commit Ensign to building him a Grand Prix car? Nunn agreed immediately and the first F1 Ensign, a distinctively styled if rather large machine, made its debut in the 1973 French Grand Prix at Paul Ricard.

Von Opel stayed with the team for just about a year until he decided that his talent might find a better outlet in the Brabham team. But he didn't leave Nunn "in the lurch", paying the Ensign team's expenses up until the end of 1974 even though by that time he'd briefly flirted with Brabham as a paying driver, convinced himself that he didn't have the ultimate talent and retired from the sport altogether. Nunn still speaks appreciatively of him to this day: "He helped us a lot, he was a nice man and I always felt that he'd got more talent than he gave himself credit for".

Nunn got through 1974 / 75 with a variety of different sponsors and drivers, culminating in his arrangement with the Dutch HB Alarm systems company for Roelof Wunderink and Gijs van Lennep. But although these deals brought much-needed finance to the company, it wasn't really the way Nunn wanted to go motor racing. In August 1975 an idle suggestion from this writer resulted in Nunn signing up F1 refugee Chris Amon who was just recovering from the financial trauma of attempting to build his own Grand Prix car. Amon first drove for the Ensign team in the 1975 Austrian GP to cement a pleasant, good-natured and relaxed relationship which lasted for just a year. For Nunn, to have a driver of Amon's calibre on the team strength was a totally new experience.

"He was the first driver we had who could give us any feed-back on how the car was behaving. He pinpointed a problem we had in respect of low straight-line speed, a problem we traced to the wrong airbox shape. Admittedly, early on in our relationship, I used to "test" him. On one

DEBUT: the first F1 Ensign, driven by Rikky von Opel during the 1973 French Grand Prix at Paul Ricard.





FIGHTER: Chris Amon, working hard in the 1976 Swedish Grand Prix as he struggles to stay ahead of the late Carlos Pace's Brabham-Alfa Romeo.

occasion I adjusted the rear wing angle by one notch. After two laps he was back in the pits saying 'Morris, have you changed that rear wing adjustment?'. He helped us a great deal to make that new car competitive." The new car was a sleek Dave Baldwin side-radiator design which was originally conceived with inboard brakes all round, although it didn't take long before they were converted to an outboard arrangement at the front.

Prior to Amon's retirement from the team at the 1976 German GP, disillusioned at the length of time it took track officials to get the badly burned Niki Lauda to medical attention, the quiet New Zealander showed that the Ensign had a great deal of promise. He finished fifth in the Spanish GP and was challenging Depailler for second place in Sweden before a front suspension failure caused him to crash heavily — as it had already done earlier in the year in Belgium! But Nunn was encouraged and, after Jacky Ickx

briefly tried the car at the end of the season, he signed Clay Regazzoni to drive for Ensign in 1977.

To the outsider, Ensign's 1977 project may have looked well-financed, but that simply wasn't the case. "We had £60,000 from Tissot", recalls Nunn reflectively, "and Clay drove for nothing. But we were still very hard up. The previous year, with Amon, we'd wound up with a deficit of £56,000. Our income had been £130,000, but we'd spent £186,000.

"It was good working with Clay. He was easy-going and he didn't cause unnecessary trouble. He knew we were short of money, accepted our problems and simply drove. On one occasion he wanted to try a Ferrari-like rear wing, so he had it made up at his own expense in Italy and brought it along to one of the races. But although we were short of money we always attempted to have our engines rebuilt before they went 'over time'. Even so, we did have some

CLOSE COMPANY: the opening lap of the 1978 British Grand Prix at Brands Hatch with Derek Daly's Ensign (No. 22) rounding Druids on the outside of Jabouille's Renault and just ahead of Villeneuve's Ferrari (No. 12).



engine problems. By that I mean a problem with one particular engine which simply didn't want to develop the power never mind which preparation company we sent it too."

For 1978 there was insufficient money available to design a new car and Nunn continued with a development of the 1977 machine. "Regazzoni wanted to stay with us in 1978 but he said that he just couldn't afford to drive another season with no money. So he went off to Shadow. After an initial couple of races with Danny Ongais and Lamberto Leoni, we had Ickx back for a while." However Mo Nunn admits that he was never totally convinced that the Belgian, undeniably a brilliant Grand Prix driver in his heyday, was very interested in F1 by that stage in his career.

"I was particularly worried when we went to Sweden with Jacky", Nunn remembers, "we were much slower than we'd been the previous year with Regazzoni and he didn't seem to know why. It was very frustrating. He was OK as a driver, but I often found difficulty getting him to discuss details about the car. I came away thinking that he perhaps wasn't taking F1 too seriously any longer."

Looking round for some new talent, Nunn fixed his eye on both Derek Daly and Nelson Piquet. He tried them both, Daly in the British and Piquet in the German GP. "I didn't know which one to pick but I eventually went for Daly; I think Derek was slightly ahead of Nelson at that point in his career in terms of what he'd achieved. But I knew Bernie Ecclestone was keen on Piquet because, prior to my running him at Hockenheim, he came to me and said 'Morris, if you don't take Piquet, then I will'. And, of course, we all know that started Nelson out on his path to the World Championship!"

Daly drove well for the balance of 1978, picking up a sixth place and splitting the works Tyrrells in Canada. But for 1979 Nunn went "out on a limb" and commissioned a new car which, on its debut, featured an outlandish cooling system layout with the radiator laying down the front of the bodywork from cockpit to footwell. It assuredly wasn't a success and although it was hastily adapted to a more conventional radiator layout there was no way it ever became competitive. Daly struggled with it for a while, to be succeeded by Patrick Gaillard and then Marc Surer for the end of season races in North America. Ensign fortunes seemed to be slipping towards another very low ebb.

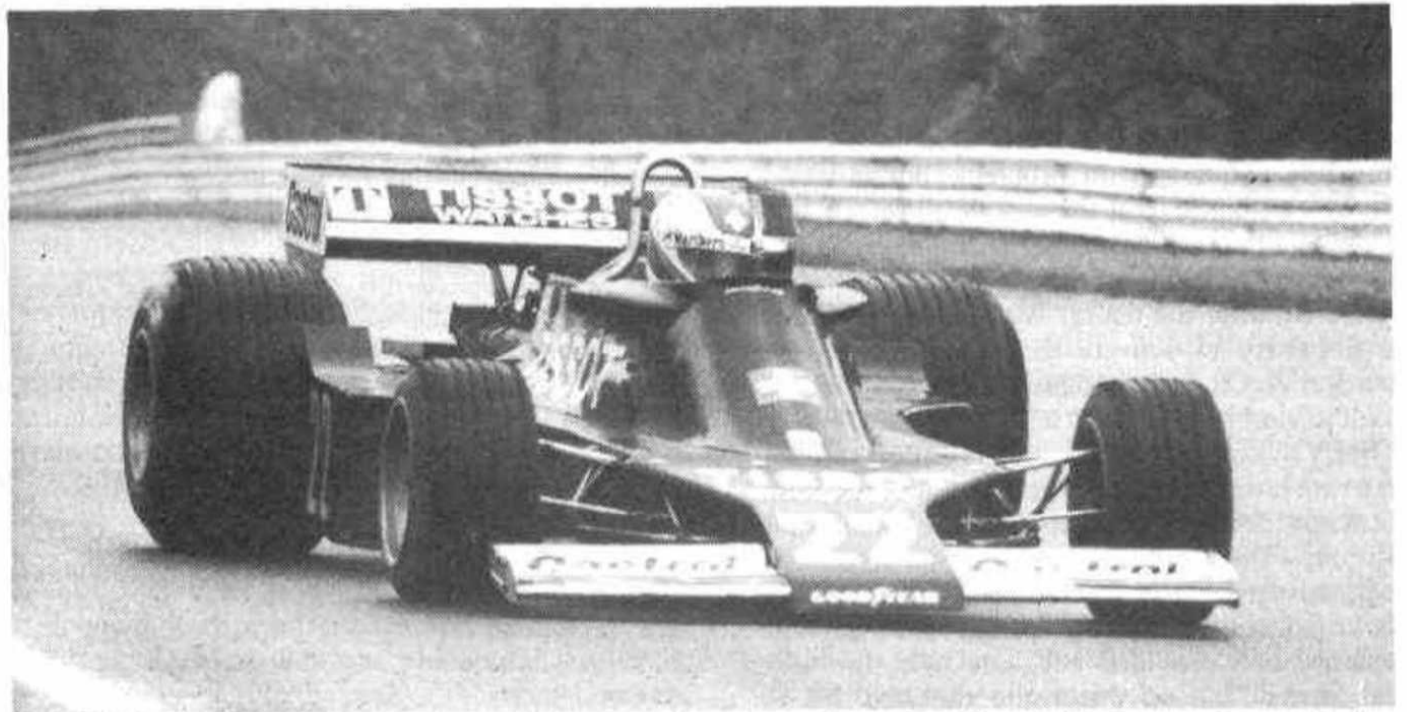
However, prospects for 1980 became much brighter when Nunn secured sponsorship for Unipart. A brand new car, the N180, was built up — "Ralph Bellamy did all the chassis and suspension while Nigel Bennett completed the bodywork and aerodynamics" and Clay Regazzoni rejoined the team. In 1976 the popular Swiss had been pushed out of Ferrari to make way for Carlos Reutemann and now he was being shown the door by the Williams team to accommodate Reutemann's arrival again. He was happy to return to Ensign because, as he so often said "for me, winning is not everything. Driving in Formula 1 is simply far more important". For a few races it really did look as though Ensign were on the verge of pulling themselves into the ranks of the midfield runners, but this progress was tragically thwarted when Regazzoni crashed heavily at Long Beach. The Swiss driver suffered serious injuries affecting his back and spine from which he has not yet fully recovered. Ensign were unable to secure the services of another top driver and Nunn was thus obliged to "fill in" with a series of inexperienced competitors such as Tiff Needell, Patrick Gaillard and Jan Lammers.

What's more, it was pretty clear that the Ensign 180 badly needed more development and Unipart lost interest as the team's results waned towards the end of the year. For the 1981 season Ensign lost their sponsor to McLaren and were left to soldier on as optimistically as they could.

"I think we paid the penalty for being a small team which built its ground effect car too quickly", explains Nunn, "By the time we appreciated what changes needed to be made we had no more money to effect them. The biggest problem has been our failure to scoop a really big sponsor to keep us going; perhaps, looking back on it, one could say that in 1980 we started off with no excuses . . ."

However, that certainly wasn't the case in 1981. To begin the year Nunn hired the services of the promising Swiss driver Marc Surer. To say "hired" might, in fact, be something of an exaggeration. Surer was employed to drive the Ensign solely for expenses and whatever prize money he might earn. When he drove to a splendid fourth place in the rain-soaked Brazilian Grand Prix at Rio-de-Janeiro, Mo Nunn stood in the pits with his fingers firmly crossed. He simply prayed that the track didn't dry out; Team Ensign had only two spare wheels, so if Surer had needed to change to dry weather slicks, there was no way he could have continued. He would have been forced to retire. Later, Surer finished sixth at Monaco but financial realism meant that his place in the team was taken by the Chilean driver Eliseo Salazar. He managed a sixth place finish in the Dutch Grand Prix at Zandvoort, thereby helping to keep the Ensign team's head above water.

In a world where F1 sponsorship budgets tend to be measured in millions, Mo Nunn is remarkably candid about his financial outlay during 1981. "We did the whole season on



CLAY REGAZZONI was a stalwart Ensign campaigner throughout 1977. Here he heads towards a satisfying fifth place, splitting the Ferraris of Lauda and Reutemann, in the United States GP at Watkins Glen.

£315,000", he smiles weakly. That may seem a great deal of money to the outsider but, taking inflation into account, it effectively means that Mo Nunn ran his F1 team during 1981 with a budget smaller than the one available in 1976.

Despite all the problems, the intrigue and undue difficulties attached to the task of being a small team in the Grand Prix world, Morris Nunn remains indefatigable in his approach to the sport. He fully intends to continue, to survive, perhaps even to prosper. He feels that his small company, now based at Lichfield with 12 people on the payroll, could return successful results for half the financial outlay expended by some of the established teams.

"It's primarily a money game these days", says

Nunn, "and sometimes I feel very depressed because it's difficult to see the light at the end of the tunnel. But as long as I think I can see light at the end of that tunnel, I will continue. If we had a million and a half pounds we wouldn't have to give any excuses for failing to beat Brabham or Williams. And they've got twice that amount — or more . . ."

Mo Nunn has been struggling for years to obtain a decent F1 budget. If he gets the money he feels he can do the job. Many people pooh-pooh such an idea, feeling that Nunn is an also-ran and always will be. Maybe. But we close with a sobering thought; that's what they were saying about Frank Williams from 1971 to 1977! — A.H.

LAGONDA — continued

position of the selector lever.

The hand brake, acting on the rear discs through independent calipers, holds the car against the natural drag of the transmission but once released (by raising the lever to the right of the driver's seat, depressing the button and lowering the lever again) the car edges forward at a fast walking pace with the engine still at tickover. With gentle pressure on the accelerator, the car glides away with a gentle wuffle from the exhausts, and is soon in top gear, the torque converter smoothing out the changes. Heavier pressure, and the Lagonda leaps forward, accompanied by a strong exhaust note as the revs rise quickly between changes.

Our first few tentative miles were through the thick of a London rush hour as we made our way across town from our City offices to the M4. Insulated from the outside world by the luxury of the interior, and with the radio for company, the stop-go traffic was rather less frustrating than usual, in fact it was almost a pleasure to be traffic-bound, but we were very conscious of the size of the Lagonda (longer by an inch than a Silver Spirit, but slightly narrower and seven inches lower) and rather disappointed at first with the level of noise coming through to the passenger compartment from the exhaust, especially during brief bursts of moderate acceleration. Significant road noise was also apparent, especially over poor surfaces.

Moving the large car through traffic proved to be no problem — the rapid response to the accelerator, excellent brakes and good all round visibility enabling us to join in the cut and thrust of Hyde Park corner with confidence. Once through the West End and on the approach to the

M4, the controls, switches and digital instruments were all becoming familiar, the column of five red digital figures on the right for percentage of fuel remaining, oil pressure, oil temperature, coolant temperature and ambient temperature (either internal or external, to choice) balanced the two larger figures on the left, and the time, trip-mileage and battery voltage were all displayed centrally, together with the information that the side lights were on, and the gear selector was in drive.

As the flow of traffic speeded up passing Windsor and Slough, so it became apparent that the Lagonda is in fact a very quiet car; not so silky-silent as a V12 Jaguar, or so refined as a Rolls-Royce, but cruising at a steady 60 m.p.h., there is slight rumble from the tyres, no noticeable exhaust noise and only the occasional thump from the suspension as the car runs over some of the worse repairs to the road surface.

Beyond Maidenhead, and out of the sodium lights, we began to feel that the digital display was overbright for comfortable night driving: no problem. On the right panel is a rheostat switch which enables the driver to reduce the intensity of the display, while above the left knee is another rheostat to dim or extinguish the lamp which illuminates the display and switches from above; rather surprisingly, the switches were not illuminated from behind. A further reduction in interference from the controls can be achieved by pressing the "eso" (essential services only) switch, which extinguishes all figures but the speedometer, clock and fuel gauge. If any of the other functions reach danger level, the eso facility is over-ridden and the relevant display flashes.

With clear road in front, at last, driver effort was further reduced by making use of the cruise

control. Easily set by pressing the "engage" switch when cruising at the desired speed, the control will maintain that speed far more accurately than the most diligent driver until it is either over-ridden by use of the accelerator — for instance when overtaking — or cancelled by touching the brakes. In the first instance, the cruising speed will automatically be resumed once the accelerator is released while, in the latter, normal control is maintained until the "resume" switch is operated.

As our plans involved an early start the following day, we called at a filling station to replenish the 28-gallon tank. There are fillers in each rear-quarter, covered with flaps which are opened by pressing the appropriate switch in the right-hand panel. Unlike so many cars equipped with twin fillers, the Lagonda fills easily and quickly without having to release the second cap. Nineteen gallons sloshed merrily in and the fuel gauge, which had been reading 5% (indicating 1.4 gallons remaining, in addition to the five gallon reserve) rose to read 82%, despite the fact that there was no possibility of encouraging any more fuel into the tank. This reduced our faith in the accuracy of the gauge, although, of course, it was no more inaccurate than the gauge in many an expensive car which reads empty when there are still five gallons left, and never reads completely full . . . it's just that putting a numerical value to the contents of the fuel tank implies a greater degree of accuracy!

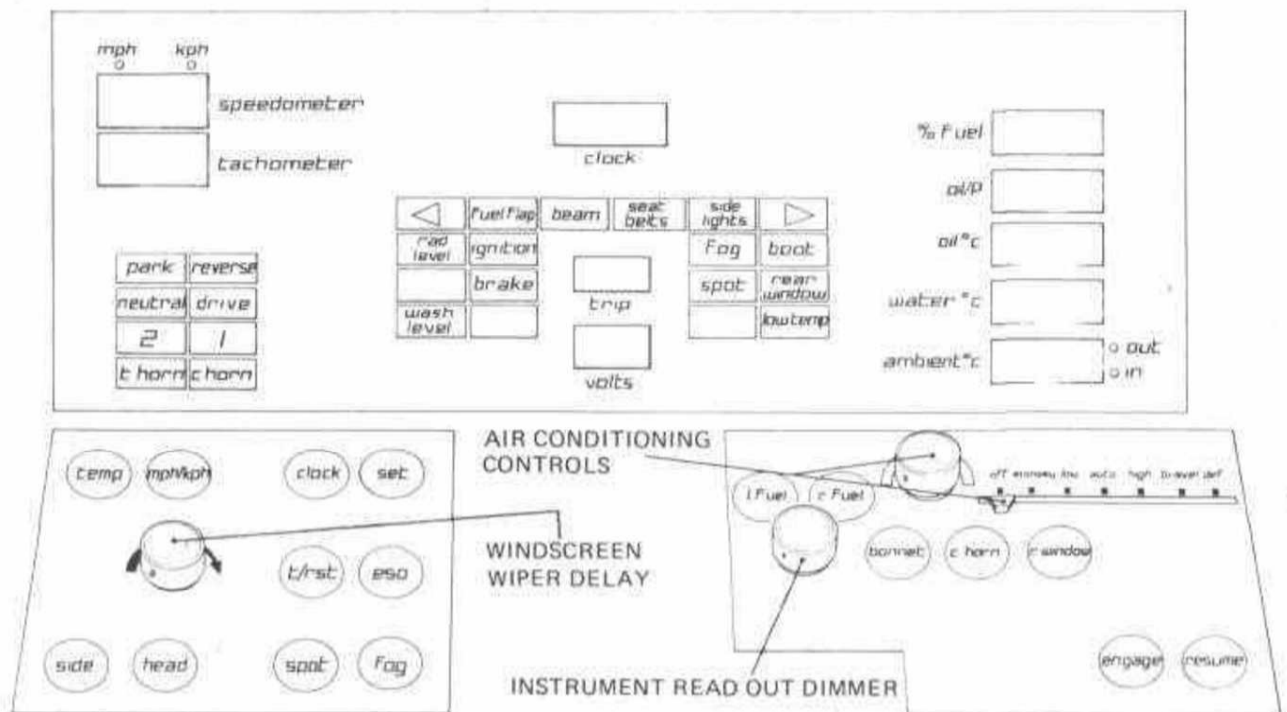
Removing the ignition key activates the automatic central locking system, and requires some care. At the end of our first journey, after parking the car, we felt it appropriate to make some notes. But what more natural than to turn the engine off and remove the key before doing

so? Thirty seconds later, there was the dull clunk moving rapidly round the car as all the doors were locked. Pressing the "unlock" switch in the driver's door did no good until the engine was re-activated, when we were able to release ourselves. That was no problem, but it was a timely warning to treat the locks with respect and to make a point of ensuring that the ignition key had been removed from the car, not left on a seat, before shutting the doors. We felt that it should be necessary to activate the locks consciously, however nice it may be to just walk away from the car knowing it will lock itself.

Early morning driving is always a pleasure, but on a rather dismal, damp winter day, the run from Newbury down to Cheddar in the Lagonda was pure joy. The headlamps on full beam created an impressive tunnel of light, making the auxiliary spot lamps redundant, except for daytime flashing, and provided adequate light for very high speed driving down the deserted A4 to Beckhampton. From there, it was through Devizes and Trowbridge and across the Mendips to our breakfast rendezvous south-west of Cheddar, some 72 miles and 64 minutes after setting out.

Throughout that short, sharp journey the Lagonda had behaved impeccably. Pounding along the A4 and A361, we were impressed with the quiet hush of the car at sustained high cruising speeds: the faster the Lagonda goes, the quieter, relatively, it becomes. Particularly noteworthy was the lack of noise and superb ride provided by the Avon Turbosteel tyres in conjunction with Aston Martin's beautifully sprung and perfectly damped chassis.

The breakfast meeting over, it was on to the M5 to skirt round Bristol and across the Severn bridge, where we had a twinge of conscience at paying only 20 pence when we should have paid twice that for the Lagonda's near two ton kerb weight; but we had proffered a £1 note. We



WHAT THE DRIVER SEES. The plan, reproduced with permission of Aston Martin Lagonda from the Lagonda's handbook, shows the position of the switches, instrument read-outs and warning lights. The "temp" switch changes the ambient temperature display from external to internal and vice versa, the "m.p.h./k.p.h." switch changes the speedometer display from m.p.h. to k.p.h. for continental driving (automatically reverting to m.p.h. whenever the ignition is turned off). "t/rst" means trip reset, "eso" (essential services only) is the switch which will turn off all but essential instrument displays for more comfortable night driving, "clock" and "set" are fast and slow adjustments for the digital clock, "c. horn" changes the horn to or from the strident air horns, a warning light on the lower left of the display telling the driver which mode is selected, "l. fuel" and "r. fuel" open the appropriate fuel fillers and "engage" and "resume" are controls for the cruise control. The other switches and warning lights having obvious functions.

turned off at the first junction on the west of the Bristol Channel, headed up to Chepstow and then on the the B4235 to Usk as the morning traffic settled down after the rush hour.

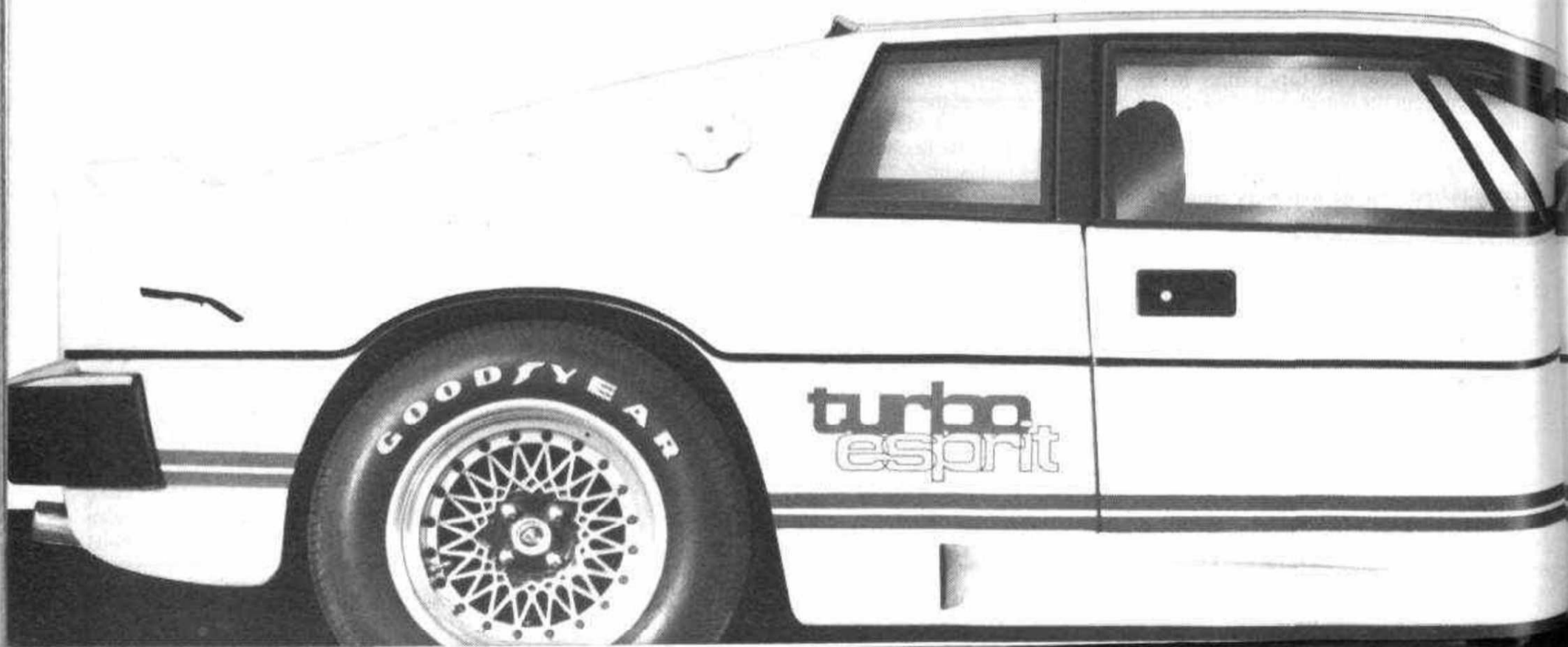
Along the twisty, wood-girt road climbing up from Chepstow to Usk and thence to Abergavenny, the steering and controls of the Lagonda were put to full use as we battled against the road, the damp conditions and other road users in our attempt to make Llandrindod Wells,

and W.B., for elevenses.

The variable ratio power assisted rack and pinion steering took a little getting used to in these conditions, for so far we had only driven the car on open, wide main roads. At first, we found ourselves applying too much pressure to the steering wheel with the consequence that the large car would lurch somewhat as pressure was released to maintain the intended line through a corner: we expected such a large and heavy car to

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understeer significantly, particularly in the damp conditions, but it didn't, having the neutral handling of a small sporting saloon.

Once properly acquainted with the car's characteristics, it was easy to maintain our rapid speed along this windy road, keeping the car taut and providing a comfortable ride. XJ-S passengers would have felt reasonably happy keeping up, but anyone foolish enough to have told the chauffeur to try in a Rolls would not have been at all well.

We found the automatic down change rather too sensitive for a car with such massive torque available at quite modest engine r.p.m.; when applying gentle pressure to the accelerator to increase speed when coming out of, say, a fifty mile an hour corner, the gearbox would, as likely as not, change down only to change up a few yards later. With experience, it was easy to prevent this happening and so maintain the smoothest possible ride, but it did mean that there was not much between a gentle gaining of momentum and a burst of rapid acceleration in second. However, we had many miles to go, and were quite content with the latter.

From rest, like most automatics, the Lagonda seems to take time to gather its skirts before running, even on full throttle. Our best time to 60 m.p.h. on the digital speedometer (which was accurate at that speed) was a shade over nine seconds, which is not particularly impressive, even taking into account the two tons kerb weight. Most of that nine seconds is taken getting to 30 m.p.h., by which time the engine is revving freely, and the power being produced. In drive, on full throttle, up changes take place at just over 50 m.p.h. and 80 m.p.h., but using the manual over-ride these speeds can be extended to nearly 70 m.p.h. and well over 100 m.p.h. at the 6,250 r.p.m. limit. Using the over-ride, the magic "ton" comes up in just on 20 seconds, and 120 m.p.h. in half a minute — impressive by any standards.

Equally impressive is the fade free stopping power of the huge ventilated-disc brakes which inspired confidence and were able to stop the massive car very quickly.

With this kind of performance on tap, our progress through the Welsh countryside was hardly hindered by slow moving vehicles. The Lagonda, now feeling much smaller and more compact as we were fully accustomed to it, being able to take advantage of the smallest section of clear road for safe overtaking, when, of course, the sensitive automatic down-change is useful, although we would still rather use the manual over-ride and choose when the change in ratio is to be made.

By now, deep in rural Wales, the roads were absolutely filthy, and we had to stop to clear the door windows of splashed mud to restore safe side vision. The Lagonda was plastered. Despite the deep spoiler across the back of the car, the swirl of air behind us must have created a real whirl of mud-laden moisture in our wake for the AML 1 number plate was quite unreadable, and the car had been clean only 150 miles previously. In these conditions extra caution was necessary, for the Avon tyres, designed primarily for carrying a heavy car in smooth comfort and hush, were giving hints of not coping quite as well as we had expected from our experience on damp roads earlier in the day, and we did not feel inclined to try sliding the Lagonda around!

Heading back, after our journey through Powys, to Hereford and Gloucester during the early afternoon the occasional drizzle, with which the adjustable delay wipe mechanism had coped admirably, gave way to gentle rain and then to heavy rain as we approached Cirencester. Surprisingly, we found we had to reduce speed to maintain visibility, since even on fast speed the wipers would not cope with the heavy down-pour.

By the time we finished the day's motoring, having been up to London for the Aston Martin

Owners Club annual prize-giving (appropriately enough), the Lagonda had covered 550 miles of very varied motoring and this driver, having driven for over 500 of them, was feeling no more tired than if he had sat in an armchair all day.

The remainder of our 800 mile stint with the car was spent on short journeys, for which it proved just as comfortable and useful as it had for the longer trip. Parking such a large car in a busy high street is obviously difficult, since large enough gaps do not appear very often, but with reflections on shop windows to assist in judging length, it is easy enough to manoeuvre. The boot, which may be opened either with the key or by pressing a button in the central cubby box, is not as large as anyone brought up on a diet of Rolls-Royces might expect, and care has to be taken when loading it to ensure that room is left for the duplicate rear-lamp cluster fitted to the underside of the boot-lid — necessary because the main tail lights are arranged along the edge of the boot.

Fuel consumption over the 800 miles worked out at an average of 13.5 m.p.g., but in view of the poor conditions and press-on style of driving, an owner could expect better than 15 m.p.g. The oil level on the dispstick (no electronically controlled gauge for this) had hardly decreased.

If the test car was our own, we would request attention to the erratically reading fuel gauge, a faster fast wipe, and a less sensitive down-change when taking it for its next service. Other than these quibbles, which are very minor, it is very difficult to fault this glorious car.

How much? Rather like having your shoes made by Lobb, your jewellery cleaned at Aspreys or your saddlery prepared by Swaine, Adeney, Brigg & Sons, if you have to ask, you can't afford it. Priced to give only pennies change from £53,500, it is one of the most expensive cars on the market — it feels like it to drive it and to ride in it. Quality is hardly ever cheap.

P.H.J.W.

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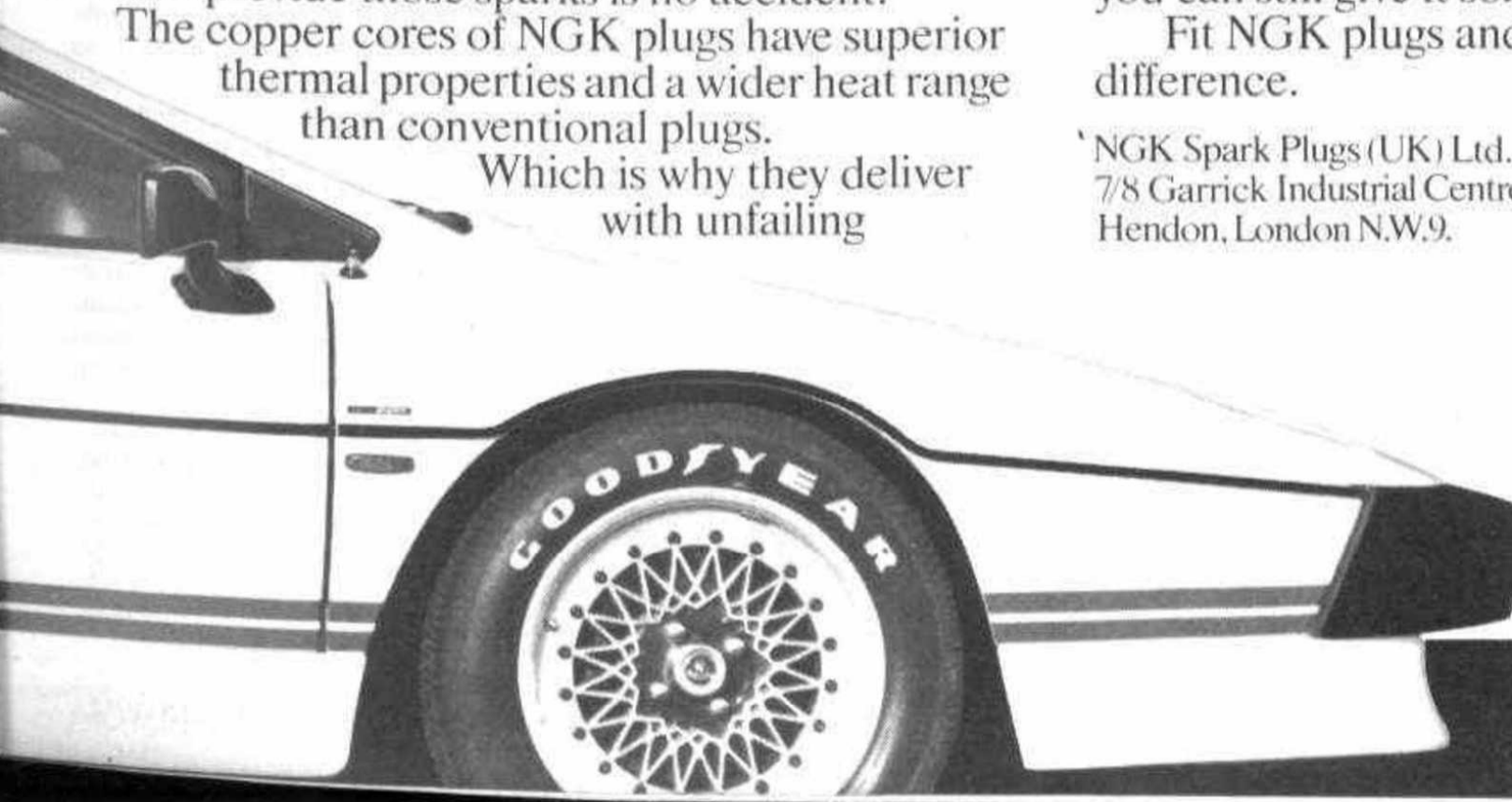
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Books for the New Year

"From Cyclecar To Microcar" by Michael Worthington-Williams. 112 pp. 11" x 8 1/4" (Dalton Watson Ltd., 76, Wardour Street, London, W1V 4AN. £9.75)

I suppose it was inevitable that sooner or later a book would be written about cyclecars and the later generation of economy cars and bubble-manifestations. Michael Worthington-Williams has been first off the mark in this refreshingly new theme in the dull multiplication of motor-book subjects. A deal of responsibility rests on his shoulders, because this was a gap in transport history to be filled, but now, for better or worse, no other publisher is likely to look at it for at least a decade, and the extra coverage which the three-wheeler may or may not deserve will be forever (or for a long time) denied to us!

I feel some responsibility for this book, because the author says he was tempted to fill the void in publishing which his title covers by reading an article I wrote in 1965, called the "The Greatest Lost Cause of All". He takes issue with me over this title, on the grounds that the orthodox light-car may be replaced by reborn cyclecars and minicars in the years to come. Well, only time will tell, but at present there is no sign of this happening, with customers demanding mostly the better-equipped versions of inexpensive cars such as the Ford Fiesta, Mini Metro and VW Polo, etc.

There is too much of a tendency these days for authors to reduce their chosen tasks by turning out what are in the main picture books. This is how Worthington-Williams has treated his cyclecars and microcars but perhaps here the subject justifies the style. Otherwise, I have few criticisms. Long captions embellish the photographic content, and it is inevitable that many of the pictures are well-used contemporary sources; they should all be so interesting to the keener students of the lesser manifestations of motoring that it is a pity better paper could not have been used, to increase their clarity. Brief chapters knit together the sections of the book devoted to Quads, Trimos and Forecars, The Wire, Bobbin and Fibre Board Brigade, The Twenties, The Thinkers, France and the Occupation, and finally Post-war Austerity.

Cartoons and artists' wilder impressions of what cyclecars were like are included and the author has made clear the crusade, the almost moral implications behind the initial mad enthusiasm for such contraptions, killed off largely by post WW1 conditions. Browsing through what is a fascinating pictorial cavalcade of lost causes, I found very little to criticise. There are rather a lot of cars I would term neither cyclecar nor microcar, such as the Austin Seven, and those halfway productions like the flat-twin Rover Eight, the Douglas and the Belsize-Bradshaw, the latter nicknamed the "Oil-Boiler", from its oil-cooled cylinders, not the "Old Boiler" surely? But otherwise almost all the expected makes and models are there, and one can see the sources of some of the data in the photographic captions, a little from our own "Fragments" series perhaps. Three-wheelers get good representation, with AC Sociable, Morgan, Wall, CWS, Royal Ruby, Xtra, Merrall Brown, TB, Coventry-Premier, LAD, Omega, Scott Sociable, LSD, D'Yrsan, Harper Runabout, Raleigh, Coventry-Victor, and other between-wars examples included, so that it seems unkind not to have concluded with the modern

Triking. The BSA trike is there, but the final four-cylinder version is ignored, although I suspect that the picture purporting to show a vee-twin Hotchkiss-engined "Beeza" is of one of these, and dated a year too late.

The author has missed the point of the Scott Flying Squirrel-powered single-seater coupé of circa-1928, which gets a page to itself. It was never a production job, surely, being a one-off job built for the late Humphrey Symons to tie in with a *Light Car & Cyclecar* piece he had written, advocating such single-seater vehicles for town use. Indeed, the bowler-hatted Symons is seen about to get in, through the fold-back canvas roof. . . . Did the propeller-driven Leyat ever have an ABC engine or is this being confused with another vehicle, used on Brooklands Track for testing aeroplane propellers? Incidentally, the tractor-driven Leyat is illustrated but the pusher-versions of this unusual but simple theme were more practical — even if the slipstream did blow the girls' skirts up, as it accelerated away in city streets. The belt-drive used as late as 1953 on the AC Petite might have been mentioned, in this cyclecar book, the tax concession for three-wheelers is said to have been rescinded in the mid-1930s; if this was so, it has come back today, a 3-wheeler weighing not more than 425 kg. costing £28 a year to tax, instead of £70. The elegant little single-cylinder racing Jappic has merited a good picture but the records it broke at Brooklands were International Class, not World's, and it isn't mentioned that you could have bought a replica of the Jappic if so included, nor would Gush, J. J. Hall, even the makers of the Bedelia and the Avon-JAP, and a few other machines, have agreed with Worthington-Williams that the Jappic "was the only cyclecar designed specifically for record-breaking". The Jappic was raced as well, by the way. There is a misprint of "Shah" for Shar. . . .

But what enormous fun this book is! The Allard Clipper and the Frisky, among the other oddities, did not get in, but the Dunkley motorised pram for the nursemaids of the wealthy does, if not into the Index. This does not really matter, for so many simple solutions to automation are there, that it will not much matter if no other publisher attempts the subject for a very long time. This one is a "Beaulieu Book", published in conjunction with the NMM Trust.

W.B.

"Alvis — The Story of the Red Triangle" by Kenneth Day. 333 pp. 9 1/4" x 7" (Gentry Books Ltd., 15 Pont Street, London SW1X 9EH. £12.95)

The Alvis has been well provided for in the realm of books. The first full history of the respected Coventry make was written in 1965 by K. R. Day, now President of the Alvis OC, who first saw Alvis cars racing at Brooklands in 1932. Peter Hull has given us a fine account of the origins of the Alvis, the personnel behind it, and the 12/50, 12/60 and FWD models in particular, and there is an erudite work on the 12/50 Alvis engine itself. To some degree these books overlap, but Kenneth Day's is important as constituting the complete history of the Alvis Company, covering the aero-engines and the military vehicles and all the Alvis cars, from side-valve models of the 1920s to the last of them all, the 3-litre.

The present book is a revision of Mr. Day's first work, "The Alvis Car — 1920 to 1966" and a great deal of the original text has been used. But I know the author has been visiting many Alvis personalities since its publication, which has naturally made it possible to enlarge in fascinating

fashion on many aspects of the story. Apart from which, it is a larger, more important-looking volume, very well illustrated, so that it is a pity that the house of Gentry has allowed many of the blocks to be far too darkly inked, and a few printer's errors to intrude. Each Alvis model receives a chapter to itself — the side-valve cars, the 12/50 and 12/60, the six-cylinder 14.75, the Front Wheel Drive Cars, the Silver Eagle, the Speed 20, the Firebird and Firefly, the Crested Eagle, the 3 1/2-litre, Speed 25 and 4.3 cars, the Silver Crest, the 12/70, the Fourteen and the Three-Litre. That is after 22 chapters devoted to Company History and the personalities who so ably carried Alvis Ltd. along the years, many of them difficult ones, and five chapters about the racing side of the venture.

Day then rounds it all off with two aero-engine chapters, three about the Alvis Armoured Vehicles, and eight Appendices, which deal with Captain Smith-Clarke's medical, radio and astronomical work (with illustrations), Alvis chassis numbers, production statistics, Alvis patents, Smith-Clarke's address to the IME (found also in the older book) and notes on coachwork and a breakdown of Alvis cars which are still with us, a total of 1,776. Altogether, a rare treat for the avidly Alvis-minded. Especially if they do not possess K. R. Day's earlier work. There is a very attractive dust-jacket and the Foreword is by A. J. Quale, Managing Director of the present Alvis Company.

A few comments arise. The misprints in Appendix VI are rather unfortunate but Smith-Clarke's comment therein might well be applied to today. It reads: "It should be remembered that British industrial prestige throughout the world has very largely depended upon our engineers and skilled craftsmen, on quality rather than on quantity, and I venture to say that it will be disastrous for British industry in general, and for the automobile industry in particular, if this tradition should be lost".

W.B.

"Spitfire into Battle" by G. Capt. Duncan Smith DSO, DFC, RAF, Rtd. 235 pp. 8 1/4" x 5 1/2". (John Murray Ltd., 50 Albemarle Street, London W1X 4BD. £9.50)

During or just after World War Two many books were written by fighter and bomber pilots who helped to save this island from invasion. They were exciting, interesting accounts. But history is best written after a delaying period in which proper stock can be taken of past events. This is what G. Capt. Duncan Smith has done with his still-vivid but well-appraised story of flying Supermarine Spitfires in the last war.

From its pages one can appreciate just what it was like for a young man called up in 1939 to fly these superb fighters in anger, and later to command Spitfire Squadrons.

It is a book that will bring back many memories for those who were in similar situations during the war and students of matters aeronautical should delight in this book, which runs from first lessons in a Spitfire to action over the Channel and in France, at Malta, in the Italian and Anzio campaigns, etc. The Foreword is by Jeffrey Quill, OBE, AFC, FRAeS, there is a list of *dramatis personae*, and an Appendix of Allied and German combat claims in WW2. — W.B.

"Winners — A Who's Who of Motor Racing Champions" Edited by Brian Laban. 190 pp. 9 1/2" x 6". (Orbis Publishing Ltd., Orbis House, 20-22 Bedfordbury, London WC2N 4BT. £7.95)

There has long been a need for a reference work about racing drivers, as distinct from the cars they

drive. This is it. Eleven well-known motoring writers have contributed to the 123 biographies it contains, to ensure accuracy. "Winners" ranges over the years, with biographies of drivers from Alberto Ascari, Sir Henry Segrave, Dario Rusta, and K. Lee Guinness, for example, to those of the present-day. There are some supporting photographs and the dust-jacket portrays the scope of the book, from modern F1 racing aces back to a poster advertising a 200 Mile Race at Brooklands. One wonders why Cyril Posthumus, Segrave's biographer, did not write the entry on Sir Henry, as he is one of the contributors to the book, instead of David Burgess Wise, who tends to lean on the works of J. Wentworth Day. But what a useful quick reference for those new to the world of the great racing drivers. — W.B.

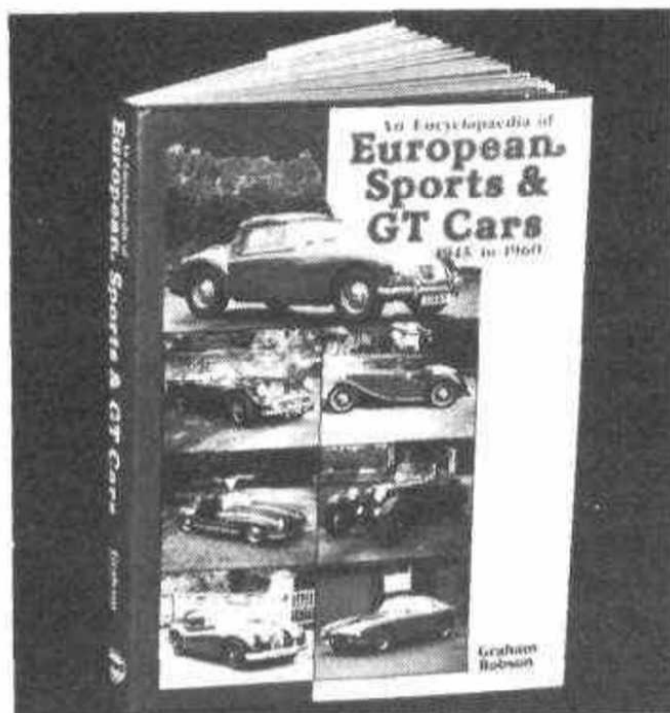
Another reference work is Haynes' "European & GT Cars — 1945/60" by the well-known Graham Robson, who packs information and intriguing pictures of the fast cars of this period, ranging from Abarth to Volvo and VW derivatives, in 328 pages, at a cost of £12.95.

Still on the reference theme, there is a big-paged book, "Boxer", about the Ferrari flat-12 racing and GT cars, by Jonathan Thompson, which is a treat of photographs, race results, plans, drawings and specifications, from Osprey, this 188-page book, some pages in colour, costing £14.95.

In Osprey's acceptable and now very well-established "AutoHistory" series we now have some more delectable titles, such as "Ferrari 275GTB & GTS" by Ian Webb, "Ford Escort RS" (by guess who?) Graham Robson — a delectation of twin-cam, even four-cam motor cars, these two — and "Porsche 911 Turbo", covering the 3 and 3.3-litre, Project No. 930, by the knowledgeable Porsche enthusiast, Michael Cotton. All these books are compact yet splendidly informative, usually in a very readable style, despite an economy of wordage, and very nicely illustrated. Each 8½" × 7" page volume costs £5.95, UK price.

In their larger-format books Osprey have two new titles, one about the rare "De Tomaso Automobiles" by Wallace A. Wyss, and the other dealing with the new generation of "Porsche 924, 928 and 944" cars, by Jerry Sloniger. The former, a 108-page book, costs £10.95, and the Porsche book, of 168 pages, is priced £9.95. The publishers are at 12-14 Long Acre, London WC2E 9LP.

Joining the many good motorcycle histories we have reviewed in recent months, comes "The Story of Royal Enfield Motorcycles — Made Like a Gun" by Peter Hartley, a book of varied and very nostalgic reporting on an important make, with Brooklands pictures amongst the many devoted to production Royal Enfields etc. This is a book in series with other excellent motorcycle books from Patrick Stephens Ltd., of Bar Hill, Cambridge CB3 8EL, about Norton, Triumph and BSA machines, with others about AJS and Matchless in preparation. The Royal Enfield title is competitively priced at £7.95, and in conjunction with it there is the fifth printing of Bob Holliday's classic, "The Norton Story", in its second edition, at the same price. The same publisher has another motorcycle book in "Golden Oldies roadtests", edited by Mike Nicks, this consisting of reprints from *Classic Bike* of 19 of their published road-test reports, from



Aermacchi Ala Verde to Vincent Rapide and Comet the price tag of this one being, again, £7.95.

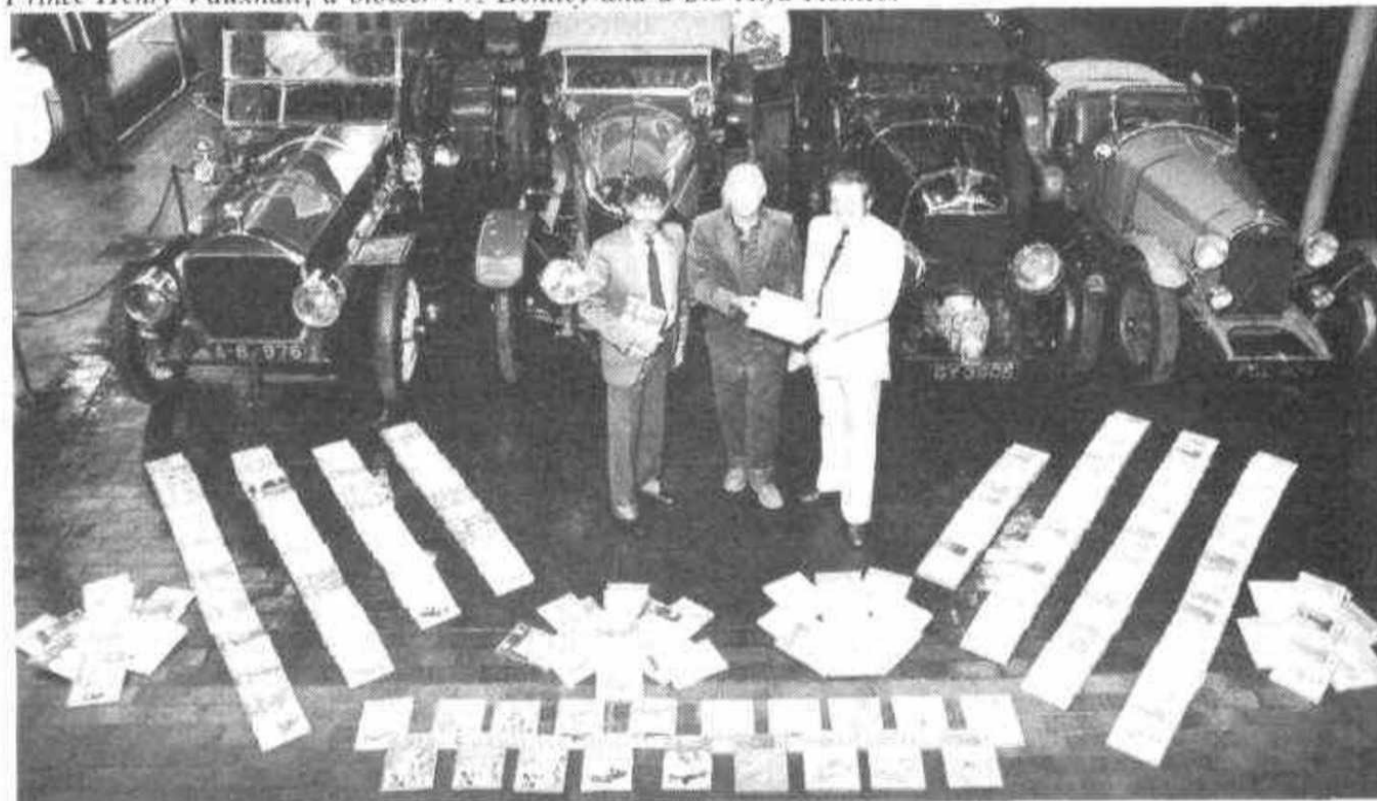
"Sports Cars" by Cyril Posthumus and David Hodges comes in Hamlyn's Automobile Library series and is an excuse to hang some well-chosen words and specifications on Malcolm Ward drawings of many famous sports-cars of all ages. The page size is 11¼" × 8½", colour is used, and over 180 significant cars are thus rather superficially listed, at a charge of £8.95.

If you feel like spending part of the New Year modelling cars of several scales and of some unusual makes and models, information will be found in "How to go Car Modelling" by Gerald Scarborough, which PSL of Cambridge publish at £6.95. The author discourses about plastic and metal kits, model-car racing, etc., but essentially the theme is how to do it. The scale plans include a war-time Crossley tourer, Brooklands Riley 9, K3 MG and 1957 V12 GP Maserati, to 1:32 and 1:43 scales.

Graham Robson's "The Rover Story", from the house of Patrick Stephens, has gone into a fully-updated second-edition, priced at £9.95.

Those who love or hate the Jeep will be enthralled with the extremely comprehensive

UNIQUE OCCASION. Kenneth Ball (left) and John Haynes (right) present Lord Montagu of Beaulieu with over 500 D.I.Y. car manuals from their respective houses, Autobooks and Haynes Publishing Group, for the National Motor Museum's reference library. The cars in the rows behind are, l. to r., a 60 h.p. Napier, a Prince Henry Vauxhall, a blower-4½ Bentley and a 2.3 Alfa Romeo.



coverage of this war-time favourite, in a big work called simply "The Jeep", by Jean-Gabriel Jeudy and March Tararine. It is part of the Warne's Transport Library series, translated in this instance by Gordon Wilkins, and is fine value at £12.95. The pictures alone, some in good colour, of every sort of Jeep in almost every conceivable Jeep situation, make this a desirable possession — all 272 9" × 9½" pages of it.

Those intending to tour France in 1982 should possess themselves of "French Leave 1982/3" and "France à la carte", two guides to the delights of French food, wine and scenery.

These energetic little guides are the work of Chiltern House Publishers Ltd., Chiltern House, Amersham Road, Amersham, Bucks., HP6 5PE, a one-man private venture which is launching its new edition of "French Leave" after only a year in publishing. The book costs £3.95 and the other guide £2.50.

Competition Ferraris have been well documented, in many fine books in recent and more distant times. Now comes a beautifully-illustrated work about "Ferraris For The Road" by Henry Rasmussen, published by the Haynes Group from Yeovil for £16.95. In 128 landscape-sized pages 270 fine pictures (125 in colour) of all the road-prowling motors from Marenello, starting with the Spyder California and the Berlinetta and running through to the 246 GT Dino and the 512 Boxer Ferrari, concluding with the 308 GTS. This book first appeared in America in 1980 and forms one of Haynes' "Survivor Series". The white type-setting is not to everyone's liking but the pictures make up for it.

Apart from the several books relating to the Schneider Trophy seaplane races, which we reviewed last month, a pictorial coverage, edited by David Moldon, is available from Schneider 81, The Studio, Whaddon Lane, Owlseybury, Near Winchester, Hampshire, for £2.85, plus 50p. for postage. It contains more than 100 pictures in a magazine-size soft cover publication, all of which are fascinating and many new to us. Pages from contemporary newspapers, cartoons of the pilots, engine drawings, etc. add to the appeal, and Rolls-Royce folk will find much to interest them therein. — W.B.

Letters from Readers

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

Controls on Formula Racing

Sir,

In your leader of November 1981 devoted to record breaking you made a remark that piqued my interest, namely that you "deplore any control of technical development in F1 racing or record breaking..." I realise that the mention of Formula 1 was in the nature of an aside, but I believe its inclusion in this context deserves some comment.

It is late in the day, I believe, to argue that there should be little or no technical restriction on Grand Prix racing, or Formula 1 racing as it is generally known today. In fact, this kind of racing has been technically constrained in one way or another during most of its existence, the term "Formula" coming into use in the late 1940's to describe the rules to which Grand Prix cars were to be built.

A good case can be made that these technical restraints (sometimes on weight, usually on engine capacity) add greatly to the interest of Grand Prix racing. They allow the engineering enthusiast to study, analyse, discuss and argue about the ways different designers have tackled a given set of rules. Also, by assuring that there is some consistency of car performance, they lend meaning to the World Championship for Drivers which there is every reason to hold chiefly responsible for the huge worldwide popularity of Grand Prix racing today. If correctly conceived, the Formula 1 rules can and should also contribute to the protection of the driver from injury in the event of a crash.

If we accept that some technical constraints are desirable for the reasons mentioned, we then turn to the nature of these constraints. When we do so, we find that in recent years they have not been worthy of the technical level the sport has achieved. The chief engine restriction, that of a displacement limit, has been arrived at empirically rather than by analysis. This is true of all the Formula 1 rules that have been used since World War II, including the present one, which arrived at 3-litre unblown engines as a result of a transatlantic compromise and pitted against them supercharged 1½-litre engines which were to have been derived from the unblown units of that size left over from the 1961-65 Formula 1. It was an expedient Formula which is in no respect able to cope with the demands placed upon it by the performance potential of the turbo-supercharged racing engine.

The Concorde Agreement which now governs Grand Prix racing extends through the 1984 season. If new regulations are to come into effect in 1985 — as must be thought highly desirable by all who are associated with this sport — the deadline for their agreement, under the FISA stability rules, is October, 1982, less than a year away. After a run of nearly two decades, the present Formula 1 is well deserving of retirement. It is time to open the debate on the form the next regulations should take if they are to achieve the goals of driver protection, close and competitive racing, and meaningful technical evolution. I hope that these columns could usefully serve as an initial forum in which possible alternatives may be presented and discussed.

When Formula 1 rules were last actively debated, in the Spring of 1980, Keith Duckworth

developed a flow-limiting metering valve as a means of providing near-equality of engine power and promoting the development of more fuel-efficient engines for cars. Ford supported this idea at that time, as indeed did most of the other auto makers with an interest in Grand Prix racing. I would suggest that Keith's concept must be a leading candidate for adoption as an important element of the new 1985 Formula 1.

Brentwood, Essex
KARL LUDVIGSEN
Vice President, Ford of Europe Inc.

Renault Reply

Sir,

Without wishing to enter into a political argument raised by your correspondent Mr. G. C. Potter (October 1981 issue), I must refute the statement that "some Renault seat-belts do kill because of their design".

This is absolutely untrue.

What your correspondent may be remembering is a report upon an inquest some time ago, following the death of a passenger in a Renault car who had suffered internal injuries as a result of "submarining" under the lap strap of the seat belt, during a frontal impact. This is a condition which can arise with any lap and diagonal seat belt configuration if the belt is incorrectly adjusted or if the wearer's seat is reclined.

Evidence presented at the inquest suggested that the seat belt had not been correctly adjusted at the time of the impact and the theory was put forward that this may have been due to the swinging link at the lower anchorage not having been pulled to the forward position. This was not proven, however, and the coroner did not find that this unfortunate fatality was attributable in any way to the design of the seat belt in question. It should be pointed out that the belt and its installation had been type approved by the authorities both in France and in Great Britain.

Notwithstanding this, the Department of Transport have expressed the view that the swinging link type of anchorage does require some attention on the part of the user to ensure that the belt is properly adjusted when worn and a number of manufacturers — Renault was among the first — have consequently discontinued its use. I would emphasise, however, that any seat belt configuration, properly worn, provides a very much higher degree of protection than no seat belt at all and to use isolated incidents of fatalities involving the wearing of seat belts in arguments to discredit their use can only be described as grossly irresponsible.

Renault UK Ltd., London
TOIVO KAASIK

The Seat Belt Controversy

Sir,

Like yourself I have for many years opposed compulsory seat belt legislation and not always for the same reasons as yourself. I must however take issue with reader V. P. Geoghegan who is a victim himself of the "generalisation habit" of which he accuses you. I have two close relatives and one equally close friend who are alive today *only* because they were *not* strapped to their vehicles which were crashed beyond recognition by heavy lorries in two entirely separate incidents. The police evidence and photographs support these claims which I can assure Mr. Geoghegan are very real.

It was this close association with death that convinced me that no-one should be *forced* to belt up. In fact I am of the firm belief (shared by many eminent psychologists) that if cars were glass fronted so that drivers knew any sort of shunt would be dangerous, then accidents would go down drastically overnight. If Mr. Geoghegan studied the motorcycle headgear situation he would have noticed that accidents rose by 31% after the introduction of the headwear bill. It needs little imagination therefore to appreciate that since the ratio of deaths to accidents is fairly proportioned the saving in lives by headgear is almost certain to have been wiped out and the rise in accidents likely to increase. The latest statistics given this week for Sussex bear this out.

What price democracy Mr. Geoghegan? And will your conscience allow you to sit back and watch the Yorkshire Ripper languish his life away (at least he's still alive) and yet permit hundreds of innocent people to be killed by wearing belts against their wish and better judgement?

Let's face it Mr. Geoghegan, no matter how much of a cynic you or I may be we cannot escape the fact that people do get drowned or have their necks broken by seat belts and that no matter how few they may be, we have no right to condemn them to death simply for a belief. As for the alleged saving in lives? Largely a myth, but I would not discount the injury statistics, I would simply say that there are much easier and more politically and humanly acceptable ways of achieving the same results but less painfully and dramatically.

Horam, Sussex
HAROLD E. PARKIN
[This correspondence is now closed — Ed]

Golf Grumbles

Sir,

When MOTOR SPORT has space to publish a reader's letter complaining about a squeak in his five-year-old MG I feel all must be well in the motor industry. So I thought you might like to hear about my experience with that wonder of German technology, the GTi Golf.

Strongly influenced by your review I took delivery of a new 5-speed model in August last year. It's a delightful car to drive with an excellent combination of acceleration, roadholding and accurate steering. But is not immune to niggles — window winder fell off in the first week, the plastic dashboard vibrates, the seat belt boxes rattle — and it's let me down more times than any previous car, bar one. The major disorder was total clutch failure at 12,000 miles. Although within the warranty period, VW pointed to the clause excluding brake linings and the clutch from their warranty and refused to put one penny towards their dealer's bill of £140.00. VW also refused to enter into correspondence, referring me *via* a duplicated letter to my dealer who, naturally, is not authorised to make warranty decisions. I had written explaining the circumstances and pointing out that the car had not been rallied or used for towing and that in 20 years driving in vintage and modern cars and motorcycles, often doing 40-50,000 miles a year, I had never experienced clutch problems. A telephone call to the VW Customer Relations Department still did not elicit a confirmation or denial of the unusualness of such an early failure, but brought forth the comment that "the GTi has a very powerful little engine". So it ought to have a very powerful little clutch, but it doesn't. Two VW dealers have confirmed that the life of the GTi clutch is only around 15,000 miles. So *caveat emptor!*

The other disappointment is the fuel

consumption. Driven over the same combination of city / country routes as a 3-litre Capri in which I did 50,000 miles, often as fast as the car would go and averaged 23 m.p.g., the GTi averages 25 m.p.g. but is driven more moderately and within the prevailing speed limits.

CHARLES HOBBS

London

Solihull sulks

Sir,
I write to you with some suggestions as to why BL do not sell the same number of cars as their competitors.

I purchased a new Rover 2600S in March of this year, I was promised by the dealer that a letter would come from BL within the next 30 days giving me details of my supercover for the second year. Yes, you have guessed no letter came, and after repeated requests to my dealer I have still had no letter giving me my second year's option and it is now November.

As to the car itself it was delivered with the following faults:

1. Sunroof required realigning as paint was scuffing on internal components.
2. One sidelight not working, faulty wiring.
3. Excessive wind noise around nearside front window.
4. The delay action on windscreen wipers was not working.

The above I know are minor problems but in my opinion should not be there on a car costing nearly £9,500. Two months have elapsed and the following problems have to be rectified:

1. New thrust bearing in clutch.
2. New windscreen wiper motor.
3. New throttle return spring.
4. Realign exhaust heat reflection shield.
5. New discs.
6. Realign hand brake cable.

The above are not minor problems, and when this month it is being fitted with a new servo unit and the steering needs to be tightened, one starts to wonder what else will go wrong, especially in the second and possibly the third year if I can afford to keep it that long when I might have to start paying for repairs. Incidentally mileage is only 10,000 miles, and I must say I like Rover sense of humour in putting in a mileometer that reads to 999,000 miles. Who do they think they are kidding?

Hopefully your excellent magazine which I have been reading for 17 years now, can offer some solution to why BL produces problem cars. My friends just laugh at me and say "Well you bought BL!!"

After reading about my problems would you buy a Rover? and please BL what about my supercover?

PAUL G. HINDLE
Preston, Lancs.
[The editorial Rover has covered some 70,000 reliable miles so far, but did suffer some teething troubles early in its life. — Ed.]

The BL "Standard Squeak"

Sir,
How enlightening it is to discover that BL have invented, researched and fitted to their cars (at no extra cost) a "Standard Squeak"! (Clive Purnis' letter, November issue). I can assure him that his experience is not unique (as far as possessing the squeak is concerned).

I own a 1977 MGB GT whose progress along the roads is accompanied by a variety of creaks, squeaks and rattles: like Mr Purnis, I am prepared to go to considerable lengths to try to silence these noises. The intermittent sizzling from the top of the gear lever in third usually responds to tightening the knob: a rattle from the

front of the engine goes when you change the water pump (I have done that three times now). A chattering comes out of the fresh air vents which has so far eluded me, but I was proud to track down a sort of chiming noise brought on by bumpy roads to the torsion spring inside the reclining mechanism on the drivers seat.

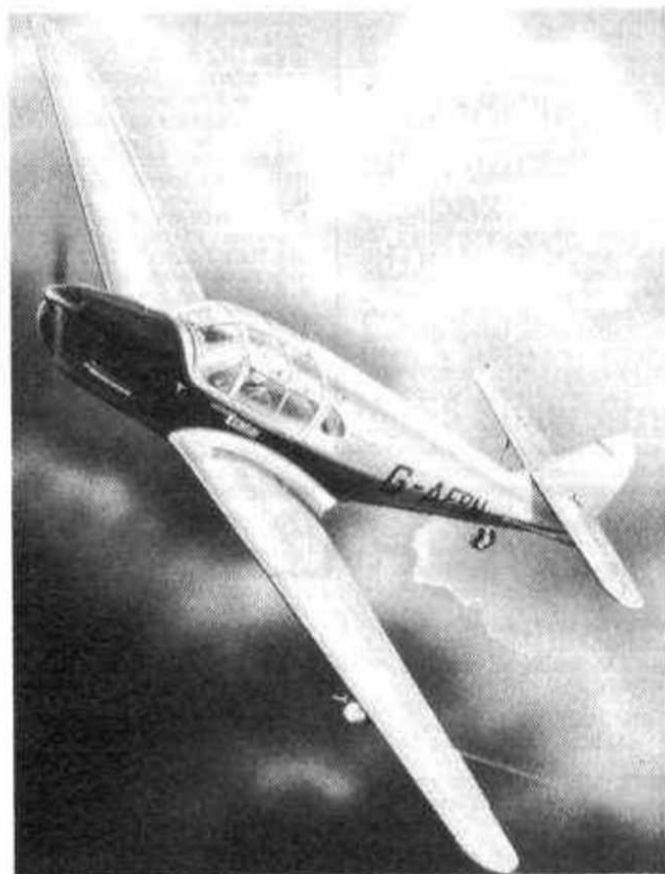
I also have a nearside rear shock absorber with a BL Standard Squeak, and I am indebted to Mr Purnis for his letter which has saved me the bother of ordering a new one from Unipart. I think I will try the simpler solution of turning the radio volume up.

Finally, I should discredit the assertion that BL are mean enough to restrict the Standard Squeak to the MG marque. A year ago I went to a funeral in a Daimler limousine — that was the only noise it made and it came from the nearside rear.

Crewe, Cheshire Dr. ANDREW MARTIN

Air Mail

Sir,
May we, through you and your readers good offices, see whether we can unlock any history or trace of our former property, Messerschmitt "Taifun" G-AFRN?



We know its pre-war build history and still have its flight log up to early 1941. First it was based at RAE Farnborough and was flown regularly by a W/C Elwy Jones from 28/3/41, while based at Andover, to such aerodromes as Aston Down, Cosford, Fernhill, Llandow, Kemble, Little Rissington, Lyneham, St. Athan, Boscombe Down, Hullavington, Hawerby, etc.

Aircraft of the Fighting Powers, 1943, depicts a 108 in camouflage and roundels, and has the added designation of "Aldron". It has been suggested the "Ald" is from Aldington — if so, who was "Ron"? Why was this designation thought necessary!

Post-war reminiscences say the plane was based at Fairoaks, Woking. It had a forced landing in France shortly after the war, and spent some time out there having the undercarriage repaired after its encounter with an anti-aircraft ditch. The French repairing company made replica / under licence 108's? The plane was sold to a Swiss private mail company?

I hope the enclosed photograph of a painting we commissioned, based on pre-war literature we hold from the time when this Company was the Messerschmitt concessionaire, may evoke more than a little admiration for an outstanding design.

If that's too easy, we hold the flight log of a de Havilland Hornet Moth, G-AFRE and know nothing about that plane at all, other than post-war it was also based at Fairoaks.

Isleworth, Middlesex J. T. ALDINGTON
AFN Ltd

Rolls-Royce Engines

Sir,
Regarding your review of the Schneider Trophy book, with particular reference to the connection between the Rolls-Royce Ghost car and the aircraft engines. It would appear that this is a garbled version of some information in "The Power to Fly" by Setright (page 47).

When R-R was pressured into the aircraft engine field they took the Ghost engine as a basis and put the OHC top end on, as lifted from Mercedes. This resulted in the Hawk. It was put aside as a more powerful engine was required. R-R considered the best solution was to double up the Hawk into a V12 and in addition, increased the stroke from 4 3/4" to 6 1/2" — giving a motor of 20.32L which was in fact, the prototype Eagle — 225 h.p. on the bench. The engine was of course progressively developed into the Eagle VII. The Hawk-Eagle and Falcon were designed in that order. But they were built in the sequence of Eagle, Falcon and Hawk. The latter, of course, was an outstanding success in "Blimps".

It would appear that this is the explanation of what appeared to be a ridiculous statement, as reviewed.

Potters Bar, Herts. W. R. FINCH

[I apologise if I have done the author of "Schneider Trophy Aircraft" an injustice. I did not consult Mr. Setright's book but formed the conclusion that there is really no connection between the 1906 40/50 h.p. Rolls-Royce car engine and the 1915 Rolls-Royce Hawk aero-engine, the former a side-valve six-cylinder, the latter an overhead-camshaft engine, with different water jacket arrangements, as copied from Mercedes. — Ed.]

A 1951 Mk VI Bentley

Sir,
I have been a subscriber to MOTOR SPORT for 14 years and have had much pleasure in perusing its pages.

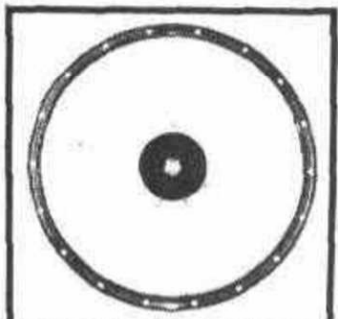
Could I please use a little of your space to try and find some information about my car, its mileage and other history. It is a 1951 SS saloon Mark VI Bentley bought from W. M. Coupers in St. Albans, presumably in 1951. The chassis number is B358 MD and the engine number BM 179. The engine is the 4,566 c.c. full-flow version; the car has a standard gearbox, a sunroof, was black in colour with red and white pin-stripes, and has dark red upholstery with the rather unusual feature of a front bench seat; most were of the bucket type. The car was later sold to a young music teacher who took it to New Zealand in 1963, 1964 or thereabouts. I have owned it for the past 15 years. It is still a going concern.

Sedgwick, Alberta ROBIN PATTERSON
[Letters can be forwarded. — Ed.]

TAILPIECE



Ex-Citroën-Maserati specialist?



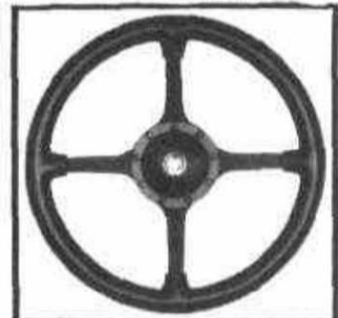
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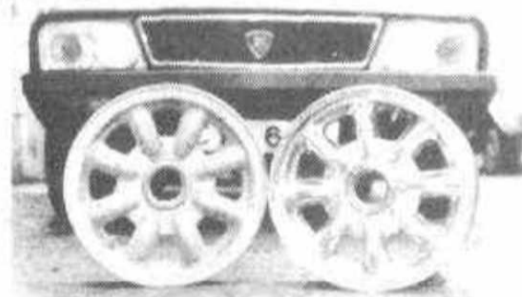
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in difference between 'Ordinary' and Dealers' top 'Book' price condition for 3yr. old car on trade-in
FINNIGAN'S WAXOYL



Ah! That smile on your face as you slide into the driving seat of your brand new car! A dream of a car. Breath-taking! (So is the price!) But if your traded-in pride and joy is Waxoyl-proofed, that's something else to make you glad. For, with every pound you gain in Dealer's top 'Book' price over 'average' 3 yr. old condition price, helps cut what your new car's cost you. Could be quite a bonus. Up to £600 in fact. Which should please you greatly! (Perhaps you might care to check comparative car prices?) **Built-in lubricant**, yet another Waxoyl bonus! Livers up old car. Engines 'pull' better as sprayed plugs and distributor dispels water. 'Tired' electrical insulation revives!

How Waxoyl holds 'Showroom' Condition

'Showroom' condition means simply, that (barring accidents) your car stays equal to proud display on top-class Dealers' sales floor. Possesses quite remarkable road worthiness. Promises all round driving pleasure. *And passes rust scrutiny test with flying colours!* Waxoyl holds key to 'Showroom' condition. Kills dead existing rust rot. No car age limit so long as metal polarises to Waxoyl. Makes safe load-bearing chassis members, suspension, jacking points, shock absorbers, every rust trap in entire vehicle system. Future rust attack no longer a problem.

Up to £85 plus VAT at Rustproofing Centres

Professionals charge mostly for labour. Do-it-Yourself at **ONE TENTH** of cost (or petrol tank fill-up) with 'all-in-one-go' Waxoyl 'Jumbo' applicator works **FOUR TIMES FASTER** than any other known design. Easy as syringing your roses! Order 'Jumbo' with your Waxoyl.

Waxoyl 'Know-How'

To find out *why* even most expensive motor cars succumb to rust rot, Finnigan's stripped down both new and used cars. Found clues leading right back to body shell stage. Hence Waxoyl Spray Plan

covers every rust hazard from relentless production line assembly to fierce road conditions. Anticipates metal rusting behind paint cracks in prefab units suffering from chattering rivets, bolts, screws.

'Tadpole' Molecules

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

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

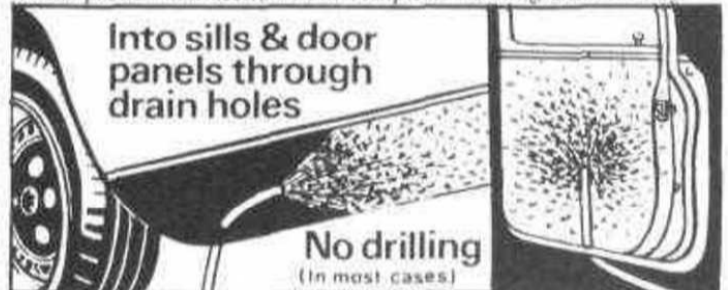


HOLD CAR IN 'PROUD OWNER' Condition ALL WAXOYL PROOFED AND RUST FREE!

No Hoist Needed

Easy and Fun to do! With Finnigan SUPER JUMBO Applicator

Min. preparation. No need to crawl-under car (in most cases) Suction end of Super 'JUMBO' Applicator feeds direct from Waxoyl can. Pull trigger to load up. Let fly! Hardly any contact with fluid. (Soft and smooth to hands anyway) Adjustable, wide-to-concentrated spray nozzle plus cranked extension speeds job at awkward access points. 5ft. Nylon extension includes 360° spray nozzle end of 5mm dia. probe for "sweat prone" box sections. All complete. Nothing extra to buy.



Into sills & door panels through drain holes

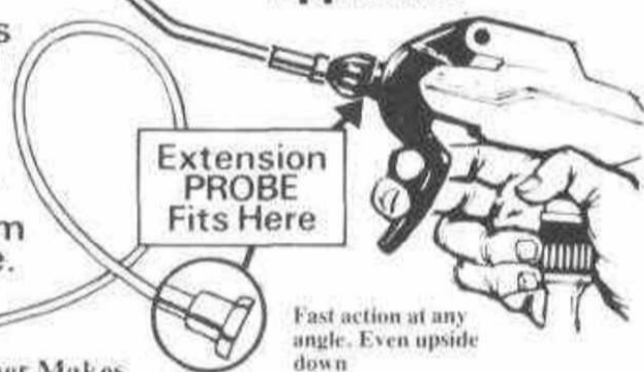
No drilling (In most cases)

WAXOYL

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Extension PROBE sprays ends & sides all round. No bare patches. Full 360° from 5mm dia. nozzle.



Fast action at any angle. Even upside down

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

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

One of world's biggest OIL COMPANIES says: "Of all rustproofers tested, ONLY WAXOYL KILLS existing rust"

ICI recommend WAXOYL for brine circulation pipes

Rust Knaws Upwards

Inescapable air moisture spews rust spores on metal deep in-below chassis and car body. Spores grow, multiply fast. Metal feeds its own erosion! Treachery spreads. Underframe rots. Box section condensation sprouts ghastly rust 'bubbles' on wings, doors, bonnet, boot lid. Brush-on rust killer? Useless. There's ten times more of the infernal stuff on UNDERside. Hidden! It's the very problem Waxoyl is designed specifically to solve! Low viscosity, and magnetic 'pull' seeps Waxoyl into every rust trap in entire vehicle system. Result? Waxoyl holds 'Showroom' condition. Virtually for entire car life.

Salt & Water Spray Tests

This sorts out rustproofers like nothing else. Swiss Gov't. Labs. put Waxoyl-coated metal strips along with those of other leading makes into withering spray tests in corrosive atmospheres. Raise temps to 40°C for two hours twice daily. Salt sprays for five minutes every hour. Continuously until rustproofers break down. Finnigan's derive modest satisfaction from Swiss report. As rival makes disintegrate, Waxoyl proves 'Metal unchanged'. Waxoyl rust Inhibitor CHASES OUT moisture from ferrous oxide rusting. Rival Inhibitors COMBINE with oxygen and water. Strength weakens. Activator

AA TESTS 1981 BEST BUY - FINNIGAN'S WAXOYL!

After comparative tests on various anti-rust compounds, the result was "THE KITS. A BEST BUY? Well, one of the main contenders for the title must be Waxoyl!" See AA Magazine, May 1981 for full report (copies available).

becomes exhausted (leeches out) like chewing gum eventually losing taste. Metal breaks down unless rustproofers renew treatment. Hence usual (recharged for) follow-up check. But no further attention with Waxoyl apart from Autumn Wheel arch "look-see". Like big world users, you too, can always trust Waxoyl.

Waxoyl holds 'Showroom' condition!

Why Big World Users Trust Waxoyl

Waxoyl Kills Rust with no come-back! (The only rustproofers that DOES, according to test results by one of world's biggest oil companies.) "Rust stopping qualities very good" reports Swiss Gov't. after Lab. tests. "Most satisfactory" says Chrysler Centre, Basle, Australia, N.S.W. "On Rover 3.500 coating still intact in corrosive sea air" Motor Magazine. "Remains active indefinitely" Westery Marine, Portsmouth. "Protection excellent on marine diesel oil tanks" (Tank bases standing on supports otherwise impossible to rustproof.) "Fantastic stuff" says Citroen Car Club Veteran Motorists Mag. "No sign of corrosion on '72 car, does inhibit existing rust" Autocar Mag. "One of cheapest, effective ways to protect a car" Chestedfield. "9 Yr. old Volvo looks less than half its age" Civil Eng'g. Polytechnic. "On Mole Valley Flood Scheme, base steel instrument cases in open countryside rust-free to date"

If Considering Other Makes

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

Year After Year Protection

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

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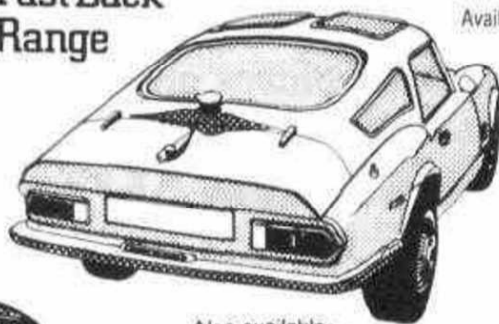
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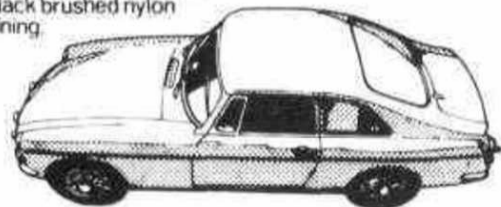


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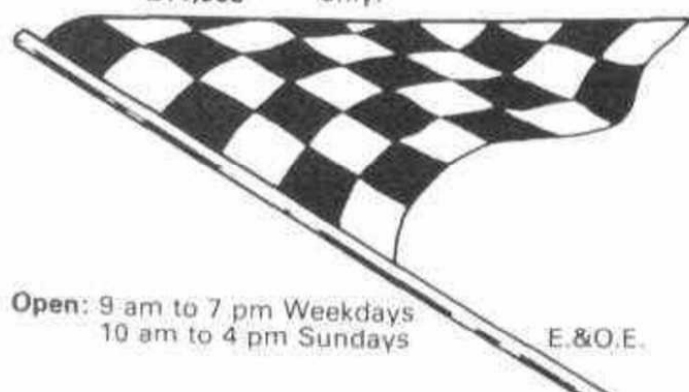
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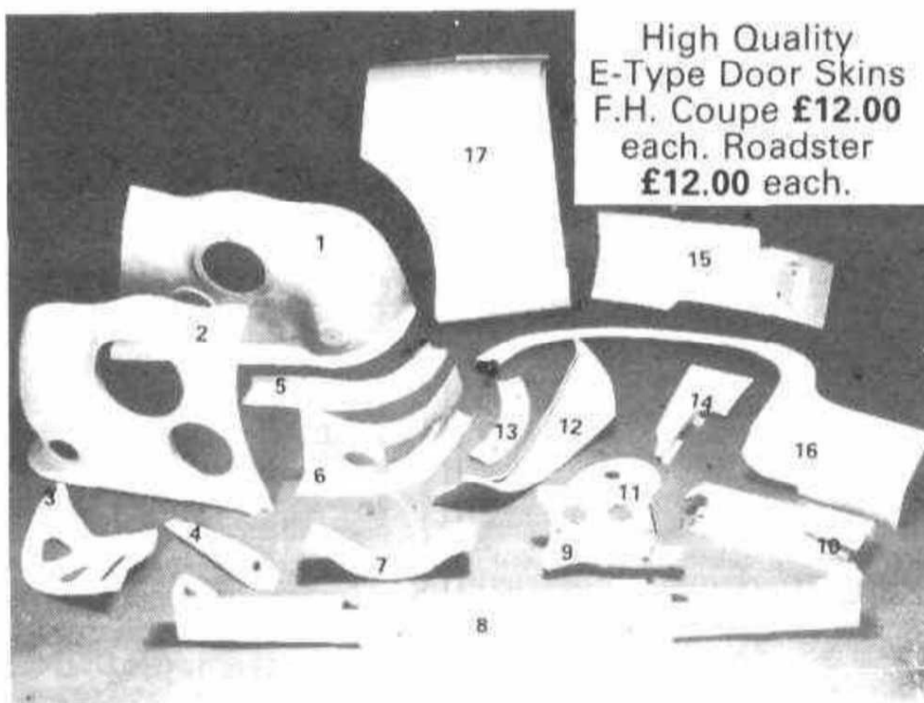
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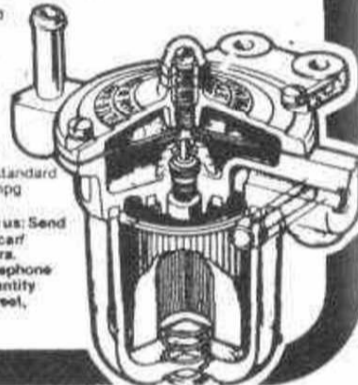
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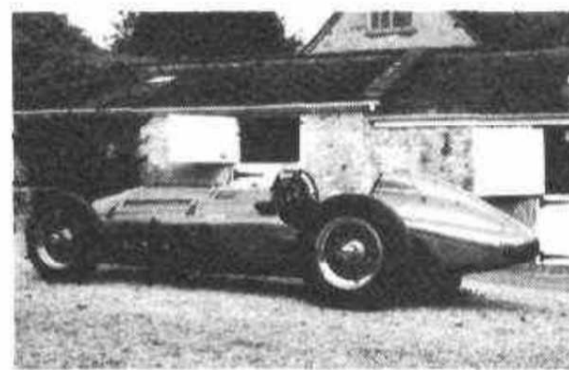
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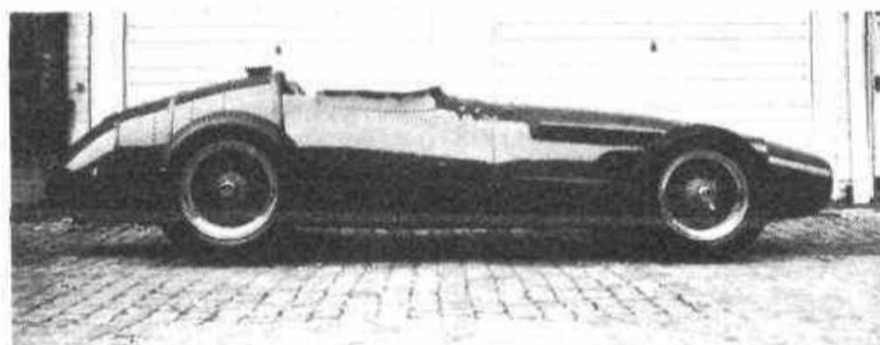
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1981 X ESPRIT II, white, hide, 1500 m	*£267	£11,750	1979 T ECLAT 2.0, yellow, 20,000 m	*£158	£6,950	1979 V RANGE ROVER, white, mint	*£90	£3,950
1981 W ESPRIT II, blue, 7,000 m	*£249	£10,950	1978 S ECLAT 2.0, blue, A.C. 20,000 m	*£112	£4,950	1980 V RENAULT GORDINI, e/w	*£199	£8,750
1980 V ESPRIT, silver, A.C. 14,000 m	*£226	£9,950	1977 R ECLAT, 2.0 yellow			1980 V PORSCHE 924, Lux, 5 speed	*£112	£4,950
1980 V ESPRIT, blue, hide, 12,000 m	*£216	£9,500				1981 W ALFA 2000 sln, red, alloys, s.t.	*£90	£3,950
1979 T ESPRIT, black, s.r. 19,000 m	*£181	£7,950	1979 T ROLLS ROYCE S/Shadow, gold,	*£590	£22,500	tints cloth, 4,000 m	*£99	£4,350
1979 T ESPRIT, silver, hide, 17,000 m	*£181	£7,950	27,000 m history	*£124	£5,450	1979 V TR7, h top, s/roof, blue, 12,000 m	*£90	£3,950
1979 T Srs. ESPRIT II, yellow, 29,000 m	*£176	£7,750	1980 W LOTUS SUNBEAM, black, s.r.	*£135	£5,850	1980 V TR7, convertible, silver	*£90	£3,950
			1981 W LOTUS SUNBEAM, black			1978 T JEEP CJ7, auto, pas, 8,000 m	*£90	£3,950

* MONTHLY LEASE PURCHASE PAYMENTS AVAILABLE TO COMPANIES, PARTNERSHIPS, SELF-EMPLOYED

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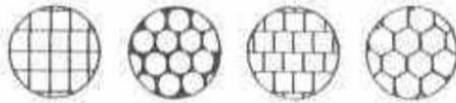
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Jaguar XK150 Convertible, 1957. Finished in carmen red with red leather/beige mohair hood. Very attractive. example. £7,750



Maserati Merak, 1976. 17,000 miles, Italian racing red/beige velour, air conditioning, radio/stereo, electric windows, etc. £7,995



BMW 633 CSI Coupe, 1978. Dark metallic blue, electric sunroof, vinyl roof, alloy wheels, radio/stereo, electric windows, etc. £7,995



Porsche 911 Targa Sportomatic, 1977 Model. Metallic ice blue, tan pinstripe interior, Pioneer radio/stereo. £8,950



Rolls Royce Corniche Convertible, 1973. Choice of three, one white with blue leather, one Seychelles blue with grey leather and blue mohair hood, the other black with magnolia trim. Priced at £18,900 each.



Rolls Royce Corniche Convertible, 1980. Ivory with light tan hide, 6,500 miles only, whitewall tyres, etc. Absolutely stunning appearance. £49,950
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1979 V MORGAN +8. Red, red leather, bonnet strap, door handles, luggage rack, 2,000 miles. **£8,950**

1977 +8 MORGAN. Yellow, Aluminium, green trim, XWX tyres, radio, 13,000 miles. **£7,950**

1979 4/4, 2 seater, green, aluminium, black leather, reclining seats, wire wheels.

1979 MORGAN 4/4. Red, wire wheels, bonnet strap, door handles, 4,000 miles. **£6,950**

ASTON MARTIN DB5. Interesting spec. and history, contact us for more details.

1980 SCIMITAR GTE. Signal red, 4,500 miles, radio, stereo, lady owner. **£6,990**

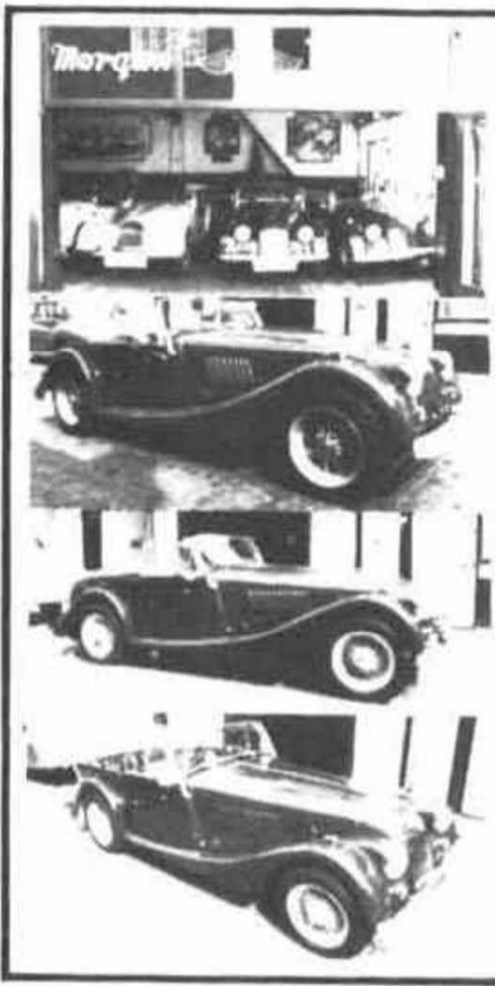
1980 FORD CAPRI, 3-litre. S, Solar gold, Locarno seats, tints, 30,000 miles, one owner, stereo radio. **£4,225**

1963 HEALEY 3000 Mk.II. One owner, chrome wires, o'd, green, immaculate. **£4,750**

1979 V LANCIA 2.0 Red, radio, 28,000 miles. **SOLD** **£2,950**

JAGUAR 1976 4.2 Coupe. Automatic, blue, black leather, radio stereo, a collector's item at only **£2,600**

1979 VOLVO V 343. Metallic light blue, 23,000 miles, FF sunshine roof, auto, all extras. **£3,400**



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Morgan, Morgan where art thou? I am here, my love, in the news awaiting your cheque book. The passionate exchange happened here in the mews quite recently and was nearly reported in the local paper by a ghost writer. With haste let us read the stock report for the month. A new **Morgan Plus 8** in signal red and aluminium body starts the ball rolling. This **Morgan** also has folding and reclining seats, headrests, tonneau cover and the interior is finished in black leather. Another **Morgan Plus 8** in signal red which has only done 4,000 miles from new is of 80 vintage. Another 1980 **Morgan Plus 8** is also supplied with folding and reclining seats although this one has the interior finished in stone leather. This **Morgan** has only done 3,000 miles. 1978 **Morgan Plus 8** with stone leather interior as well is finished in Nut Brown. This **Morgan** has matching hood and side screens. A carefully looked after **Morgan Plus 8** is all that can be said about this green 1974 **Morgan**. What a pity more of them don't come to us like this. It really is a pleasure to sell cars that are as good as this one. A yellow 1980

Morgan 4/4 2-seater with only 3,000 miles starts the ball rolling for the 4/4's. This **Morgan** is fitted with wire wheels, tonneau cover, bonnet strap, folding and reclining seats with headrests. 1979 **Morgan 4/4 4-seater** in signal red, black leather interior, tonneau cover, wire wheels, 4,000 miles from new. 1978 **Morgan 4/4 2-seater** in Royal Ivory, bucket seats. It also has a luggage rack and tonneau cover. 1968 **Morgan Plus 8** in Golden Yellow, black interior, wire wheels, tonneau cover, TR4 engine. 1977 **Morgan 4/4 2-seater**, signal red, wire wheels, tonneau cover, bench seat, aluminium wings and body. 1976 **Morgan 4/4 4-seater** finished in British Racing Green, wire wheels, tan leather interior, luggage rack. Another 1976 **Morgan 4/4 4-seater** in Royal Ivory, folding and reclining seats finished in black leather. We have also managed to obtain from the club some copies of the "70 Years Of Morgan Motoring". A pleasant little softback book covering the first 70 years of the Morgan Motor Company. Do you have a **Morgan** you wish to sell? Then give us a ring, you may get a surprise.

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FOR SALE—continued

1966 SCIMITAR, GT Coupe, straight six, very good condition, overdrive, stainless steel exhaust, wire wheels, tax, M.o.T. Summer B2, £1,000. Tel: Wentworth 3401. (92197)
ASTON MARTIN DB2 4 Mk III, sound, original car, steel sun roof, 3.8 Jaguar engine, gearbox and overdrive fitted, fun to drive, £1,200. Andrew Hodge, Tel: Slough 21432 (business), Farnham Common 4439 (home). (92198)
ASTON MARTIN DBS6, 1969, silver metallic, dark blue interior, auto, tax and M.o.T., new exhaust, serviced regularly, 60,000 miles from new, good original car, £3,500 o.n.o. Andrew Hodge, Tel: Slough 21432 (business), Farnham Common 4439 (home). (92199)
MG TD 1951, excellent condition, new hood and side screens, taxed, M.o.T. £4,150. Tel: Lincoln 750228. (92201)
ROLLS 20/25 Tourer body with rear wings, £1,000, also chassis, front and back axle with diff, log book, £550. Tel: Lincoln 750228. (92201)
1963 RILEY One-Point-Five, excellent condition, £2,450 o.n.o. or per boat similar value. Tel: Darlington 55847. (92202)
HISPANO SUIZA H6B, 1923 refashioned 1934 by Vanden Plas, page 175 Vanden Plas coachbuilders, two owners, offers, consider exchange for Rolls. Tel: Thirsk 23239. (92208)
ELAN S3 FHC, works flared arches, 175 13 Pirellis much spent, £1,395 o.n.o. Also Europa Twin Cam, 1972, JPS, moonroof, wide alloys, £1,695 o.n.o. Both collectable investments. Tel: Ottershaw (Woking) 4182. (92152)

FOR SALE—continued

JAGUAR MK2 1966, Old English White, blue leather interior, totally original and mint, genuine 60,000 from new, has always been used as 2nd car and has been cherished by me for the past 6 years. Webasto roof, new Dunlop tyres, exhaust, clutch, drives superbly and although has a 2.4 engine is surprisingly fast, this has to be one of the finest examples currently available, £3,750. Tel: 290 1511, 689 4317 (Bromley). (92204)
GOLF GTi 1982 model, just delivered, white, sunroof, alloys, tints, rear seatbelts, absolutely stunning, regrettable sale, £5,600 o.v.n.o. Tel: 103021 50094. (92205)
COOPER-BRISTOL 2-str competition car, HSCC Group 1 authenticated, also fully equipped for road use, competed by present owner over 10 years and ready to drive to next season's events, BRG with original Minirite alloy wheels, very authentic 1950s road-racer, offers around £8,000. Tel: 023-75 485 (Devon) or 0258 53686 (Dorset). (92153)
ASTON MARTIN DB5, 1965, an exceptionally fine original example of this superb car, finished in gold, offers around £7,000. Tel: 023-75 485 or 0258 53686. (92153)
LANCIA FULVIA S3, Reg. No. HEN 343N, in excellent condition, 59,000 miles, silver-met., sun roof, radio, new tyres, offers. Tel: Lytham 737216 evenings. (92154)
LOTUS ELAN +25, 1971, H-registered, R.H.D., low mileage example, looked after, new engine, £2,000, delivered UK. Details, Peter R. Ecury, Bosstraat 93A, Soest (Holland). (92160)

FOR SALE—continued

ROVER 80, probably the finest example in the country, 1960, 52,000 miles, o drive, original Motorola valve radio and tool kit, two tone dark blue/beige with red leather trim, and steel sun roof, an investment at £2,100. Tel: Hornchurch 47733 after 7 p.m. (92236)
COOPER BRISTOL Mk I, 1952, F2, raced in Lloyds & Scottish and Donington historic weekend, consider part exchange F. Atlantic or F.2 for Libra or Ferrari Dino. Tel: Tern Hill 229. (92235)
ALFA ROMEO GTV 2000, Strada version, electric windows, electric sunroof, Blue-Spot, radio, cassette, red with silver alloy wheels, T-Registered (March 1979), 27,900 miles, in very good condition. £2,850. Tel: 0293 515651 (office hours). (92233)
ALFA ROMEO, 2000 GTV, outstanding low mileage example, radio, long M.o.T. £1,495. Tel: Mogador 832030 (near Reigate Surrey). (92231)
1935 ALVIS Speed "20", 4-seater, open tourer, chassis-up rebuild, engine rebuild, body restored, rechromed, new tyres, 90% restored, offers around £5,000. Tel: Abingdon 21381. (92230)
CITROEN SM, rebuilt, as new, stainless exhaust, Bermuda green, £5,500. Tel: Norfolk 0692 80200. (92237)
JENSEN INTERCEPTOR, 1969, 6.2, tax and M.o.T., superb black coachwork, tan interior, low mileage, most of the history. Offers. Tel: Boston Spa 0937 843384 Yorks. (92226)
DAIMLER DART, SP250, exceptional condition dark blue with hardtop and tonneau £3,300. Tel: Market Harborough 62974 (0858 STD). (92225)

FOR SALE—continued

PORSCHE 911T, Targa 2.4, M-Reg, glacier blue, black trim, full history, 65,000 miles, truly superb, must be seen PCGB member £5,500 o.v.n.o. Tel: Bristol 875623 (after 6 p.m. weekends) for further details. (92229)
CITROEN SM, Reg. JIA 8524, private sale, silver grey, black leather, magnificent condition, £5,500 or best offer secures. Tel: Wymondham (057 284) 265 evenings and weekends. (92227)
MORGAN 4/4, 4-seater, 1977, red, superb condition, reduced to £4,900 for quick sale 0263 513985 or 0563 68352. (92223)
ASTON MARTIN DB4, silver/red interior, very sound, original, many bills, M.o.T. £3,500. Tel: Park Street 72734 (Herby). (92260)
LANCIA FULVIA HFS, £1,000 just spent on extensive rebuild, unused since, overseas posting forces sale, £1,000. Tel: 01-876 3558. (92262)
FRAZER NASH 1953, blue metallic £13,000, Austin Chummy, 1927, green, black £3,000, both in excellent and original condition. Tel: 01-348 5101 (business hours). (92264)
BRISTOL 406, 1981 concours winner, immaculate, pale grey with blue interior, 44,000 miles, £4,000 o.n.o. Exchange considered with 410 or 411 in similar condition. Tel: Tring 6892 evenings or weekends. (91158)
BMW 2002Ti, 1973, low mileage, tinted windows, h.r.w., four headlamp conversion (from n.w.), rust-proofed, therefore very sound and original, private sale, £1,375. Tel: Bourne End 24644 (Bucks). (91163)

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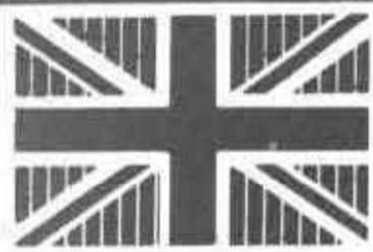
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4 brand new 2.8-litre convertibles,
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We also have one of the very rare 1981
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value at only £8,500 and fully
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adrenalin going. Brace of Taimars for
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factory car, been through our gentle
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TVR Taimar Turbo, maroon, neutral
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our 1975 TVR 3000M, white, brown vinyl
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Buccaneer, £3,500. A lot slower than a
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1972 TVR Vixen, yellow, brown vinyl
roof, radio cassette, beautifully rebuilt,
but most important of all fitted with



Lotus twin cam engine, £2,450. 1971
TVR Vixen, white, radio cassette, one of
the nicest little female foxes in captivity,
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continue to appear regularly from the
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metallic silver with metallic grey wings,
grey leather interior, wire wheels,
matching hood and sidescreens delivery
mileage only for sale at not un-
reasonable premium over list. 1980
Morgan 4/4 2-seater, nut brown, stone
leather interior, alloy body and wings,
wire wheels, 9 NOL registration number,
cute little number. 1977 S Morgan 4/4
2-seater, signal red, aluminium body,



wire wheels, luggage rack, 16,000 miles,
a New Year's Treat. 1971 Morgan 4/4
2-seater, Westminster green, (very
diplomatic) one owner, Brooklands
aero-screen, badge bar, tonneau cover,
swapped for 4-seater due to family
planning. 1969H, Morgan 4/4 2-seater,
Bugatti blue, 72 spoke wire wheels,
wooded dashboard matching its
woodrim steering wheel, black leather
trim, new engine fitted, twin side draft
Webers, very sporty little number. 1967
Morgan 4/4 2-seater, yellow, wire
wheels, woodrim steering wheel, first
ever 1600 cc engine Morgan, legal in the
USA, resplendent with new "Donald
Duck" hood to go with its Mickey Mouse
appearance. 1978T, Morgan 4/4 4-seater,
light orange, wire wheels, reclining and
folding seats, radio, not much mileage
due to dashing around small island.
1977 Morgan 4/4 4-seater, signal red,
wire wheels, luggage rack, 40,000 miles,
also fitted with Donald Duck hood, and
another old favourite with all here — it
keeps coming back. 1975 Morgan 4/4
4-seater, black, wirewheels, luggage
rack, bonnet strap, spotlamps, wing
mirrors, another old favourite that
doesn't seem to want to leave the nest
— which is another way of saying we
have had it a long time (bottled I believe



is the motor trade description). There's
honesty for you. 1968 Morgan +
4-seater, red, wire wheels, recently
refurbished by the happy chappies in
Cranfield, and a good solid example of
this most respected English Sportscar.
Not quite as respectable as our 1978
Morgan +4 Coupe, Westminster green,
black leather interior, wire wheels, one
owner from new, what will it take for us
to be parted from this car? I should think
about £8,000. 1975 Morgan +8, white, in
need of some TLC but attractively
priced. 1975 Morgan +8 metallic green,
brown leather, 7,000 miles, exceptional
condition, having had much TLC. 1976
Morgan +, silver with gunmetal wings
(popular colour combination these days,
black leather trim, recently arrived from
the far north and the last of our Morgan
stock this month. On the kit car scene
the Arkley winter season is in full swing,
so remember if you are thinking of
converting your British Leyland
rustbucket into a super, swift, eye
catching, traditional sporting, dynamic,
different, stunning, supercalifragalistic
expialadocious (have we said enough?)



Arkley SS then you had better order
ahead. The price at the moment remains
at £330 plus VAT but this will have to
be under review shortly. Should you wish
to convert your Mini into the same we
would advise that the Arkley kit will not
fit, but the Midas will do the job very
nicely, built by our good friend Harold
Dermott and costing £2,250 as a
complete body conversion kit you can
change your box like Mini into a
stunning, super car of the future. For
£6,250 you can have the Midas Super Kit
which comes complete with 1300 Metro

engine and is almost complete, with a
mere 10 hours minor assembling to
finish, should you wish to see and/or test
drive the Midas our demonstrator is at
your disposal. Others department —
kicking off with our first ever Porsche
928, 1979, white with their eye catching
check trim, air conditioning, stereo
system, P7 tyres, property of in-
ternational tycoon, now Morgan
mounted, and giving us all a taste for
Porsche motoring — similar price to a
new TVR Tasmin. 1979 Lotus Elite 503,
metallic blue, oatmeal leather interior,
one owner from new, 34,000 miles, part
exchanged by Insurance Wizard for new
Tasmin and presently being smoked by
our frustrated racing driver, Chris Alford,
please rescue it from his clutches at
£7,950. 1979V, MG Midget, black,
Lenham hard top with glass sunroof,
radio cassette, exceptional condition (no
the car, Nyshe, not you) £3,250. 1978 VW
Beetle Convertible, silver, radio
cassette, wide Rostyle wheels, 27,000
miles, poser's dream, at £4,950. 1978T
Datsun 260Z, gold, radio cassette,
exceptional fuel consumption con-
sidering performance, one owner from
new, a lot of car for the money, only
£2,950. 1974 MGB, muddy green, hard
and soft tops, Wolftrace wheels, mildly
tuned engine, tatty but cheap, £1,295.
1974 BMW 3-litre CSL, gold, alloy
wheels, Philips radio cassette, one
owner from new, one of the last CSL's
ever made, classic in every way, £4,250.
Since this is the month of January we
will be having a traditional January sale
and every car sold will be liable to a
large discount subject to there being no
part exchanges. In closing we would
wish everybody a happy and eventful
1982, especially to all our customers,
past, present and future. We would also
like to wish Marcus a happy First
Birthday and sincerely apologise to any
of our customers who have gone home
with large muddy paw prints all over
them, and please stop sending us the
cleaning bills — after all he is only being
friendly (a word of warning — his dad
Chris is friendly in the same way to all
our female customers!).



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XK120 DROPHEAD. In original condition, with new leather interior and new hood, wire wheels, a very pleasant car to drive. **£8,000**

Mercedes Benz 190 SL Roadster 1960. Hard and soft tops, white with red interior, rebuilt engine, new carburettor, clutch, exhaust, tyres, brakes overhauled, £2,000 spent over last 12 months, a 3 owner car with a genuine mileage of 53,200. **£6,000**

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XK150 DHC. Automatic, fully restored in our own workshops a year ago, black cellulose with black leather, tinted glass, stove enamelled wheels, silver, radio/cassette, 3 owner car in mint condition. **£12,500**

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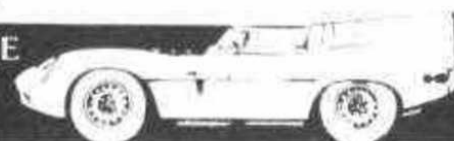
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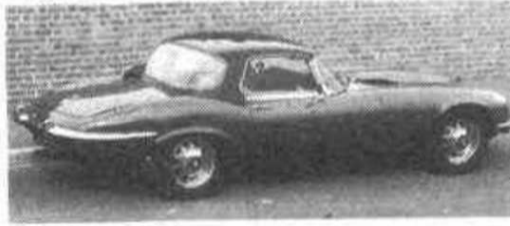
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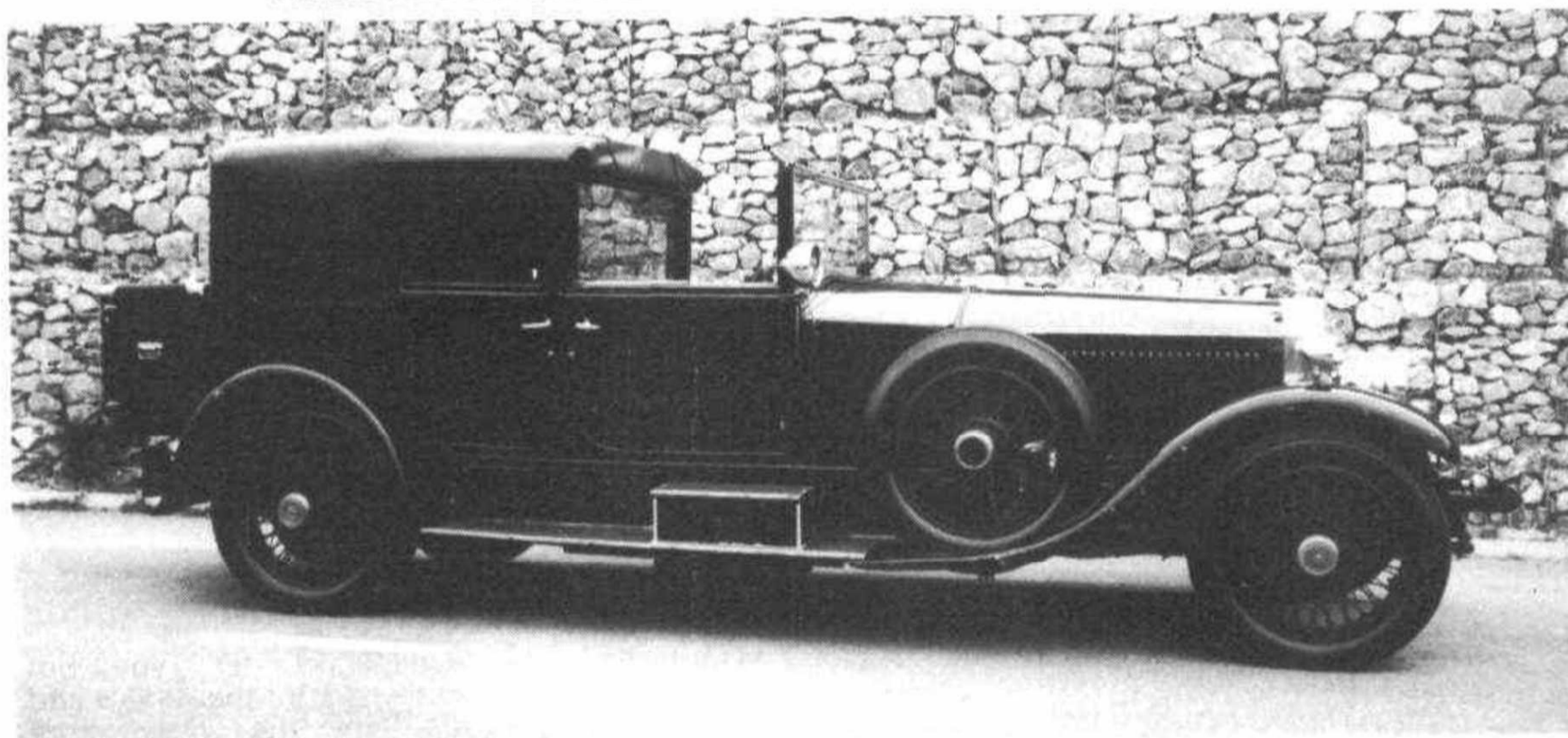


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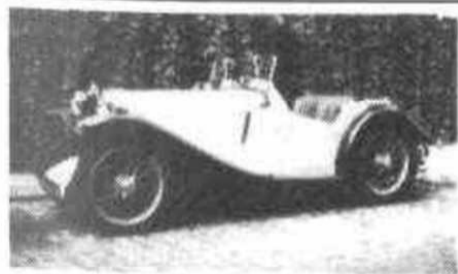
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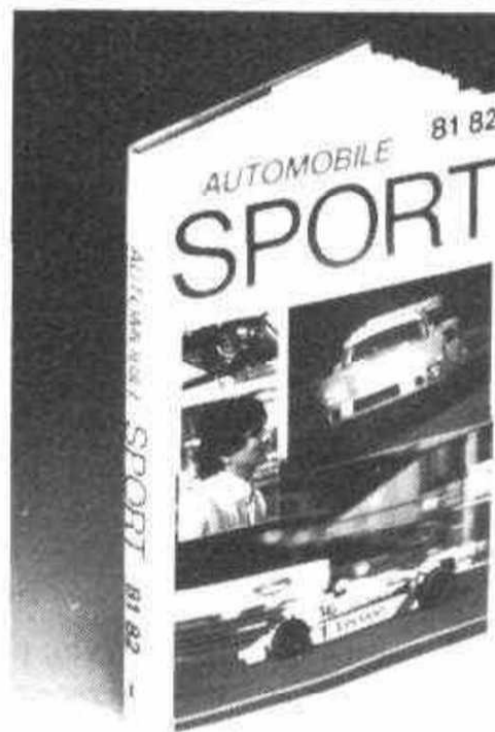
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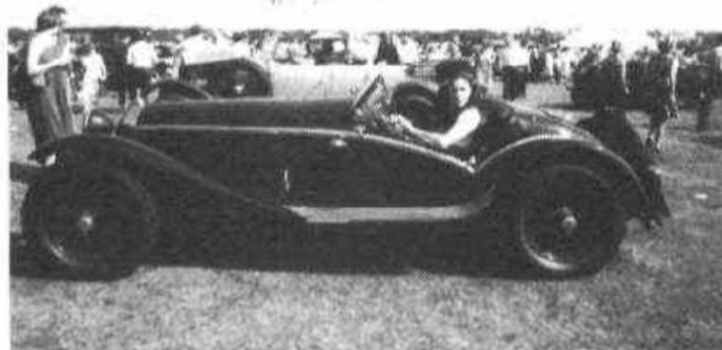
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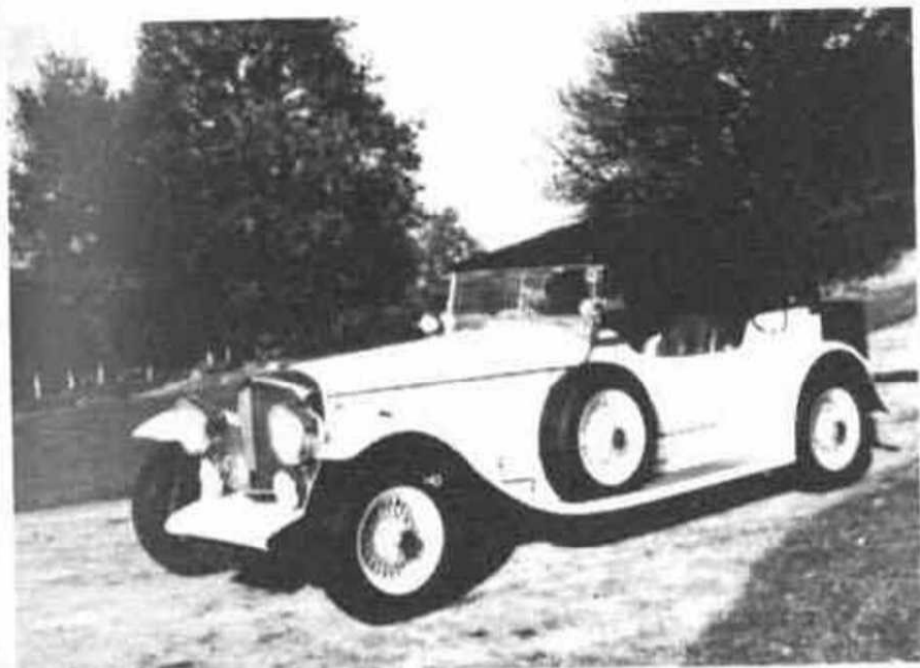
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MISCELLANEOUS

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CLUBS — continued

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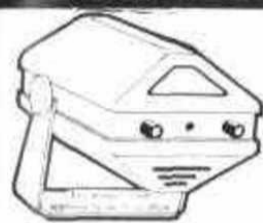
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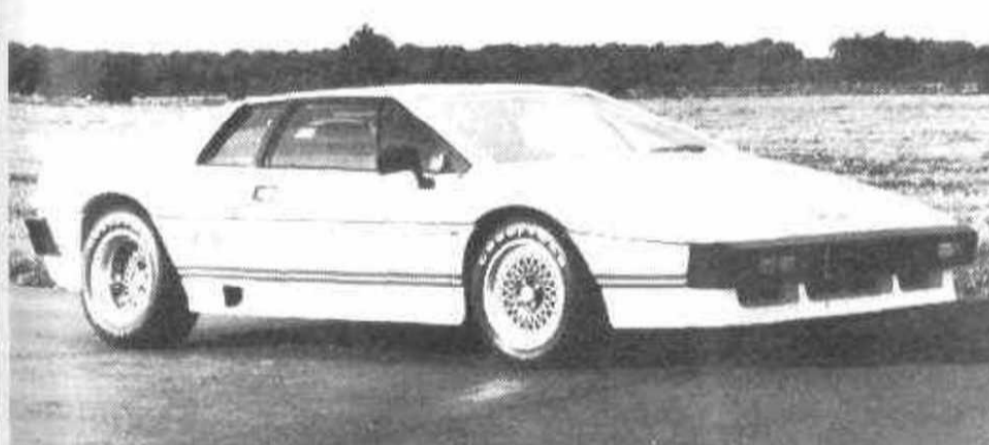
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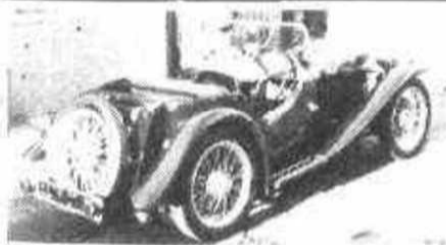
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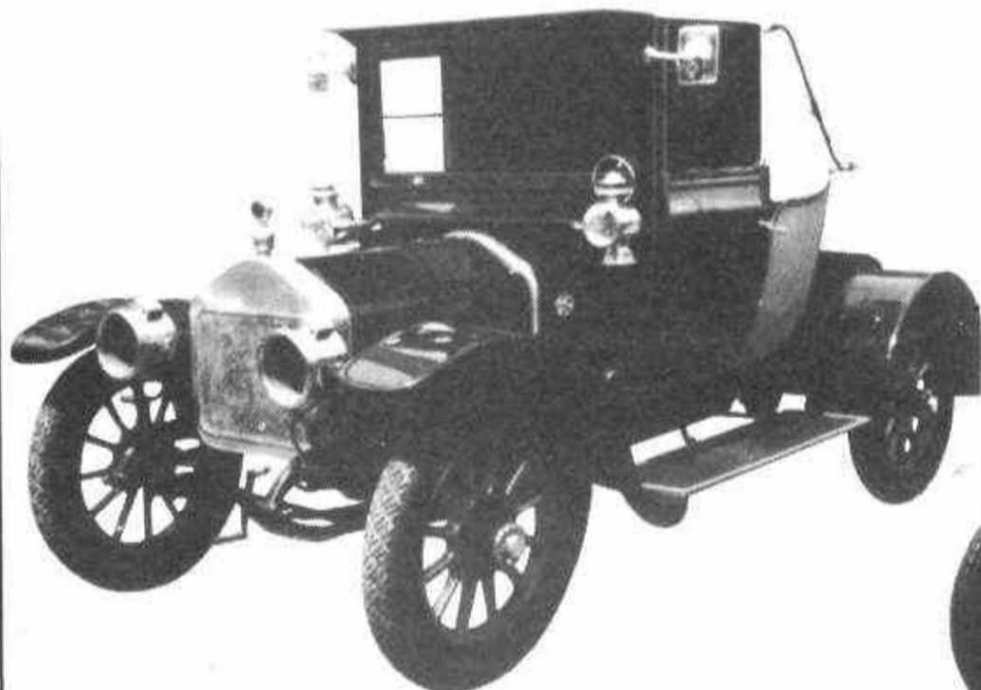
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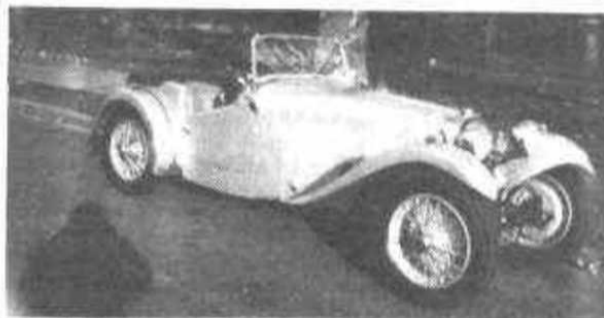
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For reasons which I may someday divulge in an 'Auto' biography, I found myself having to organise a sort of 'Mini Cavalcade' in London at the end of November. Anyone travelling around the Mayfair/Knightbridge area at 6 p.m. on November 23rd may well have witnessed the spectacle of my Ferrari Daytona Spyder, 7-litre Cobra and, believe it or not, the Lola T160 Can-Am (all below), being driven in convoy the length of Park Lane, across Hyde Park down to South Kensington. This was accomplished in complete ease; the only problems being fellow motorists discarding any lane-discipline in their efforts to have a closer look! This surely must be the ultimate test of 'tractability', and I wonder if I can claim a Motoring First for driving a 200 m.p.h. Can-Am car (legally) in West End traffic in the rush-hour!

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ALSO FOR THE 1982 ATLANTIC HISTORIC CHAMP.: 1968 PORSCHE 907 LE MANS — 'Long-Tail' Coupe; chassis 907006; this famous and unique Porsche achieved 2nd place overall and won the S/P class at Le Mans 1968. Beating the best-placed works 908 by over a lap; only this example of the 4 907's built survives in totally original condition, exactly as raced; all mechanical aspects, including the 2.2-litre flat-8 engine have just been stripped and checked over; the overall presentation is also first-rate; an unrepeatable opportunity to acquire a very important piece of Porsche — and Le Mans — history.



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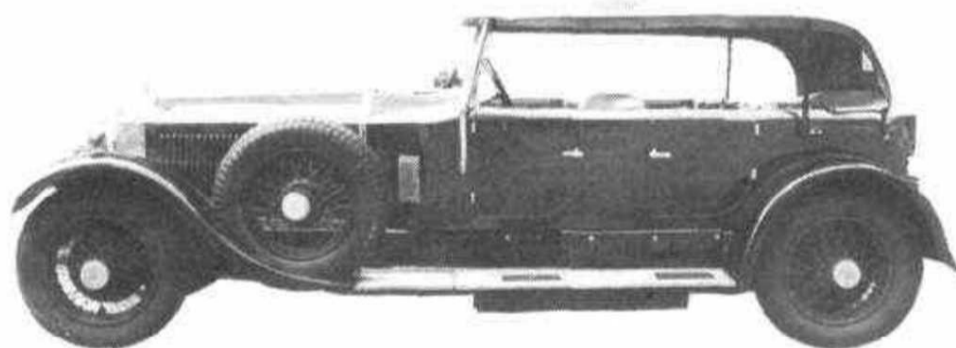
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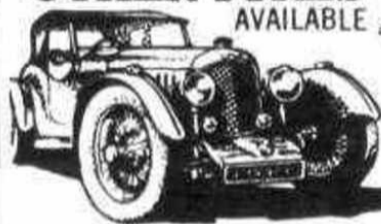
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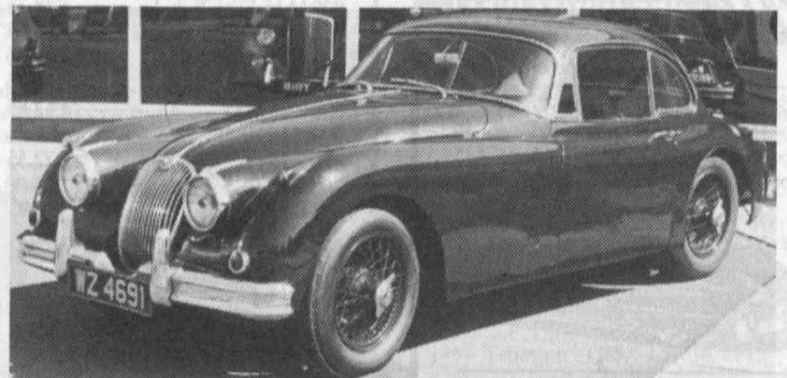


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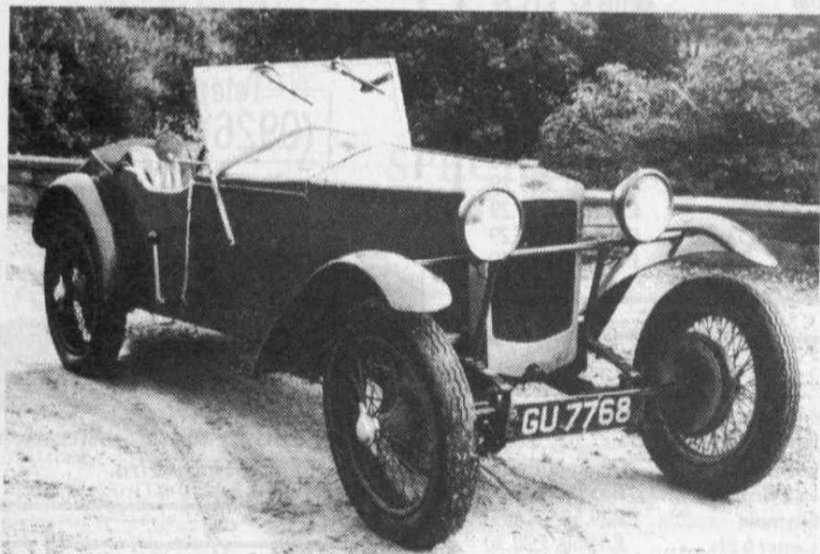
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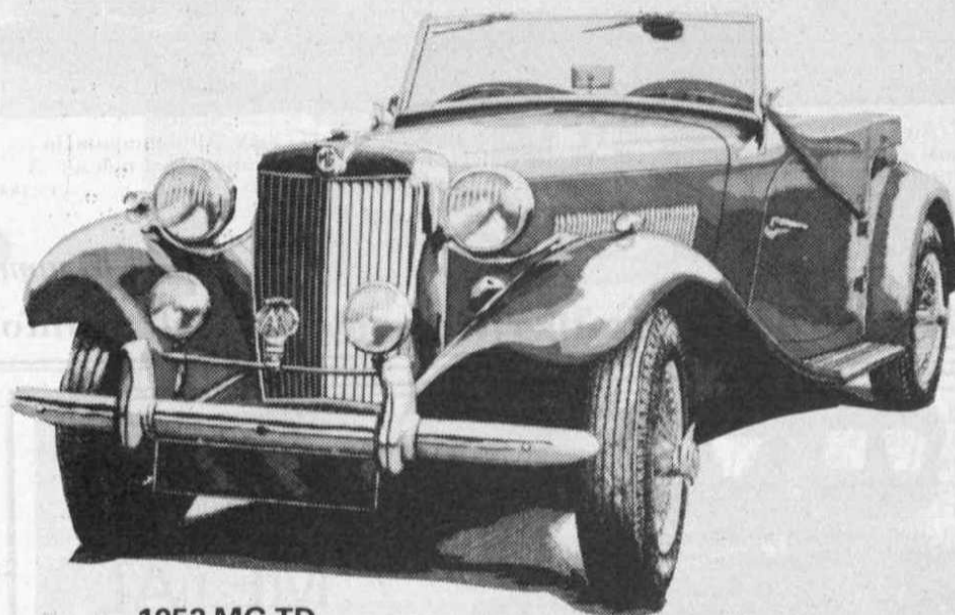
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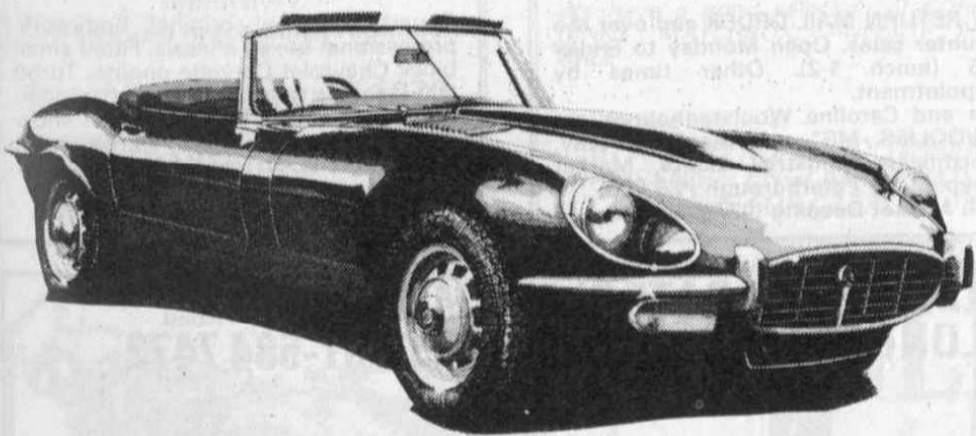
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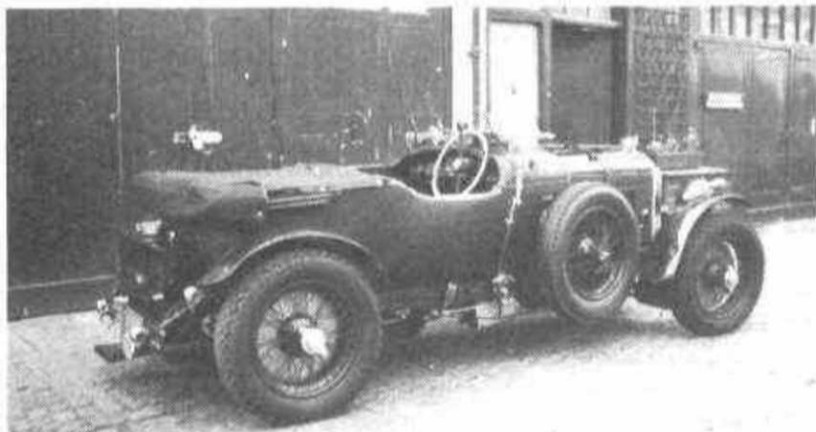


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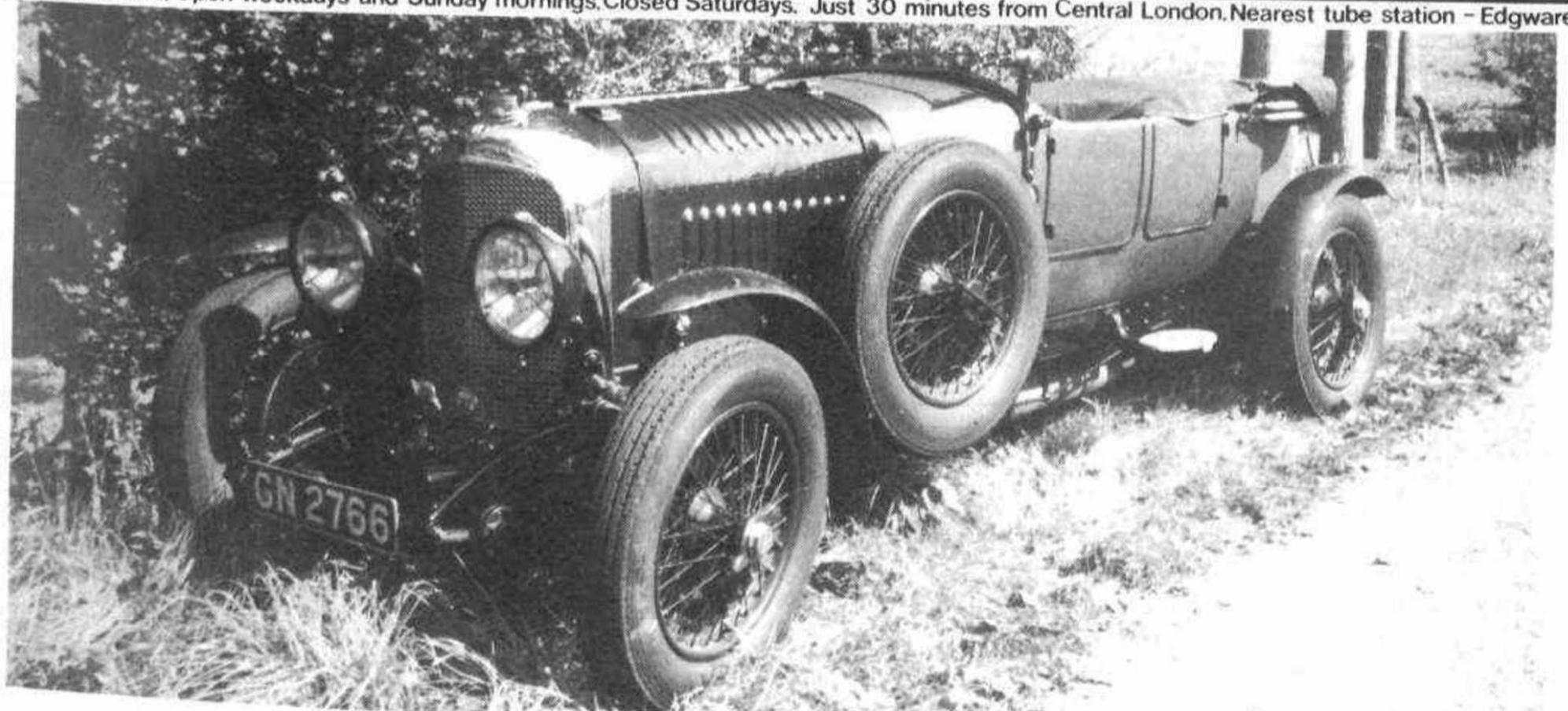
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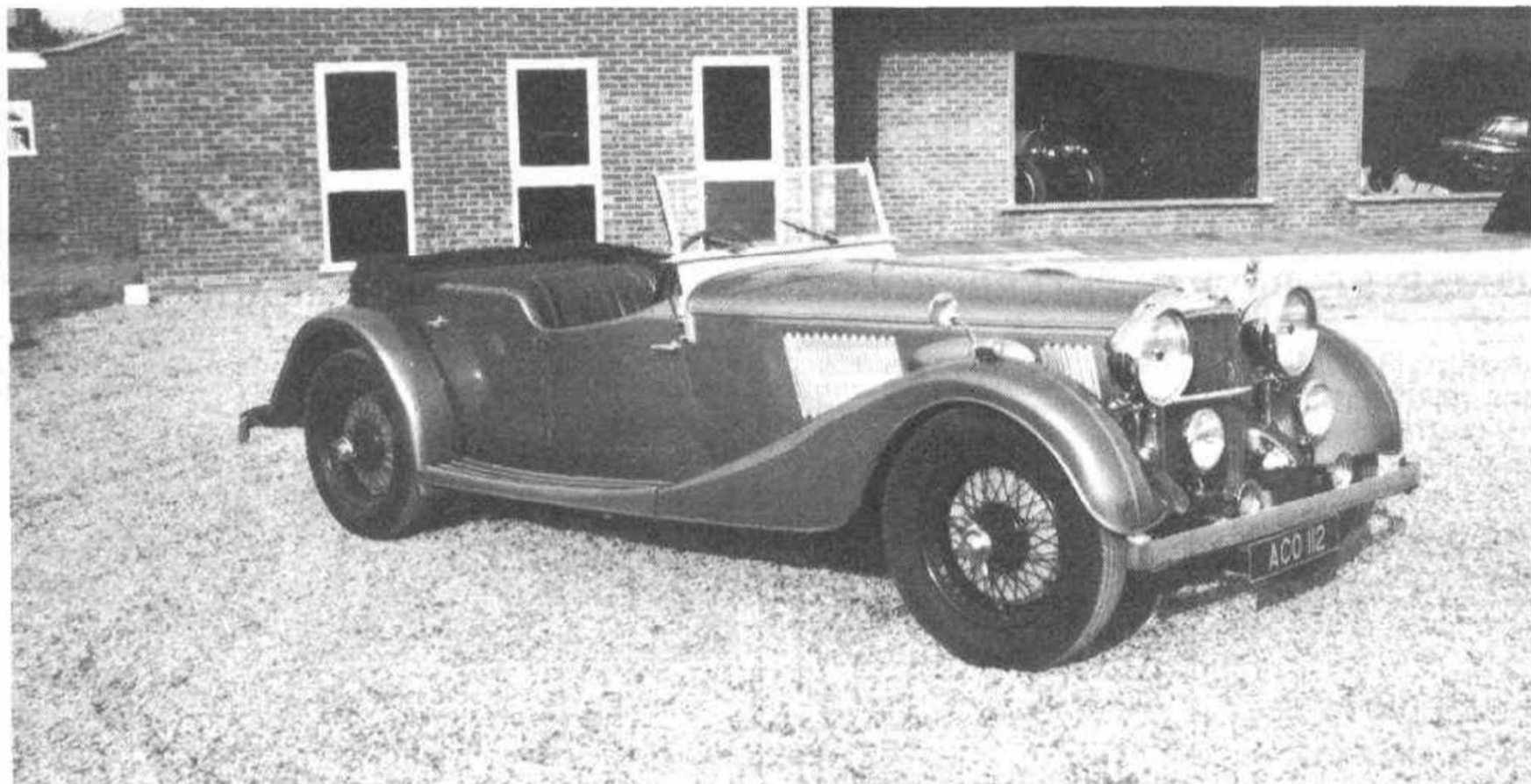
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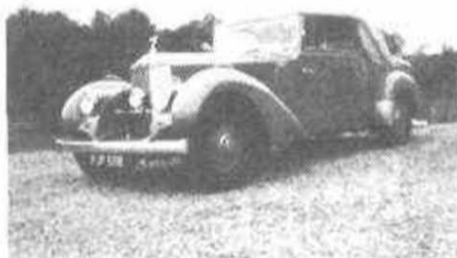
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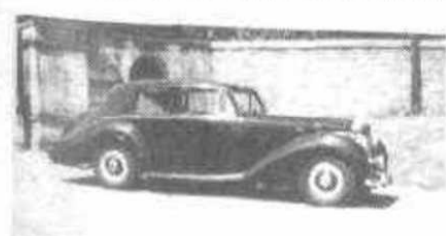
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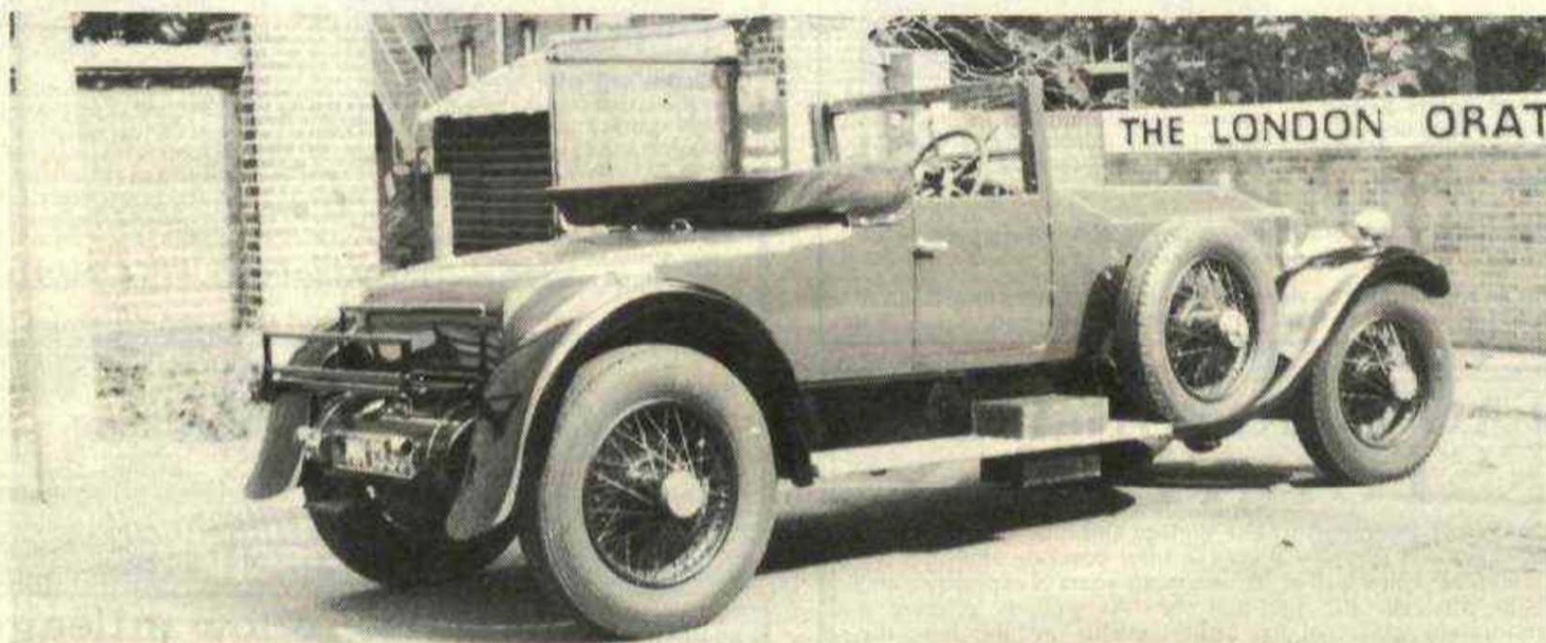
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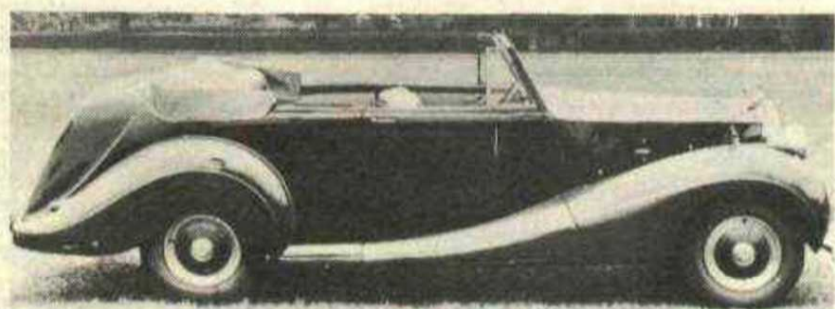
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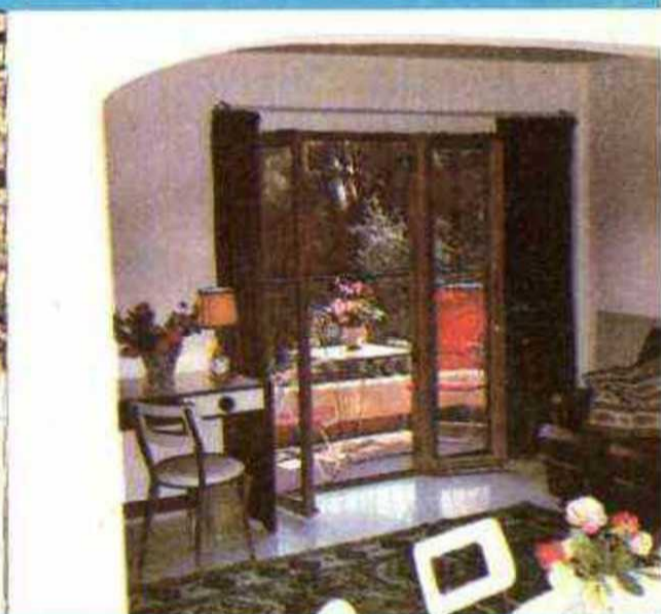
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