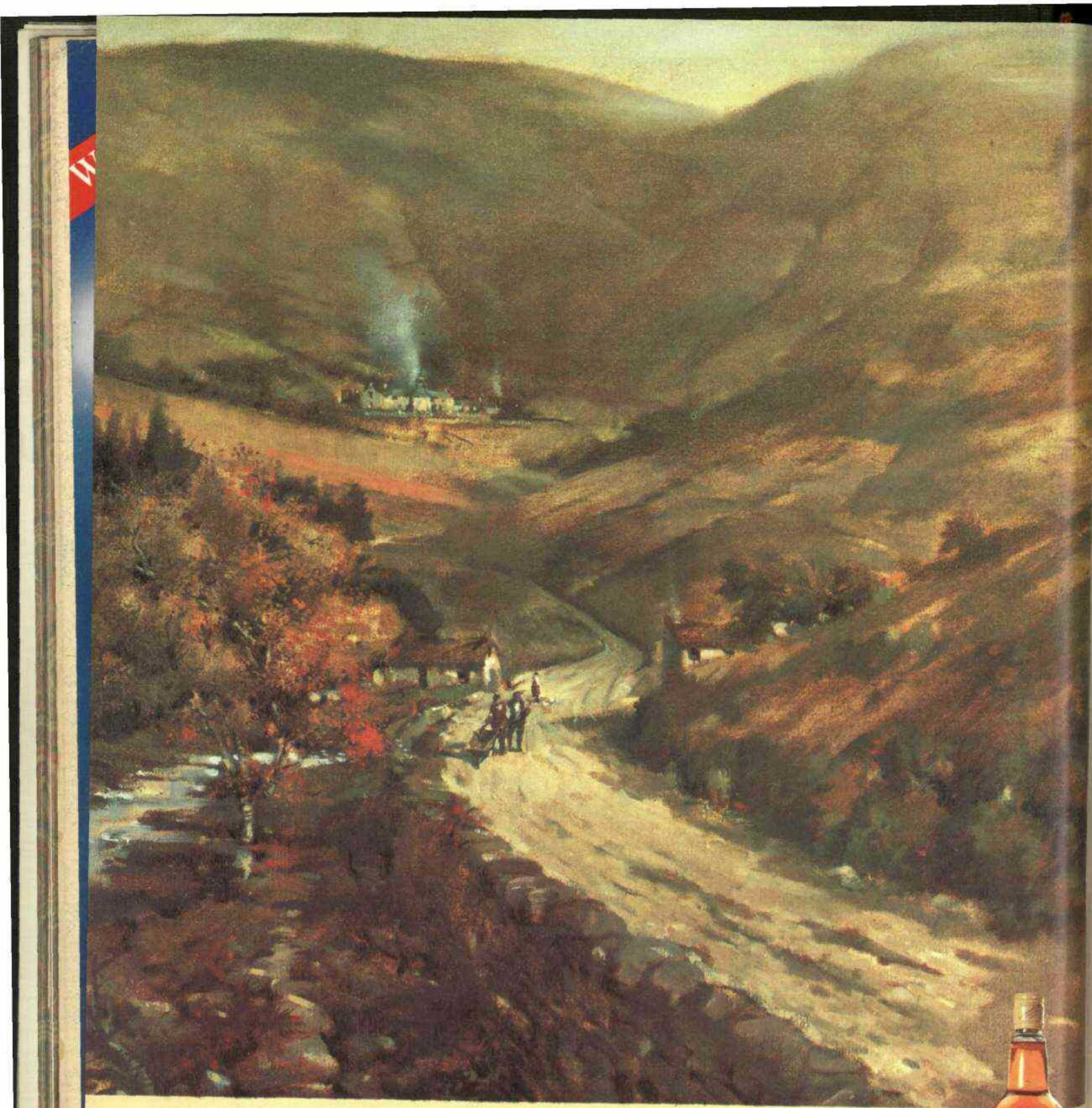
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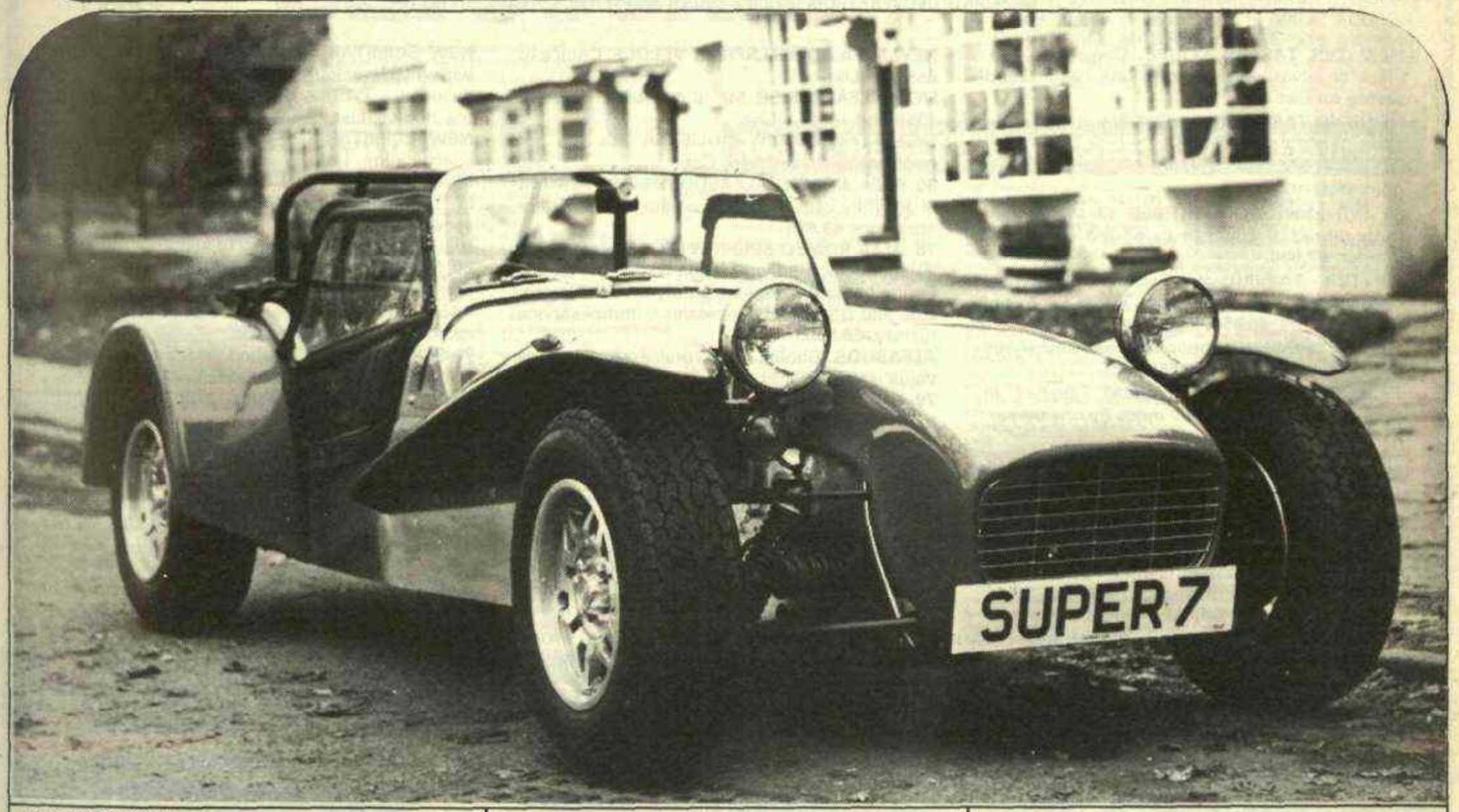
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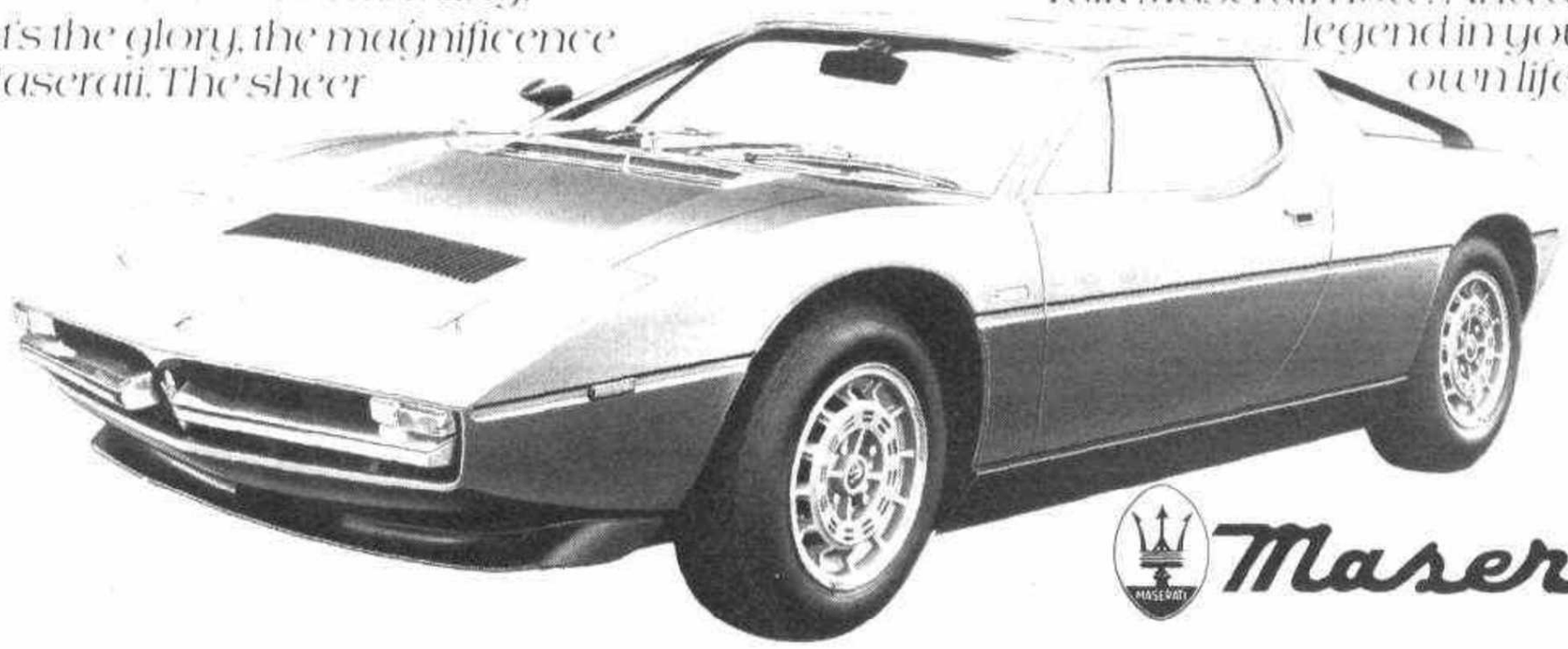
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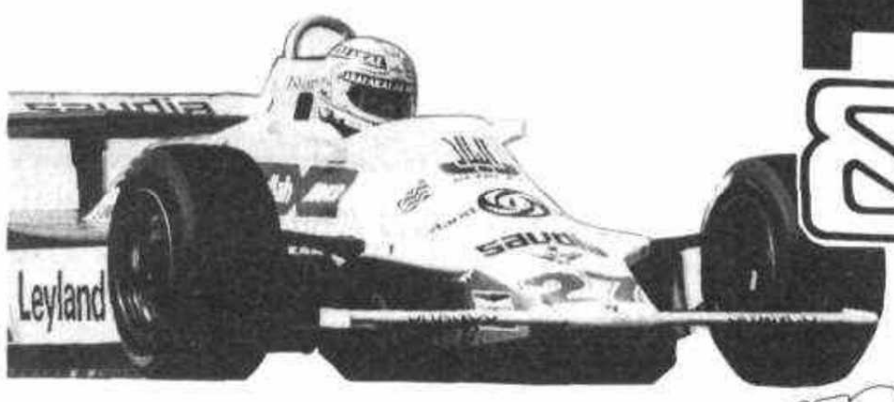
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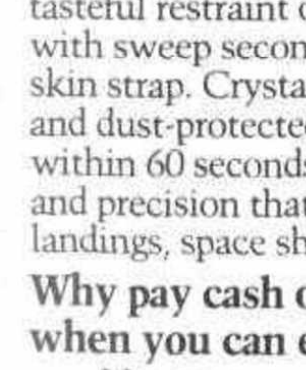
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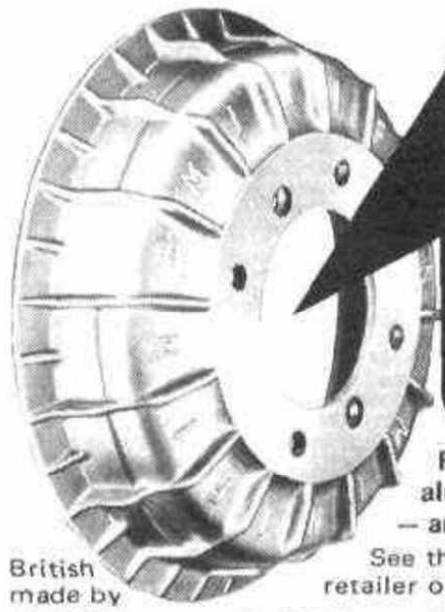
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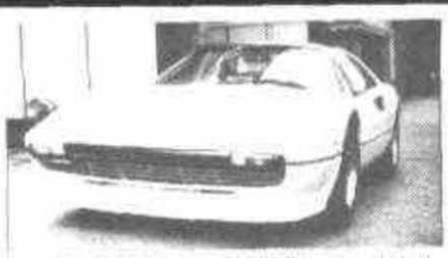
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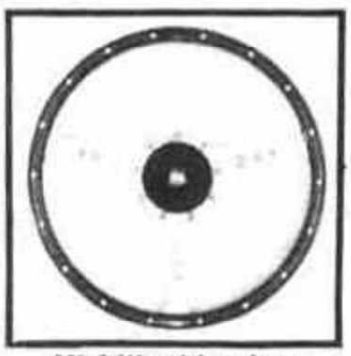


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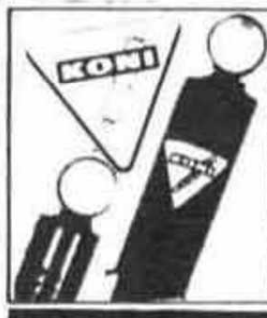
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PETERSHAM MEWS SW7



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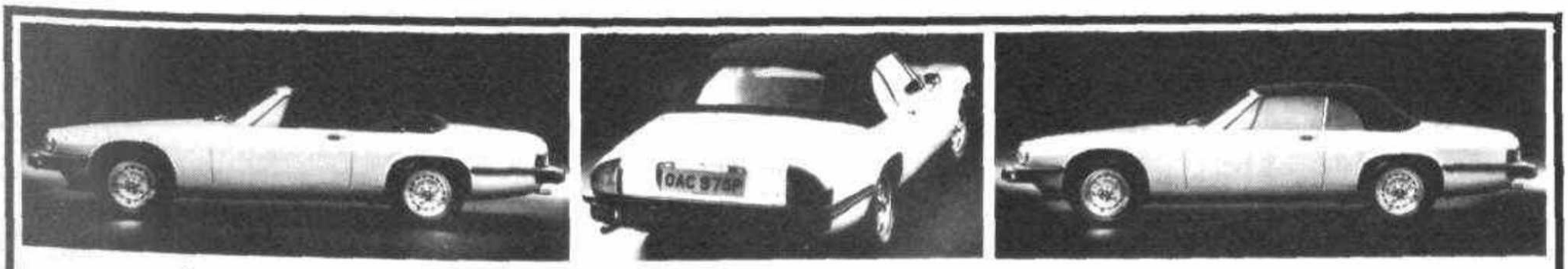
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TR6	1975	White	30,000	£3,750	TR6	1974	Sable	41,000	£2,850
TR6	1975	Carmine	32000	£3,650	TR6	1973	White	31,000	£2,750
TR6	1975	Red	38,000	£3,650	TR6	1973	Emerald	38,000	£2,650
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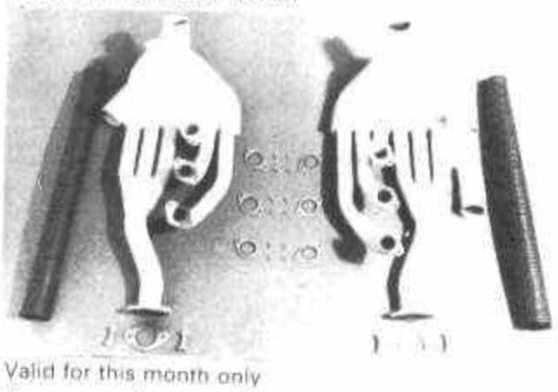
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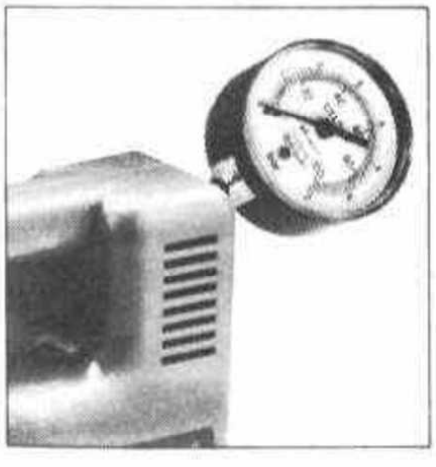
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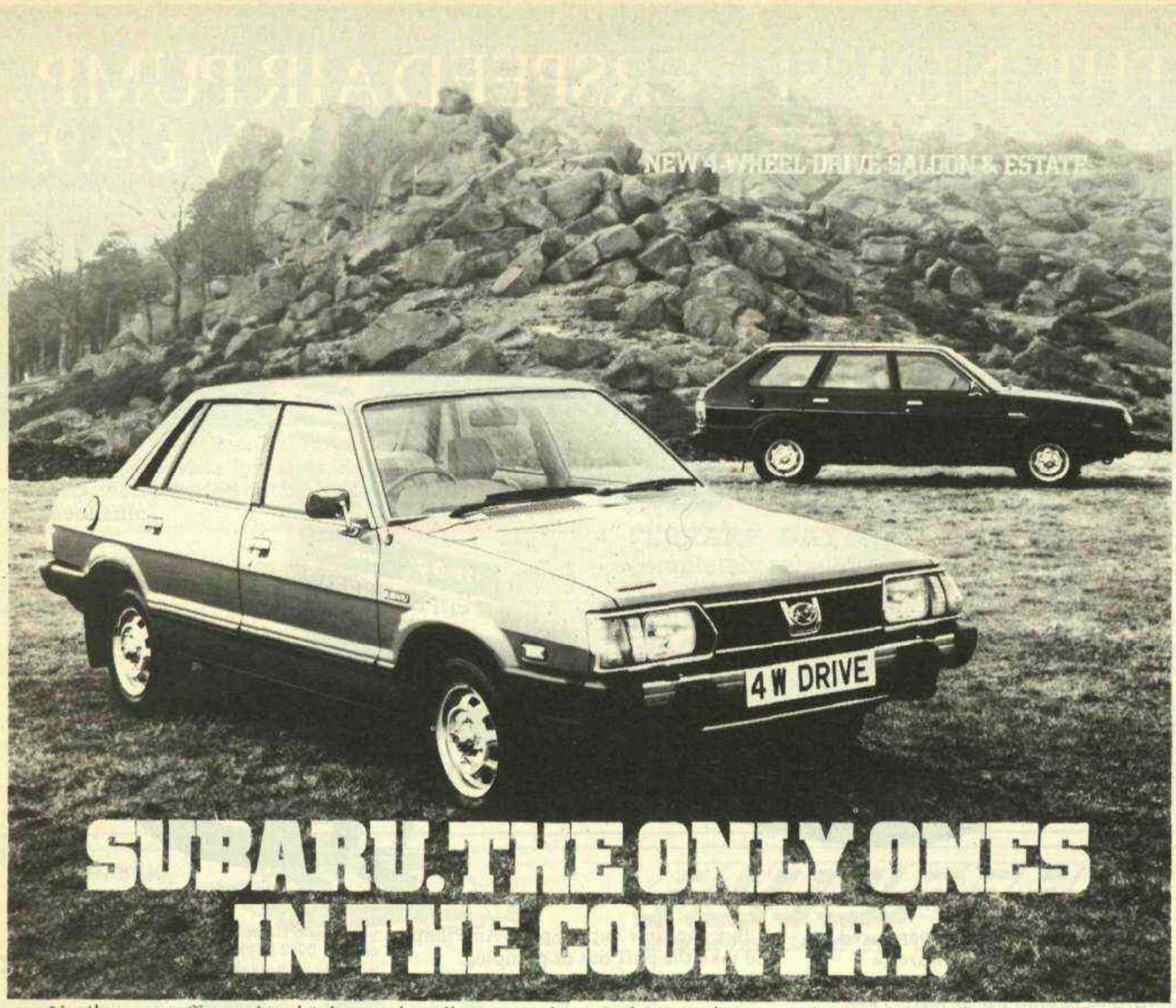
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MOTOR SPORT

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FRONT COVER PICTURE: HOWEVER cold or wet the day maybe, the Exeter Trial always attracts a large number of spectators, who sometimes "doctor" the surface of the sections if they seem too easy. This Volkswagen, photographed on Simms, was driven by I. D. Ramsay.

ANNUAL SUBSCRIPTION RATES

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MATTERS OF MOMENT

■ WE'VE WON!

Because of the great and widespread disgust over Transport Secretary Norman Fowler's proposal to alter the car-taxation system to embrace all vehicles, whether these were or were not in use on public roads, as expressed by MOTOR SPORT, many Motor Clubs catering for the older vehicles, the NMM at Beaulieu, the HVCC, and other bodies and persons, but not to any extent by the National motoring organisations, this ridiculous scheme has been dropped. The Minister's Department issued the following statement last December:—

> Norman Fowler, Minister of Transport, announced on December 19, 1980 that having carefully considered all the arguments put to him on tax on possession, he has decided not to go ahead with the proposed change. Answering a question from Dr Alan Glyn (Windsor and Maidenhead) Mr Fowler said:— "In July I published a consultation paper inviting comments on a proposal to change Vehicle Excise Duty from a tax on use to a tax on possession. The aim of the change was to reduce the high level of evasion. I am grateful for the very many responses I have received both from interested organisations and the public. The great majority deplored evasion but raised doubts about the principle of the change. It has never been any part of the Government's intention unfairly to penalise the law abiding motorist. It was very clear from the public response that there were fears that our proposals would bear hard on a number of groups like the classic vehicle owners, the dealers, and those people who lay up their cars for the winter. The outcome of the consultation points firmly to improving enforcement of the present system, instead of replacing it by a tax on possession. I have decided therefore not to proceed with a tax on possession but to seek ways of further strengthening our efforts to cut evasion."

So the protest paid off, Democracy has triumphed, and it has been proved that the collective voice of car-owners is something to be heeded. Mr. Fowler has now introduced his new Transport Bill, which is expected to become Law by the summer. If he was extremely unpopular over the now-abandoned universal-car-tax proposal, we must commend him for introducing into this Transport Bill a means of getting rid of the existing unfair method whereby three endorsements on a driving licence in three years entail disqualification from driving. For this the oft-criticised Minister should receive due praise, even if the new "totting-up" proposal seems in some respects ill-compiled and difficult to understand.

MOTOR SPORT has always objected to the present "totting-up" of motoring offences, whereby three not very serious offences, such as thrice slightly-exceedng a speed-limit or a triple-combination of simple non-criminal traffic transgressions, inevitably result in loss of the driving licence, a little document essential to the livelihood of so many persons these days, and an essential "passport" to major enjoyment of a very large proportion of the population.The proposed new endorsement-by-points is quoted as follows:—

1 point: Refusing to submit to an eyesight test. Carrying a passenger on a motorcycle while still a Learner.

2 points: Driving while disqualified as under age. Contravention of an order prohibiting or restricting the use of a street-playground by vehicles. Driving without a licence. Failing to comply with conditions of a licence. Driving with uncorrected defective eyesight.

3 points: Exceeding a speed limit. Contravening the Construction & Use Regulations. Contravening special-roads or Motorways Traffic Regulations. Contravention of Pedestrian-Crossing Regulations. Failure to obey a sign by a school-crossing patrol. Failing to comply with traffic directions. Leaving a vehicle in a dangerous position.

4 Points: Failing to give particulars of, or to report, an accident.

5 points: Careless or inconsiderate driving. Using, or causing to be used, an uninsured motor vehicle.

6 points: Failing to stop after an accident. Driving while disqualified by a Court Order.

8 points: Taking or attempting to take a conveyance without consent, or lawful authority. Driving or attempting to drive a motor vehicle so taken, or allowing oneself to be carried in such a vehicle. Going equipped for stealing with reference to a motor vehicle (in Scotland) or taking a motor vehicle without consent or lawful authority, or driving, or allowing oneself to be carried, in such a vehicle.

10 points: Reckless driving. Being in charge of a motor vehicle when unfit through drink or drugs. Being in charge of a motor vehicle when alcohol is above the prescribed limit. Failing (presumably under these circumstances) to provide a breath, blood, or urine sample.

It is good to note that when a driver loses his licence because he has "scored" 12 points or more in three years, such disqualification will be for six months only. Automatic disqualification would result from such cases as drunken driving, manslaughter, or being convicted twice within three years of reckless driving. This makes it difficult to understand why points are also "awarded" for these offences. And will six months'

Continued overleaf

Motor Sport Fixture List for February

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

C = Closed Event. CI = Closed Invitation Event. R = Restricted Event. N/Int = National/International. INT = International.

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Feb. 1st	Circle & Harrow Car Club	Brands Hatch Circuit, Nr. Fawkham	Dartford, Kent	CCH Sprint *(R)*	12.30
Feb. 1st	Hagley & District Light CC	Rockhill Farm, Greete, Nr. Ludlow	138/565725	Geoff Taylor Sporting Trial (Round of RAC & BTRDA Sporting Trial Championships) *(R)*	10.30
Feb. 6th/8th	**Galway MC**	**Salthill**	**Galway**	**Galway International Rally (European Rally Championship) *(INT)***	12.00
Feb. 6th/8th	**Union Mecanisee SPA**	—	**Belgium**	**Boucles de Spa (European Rally Championship) *(INT)***	—
Feb. 7th	**South African Motor Racing Club**	**Kyalami**	**South Africa**	**? Formula One Race *(INT)***	—
Feb. 7th	Highland CC	Ladbroke Mercury Hotel	Inverness 26/684457	Ladbroke Snowman Rally *(N)*	08.01
Feb. 7th/8th	Wolverhampton & South Staffs CC	Devil's Bridge	Wolverhampton	Gemini Rally (Round of Motoring News Championship) *(R)*	22.45
Feb. 7th/8th	Forresters CC	Nelson Street Car Park	Chepstow	George Ford/P.I.P.S. Rally *(C)*	00.01
Feb. 13th/15th	**The International Swedish Rally**	—	**Sweden**	**Swedish Rally (World Rally Championship) *(INT)***	
Feb. 15th	**NASCAR**	**Daytona**	**U.S.A.**	**Daytona 500 NASCAR Championship *(INT)***	—
Feb. 14th/15th	Furness District MC	Salthouse Service Station	Barrow-in-Furness	Towers Leck Rally *(CJ)*	—
Feb. 19th/20th	**De Lacy MC**	**Civic Centre**	**Newcastle-Upon-Tyne**	**Mintex International Rally (Round Rothmans British Rally Championship) *(INT)***	23.00
Feb. 20th/22nd	**Pena Motorista 10 Por Hora**	**Costa Brava**	**Spain**	**Costa Brava Rally (European Rally Championship) *(INT)***	—
Feb. 20th/22nd	**Veranstaltergemeinschaft MC**	—	**Germany**	**Sachs Winter Rally (European Rally Championship) *(INT)***	—
Feb. 22nd	Alfa Romeo OC	Perrots Farm	Banstead	Production Trial	—
Feb. 27th/ 1st Mar.	**Federazione Auto Motoristica Sammarinese**	—	**San Marino**	**San Marino Rally (European Rally Championship) *(INT)***	—
Feb. 27th/ 1st Mar.	**Helsingin Urheiluautoilijat RY**	**Hankiralli**	**Finland**	**Hankiralli (European Rally Championship) *(INT)***	—
Mar. 1st	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting *(N/R)*	15.00
Mar. 1st	BARC	Brands Hatch Circuit, Nr. Fawkham	Dartford, Kent	Race Meeting *(R)*	13.00
Mar. 3rd/8th	**Automobil Club De Portugal**	—	**Portugal**	**Portuguese Rally (World Rally Championship) *(INT)***	—

MATTERS OF MOMENT

Continued from previous page

disqualification be sufficient in these cases?

Broadly, however, one must praise Mr. Fowler for this fresh look at Motoring Legislation. With so many speed-limits of different values in existence, many of them too low for safe modern cars, we have never liked the severe penalty of loss of licence for three speed-limit offences within three years, the speeds perhaps exceeded under good driving conditions by only a few m.p.h. Now at least a driver has one more chance under this heading. Incidentally, when a disqualified licence is returned, it will be "clean" again, unlike the present overlapping endorsements blot. It has always been unfair that those who drive big annual mileages, such as lorry drivers, commercial travellers, and those in the Motor Trade, etc., who have a much greater chance of misusing roads subject to speed-limits, etc., should be penalised in exactly the same way as the "week-end" type of low-mileage driver. However, there is little the Courts can do to establish that such differentials exist, except that now the mileages covered by lorry drivers are in their log-books. So we must be grateful for the extra chances Mr. Fowler offers to offenders under the speed-limit and other headings. In the same way, there is an unsatisfactory element over what constitutes reckless or careless driving, inasmuch as non-motoring, perhaps elderly, Magistrates will not understand driving situations as we might ourselves, and a policeman who patrols on foot or by bicycle cannot be expected always to comprehend that modern cars can be driven quickly, and can make sudden manoeuvres, without being out of control or dangerous, anymore than bystander-witnesses are likely to be unmoved by squealing tyres and will make their own, often inaccurate, estimates of a vehicle's speed. The proposed new Transport Bill does little to help in cases such as a reckless-driving charge, but there is a little more scope for what is thought to have been careless driving, which you can do twice, with two points to spare, before disqualification!

Where Mr. Fowler puzzles us is in putting criminal offences such as stealing vehicles in his Bill at all; surely these should be treated the same as would be stealing any other kind of property? Similarly, driving without insurance can have such calamitous and sad consequences that to be allowed to get away with this offence twice in three years, before disqualification, may also be questioned; and as uninsured bicycles or horse-drawn vehicles as well as motors can do damage, why are they excluded?

We have no use at all for those who drive when drunk, so are surprised at the ten points "scored" here and which the automatic disqualification clause renders difficult to understand. And if disqualification is to mean anything, how can the Bill permit this to be ignored twice in the points endorsement-period, after it has been imposed by a Court as a driving ban? It would seem that it requires a legal brain to understand the full intentions behind this Transport Bill. One notes that after, for instance, a young lad has been hauled before the Bench for driving while disqualified, he is apparently expected to be permitted to do this *six more times* before being again disqualified, and is to be allowed to endanger his pillion passenger while he is still a Learner motorcycle rider *a dozen times!* But it appears quite unreasonable to impose Endorsement points on the licence of someone who has allowed himself or herself to be carried in a stolen vehicle, unless intentionally, as this could happen to an innocent passenger (It happened to me. — W.B.) Then it is surely asking for trouble to offer one chance (and six points to go?) to those who fail to stop after an accident, as unless there are extenuating circumstances, this smacks of criminal intent, as does failing to give accident particulars or to report one; yet here you get two opportunities (and eight points to go) of acting thus before disqualification.

However, on the whole Mr. Fowler and his advisers seem to be on the right road, although his points-proposals will no doubt represent a major item for discussion, as well as a splendid party-game for the Motor Clubs for some time to come. . . .

The Courts will still presumably have the right to decide whether or not to impose points, Fowler's "black marks". Otherwise, it might be a bit unfair to give only three chances before loss of licence for "failing to comply with traffic directions", for example, because careful drivers do sometimes, for instance go into a one-way street the wrong way, or miss seeing a traffic sign, yet do this only four times in 36 months and you will be punished as unfit to drive! (In this context, I would already have won three of Mr. Fowler's "black marks", because when trying to avoid a long detour coming out of congested Bridgnorth on the last shopping Saturday before Christmas I made what I thought was a difficult but legitimate U-turn, only to be greeted with cross shouts of "No right-turn" and accompanying finger signals.; I am still wondering whether I was criminally negligent or whether the barred-sign at this junction was obscured or is badly located — W.B.)

On the whole, though, let us give support to the Transport Minister for wanting to reduce the frequent unfairness of the existing "totting-up" licence Endorsement system. His Bill should put Tory Transport Policy back on course, after the damage done by his "Tax on vehicle possession" nonsense. Moreover, Mr. Fowler has refused to introduce random breath-tests, serious as drunken driving is, because he says he does not wish "to create ill-feeling between motorists and the Police". He is the first Transport Minister, we think, to make this important point, at all events in recent times. While it is difficult to understand exactly why this ideal is important, in the existing climate of transport-strikes, the rising crime rate and widespread violence, with the grim possibility of riots in the future, the desirability of drivers and car-owners being willing to co-operate with those who uphold Law and Order must make sound commonsense.

While on this subject of improved motoring legislation let us hope that Norman Fowler will not savagely increase car licensing fees because he thinks he has been unfairly thwarted of revenue from car-owners in other ways. Note, too, that the compulsory Belt-up Bill has been rekindled from where it floundered when the Labour MP Neil Carmichael used it last year as his Private Members Bill. We are absolutely of the opinion that all who feel more secure by using their

MATTERS OF MOMENT — continued

seat-harnesses should be encouraged to belt-up, but we are entirely against *compulsion* to do this. So we are gratified that this view is held also by the Conservative Member Sir Ronald Bell, by Lord Balfour of Inchyre, and also by a well-known author-QC, who expressed his dislike of compulsion on TV when bidding goodbye to 1980 in David Dimbleby's Panorama Programme.

On the Road

I SEE that a correspondent took me to task last month for mentioning the difficult turn-off from the M50, when crossing it to make for Ledbury, saying that this is not so unless one is using the road as a race-track. I certainly do not regard it as that, because it is guarded by a Give-Way sign. The difficulty arises because of one's view of traffic approaching from the left being obscured as it comes at you at a legitimate 60 m.p.h. round a righthand bend — this is no "country bye-road" as Mr. Peachy describes it, but the A417 — from Gloucester — and also because a traffic bollard further obscures one's vision, and because to the right there is the bridge parapet. It seems to me that while the good pick-up of modern cars enables such hazards to be safely negotiated, local authorities seldom make allowances for the fact that not every vehicle using their roads possesses such pick-up.

London's traffic would be even more chaotic than it now is, were we back in the age of sluggish response to the throttle, rear-wheel brakes, and tyres unable to grip effectively surfaces of wood-blocks. Reverting to blind cross-roads, there used to be three in succession, on the Roman Road by-passing Hereford. Two have since been improved but not the third of these awkward crossings, where the Roman Road emerges onto the A480, with a Police Station, perhaps providentially, opposite. The view to the left is obstructed by a pub wall. To see to the right means nosing out into the path of traffic approaching at a legitimate 40 m.p.h., which a hedge obscures. I wonder how those in charge of very slow vehicles or of long commercial vehicles manage?

At a time when we are constantly being reminded that public spending must be reduced drastically if inflation is to be conquered, I marvel at the number of local authorities who still contrive to construct footpaths, set up street-lighting and new traffic-islands, and to straighten out bends and lop off blind brows, when for decades such improvements have been regarded at unnecessary. When a piece of local road was having a blind brow lopped off, a major piece of road-work, I suggested that if this "hump" was so dangerous, surely it could be safeguarded by one-way control by traffic-lights, which would be far less-expensive to install and maintain than the task of cutting down the hill. The Council to whom I made the suggestion was horrified, reminding me of the serious loss of time to the Nation which such road-delays would cause. Yet this self-same Council has had such traffic-lights in use for years at a one-way Bailey bridge on the busy A483 connecting Llandrindod Wells, the County-town, with Cross Gates and Newtown!

I commented tersely some time ago about a stretch of the A438 road between Tewkesbury and Toddington, which is the direct route to Stow-on-the-Wold and Burford, being closed for months on end and the detour necessitated thereby being of some five miles. This resulted in a reader — there are many advantages in editing this journal! — telling me that the closure was about rebuilding a bridge over a stream but that, as a temporary bridge had been erected, the road wasn't really closed at all. On my way home from the office that night I made use of this information and saved time, frustration, and petrol. Yet the road retains "Closed" notices at each end and there are additional notices obscuring half its width at intervals. Now it might be that the temporary bridge is unsafe for heavy vehicles, although as it is presumably intended to take contractors' lorries and traffic from an affluent-looking farm adjacent, I doubt this. It has been used by me and others who have discovered that the road is still negotiable, without mishap. If heavy vehicles are not wanted, a notice to this effect would be all that is required, for no Goods-Vehicles driver in his right mind would risk a temporary bridge so labelled. Perhaps it is thought unsafe for cars to make the turn-off the road, go over the bridge, and then back again. But as there is ample vision in both directions in daytime and at night a car's lights indicate when someone else is approaching, this hardly seems valid. If it is, Contractors' traffic-lamps should be used, to render the temporary bridge one-way at a time.

I may seem to be making a fuss about very little; except that anyone having to use this road every work-day in a car doing 20 m.p.g. is spending nearly £3.00 extra on fuel, in making the detour. It has now been in operation *for months on end*, and from one direction Heavy-Goods Vehicle drivers are told curtly to find their own alternative route. It seems to me that the road authorities responsible are exhibiting a most unfortunate disregard for heavily-taxed vehicle-owners.

W.B.

S. C. H. "Sammy" Davis

SAMMY DAVIS died of a heart attack on January 9th, a day before his 94th birthday, as fire swept through his Guildford home. Sammy was one of motoring's great all-rounders, equally at home at Brooklands, at Le Mans, on a trials hill or en route for Monte Carlo. He was also a talented illustrator and painter as well as a motoring writer. A full appreciation of Sammy's contribution to motoring sport will appear next month.



Sammy, after the 1939 Monte Carlo Rally.

CLUB NEWS

Maserati Club

This enthusiastic club for owners and believers in the cars from Modena cover. all parts of the world ...d encompasses cars from 1930 to the present day with a lot of activity and encouragement for owners of the xotica of today. The Club's quarterly magazine *Trident* recently received a well justified award for being the best publication of its type.

Porsche Club Great Britain

The club is expanding rapidly (a 30% increase in members in 1980) and a recent EGM voted to make it a Limited Company. In order to avoid clashing with Porsche Cars (GB) Ltd the decision was taken to register the Club under the name "Gmünd Heritage Ltd" under which name the Club's affairs will be conducted, though it will still be operated for members as the Porsche Club Great Britain. The Club is nationwide and has regular regional meetings in the North West, North East and South East of England. Executive Secretary is Michael Cotton at the Reading base of Porsche Cars, in Richfield Avenue.

The Riley Register

The quarterly *Bulletin* of the Riley Register, edited by Tony Bird, achieved its 100th issue with the December 1980 publication. Needless to say it was a bumper issue full of interest to Riley owners, whether they are racing people, concours people, rebuilders or restorers, or special builders. We liked the quote, overheard at their Coventry rally last year. ". . . of the 12 examples of the model produced by the Factory, only 17 are known to have survived."

750 Motor Club

The Annual Awards presentation of the original "low cost racing club" takes place at the Skyway Hotel at London Airport on February 14th with the winners of the Reliant 750 Formula, the Formula 1300, Formula 4, Formula Vee and Austin 7 championship collecting their awards. The club provides a full season of amateur racing for all these categories, as well as promoting many other sporting and social activities. Their big event is the annual Six Hour Relay Race named in memory of Holland Birkett, the Club's founder Captain.

The Monoposto Racing Club

. . . will enjoy sponsorship for the fifth year running, from Berac (Varley Batteries) Ltd in the form of start-money for all competitors in the Monoposto Championship. The club provides motor racing in the Grand Prix style for club enthusiasts, specifically discouraging works and professionally sponsored drivers and entrants. The accent is on "home-tuning-and-building" and the pushrod overhead valve engines must not exceed 1,600 c.c. and the chassis must be at least five years old if commercially constructed. No overhead camshaft engines are permitted. Races are held at all the regular circuits from Aintree and Cadwell Park to Thruxton and Castle Coombe.

FORMULA ONE TREND OF DESIGN

Drivers' Equipment

IN FORMULA One today it is not a simple matter to jump into a Williams or a Brabham and drive off. Over the years rules and regulations have been formulated, and ideas agreed upon, to provide the driver with every possible form of protection against an accident, not that any of the measures will guarantee his safety or immunity, but collectively they will give him a sporting chance and minimise the results of an accident. Nothing is going to prevent an accident happening while people go racing and it may be the result of a driver error or misjudgement, or it may be caused by a design fault or mechanical failure. Once an accident has started the eventual outcome is usually sheer chance, but along the way there are all sorts of reasonable measures a driver, and a designer, can take to lessen the severity of the result.

Since the change from alcohol fuel to straight petrol in 1958 the fire risk has been one of the biggest factors in a driver's life, and as cars became smaller and more compact the driver was put at a greater risk from fire. Naturally, fire-proof clothing soon became a high priority, though "fire-proof" is a bit of a popular misconception; "flame-resistant" would be a more accurate description and the length of time an article of clothing will resist flames varies considerably. One very down-to-earth manufacturer of flame-resistant clothing said, in all honesty, that his product would not stop a driver being burnt to death, but it would give him about ten seconds extra life. Hopefully some other aspect of survival could be brought into play during those ten seconds. The manufacturer said "I cannot guarantee to save him from fire, but I can guarantee to give him a sporting chance".

Before the advent of the ground-effect car, with the accent on everything being on the centre line of the chassis, the fuel load was spread around the car with tanks on each side of the cockpit, another behind the driver's seat and a collector tank under his seat, so that he was literally sitting in an armchair made up of petrol tanks. It was no wonder that he covered himself with as much flame-resistant material as possible before stepping into his "petrol bath". While driver protection has improved over the years there has also been a vast improvement in the design of petrol tanks and fuel systems. Well protected rubber tanks filled with sponge-like foam and fail-safe pipe connections have virtually eliminated the fire risk, but it is always there, so no-one is going to start driving in his shirt-sleeves again. While racing regulations demand the use of petrol, rather than alcohol, there will always be a fire risk, and a Formula One car carries something like 38 gallons of petrol at the start of a race. The need to wear all the flame-resistant clothing in a sprint or a hillclimb, where you are only carrying half a gallon of petrol, is something else.

Our Formula One driver wears long, ankle-length under-pants, a long-sleeve jersey and long socks, all made of flame-resistant material. He then dons one-piece overalls, specially made with flame-resistant properties and these fit tightly at neck, wrists and ankles. He then puts on lightweight boots that cover his ankles, these boots being developed by the specialist equipment people from the boxing and basket-ball sporting boots originally worn. Crash helmets have been mandatory in racing since about 1950, and like flame-resistant clothing these have undergone continued research and development. The original ones were little more than polo helmets, while French drivers used head protectors developed in pedal-cycle racing. Today's helmet is a pretty sophisticated article, covering the entire head, with an opening in front of the eyes. Some have hinged flaps under the front and rear that swing up and clamp together round the driver's neck, really sealing his head into a compartment. Helmets are fitted with two external connections, one for the "intercom", with the transmitting microphone in the part of the helmet in front of the chin, and the other attachment is a tube onto which a rubber pipe is pushed, this rubber pipe being connected to a bottle of oxygen down in the car. Actuated by a heat sensor or by a manual control this oxygen gives the driver a few seconds of "breathing space" in the event of being enveloped in flames. It won't keep him alive but like the flame-resistant clothing it helps to give him a sporting chance for survival. The helmet opening in front of the eyes is covered by a hinged visor, made of a special

NOT READY for a moon-shot. A Formula One driver about to get into the confines of an aluminium monocoque, the only things missing are his gloves, which he will don after fixing his helmet strap.



material that can withstand heat, and al withstand some pretty heavy blows, from flyi stones for example. Before putting on his helme driver will insert plastic foam plugs into his ea for a 500 b.h.p. Cosworth engine just behind yo shoulders can make the ears ring a bit, even afte minute, let alone a couple of hours. Drivers ha been known to set off in practice without their e plugs, but they are soon back in the pits. T noise can be very painful. Then he puts on flame-proof balaclava hat that covers everythi except his eyes and this has a long neck that tuc into his jersey. Then he forces his crash hat dow over his nose and ears.

Having donned two pairs of flame-resista gloves, lightweight "inners", and slightly mo robust "outers", our driver is ready to step in the confines of his "petrol bath". A six-point se harness is mandatory these days, with two strap over the shoulders, two across the waist and tw up between the legs. These all click into a centra control more or less on the driver's stomach While he can easily reach the knob that frees a six straps, it is impossible for him to fix all six Once he has lowered himself into the driving sea it needs someone outside the car to pull all th straps tight and click them into the central fixing There is no way a driver is going to be thrown ou of the cockpit these days, and this system ha developed along with the design and constructio of the racing car. There was a time when a racin car was a very homogenous hunk of steel tha would knock a wall down and if it was out o control it was best to abandon ship before it hi anything. An object (like a racing car) that has velocity has a kinetic energy, which is a product o weight and speed and to stop this object th kinetic energy has to be dissipated. Under norma circumstances the brakes absorb this energy, bu if an accident is under way it either needs a very long distance for rubbing friction to absorb th energy, or some firmly fixed object, like a wall o steel barrier. When the car stops suddenly th kinetic energy of the driver's body will keep him travelling until it is absorbed. With today's driving positions, lying down in a tunnel, it would be very unhealthy for the driver to be projected forwards if the car stopped suddenly, hence the need for a six-point seat harness.

Today's cars are about half the weight of cars of yesterday and have about three times the performance, especially in corners, where accidents often begin, so there is a lot of energy to be absorbed during an accident. The ideal situation is to have enough space around for the car to come to rest through the effects of friction with the ground, but this is seldom possible. Developed on aircraft principles the Formula One car of today has a very strong driver receptacle (the cockpit) and everything else is attached to it by means that are "just strong enough". If the car gets out of control and starts hitting walls and barriers then bits tear off their mountings, each blow absorbing some of the kinetic energy, and often the monocoque, with the driver firmly strapped inside, will be the last thing to come to rest so that the driver has not suffered any violent decelerations. Deceleration in itself is not serious, the damage is caused by the bits and pieces inside the human body that do not decelerate and if they tear from their mountings then they're in trouble. If the bits and pieces did not break off the car and it stayed in one piece then the driver's body would have to withstand all the deceleration and that would really do some damage.

Apart from having a maximum speed of close on 200 m.p.h., given a good run, the Formula One car of today has all the potential for making a

The Formula One Scene

MUDDLED and confused is the only way to describe the Formula One scene at the moment if you try to follow the reasoning and thinking of all parties with vested interests. If you accept the fact that the Governments of most civilised countries have invested the control of motorsport in their countries' National motor club (in our case the Royal Automobile Club), and that all the National clubs are members of the FIA (Federation Internationale de l'Automobile) then there is no problem and the situation is clear. Just as the Royal Automobile Club has handed the control of motorsport in Great Britain to its subsidiary, the Royal Automobile Club Motorsports Association (RACMSA) who specialise in the competition and sporting side of motoring, the FIA has handed the control of International motorsport to its subsidiary, the Federation Internationale du Sport Automobile (FISA). Anything sanctioned by the FIA or its subsidiaries, and that means affiliated National clubs and all their member clubs, is automatically granted Government authorisation, and is consequently "inside the law". This means that your local motor club, through its affiliation to the RACMSA, and hence to the RAC and the FIA, has authority on its side once they have been given an RACMSA permit to organise a 12-car rally, or a driving test. Anyone doing this without a permit could find themselves "outside the law" and would no doubt have difficulty in obtaining any sort of insurance cover, whereas an authorised event with a governing body section is acceptable to the insurance world.

In my estimation it is just as "illegal" to try to organise a Formula One Grand Prix without the sanction of the FIA *via* its nominated representatives, as it is to organise a night rally or treasure hunt without the authorisation of an affiliated club. The FIA calender of events for their World Championship of Drivers and Manufacturers was made clear last December and since then has been modified slightly in view of various factors. Ferrari, Renault, Alfa Romeo, Osella and the new Talbot-Ligier combine have all nominated their teams to take part in this Championship; the other well-known, and not-so-well-known, teams who are members of the Formula One Constructors Association (FOCA) have not nominated their teams for the World Championship series. This would indicate that they do not intend to participate, but that is hard to believe. As the collective group FOCA, they are suggesting that they want to join in but not under the rules laid down by the FIA. If the FIA (through its sporting arm FISA) will accept some FOCA rules then they are prepared to join in. The FIA say "sorry, here are our rules and we already have five confirmed teams accepting them, with the likelihood of three more joining soon".

The season should have begun on January 25th with the Argentine Grand Prix in Buenos Aires but this did not happen. The date has been changed to February 22nd, "for reasons beyond our control", which are obviously connected with the fact that the Williams team, for whom Carlos Reutemann is driving again, did not indicate their intention of entering the race, and it seemed likely that there would only be ten cars entered anyway. Added to this was the Goodyear Tyre Company's withdrawal, which has left a lot of teams without tyres for the moment. The next race on the list was the South African Grand Prix on February 7th, but this date was changed by FISA to April 12th, for similar reasons that not enough teams would be ready. The South African organisers and owners of the Kyalami circuuit have said that they cannot accept this date change, because they are too far advanced with their organisation, so cars or no cars, they want to hold a Formula One event on February 7th. The FOCA have said "All right, we'll be there" so presumably the event will run without an FIA licence and will either constitute a "pirate" event or be sanctioned as a non-championship race. Renault, and presumably the other factory teams, and all the industry that supplies petrol, oil, brakes, brake pads, sparking plugs, shock-absorbers, clutches, ignition systems and other industry-related components are still preparing to go to South Africa on April 12th! In the meantime, to cause an aside, the FIA has mentioned that Brazil and Austria have not yet been issued with a licence to hold a World Championship Formula One event as they have not completed circuit improvements demanded after last year's track inspections. The work in Brazil has been promised, and at the *Osterreichring* it is only a formality and a question of time.

Returning to the South African question and Kyalami, the Grand Prix was started some 19 years ago (at East London) and run by the South African Motor Racing Club (SAMRAC), a non-profit-making organisation of members of the recognised motor club who wanted to get a proper Grand Prix onto their sporting calendar. This they succeeded in doing and it became an established event, but last year SAMRAC withdrew from the scene and sold all their interests, which included the Kyalami circuit, for a sum of money to cover all their liabilities, which is all they were allowed to do, being registered as a non-profit-making organisation. The buyers were some international financiers who hoped to make money from the Grand Prix, but they lost heavily and sold out to cover their losses. The new owner is a young businessman who, presumably, is prepared to gamble on making money or losing it. It is the cost of transporting the whole Formula One scene half way across the world which is so prohibitive, and since Bernie Ecclestone got his troops organised the cost of their performance has become unrealistic. Money has had to be found from outside advertising, but it seems that even that has not been enough to cover the cost of "importing" 15 complete teams. If an organisation makes a loss on an event there is never a suggestion of sharing the losses between the organisation and the racing teams. The teams get their money whatever happens. Mind you, if a race makes a handsome profit the organisers do not give the teams a bonus; it cuts both ways. As these words are being read, the fate of the South African Grand Prix should be known, for everyone concerned with the event should be on their way south by British Airways on the driest route over Africa, or by the longest way round on South African Airways, skirting around the western coast of that vast and troublesome continent. At the time of writing "Bernie's Boys", or the FOCA members, are all planning to go to Kyalami and Ecclestone claims to have found substitute-tyres to replace the missing Goodyears that they were all running on.

On the official front, the manufacturers teams are preparing for their first race in Argentina on February 22nd and they all seem to be in pretty good shape. Renault and Ferrari are still with Michelin tyres, and it seems that Alfa Romeo will also be on Michelin tyres, while the newly-formed Talbot-Ligier (Matra) team have been added to the list. Michelin are not interested in supplying tyres to every Tom, Dick and Harry, but would be prepared to take a fifth team, and possibly a sixth. It is pretty obvious that all their experimental and development work will be done with Renault, so a fifth or sixth team would have to make-do with what they were offered. The proposed Toleman team, which is unlikely to materialise before the Belgian GP in May, will have the support of Pirelli tyres, with whom they worked so successfully in Formula 2 last year. Pirelli are putting their racing F2 tyres on sale to anyone who wants to buy them, but are treading cautiously into Formula One.

Renault once again have the enormously powerful backing of ELF, which means not only financial backing and material backing in the form of petrol and oil, but all the research facilities of the giant French petrol company, its specialist knowledge in the fields of science and its backing in the corridors of power in Government circles. While this bodes well for the Renault Formula One team, it has its benefits right down the sporting line to the amateur clubman about to start in competition with a Renault 5 saloon. Leading the team of turbo-charged 1½-litre V6 engined cars is Rene Arnoux, the wiry little Frenchman with the sparkling vitality that has put some life into Formula One in recent years. The original "turbo" driver, Jean-Pierre Jabouille has transferred from Renault to Talbot-Ligier, to join his brother-in-law, Jacques Laffite. The parting was amicable, and one wonders whether there was not some "industry connivance" between the two French car manufacturers. Replacing Jabouille in the Renault team is the quiet and peaceable Alain Prost, transferred, not without protestations, from the McLaren team. Renault will start the season with slightly improved RE20 models as raced last year, but have new RE30 series cars planned for the opening of the European season.

Once the Scuderia Ferrari produced their turbo-charged 1½-litre car at Imola last year, that was the end of the flat-12 cylinder 3-litre as far as the technicians were concerned. All the winter work has been done on the new engine and the new car to go with it. With Jody Scheckter retiring from racing, Gilles Villeneuve automatically became team-leader and a piece of smooth manipulation by Ferrari lured Didier Pironi away from Ligier to join the Maranello team. A more powerful pair of drivers would be hard to find, like having Nuvolari and Varzi in the same team, or Moss and Fangio, or Clark and Stewart, or Andretti and Peterson, or Villeneuve and Pironi. . . .!

Of the new Talbot-Ligier team little is known as yet, but Guy Ligier founded a very successful team from the remains of the *Engins Matra* team and then sold a large interest to the Talbot concern (for Talbot read Simca, Chrysler,

Continued overleaf

FORMULA ONE TREND OF DESIGN
continued

pretty big hole in the scenery if it gets out of hand. With an all-up weight of under 1,500 lb., including the driver, anything up to 550 horsepower and the ability to pull nearly 2g on corners it will be appreciated that once started it takes a lot of stopping and when you are spinning sideways the brakes don't have much effect. It is understandable then that the driver takes every possibility to protect himself in case an accident starts. Preparing to drive a Formula One car is quite a lengthy business, and a costly one, for most drivers have two or three of everything, just in case. — D.S.J.

RALLY REVIEW

The year ends in the Ivory Coast

WHILST the Mercedes team was tackling the final round of the World Rally Championship in the Ivory Coast in December, they had no idea of the discussions which were going on back in Stuttgart, discussions which very quickly afterwards led to the team's withdrawal from rallying. That was just as well, for the demoralising effect of that knowledge may have reduced their fighting spirit and taken away the one overall victory which they scored in the whole series.

Winners were Björn Waldegård and Hans Thorszelius in a 500SLC, ahead of Argentinian driver Jorge Recalde at the wheel of a similar car. Opposition to the five-car German team was by no means light, including three Toyota Celicas three Peugeot 504 Coupés, three Datsun 160Js and a lone Fiat 131 Abarth which former works driver Sandro Munari had borrowed from the factory to run as a privateer with his own backing.

In the oppressive heat, soaking humidity and thick dust of West Africa the retirement rate was high, particularly as accidents on the traffic-ridden roads led to several stoppages. Indeed, Andrew Cowan met a bus coming towards him on the wrong side of the road at a bend, avoided a head-on but side-swiped and promptly rolled. Shekhar Mehta had to put his Datsun very smartly off the road in order to avoid a wobbling cyclist and his rally came to an end against a tree.

Formerly called the Bandama Rally, the Ivory Coast Rally has been modelled on the Safari and runs without special stages along roads and tracks which are not closed to other traffic. In Kenya the Safari is so well known and respected that national and local administrators take steps to ensure that no serious non-rally traffic interferes with the event's progress, but in the Ivory Coast this has not been the case and many competitors complained bitterly of the very fast average speeds required even through densely populated areas and through comparatively heavy traffic.

For every actual collision there must have been countless near misses, and those who drove as they do in the Kenyan event did so at no small risk.

Eklund had his Celica's gearbox changed twice, losing nearly four hours in all, whilst Mäkinen stopped when his Peugeot's engine seized. Kirkland's Datsun stopped with an electrical short-circuit which mechanics could not trace, and Andersson's Celica when its flywheel loosened.

The pace up front was fierce, perhaps accentuating the danger of rallying against opposing traffic, but the fact remains that questions are being asked whether it is fair to include such a dangerous event in the World Championship in its present form. Even the terrain lacks the variety of East Africa, and the event escaped automatic relegation by having just two starters more than the minimum of 50, although nowadays if sufficient persuasion is offered to certain FISA people they ignore their own rules and select whichever events they please.

The result did not affect Walter Röhrl's already clinched position as World Champion, nor Fiat's first place in the Manufacturers' series, but it did lever Mercedes up to fourth place, not that it mattered very much to them under the circumstances which came to light soon after.

G.P.

Results

1st	B. Waldegård/H. Thorszelius (Mercedes Benz 500SLC) (2)	2h. 36 m.
2nd	J. Recalde/N. Straimel (Mercedes Benz 500SLC) (2)	3h. 47m.
3rd	A. Ambrosino/J-R. Bureau (Peugeot 504 V6) (4)	5h. 17m.
4th	S. Assef/C. Fourcade (Toyota Celica) (4)	5h. 38m.
5th	V. Preston/C. Billstam (Mercedes Benz 500 SLC) (2)	5h. 58m.
6th	S. Munari/J. Jaubert (Fiat 131 Abarth) (4)	6h. 16m.
7th	P. Eklund/H. Sylwan (Toyota Celica) (4)	7h 55m.
8th	J-C. Lefebvre/C. Delferrier (Peugoet 504 V6) (4)	8h. 25m.
9th	J-F. Vincens/Mrs. S. Vincens (Mitsubishi Lancer) (1)	12h. 59m.
10th	N. Saad/Droward (Datsun 160J) (2)	14h. 46m.
11th	P-L. Moreau/F. Giallolaci (Peugeot 504) (2)	17h. 51m.

52 starters, 11 finishers

World Championship for Drivers 1980

Walter Röhrl (D)	118
Hannu Mikkola (SF)	64
Björn Waldegård (S)	63
Ari Vatanen (SF)	50
Anders Kullâng (S)	48
Markku Alén (SF)	47
Timo Salonen (SF)	45
Guy Frequelin (F)	34
Shekhar Mehta (EAK)	30
Henri Toivonen (SF)	28

A total number of 75 drivers scored points

World Championship for Makes 1980

Fiat	120
Datsun	93
Ford	90
Mercedes	79
Opel	71
Talbot	49
Toyota	32
Peugeot	30
Porsche	28
Lancia	20

Other makes to score points were Vauxhall 16, Volkswagen 14, Renault 12, Mitsubishi 9, Triumph 9 and Polonez 2.

FORMULA ONE SCENE — continued

Humber, Hillman, Singer etc. etc.). The Matra connections in the Ligier team were never severed and they are still there in the equation, the powerful French Aero-Space firm returning on the engine side in particular. As already mentioned Laffite will have the support of Jabouille and it would seem that Matra will start with an updated version of their famous V12 engine until a new 1½-litre turbo-charged engine is ready.

The little Osella team, that builds racing/sports cars for sale and joined into Formula One with a British-type kit-car using Cosworth power and Hewland transmission, is planning to run two cars with two new drivers, Beppe Gabbiani and Angel Guerra, the former Italian and the latter Argentinian. The state-owned Alfa Romeo team ended last season on an ominous note for its rivals when Bruno Giacomelli nearly ran away with the USA (East) Grand Prix. For this year they have signed up Mario Andretti to support the enthusiastic Giacomelli, and though their V12 cylinder car is going well, they are working on a turbo-charged V8 to be ready about mid-season.

Expected to join in fairly soon is the Toleman team, riding high on their F2 Championship year of 1980. Their car is due to be powered by a turbo-charged 1½-litre version of the successful Brian Hart Formula 2 engine. Also hovering in the wings, so to speak, is a Formula One project from March Engineering. Standing well back at the moment and trying to stand solidly behind little Bernie Ecclestone and his breakaway group are the all-important Williams team, with Alan Jones and Carlos Reutemann signed up, Ecclestone's own Brabham team, busy testing a car powered by a turbo-charged 4 cylinder BMW engine driven by Nelson Piquet, and the never-to-be-ignored Lotus team of Colin Chapman, with Elio de Angelis as its driver mainstay. The rest of the FOCA teams, Tyrrell, McLaren, ATS, Arrows, Ensign, Fittipaldi and Shadow are really all dependent on what Ecclestone can drum up for them. Enzo Ferrari has a very apt Italian word for these racing car constructors who build cars from components. He refers to them as the "assemblatores," while he refers to firms like his own, Alfa Romeo and Renault as the "grande construtores" — (the "assemblers" and the "great constructors") — and while Ferrari enthusiasts will no doubt agree with this, Lotus fans will disagree strongly.

What it all boils down to really is that the technical trade and industry of the automobile World are accepting FIA control and rules, as they always have done, while those who make their living from motor racing are revolting. Unlike the rest of the world's workforce that always seem to be wanting more money for less work, the "assemblatores" often want more money, but they are always prepared to offer more work in return. In the "good old days" (whenever they were) a team could get by on seven or eight races a year. The FOCA lot were prepared to do seventeen races a year, admittedly for a lot more money, but one FOCA principle that was always good was that the harder a team worked and the harder they drove the more money they could earn, and success really reaped the rewards. FOCA had a lot of very good things going for them, but their leaders became greedy and they wanted power as well as money, and that was their big mistake. If we don't see all the old familiar faces at Zolder for the Belgian GP, I feel sure we will see them at Monaco and I cannot believe anyone will miss the British Grand Prix, at Silverstone this year, I'm happy to say. D.S.J.

Giulietta Turbo

BELL & COLVILL, the West Horsley Alfa Romeo distributors, have added another car to their list of turbocharged specials, this time a Garrett AiResearch turbocharged version of the 2-litre Giulietta.

Claimed performance figures of 0 to 60 m.p.h. in under 8 seconds, a top speed of 125 m.p.h., all at 24 m.p.g., driven hard, seem excellent for a car costing less than £8,000.

* * *

The things they do

SEEN on the A4 recently, a giant teddy bear apparently at the wheel of a Volvo articulated lorry . . . the German driver must have had a rather impish sense of humour.

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ROAD TEST REPORT

The Reliant Scimitar GTC

THE RELIANT Motor Company of Two Gates, Tamworth, Staffordshire, thought up the idea of a fast hatchback, using Ford power and transmission, as a follow-up to its original Ogle-styled Scimitar, and this pioneered a sports-type Estate-car which has great appeal to those wanting a fast car of this kind and one of marked individuality. Last year Reliant brought out a convertible version of this GTE, a booted drophead four-seater, for which a hard-top is available. With the demise of the Triumph Stag this is a useful V6 with which to capture sales which Leyland's V8 might have secured.

The Reliant GTC, as this Convertible model is called, is a very worthwhile car in its own right — long-legged, surprisingly thrifty of fuel, nice to drive, and "different". It also has the merit of a fibre-glass body by a constructor well skilled in this kind of work, which is comforting in an age of rust-prone bodywork and salted winter roads. To combat the tail-off in availability of the former Scimitar power-pack, the Essex-Ford 3-litre V6, Reliant now use the German-manufactured Ford 2.8-litre engine. This has a shorter piston-stroke and there is a small saving in weight; even in carburetter form as used in the Scimitar, the power difference amounts to only 3 b.h.p., and performance has scarcely suffered from this power-unit transplant. Incidentally, the Reliant Scimitars are made in the factory, in a very Midlands setting, that also builds the economical Reliant Kittens and the Robin three-wheelers, and while I have never had much desire to use one of these tricycles, after long experience of the Kitten's practicality I am beginning to wonder whether the three-wheeled version of it might not be a good idea, in these days of ever-inflationary motoring costs.

Back to the Scimitar GTC, the specification is well suited to a fast car of somewhat old-style (I didn't say vintage) charm.

In this context the Reliant Scimitar has a separate box-section steel chassis, on which the fibre-glass body is mounted. Front suspension is by double wishbones, and the live back axle is located by trailing-arms and Watts-linkage, the suspension medium being coil springs damped by hydraulic shock-absorbers. Power-assisted rack-and-pinion steering is used, geared satisfactorily high at 2½ turns, lock-to-lock, although as the Scimitar's turning-circle is only moderate this somewhat balances out. Braking is by a disc/drum dual split-circuit system with vacuum servo assistance, the discs having a diameter of 10½", the drums a diameter of 10". The Scimitar rides on large 185 HR 14 Dunlop SP tubeless radial-ply tyres, on Wolfrace cast-alloy four-stud 6J × 14 wheels. The wheelbase is 8' 1½" and the kerb-weight is approximately 30 cwt.

The 60-deg. V6 Ford engine develops 135 (DIN) b.h.p. at 5,200 r.p.m. and 152 lb./ft. (DIN) torque at 3,000 r.p.m. and it can be run up to 6,000 r.p.m., without getting into the red on the tachometer or the Bank balance. The drive goes through a hydraulically-operated 9½" diameter clutch and a four-speed gearbox, with a flick-in and flick-out manual overdrive. The final-drive ratio is 3.45 to 1, equal to 20.6 m.p.h. per 1,000 r.p.m. in top gear. Selecting the geared-up overdrive increases this to an impressive 26.88 m.p.h. per 1,000 r.p.m., from which much of the "long-leggedness" of the Scimitar stems. The rather agricultural-looking, compact iron power-pack is set well back in the Scimitar chassis, enabling the big spare wheel to be packed in horizontally between it and the radiator. The engine does not have fuel injection, using instead a twin-choke downdraught Solex-Pierburg carburetter, but it does have breaker-less ignition and a thermostat-controlled electric-fan. On a compression-ratio of 9.2 to 1 this very oversquare (93 × 68½ mm. 2,792 c.c.) engine with its push-rod-operated overhead valves and four main bearings gives the aforesaid power and torque figures with nonchalance, starts promptly from cold, and then opens up immediately.

So "torquey" is this Ford V6 power unit that it is possible to take the Scimitar through towns at a speedometer 30 m.p.h. in overdrive-top, at just over 1,000 r.p.m., from which it will pull away smoothly, although nothing much happens until beyond about 2,500 r.p.m. This might suggest that this rermarkable car could be even higher-geared, but as it gives a quite exceptional fuel economy as it is, there would be no point in thus reducing performance. Unless one is in a hurry it is quite normal to drive the Scimitar largely in top and overdrive-top gears, using just the convenient flick-switch that controls this.

As petrol prices are rising again, let me say right away that I was most agreeably impressed by the economy of this big 120 m.p.h. car. Fuel thirst varies from 25 m.p.g. or less when the car is driven really hard, to over 28 m.p.g. when trying to be fuel-conserving. My overall figure was a most acceptable 27.3 m.p.g., obtained in fast long-distance driving (when the Scimitar will average comfortably over 50 m.p.h. without exceeding, shall we say, 60 and 70 m.p.h.) and also with much short-haul usage. As the fuel tank holds 20 gallons, the range is the commendable one of well in excess of 500 miles in normal circumstances. The tank has an old-fashioned quick-action filler cap in the centre of the rear body panel and it is easy to see that the tank has been filled to the brim, even though putting in the final gallon takes time. The fuel gauge never indicates quite full, but is otherwise accurate and steady reading, although the little blue light, that shows a tiny fuel-can as the low-level indication, comes on when about four or more gallons remain unused. That useful fuel-range is but one aspect of the Scimitar and its intentionally old-fashioned concept, which should appeal very much to dedicated sporting drivers. It has a number of others. Before I deal with these, however, the car's performance must be summarised. It will attain the magic two-miles-a-minute maximum speed under favourable circumstances, and it will do nearly 90 m.p.h. in third gear. From the acceleration aspect, 60 m.p.h. comes up from a standstill in exactly 10 sec., 80 m.p.h. in a matter of 17½ sec., 100 m.p.h. can be reached in 30 sec., and the standing-start ¼-mile time is only fractionally longer than the car takes to get to 80 m.p.h. Overdrive operates in third gear as well as top, and increasing speed from a town-gait of 30 m.p.h., to 50 m.p.h., will occupy 12.7, 8.5, 7.0 or 5.2 sec., depending on whether the driver is using overdrive-top, direct-top gear, overdrive-third or the direct-third speed.

The gear lever is slender and its knob pleasant to handle but because the power-pack is mounted far back in the chassis the lever may seem rather far back also for those who prefer to sit quite close to the steering wheel, and then the large lidded stowage box between the front seats can somewhat obstruct the left elbow when changing gear. However, as I have emphasised, it is mostly only necessary to drive in the top and overdrive-top gears, which makes the rather sticky, if positive, gear engagements, unlike Ford's own smooth action, excusable. Reverse gear is not difficult to select, however, and is to the left and back, in the gate. The gear lever is very strongly spring-loaded to the two

continued overleaf

THE travel-stained Scimitar GTC.



higher-ratio positions. The power-assisted steering functions very acceptably, with smooth castor return. The central hand-brake lever is well placed and the overdrive switch is a long stalk convenient to the driver's right hand, as it extends from the fascia, overdrive being obtained by moving the stalk down. The slim pendant foot-pedals are only slightly biased to the right and there is a useful "rest" for one's clutch foot.

The suspension is on the hard side, which can sometimes deflect the back wheels a trifle on rough roads, but once this has been allowed for, the Reliant Scimitar is a car in which to corner fast with confidence, the steering characteristic being initial mild understeer, which can be changed to oversteer by the application of power, or on slippery road surfaces. The brakes are admirably powerful but also progressive, needing but light pedal pressures, and although the hydraulically-operated clutch has a long pedal-travel, it is also reasonably light to use.

The bucket-type front seats are very comfortable, and the test-car had real leather upholstery. Gaining access to the back compartment of the two-door body is achieved by moving forward the front-seat squabs, and as this is done the cushions also slide forward. The squab adjustment is normally done by plated side levers. In the back compartment there are two separate seats, comfortable and with somewhat more foot space than many 2+2 coupés provide.

The instruments and controls of the Reliant Scimitar are out-dated in some ways but very nice to contemplate and to use. Most of the lesser instrumentation is contained on the big vertical central console. Along the top of this are four Smiths dials, of sensible diameter and very easy to read, due to their black faces and white needles. They convey messages as to oil-pressure (normally 50 lb./sq. in.), water heat (normally 88 deg. C.), fuel contents, previously commented on, and the condition of the Lucas 12 volt, 50 amp./hour battery. Below this there is a Smiths clock, with a Philips radio or tape-player to the left of it (with an electrically-raised aerial). Below this an angled shelf carries the switches for the heated rear window (of the GTE), hazard-warning lights, lamps, and the rear fog-guard and front spot-lamps (the latter have dirt-excluding covers). Between these four switches are a subdued light asking you to belt-up, and the switch for setting the exterior mirrors if these are of the electrically-adjustable kind. Lower down on the vertical face of this binnacle are two adjustable fresh-air vents, with the two vertical heater/ventilation levers between these. Lower down again are two big knobs that control respectively the intensity of the instrument lighting, which is never overbright and which can be switched completely out, and the rear wipe/wash (on the GTE). A notable item is that even when the fascia lighting is not in use the switches remain lit just sufficiently for them to be instantly located at night. Also, the quality of these switches is very good and their action pleasant — further Scimitar luxury touches.

The base of this central console carries a cigarette-lighter and a lidded ash-tray.

There is a dual roof-lamp, giving either a bright or a more subdued light, the latter being actuated by the door courtesy-switches and remaining on for a short time after the door has been shut. The fascia and other switches are well defined, the Scimitar's doors have effective "keeps", and the driver is reminded of the sporting nature of this excellent motor car by the subdued burble from the exhaust pipes as he accelerates.



The GTC's very busy and rather outdated instrument panel

The Smiths speedometer and tachometer are directly in front of the driver; the former reads to 140 m.p.h. and has small k.p.h. readings and its m.p.h. digits show 30 and 50, but not 60, m.p.h. speeds. The tachometer goes to 7,000 r.p.m. red-marked from the 6,000 r.p.m. reading. Both have black dials and white needles, in good classic-car style. Between these main dials is a circular warning-lights cluster, of the sort pioneered for Triumph cars. It covers ignition on, fuel low, rear-window heater in use, main beam on, turn-indicators in use, and also forewarns of serious brake-pad wear or a low level of the hydraulic fluid. The switches for the electric window-lifts are on the rear edge of the central console, behind the gaitered gear lever and brake lever in their own well. Behind the aforesaid oddments-box there is a lidded ash-tray for the rear-compartment occupants. Stowages in the Scimitar are confined otherwise to a good-sized lidded and lockable left-hand fascia cubby-hole, and rigid door pockets-cum-armrests, set rather far back. There are more fresh-air vents, adjustable, with central cut-off knobs, at the extremities of the fascia. Two stalk controls operate respectively the wipers (left-hand) and washers and (right-hand) lamps dipping and flashing and the turn-indicators. The wipers are two-speed, with a flick intermittent action. But to cancel the latter it is necessary to move the stalk back to the slow-speed setting and down again, which is inconvenient. The wiper action is effective, the heater works very well and has a neat two-speed fan-switch, and the headlamps are powerful, although still consisting of large and smaller pairs of lamps. You sit quite high in a Scimitar, with a footwell.

The bonnet-lid release is well placed on the right of the car and the light bonnet-lid is rear-hinged and self-supporting. The battery and oil-filler are reasonably accessible, the rear-placed tubed oil-level dip-stick less so. The engine was using oil at the rate of about 1,500 m.p.p. after 8,000 miles. Another ingenious feature of the Scimitar GTC is that either of the rear-seat squabs can be folded down to increase the luggage capacity of the boot and if this is done the carpeted floor is uninterrupted. The boot has to be loaded over a high sill but has an unobstructed floor, the big spare wheel being under the bonnet (which makes for a satisfactory weight distribution), and the jack and wheel-changing tools are contained in a locker beneath the boot-floor, under a plywood panel. The boot capacity is normally 7.2 cu. ft., which the back-seat folding arrangement increases to a useful 23 cu. ft.

The GTC came for test with the optional hard-top in place and I confess that, being busy over the Christmas break (and with no place to park the big top), and the weather breaking up thereafter, I never removed it, any more than did a colleague that on a Mercedes-Benz 500SL, in spite of the Snowdonian scenery through which he was driving that car. I am prepared to accept the comments of those who have used this Scimitar GTC in the open form, which is the prime purpose of the car, that its hood is easy and quick to put up and to fold and stow away. It is certainly very well done, of German made fabric that is taut and is concealed by a good hood bag when stowed. There is protection when the car is open, from the T-strut, and vision is no more cut off by the hood and side pillars than in most other convertibles. It is rattle-free in hard-top form; removal instructions are printed on the driver's anti-glare vizor. There are subtle improvements in this 2.8 GTC over the earlier GTEs, in body construction.

After driving this Reliant Scimitar GTC for a four-figure mileage I liked its high performance achieved without noise or fuss, its notable "long-leggedness", especially the extraordinarily good fuel economy that matches that of the average family saloon, and its individuality, the last named virtue presented in much the fashion of top luxury cars of past decades. The Reliant Scimitar is a good-looking British car and the test-car had the Company's own registration number RMC-1L, the GTE which I had for appraisal some years ago carrying the Reg No. RMC-6L. Hand-built cars do not come cheaply and with all the equipment on the test car the total price of the GTC would be £12,066.85. However, the basic Scimitar GTC costs £11,360 with tinted glass, power steering and Wolfrace alloy road wheels as standard equipment. Twelve standard colours are available, with special colour options as well. For a 120 m.p.h. car of high individuality and notable fuel economy, which is very pleasant and "different" to drive, the Scimitar should be readily acceptable to those seeking a rust-free-bodied car of distinct "character".

W.B.

Summers' Cars

IT WAS while reading, ten years ago, that very entertaining book about life at Rolls-Royce by the late Mr. W. A. Robotham (Constable, 1970), that I came to realise what an enthusiastic motorist the late Mr. R. F. (Dick) Summers had been. It is in this book, "Silver Ghosts and Silver Dawn", that the description appears of the series of match-races staged on a private road in their steel works in Cheshire by Dick Summers and his elder brother Geoffrey to determine the respective merits of such cars as a 30/98 Vauxhall, a 37.2 h.p. Hispano Suiza, a 3-litre Bentley and a V8 Lincoln, to the detriment of the American car, it seems. (As Mr. Summers kept all his papers and trophies, etc., I am able to reproduce these times in the table below.)

Knowing that Mr. Summers and his brother had raced cars as diverse as Rolls-Royce and Aston Martin at Brooklands and elsewhere, this reference to them in Mr. Robotham's book made me very anxious to interview him. Alas, Dick Summers' ill-health, brought about no doubt by worry associated with nationalisation of the great steel company he and his forbears had built up, at Shotton, made this impossible. There the matter rested for some years after Mr. Summers' death in 1975, until his son W. H. (Bill) Summers, who himself started competing in historic cars at Cambridge in 1957, took over all his father's motoring papers and trophies. It was from him, at a meeting at his town house in Bridgnorth, just before last Christmas, that I gleaned the following facts about this enthusiastic motoring family.

The late Sir Richard Felix (Dick) Summers, who in his turn became Chairman of the Shotton steel-works, learnt to drive on his grandfather's Silver-Ghost-type 40/50 h.p. Rolls-Royce at the age of 11. This had been the first Ghost in Cheshire and an accident with it in 1907 is remembered. As Mr. Summers, Senr., was coming down Bridge Street in Chester he was unable to stop in time when confronted with a flock of sheep and killed a number of them. "Did this put him off motoring?", I asked. "No", replied Bill Summers, "but I think afterwards he left the driving to the chauffeur" . . . In 1917 an old 3½ h.p. Arno motorcycle turned up and was registered, and with it the Summers boys sought some riding experience.

R. F. Summers' first car is thought to have been an ordinary Morris-Cowley; apparently he was told to overfill its sump for racing but he thought he knew better, and a mechanical disaster followed. While up at Cambridge, in the summer



R.F. (DICK) SUMMERS at the wheel of his s.v. Aston Martin in 1924 and his son W.H. (Bill) Summers in the cockpit of his 6C 3.9 litre Maserati in recent times.



THIS TABLE relates comparative tests of contemporary cars conducted by the Summers brothers and friends over the private road at Shotton in 1926. They also awarded marks out of a maximum of 20 for springing (comfort), the Lincoln being placed 1st, the Lancia Lambda 2nd, the Rolls-Royce 3rd and Boston's Chrysler 4th.

Shotton — **MOTOR CAR TEST** — **Sunday, 3rd October, 1926.**

CAR	OWNER	STANDING ½ MI.		STANDING MI.		FLYING ½ MI.		ACCELERATION (on gears)				DECELERATION			
		Secs.	Av. m.p.h.	Secs.	Av. m.p.h.	Secs.	Av. m.p.h.	10-30	10-40	10-50	10-60	30-0	40-0	50-0	60-0
Vauxhall 30-98	R. Summers	34⅘	52.63	57⅘	62.94	23	78.26	5.7	7.4	12.2		50 ft.		128	208
Vauxhall 30-98	N. Rollason	31⅗	56.96	55⅗	64.75	22	81.82	4.8	6.4	10.8		43		117	186
Vauxhall 30-98	E. Boston	34	52.94	57⅘	62.28	23⅘	75.63	4.0	7.5	11.2		—	—	—	—
Bentley long WB	Hon. G. Cunliffe							8.4	15.6			35		136	—
Rolls-Royce Ph.	G. Summers	38⅘	46.88	62⅘	57.32	24	75.0	4.8	7.9	14.0	20.6	36		131	190
Hispano-Suiza	A. Robotham	38⅕	47.12	64	56.25	25⅗	69.77	6.0	9.0	15.0		53			230
Bentley 3-lit.	H. Boston							5.8	10.8	17.8		42	83	122	185
Sunbeam 8 cyl.														101	188
Lancia-Lambda	S. Summers	43⅗	41.28	71⅗	50.28	28	64.29	4.0	9.8	16.0	37⅖	24		144	213
Aston-Martin	R. Summers							5.5	11.8	17.4		39			247
AC	G. Summers	39	46.15	64⅕	56.17	25⅗	71.43	5.0	9.4	13.6	28.6	47		123	201
Chrysler	H. Summers							5.8	9.4	19.8		52			
Chrysler	G. Boston							6.0	11.0	20.2		43			
Lincoln	Reece							6.2	11.4	21.0					



DICK SUMMERS' first sports car, his 1921 Morris Cowley Sports Model, shown here taking part in a Cambridge hill-climb.



ANOTHER motoring member of the family, Geoffrey Summers, at Shelsley Walsh in 1922, driving a 1920 40/50 h.p. Rolls-Royce which he also ran at Brooklands.

of 1921, he bought an 11.9 h.p. Sports Model Morris-Cowley (No. 8649), which he used as his introduction to competition events, such as trials and hill-climbs. In 1922 the stark, aluminium-bodied Morris was run at Brooklands, following in the wheeltracks of Geoffrey Summers who was another of the family keen on cars (in fact, he was his brother's entrant, perhaps to overcome an age-limit), who competed there at the same meeting with a 1920 40/50 h.p. Rolls-Royce four-seater (No. 39TW). Neither were successful, but the Rolls was obviously able to exceed 73 m.p.h. and the Morris 60 m.p.h., although not for long on the track.

The Rolls-Royce was later driven at Shelsley Walsh.

On April 30th, 1923, Dick Summers, while still an undergraduate, bought new from the factory what was to become his favourite car, a 30/98 Vauxhall four-seater (No. OE15). Because Summers was engaged with examinations at the time the car was fetched from Luton by a friend, Neville Rollason, who seized its engine on the way to Cambridge. A notebook relating to this Vauxhall has survived and it makes interesting reading, especially as it is now the regular thing to relate how modern cars behave in the hands of their owners.

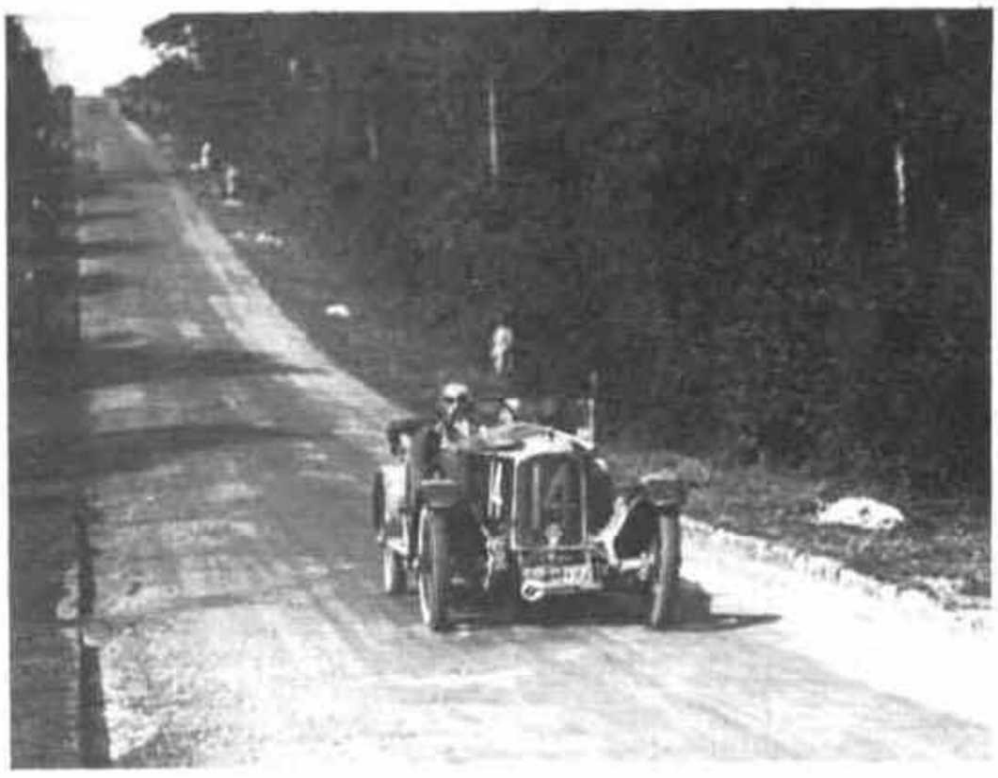
After about the first 1,500 miles a broken piston was discovered. However, this did not deter the owner from leaving in May for a six-and-a-half-weeks' tour of Switzerland, during which the 30/98 "did well", the only trouble being three broken valve springs. Three weeks after the car's return it ran No. 2 big-end, while being driven between Birmingham and Salop. The month after that it "went to Luton to have a new-type camshaft fitted". This is interesting, as it suggests that, thus early, modifications were available for the OE 30/98.

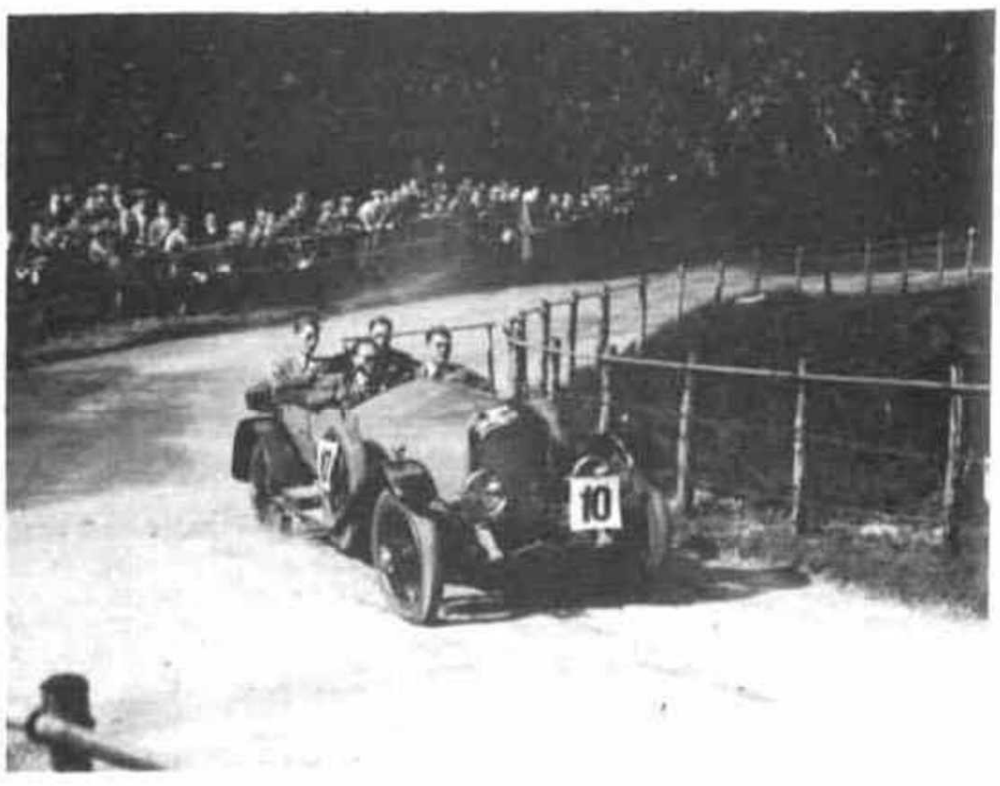
In the third week of August 1923 the Vauxhall crossed to Boulogne for the Speed Week. Dick Summers ran it in the Speed Trial, over a 3 km. course, and was placed second in his class, averaging 94 m.p.h., although four people were in the car. Its maximum speed, no doubt achieved down the fearsome hill with ditches at the sides of the narrow, cambered road, was 103 m.p.h., which was very good going for a 30/98 at this period. It ran on Michelin tyres and Lodge BR14 sparking plugs, and the carburetter jet sizes were 145 and 170. Summers also competed in the one-kilometre standing-start Speed-Trial, and again the Vauxhall finished second, averaging 62 m.p.h., this time against a head wind. It then competed in the Boulogne Hill-Climb and covered the 500 metres in 26.2 sec., an average speed of 42.69 m.p.h.

This speed work took its toll, because that September it was found that there were cracks in an exhaust port and in a steering-arm housing, so new parts were fitted. This was in preparation for Shelsley Walsh, where Summers took the car up the hill accompanied by Neville Rollason, Melvyn Rollason, who became a great Bentley enthusiast and was a great friend of Dick's, and Peter Chamberlain. It also carried three hundredweight of pig-iron. This was to improve its chances on Formula, in which class it was third, behind Miss Pink's Aston-Martin and Miss Heath's Sunbeam. It was also second-fastest in the unlimited class, with a time of 58.2 sec., beaten only by Malcolm Campbell's 4½-litre racing Sunbeam. Just less than a month later the cylinder head was found to have cracked again.

Early in 1924 a new third-speed was required in the gearbox and front-wheel brakes were fitted. In May the cylinder head cracked for the third time, as did the back-axle spring pads. The car continued to be used for sprint contests and that autumn the head cracked yet again and another new 3rd-speed was required. Up to March 1926 the replacements needed numbered two crown-wheels, a cylinder block to replace one

R. F. SUMMERS' favourite motor car, his 1923 OE 30/98 Vauxhall which he used for fourteen years continuously. He often competed with the car in speed events, such as the Boulogne Speed Trials in 1923 (left) where the fully laden car was doing over 100 m.p.h. and the Shelsley Walsh hill-climb in 1924 (right) where the car was again run with a full complement of passengers to increase its chances in the Formula Class. The headlamps, removed for the Boulogne event, were re-positioned to a more stylish height in 1927.





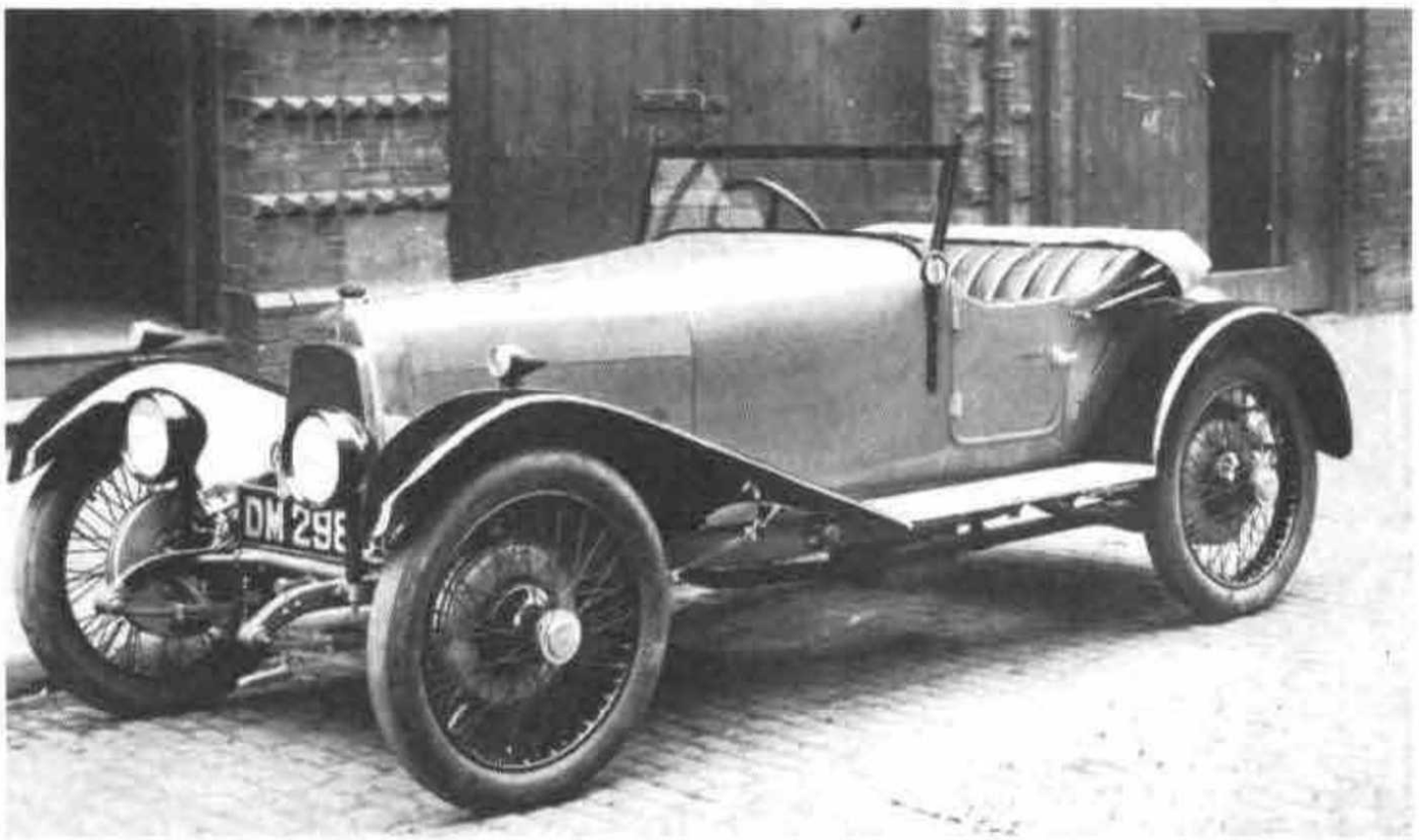
damaged by shifting gudgeon-pins, third gear was worn out, the torque-arm had broken, the self-starter had failed three or four times, the steering-pin (stub-axle?) bearings were badly worn, the transmission brake had been relined several times, and "the rear universal does not last long". The clutch-withdrawal mechanism had been altered, but only one new battery had been required in three years.

In April 1926 the 30/98 was given a complete overhaul, although at the time the speedometer registered only 6,080 miles — but perhaps it has been out of action some of the time. The car was now given new liners and balanced con-rods, the back camshaft-bearing was renewed, old-type pistons were fitted, with 0.004" clearance, the magneto-drive was given new bearings, four new valves were needed, the crankshaft was straightened, reground and balanced, a new oil-pump fitted, a new induction pipe supplied to replace a damaged one, the crankcase was sand-blasted and the cylinder block stove enamelled, the radiator was repaired and polished, and the carburetter was seen to. In addition, the flywheel was lightened by 18 lb., from its former 77 lb., the water pump gland was repacked, and all the water connections replaced.

When it came to the chassis, the clutch-stop was lined with Ferodo, and held stationary with springs, the gearbox was provided with new 3rd-speed constant mesh pinions, and a new roller-race, and the transmission brake was given a new liner. A new star-joint and new blocks in the back universal joint, were fitted but the back axle and the steering were not touched. The brakes, however, were changed so that the pedal operated those on all four wheels, the hand lever the transmission brake, and the body was given new carpets and repainted. The dashboard panel was "refrosted" and some of the instruments were adjusted and replated. The windscreen top glass was renewed and the screen frame replated. The hood was recovered and a new tonneau cover made. The mudguards were repainted, the petrol pipes annealed in two places, and the rear road-springs were set up half-an-inch all round, after being given new shackle pins and bushes. The shock-absorbers were repaired and stove enamelled. This overhaul took some five weeks and after it the report was "everything o.k.".

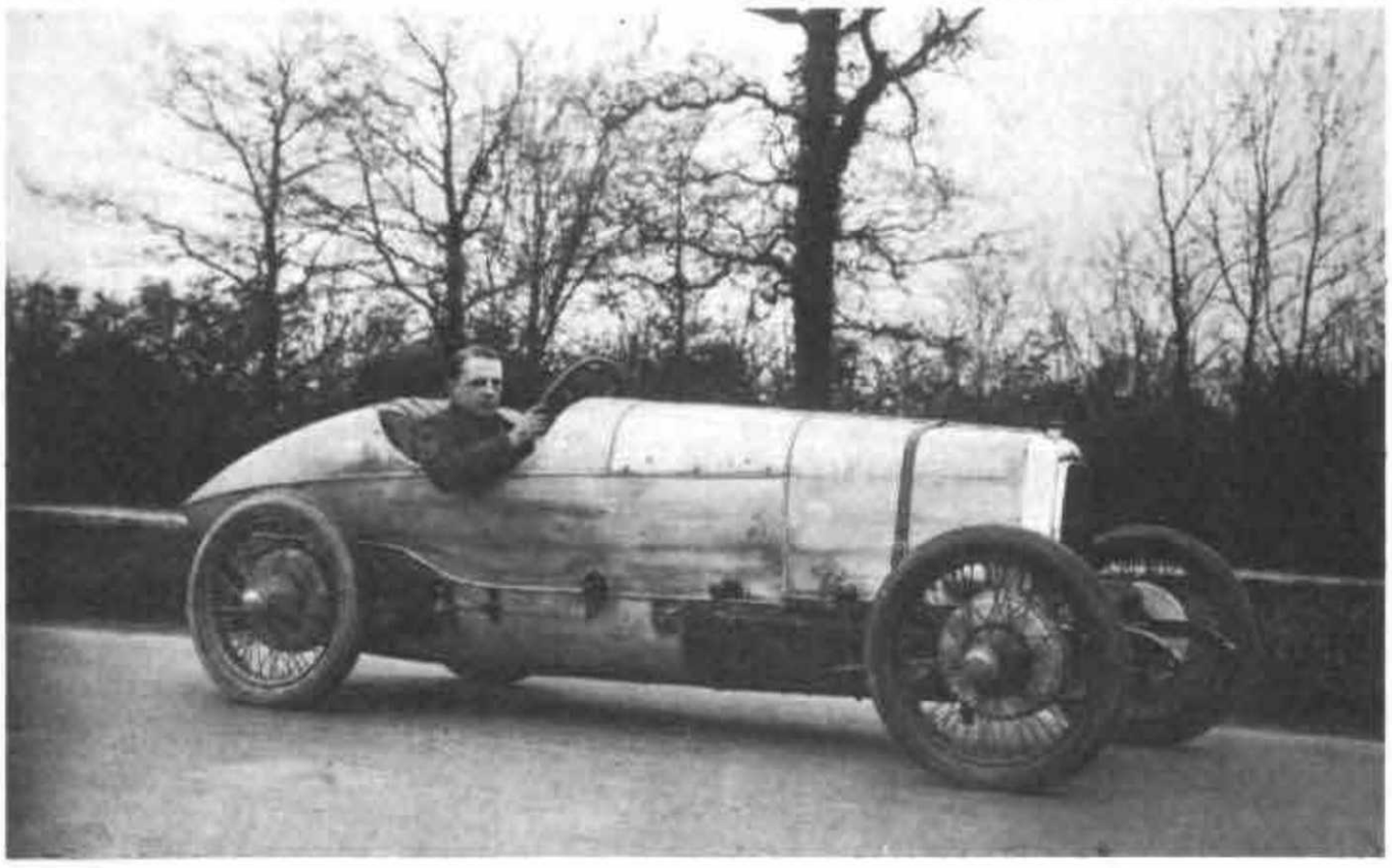
Four months later the car was off on another European tour. This involved 3,000 trouble-free miles, except for broken valve springs and one puncture. Shortly after this the back axle was taken down to cure the free play that had developed in the near-side differential keyway. Three days later the cylinder head was lifted, for a valve grind. The exhaust valves were in a bad state, three having stuck in their guides. To save having a new battery, new positive plates were put into the existing one. That was done before the end of August 1926 and the following March the engine was dismantled and new piston rings fitted. The valves needed another grinding in again. The carburetter was again overhauled and this time, so was the steering gear. This was "seemingly satisfactory", as all slackness had been eradicated from the steering. Before the end of March 1927 a new ball-race had been put in the clutch withdrawal mechanism. Also early in 1927, the brakes were "put back to original design" (30/98 owners were never anchor-happy!), the rear ones were relined and the operating-shaft rebushed. In April 1927 the headlamps were raised, as on current cars, and the Vauxhall badge put in the centre of the cross-bracing.

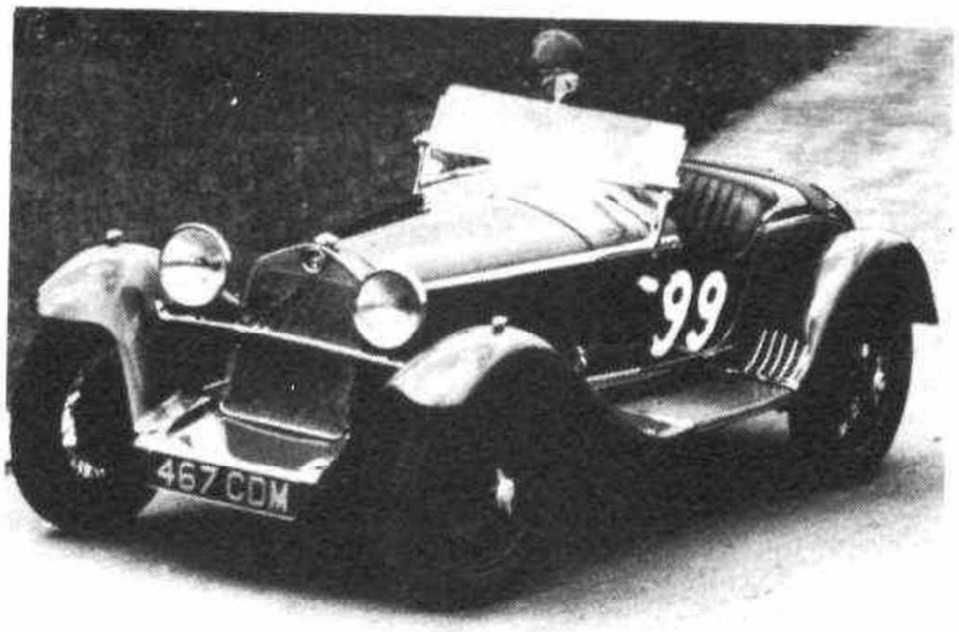
I wonder how this accords with present-day 30/98 Vauxhall maintenance?

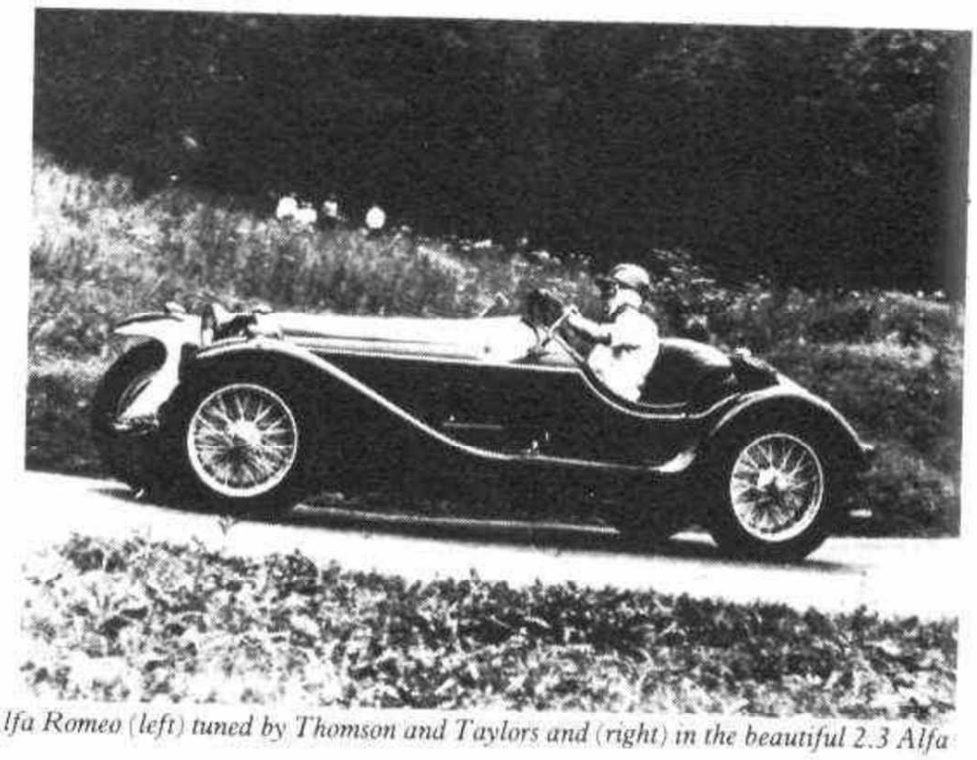




DICK SUMMERS' side-valve Aston Martin underwent a number of alterations during his ownership, shown here by the transformation of the body. The top photograph is of the car in its first guise, although the bald Englebert "Corde Liege Renforce" front tyres indicate that it had already had some hard use, while the centre shot is of the car taking part at Shelsley Walsh, with a helpful passenger leaning out doing his best to keep the inside wheels on the ground. By this time, the windscreen had been replaced by aero screens, the valanced full wings and running boards had been replaced with slender, strip type mudguards and a strap held the bonnet down. Its final form, in which it lapped Brooklands at nearly 85 m.p.h., was an out and out racing car, the special alloy body having an engine turned finish.







BILL SUMMERS follows in his father's wheeltracks — competing in his fast 1750 Alfa Romeo (left) tuned by Thomson and Taylors and (right) in the beautiful 2.3 Alfa Romeo with body by Touring.

Apart from the Shelsley Walsh appearance mentioned above, the 30/98 was used by Summers for many other events. It made FTD in 45.5 sec., for instance, in 1923 at the Aston Clinton speed hill-climb near Aylesbury, which was his favourite course, it was a class-winner at the similar event at Kop Hill, near Princes Risborough, in 1924, and it made FTD at the Inter-'Varsity Speed Trials at the same venue that year. It is not possible to list all the car's speed exploits, but the medals it won have been preserved and bear testimony to its successful career. Another aspect of the Vauxhall's ability was its conquest of Hardnott and Wrynose passes in the Lake District, *in both directions*, accomplished by Dick Summers in 1923 and thought to have been the first clean both-ways ascents of those then-notorious gradients. Chains were used on the rear wheels. The crew comprised George D. Abraham, his two daughters, and his brother in law, Sandy Irvine who died on Everest with George Mallory in 1924. Mr. Abraham used to contribute touring articles to *The Autocar* and sometimes referred to using, or being in, the Summers' cars, such as the Rolls-Royce and the 30/98 Vauxhall, but whether he was a staffman or an amateur writer and photographer, I do not know.

Writing in *The Guardian* 39 years afterwards, one of Mr. Abraham's daughters recalled the superb driving by Summers and the excellent performance of the Vauxhall, and the evening light as they came back down Wrynose into Little Langdale.

About this time Dick Summers bought a new side-valve Aston-Martin chassis (No. 1928) from Lionel Martin, being very impressed by the car's quality and performance. He had a neat two-seater body put on it by W. C. and R. C. Atcherley of Birmingham, who made most of the bodies for his cars. This blue Aston Martin was used by Mr. Summers for a return to Brooklands, at the 1924 Easter Meeting, when it took two second-places, the first in the Private Competitor's Handicap, behind Count Zborowski's Indianapolis Bugatti, lapping at 83.7 m.p.h., and the other in the 100 m.p.h. Long Handicap, behind Harvey's Alvis when the Aston Martin lapped slightly slower. The little car looked rather like the first of the later production-model Bertelli Astons but it did not remain long in this form, because Mr. Summers soon had a racing body in mottled aluminium put on it, by Compton & Hermon of Hersham. In this form it lapped Brooklands at fractionally less than 85 m.p.h., very quick for a side-valve 1½-litre car, implying a top-speed in the region of 90 m.p.h. But it was unplaced at the 1924 Whitsun BARC Meeting.

Dick Summers was then courting the girl he was to marry, which, as he was at Cambridge and she was at Oxford, involved fast runs between the two University Cities! His fiancée was learning to fly on Avro 504s but Dick Summers asked her to give up this pursuit, which he regarded as potentially dangerous. She retaliated by asking him to give up motor racing! So from then on the Aston-Martin and Vauxhall were confined to sprint fixtures, such as those at Aston Clinton, Kop, and many similar venues.

The remarkable thing is that Mr. Summers thought so well of his 30/98 Vauxhall that he used it regularly right up until 1937. The last entry in his notebook about it relates to the Blackpool Speed Trials of 1927, when it is reported that it was beaten by two other 30/98s, driven by "Pemberton and Ted". (I think "Ted" refers to Edward Boston.) Dick Summers disliked being driven, Even the works chauffeurs took a back seat when the Chairman was about — as on the epic occasion in 1953 at the opening of the new plant when he drove the Duke of Edinburgh around in the front seat of the Humber Pullman limousine, kept exclusively for such functions, with the chauffeur in regal isolation in the back. To Dick Summers, a chauffeur was someone who produced the right car at the right place at the right time for the owner to drive. Incidentally, his 30/98 was kept in retirement for many years and it was restored quite recently by Bill Summers, intended as a surprise on his father's 75th birthday, had he lived. He has since disposed of it to Adrian Liddell. After it ceased to be regular transport for Mr. R. F. Summers, who used to go to and from his office in it, the cars owned by him have not been listed, but among them there seems to have been a 4½-litre normal-chassis Invicta and a small sleeve-valve Minerva, both with saloon bodies by the aforesaid coachbuilder. After that Mr. Summers, as Chairman of John Summers Ltd., went over to Derby-Bentleys, starting with a 3½-litre and then owning 4¼-litre models, but he thought them not as pleasing as the old 30/98.

He was also a steam-enthusiast and in 1967 he drove the last steam locomotive to run officially on the tracks of British Rail. It was a massive freight loco, used to bring iron-ore from Birkenhead before Nationalisation of our railways. A cartoon exists, of the Chairman of this then-great Steel Company driving it, with a BR driver also on the footplate, pleading with Mr. Summers — "Ease up, Sir Richard we're halfway to Euston" . . .

Bill Summers has followed in his father's wheeltracks, learning to drive at the age of seven in one of the family Austin seven garden lorries, fitted with special pedal extensions. These lorries had been used by two elder brothers before him and the extensions had become rather worn and slippery, causing Bill's first motoring accident when his father, standing on a box to clip a holly bush, was pushed firmly into the prickly tree by young son reversing the truck up to collect the clippings. After passing his driving test, his proper motoring began. . . First it was with modern cars, rallying with an Austin A30, his wife the luckless passenger during the London Rally, then with a highly souped-up Standard Ten, with that unburstable engine. He has used Hillman Huskys for mud-trials and when he was at Cambridge there were things like a blown Austin Healey Sprite, etc. Bill has had Lancias, some 20 miscellaneous ones in all, and he still retains a few, including an Aurelia. He saw the light when, in 1956, he purchased a Le Mans-model Aston Martin, which had at the time a Ford V8 engine. He was away abroad in the Rifle Brigade, when his Father, disliking the Ford power, obtained a prototype Aston Martin DB1 engine and had it installed at the steel-works, thus turning the innocent Le Mans Aston into a very effective "Q-car", because outwardly it looked standard. It has since been restored to proper 1½-litre form, by its present owner.

Then began the Alfa Romeo phase. At one time Bill possessed four of them. The first was the ex-Wade Palmer 1750 four-seater, bought from Jack O'Lantern for £450. It was taken to T & T's for attention and for the same sum they gave it very good performance, induced by a big SU, etc. Then there was a 2.3-litre with a very beautiful two-seater body by Touring, set off by a low radiator, this being the famous FLC-820, now owned by Alain de Cadenet. This was joined by a very elegant 2.6-litre Castagna coupé. Then Bill Summers acquired the car that has to date given him the most pleasure to own and drive — the ex-Scuderia Ferrari 2.9-litre *monoposto* Alfa Romeo. With this splendid car Bill competed in VSCC and other events, breaking the lap record at Rouen. But it was difficult to maintain and he sold it to Neil Corner. Bill recalls that when Neil came to try it out they still owned the

The Ford Escort XR-3

Great Fun

I gave my impressions of driving the new FWD Ford Escort 1.6 GL in the December 1980 issue and I have since tried the faster XR-3 Escort, with the Weber-fed overhead-camshaft 1,596 cc CVH engine that gives 96 (DIN) bhp at 6,000 rpm. As the car is similar to the 1.6 GL in most respects, there is little need to enlarge on the previous report, except to say that the increased performance of the "hot" Escort Erika with its alloy wheels, three-door body, front spoiler, rear "wing", "competition" front seats, and larger tyres reminded me of the fun I had ten years ago with an Escort Mexico.

That Ford have made very worthwhile strides since then is reflected in the lower fuel consumption of the XR-3 over the old Mexico, inspite of improved performance. The new aerodynamics and the efficiency of the CVH engine have worked, remembering the 31 m.p.g. I got from that 1971 Mexico against the 34.1 m.p.g. the XR-3 gave, driven hard. That performance has also improved is seen by comparing the XR-3's acceleration figures with those for the rorty twin-cam, 16-valve Cosworth-Mexico of 1970, and the RS2000 that the new FWD XR-3 replaces, as shown below.



Apart from this excellent pick-up, the XR-3 is a great car to drive, with its outstanding road grip, smooth gear change, and responsive steering with a small thick-rimmed wheel. The tachometer has the red warning starting at 6,300 r.p.m. and the engine likes high speeds. Ford have been criticised for the harsh rear suspension of the New Escorts. The situation has improved only slightly, if at all, with the XR-3 but the lively ride over the rougher surfaces is less troublesome in a sporting saloon anyway. Normally the XR-3 uses Pirelli P6 185/60 tyres but Ford are not adverse to experiments with other rubber and the test-car had grippy Goodyear low profile tubeless NCT HR60 low-profile tyres.

With a top speed of 114 m.p.h. and 84 m.p.h. in third gear the economy of this latest fast model of the Escort range is a great bonus and the price of £5,213 is notably competitive. Inexpensive servicing, too, is aided by the hydraulic tappets and breaker-less ignition. So the XR-3 will obviously enhance sales of the new Ford models. It is available with door and boot central locking, sun roof, electric window lifts, headlamp washers, fuel-filler lock and a stereo/radio cassette player and the price of this luxurious sporting Escort is then only £5,926. I would derive much pleasure from owning such a thrifty, willing, and nice-to-handle Sporting Ford. It is good to find Ford, in whom I have much faith, coming up with this Golf/Alfasud beater! — W.B.

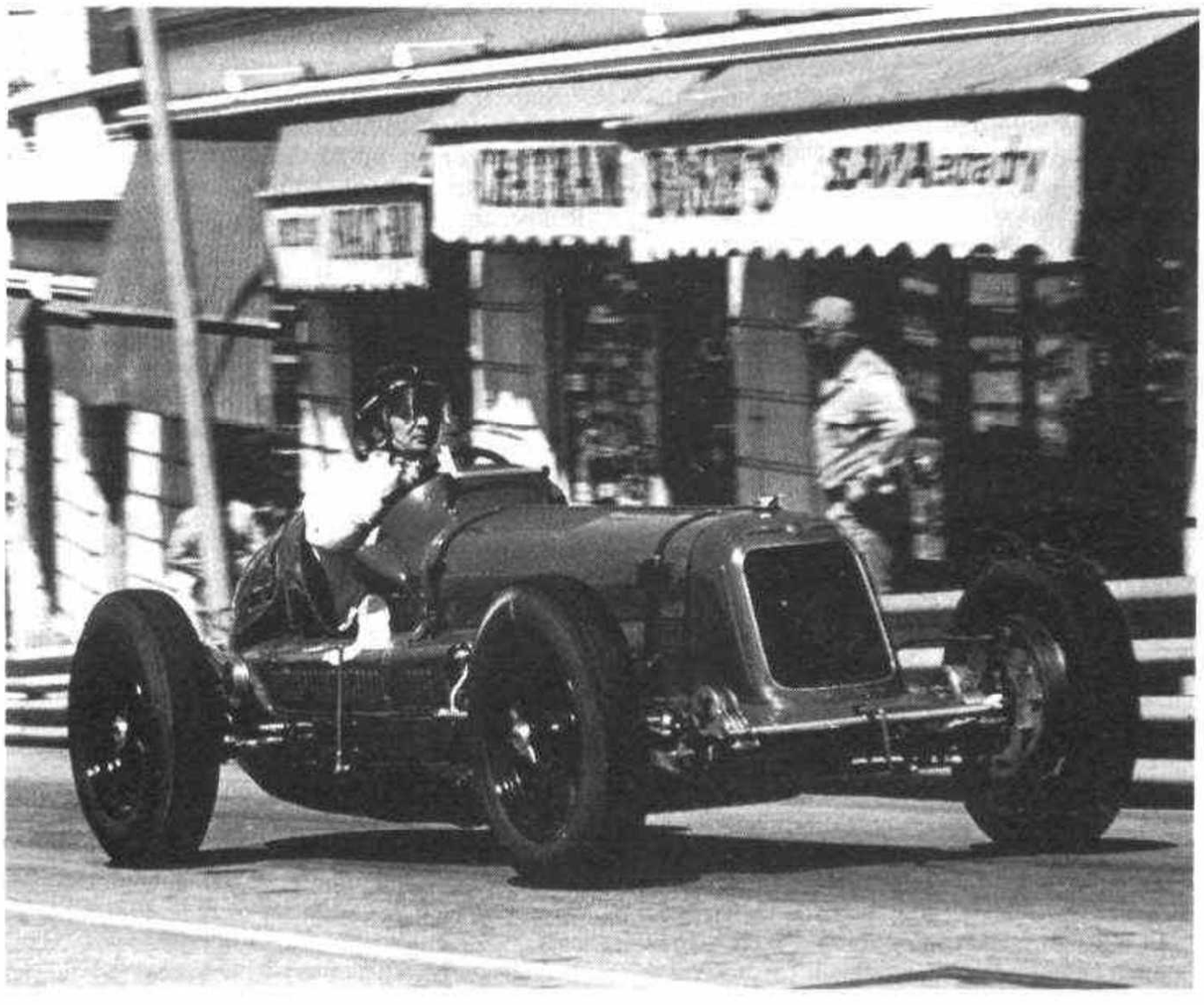
	1970 Twin-Cam Cosworth Escort	1980 RS2000	1981 FWD Escort XR-3
0-50 m.p.h.	6.4 sec.	6.4 sec.	6.9 sec.
0-60 m.p.h.	9.3 sec.	8.6 sec.	9.2 sec.
0-70 m.p.h.	12.4 sec.	12.7 sec.	13.0 sec.
0-80 m.p.h.	16.6 sec.	16.9 sec.	16.9 sec.
0-90 m.p.h.	24.7 sec.	23.1 sec.	22.7 sec.
0-100 m.p.h.	——	33.6 sec.	31.8 sec.
MPG	24.2	31.6	34.1

THE SUMMERS CARS — continued

aforesaid private road, built over the marshes at Stotton. It was then some two miles of dual track, with a roundabout at the ends, a sort of miniature Avus, and Bill says that sitting on a fence waiting for Corner to appear, and seeing him go past at some 130 m.p.h., is among the more stirring of his motoring memories. . . .

Bill Summers has more recently campaigned, in VSCC and other historic events, his 1934 3.9-litre 6C Maserati, persevering with this rather difficult car as he was convinced it had never had a proper chance, and if developed, would prove more than a match for anything of its era. In 1977, the true picture began to emerge, with fastest time at the MAC/VSCC Shelsley Walsh meeting, followed by a creditable performance at the Nurburgring. Success in a VSCC race had to wait until 1979, where the car finally showed its heels to a pack of ERA's. On a more overtly "power" circuit, at the Nurburgring, the car achieved second fastest lap time, winning the monoposto race, albeit expiring with a broken timing wheel on the slowing down lap. The car now belongs to Alain de Cadenet.

For business travel, Bill proposes to use a 1.6 Ford Escort estate, considering the small car to be so well developed to make the spending of more than £4,500 to £5,000 for "wheels" a needless extravagance. — W.B.



A FINE action shot of Bill Summers at the wheel of the 3.9 litre Maserati 6C taken during the historic curtain raiser at Monte-Carlo in 1979.

CIRCUIT IMPRESSIONS

Two Tigas and a Ralt:

a menagerie at home on Goodwood



THE TIGA FF driven in 1979 by James Weaver, but since updated and run by Tim Lee Davey.

LIFE is unfair. At short notice the amiable Tim Schenken, now a respectable retired racing driver, rang up and invited us to join a test day devoted to the Tiga products produced by the concern Schenken runs with another former racer, Howden Ganley. As an aside he mentioned that the Ralt RT3-Toyota that Tiga ran for Italian Daniele Albertin in the British series would also be present. As a mid-season switch to the RT3 from a March chassis gave Sweden's Stefan Johansson the prestigious Vandervell-backed British title this year, we thought it would be worth driving. Particularly as we have experienced Renault and Triumph Dolomite power in Formula 3 chassis, but never, until this offer, the most successful units. These are prepared by the Pedrazzani brothers' Italian Novamotor company on a 1.6 litre Toyota twin cam base.

Unfairly the Ralt stole the show in our memories, but first a little more about the host's products that were on hand.

From the embyro ranks of Formula Ford there was Tim Lee Davey's Tiga (pronounced *tiger* according to Schenken). A 1979 car driven with great success by James Weaver in that season, it had been updated to this year's specification and used with great vigour to contest the 1980 Dunlop Star of Tomorrow Championship, and attract the BBC's attention for a programme in the Esther Rantzen series.

To be fair to the myriad makers of FF cars in this country, we don't test individual examples as there's always a new top chassis 'round the corner'. The company's best way of achieving sales is by consistent success in the countless Championship rounds held all over the country. From Tiga's viewpoint it was interesting to hear that, even when James Weaver very nearly won the most prestigious series in FF — Townsend Thoresen — Tiga still did not sell many cars in the UK category. You have to win and fill in some of the supporting front places before the FF fashion will swing your way.

As a general progress note — it's been seven years since the writer has driven one of the tubular-frame 1600 Fords — it is worth saying that a competitive car like the Tiga feels a lot more rigid in construction than the front-runners used to feel. According to ex-Unipart F3 and F1 driver Tiff Needell — an expert on the category in the seventies — this dates back to the Crossle 25F of 1974, which had a much stronger spaceframe than had previously been thought necessary. Items like square tube, more frequent use of bracing in the engine bay, and rollover hoop areas account for much of this improvement in feel and lap times over the years.

Naturally the price has caught up with the times too. When Schenken made his name in British FF of the late sixties "a complete car cost about £1,000; now you're lucky to get a new engine for that!" The Tiga FF will cost £5,250 as a rolling chassis in 1981 and will probably continue to sell better overseas (particularly the USA) than it does in Britain.

Though rather overshadowed by the rows over Formula 1 and the rather confusing 1982 onward international Group C regulations, sports car racing at grass roots level has revived considerably in Britain in recent seasons.

The cause is a formula entitled Sports 2000 which began in the 1977 seasons. In both 1977 and 1978, Lolas with the broad, upturned boat, body style of the old 2-litre-FVC design (the T490 and T492 when equipped with a 2-litre Cortina motor and complying with Sports 2000 regulations) dominated the championship. Toward the end of 1978 former F3, FF and FF2000 Champion Ian Taylor borrowed a car and won a Sports 2000 race easily.

Since then neither he nor Tiga have had to look at the back end of Lolas anymore, Taylor winning the 1979 and 1980 Championships, Tigas finishing first, second and third in the 1980 series. Runner-up was the talented James Weaver in the company's SC79 similar design of 1979. Lack of finance forcing Weaver into this category rather than F3.

The Tiga we tried, Taylor's SC80 Championship car backed by Queensgate Securities, demonstrated the kind of 135 m.p.h. machine that results from regulations designed to provide a taste of sports car racing at an affordable cost. There is a simple monocoque chassis with tubular frame for the dry-sumped Sam Nelson version of the Cortina engine (yielding around 130 b.h.p. and capable of 7,000 r.p.m. reliably). Further rearwards is a four speed Hewland gearbox, without limited slip differential, in the transaxle.

Naturally there are four wheel disc brakes: the type are not restricted, but with only 480 kg/1,058 lbs to stop, these do not have to be massive. Maximum wheel width (Compomotive alloy on 'ours') will be 8 in rear and 6 in front, with slicks and wets as specified by regulations and supplied by Dunlop: a silencer is also mandatory these days, just as it is on the majority of 1981 British racing formulae. A straightforward wishbone suspension layout is used with steel-cased shock absorbers within coil springs.

We were allowed a few laps in the rain while on slick tyres: it probably says all there is to say about the Tiga SC80-Nelson that the experience caused no worries at all. The chassis is so easy to balance, via the 11 in. diameter leather-rimmed steering wheel, that any front or rear wheel slide can be caught as it develops, not reacted to in panic that an accident may occur.

This was a stark contrast to the Tiga I drove in 1978 in similar greasy conditions. That twitched all over the place and was a general handful compared to the rival Lola of the period assessed at the same time and track.

I asked how they had managed to improve the car. We received a reply to the effect that it was the result of having more competitive drivers feeding back better information, rather than a drastic loss of weight, though some aerodynamic changes to help straightline speed were described. Now they have got it right there seems to be little complacency. Sales manager Ian Taylor told us of a number of 1981 modifications adding, "our car will cost £8,750 in 1981. I would allow £1,600 for an engine and between £400 and £600 a race as a realistic running cost." Against that I have seen an unsubstantiated claim for a novice completing 15 Sports 2000 races for £2,500 using a Lola worth comfortably under £5,000 complete, but nobody could pretend that was for a regular front runner.

Memories of 2000? As ever, a competitive car in this category is perhaps one of the easiest types to drive quickly on early acquaintance. Efficient brakes, handling and a comfortable cockpit allow the newcomer to gain confidence quickly . This SC80 reached 6,800 r.p.m. on what pass for straights at Goodwood very rapidly, displaying notably good acceleration in the gears once 5500 r.p.m. had been attained. At the top end the car was faster than I remember those of two seasons or so ago, and even more fun.

That's the point of this formula. You can compete against some really good men and possibly clamber into more advanced sports cars as a result (there are four long races with a £1,000 prize fund apiece in the UK this year), or just enjoy some of the overseas rounds. They have Zolder, Spa, Zandvoort and some other



ANOTHER TIGA — this time the SC80 car which Ian Taylor campaigned so successfully last year to win the Sports 2000 Championship.

interesting forays planned in a separate European series, according to Taylor. Potentially you could do 12 British events and five European ones.

Incidentally, it is a sign of the emergence of Sports 2000 as a worthwhile category, that March are now offering a £9,250 design for the category.

I saved the best 'til last, by which time it was raining properly and Schenken's concern was reflected by fitment of a proper set of wets to the £12,500 Ralt. The covers were the compulsory Goodyear G54s (likely to stay in use despite the company's withdrawal) on magnesium cast 8 in. fronts and 10 in. rear wheels.

Squeezed into the high-sided monocoque, I was immediately reminded that this was a different class of car, a proper international racer that makes demands of its driver and will prepare the sufficiently talented for Formula 1. Cocooned by the monocoque's clasp, plus that of six-point safety belts, and vestigial glassfibre seat, I gazed happily at the contents of the matt black metal fascia. A 12,000 r.p.m. tachometer — only half of those r.p.m. needed on these strangled 165 b.h.p. 2-litres — is flanked by the traditional combined minor Smiths dials for oil and fuel pressure, water and oil temperature. Below, a simple sub-panel carried the switches and knobs that operate ignition, the safety red rear light and fuel pump.

The view ahead is a little limited by the high, delicate screen, but I can see the rocker arm inboard suspension and the aerodynamically fared arms to that suspension. The Ralt was built to comply with the 1980 ban on skirts for outside F1 formulae. Thus the suspension is placed out of the air stream wherever possible, and where it is not, streamlining is inevitable. At the back the coil springs and Bilstein dampers (Koni optional) are, "mounted entirely in unit with the gearbox to give clean air flow from venturi," in the words of Ralt's promptly-posted description (I never did get anything from Tiga's sales manager, despite two requests!) and I was pleased to note that a cockpit-adjustable facility for the front roll bar was included on the Ralt 1981 specification. This might be a race-winning feature. If the driver could stay on the track in worsening conditions, and slacken off the bar, *and* fend off the homicidal maniacs around him in the spray!

To the right, falling as an extension of your arm and operating faster than many light switches, a gearlever to control the five-speed Hewland Mk9 gearbox at the rear. The change pattern is the normal race one of isolating first on its own, closest to the driver, and providing the top four ratios in a conventional H like that of a normal roadgoing four speed gearbox. At Goodwood first can be forgotten after the exhilarating sprint away from the pits. Moving away from those corrugated Goodwood monuments to the fifties, often loosely referred to as pits, involved all the actions of a proper formula car. No air starter, but a prompt response when the cockpit knob was pushed. Watch the mechanical flickering of the rev-counter: pull the gear lever back into first, assisted by the mechanics pushing the rear wheels round to aid selection at a standstill. A slight grating and first goes home, the clutch fitted to engage drive only with more than 3000 r.p.m. recorded, otherwise "the wick goes out", in Weaver's advisory words. James drove the car at the televised last meeting of 1980 at Thruxton and managed a sixth with it at Thruxton (Albertin's best result was a third at Silverstone), so I took particular note when Weaver said "the Ralt gives me confidence straight away. It's particularly good on faster corners, especially that quick flat right here, Madgwick. On slower corners I found it hard to get to grips with, but it still does a good job and makes you feel at home from word go".

I did seven laps in increasing rainfall and enjoyed every one at a faster (though still modest) pace. It is impossible for a newcomer to over-emphasise the feeling of immense security that this stiffly constructed and narrow (for maximum ground effect) monocoque provides. You are worried by nothing, save doing the job of getting round the track a bit faster, in my case, or out-thinking the opposition in the case of a competitive driver. For no good reason I recalled the late Peter Revson's remark about his Shadow GP car being as nice as a Packard compared to its predecessor. In engine and chassis this Ralt felt how a Lotus built to Mercedes standards would in road terms.

I was surprised by the outright speed. The £4,500 Toyota engine did not rev like that of a Renault, but changing at 5800 r.p.m. brought one very swiftly to an estimated 138 m.p.h. as it headed to the St. Mary's S, and on the Lavant straight. My brain told me that the Toyota provided a much more useable stream of torque than would be found in the rival engines. The motor actually pulls quite well between 4000 and 5800 r.p.m., but is mainly confined to the 5200-5800 r.p.m. band in competition. My heart told me that sitting in this single seater with its decisive brakes, leisurely breakaway, and superb steering was a tremendous privilege. It was hard to stop grinning, though the knowledge that this is a serious racing car for drivers a decade or more junior soon wiped some of the smile from my face.

A very good car, but for the sake of host Tim Schenken I hope the F3 Tiga his company were constructing in Reading as I tested this Ralt substitute is a better chassis! Tim was typically cautious about that project, but I gather it is definitely on, and will join the list of categories Tiga will contest — which now extend to Can Am in the USA with a distinctive 'Tri-hull' machine announced late in 1980.

Founded in 1976 and nearly abandoned in that year too, after the inevitable disappointments and back-breaking work schedule of founding a small racing car concern Tiga moved to their present Caversham premises in the Reading suburbs in 1977. That 5000 sq. ft. was inhabited by Fittipaldi racing team at one time, but their ill-fortune did not transfer itself to Schenken and Ganley. Now up to 35 staff and looking for new premises, Tiga look to be solidly founded on their sports car success in Britain and more diverse success overseas. Tragically they also showed real pace in Formula 2 with the promising Hans Berger, but he was killed by a crash-fence catchpole at Zandvoort in 1980 and the team had not built another F2 at press time.

Ralt are more firmly wedded to small production runs in Formula 3, Atlantic and Super Vee. James Ogier at the Weybridge-based concern's former Brabham premises, where former Brabham designer Ron Tauranac is still firmly in charge of Ralt design, reported to MOTOR SPORT that the works are, "choc-a-block. After March helped us win the British F3 championship and a second win in the European Vee Championship — plus the strong market in F/Atlantic at present — we expect to have made 35 cars in 1980. Now we ask F3 customers to wait until April or May 1981 if they want one of our cars".

Ralt do not plan to make more than 45-50 cars a year. There are also two very strong British interests in their plans for 1981: the man who swept all before him in FF2000, Richard Trott, will be trying for more international recognition in a Ralt RT3. Then two more British drivers — Geoff Lees as a definite selection and Nigel Mansell as unconfirmed team-mate — will be fielding the technically interesting RH6 Ralt-Honda V6 in Formula 2.

Nice to see that a section of British light engineering is flourishing, even if it is all run by colonials! — J.W.



THE RALT RT3-Toyota that Tiga ran for Daniele Albertin last year, and which gave J.W. an enjoyable (if damp) seven laps of Goodwood.

MY YEAR'S MOTORING

The Editor Looks Back On The Cars He Drove During 1980



THE RENAULT 30TX had improved since it was first sampled and was the personification of luxury, but is still a soggy and somewhat sluggish barge.

THIS annual feature was started more than 25 years ago in order to summarise my findings and opinions about the cars I had road-tested for MOTOR SPORT in the preceding twelve months. In those days I was the only road-test reporter this paper had, but since then others have taken part in this exacting but usually very enjoyable pursuit and the number of cars we try in a year has consequently increased, so this summary does not comprise all the cars MOTOR SPORT sampled in 1980. However, as that great Rolls-Royce Director, the late Lord Hives, used to say, it is always easier to start something than to stop it. So I cannot resist another look-back at the cars I was allowed to drive during the twelve months ending last December.

The first, ignoring the 1.8 Alfa Romeo Giulietta which was a hold-over from the 1979 road-test year (it had proved as enjoyable as all Alfa Romeos are remembered as being and notably sure-footed in the exceptional flooding of that December 1979 period), was a rotary-engined **Mazda RX-7** on which a colleague, who has since left us, was conducting a long-duration test and which I was permitted to try for a brief period. It is recalled as a very well contrived, likeable, smooth-running sports car, about its only serious shortcoming being slightly suspect brakes. It was memorable in other ways, too. Taking a friend home to South Wales from London one winter evening we heard a noise that could have been the boot-lid flapping open, when I was doing a rate of knots along the outer lane of the crowded M4. In fact, a rear tyre had collapsed. The Mazda remained commendably stable in this predicament but by the time I had managed to edge my way over on to the hard shoulder the cover was ruined. Embarrassing, because the car was shod with special and expensive Pirellis. However, the Pirelli people proved extremely efficient in sending out a van to within a reasonable distance of my home the next day, bringing a replacement, before we set off in the Mazda to watch the MCC Exeter Trial.

I think that car must have disliked me — perhaps somehow my then-somewhat unenthusiastic-attitude to Japanese imports had been conveyed to it. Because, having changed that burst tyre, we stopped to pick up my friend's wife in Pontypool, so that he had to crouch in the restricted back compartment of this essentially 2+2-minors Mazda. I then set off to demonstrate its effective performance and good road-holding over that endearing hill road between Abergavenny and Brecon. It was a freezing cold night and dinner was calling. We had no ice on that road, fortunately, but when almost home, driving along a country lane I know very well indeed, the RX-7 hit black ice. Full lock one way, then the other, was of very little avail but again we were fortunate, because instead of overturning in the ditch, the roadside bank proved just sufficient to stop the spinning car and without stopping the engine I was able to select second gear, drive back to a turning-place I knew of, and complete the journey. "You must be cold; you look quite pale", said my wife to our guests on arrival. . . .

Renault at Acton then allowed me to have another go in a **Renault 30TX.** I had tried this spacious Renault family conveyance when it was a new model and had been impressed by its size, comfort and speciousness, but less so by some of its front-wheel-drive characteristics and its desire to be in neutral when I wanted second gear. This time the fuel-injection V6-engined top-model Renault suffered less from wheelspin on a fierce getaway, but under these conditions some judder remained and the clutch was heavy and fierce. Up-to-date and advanced mechanical aspects of the Renault's specification did not disguise somewhat soggy cornering, a trace of lateral float about the suspension, and not particularly brisk performance. Against that, this was a luxury package all right, with many useful amenities and we had one particularly enjoyable run in it, over that bleak road via Stay-a-Little, this being part of the 1924 RAC Light Car Six Days Trial route, to Machynlleth, that Welsh town well-known to followers of the RAC Rally but almost local to me, and after lunch, on along the pleasing scenic route through Cemmaes Road to Llanwnog and home through Llanidloes.

This French experience was followed by another, when I remade acquaintance with one of the Renault's rivals in the guise of a **Citroën CX2400 GTi.** It was a very long time since I had done much with one of the big Citroëns and I was allowed enough mileage with this one to appreciate this highly individual and entirely logical way of travelling in much comfort. An acquired taste certainly, and it takes time to understand and employ to the greatest advantage all the Citroën's sophisticated controls and driving ploys. But with experience one should enjoy it, with the proviso that I still consider that this ingenious car deserves better than a four-cylinder engine, even if this does have fuel-injection and electronic ignition and pokes out 128 DIN b.h.p. at very modest revs. The gearbox is not outstanding either, the clutch is heavy and its pedal masks any room for the driver's left foot. But as a car which, because of its effective power-hydraulic brakes, good pick-up, and effortless over-the-ton cruising speed, is very fast indeed on a journey and also as relaxing to ride in as one expects of a car with all-independent, self-levelling hydro-pneumatic suspension and splendid seats, a Citroën owner's fanaticism is easy to understand. I see that I did nearly as big a

UNORTHODOX, very comfortable, very logical — the fleet-of-foot Citroën CX 2400 GTi.



mileage in quite a brief space of time in that charming little car, the **Ford Fiesta 1.3 Ghia** five-door saloon, mainly because I went down to Hove in it to interview one-time racing-driver Aubrey Esson-Scott, coming back through sleepy Sussex on a fine cross-country route to Mid-Wales, and also took it to Silverstone for the VSCC Pomeroy Trophy Meeting. Small it may be, but this little fuel-thrifty front-drive Ford is quite suited to this kind of long run when there is not too much time to spare. This Ghia version of the small Ford has many extras that are good to live with and the car's good road-clinging and steering made an equally big contribution to driving satisfaction, apart from a very slight dead feel to the steering around the straight-ahead position. It is ironical that, whereas the first of the new FWD Ford Escorts (née Erika) had too harsh rear suspension, the suspension of the Fiesta is good, better damped I thought than that of the Opel Kadett, and certainly the driving-seat comfort of this Ghia Ford deserves full marks. Small cars are very good these days — and there was nearly 100 m.p.h., 0-60 in 10.7 seconds, and an overall fuel thirst of 38.4 m.p.g., with 40.7 m.p.g. achieved for part of the test. Count me a Fiesta fan. . . .



THE BEST small car tried in 1980? — The convertible VW Golf GLi.



SOLID, feeling indestructible, the Volvo 244 GLT is remembered for the improved performancve from its fuel injected engine, a 2.3-litre "four".

Most testers have spoken very well of the Opel Kadett, and some rave about it. Having said my words of praise about it I had a **Vauxhall Astra GL 1300S** to assess how the Lutonian-badged edition compares. On paper there should be an imperceptible difference, so similar are the general specifications, and this is so on the road. So here is another very good small hatchback, slightly quieter than the Kadett and just as good on road-holding, although its steering is low-geared, heavy for parking and dead in feel. Well appointed and comfortable, the Astra did not give quite the economy of petrol I had hoped to get.

Two very commendable cars came next, the **VW Golf GTI Convertible** and the **VW Scirocco Storm.** The five-speed fuel-injection Golf is about the finest small car one could wish to own, and the fast version of the low-built Scirocco is equally impressive. The Golf Convertible was great to use on a summer day for attending the dignified opening of the Rolls-Royce EC headquarters and museum at the Hunt House, Paulerspury, riding there in style with the top down. The VW Storm is notably refined and both are truly quick motor cars. I wrote sufficient about them at the time of the tests, and about Volkswagen/Audi in Britain today, to confirm my continuing VW enthusiasm.

After these two highly-covetable German cars I sampled a Swede, in the form of the **Volvo 244GLT.** I am not keen on the "safety-lights" and other "be careful" items that characterise a Volvo but I must say the 2.3-litre four-cylinder engine, fuel-injected like so many today, has improved effectively the performance available from this secure and comfortable large saloon, which has an air of old-fashioned honesty about it, enhanced by the rugged build that traditionally applies to this make. With excellent heating and ventilation and a sunroof, the 244GLT was just the car in which to follow part of the VCC Jubilee Rally and later to take to a rather nice and unexpectedly uncrowded S. Wales seaside resort.

Immediately after returning the Volvo I got into a **Talbot Solara SX,** with automatic transmission, and from the first mile or so felt absolutely confident, driving quickly. Astonishingly complete and lavish in its equipment, all for an expenditure of £6,370, this

ALWAYS fun, and such good value, the 1980 Alfasud was tested in 1.5-litre four-door form.





TURBOCHARGING came into W.B.'s orbit in the guise of the Audi 200 5T, a car giving all round satisfaction and a very high performance.

new Talbot was also conserving of fuel and in many ways is a very nice car, or would have been with better quality control of the product (the boot let in the rain) — or did I get an unlucky one? To those who seek a relaxing-to-drive, fully-equipped car, even down (or up?) to a computer and cruise control, the Solara will no doubt seem just the job.

There is no praise needed for the next on my list, the **Alfasud 1.5** four-door saloon. I did say in the test report that this happy concept of flat-four o.h.c. front-drive five-speed baby-Alfa Romeo has dated to some degree. That scarcely stops it from being among the very best of the small economy-cars and one that is decently individualistic into the (very good) bargain. In some of its details the restyled 'Sud chalked up shortcomings, but its overall charm is not to be denied. To its sporting demeanour can be added a low noise level, a spacious interior, and outstanding road-clinging. All of which enhanced the 1980 Brooklands Reunion for me. If the 1.5 went so well on 85 b.h.p. think how the 95 (DIN) b.h.p. Alfasud should appeal to sporting drivers.

Another very interesting experience was to drive the **Audi 200 5T.** Turbocharging is the "in-thing", off and on the circuits, and any reservations I may have had about the "fan" spinning at such very high speeds, under the impulse of very-hot corroding gases, was certainly not in my mind as I used to the full the exceedingly impressive acceleration of this well-mannered Audi. There is some "forced induction hum", a sniff of turbo-lag when calling on the supercharge to thrust you forward, and the power brakes needed care to stop progressively, until one was accustomed to them. Otherwise, what a motor car! The expected Audi commanding seating position and other conveniences added to the pleasure of trying turbocharging in this refined form. It was interesting, too, to try the new **Lancia Delta 1500,** widely proclaimed "Car of the Year". Such labels fail to influence me and I was even slightly disappointed in this new Lancia, but perhaps unfairly, due to thinking of it in the heady context of great Turinese models of the past. In fact, it is a very likeable and commendable addition to the ranks of adequately-performing small economy-car offerings, or "Euro-boxes" as some rudely call them. I think it fair to say that, as with its outward styling, the Delta is good in most respects without excelling in many except in respect of a lack of cacophony and in possessing notable refinement. However, there are so many small-cars to compare nowadays and in general they are mostly all so worthy that perhaps we are becoming blasé and too critical. After all, the sort of person who was proud of his new Austin 10/4 would presumably drool over a Delta if projected from 1935 to 1981, and this five-speed compact at a senisble price, coming with a six-year anti-corrosion warranty, must haul in the customers, surely?

I suppose you could rate the **Fiat Miafiori 131 2000T Sport** an out-of-date offering. But I liked this combination of twin-cam-power in a saloon somewhat in the tradition of the old BMC up-market family models. It motored nicely, as well it might with 115(DIN) b.h.p. from an engine allied to those Abarth rally-cars, again you sit high, and there is a baulky five-speed gear change. There are touches of gimmickry about this Mirafiori Sport that smack of the Strada, but on the whole I thought it a friendly, unusual, uncomplicated kind of car.

It was now time to proceed to Crewe to discover what the latest Rolls-Royce was like. I did not even know what they were going to call it when I made the expedition to this rather grim-seeming city, on a very wet day. I wondered whether I was going to be confronted with a completely new model, a V12 with revolutionary suspension perhaps, or a truly sporting Shadow, maybe? If such hopes were soon dashed, any new Rolls-Royce is an occasion, particularly when revealed to you before it has been released to the World. However, as we drove in the new, sleeker, **Rolls-Royce Silver Sprite** out of the factory gates I had a reminder that a new model in its earliest stages can present problems, even for this illustrious maker, because there was a rattle from somewhwere on the fascia (which caused PRO David Roscoe to lean over and bang the ash-tray in an unsuccessful attempt to eradicate such an unseemly sound) and there was a faint wind-whistle from the off-side screen-pillar.

IT WAS exciting, or would have been if "Car of the Year" meant anything to us, to try the Lancia Delta — a very nice little car, but hardly in the older Lancia tradition.



It is because of the extreme hush of almost any Rolls-Royce, and the restful "Clubland" interior which Rolls-Royce do better than anyone that such trivial things were noticed. They were soon forgotten when I drove the latest car from Crewe and sat in the back of it to experience the even greater comfort and lack of lateral movement, due to the revised i.r.s., that the Spirit exhibits against the Shadow. It was a memorable occasion, after which I went away in the V8 Rover, a car of rather similar general specification, using roads interesting because they were unfamiliar to me, until Shrewsbury was regained. I am the last person to suggest that publicity, particularly good publicity, is something motor manufacturers can do without. But I think Rolls-Royce need less of it than most. In respect of the new Silver Spirit, a colleague borrowed a Silver Shadow for a week-end before being flown by Rolls-Royce Motors Ltd. down to the South of France to sample the new model, so as to be able to compare the two cars, the new one being driven over far more testing terrain than my jaunt over the roads of Cheshire had afforded. But was it necessary? I had an example soon afterwards of what I mean. Going to a meeting of the Rolls-Royce EC in Builth Wells, I sat for lunch at the same table as a member who had arrived in his Silver Shadow. He was interested that I had driven the new Silver Spirit but not bothered that I could not disclose details about it, because it had not then been publicly released. He had had, he explained, two Shadows in succession and had already ordered a Silver Spirit, without having seen it. That is how Rolls-Royce do much of their business, with customers who trust the Company's long tradition of top quality, steady development and integrity. Long may it continue so. . . .

I had a **Maserati Merak SS,** that exciting piece of mid-engined machinery that was good only in parts, over the August holiday week-end and reported very fully on it in a colour feature in the October 1980 issue. Motor Show time produced the most widely-discussed new car of 1980, so I was relieved that the **Austin mini-Metro 1.3 HLS,** which I tried for all too short a spell, proved so good overall and very excellent in many respects that I was not obliged to damn it with faint praise. Indeed, I was so impressed that I devoted the whole November Editorial to it, and that in a paper supposed to be biased towards the faster, more sporting cars. . . .

This was also the time when I drove a **Toyota Crown 2.8 Super,** a very impressive big saloon from the viewpoint of absolute comfort and a maximum of electronic mod.-cons., applied for the occupants' benefit rather than as mere "electrickery". The six-cylinder engine of this big Jap was as quiet as that of a Royce when idling and if it had not been for too much oversteer I could have rated the Crown very highly indeed. Another test awaited with keen anticipation was that of the new **Ford Escort 1.6 GL.** While I was disappointed over the bounciness of the new rear suspension of this front-drive Escort and thought the noise-level from the clever CVH power pack a little too obtrusive, after nearly 1,300 miles in two of these New Escorts I am convinced that they will prove as popular as the old rear-drive models. The high-performance XR-3 version, that came with such up-market items as electric windows, central-locking, retractable radio-aerial and so on,

is today's equivalent of the endearing Ford Escort Mexico or the RS2000, with the attributes of more performance at the upper end of the scale and improved fuel economy. The **Lancia Gamma 2500** was pleasing as a notably individual car, a chip off the old Lancia block, but it and the impossible-to-fault **Jaguar XJ-S** were both reported on too recently to require further comment.

It was a year in which, between other tests, I and other drivers built up mileage on the Editorial R-registration **Rover 3500**. After several early faults it had settled down to being dependable transport of the most restful kind until one morning, when I was finishing a long run to London, I noticed the temperature gauge on the danger stop. Taxi drivers began pointing, so I knew water vapour was still appearing, which should have got me as far as the office. It did, but a head-gasket had blown, the trouble being caused by silting-up of the cross-flow radiator. This was duly rectified, but the head studs still had to be tightened down; I was astonished when a Welsh BL distributor charged £13.58 for this simple spanner-job and annoyed on driving away half-an-hour later to find the Rover's brake-servo inoperative. The mechanic had knocked the vacuum-pipe off! This loose pipe was just pushed back into place. (Ever since I have intended to have a look at another Rover V8 engine, to see whether a clip or wiring-up should restrain it, but I have never got round to it.) That failing apart, new shock-absorbers have been needed and the self-levelling strut has had to be replaced; it is a surprisingly heavy member and there was difficulty in obtaining a replacement. A new exhaust was also fitted, causing slight resonance to what was before noiseless pick-up. The Rover averages 20.6 m.p.g., but uses hardly any oil. The radiator flushing was required at 45,772 miles and this ageing car has still only done just over 54,000 miles, in the hands of various drivers. It was on Goodyear tyres for some time and its second set of those wonderful Michelin XAS tyres were then fitted. The front ones had to be replaced after 21,000 miles but those on the back wheels look good for some 24,000 miles. The Sky-port glass roof remained leak-proof. This is a car I would want to replace only with another Rover, I think. . . .

To round off a modest story, our S-registration Reliant Kitten Estate, today's Austin 7, which a daughter had been enthusing over, was swopped with her for our L-registration Fiat 126 (which I regard as a 1970s cyclecar) to enable the Labrador to become a motoring-dog again; you can fit dog-bars to the surprisingly roomy little Kitten, but not in a 126! Both these tiny cars have not only been very sparing with the expensive fuel but also reliable. The Fiat is still on its original Pirelli tyres and, more commendable, its original tiny Marelli battery, and it still starts promptly on most occasions. The Kitten is an instant-starter, and it is likewise on its original Lucas battery and Goodyear "boots".

That was about it, my motoring in 1980. I had a flash-back by driving a three-year-old Triumph 1500HL, was allowed to sample the new Jaguar-powered Lea Francis two-seater, and my "Christmas-car" this time was a British "rust-proof" fibre-glass-bodied **Reliant Scimitar 2.8 GTC,** very handsome in its new styling and a car possessing "character" and sporting appeal, of which a report appears in this issue.

The Scimitar's surprising economy for a 2.8-litre high-performance car and its remarkable fuel-range removed any anxiety over petrol-stations being shut, and on Boxing Day it



HIGHLIGHT of the year's pre-war motoring was provided by John Walker's mighty 12-litre Grand Prix Panhard-Levassor of 1908.

brought me from Hampshire to Radnorshire in its long-legged stride at an average speed of well over 50 m.p.h., in plenty of time to switch-on the Decca 803 TV and see Raymond Baxter's Land Speed Record documentary.

It was a moderately-captivating year but this survey does not pretend to cover, by any means, all the cars MOTOR SPORT road-tested, and reported on, in 1980. Moreover, it was a year for me of no Mercedes-Benz, through a default when a test had been planned, and I missed the new Alfa Six and other cars I would have liked to have tried. Of the cars tested, the most interesting was the Mini-Metro, the best-equipped the Toyota Crown, closely followed by the Talbot Solara, and the most satisfying the Jaguar XJ-S, while the Ford XR-3 was the most fun.

On the old-car front, too, it was a quiet year. There was, however, that great day with John Walker's 1908 Grand Prix Panhard-Levassor, I used my 1924 Calthorpe light-car for around a three-figure mileage — shameful, compared to how a vintage car *should* be used, which is regularly (but one can only drive one car at a time!) — and the 1922 Talbot-Darracq light car was taken off to get another DoE test, which in spite of an Inspector being present the whole time, it did successfully, but it has since been off the road because of a back axle that leaks lubricant into the brakes. There was the 1903 16 h.p. two-cylinder Albion on which, thanks to Peter Mitchell and the BL Heritage, I had an eventful Brighton Run, and I see from my notes that I had brief excursions in a 1934 Sunbeam 25 tourer, and that we got the 1927 Family Morgan three-wheeler crackling once more, but only round the fields.

Of course, those whose sole task is road-testing for the Press, especially if they work for the weeklies or dailies, run through far more new cars than I do, in a 12-month. Nevertheless, I have had much fun and by good luck kept my driving licence clean, and I look forward to more road-testing this year, rising petrol prices, and other worries notwithstanding. Incidentally, of the road-test cars submitted to us last year, the "rubber" chosen by the car's makers was as follows:— Michelin on nine cars, Dunlop on seven, Pirelli and Continental each on four cars, Goodyear on two, while one car was on Uniroyal, one on Avon and one on Japanese Dunlops.

W.B.

Petrol and Oil Consumption of Cars Tested by the Editor in 1980

Car	Petrol Consumption	Oil Thirst
Renault 30TX	21.5 m.p.g.	None, in 600 miles
Ford Fiesta 1.3 Ghia	38.4 m.p.g.	Approx, 1,000 m.p.p.
Citroën CX 2400 GTi	25.6 m.p.g.	None, in 1,500 miles
Vauxhall Astra 1300S GL	34.1 m.p.g.	None, in 700 miles
VW Golf GTL Convertible	31.5 m.p.g.	None, in 1,300 miles
VW Scirocco Storm	33.1 m.p.g.	———
Volvo 244 GLT	24.5 m.p.g.	———
Talbot Solara SX	29.1 m.p.g.	None, in 730 miles
Alfasud 1.5	33.2 m.p.g.	None, in 600 miles
Audi 200 5T	20.8 m.p.g.	None, in 800 miles
Lancia Delta 1500	34.5 m.p.g.	None, in 825 miles
Fiat Mirafiori 131 2500TC Sport	Approx. 26 m.p.g.	None, in 600 miles
Maserati Merak SS	17.2 m.p.g.	Approx. 500 m.p.p.
Austin Mini-Metro 1.3 HLS	41.4 m.p.g.	None, in 500 miles
Toyota Crown 2.8 Super	25.0 m.p.g.	None, in 500 miles
Ford Escort 1.6 GL	36.2 m.p.g.	None, in 600 miles
Lancia Gamma 2500	24.3 m.p.g.	None in 1,000 miles
Jaguar XJ-S	14.1 m.p.g.	None in 750 miles
Ford Escort XR-3	34.1 m.p.g.	———
Reliant Scimitar 2.8 GTC	27.3 m.p.g.	Approx. 1,500 m.p.p.

Fathers, sons and brothers

— is the younger always the better?

NOBODY would question that the qualities required to make a success in a sport such as motor racing, at the top level, are pretty much the same as those required to make a name in other demanding sports. Keen judgement, quick reflexes, above average eyesight and co-ordination, balance and competitive spirit are necessary for a successful participation, whether he be professional racing driver, downhill skier, show jumper, squash player or participant in non-competitive, but no less risky activities such as deep sea diving, mountaineering or bull fighting. Having agreed on that point, one is then tempted to look at the question of whether these sorts of natural gifts are inherited or can be honed by practice and sheer application to the job in hand. Motor racing, ever since it started, has involved a considerable number of families, fathers starting off by participating on their own and their enthusiasm later permeating down to their offspring — not confined *specifically* to sons, in due deference to the Equal Opportunities Commission!

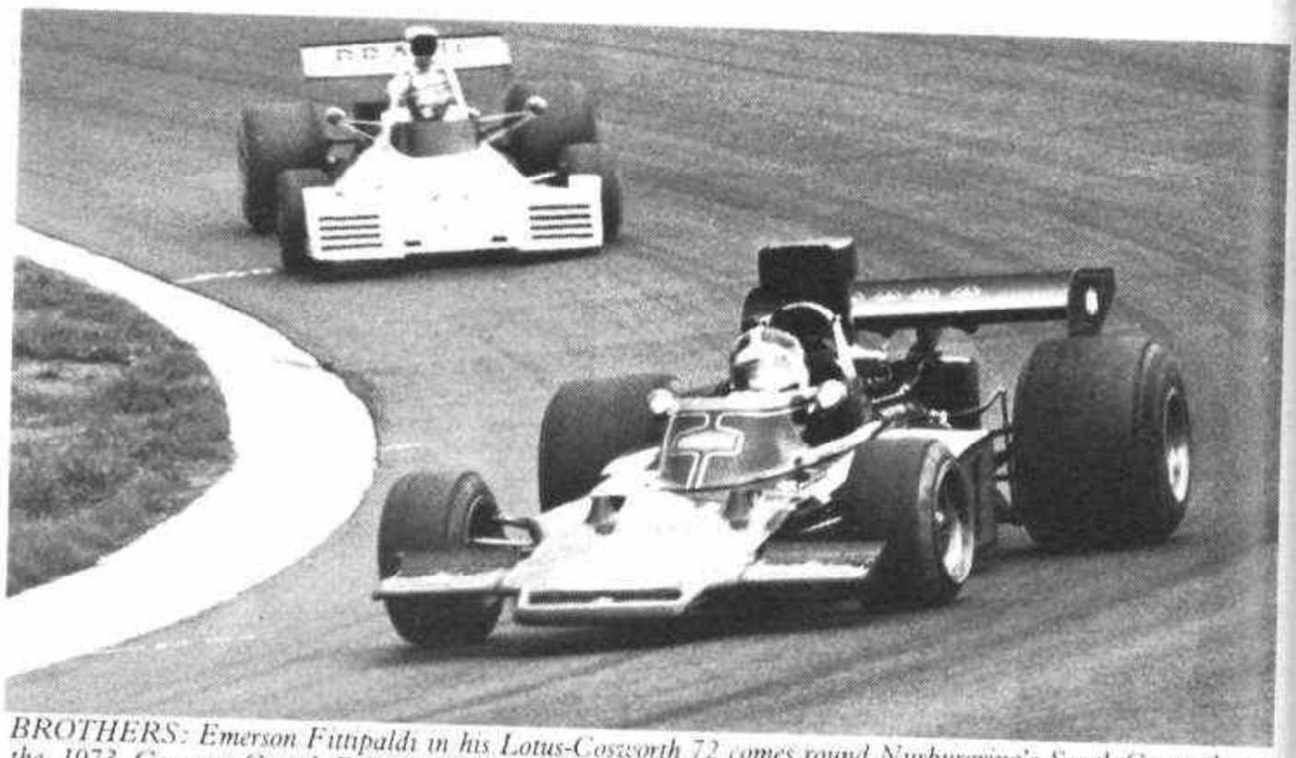
Taking a broad cross-section of motor racing "families", it becomes clear that there is strong evidence to suggest that, in the case of father and son, it's the son who makes the most progress and, in the case of brothers, the younger brother who proves to be the most accomplished. Psychologists will be quick to explain that this is a quite logical state of affairs, stemming from resentment of parents in the first case and determination to eclipse one's senior contemporary in the second case. So, without attempting to get drawn out of our sphere of interest, we decided to look at several such relationships to see whether we could identify any significant, common strands.

If one considers that motor racing has been well under way since the turn of the century, then one is probably only considering two generations as far as fathers and sons are concerned, although close scrutiny reveals that there are some third generation racers from the same family raising their heads as we move into the 1980s. There is also the fact that the "mix" of qualities required has changed since the early years of motor racing, certainly over the period of a generation. When Alberto Ascari's father, Antonio, was racing in the 1920s, there was far more premium on sheer bravery and bravado than thirty years later by which time guile and cunning had perhaps become more important constituent ingredients in the racing driver's metabolism. Ascari Senior's sheer passion for the sport was the spark which lit Alberto Ascari's enthusiasm. What's more, Alberto Ascari not only developed his talents along the same path as his father, but he also learned from his father's example, in the opinion of Enzo Ferrari. Antonio Ascari's career was characterised by feats of extreme daring, a man who put courage and verve before cool calculation. Ferrari, writing in his memoirs *My Terrible Joys* (Hamish Hamilton, 1963), states "His son Alberto was very young at the time, but he never forgot his father nor the lesson of his example". Later in the same volume, Ferrari commends Alberto Ascari for demonstrating a sure and precise style. Evidence, perhaps, that he had not only inherited his father's natural skills, but honed them to a sharper edge given the benefit of his parent's example.

In the case of the Ascaris, of course, there was no way that Antonio could ever provide any practical assistance to his son owing to his death when Alberto was so young. Moving across the Atlantic we can see a dramatic example of the benefit denied to Alberto Ascari in the Petty family. Regular MOTOR SPORT readers will doubtless be familiar with the exploits of Richard Petty in the fast, specialised world of NASCAR "stock car" racing and the way in which this driver from Randelman, North Carolina, has become a legend in his own time. But Richard Petty had the best possible guidance during his formative years — the paternal enthusiasm and influence of his father, Lee Petty, the man who won the very first Daytona 500 NASCAR race on the banked Florida circuit in 1959. Richard Petty admits that his father's influence was tremendously important, enabling him to avoid obvious pitfalls and to take important "short cuts" when it came to learning the hard way. The great delight of this sort of family involvement is that Lee Petty still takes a more than active interest in his son's racing and, in the last couple of seasons, this continuity of interest is moving into a third generation as Richard's son, Kyle, has now started out in the NASCAR racing world.

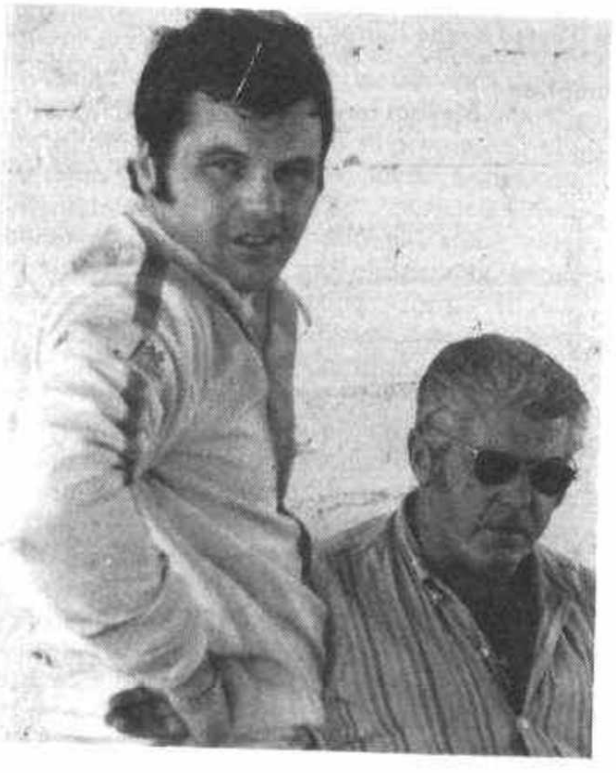
Parental enthusiasm and pride run very firmly hand in hand and, unlike elder-younger brother relationships, seldom lead to resentment when the son proves better than the father. One man who did an enormous amount to nurture his son's enthusiasm in the sport was Australian enthusiast Stan Jones, who raced courageously in the 1950s "down under" in a variety of cars including a fearsome Maybach aero-engined special and a Maserati 250F. The beaming schoolboy son that contemporary photographs show grinning at the wheel of the Maserati as his father pushes it through one of the paddocks is, of course, Alan Jones, the 1980 World Champion. Alan admits that he was brought up to "eat and breathe" motor cars and motor racing and somehow always felt that he would go racing himself. His father was essentially an amateur, racing for fun whilst at the same time running a motor business, but he still found time to encourage his son for all he was worth. Towards the end of Stan Jones's life, despite being partially paralysed by a stroke, he followed his son's progress in Formula Three, even going with Alan to Brazil at the end of 1970 for the Torneio series. Incidentally, Stan Jones was a real "no nonsense" Australian and his son tells a delightful story of how, during a controversy about the wing height on Alan's F3 Brabham, "the Old Man" actually chased Peter Warr out of the Jones pit at one of the Brazilian races, the Lotus team manager beating a hasty retreat in the face of an indignant Jones Senior who was defiantly brandishing his crutches! So you can see it is not merely the enthusiasm and ability that passes from generation to generation, but also temperament. Alan Jones is a down-to-earth, no-nonsense "Aussie" just like his father!

This parental enthusiasm can be seen in many cases today, in various categories of the sport. Jack Sears, whose enthusiasm was fired by his father Stanley, in turn encourages his son David who has been making promising progress with a Formula Three Argo. Jack Sears was primarily an enthusiastic amateur who reached what might be



BROTHERS: Emerson Fittipaldi in his Lotus-Cosworth 72 comes round Nurburgring's South Curve during the 1973 German Grand Prix a couple of lengths ahead of elder brother Wilson who was driving a Brabham-Cosworth BT42. Emerson won two World Championships during a distinguished career while his brother soon retired to run the "family's" Grand Prix team.

FATHER AND SON: Taken in 1970 at the Brazilian Formula 3 series, 24 year old Alan Jones had a long way to go before he became the 1980 World Champion driver. He benefitted a great deal from the encouragement of his father, Stan Jones, seen sitting here with his son.



described as a "semi-professional" level in sports and saloon cars. His son has taken up single-seater racing because he wants to make motor racing a career — and there are indications that he may be better than his father. Irish Formule Libre competitor from the 1960s, Harry Acheson enjoyed his racing, but his son, Kenneth, plans to do more than just that. This year he has been one of the leading lights on the British Formula Three scene, only losing the national title to Stefan Johansson at the very last round of the series. Alfred Moss was a prosperous, industrious dentist, but he also tried his hand at racing (including Indianapolis in 1925) before turning his attention to encouraging Stirling's famous career. Similarly, Leslie Hawthorn and Jack Surtees were essentially amateurs, but they were also successful businessmen capable of giving their sons crucial backing at the start of their careers. Both Mike Hawthorn and John Surtees became World Champions through their ability, but there is no denying that their fathers' counsel and advice was of invaluable assistance when they began racing.

There will always be exceptions to the general rule, notably Sir Jack Brabham's son Geoffrey who, although quite a competitive youngster in the Formula Three and Can-Am categories has failed to demonstrate form worthy of an F1 opportunity. There are also what might be described as "borderline cases" where father and son have both been talented, but it is difficult coming to a conclusion as to which has been the better competitor. In the case of the pre-war Auto Union driver Hans Stuck, and his son, the contemporary F1 and sports car driver of the same name, the enormous change in the forty years of motorsport that separates their respective eras makes it difficult to come to any conclusion. I suspect, however, that Hans Stuck Junior can probably be adjudged more competitive than his father. On the other side of the Atlantic that rough and ready Armenian, Billy Vukovich, was on his way to winning his third consecutive Indianapolis 500 when he was killed in 1955. In the 1970s, his son (again of the same name) tried his hand at USAC, but he didn't match up to his father's achievements in terms of hard success. But, again, there is always the question of competitiveness to consider. Merely because a driver in one era doesn't match the achievements of a driver from a previous age, it doesn't necessarily mean he wasn't as talented, although it is an index that is hard to ignore. Some would argue that Indianapolis in the 1970s was an infinitely more demanding place to race than it had been two decades earlier.

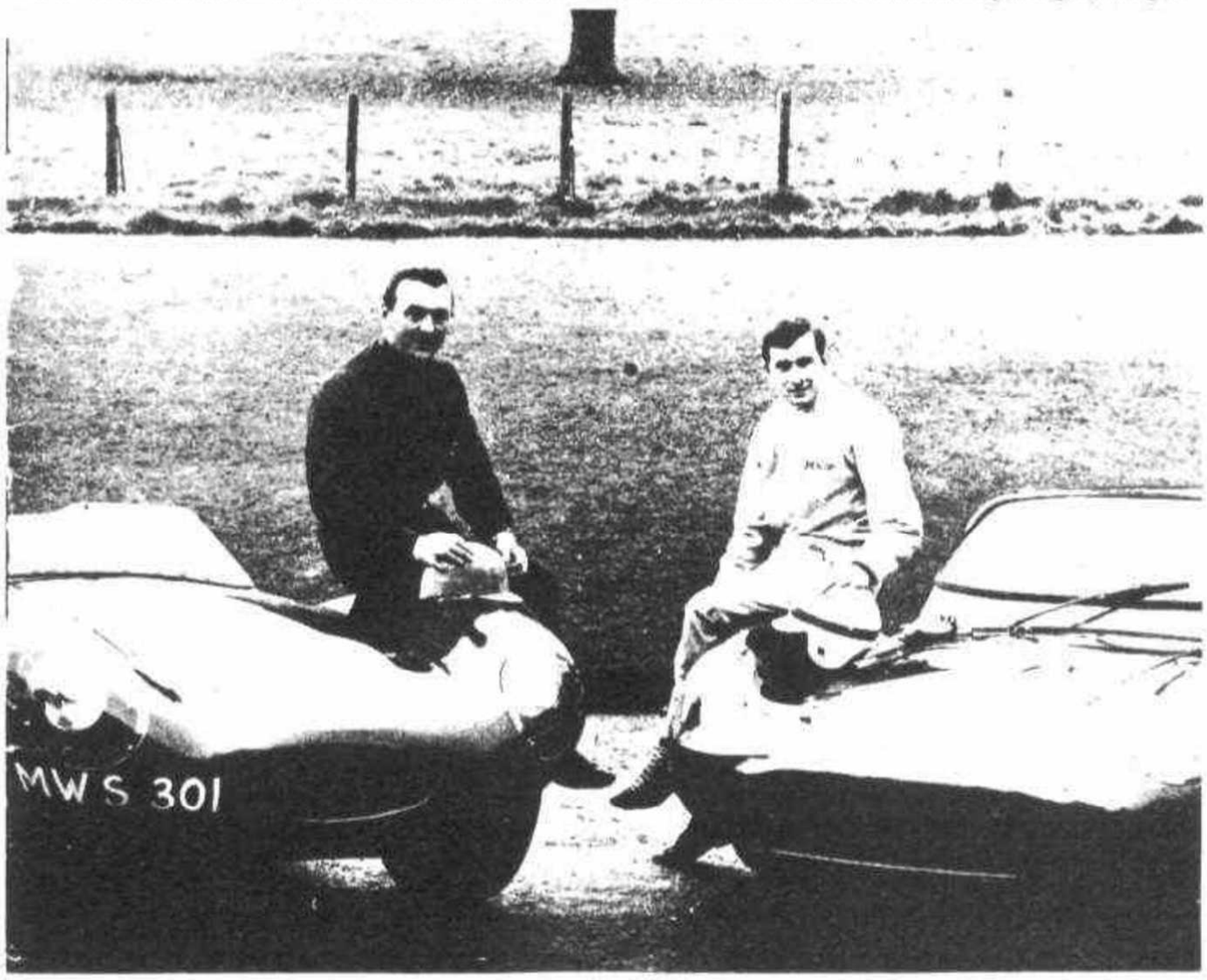
Turning to the subject of older and younger brothers, one of the best examples must be that of Jimmy Stewart who drove Aston Martins and Ecurie Ecosse Jaguars during the 1950s. His career came to an end, the result of an accident, in 1955 when he was only twenty three years old. At that time his young brother was just coming up to fifteen years old and obviously highly impressed with Jimmy's achievements. This was, of course, Jackie Stewart who was eventually to win a total of twenty seven World Championship Grand Prix races and three Championship titles before his retirement, at the age of thirty two, after the 1973 season. Jackie can well remember his feelings towards his brother, but there was never any contemporary rivalry since Jimmy had retired from the sport long before the younger Stewart could even hold a driving licence, let alone participate in racing. He remembers being very impressed with all the newspaper cuttings about his brother's achievements in the family scrapbook and felt a burning need to "justify himself", in some way, in the eyes of his parents. It was a manifestation of the rivalry prompted by Jimmy, but as Jackie wasn't old enough to race, he took up clay pigeon shooting in his early teens and achieved international level before he turned his hand to motor racing in 1963 at the age of eighteen. Stewart feels that the younger brother will always have to work that little bit harder to justify himself because parents, subconsciously, will always tend to favour "number one son". He never remembers feeling any sense of resentment towards his elder brother and worries that his success, and consequent wealth, may have been difficult for Jimmy Stewart to come to terms with. That, of course, is another interesting matter altogether.

Brotherly relationships can often be a little tricky when they both try their hand at the same sport — particularly when they are doing it at the same time. Sometimes the result can be most harmonious, as with Ricardo and Pedro Rodriguez who shared Ferraris furnished by their wealthy Mexican father in long distance events early in their career. There can be no doubt that Ricardo was an outstanding driver, better than his elder brother over whom he clearly exerted considerable personal dominance. After a meteoric first Grand Prix season, Ricardo Rodriguez was killed in practice for the 1962 Mexican Grand Prix at the brutally early age of nineteen years and it was only after he had left the scene that Pedro's ability blossomed out. There is other evidence to show that a talented younger brother can appear on the scene and perform so well as to demoralise his elder relative. Take the case of the Fittipaldis, Emerson and Wilson. Emerson Fittipaldi recalls being taken along to his first motor races almost "under sufferance" by big brother Wilson and being very much out of things as Wilson associated with his own friends, notably Carlos Pace who was also to become a talented Grand Prix competitor. In 1970 Wilson Fittipaldi and Carlos Pace came to Britain to race in Formula 3, but young Emerson not only beat them to it by coming to England the previous summer (history, relates, on a reconnaissance trip for his elder brother!) but had mastered Formula Ford and whistled through the junior formulae to get his first Formula One opportunity before Wilson and Carlos had even mastered Formula 3. Emerson's talent earned him a place in Formula One, but Wilson had to find sponsorship before he could follow his younger brother into the Grand Prix arena. For a couple of seasons they raced against each other, but Wilson Fittipaldi was intelligent enough to see that his younger brother was very much more talented than himself and, after laying the foundations for the Fittipaldis' own team, quietly dropped out of driving at the end of 1975 to devote all his energies to looking after Emerson's career. Since that time Emerson drove for the "family team", up until his retirement at the end of the 1980 season, with Wilson fussing enthusiastically round demonstrating considerable loyalty and pride in his "kid brother's" achievements.

By contrast, it would be no disrespect to the Scheckter brothers to say that relations between 1979 World Champion Jody and elder brother Ian have not always progressed smoothly. Although Ian was participating in South African national motor racing before Jody started out, the younger Scheckter made his way into Formula One very much sooner than his relative. Ian Scheckter's arrival in European Formula One, as opposed to his annual outing in his home Grand Prix, came at a time when Jody's career with Tyrrell was in the doldrums. He certainly seemed very edgy on the subject of his brother's presence in Grand Prix racing, was reluctant to talk about it and generally they kept themselves to themselves. It was almost as if Jody resented his brother trying to "muscle in" on what he clearly regarded as "his patch". At the time of this family rivalry, many people found

continued on page 202

THE STEWARTS: Jimmy Stewart, shown on the left posing in front of an Ecurie Ecosse Jaguar D-type, was long retired by the time his younger brother Jackie (right) took to the tracks with the same team's Tojeiro sports coupé.



The Renault Fuego



RENAULT started work on the Fuego (it means *fire*, by the way) at the beginning of 1976, with a design team of specialists led by stylist Robert Opron. The resulting car is based on the mechanical components of other vehicles in the Renault range, although it is wrong to describe the Fuego as a "Coupé bodied 18". The body style is quite dashing and is reminiscent of the 924 Porsche. It has a strong black stripe running all round the car from headlamp to headlamp, dividing the lower part of the body from the upper and emphasising the large glass area of the passenger compartment, as well as creating the impression of forward movement. Considerable attention has been paid to aerodynamic efficiency, as one would expect, and Renault claim a very low drag coefficient of 0.347 — better than any other car in the Renault range, and better than the Fuego's competitors.

The accommodation is along well established coupé lines with two doors and an opening rear hatch covering a shallow luggage area behind the rear seats, which may be folded down individually or together. The major difference is in the rear hatch itself — it is almost entirely of glass, having only a narrow matt black edging strip, and wraps around the quarters of the car, making it possible to load from the side, should circumstances make this desirable. Renault themselves never use the word *coupé* to describe the Fuego, choosing instead the rather laboured expression "two-door, four-seater", presumably to prevent customers thinking that the car is really a 2+2, although it is obvious that the car is aimed at the coupé sector of the market which has been dominated for so long by the aging (but still agreeable) Ford Capri.

The Fuego is available in six guises — the TL with 1,400 c.c. engine, and four speed manual transmission; the TS with 1,650 c.c. engine and four speed manual transmission; the GTS with the same engine but five speed transmission; the Auto with the 1,650 c.c. engine but a three speed automatic gearbox and two two-litre engined cars, the TX and GTX, both with five-speed boxes, but the GTX having a number of extra refinements such as front fog lamps and Pirelli P6 tyres. Prices start at just under £4,500 for the TL and go up to a shade over £6,650 for the GTX, although one could spend more as there is an impressive list of extras and accessories available to suit individual requirements. The two models which are most likely to appeal to readers are the GTS and GTX and it was in examples of these that I travelled some 2,000+ miles towards the end of last year.

The major difference between these two cars is the power unit — the GTS (which is the model which Renault expect to sell in the largest numbers) has the well proved 1,647 c.c. engine, with pushrod o.h.v., developing 96 b.h.p. at 5,750 r.p.m. The GTX has the same engine as the 20TS, a Douvrin built two-litre four-cylinder with a single overhead camshaft and developing 110 b.h.p. at 5,500 r.p.m. Both cars have five-speed manual transmission with the same first and top ratios, but the GTS has slightly lower ratios for the intermediates than the GTX. The GTS is fitted with 175/70 × 13 Michelins while the GTX has 185/65 HR 14 Pirelli P6 tyres, and these give 20.8 and 21 m.p.h. per 1,000 r.p.m. respectively.

The suspension follows well established Renault practice, having wishbone and coil springs at the front and a rigid rear axle supporting the car through coil springs and located with a central A-bracket. Hydraulic dampers are used all round and anti-roll bars are fitted front and rear. The steering is by rack and pinion, mounted above the transmission housing, and power assistance is standard on the GTX. The front disc and rear drum brakes are servo assisted and the handbrake operates on the rear wheels.

When combined with the aerodynamic shape, these recipes make for a pair of well balanced, comfortable, quiet and relatively economical cars. My test of the cars started in some pretty rough conditions near Nice, with a GTS. The plan was to drive up through the Basses Alpes to Briançon and thence to Grenoble where we would take the Autoroute and blast up to Paris. It didn't work like that. First, the Basses Alpes were covered with more snow that we had bargained for, and each pass we approached was closed, necessitating a further detour until we eventually gave the weather best and made for Sisteron and Gap. When the N85 finally deposited us at the Grenoble end of the A48, having achieved a mere 300 miles in nearly 12 hours driving, we found the road reduced to a single lane due to blizzards and the next hour took us only a further 45 miles. Once through Lyon, however, things improved, and the remainder of our journey to Calais (we had wasted so much time we decided to drive through the night to win it back) was accomplished in a remarkably short time at an average speed which would be illegal in this country. By the time I reached my home, the car had covered some 1,000 miles in a little over 24 hours, nearly 12 of which were taken up with 300 miles, and two of which were occupied in crossing the channel on one of Townsend Thoresen's fine ferries (waiting time included, of course).

In the treacherous ice, snow, and slush of the untreated roads in the Basses Alpes, the car proved to be really sure-footed and remarkably manoeuvrable in adverse conditions — I managed to miss a large BMW which came round a blind bend on the wrong side of the snow-covered road and to drive round another BMW which had spun on a slippery hairpin. The brakes proved themselves very effective when a Citroën exercised "priorité a droite" when it shouldn't have done — luckily on this occasion the road was dry. In the foothills, it became apparent that the five-speed gearbox was essential for the middle engined car if it was to have any kind of performance — the change was very pleasant and was without any vices, so it was a pleasure to use the top three ratios to suit the degree of the bend or the severity of the gradient: even so, the GTS felt as if it lacked urge. On the clear roads north of Lyon, however, it soon became apparent that the Fuego GTS has very good high speed cruising ability. At speeds which would have lost me my licence in this country, the car is stable, comfortable and impressively quiet. Top speed is certainly over 105 m.p.h. My overall fuel consumption for the French part of my journey was a very commendable 28.6 m.p.g., while consumption taken over the 2,000 or so miles I drove this car was 31.7 m.p.g. The engine required half a litre of oil after 1,500 miles.

The GTX has the urge which the smaller engined car lacks, and provides a 0 to 60 time of a shade over 10 sec. compared with the GTS's figure of 12 sec. Unfortunately, I was not able to drive this more exciting version far enough to be able to obtain sensible fuel consumption figures.

Performance apart, the Pirelli P6 tyres and slightly stiffer anti-roll bar settings make the GTX handle slightly better than the already impressive GTS, and it certainly clings to a dry road in an unbelievable fashion, going round corners on the proverbial rails when the GTS would be skittering frighteningly.

I found both cars to be particularly comfortable, although I felt that the GTX warranted better trim (it is just the same as the GTS, save for a leather rimmed steering wheel). The cord faced seats are just right, the padding striking the perfect balance between firmness and softness so that the body is held in position and yet isolated from any mechanical or road vibrations: even after the marathon through France, I felt no stiffness or any discomfort of any kind. The thick carpet of the footwells has been extended up the sides of the body to armrest height, but the trim above this is of moulded plastic, as is the dash panel and centre console. The height of the steering column is adjustable by means of a simple toggle lever placed conveniently under the column above the knees. The GTS wheel was plastic coated and had two broad spokes arranged in an upturned V — the GTX wheel, as already mentioned, had a leather rim with four near horizontal short spokes connecting with a padded centre.

The instruments are clearly marked and are arranged in a shielded console visible through the upper segment of the wheel. The speedometer is to the left of centre and contains the usual odometer and trip recorder. To the right is the tachometer, with the most economical engine speeds clearly marked in green. Between these two are small half-dials for fuel level in the 12½ gallon tank and coolant temperature. Below these is an oil level gauge which shows the theoretical sump contents when the ignition is turned on, but

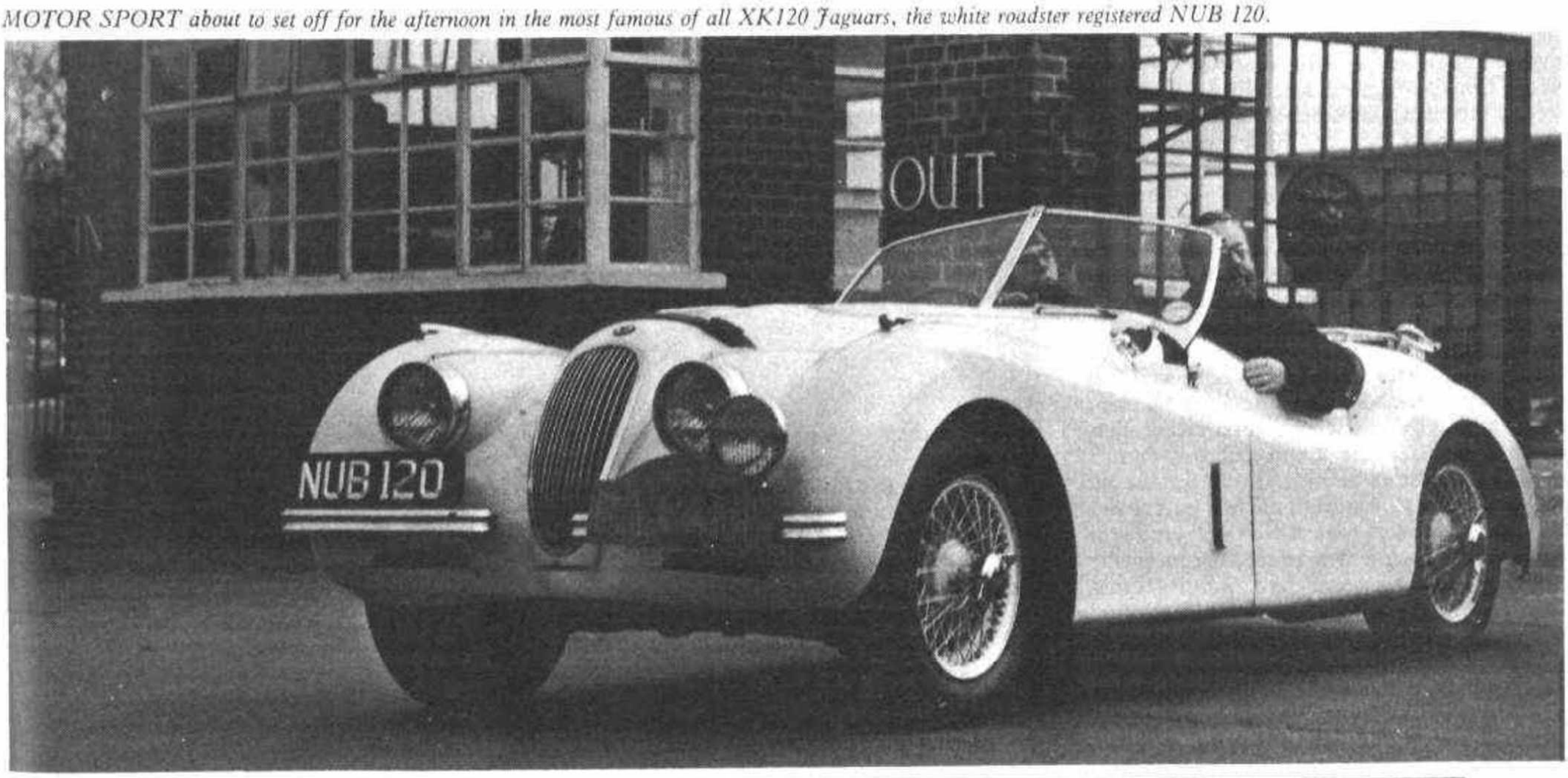
Number Plates — NUB 120

IN HIS book on Jaguar Sports Cars (Foulis, Sparkford, Som.) Paul Skilleter says that the XK120 Jaguar roadster NUB 120 is the most famous XK120 of them all, and few will argue with him. This alloy-bodied XK120 open two-seater first appeared in competition in 1950, driven by Ian Appleyard and achieved instant fame by completing the arduous Alpine Rally without losing a single mark. Appleyard was navigated by his wife Pat, who is the daughter of Sir William Lyons, so naturally, NUB 120 has the benefit of close co-operation from the Jaguar factory competitions department. During that first appearance in an Alpine Rally the white roadster made the fastest time at the Col du Vars hillclimb and the fastest time in a flying kilometre speed test on an Autostrada, averaging 109.8 m.p.h. on its "mountain" axle ratio. Appleyard made the best individual performance for the entire event.

In 1951 the Appleyards and NUB 120 won the Tulip Rally, the RAC Rally and again completed the Alpine Rally without losing a single mark. The six-cylinder twin-cam engine had been improved by the addition of optional Special Equipment marketed by Jaguars, though the braking was still the Achilles heel of this very fast two-seater, as it was with all XK120 Jaguars if they were pressed hard. The drum brakes were hidden away inside disc wheels and over-heated too easily, but improvements were being made all the time and in 1952 NUB 120 was fitted with centre-lock wire wheels in place of the bolt-on disc wheels. In that year's Alpine Rally the Appleyards achieved a hat-trick of no loss of marks, a very rare achievement and for this they received an Alpine Gold Cup. In addition to the classic French Alps rally NUB 120 was used in numerous British events and was a very familiar and popular sight in the British club world.

By 1953 the white roadster was getting a bit long in the tooth and after winning the RAC Rally Ian Appleyard pensioned the car off and put it into honourable retirement in the foyer of the Jaguar factory in Browns Lane in Coventry. By this time this hard-worked XK120 had covered something like 50,000 miles in competition and had earned its rest. After many years at the Jaguar factory it was loaned to the National Motor Museum at Beaulieu and is only taken out on special occasions. A few years ago MOTOR SPORT was allowed the privilege of an afternoon out in this most famous of all XK120 Jaguars. It was the XK120 two-seater sports car that really put the Jaguar name on the world map and NUB 120 was one of many that spread the fame of Jaguar far and wide. — D.S.J.

MOTOR SPORT about to set off for the afternoon in the most famous of all XK120 Jaguars, the white roadster registered NUB 120.



RENAULT FUEGO — continued

the engine is not running. I say theoretical, because this gauge disagreed with the dipstick on the GTS. It might also cause the unwary who only browse through their handbooks (like me perhaps?) before driving new cars, a few moments worry about a total lack of oil pressure since the needle reverts to the left of the scale as soon as the engine is started. A neat row of warning lamps tops the instrument panel which is flanked by six push-in switches operating the hazard warning lights, the single rear foglight, front foglights (GTX only), rear screen demister and rear screen wash/wipe. The sixth is a spare. The left hand steering column stalk controls the wipers and washer — the wipers are very good, and the r.h. arm has pantographic action to ensure that the maximum area is cleared for the driver's benefit. I was, however, annoyed that I could not operate the washer separately from the wipers: I prefer to wet my salt-covered screen before wiping it. Right hand stalks control the lights, direction indicators and horn. A clock is positioned to the left of the column, and was a cause of frustration on both cars — in the GTS, the intensity of the light would not decrease with the panel lamp adjustment and yet the clock is positioned ideally to reflect in the screen. On the GTX which has a digital clock, the steering wheel spokes make a neck bending operation necessary to read it.

The heating and ventilation system worked well, and was controlled from the central console, above the radio. Four fresh air vents are positioned along the dash, and the doors are connected into the heating system.

Interior stowage space could be better — there are map pockets in the doors, but these are difficult to get at with the door shut as there is little clearance between the door and seats, and an armrest-cum-door-shut (which also contains the controls for the electric windows) obscures the top of the pockets. The glove box pivots outwards above the passenger's knees and is of only moderate size. It is flock lined, and managed to get everything put in it covered in black whiskers which were nigh on impossible to remove. A small coin tray is provided, but obscured by the handbrake lever.

Only one external mirror is fitted, adjustable from inside the car. A nearside door mirror would be an essential extra for anyone driving regularly in traffic, and I felt it was especially unfair of Renault to give us r.h.d. cars to drive through France with no l.h. mirror fitted.

Central door locking is not provided, rather surprisingly in view of the large number of Renaults which have this feature as standard, and the catch for the rear hatch is very annoyingly positioned in the driver's door pillar: this would be fine if the hatch would shut properly first time, but on the GTS one of the two catches invariably failed to lock on first shutting, making a walk to the driver's door necessary to open the other catch. . . . In a moment of temper after a second walk to release the hatch, I slammed it too hard and the cover for the rear window wiper fell off into the luggage area. I also found that the hatch on the GTS tended to rattle rather annoyingly towards the end of my time with the car — it had something of the order of 3,500 miles on the clock.

There was evidence of poor quality control, for the rear washer did not work on the GTS, and the front one of the GTX failed due to a faulty connection and I was told when I collected the GTX that a rear shock absorber bush would soon need replacement . . . so cheer up BL, it happens to the opposition as well. — P.H.J.W.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

ERAs

ONE of the better motoring happenings at the end of last year was the party put on in London by White Mouse Editions and New Cavendish Books to celebrate the publication of their "History of English Racing Automobiles Limited", a book reviewed elsewhere in this issue. Not only were Narisa Chakrabongse and her ERA "Romulus" present but many ERA *drivers* turned up to pay tribute to ERA history. Bill Morris, Martin Morris, the Hon. Patrick Lindsay, just off to a Christie's sale, Ian Connell, Nigel Arnold-Forster, Nick Mason, John Bolster, Dudley Gahagan, Brian Shawe-Taylor, Patrick Marsh, Donald Day, Peter Walker, Hamish Moffatt and Peter Hull were there, and no doubt others I missed.

Later the BBC had an interview in "Nationwide" with Narisa and Bill, with the immaculate blue-and-yellow "Romulus" present in the studio. We saw some pre-war racing shots from the archives and a short film of Patrick Marsh driving the ex-Seaman ERA R1B at the old Goodwood circuit. Although the lady interviewer said these racing cars were called the "Spitfires of the Track", which is new to me, and inevitably enquired what they are now worth (Narisa thought perhaps a six-figure sum for "Romulus" but both she and Patrick said it really doesn't arise as they will never part with their respective cars), this brief episode was a nice public tribute to the ERA. Bill Morris explained that racing his ERA does not use up any of the nation's hard-won petrol as it consumes alcohol, costing slightly more per gallon than pump-petrol, at about two m.p.g. He finds the car physically tiring to drive and was guilty of saying the ERA was the first successful British racing car, but I don't suppose he was born when Sunbeam won at Tours. . . .

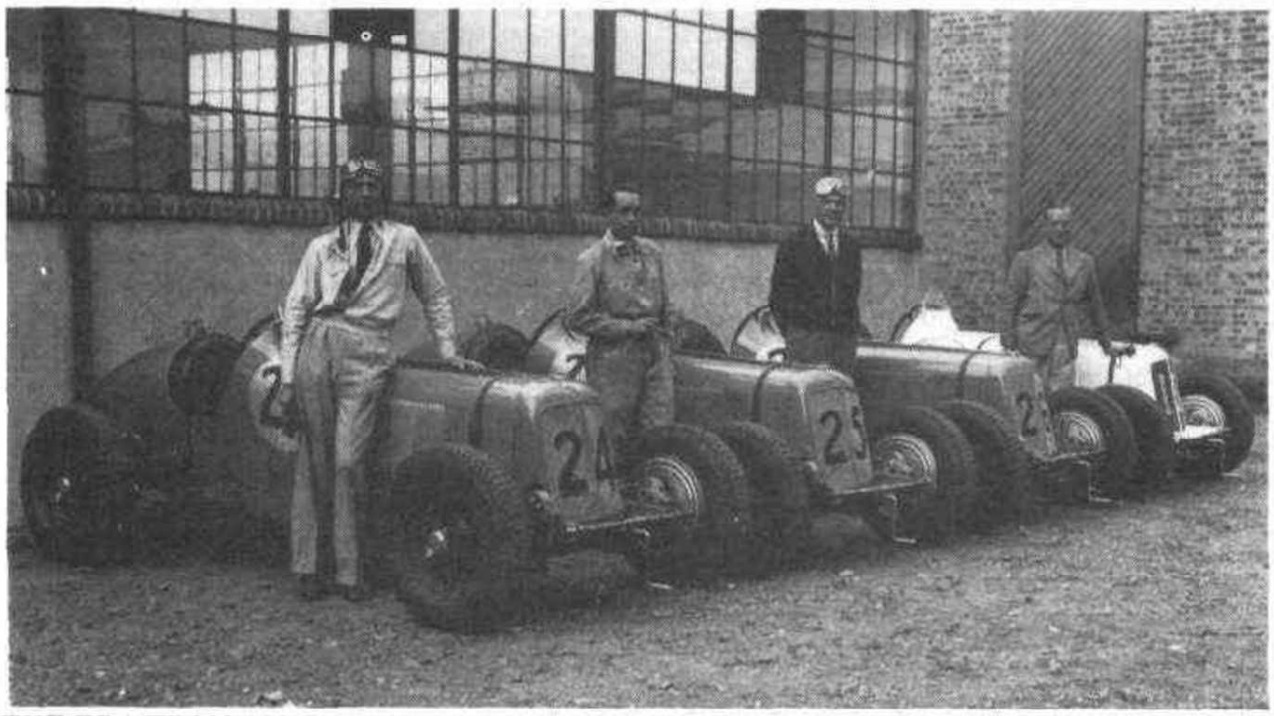
Reverting to the ERA book and the party prompted by it, it was good to see Shura Rahm and his wife present. He use to look after Prince Chula's "White Mouse" team and in a long talk with him it is obvious that his memory of those days is unimpaired. The purpose of a one-make book is to record as much history as possible. There has always been one ERA item which was a bit of a mystery to me. I refer to the substitution of air-struts for the normal ½-elliptic rear springs on Raymond Mays' car. I have a photograph of this, taken when the ERA was in an aeroplane ready to be flown to a race. I offered this photograph to David Weguelin when he came to see me about this book but he did not use it, so I reproduce it here. It shows clearly, or the original does, the absence of leaf springs and the small air-struts that replaced these.

Now, from the ERA book, I learn that the car was R4D, being flown in a Douglas Dakota to the 1948 Jersey race. It tells us that these Lockheed air-struts were experimental ones intended for BRM, but were apparently not successful on the ERA as they were not used for the Jersey race. Bob Gerard's ERA won and Mays retired when the oil-pipe to the Zoller supercharger broke. Incidentally, I also flew to Jersey in a Dakota, that took 2 hr. 15 min. each way, from Bovingdon.

Gerard won this Jersey road race again in an ERA in 1949. On that occasion the MOTOR SPORT photographer and I set off from Croydon in a hired Airspeed Consul to cover the race but the radio was found to be u/s and when the weather closed in the pilot returned to Croydon. However, I did manage to write a report, by listening to the BBC radio commentary in the office car-park, which suggests a fairly complete and informative coverage by them, even in those days!

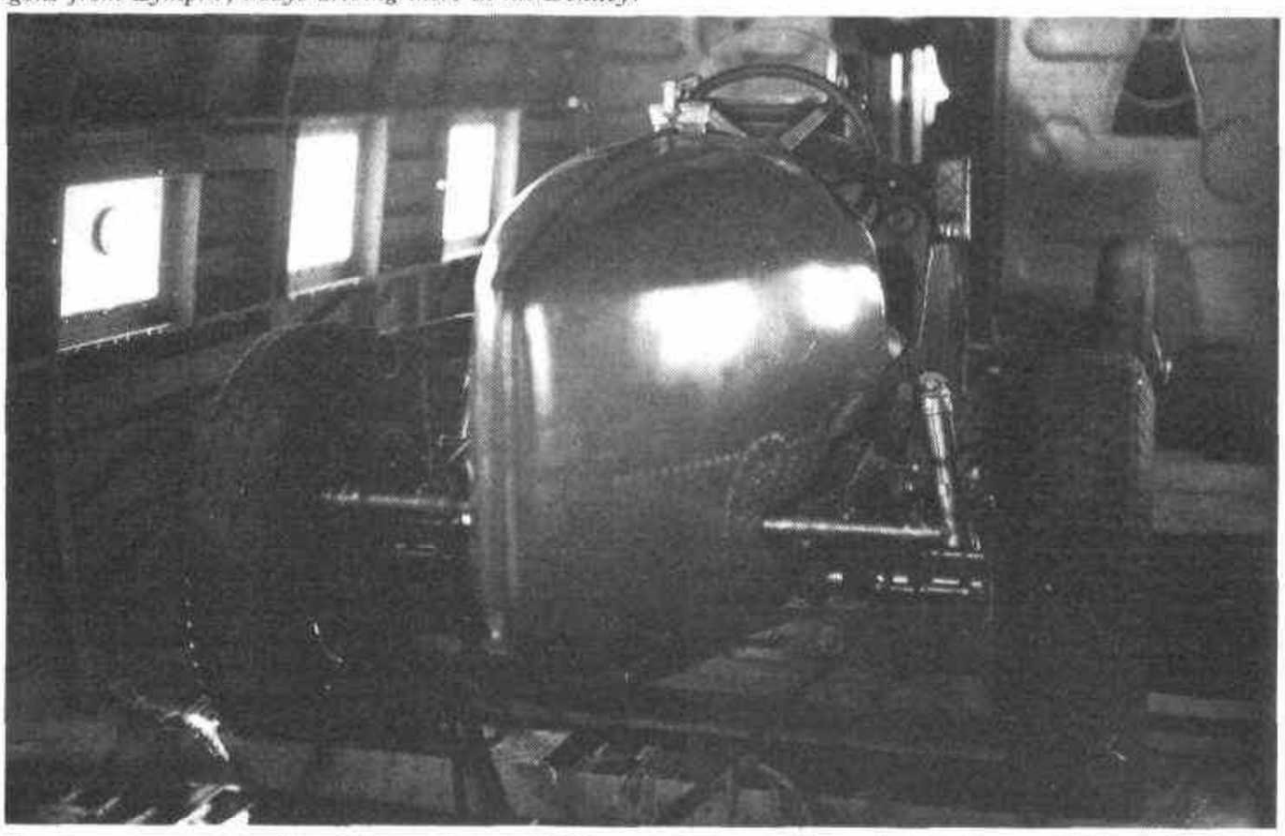
The other ERA photograph is reproduced here although it also appears in my "History of Brooklands Motor Course", because it is one of my favourites. It shows the ERA team before the 1935 BRDC British Empire Trophy Race and I see from the ERA book that Fairfield in R4A (No. 18) finished 6th., Mays in R3A (No. 24) retired with engine trouble, Prince zu Leiningen and Oliver Bertram (No. 25) were 12th, and Cook in R2A (No. 26) was running at the end.

Using the tables in this ERA book and at considerable risk of migraine and a permanent headache, I have worked out that between 1934 and 1939 ERAs started on 577 race occasions (including heats), during which they were unplaced 172 times, retired 145 times but gained 96 firsts, 86 seconds and 172 third places. Pretty fantastic, with only a handful of cars. — W.B.



THE ERA TEAM with Raymond Mays, Humphrey Cook, Prince zu Leiningen and Pat Fairfield before the 1935 BRDC Empire Trophy Race.

MAYS' ERA R4D with air-strut rear suspension, before being flown to Jersey. The Dakota is thought to have gone from Lympne, Mays driving there in his Bentley.



* * *

Nothing new . . .

GIVING his experiences with a 33/180 h.p. Mercedes-Benz in *The Autocar* in 1927 its owner, E. T. Somerset, stated that this car appeared to be most carefully thought out from the owner-driver's point of view, there being, for instance, "a tell-tale to warn one that the water-pump grease reservoir requires replenishment". Was this the start of the many warning lights found on some modern cars, or was it a more remote under-bonnet gadget perhaps? — W.B.

LSR on TV

BBC-2 gave many of us a treat, late on Boxing Night, with a documentary on the Land Speed Record, sub-titled "Those 40 Glorious Years", presented by Raymond Baxter and produced by Jeff Goddard. Composed largely from excellent news-reel shots, it was a good film because Baxter can be relied on not to over-dramatise a report of this kind, or spoil it with imaginary embellishments.

The pre-1914 years were sketched in with "stills" of cars like Hornsted's Blitzen Benz at Brooklands, Henry Ford's 999, and so on, into which a shot of a single-cylinder Peugeot was included, although it was never anywhere near the LSR category, although it did establish class-records.

The story started properly with the 350 h.p. Sunbeam, which dear old Sammy Davis, who was introduced throughout the programme in technicolour to recall various personalities, said was built for Bill Guinness and Baxter told us took the LSR at an average of 133 m.p.h., having gone one way at Brooklands at 137 m.p.h. and at 130 m.p.h. for its return run (Baxter had rounded-out the figures which were in fact, 137.15, 130.35 and 130.35 m.p.h.). The Sunbeam was seen at its present resting-place, the National Motor Museum at Beaulieu, as later were the 200 m.p.h. Sunbeam, the Golden Arrow, and Donald Campbell's Bluebird, this enabling Baxter to present these exciting old cars in colour.

It was not all LSR. Campbell was seen in one of his Darracqs at pre-1914 Brooklands and we saw quite a lot of the 1921 JCC 200 Mile Race there, to introduce Segrave, driving one of the Invincible Talbot-Darracqs. The V12 Delage, which gained the record for Réné Thomas, did not appear; a pity, as the car exists and could, one imagines, have been filmed in action. But there were excellent pictures of Campbell (often), Segrave, Cobb, and Kaye Don being interviewed before the news-reel cameras and of Campbell's Bluebird and Cobb's Railton-Mobil being prepared by mechanics outside T&T's Brooklands' premises. Baxter reminded us that the 200 m.p.h. Sunbeam was the first of the all-enveloping-bodied LSR cars.

There was an incredible sequence of Frank Lockhart being flung from the little 3-litre 16 cylinder Stutz Black Hawk after it had flipped over and over at Daytona Beach, ending up close to spectators cars, and the fearful last-moments of Donald Campbell and his ill-fated boat were included, but we were spared films of the deaths of Segrave and Cobb on their water-speed bids.

Kaye Don was interviewed about his unsuccessful LSR attempts with the Silver Bullet; he said the supercharger was largely to blame and that it wasn't fitted until the car was in America. Segrave was seen at a Schoolboy's Exhibition (such happenings used then to make Christmas a highly exciting and enthralling time for me and many other motor-mad boys) sitting in the cockpit of the Golden Arrow wearing a trilby-hat and explaining that although the car proudly held the LSR for Britain at over 231 m.p.h., it had probably only been run for ten minutes all told.

Campbell's attack on the record at Verneuk Pan in 1929 was described as "totally unsuccessful" but, in fact, Bluebird did break the British one-mile and the World's five-kilo. and five-mile records on that occasion. Of this same car, a fine shot was included, not seen before I think, of its Rolls-Royce engine being run-up in the shed, in 1933. Parts of the TV play about Sir Malcolm Campbell, using the mock-up "Bluebird", were interwoven with news-reel shots of the 300 m.p.h. runs at Bonneville. Going back to earlier shots of the various LSR cars in action, it was amusing to note that when they were at full speed they very easily overtook the aeroplanes from which they were presumably being filmed, and that for some years the cameras used also had difficulty in panning rapidly enough to follow them.

Another thing I noticed was that whereas before his record runs Cobb had to use elaborate methods of "walking the plank" to gain access to the cockpit of the Railton Special without damage to the bodywork, after he had broken the record, doing over 400 m.p.h. in one direction, he vaulted out of the car unaided! Eyston was seen in his incredible Thunderbolt, and Bert Denly recalled the time when the brakes had to be used so hard that the driver got out of the car looking absolutely black (as we saw) due to the dust from the brake linings entering the cockpit — "he wasn't very pleased" said Bert.

This BBC production was a model of how such documentaries should be presented. If any slight innaccuracies crept in, I only noticed two that speculation leads me to wonder about. First, Donald Campbell was said to have been afraid of dying of cancer had he not been killed so dramatically at Lake Coniston and his sister, Mrs. Jean Wales, confirmed this, although he did not have this disease. Isn't it more likely that some interviewer had asked Campbell if he was afraid of dying in the water-speed bid and he replied "If I don't get killed that way I could die of cancer *or something*"? Secondly, Baxter used the old chestnut that Parry Thomas put in his will that if he was killed in Babs the car was to be buried at Pendine. Isn't it more probable that what he actually said was that, whether or not he broke the LSR, there would be no point in taking the old car, which he had cobbled together for the purpose of breaking this record and earning much-needed finance in so doing, and of which he was not particularly proud, back to Brooklands? It should be remembered that Thomas had no transporter of his own and had to hire a truck to take the big car from Brooklands to Pendine, a two-day journey, and that this hired transporter would have been released after "Babs" had arrived there. When Thomas' unexpected fatal accident happened the crew would have had no means of taking the wrecked monster away and, remembering what Thomas had said, wouldn't they have agreed to leave it behind, burying it as a mark of respect for the dead driver who had been their Boss? Those are debatable and insignificant items, however, which in no way marred a fine programme, in which "Babs" was splendidly portrayed, both in 1927 and with Wyn-Owen driving her last year on another Welsh beach, as we reported in MOTOR SPORT at the time — but what a pity "Babs" now looks so raggedly-clad. The story was brought right up to date with action pictures of recent rocket-driven LSR vehicles, which are immensley impressive, not only in speed but because of the trails of smoke they leave in their wake, and we were reminded of Richard Noble's forthcoming British bid to possibly better 700 m.p.h. Even the LSR "improbables" were not overlooked, two "stills" being put in, of the Stapp with its triple Bristol Jupiter aero-engines, that merely burnt itself out in 1932, and of the 1922 Wisconsin Special for which 180 m.p.h. was claimed that year, at Daytona, which even the American Automobile Association didn't believe. Congratulations, then, to Raymond Baxter and Jeff Goddard, on a difficult job very well done. — W.B.

V.E.V. Miscellany. — After going on last year's Brighton Run on the British Leyland Heritage Albion I think perhaps those cars shown on page 1911 of the December issue were of this make and not Rovers as I had at first suspected, especially as they were photographed outside a house in Scotland. Unexpected old cars are seen occasionally in non-motoring TV films, like, for instance, the pneumatic-tyred Trojan tourer that flitted across the background scene in a shot of the Rhondda Valley at the time of the General Strike of 1926 in one of last year's BBC documentaries about coal-mining. In the more recent TV programmes concerning home-movies of the 1920s and 1930s you may have noticed a big just pre-war Wolseley saloon, a Sunbeam Fourteen tourer lurking in the background of one shot, and what I think was a Singer wrongly described as a Morgan getting in the way of what was supposed to be a family motoring outing. In this context, and in the same series, what was said to be a "run in the country" was clearly another club trial in progress, perhaps a JCC or similar event, with a Riley Nine leading the pack and an Avon Standard (or was it a small Jensen?) among them. The TV archives must be full of great films from the motoring and aviation past, apart from these amateur efforts with the cine-cameras of before the war.

The Daimler & Lanchester OC's magazine *The Driving Member*, has been running a very interesting series of reminiscences by Mr. John Speed, who was at school with Laurence Pomeroy Junr., and later at "The Daimler" on the publicity side. His article is accompanied by photographs of Pomeroy's 16-valve Bugatti which I believe Denis Jenkinson owned for a time in later years but never ran it, and the two Pomeroys, father and son, with the all-aluminium Pierce-Arrow that Pomeroy Senr. went to America to produce. A *circa*-1909/10 Type CB1 Clement-Bayard chassis has turned up in the Trade in Nottingham and information is sought, together with the whereabouts of any available spares. Letters can be forwarded. It is with deep regret that we learn of the death of Mr. Bob Train who was so well-known to Triumph car enthusiasts, as the President of the Triumph OC.

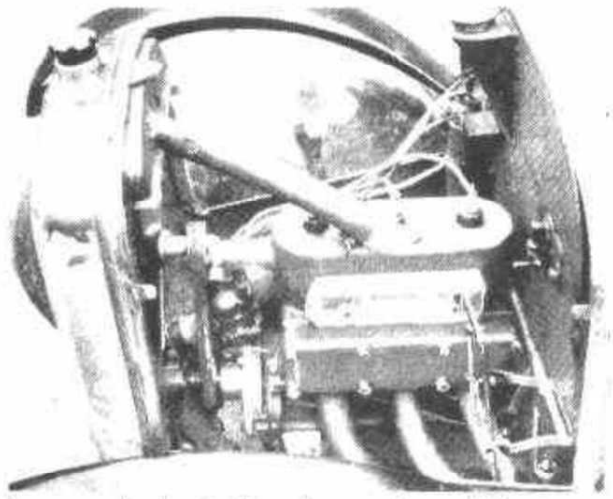
The Asia Magazine reported last year on the cars of Rama VI, King Vajiravudh, which were brought from Europe to Thailand from 1913 onwards, when this enlightened monarch introduced electricity to Bangkok and also the aeroplane. The article mentioned a 1907 14 h.p. Renault still owned and beautifully maintained for the present King, and said that examples of Hispano Suiza, Pierce-Arrow, Voisin, Delahaye, Rolls-Royce, Mercedes-Benz and Cadillac are at the Chitralada Palace, mainly early 1930s cars but ranging up to 1939 models. The collection apparently runs from a 1921 Rolls-Royce Silver Ghost Hooper cabriolet to a Phantom III Mulliner limousine. The Voisin tourer is a V12 and the Hispano Suiza a 37.2 h.p. model, probably, says Charles Browne the investigator, an H6 of about 1927 vintage. We have never heard of the alleged "Delco Remy supercharger" said to grace a V16 Cadillac, but the Pierce-Arrow is also apparently supercharged and there is mention of an early 1920s Hotchkiss all-weather.

We devoted one of the "Fragments on Forgotten Makes" articles last year to the two-stroke Barrington car and a reader has kindly supplied a picture, reproduced overleaf, of the experimental engine in an Austin Seven. The Halford Special, which created quite a stir when it first appeared at Brooklands in 1926 with Frank

Continued overleaf

V-E-V — continued

Halford's own supercharged six-cylinder 1½-litre engine, has been resuscitated and should enliven this year's VSCC races. It was tested late last year at Snetterton and is reported to have covered a considerable number of laps quite troublefree. — W.B.



A two-stroke Austin 7 — the experimental Barrington engine in its mobile test-bed.

January 1st

The VSCC's idea of a National Celebration of Fifty Years of the Vintage Car, on New Year's Day, must have meant that nearly every licensed pre-1931 car, joined by other pre-war cars, took to British roads on January 1st. That is, judging by the unexpected turn-out at the celebration I attended, at "The Verzons" *Routier* just outside Ledbury in Herefordshire. It is impossible to be everywhere at once, as it were, lacking a helicopter, but if this attendance was average, that over the entire country was impressive indeed and could be said to mark not only the widespread interest that prevails among both enthusiasts and the public in historic cars, but a fitting celebration of the abandoning, by the DoT, of the proposed Tax on all old vehicles, whether used or awaiting restoration.

Anyway, at Ledbury there arrived first a certain 1924 Calthorpe light-car, that had crossed the Welsh Border, averaging some 28 m.p.h. and 27 m.p.g. Next to appear was a flat-radiator Morris Light Van, the only arrival to come on a trailer, which ran perhaps 40 yards under its own power. After that they came thick and fast. Frazer Nash, HRG, an Edwardian Straker-Squire two-seater parked so that it could leave before dark in spite of its impressive Rushmore headlamps, a 1932 MG F1 Magna, a familiar Rolls-Royce Twenty all-weather, the Vernon-Derby from Newport, and three Austin Sevens from Rhayader, comprising a Nippy, a Chummy and a 1904 Opal two-seater. These were joined by a fine open 3-litre Lagonda with swivelling searchlight on its windscreen pillar, two stripped-for-action, quite-immaculate Grand Prix Bugattis, Garland's 30/98 Vauxhall and another very smart blue 30/98 with plastic upholstery. The three-wheeler Morgan contingent was very well represented, from an early and pristine i.o.e. water-cooled Family-model to the rorty sports jobs, six Morgans in all. Two cars that were running for the first time that day after rebuilds were welcomed, a cream Austin 7 Ulster, and a rare Austin 10/4 Arrow sports-tourer from Newport.

Two more-recognisable Austin 12/4s, an AJS two-seater from deep in Wales, a Ruby Austin 7 tourer from Ross-on-Wye, with a sprig of holly mounted on its prow — the celebrants seemed never-ending.

Bentleys were there, in the form of a 3-litre and a big open 6½-litre, contrast to them was provided by a left-hand-drive black-radiator Model-T Ford tourer on Trade-plates, looking just as it might have done in that part of the countryside in the early 1920s, and later a Riley Nine fabric saloon joined in. By now the large car-park was so crowded that an open 4½-litre Bentley had to park outside on the grass verge of the A438, where a dismantled hot-air balloon was also parked — unfortunately the wind was deemed too gusty for it to add to the entertainment. The post-war-car period was represented by a couple of RM Riley saloons, and motorcycles included a vintage chain-drive Diamond two-stroke with vast belt-rim rear brake and gas headlamps, from Stow-on-the-Wold, and a BSA. In all, some 40 cars were present. It was all very nicely wound up when a well-known VSCC member took off in his Currie Watt biplane from a near-by field and treated the assembly to some low fly-pasts, a loop, and even a flour-bombing display.



THE PLAQUE on the wall at the Phoenix, Hartley Wintney.

The Phoenix, at Hartley Wintney on the A30 near Basingstoke, is where the VSCC was founded in 1934. The Club has met there regularly ever since, and it is reported that the turnout on New Year's day was quite staggering. 2-litre Lagondas, four of them, had occupied one corner of the park, while a large number of Austin 7's ranging from 1924 to 1932 examples lined one side. The middle soon filled with delectable machinery such as 1750 Alfa Romeo, 30/98 Vauxhall (complete with 17-year-old lady driver and L plates), 3-litre Bentley *sans* headlamps, 14/40 Vauxhall, 12/50 Alvis, Talbot Saloon and a massive Hispano Suiza limousine. A Delage tourer, a couple of Sunbeams, another 30/98, a 12/50 Special and a Morris Minor all struggled their way into the rapidly filling car park, and still they came — when my informant left, there were over fifty pre-war cars assembled. We also hear that the turnout at the Shears at Collingbourne Ducis, between Andover and Marlborough was most impressive for this small, but regular meeting place — examples of supercharged 1500 Alfa Romeo, blower 4½ Bentley in beautifully travel-stained condition, radiator shrouded to keep out the cold, Humber 14/40 complete with near vintage pram, Alvis, Austin 7, Austin Ulster, Sunbeam saloon, Model A Ford seen more often on trials hills, an attractive 3-litre Bentley tourer on b.e. wheels, and a magnificent 1904 6-litre Berliet with Roi de Belges body amongst others.

It can be said, I think, that the 1981 vintage season has opened with quite a flourish! — W.B.

[See page 183 for colour photographs]

Vintage Postbag

The 20/60 Vauxhall

Sir,

I was very interested in the article in the November issue concerning E. W. Hancock and Vauxhall cars. Many years ago The *Autocar* or *Motor* ran a similar article, but no mention was made of the 20/60 model. Your article is the first I have seen to refer to it.

My father bought his in May 1928, and the first we knew that it was connected with GM is when we stripped it and saw GM stamped on the flywheel.

This car was unique in many ways. Body wise, it was one of the first with an all metal Fisher body, and was tested by tipping it over a hill in Richmond Park, when it rolled over a few times, landed upright and all the doors and windows operated perfectly. This, of course, was streets ahead of the standard wooden body of the time. The engine had a 9-bearing crankshaft — the centre and flywheel bearings were split. Steel pushrods and heavy, stout duralumin rockers and masked inlet valves. All this in 1928. 4-speed gearbox and top was 4.73/1, 3rd. 7.25, and 2nd and 1st about 10 and 14 respectively. The engine was not flexibly mounted, but was exceptionally smooth for its day. Top speed an indicated 71. The brakes, too, were exceptional. All bearings were knife edge and were very powerful, the front drums having a large flange for stiffness and cooling. But, even so, fade was severe, and after a hard pull up from 70, the last phase — from 30 to a standstill — was merely a slow down. From this point of view they were dangerous. The utter top speed in 3rd was 43 m.p.h. There was other trouble — wheel judder. At maximum speed, wheel wobble developed and was highly dangerous, and left the front tyres as if they had been rasped. The cylinder top water pipe was an expensively engineered tapered aluminium casting, and the curved gear lever expensive to make also. The tyres were 31 × 5¼.

All in all, a very good car. £495, and we had Triplex glass and wire wheels — total cost, £525.

NORMAN SIGGERS, LDS, RCSEng
London SE21

Packard Slogans

Sir,

You invited a reply from "The Packard Club" to your recent correspondence about Buick slogans. In 42 years of Packard interest I have certainly never heard any Packard slogan other than "Ask the man who owns one", or variations thereof! One of these was "Ask the man who is paying for one", and of course, "Ask the woman who owns one"!

Stevenage, Herts — HANS EDWARDS
Regional Director,
Packards England

BSA Cars

Sir,

By W.B.'s diligent researching over the years for the unconsidered trifles of motoring history, MOTOR SPORT has provided for me a wealth of snippets on my own particular bent, the front wheel drive BSA cars.

However, my own researches have so far failed to turn up a contact involved in the pre-war trialling of these cars, both the Threewheeler and the Scout, and I would like to ask MOTOR SPORT's indulgence in advertising my cause.

Apart from Bert Perrigo and George Savage from the BSA works, the names of Gordon Norchi, Frank Cope, K. J. Davies, W. H. Julian, W. F. Gowlett, A. H. Hutchinson, R. H. Aldworth, V. R. Cowley and many others appear as trials entrants on BSA cars. Where are they

now? The tales of driving a front wheel drive car with a limited slip differential on the open road between sections are worthy of something better than my third hand efforts!

I would be more than glad to hear from anyone who has any reminiscences of BSA cars, both trialling and in more normal forms of motoring.

Tonbridge, Kent G. J. R. SKILLEN

[Letters can be forwarded — ED.]

SU Car

Sir,

My enquiry concerning the SU car has produced some very interesting correspondence. Austen May, with whom I used to share the commentary at Prescott, remembers seeing the car around Birmingham before the war, and thinks that the body was built by Jensen. Roy Taylor states that the car was later owned by the late Donald Monro, of Invicta fame. He it was who drilled the front axle (and also removed the glass from the windows) as he was a fanatic for "adding lightness". The windows have now been replaced!

John Bolster, who, of course, knew the car well, says that its correct name is TCS. The radiator badge now certainly says SU — a later owner must have altered it. John confirms that most of the chassis parts are Morris, but the frame members are special. Harry Edwards, of the Morris Register, says that Donald Monro had the tail locker added by Jarvis to improve the road holding. He also provides some very interesting facts about the two Skinner Morris Minors.

As always, MOTOR SPORT readers have been able to provide the answers — my thanks to the four gentlemen who took the trouble to write.

Guildford JOHN WILLIS

Ford V8 TT Special

Sir,

I am anxious to trace the history of my 1934 Ford V8 Ulster TT Special and any assistance from your readers will be most welcome.

The registered number of my car is BCD 174 and I understand it was one of three cars produced by the Ford Main Dealers in Northern Ireland for the Ulster TT in 1934; photographs on Page 73 of the Ulster Vintage Car Club's Book of the Ards TT would appear to be proof of this. However, this is not sufficient to convince the VSCC that my car is not a replica and consequently I am in search of evidence to show that this car is one of the three originals.

I believe Sydney Allard purchased one, the other went to Jersey before the last war and my car was sold by the Cresta Car Co., Worthing, to John Robertson Miller and registered in Brighton.

Ideally, I require a photograph showing my registration number in an event between 1934 and say 1939, preferably with a write-up on the event quoting that this car was one which had been in the 1934 Ulster TT. How about Brighton Speed Trials or the Firle Hill Climb?

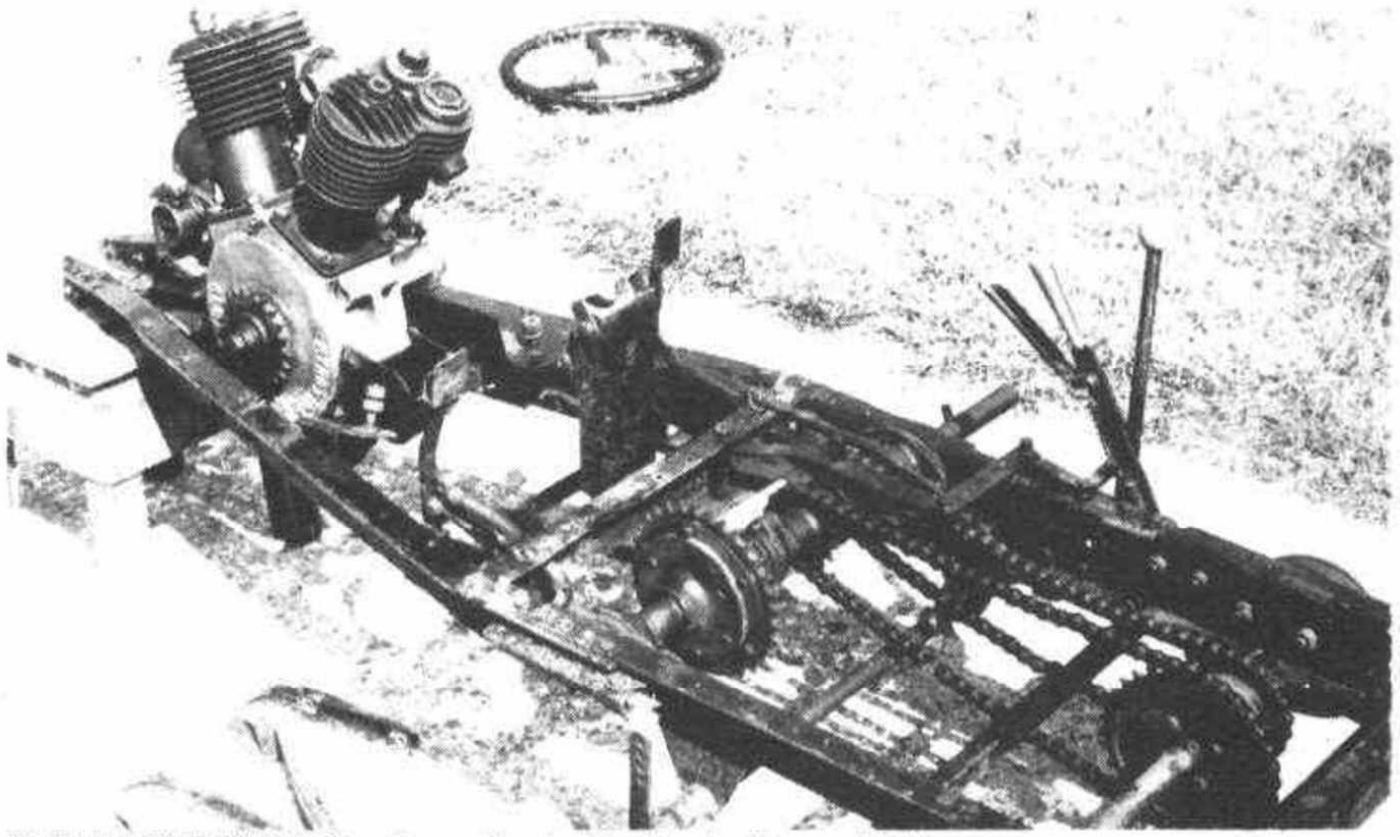
Parkstone, Dorset DAVID BOWLES

That "Ugly Little Car"

Sir,

The controversy in your correspondence columns regarding the car used by Mr. Baldwin when visiting Edward VIII at Fort Belvedere stirs my memory into action.

For many years my late father was a Director of a large printing company in Westminster (now many years gone), and for a very long time they printed Vauxhall owners instruction books etc. etc., therefore when at a youthful age I took great interest in everything Vauxhall.



THE UNIDENTIFIED cycle car chassis referred to by Norman Tidd.

I clearly remember that at the time the national press printed pictures of Mr. Baldwin leaving Fort Belvedere in a Vauxhall Cadet (17 h.p. was it not?), and no doubt some pictures must be existence in the files of some newspaper to verify this fact. This was indeed an ugly car and no doubt caused the comment in the memoirs referred to in the correspondence. The "Cadet" never seemed to sell well and quietly disappeared, being apparently replaced by the 1935 14 h.p. series, which was also available with a 12 h.p. engine (both 6 cylinders), selling for £195 upwards. Sunshine roof (sliding) was £5 extra, and a fine looking luggage boot at the rear was also £5 extra; for many years I had copies of the catalogues, but in a weak moment threw them away, alas!

Weston-Super-Mare, Avon C. ADKINS

The Elkinton Carriage Co.

Sir,

I am surprised to note from Mr. Ian Pratt's letter that the National Motor Museum have no record of the Elkington Carriage Co. Ltd. They were regular exhibitors at the Motor Show in the twenties, their last appearance being in 1931. They usually showed three cars, and seemed to favour Minervas, as an example of this make nearly always appeared on the stand. However, they also built on Talbot, Sunbeam and quite a number of other makes, including Rolls-Royce. Their original address was Lacland Place, Kings Road, Chelsea, but these premises were taken over by Gurney Nutting in 1929, when Elkington moved to the Great West Coach and Motor Works at Chiswick.

Mr. Pratt may be interested to know that their exhibit in 1924 included a carmine saloon limousine of "Sumptuous appearance and spacious porportions" mounted on a six-cylinder Buick chassis!

Guildford, Surrey JOHN WILLIS

Another Cycle Car

Sir,

I have a cycle car chassis which I propose to restore and would be most grateful if any of your readers could provide any information which may assist in dating the machine.

The engine which was manufactured by Messrs. Blumfields of Birmingham is a vee twin and bears the number 182B 397T.

It has a bore of 67 m.m. and stroke of 70 m.m., the capacity being 493 c.c. (It looks larger than this — Ed.)

Enclosed is a photograph of the chassis which also shows the two-speed gear arrangement.

I have been unable to identify the maker of the chassis.

Southport, Lancs. NORMAN TIDD

Club Magazines

MOST of the one-make clubs and some of the regional motor clubs publish magazines or news-letters, from simple duplicated sheets stapled together, to full-scale, very professional-looking productions. Indeed, such communication with members is very important and some Club secretaries believe that many members join primarily for a magazine, which informs them about maintenance problems, availability of spares, etc., as well as about pending fixtures and that kind of thing. Most of the Clubs contrive to put us on their mailing lists, which is much appreciated and often allows MOTOR SPORT to reciprocate by publishing news of their activities.

A contemporary had the happy idea of awarding a small prize for what in the opinion of an Editorial panel was the best of these Club magazines. The first year the award went to the R-R EC magazine and then to the BDC for its well-known *Review*. We would not like to have to decide. To some extent the frequency (and regularity) of publication must surely count, and also the accuracy of the contents. For our part we are gratified that the VSCC *Bulletin* and BOC's *Bugantics* have scarcely altered their format or appearance since long before the war. Both are very lavish small books, on fine paper, but we are equally pleased to read such broadsheets as those of the Trojan OC, the Vauxhall OC (appropriately called *Flutenews*) and so on.

Other countries have professional Club magazines, too, of which the very beautifully-produced journal of the American Packard Club, *The Packard Cormorant* is an outstanding one. The Renault OC has *Renotes*, the last bi-monthly issue of last year containing some notes on the tuned 4CVs of the 1950s and how one once blew-off a souped Mini-Cooper, along the *Autoroute du Sud*, the Citroën OC has a good one, and there is no end to these welcome Club magazines! — W.B.

The Wartime Diaries of an RFC Officer

(continued from the January issue)

IN JUNE 1918 X, the flying officer who kept these war-time diaries, returned to No. 1 Group as a Flight-Commander. He had just bought a Straker Squire and was also running the racing Coupe de *L'Auto* Sunbeam. Both cars were used for a run into Hunstanton from Newmarket that summer, after X had worked on the Straker Squire. X drove to Sedgeford aerodrome with his fiancée to see Major MacLaren, the RFC still having a military flavour at that time, and they later sat on the beach, X writing up his diary and the girl bathing, before it was time to fetch the Major and his wife and take them back in the Sunbeam to dine in Hunstanton. Petrol would be obtained at Sedgeford and a run down to London and on to Oxford in the evening was considered routine, "Sunbeam running magnificently".

The social round we have come to expect went on, with a visit to the Show "Tails Up", and after getting his new posting properly fixed up X went to Cummings, selling him a G.N. and buying an old Flanders car. On the day of that purchase, X set off from London to Newmarket, with friends in a Vincent (this is the first reference to such a car, which is a puzzle to me — Ed.) and an Uncle in the Flanders. They lunched at Hatfield and X "went round by Cambridge" and picked up his fiancée. "Rained a bit. Cars ran well, excepting Flanders. Caught fire once". But they made "The Moat" by 10 pm.



A FLANDERS and a Metallurgique, both makes used by X during 1917/8. The Flanders caught fire on a run to Norfolk and was soon sold.

Apparently X thought the Flanders unsatisfactory because the next day, after a visit to the Newmarket races in the afternoon, he returned to the house in the Straker Squire, did a few odd jobs, and then drove back in the Flanders which he sold to Crisswell for £80, which seems to be what he had paid Cummings for it, but this time he took a little 7.9 h.p. Swift two-seater in part-exchange, which he collected after dinner with his friend Gerald as co-driver. X was not having much motoring luck at this time, because when he started off for London, Gerald in the Swift and X and Kelly in the Straker Squire, the Swift soon broke down and had to be towed back to "The Moat", and then when they re-started the Straker "ran very badly". However, X was able to see his girl at Shelford and to report to Col. Shelmedine at No. 1 Group by 3 a.m. X and Gerald were posted to London Colney, first taking the old Sunbeam to Moss Bros. to be repainted, as it had been sold to the Colonel. That day ended with dinner at Claridges with Lady X and friends, Gerald going off to stay at Shenley.

The first day of the new appointment was occupied with calling for his friend after lunch at home in Ennismore Gardens with his mother and driving in the Straker Squire to report to the Acting Squadron Commander at London Colney. The weather was too bad for flying, although they waited until after tea, when X drove his friend back to Shenley and the Squadron Commander to London *via* Barnet. X was obviously keen to do some more flying, because on the third Sunday in June 1918, after going to Mass with Lady X, he drove to the aerodrome after a quick breakfast. However, at 1.30 a.m. he and Gerald pushed off in the Straker Squire for Newmarket, a run that took only 2½ hours - "Had a very good run". In fact, they had intended to return to London after tea in the Swift but it "again conked out", so they stayed the night, although the little car was game enough to get X into Newmarket to telephone his mother about the change of plan. The return to London was accomplished on the Monday, after a "tremendous breakfast", Gerald in the little Swift and X and his fiancée in the Straker Squire. He left her at Shelford and caught up with his friend just before Royston, where they stopped for a drink. X then drove the Swift to Baldock, stopping for lunch at the Rose & Crown, and on to Hatfield. He had a burst tyre so left the car at a garage and both continued the journey to London Colney in the Straker.

The next day X went round to the 18th. Wing to see Elliot and then, perhaps with future leave in mind, "went to the Dogs Home and bought a little black Aberdeen terrier which I eventually gave to the M.O. at London Colney." From his flying Log Book it is apparent that X had already been up again, from that aerodrome. Two days earlier he had lunched at Prince's with Hewlett and Briggs, gone to see Dewis about a Rolls-Royce, and had then gone down to London Colney in the Straker, where Capt. Thomas took him up for quarter-of-an-hour that evening in a Monosoupape Avro (D.4372), climbing to 2,500 feet, afterwards dining at the Mess. On another occasion X "lunched at the Berkeley with Elliot, Musher and Charles Jarrott and had a damn good lunch", before driving to the aerodrome to dine there. He then got to London Colney early, paid the men at the Pay Parade (it was Friday), before taking the Walkers "to a girl school play at St. Albans — rather amusing. . . ."

At this period the usual runs up and down between London and Newmarket continued, but X was mostly otherwise at the aerodrome. There was some talk with his father about a motor accident case and one day, from the aerodrome, X was taken with his fiancée and Gerald by Capt. A.L. Keller MC, "to lunch at the De la Rue's, excellent lunch, lovely place". This lunch was returned the same day by X, who took Keller, Mrs.le Gros and his fiancée to dine at the Berkeley, afterwards going to the Bachelor's Club, Keller staying the night at Ennismore Gardens. X also knew Ruth Keller. The following month Capt. Keller was killed while flying a Sopwith Snipe. A play he and his girl saw at this time was "Going Up", at the Gaiety. Keller took X up in an Avro (D25) and they flew from London Colney to Hendon, in 35 minutes, mostly at 3,000 feet, where a Staff-car picked X up and drove him into London to lunch with Col. Shelmedine and X's fiancée at the Bachelor's. He then caught the 4.55 train to Portsmouth, staying at the Queen's Hotel. On the Saturday a party caught the 7.50 a.m. boat to The Isle of Wight for breakfast at "Seaview" and "a priceless bathe, had lunch on the sands, messed about all day, and had a priceless time, after dinner went to a Show and then a dance".

So there was little let up in the gay life! During July 1918 X sold the Straker Squire and bought a Metallurgique. He sold a G.N. for £25 at Cummings' sale, where he acquired an old De Dion Bouton for 95/-. It seems that this or perhaps the Metallurgique gave trouble all the way to the aerodrome one morning, so X bought a 65 hp Napier from Barker's for £150. On the way home from the aerodrome he met Clifton, with whom he had dined at his Radlett house the previous evening, in his Hispano Suiza, in which later X had lifts between the aerodrome and London. One Saturday in July, at about 1 o'clock, they got out an Avro (D.112) and Major Clifton, who had come over to 56-Squadron, flew X to Cassiobury Park for lunch with Sym Wilton, Lady X and a sister of X's. In spite of rain they, "Had excellent flight and some stunts. After lunch we got in machine again and looped, spun, falling leaf, rolled, etc. and then back to London Colney. Unfortunately crashed on landing and slightly damaged another Avro on the tarmac." Thus X was able to add another 180 minutes to his Log Book, the height recorded being 4,000 feet. After that pleasant interlude he got out the Metallurgique that evening and drove in it to Newmarket in 2½ hours, including calling for Gerald at Shenford on the way. The usual back-and-fore journeys continued and in mid-July X sold the Metallurgique to Major Clifton for £575, and they also disposed of the Hispano Suiza to Cummings for £475. X was not above going to the aerodrome in a sidecar outfit belonging to 18th Wing. He was also not averse to motor-coping, taking Raper's 45 h.p. Renault home and the Napier to Moss Bros. to have a body put on it. Going in the Renault to the aerodrome a bullock ran into it at Shenley and broke its leg. X also used a Cadillac four-seater that he had on trial from Cummings to drive to the aerodrome, where he would take tea. The play, "The Boy" was seen and one rainy Saturday X had two more flights from London Colney, first with Major Elliott in an Avro (D100) for 20 minutes, but only at 200 feet, and then for 45 minutes with Capt. Thomas in Avro (D4395), who climbed to 2,000 feet but kept the landing ground in sight. That evening X did some landings, as he had not flown for two years, and then he went up in a BE2c.

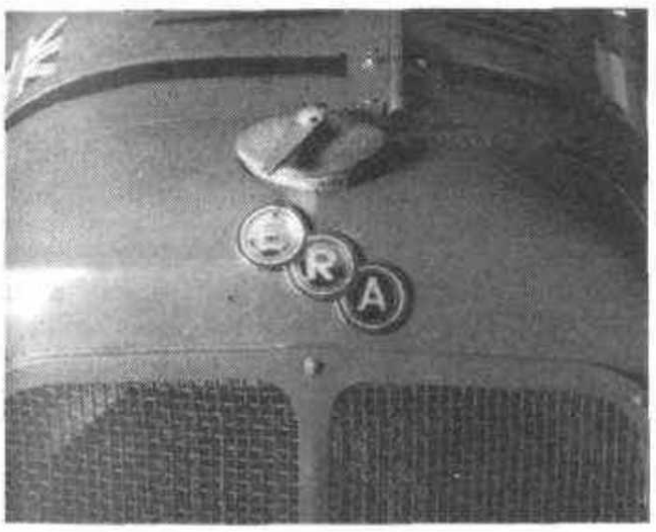
On the last but one Sunday in July X messed about all the beastly morning on the aerodrome but set off in the Cadillac for Newmarket at 3 p.m. He had "a troublesome run" but arrived about 5 p.m. Hard work the next day paid off, as X "had a very good run", leaving about 11 and getting to the aerodrome in time for lunch. X next bought back his old Rolls-Royce (No.1463) for £875 from a Mr. Schaposchinikoff. This meant catching an evening train to Brighton but after getting the car out they motored back *via* Burford Bridge where X and the late owner dined, and leaving him there, X got to London by 12.30. This Rolls-Royce and Rolls-Royce No.1522 that had been at Barker's were both put to immediate use by X. (No.1463 is the 1911 40/50 h.p. tourer now owned by John Bolster — see MOTOR SPORT, July and August 1980, pages 1011 and 1182 — it would be interesting to know whether the other Rolls has also survived). The Cadillac was taken to Dewis, presumably to be sold, and the Renault went to Moss Bros. for alterations. The Rolls was then left for Barker's to collect but X was using his Rolls-Royce for runs to the aerodrome, where he "messed about with it".

A Col. Jenkins flew down to lunch with X and late in July 1918 Rowson drove some of the Officers in the Rolls to the aerodrome, from

continued on page 180

Book Reviews

"The History of English Racing Automobiles Limited" by David Weguelin. 288 pp. 10½" × 12½". (*White Mouse Editions Ltd., 50 Porchester Terrace, London W2 3TP.* £35.00).



This quite splendid book to commemorate the history of the ERA *voiturettes* that upheld British prestige in pre-war International motor racing must rank as the best of all one-make racing-car productions. It is dedicated to the memory of the late Raymond Mays, CBE, who died last year and whose inspiration and hard work created the ERA Company.

The book was written by David Weguelin, who although he was too young to have seen these cars racing before the war, was inspired to research very thoroughly the entire history of ERA, turning up obscure as well as already documented information on the subject and interviewing people associated with the project in its hey-day. He deals with the stillborn Grand Prix car, the production Raymond Mays V8, the intended ERA sports car and the ERA Club. To round-off his race-by-race story of the cars he had the help of an Editorial team composed of Narisa Chakrabongse who owns "Romulus", Peter Hull, who contributed one of his accurate and entertaining Introductions, Denis Jenkinson, and Patrick Marsh who contributed a very erudite technical breakdown of the ERA specifications. What is more, Raymond Mays wrote a Foreword to this remarkable book before his death.

The combined work represents sheer bliss for any ERA enthusiast or motor-racing follower who can afford it, and as it covers the whole history of ERA from the creation of the first of these racing cars in 1933, through their whole racing and competition involvement to the middle of the 1980 Pre-War Racing Car season, this is by no means just stuff for nostalgia-mongers, although it brims over with that as well!

Although it is of coffee-table format — for how otherwise could the pictures, more than 500 of them, 75 in full colour, be so beautifully displayed? — this is no pictorial brush-off with the superficial text that all-too-often binds together the illustrations in books of this size. The names of the author and of the editors, and the very long list of acknowledgements to those who helped compile it, are a guarantee of the serious nature of the contents. Indeed, almost everything known about all the ERAs seems to have been set down clearly in the book's very large and numerous pages, which are of the highest-quality art-paper. As a publishing triumph "The History of English Racing Automobiles Limited" stands alone. And from the motoring standpoint it is an invaluable complete record of what ERA was, and is, all about. There have been earlier attempts at this but now we have, in this magnificently printed and illustrated book, the full story, with new ERA inside information to digest and enjoy.

Because the ERA, in 1,090 c.c., 1,488 c.c. and 1,980 c.c. forms, raced consistently from 1934 up to the war, in this country and abroad, and was very much, as it still is, a bright aspect of post-war VSCC and other Historic Racing-Car promotions, this ERA book is also a strong and graphic reminder of happenings and results at many circuits, in many countries, and of many racing drivers of pre-war professional and post-war amateur status. Interesting but possibly forgotten facets of the fascinating game are thus recalled — how it all came into being, with the strong support of Humphrey Cook (whose earlier motor-racing exploits are recalled and illustrated) with Peter Berthon to aid Mays well documented, and lesser personalities who were part of the ERA organisation properly included.

Much that is either new or that was obscure at the time emerges, supported by reproduction of old works drawings, sketches and schedules, and photographs of early ERAs under construction at T & T's of Brooklands and at ERA Ltd. at Bourne. Inevitably some of the photographs used will have been seen before, but not perhaps so well reproduced and enlarged. Conversely, there are many new illustrations. Because Narisa Chakrabongse is the daughter of the late Prince Chula who ran the White Mouse/Prince Bira ERAs "Remus", "Romulus" and "Hanuman" she has been able to contribute fresh material from that source and I see that David Weguelin took my advice and went to see Mr. Beauchamp and Mr. Perrett who were with T & T's at the beginning of the ERA project and who have been able to dig out new snapshots and facts.

On the technical front, apart from the author's own detailed descriptions of ERA construction and evolution, Patrick Marsh has spilled all the beans, even to disclosing to we non-ERA owners the valve-timing, cam-profiles, gear-ratios and other most intimate details and dimensions of the different ERA engines and chassis. Here again, some very fine photographs of original and modified ERAs are there for your edification and delight, the latter including twin Arnott superchargers on R6B, etc.

The detail really is amazing — a plan of the ERA factory at Dunstable, cutaway drawings of ERA engines and chassis, Scribbans' advertisement when selling his ERA around 1936, shots taken inside the Bourne works, the Leyland and Bedford ERA transporter-lorries, and the White Mouse Ford V8 van, close-ups of most of the great ERA drivers and personnel, while crash pictures have not been excluded. A very pleasing idea was to intersperse little colour-reproductions of race-programme front covers among the black-and-white pictures, and the colour in these has been very faithfully retained. The book will be of the greatest appeal to lovers of fine art, apart altogether from its motor racing importance. . . .

The treatment of the post-war years is likewise novel and exceedingly effective. It has been assisted by the survival of 18 of the 19 ERAs produced. Each of these, from R1A to R14B and GP1 and GP2, is the subject of a separate feature per car and that, note, includes a magnificent full-colour, full-page 10½" × 12½" picture of each of these ERAs in its present owner's habitat. Thus we have Sandy Murray and Tony Merrick with R1A at Silverstone, Brian Classic with R2A outside his home-garage near Manchester, R3A and Hamish Moffatt at the latter's Herefordshire farmhouse, Sir John Venables-Llewelyn with an engine-less R4A at his Breconshire hill-farm, Patrick Marsh and R4B at his former Reading home (with his 30/98 and Austin 7 inside the garage), Narisa with R2B, the famous "Romulus", at her Mill House in Gloucestershire, the crashed and missing R3B that killed Lehoux (the only picture in the series that is not in colour), R4D, the great ex-Mays' ERA, the Hon. Patrick Lindsay's R5B "Remus" in the Hertfordshire works where Jim FitzGerald and Geoffrey Squirrel maintain it, R6B outside its lock-up, Dudley Gahagan at his Aldershot garage with R7B, Bruce Spollon and his son with the chassis of R8B/C which they are rebuilding, Chris and Peter Mann with R9B, Nick Mason in R10B at Cadwell Park, Martin Morris with R11B and his mechanics in his home workshop, Bill Morris posing informally at his Oxfordshire home with R12B "Hanuman II", Tony Stephens and Bill Morris with R12C in process of being rebuilt, Donald Day in R14B, and the two GP cars in process of reconstruction by Gordon Chapman. Not only does this section of the ERA book tend to recapture the atmosphere of the pre-war "rich-owner's" scene but it has full competition results for each car, often with interesting historical asides and more pictures, many in colour, of the owners, the cars in action both pre-war and in more recent times, their mechanical items, etc. This alone brings the book right up to date (to the mid-1980 VSCC season anyway) and so very worthwhile for present-day ERA drivers and supporters.

There is much in these 288 pages that one might otherwise have forgotten, like the pioneering by ERA of extra-low-pressure 16" Dunlop tyres at a time when 18" and 19" racing tyres were a legacy of the early-1930s (the first ERA chassis was rolled out on 18" tyres), speed-trials in which the make took part, with Humphrey Cook making f.t.d. at Syston Park in 1935 and Scribbans doing the same at Lullingstone Park etc., and the Continental drivers of ERAs, such as Prince zu von Leiningen, von Delius who crashed at the Nurburgring, and the unfortunate Lehoux. What a feast of memories and excitement this book is!

Nothing in this world, not even a Rolls-Royce Silver Spirit or a Jaguar XJ-S, is 100% perfect and I have a few criticisms to make about even this great book. Weguelin says Mays drove Joyce's *2-litre* sprint AC in 1924 and tried to develop it for racing; but these were different cars and both were of 1½-litre capacity. The first three places in the races described in the main text are tabulated and while we know that all the ERAs that figure therein were supercharged, it would have been nice if "s/c" could have been quoted where applicable for the rival cars. (In one instance these results seem to have got out of sequence, as those of the 1936 Lullingstone Park Speed Trials — or hillclimb? — appear in the 1935 Story.) However, the ERA type numbers *are* nearly always incluced, which is excellent, even if *in a few cases only* there is some speculation about them. As the full competition histories of each existing ERA have been so fully listed in that section of the book it is a pity that, for quite recent events, what placing was achieved or if the car failed to finish, and why, is sometimes omitted, although here the pre-war results *are* complete. But that is very mild comment about such a comprehensive and painstaking work. Incidentally, where appropriate there are quotes from contemporary motor journals, including MOTOR SPORT, and from the ERA Club's magazine and other books.

I have not for a very long time enjoyed a

continued overleaf

Another Patrick Stephens publication is a landscape-shape soft-cover book containing a fine selection of the motor racing photographs of Pete Coltrin. Called "The Automotive Photography of Peter Coltrin", with a Commentary by Phil Hill, this was first released in 1978 and is now available here for £7.95. It should entertain those who like intimate pictures from the pre-Armco Moss/Hawthorn period of racing and we note there is one of Denis Jenkinson talking to Jackie Stewart. The pictures are reproduced one to a page, so are thus suitable for framing, and are very clear. — W.B.

* * *

John Day has given The Hamlyn Group of Astronaut House, Hounslow Road, Feltham, Middlesex, a very big book about "Engines", of all kinds. He sub-titles it "The Search for Power" and it explains, with many fine colour illustrations, the evolution and working methods of wind-power, water-power, steam-power, and devotes easily-understood descriptions to gas-engines, oil-engines, petrol-engines, gas-turbines, hot-air engines, rocket-engines and less well known means of power. Just the thing for the young student of engineering. The price is £14.95. — W.B.

* * *

Dunlop has issued a "Guide To British *Relais Routiers*" for those seeking value for money eating on their British travels. This second edition sells for a modest £1.35.

Cars in Books

Not many cars figure in "About Time", the autobiography, up to the commencement of the Second World War, by Penelope Mortimer (Allen Lane, 1979) and, as it is a light-hearted aspect of a rather sordid story, one cannot be quite sure how serious the references are. But the authoress's clergyman father clearly had a bull-nose Morris-Oxford, either a tourer or the two-seater with dickey, well before the General Strike of 1926, because he went off to Special Constable duties in it at that time. His daughter says she was allowed to ride astride the bonnet, "which burned the insides of my thighs", suggesting that it ran abnormally hot, unless she means that she straddled the radiator. . . . This car was kept at the Vicarage at Chilton in Buckinghamshire, close to my back-route to and from Silverstone when we were living in Hampshire, and I once saw a similar car in that village long after the war. The Morris in the book was used for journeys to London and back in a day, but apparently a trip as far as Oxford was regarded by the children as quite an expedition. Sometimes the girl would ride on its running-board as far as Dorton, when her father was preaching there or visiting her godmother.

In his sad and lonely old age the clergyman used to get solace we are told from driving over the Derbyshire moors, slumped over the wheel of his cars, which he changed frequently — a Standard and a Humber apparently followed the Morris. The only other motoring references are related to the writer's first boy-friend, who kept a thermos of water on his motorcycle to throw over the engine when it threatened to blow up — or could it have been a Scott, and the water intended for its radiator? — and to the grey Rolls-Royce with silver upholstery belonging to Layton, the black entertainer, some years before the war.

In a very entertaining assortment of old photographs put together by Christopher Simon Sykes in "Country House Camera" (Weidenfeld & Nicholson, 1980) I was pleased to see that a fine two-page spread is devoted to an open 3-litre twin cam Sunbeam with the slouch-hatted Sybil Rocksavage at the wheel. She was photographed at Port Lympne in about 1925. The car has the expected cycle-type front mudguards and the top pane of its windscreen is partially open, perhaps because there does not appear to be a screen-wiper. This splendid photograph measures 16½" × 7". On the same page there are two more car pictures. One of them depicts The Knight of Glin in a very odd, apparently pre-1914, large two-seater with a two-gallon petrol can on its o/s running board, outside the bungalow at Brooklands which became known as Parry Thomas's "Hermitage". The car is said to be a Peugeot, and it has enormous electric headlamps and a Klaxon horn, so it may be just post-war. The driver seems to be holding his cap up on a pole, or else is for some reason wielding a mop. The bungalow windows are open, as they never seem to have been in Thomas's day and I imagine the photograph may have been taken while Capt. Sir Alastair Miller, Bt. was living there.

Support is lent to this theory because the other picture is of The Knight of Glin driving a racing Bianchi at Brooklands, it says when he was working for the Bianchi Company. In the photograph the car looks like a cross between a 1913 Coupe de *L'Auto* Peugeot and a post-war Grand Prix Fiat or Sunbeam. The driver is crouched over the wheel and seems to be crossing the Fork at speed. This must be the red 2-litre twin-cam Bianchi with black wheels raced at the Track by Alastair Miller in 1924, after he had broken class-records with it the previous year. It could lap at 92¼ m.p.h. and the picture in "Country House Camera" shows it carrying the racing no. 1, so it must have been competing at a small Club meeting. When Miller drove the car it was entered by a Mr. C. Bloch. It seems to have cropped up again at Brooklands in 1930, but it was never the scratch (No. 1) car on these occasions. On this last appearance the Bianchi was entered and driven (but only for a short distance before calamity struck) by a Mr. C. Reffitt and it then had a red chassis but blue bodywork and cream wheels. It recovered to run one more race, driven by a Mr. G. Wells, lapping at 83 m.p.h. before retiring. So maybe the Knight was just trying the car out; there could have been aristocratic connections between him and Sir Alastair Miller. The sad thing is that the picture of this Bianchi is captioned "The Knight of Glin at 101 m.p.h., breaking the lap-record at Brooklands . . ."; no way. . . .!

The reader who recommended this book tells me that this 28th Knight of Glin was Desmond Otho Fitz-Gerald, who was born in 1901 and who died in 1949. So he would have been 23 at the time when there was a Bianchi running at Brooklands. He married the second daughter of Ernest Amherst Villiers, MP, in 1929 and they had two daughters and a son, the 29th Knight being Christie's representative in Ireland. One wonders whether one of the brothers of the Knight's wife was the Amherst Villiers of blower-4½ Bentley fame? Incidentally, Amherst derives from Ernest Villiers' wife having been Florence Amherst, sister of the First Lord Amherst of Hackney.

To revert to the book, it is divided into six periods, running overall from 1850 to 1939, and as it unfolds its pictures, equestrian and bicycling backgrounds give way to ballooning and then to early motor-cars. Scenes from a 1913 tour in France, including a shot of the chauffeur mending the inevitable puncture on a chain driven tourer, and of the Hoovers, who had bought a Panhard in 1902, with a number of cars at Henley-on-Thames where they lived in 1906, are included, and William Randal, 11th Earl of Antrim, is seen at Glenarm with his White steam car. There is a picture of Ernest Guinness flying his DH Moth G-AAAS, wrongly captioned as a Tiger Moth, and also in his propeller-driven motor-boat, and of the aforesaid Knight of Glin at Glin Castle in Ireland with his low-wing monoplane, which was possibly a BA Swallow, suggested by its podgy wheels, although the engine-cowling looks like that of an inverted Gipsy and undercarriage bracing is confusing. Over to the aviation experts! Altogether, this book will be a considerable treat for those who enjoy recalling the pre-war days.

W.B.

Explanation

Among recent Book Reviews we included Octopus Books' new series entitled "Great Marques", which has resulted in their Senior Editor, Michael Gilliat, taking us to task over two items. First, he is justifiably cross because we said that many of the photographs in these titles relating to Ferrari, Mercedes and Porsche have been seen before or were from manufacturers' archives. I am informed that my eyes have deceived me, because such pictures accounted for only 33%, 26%, and 20%, respectively, the rest having been taken specially for the books by a photographer commissioned by Octopus Books Ltd. Our apologies.

Secondly, the Foreword to the Octopus Porsche book was credited to Dr. Ferdinand Porsche and we remarked that this must have been obtained during a seancé. In fact, of course, this Foreword was written by the present Dr. Ferry Porsche. We are told that the distinction should have been clear, because the late Dr. Porsche "is always referred to as Prof. Porsche". Well, you learn new things every day, they say. We are further reminded that the present Ferry Porsche's full title is Dr.-Ing. h.c. Ferdinand Porsche. Apologies again. We have always thought of the brilliant father as Ferdinand and his talented son as Ferry, however. — W.B.

RFC OFFICER'S DIARY — contd. from 176

where X went in a Crossley tender with Capt. Thomas to Chingford, with the intention of bringing back a DH6 (No.2650). "But weather turned out too bad, so abandoned it". Later in the evening X drove to Newmarket via Shenford, dining at Baldock, in the Rolls in an overall time of 3½ hours - ". . .a perfect run". On the Sunday X drove to Newmarket aerodrome and had a joy-ride in a DH6 with Capt. Edgar for 25 minutes, at 1,000 feet. He seems to have had a fast run back to Shenford afterwards, going on after dinner there to London Colney to see "Tommy and the DH6" and then home. The Monday saw X and Gerald off to Hampstead for a Medical Board. X got two months' Home service with flying, having then sold a 38 h.p. Minerva from Barker's to his friend Gerald for £85 he immediately went off to London Colney to become a pilot again, taking First Lt. Gerald Howard for two joy-rides round the aerodrome of ten minutes each, in DHd No. 2650, after which he took First Air Mechanic Rowson up in the same machine for 15 minutes, but without exceeding a height of 800 feet. — W.B.

(To be continued)

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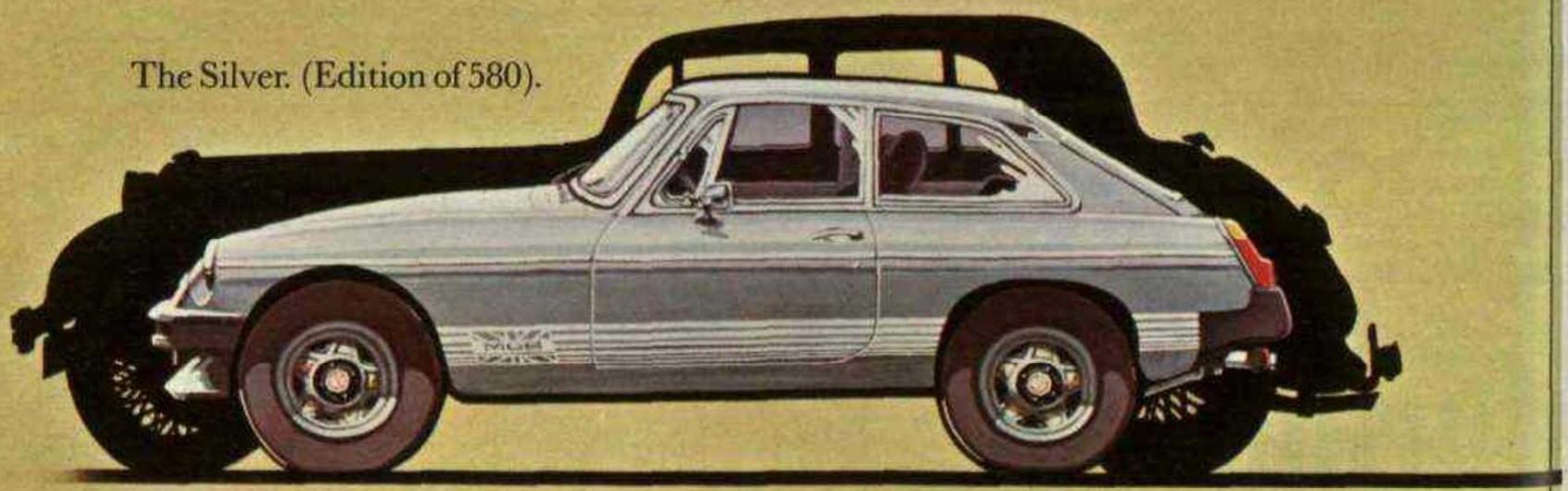
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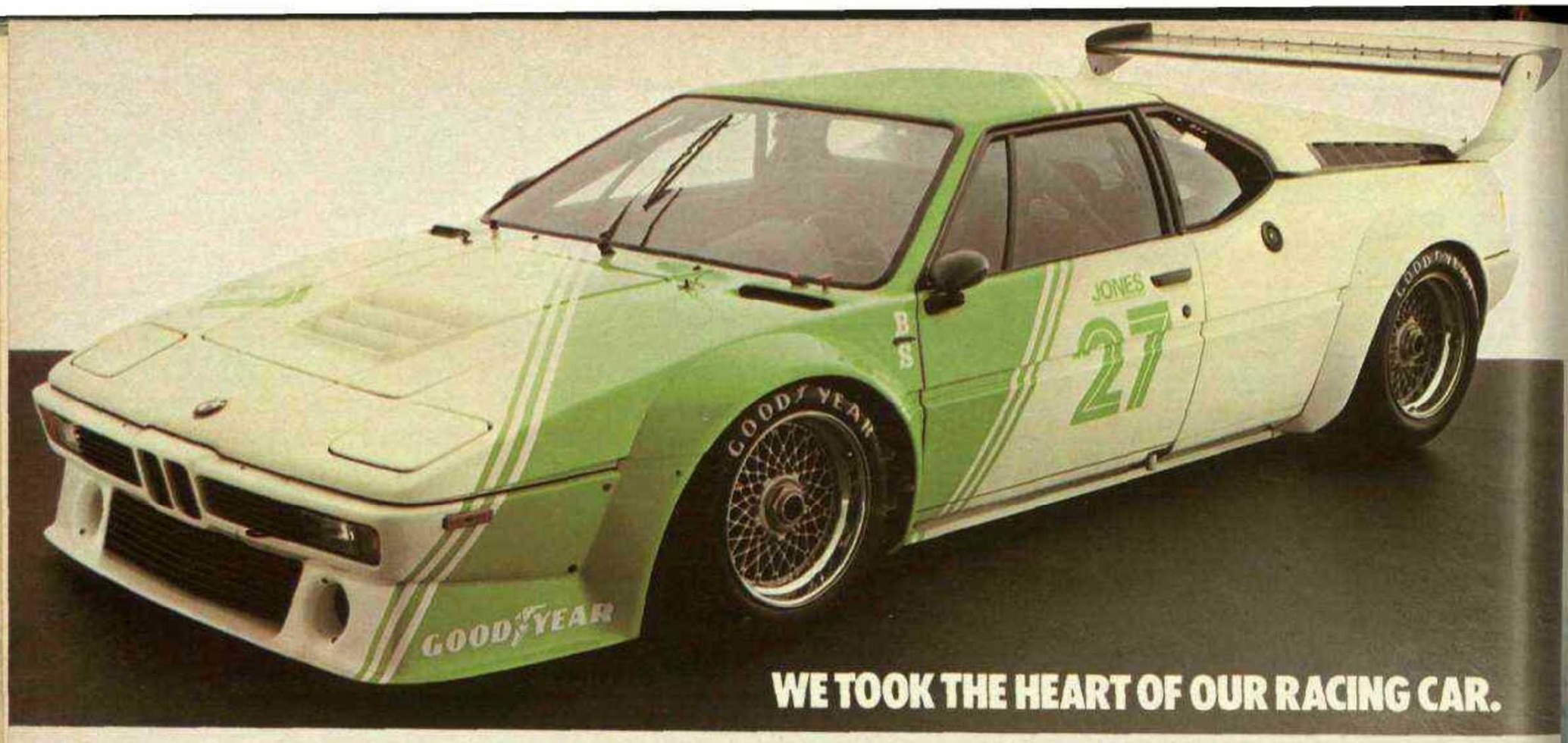


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January 1st

On New Year's Day, the very youngest vintage car was, by definition, fifty years old. To celebrate this occasion, members of the VSCC converged at their regular meeting places all over the country. These photographs were taken at the Phoenix at Hartley Wintney, where the Vintage Sports Club was founded in 1934. (See page 174).



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Bath (0225) 29187/8
Western Counties Automobile Co. Ltd.
Bristol (0272) 45561/45876

Bedfordshire
Ivor Holmes Ltd.
Luton (0582) 56622
Alex Norman (Garages) Ltd.
Goldington
Bedford (0234) 60412

Berkshire
Altwood Garage Ltd.
Maidenhead (0628) 37611
Hungerford Garages Ltd.
Hungerford (048 86) 2772/3
Vincent of Reading Ltd.
Reading (0734) 586621

Buckinghamshire
Birds Garage Ltd.
Gerrards Cross (02813) 88321
Hughenden Motors Ltd.
High Wycombe
Naphill (024024) 2662

Cambridgeshire
Magpie Garage
Cambridge (0223) 843986
Murkett Bros. Ltd.
Huntingdon (0480) 52694/8
Sycamore (Peterborough) Ltd.
Glinton
Peterborough (0733) 253333

Cheshire
Blue Bell Garages (Wilmslow) Ltd.
Wilmslow (0625) 523542/520782
Enterprise Garage (Chester) Ltd.
Huntingdon
Chester (0244) 311404

Cleveland
Stokesley Motors Ltd.
Middlesbrough
Stokesley (0642) 710566

Cornwall
Mike Bennett Ltd.
Camborne (0209) 715535/6

Cumbria
Bateman Motor Works
Lindale Hill
Grange over Sands
(044 84) 3751
Eurocar
Carlisle (0228) 29401
R. Lloyd Motors Ltd.
Cockermouth (0900) 823666

Devon
Chenhalls Garages (SW) Ltd.
Paignton (0803) 558567/8
Pathfield Garage
Barnstaple (0271) 74070
SMB Automobiles Ltd.
Pinhoe
Exeter (0392) 69595/6
M. Thomas (Motors) Ltd.
Plymouth (0752) 69202

Dorset
Cooper Bournemouth Ltd.
Bournemouth (0202) 294521
Tice & Sons (Dorchester) Ltd.
Dorchester (0305) 67411

Durham
Mill Garages (Faverdale) Ltd.
Darlington (0325) 53737

Essex
Bates Motors (Belcher) Ltd.
Maldon (0621) 55161
Fairfield Performance Cars
Leigh-on-Sea
Southend (0702) 713144/5/6
Halstead (Essex) Motor Co. Ltd.
Colchester (0206) 65173
A. R. Sewell & Sons
Great Dunmow (0371) 2884/2505

Gloucestershire
Curfew Garage Ltd.
Moreton-in-Marsh (0608) 50323
Richard Cound Ltd.
Gloucester (0452) 23456/7

Hampshire
Froxfield Service Station
Froxfield
Hawkley (073 084) 200
Hampshire Cars
Odiham (025671) 2556
Kingsworthy Motors Ltd.
Winchester (0962) 881414
Quadrifoglio Motors Ltd.
Southampton (0703) 29003
Volker Harms Ltd.
Old Portsmouth (0705) 753870

Hereford & Worcester
Black and White Garages (Continental) Ltd.
Evesham (0386) 870612
Carl Norris (Motors) Ltd.
Nr. Kidderminster
Chaddersley Corbett (056 283) 435
Renwick Motors
Hereford (0432) 2354

Hertfordshire
Britannia Cross Motors
Waltham Cross
Lea Valley (0992) 712323
Howards Cars Ltd.
Radlett (09276) 4802/7623
Howards Cars Ltd.
Berkhamstead (04427) 2371/3
Specialist Cars
Stevenage (0438) 51565

Humberside
Allisons Motors Ltd.
Hull (0482) 25071
Harvey Motors (Grimsby) Ltd.
Grimsby (0472) 71835
Peter West Motors Ltd.
Scunthorpe (0724) 64251
Isle of Man
BMN Carriages Ltd.
Douglas (0624) 3380

Isle of Wight
Blackwater Service Station
Newport (0983) 523684

Kent
Brompton Motor Co. (Maidstone) Ltd.
Maidstone (0622) 683838/9
Euromotors
Sevenoaks (0732) 50035/6
George Hammond Motors Ltd.
Dover (0304) 821351
L & C Auto Services
Tunbridge Wells (0892) 39355

Lancashire
Clock Garage (Accrington) Ltd.
Accrington (0254) 36332
Kinders Service Station
Broughton Preston
(0772) 863922
Prestons of Earby
Earby (028 284) 2380
Derek Woodman Ltd.
Blackpool (0253) 402541

Leicestershire
Cooper Leicester Ltd.
Rothley (0533) 374444
Regent Autocar Company
Kibworth (053 753) 2303

Lincolnshire
Crompton & Holt
Lincoln (0522) 21345/6
Nelsons of Boston Ltd.
Boston (0205) 67535

Gt. London
Burton & Deakin Ltd.
Hayes 01-462 1211/2
Cheyne Motors Ltd.
Putney 01-788 4314/7
Cooper Thames Ditton Ltd.
Surbiton 01-398 8311
Cooper Car Co. Ltd.
Bishopsgate 01-377 8811
E & O Motor Co.
Ruislip (08956) 37262
First Front Garages Ltd.
Vauxhall Cross 01-582 5288
Hexagon of Highgate Ltd.
Highgate 01-348 5151
LJK Garages Ltd.
Romford (0708) 69611/2/3
Milcars Ltd.
Hale Lane 01-959 6961
MLG Motors Ltd.
Chiswick High Road 01-995 1683
Motortune Ltd.
SW3 01-581 1234
New Hatherley Garages
Sidcup 01-300 1126/7
Park Lane Ltd.
Park Lane 01-629 9277
W. Shirley & Sons Ltd.
West Croydon 01-688 0716/8341
Sundridge Park Motors Ltd.
Bromley 01-857 2293

Gt. Manchester
Anderson Motors Ltd.
Stockport 061-483 6271
Ian Anthony (Sales) Ltd.
Bury 061-761 2221
Newland Motor Co. Ltd.
Bolton (0204) 387271
Williams Motor Co. Ltd.
Deansgate 061-832 8781/6

Merseyside
The Beechwood Garage Ltd.
Liverpool (051-427) 2281/8897
Williams Motor Co. (Liverpool) Ltd.
Liverpool (051-207) 7213

W. Midlands
Cheylesmore Garage Ltd.
Coventry (0203) 461441
David Prophet Ltd.
Shirley (021) 744 4488
Rydale Cars Ltd.
Warley (021) 552 2825

Norfolk
H. E. Averill & Sons Ltd.
Norwich (0603) 21471
Sorensons Motors Ltd.
King's Lynn (0553) 64386

Northamptonshire
Wollaston Motors Ltd.
Northampton (0604) 583321

Northumberland
Fawdingtons (Stocksfield) Ltd.
Stocksfield (06615) 3158/2283
John Rutherford & Sons Ltd.
Cornhill on Tweed
Coldstream (0890) 2146/7/8

Nottinghamshire
Sytner of Nottingham Ltd.
Nottingham (0602) 582831

Oxfordshire
All Saints Service Station
Faringdon (0367) 20614
Bristol Street Motors (Banbury) Ltd.
Banbury (0295) 53511
North Oxford Garage Ltd.
Oxford (0865) 511461

Shropshire
A. Beauclerk & Son
Oswestry (0691) 2413
George Oakley's Garage
Shrewsbury (0743) 3250

Somerset
L. J. Irvine & Sons Ltd.
Bridgwater (0278) 652233
Somerset Motors Ltd.
Yeovil (0935) 23581

Staffordshire
Hartshill Autos
Newcastle (0782) 620811
Walton Garage Stafford Ltd.
Stafford (0785) 661293/4/5

Suffolk
Minden Motor Co. Ltd.
Bury St. Edmunds (0284) 3418/9
Stocks
Ipswich (0473) 49666

Surrey
Coombs & Sons Guildford Ltd.
Guildford (0483) 69944/62907
Cronk of Chipstead
Chipstead
Downland (07375) 56221
Cronk of Reigate
Reigate (073 72) 22223
New Central Garage
Cobham (09326) 7141
Romans of Woking
Pirbright
Brookwood (04867) 4567

Sussex
The Ashdown Garage
Haywards Heath
Chelwood Gate (082 574) 456
Chandlers Garage (Brighton) Ltd.
Brighton (0273) 27991/2/3/4
Chandlers Service Station Ltd.
Lancing (090 63) 65074/5/6/7
Daltons of Hailsham Ltd.
Hailsham (0323) 844032/844482
Harrington Motors
Horsham (0403) 60246/8

Tyne & Wear
Priory Cars Ltd.
North Shields (0632) 578227
Mill Garages (Sunderland) Ltd.
Sunderland (0783) 57631/2/3

Warwickshire
The Donald Healey Motor Co. Ltd.
Warwick (0926) 41235

Wiltshire
Dick Lovett Specialist Cars
Wroughton (0793) 812387
Woodrows Harnham Garage
Salisbury (0722) 24933/4

Yorkshire
Allisons Garages Ltd.
Doncaster (0302) 69191/2/3/4
Almondbury Garage Ltd.
Huddersfield (0484) 23435/36789
Andrews Bros. (Bradford) Ltd.
Bradford (0274) 495521
Hallamshire Motor Co. Ltd.
Sheffield (0742) 25048/9/0
G. Eric Hunt Ltd.
Ferrensby
Copgrove (090-14) 436/7
G. Eric Hunt Ltd.
Bramhope
Leeds (0532) 842238/9 842842
Malton Motors Ltd.
Norton, Malton (0653) 5151
Sandal Motors (Bayern) Ltd.
Wakefield (0924) 63796/7/8
Seacroft Motor Centre
Leeds (0532) 643772/648739

Scotland
Calterdon Ltd.
Inverness (0463) 36566
John Clark Specialist Cars
Aberdeen (0224) 54938
Harry Fairbairn Ltd.
Irvine (0294) 78793
Harry Fairbairn Ltd.
Glasgow (041) 638 6522
Golden Lion Garage Ltd.
Arbroath (0241) 72919
Grassicks Garage Ltd.
Perth (0738) 25481
Menzies Motors Ltd.
Stirling (0786) 4477/8
Western Automobile Co. Ltd.
Edinburgh (031-337) 9985/6/7

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

Northern Ireland
Bavarian Garages (NI) Ltd.
Belfast (0232) 33331
JKC Specialist Cars Ltd.
Coleraine (0265) 55222
R. J. Walker – The Country Garage
Ballymena
Kells (026 689) 891324

Channel Islands
Jacksons Garage (Guernsey) Ltd.
St. Peter Port (0481) 23916/7/8
Jacksons Garage Ltd.
St. Helier
Jersey (0534) 20281

The 53rd Exeter Classic Trial

(organised by the Motor Cycling Club)

A TRIUMPH TR3 might seem an unlikely trials car, in view of its low ground clearance, but J. T. Laver's example (below) is a regular and effective competitor.

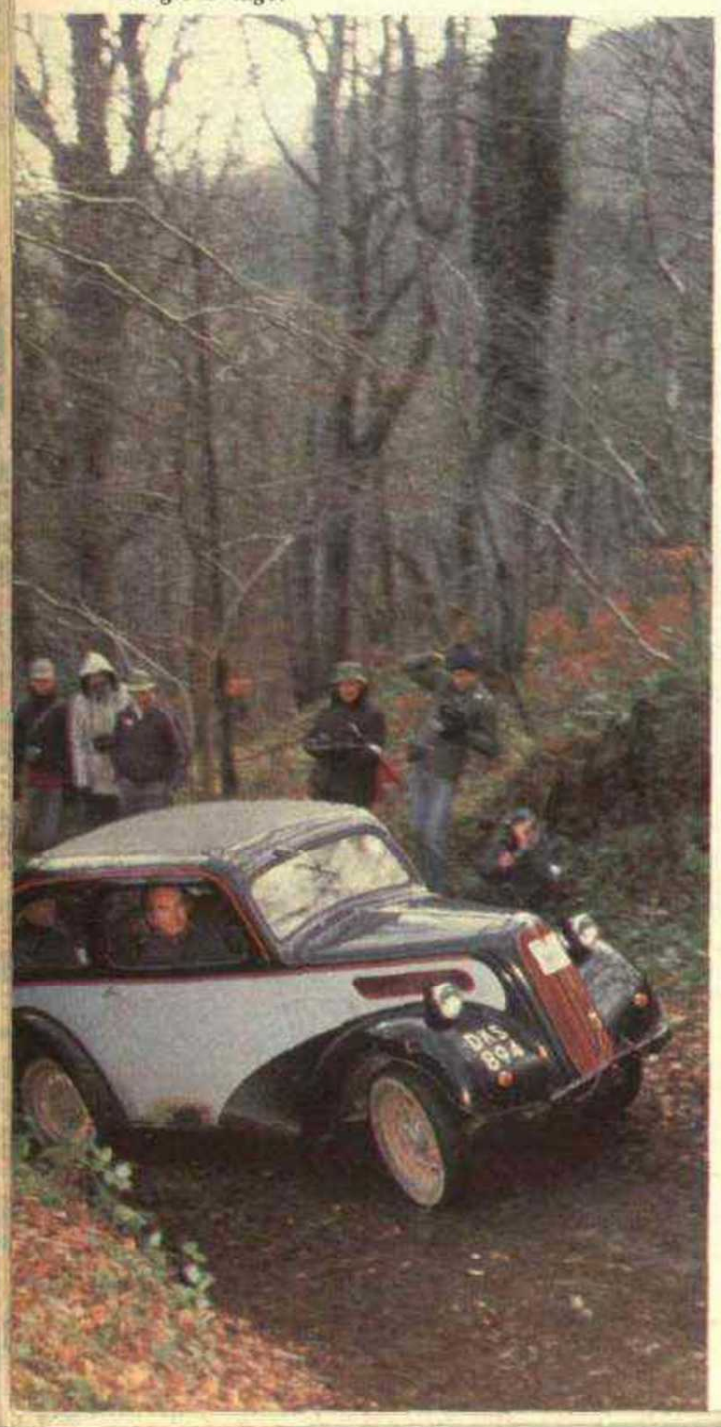


W. A. C. STEWART's Ford Popular was taking part in its 17th Exeter Trial, and is here seen on Fingle Bridge.



LOUIS OLIVER built the Oliver Special in 1949 specially for these events. Photographed at the summit of Bovey (above), the car is driven nowadays by John West.

REAR ENGINED cars such as Volkswagens and Imps are very popular amongst Exeter competitors, having extremely good traction. This 875 c.c. Sunbeam Imp was conducted by A. Bee.





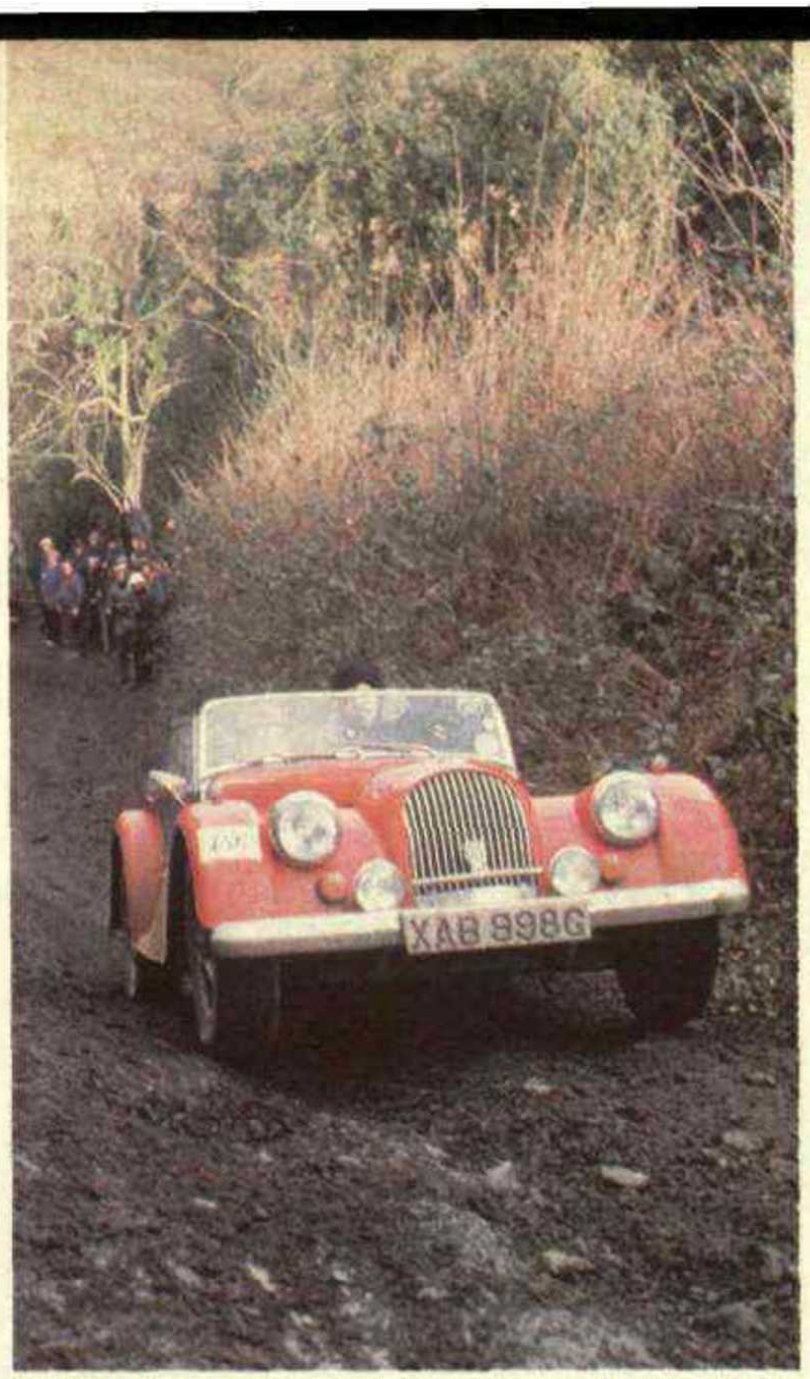
THE GREAT winter classic trial, with 300 entries (123 motorcycles, 177 cars) took place in very cold but dry conditions on January 9th/10th. Some delay was caused when Jones' MG TC apparently collided with a non-competing Mini at Tillerton, Jones cutting his nose, but by normal breakfast-time the cars were arriving at Fingle Bridge, a varied cavalcade typical of this famous trial. Barry Clarke had his potent Austin 7 Chummy which he threatens to supercharge for future competitive occasions, Sue Halkyard and her girl-navigator were in great form, although the SU-fed *via* alloy-manifold engine of *her* Chummy was exuding oil, but 165-15 Uniroyals aided rear-wheel grip, Hayes was in his Ford perpendicular Popular, standard save for a bigger carburetter, and Stewart's twin-SU Ford Pop. which has in its day gained a coveted Triple Award, was making its 17th appearance. The driver of the Singer 9 "Buttercup" was trying to lessen clutch-slip by a dosage of petrol, Stringer's Morgan 4/4 sported a flower-pot and three daisies on its prow and Pettifer's MG was jacked-up 3". Threlfall was coping with a torn-out valve on a back tyre of his Ford-A saloon, Joseland was upholding Frazer Nash honours with his 1926 Anzani example.

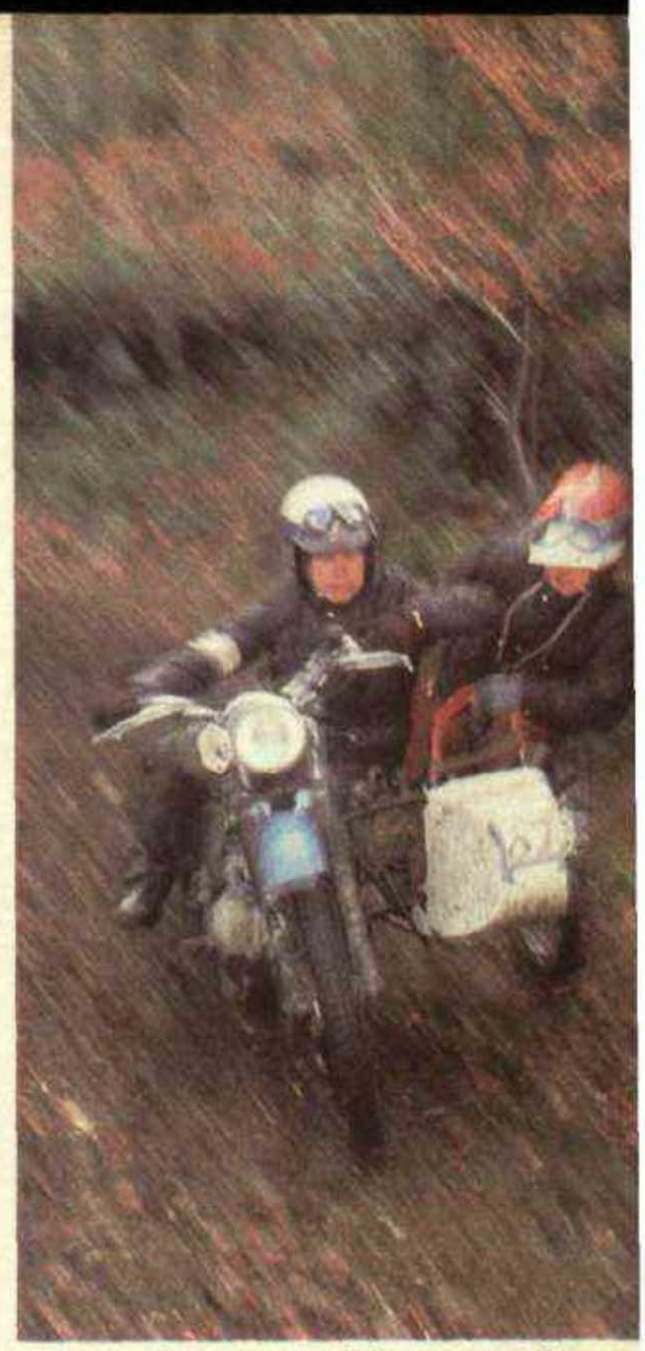
Fingle Bridge proved easy. Watching at Simms we saw Huxtable's Morgan Plus-8 fail after a series of lurid tail-wags at the rock outcrop but Goodall's Plus-8 recover from the same predicament. Threlfall's vintage Ford ascended with cheeky nonchalance but Campbell's Ford-A failed at the outcrop. Langton's remarkable Jaguar, starker than ever as he says he has removed the bits that fell off last year, blipped up, Andrews' Dellow was fast, White's Ford Escort just made it, to yells of "go on" from the onlookers, but the outcrop was too much for Harding's BMW. Williams' MG got up quietly, Miss Anderson's VW just managed it, but failures at Simms, although the hill was dry, included Williams' Mini, the TT Ford V8 with fuel-feed problems, Brudenall's Standard Ten, Turner's Peugeot, Boyce's VW, after a hard try, Vowden's MG, which wouldn't leave the line, Porter's TA MG, the Imps of the Paynes, Uglow's VW, Proudfoot's Morgan 4/4 coupé, Vanstone's Ford Mexico and Moyse's Cortina, the last two near the top.

Those who "cleaned" Simms (and remember that Class 6 cars had to tackle a stop-and-restart) also included Welch's wheel-spinning MG, Le Couteur's Dellow, that used the right hand side of the outcrop, Rule's Ford, Frost's VW Buggy, after a hesitant start.

Then Lutman's Dellow made a slow but sure ascent, Potter's Dellow had absolutely no trouble, nor did Jackson's Dellow. With sideways bouncing assistance Ellison's 1½-litre Riley managed slowly, Hillier's VW got away to a fast run, Turner's VW Trekker swerved about but made it to the top, Hirst enjoyed a noisy ascent in his Sunbeam Stiletto, his passenger's head appearing through the open sun-roof as he bounced, but it was touch-and-go for Wilson's Jago Jeep. Sterry's J2 MG fluffed at first but then got on song, and successful climbs were made by Plummer's VW, Neal's MG, Mrs. Tucker-Peake's Ford Pop. and her husband's Skoda 110R.

Others seen to be "clean" numbered Turner's Ford, Hilliard's 1172 Ford, Kempthore's MG, Richards' VW that was excellent, Neal's Morgan 4/4, that only just got up, Beckly's Hillman Avenger, Litton's Ford RS1600, another VW and Morgan etc. Now for the Land's End, on April 17th/18th. — W.B.





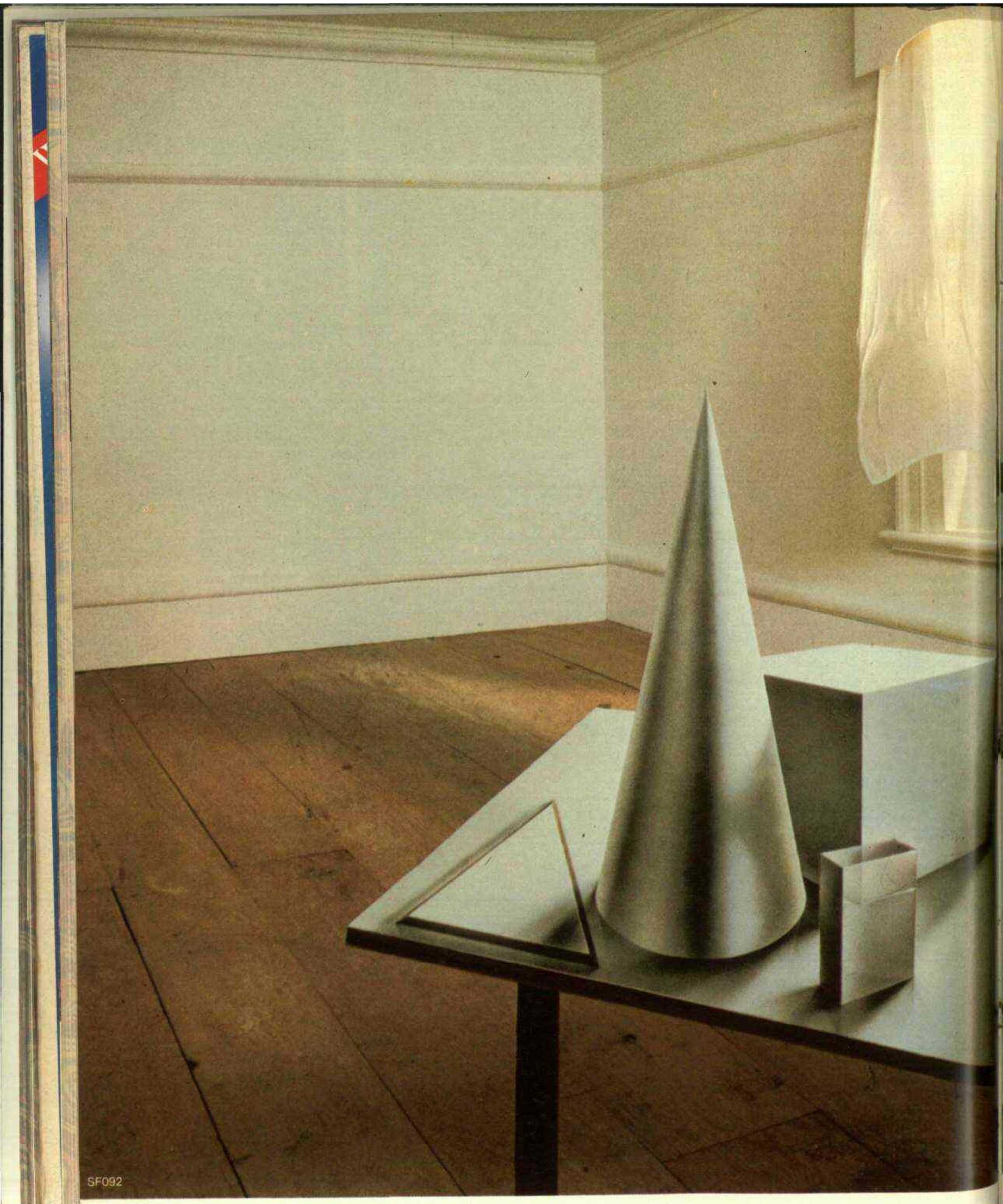
SIMMS is a very steep and difficult section, having a rock outcrop some three-quarters of the way up. This outcrop proved to be the undoing of a number of competitors, but did not catch Bill Goodall in his Plus 8 Morgan (above left) who tail slid his way to a clean climb. Nearly half the entries are in the motorcycle classes, this 500 c.c. Triumph combination being ridden up Fingle Bridge by M. R. Coombes.

DELLOWS were professionally built trials cars, usually equipped with Ford side-valve engines, and are ideal for the Exeter. The two examples shown here (below left) differ in that R. W. Andrews' car (no. 200) has telescopic shock-absorbers on the front and a 1,500 c.c. engine, while R. H. Smith's car appears more original. No Exeter would be complete without Sue Halkyard's hard worked 1926 Austin Chummy, seen here on Fingle Bridge, passenger bouncing enthusiastically.









MIDDLE TAR As defined by H.M. Government H.M. Government Health Department



WARNING: CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH



Lotus Eclat series 2.2

Fun all the way — until it's time to park

"A NICE CAR". Thus spake D.S.J. after a quick 240 miles in the Eclat 2.2, the latest revised and uprated version of the Eclat which was first introduced at the end of 1975; those who read D.S.J. regularly will know that such words are not used lightly. MOTOR SPORT did a full test of the Eclat Sprint for the June 1977 issue, shortly after the high performance version of the car had been announced, acclaiming the car's superb handling and roadholding capabilities. It was in May last year that the Eclat was re-vamped to become the Eclat series 2.2, and it has lost none of its fun appeal in the process, but has gained in flexibility and creature comforts at the expense of a rather hefty price tag — the car as tested would set you back some £17,600.

The chassis remains unaltered, apart from considerable improvements to its corrosion resistance abilities, with a similar suspension set up — wishbone and coil springs at the front, trailing arm independent at the rear supporting the car through long coil springs. Telescopic dampers co-axial with the springs are used all round, and an anti-roll bar is fitted at the front. The static unladen setting for the camber angle is 0° at the front and 30° negative at the rear, while a 6 mm. toe-in is specified for the rear wheels and 3 mm. for the front. The brakes, surprisingly, are disc on the front wheels and drum at the back, servo assisted, and the steering is by rack and pinion which on the test car had the optional power assistance with a slightly higher ratio, giving 3.1 turns, lock to lock. The wheels are 7" × 14", in alloy, and are fitted with Dunlop 205/60 VR 14 tyres.

The main changes, however, are in the engine which has been re-worked to give better performance, tractability and efficiency with improved economy. The 907 engine of the original 2 litre Lotus Eclat developed 160 b.h.p., but was somewhat peaky. The 912 engine is now of 2.2 litres (95 × 76 mm.), retains the same layout five bearing crankshaft running in an alloy block with an alloy head containing four valves per cylinder and double overhead camshafts, but has been arranged to give the same maximum power at 5,500 r.p.m., with considerably more torque throughout the engine range and to be more economical with fuel. (It is not, by the way, the same engine as currently fitted to the Sunbeam Lotus, which is code numbered 911 and has significant cylinder head and carburation differences as well as a completely different sump design.) Breakerless ignition is used.

This engine is coupled to a five-speed Getrag gearbox which is an absolute delight to use. The ratios are:-

Overdrive top	0.813:1
4th	1.00:1
3rd	1.39:1
2nd	1.93:1
1st	2.96:1

Styling changes include a new spoiler at the front to help improve the aerodynamic efficiency of the car and to increase air flow through the radiator, re-designed door sills, and a new rear bumper arrangement incorporating larger rear lamp clusters. The headlamps are halogen units and are now electrically operated — the original Eclat followed the earlier Elan in having its headlamps raised by vacuum.

The interior has been updated, and the test car was trimmed with charcoal grey cloth upholstery over a pale grey carpet. The front seats are extremely comfortable, if a little low for the shorter driver, while the rear seats are intended only for occasional use and are somewhat lacking in legroom as well as padding (presumably to give

THE BATTERY lives in the boot, enclosed with a carpeted cover. Unfortunately, the tool kit, which is fitted into this cover, makes it top heavy and it is thus inclined to come away from its fasteners when cornering hard.



MIDDLE TAR As defined by H.M. Government



THE INSTRUMENT panel has an indefinable air of the 1950's about it which is out of step with the rest of the car. Some would say that the tachometer should be on the right, but in these days of Vascar, perhaps the speedometer is a more important instrument.



THE ENGINE bay is very neatly arranged under the front hinged bonnet. The axis of the engine itself is inclined by 45° towards the nearside to reduce height. The cable operated throttle worked very smoothly.

a reasonable amount of headroom): Lotus describe the car as a 2+2, and normal sized adults could use the rear seats if they had to, although front leg room would be reduced. The central spine of the car makes for a high transmission tunnel, which the short driver would find comfortable as an armrest. The handbrake is mounted atop this tunnel, and as a result is difficult to apply hard. Switches for the electrically operated windows flank the roots of the handbrake lever and fall readily to hand. The short, stubby gear lever is positioned in just the right place so that the hand transfers from it to the wheel and back again absolutely naturally.

A central console houses a radio, air conditioning controls, slide switches for the hazard warning lamps, heated rear screen and lights and a digital clock. Instruments, which look rather dated and out of place in the Eclat, but which are none the less effective for all that are arranged in front of the driver, showing from left to right — fuel level in the fifteen gallon tank, engine speed, oil pressure & water temperature, road speed and voltage. Below these is a row of warning lights, conveniently obscured by the broad horizontal spoke of the leather rimmed wheel. Stalks operate the indicators and single wiper. There is no rear screen wiper, as the shape of the car and the air flow make it unnecessary — the Eclat threw dirt up at itself below waist level, and managed to cover its rear lamps and number plate in one quite short country journey, but no evidence of this filth came anywhere near the rear screen, which stayed clear throughout. Mind you, this was not much help, as it is nigh on impossible to see much through the rear window except sky, or a lorry driver's cab — and that is unlikely other than in a traffic jam — as the high coil spring attachments at the rear dictate a high rear ledge which for me was well above eye level. Combined with significant rear quarters and high seat backs, reversing into parking spaces was not easy, even with the excellent electrically adjustable external rear mirrors. (A joystick switch in the driver's door enables the driver to adjust either mirror by selection with an adjacent rocker switch.)

Oddments accommodation is somewhat lacking, the glove compartment being full of fire extinguisher on the test car and the tray between the gear lever and the handbrake taking little more than a pair of sun glasses. There are pockets in the sides at the rear, but these are not much help if the rear seats are intended for occasional use only. The boot is a reasonable size, and has the battery located in the offside corner. The under bonnet layout is very tidy.

Continued on page 201

ABOVE the waist line, the Eclat remains clean even in the filthiest conditions, but mud flaps would be useful to keep dirt away from the sills and rear lamps.



New Mobil 1. The price is unhe



Premium 15W-50 motor oil.

Pistons after 40,000 miles

Mobil 1.

without oil change.

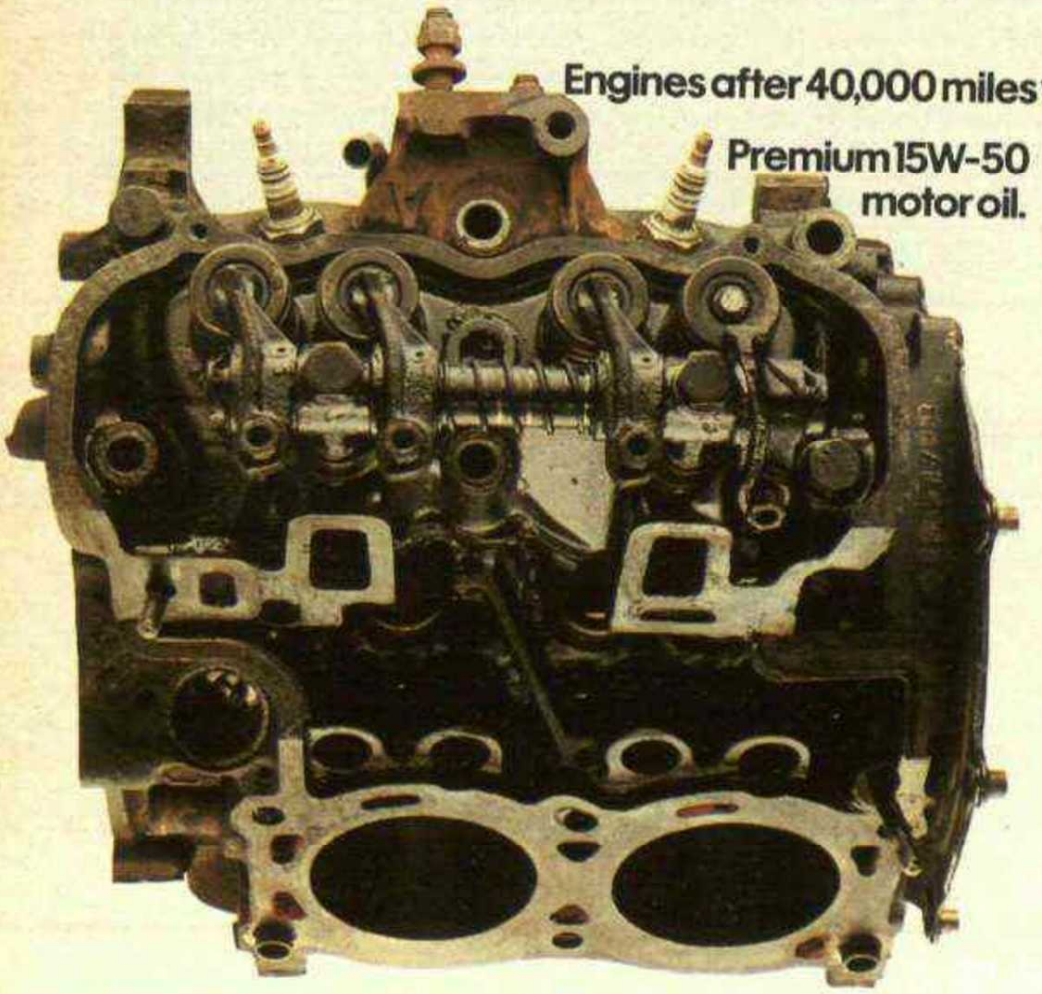


Premium 20W-50 at -40°C.

Mobil 1 at -40°C.

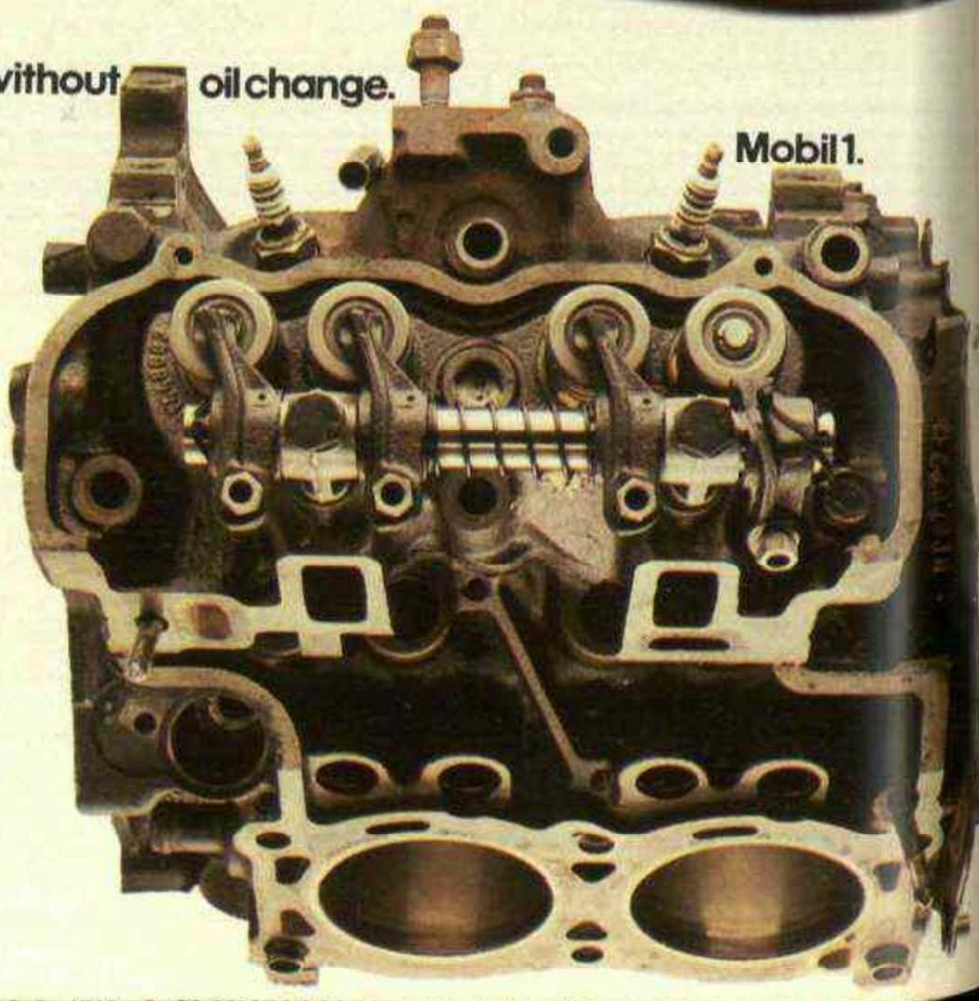
25000

Mobil 1 has been tested to give protection for up to 25,000 miles or 1 year between oil changes.



Engines after 40,000 miles without oil change.

Premium 15W-50 motor oil.



Mobil 1.

MIDDLE TAR As defined by H.M. Government

ard of, so are the things it does.

What sort of person would contemplate paying around £15 for 5 litres of engine oil?

Only someone with more than a passing interest in their car engine and its welfare.

If you don't have this enthusiasm new Mobil 1 is not for you.

If you're still with us, you'll no doubt want to know why Mobil 1 costs over three times as much as the oil in your car now.

Don't blame the Government.

We're proud to say it's our own scientists who are responsible.

Strictly speaking Mobil 1 isn't an oil at all.

It's a synthesised lubricant, built-up molecule by molecule in our labs to outperform conventional mineral-based oils.

For example, piston rings can reach 500°F when you're roaring down the motorway and it's then your engine needs all the protection it can get.

Try telling that to a conventional oil.

If it keeps up this temperature for any length of time it starts to fall apart.

It breaks down chemically, thickens up and cokes up, just when it's needed most.

(Scientists call this thermal degradation.)

Mobil 1 thermally degrades too.

But a conventional oil does so significantly faster.

When you consider how much your engine's worth, £15 for that kind of protection doesn't seem a lot to ask.

Not that you'll be asked very often. Brace yourself:

Mobil 1 has been tested to give protection for up to 25,000 miles or 1 year between oil changes.

It's a hard one to swallow we know, especially when you're educated to an oil change every 6,000 miles or so.

But Mobil 1 stays cleaner and lasts longer precisely because it doesn't break down as quickly when things get hot.

It's then that nasty acids form, and gritty little impurities find their way into your sump.

With Mobil 1 your engine will stay cleaner, valves will get less clogged up and pistons will run smoother.

And petrol bills will be smaller.

Mobil 1 gives you on average, 10 extra miles per tankful of petrol.†

We know it's not a major consideration for someone like yourself.

But it is an indication of just how efficient Mobil 1 is at reducing engine friction.

It allows your engine to turn over more easily and therefore saves fuel.

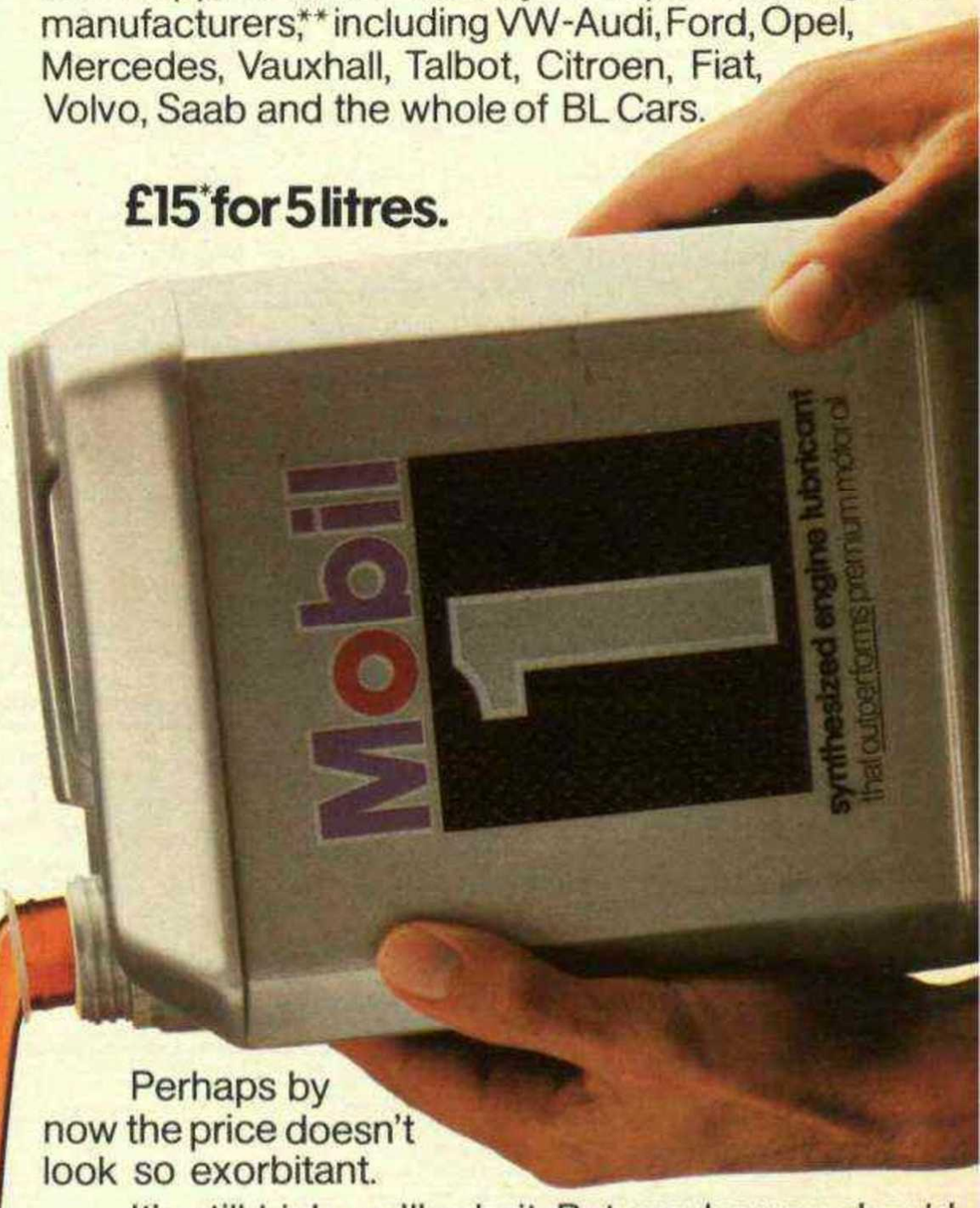
How does Mobil 1 perform these feats?

With great difficulty. It took us, the world's third largest oil corporation, ten years to perfect.

To go deeply into the workings of Mobil 1 would require a couple of pages in New Scientist and a science degree.

Suffice to say that following extensive high-performance testing in engines, and severe over-the-road operations in high-speed fleets, Mobil 1 has been approved for use by Europe's leading car manufacturers,** including VW-Audi, Ford, Opel, Mercedes, Vauxhall, Talbot, Citroen, Fiat, Volvo, Saab and the whole of BL Cars.

£15* for 5 litres.



Perhaps by now the price doesn't look so exorbitant.

It's still high, we'll admit. But maybe you should be asking yourself if you're paying enough for oil now.

Mobil 1

Everything about it is ahead of its time.

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Saab and Mercedes-Benz withdraw from Rallying

NOSTALGIA, as any tycoon will tell you, has no place in business, and any profit-seeking company which allows its board the luxury of sentiment runs the risk of seeing that profit diminish dangerously. Motor car manufacturers are no exceptions, and the whole, vast operational sphere of any car maker is calculated to provide one result; profit.

Development, design, advertising and the quest for publicity and prestige are just a few of the many ancilliary activities of a car maker which do not in themselves produce a tangible, measurable profit, but they all form part of an operation to produce a better product, to increase sales of that product and to reap a healthy profit. After all, quality is essential for sales, and to sell you must first tell the public what you have for sale.

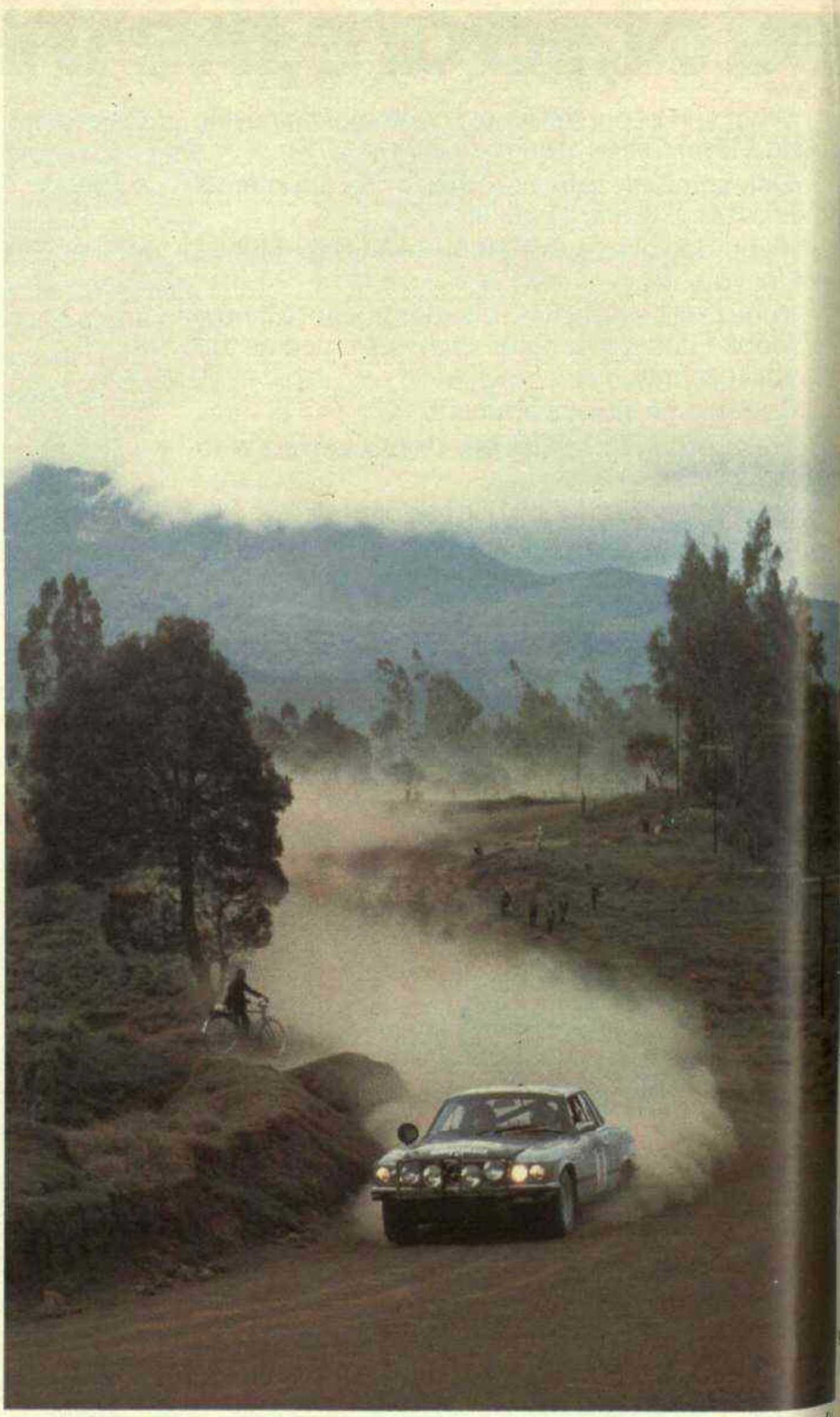
The Saab company was one of the first to realise, back in the 'fifties, that the sport of rallying offered the opportunity to combine all those ancilliary activities in one operation. If they took their cars rallying, they could compress long periods of testing into days or even hours, they could discover weaknesses quickly and thereby improve the weak components, and if they managed to win they would have the added benefits of prestige and publicity.

There was no sentiment about this. A business opportunity presented itself to Saab executives, and they took it. That they were successful cannot be denied, and the hat-trick of victories in the RAC Rally by the famed Erik Carlsson undoubtedly put the two-stroke Saab not only in the public eye but very high indeed on the sales graphs.

Since that time Saab has made far fewer model changes than most manufacturers, but the time came when a heavier and less agile car, the 99, had to replace the old 96, in which a V4 engine had already ousted the old two-stroke unit.

Other manufacturers, in the meantime, were not slow to sieze the same opportunity, and eventually Saab faced the situation in which their front-wheel-drive cars, despite turbochargers, were outclassed. The year 1980 was particularly unproductive as far as results were concerned and, about a month after a disastrous showing in the British Open Championship ended with both cars retiring from the RAC Rally, the announcement was made in late December that the company would be bringing its rally activities to an end.

This was indeed a bombshell, but on reflection hardly a surprising one. Saab was the longest running factory rally team in the sport, but you can't keep a team going on sentiment and tradition. There were still development lessons to be learned from expeditions to tough, punishing rallies, but these had become increasingly expensive, and without the benefit of winning publicity the company felt it was time to stop.



THE modern Mercedes 450SLC proved to be too heavy and unwieldy for most events, even the Safari (pictured), but it did achieve success in the less twisty Ivory Coast Rally.

The Saab team has been around for so long that without the men from Trollhättan the sport will be like Arms Park without any red jerseys. But nostalgia, as we have said, has no place in the boardroom, and the official reason for the closure, the prevailing economic climate both in Sweden and elsewhere, can only be accepted as valid.

A thriving competitions department would be inclined to argue against such a decision, but the singular lack of recent success must have weakened the strength of such arguments, if there were any. Furthermore, the FISA decision not to restrict future rallying to the new Group A category of car (very little modification) must have been an equally important factor.

Saab has always taken the production car as a base for rally car development, shunning the practice of ' producing limited-run models

designed specifically to win rallies. Even the Turbo came out of a well used mould, but there are limits to what a heavy, f.w.d. car can do, particularly when entry lists will continue to be open to highly modified cars of comparatively low volume production.

Although Saab's own rallying activities will cease, the division known as Saab Sport and Rally will continue to support deserving private drivers and to supply competition parts to anyone who may need them. But in the case of number one driver Stig Blomqvist the future is not all that clear. Not only is he contracted to drive Saabs, he is also a company employee, and will be able to continue with test driving, demonstrating and PR activities in very much the same way as Erik Carlsson still does so admirably well, helped by the administrative backing of his former co-driver Torsten Aman.

However, Saab has been fair to Blomqvist and he is free to seek drives with other manufacturers. What is more, even if he does this, his full-time job will still be open for him at Saab. Naturally, at 34 years of age he is not ready to give up active rallying and is presently trying his hand in the contract market. This must be a new experience for him, for although he has been made many offers in the past to tempt him away from Saab, he has never needed to initiate his own bargaining.

Saab's cessation marks the end of one of the longest chapters of rallying history, and notwithstanding the hard commercial reasons,

Continued on page 201





IN THE early sixties Erik Carlsson scored a string of victories in the two-stroke Saab, here pictured on the final "Round the Houses" test of the 1964 Monte-Carlo Rally (right), and Stig Blomqvist continued the successful run with the V4 engine. But the 99, even with turbocharger (below), didn't match the agility of its rivals.

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FIVE THICK COATS STOP YOU CATCHING A COLD.



The way some cars are built these days it's not surprising that bad weather eats right into their bodies. And suddenly you have a two-tone car. Your original colour plus a new one. Rust.

But Saab 900 Sedan owners won't have such a problem. That's the Turbo version racing up that Scottish mountain side. Like all Saabs it's been given five thick coats before it sees the cold light of day.

The first combination of two anti-corrosion solutions is followed by a second coat, an electro-coated paint primer that gets into all those cracks and crannies that rust usually gets into.

The third coat is an anti-chip treatment, so gritted roads won't leave you gritting your teeth.

The fourth is an undercoat. And on top of this goes the fifth, the top coat. Finally, just to seal everything, a three course underseal is applied.

Perhaps we should claim these are coats six, seven and eight, but to be honest they're more underwear than an overcoat. It's a body treatment that prompted Bodyshield, one of Britain's leading rust protection companies, to state that there wouldn't be much business for them if all cars were built like Saabs.

Of course being born in Sweden does help. Fighting Nordic conditions has given birth to many other features to beat the cold.

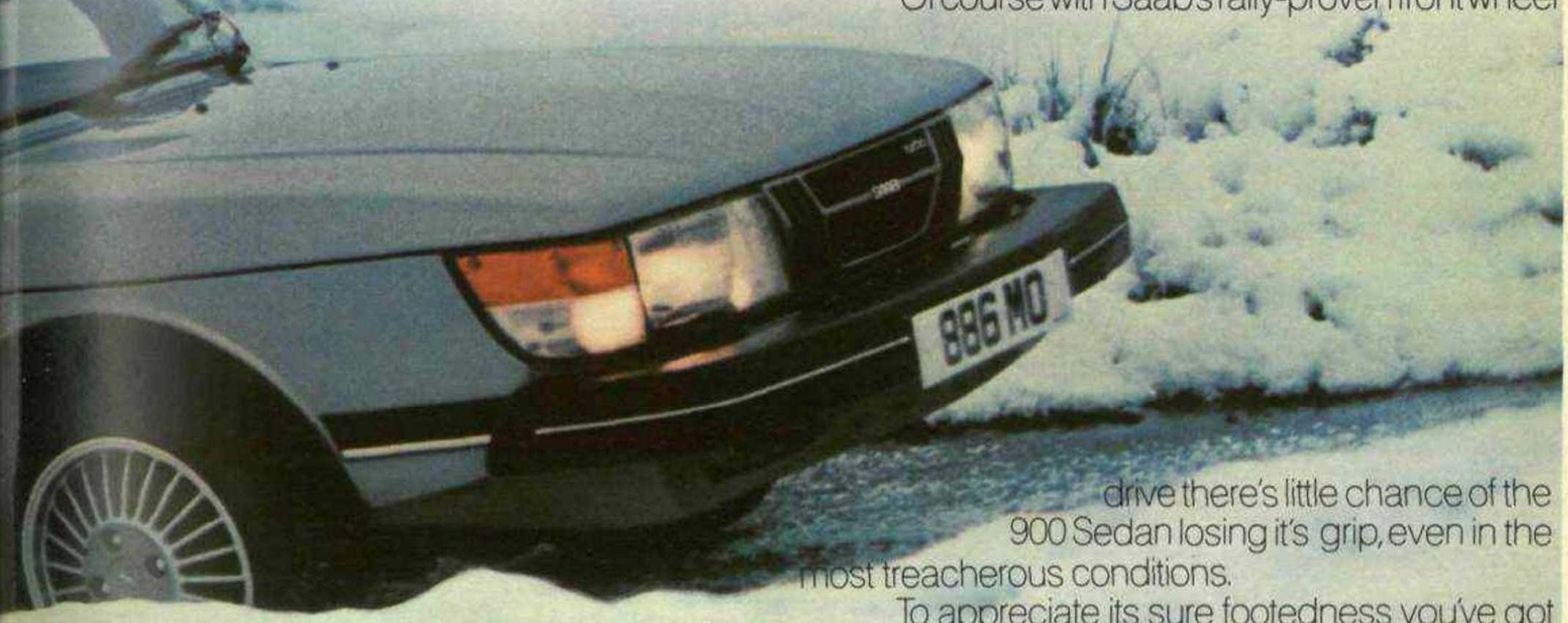
Take the heating system. The heated fresh air flows into the interior through no less than twelve inlets and a three-way control directs the heat to wherever you need it most. A unique air filter also stops minute particles of dust and dirt filtering in. (In summer it even stops pollen.)

The Turbo has also got it's own loft insulation, with a thick glassfibre padding that insulates against cold and noise.

Then there's something that both driver and passenger will quickly warm to. On the Sedan Turbo, both front seats are electrically heated.

We realise that if a driver's not comfortable he'll soon lose his grip.

Of course with Saab's rally-proven front wheel drive there's little chance of the 900 Sedan losing it's grip, even in the most treacherous conditions.



To appreciate its sure footedness you've got to drive one, but it's probably best summed up by one of Britain's best motoring journalists when he said "as for cross-country driving – the Saab can make a conger eel seem arthritic."

We at Saab would go a stage further. We're sure that if any car manufacturer tries to outstrip a Saab 900 in winter, they'd be destined to catch a cold.

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Wiltshire.
Tel: Downton (0725) 20340

The Bridge Garage, Maddington Street,
Shrewton, Nr. Salisbury, Wiltshire.
Tel: Shrewton (0980) 620349

Causeway Garage (Chippenham) Ltd.,
London Road, Chippenham, Wiltshire.
Tel: Chippenham (0249) 55871

Swindon Motor Company Ltd.,
34 Wood Street, Swindon, Wiltshire.
Tel: Swindon (0793) 22065/35524

West Yorkshire

Bell Hall Garage, Savile Park Road,
Halifax, Yorkshire.
Tel: Halifax (0422) 59425/6

Robert Bowett Ltd., Dewsbury Road,
Ossett, Yorkshire.
Tel: Ossett (0924) 276022

H. Bryden & Son Ltd., Wellington Road,
Leeds, Yorkshire.
Tel: Leeds (0532) 633331/2

Grace & Sutcliffe Ltd., Lawkholme Lane,
Keighley, W. Yorkshire.
Tel: Keighley (0535) 602225/6

J.C.T. 600 Ltd., International Auto Centre,
Apperley Lane, Yeadon, Leeds,
Yorkshire.
Tel: Rawdon (0532) 502231/3

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

NORTHERN IRELAND

Crossdown Motors,
110 Tandragee Road, Newry,
County Down.
Tel: Jarretts Pass (069 382) 602

Sam George (Motors), 31-35 Mill Street,
Comber, Newtownards, County Down.
Tel: Comber (0247) 872503

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

Old Mill Cars Ltd., The Old Mill,
Muckamore, Antrim, Co. Antrim.
Tel: Massereene (084 94) 67444/67300

N. Thompson (Motors) Ltd.,
250-252 Donegall Road, Belfast.
Tel: Belfast (0232) 21019 (Sales)
41215 (Service)

Ivan Wilson, Screen Road, Coleraine,
Co. Londonderry.
Tel: Coleraine (0265) 52738/3087

Channel Islands

J. Le Maitre & Son, Northern Motor
Works, Grande Maison Road,
St. Sampsons, Guernsey.
Tel: Guernsey (0481) 44420

Tradernart (C.I.) Ltd., 9 The Esplanade,
St. Helier, Jersey.
Tel: Central (0534) 36566
Telex: 4192295

SCOTLAND

Central Region

Caberdeith Motors Ltd.,
60 Harbour Road, Longman South,
Inverness, IV1 1VF.
Tel: inverness 39035

Kippen Autos, Main Street, Kippen,
By Stirling, Central Region.
Tel: Kippen (0786 87) 287

Richard Lawson Garage, Angle Road,
Northmuir, Kirriemuir, Angus.
Tel: Kirriemuir (057 52) 2585/6/7

David W. Reid (Garthall),
Beancross Road, Grangemouth,
Central Region.
Tel: Grangemouth (032 44) 2709

Fife Region

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

Wellhall Garage Ltd., Wellhall Road,
Hamilton, Lanarkshire.
Tel: Hamilton (0698) 285323

Grampian Region

The Keith Garage, 147-149 Moss Street,
Keith, Grampian Region.
Tel: Keith (054 22) 2501

Stanley Street Motors,
116-124 Stanley Street, Aberdeen,
Grampian Region.
Tel: Aberdeen (0224) 20911

Lothian Region

Belgrave Motors (Engineering) Ltd.,
Westfield Road, Edinburgh,
Lothian Region.
Tel: 031-337 7204 (Service),
337 7432 (Sales), 346 1615 (Parts)

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

West Lothian Region

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

Strathclyde Region

Cambuslea Garage, Cambuslea Road,
Ayr, Strathclyde Region.
Tel: Ayr (0929) 66146

Westcars, 162 Crow Road, Glasgow,
Strathclyde Region.
Tel: 041-334 4661/3

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

Tayside Region

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

WALES

Clwyd

Ace Valeting Centre, Morville Garage,
28 East Parade, Rhyl, Clwyd.
Tel: Rhyl (0745) 37344 (Sales & Parts)
31715 (Service)

Dyfed

Central Garage, Johnston,
Haverfordwest, Dyfed.
Tel: Haverfordwest (0437) 890377

Exchange Service Station,
Capel Bangor, Aberystwyth, Dyfed.
Tel: Capel Bangor (097 064) 268

Meusydd Garage, Llandeilo, Dyfed.
Tel: Llandeilo (055 82) 3533

Mid, South, West Glamorgan

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

Motor Maintenance (Cardiff) Ltd.,
Crwys Road Bridge, Cardiff,
South Glamorgan.
Tel: Cardiff (0222) 485725

Scurlocks (Bridgend) Ltd., Riverside
Garage, Riverside, Bridgend,
Mid Glamorgan.
Tel: Bridgend (0656) 3808

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

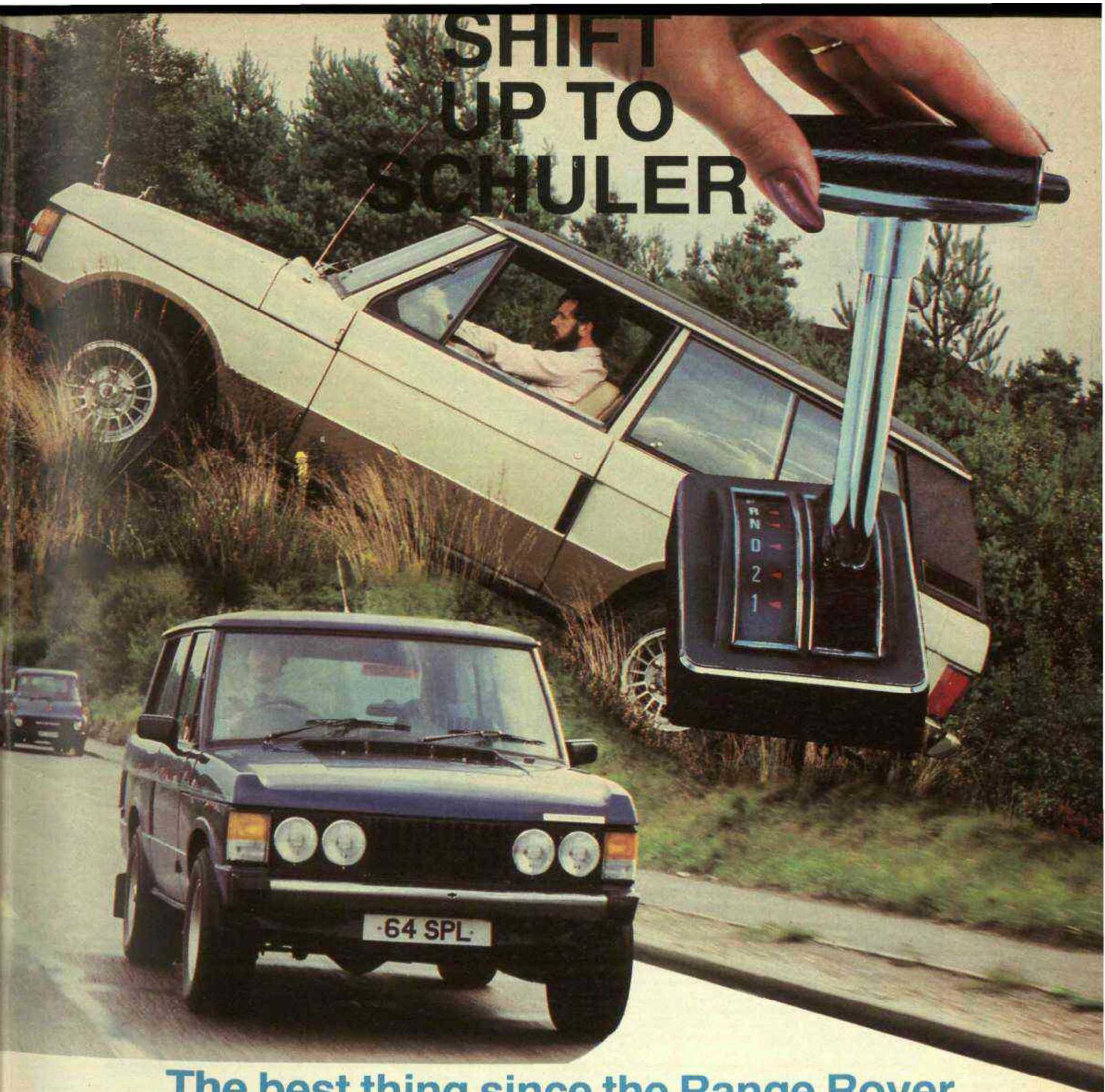
Gwent

Keith Price, Merthyr Road Garage,
Abergavenny, Gwent.
Tel: Abergavenny (0873) 2612/5414

Gwynedd

Pentraeth Garage, Pentraeth, Anglesey,
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LOTUS — continued from page 191

From cold, the engine needs a little encouragement to start from the choke, operated by a short travel pull out knob on the left of the steering column, but soon runs without this aid, settling down to a steady tickover at just under the 1,000 r.p.m. mark quite quickly. The first impression on the road is one of complete stability: the car sits on the road like a hump on a camel — it belongs there, and it requires quite idiotic driving to make it do anything different. The ride is very firm, but not at all uncomfortable, and in D.S.J.'s words, the suspension really works and follows the road rather than fighting against it. Roll is obviously a word that the Lotus engineers have never heard of for the Eclat corners very flat and tends to slide in a deliciously controllable manner rather than roll — and you have to be going really quickly to achieve that on a dry road. It is this characteristic which endows the Eclat with much of its charm and attraction for the sporting driver.

The engine, gearbox, steering and brakes all match the quality of the suspension. The 2.2-litre unit revs freely and whisks the car up to 60 m.p.h. in just a shade over 7 sec. Top speed is claimed to be 132 m.p.h., and I can see no reason to doubt this perhaps conservative figure. Second gear is good for the magic 60, third for 84 and fourth for well over 110, which shows how nicely spaced the ratios are. The change is beautifully light and precise, and the downward snick from fifth to fourth as one steadies the car for a fast curve is a real pleasure. The steering is light, high geared, and precise — an example to other manufacturers. Brakes are absolutely sure-footed and have a pleasantly progressive action.

A journey to Oxford one Saturday afternoon just before Christmas was a real pleasure. The road from Hungerford via Wantage is usually fairly free of traffic, has one or two straights, but mainly meanders along the natural path dictated by the rolling downland through which it passes. The Lotus lapped it up as a cat drinks cream — wishing it would last longer, but only enjoying it when taken at the fastest comfortable speed. The lovely gearbox and free-revving engine made short work of overtaking the few cars which got in our way and the wide open curves enabled me to explore the excellent steering and handling characteristics of the Eclat. Driving through the crowded market place in Wantage, the engine showed its flexibility by being quite happy in stop-start driving conditions, even though it was prone to kangaroo type jumps if I tried to make it pick up from walking pace in bottom gear without de-clutching, due to the twin Dellorto carburetters hunting slightly if the throttle is opened under load at low engine speeds.

Back on the open road, less hilly north of Wantage, and more straight, the Eclat soon whisked me into the dense traffic of Oxford on a busy Christmas shopping afternoon. Parking was the main problem, and I really cursed the high rear window ledge as I took four bites at a parking space I should have been able to fill in one, but the return journey made up for it all. It had rained slightly, and the road was quite slippery, but the Lotus never put a wheel wrong sliding in a beautifully controlled fashion round those sweeping curves as the excellent headlamps showed the way ahead and the single wiper kept the screen clear of rain and spray.

Altogether a lovely car to drive, but Lotus do still have this reputation for lack of reliability — many friends who have had Lotus cars told me to expect trouble, and a couple of passers-by made similar comments when I was washing the below waist line filth off before returning it, but hopefully all that is over with the Series 2.2, as it certainly should be at the price. My only trouble with the car was a loose battery connection which had me worried when I met D.S.J. after his spell in the car — it had driven into the car park, but was completely dead when I came to start it. A tap with a wheelbrace effected a get-me-home repair. Thereafter, despite refitting very carefully, the battery cover (slightly top heavy as it also contains the jack and wheelbrace) kept coming adrift under hard cornering, rushing about in the boot.

I don't think that the car would have a 450 mile range (as claimed in the advertising blurb) if it was mine, for my fuel consumption was only a shade over 19 m.p.g., giving a range of just under 300 miles, but perhaps my consumption figure is indicative of the pleasure the car gave me. Lotus claim 29 m.p.g. at a steady 75, and a 20 m.p.g. return on the so-called urban cycle. — P.H.J.W.

MERCEDES & SAAB — contd. from page 195

one cannot help bringing a nostalgic lump to the throat. The innovative tactical experts from Trollhättan have never been given to sudden changes of course, but the hope nevertheless remains that one day they will be back.

"They did it exactly the same way when they stopped racing". That was the precise comment by D.S.J. when we discussed over some choice Christmas fare the unexpected decision by Mercedes-Benz, announced towards the end of December, to cease rallying activities and to withdraw from all the rallies which had been planned for the works team in 1981.

At the end of 1955 the sudden decision to stop racing and to transfer mechanics from competition to somewhat neglected production car development work came when the team was riding a wave of success, having just won both Grand Prix and Sports Car World Championships for that year.

But at the end of 1980 things were different. Even though they had just won the Ivory Coast Rally, last round of the 1980 World Championship, the team had spent nearly all the year in a trough rather than on a wave, and there must have been grave misgivings in Stuttgart concerning the wisdom of continuing rallying a modified production car the repeated failures of which could well adversely affect the reputation of its showroom counterpart.

In the past two years Mercedes have largely used the 450SLC, then the 500SLC, and were well advanced in preparation to begin 1981 with the 500SL. Cars had been built, contracts signed with drivers and even reconnaissance started for the Monte-Carlo Rally, but in the midst of a celebration after the win in the Ivory Coast the boardroom suddenly pulled the rug from beneath the feet of the rally team.

Announcing the decision, Professor Werner Breitschwerdt, management board member responsible for research and development, said that although the cars rallied in 1980 had demonstrated their ability to withstand the arduous conditions of endurance rallies, there was really no model in the current Mercedes range which could be considered capable of winning a sprint-type European rally.

On the endurance side, they had won against little opposition in Argentina, won in the Ivory Coast, but had failed in the Safari when it seemed that success was within their grasp. In rallies such as the Acropolis, Portuguese and New Zealand's Motogard, they had really been outclassed on twisty, hilly terrain.

Another underlying reason could well be the appearance in Germany of a new, left-wing Transport Minister who may have voiced strong criticism of the heavy spending by the Mercedes team — and it most certainly has been heavy compared with that of other teams. What is more, exhaust emission controls are about to be introduced in Germany, and engineers may have been switched from building rally cars to work on emission reducing equipment, much as they were diverted from racing to development back in 1955.

In May, after a disappointing Acropolis Rally result, a somewhat dejected Erich Waxenberger, development man in charge of rallying activities, returned to Stuttgart with the suggestion that competition activities be suspended until the new small car, as yet unannounced, becomes available for use by the team. He was overruled by the board and instructed to carry on with the programme.

Six months later the rôles were reversed, and it was the board members who took the decision which Waxenberger had proposed earlier. But the suddenness of the announcement took everyone by surprise, for contracts with 1981 drivers had all been signed and those financial agreements had to be honoured.

The newest member of the Mercedes team is reigning World Champion Walter Röhrl who chose to leave Fiat at the end of 1980 to take up rather more than the rôle of contracted driver with Mercedes. In fact, he became a company employee on January 1st with terms of reference which included not only competing and test driving, but increased future involvement in commercial affairs.

Without any actual competing to do for Mercedes in 1981, Röhrl was expected to consider leaving Mercedes, but he has chosen to stay, perhaps with an eye to the security offered by lifelong employment rather than just a short-term contract.

However, the company realised that rally drivers can easily become rusty, so Röhrl has been given the freedom to drive for another team in the meantime, provided that he does not accept offers from BMW, Audi or any Japanese manufacturer. Approaches have already been made by Opel, and although Röhrl will carry on as a Mercedes employee he will drive occasionally this year for the Opel team.

There have been many who mocked at the silly organisational mistakes made by Mercedes in the early days of their return to rallying some two years ago, but more recently they showed that they learned quickly even though they did bring mighty forces to bear in no-cost-spared efforts to win. Colourful and controversial wherever they appeared, the team had its own peculiar stature even though mechanical failures caused them great concern.

The announcement made no mention of a future return to the sport, but there are hidden signs that they will be back when a more suitable car will be available. The sport needs characters, and even with all their stern endeavour, the Stuttgart people can certainly provide them.

G.P.

Letters from Readers

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

Dorcas

Sir,

Your correspondent Peter Cook, enquires in your December issue as to the fate of the Shelsley Special "Dorcas".

I am unable to say with certainty whether or not this interesting spring car was broken up, but it would seem probable that it was; its enlarged and Eric Fernihough tuned 8.45 JAP motor, is believed to have been fitted into a Brough Superior motor cycle for one of the immediate post war, Brighton Speed Trials.

Canterbury, Kent RICHARD B. KNIGHT

[Absolutely correct Mr. Knight. I acquired that very special JAP engine to put in a Morgan but my friend Norman Sharp had an ex-Baragwaneth s.v. Brough Superior so we put the 8/4 motor into the Brough. After six years of enforced lack of performance (the war years 1939-45) we were desperate to go quickly and had visions of the Brooklands Outer Circuit re-opening. Norman Sharp rode it at Brighton in 1946 but with Brooklands being "sold down the river" the Brough was sold to someone in Norfolk and we turned our attentions to Norton and Velocette road-racing machines. — D.S.J.]

Aston Martin History

Sir,

We are currently engaged in the preparation of a major new history of the Aston Martin marque from 1912 to the present day. If any of your readers feel they can help in any way with stories, cuttings, pictures or any other material we should be most grateful. For the pre-1947 period please contact Inman Hunter at 3 Coniston Close, Whitton, Twickenham, Middlesex, and from 1947 on write to Brian Joscelyne at 1, Hazel Grove, Braintree, Essex. As we don't pretend to know it all we shall be glad of any assistance to make the story complete.

Braintree, Essex BRIAN JOSCELYNE
E. INMAN HUNTER

Gallons to Litres

Sir,

I have looked in vain for some kind of response in your magazine to the proposal, instituted so far as I can ascertain by the garage trade itself, to alter the system of petrol retailing from gallons to litres. It seems however that no one can except Mr. W. A. Davis and myself care one way or the other if this totally unnecessary destruction of our traditional gallons takes place. Presumably the pint of beer and the pint of milk will also disappear with hardly a murmur. What astonishes me is that while you quite rightly created a considerable fuss in your editorial about taxation proposals for laid up vehicles which were recently advocated, you haven't apparently forgotten to even mention that particular piece of vandalism. Is it that you really aren't bothered and consider it to be a *fait accompli* anyway?

Saffron Waldon V. G. LUMSDEN

[We are certainly against yet another annoying change in British measurements but, as our correspondent says, it seems to be an accomplished fact. — Ed.]

Motorway Manners

Sir,

As a semi-professional car driver, about 20,000 plus miles per year, it is increasingly apparent that the standard of motorway driving is deteriorating: no longer does the British driver drive upon the left side. Continually one experiences cars or lorries "hogging" the middle lane with little or no traffic in the inside lane. The simple arithmetic is that if he uses the inside lane, 100% more traffic can pass than when he is using the middle lane, but this does not seem to register. I am against weaving in and out of traffic, but drivers should reflect upon the above and bear in mind that with a closing speed differential of 10 m.p.h. and a clear traffic gap of say ½ mile, it takes three minutes to pass the inside vehicles, or at 60 m.p.h. a distance of three miles (approximately).

Come on then everyone, let us all be aware of the law abiding motorist and keep to the left and I suggest MOTOR SPORT campaign for more driving on the left side.

Solihull G. THOMPSON

[As a regular rush hour M4 driver, I couldn't agree more. — P.H.J.W.]

Disinterest and Aggression

Sir,

I read with interest in December's MOTOR SPORT that, after a month, you had received no reply other than an acknowledgement card from your MP regarding your letter on the proposed and disgraceful "possession" tax.

I can however beat this! — at least you *did* receive an acknowledgement.

In early August this year, I wrote a perfectly-civilised letter on the subject to the MP for the constituency in which I was then living, Amersham and Chesham, which MP is no less a person than Sir Ian Gilmour. I received no reply of any sort! On the first of October, I wrote to him again, in slightly less-civilised terms, enquiring whether all his constituents were treated with contempt. To date, I have received no reply at all to either letter! I am pleased to say that I have now moved away from the constituency of this "representative of the people," and I trust the MP for the area in which I now live will be more forthcoming.

On another subject, an intersting point that you may like to air in your columns, is which make

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FATHERS, SONS & BROS. cont. from page 169

Ian Scheckter to be far more pleasant company than his somewhat neurotic younger brother, but as time passed, Jody Scheckter matured, relaxed and gained more success. He became a more pleasant individual as well — although, by then, Ian had virtually given up his Formula One aspirations!

Similar rivalries clouded the early careers of Graham and Gerry Birrell, although they had happily evaporated by the time the younger of the two Scottish drivers was killed in 1973. In North America the comparative talents of the Unser brothers, Bobby and Al, provide an interesting matter for discussion because both are obviously so good, each with considerable USAC success to his credit, that it is extremely difficult to decide who is the best. However, most observers of the North American racing scene tend to feel that Al, the younger of the two, shows rather more versatility than his brother. José Behra, younger brother of the brave Jean Behra, provides a definite exception to the rule as his motor racing exploits were overshadowed by his elder brother and it was impossible to come to any firm conclusions over the relative merits of Tony and Tim Brise. Following Tony Brise's sad death in the Graham Hill air crash five years ago, Tim bowed to family pressure and turned his hand to the "less risky" pastime of rallying. Both the Brise boys, incidentally, were actively encouraged to compete from an early age by their stock car racing father John who, regrettably, passed away last autumn on the fifth anniversary of his eldest son's death.

So what can one deduce from these thoughts? Well, there is no doubt that the attributes required for demanding activities are passed from generation to generation, and that they tend to improve as they are handed down from father to son. Whether they improve in quality or remain at the same level and are merely further "polished" thanks to father's experience, is less clear, however. There is also evidence to back up the theory that if one is born with "competitive spirit", it's something that can manifest itself in just about any sphere of activity, whether sport or business. Look at the number of aggressive, successful racing drivers whose fathers have been equally aggressive and successful in a business, rather than sporting, context. Winning families tend to spawn more winners and the whole process continues from generation to generation with a certain momentum. There are occasional "hiccups", naturally, but I would definitely take the view that winners in motor racing, as in any other activity, tend to be born rather than made. I think the motor racing facts lean very much to support this point of view.

The relationship between motor racing brothers seems more straightforward. Every family has its rivalries and a spectacular sport such as this merely heightens them rather than creating them from scratch. It's a mixture of envy, combined with the natural human instinct to be better than the next man, a personalised and particularly intense version of the competitive "hunger" that exists in every sportsman. Coming from within a family unit, this competitive instinct is more pronounced. If you want to beat a man you've never seen before, then you will doubly want to beat a man you've grown up with, argued with, shared parents with, and whose achievements you've been trying to match ever since you first started to crawl as a baby. Having said that, one can only speculate as to how good younger brothers of drivers who are established as top line stars will become. Take Jacques Villeneuve, younger brother of Ferrari driver Gilles Villeneuve, already an accomplished Formula Atlantic competitor. Will he eclipse his brother? Or will he fly in the face of all these predictions and fail to make the grade? Time alone will tell. — A.H.

and model of car is, on average, driven by the most aggressive and least considerate type of driver. My vote would undoubtedly go the Ford Cortina Mark 3, by a handsome margin!

Bovingdon, Herts. W. G. PIGGOTT

Richardson's RRA

Sir,

D.S.J.'s account of the Percy Maclure Riley's gradual development into Geoff Richardson's RRA was interesting and enjoyable, but I think he did less than justice to the latter by compressing the history of the i.r.s. car considerably. Richardson, usually known rudely but affectionately as "Scruffy" Richardson because of his permanently oil-stained appearance, developed the car's potential a whole lot, and though he had more than any normal man's share of bad luck in racing, he and the RRA did much to enliven our circuits in the early Fifties.

The enlargement of the engine seems to have been a gradual process, according to my files. It was still a blown 1½ for the 1951 Ulster Trophy at Dundrod, where I recall Richardson's having a stupendous accident in practice, doing car and driver no good at all. However, the RRA reappeared with a much tidied-up body (and presumably much-repaired chassis and/or running gear) in 1952, when Richardson probably qualified for the Guinness Book of Records by coming third in a *Formule Libre* race Goodwood, only to be disqualified as he had somehow lost his crash-hat in the process.

I think the engine was still 1½-litres then, but during 1953 it came out with 1781 c.c. engine. This, the brakes and even the tyres *all* gave trouble at another Snetterton race in early July, causing retirement after 12 laps in the lead, but a week or two later he drove what one magazine called "the race of his life" in the *Formule Libre* supporter to the British GP at Silverstone. He came fifth in noble company, behind Farina's Thinwall, the vee-16 BRMs of Fangio and Wharton, and Flockhart's ex-Mays ERA, R4D. And a week later, back at Snetterton, he was fourth behind Wharton, Flockhart and Rolt (who drove a Connaught).

Without spending a long time digging, I'm not sure of his 1954 activities, but in 1955 he seems to have run mainly in fairly minor races, several of which he won. By then the engine capacity was usually quoted as 1963 c.c., and presumably it was in this form that the unit was sold. Is Geoff Richardson still around, and, if so, could he be persuaded to tell us more about the car? The RRA having been developed and raced with such enthusiasm, surely its history deserves to be recorded? Even if, I admit, it didn't exactly set the world on fire.

Chichester, Sussex F. WILSON McCOMB

Turbochargers

Sir,

At one period in my profession as an aircraft engineer, and for my sins, I was involved in the maintenance of turbocharger systems as fitted to aircraft engines. We, at that time about four years ago, found the engine inspection time nearly doubled on account of extra work necessary to keep the turbo system in efficient working order. The following discussion may be of interest to the readers MOTOR SPORT who are contemplating the fitment of a turbo system or who are already running the system.

The centre bearing, despite having its own lubrication system, complete with oil cooler, would leak oil into the hot side of the exhaust turbine, thus emitting a beautiful blue haze from the exhaust.

Due to the continual wide variations in temperature to which the system is subject, it can provide dangerous leaks at exhaust flanges, couplings and clamps. The corrosive nature of the hot exhaust gases causes gradual erosion of the exhaust turbine blades and housing, which in turn impair the efficiency of the turbocharger. The clearance between the exhaust turbine blades and the housing has to be checked regularly as has the clearance of the impeller blades. The exhaust turbine housing itself is subject to heat cracks. Waste-gates stick and seize up.

Unless the present turbochargers in use on automobiles are less prone to the maintenance difficulties above, I should imagine many of the present turbo enthusiasts will regret the day they fitted one. Why bother, anyway, when you can get performance *when it is needed* from a well-designed 2,000 c.c., s.o.h.c. 9.3:1 c.r., fitted with 2x40PHH Solex or 2x45DCOE Webers, coupled to a gearbox and rear axle giving 20 m.p.h. for every 1,000 r.p.m. in top gear and returning 32 m.p.g. at 70 m.p.h.

Of course, like "go-faster" stripes, it must be nice to have TURBO written on the side of the car!

Blackpool A. IRWIN

25 Years' Motoring

Sir,

Having just completed 25 years of motoring and having been a reader of MOTOR SPORT throughout, it seems an appropriate moment to set out a very brief account of the period which may help convince any of you readers who may be doubtful about buying British.

I started with a 1934 Morris 10/4 which cost £50 in 1955 and which was sold a year later for £45. This £5 depreciation was to set a pattern. A 1937 Ford Prefect was cannibalised and rebuilt with a fibreglass body as a Rochdale GT. A Ford Anglia and a Corsair followed before a succession of 3 Series V Sunbeam Alpines. The need for extra room brought a Sunbeam Rapier fastback before a modest windfall made possible the Lotus Plus 2S dream car. Disillusionment at the extreme difficulty of working on this overcame the exhilaration at its performance and it departed quickly. Two more Series V Alpines came along and again the need for more space meant having a Humber Sceptre as well. The two Alpines went when I found after a long search and several fruitless journeys round the country a Ginetta G21S. This was a marvellous car and was reluctantly sold earlier this year when finances were particularly stretched. The need for even more space meant the Sceptre being changed for a Hillman Hunter Estate while a Jensen Healey posed as substitute for the Witham product. News that the Alpine Owners Club were making available those spares which had become unobtainable made me return to this marque when I found a nice Series V example locally through your classified section.

This potted history shows 17 cars the purchase prices of which *total* £10,675. Sale proceeds for the 15 disposed of mean a net cost for these of £610 (yes — six hundred and ten pounds) giving an annual depreciation of £24.40. I estimate the total mileage at 314,000 or about 12,500 a year.

Apart from the re-registered Rochdale I have never had a new car. They have been maintained to a good standard with almost all the work being done by myself. In the whole period I have had only one breakdown when a car needed to be towed home (caused by a brand new yet faulty condenser). I have replaced engines three times, clutches four times and gearbox and back axle never. General servicing costs and renewals of tyres, brakes and electrical components have been modest despite the work having been done without any cheeseparing and immediately it was needed.

In my motoring I have looked for reliability, reasonable economy, readily available spares combined with a little flair to the extent that my pocket permitted. Having two or more inexpensive cars at any one time as I have done for the past 12 years or so involves additional running costs only in respect of road tax, MOT, and a modest extra insurance premium and has the advantage of ensuring continued mobility when one vehicle needs attention — indeed on only one occasion have I been forced to resort to public transport because both cars were being repaired.

I think the record of the British manufacturers must speak for itself in making available such worthy products and the question of buying a foreign car is one which for me does not arise.

I hope that what I have written may do something to counter current criticisms and restore a little balance.

Darwen, Lancs. D. BYRNE

An ASA

Sir,

I have recently acquired a fairly rare car and wonder whether any of your readers also has one and if so whether they would care to correspond with me. The car is an ASA 1000 made in Italy by ASA, under the guidance of young de Nora, from about 1964 to 1966. Probably only 50 were made but this could be a little higher. As far as I know about 35 were sold in America, a few in France and Holland and probably the rest in Italy. There could be several in this country. Mine was an Italian one and comes from near the beginning of the series.

It is a fascinating little car with a single overhead camshaft, two twin choke Webers, coil spring IFS and a Watts linkage with coil springs at the rear. BHP reputedly 90, maximum speed 118 m.p.h., it handles as if on rails with a firm yet comfortable ride. It can justifiably be called a baby Ferrari since it was designed and tested by Ferrari but never made by them.

Any information, details or experience of past or present owners would be most welcome.

Bishops Stortford, Herts ROBERT ABRAHAM

[Letters can be forwarded. — Ed.]

Independent Comment

Sir,

May I add my "two pennorth" (or stir the pudding) whichever applies, to the Ballamy/Hume split front axle controversy.

I drove the 100 m.p.h. "Pop" in the early fifties in a few competitions and let me say here and now that that car had quite astonishing roadholding. At Brands on the anti-camber it held on quite amazingly, so much so that one did not need to explore the limits of adhesion. The fact that the LMB suspension was able to keep that ridiculous looking anti-aerodynamic, early Gothic unit on the road surely speaks volumes for Ballamy's designs competence.

Of course, I'm not an engineer and therefore not at all gyroscopic.

Middle Claydon, Bucks CHARLES MEISL

[This correspondence is now closed. — Ed.]

A Reliable Alpine

Sir,

I would like to congratulate Chrysler (or Talbot as it now is) in producing a motor car which has functioned excellently for over 100,000 miles. My car is an Alpine S purchased on August 1st, 1977. It is most economical of fuel consistently returning 34 m.p.g. which includes motorway use. On long journeys travelling fast on A and B roads this improves to almost 40 m.p.g. which I consider excellent for a vehicle of its weight and carrying capacity.

The car now uses a little oil at 400 m.p.p. and has lost a little of its performance. It was bought from and has always been serviced by Groves of Rugby at 8,000 mile intervals. The cost of maintenance has been £2,000 which I calculate at 2 pence per mile.

Overall this vehicle has provided satisfactory and reliable, if characterless, transport and demonstrated greater stamina than the BMWs, Fiats, Citroëns, BMC and Triumph cars I have previously owned. I do have quibbles with the atrocious paintwork of the car and with parts availability. However, the vehicle has only been off the road for six weeks and the service provided by Bob Millar, Service Manager at Groves, has been first class.

We also run a '78 MG Midget which also acquits itself well. It now has 40,000 miles up and is a quite splendid device top down on the Routes Nationales to the Riviera. We love being asked by the Continentals "What year is it?" and observing their looks of amazement when we tell them. We are not so pleased with a best figure of 25 m.p.g. or overheating on the Autoroute in summer.

Leamington Spa, Warks JOHN CLIFFE

A Satisfactory Rover SD1

Sir,

In these days of foreign is "better", perhaps the following may help to redress the balance. In February 1979 I took delivery of a new Rover SD1 2.6 manual saloon. In spite of dire warnings from all the let's buy foreign know-alls, I haven't spent the last 22 months arriving courtesy of the AA Relay. My Rover has been used as an everyday business car during the week, and on a good many weekends has towed a trailer with my Aston DB4 racer on it, very often at speeds of 70 m.p.h. (motorways of course and 70 m.p.h. trailer before the men in blue strike!). The mileage is now 50,000, petrol consumption averages 27 m.p.g. (22 towing) and with the exception of a new clutch, which is hardly surprising, reliability has been 100%. The car's sporting nature was highlighted at the Pomeroy Trophy meeting where it won an award against a lot of stiff opposition and its comfort and load carrying are second to none for a car of its price and class.

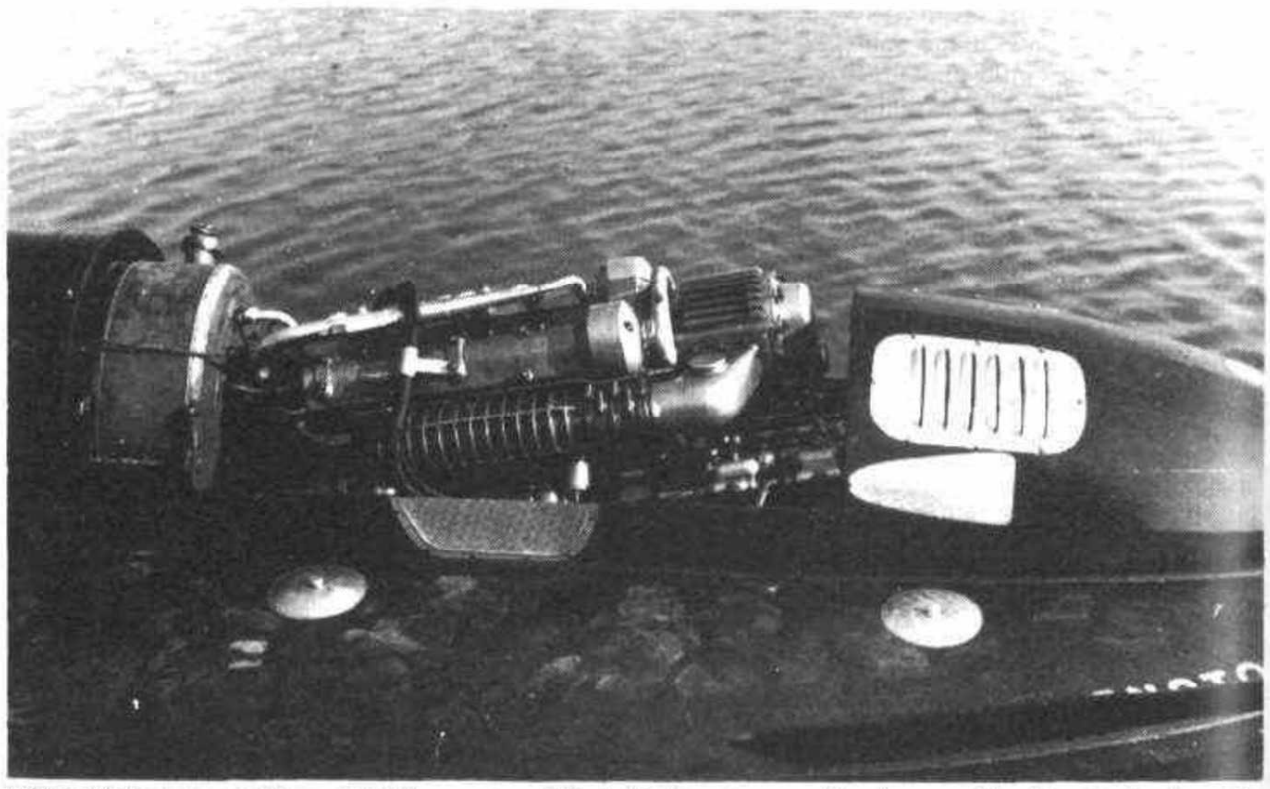
On a slightly different note, I should like to commend a British company, that of AH Spares of Leamington Spa, who have provided an incredible spares service for my ex-works Austin Healey 3000. Nothing has been too small a problem or too much trouble for Fred Draper and his staff and I would cite the recent rebuild of the Healey's straight cut gearbox, which was achieved in 10 days at an extremely competitive cost and with real "old fashioned" courtesy. Usual disclaimers.

Lilleshall, Salop MIKE RIDLEY

Maserati-Milan

Sir,

With pleasure I read in the November MOTOR SPORT your memory-article about the Milan engine in the Arzani-Volpini. As you say



THE 300 horsepower Maserati-Milan engine of Mario Speluzzi mounted in the record-breaking hydroplane. See accompanying letter from Ing. Carlo Leto di Priolo.

the most important work done by Mario Speluzzi was the modification to the two Roots superchargers and the manifold sizes; they measure 200 mm. and 140 mm. rotor length, respectively, against the 180 mm. and 125 mm. of the original Maserati blowers.

The engine was dyno-tested by me during the winter 1948/49 and gave 302 b.h.p. at 7,000 r.p.m., about 20 b.h.p. more than what Maserati then claimed. We were using two double-choke Weber 50 DCO carburettors. The engine was installed in the hull called "Pucico" built by the Vidoli yards of Stresa to Ing. Renzo Bagnato's drawings. It was an original tree-steps boat, designed for breaking the world record for 450 kg. racing hydroplanes. At that time the record was held by Achille Castoldi with a Picchotti boat and 158 Alfa Romeo engine.

On March 7, 1949 at the Milan Idroscalo I had the honour to be the driver of the Milan-engined boat that broke the long series of records of the famous Alfa Romeo engined boat. That happy day the record was improved from 129 k.p.h. to the new world record of 139 k.p.h., with the best run at more than 144 k.p.h.

Milan, Italy ING. CARLO LETO DI PRIOLO

Don't Hide Historics!

Sir,

One of my presents this Christmas was *Racing and All That* — a fascinating insight to Stirling Moss and Mike Hailwood's views on motor racing. In the first chapters of this book both authors make much of how the fun has gone out of Grand Prix racing in particular — with commercialism being seen as the main culprit.

I mention this because Mr. Moss has recently moved into Historic Racing: a branch of motorsport where I believe fun still exists. Even with the recent championship being set up the "fun" carries on — with the performance differences being so wide between cars many drivers must put giving a good show before being boringly earnest about winning. Putting aside the contentious Replica issue, I must thank Mr. Moss and the JCB team for their support of this institution, to return to my theme, I do not wish to thank them for taking some of my fun away. They now have a huge modern transporter and marquee in which they hide their cars from the public view in the paddock. Being free to examine historic cars in the paddock and chat to their owners has always been a part of this branch of the sport. Many individuals unselfishly park vehicles as valuable as JCB's own where we (who have paid to) can see them. Are we to see chicken wire enclosures behind pits like the British Motor Cycle GP I went to a couple of years ago?

Mr. Moss mentions his well-known gesture of waving to the crowd during GP's. Well, JCB, perhaps your "wave" would be showing your cars in the Paddock once again to the crowd of enthusiasts who have always supported the fun of racing.

Thame, Oxon PHILIP P. WHITEMAN

Targa Florio

Sir,

I read with interest Chris Mason's letter about the rather obscure driver Cyril Snipe, winner of the 1912 Targa Florio (Vintage Postbag, Jan 1981). I have rather an extensive motor racing library but was unable to find any reference to Mr. Snipe other than that mentioned in W. F. F. Bradley's book "Targa Florio" (Foulis).

In that book it states that the average speed was 24.3 m.p.h. — Mr. Mason quotes 26.44 m.p.h. — and that Snipe was two hours ahead by the early morning and thereupon flung himself from his car and fell into a deep sleep on the ground. His riding mechanc, Pardini, could only wake him by pouring a bucket of water over him. He then jumped into his car, streaming water everywhere and went on to win by ½ hour from the second car — Lancia (Jaretti Juglielminette).

Watford, Herts W. E. AVORY

Inside Information

Sir,

With reference to the article entitled "Connections and Communications" (Formula One Trend of Design, Jan. 1981), I would be extremely interested to discover how D.S.J. saw Jonesey's mouth form the words "Yep" and "Nope" whilst the new World Championship was wearing a Bell Star helmet.

Surely when the drivers of today are wearing fireproof balaclavas with two small eyeholes and full-face helmets all that can be seen is a pair of eyes, or does D.S.J. know something that the readers don't?

Warrington PAUL BRENNAN

CLASSIFIED ADVERTISEMENT SECTION

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FOR SALE

AC 3000 ME. Nov. 1979. White, 15,000 miles, factory maintained and serviced, radio/cassette. For quick sale, £7,400. Tel: (078 481) 3111 (9-5 p.m.) (0734) 760914 (after 6 p.m.). (69906

BUGATTI TYPE 44. The only Italian bodied Bugatti by Carrozzeria Cattelan Pordenone (Zagato-ish). Grand sport tourer in excellent condition. For details Tel: Grave, Bildeston (0449) 740 235. (69892

GILBERN 1800 GT. 1966. White, overdrive, good condition. Much money spent on brakes, rear s/absorbers, exhaust, wheel bearings, etc. A very usable investment at £875 o.n.o. Tel: 01-394 1087. (69893

MINI 1275GT. 1980 'W'. One of the last made. Wood and Picket nudge bars, twin petrol tanks, radio/cassette, tints, Denovos, 3,000 miles only. Metallic blue. £3,400. Tel: Grantham 0476 67615. (69894

ASTON MARTIN DB4 Mk. 4. 1962. Long M.o.T. and tax. New tyres, battery. Excellent condition. AMOC member. Overdrive. £4,850. Part exchange considered. Tel: Grantham 0476 67615. (69894

LANCIA BETA 1600 Saloon. Feb. '79. Beige, 24,000 miles, 6 year anti-rust guarantee. Cassette/radio. Excellent condition. £1,695. Tel: 01-902 1244 Ext. 251(business)/Aylesbury 84087 (home). (69895

LOTUS 7 S4. Sept. 1971. Yellow, Stage 2 Ford power, exceptional condition. Tel: Tarporley 3183 (Cheshire). £2,500. (69896

MORGAN 4/4 Series I. 1949. Fiat radiator, two seater. Partially restored (by Morgan specialists). Cost approx. £3,200, will accept £2,800. Tel: Lymm 4097. (69897

JAGUAR E-TYPE V12. 1973. 2+2 manual. 42,000 accident free miles in immaculate condition throughout. £5,950 o.n.o. Tel: 021 373 5056 (evening), 021 354 5829 (daytime). (69898

LOTUS ECLAT 522. Red with brown/oatmeal interior, air conditioning, stereo radio/cassette. 'R' Reg. Excellent condition throughout, new clutch, 12 months M.o.T. Tel: St. Ives, Huntingdon (0480) 68811 (after 6 p.m.). (69899

1924 AC two-seater with Dickey. 4-cylinder Anzani engine. Extremely sound and original running order. £4,500. Tel: Paul 0908 582651 (Bucks). (69900

1926 FIAT 509 four-seat open tourer. OHC, 4-cylinder, extremely sound and original running order. £4,500. Tel: Paul 0901 582651 (Bucks). (69900

FIAT DINO. Damaged engine. Will sell complete or will break. Tel: Ashbourne 70404 or Derby 678984. (69901

JAGUAR 420G. Dark blue, original condition. Only 43,000 careful miles, death forces sale. First sensible offer accepted. Tel: Slough 44986. (69902

TALBOT "110" Vanden Plas Tourer. The ultimate and rarest of the marque. Low mileage and only one family owner from new. Good condition throughout. Offers around £9,750. S. Erskine, 5 Woodlawn, Kingston Vale, London SW15. Tel: 01-546 2027. (69903

BENTLEY 3½-LITRE. 1935. Coachwork by A. Mulliner. Excellent restored condition. Only £6,750. Tel: 01-546 2027. (69903

JAGUAR 340. 1968. Above average car, dark blue, red interior, offers invited. Seen Peterborough weekdays, Reading weekends. Tel: Evenings Peterborough 48324 or Kidmore End 3107. (69910

DATSUN 2-2. 1978. Metallic silver, Wolfrace wheels, usual Datsun refinements, immaculate condition. £4,850. Or exchange for Morgan or TVR. Tel: Cockfield 368 or Cockfield 8947. (69904

MORGAN PLUS 8. 1980. 12,000 miles, immaculate condition, leather interior. Any reasonable offer considered. For further details Tel: 041 882 9066. (69907

ROLLS-ROYCE 1930 20/25. D. Back Hooper limousine. Very sound, original and complete. Extensive mechanical overhaul, about 10,000 miles ago. Could very easily be absolutely Concours. £9,000. Also E-type Jaguar. 1969. 4.2 2+2 with sunshine roof, radio, tape etc. A super car in beautiful condition. £4,750. I would accept £13,000 for both or exhange/part exchange for vintage Bentley, private sale. Tel: 021 705 2916 Solihull. (69908

AC COBRA. 1964. 4.7, 113,000 miles. £30,000. Replies to Box No. 6452. (70006

FORD "POP". 1953, immaculate example, 22,000 genuine miles, daily use, new tyres, battery, M.o.T., resprayed original colour. Trailer plus spares incl. engine. £900. Tel.: Alston 820. (69990

ALVIS TD 21. 1962. luxury convertible, chrome wires, low mileage, v.g.c. £3,500. Tel.: 01-602 0969 or 049 471 13521. (69992

FERRARI 308 GT-B. R-registered, silver coachwork, black leather interior, air conditioning, front spoiler, excellent condition. £9,950 or would consider exchange for late Jensen Interceptor Convertible or XJS. Tel.: 037 43 67462 (9-5). (69996

BMW 2002. 1973, orange/black vinyl roof, black interior, radio cassette, above average condition. £1,125. Tel.: Great Yeldham 237216. (69993

COUPE DE VILLE. 1939. Rover 16 h.p. Three position double-duck hood fully lined. Cream coachwork, brown leather interior, immaculate condition. M.o.T., very rare. £4,750 o.n.o. Tel.: Aberdeen 36848. (69994

ROVER 100. 1959, excellent order throughout, shadow green, overdrive, new M.o.T. £950 o.n.o. Tel.: Erith 30610. (69998

BENTLEY SI. 1959, excellent order throughout, power steering, brakes and windows, steel blue, M.o.T. and tax. £4,500 o.n.o. Tel.: Erith 30610. (69999

AUSTIN HEALEY 100/6. 1957. B.R.G., bodywork and mechanics totally sound. Offers near £2,500. Tel.: Telford 48182. (70019

TR5. December 1968, white. Surrey hard soft tops, full tax/M.o.T., all metal, carefully maintained, Wolfraces/original wheels. Offers around £1,800. Tel.: Boston (0205) 64801 Dr. Fairchild. (70021

FOR SALE—continued

MG-B GT MK. II. 1972, 26,00 miles — yes 26,000 miles only. Finished in beige with autumn leaf trim. One elderly lady owner from new. Full service history — original documents and catalogue. M.o.T. December 1981, unique opportunity for concours preparation or investment. Unrepeatable at £1,795. Tel.: Leamington Spa (0926) 24683. (70022

ALVIS TJ 12/60. 1931, carbodies beetle back. Professional rebuild over the past five years, excellent condition, must be one of the best examples in the country. Sale due to new business venture. Offers over £10,000. Richard Cookson, Caradoc House, Clun, Shropshire. Tel.: Clun 436. (70005

AUSTIN CHUMMY. 1927, magneto engine, very original motor car in excellent condition. Sale due to new business venture. £3,850. Richard Cookson, Caradoc House, Clun, Shropshire. Tel.: Clun 436. (70005

JENSEN INTERCEPTOR. 1973. Mk. III, 39,000 miles (only 10,000 miles in last two years) near new tyres, lovely condition, white, black vinyl roof, all usual extras. £3,599. Tel.: Upwey 2165. (70004

BMW 633 CSI. 1977, immaculate, silver grey metallic, electric sunroof, windows, aerial, stereo radio cassette, air conditioning, 45,000 miles, service history. £7,650. Tel.: Leeds 0532 586491 (Home) 842379. (70003

GORDINI RENAULT 5. March 1980, silver grey rad, 9,500 miles, economy plus performance. Offers over £4,000, part exchange considered. Tel.: Norwich 42710 after 7 p.m. (70002

TRIUMPH HERALD COUPE 1200. 1964. 61,000 miles, green/white, engine and tyres good, bodywork needs attention, M.o.T., expired October 1980. £100 o.n.o. Tel.: Guildford (0483) 60712. (70001

XK150. FHC. 1959. Carmen red. Damage to drivers door & rear wing, new wing etc. supplied. 11 months M.o.T. Offers over £2,500. Tel: (0222) 751081. (69942

SUNBEAM ALPINE Sportstourer. Mark Five. 2-2. 1967. Detachable hard top. GNC 400E. spares, documentation, taxed, M.o.T. December. Tidy Example. Bargain, £825. Tel: "Pinfield Lodge", Barntgreen, Birmingham 445 2551. (69943

MG TF 1500. Superb example of this rare model. Excellent original body and trim, recently taken apart, professionally repainted, rechromed and mechanically overhauled. Original radio installation, log book, handbook. Good history. All bills. Offers around £6,500. Part exchange considered, rough, non-runner w.h.y. Tel: Doncaster 701010. (69945

MG MIDGET. 'V'-Reg. Green, rustproofed Armaglazed, stereo radio/cassette. £2,800 o.n.o. Tel: 051 645 1283 (after 7 p.m.). (69947

SUNBEAM TWIN Cam 3-Litre Two-Seater Special. 1926. Known history. Sensible offers please. Tel: James Millar, Petersfield 61579 (evenings). (69949

ROLLS SILVER Shadow. 1974. March. Peacock blue, silver mink, 64,000 miles, full history. Extremely attractive. £12,700. No offers. Tel: 061 491 1661. (69950

DAIMLER CONSORT 1951, one lady owner, 21,000 miles from new, immaculate. Offers. Tel: Maldon Essex, 782010. (70337

ALFASUD SPRINT 1.3 Model. Red, one owner, 32,000 miles, cavity sealed, sliding roof, excellent condition. £2,650 o.n.o. Tel.: 061 789 3981 office hours. (70340

BLUE LOTUS Elite 502. October 1977. 2,700 miles, excellent condition. Tel.: 0222 512132 (night) 0222 28277 (day). (69953

ALFASUD. 'P'-Reg. Red, new battery, low mileage, long M.o.T. £850 o.n.o. Tel: Romford 20663. (69952

VOLVO 1800S. 1966. 65,000 genuine miles, white, red interior, excellent condition. Urgent sale. Tel: Montgomery (Powys) 351. (69955

ASTON MARTIN Lagonda Rapide. 1964. No. 50 of 55 made. £2,500 recently spent with Forshaws. Offers around the agreed insurance value of £4,750. Tel: Cardiff 592084 (after 7 p.m.). (69954

DATSUN 240Z. 'L'-Reg. Metallic blue, taxed and M.o.T., five speed gearbox, tints, stereo radio cassette, alarm system, Pirelli CN 36's, Cibie headlamps. Quick sale due to new TVR. £1,195 o.n.o. Tel: 01-254 7757 or 01-254 3652. (69956

MORGAN 4/4 four-seater. 1974. Signal red, stone leather upholstery, 33,000 miles, Kenlowe, 72 Spk. w.w., Ziebart, twin servo. Rack. Beautiful car, any inspection. Tel: Chas at Dumbarton 64103 (day). Near Glasgow. (69957

PORSCHE 911S Targa. 1973. 2.4 Minerva blue, spoiler, new tyres, oil tank, shocks etc. As tested in *Motor* June 28th, 1980. Concours example. £6,950 o.n.o. Tel: 01 464 7083 (evenings) Romford 750434 (daytime). Please see this classic last. (69635

VW SCIROCCO TS. 'R'-Reg. Professionally maintained and finished in black paintwork with contrasting interior. Many extras including tinted glass sunroof. £2,300. Tel: John Walters on 0244 24611 (day) 0352 56823 (evenings). (54059

AMILCAR CGS. 1928. Excellent condition, just re-trimmed in leather and re-painted French blue. M.o.T. Reluctant sale. £7,250 o.n.o. Tel: Rushton Spencer (026 06) 252 (Cheshire). (69833

MORGAN 3-WHEELER JAP V-twin Supersports. 1934. Very rare and original. Offers over £4,500. Tel: 01-229 7100 and 01-459 3511. (69632

AUSTIN 7 Opal 2-seater. 1937. Price £2,000. Tel: 051 648 2894 (anytime). (69501

ALFA ROMEO GTS. 1979. White, 16,000 miles, superb condition, electric windows, sunshine roof, etc. £3,600. Tel: Salisbury 27119 (after 5.30). (69233

HEALEY "WESTLAND" Drophead Roadster. 1949. £4,500. Sunbeam-Talbot open sports. 1939. £3,000. Tel: Hertford 59977 (evenings). (68913

TRIUMPH TR4. 1962. British Racing Green. Surrey h.s. tops, overdrive, enthusiast owned, very good condition. £1,895 o.n.o. Tel: Ashford (Middx.) 53092. (70077

FOR SALE—continued

ASTON MARTIN DB5. 1966. Concours, rated finest example available. £10,000. Tel: Mr. Byfield on 01-352 7348. (65574

TVR VIXEN S3. Beautiful car, virtually reconditioned, yellow metallic black. Reasonable offers. Tel: Penrith 64908. (70207

MG LI Continental Coupe. 1934. Unusual six cylinder two-seater saloon. Very original. M.o.T. Tel: 0622 673341. (70208

ALVIS TD21. 1962. This car covering a total of 68,000 miles, beautiful all round condition, taxed & tested. £3,000 o.n.o. Tel: Doncaster (0302) 723082. (70209

AUSTIN HEALEY 3000 Mk. I. 1960. Total rebuild over last two years, this car is in excellent condition in every way. Offers in the region of £4,800 will be accepted. Tel: Doncaster (0302) 723082. (70209

MORRIS 1000 4 Door De Luxe. 1959. 33,000 miles, good condition, nice little motor. Offers £1,000 plus. Tel: Mary Tavy 394. (70210

COSWORTH 1500 c.c. Cortina. 1962. Very fast, long M.o.T. Reg. 3514 DP. Wide wheels, arches. £1,500 or w.h.y. Tel: Bognor Regis 862610. (70211

LOTUS EUROPA Twin Cam. First class example. Total mechanical rebuild, rebuilt engine, lumenition, special manifold, new brakes, discs, shockers, springs, bushes, battery. Immaculate oatmeal interior, new console, carpets, electric ariel, windows, alloys, sunroof. Virtually unmarked bodywork. Tel: Witney 4789. (70212

LOTUS ESPRIT S2. 1979. Low mileage, red, fitted radio cassette, electric mirrors, aerial. Regularly serviced in unmarked condition, new rear tyres just fitted. Reluctantly must sell, any trial or inspection. Offers around £8,250. Tel: Ascot 24568 (day) Wentworth 3420 (evenings & weekends). (70213

DATSUN 260Z 2+2. 1978. Absolutely mint condition, white with black vinyl roof, tinted windows and sunroof. Expensive Hitachi stereo and electric aerial, sports mag wheels, tyres all new. £3,995 o.n.o. accepted. Tel: Doncaster 21776 (day) 882695 (evening). (70214

RACE PREPARED TR3A. Beautiful condition bodily and mechanically since total rebuild. Built to win modified thoroughbred sports championship. Body, suspension, engine, etc. All modified at a total cost exceeding the asking price of £1,950. Lloyds and Scottish entry forces regretful sale. For full specification Tel: 0787 227378. (70205

ASTON MARTIN DB6. 1967. ZF 5-speed box, excellent condition throughout, complete service history, original log book, stereo. £5,750 o.n.o. Tel.: 0823 480267 or 0823 40374 (Somerset). (70204

AUSTIN SEVEN Chummy. 1927. Restored but untarted, a reliable and original car for £3,000 plus. Also kit of repro recon. parts to build tweaked Super-Chummy. £1,000 plus. Tel: (Sussex) 024 359 232. (70060

PORSCHE 924 Luxe. 1979. Private sale. One mature owner from new, immaculate condition, metallic silver with Porsche stripes. All extras. 2,800 miles. £7,250 o.n.o. Tel: (0283) 45858 (business) (0283) 703439 (home). (70061

AUSTIN A30. 1956. Sound and running, tax and M.o.T. October 81. Offers over £350. Tel: Tamworth 58673 (evenings). (70062

AUSTIN SEVEN Ruby. 1936. De Luxe Saloon, resprayed, reupholstered, working car. Excellent condition. Genuine offers. Also range of spares. Box No. 6453. (70063

MORRIS LIGHT VAN. Rare 5 cwt. 1932. Runner, requires restoration. Ideal advertising project. Details Tel: Warrington 52647. (70065

MORGAN 4/4 Four-Seater. 1973. 32,000 miles, black, luggage carrier, tonneau, radio, excellent condition. £4,950. Tel: 0608 810173 (near Oxford). (70067

DOLOMITE SPRINT. 'N' Reg. 58,000 miles, good condition. Only family owned since new. £1,350 o.n.o. Tel. Parkstone 733208 (evenings). (70068

COVENTRY CLIMAX FWE. Cyl. head, c.w. valves etc. £130. Marchal Aerolux headlights, 1 pair, ex-Delage. £120. Austin Light 12.4 g box, 1 axle etc. £65. Various artillery wheels cheap. MG ZA ZB new diff. £50. Austin Alto Farina body panels, new. Aston Martin DB 2 W Mk. 3. Decoke set. £20. Continental touring kit. £20. Tel: 0492 46778 (evenings). (70069

JAGUAR 2.4 Mk. 2. Manual o.d. 1963. 47,000 miles, excellent body, interior worn. M.o.T. Drive away. £550 o.n.o. Tel: 0492 46778 (evenings). (70069

JAGUAR 3.4 Mk. 2. 1964. Manual o.d. 55,000 miles. Clutch gone. £450 o.n.o. Tel: 0492 46778 (evenings). (70069

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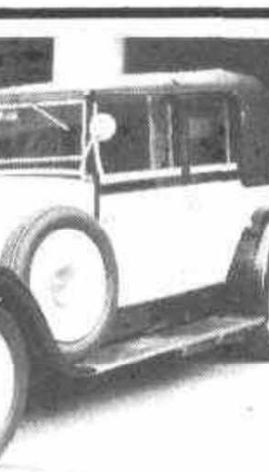
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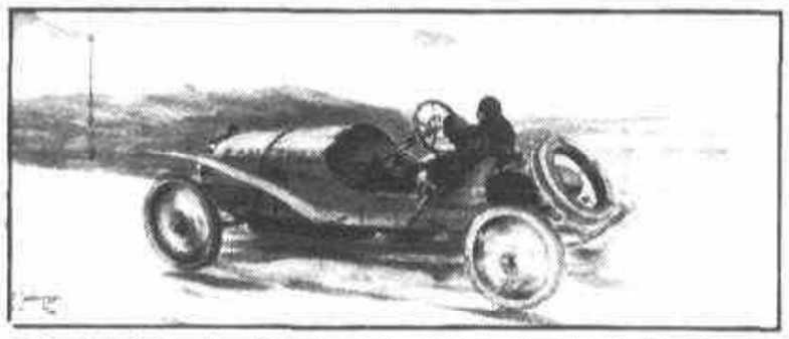
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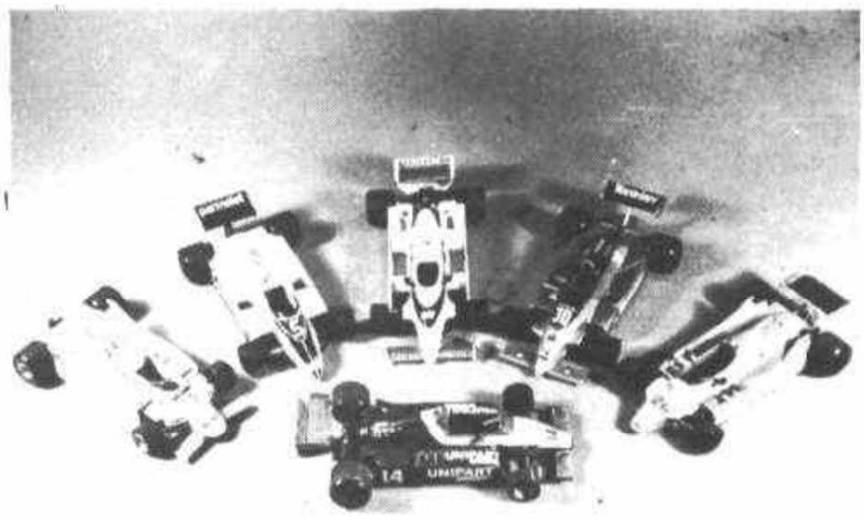
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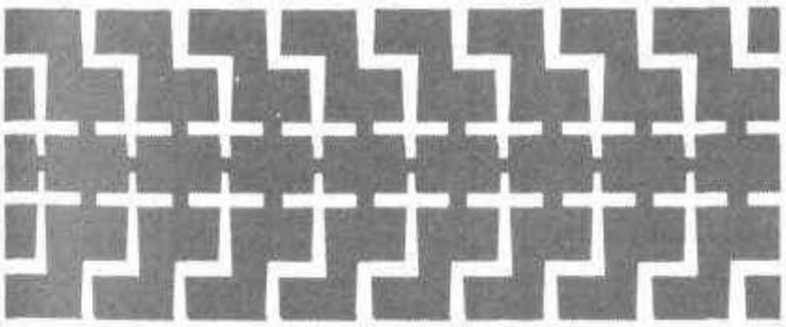
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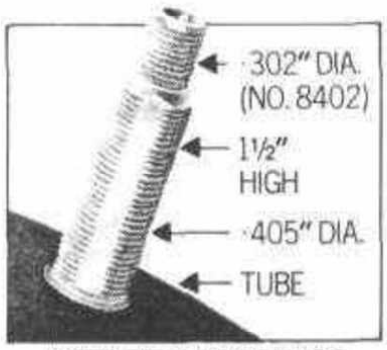
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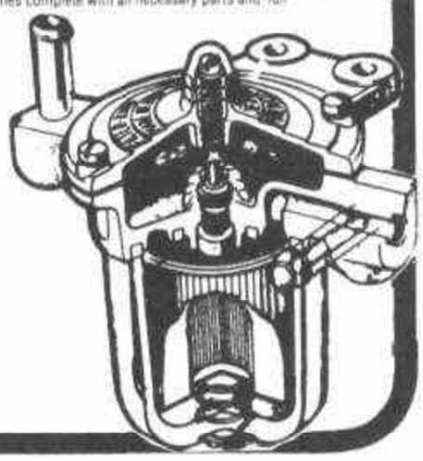
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How Waxoyl holds 'Showroom' Condition

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

Up to £85 plus VAT at Rustproofing Centres

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

Waxoyl 'Know-How'

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

'Tadpole' Molecules

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



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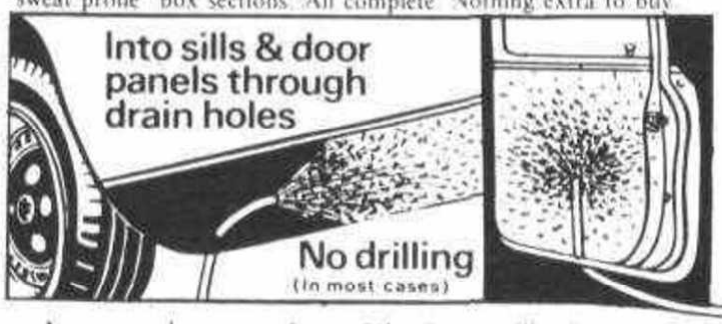
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Extension PROBE sprays ends & sides all round. No bare patches. ◀ Full 360° from 5mm dia. nozzle.



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 becomes exhausted (leeches out) like chewing gum eventually losing taste. Metal breaks down unless rustprooler renews treatment. Hence usual (charged for) follow-up check. But no further attention with Waxoyl apart for 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 rustprooler that DOES, according to test results by one of world's biggest oil companies.) *'Rust stopping qualities very good'* reports Swiss Gov't. alter Lab. tests. *'Most satisfactory'* says Chrysler Centre, Basle, Australia, N.S.W.: *'On Rover 3,500 coating still intact in corrosive sea air'* Motor Magazine: *'Remains active indefinitely'* Westerly Marine, Portsmouth. *'Protection excellent on marine diesel oil tanks'* (Tank bases standing on supports otherwise impossible to rustproof.) *'Fantastic stuff'* says Citroen Car Club. Veteran Motorists Mag. *'No sign of corrosion on '72 car, does inhibit existing rust.'* Autocar Mag. *'One of cheapest, effective ways to protect a car'* Chesterfield: *'9 Yr. old Volvo looks less than half its age'* Civil Engng. Polytechnic: *'On Mole Valley Flood Scheme, have steel instrument cases in open countryside rust-free to date!'*

If Considering Other Makes

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

Year After Year Protection

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

Waxoyl Users Find Other Uses

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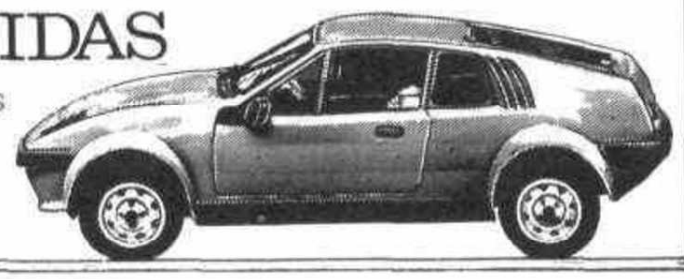
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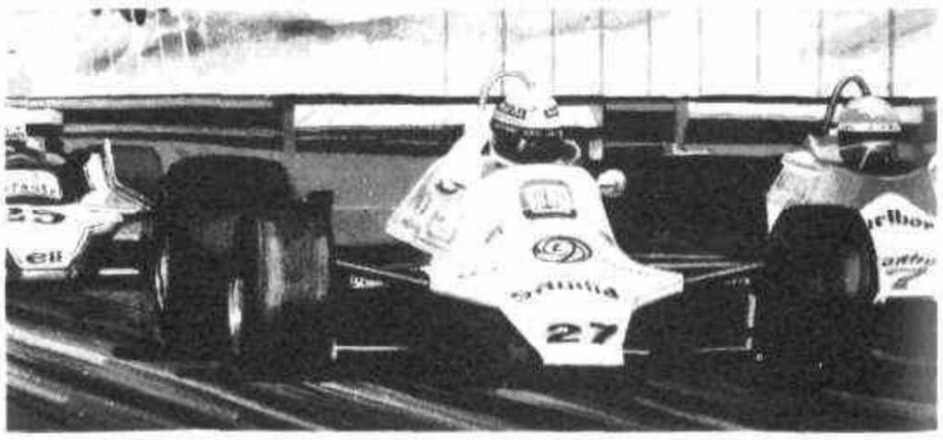
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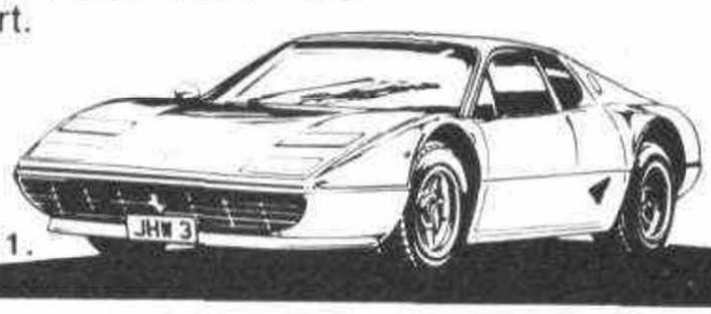
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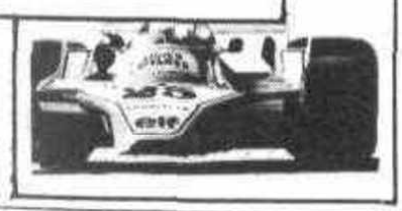
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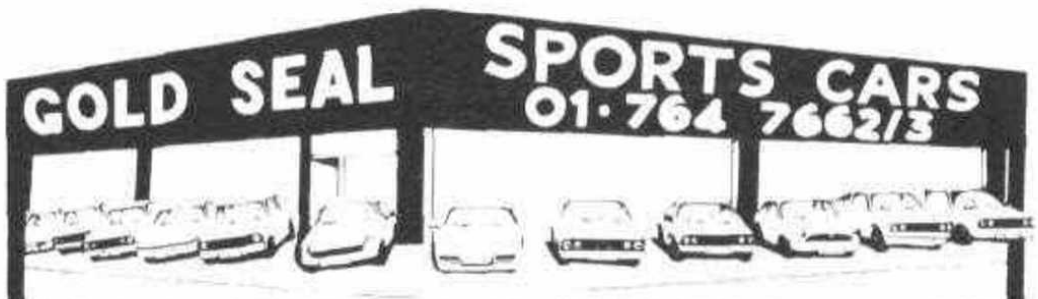
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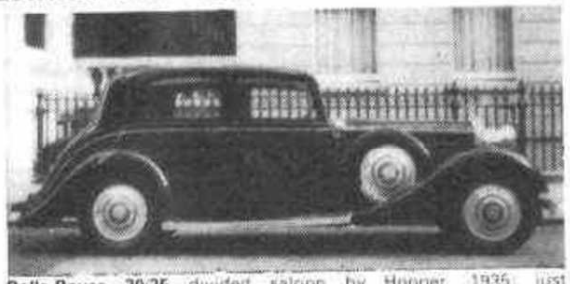
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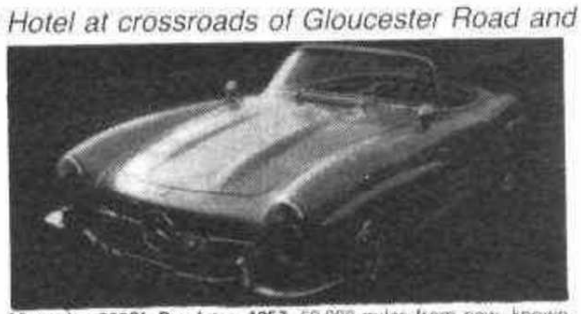
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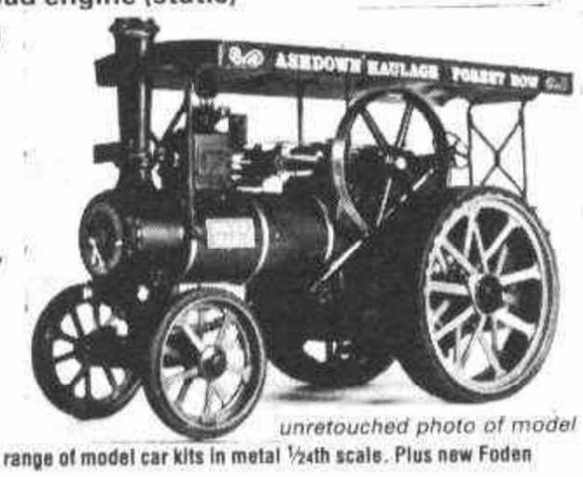
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LAGONDA RAPIER 1934, restored rolling chassis 95% complete, requires bodywork £2,000. Tel: Gainsborough (0427) 880131. (70834

TVR 2500M 1972, L-Reg, blue, with stripe, sun roof, alloy wheels, etc, recent new Westlake engine, 140 bhp+ M.o.T £2,200 o.n.o. Tel: Tunbridge Wells 28110 26947 (70837

ASTON MARTIN DB6 Mk II, black/black interior, M.o.T., cww, radio, low mileage since engine rebuild, superb condition, £8,850. Tel: day 01-950 7137. (70838

TVR TASMIN 1980 (W), superb in black with silver bumpers and caviar trim, one owner, 10,000 miles, alloy wheels, tinted glass, Panasonic radio/stereo, 7 months factory warranty, vast saving on list price at £8,995 p.x etc. Telephone Dane End (STD 092 084) 561 (Herts). (70839

LOTUS ELAN +2 S130, big valve, 1972 (L) green with silver cabin, M.o.T. Sept 81, new tyres, brakes, stainless exhaust, rotoflex couplings, £2,695 o.n.o. Tel: 01-572 3058. (70840

FERRARI DINO 246GTS 1974, one of the last and the rarest Dino's with flared wheel arches, Campagnolo wheels and split roof, absolutely superb in yellow with black interior, further details on request, offers in the region of £10,000. Tel: 01-577 3077 (West London). (70841

TVR 3000M overdrive, 1977, really outstanding in metallic brown with contrasting model band and tan interior, Sumdym windows, sunroof and alloy wheels, superb car for £3,950 o.n.o. Tel: 01-577 3077 (West London). (70841

TRIUMPH GT6 beautiful rebuild, all new body panels and electric blue respray, recent overhaul of engine, gearbox, o/drive and differential, outstanding restoration finished off with Wolfrace wheels, £1,750. Tel: North Thoresby 566. (70842

MERCEDES 300SEL 6.3 V8, 1972, one of the last built, electric roof, radio etc, service history, superb throughout, £2,795. Tel: 0875 320 429. (70847

LOTUS EUROPA TC 1972L, 42,000 miles, new tyres, battery, discs, M.o.T., in exceptional condition, £2,700. Tel: 0777 82 416 (Notts). (70849

MORGAN +8, 1973, black, tan interior, only 42,000 miles, long M.o.T, £700 recently spent to bring up to excellent condition, bargain £4,500. Tel: (07737) 67843 (Midlands). (70850

LOTUS ELAN Sprint, FHC, Oct 71, yellow/white, M.o.T. October, owned for 7 years, good condition, history, must sell £2,450, offers. Tel: Chapman — Tadcaster (0937) 834666 ext 351. (70851

DATSUN 240Z, 1973, red, sunroof, reliable and well maintained, LHD model. £1,180. Tel: Hitchin 812153. (70853

ALFA 2000 Spyder, 1975, 38,000 miles, green, rustproofed, new XAS, needs new hood and sills, hence £2,500. Tel: Worksop (0909) 473132 day or 474502. (70854

MORGAN 4/4 1600, two-seater, wire wheels, light orange, one owner from new (1974), offers around £3,000. Tel: Belper 2703. (70855

BOND EQUIPE, 2-litre, G-Reg, Trimph Vitesse engine, fibre glass body, suitable for renovation or breaking, open to offers. Tel: Hatfield 62138 after 5pm. (70856

FOR SALE—continued

19-23 HE Sports Special, long interesting history, rarest of all vintage sports cars, realistic offers for this unique one-off old sporting machine. Tel: 057 32 3577. (70857

ROVER 100, in pristine black, 17,500 miles from new, 1960, they don't come better. Tel: Kingston Blount 51856. (70858

LOTUS ELITE 501, 1976P, tints, excellent, offers or p.x cheaper Lotus or w.h.y. Tel: Rearsby 665. (70859

TRIUMPH STAG P-Reg, excellent condition, 42,500 miles, brown, auto, radio cassette, all Stag refinements £3,950. Tel: Salisbury 28560. (70860

MGB GT 1973, L-Reg, 60,000 miles, taxed, tested, well cared for, colour blaze, radio, £1,500. Tel: Wakefield 256234 evenings. (70861

TR6, 1973, Magenta, o/drive, over £1,300 spent on parts too many to list, maintained by TR specialist regardless of expense, garaged, only used weekends/evenings. Waxpoyle rustproofed. TR Register member buying house so must regretfully sell beautiful example. £1,950. Tel: 01-397 1889 Chessington. (70862

LANCIA FULVIA S3 coupe, 1976, white, only 36,000 miles, immaculate, a car for the enthusiast, £1,795 o.n.o. Tel: Caxton (Cambs) 528 243. (70863

PACKARD SUPER 8 Limousine, 1936, fifteenth series, this is the car featured in "Eisenhower — The War Years", driven by Lee Remick. Virtually one owner from new, and in immaculate conditon, one of the largest Packards every built, (overall length 20 feet) twin sidemounts, a classically imposing American beauty, now very rare and highly rated amongst collectors worldwide, offers around £10,000. Tel: Mamhead (Devon) 637. (70864

VOLVO 1800ES, 1972, metallic blue, immaculate, black interior, overdrive, Sundym, will consider offers or part exchange. Tel: Steve — Swindon (0793) 825727. (70865

MGA 1600, MkII Roadster, offers around £4,500. For details. Tel: 01-852 1057 after 6pm. (70866

CONVERTIBLE V12 E-Type, 1974, auto, white, red trim, Sundym, c.w.w., white walls, genuine 8,500 miles from new, offers. Tel: Stamford, Lincs 0780 4312. (70867

JAGUAR MKII 3.4, auto, 1966, PAS, sun roof, dark blue, grey leather trim, full M.o.T, any trial welcome, £850 o.n.o. Tel: Stamford, Lincs 0780 4312. (70867

JAGUAR 340 MK2, 1969, one of the last, excellent condition and rust free, 69,000 miles, carmine red, chrome wires, auto, PAS, fortune spent to keep this car immaculate £2,350. Tel: 01-864 8035. (70869

ROVER 105, 1964, 76,000 miles, excellent interior, easy restoration project, has been standing last 2 years, must be sold, £225. Tel: 01-864 8035. (70869

LOTUS ELAN SE FHC, approx 31,000 from new, white/black interior, J-Reg, radio, M.o.T., magnificent condition, £3,950. Tel: day 01-950 7137. (70838

FORD PICK-UP, 1.6 ohv, 35 mpg, imported S. Africa, 16,900 miles, March 80, £2,995 o.n.o. Tel: Andy — 01-291 3846. (70870

CORVETTE ROUTE 66, 1961, Classic American Sports Car, new hood, seats and much more, 283 V8 manual, personal Reg., taxed and M.o.T.'d, genuine private sale. £3,250. May p.ex. Tel: Bristol (0272) 602350 eves/weekends. (70872

MG MIDGET, yellow, 2,500 miles only, registration M1J, Ziebart, Envirogarde, £3,250. Tel: 0302 25175. (70932

WO BENTLEY, 3-litre, open tourer, £17,750, good running order, Bryan Downes, Penkridge 4610. (70933

FOR SALE—continued

BMW 3.0CS COUPE, 1972, mica (orange), re-upholstered, recent new tyres, beautiful car at £1,950 o.n.o. D W Pound, Hoplys Rock, Kidderminster, Worcs. Tel: 0299 266114. (70873

CITROEN LIGHT FIFTEEN 1953, body and mechanics rebuilt, specialist engine rebuild just completed, many new parts £3,750. Tel: 0473 310271 (Suffolk). (70874

ASTON MARTIN DB2/4 III, 1958, overdrive, excellent condition, green, black interior, £6,750. Tel: 0473 310271 (Suffolk). (70874

MERCEDES 1959, 190B (round shape), very good condition inside and out, good running order, M.o.T., cream with red leather seats £800. Tel: 01-648 0673. (70875

CORVETTE COUPE 1980, manual, dark blue metallic, black leather interior, all options, 8,000 miles, £8,500. Tel: 01-485 2253. (59234

LOTUS PLUS 2 S130 5, 1974, 21,000 miles, virtually as new, yellow oatmeal, full history, £3,700 o.n.o. Tel: 0734 883234 Reading. (70921

T.V.R. TASMIN bodyshell, 1981 model, brand new, ideal project for the impecunious enthusiast or special builder £450 only. Tel: 0253 726237. (68844

SAAB 900 TURBO, first registered Jan 80, 3 door, metallic gold, regularly maintained by main dealer, excellent condition, £6,700 o.n.o. Harby (Leics.) 60474. (70922

TR6 1973, Pimento, new hood, clutch, petrol injection, XAS tyres, spot and fog lights, radio, £1,650. Tel: Stamfordham 491. (70923

PORSCHE 924 Dec 1978, RHD German spec 4 speed, most lux features (alloys, rear wiper), Malaga red, light trim, stabilizers, ski rack, stereo, recent service, 24,300 miles, £6,950. Tel: Haverfordwest 4223 evening. (70925

TRIUMPH SPITFIRE, 1979, green, immaculate, 13,000 miles, one owner, service history, o/d, h/top, Ziebart, alarm, stereo. Bargain at £2,850. Tel: 01-402 5724 (day) 01-228 4507 (evenings). (70926

TVR 3000M, N-Reg, immaculate condition, yellow, black vinyl roof, two owners, £3,250 o.n.o. Tel: Mansfield 842752. (70927

AUSTIN CHUMMY 1926, rebuilt engine, radiator, brakes, new tyres, £3,500 p.x considered. Tel: South Benfleet 4174. (70928

THE BEST 1967 Jaguar 3.8 MkII on offer? Silver grey with red leather, overdrive, w/wheels, high ratio steering, Koni's, bills for £3,500 substantiate full rebuild, including gas-flowed engine, new Powerlok, overdrive, brakes, etc. sensible offers please. Tel: 01-455 1733. (70930

1979 (V) CAPRI 3.0 'S', white, black trim, a unique car, has covered only 100 miles, repeat 100 miles. Reluctant sale at £5,200. 01-455 1733. (70930

TR6 1971, 150 bhp, white, h/s top, M.o.T., o/drive, good condition, many new parts, only £1,550. Tel: 01-656 3152 evenings. (70931

MG MIDGET 1972, 30,000 miles, bronze, tonneau, head restraints, radio, electric aerial, fog lights, taxed M.o.T. Offers. Tel: Lyndhurst (042 128) 2598 evenings. (70938

ALFA 1750 GTV Mkl, rust free bodywork, immaculate interior, partly dismantled, stored two years, going abroad £495. Tel: Rickmansworth 73858. (70940

BMW 3.0Si T-Reg, LHD, Nov. 74, superb condition, 59,000 miles, 1 year's M.o.T, taxed April 81, blue velour interior tinted glass, stereo radio cassette. Regularly serviced and maintained £1,250. Tel: Watford 46511 day, 01-845 0860 evenings. (70941

FOR SALE—continued

BRISTOL 405 registration number 405 CPG. Partially restored but requiring attention to paintwork, carpets and brakes. Excellent leather, newish exhaust, much mechanical work replacement done. 95% complete workshop manual and several spares. Must be sold at around £1,000. Tel: 0379 853158 office hours. (70934

DODGE COMMAND CAR World War II, fully restored and immaculate, all markings and correct fittings, in immaculate condition to original specification. One of the most imposing vehicles of the American war fleet, but still a very practical size for the enthusiast. M.o.T. New battery, ready to drive anywhere. £3,500. Tel: Mamhead (Devon) 637. (70935

PANTHER LIMA, 1979, low mileage, red black, spoiler, tonneau, w.w, radio cassette, spotless £5,250. Tel: 01-551 2783. (70936

FERRARI 365 GT 2 + 2, 1968, £10,000 has to be seen & driven to be fully appreciated. Jim Fitzgerald. Tel: 023 063 296 (office) or 223 (home). (70942

ROLLS ROYCE Silver Cloud I, II or III wanted also consider Bentley S3 or Flying Spur good condition only. Tel: 01 370 2843. (70944

DOLOMITE SPRINT 1979, T-Reg, 17,500 miles only, immaculate throughout, manual overdrive, yellow, black vinyl roof, £3,495 o.n.o. Tel: Esher 64183 (office hours). (70943

FIAT SUPERMIRAFIORI SPORT 2000 cc, 5 speed, Halogen lighting, glass sunroof, black velvet interior, immaculate, £2,950 o.n.o. Esher 64183 (office hours). (70943

LOTUS ELAN S4SE FHC, presently undergoing complete chassis up restoration, due for completion spring 1981. Final specification and price negotiable. Shipping can be arranged, serious enquiries only for full details. Box No. 6458. (70945

FERRARI 330 GT, mark II, 1966 with only 30,000 miles, LHD, metallic green, a genuine 4-seater with 12 cylinder engine in good condition. Owner emigrating, £5,600. Daytime 01-405 7119, evening 01-651 0548. (70946

PANTHER LIMA MkII, 1980, 2,300 miles, wire wheels, hard soft top, green silver metallic immaculate £6,200. Tel: 0342 22161. (70947

LOTUS ELAN Sprint FHC, 1973, genuine 23,000 miles, yellow, final chassis number, £4,750. Tel: Dunstable 606974. (70948

ASTON MARTIN DB5 Superleggera silver navy leather int. 5 speed ZF g/box, chrome wire wheels, Sundym elec windows, heated rear window, Selectarides, radio, elec aerial, very good original condition, A.M.O.C. owner, MGTC considered in p/x. Tel: 0734 57993. (70949

BMW 320i 1977, 36,000 miles, specially prepared by BMW concessionaires, finished in black with motorsport stripes and black cloth trim, electric sunroof, windows and mirrors, tinted glass and air conditioning, Blaupunkt radio cassette, BMW Motorsport suspension, front and rear spoilers, alloy wheels, 5 speed gearbox and limited slip differential. A unique low mileage motor car, private sale. £4,800. Tel: 0242 36981 (Cheltenham). (70951

JAGUAR E-TYPE, 1969 2 + 2, BRG, excellent condition must be seen, bargain £3,500. Tel: Worplesdon 232801 near Guildford. (70952

OPEL MANTA Berlinetta 1900, 1973, taxed, 11 months M.o.T., excellent example moderm classic, £945. Tel: Knowle (Warwicks) 6972. (70959

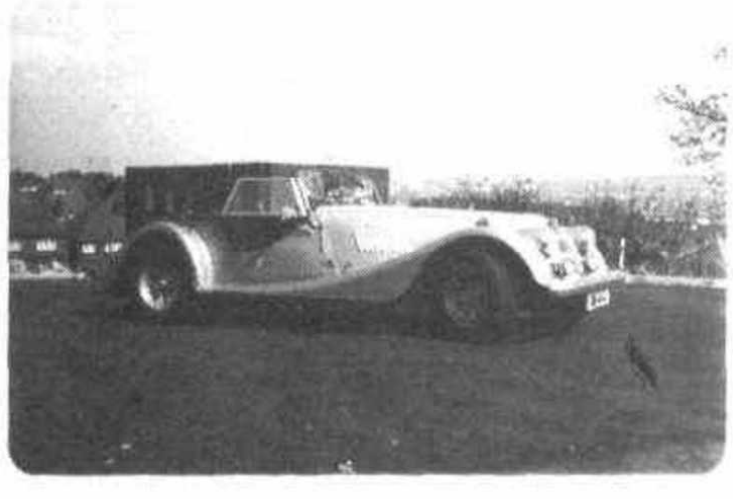
ZEPHYR MkII Lowline 1962, 2000 miles since engine rebuild, long tax/M.o.T. £645. Tel: Hampton-in-Arden (Warwicks) 2369. (70959

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1979 4/4. 2-seater. Wire wheels. 1,500 miles. **£6,900.**
1978 4/4. 2-seater. Green, wire wheels, stone trim. **£6,800.**
1977 4/4. 2-seater. Red/silver. **£5,900.**
1974 4/4. 4-seater. Red, wire wheels, stone trim. **£5,600.**
1973 4/4. 4-seater. Blue, wire wheels. **£4,800.**
1967 4/4. 2-seater. Lotus twin cam. **£4,950.**
1964 4/4. 2-seater. Rebuilt, new chassis. **£4,950.**
1967 Sunbeam Alpine Hardtop. £1,000.
Morgan Sweatshirts £6.50. T-Shirts £4.00. Sizes XLarge, Large, Medium Small. Childrens sizes £6.00 and £2.50. State size.
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All prices include postage and packing.
We will sell your Morgan on commission although as you can see we are rather full at present. Please ring for further information.



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I'm Mogman the caped crusader for new and used **Morgans**. My assistant Luuby who helps me bend Kingpins when faced by my arch enemies the woodrotters and the rustbins. At the **Morgan** shop for this month I've got some selected beauties. Rustbins tried to take this **Morgan** back with him but I managed to save it in the nick of time. 1973 **Morgan** 4/4 2 seater finished in black, wire wheels, tonneau cover, bucket seats, 29,000 recorded miles although I find that a bit difficult to believe. £4,150. Luuby is sitting in a 1981 **Morgan** 4/4 4 seater finished in white with black leather interior. This **Morgan** also has more extras than I've seen on a **Morgan** for a long time. Apart from its leather interior it has wire wheels reclining and folding seats, luggage rack, Plus 8 spotlights, door handles, rustproofing etc. etc. All this for £8,500. 1978 **Morgan** 4/4 finished in Royal Ivory, luggage rack, tonneau cover, bucket seats, louvred bonnet. £5,950. 1977 all aluminium body **Morgan** 4/4 2 seater, Signal red, black interior with bench seat. Wire wheels, tonneau cover and luggage rack. £5,750. A non **Morgan** is a 1965 Austin Healey 3000 finished in blue and white with wire wheels, radio, overdrive. £4,650. Another non **Morgan** is a bright red Jaguar XK 120 1953 drophead fitted with chrome wire wheels and a hard top. Reclining seats, luggage rack and tonneau cover are the extras fitted to a 1977 **Morgan** 4/4 4 seater which is coloured blue. £5,750. When on one of my adventures (more next month) I always travel by **Morgan** Plus 8 and here at the shop there are two to pick from. 1978 **Morgan** Plus 8, nut brown with off white leather interior, matching tonneau cover, hood and sidescreens, luggage rack. £7,500. The other **Morgan** Plus 8 is a 1977 in signal red with black leather interior. 21,000 miles, luggage rack and tonneau cover. £7,250. If you already have a **Morgan**, has your son? If not and he has little legs I also have the **Morgan** pedal car fitted with working horn and lights all for the sum of £215 plus the dreaded VAT. Above all this but still not a **Morgan** owner perhaps he would enjoy one of the books or better still a **Morgan** T shirt to impress his girlfriend or slop beer down at a club nogging and natter. **Morgan** 4/4 2 seater 1979 signal red. Black leather interior, 18,000 miles, steel wheels, luggage rack one owner £6,750. Last but not least is a 1980 **Morgan** 4/4 2 seater in Royal Ivory, wire wheels, black leather interior 7,000 miles and luggage rack. £6,950. Next month is the start of a **Morgan** adventure.

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FOR SALE—continued

1977 S-REG. 911 Lux coupe, certified 23,000, white, black look, Lobster red interior, P.C.G.B. member, unmarked and immaculate £10,950. Reigate (Surrey) 49189. (70953

ESCORT RS2000 custom, 1980, signal red, stereo, immaculate. £4,600. Tel: St. Albans 62222, Hoddesdon 63743. (70954

TRIUMPH TR6, collector's dream, only 21,000 miles, having spent most of its time under dust sheets in a heated garage. One lady owner from new. Offered now in 'as new' condition, open to any inspection, outstanding showpiece, cheaper than any other offered in this age and condition. (Aug. 1974, N-Reg). £3,500. Tel: Marnhead (Devon) 637. (70955

PACKARD, MODEL 115, six cylinder, staff car, as used by American forces up to and into the war period, 1937 model, just had major engine overhaul and much work completed to pass M.o.T. test. Very pleasant to drive being the smallest Packard built, practical and reasonably economical for the American car enthusiast. £2,000. Tel: Marnhead (Devon) 637. (70956

JENSEN 541, 1955, reg No. PWF 541, recent M.o.T., good original condition. £2,700 o.n.o. Tel: Nottingham 606528 after 5.30 p.m. (70957

JAGUAR XK150 3.8S DHC, 1960, good mechanical condition, new front and rear wings. New hood, battery, carpets, stainless exhaust, M.o.T. Oct. 81. £5,750 Ludlow 3076 (evenings). (70958

1978 SAAB 99 Turbo 3 door, immaculate condition, covered by 18 months Saabcare warranty, offers or p.x. interesting large car. Tel: Macclesfield 26828. (70962

LYNX D-TYPE Replica. 300 miles only, long-nose model with full width screen. Ecurie Ecosse blue metallic with leather trim, constructed to very high standard by professional racing mechanics. £22,500 or 1963 E-Type 3.8 Roadster opalescent blue, CWW factory hard-top. Reg No. 38 XKE. £14,750. Tel: Hertford 50197 office; 54369 eves. (70963

JAGUAR E-TYPE Roadster, 4.2, 1970, genuine 38,000 miles, gleaming midnight blue coachwork unmarked interior, history near concours. £7,500. Tel: 01-504 2064. (70964

MGC 1968 Roadster, blue, chrome wires, excellent bodywork, near concours, owned nine years. £2,450. Tel: Gloucester 417079. (70966

MGA ROADSTER 1960. Chariot red, all steel, superb order, long M.o.T., no time wasters. £1,800. Tel: 051-546 0329 or 051-548 5929. (70965

ALFASUD SPRINT, June 1978, sunroof, alloy wheels, stereo, new tyres, exhaust. £2,250. Tel.: 01-864 8224. (71114

TRIUMPH SPITFIRE, 1978, S-Reg., white, radio, soft top, 30,000 miles. £2,250 o.n.o. Tel.: Upton Bishop 255. (71108

PORSCHE CARRERA RS Touring, 1973, light green, sunroof, superb condition with service history, lhd. £7,750. Tel.: 01-998 9229 or 05827 3703. (71096

DAIMLER LIMOUSINE. 1952 DH27 model, taxed and tested, rare model, only a few produced to commemorate the Queen's Coronation. £2,000 o.n.o. Tel.: 0429 74101. (71099

BENTLEY S2, 1961, black coachwork, tan leather, taxed, 10 months M.o.T., exceptional condition. Drives superbly. £4,250. Tel.: (0480) 66638 (Cambridgeshire). (71100

E-TYPE JAGUAR FHC, 1962, carmen red, needs some restoration work. £950 o.n.o. Tel.: 021 476 4148. (71103

FOR SALE—continued

DATSUN 280Z, 1979, metallic blue, radio/cassette, alloy wheels, 5-speed box, 21,000 miles, excellent condition throughout. £3,970 o.n.o. Tel.: Frome 5580. (71102

DAIMLER V8 2½, 1967, auto., silver grey, two owners, 77,000 miles, exchange engine at 58,000 miles, full service history, long M.o.T., much regretted sale. £485. Write: Crowhurst, 156 Elmer Road, Bognor, Sussex. (71104

TRIUMPH TR6, 1972, white, with overdrive, low mileage, beautiful condition throughout. £1,595 o.n.o. Tel.: 0352-710840. Mr. Robert Davies. (71106

TR7, 5-speed, 1978, sunroof, white, red tartan trim, 22,000 miles. £2,995. Tel.: Bristol 22765 evenings. (71109

TRIUMPH GT6 MK. III, May 1973L, resprayed French blue, overdrive, TRW, new M.o.T., tyres, cills, o.p. 75lbs, just serviced. £1,465. Tel.: Warwick 640683. (71111

DAIMLER CONQUEST, 1953, much mechanical work done, in dry storage. £250. Tel.: Oxford 736293 (evenings). (71112

BMW 2002Tii, 1974, one owner from new, absolutely immaculate throughout, 50,000 miles only, extensive work last year included new twin headlight front end with integral air dam and BMW flared wheel arches, complete respray and anti-rustproofing, retrimmed interior and new Pioneer quadrophonic sound system. Superb car, both fast and economical, which must be seen to be fully appreciated. A genuine bargain at only £2,350. Tel.: 0451 20902. (71113

ASTON MARTIN V8, 1974 (carburettors), manual, original Cambridge blue, red leather, new tyres, clutch, two owners, excellent condition. £5,995. Tel.: 01-864 8224. (71114

BRISTOL 411 Mk. II, Automatic, power steering, electric windows, Minilite wheels, long range fuel tank, expensive stereo. Dark blue with grey leather interior. £4,450 o.n.o. Part exchange considered. Tim Frost, Abbotswood, Belbins, Romsey. Tel.: Romsey 513237. (71115

TRIUMPH TR2, 1954, long door, hardtop, wire wheels, extensively renovated but requires trimming. £1,950 to include a load of spares. Part exchange considered. Tim Frost, Abbotswood, Belbins, Romsey. Tel.: Romsey 513237. (71115

JAGUAR MK. KK, 1960, 2.4, manual/overdrive, dark blue/grey, two owners, 65,000 miles, outstanding with five concours prizes. £2,500. Tel.: Ripley (Surrey) 3012 or 01-979 4939 evenings/weekends. (71119

ASTON MARTIN, 1968, olive green, excellent original condition, two owners from new, beautiful car, M.o.T., taxed. £4,250. Tel.: Sevenoaks 54496. (71121

MK.2 3.4, 1965, wire wheels, auto, engine seized 1973, stored since, needs attention. £275. Mk. 10 1966, gearbox faulty, unused one year, suitable spares/restoration. £120. Tel.: Earldoms 373 or 01-853 3869. (71122

1275 GT MINI, 1978, metallic bronze, 21,900 miles, lady owner, one year's M.o.T. and 10 months warranty. Large sunroof, new battery, Denovo tyres, recent full service. Immaculate. £1,995. Tel.: Leeds (0532) 605607. (71123

RELIANT SCIMITAR GTE, 1977, 20,000 miles, automatic, power steering, Wolfrace wheels, tinted electric windows, radio/tape player, electric aerial, white with blue upholstery, beautiful example. £4,250. Tel.: Milnthorpe 3256 (Cumbria). (71124

MG Y TYPE SALOON, 1951, basically sound engine rebuild, Reg. No. HOW 131. Tel.: 0524 781 215. (71125

FOR SALE—continued

CAPRI 3.0S, March 1979, 8,600 miles, magnificent throughout, metallic blue. £3,900. Tel.: Runcorn (Cheshire) 68196. (71126

FORD CAPRI 2000S, Black, 1980 model, one owner, 12,000 miles, meticulously maintained in showroom condition, numerous extras, extended Ford warranty, private sale. £4,500. Tel.: Swanage 2265. (71127

JAGUAR WORKS Lightweight E-Type, 1964, probably best example in the world, 8,500 miles only, 2,000 miles since complete rebuild at Jaguar works. Number 8 of the series undamaged. Full history including factory build sheets, etc. Concours winner, unused last six years, genuine spares available, very substantial offers required. Box No. 6460. (71129

MORGAN 4/4, 1975, very smart, signal red, 2-seater, one owner, 25,000 miles, stainless steel exhaust, wire wheels, leather bonnet strap, first class investment. Bargain at £4,750. Tel.: Nottingham 231592. (71130

COOPER T50 Formula Junior. Complete restoration from chassis up, demon BMC engine, Seldon Racing Services. Tel.: 0483-70245 day, Frensham 2261 evenings. (71131

BENTLEY T-REG AUPIL, December 1967, beautiful condition, new M.o.T., sand gold. £6,500 o.n.o. May part exchange. Tel.: 0495 370578. (71134

MORGAN 4/4, 2-seater, 1958 but nominal mileage only since complete rebuild. New bodywork, wings, panels, electrics, unused last 18 months. MSCC member. £3,600 o.n.o. Tel.: 061-748 4226. (71133

TOYOTA CELICA GT LIFTBACK, 1978T, 2-litre twin cam, red with black interior, 5-speed, lsd, 26,000 miles, one owner, regularly serviced, 115 mph, up to 30 mpg. HP possible. £3,100. R. Stevenson. Tel.: Newton 27158 (office) 27578 (home). (71136

MG MIDGET, 1963, absolutely superb and completely original and unrestored, never used in winter. 11,000 miles in last 11 years. £1,500. Tel.: Telford 604279 (evenings). (71137

INTERESTING PAIR OF VETERANS, 1903 Waverley Electric, delightful 2-seater fully restored. £12,000. c1907 International High Wheeler, very unusual quaint farm-yard type truck. Good original order. £7,000. Tel.: 01-385 2058 (exchange considered cash adjustment). (71135

BENTLEY S3, 1962, electric windows, mechanically sound, as is interior and woodwork. Some paintwork required. Offers around £4,500. Tel: 01-402 3214. (71021

MGB GT 1967, ideal for Continental Europe, left-hand drive, fine condition, only 85,000 miles, overdrive, wire wheels, undersealed, radio, M.o.T., new family addition forces sale; £1,050 o.n.o. Tel: 01-831 7130 ext. 354 day or Rainham (04027) 59897 after 7 p.m. (71138

MASERATI GHIBLI 1970, superb collectors car, silver with black leather interior, exceptionally low mileage and maintained to the highest standard throughout, offers around £7,500. Tel: (Redbourn) 058-285 3322. (71142

MG BGT V8, M-Reg., Damask red, new XAS tyres, lumenition ign. £2,750. Peter Rose, Peterborough 71321 day/242924. (71143

1976 SCIMITAR GTE, Ivory/tan interior, Wolfrace wheels, overdrive, immaculate, radio/cassette, elec windows, £3,500. Tel: Stevenage 54780. (71144

1928 SUNBEAM 20.9, 4 seat open tourer body, recently completly rebuilt and very little used since. Offers invited Ashington (0903) 892 839. (71149

1948 TRIUMPH 1800 Saloon, £570 o.n.o. Tel: Bolton 492585. (71151

FOR SALE—continued

TVR TUSCAN Metallic blue gold, £700 spent in last year ends, valves etc. Long M.o.T., overdrive, only 101 of these made and this is a good one. £1,500 o.n.o. Tel: Peterborough 74369. (71148

MG ZB MAGNETTE 1958, 1 owner, 32,000, 10 months M.o.T., taxed April, body requires attention. £60C o.n.o. Tel Hassocks (07918) 3815. (71147

PORSCHE 911E Targa, 1973, 62,000 miles, history, white with leather seats, tinted windows, excellent Michelins. £4,850. Further details. Tel: Sherwood 045-282 3301 work. Bromsgrove 32494 home. (71146

PORSCHE 912, lightweight Carrera style bodywork in white with Porsche side lettering. Electric sunroof, Blaupunkt. Much work done in mechanical and body restoration, reliable, economical and most impressive, new M.o.T./tax. £2,550. Tel: Sunbury on Thames 86819. (71152

AUDI 80 G.T.E. R-Reg. Bosch Jetronic Fuel Injection. Recaro seats, alloy wheels, radio/tape player, high performance with 30-40 m.p.g. £1,850 o.n.o. Tel: Southampton 769416. (71153

JAGUAR XJ6 4.2 Auto 1978, S-Reg, electric windows, PAS, stereo radio cassette, sunroof, Ziebart rustproofed, directors car genuine enquires only. £5,500 o.n.o. Tel: 0782 (Stoke) 503917. 0782 271098 office. (71154

COMMER SINGLE car Transporter (30 cwt) petrol, takes Granada estate. £900 o.n.o. Tel: 0782 (Stoke) 503917 evenings. 0781 271098 office. (71154

1924 AUSTIN 7 'Chummy' excellent condition all round. Offers invited. Simons Chippenham 50279. (71156

PORSCHE 911S, Reg No. 911 CTR, first registered 1-8-72. Carerra front and rear spoilers, white with Porsche side-lettering, tinted sunroof and electric windows, cassette player, usual S extras, recent complete overhaul, looks and drives like much later model. £4,500. Tel: Nottingham 301571. (71157

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MGB GT 1975, overdrive, Damask red, 59,000 miles, taxed, 12 months M.o.T., radio, wire wheels. £2,100 o.n.o. Tel: Bingham 38974. (71159

MGB GT 1975, P, Jubilee edition, 31,200 miles, £2,800. Tel: 01-878 5683 eves. (71160

1951 BENTLEY Mk. 6, 4½ saloon, grey, maroon interior, new tax and M.O.T. £2,800. Tel: Brentwood (0277) 221600 evenings, weekends. (71161

FERRARI DINO 246 Spyder, L-Reg, red/black trim, 41,000 miles, superb condition, M.o.T. October 1981, £9,650 o.n.o. Tel: Southampton 735169 or 20182. (71150

E-TYPE 2+2, 1969. Aston Met. green. Reg. no. HAV 4.2. Well worth seeing. £4,200 o.n.o. Tel: Barnsley 81948 (day) 5736 (evenings). (71049

FIAT 124 Sports Spyder Convertible 2+2. 1972. Extremely rare, beautiful. 1600 twin-cam, 5-speed. £1,250 o.n.o. Tel: (0491) 36390 (Oxfordshire). (71050

LOTUS CORTINA Mk. 1. 1965. Fabulous throughout, good solid car, new Kleber tyres. No. 1 registration. Taxed and tested. £1,500 o.n.o. Tel: Warrington 66069 (evenings). (71051

PORSCHE 911, 2.7, 1976. Black, LHD, approx. 3,500, perfect mechanics and bodywork, many extras. Beautiful car, all black, no chrome. £7,500. Tel: Black Mountain 3178. (71043

MORGAN 4/4 2-seater, 1974. Red. Excellent condition, one owner. Offers around £5,000. Tel: 01-624 4921. (71045

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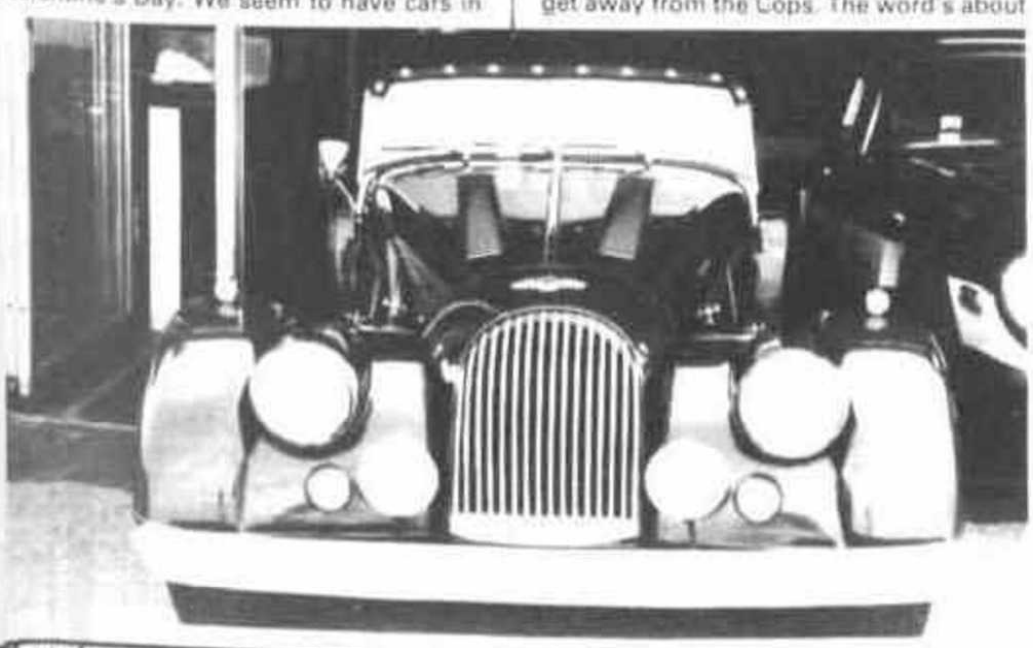
Welcome to the St. Valentine's Day massacre of our advertisement! This has been written in a more than usual rush due to the fact that having lost our 'trusties' in the toolroom (Vernon and Rob) we are a little shorthanded — this you can take as a plea for some new Workshop staff, so if there is anybody out there who fancies working in our sort of Nuthouse please contact us (we've tried training **Nysha** and **Jason** to use spanners, but **Jason** keeps wanting you to throw them for him and **Nysha** still thinks a rocker cover is a Teddy Boy's jacket). The panic was increased by the fact that on the day **Chris** should have been assisting with the advert he just dropped everything and shot off to Liverpool to buy an immaculate **1979 Morgan 4/4 2-seater, metallic silver body with metallic green wings** (a very tasteful



Rolls-Royce colour scheme) chrome wire wheels, reclining seats, stone leather trim, 6,000 miles, perfect in every way. From not quite so far afield comes a **1980 W, Morgan 4/4 2-seater, canary yellow,** wire wheels, black leather, reclining seats, triple wipers, 216 miles only, registered in November, the same month as our **1980 W, Morgan 4/4 2-seater, Royal Ivory,** wire wheels, red leather, 2,500 miles, its somewhat longer delivery mileage accounted for by the fact it came to us via Yorkshire! The next car we know well, having sold it before, is a **1978 S, Morgan 4/4 2-seater, signal red,** wire wheels, 9,000 very genuine miles, fitted with headlight guards, exceptional condition — instead of sending your loved one a bunch of red roses, send them this lovely red Morgan! Thus illustrating the inflated cost of Valentine's Day. We seem to have cars in pairs this month since the next car is a **1978 S, Morgan 4/4 2-seter, Royal Ivory,** red leather, chrome wire wheels, roll over bar, this is our longest travelled resident, as it came to us from the wilds of Bonny Scotland. A car with a chequered history is the **1975 Morgan 4/4 2-seater, black,** bucket seats, this car was once blue and when it was new in 1975 won the British Production Sports Car Championship for this garage, since then it has been converted to road use and has given much fun and enjoyment to two private owners in its more standard form, showing no trace of its racing history. Definitely not raced or rallied is the **1974 December, Morgan 4/4 2-seater, signal red,** wire wheels, bucket seats, two owners from new and lowish mileage, a bit of Staffordshire pottery that you won't find under your bed! If, like **Al Capone,** you need something with plenty of room for your Violin case then you would require a four-seater **Morgan.** Choose from this selection: **1980 W, Morgan 4/4 4-seater, signal red,** wire wheels, reclining seats, black leather trim, luggage rack, door handles, rustproofing, guaranteed no bullet holes. **1980 W, Morgan 4/4 4-seater, deep Brunswick green,** 218 miles, absolutely standard, not an extra in sight. **1979 V Morgan 4/4 4-seater, Canary Yellow,** wire wheels, black leather trim, reclining seats, one owner from new, 3,000 miles, definitely worth putting somebody against a wall and shooting them for! **1978 Morgan 4/4 4-seater, Royal Ivory,** wire wheels, reclining seats, 20,000 miles, just the sort of car to be seen dead in! **Bugsy Malone** would have loved our **1956 Morgan +4, Diamond White,** TR3 engine, tonneau cover, veteran of many raids. If you need a bit of muscle then our selection of +8's should suit. A **1976R, Morgan +8, silver,** blue trim, Michelin WX tyres, mahogany dashboard, late type alloy bumpers, a very 'smart' getaway car. **1977S, Morgan +8, yellow,** alloy body, luggage rack, how about making us an offer we can't refuse. **1978T Morgan +8 black,** stone leather, roll over bar, Group 1 engine for when you are really in a hurry to get away from the Cops. The word's about that there could be a blackmarket Morgan +8 available, please contact **Baby Face Alford,** or **Scar Face Davies** and say that **Moriaty** sent you! The length of the **Morgan** waiting list is now equivalent to a long stretch in the pen. Not so however, for the new **TVR's,** although the demand for the terrific **Tasmin** is high (we took four orders in December — our quiet time). We have a choice of two **Convertible Tasmins** in stock, **Dark Blue** and **Charcoal.** A **black Tasmin** fixed head and a **Maroon Tasmin 2+2.** A car ordered to your choice of specification would be two to three months. **NEW/OLD TVR's** — we are down to our last two new old model **TVR's,** a **3000S Convertible** in **Silver** and a **Taimar** in **white,** this must be pretty near the only two left in captivity, and could one day be considered collector's items. While on the subject of old model **TVR's,** at the beginning of December we had four



secondhand **3000S Convertible TVR's** in stock and now we have sold out, so we are very keen to buy immaculate low mileage examples of this rare car (only 125 right hand drive were built) — strictly legit, not hot, of course! Our stock of secondhand **TVR's** includes the most beautiful **1980 TVR Taimar, gold,** brown modelband, moon top, radio cassette, 1,800 miles totally unmarked, proving that all that glitters is gold — worth committing a crime for. **1980 TVR Taimar, black,** charcol modelband, sunroof, radio cassette, one owner, 6,000 miles, plenty of room on the parcel shelf for your matching Homburg. **1978 T TVR Taimar, brown,** neutral modelband, electric window, radio, room in the back for a spare concrete overcoat. **1977 S TVR Taimar, white,** brown modelband, sunroof, Wolfrace wheels, 34,000 miles, radio, ideal for someone with a brown pinstripe suit, preferably double breasted to hide the bulge! There are two cars which we have in stock which we would like to give the "concrete boot" to, both purchased by **Baby Face Alford** in bouts of optimism and have taken root here — **1977S TVR 3000M silver,** charcoal modelband, overdrive, radio, sunroof, was high mileage when taken in but is now low, **1975P TVR 1600M, yellow,** black vinyl roof, radio, any reasonable offer accepted. Definitely not in this category is the **1977 TVR Turbo, British Racing green,** brown vinyl roof, sunroof, radio cassette, only for the brave. Still for sale is the ex-**Chris Meek** production Sports Championship winner, **1978** registered **1600M TVR,** patriotic livery (this means it looks like a Union Jack) perfectly street legal, so long as you don't mind stopping every few minutes due to four gallon racing fuel tank. Be a hero for only £1,995. Moving right along it is time to mention our **Arkley** kits and we would draw your attention to the photograph at the bottom of the page, which is of the **Arkley** sponsored by ourselves and hill climbed with great success by **Richard Edgar.** Well done, lad! We have a reasonable stock of **Arkley kits** but no secondhand **Arkley's** for sale at the moment, a situation we are hoping to rectify. While on the subject of kit cars you may remember last month that we mentioned that we were thinking of becoming agents for **Midas** and although this has not been finalised we are all here sold on the car, the standard of finish is exceptional and the car to drive is more fun than Prohibition was. We are being pestered by **Gangster's Moll Nysha** to have her 'work's' Mini converted. The car can be bought in a variety of kits starting at about **£2,000** and will accept any variation of Mini components from 850 to 1275 — watch this space for further details next month. Strangers in the house consist this week of **1978 MG-B red,** radio cassette, two owners 29,000 miles, tonneau cover, labradors just fit in the back, don't they **Jason? £2,850. 1978 T Alfa Romeo GTV Strada,** red, electric sunroof and windows, etc. **£3,250. 1978 T Datsun 260Z silver,** sunroof, radio cassette, one owner, 26,000 miles, **£3,950. 1975 Lotus Europa Special, Olympic blue,** alloy wheels, **£3,750.** We would like it known that we have a selection of **Morgan** books for sale, **Morgan, More Morgan** and **Morgan Sweeps the Board,** price on application and in case you are worried by the menacing tone of our advertisement do not worry as our local Vicar, **Rev. Michael Webb,** has just this minute popped in to save our souls — we gave him all of them. He went away with a sub-machine gun tucked under his arm — Church attendances should go up this month if nothing else! **"Here's looking at you, blue eyes".**





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Other Specifications/Colours available for early delivery

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1979 ESPRIT S2. Metallic Silver/Red leather interior, radio/stereo, one owner. £8,995

1979 ESPRIT S2. Commemorative model. Black Gold/Black Gold interior, stereo, one owner, 4,900 recorded miles. £9,995

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GTC. Overdrive. Champagne	prices from	£12,490
GTC. Automatic. Panama with hard top	prices from	£12,490

USED

1974 GTE AUTOMATIC. Ivory Beige/Black leather interior, electric windows, tinted glass, spot lamps. £2,495

1978 GTE AUTOMATIC. White/Tan cloth interior, power steering, alloy wheels, tinted glass, electric windows, head restraints, radio. £4,995

1978 GTE OVERDRIVE. White/Tan cloth interior, radio, tinted glass, power steering, electric windows/aerial, one owner, low mileage. £5,295

1980 GTC AUTOMATIC. Our first new convertible model that we have run since new, Carmen Red/Black cloth interior, power steering, electric windows, alloy wheels, stereo. A saving of approximately £2,500 on new price for this specification. £8,995

1980 GTE OVERDRIVE. Mulberry/Tan leather interior, power steering, alloy wheels, tinted glass, stereo, elec. windows. £8,995

Morgan Main Agents

The waiting list for Morgans is rather long. Please contact us for further details.

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1977 BMW 633 CSi COUPE. Metallic Green, power steering, stereo, Recaro seats, special BMW number plate. £7,795

1979 MG-B GT. White, sunroof, stereo. £4,495

TVR

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The new year is now firmly established (most people have stopped writing the wrong date on cheques etc.) and thanks to our Maggie we are all a bit slimmer, some of us are a bit fitter and some departed unfortunates are well and truly Thatchered! However, Maggie's minions tell us that all will be well shortly, so with Spring on the way we'll believe her (or emigrate!) and we offer you a good range of entertaining motor cars that will sharpen up even the most jaded of palates!!

TVR TASMIN. Star of the show, Italian red, refined, refreshing AND rustproof! **£12,800**

RELIANT SCIMITAR GTE. Powder blue, manual with o/drive, a beauty. Reg. 1976 **£3,995**

ASTON MARTIN DB6 Mk. II Vantage 1971, 46,000 miles. Manual 5 speed, BRG. Triple twin choke Webers. One of 29 Vantage Mk. II's manufactured. As new. **POA**

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PORSCHE 911 TARGA Dec. 1976. Full service history, low mileage, white. 1977 Series. **£9,700**

JAGUAR E-TYPE 2+2 1971. Beautiful, beautiful 'E' type in powder blue. Thoroughly exceptional. **£5,900**

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RELIANT SCIMITAR GTE 1975. SE5 model, white, sunroof, manual with overdrive. Very good indeed and no corrosion! **£2,750**

TVR 1600M 1975 (Nov.). Chocolate brown, tan vinyl roof, tan interior, 52,000 miles. **£2,850**

TVR 3000M 1973. Yellow, lots of history, very fast, hairy sportscar **£2,500**

JENSEN INTERCEPTOR 1973 M-Reg. Series 3. White, spoked alloy wheels, blue leather interior. Superb 7-litre luxury express! **£3,500**

MERCEDES BENZ 280SL ROADSTER. H & S tops, white, 2 owners **£5,500 o.n.o.**

DAIMLER SOVEREIGN 420G 1969. Black, magical motorcar **£2,500**

JAGUAR E-TYPE FHC 4.2-litre 1966. Red, wire wheels **OFFERS**

TRIUMPH SPITFIRE 1977. One owner, 42,000 miles. Sienna **£2,150**

LOTUS SUPER SEVEN SERIES IV. Concours prepared, perfect condition, Cobra wheels **£3,950**

TRIUMPH STAG 1976 (Dec.). H & S tops, auto., 34,000 miles only **£4,250**

TRIUMPH STAG 1976. Emerald green, manual with overdrive **£3,900**

TRIUMPH GT6 1973. Red, 52,000 miles **£1,350**

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FOR SALE—continued

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FERRARI 250GT, 1959. Red. Immaculate. Private sale. £10,000. Comber, Old Paddock Cottage, Clanville, Andover, Hampshire. (71046

V8 TR7, 3500 c.c. (Rover engine). Unique conversion by Costello, chestnut/gold, electric windows, sun roof, different axle, Minilite wheels, larger tyres/disc brakes. American bumpers, 5-speed gears, 19,000 miles. Accepted Tariff insurers. Very fast yet economical. Offers invited over £8,500. Tel: 01-508 8355. (71047

AUSTIN MINI, 1962. Immaculate condition, one elderly lady owner, 22,000 miles, always garaged. Regularly serviced, stored three years, M.o.T. Nov. '81. Morris Minor 1000, 1962. Good condition. Runs well. M.o.T. July '81. Offers. Tel: Jill, Barton-on-the-Heath (060874) 228. (71039

AC ACE-BRISTOL, 1960. Exceptionally original, M.o.T., hard and soft tops, with large selection of spares. Reluctant sale after 14 years. £8,000 o.n.o. Tel: Malmesbury, Wilts. (066 62) 2779. (71040

AUSTIN SEVEN Speedy. Completely restored to original and immaculate condition. Substantial offers invited for rare and attractive car. Tel: Malmesbury, Wilts. (066 62) 2779. (71040

SCIMITAR, 1969. GT 3-litre Coupé. Gold, long M.o.T., tax. Reluctant sale. £1,075 o.n.o. Tel: 021 458 7651. (71041

JAGUAR 4.2 Coupé. 1975 'P' Reg. Maintained regardless of cost by present owner for last 2 years. Dark blue with chrome pressed wheels, 4-speaker stereo. Mint throughout. £3,795. Tel: 021 429 1740 or 021 236 2625. (71042

LANCIA BETA Spyder 2000. 'S' Reg. Pearl white, beige interior, regularly serviced and maintained, all bills. £2,900. Tel: 01-651 1024 or 01 730 8821 (Croydon). (71032

RILEY 9 March 2/4 seat sports tourer, 1933. Rebuilt with red coachwork and black trim. Excellent condition, M.o.T. £6,500. Tel: 061 427 1876 (plus 4). (71033

MG TD, 1951. Sound, original car in good running order. £3,100. Tel: 061 427 1876 (plus 4). (71033

LANCIA 2000 Sedan. 1973 'M' Reg. Also similar model for spares. £850 for the two. Tel: 098 982 205. (71035

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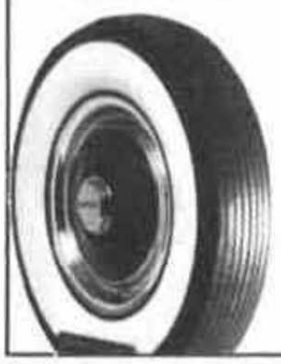
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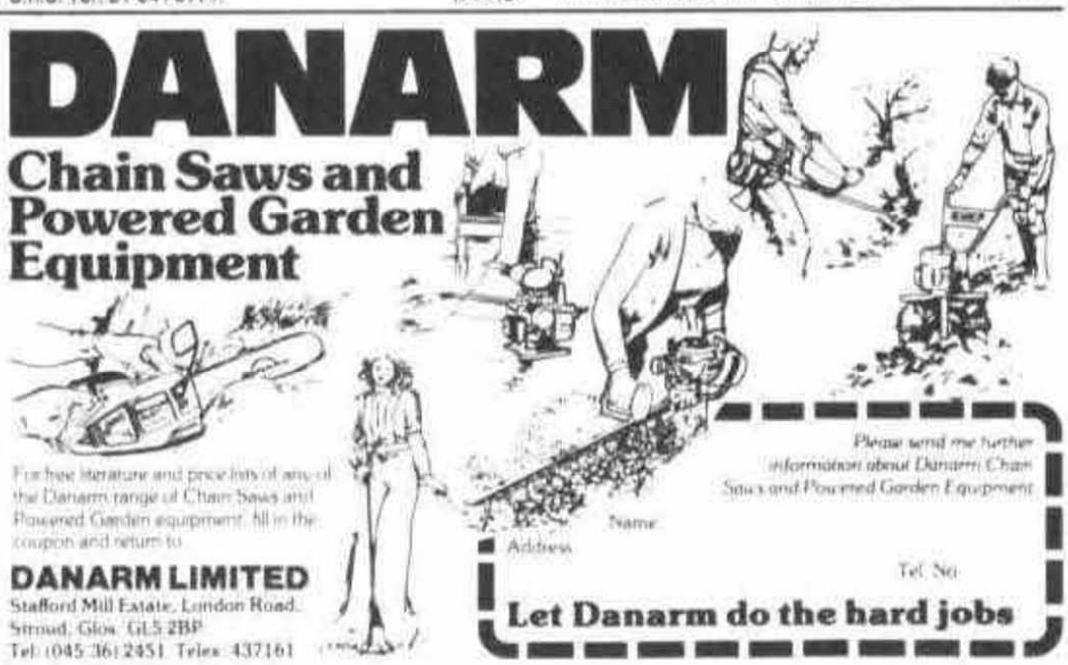
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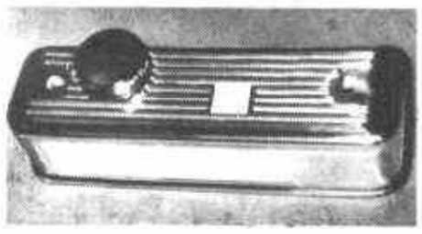
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"Nostalgia" celebrates its 8th Birthday this month with my first venture into single-seater racing-cars, one as part of a unique trio of Lolas; each is highly competitive in its own field, or indeed, for any "concours"/show too! The two very exciting restoration projects I mentioned last month are proceeding well — specific news soon. Finally, an early warning of an **intended trip to California in August** (Shelby Convention/Laguna Seca Historics etc.), for those who would like to get together.

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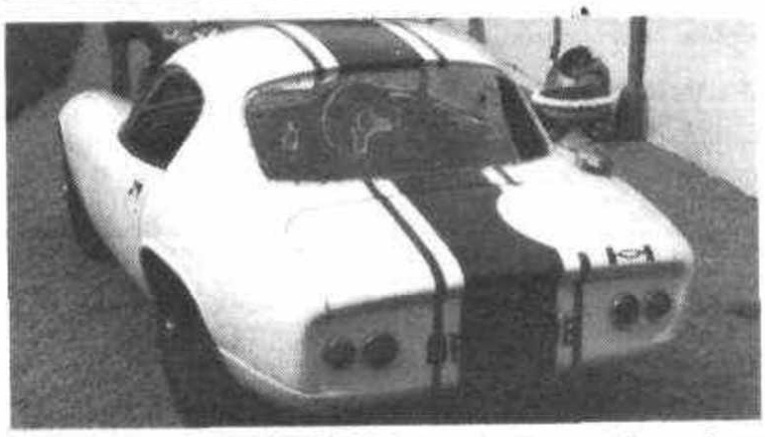
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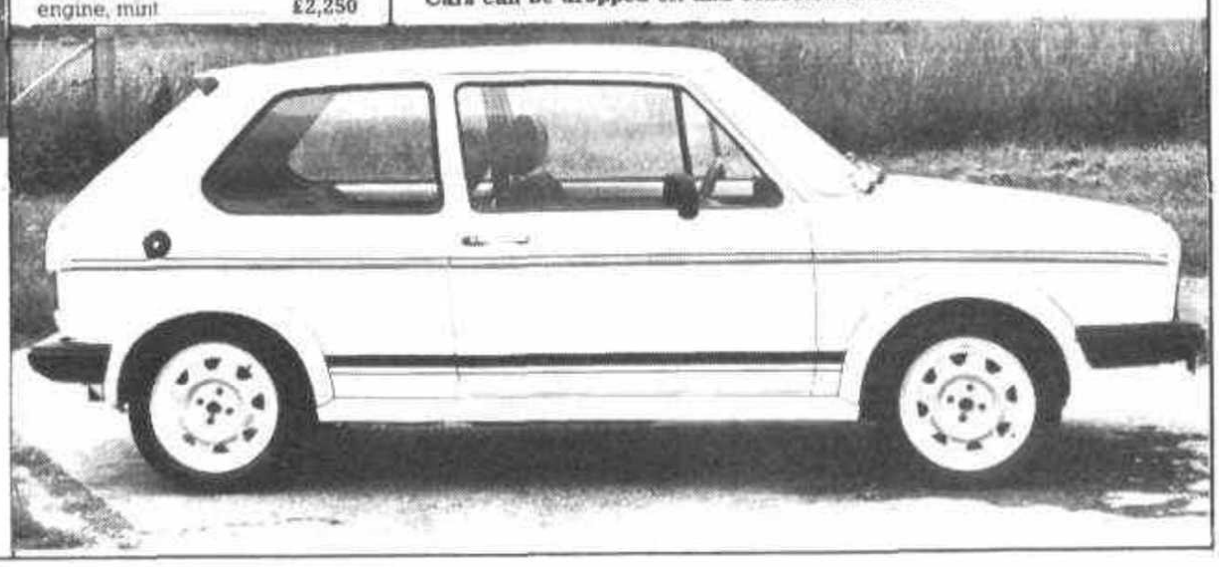
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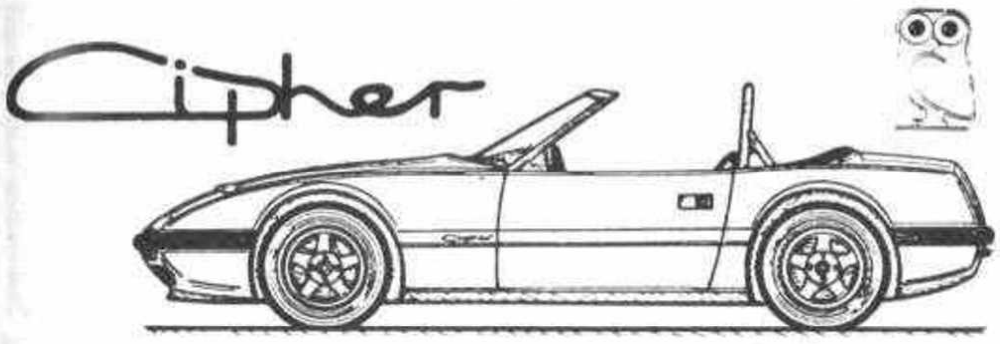
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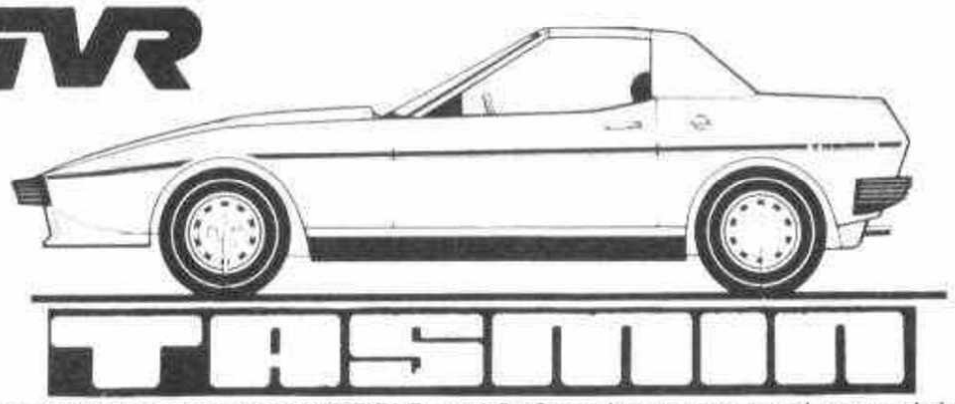
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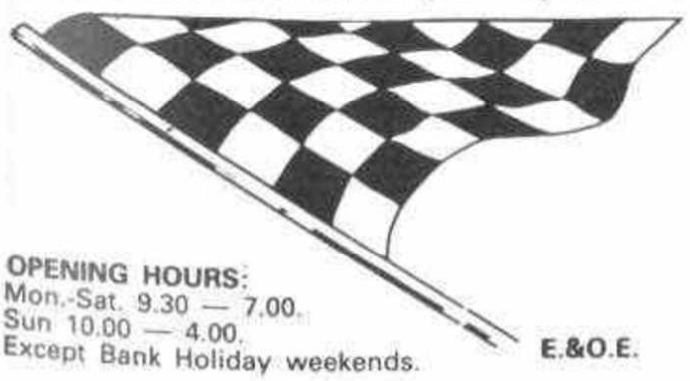
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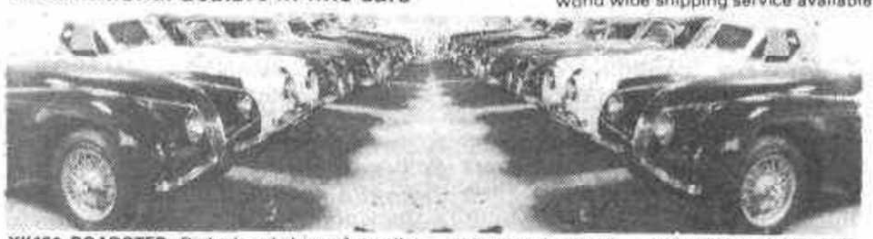
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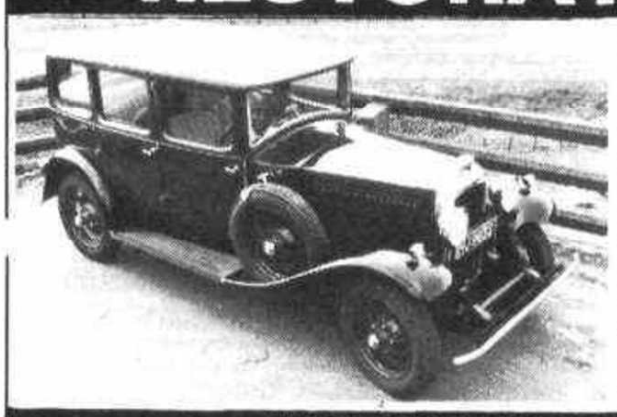
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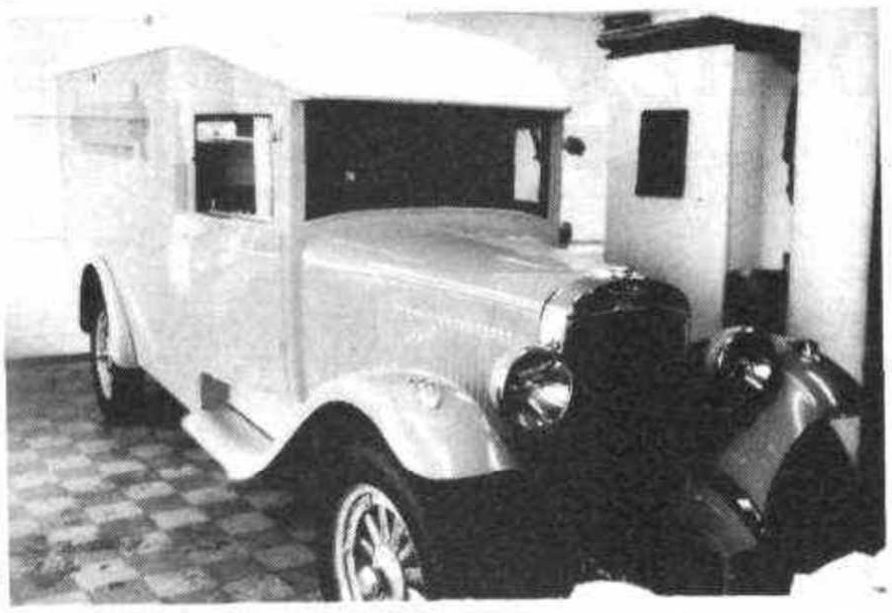
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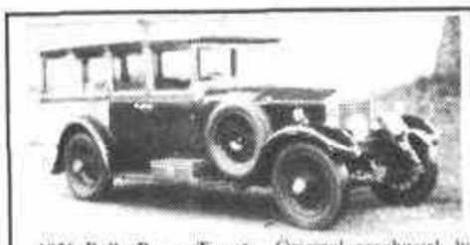
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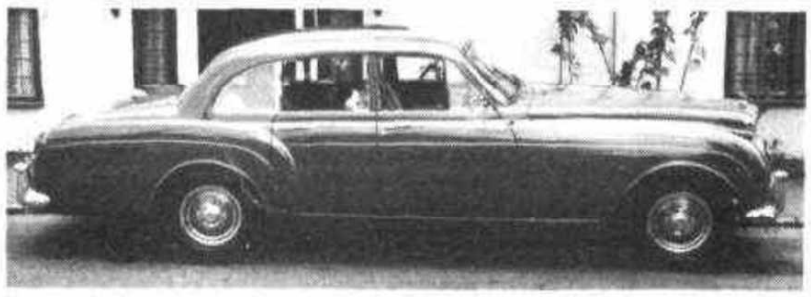
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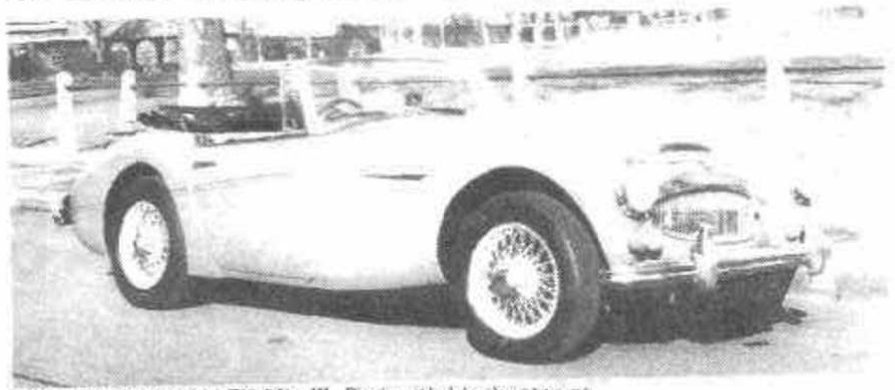
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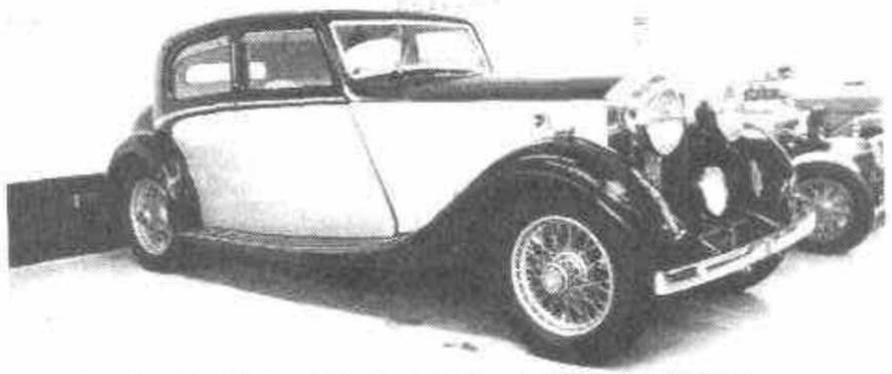
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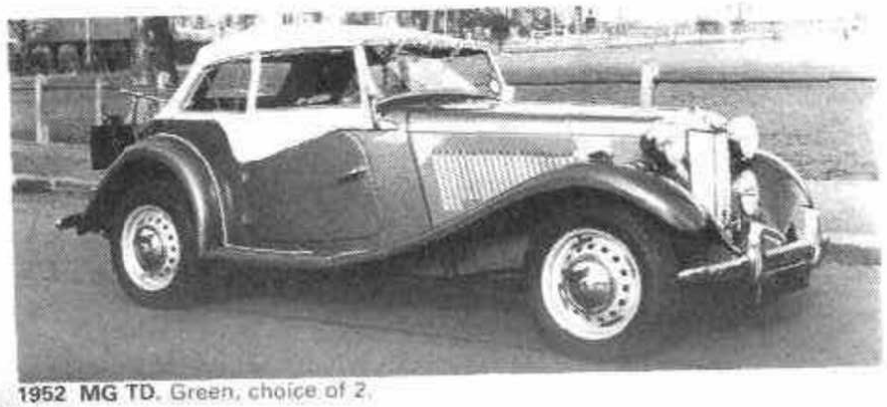
1934 SSI OPEN TOURER. Maroon with black wings.



1965 AUSTIN HEALEY Mk. III. Red with black interior.



1933 ROLLS ROYCE 20/25. SPORTS SALOON. By Thrupp & Maberly



1952 MG TD. Green, choice of 2.

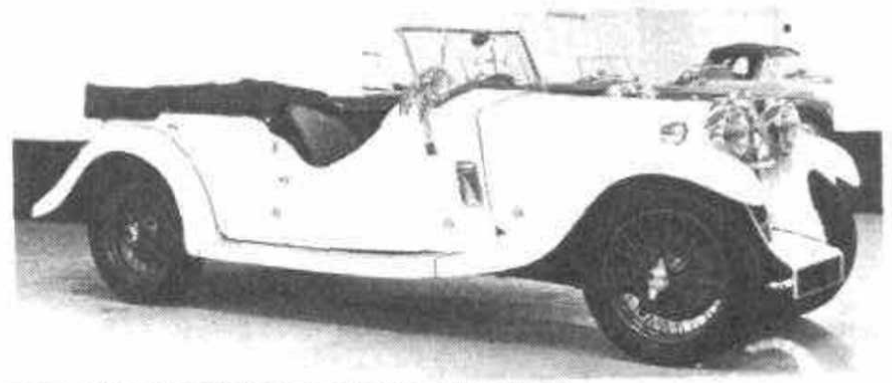
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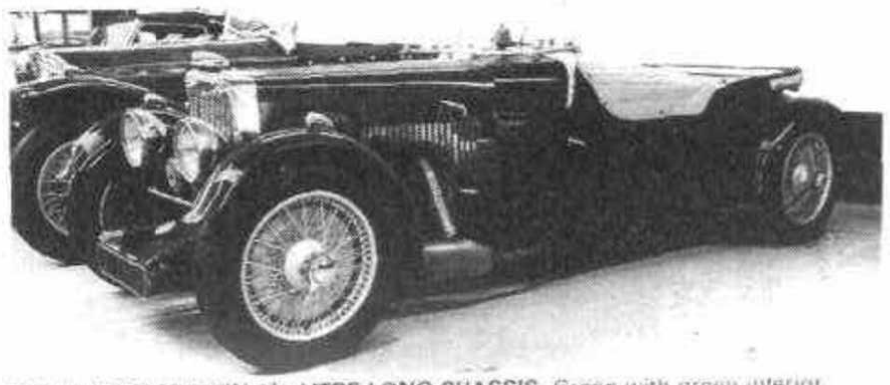
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1931 ALVIS 12/50. OPEN TOURER.



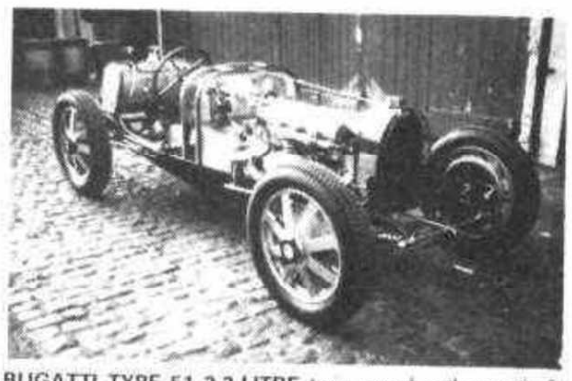
1936 ASTON MARTIN 1½ LITRE LONG CHASSIS. Green with green interior.

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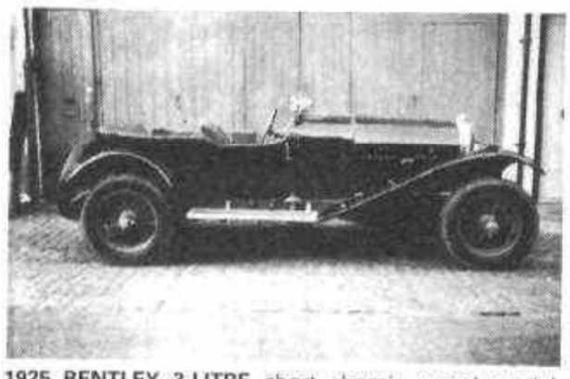
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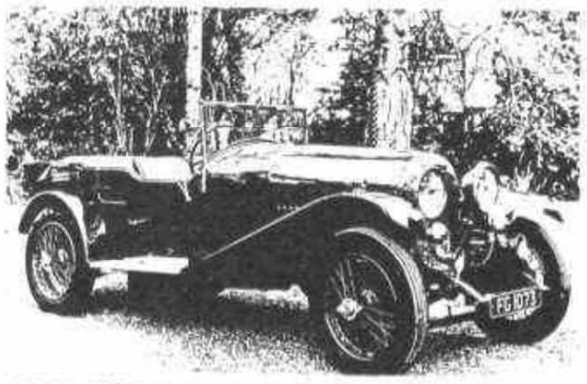
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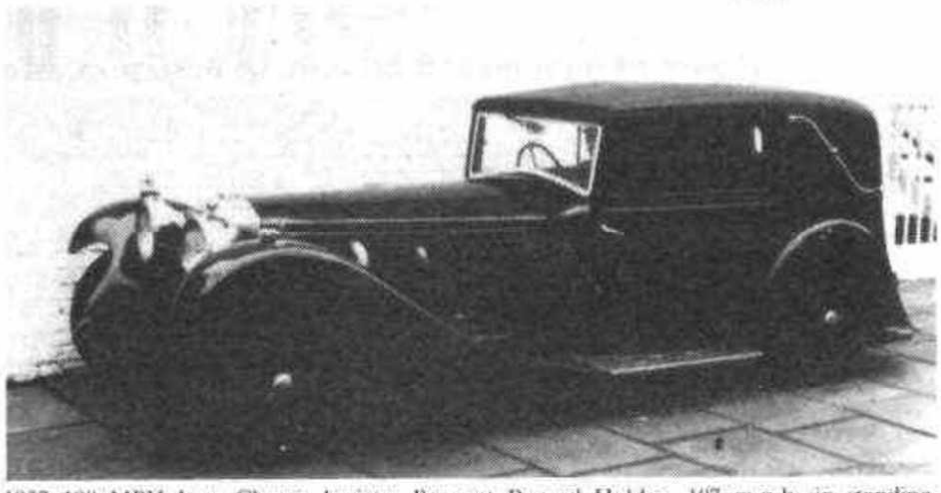
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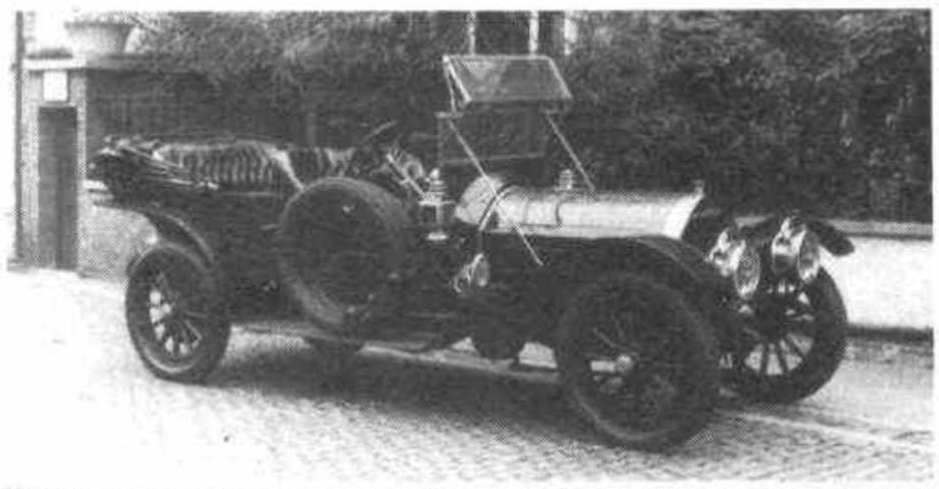
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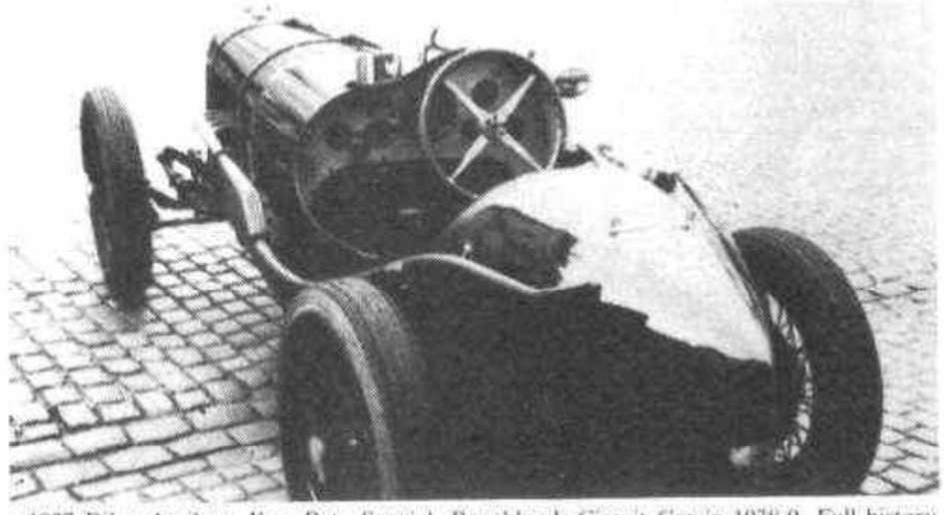
1933 Frazer Nash TT Replica Works Alpine Trials Car, 1933-4 Chassis 2068. Ex-Adrian Thorpe. Illustrated in Frazer Nash by David Thirlby p.118. £17,500.



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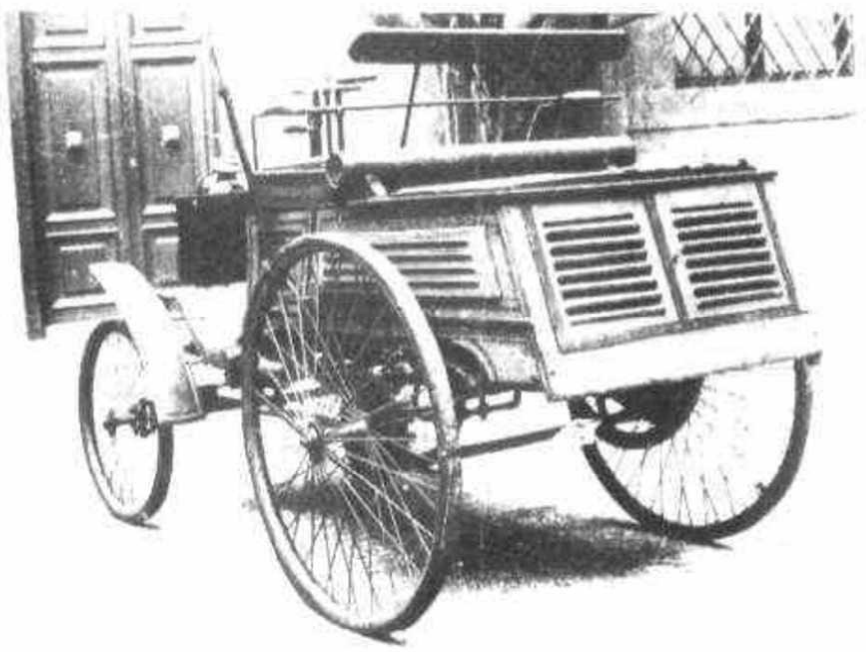
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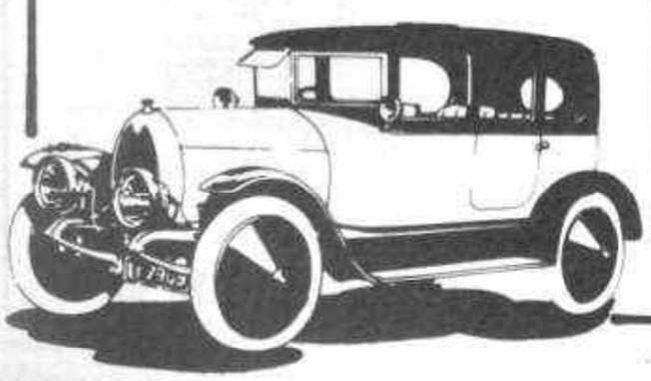
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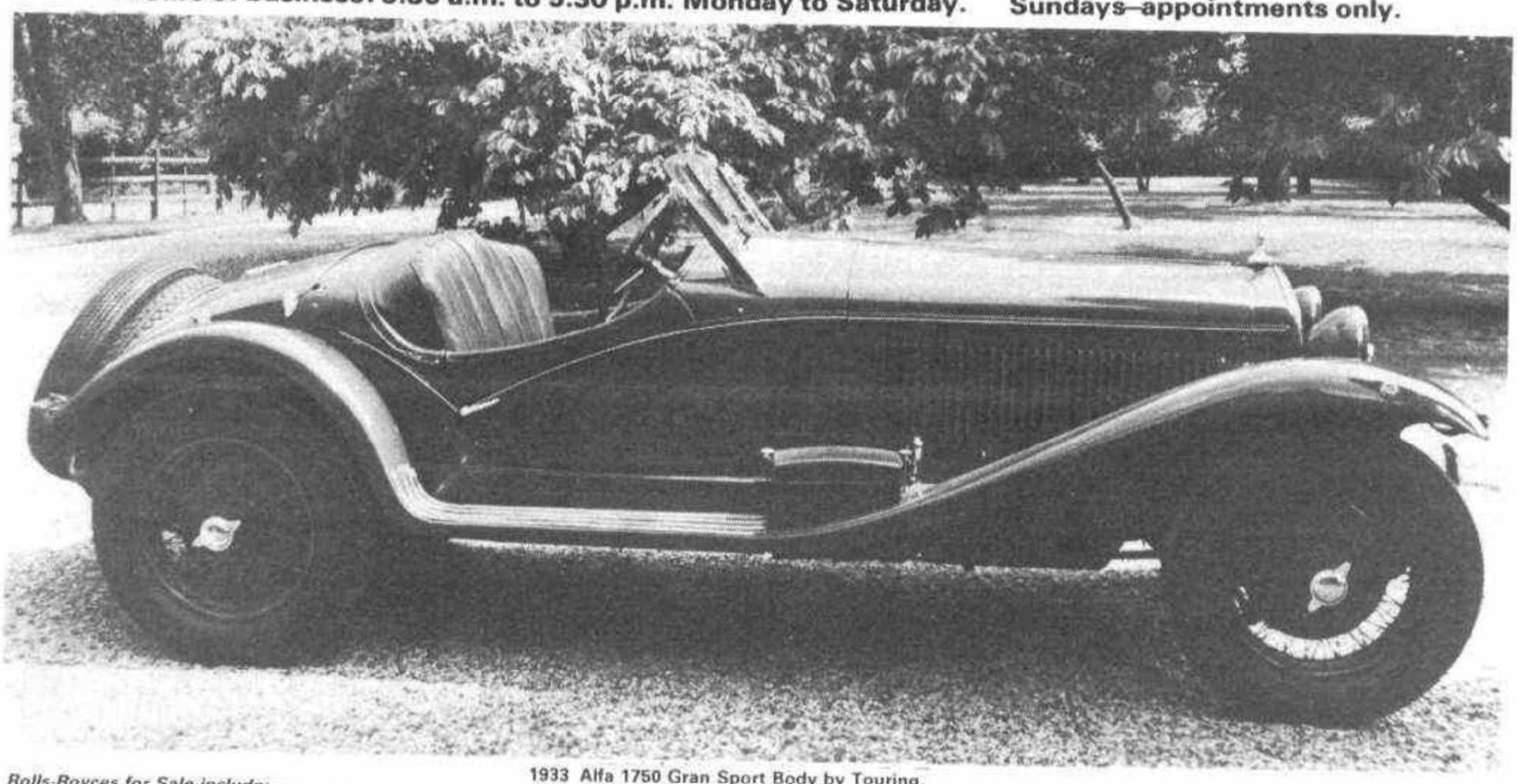
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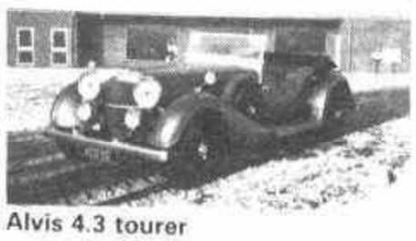


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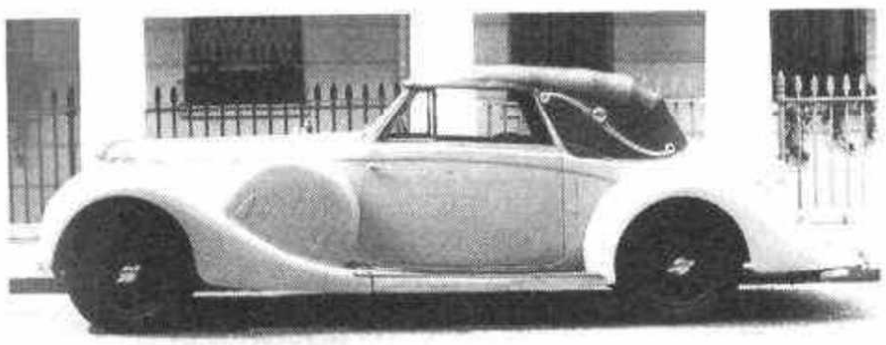
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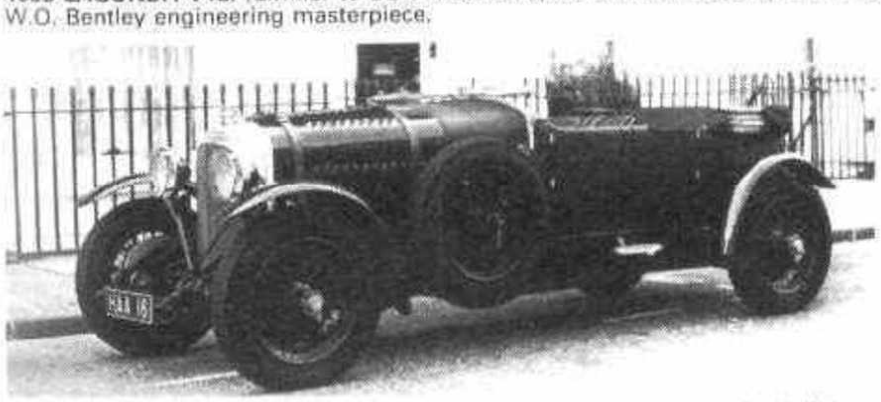
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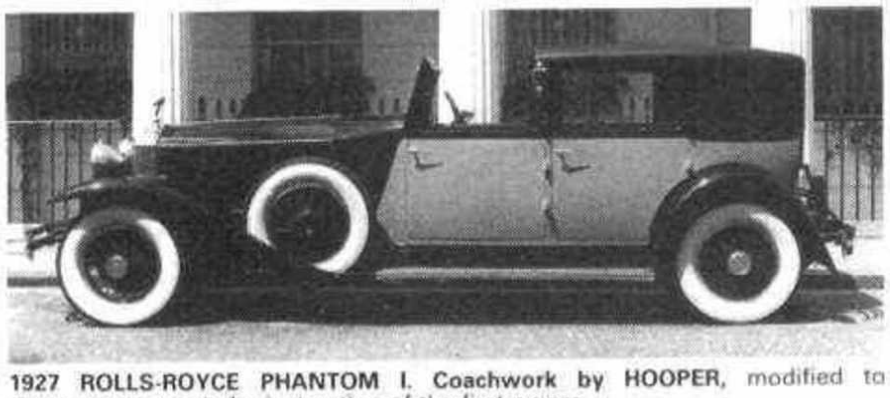
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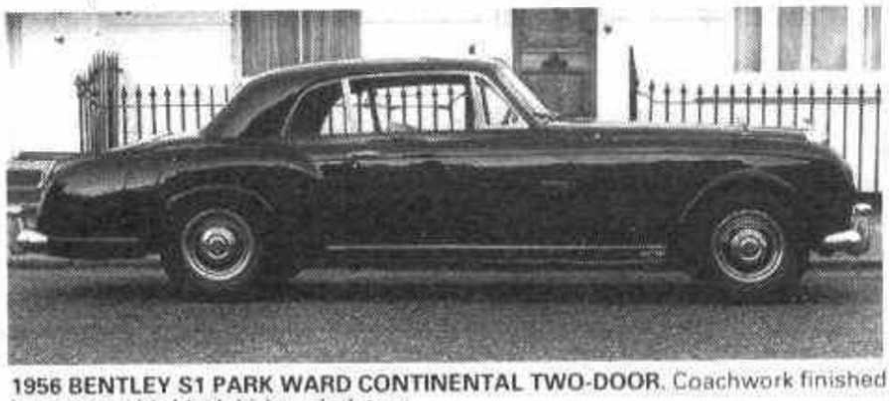
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