

April 1982

Vol. LVIII No. 4

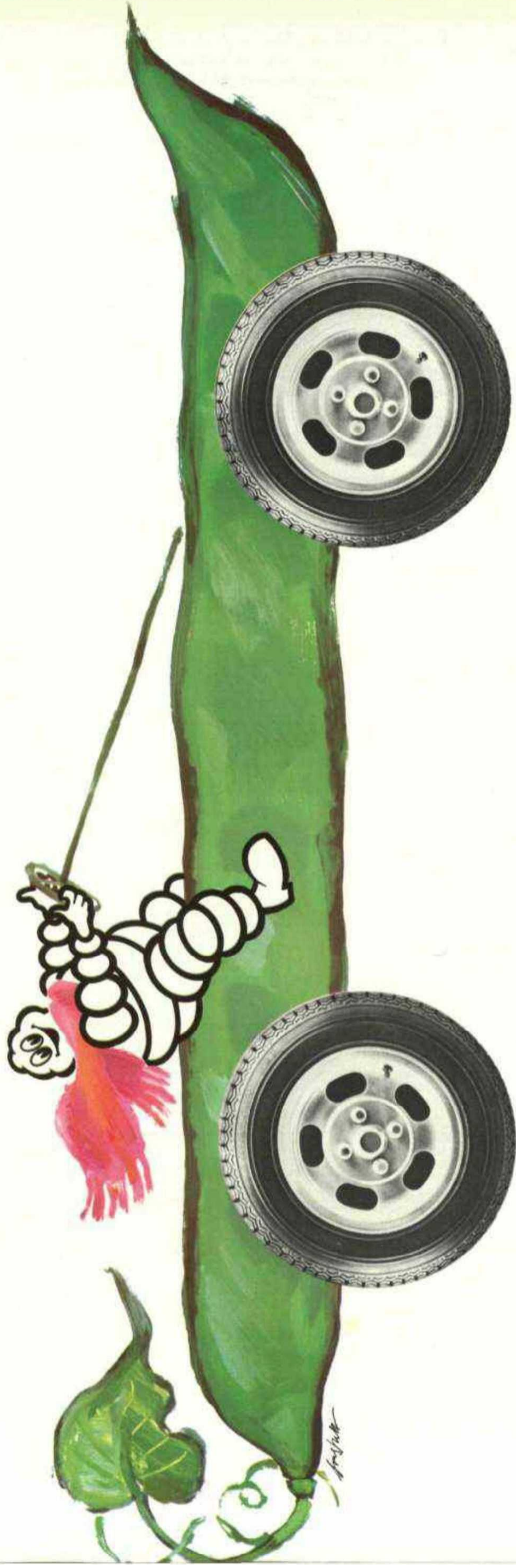
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# MOTORSPORT

The Magazine that gave its name to the Sport



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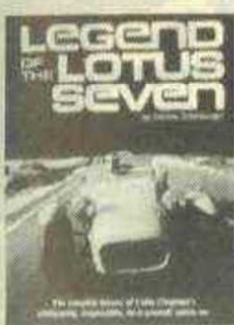


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Club Lotus Castle Combe Test Day — Sat. 1st May.

Godstone — White Hart, Thurs. 1st April

★ BRANDS HATCH Sat./Sun. 17/18th April. Daily Mail Action Car Show. Have a Test Drive on the Grand Prix Circuit.

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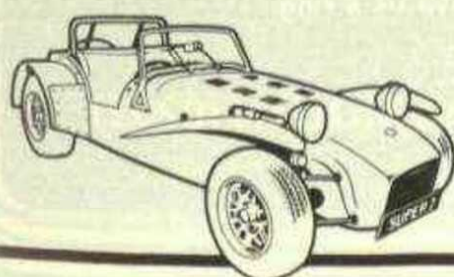
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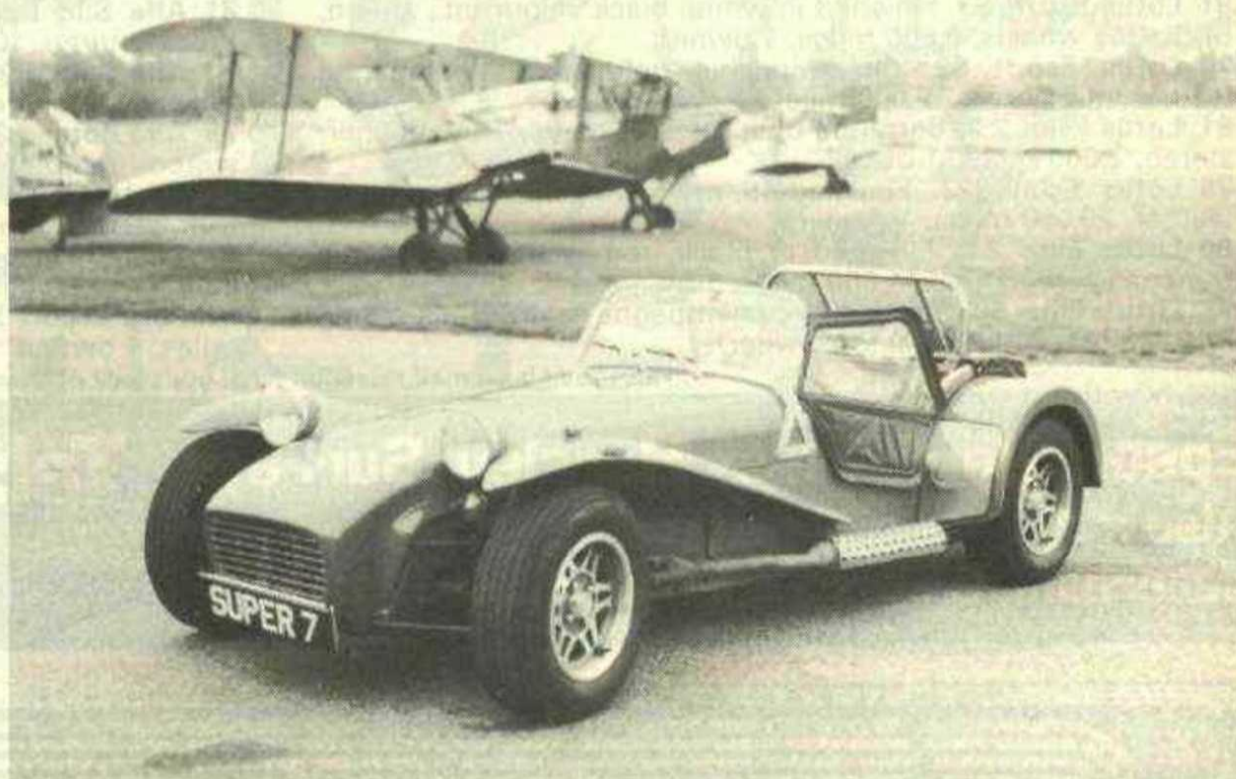
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78 Alfa Romeo 2000 Spyder Convertible. Alfa red, black velour, stereo / radio cassette, 31,000 miles, 1 owner.

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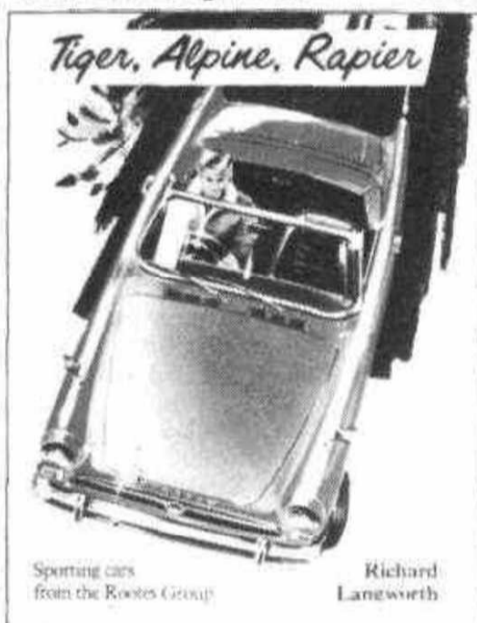
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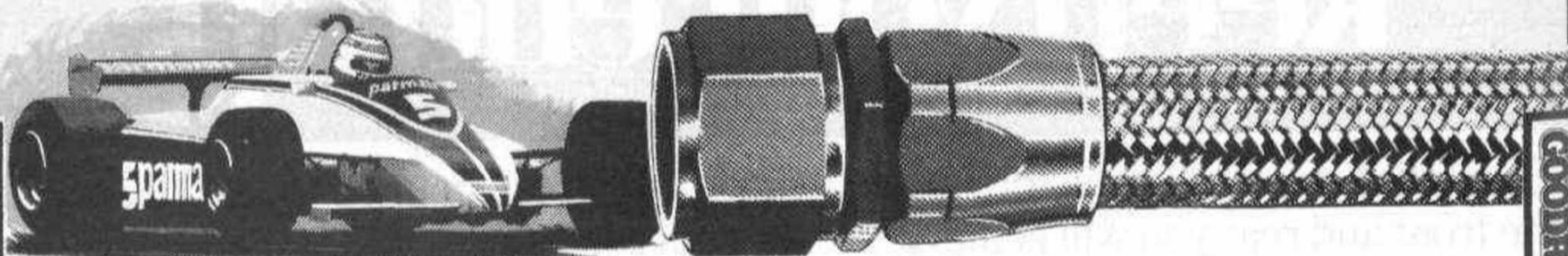


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Cortina Mk.4 (F) +	£34.75
Cortina Mk.4 (R) +	£33.40

**LOTUS**

Elan (F) STD.	£11.45
Elan (R) STD.	£15.95
Elan +2 (R) STD.	£19.45
Europa (F) STD.	£15.95
Europa (R) STD.	£15.95

**RELIANT**

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

**TALBOT**

Avenger (R) +	£25.56
Avenger (F) +	£27.50
Imp RAC Spec. (F) +	£17.28
Imp RAC Spec. (R) +	£24.95
Sunbeam (F) 1450b. - 1" +	£27.00
Sunbeam (R) 2100b. - 1" +	£22.28
Sunbeam (F) 1650b. +	£20.85
Sunbeam (R) 1650b. +	£20.85
Sunbeam (F) 1950b. - 1" +	£25.30
Sunbeam (R) 1950b. - 1" +	£19.25

**VAUXHALL**

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

**VOLKSWAGEN**

Golf GTi 1" + (F)	£21.60
Golf GTi 1" + (R)	£21.25
Golf Std. 1" + (F)	£23.60
Golf Std. 1" + (R)	£23.25

**SYMBOL CODE**

F	25% Up/Rated From Standard
+	Rally Specification
-1"	Ride Height Difference from Standard Car
STD.	Standard Specification

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SECURICOR £3.50 UP TO 3.50 PAIR

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**D.T. STRUTS**

15% U/R Fast Road	£15.35
30% U/R Rally	£16.35
Super Tweek Road	£17.95
Epynt Wedged Rally	£19.95
World Cup Thick Rod	£19.95

TR7 UNITS ADD £10

**STRUT ACCESSORIES**

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

N.B. All Struts carry a £10 per unit surcharge which is refundable on return of a serviceable old unit.

CARRIAGE & PACKING £3.50 PER PAIR

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ALL OUR UNITS ARE TO THE HIGHEST STANDARDS.

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D/bl. Arm	12.25	10.65	26.25
Single Arm	9.50	8.35	17.50
Marina	14.75	12.65	19.95

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

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

CARRIAGE & PACKING £3.50 1 or 2 PAIRS

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**LEVERS TO TELIS**

Marina Mk.1 & 2 Complete Kit	£36.95
Adjustables Armstrong	£34.95
Monroe H/Duty	£44.50
Spax Adjustables	£55.00
Koni (The Best)	

Conversions available for Sprites (Rear), MGB (Rear), Healey 3000 (Front), M1000 (F & R), Riley 1.5 (F & R), Koni Only

ALL £65 PER KIT  
CARRIAGE & PACKING £3.50

## Leaf Springs



**EXAMPLES:**

Sprites Mk.1 & 2, 3 & 4	Prices Each
Healey 100/6, 3000	£28.50
Escort Mk.1 H/Duty	£21.00
Escort CO6 & CO8	£19.95
Cortina Mk.1 & 2	£28.00
Capri Mk.II & III	£26.50
Marina 1000	£21.20
Marina (All) H/Duty	£26.20
Landrovers	From £34.50
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MG Magnette 2A, 2B	£40.50
Triumph 2, 3, 3A	£27.00
Herald	£48.00
Vitesse '62-'67	£36.25
GT6 Mk.2 & 3	£36.25
CO6 Ford	£37.00
CO8 Ford	£39.95
COB Ford	£19.95

# Telescopic Shock Absorbers & Inserts



	STD		ADJ		ADJ		H/DUTY	
	Front	Rear	Front	Rear	Front	Rear	Front	Rear
<b>ALFA ROMEO</b>								
Giulia, 1300, 1600	11.50	11.50	14.85	14.85	28.85	28.85	33.18	33.18
GT, GTA, GTV, GTJ, L, Ti + Super	11.50	11.50	14.85	14.85	28.85	28.85	33.18	33.18
Alfaetta, 1.6, 1.8, 2.0, GT, GTV, Giulietta	15.25	11.50	16.45	15.85	29.75	27.80	34.75	34.75
Alfaud 1350, 1500, Super Ti	N/A	11.50	N/A	17.95	44.80	31.40	49.12	36.80
<b>AUDI</b>								
100, L, GL, LS, + Coupe with Telescop. +	N/A	N/A	19.05	14.85	34.85	27.80	33.70	47.88
100, L, LS, GL, GLS, SE, SE, Avant, 200, ST & SE	22.50	15.75	N/A	N/A	44.80	29.75	67.80	47.01
<b>BMW</b>								
1500, 1502, 1600, 1602, 1800, 1802	19.95	11.50	N/A	15.85	42.85	28.85	56.70	34.95
2000, 2002, Ti, Ti, Coupe, Turbo	19.95	11.50	N/A	15.85	42.85	28.85	56.70	34.95
316, 318, 320, 323, 323i	19.95	19.95	N/A	32.55	42.85	34.15	61.00	47.01
2500, 2.8, 3 Litre, 5, L, 3.3L Saloon	19.95	32.00	N/A	32.55	42.85	42.85	61.00	48.95
518, 520, 525, 528, 530, 630, 633, C5, C5i	19.95	32.00	N/A	32.55	42.85	42.85	61.00	50.71
628, 635, C5i, 728, 730, 732, 733, 735i	19.95	32.00	N/A	32.55	44.80	42.85	61.00	48.95
<b>BRITISH LEYLAND</b>								
Mini, Clubman, Cooper, 1275 GT, Sal + Est	8.95	8.95	14.85	14.85	28.85	28.85	29.46	29.46
Mini Metro	8.95	N/A	14.85	N/A	25.35	N/A	N/A	N/A
MG, TD, TF, Midget, Sprite, AH, MGB, MGA, Magnette	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
MGC	11.50	N/A	19.05	N/A	28.55	N/A	N/A	N/A
Morris Marina, Ital Sal, Est, Van 1.3, 1.8 All	N/A	11.50	N/A	14.85	N/A	28.55	N/A	N/A
<b>DATSUN</b>								
Cherry 100A, 120A, F1, F11 Saloon, Coupe	19.95	8.95	N/A	N/A	42.85	28.85	N/A	N/A
240Z, 260Z, 280Z, Coupe, 2 + 2, ZX	22.50	22.50	N/A	N/A	44.80	44.80	56.70	56.70
<b>FERRARI</b>								
275, 330, 206, 246 GT-R-C-S	N/A	N/A	N/A	N/A	42.85	42.85	N/A	N/A
Dino 308, GTB, GTB, GT4, GT5, Spider, +2+2	N/A	N/A	N/A	N/A	42.85	42.85	N/A	N/A
365, GT, GT4, GTC, Daytona, 2+2, 512, 400GT Auto	N/A	N/A	N/A	N/A	47.25	47.25	N/A	N/A
<b>FIAT</b>								
124, 125, 126	11.50	11.50	14.85	16.45	26.55	27.60	32.85	32.85
131, Mirafiori	19.95	11.50	N/A	16.45	47.25	28.85	53.90	32.85
X19	N/A	N/A	N/A	N/A	42.85	42.85	N/A	N/A
Ritmo, Strada	19.95	19.95	N/A	N/A	45.85	45.95	61.77	61.77
Panda	N/A	N/A	N/A	N/A	46.85	36.30	N/A	N/A
<b>FORD</b>								
Fiesta 1.0, 1.1, 1.3, 1.6	19.95	16.95	N/A	N/A	44.80	42.85	60.20	40.20
Capri Mk 1, 2, 3 All	19.95	11.50	N/A	16.45	44.80	28.85	57.45	33.88
Escort Mk 2 1100/1300/1600 Sport Sal + Est	19.95	11.50	N/A	14.85	37.90	26.55	61.76	35.12
Escort Mk 2 Mexico, RS1800, RS2000	N/A	11.50	N/A	14.85	47.25	31.85	N/A	35.12
Escort Mk 3 Saloon, Estate XR3i	19.95	16.95	N/A	N/A	44.80	44.80	N/A	N/A
<b>GILBERT</b>								
Invader Mk 3	11.50	N/A	16.45	30.85	29.75	N/A	N/A	N/A
<b>JAGUAR</b>								
2.4, 3.4, 3.8, 240, 340, XX140, 150	23.75	N/A	19.05	19.05	35.80	35.80	N/A	N/A
3.8S, 420, 420G, E Type, Mk X	23.75	N/A	19.05	23.95	35.80	31.85	N/A	N/A
XJ6, XJ12, XJ5	15.25	19.95	19.05	23.95	27.80	32.90	N/A	N/A
<b>JENSEN</b>								
Interceptor	23.75	23.75	19.05	19.05	36.30	36.30	N/A	N/A
Healey	11.50	11.50	14.85	14.85	32.90	32.90	N/A	N/A
<b>LANCIA</b>								
Fulvia, Flavia Saloon + Coupe	N/A	N/A	14.85	14.85	26.55	26.55	N/A	N/A
Beta Saloon, Coupe, HPE, Monte Carlo, Gamma	19.95	19.95	N/A	N/A	42.85	42.85	57.46	57.46
Delta	N/A	N/A	N/A	N/A	57.75	57.75	N/A	N/A
<b>LOTUS</b>								
Seven Series 273/4	22.50	22.50	21.95	21.95	42.80	40.25	N/A	N/A
Elan, Elan + 2	22.50	19.95	21.95	N/A	48.50	44.80	N/A	N/A
Eclat 520, 521, 522, 523, 524, Elite 501, 501, 503, 504	23.00	23.00	21.95	21.95	47.25	47.25	N/A	N/A
Europe Series 2, inc. Ti/Cam	22.50	22.50	28.85	21.95	42.60	40.25	N/A	N/A
Esprit	15.75	23.00	17.95	32.55	37.90	82.40	N/A	N/A
<b>MARCOS</b>								
Coupe, 2 Seater	N/A	N/A	21.95	21.95	N/A	N/A	N/A	N/A
Mini Marcos	8.95	8.95	14.85	14.85	26.55	26.55	29.45	29.45
<b>MAZDA</b>								
Griffin, Bora, Mexico	N/A	N/A	19.05	N/A	35.30	32.75	N/A	N/A
<b>MERCEDES - Available please enquire price</b>								
<b>MORGAN</b>								
Plus 4, 4+4, Series 2, 3, 4, 5, + Plus 8	11.50	N/A	14.85	N/A	26.55	26.55	N/A	N/A
<b>PELLE</b>								
Kapell B+C Models, Saloon, Coupe, (E+GTE), Ascona + Manta A+B	11.50	11.50	16.45	16.45	28.85	28.85	29.45	30.85
Kapell D Model 1980 on	19.95	11.50	N/A	N/A	34.25	26.85	53.91	29.45
Monta, Rekord III + Senator (Fitted with Struts at front)	19.95	11.50	N/A	N/A	42.85	28.85	54.26	30.85
Rekord 6, G6, +GSE, Rekord II	11.50	11.50	16.45	16.45	28.85	28.85	29.45	32.97
<b>PEUGEOT</b>								
104	19.95	23.00	N/A	16.45	41.80	41.80	N/A	N/A
204, 304	19.95	23.00	N/A	N/A	44.80	52.80	N/A	N/A
305	N/A	32.00	N/A	N/A	44.80	52.80	N/A	N/A
404, 504, 604	19.95	11.50	N/A	16.45	44.80	32.75	N/A	N/A
<b>PORSCHE</b>								
911 (State Konig or Boge type fitted) + 914	19.95	N/A	N/A	24.45	44.80	37.90	111.71	47.88
924 inc. Turbo	N/A	N/A	N/A	14.85	42.85	29.75	96.10	33.70
928	N/A	N/A	N/A	N/A	52.90	52.90	66.15	82.40
<b>RELIANT</b>								
Scimitar GTE SE5 + SE6	N/A	N/A	20.95	20.95	42.80	42.80	N/A	N/A
Scimitar GT	N/A	N/A	20.95	20.95	42.80	42.80	N/A	N/A
<b>RENAULT</b>								
R4, R5, R6, +R16	11.50	15.25	16.45	16.45	27.60	28.85	31.20	32.85
<b>ROVER</b>								
3 Litre + 3.5 Litre	N/A	N/A	19.05	19.05	26.55	26.55	N/A	N/A
2300 SDI	19.95	N/A	N/A	N/A	42.85	32.75	N/A	N/A
2600, 3500 SDI models	19.95	85.00	N/A	N/A	42.85	N/A	N/A	N/A
Range Rover	23.75	23.75	19.05	19.05	37.75	37.75	39.88	39.88
Range Rover Heavy Duty Stabilizers	N/A	N/A	N/A	N/A	39.80	43.60	N/A	N/A
<b>TALBOT</b>								
Hilman Imp All	11.50	11.50	17.25	14.85	31.85	28.15	N/A	N/A
Mini, Hunter, Scorpion + Avenger	19.95	11.50	N/A	14.85	42.85	26.55	N/A	30.18
Sunbeam 1.0, 1.3, 1.6 inc. Lotus	19.95	11.50	N/A	14.85	42.85	26.55	N/A	30.18
Solara, Horizon + Alpine	11.50	11.50	16.45	16.45	28.55	27.60	32.85	32.85
Simca 1000, All, 1100, 1300, 1500	11.50	11.50	14.85	14.85	27.80	28.85	N/A	N/A
<b>TOYOTA</b>								
Corolla GT, LE, ST, Carina, Corolla, 1200, 1300 inc. 1600, Cressida +1995	11.50	11.50	N/A	17.95	44.80	27.60	55.70	32.18
<b>TRIUMPH</b>								
Harald, Vitesse, Spitfire, +GTE	12.95	11.50	18.50	14.85	31.40	28.85	N/A	N/A
Trofeo, 1500, +TC, Dolomite + Sprint	12.95	12.95	29.35	19.85	31.40	31.40	N/A	N/A
TR3, 4, 4A, 5 + 6 (where 4A is fitted)	11.50	N/A	14.85	N/A	27.60	N/A	N/A	N/A
TR7 + TR8	19.95	11.50	N/A	14.85	42.85	28.85	N/A	N/A
<b>TVR</b>								
Griffith, 200/400 Series, Vixion 51/52 Tuscan V8, 1800S	19.95	19.95	19.85	19.85	40.25	40.25	N/A	N/A
2500M, Vixion, 2500, 3000M, 3000SE, Taimar	19.95	19.95	19.85	19.85	40.25	40.25	N/A	N/A
Taimar	11.50	23.00	N/A	N/A	N/A	N/A	N/A	N/A
<b>VOLKSWAGEN</b>								
Beetle All (with Telescopic)	11.50	11.50	14.85	14.85	28.85	26.55	N/A	N/A
Beetle 1302, 1303 (with front strut)	19.95	11.50	N/A	14.85	42.85	26.55	61.78	28.70
Passat, 411, 412	19.95	11.50	N/A	14.85	42.85	29.15	64.25	32.63
Golf, Jetta, Polo, Derby + Scirocco	19.95	19.95	N/A	20.55	34.25	30.25	61.78	47.00
<b>VOLVO</b>								
120, 121, 122, 130, 131, 133	11.50	11.50	14.85	14.85	27.60	27.60	N/A	N/A
142, 144, 145, 164	11.50	11.50	14.85	14.85	28.85	28.85	31.20	31.20
242, 244, 245, 264, 265, 343, 345	19.95	11.50	N/A	14.85	42.85	28.85	55.70	34.75
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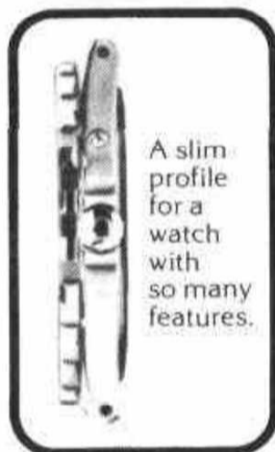
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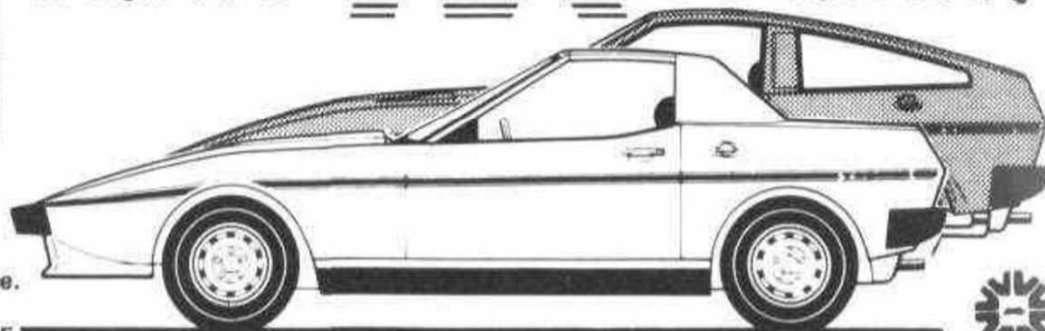
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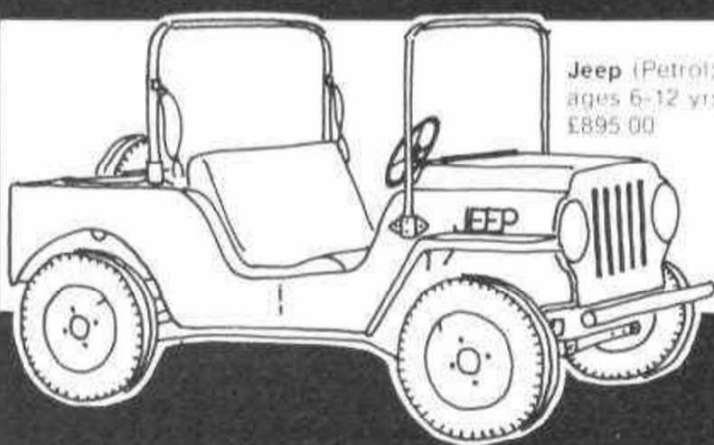
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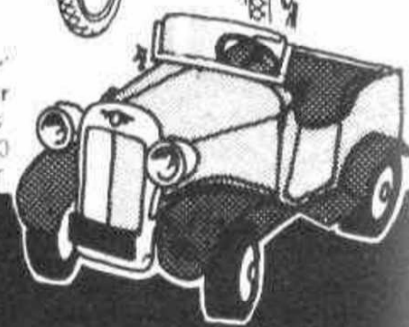
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in difference between 'Ordinary' and Dealers' top 'Book' price condition for 3yr. old car on trade-in  
**FINNIGAN'S WAXOYL**



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

## How Waxoyl holds 'Showroom' Condition

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

## Up to £100 plus VAT at Rustproofing Centres

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

## Waxoyl 'Know-How'

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

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

## 'Tadpole' Molecules

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

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



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

No Hoist Needed

## Easy and Fun to do!

### With Finnigan SUPER JUMBO Applicator

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



Into sills & door panels through drain holes

No drilling (in most cases)

**WAXOYL**

## DO-IT-YOURSELF RUSTPROOFING

with FINNIGAN'S Fast Working New, Adjustable Spray Trigger operated 'SUPER JUMBO' Applicator

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

Extension PROBE Fits Here

Fast action at any angle. Even upside down

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

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

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

ICI recommend WAXOYL for brine circulation pipes

## Rust Knows Upwards

Inescapable air moisture spews rust spores on metal deep in-below chassis and car body. Spores grow, multiply fast. Metal leads 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. Continuous 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

**RUST NEVER HAS A CHANCE.** New car or old car. Thanks to Waxoyl unique inhibitor. Enormously powerful penetration! And Tenacity against relentless vibration which soon disintegrates many an otherwise respectable rustproofers. Tenacity holds 'Showroom' condition ready for Waxoyl surprise pay-off on trade-in. PLUS! Smooth ride pleasures. Long-life Waxoyl built-in Lubricant soaks into moving parts. PLUS! Top value for money! If you can't wait to enjoy wonderful Waxoyl benefits, order now. FREEPOST.

becomes exhausted (leeches out) like chewing gum eventually losing taste. Metal breaks down unless rustproofers renew 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 rustproofers that DOES, according to test results by one of world's biggest oil companies.) 'Rust stopping qualities very good' reports Swiss Gov't. after Lab. tests. 'Most satisfactory' says Chrysler Centre, Basle, Australia, N.S.W. 'On Rover J.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' Chestertfield. '9 Yr. old Volvo looks less than half its age' Civil Engng. Polytechnic. 'On Mole Valley Flood Scheme, base steel instrument cases in open countryside rust-free to date'

## If Considering Other Makes

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

## Year After Year Protection

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

**FREEPOST! Send Now! NO STAMP NEEDED!**

## USUALLY PER RETURN DESPATCH

TRIAL OFFER: 500ml (88p) 1/2L for your oil can test behind chrome strips or brush on door edges free brake linkages. See Waxoyl chase water off metal	£ 2.15
Quite amazing! Trial Offer, Send.....	£ 1.75
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JUMBO SPRAYER Complete.....	£ 8.90
SMALL CAR 5 Litre (11 Gal.).....	£14.89
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DRUMS: 20 Litre £25.90 60 Litre £69.90	
200 Litre £215 Prices incl. carr. & VAT	

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Enclose Chq/MO/PO/Cash £  
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| <input type="checkbox"/> Aerosol | <input type="checkbox"/> 10 Litre | <input type="checkbox"/> 45 Gal   |
| <input type="checkbox"/> Jumbo   | <input type="checkbox"/> 20 Litre | <input type="checkbox"/> Kit      |

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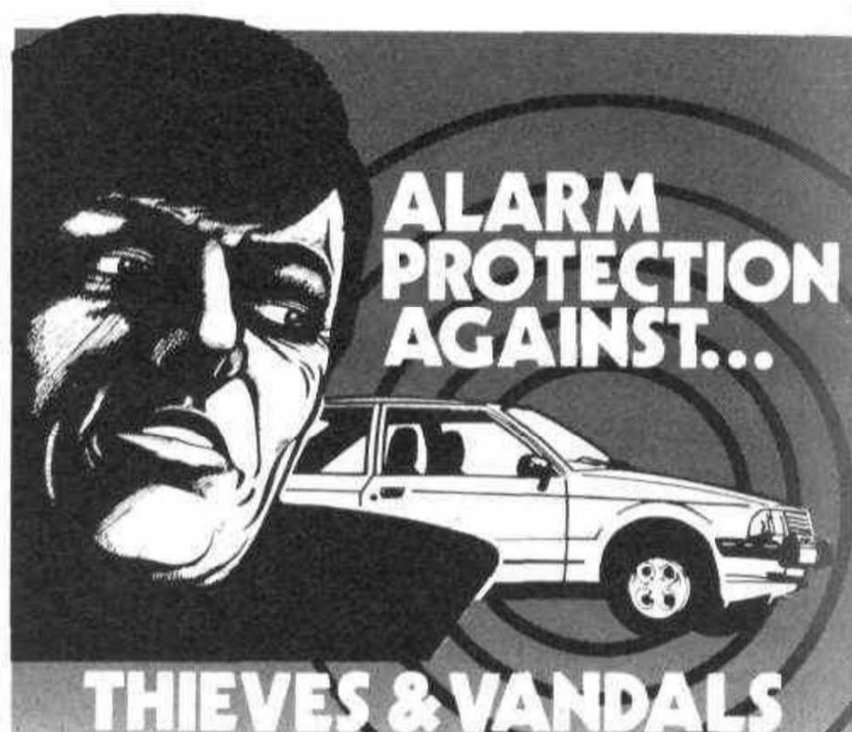
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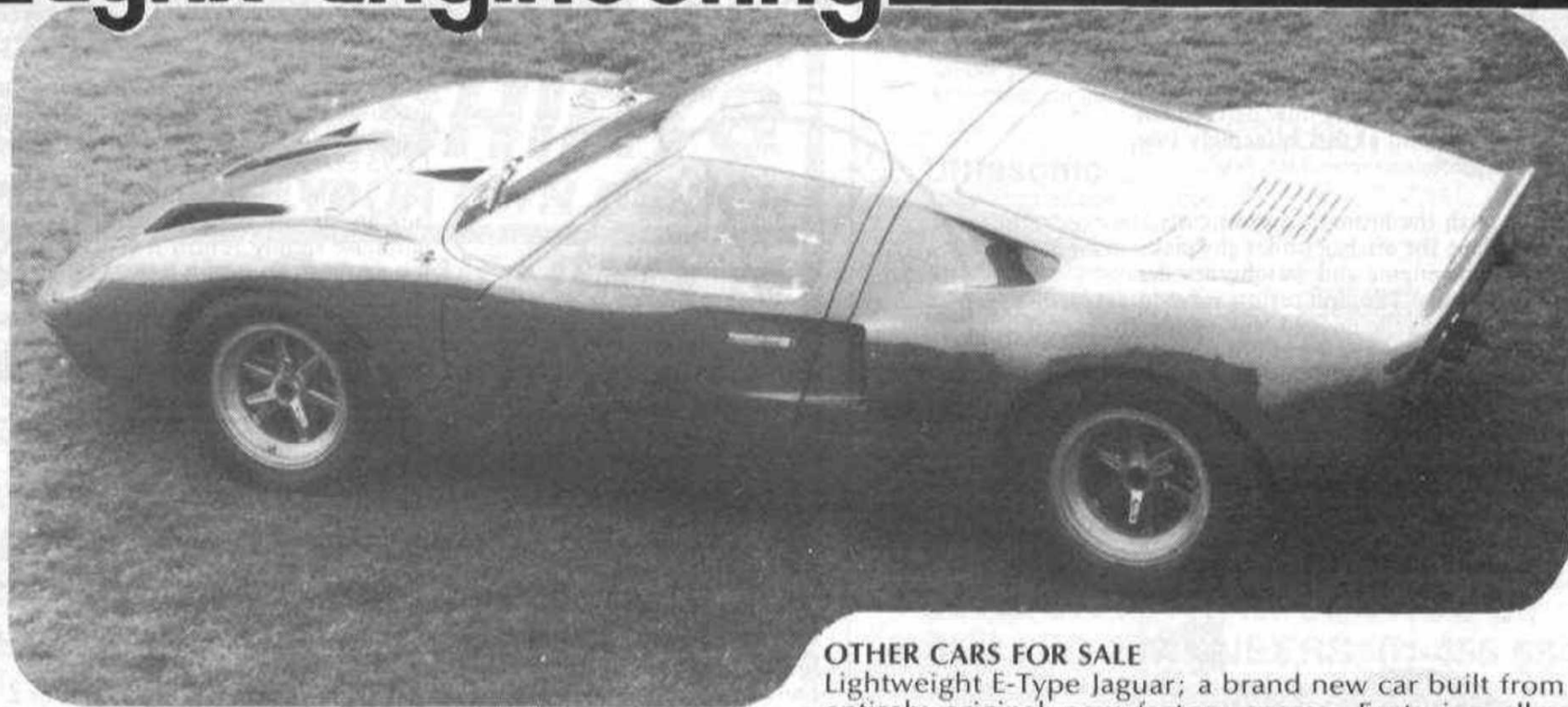


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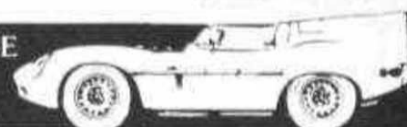
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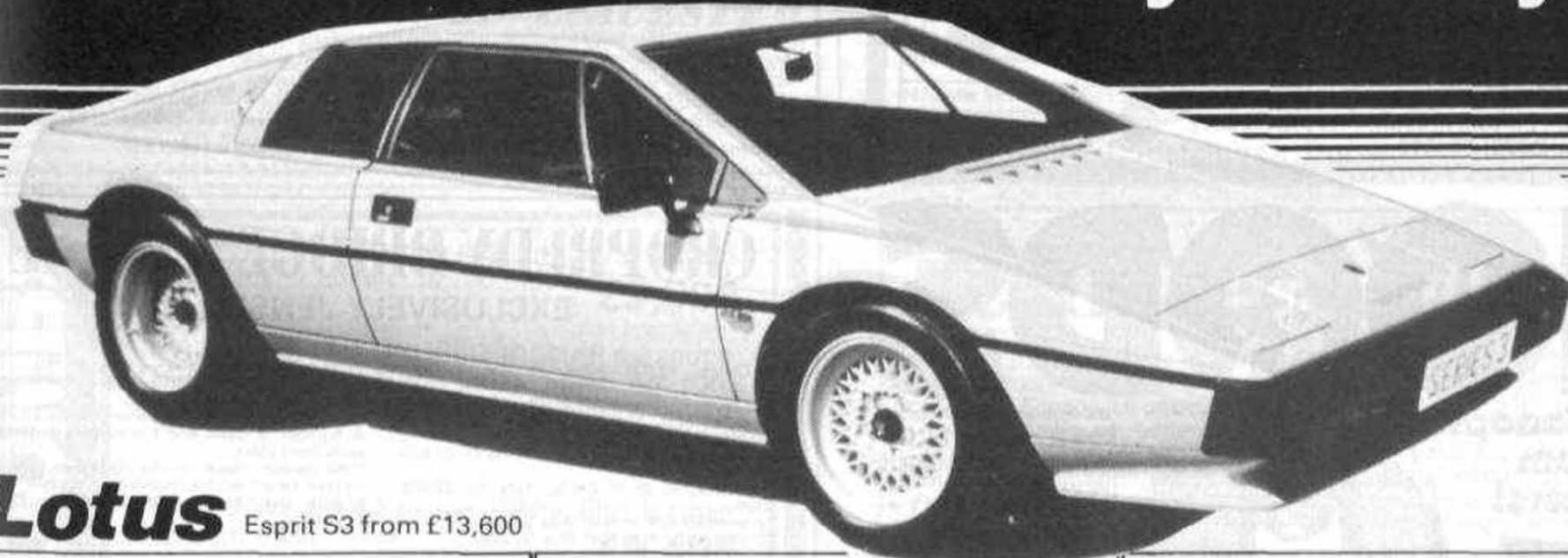
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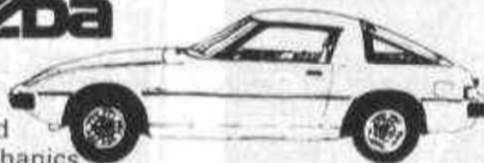
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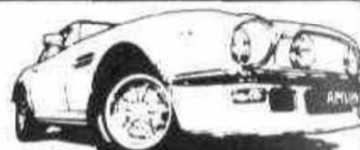
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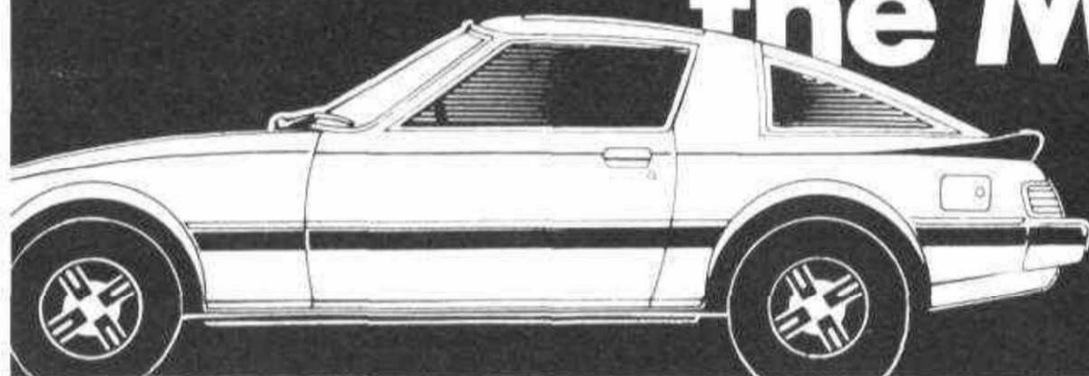
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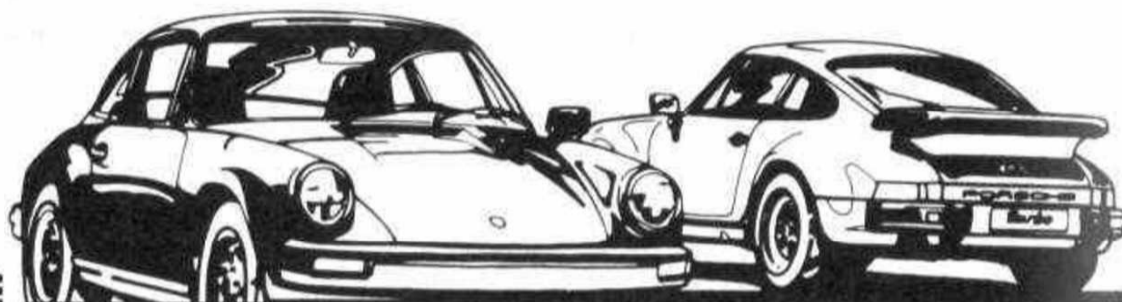
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Vauxhall 2300 HS Chevette. Silver, retrimmed interior, chrome plated engine, Goodridge Aerospace Hose, 1 owner, 11,559 miles, history, 1971 (V) Reg. A show car. **Offers**

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### TIP OF THE MONTH

Does your red alternator charge warning light glow in the dark? Before you rush out and buy a new alternator, check the main cable connections on the starter motor. Corrosion and poor contact here will generate a resistance in the charge circuit, hence a voltage imbalance and a glowing red light.

### SPRING SPARES

We've just done our annual stocktake, and feel slightly embarrassed at the quantity of second-hand spares we're accumulating! It's got so bad we discovered we'd even managed to lose some very saleable bits under the heaps, and that's serious!

To give you some idea of the scale of the problem, among the 'something of everything' we counted the following 911 bits:

**Mechanical**  
12 crankcases 38 camshafts  
24 crankshafts 18 Prs Carbs/Inj stacks  
(inc. 912)  
Approx. 5 dozen 68 Gear ratios  
Pots/Pistons 13 Gearbox cases  
112 cylinder heads 18 driveshafts

Plus almost enough competition parts to build a 906, 2.8 RSR and 3.0 RSR engine.

**Gearboxes**  
27 (approx.) transmission units, from 2.0 Sporto and 914 to 3.3 Turbo.

**Engines**  
5 x 2.0-litre, 2 x 2.2-litre, 3 x 2.4-litre, 2 x

2.7-litre, 2 x 2.7-litre, 2 x 3.0-litre. Ranging from excellent to totally dismantled!

**Running Gear**  
12 steering racks 30 trailing arms  
30 front struts 43 brake calipers  
41 torsion bars 21 brake discs

Plus a 3.3 Turbo brake set, and in the competition department over 7 complete sets of new Bilsteins in various settings.



**Wheels**  
84 (!) forged alloy 911S / Turbo wheels, from 4 1/2 x 15 to 11 1/2 x 16 and 8 1/2 x 16. Plus the silver cast alloys, 924 alloys etc.

**Bodywork**  
12 front wings 11 front aprons  
16 doors 5 bonnets  
18 engine lids 17 rear 1/4 panels, incl. R.S.

Plus 924 doors, wings, bumpers, bonnets (incl. Turbo) and some 928 bits!

A few of the above items are admittedly in the twilight area between shop-soiled and very secondhand (i.e. cheap!), but we check all secondhand parts sold, and

undertake to refund in full any parts supplied found to be faulty on installation. Plus we will give a full guarantee on any engine or transmission unit sold, providing only that we install.

If we had twice the space — and twice as many days in the week — we'd lay it all out and hold a grand sale. As it is, you'll have to come and rummage and haggle! And if you don't we'll bolt it all together, and you'll have to wait till 1983 to see what we come up with!



### PLASTIC

It's an experiment in modern living! The theory is that the facility will seduce lots of new customers. However, in practice all that happens is that our faithful regulars change from paper to plastic, then we're straight back to the traditional methods!

### CARS FOR SALE

1978 model 928 manual, L.H.D. Silver, black trim with check inserts, plus the normal comprehensive 928 specification, e.g. air con., radio / stereo, P7 tyres, etc. 36,000 miles (58,000 kms.), X reg., just fully serviced and checked out by ourselves. **£8,950**

1982 model 924 Lux. Mocca black, tan interior, 4,500 miles. Full Lux spec, with 5 speed, sunroof, elec. windows, rear wiper, radio / stereo, etc. Obviously X reg. and as new. **£10,250**



Can you help? Currently we haven't a decent 2.7 or 3.0-litre 911 to our name. And don't forget we're very fond of good early ones too, right back to 1965.

### CARS FOR SALE



1973 2.4 911E, Irish green (dark), black trim. V. full spec. (Recaros, E.S.R., etc.) A beautifully maintained, original, full history car. 84,000, with a full engine rebuild at 56,000. **£5,950**



1973 2.4 911S Targa. Light Ivory, black trim. Full 'S' spec. with Recaros, front spoiler, rear wiper, etc. Very sound and original, excellent exhaust and tyres, SS oil tank, just 12,000 miles, serviced by ourselves. **£5,650**



1979 924 Lux. White, black trim. Sunroof plus normal lux. extras e.g. electric windows, alloys, rear wiper, etc. Full service history. 56,000 miles, hence. **£6,250**



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**82 REG TVR TASMIN CONVERTIBLE.** Full 82 model, sapphire blue, save over £2,000 on list. **£10,900**

**82 REG TVR TASMIN 2+2.** Brand new, delivery mileage only, cancelled order, unique opportunity, save £3,000 on list price. **£11,900**

**81 TVR TASMIN CONVERTIBLE.** Finished in Ferrari red, our director's car from new, under 5,000 miles. **£9,950**

**78 (T) SCIMITAR GTE.** Auto., fullest spec. including factory sunroof, leather int., Wolfrace wheels, p.a.s., elec. windows, tints fog and spot, radio/tape. Incredible value. **£5,450**

**79 (V) JAGUAR XJ6 4.2 AUTO SERIES III.** Finished in white with red hide, all lavish refinements, low mileage, etc. **£7,950**

**73 (M) E-TYPE V12 ROADSTER.** Original and pristine in signal red with black hide interior, genuine 20,000 miles from new by one owner, full service record, must be the best on offer, rare opportunity. **£9,950**

**80 ESCORT RS2000 CUSTOM.** Choice of three, well cared for examples, black, yellow or sand, all low mileages. From **£4,550**

**80 FERRARI 308 GTS.** Mid blue metallic with red hide, air conditioning, only 6,000 miles, pristine. **£16,500**

**80 (W) SCIMITAR GTE 2.8.** O.D. Olympic blue, fitted Wolfrace wheels, P.A.S., electric windows, etc., one owner, 12,000 miles. **£7,950**

**80 BMW 635 CSi AUTOMATIC.** Finished in cashmere with silver highlighting, fitted with Mahle alloys, electric sunroof, etc., one owner, full service record. **£13,950**

**80 (W) MERCEDES 450 SLC.** Lapis blue metallic, alloy wheels, electric sunroof etc., one owner, 19,000 miles, full service record. **£16,995**

**80 TVR TAIMAR.** Black, total specification, one of very last magnificent beasts. **£6,750**

**80 (W) TVR TASMIN.** Sapphire blue, 17,000 miles by one owner, terrific performance value. **£7,950**

**79 (V) TVR 3000S CONVERTIBLE.** White, fitted Wolfrace wheels, hide interior, 20,000 miles. **£6,250**

**80 (W) SCIMITAR GTC CONVERTIBLE.** O.D. bright red, full specification, one owner, 15,000 miles. **£7,950**

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**77 JAGUAR XJS.** Bright red with black hide, one owner, only 20,000 miles, fully documented. Complete with cherished Reg. No. **£7,995**

**78 TVR 3000M.** Blue metallic, neutral model band and sunroof, Wolfrace wheels, etc., 30,000 miles. **£4,750**

**77 (S) MGB GT.** Bright red, 2 owners, 35,000 miles, exceptional example. **£2,995**

**80 (W) BMW 323i.** Black, fitted Mahle alloys, sunroof, etc., one owner, 15,000 miles. **£7,550**

**79 (V) SCIMITAR GTE.** O.D. champagne and buckskin, alloy wheels, P.A.S., electric windows, 24,000 miles by one owner. **£5,550**

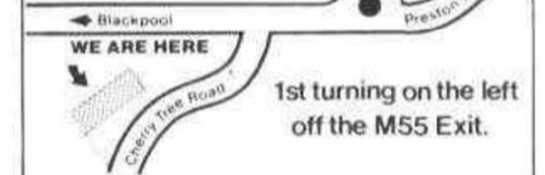
**80 TVR 300S CONVERTIBLE.** Blue metallic, 7,000 miles, sold and serviced by ourselves. **£6,950**

**79 SERIES PORSCHE 928.** Automatic, Guards red, 20,000 miles, one owner. **£12,950**

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**79 (V) PORSCHE 911 SC SPORT.** Silver, spoilers, P7 tyres and sports wheels, 29,000 miles, full service history. **£12,995**

**79 FERRARI 308 GTB.** Black with magnolia hide, Air conditioning, wide wheels, deep front spoilers etc., 24,000 miles, full service history with cherished Reg. number. **£13,950**



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**BMW R100RS Motorcycle 1978.** 401 recorded miles from new. Unmarked. **£2,450.**

**Honda CB 400 F 1975.** 987 miles only. Nothing unusual but like new. **£550.**

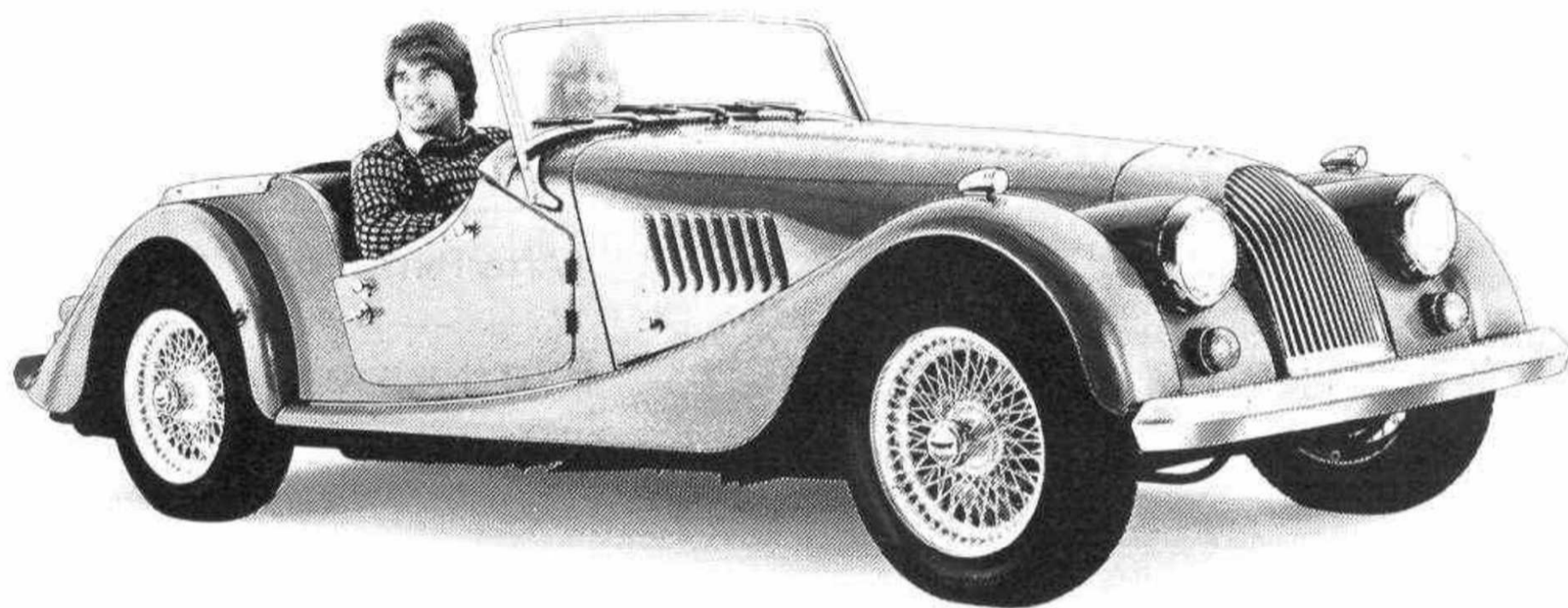
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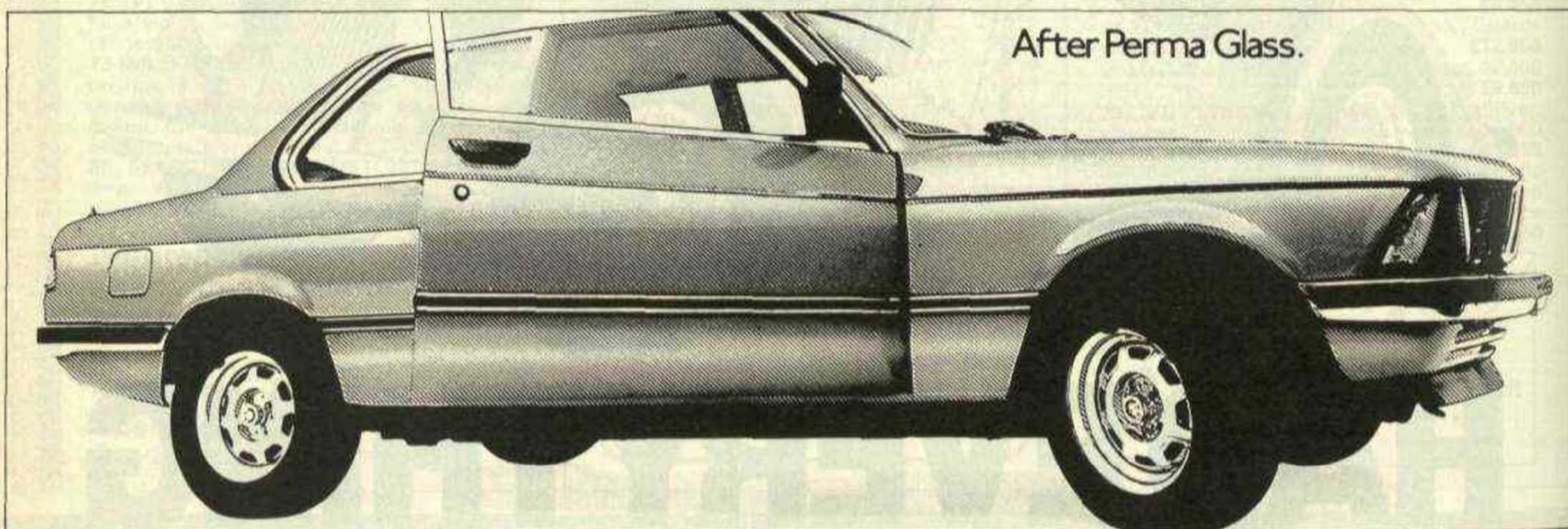
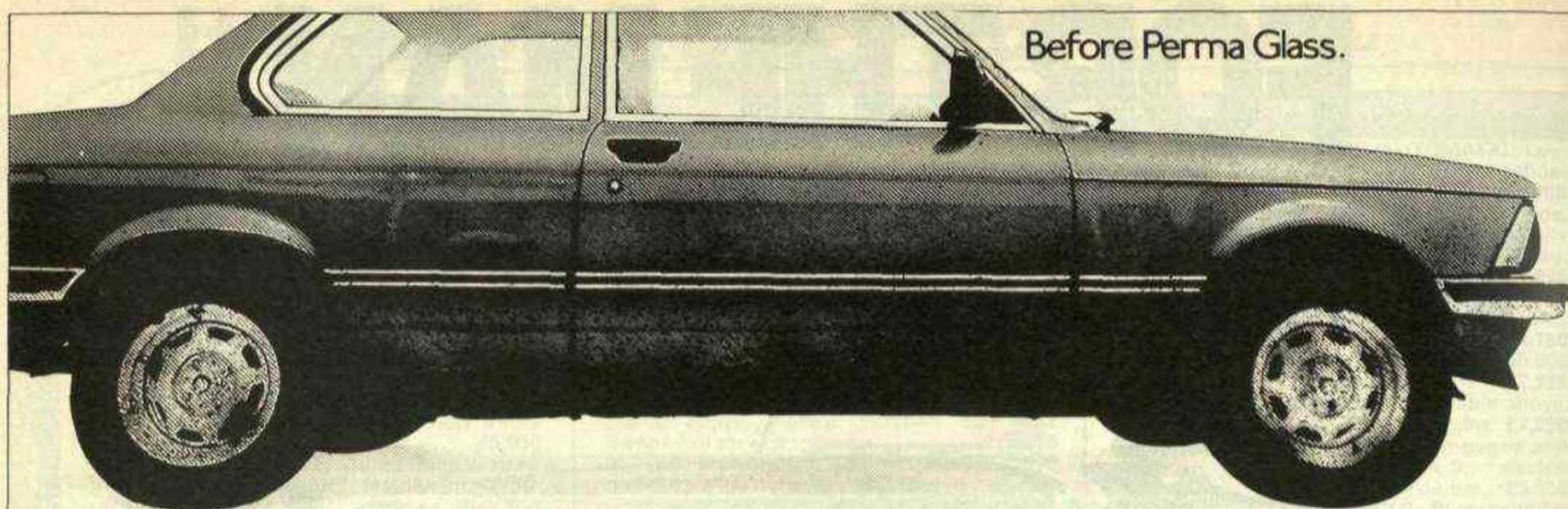
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**FRONT COVER PICTURE:** MICHELE MOUTON understeers her Audi Quattro to victory in the Portuguese Rally early in March. Regarded as the roughest event on the European calendar, Mouton inherited the lead after team mate Mikkola had rolled in thick fog and challengers Toivonen and Röhrl had dropped by the wayside.

## ANNUAL SUBSCRIPTION RATES

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## MATTERS OF MOMENT

### THE NEW "BLOWER" BENTLEY

The Bentley image is that of a sporting car, whether as true sports models from Cricklewood or "Silent Sporting Cars" from Derby and Crewe. This image has been brightened by the announcement, by Rolls-Royce Motors, of the new Bentley Mulsanne Turbo. The type-name "Mulsanne" was given to the Crewe Bentley in 1980, to link-up with the Le Mans circuit where the vintage or "W.O." Bentleys were superbly victorious on five occasions, winning this gruelling 24-hour race consecutively in 1927, '28, '29 and '30.

The Bentley Mulsanne has been turned into a really fast, very high-performance, four-door saloon car by turbocharging its vee-eight power-unit, with additional changes to the engine-internals and the running-gear to suit the increased power. It is rather droll that the old mechanically-supercharged 4½-litre four-cylinder Bentley sports car (the "Blower 4½") has been recalled in connection with the Mulsanne Turbo's announcement, for W. O. Bentley never liked Amherst Villiers supercharging his engine to meet Sir Henry Birkin's call for higher speed from the Bentleys he raced, and was annoyed even more when Woolf Barnato, who then controlled Bentley finances, agreed that 50 production blower-4½-litre cars should be built for homologation purposes, so that these blown Bentleys could compete at Le Mans.

Those who side with W.O. point out that the blower-4½ Bentleys never won a major race (although the Birkin / Paget single-seater twice broke the Brooklands lap-record, taking it to 137.96 m.p.h., faster than the top speed of the 1982 production blown Bentley!). Those who love these brute-force supercharged 4½-litre cars point to Birkin bravely using one to break-up the Mercedes-Benz challenge at Le Mans in 1930 and of how he finished second in the French Grand Prix at Pau that year, pitting his two-ton "lorry", as Ettore Bugatti is supposed to have described the Bentleys of those days, against the finest GP cars. At the risk of being defrocked by members of the Bentley Drivers' Club, I would suggest that it was Barnato, in the fine 6½-litre Speed Six Bentley, who broke up Caracciola's 38/250 Mercedes-Benz in that epic Le Mans struggle and remind you that, at Pau, Birkin's stripped blower-4½ Bentley was opposed mainly by rather unreliable Bugattis, yet although his big Bentley finished the race 3 min. 26.3 sec. behind Etancelin's 2-litre Bugatti, which had no doubt eased up, Zanelli's Bugatti, delayed by much trouble and a final pit-stop, finished only 10.2 sec. behind Birkin.

And as Rolls-Royce themselves have recalled the old blower-4½ Bentleys, it is fair to observe that not all that much progress seems to have been achieved in more than half-a-century, if one compares the 240 b.h.p. at 4,200 r.p.m. of the old supercharged Bentley engine with the 298 b.h.p. at 3,800 r.p.m. developed by the turbocharged Bentley Mulsanne engine, especially remembering that the respective capacities are 4.4-litres against 6.75-litres. . . . To be honest, the production blower 4½-litre Bentley developed only about 175 b.h.p. at 3,500 r.p.m., and the absolute power-output of the Mulsanne Turbo Bentley is deliberately restricted, to achieve a desirable torque-curve. Rolls-Royce maintain their policy of refusing to quote horse-power figures for their car engines, saying the output is "adequate", and it was only the delvings of naughty *Autocar* and *Motor* journalists that unravelled the secret of the Mulsanne Turbo's engine power. . . .

The new Bentley Mulsanne Turbo is very definitely a high-performance version on the "Silent Sports Car" theme, with its claimed top speed of 135 m.p.h., 0-60 m.p.h. acceleration in, they say, 7.4 sec. and the top-gear (automatic transmission) 50-70 m.p.h. pick-up time given as 5½ sec. A Garrett AiResearch turbocharger blows through the Solex 4AI four-choke carburetter (as Mercedes-Benz blew through the carburetter from a mechanically-driven Roots supercharger on their big vintage 33/180, 36/220 and 38/250 sports cars and their later 500K and 540K luxury cars), the axle ratio of the Mulsanne Turbo is 2.7 to 1, and it runs on new, very special, Avon 235/70 VR15 tyres. The maker's figures for the non-blown Mulsanne Bentley are 119 m.p.h., 0-60 in 10 sec., and 50-70 m.p.h. in top in 7.8 sec on a 3.08 axle-ratio.

Thus there is an exciting performance improvement from this top-luxury Rolls-Royce-built sporting saloon in blown form and we would have been very pleased to have been able to tell you that a full road-test report on it, following its debut at the Geneva Motor Show, would be appearing in the next issue

*Continued overleaf*



## Motor Sport Fixture List for April

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Apr. 1st/3rd	SOC Alberghiera Costa Smeralda	—	Sardinia	Costa Smeralda Rally (European Rally Championship) (INT)	—
Apr. 2nd/4th	ADAC Saarland eV Sportabteilung	—	Germany	Saarland Rally (European Rally Championship) (INT)	—
Apr. 3rd	JDC	Silverstone Circuit	Towcester, Northants	Race Meeting (R)	—
Apr. 3rd	Knutsford & DMC	Newtown	Powys	Plains National Rally (N)	10.00
Apr. 3rd/4th	Workington & DMC	Solway Lido, Silloth	Cumbria	Lido Trophy Rally (R)	—
Apr. 3rd/4th	Yeovil Car Club	Douglas Seaton Ltd., Lysander Road	Yeovil	Avalon Rally (C7)	24.00
Apr. 3rd/4th	Appleby-Frodingham Works MC	Caenby Corner Garage	112/966895	Caenby Corner Firecracker Rally (C7)	23.30
Apr. 3rd/4th	East Elloe MC	Main Road Garage Ltd	Long Sutton 131/443224	East Elloe Rally (C7)	23.00
Apr. 3rd/4th	Swindon Phoenix CC	Spring Gardens Car Park	173/153/848	County Garages Swindon Limited Shellport Highwayman Rally (R)	23.31
Apr. 3rd/4th	DRC	Donington Park Circuit	Derby	Race Meeting (European Formula 3 Championship) (INT)	10.00
Apr. 4th	Holworthy MC	Holworthy Cattle Market	190/343034	Torrige Forest Stages Rally (R)	09.30
Apr. 4th	Wiesbadener Automobilclub eV im AvD	Hockenheim	West Germany	European Formula 2 Championship (INT)	—
Apr. 4th	BARC	Brands Hatch Circuit	Dartford, Kent	Race Meeting (R)	14.00
Apr. 4th	Astra MC	Lydden Hill Circuit	Dover, Kent	Race Meeting (R)	—
Apr. 4th	SCCA	Long Beach	USA	United States West Grand Prix (World Championship Round) (INT)	—
Apr. 8th/9th	BARC	Oulton Park Circuit	Nr. Tarporley, Cheshire	Race Meeting (British Formula One Championship) (INT)	—
Apr. 8th/12th	Safari Rally Ltd.	—	Kenya	Safari Rally (World Rally Championship Round) (INT)	12.00
Apr. 9th/13th	Ulster Automobile Club	Ormeau Park, Belfast	Ireland	Circuit of Ireland (European Rally Championship) (INT)	—
Apr. 9th	BRSCC	Snetterton Circuit	Norwich, Norfolk	Race Meeting (N)	—
Apr. 10th	BRSCC	Aintree Circuit	Liverpool	Race Meeting (R)	—
Apr. 10th	Border MC-Finingley	Lindholme Airfield	Nr. Doncaster, S. Yorks	Border Stages Rally (R)	09.01
Apr. 10th	Coltness Car Club	Strathclyde Park	Scotland	Scottish Hill Climb Championship (N)	—
Apr. 10th/12th	BARC	Thruxton Circuit	Andover, Hants	European Formula 2 (INT)	—
Apr. 11th	SMRC	Inghistown Circuit	Duns, Berwickshire	Race Meeting (R)	—
Apr. 11th	DRC	Donington Park Circuit	Derby	Race Meeting (R)	—
Apr. 11th	Bath MC	West Country Motor Auctions	Westbury	Morning Star Motors Chieftan Rally (R)	08.30
Apr. 11th	Whickham & DMC	Dutton Forshaw (North East) Ltd., Chainbridge Road	Blaydon, 88/192/635 1/2	Easter Stages Rally (R)	08.30
Apr. 11th/12th	BRSCC	Brands Hatch Circuit	Dartford, Kent	Race Meeting (British Formula One Championship) (N)	—
Apr. 12th	HDLCC	Loton Park	Alberbury, Nr. Shrewsbury	Loton Park Easter National Hill Climb (Round British Hill Climb Championship) (N)	11.00
Apr. 12th	BRSCC	Castle Combe Circuit	Chippenham, Wilts	Race Meeting (R)	—
Apr. 12th	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting (Lloyds and Scottish Round) (N/R)	—
Apr. 12th	IMRC	Mondello Park	Ireland	Race Meeting	—
Apr. 16th/18th	ARBO-Wien	—	Austria	Atrium Arbo Rally (European Rally Championship) (INT)	—
Apr. 17th	VSCC	Silverstone Circuit	Towcester, Northants	Race Meeting (C)	13.00
Apr. 17th	Lincolnshire Louth MC	Humber Royal Hotel, Littlecoats Road	Grimsby 113/246086	Lincol Communications Tour of Lincs (R)	08.00
Apr. 17th/18th	Lothian CC	Doune	Scotland	Scottish Hill Climb Championship (R)	—
Apr. 17th/18th	ASAC de Grasse	—	France	J. Behra Criterium Alpin (European Rally Championship) (INT)	—
Apr. 17th/18th	Alwoodley MC	Motel Leeming	99/283893	Ridings Rally (C7)	00.01
Apr. 17th/18th	Exeter MC	East Devon Technical College	Tiverton 181/953135 1/2	12th Exeter Rally (R)	00.01
Apr. 17th/18th	Marlock & DMC	DFS Furniture, Darley Dale, Matlock	119/276626	DFS Rally (R)	23.16
Apr. 18th	Alfa Romeo OC	Goodwood	Chichester	Sprint (R)	—
Apr. 18th	Calderford MC	Melbourne Airfield, Melbourne, York	105/763428	Calderford Trophy Stage Rally (R)	09.31
Apr. 18th	MAC	Curborough	Nr. Lichfield	Sprint (N/R)	—
Apr. 18th	BARC	Lydden Hill Circuit	Dover, Kent	Race Meeting (R)	—
Apr. 18th	Oto Club Koers VZW	Zolder	Belgium	European Formula 3 Championship (INT)	—
Apr. 18th	AC Milano	Monza	Italy	Endurance World Championship for Makes (INT)	—
Apr. 22nd/25th	AC Livorno	—	Italy	Isle of Elba Rally (European Rally Championship) (INT)	—
Apr. 24th	500 MRCI	Kirkistown Circuit	Ireland	Race Meeting (C)	—
Apr. 25th	BRDC	Mallory Park Circuit	Leics	Race Meeting (N/R)	—
Apr. 25th	BARC	Cadwell Park Circuit	Louth, Lincs	Race Meeting (R)	—
Apr. 25th	BHRC	Brands Hatch Circuit	Dartford, Kent	Race Meeting (C)	14.00
Apr. 25th	IMRC	Mondello Park	Ireland	Race Meeting	—
Apr. 25th	Falcon Motor Club	Knebworth Park Circuit, off A1(M), Stevenage	166/236220	Autocross (R)	13.00
Apr. 25th	AMOC	Wiscombe Park	Honiton, Devon	Hill Climb (Round British Hill Climb Championship) (N)	13.30
Apr. 25th	Federazione Auto Motoristica	Imola	Italy	San Marino Grand Prix (World Championship Round) (INT)	—
Apr. 25th	ADAC Nordrhein EV Sportabteilung	Nurburgring	West Germany	European Formula 2 Championship (INT)	—
May 1st	750 MC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (R)	14.00
May 1st/2nd	DRC	Donington Park Circuit	Derby	Race Meeting (INT)	09.00
May 1st/3rd	Union des Automobilistes Bulgares	—	Bulgaria	Zlatni Piasatzki Rally (European Rally Championship) (INT)	—

### MATTERS OF MOMENT

Continued from previous page

of MOTOR SPORT. Indeed, we suggested to Rolls-Royce's PRO that, as we are still waiting to road test the Rolls-Royce Silver Spirit, we might as well by-pass that illustrious model and get on with trying the more appropriate (to this journal) Bentley Mulsanne, with or without turbo. Alas, we gather this will not be possible for a considerable time.

During the dark days of the last World War we were permitted to drive the then-experimental Bentley Mk. V and MOTOR SPORT had good Press service from R-R in Mr. W. A. Robotham's time, but it then became increasingly difficult to obtain, for test, cars like the Silver Cloud and Silver Shadow, for which we were perhaps expected to wait with the proverbial "bated breath". Rolls-Royce Limited have long been rather cautious, shall we say, over the perfectly normal matter of Press-road-testing. The writer

remembers how, when the pre-war 3½-litre Bentley "Silent Sports Car" was an exciting new model (and for the price of which you could have bought a couple of more accelerative Railtons), one was delivered to Brooklands for a day's trial by the magazine for which he was then writing (this was in his pre-MOTOR SPORT period), by a uniformed chauffeur who announced that *he had to remain with the car throughout the test* — and he did, even to riding in the back during the speed tests round the Brooklands outer-circuit, holding on to his peaked hat.

On that note, all we can tell you is that you can recognise a Mulsanne Turbo, if you should encounter one, by the "Turbo" badges, the painted radiator-shell, the leather trimmed steering wheel, and the two exhaust tail-pipes on the off-side rear. And that if you have over £60,000 to spend on a car you could place your order for one, for delivery about next September.

### POST-BUDGET COMMENT

Last month we optimistically expressed the hope that Sir Geoffrey Howe, Chancellor of the Exchequer, would be man enough, and sensible enough, to resist placing further burdens on motoring, industry, and the everyday cost of living by increasing the cost of road transport. As you now know, he has done this unwelcome thing.

It isn't only on behalf of those who derive pleasure from car ownership that we complain. Comment during the Budget speech made it very clear that while industry was being helped in a few respects, these small advantages were negative in other directions, of which the unexpected big increase in petrol and Derv duty was freely quoted. The two vehicle owners to be interviewed by the BBC during the Budget speech, one a person relying on a car to get him to and from his place of work, the other a taxi-driver, were both

very disappointed by the increases, the former being particularly bitter. To raise car tax by the same amount again as in his previous Budget (commercial vehicles weren't mentioned) is typical of the continual blows Governments always dole out to car-users. It may be that Sir Geoffrey sees £10.00-a-year extra as representing nothing to those buying machinery costing thousands of pounds and costing nearly as much per year to run. But in the face of the tiny offerings you made to many other sections of the community, that, Sir Geoffrey, is a fallacious argument. . . .

It is apparent that many of those who had lobbied for tax reductions obtained them. It seems, therefore, that the motoring organisations failed to appeal with sufficient vigour, although the RAC got out a protest for motorists to sign and forward to their MPs. From this day on, that must be rectified! (The power millions of vehicle-drivers possess, if properly organised, to make a protest embarrassing to any Government, is quite alarming!) How anyone professing to want to help small companies and to encourage school-leavers to set up their own businesses can fail to see that inexpensive transport is one of the essentials, is beyond understanding. What a splendid incentive, at a time when petrol prices at the pump had at long last come down, it would have been, had the Chancellor left petrol and Derv duty alone. Instead, following the precept that the car owner will always pay, he raised both these and car tax by unexpectedly high amounts. Everyone will suffer, the Motor Industry included, for every added burden tends to make potential customers forget the intended new car, forgo a second car, and enthusiasts to tax their special vehicles for shorter periods. The £80.00 car tax reminds us that the last-named in particular would have benefited from the "long-week-end" licensing, from Post Offices, promised when the Swansea computers were installed. We may well ask what happened to that Government promise?

To conclude, we address the following open-letter to Sir Geoffrey Howe; if he responds, which will surprise us, his reply will be published in full:—

Sir Geoffrey Howe,  
Chancellor of the Exchequer,  
House of Commons.

Sir,  
Having listened with increasing depression to the tax increases imposed on car users in your recent Budget, may we enquire whether you are aware that the motor car is no longer a pleasure possession, but is used by thousands of workers as essential transport? That being the case, can your increase in car tax, of exactly the same amount as you imposed in your previous Budget, let alone your savage increases in petrol and Derv duty, be seen as any help to the country's work-force or those needing personal transport to set themselves up, as you profess to hope they will, in new businesses? Can you explain why you apparently regard the Motor Industry and its many ancillaries as less worth listening-to than those who lobbied you for reduced taxes on behalf of the Construction Industry, the Scottish whisky distilleries, etc., to whom you granted relief?

As the motor car is about the most highly-taxed of any private possession, can you tell us, please, when the promise of "week-end" or other short-term licences, which were to be obtainable from Post Offices, will be implemented, a convenience (not a concession) of particular benefit to those who wish to take a car on to the road for very brief periods without the burden of

paying the long-term licence fees and especially to those driving the older historic cars to rallies, etc., which provide much pleasure to a great many people who watch them?

Finally, do you see any prospect in the future of the very high rates of taxation imposed on car owners for so many years, irrespective in the case of the £80.00 car-licence of the power of the vehicle or the frequency of its use, *ever being reduced* (this is not intended to be humorous!) A reply would, we are sure, be much appreciated by millions of car owners and users who will be voting at the next General Election.

W. Boddy, Editor, MOTOR SPORT.

## The VSCC at Silverstone

THE first Vintage SCC race meeting of 1982 will be at the Silverstone Club circuit on April 17th, starting at 13.00 hours, although there is practice from 9.00 hours. This is the traditional 1908 GP Italia Trophy Meeting, with a 10-lap scratch race for this and the Lanchester Trophy for Edwardian and vintage racing cars. This will be supplemented by those exciting 10-lap All-Comers' and Pre-War All-Comers' scratch races and a number of 5-lap handicap and scratch events, eight or nine separate happenings in all, the Meeting opening with the customary 40-minute High Speed Trial, with a compulsory (not necessarily Fred Karno, Mr. Duckworth) pit-stop, this event encouraging newcomers to the vintage and p.v.t. speed-game. This VSCC Silverstone Meeting is the nearest thing you can get to pre-war Brooklands, and it sees the commencement of points scoring by pre-war cars for this year's MOTOR SPORT Brooklands Memorial Trophy Contest, with £325 prize money. You are recommended to make the most of the splendid sounds, smells and racing activities encompassed. Public admission costs the same as last year, note, i.e. £3 per adult, accompanied children free, with an extra £1 for admission to the delights of the huge Paddock. Dogs will have to remain behind and be told all about it over their evening feed, but cars are welcome and are parked free of charge. — W.B.

## Hill Climb

APRIL sees the start of the 1982 British Hill Climb Championship, sponsored this year by Pace Petroleum, with rounds taking place at Loton Park, near Shrewsbury, on Easter Monday and at Wiscombe Park, near Honiton, on Sunday, 25th.

Last year's youthful champion, James Thomson, has taken to circuit racing, although the Pilbeam-Hart he campaigned with such success will be seen on the hills in the hands of his father, Jim. Alister Douglas Osborn, whose performances last season looked to be unbeatable, will be out with the same 3.6-litre Cosworth engined car, while 1980 champion, Chris Cramer, will be using the ex-Formula 2 Toleman-Hart which gave him so much trouble early last year, but which was showing great promise by the end of the season.

## Apology

We apologise to John Corlett for ascribing the authorship of his recent book, "Aviation in Ulster", to John Croft in our review published in February's MOTOR SPORT. The book is published by Blackstaff Press and costs £6.95.

## CLUB NEWS

### Lancashire & Cheshire Car Club

THE Lancashire and Cheshire Car Club has not been able to run a race meeting for four years, but will be doing so again later this year when they will be running a four-hour relay race at Oulton Park. Taking place on Saturday, October 2nd, the event will be open to both saloons and sports cars and should appeal especially to teams from the one-make car clubs. This event is in addition to the "Lancs and Chesh" usual round of ten competitive events, catering for all kinds of motoring tastes, for enthusiasts in the Manchester area. Details from Martin Wield on Knutsford 4954.

### Jaguar Drivers Club

THE JDC's main event of the year, their Silverstone Race Meeting, takes place on Saturday, April 3rd, and marks the start of the season for many of the championships for historic sports cars. With rounds of the Robin Hamilton Inter-Marque Championship (to be run over six rounds this year, with teams of ACs, Porsches, Aston Martins and Jaguars taking part), the Seldon Classic Sportscar Championship, AMOC Thoroughbred Sports Championship and HSCC Post-Historic Sports Championship as well as other Jaguar oriented races, the meeting promises to be an interesting start to the season.

The Cheshire area of the JDC is organising a 100-mile race for standard sports cars at Oulton Park on April 24th for the Cheshire Cats Trophy. Only standard production sports cars are eligible, and these will have to have current test certificates and be road taxed. There will be historic sports car races, historic saloon car races and many non-circuit attractions as supporting events.

### 750 Motor Club

ALTHOUGH the 750 MC is busy with numerous celebrations of the sixtieth anniversary of the Austin Seven, it has many other activities, such as 750, 1300 and F4 racing, with some 50 events including trials and the National Birkett six-hour relay race etc. The rules governing these are set out, together with fixtures, the 750 Championship List, a review of the 1981 season and so on, in the Club's 1982 Year Book. The addresses of the 15 centres or groups and of associated Clubs are also listed. Details from David Bradley, 16 Woodstock Road, Witney, Oxon.

### Austin Ten Drivers Club

1982 being the 50th Anniversary of the introduction of the Austin Ten, plans for a special celebration at the Club's national event are well under way. The meeting, the 17th of its kind, will take place at Berkeley, off the A38 between Bristol and Gloucester, on June 26th and 27th. There will be the usual competitions as well as spares stalls, etc. Anyone interested in Austin vehicles of the thirties is welcome to attend. Details from M. Hill, 37 Stanway Road, Benhall, Cheltenham, Glos.

### Triumph Sports Six Club

OWNERS of Stags and TRs will be welcome at this Club's National Day at Beaulieu on April 25th.

## AROUND AND ABOUT Auction Sale

WE recently had occasion to look in on an auction sale of old cars, ranging from a veteran to cars that only recently became obsolete and out of production. The general trend seemed to be that many cars were not reaching the inflated reserves put on them by their owners, while on others negotiations continued outside the auction room once the car had been withdrawn. A rather blatant piece of "rigging" took place on a not-very-interesting old car, whose rarity value probably came about because the model did not sell well when it was new, so the production run was very small. The owner had two friends in the audience and after a long silence, during which the auctioneer tried in vain to get a starting bid of even a few hundred pounds, one of them near the rostrum murmured "£10,000", at which there was a rustle as it really wasn't worth more than £4,000, if that. The other chap upped the price by £200 and then between them they took it to £12,300 and then abruptly stopped and there was no further bidding and the car was withdrawn. A reserve of £12,500 had optimistically been put on the car, so it was a case of no sale, and had they not bid themselves the car would have never even received a laughable offer of £500. Taking the car away, the owner was able to advertise it at £12,500 and in all honesty tell any prospective customers that it "... reached £12,300 at auction ...".

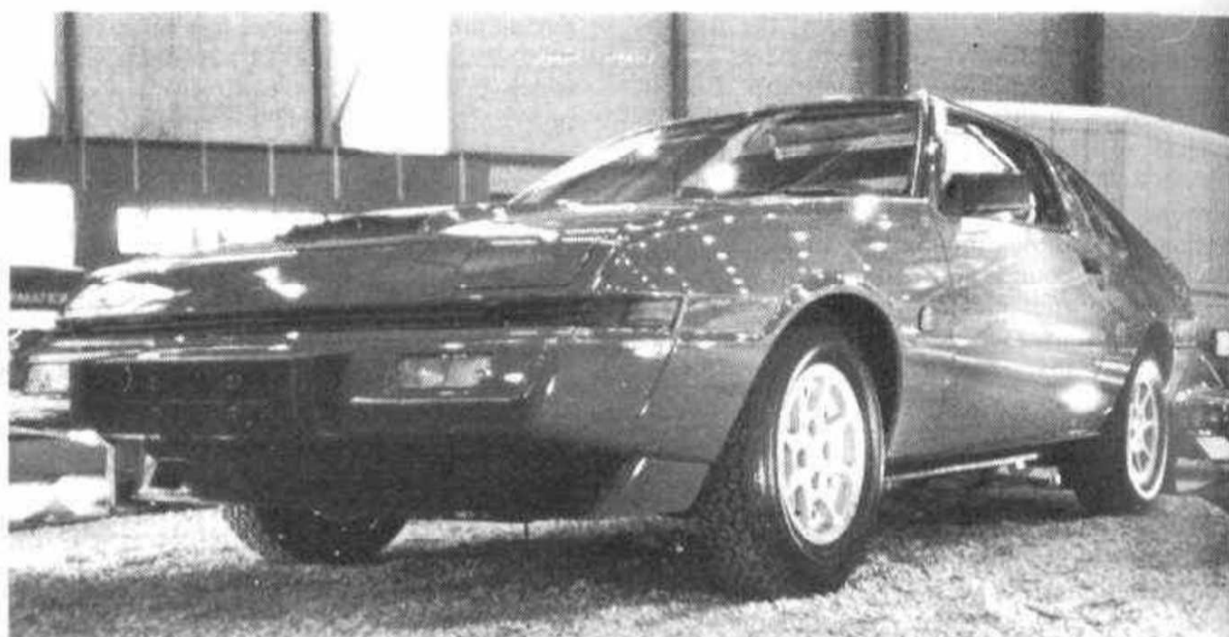
We never did like auction sales of old cars.

## In Geneva

APPEARANCES can be deceptive. The 52nd Salon de l'auto Genève, held in its new location in the characterless Exhibition and Conference Centre close to the airport, was superficially a low profile event with few outstanding new models, but closer examination revealed plenty of technical interest.

The ambitious Mitsubishi concern, for example, can now boast a turbocharged version of every model it makes and its new flagship, the Starion 2000 EX coupé, proved the star of the show. Of rakish appearance, the Starion employs the familiar, sophisticated turbo engine from the Lancer range but its mechanical specification is enhanced by the adoption of independent rear suspension. It is scheduled to arrive in the UK mid-year and its 135 m.p.h. top speed and 0-60 m.p.h. acceleration time of 7.4 sec. should guarantee a high level of interest.

Turbocharging's popularity was clearly in evidence and one does not need a crystal ball to predict that blown diesel power units will be *de rigueur* in many manufacturers' ranges within a short time. Peugeot, of course, is in the vanguard with its 604 model, and further revealed its trend of thought with a development of the Vera prototype, now powered by a turbocharged diesel version of the 104 range's engine. Volkswagen Audi, too, is pursuing this path, with diesel turbo versions of the 80 and Golf Models. Also in on the act is Renault, whose D/T 30 is claimed to be both faster and more economical than its petrol engined brother. Proof, if any be needed, that turbocharging is now a wholly respectable — and effective — way of increasing performance is further provided by Rolls-Royce's adoption of such a system on the latest Bentley. At last that worthy marque has an identity of its own, with the Mulsanne Turbo. Undeniably a car of generous proportions, it revives Bentley's sporting traditions for despite its bulk the



STAR OF THE SHOW: Colt's new flagship, the Starion 2000 EX Coupé.

machine will accelerate to 60 m.p.h. from rest in a highly creditable 7.4 sec. and can devour distance at a near 140 m.p.h. gait. Equally sporting, yet disappointing in shape, is Maserati's twin turbo offering, aptly christened the Biturbo.

Of high technical interest was Volvo's prototype version of the new top of the range 760 series. This incorporates an electronic wheelspin sensing system — the ETC — in conjunction with the Volvo Computer Controlled Turbo (VCCT) power unit. Sensors assess the level of tyre grip and a micro-computer then determines the amount of engine power to deliver to the wheels to avoid wheelspin in unfavourable conditions. The first stage is to cut out the turbo but if that is insufficient, the system cuts out three cylinders to ensure that the tyres always maintain adequate grip. The system should find its way on to production Volvos by the end of the decade.

Other points of interest centred on Ford's new Escort flagship, the RS1600i, which is a fuel injected high performance XR3i; GM's svelte new Camaro in European specification; a two-wheel drive production version of the drophead Porsche 911 design study shown at last year's Frankfurt Show; and the attractive Tropic Auto Design drophead BMW 635. Who said convertibles had had their day?

MOST OUTRAGEOUS CAR: Sbarro's Super Twelve, powered by a transverse mounted, straight twelve engine.

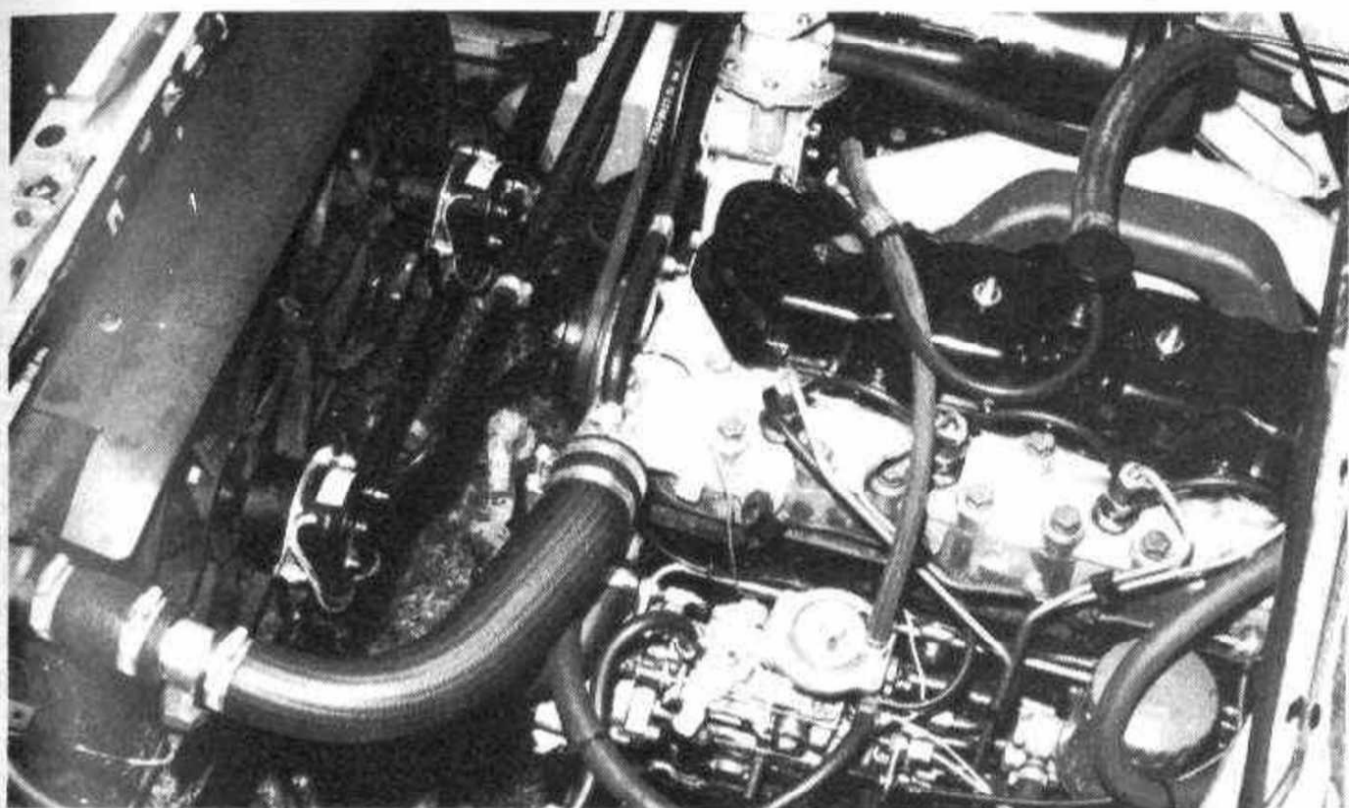


An accolade for the most outrageous car should be reserved for Sbarro's Super Twelve. A Renault 5 sized 2+2, this is powered by a transversely mounted straight 12 power unit, comprising two Kawasaki Z1300 motorcycle engines geared together to produce 260 b.h.p. Apparently, the prototype has already been snapped up by an intrepid Swiss buyer.

## From Powerboats to Motorcycles

WHILE in the Poole area recently, we called in on Malcolm Cole's establishment on Hatch Pond Road to see the facilities this versatile engineer has at his disposal and to try his conversion of a used Range Rover to Peugeot diesel power.

Cole has been involved with specialist developments in the transport field for some 15 years. Following initial training with the Ministry of Aviation as an instrument maker, he worked on the development of racing motorcycle engines, prepared trans-desert motorcycles in Australia, spent time in the USA developing turbocharger installations both for cars and powerboats and also tried his hand at heavy engineering, working in an iron ore mine.



**HEART OF THE MATTER:** Peugeot's turbocharged diesel engine nestles happily under the bonnet of a Malcolm Cole converted Range Rover.

For the past few years, he has concentrated most of his efforts on specialist development and maintenance in the world of powerboats, working for a small and exclusive group of customers, but last year, with backing from the Endless Group of Companies, he set up Malcolm Cole Limited in the Poole premises with a view to expanding his clientele. Powerboat work is still very much at the forefront of his activity, witnessed by a 30 ft. long, slender, vessel on its trailer outside the main doors, and an 8-litre Mercruiser engine having attention to its gearbox in the assembly area of the workshops. Cole told us that he maintains an installation consisting of two of these engines, in turbocharged form. Also evident were some V6 Cosworth engines destined for use in powerboat racing, while in the welding bay, some intricate work fabricating a water-cooled silencer / exhaust manifold for a marine diesel was in progress. Intricate welding is a speciality of the establishment, the Ministry of Defence sending stainless steel fittings and other items to Cole for attention.

On the automotive front, Cole has a simple turbocharger conversion for the Mazda RX7 (he runs one of these rotary engined cars himself) and is looking at the possibilities of turbocharging the 2.8 injection Capri. He has fitted a turbocharger conversion to his own idea of the ideal towing vehicle for a fully fledged powerboat — a Range Rover with a Cole designed and built third axle with hydraulically adjustable suspension to enable the rear of the elongated vehicle to be lowered and raised to assist in picking up trailer hitches. But it is the conversion of Range Rovers to diesel that is the bread and butter of the business.

Cole argues that the diesel conversion is particularly attractive to the Range Rover user who, with 100,000 miles on the clock, is faced with heavy expenditure on a replacement engine for a vehicle which is otherwise in reasonable condition. The extra cost of the diesel conversion is rewarded with appreciable savings in running costs, which can become considerable if the owner is a farmer or contractor who buys diesel in bulk or if he drives frequently on the Continent where diesel prices can be as little as a quarter the price of petrol.

The basis of the conversion is Peugeot's 2.3-litre, 4-cylinder, turbocharged diesel engine which comes complete with clutch and ancillaries and has factory warranty. Cole provides all the

special items required to install this unit in place of the V8 petrol engine, including a modified bell housing, special engine mounts (the engine is mounted vertically in this application), alternator and hydraulic pump mounting brackets, twin electric fans, revised dip-stick etc., etc., machining many of these components in his own small machine shop. When complete, none of the usual conversion tell-tales are apparent: there are no awkwardly bent control rods, no botched cable joints, no obvious fabrications, no insulating-tape covered joints in the wiring, no evidence of hammer work on any panels to provide clearance.

With the power output reduced by 50 b.h.p., performance is nothing to shout about, but the converted vehicle proved itself just as versatile on the rough as a petrol engined Range Rover would have done, climbing a 1 in 4 mud slope quite happily on tick-over in low ratio, and starting off with no fuss or drama on a similar slope on tarmac in high ratio. On the road, it was happiest on country roads ambling along at a steady 55 m.p.h. Above this speed, noise in the cabin begins to build up, although the vehicle is perfectly happy travelling at 70-75 m.p.h., at which speeds it is no noisier than Mercedes' diesel G-wagen.

Independent test results show a maximum speed of nearly 80 m.p.h. with a typical average fuel consumption of 25 m.p.g., compared with the standard vehicle's 98 m.p.h. and 16 m.p.g.

## Avon Tyres

AT a small gathering to celebrate the first season in Formula 1 racing of the Avon tyre, manufactured at Melksham in Wiltshire, and distributed and serviced by International Race Tyre Services, the head of the latter firm in the alliance, Jean Mosnier, made an interesting declaration on behalf of the two firms. Apart from Formula 1 tyres they also make and market racing tyres for Formula 2 and Formula 3 and oval-track Hot Rods. In the world of British Formula 3, in the major championship, the tyres are restricted to one make and one type in an attempt to keep down costs and complications. At the end of last year some tests were carried out at Silverstone in which six different tyre manufacturers offered their tyres in competition for the "one-make contract". They were Goodyear, Dunlop, Pirelli, M&H, the Japanese Yokohama and Avon and tests were carried out under RAC supervision

using a Formula 3 Ralt, driven by Raul Boesel and a Formula 3 March driven by Mike White. The RAC were looking for a combination of performance, wear, price, service and the guarantee of supply. At the end of the day Avon won the contract, so for this season and the next two, all competitors in the British Formula 3 Championship will have to buy Avon Formula 3 tyres.

Now you would think this would please Avon/IRTS, and of course it does, but Mosnier came over strongly that the idea of granting approval to a single tyre manufacturer does not meet with their approval as they consider it is not in the best interest of their business, which is making and selling racing tyres, nor is it in the best interests of the sport. It seems that while Avon have been granted a monopoly in Great Britain, Michelin have a similar monopoly in France, Pirelli in Italy and Dunlop in Germany, so that if the Avon tyre proved to be the best for Formula 3, competitors in other countries could not use them, which effectively restricts the business opportunities of Avon/IRTS. They would prefer to see the choice of tyres being left to the competitor so that they could choose whatever suited their car, their driving style or their pocket, and being confident of their ability Avon/IRTS would expect most competitors to choose Avon tyres.

They would also like to see a limit put on the number of sets of tyres a competitor could use in practice and the race, as is done in Formula 1, and they would like to see the American idea adopted, whereby you have to race on the same tyres you used when you qualified for the grid.

Avon/IRTS are expanding rapidly, after a cautious start in 1981, and for this season the ATS, Theodore and Ensign teams are on Avon tyres and in addition to Formula 2 and Formula 3 Avon will be active in Rallycross, Saloon car racing, Sports car racing in Group C, Rallying and motorcycle sidecar racing, while they intend to be in solo motorcycle racing towards the end of the year.

## The Lloyds and Scottish, 1982

AT the recent presentation of awards for the 1981 Lloyds and Scottish Historic Car Championship (won by Michael Bowler in his Lister Jaguar, followed closely by Gerry Marshall in the Marsh Plant DBR4 Aston Martin), the Lloyds and Scottish Finance Group announced details of the 1982 Championship.

Registered under the wing of the Aston Martin Owners Club, the Championship will be run over six rounds, three at Silverstone (April 12th, July 3rd and September 11/12th) and three at Brands Hatch (May 9th, July 17th/18th and August 30th).

The classes for single-seater racing cars have been changed in acknowledgement of the ever improving performance of the ERAs fitted recently with 2-litre engines and the superiority of the cars of the late fifties. Classes cover the period 1931 to 1952 (except 2-litre ERAs), 1953 to 1957 (including 2-litre ERAs) and 1958 to 1960. A radical change is the inclusion of certain rear-engined single-seaters in the last class. The sports-racing classes cover the periods 1945 to 1957 and 1958 to 1960.

So far, over fifty registrations have been received, and, as there will be no split grids this year, practice might well turn out to be more exciting than the race as individuals battle to qualify for a place on the grid.



## Elford's turbocharged Mazda RX7

ELFORDS ENGINEERING of Tuckton, near Bournemouth, have been involved with the motor car since the early years of the century. Latterly, they have been successful as agents for Mazda cars and have developed such a reputation for the quality of their service that they have been appointed the only 3-star Mazda agent in the South West.

Three years ago, when the RX7 first came to the UK, Mr. Elford was taken with the rotary engined car, but was soon persuaded that it needed more power and would benefit from turbocharging. In conjunction with fellow director Ted Marchant and a freelance engineer, they developed a turbocharger installation for the car. We tried a prototype in the Autumn of 1980 (see *MOTOR SPORT*, November 1980) and were favourably impressed with the very smooth nature of the converted car and with the neat finish to the installation. However, there were reliability problems with the early conversions, and Elford's had to make the decision early in 1981 either to pour more money into a really thorough development and ultra-professional conversion or to withdraw the Elford Turbo. Since the car had already developed quite a name for itself, they decided on the former course of action and set up Elford Turbo Limited.

The result of the re-development programme is a conversion so neatly engineered and so carefully integrated with the rest of the car that it is impossible for those not thoroughly familiar with the RX7 to know where one ends and the other begins. The Elford Turbo must have found favour with Mazda UK Ltd., since they include a course on the conversion in their training for dealers' technicians.

A Garrett AiResearch turbocharger is used (the same as that fitted to the Saab Turbo, thus ensuring availability of turbo spares throughout the world) sucking through an SU HIF carburettor into a neatly cast special manifold. Maximum boost is regulated by a conventional wastegate to 5 p.s.i. The standard rotary engine's compression of 9.4:1 is retained, but micro-chip wizardry is employed to retard the ignition as the boost (and thus the effective compression ratio) increases to prevent detonation, a condition to be avoided at all costs in a rotary engine since it

seriously damages the rotor tips. The micro-chip serves other functions: if boost pressure rises above 5 p.s.i. due to a sticky wastegate valve (a condition avoided by a vacuum operated device to open the wastegate on the overrun), or if the driver should fail to notice the audible warning bleep when the engine revolutions exceed 7,000 r.p.m., the black box cuts every other spark on the leading plugs until the boost and/or the revolutions drop to safe levels.

With many turbo conversions, usually carried out in dribs and drabs or at best in small batches, the manifolds required are fabricated and are not always interchangeable one for another. Elford's, wary of their reputation for quality, have gone the whole way. The exhaust manifold, on to which the turbocharger is mounted, is neatly cast in iron and is jig machined to fine tolerances while the inlet manifold, machined in the same way from an alloy casting, has been carefully designed with better balance to iron out some of the problems encountered with the original turbo-conversion. Neat touches include a separator to remove the air from the turbocharger lubricating oil before it is returned to the sump — in reciprocating engines, a small amount of oil / air froth returning to the

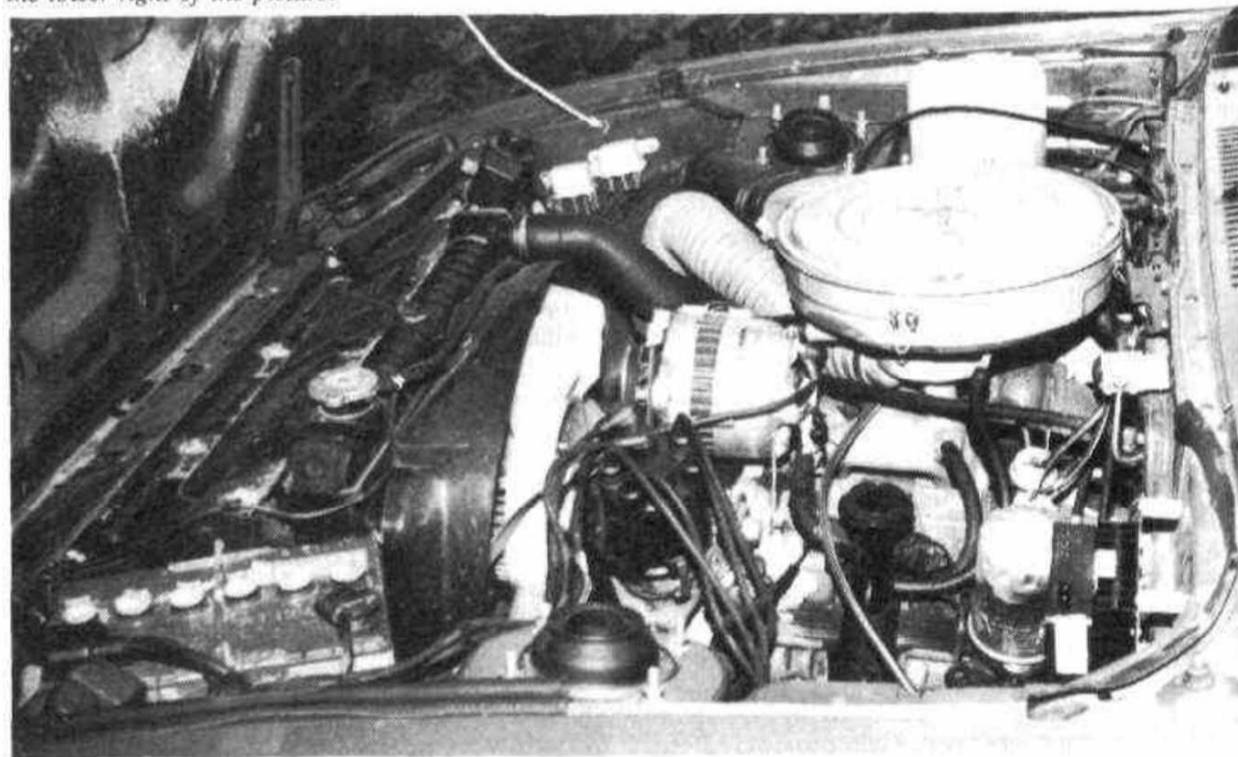
sump from the high speed turbocharger spindle bearings makes little difference, but in the rotary application it could lead to problems with the metering device for the tip lubrication. The forward parts of the exhaust system are of stainless steel, only the final expansion box and the tail pipes of the original system being used.

The full Elford treatment is not confined to the turbocharger alone. The already purposeful appearance of the RX7 is considerably enhanced by the addition of a deep air dam at the front and a full width rear spoiler, both made from fibre glass, sprayed to match the car. Cibie spot lamps, which can be used for daylight flashing, or to augment the headlamps, are incorporated in the air dam, while the rear spoiler provides another example of the fine attention to detail which characterises this conversion: a small, barely noticeable drainage channel is provided to prevent any accumulation of water which may seep through the hole for the electrically operated aerial. Customers may choose whether to retain the original headlamp washing system or to have this adapted to provide additional jets (and capacity) for the somewhat mediocre screen washers of the standard car. Competition brake pads are fitted.

Finally, Wolfrace sonic wheels, bronze tinted and fitted with Pirelli P6 rubber are substituted for the Japanese Dunlop shod Mazda wheels. 13 inch wheels are standard, giving a slightly lower overall gearing with the 60% profile Pirellis, but customers may opt for 14" wheels, or even 50% profile, P7 shod, 15" wheels at correspondingly higher prices. As with the under-bonnet arrangements, the exterior modifications are integrated with the original so well that it is difficult to believe that they are not manufactured and fitted by Mazda in Japan. The interior remains unchanged, without even the addition of a boost gauge.

Thus modified, the characteristics of the Elford Turbo RX7 bear so little resemblance to those of the standard car that it is surprising that so little has been done. The RX7 we had on long term test recently was awkward in traffic, the engine being fussy at low speeds necessitating much use of the gearbox: not so the turbo. The standard car's brakes were almost too powerful, care having to be taken not to lock the front wheels,

*It is difficult to spot the modifications in the engine bay of Elford's RX7: the cast alloy inlet manifold is visible under the air cleaner and the bulkhead mounted black box, which provides the fail-safe features, can be seen in the lower right of the picture.*



especially in damp conditions: not so the Elford car. Mazda's RX7 provides good roadholding and controllable, tail happy handling: the Pirelli tyres provide the Elford Turbo with truly excellent roadholding and add a new dimension to the handling.

The quoted power output of the turbocharged engine is 160 b.h.p., up by some 40 b.h.p. on the standard unit. More impressive is the improvement in the characteristics of the engine — the normally aspirated motor needs to rotate quite fast for adequate performance — there is little below 2,000 r.p.m. and it is at its most comfortable above 4,000 r.p.m. In turbocharged form, there is plenty of torque across the whole range of engine speeds. The engine will pull from as low as 1,000 r.p.m. quite happily and smoothly, making town driving much less tiring. Acceleration is much improved, the rest to 60 m.p.h. time being reduced to below eight seconds, our best time being a whisker below 7½ sec. by dint of making an early up change from first to second to avoid the tendency of the gearbox to balk when a rapid change is called for at high engine speeds. There is no trace of any flat spot, and the engine seems even smoother than ever.

If the standard car was happy pounding along continental motorways at a steady 100 m.p.h. (just under 5,000 r.p.m.), the Elford car would be happy at 120 m.p.h., hour in, hour out, the engine running perfectly sweetly at some 6,100 r.p.m. on the 13 in. wheeled demonstrator we borrowed for an all too brief 600-mile stint early in March. The standard car goes slightly faster in fourth at some 121 m.p.h. than in fifth, when the best we obtained was 117 m.p.h. Elford's car is still pulling strongly when the speedometer needle goes off the 140 m.p.h. clock, the rev counter showing 6,700 r.p.m. in fifth. Top speed must be

of the order of 135 m.p.h. Mid-range acceleration is also considerably improved, making marginal overtaking manoeuvres safe and enabling the owner to achieve better journey times in a more relaxed state. The biggest improvements come in the top gear acceleration at typical cruising speeds — 50 to 70 is improved from over 11 seconds to seven seconds, while 80 to 100 shows a dramatic improvement of over five seconds at a shade under 11 seconds.

The handling, roadholding and braking are all transformed by the Pirelli rubber — gone is the tendency to lock up the front wheels under braking, even on damp roads, unless one really stamps on the pedal. The point at which the car starts to unstick in the dry has been elevated far beyond the limits of all but the totally crazy, while the handling is more responsive than the standard set up, there being much less initial understeer when approaching a corner fast, quicker turn into the corner and no trace of tail steering on a dry road unless the driver is being deliberately brutal. On wet roads, the Pirellis continue to grip remarkably well, but tail slides are relatively easy to induce and equally easy to control — all the driver need do is to steer in the direction he wishes to travel and the car seems to collect itself, following the chosen course.

There was one fault on the six month old demonstrator which manifested itself only occasionally, but always at awkward moments. Elford's provide a drainage tube to carry any liquid fuel which might accumulate in the turbo-housing on the overrun back to the carburettor. The tube on our car occasionally blocked, preventing this drainage taking place. The effect was to make the engine very over rich and totally gutless at anything below 2,000 r.p.m., but tickover was unaffected. The result was that gentle clutch and throttle movements,

which would normally get the car away to a smooth start, would merely lurch the car a couple of yards into the traffic stream whereupon the engine would virtually die, necessitating a rapid change of tactics to dip the clutch, build up the revs and scream away, boy racer style. Considering that the car had covered over 19,000 miles in the hands of some very press-on drivers, it is to Elford's credit that there was no, more serious, snag.

The only quibble we have with the conversion is its range. The fuel consumption of the RX7 we tested during the latter half of last year worked out at an average of 23½ m.p.g. The turbocharger conversion knocks that figure back to below 20 if the car is driven with any spirit, making fuel stops essential every 200 miles: if Elford's wished to go one step nearer to perfection, they should incorporate double the fuel capacity.

To buy a converted new RX7 will set you back the best part of £12,000. Elford's will convert an existing owner's car (Mk. I or MK. II) for £2,650, but will not sell a kit other than through a recognised dealership (such as Lightowlers of Bradford, Donalds of Peterborough and Richard Knight in London) who will carry out the conversion. Spoilers are available separately, as are the sonic wheels and Pirelli tyres, or if you only want the turbocharger on its own, the cost is £1,500. — P.H.J.W.



## Land Rover Options

AT the end of last month, Land Rover Ltd. announced two new variants to their range, a high capacity pick-up and new "County" station wagon as well as a series of new options for their rugged cross-country vehicles to enhance their appeal in the expanding four-wheel-drive market. The main option, which will particularly benefit those who spend long hours behind the wheel, is to have "County" seats and/or trim in the cab — the seats are considerably more comfortable than the standard items, and the trim includes excellent sound-deadening material. Together, these options transform the vehicle from the comfort point of view. Other options are aimed at improving fuel economy and include radial ply tyres and free-wheel hubs as well as an ex-factory overdrive, although these last two are not available on the V8-engined models which run in permanent 4WD.

## "Endurance Runs"

IN the article published under this heading last month I mentioned being shown the proper way round Goodwood circuit by Graham Hill, on the occasion of some endurance running with small Fords. Foraging among old papers the other day, when searching for details of some Mercedes racing history, I came upon the report of this event, from which I see that Graham wasn't one of the drivers, although he did take me through the Goodwood corners. For the record, it was a run organised in 1955 by National Benzole — so many of these endurance exercises were to promote

petrol and oil companies' products — to establish m.p.g. figures for the current Ford Anglia and an equivalent Ford fitted with overdrive. It lasted 24 hours, the drivers, who included well-known rallymen, being changed every two hours. The ordinary Anglia covered 1,000.8 miles at 41.7 m.p.h. and 39.88 m.p.g., the overdrive car 1,116 miles at 46.5 m.p.h. and 40.58 m.p.g. including two changes of the front wheels, which presumably proved something or other, speed having been deliberately restricted by pit signals.

Elsewhere in the "Endurance Runs" article the aeroplane used by Alan Hess for his Round-the-World stunt with an Austin A40 Sports is quoted as a "DL4"; it was in fact a DC4 — Douglas Corporation Type-4 surely? And the Nagant-Hobson referred to on page 320 did a run from Sydney to Melbourne.

## Cars In Books

CARS are referred to by two famous authors in autobiographical books. C. S. Forrester, creator of "Hornblower" in Naval fiction, who didn't like cars, remembers that at school any lack of social eminence could be compensated for if one's parents possessed the right kind of car. In "Long Before Forty" (Michael Joseph, 1967) he suggests that a Rolls-Royce put a Linen Draper, for example, on a par with a Rear Admiral, and that one Daimler was worth two doctors, so to speak, but that it was better to disclaim all ownership of a motor car than to admit the existence of a family Ford — all long since altered, of course, as parents arrive at their sons' public schools in Granada Ghias.

Desmond Morris, best-known perhaps as the

author of "The Naked Ape", tells in "Animal Days" (Cape, 1979) of how Danny Lehrman fell through the floor of his small sports Singer, feet on the ground. I thought when I first read this that it must have been a rare pre-1914 Singer Ten, with decayed wooden floor, as I remembered how someone had asked me for a lift when I was leaving Silverstone in my 1914 Alfonso Hispano Suiza and on saying "Jump in", he did just that, going through the floor, which was riddled with wood-worm. I did not realise what had happened and took his shouts for "goodbyes" to his friends, so that he was obliged to run with the car as I drove off. But Morris' Singer was owned while he was at Oxford after WW2, so must presumably have had a metal floor, and one concludes that rust was to blame. — W.B.

## The Things They Say . . .

"... I think it is about time somebody stopped the stupid business of rallying and motor racing. . . on motor-racing circuits we have screaming machines manned by pathetic creatures who have never grown up and who think it brave and glamorous to risk their lives and others' eardrums in the pursuit of speed. . . I will never believe any Government that tells me to Save It (petrol) while allowing these overgrown schoolboys to play their enormously wasteful games". — Gerry Anderson, writing in the Wolverhampton Express and Star, who presumably "saves it" by using only a bicycle for transport. It is just as well to know one's friends and one is of course free to choose one's newspapers — remembering that this one was once favourably disposed towards motoring sport. — W.B.



## The Pomeroy Memorial Trophy Competition

THIS annual occasion on which cars from the Edwardian period compete on (theoretically) equal terms with the latest offerings straight from the production lines (and just about everything else in between) in a handicapped attempt to discover the best in touring cars, took place on the first Saturday in March at a thoroughly wet and miserable Silverstone. The rain started an hour before the first test and continued unabated until well after the results had been announced.

The VSCC had received 70 entries for the event, ranging in age from less than two months to over 75 years and in capacity from 1½ to 7-litres, but by the time the event started, 'flu, mechanical hiccups, weather and, in one case, lack of a valid tax disc (for all cars had to be currently taxed for road use) reduced the entry to 60 starters. Oldest of these was Dudley John's 1907 Mercedes Simplex, a massive chain-driven car fitted with a racing style two-seater body and driven on this occasion by Roger Collings. Competing with the Mercedes for the largest capacity engine was Frank Gourlay's 411 Bristol, the only other car over 6-litres. The two 1982 cars were David Black's 2.5 GTV6 Alfa Romeo, sounding just as crisp and exciting as we remember from our test last year, and David Bowles' 244 GLT Volvo.

There were two other Edwardians, Adrian Liddell's familiar dazzle painted Straker Squire and Tom Threlfall with the ex-John Rowley Th. Schneider. The Vintage period (the only section in which under 2-litre cars are permitted) was represented by eleven cars, a Frazer Nash Super Sports, four Bugattis, five Bentleys and an Alfa Romeo. There were ten cars from the thirties, eleven from the forties and fifties, and ten from the sixties, giving a fair and even spread across the decades.

The first test, designed to measure the steering, handling and road-holding of the cars, is a quarter mile sprint on a broad slalom course which utilises the full width of the Club Straight, including the concrete run-off areas on which the turns have to be made. The fastest time was set by eventual winner, Robin Rew, who took his Reliant Sabre Six through the course in 18.85 sec. (Rew either

spins or sets up fastest time in this test!), but best on handicap was Ivan Dutton's BMW 2002 (not the turbocharged version he ran last year) which recorded 19.90 sec. Other sub-20 sec. times were recorded by Keith Maddox with his 246 GT Dino Ferrari and David Duffy with his D-type Jaguar. Dick Smith's time of 21.65 sec. with his 1½-litre Meadows engine Frazer Nash was particularly credit worthy, beating all the other vintage competitors, apart from Hugh Conway Jr.'s time of 21.13 sec. with a Type 35T Bugatti, as well as many of the latest cars.

Despite the lousy weather (or perhaps because of the caution induced by the conditions), no-one spun, although one or two were very sideways at times, John Harris going very wide in his big Lagonda Rapide and Michael Billingham deliberately inducing nicely controlled slides from his Bristol engine AC. Burrows seemed to have too much power for the suspension of his Alvis special and obviously found it far too easy to spin the wheels, a problem shared by the front-engined Ferrari brigade, Robert Wills twitching towards a full spin with his 250 GTE and even the experienced Simon Phillips having to take the first bollard wide with his delectable Le Mans lightweight SWB 250. Colin Crabbe was

*DUBBED The Ferrari 7, Llewellyn's special built from parts of accident damaged Ferraris performed extremely well.*



*COLLINGS leaves the start of the first test on the oldest car competing, Dudley John's 1907 Mercedes Simplex. This very original car is believed to have covered fewer than 10,000 miles. Liddell's Straker Squire queues behind.*

noticeably cautious with another ex-Le Mans car, a Daytona a dozen years younger at 1972, while Tim Llewellyn, in what was dubbed the Ferrari 7, rapidly caught a tail slide after the first turn and made a neat run thereafter. His car, bearing a passing resemblance to a Lotus 7, is a special in the best traditions; made up from the remains of an accident damaged 365 GTC Ferrari, a GTB4 engine and other spares, the whole is clothed in a rudimentary open two seater body. With an all up weight of some 24 cwt., the straight line performance can be expected to be staggering, and it is to Llewellyn's credit that the handling seems to match the urge.

The braking test followed the slalom, and despite attempts a few years ago to ease the test by designating a zone within which the front wheels must stop (instead of simply using an astride line), this test invariably catches out a number of competitors although, this year, only five succumbed to the temptation of leaving the braking beyond the last moment. Sadly, Duffy with the D-type was amongst them — his performances in the other tests were so good that he would have been competing for the lead if he had completed the braking test correctly. Four competitors shared the best time of 4.6 secs., Pom-master Rew being joined by Ian Bentall with his very effective post-war Bentley special, Leo in his 308 GTB Ferrari and Browning with his AC 3000 ME Turbo. No less than seven scored 4.7 sec., notable amongst them being Smith with the vintage Frazer Nash, whose performance turned out to be best on handicap.

Consecutive standing and flying quarters the wrong way up the Club straight completed the pre-lunch part of the competition. With the track swilling with rain, the more powerful cars were at a big disadvantage, for the handicap formula makes no provision for poor weather and they were set to do dry weather times: with 100 b.h.p. per ton it is difficult enough making a good rapid getaway in the wet, with upwards of 250 the problems are that much exaggerated. Nonetheless, there were four who achieved sub-15 sec. times in the standing quarter,

quickest being Paul Channon with his delectable AC Cobra with 14.36 sec., followed by Llewellyn at 14.79 sec, Duffy with 14.87 sec. and Rew with his amazingly fast Reliant Sabre Six on 14.96. Best vintage time was set by Hugh Conway Snr. driving his Type 43 Bugatti with 17.68 sec. and it was good to see both of "Rusty" Russ-Turner's blown Bentleys in action — he recorded 19.14 sec. with the ex-Birkin single-seater while Victor Gauntlett managed 19.46 sec. with the two-seater. Smith's diminutive Frazer Nash was nearly a second quicker with 18.60 sec. Fastest pre-war time (16.16 sec.) was set by Rodney Felton's supercharged 2.6-litre, 8-cylinder Alfa Romeo. Rew's performance was best on handicap.

Quickest on the flying quarter in 7.75 sec. was Duffy, followed by Channon with the only other sub-8 sec. time of 7.83 sec. Despite a very gentle start in consideration of his intermediate-dry racing tyres, Crabbe flew through the flying quarter, recording 8.19 sec.: it is frightening to think what his time might have been had it been dry. Phillips, on 8.33 sec., was not far behind, but his standing quarter start had been a classic demonstration, emulated by Llewellyn who went through the flying quarter in 8.47 sec., poor aerodynamics notwithstanding. Nick Mason (250 GTO Ferrari 8.82 sec.), Rew (8.93 sec.) and Leo (8.99 sec.) were the only others under nine seconds. Predictably, Felton was quickest of the pre-war brigade with 9.95 sec. and fastest vintage car was Conway Snr. on 11.11 sec. This time, it was Duffy who came out on top on handicap.

Following the lunch break, during which clear sky appeared tantalisingly on the horizon, competitors were split into two groups and set to circulate on the club circuit for 40 minutes, aiming at a number of laps pre-determined by handicap. As in the previous tests, no allowances were made for the conditions and the more powerful cars were again at a big disadvantage. The first session passed without incident, although Gauntlett retired after two laps and Smith lost a certain second place when he had to



*ACCELERATING away on the first test, Phillips' SWB Ferrari was one of the most desirable cars present and finished in second place.*

stop to dry a waterlogged magneto. Luckily, his stay in the pits was short-lived and he returned to the fray to entertain spectators with his sideways progress round the corners. The first session, for the earlier cars, saw some two-thirds of the competitors achieving their target.

If Smith had provided the entertainment in the first period, it was Gourlay's handling of the large 411 Bristol that had officials catching their breath every time he rounded Woodcote — leaning well over on its comparatively soft suspension, the Bristol invariably required an armful of left lock to straighten it out for the pit straight. Three competitors all managed 29 laps, all driving extremely neatly — Duffy, Gray (Triumph TR5) and Collard (Porsche 911). The front engined Ferrari group dined gently with each other, swapping the lead from time to time, and all recorded 28 laps, as did Rew, Bentall and Leo.

Biggins spun his 924 Turbo Porsche on the apex of Woodcote, but was clear before anyone was embarrassed by his stationary presence, but Newman, who spun and ended up going backwards on to the grass on the outside of the corner, needed manual assistance to drive off the soaking grass. Channon, who had been circulating in company with the big Ferraris, suffered one of those bizarre incidents which occur from time to time — he had neatly avoided a sideways Gourlay on the exit from Woodcote, straightened out for the run past the pits and was accelerating hard as he had done for the past 20 laps when he went into an uncontrollable spin, going off on the outside of the circuit and bouncing along the sleepers. He was unhurt, and the car not badly damaged, but a neat and tidy performance ended abruptly.

The results, computed by Colin Ayre and announced some 30 minutes after the last high speed session, gave Rew the Trophy. A glance at the variety of cars which gained awards shows that the handicap formula must mean something. . . .

— P.H.J.W.

*REW and his well used Reliant Sabre Six which is possessed of rather startling performance and which won the event outright.*

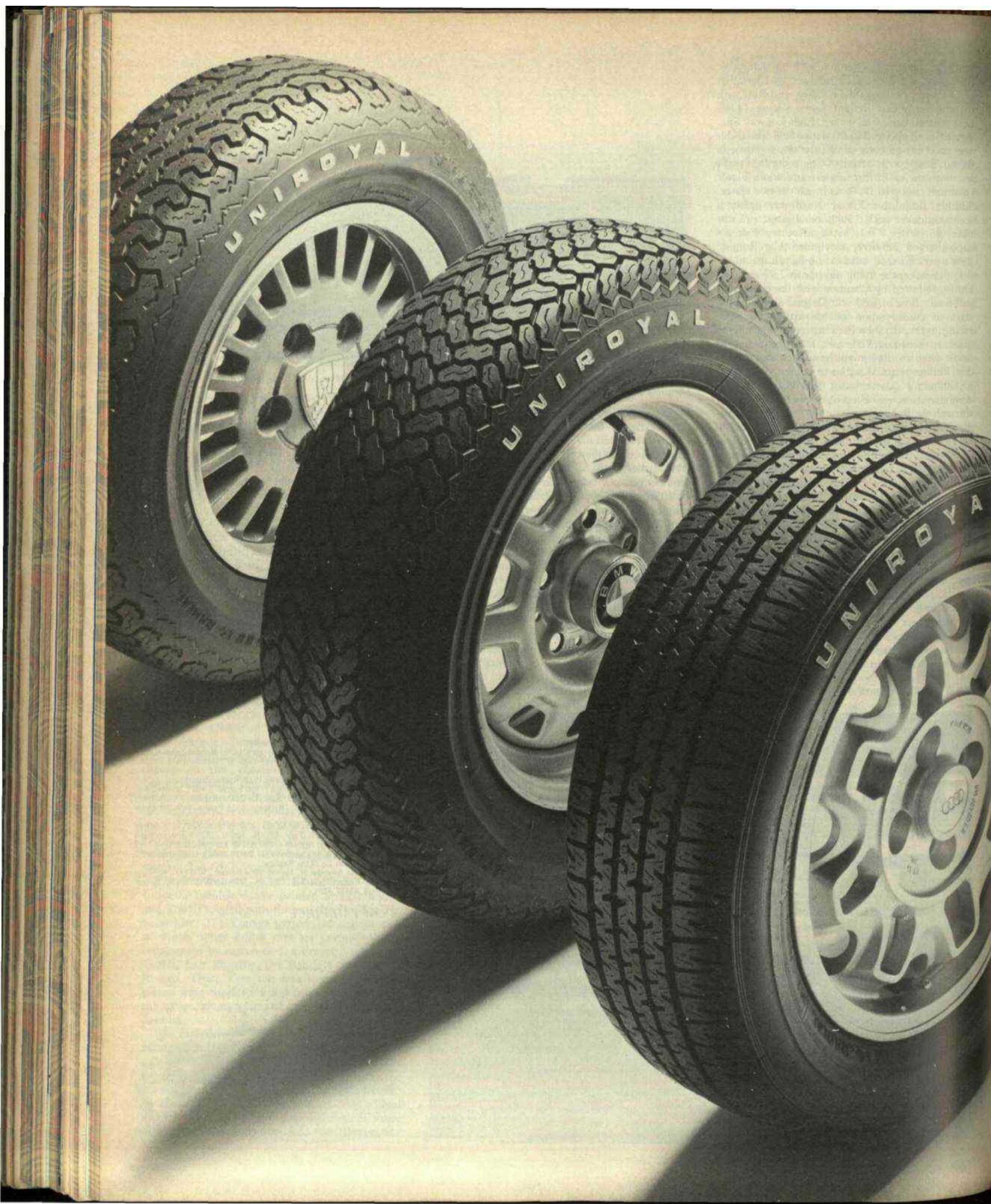


#### Results

- Pomeroy Memorial Trophy:** R. Rew (1963 Reliant Sabre 6).  
**Densham Trophy (best pre-war car):** J. Horton (1928 Bugatti Type 43).  
**Edwardian Trophy:** A. Liddell (1918 Straker Squire).  
**First Class Awards:** S. Phillips (1960 Ferrari SWB Lightweight), P. Jackson (1948 Frazer Nash Le Mans Replica), T. Roberts (1927 Bugatti Type 43), R. Joice (1953 Frazer Nash Le Mans Coupe).  
**Second Class Awards:** R. Kettel (1977 Porsche 924), H. Conway Snr. (1928 Bugatti Type 43), R. Smith (1926 9 Frazer Nash Super Sports), J. Malyan (1939 BMW 328), M. Lindsay (1953 Morgan +4), I. J. Dutton (1973 BMW 2002), D. Morris (1951 Frazer Nash Le Mans Replica).  
**Third Class Awards:** N. Mason (1964 Ferrari 250 GTO), R. Wills (1960 Ferrari 250 GTE), C. Lees (1976 BMW 320i), M. Barker (1938 BMW 328).

#### POM TAILPIECE





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## Tread and Shoulders Above the Rest.



## TUNING TEST

### AFN race prove the 911 SC Sport

RACING the Porsche 911 SC in winged Sport guise is, in a number of ways, an exercise in turning the clock back. When AFN Porsche at the historic Falcon Works in London Road, Isleworth, decided that the 1981 Lucas CAV Production Sports Car Championship was worth contesting, their driver choice for the rear engine 911 went back prior even to the 911's announcement. For Tony Lanfranchi's first race was at Brands Hatch on Boxing Day, 1957. Furthermore the chief opposition in 1981, and so far even more effective in 1982, has been the 3.5-litre, V8 Morgan. Porsche enthusiasts might also point out that the 911 in non-turbo form has not been seriously competed by the factory for many years, on the race circuits at least. The Martini Porsche prototype 911 Turbo factory racing programme was initiated as long ago as 1974, when the factory silver 911 Carrera Turbo finished second overall at Le Mans.

All that may seem a long way from a British club racing championship designed to cater for showroom models, but Porsche in Britain must currently be hoping for a little more 911 non-turbo power to cope with their current predicament.

In 1981 AFN took OPR 911, the distinctively registered 911 SC used by Porsche at Reading for press testing, and loaned it to Lanfranchi for the aforesaid Lucas Championship. The Porsche, hastily converted to the 911 SC Sport trim that we will discuss, won 11 races, recorded three second places and finished third in the only other Championship round to be held, that lowest position recorded by a stand-in driver for Lanfranchi. It had literally not missed a beat and had done a lot of winning against mainly Morgan and TVR opposition.

Yet the wins had been by narrow margins and, with the admission of the mid-engine 210 b.h.p. Lotus Esprit, the 204 b.h.p. Porsche was obviously going to have to work even harder for victory in 1982. To find out what goes into a

production racing Porsche 911 SC, and what the finished result feels like "on track," AFN's General Manager Campbell Finley and Service Manager Lawrence Hardwicke asked MOTOR SPORT to assess the car at Brands Hatch. The track was closed for repairs but the management there kindly allowed us an hour to play games on a sunny February day, including a stint where the reporter drove, then accompanied Lanfranchi to see what he should have done!

That alone may sound the recipe for a perfect day. Then AFN also stirred in a 928S for the journey to the track, an intriguing look around the works and its small Frazer Nash / Porsche museum (recently augmented by the 1951 British Empire Trophy-winning 'Nash and a 1924 roadster, both acquired by John Aldington), followed by an economical, yet swift, drive home in the revised 924 Turbo. That February Wednesday became a day and night in which it was hard to pick the most enjoyable memory.

A pause for thought and the 911 jostles to the front of my recollections. Any 911 is fun, but the Pirelli P7-shod Sport model and a sunlit track clear of constabulary can have few rivals if you are interested in concentrated exhilaration, a headiness tempered only by the occasional feeling of "will the engine follow the front wheels?" This doubt presents itself forcefully only when the power is being applied once more after an apparent age of over-run deceleration for Paddock Hill Bend. The long over-run period is caused by no mechanical Porsche defect but the driver's respect for the task of committing a 911 to that downhill swoop. Looking at Lanfranchi driving into the same situation after my stint I was relieved to see that he too had to settle the car carefully at this point. To emphasise such impressions I would add that this SC Sport manages 120 m.p.h. before the paddock braking area, anchors up to 75 m.p.h. or so and then dives to the best of 90 m.p.h. in third gear while kissing kerbs at the exit of Kent's most famous corner.

Generally, the more restrictive a formula is, the more detail work and knowledge is then required to get an advantage over other competitors. Since the conception of a production category, be it for saloons or sports cars, is that the cars be as close to showroom condition as safety and commonsense dictate, few competitors are going to admit to anything more than careful fitment of standard or

J. W. being instructed in the gentle art of kerb-kissing by Tony Lanfranchi.

recognised parts. In the case of this Porsche the emphasis was heavily upon the unmodified aspect of the car, yet there is a lot of detail alteration that makes all the difference in setting up even a beautiful thoroughbred such as this black 911.

As a production car this 911 SC was tested by *Motor* in November 1980 as providing 0-60 m.p.h. in 5.7 sec.; 0-100 m.p.h. in 15.8 sec.; the standing quarter mile occupying 14.3 sec. and a top speed of 148 m.p.h. Fast enough, surely? No, for in 1982, Morgan V8s won the Silverstone Championship round at a pace of up to two seconds a lap faster than the Porsche.

The Lanfranchi car was taken off the fleet shortly after that *Motor* test and was fitted with the Sport option package, costing £1,943.50 at current retail prices, taking the 911 SC to over £18,500. The package provides Pirelli P7 Porsche Turbo tyres (205/55 x 16 front and 225/50 rear) on forged alloy wheels, which are not Turbo size, due to the smaller wheel arches of the 911 SC, being of 6" width at the front and 7" width at the rear. Also included are Bilstein gas dampers of harder setting than the SC's hydraulic Boge shock absorbers and a rear spoiler of subtly different line to that of Turbo, though current models are similar. At the front of a 911 SC Sport you find the normal SC spoiler lip is extended vertically, following the body sweep back toward the front wheels.

Dampers can be replaced in this production formula and the AFN 911 has run on a wide variety of inserts for the Bilsteins, as well as Spax and other shock absorber brands. "The car is very sensitive to the way the suspension is set up," reported Lanfranchi. "We spent a lot of time fiddling around, but basically we run the standard set up now with a bit more toe-in and camber, the torsion bars providing the minimum ride height we are allowed. It is better with a full standard front tank than empty!" Only this quip, and the thoughtful expression passing across the face of somebody renowned for 28 seasons of jovial motor racing, reminds you that this is a car that has to be carefully exploited in order to get results without accidents.

Generally AFN race volunteers Gordon Kemp and Nick Stubbs have had an uneventful time on the preparation side (aside, I suspect, from putting things largely back to standard after an initial sojourn outside the works), but unofficial practice for the first race of 1982 at Silverstone did see the car put lightly into the catch fencing a few weeks after our test. It was the first time it had been dented in action and shows, together with a race result that featured two Morgans ahead and a brace of Esprits getting awfully close on lap times, that the Porsche may have to drift toward more power if it is to win in 1982. . . . Porsche GB specifically do not want to use the 3.3. Turbo in a club racing championship.

What can be done? It is rather a shame they have to start scratching for that little bit extra, for the present unit really has little more than the major 12,000-mile road service to prepare for battle. The exhaust system loses the bulky transverse silencer system. The injection is allowed to flow a little more fuel and that was the only information I received on this front: no head fettling, port matching or other mayhem. The result? At Reading they expect to see 160 b.h.p. emerge from the rear wheels of an average 911 SC. Last year this motor recorded 173 b.h.p. at that site and a check, days after our test, showed the same output to within fractions. What a magnificent advertisement, though it would be

...nice to know if 31 b.h.p. is the sort of figure Porsche expect to lose between flywheel and the road, or is the step down from 204 advertised b.h.p. to 173 horsepower delivered, distorted by the vagaries of getting P7s to grip those rollers without power loss? From a practical viewpoint it matters little. As ever the engine exceeds the legend created around it, providing power with Italianate shrill excitement and Teutonic dependability. There is also a helpful surplus at the rear wheels, providing rocket starts and spectacular third gear tail slides.

The gearbox has had a tough life, but was another marvellous treat for the driver. After a life devoted to the press trying to clip a tenth off their rival's times, it went into racing trim without a murmur. Lanfranchi's experience, as he will so willingly inform any passing female, allows him to treat things gently, and the 48-year-old regular driver had done a tremendous job of going quickly without stressing the internals.

However, following the winter lay-off there was surprising evidence of deterioration in the synchromesh, so Nick Peacock at AFN spent the night before our test taking the transaxle apart and reassembling it with new clutch, synchromesh, and a third gear that had lost its inclination to drop out of mesh.

The brake balance remained as standard with the 1978-introduced servo-assistance system fully connected. I am told that the current pads for the 911 are very close to competition DS 11 in hardness qualities, this move only possible after Porsche adopted the servo, because pedal effort changed so much with hard pads in a road 911. In fact the AFN 911 does have Ferodo competition pads and a raised temperature capability from the brake fluid. From what we remember of absolutely standard 911s under hot track conditions it takes an awful lot of stick to produce even a trace of problem: another 911 strongpoint.

The 911 SC Sport races at 2,320 lb. *Motor* test-weighed the car in non-Sport guise and got precisely 2,558 lb, remarkable as it is exactly the weight Porsche give in their catalogue, an achievement unmatched by any manufacturer in my sporting experience.

Inside the car and under the front "bonnet" it looks as though a lot of weight has been saved. Gone are the comforting carpets and rolls of sound deadening. The rear seats are just vestigial pads of cloth trim, but the door panels remain in place and the electric windows were fully operational. Specific competition equipment included an Aley roll cage, Astrali four-spoke, leather rim steering wheel and Corbeau bucket seating, allied to Luke safety harness. Over 200 lb. plus of sound deadening, carpets and general trim were removed from the luxury UK RHD specified 911. The end result is the previously quoted weight, with competitions items like the aluminium roll cage and fire extinguisher on board, putting back some bulk into this purposeful Porsche.

Although the steering wheel has been replaced and the seat embraces the sides of the torso, the AFN 911 carries all the switchgear and instrumentation that we have come to expect of road models. The central position of the large tachometer, redlined at 6,300 r.p.m., makes even more sense on the track than in road use. Lanfranchi said drily, "people tell me these things have a cutout at 7,000 r.p.m. I don't know if that's true, there's never any need to go over 6,500".

The speedometer remained operational, legally required as this car had been driven to the circuit for the test. "Occasionally it'll be driven up to

meetings too, just for the sheer hell of it," chuckled Lanfranchi. "it's sheer magic on the road, but you do get some funny looks with this signwriting all over it!"

Throughout the test, the oil pressure remained toward the top of the scale, the pit lane tickover always reverted to an even 900 r.p.m. or so, and the oil temperature was almost too low. This was immensely comforting to the driver as the only major mechanical mayhem he has suffered in track testing since the late sixties occurred within a 911 engine bay, albeit a far more highly tuned RSR. There is no more worrying sound for the enthusiast's bank balance than a poorly Porsche, rare though such problems may be.

The belts fully tightened and the top of the steering wheel well within a relaxed grip, the view ahead was typically 911. The bulbous wings framed a stream of images — white lines, red and white trackside kerbs and grey tarmac — all rushing toward the steeply sloping bonnet.

The initial five laps take the Porsche from an ambling 1 min. 5 sec. lap time down to 1 min. 1 sec. The gearchange is particularly appreciated as the last competition Porsche I drove had a particularly nasty gate. Obviously, in this stage of tune, there is no lack of flexible power and the injection just meters the fuel without a hiccup from 2,000 r.p.m. in fifth, if that is the driver's desire.

From 3,500 r.p.m. onward in second and third the acceleration is best described as vivid. From rest the rate at which 0 m.p.h. turns into 80 m.p.h. is most entertaining and best illustrated by the Lanfranchi-recommended 3,800 r.p.m. start. By Paddock, the Porsche is managing nearly 80 m.p.h., hardly a black mark left on tarmac, so slip-free is the 911's progress from a standing start.

On my flying laps with Lanfranchi I observed that we usually came out of Paddock dip pulling 6,000 r.p.m. or so and that my braking point for the bridge before Druids was over so far to the left that half a dozen Esprits would probably have whistled by in race conditions. Lanfranchi stayed determinedly in the centre of the track, braked hard and balanced the car with an almost literal hop, skip and a jump away from the kerbing in second gear. That ratio swiftly punched us past 60 m.p.h. on the exit of this slow U-bend, the tail of the car being allowed to slither gently outward.

The path downhill soon provided 90 m.p.h. again before the Porsche was gingerly fed into what I shall always remember as South Bank. Again the Porsche is happiest below 80 m.p.h. in the corner itself but picks up speed so rapidly

"... few rivals if you are interested in concentrated exhilaration."

thereafter, to the accompaniment of a slight yawing from the soft suspension bushes and tail-bias (460 kg. front, 700 kg. rear, according to its RAC Specification sheet) that fourth gear can be utilised briefly.

At 100 m.p.h. the brakes are applied briefly and hard to tackle the left-right swings before third (for myself) or second gear Clearways. Riding with Lanfranchi it was noticeable that he could twitch the Porsche into a safe full-blooded tailslide around the lefthander, whereas I was just glad to get round and brake in a straight line before guiding the car into Clearways, minus the extra change Lanfranchi later showed me to be important. The result was another arm twirling ride with Lanfranchi in second gear, or a gradual application of full power in third from just below 4,000 r.p.m. in my case. Either way third gear picks you back up to 100 m.p.h. very swiftly (by the beginning of the pit lane wall at least) and then fourth went on to provide 115 m.p.h. in my case or almost 6,000 r.p.m. and 120 m.p.h. for Lanfranchi. With that fabulous flat six at full cry the Porsche seemed to be pressed into the gradual crests and dips of Paddock Hill approach, the steering squirming with information while the brakes provided their normal outstanding, straightline retardation, ready to start aiming for the best line back down Paddock.

I managed to fit over 20 laps into the time allotted and was pleased to come back with a number of laps in the 59 sec. bracket: Tony took both of us round in a time one second and three tenths quicker than I managed! In race conditions they would expect to manage 56 sec. laps.

The pleasure in driving this Porsche comes chiefly from the engine and braking, but the handling is outstanding for a rear engine car and just the ticket for a driver with many seasons of experience.

So far as the car was concerned I was impressed. A genuine, if expensive, production car makes an excellent account of itself on the track. Full marks to Porsche engineering integrity and Pirelli P7 tyres.

Yet I must end on a slightly downbeat note, for once again it seems that a British production formula is not being policed and this Porsche will almost certainly have to go through a costly and time consuming engine build to keep up with the times being set by the 1982 challengers in the category. I believe that what I drove was a production racing vehicle in spirit and substance. If it is still competing at the end of the season, and winning, it may have to be another "rebuilt racer". — J.W.



## A tale of two Renaults

TOWARDS the end of February, we had the opportunity to sample two of the most recent offerings available from the French giant producer, Renault. The one, the 18GTX, is the latest in an established theme, and the other, the 9TSE, was one of a completely new range of cars which only became available in the UK at the beginning of March.

Sorting out the different models in the Renault range has always been a problem of almost nightmare proportions — currently, by our count, there are no less than 45 different Renault cars available. The 18 series, now with 13 models to its name, is one of the most popular and the particular car with which we are here concerned is equipped with the 2-litre engine already seen in the Fuego and comes at the top of the range in terms of trim level; only the Turbo version (MOTOR SPORT May 1981), costing £7,200 to the GTX's £6,300, offers more in terms of performance.

Slightly detuned from its Fuego application, the 2-litre o.h.c. engine develops 104 b.h.p. at 5,500 r.p.m. and endows the four / five seater saloon with very respectable performance; Renault quote a top speed of 111 m.p.h. and 60 m.p.h. comes up in under 11 seconds if one tries hard.

The especial merits of the 18GTX are its superbly comfortable seats, plenty of room for both front and rear passengers, a large capacity boot and a high level of specification coupled with an excellent ride, vice free handling and the sort of fuel economy which would put many smaller engined cars to shame.

On the road, the GTX behaves in an exemplary manner; Pirelli P6 tyres provide the grip and Renault engineering the quality of the ride and the handling. Power assisted steering is used, making parking and low speed manoeuvres much easier with this model than with the earlier and lesser examples, but it means that a certain amount of feel is lost, even though the steering is higher geared. In cruising conditions, the engine is very happy at speeds up to 90 m.p.h., and will accept up to 100 m.p.h. without too much protest, but puffs a bit on any hills. Geared at nearly 23 m.p.h. per 1,000 r.p.m., the engine is turning over at a relaxed 3,000 r.p.m. at the legal limit.

The gearchange is smooth, although first to second needs to be taken carefully to avoid a slight graunch and reverse was often both difficult to find and stiff to engage. The all important fifth to fourth change is superb and provides the driver with the chance to increase speed from 50 to 70 in 10 seconds for overtaking.

The brakes are exceptionally powerful and require only very light pedal pressure in normal use. Anything more than this makes the car pitch uncomfortably as the driver realises he is stopping far more quickly than intended and releases the brakes. Despite the usual pressure limiting devices, the rear wheels locked very easily in simulated emergency stops.

A cruise control system is included in the package and is controlled by buttons on the steering wheel spokes and a master switch on the console. This was about the worst feature of the test car, for not only was the device complicated to operate, but when set, the resulting cruising pace turned out to be quite erratic, often needing to be over-ridden; we also found it would not cancel itself immediately the brake pedal was touched, as we feel it should have done.



Apart from that, there are few niggles — the fascia treatment is too plastic for comfort, blending badly with the plush carpet and well upholstered seats, the throttle pedal, in common with other Renaults we have driven, has a ghastly feel to it, having only very limited travel, the boot sill is high for loading heavy luggage and the catch on the test car refused to operate unless the boot was slammed with almost violent force.

All other features of the car performed well, and the central door locking (which does not protect the fuel filler) was a much appreciated bonus. Our fuel consumption worked out at 32.4 m.p.g. for 600 or so miles of varied motoring which had the red light of the standard econometer on rather more than it should have been. The light footed could expect 35 m.p.g., which with the 11½ gallon tank gives a respectable range of nearly 400 miles.

\* \* \*

Acclaimed Car of the Year for 1981, the Renault 9 fills a gap in the *Regie's* range and is their answer for the man who is looking for an all purpose family car. The range has eight variants, made up from different combinations of three performance levels (on two engine sizes) and five trim / equipment levels. Prices range from £4,100 for the basic 9C to £5,688 for the 9TSE.

The 9 is only the second of Renault's many front wheel drive models to employ a transverse engine arrangement. The power units concerned are the 1,108 c.c. motor seen in the Renault 5 and the 1,397 c.c. engine used in the less powerful varieties of the 18. The smaller engine is used in the 9C and 9TC and provides 47½ b.h.p. at 5,250 r.p.m., giving a top speed of 86 m.p.h. The larger engine comes in two basic guises, although Renault quote three different power outputs — in single-choke carburettor guise, 60 b.h.p. is produced at 5,250 r.p.m., giving the 9TL, 9GL and 9TLE top speeds of 94 m.p.h. and in twin choke carburettor form it develops 68 b.h.p. at 5,250 r.p.m. for the 9 Automatic (to give it the same 94 m.p.h. top speed), and 72 b.h.p. at 5,750 r.p.m. to give the 9GTS and 9TSE 100 m.p.h. performance.

The same four door body shell, computer designed to reduce weight to the minimum level consistent with a structure of acceptable strength



and low drag coefficient for the fuel conscious 1980s is used for all models. That Renault's computer functions correctly is obvious from the figures — despite its over 13 ft. length and roomy interior accommodation the basic 9C weighs in at 1,775 lb., and the heaviest in the range, the automatic, is only just over 100 lb. heavier. Combine the low weight, low drag coefficient with carefully designed gear ratios and efficient engines and it is easy to see that Renault are aiming to sell the 9 very much on the basis of outstanding fuel economy.

We sampled a middle-power 9GTL on a short drive along the Corniche between Nice and Monte-Carlo, followed by the longer drive from Nice back to the UK in the top of the range 9TSE. Despite co-driver David Tremayne's unstinting efforts to record the heaviest fuel consumption of all UK journalists present (which honour he achieved), he still could not get the 9GTL below 40 m.p.g. while light footed colleagues were all recording better than 50 m.p.g. in similar cars on the same journey. In such hilly terrain the GTL had to be worked hard to maintain a respectable cruising speed, and was quite breathless on the steeper grades, but to cover over fifty miles of virtually flat out motoring in such terrain for the expenditure of less than 1¼ gallons of fuel must appeal to many.

Things were not that much different with the 9TSE. We drove from Nice to Calais, only stopping for meals, as fast as we reasonably could cruising flat out whenever the opportunity presented; still the fuel consumption was close to the 40 m.p.g. figure, although one re-fill showed below 39 m.p.g.

In twin carburettor guise, the performance is considerably enhanced, even though much use of the gearbox is called for in difficult terrain or when overtaking. The change is smooth but it is necessary to use the full (and long) travel of the clutch to avoid graunches, and there is a big gap between second and third. As with the 18, the down change from fifth to fourth is silky smooth.

The engine is quiet and smooth at steady speeds, but becomes harsh under hard acceleration and obviously dislikes being revved hard, shouting for an up-change well before the warning red-line at 5,500 r.p.m. is reached.

The ride of this newcomer from Renault is very much firmer than one would expect from such a French car; it is comfortable for the occupants, yet shows only a limited tendency to roll on corners, making its handling very pleasant. The steering is good and transmits plenty of road feel back to the driver. As with the 18, the brakes are very powerful and require a light touch, and the throttle pedal is nasty, again having only very limited travel.

The interior appointments match the engineering quality of the rest of the car, the TSE being equipped with such items as central locking, remote control mirror adjustment, velour upholstery to the exceedingly comfortable seats (which are adjustable in a rocking mode as well as fore and aft) and electric windows. After 850 miles, we were still perfectly comfortable, although any rear seat passengers would have wished for greater legroom. One of the bonuses of driving a car with good aerodynamics is the lack of wind noise — the 9 is no exception, being a very quiet little car until it is accelerated hard, or cruised at above 4,000 r.p.m. when engine noise begins to intrude.

With the 9, Renault have a strong competitor for cars such as the Ford Escort, VW Jetta, Vauxhall Astra and Chevette, Talbot Horizon and so on. — P.H.J.W.

## RALLY REVIEW

### Swedish Rally

UNSEASONAL weather has become so common nowadays that one wonders whether climate has ceased to follow any pattern at all. African rains seem to choose their own times, Britain has been both tropical and arctic in the space of a handful of years, and even the French Alps have had dry roads in January.

Scandinavia is not exempt from these departures, and when a rapid thaw set in just before February's Swedish Rally it was only the depth of snow and thickness of ice from the previous weeks which prevented the event losing its winter character.

In the space of a few days the forest roads of Värmland Province lost their snow coating, but at least the banks formed by the ploughs were hefty enough, and the ice coating on the gravel surfaces thick enough, to withstand the effects of the temperature increase.

Some roads were covered in solid ice, others were potholed and some were under pools of water and slush, but they all had one common property; they were all very, very slippery. Cars with the greatest traction were at a distinct advantage and it was no surprise that four-wheel-drive Audi Quattros were making the best times.

Indeed, there was a time when a 1-2-3 victory looked almost certain for the Ingolstadt factory team, and it was only a last-night debacle involving two of their cars which deprived them of this.

A Quattro still won, but it was driven by Stig Blomqvist and Björn Cederberg, and since Hannu Mikkola is the man destined by Audi's planners to become World Champion this year the result was not entirely to their liking.

Just two factory teams, from Audi and Opel, and privately backed entrants such as Vatanen in an Escort, Eklund in a Saab Turbo, Strömberg in a Saab 99EMS, Asterhag in a Toyota Celica and Walfridsson in a Renault 5 Turbo, rendered the event as deprived of professionals as the Monte Carlo Rally was, and even home country stalwarts such as Waldegård and Kulläng were unable to get themselves organised to compete.

Based at Karlstad, where each of the three legs started and finished, the rally used only forest roads, for the lake and the river stages had to be cancelled due to water and slush on the ice, a condition which does not exactly produce peace of mind!

On the first stage Blomqvist stopped when his electronic fuel injection metering device failed and it was not until nearly three minutes had passed that he was able to carry on after coupling up to a spare. But, in his customary manner, he took the bit between his teeth after his initial delay and made best time on every remaining stage in the first leg.

He continued in this way in the second leg, all the time gaining time on Mikkola who was holding first place, but for every three advances he made one retreat and one gained the impression that perhaps he had been told that it might be a good idea if Mikkola were to win. There is absolutely no evidence of this, of course, but Mikkola does have a full World Championship programme ahead of him in 1982, whilst (at the time of writing, at least) Blomqvist does not.

The Quattro is probably the best handling four-wheel-drive competition car ever to have



STROMBERG climbed as high as second place with his Saab 99EMS until he drove into a snow bank; a blocked radiator led to a blown cylinder head gasket and retirement.

been made, but compared to a "conventional" rear-wheel-drive car it is by no means easy to drive. It is decidedly unforgiving, and one cannot throw it around as freely as an Ascona or an Escort. Mikkola and Mouton each took some time to get used to the car, and although they now know its idiosyncrasies extremely well they readily admit they cannot take chances.

Blomqvist seems to have taken far less time to get used to the car, for he only began driving it towards the end of 1981 and only competes for Audi Sweden. It could be that the transition to 4-w-d is less severe from f-w-d than it is from r-w-d, and Blomqvist has, after all, spent most of his rallying life driving Saabs.

In the third leg there were Quattros in the first places, Mikkola, Blomqvist and Mouton in that order, but then came the incident which changed the situation radically.

Mikkola went into a right corner slightly too fast, perhaps having left his braking too late, and went off the road, through the snowbank on the left. Blomqvist came by, slowed, but was waved on by Mikkola who by then was slowly regaining the road.

He had half completed this when along came Mouton who, with no red triangle to warn her, drove straight into the back of Mikkola's car, pushing it further into the snow. Neither car was badly damaged, but each was delayed considerably, Mouton dropping to an eventual

**OFFICIAL TRANSPORT.** Stage officials used motorcycles fitted with spring loaded ski outriggers which could be brought into action when travelling on ice, by the rider standing on them.



fifth place and Mikkola to sixteenth.

It was fortunate for Audi that Blomqvist, driving for an importer rather than the factory, was up there among the leaders, for when the two works drivers suffered this mutual delay he proved to be the team's saving grace.

World Champion Ari Vatanen, despite losing a wheel and picking up a penalty for push-starting out of a closed park, took an excellent second place as a privateer, whilst former Champion Walter Röhrl drove his works Opel Ascona 400 sensibly and without risk in his first Swedish Rally to take a worthy third.

Ola Strömberg, who had been as high as second place in his old Saab 99EMS, was unfortunate enough to drive into a snowbank. He carried on without first checking that his radiator was not blocked by snow and the result was a blown cylinder head gasket, a misfortune which befell others, including Per-Inge Walfridsson in his Renault 5 Turbo, a car which seemed not to be at home on the slippery surfaces.

The Swedish Rally qualified only for the World Championship for Drivers, not the series for makes, and the situation after two rounds was Röhrl 32, Blomqvist 20, Mikkola 15, Vatanen 15.

\* \* \*

### Portuguese Rally

SMALL mistakes can often result in huge forfeits, for even the tiniest lapse of concentration can cost a driver dearly when he is on the absolute limit of adhesion. Hannu Mikkola lost a certain win in Sweden through such a mistake — no man is a faultless machine after all — but he was far more angry with himself three weeks later when a similar error of judgement cut short another winning performance, this time on the Portuguese Rally.

Just as in Monte Carlo, Opel Ascona 400s were superior to the Audi Quattros on the tarmac special stages, but there were only nine of these grouped at the beginning of the rally and once the contest got into the dirt road stages, of which there were 31, Mikkola moved ahead in his Quattro.

Alas, his lead did not last long. In thick fog, and in darkness, he misjudged the distance between two bends in his pace notes, the second of which appeared before him far sooner than he expected. It was too late to brake adequately for the sharp left-hander and the Quattro left the road and rolled. Neither Mikkola nor Hertz was injured, nor was the car badly damaged

mechanically, but there was no chance of regaining the road within the time available.

After Mikkola had retired the way was open for Opels, Datsuns, Toyotas and the two remaining Audis to bid for the lead, but this was by no means as straightforward as it seemed. It had been Toivonen in his Ascona who had led in the early stages, until slowed by a puncture, but as the rally progressed he encountered all manner of problems, breaking a wheel against a rock, losing the centre bearing of his prop-shaft, requiring two replacement rear axles and finally retiring with a broken clutch.

He and co-driver Gallagher had strived gallantly to climb back through the field, fighting against flu as well as their other difficulties, and they were even passing as many as six cars on one stage. When the end came, it brought a mixture of disappointment and relief, as anyone who has endured adversity after adversity will appreciate.

Walter Röhrl, the other Opel driver, was also up with the leaders, going for safe World Championship points rather than the immediate glory of a win. After a year in limbo without any regular drive he was anxious to prove that he had lost none of his ability. Indeed, if anything, he has become a more intelligent driver and has certainly lost all his old pessimism.

But all his skill was not enough to prevent a steering breakage which sent his car rolling off the road and out of the rally, fortunately without any injury. Some might think that the retirement of both Opels signified that they are not as strong as they might be. On the contrary, it merely confirms that the Portuguese Rally is one of the two roughest rallies (the other is the Acropolis) in the European section of the World Championship, and is exceptionally hard on cars.

Toyota fortunes were mixed, for Waldegård retired his Celica with a broken differential whilst Eklund went on despite two gearbox changes — accomplished without road penalty, to the credit of the mechanics — to take second place.

Datsun had two cars in the event, both called Violets but one with the body shape of the Silvia. Tony Pond, driving the car with the old shape, emulated Röhrl's performance by getting up to second place before retiring dramatically, though not rolling as Röhrl did. Pond's gearbox lost its oil so suddenly that a substantial pool was left on the stage surface and, very soon afterwards, the box seized solidly, in turn jamming the engine and breaking the propshaft. Indeed, the crew were fortunate to escape injury, for the broken shaft punched a substantial hole in the car's floor pan.

Salonen had various troubles with his car, at one time having difficulty steering due to flexing of the bulkhead to which the mechanism was fixed. Later brackets broke at the rear of the car and the axle began to float, almost parting company with the car. Much welding was necessary to put this right, but it simply could not be accomplished in the time available.

Meanwhile, after Mikkola's departure his Audi team-mate Michèle Mouton took over the lead and remorselessly extended it. At the end she had an advantage of no less than 13 min. over Eklund, a difference more usually associated with long endurance events rather than those with just about 400 miles of special stages, as this one had.

No less than four hours separated the first and last finishers and there can be no doubt that the rough roads contributed most to these differences. If a driver did not have absolute confidence in the strength of his car he had no choice but to slow down if he wanted to finish at all. The faster cars of the professionals were generally stronger too, although the tougher a



"... jumping clear at the last moment."

component, the faster a car has to be driven before it breaks, and if that does happen the consequences are usually serious or spectacular.

Mention must be made of the disappointment of the British driver Malcolm Wilson who went along with private backing in an Escort prepared by MCD Services. Towards the end of the first special stage the car's oil pressure dropped and very soon afterwards the appearance of oil and water indicated a blown cylinder head gasket.

Rough roads were not the prime hazards of the Portuguese Rally. Even more dangerous were hordes of spectators who seemed to take a pride in being stupid. Driving on public roads, most of them narrow, twisty and congested, many of these enthusiastic followers of the sport allowed their exuberance to outweigh whatever thoughts they had for their own and others' safety, but it was really on the stages themselves that mass lunacy became evident.

Spectators showed no appreciation whatsoever of what a car can do at high speed when its driver oversteps the mark even slightly. They lined both sides of stages and were often ten deep right up to the edges on the roads themselves, both on the insides and outsides of bends. They stood in inside ditches which drivers frequently use to increase cambers in their favour, on low parapets of narrow bridges and even on the very edges of drops over which they would be taken by any car leaving the road.

It was particularly trying for competitors to drive between dense walls of excitable humanity knowing that if they made a single mistake they could kill dozens. Amateur photographers stood in the middle of the road to take head-on pictures, jumping clear at the last moment, and some leaned out so far when cars went by that they were missed by only inches.

Complaints about the total lack of any form of spectator control only produced shrugs of organisational shoulders. Indifference was more than evident, and one eyewitness told us that she had been struck on the arm by a car which left the road, killing the young man standing next to her. The official bulletin stated that he was being treated in hospital.

It is miraculous that wholesale slaughter does not take place on this rally, and decidedly strange that FISA, which is supposed to inspect safety precautions on Championship events, chooses to overlook their complete absence in Portugal. Equally strange is that the BPICA, the manufacturers association, has several times voted the event "Best Rally of the Year", rather an

undeserved accolade under the circumstances and perhaps more of political significance than sporting.

Current World Championship points are listed below, and the next round is Kenya's Marlboro Safari Rally at Easter where the protagonists will be Opel and Datsun, supplemented by privateers which include Sandro Munari in a Porsche and none other than Vic Elford in a Subaru. — G.P.

#### Swedish Results

1st	S. Blomqvist/B. Cederberg (Audi Quattro)	3 hr. 40 min. 15 sec.
2nd	A. Vatanen/T. Harryman (Ford Escort RS)	3 hr. 42 min. 51 sec.
3rd	W. Röhrl/C. Geistdörfer (Opel Ascona 400)	3 hr. 44 min. 29 sec.
4th	P. Eklund/R. Spjuth (Saab 900 Turbo)	3 hr. 45 min. 20 sec.
5th	M. Mouton/F. Pons (Audi Quattro)	3 hr. 46 min. 08 sec.
6th	L. Lampi/P. Kuukkala (Ford Escort RS)	3 hr. 46 min. 14 sec.
7th	S. Nilsson/A. Olsson (Datsun 160J GT)	3 hr. 48 min. 41 sec.
8th	K. Grunzel/R. Melleroth (VW Golf GTI)	3 hr. 50 min. 30 sec.
9th	B. Thorsell/J.-O. Bohlin (Ford Escort RS)	3 hr. 51 min. 09 sec.
10th	M. Ericsson/J. Sandström (Audi 80 Coupé)	3 hr. 52 min. 48 sec.

116 starters, of which 68 finished.

#### Portuguese Results

1st	M. Mouton / F. Pons (Audi Quattro) (4)	7 hr. 39 min. 36 sec.
2nd	P. Eklund / R. Spjuth (Toyota Celica) (4)	7 hr. 52 min. 43 sec.
3rd	F. Wittmann / P. Diekmann (Audi Quattro) (4)	8 hr. 07 min. 25 sec.
4th	C. Torres / F. Lopes (Ford Escort RS) (4)	8 hr. 30 min. 58 sec.
5th	A. Coppiet / J. Laloz (Citroën Visa) (B)	8 hr. 54 min. 11 sec.
6th	M. Silva / R. Bevilacqua (Ford Escort RS) (4)	9 hr. 01 min. 12 sec.
7th	A. F. Cunha / C. Resende (Opel Ascona) (2)	9 hr. 29 min. 09 sec.
8th	C. Dorche / P. Trivero (Citroën Visa) (B)	9 hr. 35 min. 39 sec.
9th	O. Tabatoni / M. Cadier (Citroën Visa) (B)	9 hr. 40 min. 36 sec.
10th	J. Fleck / S. Klein (Opel Kadett GTE) (2)	9 hr. 40 min. 55 sec.

91 starters, of which 23 finished.

#### World Championship Positions Drivers (after 3 rounds)

Walter Röhrl (D)	32
Michèle Mouton (F)	28
Per Eklund (S)	25
Stig Blomqvist (S)	20
Hannu Mikkola (SF)	15
Ari Vatanen (SF)	15

(A total of 27 drivers have scored points)

#### Makes (after 2 rounds)

Audi	34
Opel	30
Toyota	16
Porsche	14
Citroën	14
Ford	12
Renault	10

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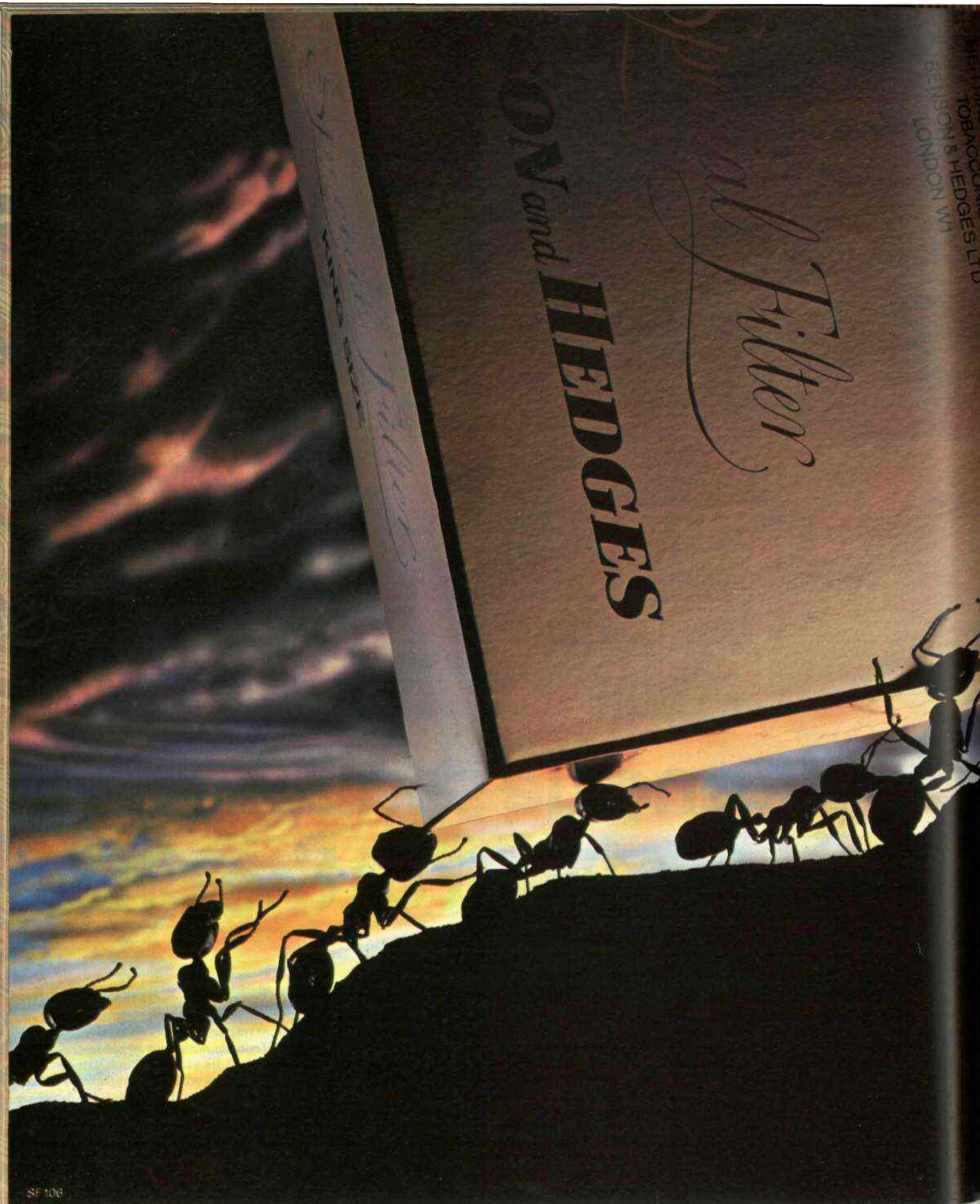
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As defined by H.M. Government

**THINK ABOUT THE HEALTH RISKS BEFORE SMOKING**



**THE SWEDISH RALLY** STIG BLOMQVIST made a brilliant switch from f.w.d Saab to 4.w.d. Audi (above left), mastering the different technique in a remarkably short time, and scored a comfortable win, although he was helped by the in-house nudge between the Quattros of Mikkola (below right) and Mouton when the latter pushed the former off the road again just as he was about to regain it after going off the road and through a snowbank. Eklund was back in a Saab Turbo (above right) and took fourth place, whilst Röhrli drove his Opel Ascona 400 (left) sensibly in his first





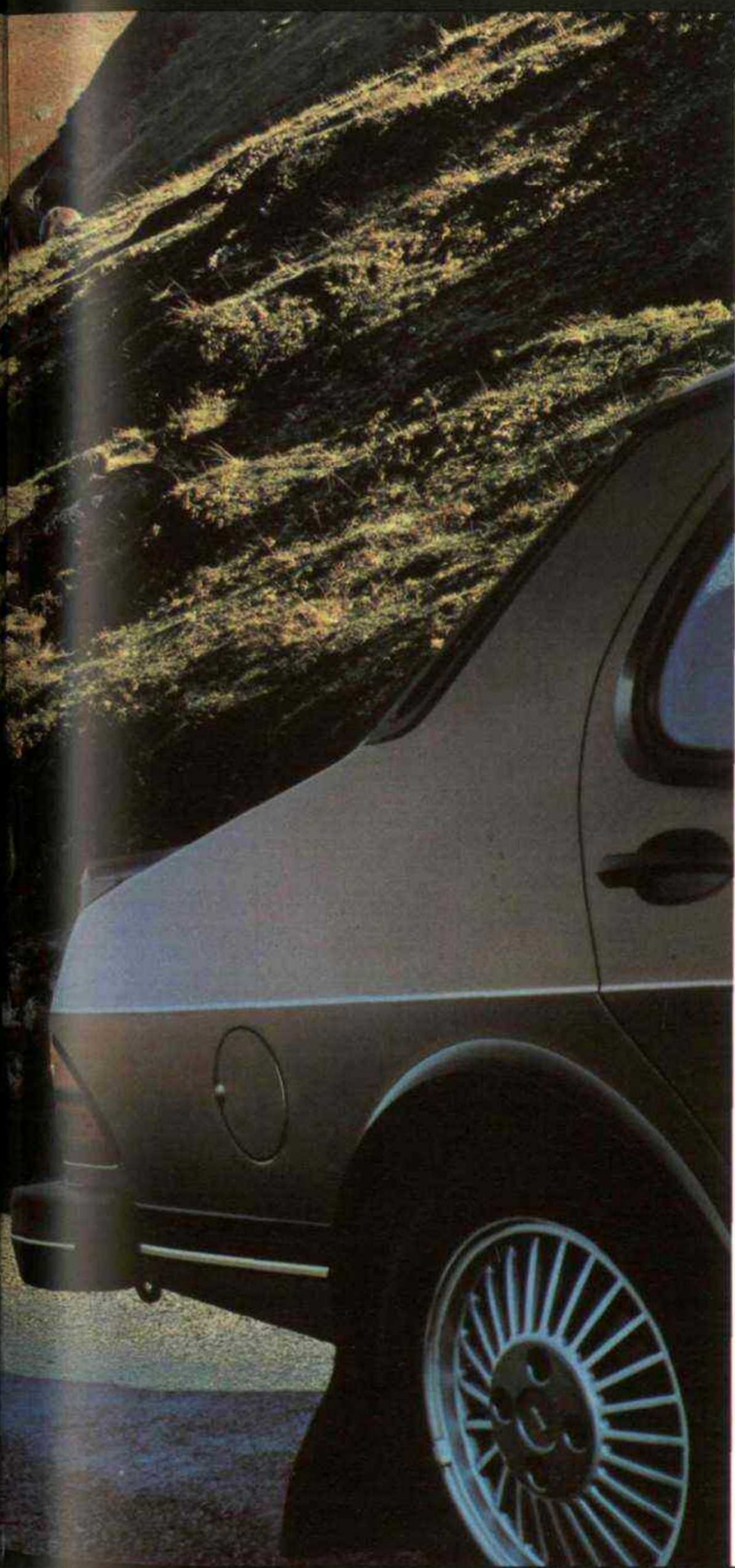
Swedish event to take third place, keeping his world championship lead. Vatanen drove a privately financed Escort (below left and bottom far right) to a fine second place against strong opposition from tractionally superior Audis, whilst Nilsson, not embarrassed by too much power in his Datsun 160J (right), made seventh. Snow banks were substantial, but roads were of hard ice sometimes covered by slush and pools of water created by a sudden rise in temperature a few days before the start.



# HOT ON THE WHEELS OF THE TURBO.



Official Fuel Consumption figures for the Saab 900 GLE illustrated are as follows: Simulated Urban Cycle 22.2 mpg (12.7 litres per 100 km). Constant 56 mph  
SAAB (Gt. Britain) Ltd., Saab House, Fieldhouse Lane, Marlow, Buckinghamshire SL7 1LY



There's many a driver in Britain today who firmly believes that nothing can possibly come close to a Saab Turbo.

But now there's another two litre car on the road that certainly runs a close second. The new Saab GLi. Compare its top speed with the Turbo and you'll see what we mean. 109 mph compared to the Turbo's 122 mph.

Of course, the clue lies in the last letter. This new model is fuel injected.

But it's not all foot down, with economy thrown to the wind.

A five speed manual gear box helps to achieve a very respectable 38.7 miles per gallon.

There are a few other points that will gain a lot of respect from our two litre competitors.

We think they'll be none too pleased to discover that the GLi's standard fittings include such things as power steering, headlight wash/wipe, heated driver's seat, rev. counter, a steel sun roof and remote control door mirrors.

And although it's a saloon, the rear seat folds neatly down to give estate car capacity.

What's more, low roll resistance tyres on wide 5½" wheels, coupled with rally proven suspension and superb weight distribution give a standard of road-holding that puts Saab in a class of its own.

And two other vital ingredients that add to driver confidence are the steel "safety cage" (with its specially strengthened pillars and sills) and diagonally split dual circuit brakes.

Of course the Turbo is "one set of wheels" that has accelerated Saab up new avenues of fast safe motoring.

But now it has another Saab breathing down its rear spoiler.

The GLi.

**SAAB**

# WHERE TO FIND THE CAR THAT'S HOT ON THE WHEELS OF THE TURBO.

## ENGLAND

### Avon

H. G. Motors, Hinton Garage Bath Ltd.,  
Rush Hill, Odo Down, Bath Avon  
Tel: Bath (0225) 833338/833932  
Hulton Motor Company,  
Bridgewater Road, Lymington,  
Wentley Super-Mare, Avon  
Tel: Bleadon (0934) 813012  
Yate Motors,  
452 Bleadon Road, Yate,  
Nr. Bristol, Avon  
Tel: Chipping Sodbury (0454) 313498  
Warriner Motors Ltd.,  
574-582 Fishponds Road, Bristol, Avon  
Tel: Bristol (0272) 659552

### Berkshire

P. C. E. Motors (Reading) Ltd.,  
64 Cardiff Road, Reading, Berkshire  
Tel: Reading (0734) 51724  
Speer Garage Ltd.,  
Bath Road, Newbury,  
Berkshire RG13 1QT  
Tel: Newbury (0635) 42566  
Wilcox Cargill Ltd., Streteley Garage,  
Streteley, Nr. Reading, Berkshire  
Tel: Goring-on-Thames (0491) 872846  
& 872712

### Buckinghamshire

C. C. Dillon & Company, Askett Garage,  
Princes Risborough, Nr. Aylesbury,  
Buckinghamshire  
Tel: Princes Risborough (0844) 3019  
Haymill Motors Ltd., Beaconsfield Road,  
Farnham Common, Slough,  
Buckinghamshire  
Tel: Farnham Common (02814) 5111  
Telex: 848285  
River Garage Ltd., London Road,  
Old Stratford, Milton Keynes,  
Buckinghamshire  
Tel: Milton Keynes (0908) 562194  
Eric Silvey Motors,  
Thames Industrial Estate,  
Feddhouse Lane, Marlow,  
Buckinghamshire  
Tel: Marlow (06284) 5559

### Cambridgeshire

Mill Hill Garage, Wimbington Road,  
March, Cambridgeshire  
Tel: March (0354) 2311  
Buckingham & Stanley Ltd.,  
High Street, Histon, Cambridgeshire  
Tel: Histon (02202) 2758  
Staley-Crighton Ltd.,  
939/943 Lincoln Road, Walton,  
Peterborough, Cambridgeshire  
Tel: Peterborough (0733) 71836/73543  
**Cheshire**  
Anderson Motors Ltd.,  
31-33 Buxton Road, Hazelgrove,  
Nr. Stockport, Cheshire  
Tel: 061-483-8271/81 Telex: 669202  
Blacon Motors (Chester) Ltd.,  
Western Avenue, Blacon, Chester  
Tel: Chester (0244) 375744

### Cleveland

Bob Alexander Ltd.,  
Chapel Street Garage, Thornaby,  
Stockton-on-Tees, Cleveland County  
Tel: Stockton-on-Tees (0642) 69781  
Stokeo Brothers Ltd., Central Garage,  
West Road, Loftus, Saltburn-by-Sea,  
Cleveland  
Tel: Loftus (0287) 40237

### Cornwall

Mewtons Garage, Pendoggett,  
St. Kew Highway, Bodmin, Cornwall  
Tel: Port Isaac (02088) 221/215  
John Richards Garage Ltd.,  
North Road, Camborne, Cornwall  
Tel: Camborne (0209) 713130/718170

### Cumbria

Telford Garage (Carlisle) Ltd.,  
Willowholme Industrial Estate,  
Carlisle, Cumbria  
Tel: Carlisle (0228) 26617

### Derbyshire

Gordon Lamb (Chesterfield) Ltd.,  
Pottery Lane, Whittington Moor,  
Chesterfield, Derbyshire  
Tel: Chesterfield (0246) 450244  
Main Street Garage, Newhall,  
Burton-on-Trent, Staffs.  
Tel: Burton-on-Trent (0283) 217513  
Rock Say (Motor Bodies) Ltd.,  
Leek Road, Burtage, Buxton,  
Derbyshire  
Tel: Buxton (0298) 2494/4609  
Woodford Garage Ltd.,  
Uttoker Road, Mickleover, Derbyshire  
Tel: Derby (0332) 513943

### Devonshire

Anchor Garage (Bideford) Ltd.,  
Meddon Street, Bideford, Devon  
Tel: Bideford (02372) 24678  
Chenhalls Garages (South West) Ltd.,  
Collaton Garage, Collaton St. Mary,  
Paignton, Devon  
Tel: Paignton (0803) 55856/7554205  
Telex: 42511

Geoffrey Knight (Exeter) Ltd.,  
88 Polioe Road, Exeter, Devon  
Tel: Exeter (0392) 36563

Langs (Plymouth) Ltd.,  
Albert Road, Devonport, Plymouth  
Tel: Plymouth (0752) 51810  
Torcross Garage (1981) Ltd.,  
Torcross, Kingsbridge, Devon  
Tel: Kingsbridge (0548) 580205/  
580402

### Dorset

Arnett International Limited,  
1/A Ametts of Bournemouth,  
26/32 Oxford Road, Bournemouth,  
Dorset  
Tel: Bournemouth (0202) 296565/678  
Olds, Portesham Motors,  
Portesham, Nr. Weymouth, Dorset  
Tel: Abbotbury (03058) 247  
Stour Motors, Queen Street,  
Gillingham, Dorset  
Tel: Gillingham (07476) 3226

### Durham

Findlay & Wilks, Bridge End Garage,  
Howden-le-Wear, Crook, Co. Durham  
Tel: Bishop Auckland (0388) 78215  
Gordon Ramsay Ltd., 163 Grange Road,  
Darlington, County Durham  
Tel: Darlington (0325) 65343

### Essex

Beacon Hill Garage (East Gate),  
4 Moorside Ind Estate, East Gates,  
Colchester, Essex  
Tel: Colchester (0206) 866242  
Continental Cars (Stansted) Ltd.,  
Station Road, Stansted, Essex  
Tel: 0279-812534  
P. S. & J. A. Emery Ltd.,  
Beacon Hill Garage, Wickham Bishops,  
Witham, Essex  
Tel: Maldon (0621) 891240  
Forbourn Motors Ltd., High Street,  
Thorpe-le-Soken, Essex  
Tel: Clacton-on-Sea (0255) 861207  
Tyliney Garage Ltd.,  
41 Bluebridge Industrial Est.,  
Colchester Road, Halstead, Essex  
Tel: Halstead (0787) 472183  
C & F Warrens Ltd.,  
72-76 West Street, Rochford, Essex  
Tel: Southend (0702) 544461

### Gloucestershire

John Wilkins (Motor Engineers) Ltd.,  
Townsend Street, Cheltenham,  
Gloucestershire  
Tel: Cheltenham (0242) 24348

### Greater London (North Thames)

Ace Motor Company,  
18-23 Radley Mews, Kensington,  
London W8 6JP  
Tel: 01-937 5691  
Ace Motor Company,  
52 Churchfield Road, Acton, London W3  
Tel: 01-992 7866  
Ballards Garage, Joles Garage Ltd.,  
204 Ballards Lane, Finchley, London  
Tel: 01-346 6697  
Brent Cross Garage Ltd.,  
Hendon Way, Hendon, London NW4  
Tel: 01-202 6101  
Cricklewood Automobile Co.,  
63 Shoot-up Hill, Cricklewood, London  
Tel: 01-452 48039  
Lester Motors Ltd., 250-260 High Road,  
Chadwell Heath, Essex  
Tel: 01-590 23776657  
Odeon Motors Ltd., Great North Road,  
Barnet, Herts  
Tel: 01-441 5511  
Saab (London) Ltd., T/A Saab Piccadilly,  
Devonshire House, Piccadilly, London  
Tel: 01-409 0990 Telex: 8953213  
The Swedish Car Centre,  
Northfield House, 128 Boston Road,  
Hanwell, Ealing, London  
Tel: 01-567 7035/6521 (Sales)  
01-567 0430 (Service)  
01-567 1907 (Spares)

### Greater London (South Thames)

Becketts of Eltham, 23-25 Courtyard,  
Eltham, London  
Tel: 01-850 4840  
Carr Bros. (Automobiles) Ltd.,  
112/114 High Street, Purley, Surrey  
Tel: 01-660 4811/01-668 4131  
Home Park Garage Ltd.,  
38 Uxbridge Road,  
Kingston-upon-Thames, Surrey  
Tel: 01-546 9516

### Hampshire

Balmer Lawn Garage Ltd.,  
24 Brookley Road, Brockenhurst,  
Hampshire  
Tel: Lymington (0590) 23464 & 23575  
Clifford Sales Ltd., Clifford House,  
52-74 New Road, Southampton,  
Hampshire  
Tel: Southampton (0703) 27051/36703  
Cross Road Garage, New Chilton,  
Alresford, Hampshire  
Tel: Blandford (096279) 400/455  
A. J. Hiscock & Son Ltd., Dean Garage,  
Hurstbourne Tarrant, Nr. Andover,  
Hampshire  
Tel: Hurstbourne Tarrant (026476) 316

Russel Company, The Saab Centre,  
Middle Wallop, Nr. Stockbridge, Hants  
Tel: Wallop (026478) 692 (Sales)  
460 (Workshop)

West Sussex Specialist Cars Ltd.,  
T/A Polaris, Headley Road, Grayshott,  
Nr. Hindhead, Surrey  
Tel: Hindhead (042873) 5363  
Tel: Hindhead (042873) 5363

### Hereford and Worcestershire

The Birches Garage, The Birches,  
Shobdon, Leominster, Herefordshire  
Tel: Kingsland (056881) 367  
Arthur Moore & Sons Ltd.,  
Central Garage, Worcester Road,  
Great Witley, Worcester  
Tel: Great Witley (029921) 202 & 291  
& 574  
Bay Horse Motors (Hereford) Ltd.,  
King's Acre Road, Hereford  
Tel: Hereford (0432) 3791/66974

### Hertfordshire

Breachwood Motors, The Heath,  
Breachwood Green, Hitchin,  
Hertfordshire  
Tel: Kington (0438) 832166  
Churchill Motors (Chippendale) Ltd.,  
Tower Hill Garage, Chapel Croft,  
Chippendale WD4 9LR  
Tel: (09277) 64114/5 & 67096

### Humberston

South Humberston Motor Co. Ltd.,  
Henslow Road, Grimsby,  
South Humberston  
Tel: Grimsby (0472) 48527/8  
Southall & Stather, The Corner Garage,  
George Street, Driffield, Humberston  
Tel: Driffield (0377) 42150  
W. L. Thompson Ltd., Arnold Lane,  
Anlaby Road, Hull  
Tel: Hull (0482) 23773

### Isle of Man

Northern Motors Ltd., The Garage,  
Main Road, Ballaghy, Isle of Man  
Tel: Sulby (082489) 7229

### Isle of Wight

York Avenue Garage Ltd., York Avenue,  
East Cowes, Isle of Wight  
Tel: Cowes (0983) 293090/294044

### Kent

John Fowler Garages Ltd.,  
Linton Garage, Linton Road, Loose,  
Maidstone, Kent  
Tel: Maidstone (0622) 46629  
Seabrook Garage, 215 Seabrook Road,  
Hythe, Kent  
Tel: Hythe (0303) 38467  
Station Garage, Station Approach,  
Borough Green, Sevenoaks, Kent  
Tel: Borough Green (0732) 883044

### Lancashire

Bay Horse Garage (Burnley) Ltd.,  
Parker Street, Burnley,  
Lancashire BB11 1UG  
Tel: Burnley (0282) 58271/2  
Bay Horse Garage Ltd., Longsight Road,  
Osbaldeston, Blackburn, Lancashire  
Tel: Mellor (025481) 2331  
Rigby Road Garages, Rigby Road,  
Blackpool, Lancashire  
Tel: Blackpool (0253) 28374/5/6  
Guy Sweeten Ltd., Bow Lane,  
Preston, Lancashire  
Tel: Preston (0772) 51803

### Leicestershire

Langport (Anstey) Ltd., Anstey Garage,  
Cropston Road, Anstey, Leicestershire  
Tel: Leicester (0533) 363674/362172/  
363313 (Sales)  
Status Garages (Leicester) Ltd.,  
Nelson Street, Leicester  
Tel: Leicester (0533) 544123  
Thos. B. Williams (Ashby Parva) Ltd.,  
Ashby Garage, Ashby Parva,  
Lutterworth, Leicestershire  
Tel: Lutterworth (0455) 209191

### Lincolnshire

London Road Garage (Boston) Ltd.,  
200-202 London Road, Boston,  
Lincolnshire  
Tel: Boston (0205) 63293/65034  
Malletts of Lincoln, 247 Lincoln Road,  
North Hykeham, Lincoln  
Tel: Lincoln (0522) 681463

### Greater Manchester

Anderson Motors (Hale) Ltd.,  
Bancroft Road, Hale, Altrincham,  
Greater Manchester  
Tel: 061-980 8004  
Woolfold Motor Company Ltd.,  
Mill Lane, Woolfold, Bury,  
Greater Manchester  
Tel: 061-764 8191  
Saab (Manchester) Ltd.,  
Water Street,  
Greater Manchester M3 4JU  
Tel: 061-832 8566  
Westune (Scandinavia) Ltd.,  
Crown Lane, Horwich, Bolton,  
Greater Manchester BL8 9RW  
Tel: Horwich (02041) 68621

### Merseyside

Cubleys of Ainsdale, Liverpool Road,  
Ainsdale, Southport, Merseyside  
Tel: Southport (0704) 74114/5/6

Gates of Moreton Ltd., 77 Hoyle Road,  
Moreton, Wirral, Merseyside  
Tel: 051-677 2212

Mayfield Garages Ltd.,  
574 Aigburth Road, Grassendale,  
Liverpool, Merseyside  
Tel: 051-427 3500  
Sherdley Hall Garage, Aspinall Place,  
Thatto Heath, St. Helens, Merseyside  
Tel: St. Helens (0744) 55333

### Norfolk

Hannant & Sons Ltd., Newton Road,  
Castle Acre, Kings Lynn, Norfolk  
Tel: Castle Acre (07605) 238  
Harvey Lane Garage Ltd.,  
32-36 Harvey Lane, Norwich, Norfolk  
Tel: Norwich (0603) 33536

### Northamptonshire

Rothwell Autopoint (Ringsloe) Ltd.,  
Desborough Road, Rothwell,  
Northampton  
Tel: Kettering (0536) 710250/711218  
Wonow Limited,  
T/A Marefair Motors,  
Freescroft Street, Northampton  
Tel: Northampton (0604) 37122/22502

### Northumberland

Gordon Ramsay Ltd., County Garage,  
Hexham, Northumberland  
Tel: Hexham (0434) 602184  
John Rutherford & Sons Ltd.,  
The Station Garage, Cornhill-on-Tweed,  
Northumberland TD12 4UG  
Tel: Coldstream (0890) 21467/8

### North Yorkshire

Bricks Garage Ltd., Mallon Road, York  
Tel: York (0904) 55787  
Signpost Motors,  
Rossett Green, Harrogate,  
North Yorkshire HG2 9LC  
Tel: Harrogate (0423) 879777  
T. Smithwaite Ltd., East Road,  
Northallerton, North Yorkshire  
Tel: Northallerton (0609) 3921/2

### Nottinghamshire

Blacknell Motors Ltd.,  
Lane End Garage, Melton Road,  
Tollerton, Nottingham NG12 4EN  
Tel: Plumtree (0607) 4021  
Co-op Garage, Clipstone Road West,  
Forest Town, Mansfield, Notts  
Tel: Mansfield (0253) 21166  
S. V. Milnes & Sons Ltd., The Garage,  
Notts Muskham, Newark,  
Nottinghamshire  
Tel: Newark (0366) 703232  
Nattriss Garage (Mapperley) Ltd.,  
499-503 Woodborough Road,  
Nottingham  
Tel: Nottingham (0602) 606674

### Oxfordshire

Belsyre Garage, 75 Woodstock Road,  
Oxford  
Tel: Oxford (0865) 57028  
Orbit Motors, East Hanning, Wantage,  
Oxon  
Tel: West Hanning (023587) 257  
White Horse Garage (Banbury) Ltd.,  
21-27 Broad Street, Banbury, Oxon  
Tel: Banbury (0295) 50733

### Shropshire

Westbury Garage (Salop) Ltd.,  
Westbury, Nr. Shrewsbury, Salop  
Tel: Halfway House (074378) 457  
611 (Sales)

### South Yorkshire

Fenton Service Station, Wortley Road,  
Rotherham, S. Yorkshire  
Tel: Rotherham (0709) 551155  
Gordon Lamb (Sheffield) Ltd.,  
115 Ecclesall Road South, Sheffield,  
South Yorkshire  
Tel: Sheffield (0742) 369946  
Reg Morris Garages Ltd., Doncaster  
Road, Westwoodside, Haxey,  
Doncaster, S. Yorkshire DN9 2OR  
Tel: Haxey (0427) 752332

### Staffordshire

Anson Garage (Rugeley) Ltd.,  
Market Street, Rugeley, Staffordshire  
Tel: Rugeley (08894) 76113/4  
R. H. Breese & Son, Varlet Bank Service  
Station, Varlet, Nr. Stafford  
Tel: Sandon (08897) 248  
High Lane Autos, High Lane, Tunstall,  
Stoke-on-Trent, Staffordshire  
Tel: Stoke-on-Trent (0782) 84527

### Surrey

Bell & Colvill Ltd., Epsom Road,  
West Horsley, Surrey KT24 6AU  
Tel: East Horsley (04865) 4671  
Berdan Ottershaw Ltd.,  
103 Spinnery Hill, Addlestone,  
Surrey KT15 1BA  
Tel: Ottershaw (093287) 3726  
Valley Service Station Ltd.,  
2 Outwood Lane, Chipstead, Surrey  
Tel: Downland (07375) 53464  
(Showroom) 53771 (Workshop)

### Sussex

Ballamy's Garage (Shoreham) Ltd.,  
120 High Street, Shoreham,  
West Sussex  
Tel: Shoreham (07917) 2456/61791

Jermyn & Sons, B-14 Seaside,  
Eastbourne, East Sussex  
Tel: Eastbourne (0323) 640139/0

Mann & Woodland (Car Sales) Ltd.,  
10 Medina Place, Hove, Sussex  
Tel: Brighton (0273) 71807/720276  
Shore Road Garage Ltd., Shore Road,  
East Wittering, Chichester, West Sussex  
Tel: West Wittering (024366) 2711  
Turners Hill Garage Ltd., Turners Hill,  
Crawley, East Sussex  
Tel: Cophthorne (0342) 71546/715380

### Somerset

Asley Motors, 12 Oxford Road,  
Pain Mill Industrial Estate, Yeovil,  
Somerset  
Tel: Yeovil (0935) 26701/2  
W. E. Bishop & Sons, 80 East Reach,  
Taunton, Somerset  
Tel: Taunton (0823) 88351/2  
Ray Harriott Motors (Somerset) Ltd.,  
Furnham Road, Chard, Somerset  
Tel: Chard (04606) 2821/2

### Suffolk

Dales Service Station, Dales Road,  
Ipswich, Suffolk  
Tel: Ipswich (0473) 42547/43886  
Horn Hill Garage Ltd., Horn Hill,  
Lowestoft, Suffolk  
Tel: Lowestoft (0502) 3955 & 65692  
Kings Autosales (Bury) Ltd., Street  
Garage, Bury St. Edmunds,  
Suffolk IP29 5AP  
Tel: Bury St. Edmunds (0284) 810411  
& 810818

### Tyne and Wear

Les Allen, Harbour View Garage, Roker,  
Sunderland, Tyne and Wear  
Tel: Sunderland (0783) 77536  
Pearsons Garage, Whitley Road,  
Longbenton, Newcastle-upon-Tyne,  
Tyne and Wear  
Tel: Newcastle (0632) 688223

### Warwickshire

Lime Garages (Leamington) Ltd.,  
Lime Avenue, Lillington,  
Leamington Spa, Warwickshire  
Tel: Leamington Spa (0926) 23221/2

### West Midlands

Highgate Garage Ltd.,  
West Bromwich Road, Walsall,  
West Midlands WS1 3HY  
Tel: Walsall (0922) 22695 & 27819  
Eachelhurst Garage, Eachelhurst Road,  
Edlington, Birmingham, West Midlands  
Tel: 021-3511027  
Five Star Motors Ltd.,  
Hagley Road, Halesowen,  
West Midlands B63 4JS  
Tel: 021-550 6416  
Mists Garages Ltd., 138 Soho Hill,  
Handsworth, Birmingham,  
West Midlands  
Tel: 021-554 2219/6311/6314  
Tel: Henley-in-Arden (05642) 3647

### Wiltshire

August Motors, Redlynch, Salisbury,  
Wiltshire  
Tel: Downton (0725) 20340  
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

Robert Bowtell Ltd., Dewsbury Road,  
Osselt, Yorkshire  
Tel: Osselt (0924) 276023  
H. Bryden & Son Ltd., Wellington Road,  
Leeds, Yorkshire  
Tel: Leeds (0532) 63331/2  
J.C.T. 600 Ltd., International Auto Centre,  
Apperley Lane, Yeading, Leeds,  
Yorkshire  
Tel: Rawdon (0532) 502231/3  
Lanka Garage, St. Mary's Lane,  
Kirkheaton, Huddersfield, Yorkshire  
Tel: Huddersfield (0484) 29754  
J.C.T. 600 (Bradford),  
Killinghall Road, Bradford, W. Yorks.  
Tel: Bradford (0274) 392321/667234

### NORTHERN IRELAND

Crosstown Motors,  
110 Tandrage Road, Newry,  
County Down  
Tel: Jarratts Pass (069382) 602  
R. J. McCleary (Motors) Ltd.,  
Donard Street, Newcastle,  
County Down  
Tel: Newcastle (03967) 23582  
Old Mill Cars Ltd., The Old Mill,  
Muckamore, Antrim, Co. Antrim  
Tel: Massereene (08494) 67444/67300  
N. Thompson (Motors) Ltd.,  
250-252 Donegal Road, Belfast  
Tel: Belfast (0232) 21019 (Sales)  
41215 (Service)  
Ivan Wilson, Screen Road, Coleraine,  
Co. Londonderry  
Tel: Coleraine (0265) 4045

## Channel Islands

J. Le Maitre & Son, Northern Motor  
Works, Grande Maison Road,  
St. Sampsons, Guernsey  
Tel: Guernsey (0481) 44420  
Trademart (C.I.) Ltd., 9 The Esplanade,  
St. Helier, Jersey  
Tel: Central (0534) 36556  
Telex: 4192295

## SCOTLAND

**Central Region**  
Kippen Autos, Main Street, Kippen,  
By Stirling, Central Region  
Tel: Kippen (078687) 287  
David W. Reid (Garthart),  
Beancross Road, Grangemouth,  
Central Region  
Tel: Grangemouth (0324) 482709

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

**Grampian Region**  
The Keith Garage, 147-149 Moss Street,  
Keith, Grampian Region  
Tel: Keith (05422) 2501

**Highland Region**  
Caberfeich Motors Ltd.,  
60 Harbour Road, Longman South,  
Inverness IV1 1UF  
Tel: Inverness (0463) 39035

**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) 810492

**West Lothian Region**  
Daimen Motors, 28 Glasgow Road,  
Bathgate, West Lothian  
Tel: Bathgate (0506) 52089

**Shetland Isles**  
G. W. Sharp, Gablestone Road,  
Scalloway, Shetland Isles ZE1 0TX  
Tel: Scalloway (059588) 377

**Strathclyde Region**  
Cambuslea Garage, Cambuslea Road,  
Ayr, Strathclyde Region  
Tel: Ayr (0292) 266146

Westcars, 182 Crow Road, Glasgow,  
Strathclyde Region  
Tel: 041-334 4661/3

Whitecraigs Motor Co. Ltd.,  
80 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

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# Veteran Edwardian Vintage

A SECTION DEVOTED TO  
OLD-CAR MATTERS

## Motoring as it was — A Look-Back at the Roads of Long Ago

THINGS motoring, like women, motoring journals, the cars themselves and the roads we drive on have changed so much, that looking back to what driving was like in the days when even prominent owners of today's vintage cars had not been born, seems a worthwhile exercise. So I propose to look at those times through the eyes of someone who had begun his driving in the real dark ages, first with a Brushmobile, circa 1903 and who in what we now term the vintage years, was a keen user of Crossley and Rover cars, which had succeeded a war-time Overland. This person was known by the *nom-de-plume* of "Owen John". Let's join him in the summer of 1921, when motors and motoring were just emerging from the war and the post-Armistice industrial depression, Sir Huckumchard Sampchand (really!) had taken delivery of a superb aluminium-panelled 30 h.p. Daimler saloon and the chronicler whom I propose to quote had recently survived the, for him, new experience of sampling one of the new breed of light-cars, in the guise of a fierce and unrefined air-cooled ABC, about which "Owen John" was attempting not to be too rude. . .

Before opening the doors of his motor-house, this gentleman amateur, who confessed to oiling the oil-holes, filling the tank with petrol, filling and screwing-down all the grease-cups he could reach, stopping rattles as far as he could, but otherwise leaving the rest very nearly to chance, tried not to get drawn into the prevailing discussion about which really was the "Best Car in the World". His big Crossley tourer had gone 10,000 miles before its speedometer broke again, so that its total mileage was unrecorded, with one run big-end but no other troubles out of the ordinary, but its owner never thought of referring to it as the World's best. He put in a plea for cars in general, remembering that nothing else half so complicated had had to fight against trouble as had an automobile — something that applies to today's cars, started-up and run at once from cold, their brakes and clutches used so frequently in heavy modern traffic. He was, in fact, thinking of how well a car driven at 40 to 50 m.p.h. (speeds were lower in 1921!) over hopeless road-surfaces (which the parsimony of the present Government over road repairs is rapidly returning us to) stood up to such abuse — "The rocking of an oil-tanker in a gale is but hush-a-bye baby to it; the progress of a car is one long, endless, pitched battle against a hard and forward world, yet cars stand up to it, come in smiling, and, probably, go out as they came in, ungroomed, unwashed, and uninspected". In those times fabulous prices for



AS IT WAS:- Plenty of time in the old days to contemplate the roadside scene after parking your Bayard motor car, outside "The Plough" at Holford in Somerset.  
[Photo courtesy of P. Birch]

discarded oldsters were well in the future. . . .

It was recalled how, sometime around 1911, when "O.J." had referred to the Lanchester as a fine town-carriage, he and Walter Staner were bidden by Mr. Millership of Lanchester's to come out in the spring time, when the apple blossom was out around Broadway, and try a Lanchester among the hills, as a country conveyance. They did and ever after, such comfort, such ease, such pulling, had remained in the memory. Then the steam-car seemed to have definite merits. But old "O.J." refused to quote his opinion on the subject of the World's best, remarking sagely that it was the car that suited one best — "... one is beginning to feel just as out of place in the wrong kind of car as one would in running-shorts in Piccadilly" — or streaking at Twickenham, one could now add. Which is, I suppose, how cars are still chosen and bought. . . .

However, it is with roads as well as cars of the nineteen-twenties with which we are here concerned, especially as that summer an amateur road inspection had been undertaken, using a fine 40 / 50 Rolls-Royce tourer (Reg. No. AA-19), which was the least-suitable of cars for detecting bad surfaces, especially as it was shod with 7" Palmer tyres inflated at 45 / 50 lb. / sq. in., front / rear. The roads of Hertfordshire, Bedfordshire, Huntingdonshire, Lincolnshire, Nottinghamshire, Yorkshire, Durham, Northumberland, Roxburghshire, Berwickshire and Mid-Lothian were examined. From London to Hatfield, considerable tarring was in progress with not too much grit being thrown on to it and surfaces, except for a roughish stretch in and around Barnet, were quite good. It was felt, however, that the placing of telegraph-poles along the ridiculously narrow Great North Road would hamper future widening operations of this important thoroughfare — alas, the A1 remained like this to the end of WW2 and after. What would the writer who thought the road poor in 1921, with only two lanes just north of Stevenage

and dangerous bends at the foot of Woolmer Green, have thought if finding it much the same some 25 years later?

Stevenage itself was considered a model of good town-planning but the A1 narrowed again beyond Baldock and the surface was poor. On the whole though, nothing too bad was encountered as far as Grantham, where the party had a good lunch at the George Hotel, before meeting the County Surveyor of Notts., who said that the farmers disliked him tarring the roads because horses could not get a grip on such a surface, and equipping their animals with the Grey footpad was too expensive! His road improvements included up-dating the 31-mile Nottingham-Doncaster road through the Dukeries and constructing a reinforced concrete bridge over the Trent, just south of Newark. Newark had unilluminated direction-signs; the new Government sugar-beet factory was passed on the right.

There were too many level-crossings between Newark and Retford, where the Lincs. County Surveyor nearly got himself run down as he spotted the Rolls-Royce. Bituminous material was less in use than waterbound stone in Lincs. The A1 was left at Bawtry, for the Austerfield-Thorne route, and from there to Selby and on to Stockton from York, the winding roads with high hedges making every twist blind, chaps-a-bancs from the York races were difficult to overtake, the good tarring that kept down the dust ceasing after York. The day's run of 250 miles, done at 17 m.p.g., ended at Craythorne. Next day poor surfaces led to the well-tarred and wide A1 just north of Darlington. At Durham, to where the roads had been magnificent, they met the Road Surveyor. He was completing, at a cost of some £30,000, the Ferrybridge by-pass started in 1830-1840 but abandoned with the coming of the railways.

Durham CC, over sixty years ago, was spending large sums on its roads, and had its own

tarmacadam works. Some 1,000 formerly unemployed men were at work on the new £270,000 W. Hartlepool — Easington coast-road and a new, safer bridge over the Wear between Ferryhill and Durham was planned for 1922. Mr. Brookes, OBE, the Road Surveyor, wasn't convinced that bitumen was better than tarmac. Lunching in Newcastle with Northumberland's County Surveyor, the investigators were told he needed £1,500,000 to repair war-damaged roads, with 700 bridges involved, which he didn't think the Ministry would meet. Six miles south of Newcastle an experimental ferro-concrete road had been laid, more costly than tarmac, a reminder that, at Birtley, square setts set in reinforced concrete had been laid, being regarded as everlasting — are they still there? The Rolls-Royce had now run 416 miles, to the North British Hotel in Edinburgh. The next day it returned *via* Carlisle, over the fine bridge over the Esk near Gretna, built in 1916. The coal-strike had stopped road work in Cumberland because there was no tar. The only truly bad roads that far had been at Otterburn and south of Shap, and interesting observations were that the 10 m.p.h. speed-limit in Penicuik seemed quite unwarranted, that there were three times the tonnage of motor-coaches using Lake District roads as in 1914, and 1,000 licensed in Lancashire, where strong roads were made of natural and bitumen surfacing, the road-rate varying from 4d to 1/3d in the pound.

After tea in Lancaster a moorland by-road was chanced, to Clitheroe, which for about the first time put the Rolls down onto 3rd-gear, passing through the Trough of Bowland. There was comment that the "Starkie Arms" charged as much as £1 for b.&b. . . . There was excellent, if expensive, stone-paving at Whalley, beyond Preston, but the going to Chester from Warrington, where thousands of unemployed stood or sat by the roadside, was very rough, poor, or fair, in patches. In Cheshire, where road-stone had mostly to be imported from Wales, the Surveyor liked tarmacadam if on a good foundation; of his 650 miles of main road, 380 were of tar-sprayed water-bound surface, 200 of tarmacadam, and 70 of granite paving, the first to be changed to tarmacadam as quickly as funds permitted.

The Welsh authorities were blamed for taking little interest in their roads in 1921 (I can say that this has since changed), and in 1921 the Chester-Chirk road was "abominable". Blind cross-roads were a danger on the Holyhead road. There was little else to report, apart from the very fine road from Kidderminster to Worcester (even if the by-pass in the former town was badly signposted) and the Rolls-Royce taking Much Wenlock Hill in 3rd after stopping for sheep at the first bad corner, 3rd also sufficing up Fish Hill. At Oxford it looked as if road repairs would soon cost ratepayers 3/- in the £, a penny-rate raising only £2,978, compared to some £38,000 in Durham. A night was spent very comfortably at "The Lygon Arms," in Broadway, where many Press pre-views of modern cars are now staged, and the lock-up garages there contained the Rolls, a big chauffeur-driven Daimler, which looked very under-tyred beside the Rolls-Royce, and a large pre-war Renault. The survey ended at Beaulieu, over forest roads made loose by the rains, and so I think the Rolls-Royce must have belonged to Lord Montagu, the present Edward Montagu's father, who had written articles on the country's roads for *The Times*.

I readily present the foregoing to the British Road Federation, in its attempt to persuade Mrs.



ON the roads of the 1920s, a Daimler like this would have been a challenge to the Silver Ghost Rolls-Royce. Its slender tyres had to contend with the roads of the time, like the pavé seen here outside the Leamington Spa premises of A. Baker, Coachbuilder. [Photo courtesy of Stan Waine]

Thatcher, who doesn't want to spare the finance, that our 1980's roads require repairing and extending. No doubt the R-REC or the 20-Ghost Club could find a member with a suitable car, for a re-enactment of the old survey, to see how things look today. . . .

However, the intention was to look at "O.J.'s" driving experiences. After the sporting ABC he sampled the latest Humber Ten and praised it excessively, finding fault only with its similarity of brake and gear levers and how these made it necessary to enter from the near-side. He drove the little car about half-a-dozen counties in the north, finding the Birmingham tram-lines a help in getting through that city from Worcester to Lichfield, which brought the observation that there is no town so easy to pass through — but try it today, *sans* tram-lines! The hotels were thought too expensive for the depression-period and 4/- (20p) expensive for garaging a car overnight in a shed. This was a touchy point, then topical, as the

AA was recommending a 5/- (25p) fee and in Leighton Buzzard the ABC had to shelter in a stable-yard and there be pushed about when the local 'bus wanted to go out or come in, the charge being 18d (7½p), when in France hotels were advertising *Garage gratuit*.

Going down to Worthing to play golf in Lionel Rapson's latest Rolls-Royce was a reminder of how crowded the road back to London was on summer Sunday evenings (it was 1921, remember) and a new Buick, owned by one of the amateur golfers, was found by "O.J." to be as uncomfortable in its seating as most other American tourers. Too much tar-spraying was objected to, which we still suffer from today, so the Crossley went unwashed, on the principle that tar does not adhere to mud. Otherwise, the roads were considered mostly good, except for the Watling Street to Banbury route, but from Henley to Oxford they had improved. — W.B.

(To be resumed as space permits)

## VSCC "Measham" Scatter Rally (Feb. 28th/March 1st)

REPLACING the former Measham Rally and snowed-out at the first attempt, this new VSCC exercise, with Mark Joseland as Clerk-of-the-Course, and Dick Carter as Secretary-of-the-Meeting, was finally held on a mild night, starting and finishing at the floodlit Maesmawr Hall Hotel at Caersws, to the call of the night owls. An entry of 21, in three classes, had to find their way round a 150-mile route, by solving obscure clues; it is said that at one stage Harris's 4½-litre Lagonda Rapide was put on course by navigator Filsell's knowledge of Houseman's poems!

Freddie Giles was early in trouble with the bevel-box of his TT Replica Frazer Nash, so that the Strettons in their Super Sports 'Nash had to carry "Chain Gang" honours. Runners ranged from the Austin Chummies of Price and Jane Arnold-Forster (navigated by her father), to a Railton and a disc-wheeled 4¼-litre Bentley

saloon, and the Sudjic Silver Eagle Alvis Saloon from Scotland, badgeless but with hare mascot, was seen to have been painted for the new season.

The best performance of the night was put up by Potter and Hughes in a pretty 12/40 saloon Lea-Francis which was running in the Touring, Saloon and Light Car Class. — W.B.

### Results:

Measham Trophy: L. Stretton / M. Stretton (1927 Frazer Nash). PVT Cup: J. F. Harris / D. O. Filsell (1936 Lagonda Rapide). Jeddere-Fisher Trophy: J. M. Potter / B. Hughes (1930 Lea Francis 12/40). First Class Awards: A. D. Jones / Miss A. Jones (1923 Vauxhall 30/98) and P. R. Cattell / T. Cork (1933 Riley Lynx).

## Miniatures News

Grand Prix Models of Radlett announce the importation from Italy of a "C.A.R." miniature of a Ferrari P4, and their own new twin-rear-wheeled Alfa Romeo P3 single-seater, for the hill-climb fans. The latter sells for the UK retail-price of £7.95, in kit form. — W.B.

**V-E-V-Miscellany** — The Daimler / Jaguar Club of Holland is having a fifth-birthday celebration from June 12th-15th and is inviting European owners of both makes. The event will be held in the Dutch National Sports Centre near Arnhem. Details from: K. S. Elvery, Campanula 14,3317, HC Dortrecht, The Netherlands. A reader wants to trace the history of an MG Magnette he acquired ten years ago. It is an ND Magnette with an N-type chassis and a K2 two-seater touring body, Reg. No. BKL 265. The car was first owned and registered in September 1934 by a Mr. H. B. Shaw and it is thought that W.B. rode in the car in contemporary trials, when an NE engine may have been used, or even the engine from one of the 1934 TT MGs. The chassis number is 050 suggesting a March or April car. (I used to ride in trials' MGs at the time, owned by a keen amateur competitor, but memory of the car is hazy. — Ed.). Although it is slightly out of the context of this column, another reader is trying to trace the history of his 1949 MG TC, which he has owned since 1968. Bill Beedie, who owned and raced this MG in the mid-1950s, has been traced. The car is thought to have been built for the 1949 Le Mans race and then went to Sir Thomas Beaver, who raced it successfully here and abroad, after which Hugh Selsby-Ladd had it, who likewise raced it. It was found abandoned at an RAF camp. The Reg. No. is KAH 767 and its blue and black paintwork caused it to answer to the name of "Bluebottle". Letters can be forwarded.

The Borders Vintage AC is holding its 12th annual rally at Mellerstain House, near Kelso, on June 5th / 6th. All types and classes of vehicle up to 1959 are eligible. Entry forms from: R. G. Licence, Riverslea, Waverley Road, Melrose, Roxburghshire, Scotland. A 20 / 30 Crossley, possibly a 1916 / 17 model, with a four-seater body put on it about 1920, has been salvaged in Suffolk, lacking only its radiator, which has been overcome by using one from an AEC Matador. The owner wants to hear from other Crossley owners. A 1904 12 h.p. Sunbeam, Reg. No. DA 71, which has been stored for the past 14 years, has changed hands. It is thought to have been owned by the Rootes Group and to have taken part in post-war Brighton Runs and photographs of these and other relative archival material is sought by the new owner. A Berkshire reader has acquired the remains of an 8.3 h.p. Renault with a van body apparently built by Glover, Webb, and Liversidge of the Old Kent Road, London, with the front compartment open; details of the body and how it blended with the rear doors, are required for the rebuild. It appears to be similar to those used in the 1920s on these chassis by Galleries Lafayette of Regent Street. The STD Register is anxious to discover the history of any BA75 Roesch Talbot Special Sports saloons, sometimes incorrectly called Airline saloons, and those who have not yet contacted the Register about such Talbots are asked to write to their Mr. Keyth Richardson.

The Winter issue of the Bentley DC's *Review* contained a long and interesting article by Johnnie Green, comparing the H6B Hispano Suiza with the 6½-litre Bentley, written after he had driven a 1922 Labourdette tourer version of the former, belonging to Jules Heumann, some 400 miles in America. The report is distinctly favourable to the Hispano, in spite of Mr. Green's knowledge of and love for the Bentley. There was a tribute to Brooklands Aerodrome, 1908-1942, in the March issue of *Aeroplane Monthly*, with some good pictures. But in describing the race-track as having been left to deteriorate no tribute is paid to

the clearing-up of rubbish from the bankings by members of the Brooklands Society. It is stated that only Air Hanson helicopters now operate from the aerodrome. A picture of an SE5 which crashed on the Byfleet banking, the date of which was quoted as of the 1914-1918 war period in that recent book on flying at Brooklands, is captioned as July 1927, which explains the girl with the bobbed hair, which we commented on as unusual, when reviewing this somewhat disappointing book; in fact, the crash happened the day after one of the Saturday afternoon BMCRC motorcycle race meetings.

A 1928 Brooklands-model Riley Nine, Reg. No. WK-7162, chassis no. 60/4, sans body and thought possibly to be one of the T & T-built cars, has been bought by a reader in Somerset, and as it is to be restored to original form, body drawings or photographs are required. There is to be an ambitious rally for the older cars in Portugal from May 19th to May 29th, the classes corresponding to the recognised ones, except that what we term post-vintage thoroughbreds will be for "Vintage-A" cars and extend from 1931 down to 1945. Details from: Raul Jose C. Dias Tavares, Clube Portugues de Automoveis Antigos, Rua Do Duque De Saldanha, 308, Portugal. The Fleet Carnival and Autojumble is being held on Sunday 11th July; the proceeds go to charity. Entry forms and details can be obtained from Mr. D. Vincent, 18 Kings Road, Fleet, Hants. — W.B.

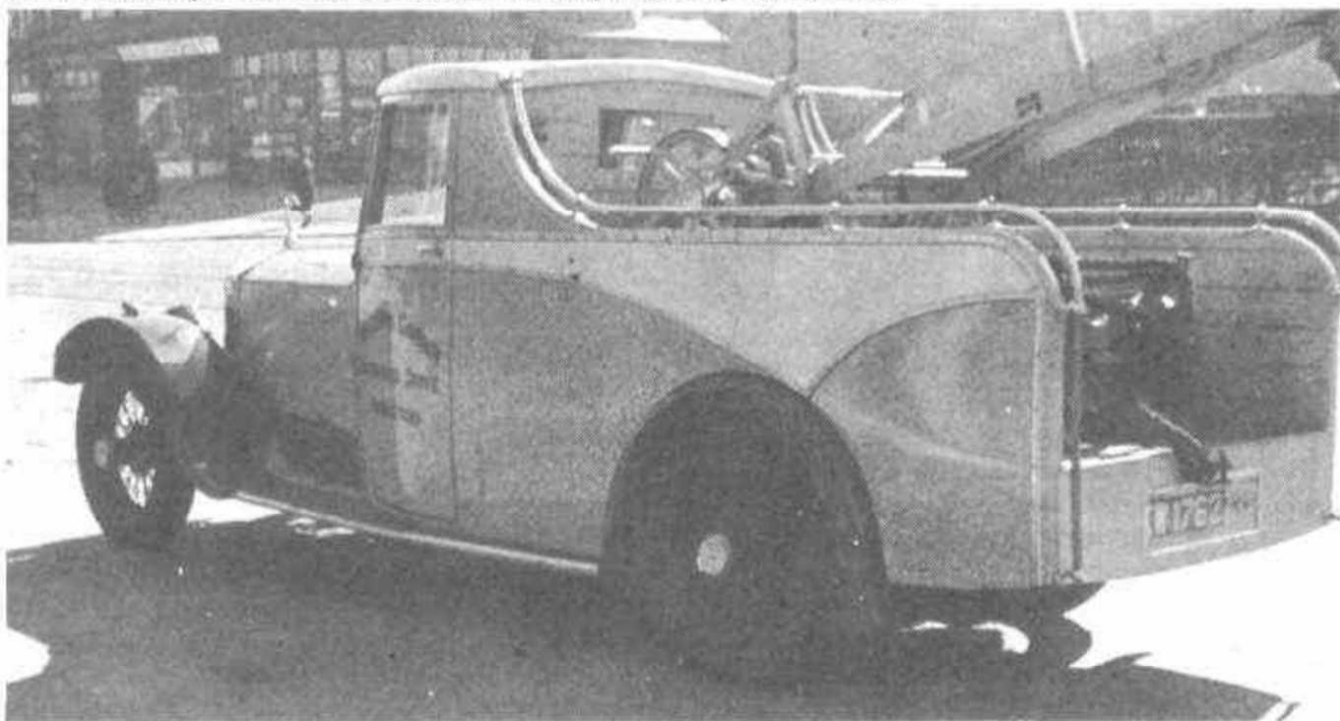
## Vintage Postbag

Seaman and Delage

Sir,

I feel your remarks in *Matters of Moment* (February 1982) concerning the successes achieved by Richard Seaman and his Delage were somewhat misleading. You state that "The Delage was able to off-set its power deficiency and prove victorious because it could run a race non-stop, whereas the supercharged ERAs had to stop for more fuel." With respect, I feel this is not borne out by the facts. Seaman gained four major victories with the Delage. In the RAC Light Car Race at Douglas, Isle of Man, Seaman took the lead on lap 4 of the 50-lap 200-mile race and thereafter pulled away to win by 1 min. 17 sec. He had already proved faster than the ERAs before these stopped to refuel. At Pescara in the Coppa Acerbo Vetteur Seaman led from start to finish, beating Trossi with the best 6CM Maserati, in an event of only 96 miles where refuelling stops were unnecessary.

THE Rolls-Royce 20 based breakdown truck referred to by David Ellor.



He repeated this performance at Berne, again leading throughout the race on a fast circuit where none of the ERAs could keep up with him. Bira, who ran second for 16 laps, over-revved his engine and broke a rocker in his efforts to catch the Delage. Seaman's race average was 87.84 m.p.h., 7.77 m.p.h. faster than his winning average in the 1935 event when driving a B-type ERA. By the time Seaman arrived at Donington for the JCC 200-Mile Race the Delage had run at Livorno, Pescara and Berne with only minor maintenance. With his intelligent and calculating approach to his racing, Seaman therefore decided to let Lord Howe set the pace to save the Delage which was clearly the faster car and with the added confidence that he did not have to stop for fuel. In fact, as you emphasise in your book, "The 200 Mile Race", Howe stopped to refuel on lap 50 and Seaman went past and had a lead of 44 sec. at 60 laps. He increased this to 51.4 sec. at 70 laps, and maintained this to the finish despite Howe driving "like one possessed".

The many tributes to Philippe Etancelin have not mentioned one unusual aspect of his driving style. I was not old enough to see him in action before the War but I was intrigued by his practising methods when I saw him at Silverstone in 1949/50. In every practice session, he was one of the first away from the pits in his Lago-Talbot. He did the first few laps at a pedestrian pace and then gradually quickened up until he was going all out in his usual dramatic fashion after about 10 laps. I could never decide if this was to warm up the driver, the car, or both.

Hove, Sussex

DAVID VENABLES

A Rolls-Royce Breakdown Truck

Sir,

I thought you may like to show your readers this photo of our Rolls-Royce 20 breakdown lorry, XW-1752, taken pre-war by my late father, who had the body specially built on the chassis of a Rolls 20, bought from an old gentleman in Southport.

The body was beautifully finished by Parker and Bowers, Coachbuilders, Dean St., Blackpool, painted *eau de nil* green, with cream band, and British Racing Green mudguards, it had chrome handrails down both sides. The wheel rims were reduced to take 16" tyres for extra traction.

It was an early chassis, having no front wheel brakes, centre gear-change and horizontal radiator shutters.

My father was very proud of it and it was certainly a showpiece. I remember riding in it as a

small boy; it was so silent, only slight wind noise as you rode along. It had a new Harvey-Frost crane fitted, with fire extinguishers, first-aid kit, floodlight and two-wheel recovery ambulance.

It was little used pre-war and laid up during the war, after the war it was used until 1947, when father decided to sell it, the Austin 12-4 pick-up being adequate for our needs at that time.

The crane was removed and the craneless Rolls sold to a man from Scotland, who said it was to be used for delivery of soft drinks.

I have very often wondered what became of the old Rolls; whether it may still exist in some form or other, I should be pleased to hear from anyone who may remember it.

Blackpool

DAVID ELLOR



SIDEWAYS in the snow — see below

#### The Frazer Nash Way

Sir,

I read with pleasure the letter from John Butler in your February issue. I feel certain the crab-track, pre-war, black car he saw was the 1932 TT Rep. Frazer Nash belonging to my friend Fred Giles. The "intrepid mechanic" would be his charming and attractive wife, Janet, who is quite used to both driving and passengering Frazer Nashes under all conditions. They were returning, to their house in Frome, from that annual riotous Frazer Nash Christmas party, held at Hereford on the evening of December 12th.

I would mention that Frazer Nash drivers hardly ever have their hoods up and quite often drive with only aero-screens regardless of the weather. Not only that, these real sports cars have such a stirring performance with precise and exciting handling that they are invariably driven with great spirit and panache, their drivers exuding enthusiasm, good humour and enjoyment. Thus you hardly ever see a 'Nash prancing around in a grassy field on a summer's day with a ticket on its headlamp. It would be as much out of place as a tiger in a sheep pen.

I'm glad you found it heart-warming, Mr. Butler. That car was being used as the designer intended, and I thoroughly agree with your sentiment.

Cockermouth, Cumbria

DICK SMITH

#### Filling the Gap

Sir,

I was interested to read the letter from Dr. Karl J. Wiessmann in the February issue, as I owned the J4 MG registered OJ9483 in 1950 and can fill part of the gap in its missing history.

J4004 was first registered on 5-5-33 and I purchased the car in August 1950 from Mr. G. Betts, Newport Mon., it was previously owned by a gentleman in Bossom, Hants.

The car was in original condition apart from the engine, as it was then fitted with a modified MG PB engine.

I used the car for two seasons competing at various sprints and circuits.

It was then sold to D. A. S. Colvin of Yeovil who removed the original body and fitted a streamlined one, he later completely dismantled the car, and all parts were sold separately.

Geoff Coles found the chassis, and managed to acquire all the necessary parts to rebuild the car that Dr. Wiessmann now owns.

I found the J4 an excellent and reliable road car and I had many hours of pleasure driving it.

At the time I had the J4 I also owned a supercharged PB Midget registration number MG5000, does this car still exist today?

Yeovil, Somerset

JOHN MOFFAT

#### The Other Halford Special

Sir,

I read with interest your article concerning the rebuild of the Halford Special by James Cheyne, in your March Issue. You may be interested to know that we [Vintage Motor Car Restoration—Ed.] are in the process of restoring the Lord Ridley-built Special, which is owned by Mr. Park of Morpeth, utilising a Type-35 GP Bugatti chassis, the other Halford engine, and Bugatti body panels. Up to now we have been primarily concerned with the bodywork of the car and will shortly be starting with the mechanical work. It is interesting to note that the car was in use until four or five years ago when frost damage was sustained to the block.

The Bugatti Owners Club are being most helpful with regard to the chassis, running gear, etc., but obviously information about the engine is sparse, at present it is fitted with a Powerplus blower, a Zenith 42VC updraught carburettor and interestingly is also fitted with a multi-plate clutch, the owner believes that Parry Thomas was involved in some way with this. There is a small Bugatti-shaped radiator mounted through the near side of the bonnet for cooling the inlet manifold.

This car was put together by Lord Ridley for the present owner's father as a road car and being a hybrid presents particular problems for the restorer. However, having said that it is certainly a most interesting vehicle and any information which can be gleaned about its history would be much appreciated.

Staindrop, Durham

DAVID A. C. ROYLE

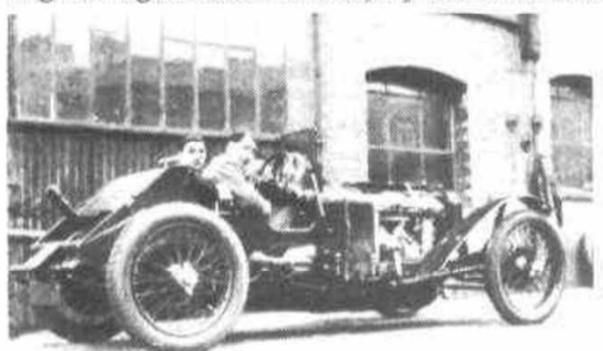
[It is good news that the other Halford Special engine may soon be heard running again. I always thought that Parry Thomas might have contributed something to Lord Ridley's successful record-breaking 750 c.c. Ridley Special and it seems likely that the multi-plate clutch came either from that car or the Thomas Special intended to have a 750 c.c. (Class-H) engine.—Ed.]

#### A TT Vauxhall

Sir,

Having had your excellent magazine since 1952 without ever having put pen to paper previously, I am sending you a copy of an old family photo found recently.

I suspect that this car is one of the three 1922 TT Vauxhalls in road-trim, and the registration number appears to be NM 1793; I think that the photo may have been taken outside W. H. Allens engineering works at Bedford, my late father is in



the driving seat and I suspect that the gentleman in the passenger seat was a local garage owner, a Mr. Roger de Reyghere.

Harpenden, Herts

JOHN E. D. LILLY

**V-E-V Odds & Ends.** — A special exhibition called "Jaguar", to celebrate the first 50 years of this famous make and those from which the Jaguar derived, can be seen at BL Heritage's Syon Park Motor Museum up to June 6th. A comprehensive display of Jaguar, SS, Swallow and other products has been assembled. Syon Park is at Brentford, close to the M4, and the Museum is open from 10 a.m. to 5.30 p.m. from Tuesday to Sunday inclusive. Admission costs £1.50 (75p per child) and there are some 90 permanent exhibits, of makes which now come under the BL umbrella, including a 1920's garage and forecourt reproduction. Admission to the "Jaguar" display is free to those paying to visit the main Museum. The Rover Sports Register will hold its Thoresby Hall Rally on June 20th, and its pre-1950 "Pride-of-Ownership" Rover Vehicles Rally at Belvoir Castle on August 22nd. Details from: M. T. Couldry, 5 Holme Lane, Radcliffe Road, Bassingfield, Radcliffe-on-Trent, Notts. Apart from National Alvis Day at Knebworth on May 16th, there will be a Scottish Alvis Day at Mellerstrain on June 6th, a Northern Alvis Day at Harewood House near Harrogate on June 20th and a SW Alvis Day at Sherborne Castle on June 27th, while the annual arrival of Alvises at "The Phoenix", Hartley Wintney, one-time home of the VSCC, is due on June 26th. The Inter-Register contests between a few of the smaller clubs fostering similar machinery begins this year with one organised by the Fiat Register on May 15th/16th or in September if the earlier date founders, followed by those of the Austin Ten DC, STD Register and Humber Register on June 13th, July 18th and August 8th, respectively. A punt-type Trojan chassis changed hands in Wales recently.

The Bean CC's annual Daffodil Run is to take place on April 25th, from Knowle Hill to Bournemouth, with a detour into the latter town to benefit onlookers, and open also to the Brooklands Section of the VMCC on early motor bicycles. The annual Pageant of Motoring at Deer Park, Hall Place, Tunbridge Wells, takes place this year on May 9th. The event is organised by the local Cheshire Home and details can be obtained by writing to The Seven Springs Cheshire Home, Pembury Road, Tunbridge Wells, Kent.—W.B.

#### The Things They Say . . .

"... Birkin's gear-changes were perfect, but then, the Bentley gearbox was very good indeed, in spite of the fact that it predated synchromesh." "His gearchanging was very good in spite of there being no synchromesh, of course, but he used the heel-and-toe method with the centrally-placed accelerator." The views of Walter Hassan and William Rockell on Sir Henry Birkin's gear-changing, in an article in *Motor* on the blower-4½ Bentleys. "... the original track-racing box using rounded-off, straight-cut gears (Mangle-gears), since Birkin apparently could not or would not double de-clutch and liked to snatch his gears straight through." — From an article in *Thoroughbred & Classic Cars* for March 1982 about the blower-4½ single-seater Brooklands Bentley, which *MOTOR SPORT* covered fully in 1973. Something for Bentley historians to ponder! — W.B.



## THE ALFASUD

Some people believe that a particular price bracket can only buy a particular type of car.

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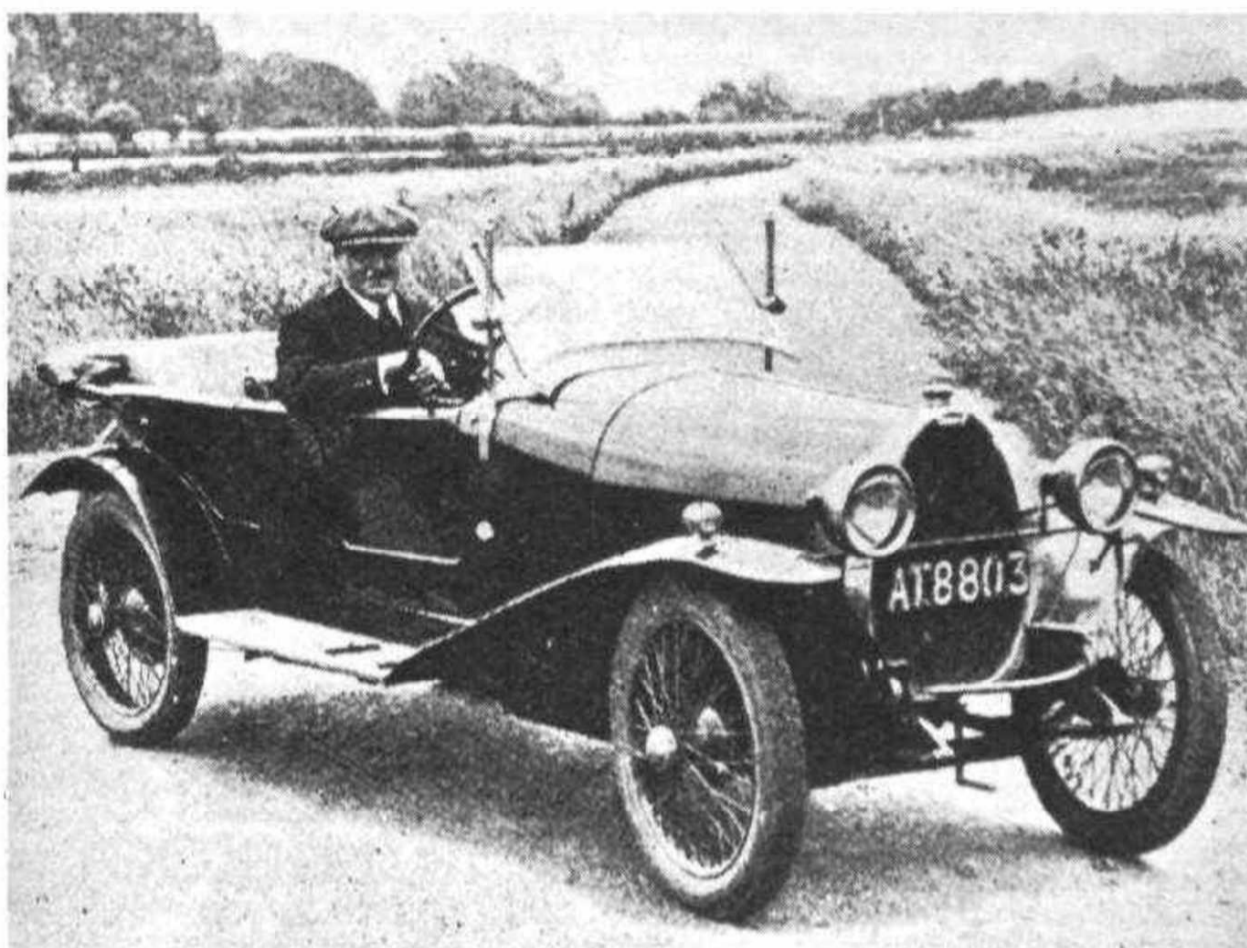
## THE ART OF TECHNOLOGY



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## The 16-Valve Bugatti

ETTORE ARCO ISIDORO BUGATTI, myths or no myths, had a highly creditable career. Among his many claims to fame is the making of engines with two, three and four valves per cylinder. The latter became well established with the famous cars all popularly referred to after 1921 as the Brescia model. But whatever may have been the case in Bugatti's native France, I maintain that for a long time after the first of these models arrived in this country these cars were regarded as something apart, a rather mysterious manifestation, which even those sportsmen who went about in side-valve Speed Model Hillmans, sports Calthorpes and Riley Redwings and the like or who aspired to the first of the o.h.v. 12/50 "ducks-back" Alvises, preferred to leave well alone, under the impression that the little Bugatti was not easy to live with and maintain.

The excellent performance of which the 16-valve Bugatti was capable was clearly demonstrated to those who frequented Brooklands and the British public-road speed trial and speed hill-climb venues in those early nineteen-twenties. Drivers such as Leon Cushman, Pierre de Vizcaya, Mones-Maury, Bernard Marshall and L. Lancaster saw to that, and emphasis was given to their achievements by the indomitable Raymond Mays, who obtained incredible pace from his pair of horseshoe-radiated cars, "Cordon Rouge" and "Cordon Bleu", which had been administered to internally by his friend Amherst Villiers. But, away from the circuits and speed-courses, I suggest that for a number of years after its introduction there by the British Concessionaires, Messrs. Jarrott & Letts, the Bugatti from far-away Molsheim was regarded mainly with awe.

This is perhaps borne out by the fact that when, during the war, in 1917, the publishing-house of Iliffe & Sons somehow got its hands on an eight-valve Bugatti it had a field day, publishing long descriptions of the little French wonder in each of its three motoring journals, *The Autocar*, *The Automobile Engineer* and *The Light Car*, to the

extent of including a valve-timing diagram, which was most unusual, and still is, and that when Major (later Sir) H. O. D. Segrave brought his Le Mans-winning 16-valve Bugatti to England in 1921, having driven it at up to 80 m.p.h. on the road from Strasbourg to Paris, packing 63 miles into the hour on one stretch, *The Autocar* devoted four pages and eleven illustrations to describing it, again publishing a timing-diagram. Incidentally, the power output claimed for this 1.4-litre Bugatti that had won the 1920 *GP des Voiturettes*, namely 29½ b.h.p., may have given owners of 12/50 Alvises a warm comfy feeling, even if the actual output of their push-rod o.h.v. engines from Coventry was probably nearer 40-45 than 50 b.h.p., developed at some 4,400 r.p.m., whereas Segrave's Bugatti peaked at only 2,750 r.p.m. and was in single (Zenith) carburettor form, with one magneto to supply its eight sparking-plugs.

It was this Bugatti which was to have replied to Lionel Martin's £50 challenge to a five-lap Match Race at Brooklands against one of his (allegedly more standard) Aston-Martins, of which it was his proud claim that he had designed it after close study of both Bugatti and Rolls-Royce Silver Ghost cars, his chassis and gearbox apparently benefiting from the former, but the Aston-Martin having a sober 1½-litre side-valve engine in the best 40/50 h.p. Rolls-Royce tradition. Alas, the race failed to materialise, although the challenge had been accepted by Major Lefrère, Jarrott & Letts' Manager who had especial charge of their Bugatti interests, because in practice the Bugatti shed its propeller-shaft, which dug into the concrete. Cushman, who was driving at the time, was uninjured, but presumably the damage to the car was extensive, because the race was never recalled. Although Segrave had commissioned Hawker's to build a streamlined body for the 6' 3" wheelbase chassis, he was by then more concerned with his call to be a professional racing-driver in Louis Coatalen's STD Grand Prix team, and this Bugatti and the 1914 GP Opel, with which de Hane had demonstrated his racing ability, were sold.

The 16-valve Bugatti had been seen in this country in less dramatic circumstances long

*THE 1925 Brescia Bugatti posing on the Brooklands aerodrome road during the MOTOR SPORT road test.*

before this. At the first post-war London Motor Show at Olympia in 1919, Jarrott & Letts of Page Street, Westminster, took stand No. 52 and showed on it 2/3-seater and coupé-de-ville-bodied 16-valve Bugattis, then termed the 10 / 12 h.p. model (they had the 66 x 100 mm. engine), the latter body with basketwork finish to the closed part of the coachwork. This body, unusual for such a small car (the wheelbase of these short chassis production models was 7' 10½"), may have been an attempt to attract the less-racy sort of clientèle, but the open car, with its low build and angle-section mudguards, was an eye-catching little car, although it is remarkable that one critic thought its 710 x 90 tyres too large for it (earlier Bugattis had made do with 650 x 65 beaded-edge tyres). But it was a very expensive proposition, the chassis alone being priced at £750. That at a time when a complete 30 / 98 Vauxhall could be bought for less than twice the price, or a 10 h.p. Sporting Calthorpe with smart aluminium bonnet and more protective body for about half as much. For £100 more, thinking in terms of a bare chassis, you could have had a 3-litre Bentley, another "sixteen-valver", had it existed at that date instead of W.O.'s exhibit being a Motor Show dummy. It is rather surprising to find that, although the Bugatti's engine was said to run up to 4,000 r.p.m., its top speed was quoted as only 62 m.p.h., although this was impressive in an age when many small cars began to labour after attaining a mere 35 m.p.h. or so. Even the Bentley with double the capacity was only guaranteed to do 70 m.p.h., but with four occupants; although how you can guarantee the speed of a car you haven't built is a conundrum I cannot solve. . . By 1921, however, 70 m.p.h. was claimed for the 68 x 100 mm. 16-valve Bugatti, the speed later guaranteed for the 12 / 50 Supersports Alvis, while a minimum Brooklands lap-speed of 65 m.p.h. was guaranteed for the side-valve Aston-Martin.

Here we may digress to wonder why Chas. Jarrott & Letts had taken up the sole British agency for the Bugatti. Jarrott, once so famous, had not been a racing driver for a great many years, so his prowess no longer endorsed cars like the De Dietrich that he used to sell and William Letts, KCB, was closely associated with the rather pedestrian Crossleys, being, in fact, Managing Director of Crossley Motors Ltd. Jarrott & Letts Ltd. had been criticised for its stand against the importation of cheap foreign cars while having a

*AT 8803 kicking up a cloud of dust as it is driven at speed on one of the Brooklands service roads.*

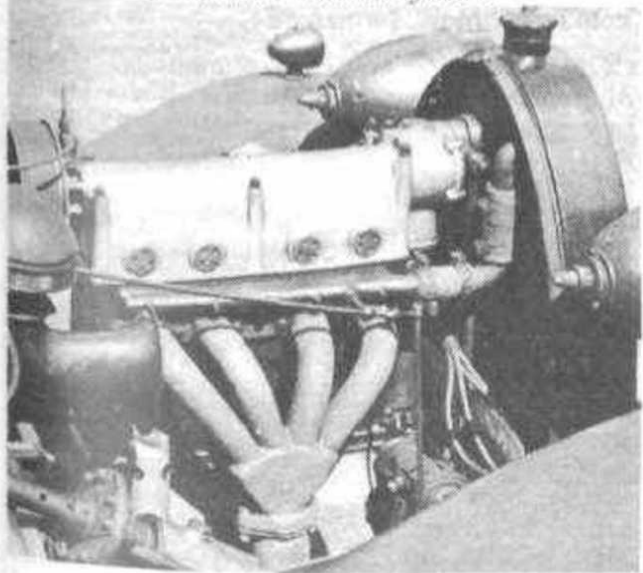


number of these on its own books. But Jarrott & Letts continued to sell Bugattis, I think, until they wound up their business, saying they had customers for as many as they could import, and Letts was instrumental in introducing the Crossley-Bugatti, a Gorton-assembled Brescia, three of which competed in the 1922 IoM TT, Mones-Maury's finishing 3rd in the 1,500 c.c. race, behind the 16-valve Talbot-Darracqs.

Rumour suggested that these Manchester-Brescias were poor copies of the Alsace product, even to the machining being so incompetent that they were turned out with the wheelbase fractionally longer on one side than on the other! The plot had been hatched by Letts late in 1921 but it wasn't until 1923 that the project really got going, by which time Crossley's were so busy with their own cars (including the not-so-pedestrian 20/70 h.p. sports model — see *MOTOR SPORT* for December 1981) that the Bugatti manufacturing idea was abandoned, two dozen or so Brescias being built-up instead from imported unfinished components, machined and assembled in the Crossley factory. One possibly-biased reporter claimed that these Crossley-Bugattis were every bit as good as their French-made counterparts, having much quieter indirect gears and better brakes (this at a time when the howl of the cogs and the need to use the bulb horn in lieu of braking were part of the Bugatti hallmark), an improved lubrication system, and a smoother engine, which, however, was some eight to ten m.p.h. down on performance. They were also less-expensive, for in 1923 Jarrott & Letts were trying to unload these chassis at £350 each. By then these British Sole Concessionaires had taken showrooms in Conduit Street, like Rolls-Royce, and were advertising that unless cars were ordered from them, the Bugatti guarantee was invalid. Perhaps the move had been prompted by B. S. Marshall, the London Bugatti agent, trading not far away, in Hanover Square. . . .

I think that Jarrott & Letts continued to sell Bugattis up to the time of closing down. By that time the make was more popular here, following the introduction of the straight-eight-cylinder models, and from around 1925 / 26 the Brixton Road Bugatti depot was opened, staffed by mechanics, led by the skilled Mischal, brought over from France, under the control of Col. W. L. Sorel, who had been with Jarrott & Letts before becoming Humber's Export Manager. Mr. Norton was the Works-Manager. Here, in close proximity to London taxicabs and the occasional Marendaz Special, all of which shared this special garage near Kennington Oval, spares and service were dispensed, to the benefit of members of the Bugatti OC which was formed late in 1929. Later

*THE complex engine of the 16-valve Bugatti with the "bunch of bananas" exhaust system.*



*OUR tester, misbehaving for the photographer, on the Brooklands entrance road.*

Ettore Bugatti Automobiles showed Grand Prix racers in their premises in Albemarle Street, W1.

In this discourse, though, I am thinking of earlier times, when many people regarded Bugattis as queer, temperamental, and decidedly odd little motor-cars. Even those who enthused over them told tales of the dire things that could happen if the wrong oil or plugs were used, of how the engine could be wrecked if it was opened up before the oil was circulating, and how a shear-pin was provided in the drive to the o.h.-camshaft to allow for lubricant failing to reach the valve-gear. It was also noted that the excellent performance was obtained at the cost of continual use of the finger-light gear-change and spark-lever and that the maker explained away the weak transmission-brake and poor retardation from the hand-brake by saying it would be inadvisable to lock the wheels on such a light car . . .

It would be absurd, however, to suggest that at this period no Bugattis were sold here, particularly when it is remembered that the 16-valve models represent about a third of Ettore's total output. One knows for instance that Colonel G. M. Giles, CBE, MC, TD, was an early owner of some of the first cars to be imported, using them at Brooklands and in MCC trials, etc. First he had a 1914 8-valve Bugatti that cost him £435 secondhand in 1920, followed by a new 16-valve model later in 1920, and another 16-valve chassis, which he kept until late in 1923. The Colonel owned most of the subsequent Bugatti models, being one of the three Founder-Members of the Bugatti Owners Club. As an aside, I used to think, when he teamed up with Kenneth Bear in the early 1930s and they competed with success in MCC and other reliability trials in Type 43s, that this must have been about the most enthralling Bugatti road-motoring imaginable.

Another BOC Founder, D. B. Madeley, had one of the aforesaid rare Crossley-Bugattis. G. P. H. de Freville, the Alvis designer, also claimed much experience of the early four-cylinder Bugatti models, which Hugh Conway sees as showing that the Coventry car stemmed from Bugatti stimulus. I suggest it was more likely that Mr. de Freville was simply self-promoting the 16-valve, o.h.c., 1½-litre engine that he also had designed. Then there were the private owners who ran their Bugattis with success in sprint contests, like Eddie Hall, Miss Cynthia Turner, Rivers Oldmeadow, legless B. H. Austin, J. W. Scott, E. Smith, A. R. Linsley, H. Wakefield, P. L. Densham, B. Blatherwick, W. Wild, etc.

There was publicity, too, from Edgar N. Duffield, who wrote lighthearted prose for *The*

*Automotor Journal*. He owned four Bugattis over a period of 2½ years, his first a Type 22 two-seater acquired in September 1921, his second, a 1914 8-valve model bought nearly-new in 1922 as a second car, followed by two more Brescias, the last a 1923 chassis costing £575 inclusive of tyres and toolkit. Publicity, yes. But not of the kind to encourage the timid to become a customer! For instance, Duffield told of how, on the run from his home alongside the Hurlingham Club in London to *The Auto* offices in Kingsway, he might occasionally get into 3rd gear for a few minutes, but how mainly he would be in 2nd, and how if he got onto the 4th speed for a couple of furlongs this was something about which to telephone home. He had not forgotten this six years later when rather casually road-testing a new Type 44 Bugatti Weymann saloon. It seems that the car was driven for most of the brief test by Col. Sorel's chauffeur, after Duffield had refused to keep the car for the weekend. But he had been impressed by the smoothness and flexibility of the straight-eight 3-litre engine, which would enable this Bugatti to run from "The Bear" at Esher to Aldgate Pump in the City on fourth speed, using 3rd only for re-starting after traffic halts, and Duffield thought that he might back himself for a fiver to do that journey, at noon, on a week-day, all the way in top gear, after a little rehearsal. Col. Sorel's driver had obviously demonstrated the top-gear performance of the Type 44 very thoroughly, and this resulted in the following classic piece of dialogue at the end of Duffield's report:-

"Sorel's man said 'And how do you like it, sir? You said you were due in Town late this afternoon. May I drive you up, or will you drive up, in this car?'"

"No", I said, "I have to take my wife to Town, and bring her back."

"That's all right, sir; why not in this car?"

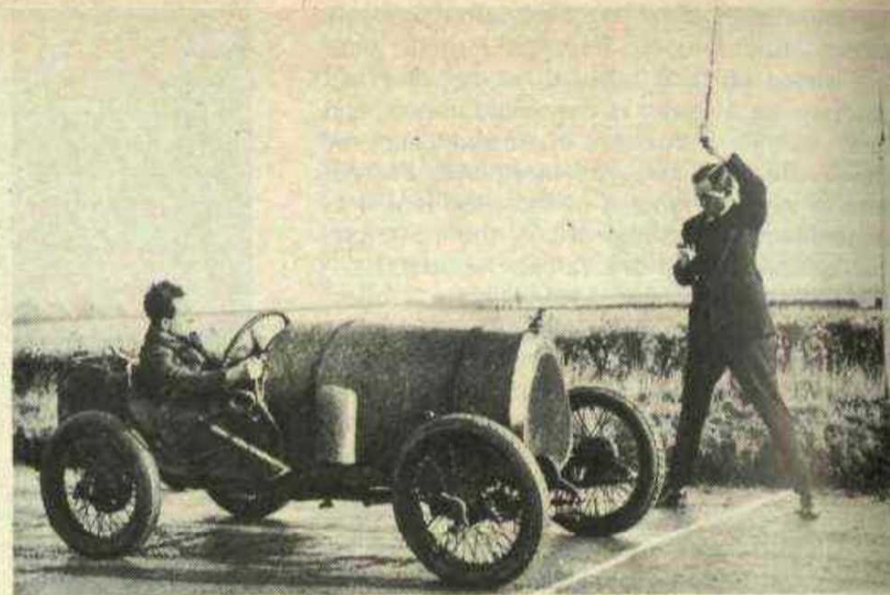
"Because, my young friend", I replied, "my wife has ridden in our series of four earlier Bugattis. If she sat in this car and I said "Yes; this is a Bugatti" she would be like the old lady at the Zoo, confronted with the hippopotamus. You have heard of her, I suppose?"

"No, sir; I can't say I have."

"Well, when this old lady saw the hippo, she took a good look at it, turned to her son, and said "Jack, I don't believe it!" — and that," I concluded, "is what my wife would say to a Bugatti such as this. Tell Col. Sorel that he has convinced me, that I am on my knees, hands well up, — that this Bugatti is just as refined as it is fast, that it is just as amusing a car as ever the little beggars were, but that it is a



THOSE who attended British speed events were well aware of the excellent performance available from the 16-valve Bugattis. Left, Mones-Maury with a Crossley-assembled full Brescia in the 1922 Isle of Man TT and right, Raymond Mays, who obtained an incredible pace from his Bugattis, which had been administered to internally by his friend Amherst Villiers.



gentlewoman's car, whereas, up to five years ago, I regarded Bugattis as cars only for strong, silent men."

Someone else wrote of having to change four plugs in ten miles on his Brescia, countered by a glowing recommendation, published in 1921 after 13,000-miles' experience in the Vosges mountains, by "R.B.B." (surely not one of the Bugatti family?); it was explained that M. Bugatti himself said that if the shock absorbers did not wear out they were not functioning, but that they could easily be renewed by replacing the brass strips. The Brescia Bugatti's temperament was still experienced in what we now call the post-vintage days. I remember going to the Lewes Speed Trials with John Smyth in his Brescia, the run down and his chances in the event ruined by continual plug-oiling, after which the engine recovered for no apparent reason and gave him a magnificently exciting run home. And going to the same venue in the company of Donald and Duncan Robinson and their Brescia, the crown-wheel shed a tooth when re-starting in Lewes High Street, so that the 1936 Meadows-HRG I was driving seemed civilised in comparison, and, as might be expected, was 4.7 secs. faster in the hill climb.

Prices for the 16-valve Bugatti fell to £735 for the chassis, £920 for the 3-seater by 1920, to £650 and £750 respectively by 1921, when CAV lighting and Rudge wheels were fitted, and, by 1922, a 2-seater cost £500, the 3-seater £650. This was still very expensive but a few specialist coachbuilders showed interest, like Alford & Alder who put a staid 2-seater body on a 16-valve chassis in 1921 and Maude & Son of Stockton-on-Tees who did likewise with an aluminium 2-seater with black chassis and wheels that year. A stripped 11.9 h.p., 69 x 100 mm., chassis graced the stand at Olympia in 1920, said to weigh 9 cwt. The claimed 48 m.p.g. of fuel seems like some of today's exaggerated claims! This 4-seater model cost £900 in 1921.

The Autocar conducted a test of a 68 x 100 mm., 8' 4"-wheelbase, Bugatti 3-seater (Reg. No. XK 3168) early in 1922. At Brooklands, it did fractionally better than 58 m.p.h. over the mile, fully-laden, with the wind behind it; the tester thought this "at once placed the car in a separate category", which is further proof of how slow cars then were. The Test Hill was then ascended at 16.23 m.p.h. and 10 — 30 m.p.h. acceleration took 8.6 sec. through the gears or 22.8 sec. in top gear. It should be said that this ratio was as high as 3.5:1 and that the car weighed over 13½ cwt. laden. It gave a notable 38 m.p.g., making a range

of 266 miles. As with other test reports, the very quick, light, gear change, and the exceptionally good road holding and springing were praised, as was the quiet overhead camshaft valve gear, and the brakes were good. The Surrey test route was used, the Bugatti climbing White Downs, Pebblecombe and Box Hill with great verve. The hood was found to be effective on the run along the embankment and out of London in the rain.

The Light Car & Cyclecar testers were more ambitious, dressing up like aviators for a winter two-day 700-mile excursion to North Wales and back to London in 1925. Three years earlier on a day at Brooklands with XK 3168, they had clocked 62½ m.p.h. over the flying-mile, two up, getting 20, 40 and 50 m.p.h. in the gears, when more extravagant claims were for top speeds of 70 and 90 m.p.h. respectively from the "touring" and the sports/racing (so called Brescia Modifié) chassis. The later long Welsh trip was quite eventful, maintaining, as it were, the "Bugatti tradition". The footbrake spring broke before they had reached Worcester, so that most of the lining of the transmission brake was worn away, making that brake next to useless for descents of Bwlch-y-Groes etc., all the plugs had to be changed, twice the fuel filter required cleaning, and every one of the tyres gave trouble, so that recourse had to be made to new tubes and blow-out gaiters. In spite of which, the little £500 Bugatti inspired them so much that it was referred to as "a splendid touring-car for the enthusiast". The last word seems to have been the operative one! The rear braked 4-seater climbed Bwlch-y-Groes, three-up, in the 12 to 1 bottom gear at 25 m.p.h., in a snowstorm, its radiator tepid at the summit, and with speeds of nearly 30, 49, over 60, and 70 m.p.h. in the gears, average speeds exceeded 40 m.p.h. In London, they got 28 m.p.g., improving to 32 m.p.g. at fast touring speeds, and a quart of oil was needed. The speedometer read 14% optimistic on the mileometer. The homeward run, in the dark, showed the headlamps to be powerful and the handbrake responded to adjustment, but the footbrake remained useless, the hood being regarded as being equally worthless.

MOTOR SPORT also had its go in 1925, in the same car. Richard Twelvetrees, the then Editor, collected the car from Page Street and spent a weekend with the pointed-tail 4-seater (AT 8803). Even in London traffic, 52 m.p.h. was seen in 2nd gear, although the engine was surprisingly flexible in top, in which gear 10 m.p.h. speed limits were negotiated legally, if our tester was being honest. The Bugatti was used to "bait" cars and

motorcycles which tried to match its performance and it was such fun that Twelvetrees compiled little verse about it: "Johnny had a little BUG, changed gear with a flick, The guy that wants to catch that BUG, has gotta be damn quick" — mercifully, our subsequent road testers were obviously not so poetical! The test took place at Brooklands, as the photographs showed, but very oddly, no performance figures were published for this late-type 69 x 100 mm. Brescia. Criticism were confined to the driver not being able to read the speedometer at speed (perhaps Twelvetrees was "copped"), the inaccessible fuel-filler necessitating removal of the spare wheel to reach it, the narrow and too shallow passenger seats and a seeming lack of proper weather protection. At the track it was flung round the hairpin where the entrance road ran down to the tunnel under the Members' banking, which would have caused trouble had the BARC officials seen what was afoot, remembering that in Edwardian days a man-operated ramp had been put beyond the tunnel in order to curb such exuberance.

After this, the 16-valve Bugatti was overshadowed by the splendid Grand Prix Type 35, the touring eight-cylinder Type 30, and soon by the Type 37 and Type 40, etc. In its day, though, it was an intriguing proposition with its unusual banana-tappets beneath its overhead camshaft, its jet-lubricated big-end bearings, its "bunch of bananas" exhaust, etc. Noisy, inadequately braked (at least before the advent of front wheel brakes for it early in 1925, a racing benefit) and temperamental it may have been, but its talented creator would brush complaining customers aside, rather as Archie Frazer-Nash regarded them when they asked why there were no doors on his early cars, Ettore Bugatti saying in effect, "so what", adding the unanswerable comment "Mais, ça marche. . ." — W.B.

CONTINUING the Brescia tradition, Hamish Moffatt in action at a recent VSCC Welsh Trial.



# Turn Black



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THINK ABOUT THE HEALTH RISKS BEFORE SMOKING



**PORTUGUESE RALLY** NOWHERE in the world are spectators less concerned for their own safety than in Portugal, where they seem to be proud of being stupid. Per Eklund, who finished second, lifts a wheel of his Toyota Celica (above) and passes within inches of idiots who are subjected to no official control whatsoever. Below is Timo Salonen's new-shape Datsun Violet which gave considerable trouble and stopped when its rear axle became dislodged.



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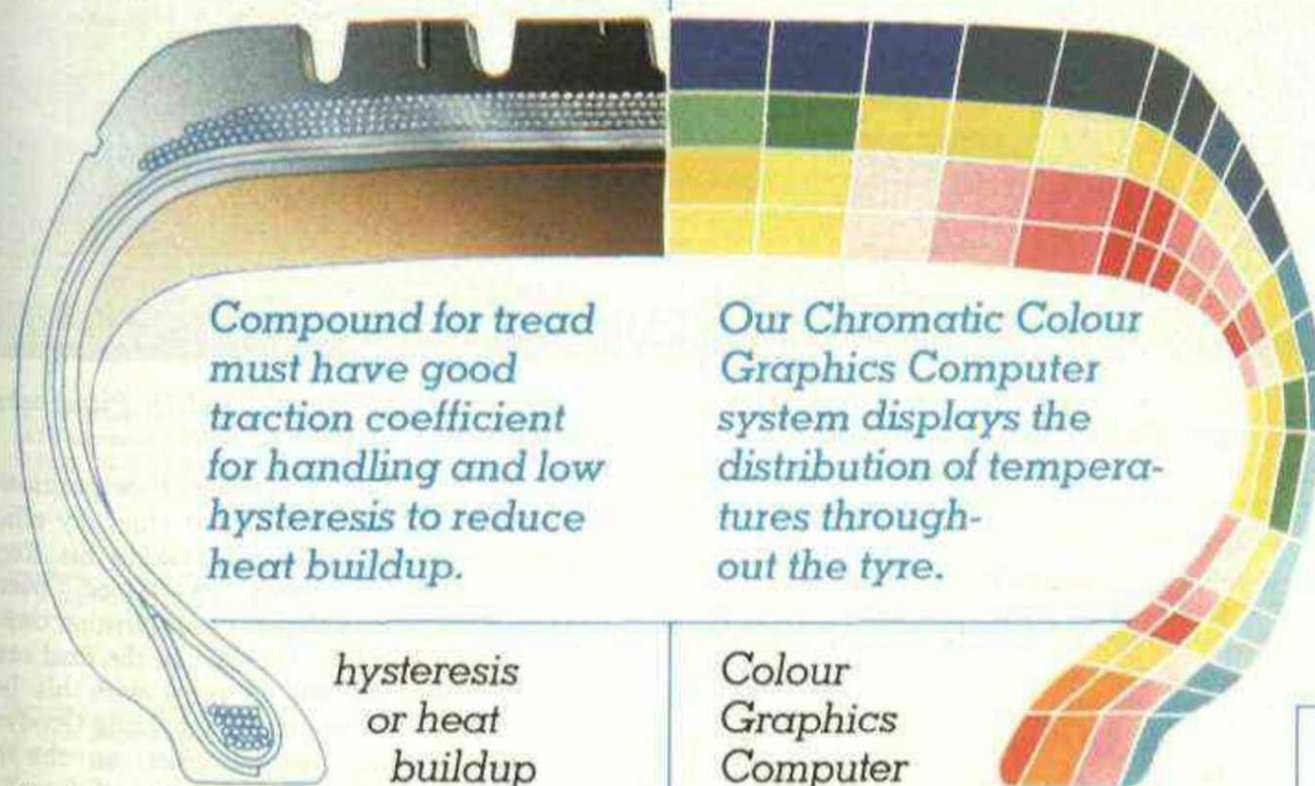
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radial's surface temperature profile. This temperature data is pictured on a Chromatic

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Our Chromatic Colour Graphics Computer system displays the distribution of temperatures throughout the tyre.

hysteresis or heat buildup

level. It must therefore contain the proper proportions of component materials that, working together, promote heat buildup resistance without adversely affecting other desired performance criteria.

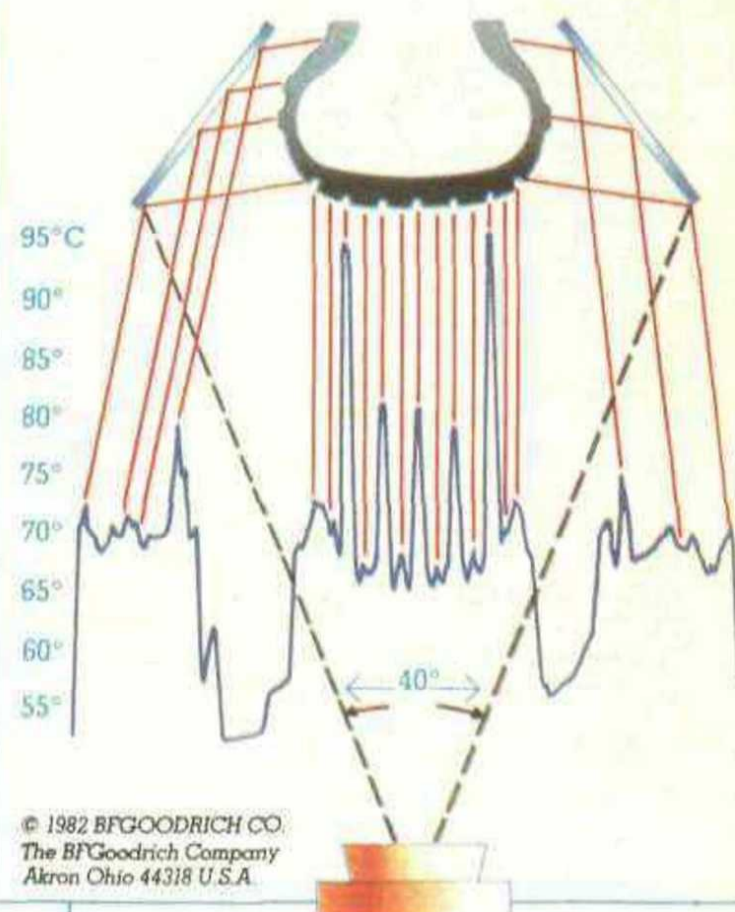
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## Brazilian Grand Prix

### Home win

**Rio de Janeiro, March 21st**  
TO WIN one's home Grand Prix is the ambition of every Grand Prix driver and the success is even sweeter if that competitor happens to be a World Champion performing on home soil for the first time since winning his title. So this year's Brazilian Grand Prix, held over 63 gruelling, extremely hot laps of the *Autodromo RioCentro*, was a very special day indeed in the career of reigning Champion Nelson Piquet. To the unconcealed, hysterical delight of thousands of his car-crazy compatriots, Piquet struggled home a totally exhausted winner at the wheel of his Brabham-Cosworth BT49D. In the words of second place finisher Keijo Rosberg, whose Williams FW07C was just under 12 sec. adrift at the finish, Piquet's performance "was a triumph of mind over matter — nothing but sheer will power". For Nelson Piquet was absolutely exhausted, dehydrated and drained: just as he had been at Las Vegas last October when he clinched his title. But he squeezed every last ounce of determination out of himself, so much so that he actually collapsed with fatigue on the winner's rostrum.

Piquet's victory at Rio came at the end of an absolutely splendid motor race, an event which thankfully eclipsed much of the political and technical controversy which is hampering the Formula One business these days. In South Africa we had the drivers' strike and in Brazil we were faced with the problem of "disposable ballast". In an attempt to get their normally aspirated cars

back on terms with the very powerful V6 turbo-charged machines from both Renault and Ferrari, the FOCA teams had decided on a very liberal interpretation of the rules concerning minimum weight. Most of them decided to adopt reservoirs (plastic bottles, actually) in which to store water for brake cooling purposes, topping these up after the race to bring the car back to the official 580kg minimum weight limit. Of course, once the race got under way this coolant quickly evaporated as it is blown into the brake cooling ducts with the result that most of the normally aspirated cars spent a large part of the race running under weight. As I say, it was a liberal interpretation of the regulations, although to talk to FOCA team managers you would think that it was a perfectly acceptable loophole in the rules which nobody in their right mind should question. Of course, neither the Ferrari nor Renault teams accepted this point of view and, from the start of practice, it was made very clear that the two major manufacturers would be lodging a formal protest in the event of a FOCA "featherweight" winning the race.

Practice for the race took place in muggy, oppressively humid conditions and the bumpy track surface brought forth many complaints from the drivers who were quite clearly having a very tiring time indeed with the current breed of Grand Prix car which offers virtually no suspension movement at all to cushion the bumps. Most drivers were wearing neck supports in an attempt to minimise the effects of G-forces on the fast, slightly banked corners which abound on this anti-clockwise circuit and several had pipes rigged up within the cockpits to blow oxygen either into their helmets or overalls to make life a little more bearable. With only two sets of qualifying tyres permitted for each driver it was a question of cramming in a clear lap without being baulked by a slower car. But at the end of the day the grid had a fairly acceptable look about

**MISSION ACCOMPLISHED:** Piquet takes the flag to win the Brazilian GP.

it with no obvious anomalies. Pole position was taken in Alain Prost's almost clinically efficient style, the little Frenchman taking his Renault RE36B round in 1 min. 28.808 sec., over six seconds faster than Piquet's pole position time last year in the Brabham BT49C. In the final session Gilles Villeneuve got to grips with his heavy Ferrari 126C2 in fine style, upholding Goodyear's honour to claim second place on the grid, although the French Canadian knew full well that he would have to use harder tyres than either Williams or Brabham when it came to starting the race itself on full fuel tanks.

René Arnoux had a troubled time with his

PRACTICE TIMES			
No.	Driver	Friday pm	Saturday pm
1	N. Piquet	1.30.281	1.30.413
2	R. Patrese	1.31.053	1.30.967
3	M. Alboreto	1.32.886	1.31.991
4	S. Borge	1.35.020	1.35.127
5	C. Reutemann	1.30.944	1.30.183
6	K. Rosberg	1.29.910	1.29.358
7	J. Watson	1.31.906	1.32.151
8	N. Lauda	1.30.715	1.30.152
9	M. Winkelhock	1.32.524	—
10	E. Salazar	1.34.740	1.34.262
11	E. de Angelis	1.31.790	1.32.093
12	N. Mansell	1.32.228	1.33.007
14	R. Guerrero	1.41.028	1.35.730
15	A. Prost	1.28.808	1.29.120
16	R. Arnoux	1.30.121	1.30.492
17	J. Mass	1.35.039	1.35.248
18	R. Boesel	1.35.986	1.34.050
20	F. Serra	1.35.246	1.36.101
22	A. de Cesaris	1.33.255	1.31.229
23	B. Giacomelli	1.32.769	1.33.538
25	E. Cheever	1.35.612	1.35.288
26	J. Laffite	1.35.874	1.35.084
27	G. Villeneuve	1.30.418	1.29.173
28	D. Pironi	1.30.655	1.30.905
29	B. Henton	1.35.834	1.35.748
30	M. Baldi	1.35.325	1.34.380
31	J.-P. Jarier	1.36.218	1.35.081
32	R. Paletti	—	—
33	D. Daly	1.34.413	1.34.676
35	D. Warwick	1.37.223	1.36.014
36	T. Fabi	1.36.312	1.35.326

# STARTING GRID

27 G. Villeneuve (Ferrari V6 t/c) 1 min. 29.173 sec. 27 (1 min. 38.514 sec.)	15 A. Prost (Renault V6 t/c) 1 min. 28.808 sec. 36 (1 min. 37.016 sec.)
16 R. Arnoux (Renault V6 t/c) 1 min. 30.121 sec. 4 (1 min. 38.612 sec.)	6 K. Rosberg (Williams-Cosworth V8) 1 min. 29.358 sec. 19 (1 min. 36.984 sec.)
5 C. Reutemann (Williams-Cosworth V8) 1 min. 30.183 sec. 5 (1 min. 38.108 sec.)	8 N. Lauda (McLaren-Cosworth V8) 1 min. 30.152 sec. 11 (1 min. 37.364 sec.)
28 D. Pironi (Ferrari V6 t/c) 1 min. 30.655 sec. 57 (1 min. 37.120 sec.)	1 N. Piquet (Brabham-Cosworth V8) 1 min. 30.281 sec. 4 (1 min. 36.582 sec.)
22 A. de Cesaris (Alfa Romeo V12) 1 min. 31.229 sec. 4 (1 min. 38.472 sec.)	2 R. Patrese (Brabham-Cosworth V8) 1 min. 30.967 sec. 28 (1 min. 37.742 sec.)
7 J. Watson (McLaren-Cosworth V8) 1 min. 31.906 sec. 22 (1 min. 37.541 sec.)	11 E. de Angelis (Lotus-Cosworth V8) 1 min. 31.790 sec. 5 (1 min. 38.046 sec.)
12 N. Mansell (Lotus-Cosworth V8) 1 min. 32.228 sec. 23 (1 min. 38.136 sec.)	3 M. Alboreto (Tyrrell-Cosworth V8) 1 min. 31.991 sec. 14 (1 min. 38.027 sec.)
23 B. Giacomelli (Alfa Romeo V12) 1 min. 32.769 sec. 5 (1 min. 37.726 sec.)	9 M. Winkelhock (ATS-Cosworth V8) 1 min. 32.524 sec. 11 (1 min. 38.958 sec.)
10 E. Salazar (ATS-Cosworth V8) 1 min. 34.262 sec. 30 (1 min. 39.733 sec.)	18 R. Boesel (March-Cosworth V8) 1 min. 34.050 sec. 2 (1 min. 42.360 sec.)
33 D. Daly (Theodore-Cosworth V8) 1 min. 34.413 sec. 6 (1 min. 42.383 sec.)	30 M. Baldi (Arrows-Cosworth V8) 1 min. 34.380 sec. 24 (1 min. 41.313 sec.)
17 J. Mass (March-Cosworth V8) 1 min. 35.039 sec. 36 (1 min. 40.094 sec.)	4 S. Borgeud (Tyrrell-Cosworth V8) 1 min. 35.020 sec. 19 (1 min. 40.075 sec.)
26 J. Laffite (Talbot-Matra V12) 1 min. 35.084 sec. 14 (1 min. 40.521 sec.)	31 J-P. Jarier (Osella-Cosworth V8) 1 min. 35.081 sec. 18 (1 min. 41.838 sec.)
25 E. Cheever (Talbot-Matra V12) 1 min. 35.288 sec. 6 (1 min. 40.880 sec.)	20 F. Serra (Fittipaldi-Cosworth V8) 1 min. 35.246 sec. 32 (1 min. 42.030 sec.)

## Did not qualify

36 T. Fabi (Toleman-Hart t/c) 1 min. 35.326 sec.
14 R. Guerrero (Ensign-Cosworth V8) 1 min. 35.730 sec.
29 B. Henton (Arrows-Cosworth V8) 1 min. 35.748 sec.
35 D. Warwick (Toleman-Hart t/c) 1 min. 36.014 sec.

N.B. Times in brackets are best laps in race.  
Number in bold is lap on which recorded.

Renault, going off the road twice during practice, once when the rear wing support broke and later simply due to over-exuberance. He could only manage a 1 min. 30.121 sec. lap to take fourth place and had to give best to the fastest normally aspirated car, Rosberg's Williams FW07C which recorded a very respectable 1 min. 29.358 sec. to line up immediately behind Prost on the starting grid. It was a first class effort by the enthusiastic Finn and eclipsed the fifth and sixth qualifiers who were Niki Lauda (McLaren MP4B) and Carlos Reutemann (Williams FW07C). The Brabham team had put aside its turbocharged BMW-engined BT50 for this race, preferring to concentrate on Gordon Murray's latest update of



**DOWN AND OUT:** the underbody panel on de Cesaris's Alfa Romeo falls away in a shower of sparks, heralding his retirement.

the successful BT49-Cosworth theme. The latest BT49Ds were brand new cars for World Champion Piquet and Riccardo Patrese, very much lighter than their 'C' specification predecessors and both fitted with such exotic refinements as carbon fibre brake discs which were being used by the team for the first time since Silverstone last year. Piquet didn't manage to find a clear lap and qualified an uncharacteristically lowly seventh on 1 min. 30.281 sec. with Patrese ninth, the two Brabhams split by Didier Pironi in the second of the Ferrari 126C2s.

The smart new Alfa Romeo 182 attracted a great deal of favourable comment and Andrea de Cesaris kept out of trouble to qualify the new V12 machine tenth, just in front of Elio de Angelis's new Lotus 91. John Watson was complaining about excessive understeer with his McLaren MP4B while Nigel Mansell had a couple of off-circuit excursions in his Lotus 91, the first when the bodywork came loose and the second

when the car jumped out of fourth gear. Later the crownwheel and pinion had to be replaced which meant that Mansell had to spend some time in last year's 87 on Saturday morning, this being the team's spare car.

In the middle of the grid there were no real surprises, but Alboreto went well with the Tyrrell 011 to qualify 13th and Winkelhock put his ATS D6 into 15th position, well ahead of his troubled team-mate Eliseo Salazar. Raul Boesel outqualified the much more experienced Jochen Mass in the March team while Baldi qualified his Arrows and Henton didn't. Right at the back of the grid were Laffite and Cheever, both frustrated that their relatively heavy Talbot-Matra JS17s offered little scope for joining in the disposable ballast game. "Running water bottles?", said Laffite incredulously, "we can't even get down to the weight limit let alone need a way of ballasting up to it!"

*Continued on page 444*

# How much do you to write this

I purchased one of your beginner's kits a few weeks back and I found it to my liking. The kit was one gallon of true Brew Best Bitter. I was over the moon when I tasted one glassful. I found it quite delightful.

Mr. Tony Bowie, Aberdeen.

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Mr. R. W. Ovenden, Carterton.

This past summer I had the chance to take a trip to England. Before returning home, I happened to purchase your Tom Carleton Lager kit.

I would like to take this time to thank you for the satisfaction I received from your product.

Mr. M. Klein, New York.

Congratulations on bringing out a most excellent strong bitter homebrew kit. As an O.A.P. who is unable to cope with the present day pub prices this is a real Godsend, and very drinkable. I have been 'home brewing' now for some 15 years and this is the best.

Mr. Walter A. Humphrey, Wells Next The Sea.

I think of your product Kingsbridge as approximately lager (40 per cent) coolness of our One by one until only one colour, with a Purely out until the one and one for The compelling naker and England. To cut its class. rich and

ou have to drink  
ings like this?

I feel I must write and praise you  
regarding the high standard of your  
Tom Caxton bitter.

I have been using your bitter now for over two years, five gallons every month, and every brew is as good as the last.

Mr. G. A. Miller, Birmingham.

Mr. G. A. Miller, Birmingham

If you might be interested in the success of one  
of our products in a recent lager competition held at the  
District Wine circle.

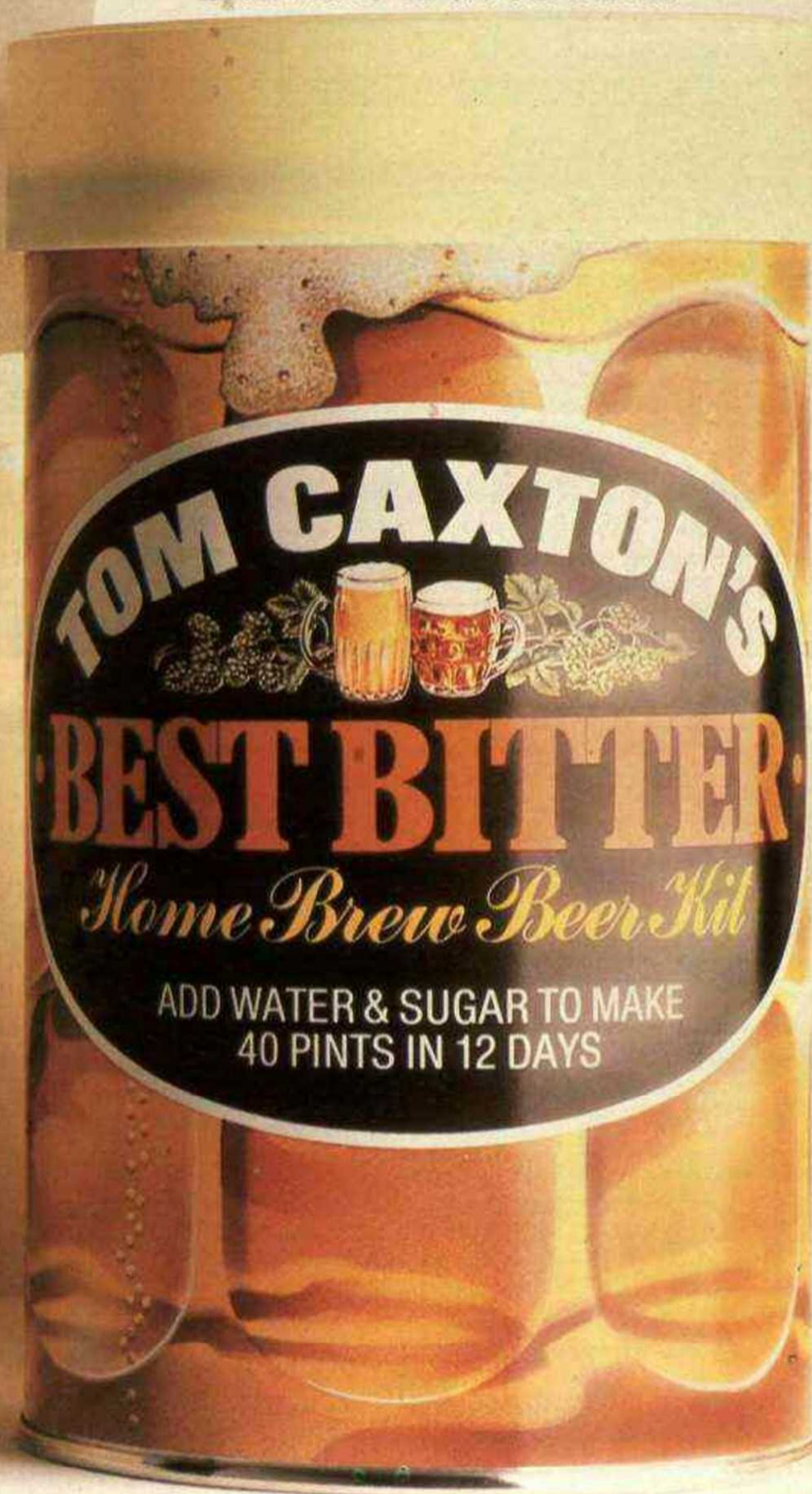
four years ago, I made a batch of Torrington  
(I think), and eventually stored it in the  
garage.

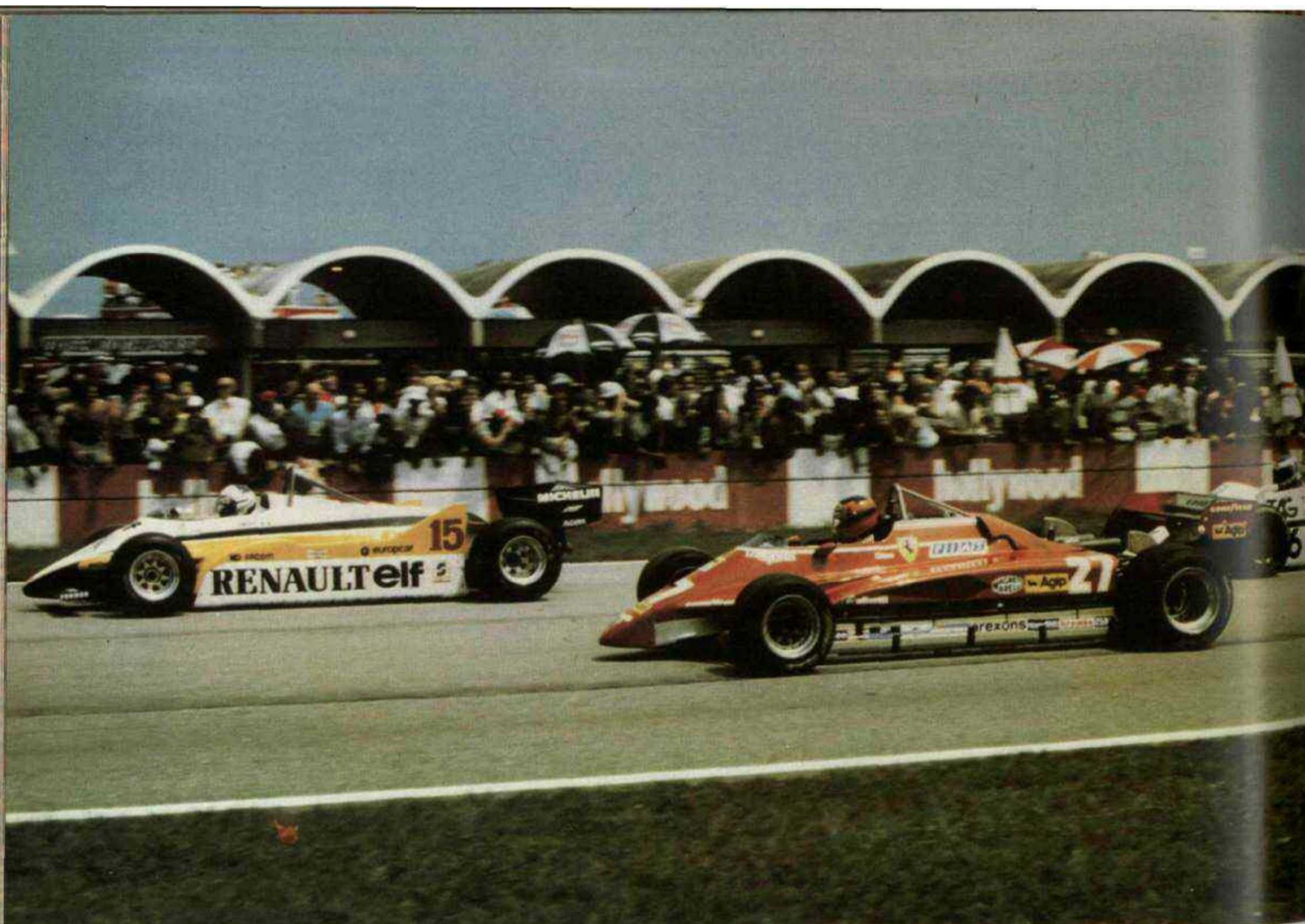
the bottles were brought out and consumed  
was remaining. This was a quart flagon, dark in  
heavy screw top incorporating a rubber washer.  
of interest this bottle was left in the garage  
yesterday held a competition for the best lager,  
the best bitter.

was judged by a well known amateur beer  
who enters competitions all over the west of  
England. The lager was judged the best in  
the country, and the flavour could not be improved  
upon.

Mr. Anthony G. Irwin, Kingsbridge.

THERE'S NO PLACE LIKE HOME FOR  
BREWING A GOOD PINT.





## BRAZILIAN GRAND PRIX

ALTHOUGH Alain Prost was on pole position in the Brazilian Grand Prix with his Renault RE30B (above), he was forced to hand the lead to Ayrton Senna's Ferrari 126C2 (No. 27) by the time the cars reached the first corner. To the right of the Ferrari is Rosberg's Williams FW07C which was the only other car to break the 1 min. 30 sec. barrier during practice for the event. Right, the height of the race can be seen by the heat haze in this shot of a group of cars accelerating away down the start / finish straight. Prost and Villeneuve just keeping the Ferrari ahead of the almost-hidden Nelson Piquet's Brabham and Rosberg's Williams. Below, an indication of the heat by the drivers in this race can be seen by the heat haze in this shot of a group of cars accelerating away down the start / finish straight. Prost and McLaren are nearest the camera. Lower right, Nigel Mansell had a troubled time in practice but drove his Lotus 91 smoothly into fifth place and was pursued in this shot by Bruno Giacomelli's new Alfa Romeo 182, which retired with engine trouble, and the seventh place ATS D6 of Manfred Winkelhock.

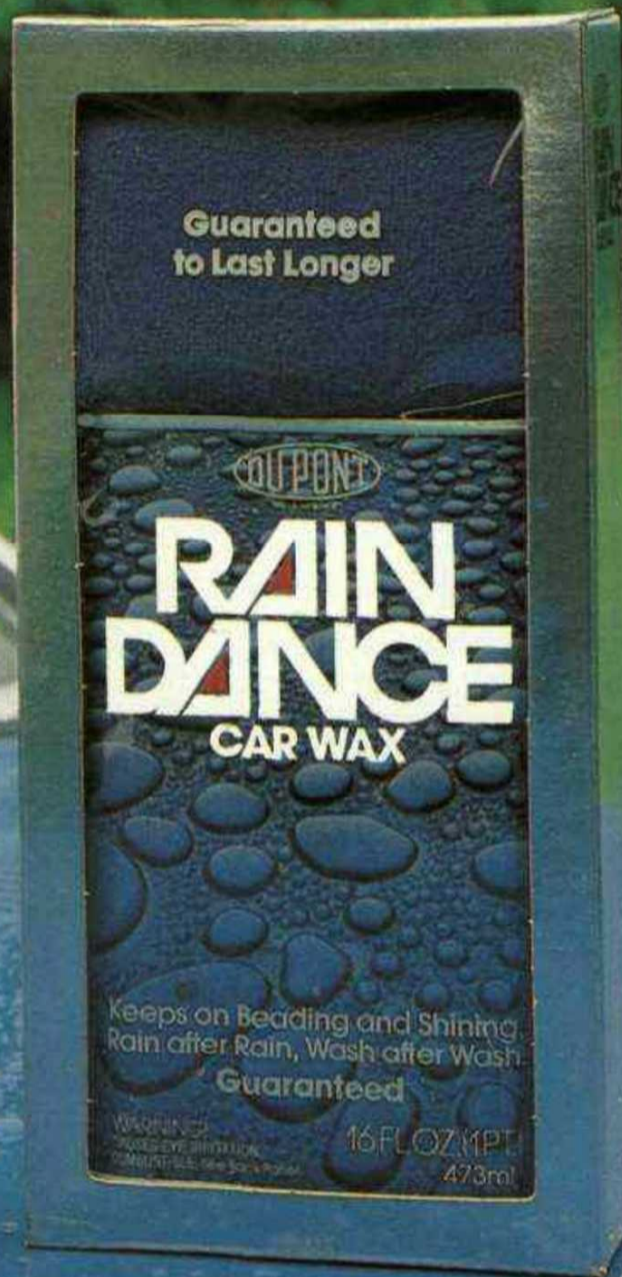




It was Gilles Villeneuve who in the starting grid picture is of the battle for the lead with the extreme heat experienced Prost's Renault and Watson's in the car's racing debut. He is c Winkelhock.



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# PIRELLIBILITY





**TIGHT BUNCH:** Prost's Renault, misfiring slightly, leads Lauda's McLaren, Reutemann's Williams and Watson's McLaren early in the race.

## Brazilian Grand Prix

*continued from page 437*

The start was absolutely magnificent with Villeneuve surging into the first left hander ahead, Rosberg coming through sitting it out with Arnoux's Renault to snatch second place, and Prost getting away slowly. Down through the twisting section on the outward leg of the circuit Rosberg tried to get to grips with the leading Ferrari and even attempted to run round the outside at the hairpin which leads onto the back straight. He ran wide and the two Renaults of Arnoux and Prost immediately surged past.

Villeneuve completed the opening lap at the front of a wobbling, darting convoy of cars and most people simply thought that the brave Ferrari driver was simply out for a short-lived, "banzai" morale-booster at the front of the field. The Ferrari was surely too heavy on full tanks and the more agile Cosworth runners in his wake would quickly outfumble him. But nothing seemed further from the truth. Villeneuve settled swiftly into a rhythm and began to edge away from Arnoux while the Brabhams of Patrese and Piquet quickly darted through the pack to take up station in third and fourth position. Prost's Renault was suffering from a slight high speed misfire and he was unable to get on terms with the leaders, so he was a few lengths further back ahead of a great steaming mob in which de Cesaris's Alfa Romeo was featuring quite prominently, Lauda, Watson

and Reutemann both keeping a close watch on the Italian driver with an air of cautious restraint.

In the middle of the field the incidents came fast and furious. Daly's new Theodore and Boesel's March bumped each other, the Brazilian eventually flying off the track when the suspension broke as a result. Daly later spun and was unable to restart. Cheever's Talbot was an early casualty with a water leak, team mate Laffite battled with a broken skirt and a misfire, eventually packing it in after a pit stop, and de Cesaris's brief spell in exalted company finished when he rode over a kerb and dislodged the Alfa Romeo's one-piece underbody panel. He crawled into the pits to retire leaving Reutemann leading Prost's pursuit in seventh place. Lauda slipped past the Williams and then Watson made his way past both of them. Reutemann then proceeded to dive inside Lauda under braking for the corner before the pits, misjudged things and slid into the McLaren, bending its right rear suspension. While Reutemann went on to eliminate himself and Arnoux's Renault in a similar incident, both cars ending up in the catch fencing, Lauda trailed round to retire.

Eventually the contest for the lead fell into the hands of Villeneuve, Piquet and Rosberg, both the Cosworth engined cars swapping places frantically a few lengths behind the confident looking Ferrari. This was the first time that Rosberg had been in such top-class company and he was driving with a great deal of spirit, racing confidently with Piquet although the Brabham was much quicker on the straight than his

Williams. Unfortunately his enthusiasm to compete meant that he was rather hard on his tyres and that was to guarantee he would not be able to challenge Piquet towards the end of the race.

Little by little Piquet worked his way closer to the leading Ferrari. Villeneuve's tyres were wearing badly and he was having to work increasingly hard to stop the Ferrari in the tight corners. On lap 30 it was clear that little Nelson was going to have a try at getting past and he pulled alongside the Ferrari, on the outside, going into the left hand hairpin before the back straight. Villeneuve tried to sit it out with him, got the Ferrari's left hand wheels on the dirt, slid onto the grass and then pirouetted across the track into the opposite guard rail right in front of Piquet. The Brazilian was lucky to avoid him, but it was the decisive moment of the Brazilian Grand Prix.

For the next 33 laps the contest evaporated into a procession. Piquet, struggling against fatigue, made it to the finish to score a most impressive victory, even though he subsequently collapsed on the winner's rostrum. Rosberg was a game, happy second while Prost, Watson, Mansell and Alboreto all survived the pitfalls and problems to complete the first half dozen. While Nelson Piquet was being revived by the side of the winner's rostrum, he probably didn't see Prost's amused grin. But at least the winner could be satisfied that he had lasted the course: his team mate Patrese had to give up and retire, almost unconscious with exhaustion long before the finish. — A.H.

## Reflections in a Brazilian Nutshell

ONE thing about the British Grand Prix at Brands Hatch is that you know exactly where it is. In Brazil there is a variety to the location of the venue for the Brazilian Grand Prix. Some say it is at Rio de Janeiro, others say the Jacarepagua circuit; many describe it as the Rio Centro Autodromo, or the Autodromo Riocentro and those with space and time say the *Autodromo Internacional do Rio de Janeiro*, while the "with it" people talk loosely of it being at Rio. It is without doubt in Brazil, unlike the forthcoming Swiss Grand Prix which is going to be in France! The recently built Autodromo at which the Brazilian Grand Prix was held does not seem to excite those that go to it, mainly because there is a much better circuit at Interlagos, where the race used to be held. Our man on the scene, A.H. describes it as being like Jarama without the hills. As Jarama is built on undulating scrubland in Spain, and is one of the duller European circuits it is easy to see why most people are not impressed with Rio de Janeiro's autodromo.

The fact that it was blistering hot and drivers succumbed to the heat was quite like "the good old days" as in 1955 in Buenos Aires and 1959 at Reims, when drivers were prostrate with the heat. At one of the Buenos Aires races which was in two Heats the drivers flaked out in the interval but recovered to start in the second Heat. Later Stirling Moss was telling me about it and how the Mercedes-Benz team, for whom he was driving, had a sort of medical tent behind the pits in which he was able to lie down. Mike Hawthorn and Peter Collins were listening to this narrative and said to Stirling "Didn't you get a jab with the needle?" to which Moss asked "What needle?". Hawthorn and Collins then explained that they had staggered off to the circuit medical centre where an Argentinian doctor had injected something into their arms which made them like new. They had stormed off from the start of the second heat but then the drug had worn off and they slowly pooped out again. In his special tent Moss had none of this sort of treatment and had still been feeling clapped-out when he started the second Heat. He said "I was wondering what got into you two at the start of the second Heat, I just couldn't believe you were fitter than me". They were the "good old days". The actual heat in a cockpit is not the serious aspect of such conditions, it is the rate at which the driver perspires that is critical, which is called the "sweat rate" and under conditions such as those in Brazil some of the drivers must have been closer to death than they have ever been by their driving skills, or lack of them. In Aviation Medicine where the human body is monitored accurately, the doctors would never let a man get as close to his limit of "sweat-rate" as a racing driver does, even under experimental conditions.

What was very clear by the way he was driving, was that Nelson Piquet learnt a lot last year during his battles with Alan Jones. The way he leant on Villeneuve, causing the French-Canadian to get his left-side wheels on the grass and spin off, was ruthlessly classical. Just the sort of thing Jonesy-boy was doing last year, and the way Piquet dealt with Rosberg's unruly driving was beautiful to see on the Television play-back after the race. Rosberg dodged to the left and deliberately blocked Piquet down the straight, in a sort of schoolboy Formula Ford manoeuvre, whereupon Piquet shot out to the right, zapped



**EXHAUSTED:** Nelson Piquet collapses with fatigue on the winner's rostrum.

by Rosberg on the wrong side and chopped him up very neatly as they went into the left-hand bend. My feeling is that if Rosberg goes on driving like he did in Brazil he is going to come to a sticky end, because someone is going to help him off the track into the barriers at some time. Without doubt he has a lot of courage and is very brave, but he doesn't show too much in the way of judgement. Now that he is in a Williams and up amongst the front runners he is in a different class altogether. Possibly he is out his depth. We shall see.

At the 6,000ft altitude of Kyalami the song was

"It'll be different at sea-level". On the edge of the Atlantic at Rio de Janeiro there were two turbo-powered cars on the front of the grid, and in the opening stages turbo-cars were running 1-2-3. Seems as if height is not all that important. Perhaps we ought to run a race below sea-level, then perhaps the Cosworth supporters will really admit there is no substitute for horsepower and BHP is really the name of the game in motor racing. To listen to some commentators you would think it was immoral and against the rules to have 50-80 BHP more than your rivals. — D.S.J.

### RESULTS

**BRAZILIAN GRAND PRIX — Formula One — 63 laps — Autodromo Riocentro — 5.031 Kilometres per lap — 316.953 Kilometres — very hot**

1st	Nelson Piquet	(Brabham BT49 D/16)	1 hr. 43 min. 53.760 sec. — 183.000 k.p.h.
2nd	Keijo Rosberg	(Williams FW07C/17)	1 hr. 44 min. 05.737 sec.
3rd	Alain Prost	(Renault RE36B)	1 hr. 44 min. 33.134 sec.
4th	John Watson	(McLaren MP4/5)	1 hr. 44 min. 36.124 sec.
5th	Nigel Mansell	(Lotus 91/7)	1 hr. 45 min. 09.993 sec.
6th	Michele Alboreto	(Tyrrell 011/4)	1 hr. 45 min. 23.895 sec.
7th	Manfred Winkelhock	(ATS-D6)	1 lap behind
8th	Didier Pironi	(Ferrari 126C2/056)	1 lap behind
9th	Slim Borgudd	(Tyrrell 011/1)	2 laps behind
10th	Jochen Mass	(March 821/8)	2 laps behind
11th	Jean-Pierre Jarier	(Osella FA1C)	3 laps behind
12th	Mauro Baldi	(Arrows A4)	6 laps behind
13th	Elizeo Salazar	(ATS-D6)	retired on lap 39 — engine failure
14th	Francesco Serra	(Fittipaldi F8D)	retired on lap 37 — accident
15th	Riccardo Patrese	(Brabham BT49D/17)	retired on lap 34 — driver succumbed to heat
16th	Gilles Villeneuve	(Ferrari 126C2/057)	retired on lap 30 — spun off
17th	Niki Lauda	(McLaren MP4/4)	retired on lap 23 — accident, suspension damage
18th	René Arnoux	(Renault RE37B)	retired on lap 22 — accident
19th	Carlos Reutemann	(Williams FW07C/16)	retired on lap 22 — accident
20th	Elio de Angelis	(Lotus 91/6)	retired on lap 22 — accident
21st	Eddie Cheever	(Talbot JS17/04)	retired on lap 20 — loss of cooling water
22nd	Bruno Giacomelli	(Alfa Romeo 182/1)	retired on lap 17 — engine failure
23rd	Jacques Laffite	(Talbot JS17/03)	retired on lap 16 — engine misfire
24th	Andrea de Cesaris	(Alfa Romeo 182/2)	retired on lap 15 — underside of car loose
25th	Derek Daly	(Theodore TY02/1)	retired on lap 13 — spun off
26th	Raul Boesel	(March 821/7)	retired on lap 12 — accident

Fastest lap: Nelson Piquet (Brabham BT49D/16) on lap 4 in 1 min. 36.582 sec. — 187.525 k.p.h.

26 starters — 12 finishers



## FORMULA 2

### Is it on the right track?

WHEN the European Formula Two Championship was originally instigated in 1967 it was intended to consolidate a very positive bridge between Formula Three and Formula One. To this end, it was very strictly controlled. Anybody who had scored World Championship points was debarred from scoring points in the F2 contest. And you could only win the European title once since one of the rewards for such success was elevation to "graded" driver status. Unfortunately, although the basic format of Formula Two has not changed greatly over the past 15 years, the motor racing world which surrounds it most certainly has. Money speaks in a different way. Back in 1967 if you were well-heeled, you would buy yourself a Brabham BT23, hire a mechanic and transporter and get on with it. The major works teams still attracted their sponsors largely on the strength of their own achievement — rather than the achievement solely of one specific driver. Nowadays the well-heeled driver approaches an established team to run him for a specific sum of money. This subtle change has permeated from Formula Three all the way through to some areas of Formula One. And this faith in the driver rather than the racing team has forced another shift of emphasis within the motor racing fraternity. Talent is no longer sufficient on its own. The name of the game, more than ever, is money.

**F1 FUTURES:** Thruxton, Easter Monday, 1969, and Johnny Servoz-Gavin's Matra leads novice Ulsterman John Watson's aged Lotus 48. Both made it to Formula One, although only Watson had any degree of success.

**NEW STARS:** Carlos Reutemann's Brabham BT36 leads Niki Lauda's March 712, Tim Schenken's Brabham BT36 and Jean-Pierre Jaussaud's March 712 at the 1971 Brands Hatch August Bank Holiday Formula Two international meeting.

By and large, the European F2 Championship has produced a consistent string of first-rate drivers, all of whom have had a crack at Formula One. Nowadays it is fashionable to dismiss Formula Two as something of an irrelevance and many young drivers have jumped directly from F3 to F1. Over the past few years there has been endless discussion as to whether this is a good idea; indeed some people have suggested that an obligatory "league" system should be evolved whereby aspiring GP stars should have to prove themselves in both F3 and F2 before they can try F1. To some extent, the instigation of the FISA super licence system fulfils this need, but it's still

not obligatory for drivers to move through F2 on their way from F3 to F1. At this point one comes back to the expense of participating in international single-seater motor racing. If it were simply development of talent that was under consideration there would be no problem. But since the necessary finance is so desperately difficult to raise, aspiring F3 lads feel they have a "once only" chance to establish themselves in Formula One. And since the budget required for a winning F2 programme is sufficient to purchase a seat in a second-division Formula One team, it's quite understandable why many of them make

*Continued on page 465*



# PETER STUYVESANT

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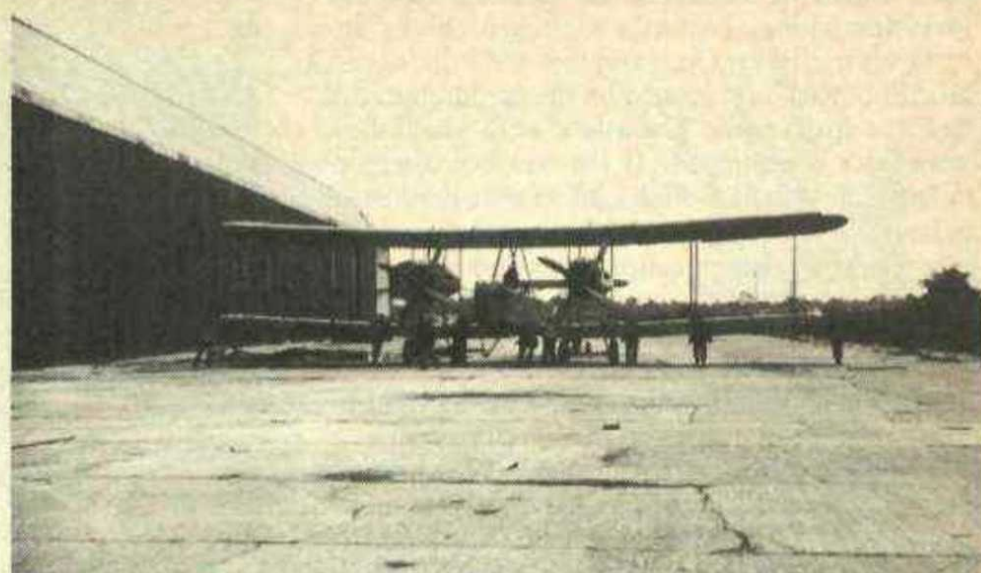
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A VICKERS VIMY at Brooklands outside the sheds at the Fork in 1919. The outer edge of the track came right up to the doors.

## AIR Talk with a Test Pilot

I DROVE up to North Wales the other day to chat with Mr. Jeffrey Quill, OBE, AFC, FRAeS, the famous Spitfire test-pilot. Educated at Lancing College, Jeff Quill joined the RAF in 1931, which many think of as the golden period of flying. His Short Service Commission commenced at No. 3 Flying Training School, Grantham, where his *ab initio* training was done on Avro Tutors, the then-new biplane trainers. He graduated in the senior term to the Armstrong-Whitworth Siskin fighter, his motoring at this time being in a 1924 Amilcar, purchased for £24. I am sure many people will think that flying Siskins and driving an Amilcar must have been very pleasant indeed. . . .

I asked about youthful frolics in the air and so forth, but was told that that kind of thing really belonged to the former decade. By the 1930s RAF discipline was strict, student-pilots spending half-a-day flying, the other half on lectures, with the weather still quite a determining factor with the former. A pilot would fly whichever machine was allocated to him, but would have usually one Instructor. After first going solo he would do stints of about 2½ hours alone, after which dual-flying to check efficiency would be resumed. Only after the year's training course, consisting of the Junior and Senior terms, would a pilot be "promoted" to extensive flying. Even then, unless on a special cross-country assignment, flights away from the home aerodrome would not last more than about 2½ hours at most. There was, however, the odd unintentional forced landing.

Jeffrey Quill is convinced that the RAF training was the best in the World. Young men who held civilian pilot's licences and who joined the Service were told to forget all that; they would be taught how to fly properly! Before the war there were four main Flying Training Schools, at Grantham, Digby, Sealand and in Egypt. The Instructors came from the Central Flying School, as had been the form from RFC times onwards, and every so often a spot-check on a young pilot would be made by a visiting Examiner and if his flying was not up to the high standard expected, one of the Flt.-Lts. who had been instructing would soon hear about it. When Quill joined the RAF, blind-flying was only just being introduced, but force-landings due to bad weather were rare. On attaining his "wings" a pilot would be posted to a front line squadron either in Fighting Area, consisting then of only 13 Squadrons, to Wessex Bombing Area or overseas. In Quill's case it was to Upavon, to No. 17 Fighter Squadron, flying Bristol Bulldogs. The Siskin is remembered as "an interesting aeroplane" and the Bulldog as being a "step forward but a heavy, uninspiring machine". However, he remained in the Squadron for about a year-and-a-half, doing Air Exercises, etc.

I asked what became of the Amilcar. It burst one of its b.e. tyres when being cornered fast on the Great North Road near CFS, at Wittering, and the solid back-axle making it difficult to hold, it turned over. The remains were sold to a garage close to the aerodrome, for about 30-bob. There was no trouble with the RAF on account of car accidents so long as you kept out of Court, but the airmen, who possessed motorcycles, were frequently in trouble on that score. After the Amilcar, Quill had a series of Morrisises. A bull-nose Oxford was "a very good old car" and then came a flat-radiator Cowley two-seater. From time to time the big-ends would begin to knock and, when it was convenient, the sump would be dropped and new bearings installed. After the posting to Duxford in 1935 a Morris Minor two-seater was purchased for £50, in very good condition.

From Upavon Jeff Quill was transferred to the Met. Flight at Duxford, an exacting business involving taking Siskins up to perhaps 30,000 ft. on weather checks. Quill also flew the Bulldogs of No. 19 Squadron stationed on the aerodrome and later the much faster "Gauntlets" with which they were later re-equipped. If the weather clamped down while on a Met. flight, pilots were permitted to land in any convenient field, to get their reports to a telephone, which called for skilled flying and some mild adventures, to put it modestly. After two years with the Met. Flight there was a posting to the RAF test centre at Martlesham Heath, after which Flt.-Lt. Quill had the difficult decision to make of whether to stay in the Service or go as a Test Pilot to Vickers-Armstrongs at Weybridge. He chose the latter course, and was soon to commence his great testing and development work on Spitfires. But as he has written a book about those days, I agreed not to poach those interesting preserves.

With the posting to Vickers in 1934 came his 3-litre Bentley, disposed of when war broke out for some £90. Quill flew extensively in every mark of Spitfire and has definite views as to which was the best, but for this you will have to read his book.

Naturally it was about Brooklands that I talked most. Quill had been taken there as a schoolboy, in the days of Campbell and Kaye Don, but otherwise it was new to him, when he joined Vickers. The aerodrome was then really too small for the bigger or faster aircraft, but if the bankings affected things at all, it was with an uplift on windy days. Quill lived near the Track, at Walton-on-Thames, and he and his fellow pilots would frequent the Aero Club and the Paddock Clubhouse when off-duty and sometimes watch a motor race, especially after the Campbell circuit had been built. Quill remembers seeing Earl Howe's ERA crash there and he knew drivers like the Hon. Brian Lewis, Charlie Martin, Fairey's test-pilot Chris Staniland, etc., and especially Johnnie Wakefield who later joined him at Supermarine's and was killed in a PRU Spitfire. He was also friendly with Comdr. Peter du Cane, who built Campbell's speed-boats. Bob Ashton of



AT BROOKLANDS, Vickers aeroplanes had to be taken across the Track at the Fork and over the river bridge to the aerodrome, which caused problems for this Velencia after the JCC had laid-out its handicap chicanes for the International Trophy race!

Brooklands Aviation gave Quill some tuition for an Air Ministry navigator's licence.

I mentioned the Vickers Virginia bomber that crashed on landing close to the Byfleet banking before the 1933 500-Mile Race and was told it was a visiting RAF machine which had used the short run and come to grief. I asked about the Vickers "Venom" prototype eight-gun single-seat fighter, as I thought I had seen an altercation on the aerodrome over its dangerous qualities. Jeff Quill did much of the testing of this aircraft, designed to very much the same specification as the Spitfire, but it did not go into production. Quill said it was a splendid little aeroplane, very manoeuvrable, but it became too dangerous to fly it out of the very small aerodrome at Brooklands so he transferred it to the bigger, safer Eastleigh aerodrome where the Spitfire was. Incidentally, he spoke of how close the Vickers' sheds at the Fork were to the outer edge of the Track, so that when opening the small postern-door to check on the weather, the pilots had to be careful no car or motorcycle was approaching at speed. And of how, when he owned a very effective Canadian Ford V8 while he was with Vicker's and pulled Rolls-Royce's leg about it having superior acceleration, for its low price, to the new 4 1/4-litre

Bentley, Conduit Street lent him one of the latter cars for a weekend, which he drove to his old quarters at Duxford, which must have made some of the RAF officers think there was something in the Test Pilot game. Incidentally aeroplanes had to be taken across the Track to the aerodrome at Brooklands, causing practice to be suspended, for which I believe the BARC made a charge — See picture above.

Finally, I spoke of the Vickers M.1 / 30 torpedo biplane which I saw come apart in the air over Brooklands on November 23rd, 1933, while it was doing a high-speed dive, both occupants landing safely by parachute, one of them on the roof of the Hawker sheds. Mr. Quill told me the pilot was "Mutt" Summers, the Observer John Radcliffe, and that the latter was wearing a superior type of knee recording-pad which he inherited and which survived his own bale-out from a Vickers Wellesley later on. It is now in the RAF Museum at Hendon.

J. K. Quill, after a life devoted to flying and during the war to essential testing of the Spitfire and all the subsequent antecedents up to the Attacker, now enjoys a well-earned retirement, in a quiet part of Wales. He drives a Volvo 343, his wife a Fiat 126. — W.B.

## Shuttleworth Trust Meetings

THE Shuttleworth Trust announces that this year its very enjoyable Flying Displays will take place, weather permitting (but the Museum of cars and aeroplanes will be open anyway) on Easter Monday April 12th, May 30th, July 25th and September 26th, admission costing £2 per adult, £1 per child, cars with all occupants £8 each, landing fees £8, or £4 for single-seater aeroplanes. Informal flying meetings are scheduled for May 16th, June 27th, August 8th, August 29th and October 31st, all Sundays, from 2.15 to 4.30 pm, fees the same, but cars £1. Flying evenings will happen on June 5th and July 17th, from 7 p.m. W. B.

## The "London's Flying Start" Exhibition

THE MUSEUM of London, located at the St. Paul's end of London Wall, convenient to St. Paul's, Moorgate or Barbican Underground stations, has staged a display related to early flying in the London area. There is a full-sized replica of A. V. Roe's triplane, first all-British machine to fly, from Hackney Marshes, an assembly of components, documents, engines, etc. relating to the old Olympia air exhibitions, the Hendon and

Brooklands aeroplane races and the achievements of many pioneer pilots, and a third aspect is photographic coverage of other aviation happenings at Brooklands. The Exhibition will remain open until May 6th, from 10 a.m. to 6 p.m. from Tuesday to Saturday, and from 2 p.m. to 6 p.m. on Sunday. Admission to the Museum is free but a charge of 60p per adult, 30p per child, is being made for entry to the "London's Flying Start" exhibition. — W.B.

## The Guildhall Air Race

A RACE is due from the Guildhall, London, to the Guildhall, Londonderry, on May 22nd, crews in which will leave the London Guildhall Yard in the vintage cars at 10 a.m., despatched by the Lord Mayor of London. The handicap air-race is scheduled to start at 1 p.m., finishing at about 5 p.m. at Eglinton Airport. Details from the Royal Aero Club.

## That Cross Channel Glider

BARRY ROLFE, Administrator of the British Gliding Association, has provided us with some extracts from pre-war issues of *The Sailplane* which give some further details about Lissant

Beardmore's claim to have made the first crossing of the English Channel by glider.

The *Daily Mail* offered a prize of £1,000 for the first out-and-back crossing of the Channel by a glider. Tow starts were permitted, and the competition opened on June 20th, 1931. Herr Robert Kronfeld, an Austrian, won the contest on the opening day by flying his "Wien" machine (presented to him by the citizens of Vienna) out-and-back.

However, Lissant Beardmore, with the apparent co-operation of the *Daily Express*, crossed the Channel in one direction the previous day "to secure for Britain the honour of the first crossing".

He left Lympne aerodrome at 4.20 p.m., towed by an Avro 504K. He climbed to a height of some 12,000 ft. before being cast off over Folkestone. However, as *The Sailplane* for June 26th, 1931 reported, the "Professor" glider was not cleared from Lympne until 5.30 p.m. but was reported at St. Inglevert at 6.03 p.m., leaving a mere 33 min. for the crossing. As the flight was not officially observed and no barograph was carried, there was some controversy about the actual point of release from the Avro, and the flight was never officially recognised by the British Gliding Association.

Lissant Beardmore was killed in a flying accident at Reading in June of 1936.



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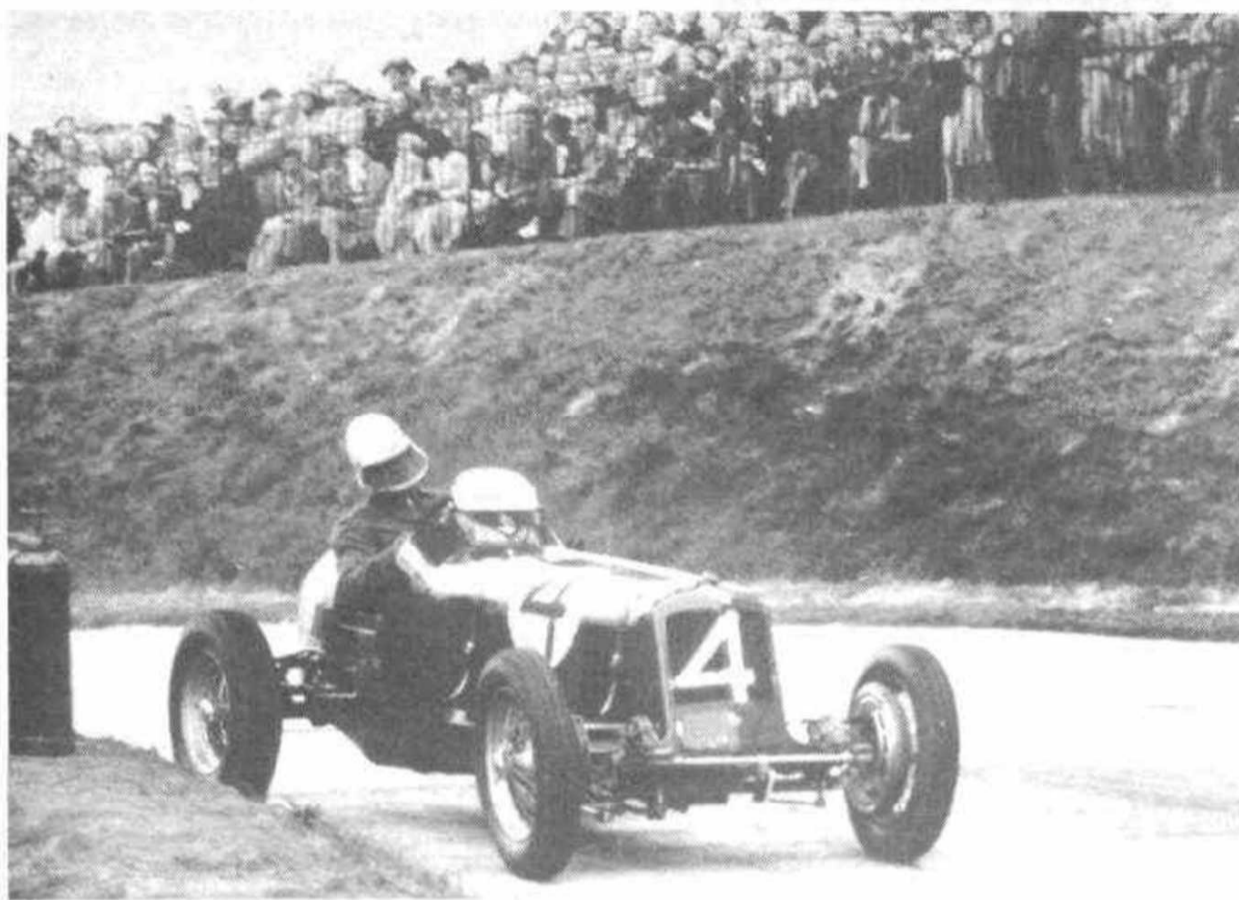
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## Historic Grand Prix Cars

LAST MONTH I explained how the 1952 Formula 2 Connaught found itself able to run in Grand Prix events and a similar thing happened to the "voiturette" 1½-litre ERA in the nineteen-thirties. The 1938 Formula for Grand Prix racing put top limits of 3-litres for supercharged engines and 4½-litres for unsupercharged engines, but it also had a complicated sliding scale of weights and capacities that allowed smaller engined cars to take part in GP races. This sliding scale was totally unrealistic and there was no incentive for anyone to use other than the maximum capacities, but in theory a lightweight supercharged 750 c.c. car was supposed to be a match for a supercharged 3,000 c.c. car, and between them a 1½-litre was supposed to be on even terms with either of them. Most of the 1½-litre ERA cars were racing in handicap events in Great Britain with no thought of Grand Prix racing, and any that did venture "abroad" had plenty of 1,500 c.c. "voiturette" races to take part in. In 1935 Grand Prix racing came to England with the Donington Grand Prix at the Leicestershire circuit, and each year races were run to the International Formula, cars like the ERA qualifying under the 750 kilogramme weight limit. The 1938 event, on October 22nd, was the first British race to be run under the new Formula and the sliding scale of weights and capacities allowed the ERA cars to continue to take part in their home Grand Prix, albeit with no hope of success. In 1938 the ERA under review took part in the Donington Grand Prix and finished 7th.

### ERA B-Type 1935 Chassis No. R1B Engine No. 5001A

When R. J. B. (Dick) Seaman decided to progress from his 1100 c.c. MG Magnette to the next class, the ERA was his obvious choice and he ordered the first of the 1935 specification cars. With his sights firmly set on Grand Prix racing with a factory team, his programme encompassed a lot of European "voiturette" races, rather than the home events at Brooklands, Donington Park and in Ireland. He could see that to race on circuits like Pescara, Berne, Nürburgring and so on, where he hoped ultimately to drive Grand Prix cars, was the best form of apprenticeship, and the principle still applies today with Formula 3 and Formula 1. He asked to have his car delivered in time for the opening meeting at Donington Park, in order to give the car a "shake-down" run before setting off for the continental events.

Seaman was a truly professional racing driver and had little time for the British sporting element and the casual approach, so that when it was obvious that his new ERA would not be ready in time he made his displeasure known at Bourne. He had yet to drive an ERA and had a very full

season of continental races lined up, so the ERA factory agreed to lend him one of their team cars for the Donington meeting. This was the works prototype R1 and the agreement charged Seaman with all expenses and responsibility for any mechanical breakdown, while any prize money accrued would be shared 50 / 50 with the factory. Raymond Mays and Peter Berthon were as tight as Seaman was professional. He raced in a 25-mile handicap event, taking to the ERA with ease, and led most of the way, to finish second behind Charlie Martin's 2.3-litre Bugatti.

The new car for Seaman was completed at the beginning of June and was fitted with the engine from the car he had driven at Donington Park, No. 5001A, after being rebuilt. As the 1935 cars were being built with numerous improvements to the chassis and suspension the B-series was started and Seaman's car was R1B. Because of this the previous four cars that had been built were given the suffix A, to differentiate them from the 1935 cars. R1B was finished in black, with black wheels, a colour Seaman had chosen for his previous Bugatti and MG racing cars. As soon as the car was ready it was loaded into its van and taken to Belgium for the Grand Prix des Frontières at Chimay on June 9th. It was an unhappy debut for a piston burnt out on the third lap. One week later Seaman raced in the 1,500

*BILLY COTTON driving ERA R1B on the Campbell Road Circuit at Brooklands.*

c.c. race of the Eifelrennen at the Nürburgring and though the car was going well it was consuming a lot of oil. This probably lost Seaman the race, for he was challenging Raymond Mays in a works car, when he had to stop for more oil, leaving Mays to go on to victory. Seaman was not too pleased about this.

While in Germany he went to the Kesselberg mountain hillclimb where he experienced awful brake trouble, the front brakes locking on in practice and bending the front axle! In the event he could do no better than 6th in the 1,500 c.c. class. He then returned to England, the car being looked after by the Bourne factory, and entered for the Nuffield Trophy race at Donington Park, but once more there was trouble in practice, this time with low oil level in the dry-sump tank, which caused the big-ends to run, so R1B was a non-starter. A week later the car was over in France to run in the Dieppe "voiturette" race. From a front row starting position Seaman took the lead on the second lap, set up a new 1,500 c.c. lap record and retired on lap 5. This time the supercharger drive sheared.

Becoming very disenchanted with the service and maintenance he was getting from the Bourne factory, Seaman took R1B away from them and organised a workshop in the Mews behind his mother's house in Kensington. He engaged Jock Finlayson as full-time mechanic and Giulio Ramponi as part-time consultant, and the two of them totally rebuilt R1B to Ramponi's exacting standards. This was done in under two weeks and at the beginning of August Seaman drove the black ERA at the Grossglockner mountain hillclimb and finished second overall behind Mario Tadini's monoposto Alfa Romeo. He then went on down into Italy and won the 1500 c.c. race at the Coppa Acerbo meeting at Pescara and followed this with another victory in the Prix de Berne, before the Swiss Grand Prix. Continuing his continental tour with R1B Seaman was second in the Freiburg-Schauinsland mountain hillclimb, only one second slower than Hans Stuck with the works Auto Union.

To conclude this 1935 season Seaman journeyed to far away Czechoslovakia to run in the Masaryk Grand Prix at Brno and made the journey worthwhile by winning the 1,500 c.c. category. Since taking the car away from Bourne he recorded three outright wins and two second places, results which spoke for themselves. With Ramponi persuading him to embark on a new project for 1936, which turned out to be "fairy-story book" successful, R1B was put up for sale and was bought by G. F. Manby-Colegrave at the beginning of the 1936 season. This young newcomer shared the car with the experienced Buddy Featherstonehaugh, competing in three major events in 1936. They were fifth in the International Trophy at Brooklands, ninth in the County Down Trophy in Northern Ireland and retired with sparking plug troubles in the 200-mile race in Cork.

Mid-way through 1937 R1B had another new owner in the shape of the famous band-leader Billy Cotton. When he could get time off from show-business W. E. Cotton was quite an accomplished amateur driver and had been racing Riley and MG cars. They were maintained by the Bellevue Garage in South London, under the care of W. E. (Wilkie) Wilkinson, so naturally he took charge of R1B. Billy Cotton ran once in 1937, at Phoenix Park in Ireland, where he finished third

in the 1,500 c.c. class and then the car was prepared for a very busy 1938 season. It ran in ten events, most of them of major importance on the British calendar, and in the longer races the driving was shared by "Wilkie". They got third place in the British Empire Trophy at Donington Park, while Cotton claimed two third places in short Brooklands races. At the end of the season they entered for the Donington Grand Prix, run under the new Formula rules and finished seventh, the second British car home behind all the German Grand Prix cars.

They continued to race the car during the shortened 1939 season, war putting a stop to racing in September but Cotton had the distinction of winning the very last race to be run on the triangular Mountain Circuit at Brooklands with R1B. After the war it came out again in 1947 and "Wilkie" drove it in the Jersey Road Race but had to retire with engine trouble. Cotton gave up racing then so R1B was sold to T. C. (Cuth) Harrison who used it once or twice, but kept it mainly as a source of spares for his later ERA. In 1951 it was advertised for sale for offers near to £1,100 and was bought by C. J. Hamilton who used it in Club racing. All this time it had been altered very little since the Seaman days, apart from Manby-Colegrave painting it green in place of the Seaman black. In 1955 and 1956 it was used by David Good in hillclimbs and sprint meetings, and he returned it to its original colour, and in spite of being black it was an outstandingly smart looking car on the British club scene. By 1957 it was going as well as ever, but the world had caught up on it and its performance was only suitable for VSCC historic racing, where it was raced by Martin Brewer and in 1959 it was bought by Alan Cottam who raced it in VSCC events for the next six years.

Such are the vagaries of money values that R1B



PATRICK MARSH and ERA R1B at a recent VSCC Donington Park meeting.

was bought for £1,750 when new, reached an all-time low value of £500 in 1954 and sold for £1,800 in 1965, when the present owner Patrick Marsh bought it. For the past sixteen years Marsh has raced R1B in VSCC and Historic racing events wherever possible and is still racing it today. As far as Patrick Marsh can achieve, R1B is in exactly the same form as it was when Dick Seaman was racing it. It is black, as it should be, has its same chassis, engine and bodywork and the only things that have been changed are those items that wear out or break, though its reliability

has been exemplary. Unlike a lot of so-called historic ERA cars, R1B is still in original 1,500 c.c. form, whereas many of them have new 2,000 c.c. engines installed in the "go-faster" search for fame and fortune. When you see Patrick Marsh in the black ERA number R1B you can rest assured that to all intents and purposes it is as it was when Seaman was racing at Pescara, Berne, Dieppe or Nürburgring. Apart from its colour change you know it is the car that Cotton and Wilkinson drove in the 1938 Donington Grand Prix. — D.S.J.

## BOOK REVIEWS

**"The Certain Sound — Thirty Years Of Motor Racing"** by John Wyer. 260 pp. 10½" x 8½". (Patrick Stephens Ltd., Bar Hill, Cambridge, CB3 8EL. £17.50).

If Andrew Whyte had much "inside" information at his disposal when writing his history of SS and Jaguar cars in racing and other competition events, to the great benefit of those books, what can I say about this Autobiography, predominantly of Aston Martin, Ford, and Porsche, except that John Wyer was the man personally responsible for the racing he writes about so compellingly, either as Team Manager or Executive-in-Charge?

The result is quite enthralling and if I shorten this review, it will be only because I want to go back and read his book again! This Editra work, sold here by PSL, has some fine photographs, about 170 all told, but it is the blow-by-blow, personal story of Wyer's involvement with motor-racing, seen from a front-row, decidedly active seat, as it were, that makes his book irresistible. After briefly sketching-in his days as an apprentice at Sunbeam's, he goes into always-fascinating detail about working with David Brown's Aston Martin team, Henry Ford's GT40s (including, in this case, the politics), and the Gulf Oil-sponsored Mirage GT40s and Gulf-Porsches. So the book runs mainly from the advent of the DB2 to 1971, when Wyer retired.

He has divided his enthralling story into three sections, Aston Martin, Ford and Gulf, covering 19 chapters, with the tale running consecutively,

except that the Mille Miglia race gets chapters to itself. One sees the great sports / racing-car drivers, from Moss and Ickx downwards, through the eyes of the astute man who employed them, reads about the true happenings at times of success and failure, drama and play, in the days before racing took on a more intense, less light-hearted, atmosphere. Great days, great racing! Wyer, outwardly dour, is honest with himself, and he had more fun than those who saw him as a person to be feared might have imagined. The details of getting cars to the circuits and back, what really occurred in the races, the personnel, the long flights in David Brown's personal Dove aeroplane, the Wyer philosophy and policies in long-distance racing, etc., all come over in this welcome return to the racing of three important, but now-distant, decades. Wyer is, I thought, surprisingly gentle in places, with just possibly the law of libel in mind, but one can read between the lines — of his impatience with the slow development work at Aston's, of Prof. Eberan-Eberhorst and his insistence on inboard rear brakes which overheated the back-axles with dire results (I had long wondered why David Brown's renowned gear-cutting firm could not make the axle gears, which were Salisbury axles in this case, anyway, stand up to racing), of his opinion of Fairman's wrecking of a team-car on the way to Le Mans, what he felt when a careless mechanic set fire to an Aston Martin and most of the pits at Goodwood, and so on... A few errors, e.g. "Gods" for gods, and "Aston Marton" have crept in but do not spoil the story. This book is essential reading for those who liked the old sports-car races, and one could say that it is rather

hard luck for journalist Whyte that racing-manager Wyer has entered the same field. The nice thing is that there are these two excellent books for motor racing folk to enjoy. — W.B.

**"Jaguar Sports Racing & Works Competition Cars To 1953"** by Andrew Whyte. 415 pp. 10¾" x 8½" (Haynes Publishing Group Ltd., Sparkford, Yeovil, Somerset, BA22 7JJ. £19.95) A companion volume to the already-published "Jaguar Sports Cars" and "Jaguar Saloon Cars" by Paul Skilleter and Andrew Whyte's great history of the famous Coventry Company and its products from the Swallow sidecar and specialist bodywork days to the present, this is a magnificent record of Jaguars in competition. It will be concluded by a further Whyte volume, taking the story on from 1954 to the last competition appearances of the Jaguar, which British Leyland is now making such efforts to fully re-establish with its own entity, quality and reduced fuel thirst. By purchasing all five books those who favour Sir William Lyons' make will have their enthusiasm titillated by very complete historical and technical coverage.

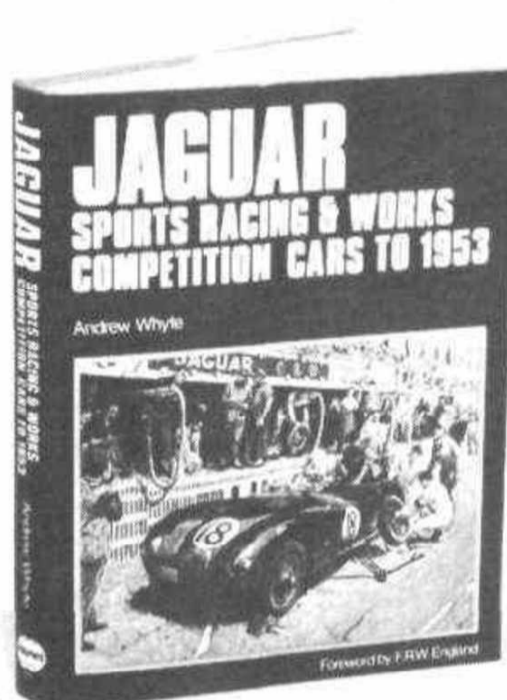
Because Andrew Whyte spent most of his working life at "The Jaguar", apart from a spell as "Verglas III" with *Motoring News*, until retiring to become a freelance writer, his book is written not only from the heart — never did the Company and Sir William have a stauncher Jaguar advocate, who when he was a bachelor was happy to spend all his time discussing these cars and motor racing in general — but from first-hand knowledge of what he is setting down. This has ensured plenty of that pithy detail which I look for in such

histories and which marks them out from dull works compiled without such "inside" information. This Jaguar book covers the beginnings of competition work, motorcycles not excluded, and then details the activities of the SS100, on through the XK120, to the exciting C-type sports / racing Jaguars. So detailed is his reportage that the individual history of every one of the 54 C-types is given. The author has provided twelve enthralling chapters, alternating racing with rallying, and quite rightly the Foreword is by F. R. W. ("Lofty") England, writing from Austria about the time when he was Jaguar's talented Competition Manager.

Nor is that all, for apart from some 450 photographs, there are five Appendices, covering the 1943-1953 "works" drivers, the racing by "privateers" of SS, XK and C-type Jaguars all over the World, an exceedingly interesting, long account by Ian Appleyard about his successful 1947 / 48 Alpine Trials with an SS-Jaguar 100, Bob Berry on race-preparation (I can still see his Jaguar flying backwards over the Goodwood hedge and vanishing into the far distance...), and Michael Head on racing in Scandinavia, some contemporary Press reports of Jaguars in racing (but omitting my report for MOTOR SPORT of that very wet Dundrod TT won by Stirling Moss, which earned me a generous letter of praise from Sir William himself), and individual histories by chassis number of those 54 C-types, with plenty of pictorial coverage of them. There is also an Index.

The book is nicely produced on large, art-paper pages, so the lone advertisement for Haynes' other Jaguar titles seems out of place. Andrew has virtually ignored MOTOR SPORT's frequent Jaguar coverage, so it remains for me to include an amusing episode of which I am reminded by the book's splendid picture of the élite of British motoring writers embarking at Heathrow in 1949 in a Sabena DC3 for the flight to Jabbeke to see Ron ("Soapy") Sutton drive an XK120 at over 132 m.p.h. Whyte says the party arrived late — in fact, the driver lost his way and I seem to recall Tommy Wisdom being put up front to direct him. Then at lunch, after the timed runs, a party of French or Belgium trade delegates persuaded us to join their group as a congratulatory move, so departure was much delayed, and the tea the Stewardess had prepared well stewed. Then, landing late in London, with the evening-paper journalists anxious to find telephones and file their stories of this remarkably fast British production sports-car, who should be at the head of the queue without a passport, which his paper had thought too expensive an investment for one day abroad, causing a further hold-up? If you can't guess, I won't tell you! This, I think, sets the atmosphere of many of the episodes about which Andrew Whyte has written, nicely emphasised by the book's end-papers, those at the front depicting Appleyard's SS100 in action, those at the back a line-up of C-types (on Trade plates!) at the formal reception in Coventry's Civic Centre after their 1953 Le Mans victory. The colour picture on the dust-jacket is Terence Cuneo's portrait of a Jaguar in the pits at Le Mans in 1953 — I am still looking for his white-mouse endorsement. — W.B.

**"Mille Miglia 1927-1957"** by Giovanni Lurani. 207 pp., 8½" x 11½". (Edita S.A. Lausanne, Switzerland. Available Patrick Stephens Ltd., Bar Hill, Cambridge CB3 8EL. £15.95). Originally published in Italian, with interesting stories from winners who are still alive, this English edition of Count "Johnny" Lurani's book has these stories omitted but replaced by many more photographs, including some fine colour



shots, from the archives of Automobile Year. Apart from this the book is a straight translation with potted histories of all the races year by year. With over 500 starters in some years such a history can only be "potted" for each competitor could write a whole book on his own 1,000 miles of racing.

What this book does do is to capture the atmosphere and change of the great Italian road race, from the beginnings which were little more than regularity runs to the last few events which were flat-out blinds. It also conjures up the difference from being a social outing to becoming an inter-factory battle.

For a book of this quality the proof reading is poor; things like Novolari, Alfa Roemo, Sanusi, San Benedetto del Trento and Franco Bordini jar badly with this reviewer who loves Italian racing history. And some hoary old errors have been copied yet again. Printed on glossy paper with nice sized pictures and a splendid colour dust jacket (especially the back cover) I was disappointed to find a hole right through page 60! While no book can give you a complete story of the Mille Miglia, Lurani's book certainly forms the nucleus for further study. — D.S.J.

**"Automobile Year — 1981/82"** Edited by Ian Norris. 270 pp. 12½" x 9½". (Patrick Stephens Ltd., Bar Hill, Cambridge, CB3 8EL. £19.95). There is nothing quite so luxurious or nicely produced as a review of the previous year's sporting activities than Editra of Lausanne's "Automobile Year", and this remains true of the current offering, with its 386 photographs and 64 colour pages, reporting on last year's events, not only the full F1 scene but on F2, F3, the European Touring Car Championship, the Hill Climbing Championship, etc. with circuit-diagrams, lap-charts, retirement tables and all the trappings.

There are the expected supporting articles, including those on the World Car, the Life and Death of MG, the Anatomy of the Type 50 Bugatti, etc., even one on stunt-driving in Hollywood. If I have any regrets, it is that space is wasted over a Land Speed Record feature using oft-seen pictures and mis-stating the cause of Parry Thomas' death in "Babs", and that the MG article has some lurid paintings of these cars, one of which is captioned incorrectly as "Old Number One" in spite of the very many times it has been emphasised that this 1924/5 car was NOT the first MG (although I note that no longer is its passenger, in the depicted Land's End Trial study, quoted as being G. E. T. Eyston).

However, in its main purpose, the book remains superb. — W.B.

**"Racers — the inside story of Williams Grand Prix Engineering"** by Doug Nye. 173 pp. 12" x 8" (Arthur Barker, 91, Clapham High Street, London SW4 7TA. £10.95).

Francis Owen Garbett Williams was born in South Shields during the early part of the Second World War and his parents split up shortly afterwards. From those unpretentious origins he has risen to the status of one of the most respected Grand Prix team owners in the business. This publication tells the story of what went on between those two landmarks in Frank Williams's 40 years. Doug Nye has done an excellent job pitching this book's appeal over the head of just the serious enthusiast to produce a tale which will appeal even to those who know nothing about Frank Williams's sport. It's a story of sheer hard work, light-hearted opportunism and devotion to a chosen task. Frank's electrically-wired personality comes across vividly within these pages, and there are some memorable human moments recounted with warmth and sympathy. One shares the desolation felt by Williams when Piers Courage, his close friend, was killed in Frank's de Tomaso at Zandvoort in 1970; one sympathises with his reasoning in not wishing to stay on as a well-heeled assistant to Walter Wolf after the Austro-Canadian oil man took over his team in 1976; and one learns to understand the feeling of mutual respect generated between team owner Williams and his serious-minded designer Patrick Head. In that connection, the funniest line of the book is when Head is being interviewed by Williams for a job with his company. Frank asks Patrick whether he's prepared to work all the hours God made. "No", replied Patrick, "because anybody who has to do that is very badly organised..."

Not only does this book tell the story of how Williams Grand Prix Engineering came into being, but it also describes in considerable detail the logistical and financial headaches which running such a business involves. Williams' drivers Alan Jones, Carlos Reutemann and Clay Regazzoni are all afforded a chapter apiece, their considerable contributions to the success of the team meriting reasoned and well-judged comment. There was very little about this book that I didn't like: it includes plenty of fresh material, particularly about Frank Williams's fledgling "dealing" days, and any aspiring F3 / FF team owner who thinks he's got it hard at the moment would be well advised to read about Mr. Williams's early years as an object lesson in clawing one's way to the top, despite all. A good, no-nonsense book about a good, no-nonsense bloke and his racing team. — A.H.

There have been many books about model cars, and more than one devoted to Dinky miniatures and Meccano. But nothing to compare with the magnificently turned out, 312 pages, 8½" x 11" book in New Cavendish Books' Hornby Companion Series, titled "Dinky Toys & Modelled Miniatures" by Mike and Sue Richardson. It covers every conceivable Dinky model, many of car and kindred transport subjects from 1931 to 1979, in 350 full-colour illustrations, over 350 ordinary pictures, diagrams etc., and must greatly enhance the fun of owning such miniatures. It is the work of Allen and Narisa Levy, and was designed by J. B. Cooper. It should keep model-car enthusiasts busy for years. Apply to the publishers, at 11 Fetter Lane, London, EC4P 4EE.



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## ROAD-TEST MISCELLANY

### A Triumph Comparison

THE Triumph Acclaim, that well-stirred BL / Honda pudding, represents British Leyland's desperate interim hope in the family-car market, so merits a few more words about it. I tried it in top-model CD form, but this differs from the HL and HLS models in equipment only, not mechanically, all being 4-door, front-drive, transverse-engined saloons.

The Acclaim does most things well and smoothly. Acceleration is very good until speed rises beyond 50 m.p.h. after which the 5-speed gearbox has to be used liberally to achieve a reasonable performance. The alloy-head, o.h.c., 1,335 c.c. Honda-motor develops 70 (DIN) b.h.p. at 5,750 r.p.m. and 74 lb.ft., torque at 3,500 r.p.m. which is sufficient until hills are encountered, especially if the car is fully laden, when performance suffers and the flat-spot in the twin side-draught Keihin carburation can aggravate matters. The Acclaim really needs the 1,488 c.c. Ballade engine. Nevertheless, through the gears to 60 m.p.h. from rest takes only 12.9 sec., better than many rival cars, even those with 1.6-litre engines, although the 1.3S Ford Fiesta is fractionally quicker; so the ordinary driver will consider the Acclaim a brisk car.

Top speed is about 92 m.p.h., but more important is the economy gearing. At 70 m.p.h. in top, engine speed is 4,210 r.p.m. but changing into overdrive-5th gear reduces this to 3,533 r.p.m. and is a palliative to the thrummy engine note. With average-fast-plus-commuter driving I got an excellent 35.6 m.p.g. of two-star petrol. The fuel tank holds ten gallons. The light weight of the Acclaim helps this economy but the interior is not exactly roomy. Back-seat occupants complained of cramp and the boot, too, is deep but too shallow. Although the Triumph Acclaim out-performs the 1,298 c.c. Dolomite it replaces and equals the Dolomite 1850 from 0-60 m.p.h., it has a wheelbase shorter by 5.32", is 1.2" lower, but 1.25" wider.

The Acclaim's manual, rack-and-pinion steering is pleasantly light, likewise the clutch, the gear-change is quick and fairly nice, and there are no serious f.w.d. shortcomings, apart from transmission-scratch, mostly if opened up from cold or in too high a gear. The interior is nicely upholstered in tweed, even to the door panels, the driver's seat is reasonably comfortable, with the squab-angle lever-adjusted, detail work is good, and the heater is very effective, with pictorial settings-indications and a three-speed fan, and the instrument-panel, with tachometer (red-lined from 6,000-7,000 r.p.m.), speedometer, heat and fuel gauges and ten warning lights, is extremely visible. The fuel gauge is steady-reading but there is no low-level warning-light. Of the two well-contrived stalk-controls, the short l.h. one is for wipers, the r.h. one for turn-indicators and lamps, with a flasher knob on its extremity. The steering-wheel pad presses in to sound a horn which could have come from a Honda motorcycle. The Japanese Stanley headlamps give an excellent light.

There are some very acceptable conveniences, such as a knob to quickly get recirculatory ventilation, plenty of adjustable air vents, under-fascia fuses located by the driver's right knee with quickly-detachable cover, release of fuel-filler flap and boot-lid from two levers easily reached by the driver on the r.h. side of the floor, and the light boot-lid is easy to open, using the



OLD and new, Dolomite and Acclaim.

number-plate recess, and the carpeted boot has a remotely-placed lock. More stowages are wanted, however, only an unlockable deep cubby, a l.h. shelf useful for picnic cups, and a lidded coin-box being available to the driver, although the rear-seat occupants have two map-pockets. A non-dazzle Jeco quartz digital dashboard clock is provided and the CD Acclaim has electric windows, with a protruding main switch-panel on the driver's door, but it lacks autochoke, central-locking, or a sun-roof. The manual choke required some juggling with for cold-weather starting. The compact build of the car is emphasised by a low roof. Both external mirrors are internally-adjustable and, unusual for a car of this type; the headlamps-beam height is also adjustable from a three-position knob on the central console. The ride and handling, in spite of BL having revised the coil-spring-strut all-round independent-suspension, is only average. The disc-drum brakes are light and progressive.

In appearance, the Acclaim, with its square lines, heavy bumpers and gaps under the wheel-arches and the Michelin XZX-shod 13" wheels, tended to remind me of a little shunting loco. Although laurel-wreathed Triumph badges are displayed, the Oriental give-away is seen in the Nippon Seiki instruments, etc. Perhaps significantly, there is absolutely no reference to Japanese engineering or styling in the persuasive BL colour catalogue. The front-hinged, self-supporting bonnet has a convenient r.h. release and the fillers, and dip-stick, are accessible, apart from two cables obstructing the oil-filler. There are some untidy welds under the bonnet and within the boot but door-"keeps", sun-vizors, door handles, neat roof aerial, etc., are nicely contrived.

Those who feel they are being patriotic by buying an Acclaim should compare prices, which start at £4,829, the CD model being priced at £5,742 or at £6,053 with automatic transmission. W.B.

### The latest Rover VdP

THE 3½-litre vee-eight 155 b.h.p. Rover in top-model Vanden Plas (five-door) form is the personification of British dignity, allied to well over 120 m.p.h. and very effective acceleration when called for. We have previously dealt with the cosmetic changes in the newest version, over those of the car I tested last year, most prominent of which are the front air-dam and wider rear window. This now has wipe / wash but reversing is still better done by skilled chauffeurs. The new burr-walnut interior trim fits this model very well, especially with Connolly leather upholstery, and

the changed fascia layout is an improvement, even though the speedometer has no 40 or 60 m.p.h. figures, its dial is too closely calibrated and the voltmeter has been deleted. However, the instruments are easy to read, normally showing 30-45 lb. / sq. in. oil pressure and 95°C temperature.

I was sorry to find the turn indicators (and horn) controlled on the latest model by the l.h. of the two steering column stalks, which seems wrong on a r.h.d. car, and the heater, very warming, was somewhat sensitive to set. Otherwise, nothing but enthusiasm for this fine, fast, conveniently-contrived car which has a sun-roof, electric windows, cruise-control, computer read-out, etc. Fuel consumption averaged 22.1 m.p.g., with 20.8 m.p.g. during averagely quick motoring — about the same as from the old 3500A. Over a big mileage the computer averaged it out at 21.2 m.p.g. I like the Big Rover, essentially a relaxed car, the price of which in VdP form, is £14,787 with automatic transmission. It is also pleasing that the old Rover P4 tradition of one bodysell taking different engines is continued, the choice now being 2-litre "four", 2.3 and 2.6 "sixes" or the light-alloy 3½-litre "vee-eight". — W.B.

### Austin Ambassador

JUST a few weeks after the launch of the new series of Rovers, BL announced a "new five-door hatchback saloon", called the Ambassador, to replace the Princess. BL claim extremely low running costs, with 12,000-mile service intervals, for this skilfully re-vamped Princess.

Hydragas suspension is retained, the rear of the body has been altered to accommodate the hatchback and there is a new bonnet. With new exterior trim, lamp clusters and so on, the appearance from front or rear is quite different, but in profile, the parentage is obvious. Trim and fascia are revised.

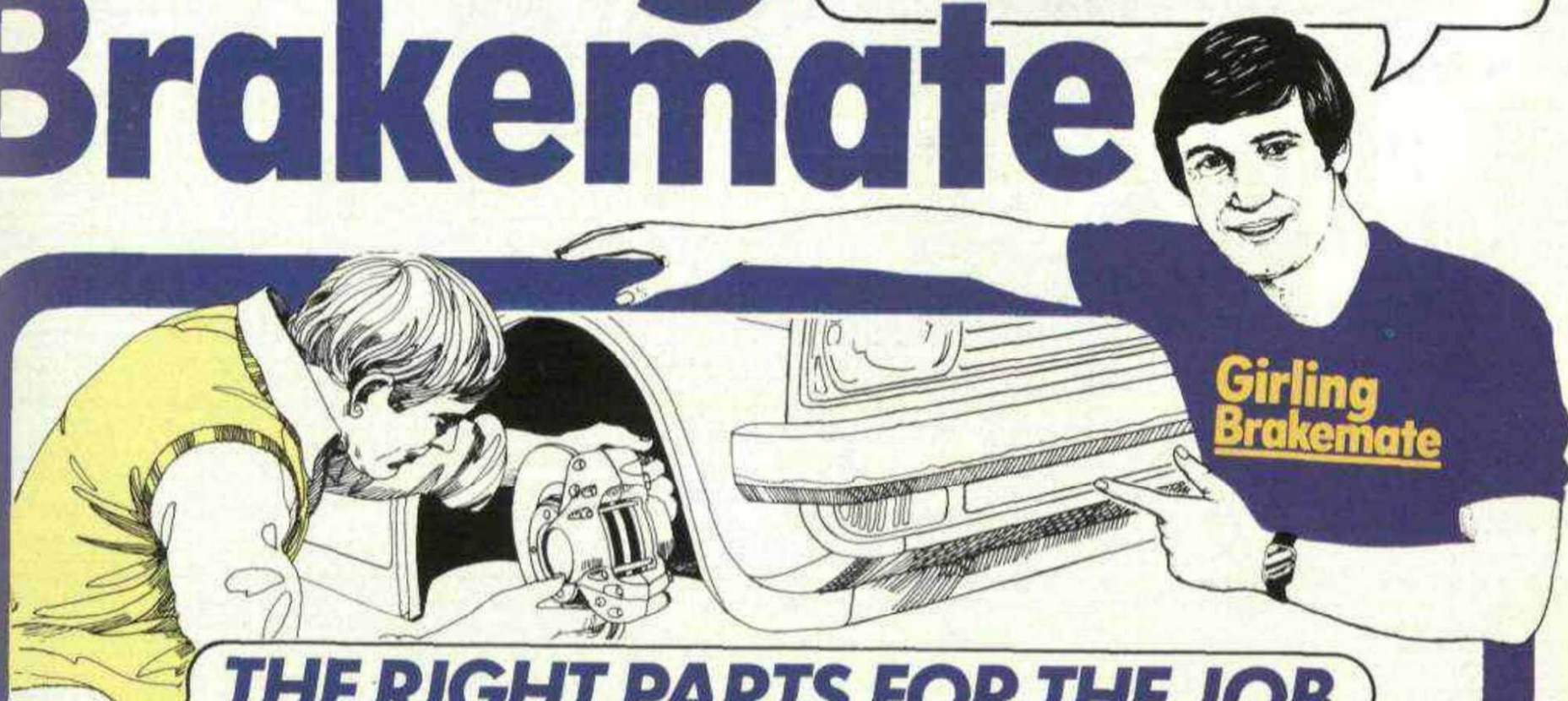
The 2.2-litre engine option has been dropped in favour of the 1.7-litre and 2.0-litre "O" series engines. Different trim levels combine with the engine options to give a five-model range:—

2.0 Vanden Plas (twin carburettors)	£7,765
2.0 HLS (twin carburettors)	£6,917
2.0 HL	£6,108
1.7 HL	£5,793
1.7 L	£5,105

After a brief drive recently, we were impressed with the quality of the trim and paintwork and found the smaller engined versions rather smoother than their more powerful brethren. The ride, handling and steering have all been improved. — P.H.J.W.

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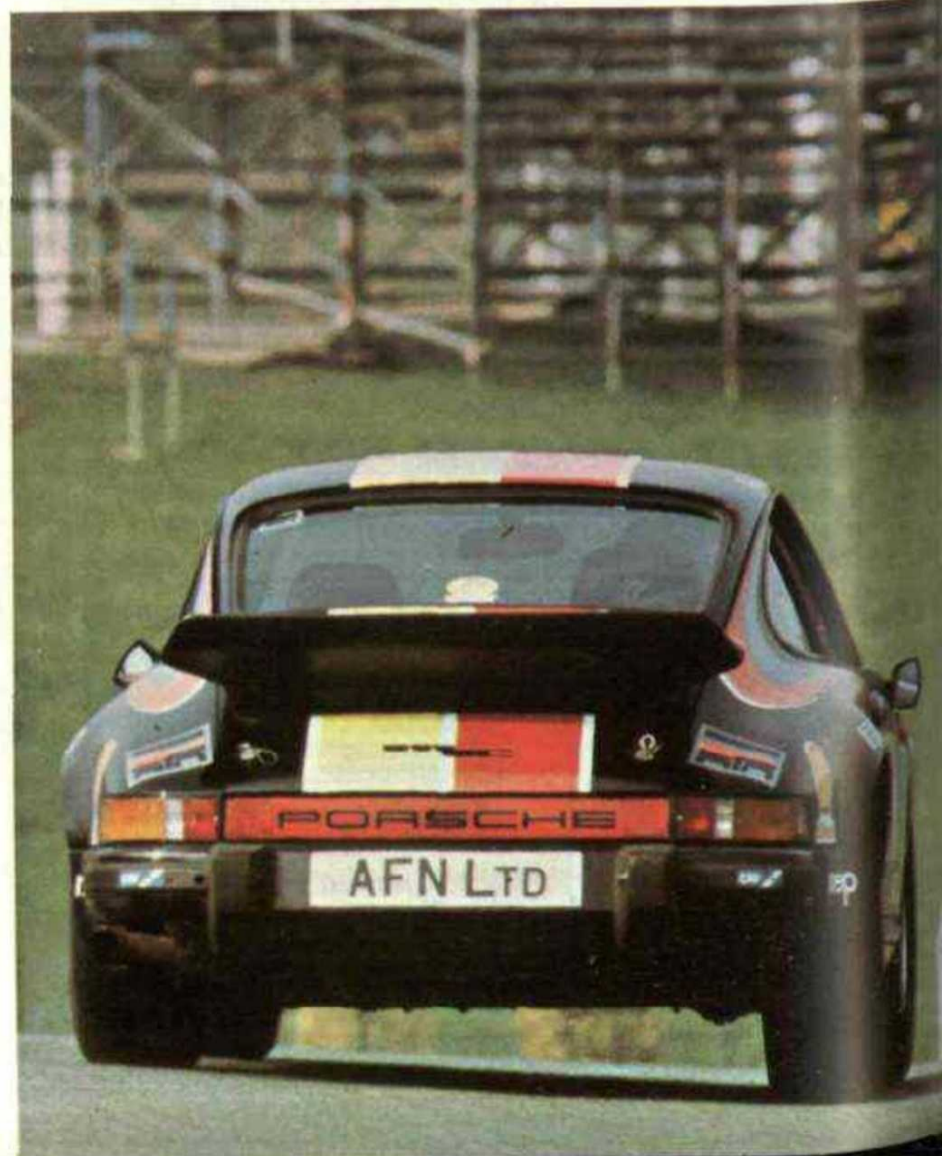
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## TRACK TEST — PORSCHE 911 SC

WE WERE privileged recently to drive the AFN Porsche 911 SC which was campaigned during 1981 in the Lucas CAV Production Sports Car Championship. Driven by Tony Lanfranchi, this former press demonstrator scored 11 victories and three second places in the 15 round series and finished in third place in the remaining round, in the hands of another driver.



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## Toleman's Hot VW GTi

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IN four brief years on the British market, Volkswagen's Golf GTi has become something of a "cult" car, attracting as much enthusiasm and affection as machines from the past like the Mini-Cooper and Lotus Cortina. So it logically follows that the "special builders" have had a hey-day with this taut little FWD Volkswagen, the result of their efforts varying from mildly stimulating to quite shattering in terms of sheer performance. Of course, with the economy as depressed as it currently is, there can be a problem persuading potential customers to part with a few thousand pounds over and above the basic GTi cost when they might feel that such money is better spent buying a more exotic car from the outset. But that doesn't prevent specialist concerns from pitching into this potentially precarious market.

Edwards of Tamworth Ltd. may not mean a great deal to many of our readers. Five years ago this Staffordshire garage business was acquired by the Toleman Group because of its MAN commercial vehicle franchise. It wasn't foremost in the Group's mind that Edwards also held a Volkswagen distributorship, but they decided to hold on to this side of the business and, when former F2 racer Rad Dougall went up to Tamworth as Edwards's Service Manager, he and Toleman Managing Director Alex Hawkridge gave considerable thought to developing performance equipment for models in the VW range. One thing led to another and now Edwards are marketing a variety of conversions to enhance Golf GTi performance. Almost as a development exercise to demonstrate what *can* be done if you're prepared to spend large sums of money, Edwards have produced a very up-market GTi road car fitted with a 2-litre 16-valve engine and decorated in the distinctive blue and white Toleman "house livery". We recently spent a week terrorising the

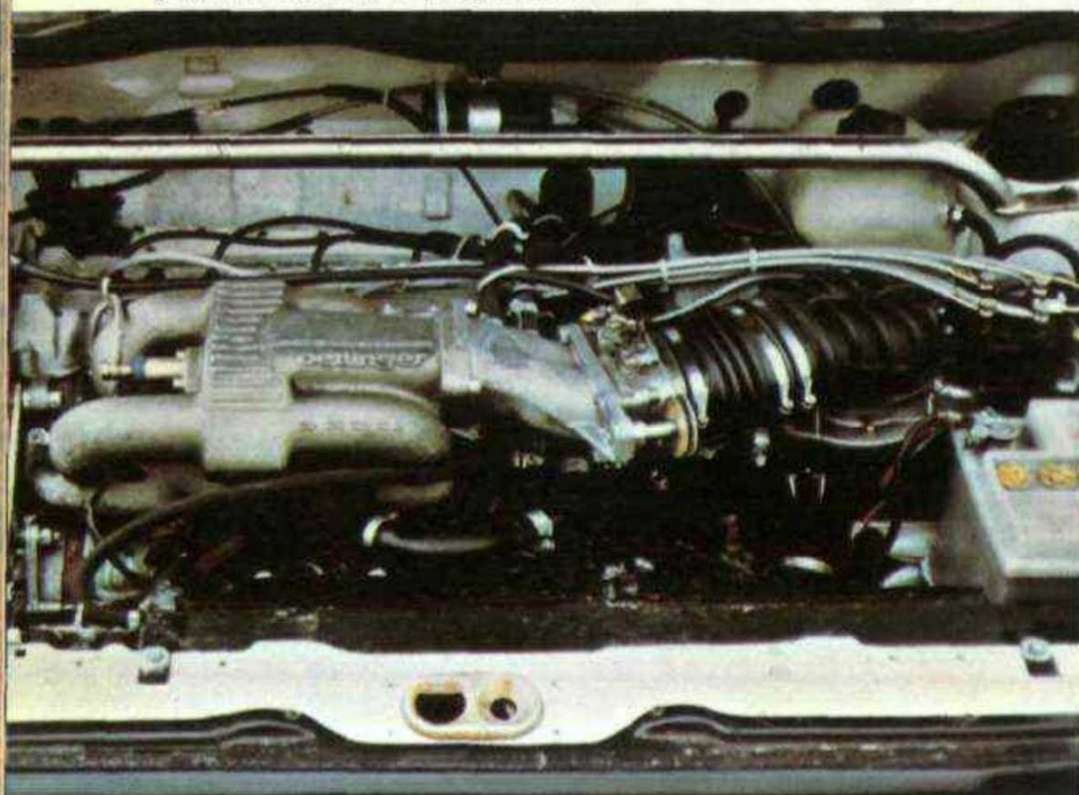
Essex country lanes in this tremendously quick machine and, although we've got some strong reservations about this particular overall package, we were exceedingly impressed with its sheer "punch".

Edwards have developed 1.8- and 2-litre versions of the GTi engine, available with either eight- or 16-valve heads. The car we tried was fitted with a 16-valve Oettinger head, bored and stroked to 81.5 and 94.5 mm. respectively with a 10:1 compression ratio and retaining the Bosch K-Jetronic electronic fuel injection. The intention has been to combine sheer performance and the sort of flexibility synonymous with the standard VW GTi power unit. Our feeling is that they have succeeded extremely well.

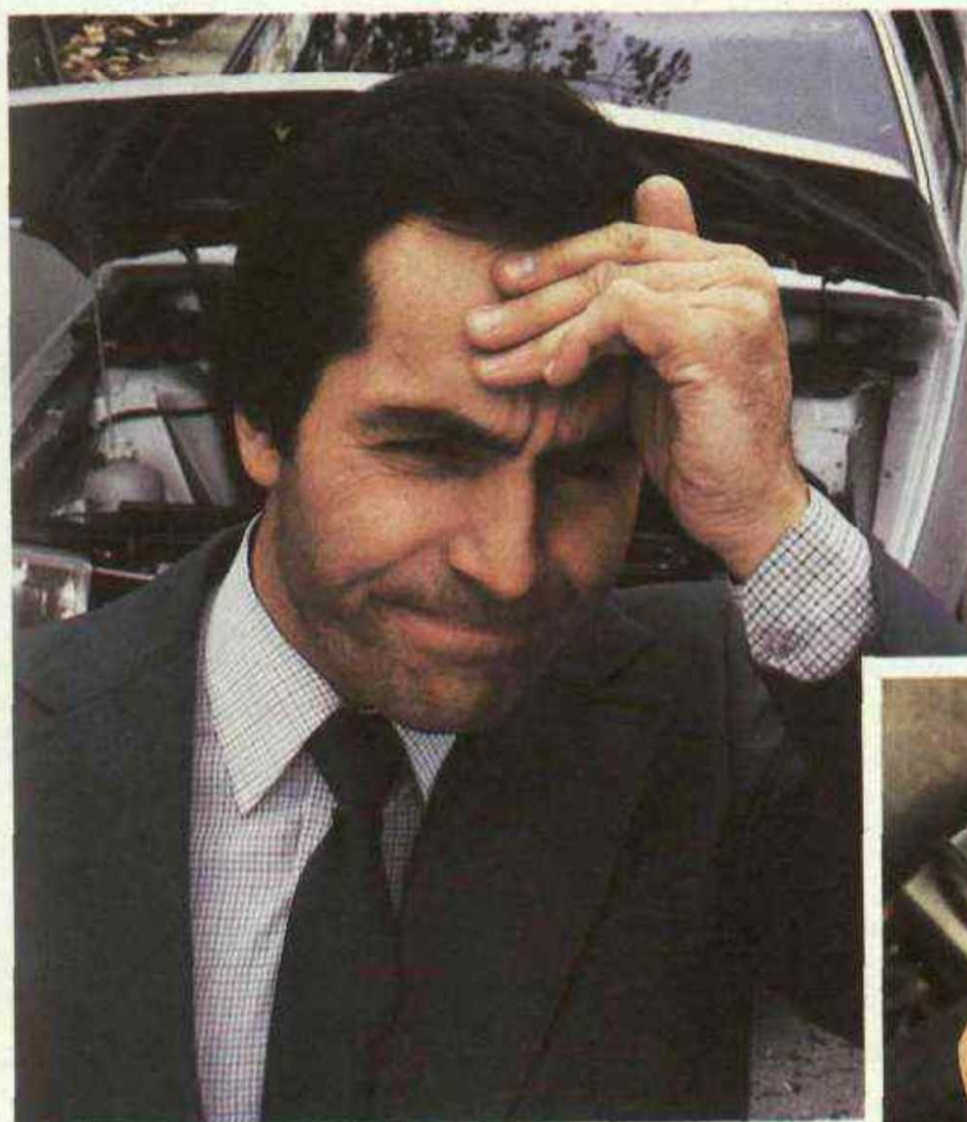
Power output is boosted by 45 b.h.p. from the normal 1,588 c.c. engine's 110 b.h.p. and the 155 b.h.p. output is accompanied by a significant increase in torque. Delivery is smooth and progressive, but the fitting of a limited slip

*Continued on page 468*

*THE Edwards of Tamworth-built Toleman Golf GTi sports the firm's distinctive house livery, although this is specially for their Managing Director Alex Hawkridge. Below, the heart of the matter is a 2-litre fuel-injected version of the smooth four cylinder engine assembled with components supplied by Oettinger in Germany. Note the bracing bar to provide added stiffening for the bodyshell. Right, the colour-coded interior complements the external livery, but the customer can choose his own specification and choice of engine sizes.*



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**F2 CHAMPION:** Clay Regazzoni won the 1970 European title in an Italian Tecno. Here he leads Jochen Rindt's Lotus 69, Tim Schenken's Brabham BT30 and Francois Cevert's Tecno at Rouen-les-Essarts.

### FORMULA 2 — continued from page 446

this big jump. Some keep their heads above water and make progress, others sink.

Fifteen years ago things were very different. Even allowing for inflation, professional motor racing has become significantly more expensive than it was in 1967. When Jacky Ickx sped to victory in the 1967 European F2 Championship, the progress of his Matra-Cosworth FVA MS7 was as significant as his growing reputation as a driver. Ickx wanted to be a Grand Prix ace and Matra wanted to be Grand Prix car constructors. There was no doubting their joint ability. In the 1967 German Grand Prix at the Nürburgring, Ickx was entered in the "F2 class" with his Tyrrell-prepared machine. Only a handful of cars could keep ahead of him. Jim Clark's Lotus 49, Dan Gurney's Eagle-Weslake and the two Brabham-Repcos were quicker, but Ickx's agile Matra eclipsed the rest of the field. Not only did that race serve notice of Ickx's ability as a driver but it also reminded everybody very forcibly that engine power was only part of the F1 equation, a lesson that surprisingly few Grand Prix teams seemed to appreciate to judge by some of the awful-handling BRMs, Cooper-Maseratis and Hondas of the period. It's significant to add as an afterthought that all the subsequent Matra Grand Prix cars earned reputations as good-handling machines.

In 1968 Matra made their move into F1, providing a chassis for Ken Tyrrell and running their own machine from the works. Jackie Stewart's Tyrrell machine used a Cosworth DFV, Matra's own car for Jean-Pierre Beltoise was fitted with the French company's own V12. But they were still learning and, as part of France's successful plan to dominate Grand Prix motor racing, Matra continued to field a F2 challenge. They forced the pace of F2 development with fine-handling chassis that put its power down beautifully as well as strong self-prepared versions of the Cosworth FVA 1,600 c.c. engines. Those British based privateers, who for years had relied on "off-the-shelf" Brabhams and Lotuses, were obliged to look to their laurels. Matra's greatest challenge, after the death of Jim Clark at Hockenheim early in the year, came from the Winkelmann Racing Brabham BT23Cs driven by Jochen Rindt. The Austrian had by that time earned himself a decent F1 reputation but still

drove many F2 races, much to the delight of European crowds. So when Beltoise's Matra beat Rindt's Brabham fair and square at Jarama, both the French driver and constructor could not only feel justifiably proud of their exploits but they knew they were on the right track. The Brabham/Rindt combination was a proven quantity by which Matra could gauge their own performance and such success more than justified their continuance in this supposedly junior category. It was all good experience for F1.

Matra's first year in F1 proved that they had plenty to learn about engine development. Consequently the V12 was withdrawn for 1969 in order that an intensive development programme be carried out. But Tyrrell's Matra-Cosworths raced on and Beltoise joined Stewart in that team. The factory Matra team continued with their F2 domination and Johnny Servoz-Gavin took the 1969 European F2 title.

Determined to put all their effort into Formula One, Matra withdrew from F2 for 1970. But the European Championship still remained a prestige arena of international motor racing. Brabham and Lotus continued to be represented, in addition to Germany's BMW team, the Italian Tecno firm and the fledgling British March Engineering. They were all teams who were either involved in, or had their eye on, Formula One and their Formula Two programme was a vital intermediate step, both in terms of technical "know-how" and driver development. By the end of the year Clay Regazzoni was European F2 Champion at the wheel of a Tecno and another Formula One reputation had been forged.

Still the graded drivers tussled on an even basis with the hungry newcomers. Into 1971 Graham Hill remained a prestige name against whom the rising stars could pitch their efforts. Interestingly, this also provided an example of a driver many reckoned to be past his best proving otherwise. Hill's F1 machinery wasn't the best by this stage in his career, but he put in some fine F2 performances, notably when he beat Ronnie Peterson at Thruxton, and proved beyond doubt that he could still drive well. The 1971 season, of course, belonged to Peterson and March Engineering, both of whom were working hand-in-hand at the business of Grand Prix racing as well. In fact, by this time, March had almost taken over from Brabham as manufacturers of

proprietary racing cars and several future Grand Prix aces made their name driving them in the years that followed.

In 1972, Formula Two took a very definite wrong turning. The 1,600 c.c. engine capacity limit was raised to 2-litres, but it was stipulated that they must be based on production engine blocks. This provided the engine builders with endless headaches and unnecessary expense, for the problems of making racing engines out of basic production blocks was a long and frustrating task. None of it was worthwhile: the whole exercise proved meaningless because so much special work had to be done to the engines that they eventually worked out more expensive than if the preparation specialists had conceived a pure racing engine from the outset.

This appalling unreliability returned by the new generation of engines added an unwelcome extra inflationary twist to the costs of a Formula Two programme. It also resulted in significantly less attractive racing for the spectator, and not too many of those had been attending Formula Two events in any case. A cautious approach and sensible engineering won the 1972 European Championship as Mike Hailwood's Surtees TS10 took the title, using a Brian Hart 1,850 c.c. Ford-derived engine which was the maximum capacity the practical Harlow based engine builder was prepared to stretch from this particular block. Those who went further and attempted to run even closer to the 2,000 c.c. limit were generally rewarded with expensive and frustrating engine failures.

After success on several production car racing fronts, BMW decided to enter the Formula Two arena in 1973 and forged a link with March Engineering which still endures into the 1980s. Jean-Pierre Jarier won the European title in convincing style with a factory entered March-BMW, but the formula was now moving into a frustrating period. It was getting over-complex for no good reason and, although the concept of a decent F2 field may have looked attractive to some organisers, it was nonetheless quite a costly venture which didn't offer much in the way of established names. Formula One was taking off to the point where its elite Grand Prix aces neither needed the income provided by F2 participation — nor were they prepared to risk their reputations. To be defeated by a promising youngster would have done little for their reputation or their future earning capacity. The only people who really profited by the confused state of Formula 2 in the mid-1970s were the French. With the support of Elf petroleum, such names as Patrick Depailler, Jacques Laffite, Jean-Pierre Jabouille and many others were kept sharp by a comprehensive F2 programme amongst a variety of teams. This resulted in Depailler winning the F2 title in 1974, followed by Laffite (for Martini) in 1975 and then, with the return of a sane "pure racing engines" formula, Jabouille and Arnoux over the next two seasons, both using the neat Renault V6 to power their Elf 2 and Martini respectively.

That return to racing engines steered F2 back onto a sensible course. Not only were Renault learning much about that V6 engine which would lead to the development of their turbocharged Formula One version, but the French were literally "stockpiling" a huge pool of French driving talent which could be called on when there were sufficient French Formula 1 cars available. All those men are in Formula 1 today and, when a Frenchman finally wins the World Championship for the first time, the roots of such a triumph will belong back in Formula Two of the



*FRENCH* domination became a part of the F2 landscape in the 1970s. Here Patrick Depailler's Elf-backed March 742 heads for victory at Pau in 1974.

*GOOD QUALITY:* Ronnie Peterson and James Hunt, seen here line astern at Oulton Park in 1972, were F2 competitors who later made their name in Formula One.

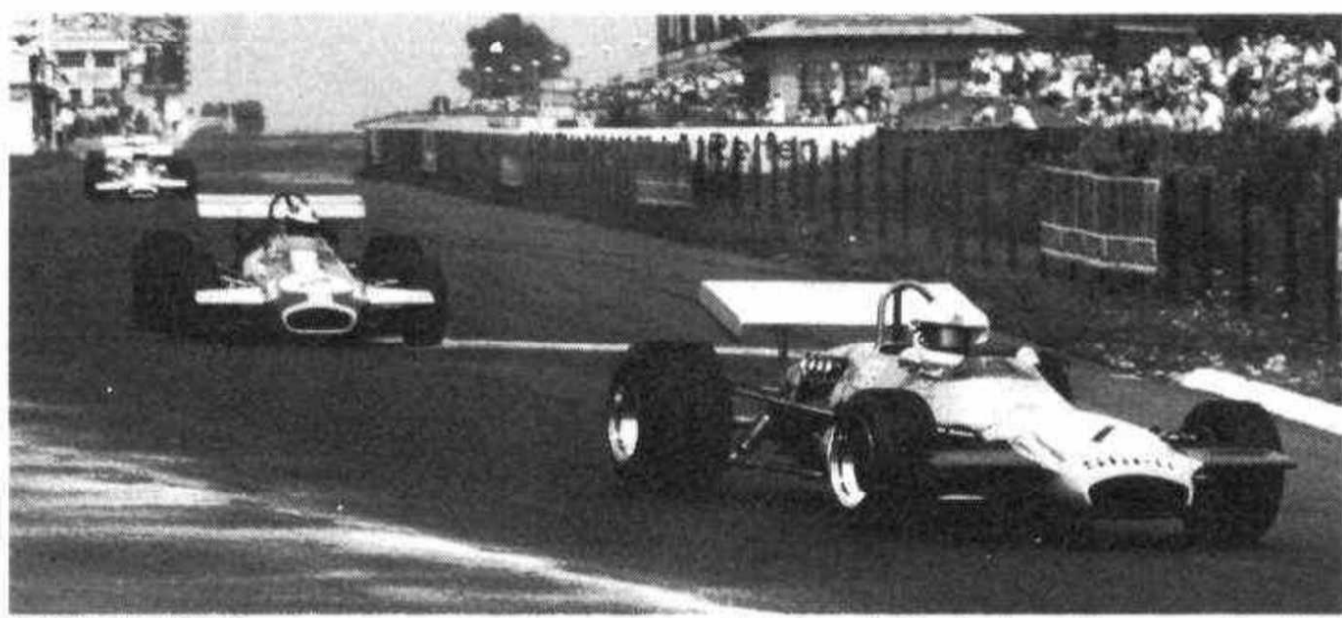


mid-1970s.

Once Renault withdrew from F2 to concentrate on their elaborate and expensive F1 programme, March-BMWs swept the board in 1978 and 1979 thanks to the efforts of Bruno Giacomelli and Marc Surer, respectively. For March, Formula 2 was by now a means to its own end: the well-financed works cars achieved a success which provided an effective shop window for their customer car sales. They were not interested in any Formula 1 aspirations and indeed March's Grand Prix efforts had slipped away to the point when they were simply providing straightforward "pay drives" for Ian Scheckter and Alex Ribeiro. The March Grand Prix concern which currently competes in the F1 Championship has nothing to do with the company founded by Max Mosley and Robin Herd twelve years ago.

By 1980, Formula Two was well and truly back on the rails again as a sensible formula in which future GP drivers and constructors could be tutored. Unfortunately, the surge of self-importance which had suffused F2 in the mid-1970s now left was washed up on a high-priced beach from which there was no escape. Not surprisingly, many drivers chose to go straight into Formula 1 from Formula 3. Formula 2 had become far too expensive. But the 1981-title winning Toleman-Harts driven by Brian Henton and Derek Warwick were laying the groundwork for another serious F1 challenge. The following year they moved into Formula 1 with brand new cars, Hart turbocharged engines and the same two drivers. Theirs was a logical transition into the senior category, even if they haven't yet met with the sort of F1 success that they became used to in F2.

In 1982 we have Honda using F2 as a springboard to Formula 1 success, their V6 engines powering both Ralt and Spirit entries in



FORMULA TWO cars used to race on the same circuits as their Formula One brethren. Here we see Derek Bell and Francois Mazet in their Brabhams at Nürburgring in 1970 — the same day that the Grand Prix went to Hockenheim for the first time.

the European Championship. And to judge by the entry list for the first race, there are indications that there are many very promising young stars who are happy to make F2 their environment for a year or two as they strive to build F1 reputations. Stefan Johansson, Kenny Acheson, Thierry Boutsen and, of course, Britain's Jonathan Palmer (who already has a Williams testing contract in his pocket) are undeniably promising drivers. It will be interesting to see whether their current course reaps them more long-term rewards than the route taken by Mauro Baldi and Raul Boesel who catapulted directly from F3 to F1 at the start of this season. Certainly, there is a difference in the physical effort and concentration required for a 20-lap blast round Silverstone and a 200-mile Grand Prix at Long Beach or Monaco. Formula 2, with its 100-mile races in cars of a power to weight ratio almost exactly between the 170 b.h.p. F3

cars and 490 b.h.p. Grand Prix machines, should have a worthwhile role to fill in a logical world.

Unfortunately, motor racing has become its own worst enemy from the point of view of sheer logic. As long as Formula One drips with finance and glamour, however transient, short-term and superficial it may turn out to be, there will be an overwhelming incentive for young drivers to grab the first chance of a Grand Prix drive when it comes their way. They run the risk of fading into oblivion after the money has been spent on one indifferent season with a second-rate team. By the same token, Formula Two no longer stands as an arena in which the rising stars can battle with established names. And, unless there is some redistribution of wealth and resources within professional motor racing, it never will be able to fulfil that role again at any time in the foreseeable future. — A.H.

#### TOLEMAN GOLF — continued from page 460

differential, whilst theoretically conferring a traction advantage more applicable to circuit use, significantly detracts from the car's appeal for everyday motoring. It induces a peculiar feeling which suggests that the steering isn't going to respond properly when turning into a corner at speed and the "snatch" under hard acceleration from rest is alarming. It also highlights the need for a revised attitude to handling the car. It's unexpectedly sure-footed and neutral on billiard-smooth surfaces, but it's not a car to be thrown around with light-hearted abandon like the unmodified GTi. If you do approach the Toleman GTi in this manner, you'll probably wind up hating it, or having an accident — or both. If you drive it smoothly and precisely, it is a delight.

Even more impressive than the performance is the development work which has been done on the suspension. This Golf corners with no discernible roll whatsoever (again, on smooth surfaces), but there is a price to pay for the levels of adhesion and stability conferred by the use of 25 per cent. uprated springs, Koni shock-absorbers and lowered suspension working in conjunction with the 195 / 50 x 15 Fulda low profile tyres on their ATS alloy seven inch wheel rims. Frankly, for day-to-day road use, it's too stiff and on some of Essex's fast-deteriorating country lanes the limited ground clearance results in the bib spoiler touching the ground quite frequently. Rad Dougall has evolved a rubber extension to the normal spoiler in the interests of improved stability in motorway crosswinds, but it's extremely vulnerable and Alex Hawkrige

admits that he took it off twice riding over snow banks in the recent wintry spell. Still, as the extension is held on by self-tapping screws, this doesn't exactly spell major disaster.

Initial tests with the Edwards performance conversions revealed that the basic Golf chassis needed some extra strengthening to deal with the loads put through it by that dramatically improved handling. Accordingly, a tubular bracing bar connects the two suspension turrets beneath the bonnet and a similar arrangement stiffens the wishbone mountings from below.

With a 0-60 mph time in the region of 7.1 sec. and a top speed of just over 135 m.p.h., this Golf is certainly no slouch. The familiar, delightful five-speed gearbox encourages one to use the full performance as frequently as possible and, in order that fast long-distance journeys may be completed with the minimum of delay, a long range fuel tank doubles the standard capacity to 15 gallons. That means a range of something around 400 miles driving reasonably quickly: during the time in our hands the GTi averaged 26.4 m.p.g. which is by no means unreasonable for a car endowed with this sort of exciting performance.

With a higher-than-standard (3.48:1) axle ratio, the Toleman GTi's acceleration is sustained at a brisk rate, even in fifth gear. In fact, for relaxed cruising it's almost a matter of necessity to get into fifth as quickly as possible. All that torque means that acceleration between 80 and 110 m.p.h. is as impressive in fourth / fifth gear as 30 to 50 m.p.h. is in second / third. The stiff suspension exaggerates the degree of road noise from the Fulda tyres, but otherwise the car is fairly quiet and drama-free. Braking is secure and

fade-free, standard calipers are deemed adequate to cope with the increased performance although larger calipers can be made available if a customer so chooses.

From a pleasing cosmetic point of view, the Toleman GTi is fitted with a Zenda 81 body pack which includes fared-in-bumpers, boot-lid spoiler, four headlamp grille and wheel-arch extensions. All help to make the car's outward profile distinctive although I have to say that I prefer the standard matt black Golf GTi grill to the revamped product offered on this conversion.

Internally, comfort for the occupants is a prime consideration with Wolfrace 200 front seats and a Momo three-spoke steering wheel. The seats in the test car were specially trimmed in Toleman blue, designed to compliment the car's external livery. A bit striking for my taste, but not a compulsory adjunct to having this conversion carried out!

Once you're accustomed to its sensitive handling, the Toleman Golf GTi is a sheer delight for cross-country motoring. Indeed, for quick motoring on secondary roads I don't think I could nominate another machine that would be quicker. If I was ordering one I would opt to live without the limited slip differential and slightly softer suspension would be preferable, although that would probably upset the roll-free handling which is such a pleasure on smooth surfaces.

Finally, one has to consider the price. To have your own personal GTi modified with just a 2-litre, 16-valve engine will cost you £2,900, making its total cost from new around £9,400. To duplicate our test car, from scratch, would cost £12,500. An indulgence, arguably. But what a performer! — A.H.

## Behind the Grand Prix Scene

### The Tyre Men

AT the moment the tyre situation in Formula One is very healthy, with four companies in direct competition. We went through the stage where Dunlop had a total monopoly, and design stagnated, then Goodyear achieved a total monopoly and design actually took a step backwards, but now everyone is thrusting forwards. We have Goodyear, Michelin, Avon and Pirelli all supplying Formula One teams and all striving to produce better tyres than their rivals, and as competition is the keynote of motor racing, this has to be a good state of affairs.

All four tyre companies work more or less to the same system, so that what applies to the men of Avon also applies to the men of Pirelli. Apart from the races in far off lands like South Africa and South America, the tyre firm transports all the new tyres to the circuit, in vehicles ranging from 2-axle vans to 32-ton articulated lorries, with a complement of smaller vehicles as required, so straight away a vast part of the paddock area is taken up. Wherever possible the planning of the layout of the pits and the paddock takes into account the needs of the tyre companies, for a firm looking after two teams does not want one at one end of the pits and the other at the other end. All this transport is planned to arrive at the circuit the day, or even two days, before practice begins, for apart from unloading and setting up equipment, the team mechanics will be "champing at the bit" to get new tyres fitted to all their wheels, and a team with two race-cars and two spare cars could have as many as two dozen wheels waiting for tyres. The tyre fitters try to get all this done by the end of the day before practice begins, for once practice starts there is a continual flow of tyre changing to keep up with wear and tear and changes in choice, for a tyre company may have three different types available with a variety in size and construction.

Once testing and qualifying is under way the tyre men are kept very busy in the pit lane, taking temperatures, checking wear rates and noting wear patterns, for every team wants to use a tyre that is particularly suitable to their car or their driver's style of driving, to give the best lap times and to last the race and no more. Carrying more rubber on a tyre than is really necessary is something that upsets the average designer who is weight conscious. Tyre temperatures are all important during testing as they indicate how the tyre is working and as soon as a car stops you will see the tyre men probing the tyre tread with a needle-thermometer, taking readings on the inner and outer edge, and in the centre of the wide tread, and writing them down on a standardised form which gives a plan view of a racing car with three small boxes by each wheel. Into these boxes are written the temperatures recorded and the aim is to get a consistent temperature reading across the width of each tyre. A high temperature on the outside edge indicates that the tyre has been trying to run unevenly, due to the suspension geometry, and the outside edge is being overworked, or conversely, the inner edge is not doing its fair share of the work.

While the tyre technicians are looking after the scene in the pit lane the tyre fitters are hard at work behind the pits, keeping their teams supplied with what they need, and if it looks like rain there is increased activity to mount-up sets of deep-tread wet-weather tyres. Every time a tyre is



**DEREK WILLIAMS** of Avon / IRTS inflates a newly mounted Avon racing tyre. Tyre company transporters all carry self-contained air-compressors and flexible air-line systems.

fitted the assembly of wheel and tyre has to be put on a machine and be dynamically balanced, pressures have to be set, and when it is fitted to a car pressures are checked once again. Most modern racing tyres are run at around 12 to 15 p.s.i., so pressure checks have to be scrupulous for a pound either way is a big percentage difference. During the fitting, security screws are put in through the rim and checks have to be made on their seals, and balance weights have to be secured in place with adhesive and taped over for security. The tyre fitter's job is never ending, and at the same time the tyre managers and technicians have to deal with the team owners, the car designers, the drivers and the head mechanics, so that there are a lot of people in the pit lane thinking and worrying about tyres.

On race day all the required tyres need to be mounted and ready early in the morning and further checks and consultations are carried on during the 30 minute warm-up test session. Even when the race has started the tyre people cannot relax, for they have to be ready for any eventuality, especially if the weather is dodgy, either blisteringly hot or freezing cold with rain imminent. If all goes well you may see the tyre men contentedly watching the race and relaxing, but they are not really relaxed for in racing anything can happen, and often does, as we saw in South Africa recently. The leader was cruising round contentedly when he had a rear tyre deflate and by the time he limped round to the pits the punctured tyre had disintegrated on the rim. In a matter of seconds a new set of wheels and tyres were put on the car and he was back in the race, but the Michelin men were then very busy with the Renault people. They could not find out what caused the deflation because they did not have all the old tyre, but they could check on the wear rate of the remaining three and estimate the

situation. Renault needed to know because their second car was now leading the race on similar tyres, so it was imperative to know whether the tyres would last the distance. While the other tyre men were contentedly watching the race the Michelin men were very busy. I have stood with tyre men out on the circuit, watching a race, when a look of concern comes over their faces and they say "Oh dear, I'd better get back." Sure enough one of their customers is heading for the pits with a flat tyre on his car, or they will have heard the loud-speakers announce that car number 18 has a puncture on the far side of the circuit.

When the race is finished and won or lost, the work is not finished for all the tyres have to be taken off the rims and stored back in the transporters. Under various trade agreements and customs agreements shipments of tyres, and there might be 1,500 of them, worth something like £25,000, travel from country to country on special paperwork, but basically if you take 1,500 tyres out you must bring 1,500 back, so there is a lot of paperwork involved to keep the books in order. Long after most people have left the paddock or are in the beer tent, the tyre fitters are still at work dismantling worn tyres and loading them in the transporters. Most racing teams have a set of slave wheels and normal road-tyres for wheeling the racing car about and when they are in the transporter, which is why you might come across a Ferrari in the paddock standing on a set of wheels and tyres that look as if they came off a Fiat 127. When the last racing tyre has been taken off its alloy wheel the equipment can be loaded into the transporter and it is usually very late on race-day evening before the tyre company transporters trundle off out of the paddock to return to Milan, Melksham, Clermont-Ferrand or Luxembourg.

At the moment there is quite an even spread of work among the tyre companies, with Goodyear looking after Williams, Lotus, Brabham, Ferrari and Tyrrell, Michelin looking after Renault, McLaren, Talbot, and Alfa Romeo, Avon looking after ATS, Ensign and Theodore, and Pirelli looking after March, Fittipaldi, Arrows, Osella and Toleman. For all four firms the work and problems are the same and like so many people behind the scenes, without them there would be no racing. — D.S.J.

#### BOOK REVIEWS — continued from page 454

A quite splendid book about the Lotus Seven Caterham Seven, surely the personification of the sports-car theme, has come from Osprey. Called "Legend of the Lotus Seven" by Dennis Ortenburger. It packs into 170 10 1/4" x 7 1/2" pages about everything you can think of appertaining to these cheeky and very quick little cars, from the first Colin Chapman stirrings (even unto flat-head Ford power) to the development, the racing, the mods., indeed, the lot, with reprints of American road-test reports, "weights and measures", an obfuscation about Seven chassis numbers, even a piece I wrote at the request of Caterham Cars about collecting a Mk. 4 from Wymondham and had forgotten about. Masses of fine pictures, too, including an amusing one of how to enter a Seven without putting the hood down... Good fun, for £11.95, and an excellent Easter gift to anyone fond of true sports motoring.

Three more of Haynes' "Super Profiles" have been released — "Jaguar Mk.2 saloons" by Paul Skilleter, "MG-B" by Lindsay Porter, and "Ferrari 250GTO" by Chris Harvey. They sell for £3.95 each. — W.B.

# Letters from Readers

N.B. *Opinions expressed are those of our Correspondents and MOTOR SPORT does not necessarily associate itself with them.* (E.V.)

## Formula One

Sir,

With reference to David Rocker's forthright condemnation of restrictions on technical development in F1, and his criticism of "fuel efficiency" proposals, I am not a little surprised at his apparent satisfaction with the present capacity-limit type formula. Consider:—

It effectively restricts power units to spark-ignition piston engines, thereby ruling out rotaries, diesels, gas turbines and many other fascinating and potentially important prime movers.

Its emphasis is on the purely arbitrary attribute of specific power output (i.e. h.p. per litre), which is of negligible practical significance *per se*.

It signally fails to "put all competitors on the same footing", currently giving them instead the option of two distinct — albeit supposedly equal — footings. (Rather as if cricketers could choose either a long, thin or a short, wide bat!)

Since I agree with Mr. Rocker in most essentials, I feel that if only he would consider impartially the merits of a sensibly devised fuel — or rather energy — consumption type formula (not necessarily a fuel-flow one), he would see that not only would the results bear no noticeable resemblance to economy runs, but also it could satisfy his demand for regulations that are minimally restrictive and technically stimulating, not to mention genuinely relevant. Which is why I for one have been advocating such a formula since well before the Cosworth DFV engine was even thought of!

Enfield, Middlesex.

I. J. G. BERRY

## British 24 Hour Record

Sir,

I enjoyed your very interesting article on endurance records, but I am afraid that the information on the British Outright 24 Hour record is a little out of date. I believe that this now stands to a Porsche and was set in the last four years at Snetterton at 75 m.p.h.

I also think that S. F. Edge's magnificent achievement was probably a demonstration run rather than an official record. Pace cars were used and I think he used a flying start. While this would have made little difference it may explain why his record does not seem to have been recognised officially. In 1977 the Pre-War Austin 7 Club set some long distance records with an Austin 7 special, including the British outright 24 Hour record. This was queried with the RAC as the team knew of Edge's run and thought that they were not entitled to it. The RAC wrote that they were well aware of Edge's run too, but could find no trace of it in the official records. Therefore the Austin was the first car to hold the record officially. Although the RAC made a thorough search, there is still the lingering doubt that Edge's run may have been official and records lost. I wonder if you or your readers can offer any proof either way.

In 1978 a diesel engined Ford Granada raised the Austin's 54 m.p.h. record to 57 m.p.h. which was still less than Edge's 66 m.p.h. Only the Porsche can really claim credit for beating Edge. The Porsche would have been a much faster car than the Napier, which shows how unsuitable the modern road circuits are for achieving high

average speed. Unfortunately no saucer type tracks are available for record attempts in Britain. As far as I know only Goodwood and Snetterton are available for runs of over 12 hours' duration. However, this type of track is more comparable with normal roads and tests roadholding, steering, brakes and acceleration as well as reliability. With modern road conditions and the ridiculous 70 m.p.h. speed limit, these are of more interest than a high cruising speed when comparing road vehicles. Therefore breaking long distance records on these circuits would be an ideal method for manufacturers to demonstrate the worth of their cars.

Worthing, Sussex

C. S. W. GOULD

## Student endurance

Sir,

I was lucky enough to drive at Montlhéry, in company with some friends from Cambridge, for a week in an A35 in 1957, and for a further week in a Healey 3000 in 1958. My strongest impression was how extraordinarily rough, the banked bits of the track were — the test was not of the cars' engines and transmissions, but of their suspensions.

It was possible to walk about underneath the track, which was made of concrete about 10" thick, with holes in it in places big enough to climb through; we tried to mark these, but the markers tended to fall down the banking, and there was always a danger of running over a marker in the dark when it was raining, so one just had to remember where the biggest holes were and try to miss them.

The A35 stood up better — it averaged 75 m.p.h. for the week overall, and seemed to go better when the weather was hotter; when the air temperature got up to 90, so did the lap speed, but at night it wouldn't lap at much over 80. The only failure was a spring shackle, of which we were fortunately carrying a spare — which I thought was pretty good for over 12½ thousand miles of rough going. We came home with a dozen or so International class records.

The aim with the Healey was 100 m.p.h. for the week, but after a day or so the clutch started slipping on some Castrol R that had been intended to stay in the engine, and on the second day a rear spring broke, and that was not one of the spares we were carrying, so we stopped, the car was rebuilt, and we started again — but could only go for four days because the French wanted their track for a Monomil race or some other local festivity. We clocked up 10,000 miles at just over 97 m.p.h. in the end, which netted seven International class records.

Meanwhile the inevitable black Citroën Light 15 was trundling round the inner parts of the track at a steady 60 m.p.h. or so, as it had apparently been doing for a year or two, pursuing yet another million kilometres.

Winchester, Hants

T. J. THRELFALL

## Janspeed XR3 Turbo

Sir,

I hate to take my old friend Jeremy Walton to task over the road test of our Escort XR3, published in the March issue but I do feel that he was a little hard on the car.

We agreed to let him have it at very short

notice, straight after another road test and with no time between to check it over. On receiving the car back it was plain to see all was not well and a check quickly diagnosed a distinct shortage of piston rings. Clearly under such circumstances the car would not have been able to give of its best.

We are prepared to stand by the performance figures as published in our leaflet and underline the fact that the oil consumption in normal situations is little different from standard. Further developments on the car have led us to believe that worthwhile improvements can be made to the fuel consumption and, as Jeremy pointed out, the car is at present being converted to a blow-through system employing the original progressive choke carburettor and being fitted with a five speed gearbox. In this form we anticipate the m.p.g. figures being comparable to the standard car at any given speed. We will, of course, be delighted to let him have it back for re-appraisal when this work has been completed. Janspeed Engineering Ltd., Soulbury J. ODOR

## Independent Flexibility

Sir,

I would like to reply to the letter from Mr. Peter Fenton in February's MOTOR SPORT.

It is possible to find a garage that will repair defective parts, where feasible, rather than replace, but it is more likely to be a small independent garage rather than a large dealership.

It is the common system of bonus payment at large dealers that encourages their mechanics to undue haste with resultant deterioration in standards. This search for throughput and the potential profits from the Parts Department also encourages the "replace rather than repair" ideology.

I make no judgement on the standards of Williams Motors in the above comments for without seeing the vehicle and their repairs it would be unfair so to do.

In many instances it is possible to spend time stripping a component, perhaps such as the BMW heater motor, only to find that, after all, it is irreparable and a replacement has to be fitted. Who then will pay for the lost time? Customers such as Mr. Fenton would undoubtedly balk at doing so and use the incident as further evidence of garage malpractice.

Turning to his comments regarding the fitting of Motorcraft sparking plugs to his BMW it is ridiculous to imply that only Bosch plugs can be the correct type and quality. Any good quality plug of the correct heat range would be satisfactory in service.

Incidentally, Mr. Fenton seems to have missed his vocation. With an ability to repair the washer electrics, remove, repair and replace the heater motor in less than half an hour he would make a fortune as a mechanic on the aforementioned bonus schemes!

ROGER MILLIN, BSc, CEng, MIMechE  
Witney, Oxon

## Air Mail

Sir,

I was interested to read about Trossi driving the Maserati 8 CTF 1938 No. 3031. Trossi was a keen and capable pilot and amongst other aeroplanes owned a Miles Whitney Straight from late 1937 for a year or more. At the time there were restrictions on importing such an aeroplane into Italy and Trossi in partnership with Gino Rovere flew the MWS on a carnet and left it registered as a British machine, G-AFCN.

My log book records that I collected G-AFCN new from Reading on November 23rd, 1937, and flew it to Heston, where Trossi and Rovere were waiting, with Rovere's wife and young daughter. The MWS was painted red, with silver wings and tail. I accompanied Trossi whilst he tried it out, no trouble, then gave Rovere some dual (he had not flown solo much). At that time, Trossi had a DH90 Dragonfly. He told me that Rovere had a considerable financial stake in the Maserati firm. Flying G-AFCN to Italy the first time proved a bit complicated. On Dec 17th, 1937 I flew it with Trossi from Heston to Paris (Le Bourget), where bad weather compelled us to stay the night. Visibility was poor the next morning when Trossi and I left for Lausanne, and after nearly three hours flying we landed back at Le Bourget and admitted defeat. The weather forecast was so poor that Trossi went off by train and I returned to Heston, leaving the MWS behind for later collection. Rovere came to London early in 1938, and on February 4th we flew from Croydon to Le Bourget in a Lockheed Electra, taking off at 7.15 p.m. The next morning we set off from Le Bourget in G-AFCN and flew unhurriedly via Lyon, where we stopped for lunch, then on to Nice, where we stayed overnight. On to Turin on February 6th, where we were met by Rovere's wife and friends, all of whom I took up in the MWS. The next day, February 7th, in the afternoon we flew to an aerodrome called Massazza, to see Trossi who lived at nearby Biella. Biella is NNE of Turin, with the magnificence of the Alps in the background.

Thereafter, I made many such flights in G-AFCN, but in October 1938 I returned the machine to Reading for overhaul (renewal of Certificate of Airworthiness) and I think at that point it passed out of the hands of Trossi and Rovere. Doubtless they were taking a considerable risk in "owning" it at all in those politically dangerous times.

I lost touch with Trossi and Rovere when the War began. Gino Rovere was imprisoned by the Fascists, on the notorious island of Pantelleria between Sicily and Tunisia, survived, and when I last heard of him after the War was living with his wife and daughter in Bordighera. In the Brooklands Society Gazette, vol. 2 No. 4, Autumn 1977, there is a photograph of Rovere on p. 16 at the wheel of an 1,100 c.c. single-seater Maserati which he drove in the 1935 International Trophy race at Brooklands, won by Luis Fontes. My log book shows that I borrowed a Brian Lewis Puss Moth, G-AAXO, on that day (May 6th) and flew over from Heston to Brooklands to watch the race, taking two friends. Nearly forty-seven years ago...

Chipping Sodbury,  
Bristol

PHILIP GORDON-  
MARSHALL

#### MG or Wolseley?

Sir,

I don't think you were quite right in your obituary on H. N. Charles, the MG Designer, which appeared in the March issue, when you said the A40 engine was used in the MGTF. This was not the case. The TF, in common with all the T-Types from the TB onwards used the Cowley designed engine built before the War for Morris and Wolseley cars as the XPJM and XPJW units. In MG form they were bored out of 1,250 c.c. and re-coded XPAG. When the TF was produced it again used this engine and additionally the same block re-bored to 1,466 cc and coded XPEG.

I believe that I am right in saying that the A40 engine formed the basis of the BMC "B" series engine which as far as MG's are concerned, were used in the ZA and ZB Magnettes, the MGA and

MGB in 1,498, 1,588, 1,622 and 1,798 cc guises. Rather strangely the Wolseley 4 / 44 which looks so like the Z type Magnettes used the 1250 engine from the T-Series, re-coded XPAW. What a tangled web they wove!

Huntingdon, Cambs.

A. P. WILLMER

#### RX-7

Sir,

Your article in the February issue about the RX-7 Mazda was of great interest to me since I have enjoyed owning and driving one (albeit in US type "California" emission configuration) since June 1979. Perhaps some comments might be of interest to your readers.

My RX-7 replaced a 1976 Mercedes-Benz 450 SL, purchased new. As sold in the US, the RX-7 is a two-seater (why that rudimentary UK back seat?). In 1979, the many electric assists you describe on your test car were not available here. My car is equipped with a very efficient refrigeration system as are almost all of the cars sold in California, since this is, of course, a semi-desert climate.

The RX-7 has been a delightful car, agile and swift, and is driven every day except for weekends when I often run my restored 1964 Morgan +4 Tourer. The Mazda has been relatively inexpensive to operate, since routine maintenance costs for it here run at about a third of what they did for the 450 SL, not even considering the effects of inflation. It is also in so many ways a much nicer car to drive than the Merc., although the Merc. was competent enough after its own fashion. The RX-7 has been trouble-free, with none of the problems of maintaining tune you describe with your test car.

My oil consumption is pretty much what your article describes, about 500 miles per pint. This may seem rather high for a modern car, yet our Audi 5000S (in Europe known as the 100 series) acceptably consumes nearly as much within its five cylinders. Fuel consumption has worked out at about 24 miles per UK gallon.

I have been told I am more appreciative of the RX-7 because of also driving a Morgan, but I think aficionados will understand when I say that the two cars have a great deal more in common than in contest, if decades apart in concept, particularly at speed.

There are two Mazda RX-7 clubs in the United States, one of them reputedly much the largest club of its sort in the world. The car does seem to attract devotees!

Pasadena, California,

JOHN L. BENTON

#### Reliable Performer

Sir,

In these times of increasing grumbles over the quality of today's mass-produced motor cars, may I cast a spanner in the works by praising the performance and reliability of my everyday transport — and it's British to boot.

It has now taken me 89,000 miles, given 19 m.p.g. in town and 30-ish on a run.

It has never failed to get me both there and back in fair comfort, comparative silence, and relatively fast.

It has gone through two sets of tyres, one clutch, one alternator, a set of shock-absorbers and a few sets of brakes. It tows like a trojan, and despite my ignoring the bodywork for long periods — comes up beautifully after an afternoon's hard work.

The chassis is reminiscent of a piece of the Forth Bridge (in common with my 1935 Derby Bentley) and the body seems set to last for ever.

I greatly enjoy the car, and until the face of motoring changes dramatically, wouldn't dream of parting with it.

What is it? A 1974 Reliant Scimitar.

Teddington, Middx.

S. N. COOKSON

#### Roll-over Bar

Sir,

I readily agree with the comments of W.B. on the above devices in the January MOTOR SPORT, but I have to point out that he is incorrect in stating that their use is compulsory in Australia.

The amiable bush rangers who brought their Austin 7's to your country last year are good friends of mine, and they chose to fit roll-over bars to their cars. It is true that some years ago they were compulsory — the direct result of the death of John Wradden, Secretary of the MG Car Club (Melbourne) in a pre-war MG race, but subsequently reason prevailed and the use of roll-over bars in Historic races has been optional for some time.

In case the do-gooders (to use W.B.'s phrase) think I am taking liberties with other people's necks, I mention that I regularly race my MG TC Special in Historic events in Australia without a roll-over bar — i.e. in exactly the same form that I raced the car through the 1950's.

Melbourne, Australia. GRAHAM HOINVILLE

#### Split Rear Seats

Sir,

Any advance on 1955? In that year Porsche announced the 356A which included for the first time a split backrest on the rear seat. Either or both the rear seats could be converted to carry luggage, supplementing the space in the front compartment.

Reading, Berkshire

MICHAEL COTTON

Porsche Cars Great Britain Limited

#### Collisions at Porlock

Sir,

Your article "Collisions at Top Cross", evoked memories of sitting for hours in the summers of the late 40's to mid 50's, at the bottom of Porlock Hill in Somerset watching drivers in underpowered cars leaving their gear changes too late and consequently rolling back, sometimes I'm sorry to say with fatal results. At times this proved to be such a crowd puller that I can remember not being able to find anywhere to stand to see what was happening, having to rely on the ooh's and aah's of occupants of the grandstand seats farther up — and sometimes the cheers when a car made the first hairpin and disappeared from sight — not always permanently!

There used to be a middle-aged man taking photographs — I believe he came from the Bristol area — he must have taken hundreds of fascinating prints.

Westbourne, Hants

JOHN HUBBUCK

#### Bright eyes

Sir,

Your correspondent expresses an opinion in his letter "Dim Bulbs" that if a majority of drivers are using headlights the others should be forced to switch theirs on also; presumably he would agree that if a minority of drivers are using headlights they should be forced to switch them off!

Peering into the other man's headlight glare seems to me the worst possible form of street lighting, which in half light conditions greatly reduces true visibility.

Chelmsford, Essex

FRANK W. LUGG

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**1979 Alfetta GTV Strada Mk.II in beige metallic, electric roof and front windows, alloy wheels, low mileage.**

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**1979 'V' Saab 900 GLS 5-door in pale brown.**

£4,195

**1979 Alfesud Ti 1.5 in dark blue, one owner.**

£2,695

**1979 Alfetta 2000L Saloon in ivory.**

£2,795

**1979 Giulietta 1.6 in red, one owner.**

£2,995

**1978 Alfesud Super 1.3 in dark blue, one owner.**

£1,695

**1978 Alfetta 2000 Saloon in blue metallic, one owner.**

£2,295

**1978 Rover 2600 Auto in brown, low mileage.**

£3,495

**1976 Alfa Romeo Spider 2000 in silver, very nice.**

£2,995

**1975 Alfa Romeo Spider 2000 in English green — much money spent.**

£1,995

**1976 Saab 99 L 4-door in dark green.**

£1,695

**1975 Saab 99 LE 4-door Auto in dark brown.**

£1,295

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**Tel: Bolton (0204) 68621**

## CLASSIFIED ADVERTISEMENT SECTION

**FOR SALE** lineage advertisements are for private readers only and must be pre-paid and in writing.

### RATES

20p per word (maximum 80 words) £3.00 minimum charge. (Maximum of two cars per reader.)

### BOX NOS.

£2.00 extra per advertisement. Replies to Box No.

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Please write clearly in **Block Capitals** on one side of paper only. Send advertisements to the **Classified Department, "MOTOR SPORT", Standard House, Bonhill Street, EC2A 4DA.** Telephone 01-628 4741 Ext 30 for information on small Display and Trade Advertisements.

### FOR SALE

**JAGUAR XK 150 FHC 1959.** This classic LHD vehicle is presently undergoing complete professional restoration. Finished in original black with Connolly hide biscuit interior. Restoration includes 3.4-litre engine rebuild, rewiring and replacement components to original condition. History available. JDC member owner 5 years. Private sale. Expected completion April. POA. Tel: Caterham 47232 (Surrey).

**LOTUS ELAN 2+2 130-5 1973.** Blue silver, oatmeal interior, radio, sun roof, alloys, good body mechanics, one owner last six years. £3,100. Tel: Pembroke (Herefordshire) 504 (evenings) (26027).

**ROLLS-ROYCE GHOST.** Rolling chassis, Artillery wheels. A few parts missing. £8,750. Tel: 061 485 1873.

**METALLIC "JAGUAR RED" Mini Cooper 1300 S 1977.** Made by Innocenti in Italy. RHD. Alloy wheels, sun roof, etc. etc. In good overall condition. This unique car can be viewed by arrangement. £1,850. Tel: Faygate (Sx) 388 (after 6 p.m.).

**MGB ROADSTER.** "R" Reg. Cert. 22,000 miles, overdrive, v.g.c. Vanellati red, one owner. £2,950. Tel: 01-441 4806.

**TR6 1975.** Full American spec. Fuel injection, H&S tops, immaculate condition, genuine 35,000 miles. Must be an appreciating asset. Foreign buyers particularly invited. Tel: (0375) 891242 (daytime).

**BENTLEY MK 6 Standard Steel 4 1/2 litre Saloon 1951.** Very nice, original unspoiled car, low mileage. £3,995. Jaguar Mk 7 Saloon 1955. Nice condition, runs well, requires work for M.O.T. £995. Tel: Neath 57541 (evenings).

**1929 AUSTIN CHUMMY & very rare 1930 Austin Romney Coupe.** Both cars excellent condition. £6,250. Pair or exchange MGF FF or similar. Tel: Portreath 842234.

**AUSTIN HEALEY 3000 Mk. II Triple carbs, CR box, overdrive, works hardtop, hood, wire wheels, BRG. Recent engine overhaul. £2,650. Tel: Evesham 47471 (evenings).**

**ESPRIT S2 "T".** Registered Silver metallic, black trim, radio cassette, new rear tyres, 30,000 miles, 9 months car-care warranty. £7,150. Tel: Great Bolas 274.

**LANCIA COUPE 2000.** 1978. Finlandia green, sliding roof, 25,000 miles, 12 months M.O.T. Zetlan from new. £2,600. Tel: 0524421975.

**RACING MGC GT.** Completely rebuilt body shell shotblasted, lightened, strengthened, mechanics, o/hauled, modified, full race slicks wets. New slicks, spares, body moulds. Very competitive car in 1981 championship. £3,250 o.n.o. Tel: 0924 259078.

**LOTUS 70 B F5000 Race Car.** Boss 302 Ford, Hewland DG 300. Perfect condition, never restored, very fast and a beauty. The last Formula 5000 car built by Lotus. Eufoar Service, PO Box 2933, Eugene, Oregon, USA. Tel: 503 689 1826.

**MORGAN 4/4 Four Seater.** Ex works May 1982. Own specification all extras. What offers? Box No 6639.

**VOLVO 1800 ES.** 1973. With steel sunroof in Aston Martin Oxford blue with biscuit leather interior — in "as new" condition, respray etc. Recently completed costing in excess of £5,000. Invoices available. Mechanically in top class order. Offers over £5,500. Tel: P. F. Kitson. Tel: Teffont 374.

**MORGAN 8.** 1981. "X" Reg. Metallic gold with black leather interior, folding and reclining seats, boot rack, bonnet strap, door handles and locks, badge bar, stereo, radio cassette. All aluminium body and completely undersealed. Only 900 miles. Regrettable sale — offered at list. Tel: Nelson (0282) 693203 (evenings) (0282) 39273 (day).

**MG Y.** Complete for restoration or may break if sufficient interest. Offers Tel: 074 788 671 Booth, Berwick St John, Shaftesbury, Dorset.

**FERRARI 275 GTB 4 Serial 9285 LHD.** Less than 1,000 miles on fresh engine, ANSA and clutch. Superb condition. Needs only cosmetics and paint to bring to high standard. \$US 50,000. FCB Montreal, Gordon Clark, c/o Nokia Canada, 57 Place Frontenac, Pointe Claire, Quebec, Canada H9R4Z7. Telex 05 822671.

**BRISTOL 406.** Taxed, tested and in daily use. Completely overhauled engine, gearbox, brakes, retuned and resprayed. Excellent condition. £3,200. Tel: Camberley (0276) 27632.

**TVR 1600M.** 1975. Mexico brown, with cream coachband, 33,000 miles. Sun roof, radio, electric aerial. Very good condition. £2,800. Tel: 01 505 3666.

**ROVER 3500.** 1970. New M.O.T. Owned by widow since new. 68,500 miles, nice condition. £1,200. Tel: Stalbridge (North Dorset) (0963) 62596.

**MGB GT VI.** "M" Reg. White, 61,000 miles very good condition. House forces reluctant sale. Hanco £2,100. Tel: Exeter 69684 (after 6.00 p.m.).

### FOR SALE—continued

**GILBERT INVADER ESTATE.** 1972. Overdrive, sun roof, electric windows, very good condition, recent new uprated engine, excellent performance with reliability. £1,750. Tel: 01 948 4360.

**MGB GT V8.** 1974. low mileage, all extras, outstanding original condition. £3,250, possible exchange. Tel: 0604 30251 office.

**GILBERT INVADER MK.III.** 1972, attractive metallic blue, overdrive, sunroof, part stainless exhausts, usual Gilbert refinements, hardly used in last three years. M.O.T. until November 1982. Tel: Leighton Buzzard 377258.

**JAGUAR XJS.** May 1977, automatic, regency red with tan hide interior, p.a.s., air conditioning, VHF stereo cassette, genuine 44,000 miles, two owners, maintained by same Jaguar engineer from new, immaculate condition, AA inspection welcomed. £6,750. Tel: 0424 470368 (day), 0424 752476 (evenings).

**ROLLS-ROYCE Phantom T.** 1926 chassis almost rebuilt, 1929 Phantom TT chassis, good runner when laid up, not in need of rebuild, only tidying, plus many T-spare. Tel: Lingfield 833501.

**MG YB SALOON.** 1953, very good condition, 11 months M.O.T. five months tax. £1,500. Tel: Tean 2939 (Staffs).

**MORGAN 4/4 4-SEATER.** Late 1977's, only 12,000 miles, cream, black leather interior, wire wheels, stereo, extras, immaculate condition, garaged, not driven in winter. £5,900. Tel: 01-883 4583.

**MERCEDES 250SE COUPE.** 1964 f.h.c., p.a.s., p.a.b., electric sunroof, one owner since 1972, very good condition. £1,600. Tel: Woking 67434.

**SCIMITAR GTE.** 1978T, 40,000 miles, o.d., p.a.s., air conditioning, sunroof, alloy wheels, stereo cassette, two tone brown, gold, elec windows, excellent. £4,600 o.n.o. Tel: 061 928 4554 evenings.

**MG MIDGET.** V Reg., white, genuine 3,600 miles, rarely used example of this future classic in truly pristine condition. £3,200. Tel: 051 342 3513.

**AUSTIN BIG SEVEN.** 1938 Four Door Saloon, 500 miles since total rebuild, virtually as new throughout. £1,795. Tel: 0632 532038.

**RILEY 1954 5 RME Series, ivory, black, immaculate condition, two owners from new.** £2,500. Tel: 0438 832340.

**JAGUAR XK150.** 1960 f.h.c., two year restoration to original specification completed for the International 1981 XK Club meeting, old English white with claret interior. £8,950. Jaguar E Type, 1969 f.h.c. Complete restoration almost finished, interested buyer may view and choose colour for final spray job. Photos and full details from Shelley. £8,500. Tel: Nottingham 384034 or 384218.

**SUNBEAM ALPINE 2+2.** 1966. Las Vegas red, white hard top, soft top, tonneau, new Weber and mechanics, lightning performance as new, might exchange. £2,300. Tel: Windsor 67127 anytime (Windsor).

**BENTLEY MARK VI.** Good running order, M.O.T., full history, good tyres, battery. £2,100. Tel: Leeds 755406.

**PORSCHE 912.** 1967, red, five speed box, rebuilt original engine, new tyres, exhaust, speeds, stereo, taxed, M.O.T. d. Genuine clean collector's car. £2,850. Tel: 01-546 3020.

**RELIANT SCIMITAR.** 1979, limited edition, blue, white, manual box, electric windows, Wolfraque wheels, low mileage, drive like a Princess! £3,900 plus cheaper car, no time wasters. Tel: Banbury 55305.

**1928 BENTLEY 4 1/2 litre with 1933 Salmons Drophead Coupe body.** Just completed full professional nut and bolt rebuild. Last year's Kensington Gardens class winner. £46,000. Tel: 046 279 267.

**AUSTIN A30.** 1955, fair order, good engine, M.O.T., reg. No FF 9928. Offers Watts, Brynmor, Llanbedr, Gwynedd.

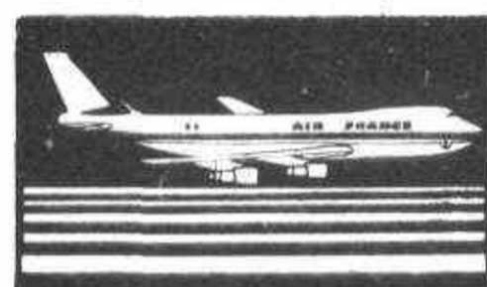
**RILEY VICTOR.** 1938, 12 1/4 saloon, last of the marque, part dismantled but complete, ideal restoration project, sensible offers. Tel: 01 641 2800 (day), 01 641 3221 (evenings).

**CONTINENTAL BENTLEY SIFASTBACK.** 1956, superb aluminium coachwork, finished outright, blue interior, entirely retrimmed in cream leather, magnificent overall condition. £14,950. Tel: 01 784 9846, office in S.W. London.

**AUSTIN HEALEY 100.** Red, superb specimen, retuned throughout and generally excellent. £4,500. Tel: 01 784 9846 office, S.W. London.

**ROLLS-ROYCE 2530.** 1937, mechanically complete, in need of new body and total restoration. £2,750. Tel: Rod on 01 603 3502.

**WOLSELEY 14-60.** 1947, lovely condition, very little work needed for M.O.T. £1,500. Tel: Rod on 01 603 3502.



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**Mercedes 300SL Roadster, 1959;** superb with red coachwork, black leather interior, disc brakes, cherished number RMW 53. We are pleased to offer yet another of these remarkable cars, with their legendary blend of fine performance and superb styling.

**Rolls-Royce Twenty four-door tourer;** really handsome barrel-sided Barker coachwork, in polished aluminium, built originally for H. H. The Nawab Alam Yar Jung, Photo P.408 of Fasal's 'The Rolls-Royce Twenty'.

**Rolls-Royce Silver Dawn, 1954;** automatic, sunroof, repainted to a high standard in Embassy Black over Shell Grey. Excellent interior with original grey leather seats, repolished wood cappings, new carpets and headlining.

**Rolls-Royce Phantom I Limousine, 1926;** a most imposing D-back limousine by Windovers in Black and Burgundy, with a lovely set of Grebel head and side lamps, v-screen, correct instrumentation, speaking tube, etc. Interior in black leather to front, beige Bedford Cord to rear.

**Bentley 3½-litre Drophead by Barker, 1935;** superb restored condition throughout, with new Brewster Green paintwork, all brightwork rechromed, interior retrimmed in tan leather to the most exacting standards.

Always a further selection of 20 fine Rolls-Royce and Bentley cars, from 1920 to 1975; please call for further details.

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Modern Motorcycles, Commercial, Steam Traction and  
Fair Organs, Road Run Commences 10.30 a.m.  
Awards for Class Winners, Club Entries, Conduits  
of Elegance, Commemorative, Plaque, Attendance  
Alliance, Souvenir Programme, Free Entry.

All Enquiries to Department of Amenities and  
Recreation, Recreation Offices, Welgate, Rotherham,  
South Yorkshire  
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ROLLS-ROYCE, RILEY, ETC.

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1934 Austin 14 6-cylinder saloon body. Two owners from new. Low mileage. Dry storage for last 21 years. Very, very original condition making this a unique opportunity! £1,995

1957 Triumph TR3 2-litre sports, M.O.T. tested. Dark blue. Overdrive. A sound, desirable car. £1,495

1936 Austin 10 Saloon. Complete runner ripe for minor restoration. £445

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A good 1958 Bentley SI Standard Steel Saloon, finished in Tudor grey with matching interior. An above average example of this modern classic. Chassis No. B37FD, Engine No. BF343.



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## FOR SALE—continued

**AUSTIN HEALEY 3000 MK. III.** 1966, complete mechanical rebuild, concours winner on first outing, red, black interior, probably finest Healey on offer today, must sell. £5,250 o.n.o. private sale. Tel: 0572 2141 daytime (Leicestershire). (26383)

**E-TYPE JAGUAR ROADSTER V12.** 1974 on "S" plate, white, black interior and hardtop, automatic, 47,000 genuine miles, lady owner. £7,000 o.n.o., no dealers. Tel: 051 336 6645 (day) 336 6277 (evenings). (26385)

**JAGUAR V12E 2-2.** Manual, sunroof, excellent condition, £3,000 recently spent. Reasonable offers. Tel: 0625 26363 (day) 0625 73781 (evenings). (26386)

**LEA FRANCIS.** 1949-50 14 h.p. rolling chassis, 99% mechanically complete, needs new body, leather upholstery. £300. Tel: Rod on 01-603 3502. (26381)

**1977 S TVR Taimar.** brown, cream stripe, sunroof, alloy wheels, radio cassette, lady driver, 19,500 miles. £5,250. Tel: 0928 88337 evenings. (26556)

**MG TA 1937.** original, including engine (rebuilt), mach OK, body rough, history, logbooks, etc. £395. Tel: Pimbury 3180. (26557)

**PRIVATE COLLECTION.** Jaguar 2.4 1961, manual, overdrive, £1,050. Riley RME 1954 £950. Tel: Derby 767460. (26558)

**REDUCING COLLECTION.** Selling Ferrari GTB4, outstanding Bugatti T46 tourer, regularly used Ferrari Dino 246. Tel: 0432 79229. (26559)

**MORGAN +8 (two)** (ii) 1982 delivery mileage, aluminium, leather, extras (ii) 1977, unused, all extras, written cash offers for each vehicle. Write Box 6645. (26560)

**MG TC RESTORED** last year, cream, red trim, M.o.T. until May £6,000. Tel: 0935 840689. (26561)

**LOTUS SEVEN S3** 1969, totally rebuilt, immaculate condition throughout, £4,000, no offers. Tel: 01-977 2252 daytime. (26562)

**RARE PORSCHE** An unusual opportunity to acquire a 25th Anniversary 2.7 Carrera Targa, with mechanical injection, 1974, 50,000 miles, orange, LHD, current body style (telescopic bumpers etc), whale's tail, new P6s, air conditioning, high-power Pioneer stereo, an enormously fast, classic motor, lovingly maintained and in beautiful condition, £8,000. Tel: 01-937 5338. (26563)

**ALFASUD 1.5Ti.** 1979V, 20,000 miles, silver, brown, beige interior, sunroof, alloy wheels, stereo, immaculate throughout, £2,250. Tel: Taunton 53333. (26564)

**ROLLS-ROYCE Phantom 1.** 40.50 HP, running, complete original chassis for sale 1928, full instruments, fitted Barker wings, etc. Twin sidemounts, ripe for tourer body, £5,950. Tel: Derby 792177 anytime. (26565)

**MG MIDGET.** 1977, red, 1500 c.c., headrests, all tonneau, stereo, 35,000 miles, original documents and service sheets, immaculate original condition inside and out, garaged, £1,875. Tel: Basildon 411700. (26566)

**LOTUS ESPRIT** 1978, silver, 27,000, 12 months M.o.T., 10 months warranty, 5 months tax, excellent condition, £6,500 o.n.o. Tel: York 704398. (26567)

**TR6 1974.** beautiful condition, soft top, s radio, Cobra wheels, electric aerial, £2,750 o.n.o. Tel: Brighton 567828. (26568)

**VW KARMANN GHIA.** 1963, white, 23,000 guaranteed miles, 2 owners, 1st owner from 1963 to 1980, immaculate condition, some panels replaced 1980, £2,500 o.n.o. Tel: 0325 314100. (26571)

## FOR SALE—continued

**TR4 1962.** original all steel black, excellent condition, Surrey tops, bills for replacement engine, clutch dynamo, carpets and more, loved and nurtured for 5 years by owner now banned. M.o.T. July £1,500. Tel: 01-788 2650. (26572)

**ROLLS-ROYCE Silver Ghost.** 1921, 4 back saloon by Mann Egerton, good runner, fine marquetry, door panels, and split screen, nice original mechanics, coachwork, instruments, lamps, mascot, handook, etc. £19,000 o.n.o. C. Jacques, Cuckfield Park, Cuckfield, Sussex. Tel: 0444 413198. (26570)

**WOLSELEY HORNET.** 4-seater tourer 1932, 6-cyl, o.h.c., chassis and engine part restored, £1,300. Tel: Doncaster 537801. (26671)

**300 b.h.p., 0-60: 6 SECONDS.** 140 m.p.h., personalised number, leather upholstered luxury, fastest production saloon ever, Mercedes 300 SEL 6.3. Leave a Mulsanne Turbo at the lights for less than £2,000. Tel: Cadnam (Hants) 2372. (26673)

**LOTUS SUNBEAM** 1980V, black silver, Managing Directors vehicle, 21,000 miles, immaculate, any inspection, £5,350. Tel: Leicester 773322. (26674)

**1955 PORSCHE 365.** 1,500 c.c., good condition, new battery, heat exchangers, dynamo, v-regulator, headlining, carpets, respray, £2,750. Tel: Portsmouth 752778. (26672)

**TVR TAIMAR** Oct 78 T, burgundy oatmeal coachband, £4,500. Tel: Henley in Arden, West Midlands, (05642) 4568. (26675)

**MASERATI MISTRAL.** 1965, L.H.D., 3.7-litre, fuel injected, 12-plug engine, 5-speed gearbox, Frue alloy coachwork, Borrani wire wheels, M.o.T. and taxed, history, v.g.c. £3,000 may p.x. Tel: Colwyn Bay (0492) 59138. (26678)

**COLLECTORS SALE.** 1925 Sunbeam 14.40 saloon, offers over £5,500. 1950 Bentley Mk VI, offers over £4,000, both in excellent condition. Tel: 0924 273351 or 0845 24008. (26679)

**MGB SPORTS** 1980, in carmine red, o drive, one owner, low mileage, taxed, fully Ziebarted, radio, etc, excellent condition, £3,950. Tel: Wakefield 893779 after 5 p.m. (26680)

**DAIMLER SP250.** 1962, maroon, M.o.T., taxed, hard top, soft top, much mechanical work in recent years, extras include Kenlowe SS exhaust, air horns, Q.H headlights, £2,100 o.n.o. Tel: Portsmouth 730839. (26681)

**1981 (X) MORGAN 4.4 2-seater.** nut brown, cream hood, sidescreens, tonneau and matching reclining leather seats, extras wire wheels, +8 spotlights, door handles, reversing lights, fully rustproofed with 5-yr guarantee, only done 600 miles, offers. Tel: 01-658 8625 evenings. (26682)

**VOLVO P1800S** orange, red interior, overdrive, stainless exhaust, radio, cartridge, nice condition, new M.o.T. £1,500, engine, spares from 2nd car. Tel: 09497 437. (26683)

**MGB ROADSTER.** white with black hide upholstery, reg. May 1981, 6,000 miles only, overdrive, radio, cassette, 2-year supercover, £5,000. Tel: 0536 770516. (26684)

**LOTUS SEVEN Sprint Aug 1981.** 500 miles, green and aluminium, all possible factory extras, £5,250. 01-542 2428. (26687)

**TRACTION ENGINE** Fowler 1917, Russian type, fully restored, painted etc, boiler cert, fully original and magnificent, £25,000. C. Jacques, Cuckfield Park, Cuckfield, Sussex. Tel: 0444 413198. (26688)

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01-764 7662/3



**£15,645 ROLLS-ROYCE SILVER SHADOW 1975 P-REG. (1976 SERIES).** Metallic blue with magnolia hide, Service history.



**£8,995 PORSCHE 924 LUX AUTO 1981 W-REG.** Metallic silver, pinstripe trim, radio cassette, tinted glass, electric windows, rear wiper, alloy wheels.



**£4,695 MGB GT 1980 V-REG.** Blaze black cloth trim, radio cassette, sunroof, one owner from new, 24,000 miles, mint.



**£14,495 PORSCHE 928 MANUAL 1979.** Magnificent in pale Casablanca gold with check cloth, air conditioning, electric seats, twin electric mirrors, expensive radio cassette system, one owner, 17,000 miles, AFN service history.



**£5,495 BMW 528i AUTOMATIC 1978.** Anthracite with beige cloth, air conditioning, Bluespot radio cassette.



**£2,495 LANCIA BETA SPYDER 2000 1977.** Signal orange with tan trim, radio cassette, etc.

**£16,995 PORSCHE TURBO 3.3 1978 T-REG.** Metallic silver with black hide and tartan cloth, air conditioning, electric sunroof, Bluespot radio cassette, etc.

**£4,995 MERCEDES 280SE 1975.** Ivory with tan interior, auto with p.a.s., central locking, radio cassette, etc.

**£12,995 BMW 735i AUTO 1980 W-REG.** Metallic Brazil with tan velour interior, electric sunroof and windows, alloy wheels, 'ABS' braking, central locking, tinted glass, etc.

**£4,995 CITROEN MASERATI SM 1972.** Future classic in pristine white with black hide, air conditioning, radio cassette, two owners, 36,000 miles.

**£7,995 PORSCHE 911 1975 P-REG.** French blue with russet trim, electric sunroof, electric windows, radio cassette, service history.

**£4,495 JAGUAR XJ6 4.2 1978.** Moroccan bronze with tan hide, electric windows, tinted glass, radio cassette, etc.

**£7,795 JAGUAR XJS 1978 T-REG.** Superb in yellow with black hide, auto with p.a.s., air conditioning, etc.

**£4,495 SAAB 99 TURBO 1978.** Black with red velour, metal sunroof, alloy wheels, radio cassette.

**£6,995 OPEL MONZA 1979 V-REG.** Metallic ice blue with crushed velour upholstery, factory sunshine roof, electric windows, alloy wheels with P6 tyres, central locking radio cassette, 24,000 miles, auto with p.a.s.

**£4,495 RELIANT GTE AUTOMATIC 1978.** Green with tan cloth, sunshine roof, Woflface wheels, electric windows, tinted glass, radio cassette, etc.

**£5,995 DATSUN 280 ZX 2-2 AUTOMATIC 1979 V-REG.** Metallic brown with gold coachlines and biscuit trim, only 9,000 miles recorded.

**£3,995 FORD CAPRI 3.0S 1979.** Black with sunshine roof, tinted glass, alloy wheels, radio, etc.

**£5,995 BMW 728 AUTOMATIC 1978.** Metallic reseda green with olive trim, factory sunshine roof, central locking, tinted glass, radio cassette.

**£3,295 ALFA SUD SPRINT 1.5 1979.** Yellow with tan cloth, tinted glass, sunshine roof, etc.

**£5,645 VAUXHALL ROYALE COUPE 1979.** Metallic silver, burgundy velour, auto with p.a.s., metal sunroof, electric windows, tinted glass, alloy wheels, central locking, radio cassette.

**£3,195 RENAULT 5 GORDINI 1979.** Black with red cloth trim, sunshine roof, rear wiper, 5-speed gearbox, alloys, etc.

**£5,595 BMW 323i 1979.** Finished in topaz metallic brown with beige cloth trim, radio cassette, tinted glass.

**£2,595 TOYOTA CELICA 2000 GT LIFTBACK 1978.** Metallic blue with ivory trim, twin cam engine, 5-speed gearbox, one owner from new.

**£2,195 LAND ROVER.** Diesel Series III 88 Regular Truck Cab 1975, P-Reg., headlamp and rear lamp grilles, new tyres.

**£995 SUZUKI GS 550L 1980.** 4-cylinder d.o.h.c., 6-speed gearbox, alloy wheels, lots of chrome, 7,000 miles.

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**RS2000 1980.** Venetian red, BMW 528i 1980 W-REG. Five speed manual.



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## FOR SALE—continued

**KOUGAR ROYAL** blue body, 3.4-Jaguar engine and all mechanicals overhauled, professionally built in 1979 on wire wheels, approx 2,000 miles since completion, serious enquiries only please Tel: 01-406 5262 day 01-995 3902 evening. (26851)

**LANCIA MONTE CARLO**, X-Registration, 8,500 miles, silver and black, stereo, electric windows, immaculate, £6,850 o.n.o. Private sale. Tel: 0582 872470. (26852)

**MORGAN** - 8, 1978, lightweight aluminium body in golden yellow, black trim and standard extras. A genuine 6,500 miles hence V8 unit and 5 speed box only just run in, virtually a brand new car which has been carefully maintained, owner emigrating in May hence reluctant sale forced, as it's a long drive to South Africa. Price £7,750 to a good home. Tel: Newmarket 3827. (26853)

**BMW 2002** Cabriolet, 1975, radio, low mileage, Golf yellow, long tax. M.O.T., lovely condition, bargain, £2,350 o.n.o. Part exchange considered. Tel: 0222 514831. (26854)

**MGB GT V8**, N-Reg., 1974, chrome bumper model, 1 lady owner, radio cassette, new M.O.T., beautiful condition, £2,500 o.v.n.o. part exchange considered. Tel: 0222 514831. (26854)

**ASTON MARTIN DB2.4**, Mk III 1958, collectors item since only 17,500 miles, superb condition, works maintained, registration 1LHK, B.R.G. with green leather trim, overdrive, spotlights, radio, featured on television, private sale offers over £10,000. Please ring office Aldershot 316138 Home Farnham 716423. (26855)

**A CAR** in a million! MGB V8, 1974, white, tan interior, sunroof, underseal, o.d. on 3rd and 4th. Hella q.i. headlights, special wheel and instruments, Lawrence-tune engine, front spoiler, 1 middle aged owner since 7,000 miles and absolutely immaculate repeat immaculate. £3,500, Tel: Byfleet 47853. (26857)

**TR6 1974**, (M-Reg.) Mimosa, 46,000 miles, hard soft tops, tonneau cover, o. drive, excellent condition throughout, many extras, 10 months tax, 7 months M.O.T. £2,750 o.n.o. Tel: 061-449 8556. (26859)

**LOTUS 7**, 54, 1971, 1600 GT, 62,000 miles, yellow, Ziebart, s.s. exhaust, ad; shockers, alloy wheels, full history available, photos sent on request £2,000 o.n.o. Tel: 031-669 4779 (home). (26860)

**'31 ALVIS** 12.50, DH Coupe, original and sound, last taxed '72, engine reconditioned, requires assembling, reluctant sale by Register member, £3,000. Consider exchange for sound small cheap modern and cash. Tel: Gosport (Hants) 23436. (26861)

**MORGAN 4/4**, 4-seater, 1974, silver, 21,000 miles, green leather, folding reclining seats, wire wheels, tonneau, silver luggage rack, reversing lights, bonnet strap, Ziebart underseal, used summer only, immaculate £5,950. Tel: 0533 392258. (26862)

**PEUGEOT 304**, Cabriolet 1975(P), green, new soft top, silencer, clutch, stereo cassette, long M.O.T. £1,675 o.n.o. Tel: Ashbury 217. (26863)

**COLLECTORS CAR**, 1951 A90 Atlantic hardtop sports saloon, extensive restoration carried out, over £2,000 spent, disassembly forces sale, requires finishing off, no time wasters please. Tel: Charlton Mires (0685 79) 203. (26864)

**TRIUMPH STAG**, 1977 S-Reg., 27,000 miles, manual o.d. white, hard soft tops £4,125. Tel: Brighouse, Yorkshire (0484) 714245. (26865)

## FOR SALE—continued

**LOTUS ECLAT**, R-Registered, 44,000 miles, service history, £3,250 Tel: Atherton Warwickshire 08277 2119. (26866)

**MERCEDES 190SL**, 1963, 33,000 miles, one owner 14 years, new front panel, front wings, sils, finished in off white with original and as new red leather upholstery, new M.O.T. £5,500 o.n.o. Also Triumph TR4 Dove, 1963, one of 60 Special bodied TR4's, rebuilt 1979, used in competition two seasons. M.O.T. September £1,500 o.n.o. Tel: Exeter 860 928. (26867)

**MINI COOPER Mk II**, beige, H-Reg. Cosmic alloys, v.g.c., 12 months M.O.T., 4 months tax, £575 o.n.o. Tel: Midsomer Norton 0761 414112. (26869)

**PEKING TO Paris** forces sale of rare Volkswagen, 1979 Brasilia, Beetle engine, transmission, suspension etc., many extras, less than 15,000 miles, immaculate £2,950. Tel: Sidmouth 5054. (26870)

**LOTUS ELAN** - 2S 130 - 5, late '73, white, Webasto, Sundym, radio, 38,000 miles, £3,400 o.n.o. Tel: Runcorn 710470. (26871)

**E-TYPE Jaguar**, 1968, 2+2, manual, original log book, 2 owners last 9 years, tax, new M.O.T., £4,250 o.n.o. Tel: Locks Heath 5386. (26873)

**TR5**, 29,000 miles, 2nd owner, fully documented history, wire wheels, overdrive, excellent condition, £3,000 Tel: Cranleigh (04866) 2884 (Surrey). (26874)

**ASTON MARTIN DB5**, 1965, gold, exceptional example in superb order, one previous owner 1965 to 1977. Offers around £6,750. Tel.: Stevens 0258 53686 or 02375 485. (26876)

**TRIUMPH SPITFIRE MK IV**, 1973 (M), French blue with black trim soft top, 9,532 genuine miles from new, one owner, immaculate condition, car off road, no M.O.T. or road tax, £1,650 o.n.o. Tel.: 0376 24809 (office hours). (26877)

**JENSEN HEALEY GT**, 1966, rare but practical 2+2, good condition, year's M.O.T. £3,250 o.n.o. Tel.: Caren (Dyfed) 05467 394. (26878)

**JENSEN HEALEY**, 1972, taxed, M.O.T., low mileage, forced sale. Any offer around £1,100 considered. Tel.: Knowle 3933. (26880)

**MORGAN 4/4**, Two-seater, indigo blue, 1970, one owner, v.g.c., w.w. new manifold, clutch, family and 4-seater forces sale £3,250 Tel: 043 871 7770. (26882)

**ALFA SPYDER VELOCE 2000**, G-Reg., 46,000 miles, nice condition, new hood and tyres, one previous family owner. Have a blow this summer in a good value sports car! £2,450. Tel.: Marlow 3092. (26883)

**FORD CAPRI 3.0S**, Manual with Ford X-pack conversion at a cost of £3,000, Registration GRM 1V, coachwork royal blue and silver grey, Protectol sealed, many extras, 29,000 miles, serviced every 3,000 miles, two years old 1-3-82. Cost new £8,500 but will sell for £4,750. Tel.: Carlisle 0228 61574. (26884)

**RILEY NINE SPECIAL**, 1929 chassis, very sound and well modified, used for VSCC racing and speed events. Offers over £2,000. Tel.: Gerrards Cross 84859. (26886)

**MORGAN 4/4 4-SEATER**, 1978, turquoise blue, wire wheels, 23,000 miles, second car, superb condition, £6,250 Tel.: 0705 594359 (Hants). (26888)

**FIAT X1.9**, 1980, 13,000 miles, metallic red, stereo radio cassette, absolutely perfect. £3,995. Tel: 05445 495. (26889)

**ROLLS-ROYCE 20 h.p.**, 1928, fabric coupé, very good coachwork and mechanical condition, new wings. Offers. Tel.: Northleach (Glos.) 226. (26890)

## FOR SALE—continued

**BENTLEY R-TYPE**, 1953, manual, excellent original condition, full service history. £3,950. Tel.: Northleach (Glos.) 226. (26890)

**CORTINA 1600**, December 1977, four door, 40,000 miles, immaculate throughout, Protectol rustproofed, stainless steel exhaust, new Goodyear GPS tyres, many extras. £1,900 o.n.o. Tel.: Lincoln 753100. (26892)

**ALFASUD 1.3 TI**, 1978 (T), Ziebarted, 19,500 miles, rust free, regularly serviced, immaculate. £1,950 o.v.n.o. Tel: Winterbourne Gunner 842. (26894)

**FIESTA 1300 SUPERSPORT**, Eleven months old, black, fitted executive and climate option packs, 6,500 miles, two years extended Ford warranty, £4,400 o.n.o. Tel: Uxbridge 52554 (evenings). (26896)

**SCIMITAR GTE**, Caribbean blue, black trim, overdrive and radio, one owner, 1968, one of the first GTE's made, completely original, no cracked or stained fibreglass. £1,575 Tel.: 0494 445959 (High Wycombe). (26897)

**TR6**, 1970, professionally reconditioned, 150 b.h.p. engine (£400 bills), immaculate, red with black hood and interior, radio, overdrive, long tax and M.O.T. £1,950. Tel: Leicester 774833 evenings weekends. (26898)

**1966 TR4A**, Immaculate white paintwork, red interior (new carpets), Surrey top, overdrive, long tax and M.O.T. £2,150 Tel.: Cheltenham 28666 (evenings wk'd). (26898)

**GORDON KEEBLE**, 1964, special Z28 engine, completely rebuilt, very good interior, paintwork, spectacular performance and appearance, attention to brakes required for M.O.T. £4,250 or try offer. Tel.: Eastbourne 25965. (26899)

**BMW 3.0 CSA**, 1973, 84,000 miles, £2,250 o.n.o. View Dorset or London. Tel.: Stalbridge 62746. (26900)

**HEALEY 3000 MK III**, 1968, possibly latest car registered, one owner last 11 years, with documented history, much money spent within last 3,000 miles including rebuilt engine and gearbox plus bodywork. Red over black, aluminium wings, Cobra wheels, new Turbospeeds, etc., immaculate. £5,950. Tel.: 092687 323 (Warwickshire). (26901)

**MORGAN - 8 LIGHTWEIGHT**, 1976 R, 21,000 miles, ivory, black leather interior, stainless exhaust, beautiful car. £5,800 o.v.n.o. Tel.: Boroughbridge, Yorks 090 12 3402. (26902)

**MORGAN 4/4 4-SEATER**, 1972, red, wire wheels, £3,500 o.n.o. Tel.: Cirencester 712166. (26903)

**1928 BENTLEY 4 1/2-litre**, engine, complete, in good condition but dismantled. £5,750 & 'A' type gearbox £850. Tel.: 01-366 7056 evenings or weekends only please. (26905)

**LOTUS ELAN SPRINT 5**, F.H.C., painstakingly rebuilt on new Lotus chassis, not yet run in, perfect to smallest detail. £4,500. Tel.: 0926-640485 (Warwickshire). (26906)

**AC ACE BRISTOL**, 1957, completely restored to immaculate condition. Tel.: 01-892 2213 (evenings). (26907)

**SCIMITAR GTE**, 1979, manual overdrive, burgundy, p.b.s., Sundym electric windows, Wolftrace, radio cassette, stainless exhaust, 31,000 miles, immaculate. £4,950 o.n.o. Tel: Camberley (0276) 81774. (26908)

**AUSTIN SEVEN SALOON**, 1931, taxed, tested, original condition, three owners from new. £3,000 spares included. Tel.: Warwick 497641. (26909)

## FOR SALE—continued

**MGB GT**, N-Reg., 21,000 miles, one owner, red, chrome bumpers, overdrive, radio, rustproofed, excellent condition. £2,800. Tel.: Ascot 24093. (26910)

**ASTON MARTIN DB4**, 1959, full engine and chassis rebuild, engine not run in since rebuild. £4,750. Laffds, 123 Higham Road, Rushden, Northamptonshire. Tel.: Rushden 2767. (26911)

**E-TYPE**, 1974, drophead, b.w. excellent condition. £7,495. Tel: Havant 486633. (26917)

**SCIMITAR GTE**, 1972, silver, black vinyl roof, alloy wheels, reconditioned engine, 3,000 miles, s.s. exhausts, very good condition, M.O.T. March 1983. £1,265 o.n.o. Tel: Chelmsford 67074. (26918)

**1930 LEA-FRANCIS** 12 40 saloon, refabricated, rewired, otherwise entirely original, interior scruffy hence only £1,350. Keresley (Warks) 2906 anytime. (26919)

**LANCIA FULVIA Coupé**, 1.3 S3 (1976), Bangkok yellow green interior, Ziebart, sunroof, exceptionally clean, 22,000 miles. £1,500 o.n.o. Tel: Walton-on-Thames 26697. (26920)

**1932 MG "F" Magna**, 4-str. tourer, (1271 c.c. o.h. cam 6 cyl.), winner of race at M.G.C.C. Silverstone 1980, mechanics excellent, bodywork needs tidying, send s.a.e. for details, Dear River Farm, Clewer, Wexham, Som. Offers about £4,000. UK purchaser only please. (26921)

**ELAN S4 FHC**, 1969, v-low mileage, super condition, but stored 7 years and needs tidying, drive away £1,760. Tel: Slough 22459 trade. (26925)

**PANTHER LIMA**, 1977, red and black body, superb condition, low mileage, £3,300 o.n.o. Hitchin 53591. (26928)

**MORGAN 4/4**, 2-seater, 1976, royal ivory, wires, spots, luggage rack, tax, M.O.T. 18,000 miles only, very well maintained, offers around £5,700. Tel: 0865 63040. (26924)

**CADILLAC COUPE Deville**, V-Reg., 77 model, black, silver coachwork, velour interior, taxed, all usual extras, 42,000 miles, stunning condition and appearance, exchanges monies either way. £3,275. Tel: Hastings 421136. Office 437335 Sussex. (26919)

**FIESTA SERIES X**, 1300S, 1980, white, rustproofed from new, factory sunroof, tinted glass, 10 months tax, one fastidious owner from new, used only as second car hence very low mileage, absolutely as new £3,700 o.n.o. Tel: 0384 271882 (West Midlands). (26920)

**LOTUS ELAN** - 2, 130.5, 1975, sable, 43,000 miles, tax, M.O.T., Mar 83, excellent condition, one of last Elans built. £4,000. Tel: Swindon 852607. (26921)

**BRISTOL 410** 1969, 3 owners, excellent condition throughout, 17.22 m.p.g., meticulously maintained, completely reliable, power steering, H.R.W., automatic, etc., servicing and parts inexpensive, offers invited. Tel: Chandler's Ford (Hants). Tel: 04215 2611. (26922)

**VOLVO 1800ES**, 1972, Sports estate, one owner, dark green, immaculate condition, radio, electric aerial, spotlights, o-drive, M.O.T., taxed Nov. £3,800 o.n.o. Tel: Cambridge (0223) 316726 office hours. (26923)

**ALEXIS FORMULA** Ford single seat racing car 1969, no engine, gearbox, instruments. Good for beginner. £350. Chris Smith (0543) 490232. (26927)

**TR7 AUG. 80**, blue, drophead, Supercoupe, taxed, radio, cass., fogs, underseal, 17,000 miles. £4,300 o.n.o. Tel: Leire 209513 (0455). (26918)

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1980 Opel Monza. Metallic blue, electric sunroof, auto, power steering alloy wheels, radio/cassette, 24,000 miles, excellent condition £7,250



1976 MGB GT V8. Citron yellow, o-drive, Cibie headlamps, radio, excellent condition, one of the last examples produced £3,250



1978 BMW 323i. White, one owner, service history £4,250



1978 Alfa 1.6 GTI. F/H coupe, dark blue, coach lines, 30,000 miles, outstanding condition, radio/cassette £2,500



1979 Volkswagen Golf GTI 1600. Diamond silver, sunroof, Bilstein suspension, ATS wheels, P6 tyres, body styling kit, new engine just fitted £5,250

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1980 (X reg) Audi Quattro. Helios blue, hopefully arriving beginning of April, ring for details.

We have a selection of unused and "pre-owned" (to coin the American phrase) GTI Golfs which can be viewed at Bramber Road, Fulham's only Golf Centre. We also have a comprehensive selection of accessories and performance equipment with which to transform your Golf into an Exotic Rocket. Special this month "Rabbit Injection" Badges. GTI Accessories: ATS and BBS wheels all styles — Pirelli P6 and PT tyres — Free flow exhaust systems — Zender front and rear spoilers, body styling kits, twin headlamp conversions, kits, special steering wheels, uprated braking kits, uprated suspension kit. K Jetronic experts. Major servicing and repairs. In-car entertainment. GTI Engineering at Silverstone, 1800cc engine conversions and rolling road tuning. We now have a new comprehensive brochure listing all existing and many new accessories for the Volkswagen Audi range. Please ring for details.

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**Delivery Mileage**  
1982 Golf GTI. Alpine white, steel sunroof, on the road £6,450  
1982 Golf GTI. Black, sunroof, tinted glass, on the road £6,550  
1982 Golf GTI. Mars red, sunroof, on the road £6,450

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1979 Golf GTI. Mars red, BBS wheels, 16,000 miles, Pioneer stereo £4,250  
1980 Golf GLS. Auto, met. brown, 5-door, 21,000 miles £3,750  
1978 Golf GLS. Met. blue, steel sunroof, 5-door £2,650



## FOR SALE—continued

**PEUGEOT CABRIOLET 504 RHD**, 1972, in excellent condition being owned since new by wife of Peugeot Managing Director, 48,000 miles, white, £3,950. Tel: 01-648 2084 or home Woldingham 2025. (26689)

**MGB GT JUBILEE special**, o-drive, radio-cassette, tints, s-roof, 46,000, immaculate, £2,650 o.n.o. Tel: 0943 72763 evenings. (26690)

**JAGUAR XK150**, one owner from new September 1961, 69,000 miles, white with red leather and carpets, hard top with Webasto roof, Borg-Warner transmission, showroom condition, offers to 01-226 5847. (26692)

**TRIUMPH STAG 1972**, fast and beautiful, manual o/d, long M.o.T., new timing chains, remarkable condition throughout, £1,425. Tel: West Malling 846689 (Kent). (26693)

**1977 ALFA ROMEO 2000 GTV**, immaculate 28,000 mile specimen, £1,400 or sensible offer. Tel: Emsworth 71648 (evenings). (26695)

**LOTUS SUNBEAM 2.2**, 3 door hatchback, May 1980, 2 owners from new, service history, black - silver 0-60 7.8 secs. 120 m.p.h., 24,000 miles, radio, taxed. Offers over £4,600. Tel: Ipswich 47723. (26926)

**NSU R080**, Nov. 1969, dark green, one owner, 53,000 miles, immaculate condition throughout, M.o.T. Nov. 1982, £1,000 o.n.o. Tel: Low Ireby 444. (26914)

**BRISTOL 411 Series IV** 1975, metallic blue, grey hide trim, one owner from new, very good condition, £5,750 o.n.o. Tel: 049267 797 (office), 0492 83995 (home). (26913)

**LOTUS ELAT 523**, A1 condition, 14,000 miles, silver, all extras, air conditioning, manual, £7,497. Tel: 01-848 4590 anytime. (26915)

**AUSTIN HEALEY 3000 Mark III** 1964, 81,000 miles, white, black leather, walnut, triple Weber 45's, full race camshaft, side exhaust etc., 72 spoke wire wheels, XAS, looks standard, low mileage since engine and gearbox rebuild, one fond owner 8 years. Price £3,500. Tel: Banbury 73 671. (26916)

**JAGUAR 3.8 Mk. II**, excellent basis for restoration of this collectors model, £400. Tel: Leamington Spa 32412. (26917)

**DAIMLER COUPE 4.2**, 1976, almond beige, black vinyl roof, beige leather interior, auto, p.a.s., central locking, stereo, chrome wheels, 52,000 miles, rare car, well maintained, £2,950, might part exchange. Tel: 0783 843114. (26950)

**1932 ASTON MARTIN Inter Le Mans**, 4,000 hour concours rebuild just completed, highly polished brown cellulose, cream Connolly hide, Wilton carpets, lacquered and polished engine and chassis, only 20 originally made. An opportunity to own unquestionably the most beautiful restored car in the country, exceptional value at £20,000. Tel: Lapworth 3222 for appointment to view. (26946)

**1977 AUGUST**, Morgan Plus 8 lightweight body, special two tone paint finish burgundy metallic over silver, genuine 2,100 miles from new, immaculate condition, £8,750 o.n.o. Tel: Clevedon 873701. (26952)

**FORD FAIRMONT** pillarless coupe, eye catching orange, white stripe paintwork, R.H.D., 351 Cleveland V8, automatic, power steering, power brakes and electric windows, excellent order throughout, £4,250. Reg. No. JUG 64, taxed and M.o.T., six speaker stereo installation, brown-beige interior, photo to interested parties. Tel: Langley Mill (Nottinghamshire) 68933 anytime. (26942)

## FOR SALE—continued

**TVR TAIMAR T-Reg.** Mexico brown with sun roof, Philips stereo radio/cassette and other extras, immaculate condition, serviced since new by TVR dealer, 4 new tyres, a cherished car most reluctantly offered for sale at £5,200 o.n.o. Tel: Durham (0385) 69300 after 6 p.m. (26951)

**PININFARINA COUPE** Lancia 2000HF Coupe, 1975, painstakingly restored from completely stripped bodyshell, combining high performance, economy, luxury spec., with investment potential, £2,500 including complete car dismantled for spares. For full illustrated details please ring 04484 2025 (Cumbria). (26953)

**TVR 3000S Convertible**, red, 1980 (V), 24,000 miles, superb condition, quick sale required, £5,700, no time wasters please. Tel: Chichester 785766. (26944)

**MORRIS COWLEY 1930**, 4-seater Tourer, complete, very sound, needs rebuilding, engine rebuilt, offers. Tel: 062882 2996 (Berk). (26945)

**BENTLEY BODY**, 4-seater Tourer, complete with hood, seats, tonneau, screen, V-D-P wings, also 4 1/2 petrol tank, offers. Tel: 061-980 3298. (26948)

**316 BMW 1978 T-Reg.** very good condition, white, black vinyl roof, Bluespot radio, 28,000 miles, £3,200. Tel: Luton 414729. (26939)

**2300 O.H.C. CHEVETTE** rally car, full D.T.V. specification, 1977, £1,950. Tel: Luton 414729. (26940)

**DAIMLER SOVEREIGN 1967 S-Type**, good condition, £1,200. Tel: Darlington (0325) 52598. (26941)

**1921 WOLSELEY 15 H.P. Tourer**, concours £8,000, 1931 Austin 7 Tourer for restoration, £1,250, 1931 Austin 7 S.W.B. Saloon, requires finishing, £1,750. Tel: Southampton 731352. (26935)

**MGB GT 77(S)**, maroon, 40,000 miles, year, M.o.T., taxed Aug., radio, £2,835 o.v.n.o. Gloster, 47 Arden Road, Kenilworth, Warwickshire. (26936)

**STAG 1976**, bright blue, tan interior, alloy wheels, hard and soft tops, in splendid condition, auto, p.a.s., Sundym, elec windows, radio, mileage under 45,000, fully maintained, bills, £3,400. Tel: Bishops Cleeve 59553. (26938)

**JENSEN HEALEY M-Reg.** white, black interior, excellent condition, £1,700. Tel: Crockham Hill (073278) 321 evenings. (26929)

**JAGUAR E-TYPE series I** 1965, 4.2, F.H.C., carmen red, genuine mileage 64,000, purchased by present owner, 1969, regularly serviced, extravagantly maintained beautiful appearance mechanically excellent, £8,500. Tel: 01-979 8458. (26932)

**MG TA 1937**, mint condition, chassis up rebuild, new body, chrome and paint, re-upholstered in leather, new brakes, weather equipment, re-wired, looks like new, agreed insurance value, £6,250, bargain £5,250. Tel: Ash Green 873728. (26933)

**PORSCHE 911S 2.4**, N-Reg, L.H.D., Vic Elford's road car, Stuttgart maintained, new heat exchangers, oil tank, tyres, excellent original example, £3,950. Tel: Oxted 6241-01-777 0600 x336. (26934)

**MG TF 1500**, 1954, B.R.G., cream trim, very good condition, £5,750 o.n.o. Tel: 049267 797 (office), 0492 2608 (home). (26943)

**PORSCHE 911T**, 1973, almost concours condition, probably the best in the country, complete genuine history, 31,000 miles, signal yellow, electric tinted windows, offers around £6,950, reason for sale, moving house. Tel: Great Missenden 2131. (26937)



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1970 Alfa Romeo 1750 Spyder Veloce. White, 50,243 miles.	£2,600
1968 Aston Martin DB6. Auto, Royal blue, p.a.s., wires.	£5,795
1967 Aston Martin DB6. Olive, 2 owners only, 1st lady owner 10 years, Auto, p.a.s., electric windows, radio, history file.	£5,500
1928 Bentley 3-litre. Red Label 2-seater, magnificent example.	£22,500
1963 Bentley Series III. Two-tone green, radio, last owner 6 years.	£6,500
1947 (52 Reg.) Bentley Mk. 6 Tourer. Please phone for details.	£18,995
1979 BMW 520/6. Automatic, one owner, 23,084 miles, all black, sunroof, p.a.s., c/mirrors, radio/cassette, electric aerial.	£5,445
1969 (H) Daimler Sovereign. Automatic, red/beige.	£1,145
1977 (October) Datsun 260Z 2+2. Metallic aubergine, 14,564 miles, alloy wheels, 5-speed, stereo, plus self-seeking radio.	£4,195
1981 Fiat X1/9. Grey, one owner, 1,663 miles, radio/cassette, 5-speed, undersealed.	£4,775
1925 Hispano Suiza H6B. Boat-type tourer, superb example.	£48,000
1955 Jaguar XK140. Fixed head coupe, BRG, last owner 7 years, JDC Club Member, overdrive, buff log book.	£4,500
1976 Jaguar XJS. Automatic, green, most extras.	£4,995
1967 Jaguar 420 Auto. Dark blue, approx. £500 spent by us.	£895
1963 Lagonda Rapide. Automatic, original logbook, history file.	£6,700
1972 Lotus Elan Sprint, FHC, yellow/black, last owner 7 years.	£3,145
1976 (Oct.) Mercedes 450 SEL. Red, 50,577 miles, auto, p.a.s., air cond., c/windows, sunroof, centre locking. Serviced by Mercedes.	£7,225
1981 MGB GT LE. Grey, one lady owner, 6,164 miles, radio/cassette, undersealed.	£6,250
1981 Reg (80 Model) MGB. Hard/soft top, radio/cassette, undersealed, one owner, 11,917 miles.	£5,995
1981 MGB Commemorative Model. 270 miles.	£6,595
1979 (Nov) MGB. Blue, converted to chrome grille and bumpers, 9,795 miles, wire wheels, lowered suspension, hard top, radio/cassette.	£4,795
1979 MGB GT. Red, remove-a-top sunroof.	£3,895
1979 MGB GT. Inca yellow, 2 owners only.	£3,795
1979 MG Midget. Pageant blue, 35,407 miles.	£2,845
1976 MG Midget. Yellow, radio, tonneau.	£1,575
1976 MGB GT V8. Bracken, black nylon, sunroof, radio/cassette.	£3,745
1975 MGB GT V8. Citron, sunroof, radio/cassette.	£3,500
1975 MGB GT. Jubilee model, green, two owners, sunroof.	£2,745
1974 MGB GT. Harvest gold, overdrive, tinted, chrome wheels.	£2,145
1973 Model MGB GT. Automatic, yellow, sunroof, radio.	£2,295
1970 (69 Model) MGC GT. Purple, wires, radio/cassette.	£2,975
1970 MGB GT. Auto., black, vinyl roof.	£1,395
1962 MGA Roadster. Rare Mark II model, blue.	£3,195
1954 MG TF 1250. Black, last owner 10 years, wire wheels.	£5,400
1965 Sunbeam Tiger. Hard/soft top, last owner 11 years.	£2,995
1981 TR7, DHC, One owner, 7,400 miles, Persian Aqua.	£5,225
1979 Triumph Spitfire. Carmine, tan check trim, one owner, 14,899 miles, hard and soft top, undersealed, radio, complete service history.	£3,195
1977 TR7. Yellow, one owner, 27,375 miles, radio/cassette.	£2,245
1977 Triumph Stag. (Last year of production.) Green: one owner (BLMC) elec. windows, radio, PAS, o/d, hard/soft top.	£5,445
1972 (L) GT6 Mk. III. Yellow, o/d, radio. £640 spent by us 8/9/81.	£1,895
1978 TVR Taimar. Red, sunroof.	£5,195
1973 Volvo 164 E. Automatic, sunroof, radio.	£1,045

New Victory 41. 19 mm. Teak Deck stem to stern. Teak interior. Sleeps 8. Powell spars. Lucas sails. 4,236 Perkins. £66,000 + VAT. Take cars and/or property in part exchange.

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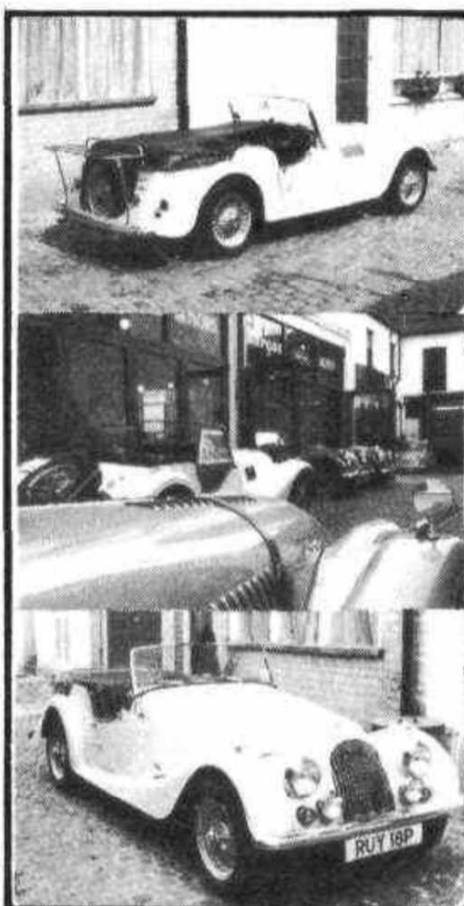
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## The London Morgan Distributors



Easter offerings include a 1981 "X" Morgan 4/4 2-seater in pacific blue with leather interior and chrome wire-wheels, most other incidental extras and has covered about 3,000 miles. Another 1981 but "W" reg. 4/4 2-seater in dark indigo blue with black vinyl interior and the latest "Rostyle" wheels, it also has a bonnet strap and door handles and has covered about 10,000 miles. We will have two new Morgan +8's sometime in April which the original purchaser either doesn't want or can't afford, one is signal red with black leather interior and the other is metallic grey with red leather. Both cars are meant to be alloy bodied and I assume will have delivery mileage (about 500). Please phone about the 12th for further details of extras and what price he wants. We have two 1980 Morgan +8's actually in residence, one is signal red with black leather and 4,000 miles and the other is metallic regal red with stone leather interior, reclining seats and hood and sidescreens all in matching colour. There is a 1978 Morgan +8 in nut brown with stone leather interior, 35,000 miles approx. and again matching hood and sidescreens and a 1974 Morgan +8 4-speed with only 37,000 miles and in extremely original condition with full history. Our 1951 Morgan +4 coupe is now in the showroom and ready to go, this is a very nice example of what is now a very rare car. We have several early 4/4s in stock at the moment including a 1973 4/4 two-seater in signal red with wire wheels and 45,000 miles, a

1978 Morgan 4/4 two-seater again in signal red but with bucket seats and standard steel wheels, having covered only 12,000 miles. A 1977 Morgan 4/4 two-seater again in signal red with wire wheels and an all alloy body, mileage about 40,000. Another 1977 Morgan 4/4 two-seater in blue with leather interior and wire wheels and only 9,000 miles, I don't think this car has ever been rained on. A 1969 Morgan 4/4 4-seater in golden yellow with black vinyl interior and wire wheels. This car is in very nice condition and looks good with its polished wooden dashboard, mileage showing is 48,000 which we think is correct but cannot substantiate. I think our 1964 Morgan +4 two-seater is sold but I have been promised a 1966 +4 two-seater competition in B.R.G. with original black leather bucket seats and 72 spoke wire wheels still fitted with Dunlop RS5s. This must be the next best thing to a "Supersports". We are a bit short of early Morgan 4/4 4-seaters but we hope to have at least two 1977 78 models in stock before the end of March. One I know is B.R.G. with black leather interior and wire wheels and has covered about 25,000 miles, the other is a complete mystery. Finally and not before time we are about to redecorate the offices and we would very much like to purchase some good framed pictures or prints of Morgans (preferably 4-wheelers) that we can hang in the office and the show room. Any size will do but really the bigger the better. Happy Easter and may the big bunny look kindly on you.

# morris stapleton

Reece Mews, London SW7 01-589 6894

### FOR SALE—continued

**SCIROCCO GLI**, 110 b.h.p., 1980, 15,500 miles, superb condition enhanced by 6" alloys, 5-speed, rad. cass. matching storm spoiler on unmarked red coachwork. £4,295. Tel: 051-424 2564 (office). (26928)

**SPITFIRE 1500**, 1978, 13,000 miles only, overdrive, hard top, soft top, Waxoyled, undersealed, stereo radio-cassette, absolutely immaculate in signal red, forced sale £2,750. Tel: 01-840 1793. (26930)

**MG PA**, 1934, rebuilt, original engine and mechanics, £4,100. Tel: 0267 33293. (26967)

**ROLLS-ROYCE 20** h.p., 1928 chassis for restoration with professionally built tourer body frame. £3,850 o.n.o. 1925 Star 14 30 Chassis in pieces with tourer body frame, £1,900 o.n.o. Tel: 0283 214305 or 63650. (26968)

**LANCIA BETA 2000ES**, V-Reg., genuine 16,000 miles, immaculate condition, transferable rust protection and 16 months parts, labour guarantees. £2,750 o.n.o. Tel: Macclesfield 26828. (26963)

**TR6**, July 1974 M Reg., mimosa yellow, PI overdrive, 43,000 miles, new Michelin XAS tyres to view. Tel: Burton-on-Trent (0283) 761318. Price £1,995 o.n.o. (26964)

**MGB GT**, April 1978, one lady owner, 24,000 miles only, £2,950 o.v.n.o. Tel: Melton Mowbray 812456 evenings. (26965)

**LOLA MK I**, 1,220 c.c. Climax ready to use. Offers over £10,000. C. Droper, Konigsmeyer 3, Cologne 60 FOR. Tel: 0221 791147. (26966)

**MORGAN 4/4**, 1981, 2-seater, navy, red leather, Ziebart, 5,000 miles, £8,000 o.n.o. Tel: 078 686 297. (26958)

**BENTLEY**, 1934, 25 h.p., complete vehicle parts, less rear of bodyshell. Tel: 082 786 219. (26959)

**TR6**, L-Reg., rebuilt throughout, body engine and transmission. Overdrive, fuel injection, stereo radio, new wire wheels, new tyres, new hood and tonneau cover colour red £3,500. Tel: Pagham 4663. (26960)

**FIAT X1/9**, 1981 (W), metallic gold, Vaux radio, 11,000 miles, excellent condition. £4,250 o.n.o. Tel: Alton (0420) 62383. (26961)

**JAGUAR 340 Mk II**, 1967, 48,000 miles indicated, grey, blue interior, excellent condition throughout. Investment at £1,695. Tel: Bedford (0234) 741447. (26962)

**ALFA ROMEO 2.0 GTV**, 1979, 24,000 miles, immaculate, blue coachwork with spotless tan interior, sunshade roof (removable), radio electric aerial, transferable Ziebart rustproof guarantee, £2,850 o.n.o. or might part exchange for late model 2602 two-seater. Tel: 0925 68068 day or evening. (26955)

**BENTLEY 3/4/2**, Four-seater, tourer, new hood, tonneau, carpets and leather trimmed seats. £23,000. Tel: 061 980 3298 evenings. (26956)

**MORRIS MINOR 2-SEAT TOURER**, 1934, this little car has been beautifully restored, it has the side valve engine and 4-speed gearbox, current M.O.T. £2,650. Seibourne, Tel: Warrington 485 (weekdays). Polruan 386 (weekends). (26954)

**TALBOT 3/2-LITRE**, 1937, vdp, 4-seater, tourer, registered number DXW 3 (ex-Blight), the condition of this car is reflected in the asking price of £16,500. Tel: Warrington 485 (weekdays). Polruan 386 (weekends). (26954)

**PVT BRITISH SALMONSON** close-coupled saloon. Some spares, for similar tourer sports, cash adjustment. Tel: Doncaster 743636. (27012)

### FOR SALE—continued

**DE TOMASO DEAUVILLE AUTO**, Metallic brown five speed, four-door, 330 bhp V8, new XWX tyres, 3,000 miles plus 500 miles ago new discs and pads all round. Motorcraft carb replaced with new Offenhauser manifold and Holley double pumper carb, radiator descaled, air conditioning, Philips stereo, 4-speakers 28,800 miles, S-Reg., absolutely fabulous motor over £2,000 spent recently. Must be the fastest four-door, five-seater. £9,950 o.n.o. Tel: Bookham (Surrey) 56512. (26994)

**MERCEDES 220S**, 1957, Brussels Motor Show car, beautiful magnetic blue, grey cord interior, original immaculate condition, mohair sunroof, one previous owner, low mileage, Phillips self seek valve radio, new Michellins, service records, bills, manuals etc., a much admired carriage, lack of space forces sale. £4,250 o.n.o. Tel: 01-935 6286. (26995)

**ROVER 3.5 COUPE 'K'**, Dark blue, ivory hide, recent new engine and steering, immaculate. £1,950 o.n.o. Tel: Radiant 6962. (26996)

**JAGUAR XJS**, 1979, V-Reg., red, black leather, one owner, full service history, £7,450 o.n.o. Tel: 01-402 3214 office hours. (26997)

**BUGATTI T44** short chassis number 44266, 3.3 litre, 16 plug factory engine, T35 type body by Lemon-Burton in the 30's, £17,000+ restoration by Bassett Down Ltd., the perfect road or race Bugatti reluctantly for sale to complete my own T35C project. £25,000. Tel: Eric Stewart on Tadworth 2976. (26998)

**PORSCHE 911 TARGA**, 77 srs, X-Reg., 1 h.d., metallic ice green, black chrome, tartan cloth, turbo s/wheel, tints, Blaupunkt, etc., fastidiously maintained, low mileage, totally immaculate throughout, new Turbo forces sale. £7,450 o.n.o. Tel: 01-935 6286. (26999)

**JAGUAR XK120 ROADSTER**, 1950, stored for last 16 years straight, rust free, excellent mechanics, wire wheels, Tel: Southend 202947. (27000)

**FERRARI 308 GT4**, 1979 model, azure blue, air cond., wire wheels, "Dino" Reg. No., excellent condition, quick sale. £7,500. Tel: Rayleigh 774761. (27001)

**MORGAN 4/4**, 1982, royal ivory, 13,000 miles, 4-seater, some extras, immaculate, reluctant sale. £8,750. Tel: 01-670 7700. (27002)

**BENTLEY 3/2-LITRE** Park Ward Saloon, 1934, cream over brown, engine overhauled, new king pins, rewired, runs beautifully. £6,950. Tel: Halifax (0422) 51328. (27003)

**AUSTIN 8**, 1947, complete original car, needs restoring, four extra tyres and many spares. £195. Tel: Winchester 67518. (27004)

**SCIROCCO GLS AUTOMATIC**, 1977, virtually one owner, 35,000 miles, dark brown metallic, beige cord interior, radio, sliding sunroof, tinted glass, new M.O.T., immaculate, virtually one owner. £2,175. Tel: Chelmsford (0245) 76072, Maldon (0621) 772121 ext. 24. (27005)

**DATSUN 2602**, 1979, red/black cloth, self-seeking radio/stereo, electric aerial, glass sunroof, v.g.c., £2,850. Tel: 0495 370578 (South Wales). (27006)

**ASTON MARTIN V8**, December 1974, new auto box, torque converter, exhausts, etc., metallic dark green, v.g.c., 53,000 miles, garage maintained directors car. £5,500 o.n.o. Tel: Chidrey 268. (27007)

**E-TYPE JAGUAR 4.2 Fixed Head Coupé**, 1967 Series 112, Finished in Old English White, with wire wheels, 2 owners from new, in lovely condition throughout. Taxed and M.O.T. £3,750 o.n.o. Tel: Buckley 543935 (nr Chester). (27041)

### FOR SALE—continued

**LOTUS CORTINA II**, Big valve engine, sunroof, alloy wheels, excellent condition, full history, will consider Mini with cash. £1,475. Tel: Chelmsford 421804. (27008)

**ROVER 3-LITRE**, 1961, auto, p.a.s., green, 50,000 miles, very, very good in every way. £1,200. Tel: Kirtlebridge 312. (27009)

**RILEY 1 1/2-LITRE**, 1947, rebuilt engine, very attractive condition and appearance, present owner 12 years. £2,500. Tel: 01-422 3474 (Harrow). (27010)

**PORSCHE 911E TARGA**, 1973, Saturn yellow with black interior, excellent condition throughout. £4,750 o.n.o. For further details Tel: Luppitt 623 (Devon). (27011)

**SILVER SHADOW**, 1974, peacock blue/silver, beige interior, all Rolls refinements, 86,000 miles, history, super condition. £11,500. Tel: 081-491 1661 (Manchester). (27013)

**MG MIDGET**, R-Reg., one owner, low mileage, new tyres, M.O.T. October 1982, radio, tonneau covers, excellent condition. £1,850. Tel: Rugby 810939. (27014)

**RILEY**, 1947, RMB, Taxed and tested. Good order. £1,250. Tel: Gt. Dunmow 810794. (27034)

**ROVER 3.5 COUPE**, Nov. 69, High ratio axle, economy and top speed. One private elderly owner from new, 43,000 miles, beautiful condition. Admiralty blue, light beige leather upholstery. Original and immaculate. Fitted all standard refinements and tools (unused). A very fine investment. Best offer secures. Tel: 0508 31253. (27035)

**SAAB TURBO 99**, 1978, Black, 3-door, alloy wheels, steel sun roof etc. Plus air conditioned. Good condition. £3,795. Tel: 058 479 222. (27036)

**MGA ROADSTER MK I**, Retrimmed, new hood, superb condition, full M.O.T. Plus complete car for spares. Must sell £2,800. Tel: 051 546 0329. (27038)

**LOTUS ELAN**, 1967, S3, SE, DHC, new hood, recent engine rebuild, red, M.O.T. 1 year. Sacrifice at £1,525. Tel: 051 546 0329. (27038)

**AUSTIN 7 CABRIOLET**, 1937, Taxed, M.O.T., good hood. Very original, spares, realistic price. £1,800. Tel: 0695 421 405. (27038)

**MORGAN 4-SEATER**, September 1977, One owner, 19,000 summer miles only. Aluminium body, total rust protection plus usual extras. Steam cleaned and Waxoyled annually. One of four cars. New Plus 8 sole reason for sale. £6,250 o.n.o. Tel: 025482 3278 (Lancs.). (27040)

**X1/9**, 5-speed, 1,500 c.c., 14,000 miles, one owner, pristine, silver oatmeal, radio, 12 months tax. £3,675. Tel: (0606) 6762 (0477) 32074. (27042)

**ASTON MARTIN DBS V8 Manual**, 1971, 45,600 miles, gleaming BRG, re-Connollyed tan interior, new s/s exhaust, battery, Air-con, stereo, Sundym h/w. Serviced by R. S. Williams. £3,850. Tel: 01-437 4762 (Office) 01-736 8741 (Home). (27043)

**MORGAN 4/4**, Two-seater, 1968, Professionally rebuilt 1980, British Racing Green, Much loved car displaced by arrival of new four-seater ordered in 1975. Many sensible extras. £4,950. Tel: Leicester 706919. (27044)

**MORGAN 4/4 2-seater**, Oct. 1976, Dark blue, undersealed, immaculate, 18,000 miles with tender loving care and maintenance history. Black leather upholstery, wire wheels, rack and spots. Selling to make way for new +8. £5,600. Tel: Wokingham 786905. (27048)

### FOR SALE—continued

**TRIUMPH SPITFIRE Mk IV**, 1974, Finished in magenta with black trim, factory fitted hard top and overdrive, 48,750 recorded miles. Outstanding example. Full M.O.T. £1,050. Tel: Leigh Howlett, Taunton 87922 Ext. 495 (day) Isle Brewers 513 (evenings). (27046)

**E-TYPE JAGUAR FHC 3.8 Series One**, In immaculate condition, British Racing Green. £3,000 spent in the last six months. Must sell. Hence £4,750. Tel: 061 9736757. (27047)

**MORGAN FAMILY SPORTS**, 1933, Totally original and in excellent driving condition. £3,450. Tel: Milford-on-Sea 2424. (27049)

**BENTLEY T SERIES**, 1967, Astral blue, beige interior, Whitewall tyres. Unmarked coachwork. Magnificent condition throughout. £5,750. Tel: 01-302 6474. (27050)

**E-TYPE V12 Convertible Auto**, 1973, Signal red, cherry interior, chrome wheels, Whitewall tyres, radio/stereo. Full service history, totally superb. £6,750. Tel: 01-302 6474. (27050)

**NEW MGB SPORTS**, Vermilion red, wire wheels, overdrive, only available at list price, taxed year, £6,527. Part exchange considered. Castle Garage, Neath. Tel: Neath 3160. (27056)

**LOTUS SUPER**, Seven big valve twin cam, R-Reg., 9,000 miles, alloy wheels, chrome roll bar, full weather equipment, heater, taxed, super condition. £4,500. Tel: Heathfield 4655, home Hailsham 842486 (Sussex). (27051)

**MG TC**, 1947, dismantled, engine and chassis restored, new tyres, body needs work. £2,500. Tel: Surfleet 671. (27016)

**TVR TUSCAN V8**, 1967, hi-performance 289 cu. in. short wheelbase special equipment model, regal red with beige leather interior, fully instrumented, tractable, and highly accelerative, some spares. £4,000 o.n.o. Tel: Crockham Hill (0732 78) Kent 240. (27018)

**PORSCHE 911S**, 1972, met viper green, electric sunroof, Recaros, radio, good condition. £3,850. Maidenhead 23524. (27019)

**1964 JAGUAR**, Mk II 2.4, 11 months M.O.T., 6 months tax, recent new tyres, exhaust, petrol pump, track rod ends, Lucas battery, floor pan, spring carriers and sills sound, used regularly. £595 o.n.o. Tel: 0270 67948. (27021)

**BENTLEY 4 1/4**, 1937, Mann Egerton Razor Edge saloon, Reg. No. C.J.W 10, absolutely immaculate, rewired, restored, offers around £9,300. 1966 JAG E-Type 2-2, 44,000 miles, genuine original throughout, beautiful example. £4,250 or very near offer. Tel: 0482 83995 (or office hours 0492 67 338). (27020)

**1975 BRISTOL 411**, Mk IV, maintained regardless of cost, fairly high mileage, hence best offer over £4,500 taken. Tel: 0492 68 305. (27020)

**E-TYPE 4.2 2+2**, F-Reg., overhauled and resprayed, very good condition. £3,500 o.n.o. Tel: 0270 841 214 evgs. (27022)

**Mk II JAG**, 3.8, C-Reg., body overhauled and resprayed, very good condition. £1,750 o.n.o. Tel: 0270 841 214 evgs. (27022)

**JAGUAR E-TYPE**, FHC 1970, red, sunroof, cww, very good condition, view near Norwich. £3,800. Tel: 01-603 4307 evenings. (27023)

**JAGUAR 2.4 Mk II**, 1961, metallic grey, one owner, 39,000 miles, excellent condition, M.O.T. tax to Feb '83. Offers around £3,250. Tel: 01-337 6187 evenings. (27024)

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## FOR SALE—continued

**LOTUS ECLAT** 522, January 1976, white with brown vinyl roof, 28,000 miles, 5-speed gearbox, stereo cassette, radio, air conditioning. Offers around £6,150. Tel: Business Leighton Buzzard (0525) 372247. Home 0525 221015. (27025)

**KOUGAR JAGUAR**, 4.2-litre, sports racing car, professionally built in 1981 and absolutely superb in B.R.G., special registration number, £5,250. Will exchange for sports car. T. Walder, 3 Fawley Close, Cranleigh, Surrey, Tel: Cranleigh (04866) 6316. (27026)

**MGB ROADSTER**, 1972, white, beautiful condition as restoration almost complete, new engine, (8,000 miles) tuned to stage two, new rear suspension, and coachwork, extras include spots, stereo, and detachable hardtop, £1,800 o.n.o. Tel: Rugby 891003. (27027)

**TRIUMPH STAG** 1973(M), automatic, Mimosa, hard soft tops, radio cassette, XVS tyres, electric windows, power steering, 12 months M.O.T., very good clean condition, a realistic £1,675. Tel: Preston (0772) 719318. (27028)

**1939 ALVIS** Speed 25 drophead coupe, in good condition, offers invited. Tel: Walton on Thames 46341. (27029)

**XK 150 DHC** 1960, 3.8 engine, o. drive, white blue, original condition, untaxed last 4 years, recent extensive o. haul, M.O.T. 11 months. Tel: days 0705 663887, eves & w end 07016 3680. £7,895 o.n.o. (27031)

**E-TYPE V12**, convertible, 1973, unmarked white coachwork, black interior, auto, chrome wheels, whitewall tyres, radio stereo, mint condition throughout, £6,750. Tel: Dartford 21013. (27032)

**ROLLS ROYCE Silver Cloud** 1, 1957 dark green with matching interior, an immaculate example of this rare car £4,950. Tel: Dartford 21013. (27032)

**B.R.M. ELAN S3 F.H.C.** 1968, 130 b.h.p., 130 m.p.h., reluctant sale after extensive rebuild, original colour scheme, supplied by Mike Spence Ltd., B.R.M. built twin cam, big valve, polished and ported, Cosworth CPL2 cams, engine fully balanced double dowelled flywheel, H.P. oil pump, Lotus Ultra close box and 3.55 diff. Sensible offers, Box No. 6649. (27033)

**MGC ROADSTER**, B.R.G., w.w., extensive restoration, rebuilt engine gearbox, new tyres, batteries, exhaust, £2,750 o.n.o. Tel: 061 439 4838 evenings. (26957)

**JAGUAR 2+2 FHC**, 1966, metallic blue, grey trim, 44,500 miles, good original condition, £4,200 o.n.o. Tel: 049267 797 (office), 0492 83995 (home). (26913)

**ROVER 16 hp**, 1945. Very good, long M.O.T., present owner 16 years. Known history. Tel: Malmesbury 3401. (26901)

**PEUGEOT 504 V6 Coupe**. A fine example of this rare and beautiful 2+2 sports car. £3,250. Tel: 01-642 9763. (26891)

**DE TOMASO LONGCHAMP**, 1976 "V" Reg Fabulous 2+2 2-door GT LHD 5.7 V8 automatic PAS. Air conditioned, electric windows, genuine 140 m.p.h. supercar. New tyres. Cost new £24,000 today asking £3,950. Tel: Dorking 711082 (Surrey) home 01-398 3383 (office). (27074)

**BENTLEY T-TYPE**, 1976, 1 company owner, service records, picnic tables, dark metallic blue. Lovely looking example, drives superbly, 90,000 miles, but well maintained. Only £11,950. Tel: Dorking 711082 (home) 01-398 3383 (office). (27074)

**JAGUAR XJ12 COUPE**, 1976. Specially finished RR Sevelles blue, cinnamon hide, air conditioning, self-seeker radio stereo, chrome wheels, 48,000 miles, fine condition, £3,450. Tel: Southampton 897277. (27075)

**BENTLEY S3**, 1964, Black grey leather, only 43,000 miles, in quite outstanding condition throughout, £13,750. Tel: Fawley (0703) 891542. (27075)

**CITROEN CX2400**, Injection GTL "W" Reg, 5-speed, air conditioning, electric sunroof, 4 speaker stereo radio cassette with graphic equaliser, as new, £5,050 o.n.o. Tel: Woking 65602. (27076)

**FERRARI DINO** 246 GT Spyder, 1972, Red, black interior, excellent condition throughout, new M.O.T. £7,500. Tel: 061 427 1876 (Plus 4). (27079)

**MG TA**, 1936, Excellent bodywork, red with new black leather, new M.O.T. £3,300. Tel: 061 427 1876 (Plus 4). (27079)

**COOPER CLIMAX** Formula Two Racing Car, 1957. Sound condition and substantially complete but needs some suspension work to make original Coventry Climax 112-litre FPF engine stripped for inspection. These Coopers are now eligible for historic classes £7,750. Tel: 095 444 59. (27081)

**TR6**, 1975. One owner, 28,000 miles only from new. Immaculate, £4,100. Tel: 01-693 9874. (27082)

**E-TYPE ROADSTER** 4.2, December 1970, Primrose, completely restored, all new body panels, running gear, retimed. Bills for over £6,000. Offers £8,500. Tel: 021 742 5533. (27083)

**E-TYPE V12 ROADSTER**, Silver, blue leather, low mileage, thousands spent. This superb motorcar is now for sale, £6,500 o.n.o. or p. ex Volvo Estate and cash. Tel: Brighton (0273) 32390. (27084)

**MG MIDGET**, 1977, In flamenco red, rust proofed, 32,000 miles, excellent condition throughout. Must sell, £1,825 or offers. Tel: Barrow-in-Furness (0229) 22082. (27085)

**ALFA ROMEO 1.5 Super** 4-door Series III, 1981, "W", 7,000 miles, dark blue, vinyl roof, taxed till October 1982. Very good condition, selling to buy hatchback, £3,550 o.n.o. Tel: Pickmere (Cheshire) 3202. (27086)

**TR6**, Unused since 1974, Excellent condition £2,000. Tel: 01-340 3911. (27088)

**AUSTIN 16 Saloon** 4 Light, 1930, Absolutely original but fabric shaggy, £2,000. Tel: 01-340 3911. (27088)

**TRIUMPH STAG**, 1977 March, 34,000 miles, beautiful condition. Hard soft tops, manual, o. d. in Tahiti blue. Must be seen at £4,350. Please Tel: 0203 450647 0203 77424. (27087)

**JENSEN GT**, P-Reg, very good example of this rare Marque, low mileage, taxed, M.O.T., history, £3,500. Tel: Grays Thurrock 71971. (27139)

**DART SP250**, 1964, spec B, only wants seeing, offers around £3,000. Tel: Mkt Harborough (0858) 62974. (27141)

**BMW MOTORCYCLE**, 1936, R17 730 cc, o.h.v., pressed steel frame, rare machine, restored, photographs available, further details Tel: 021-329 3365 Birmingham. (27144)

**300 SL GULLWING** 1955, as new, complete restoration by Mercedes engineer, for further information please write, Box No. 6651. (27145)

**PANTHER J72**, 4.2 manual, overdrive, 1974, chrome wire wheels, bootrack, mohair hood, cost new £22,000. Today offered at £8,950. Tel: Dorking 711082 (Surrey) or 01-398 3383 (office). (27146)

**ROLLS ROYCE Corniche**, 1977 April, Caribbean metallic blue, tan interior, Everflex roof, new whitewall tyres, £19,950. Tel: Dorking 711082 (Surrey) or 01-398 3383 (office). (27146)



# John Britten

Morgan  
TVR



There was young man from Stoke  
Who played an April Fool's joke  
He pretended his car  
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the 2-litre TVR for less than £10,000. In the pre-owned stock we have the following: **81X Tasmin Convertible**, silver, 1 owner, 12,000 miles, £8,750, **81 TVR Tasmin 2+2 white**, moon roof, £8,250, **79T TVR 3000S Convertible**, black, black leather seats, £5,950, **78 TVR Taimar**, white, green modelband, oatmeal trim, sunroof, radio cassette, £5,500, **78T TVR 3000S Convertible**, blue, 1 owner, oatmeal cloth seats, National Panasonic radio stereo, £5,250, **78S TVR Taimar**, squadron blue, silver modelband and roof, Phillips radio cassette, £4,950, **77S TVR**



**Taimar**, white/brown modelband, Wolfrace wheels, radio and sunroof, £4,750, **77 TVR Taimar Turbo**, maroon, radio cassette, leather seats, £5,950, **75 TVR 3000M white**, brown vinyl roof, radio cassette, £3,500, **72 TVR Vixen**, yellow, brown vinyl roof, Lotus Twin cam engine, £2,450. **New Morgans** — 10 in stock, immediate delivery, substantial discount — April Fool! Bet that got you reading it twice! Having had our little joke this is a true list or our secondhand Morgan stock: **Morgan 4/4 2-seater, 1981X**, silver body, gunmetal wings, w.w.,



leather trim, **1978T Morgan 4/4 2-seater**, Royal Ivory, wire wheels, reclining seats, luggage rack, 23,000 miles, **1977 Morgan 4/4 2-seater Deep Brunswick Green**, wire wheels, bucket seats, alloy body, 22,000 miles, **1977S Morgan 4/4 2-seater**, red, alloy body, wire wheels, grid, 16,000 miles, **1975N Morgan 4/4 2-seater**, signal red, wire wheels, bucket seats, wings off respray, **1971 Morgan 4/4 2-seater**, Westminster Green, 1 owner, Brooklands screen, badge bar, tonneau cover. For those needing a little extra room we



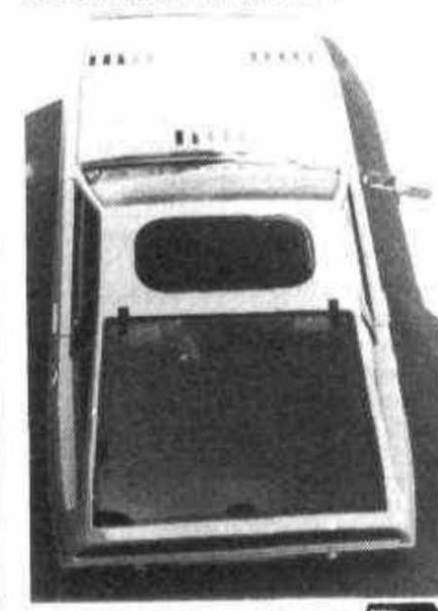
have a **1978T Morgan 4/4 4-seater**, black, chrome wire wheels, stone leather, reclining and folding seats, luggage rack, folding screens, **1977 Morgan 4/4 4-seater**, red, wire wheels, luggage rack, 40,000 miles, **1975 Morgan 4/4 4-seater**, black, wire wheels, rack, bonnet strap, spotlamps, wing mirrors. And for those who want a little more under the bonnet we can offer a **1977S Morgan +8**, green, black leather, 24,000 miles, **1976 Morgan +8**, silver/gunmetal wings, black leather, **1976 Morgan +8**, dark blue, stone leather trim. For those of you into body building how about the following beautiful bodies — (we don't mean you Nysha) what we do mean is either the Arkley or the Midas. The Arkley being a body conversion kit costing £360 plus VAT that transforms your tired, rusty, bent nosed, MG Midget into a super, fantastic, head turning, scintillating, stunning, sporting carriage, and the Midas being a



body conversion kit costing £2,250 that transforms your tired, rusting, bent nosed Mini into a super, fantastic etc., etc. We do of course supply the Midas as a complete car, fitted with a brand new 1300 Metro engine and this gives you 100 m.p.h. performance with 50 m.p.g. fuel consumption, a good deal by anybody's reckoning. Odds and ends: **1980V TR7 convertible metallic green**, 12,000 miles, one owner, £4,250, **1979 Cortina 2.3 Ghia**, metallic gold, brown vinyl roof, radio, sunroof, 1 owner, 27,000 miles, £2,950, **1979 BMW 320 white**,



sunroof, radio cassette, 1 owner, 37,000 miles, £4,500, **1979 Lotus Elite 503**, metallic blue, oatmeal trim, 34,000 miles, £6,950, **1978 Datsun 260Z**, gold, £2,995, **1978 International Harvester Scout 11**, four wheel drive, free wheel front hubs, Baja roll over bar, £3,950, **1977 MG Midget**, primrose, 25,000 miles, £1,850, **1974 BMW 3.0 CSL**, gold body rebuild, alloy wheels, Phillips radio cassette, £3,950, **1972 Gilbern Invader Estate**, white, black vinyl roof, sunroof, 7,000 miles, specialised engines, 3.1 RS stage 11, overdrive, radio, rear window wiper, £2,350. Our Service Department Special Offer this month is free fitting of all Morgan and TVR Exhaust Systems while you wait — phone Simon for appointment. Car Sales Special Offer. FREE 1979 Porsche 911SC, metallic green, radio stereo, sunroof, known history, to the first man who puts £10,000 in our Swiss Bank Account!



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- 78 T Ford Escort Mexico. 2 owners. 42,000 miles, yellow. £2,695
- 78 Triumph TR7. White/red, 38,000 miles, sun-roof. £2,675
- 78 T MG Midget. Inca yellow, 23,000 miles, rustproofed, radio / cassette. £2,445
- 78 Austin Mini 1275 GT. 27,000 miles, russet brown, tan roof, alloys, nudge bars f/r. £1,995
- 77 S Jaguar XJS. 2 owners, 45,000 miles, serv hist., squadron blue. £6,495
- 77 S Triumph TR7 Auto. 2 owners, 34,000 miles, damask red. £2,295
- 73 Triumph Stag. 2 owners, h / s tops, alloy wheels, serv hist., rustproofed. £2,495
- Austin Healey 100-Six. 2 owners, British Racing Green, fully restored. £3,995

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V12 E-TYPE Roadster, white with black interior, manual transmission, excellent condition throughout. £6,750. V12 Roadster, Azure blue with tan interior, 18,850 miles with service history, manual, concours condition. £10,000. Tel: 0695 421904 Lincs. (27135)

ONE MUST GO, 1937, Austin Seven Opal two seater, much work completed, needs finishing, tow away £900. 1933 Morris Major saloon, very, very good condition, drive away £2,750. Tel: Brookwood 3331.

FIAT DINO Coupe, Bertone 4-seater, excellent condition, rebuilt engine, resprayed. £2,500. Tel: Farnham 716323. Cooper TS6 Formula Junior, 1960, BMC engine, excellent condition. £4,500. Tel: Farnham 716323.

LOTUS ECLAT 1976R, 36,000 miles, red with oatmeal interior. £4,000. Tel: Bedford (0234) 720360. (27138)

RILEY SPECIAL, 12-4, two seater, 1935, M.O.T., taxed, very impressive machine, goes beautifully, best offer over £1,000. Tel: 01-807 5528. (27091)

LOTUS ELAN +2, two careful owners, 45,000 miles, big valve engine, s/s exhaust, sun roof, radio, HRW, silver, fast economical, reliable and £3,650. Tel: Sevenoaks 55619 evenings. (27092)

DAIMLER SP250, 1961 B Spec, excellent condition, 61,000 genuine miles, full history. £3,500. Tel: Taunton, Somerset (0823) 83139. (27093)

ROLLS-ROYCE Phantom 3, 1937, sports saloon without partition by Thrupp and Maberly, grey, 2 owners only, total restoration, recently completed professionally, exceptional car. Tel: 08045 (Devon) 3001. (27095)

SAAB 99 EMS, 1973, fuel injected sports saloon, silver grey, alloys, tints, bills available, long M.O.T. and taxed. £1,100. Tel: 01-393 9032 evenings. (27098)

JENSEN INTERCEPTOR III, spotless dark blue metallic paintwork, cream hide interior, 42,000 miles, with service history, and bills to show, air conditioning, p.a.s., electric aerial, alarm system, M.O.T. March 83. Reg. No. SFY 4L, 1973, £3,500 o.n.o. Tel: 021-551 1533 or 05097 2717. (27096)

BMW 3.0CSi Coupe, 1975, metallic blue with sunroof, excellent condition, all extras including air conditioning, tax and M.O.T. until Jan. 83. £3,250. Tel: Chertsey 67381. (27100)

SCOTTISH STORK necessitates sale of 1980 Alfa Sud 1.5Ti, ivory, sunroof, cassette, 19,000 miles. 1964 Morris Minor 1000 Convertible, many new parts, taxed, tested, both v.g.c. £4,500 the pair. Tel: Blenheim 70322. (27101)

### LATE ADDITIONS TO DISPLAY ADVERTISEMENTS

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MG MIDGET, 1961, 2 owners, 55,000 miles, grey, blue interior. Offers. Tel: Darlington (0325) 281343/4.

RILEY BROOKLANDS, 1928, Rebuilt by Riley specialist, Excellent condition. £14,000 o.n.o. Tel: 0905 773912.

ROLLS-ROYCE MULLINER PARK WARD, 1966 (Dec.), 2-door coupe. Recent £4,000 expenditure. Air conditioned, low mileage, garnet, tan leather, immaculate condition. £10,950. Mercedes 450 SEL, 1977 (Dec.). One owner, 38,000 miles, leather upholstery, alloy wheels, radio-stereo. Superb. £8,950. Lotus Sunbeam, 1980 "W"-Reg. Black/silver, one owner, original throughout. £4,750. Datsun 280 ZX 2+2, 1979 (Nov.) V. 5-speed, red, 16,000 miles, unmarked. £5,995. County Garage, Warwick. Tel: (0926) 494001/491156.

VOLVO P1800 S, 1964, Red, overdrive, Wolftrace wheels, M.O.T., basically sound but needs tidying. Hence £500 or near offer. Tel: Horsham (0403) 67774.

LOTUS CORTINA Mk. II, December 69, New gearbox, good condition. £750. Tel: Horsham (0403) 67774.

240Z, 1974, Metallic blue, Wolftrace, 51,000 miles, service history, 2 owners (last owner 6 years). A superb example, 12 months warranty. Tel: Mr. Z. Horsham (0403) 67774.

FERRARI 365 GTS, Totally rebuilt mechanically from 365 GTC. Complete new body and hood etc. all to customer's instructions. Now offered for sale. PDA. Tel: Graypool Motors 0533 374051.

MINI 1275GT, '77, Coachbuilt by Maurice Macdonald, 5,000 miles, Ford red, air con, elec. roof windows/mirrors. Stereo system, mint. Cost new over £9,000 now offered at £4,900 ex Jersey, ex Vat Car Tax. '80 Porsche 924 Turbo, Metallic blue, sun roof, elec. mirrors, 13,000 miles, mint. £9,595 ex Jersey, ex vat car tax. '82 MGA 1600 Mk. II, Chariot red, superb condition, current M.O.T., UK tax paid. £3,250 ex Jersey, Julius Olsen Car Co., St. Saviour, Jersey. Tel: 0534 31987 (anytime).

1924 AUSTIN 7, scoop scuttle Chummy, good condition, well restored, new hood etc. £4,500 o.v.n.o. Simons, 78A London Rd., Chippenham, Wilts. Tel: 50279 evenings. (27103)

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 1980 (Series) LOTUS Esprit S2. Black, 17,000 miles, leather int., radio/cassette.  
 1979 LOTUS Esprit S2. Commemorative Model, 9,000 miles only, one owner, radio/stereo.  
 1979 (Series) LOTUS Esprit S2. Blue, 27,000 miles, service history, radio/cassette.  
 1979 (Series) LOTUS Esprit S2. Black, 26,000 miles, leather, service history, radio/cassette.  
 1979 LOTUS Elite 503. Met. silver, 19,000 miles, red leather int., service history.  
 1977 LOTUS Elite 501. Met. blue, 28,000 miles.  
 1974 LOTUS Elan Plus 2S/130. Met. green, one owner, 31,000 miles.  
 1973 LOTUS Europa Special. 5-speed, white, oatmeal, alloys.  
 1974 LOTUS Elan Sprint. DHC yellow, 11,000 miles.  
 1973 LOTUS Elan Sprint. FHC, green, 2,000 miles.  
 1971 LOTUS Elan Sprint. FHC, red/white, sunroof, full history, two owners, 32,000 miles, original paintwork.  
 1981 (Series) MORGAN PLUS 8. Black, leather int., 9,000 miles.  
 1978 (Series) MORGAN PLUS 8. Met. brown, 8,000 miles.

1978 MORGAN PLUS 8. White, 29,000 miles.  
 1975 MORGAN PLUS 8. Red, 25,000 miles.  
 1979 MORGAN 4/4. 2-seater, burgundy, 26,000 miles.  
 1978 MORGAN 4/4. 2-seater, blue, 13,000 miles, w.w.  
 1977 MORGAN 4/4. 2-seater, brown, 24,000 miles, w.w.  
 1973 MORGAN 4/4. 2-seater, ivory, 41,000 miles, w.w.  
 1981 MORGAN 4/4. 4-seater, brown, 12,000 miles, w.w.  
 1981 MORGAN 4/4. 4-seater, green, 14,000 miles, w.w.  
 1980 MORGAN 4/4. 4-seater, red, 14,000 miles, w.w.  
 1977 MORGAN 4/4. 4-seater, ivory, 23,000 miles, w.w.  
 1975 (Series) MORGAN 4/4. 4-seater, red, 45,000 miles, w.w.  
 1980 (Series) FERRARI 308 GTB. Red, black leather, 4,000 miles, air cond., deep spoiler, P7's.  
 1979 FERRARI 308 GTB. Silver, 23,000 miles.  
 1978 (Series) FERRARI 308 GT4. Met. blue, 32,000 miles.  
 1978 (Series) FERRARI 308 GT4. Black, 31,000 miles.  
 1976 FERRARI 308 GT4. Red/black, 38,000 miles.  
 1974 FERRARI Dino 246 GT. Met. ice blue, 20,000 miles.  
 1974 FERRARI Dino 246GT. Black, 29,000 miles, service history, one owner, radio-stereo.  
 1972 FERRARI Daytona 365 GTB4. Yellow, 31,000 miles, full service history, brown int.  
 1972 FERRARI GTC4. Celeste, 28,000 miles only, recently serviced.  
 1975 (Series) JAGUAR E Type V12 Roadster. Auto, met. blue, 34,000 miles.  
 1974 (Series) JAGUAR E-Type V12 Roadster. Auto.,

azure, 22,000 miles, one owner, full history, radio/stereo.  
 1973 (Series) JAGUAR E-Type V12 Roadster. Manual, met. blue, low mileage, service history.  
 1972 JAGUAR E-TYPE V12 Roadster. Manual, Met. silver, low mileage, service history.  
 1970 JAGUAR E-Type Roadster 4.2. Black, c.w.w., superb condition.  
 1965 JAGUAR E-Type 4.2. FHC, met. ice blue, 45,000 miles, c.w.w.  
 1981 PORSCHE 928 S. Auto., met ice blue, 6,000 miles, one owner.  
 1981 PORSCHE 924 Carrera Turbo. Red, 7,000 miles, air cond., P7's.  
 1981 PORSCHE 924. Onyx, 16,000 miles, 1 owner.  
 1981 (Series) PORSCHE 924. Guards Red, 19,000 miles, one owner.  
 1979 PORSCHE 924. Met. blue, 37,000 miles.  
 1978 PORSCHE 924. Auto, regency, 32,000 miles.  
 1981 PORSCHE 911 SC Sport Targa. Pewter, 7,000 miles, one owner.  
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 1979 (Series) PORSCHE 911 SC Sport. Electric blue, 25,000 miles.  
 1979 PORSCHE Turbo 3.3. Olive, 22,000 miles, history.  
 1974 (Series) PORSCHE 911E Targa. White, history, radio/stereo.  
 1936 BENTLEY 4 1/4 Pillarless Coupé. Gurney Nutting, navy, sunroof, very original, full history.

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## FOR SALE—continued

BMW 323i, 1980, 26,000 miles, 5-speed box, limited slip diff, power steering, sunroof, Recaro seats, Mahle wheels, P6 tyres, Pioneer stereo, black paintwork, black interior, really superb, £7,250 o.v.n.o. Tel: 01-341 0673. (27115)  
 1937 BENTLEY 4 1/4, Hooper Drophead, in need of complete restoration but a very attractive car, £2,500 o.n.o. Also 3 1/2 engine and spares. Tel: 0635 21505 (Berk). (27116)  
 ASTON MARTIN Le Mans short chassis, 1933, finally ready after full and lengthy mechanical rebuild, chassis engine, L3 325 S. Offers around £12,500. A bit more history than most Astons. Mike Harper. Tel: 0704 43184 (Lancashire) evenings please. (27117)  
 MG J2, 1932, cycle wing model, vast amount of work done but some still necessary hence £3,500 p.x considered. Tel: Bournemouth 429383. (27118)  
 MORGAN 4/4, 4-seater, 1969, wires, crimson, new wings, panels, re-spray 1977, excellent condition, featured on "40 Years of Morgan" poster — MSCC Member £4,000. Tel: Lymm 6740 (Cheshire). (27119)  
 ROLLS-ROYCE 20 25, 1929 saloon, very pleasant and practical vintage motor car in good all-round condition, offers around £8,500, must sell. Tel: 0625 74196 (Cheshire). (27120)  
 MGB GT, June 1977, private owner, very good condition, 40,000 miles, £2,700. Tel: Wrexham (0978) 55477. (27107)  
 MORRIS 1000. Unique, as new condition, maintained regardless, one lady spinster owner (now blind), 1968, tax, M.O.T. £1,100. Tel: Exmouth 73100. (27108)  
 MGB ROADSTER 1977, red, o.d., radio/tape, new hood, taxed & tested, must be seen. £2,750. Tel: Evesham (0386) 830322. (27109)  
 LOTUS ELAN Sprint convertible, 1972, red over white, low mileage, excellent condition, T&T, £3,250 o.n.o. Tel: Houlgate 863 3468 home, 488-1300 work. (27111)  
 VOLVO 1800ES, sports estate, 1972, white, tan interior, o.d. M.O.T. and tax, excellent, £2,550. Tel: 09285 76235 Runcorn, Cheshire. Possible viewing London. (27112)  
 AUSTIN 7, Chummy, 1928, concours condition, completely original, A.F. Albon. Tel: Ottershaw 2893, £5,250. (27113)  
 MONTE CARLO, S-Reg, 14,000 miles, metallic gold, superb condition, exchange Spyder or coupe, sell £2,900. Tel: Southend 204188. (27114)  
 MORGAN 4/4, 2-seater, May 1981, wires, tan leather folding seats, cream, tan hood, hardly used, nominal mileage, rustproofed, extras, £7,450. Tel: Nottingham 231592. (27106)

## FOR SALE—continued

AC 428 COUPE, 1970 model, auto, burgundy rosso, cream leather trim, very low mileage, documented history, new engine, chrome wire wheels, this car has been fastidiously maintained throughout and is in pristine condition, very expensive, part ex considered. Tel: 021-707 8166, 021-745 8077. (27104)  
 MGB GT V8, 1975, black, Jubilee model, immaculate condition, 23,000 miles, warranted, sunroof, radio, £3,750. Tel: Byfleet 43709 evenings; Weybridge 46262 daytime. (27105)  
 AUSTIN 7 Tradesman's van, concours condition, A.F. Albon. Tel: Ottershaw 2893, £4,500. (27113)  
 LOTUS ELITE 1961, work required to complete restoration, hence £2,600. Tel: Oundle 74069 (after 6 April). (27121)  
 BRISTOL 411 MK1, saloon, excellent condition, 1970, fully automatic, sunshine roof. Tel: 038 778 663. (27122)

FOR SALE CLASSIFIEDS ARE CONTINUED ON PAGE 484

## WANTED

WANTED. ALVIS Pre-war tourer, drophead preferred but any model considered, immediate decision and cash. Tel: Luton 56036. (94650)  
 MEADOWS 4ED engine, spares urgently required, head & cylinder block, anything else or any other bits. 57 West Street, Lilley, Nr. Luton, Beds. Tel: (9476) 532. (26704)  
 AC 427 or 428 any condition welcome, prompt cash. Brunner, Krongasse 1, 5400 Baden, Switzerland. (26709)  
 SEDANCA OR LIMOUSINE Body required to suit R.R. Phantom I long wheel base 'WR' Series. Body must be complete and preferably with wings. Please reply to 041-333 9631. (26707)  
 MORGAN +8 Sound car, low mileage preferable, cash waiting up to £5,250. Tel: Abertillery 216808 workdays. (26676)  
 FORD 100E/1172 tuned engine plus gearbox, Aquaplane, Elva conversion etc. Tel: Ruspur (Sx) 541. (26489)  
 WANTED. MOTOR SPORT Vols. 1, 2, 3 and 5 will buy or swap for other years or exchange for Bound Motor Cycle or Motor Cycling. Also Wanted Cars lls., lots and Sporting Motorist. Thompson, Saycells Farm, Much Marcle, Herefordshire. Tel: Much Marcle 659. (26373)

## WANTED—continued

SELLING A CAR? Enter it in the Carmart at the Birmingham Classic Car and Bike Show May 1st, 2nd, 3rd. Thousands of enthusiasts expected. Tel: Lichfield (05432) 23922-53508. (26397)  
 DE TOMASO Pantera GTS, full specification preferably nice condition, alternatively Ferrari 246 Dino Spider or 308 GTB. Cash. Tel: 50277 503. (26212)  
 CAN ANYBODY HELP? Engine needed for 1938 Morgan 4/4, preferably climax but standard special would do, anything considered. Tel: 0604 847358 (Northants). (26214)  
 FOR 1913 King Laundalette, early Stromberg G1 updraught carburettor, pair drop door handles, speaking tube, information. Also any new spare parts for pre-war Fords. All models, from model A-B side lamps to Ford 8 C.W.P. cash. Tel: 0379 898258 evenings. (93723)  
 LOTUS ELAN wanted in need of rebuild, for sale: Standard Flying 8 engine and gearbox, offers. Tel: 09442 637 (N. Yorks). (95796)  
 WANTED. LUCAS 109E 1,000 c.c. F3 downdraught manifold by (embarrassed) C. Lucas. Tel: Ripon (0765) 2033. (26191)  
 MICROLIGHT WANTED. Eagle preferred, price and condition to 84, Knighton Road, Leicester. Tel: 709282. (26017)  
 WANTED: ROAD & TRACK 1948 (May, June, August). Will pay premium to complete collection. Ennor, 5, Stonegate Drive, Mt. Holly, N.J. 08060, U.S.A. (25955)  
 MGA'S WANTED. Any condition considered. Also MGB's bought. Tel: Simon J. Robinson (0325) 281343. (90075)  
 WANTED URGENTLY. Rolls-Royce, Bentleys, any model, any year, condition. Please phone anytime, 24 hours, Dartford 21013. (86028)  
 WANTED MG TF, MGA or TD. TC or pre-1939 MG sports, excellent condition but any considered. Please Tel: 062 2843445. (95439)  
 WANTED. ALVIS Pre-war tourer, drophead preferred but any model considered, immediate decision and cash. Tel: Luton 53036. (94650)  
 ALVIS SPEED / 4.3 tourer, Bugatti 4-cylinder, any condition or convertible 8-cylinder for renovation. Type 507 BMW, 3-litre Lagonda tourer, Vauxhall 30 98 (chassis only considered), 1750 Alfa (prefer supercharged 2-seater but anything considered). Tel: 01-737 3861, 01-761 4241. (95029)  
 MORGAN +8, must be first rate low mileage example at realistic price. Details: 12 Wykeham Ave., Kempham Park, Guisborough, Cleveland. Tel: 0287 37426. (26686)

## WANTED—continued

ROLLS-ROYCE & BENTLEY'S WANTED. Good condition, or low mileage only. Standard and coachbuilt. Tel: 01-373 2296. (95728)  
 WANTED. Porsche 911 Coupé by private buyer. Late 2.4 or early 2.7 preferred. Must have history. Tel: 051 355 0717. (95800)  
 WANTED. Lotus Elite, Eclat or Esprit, 1974-77. Would consider car requiring attention. Private cash. Tel: Kegworth 2127. (95590)  
 WANTED. Vintage and pre-war sports car or tourer, any open car considered. Best price paid instantly. Tel: Mr. Cash on 0908 582651 (Bucks.). (93300)  
 MAGAZINES WANTED. "Motor Sport", "Speed", "Bugattis", "Motor Racing", "Autocourse". Everything considered. Terry Willis, "Highways", Thornbury Road, Alveston, Bristol. (93258)  
 URGENTLY WANTED. Mercedes SL Sports, any year, any model. Please Tel: Dartford 21013 (anytime). (74832)  
 WANTED. 8-CYLINDER magneto, good price paid. Tel: 01-578 3810. (90699)  
 BOOKS ON MOTOR RACING. Early volumes Autocourse, Automobile Year, Grand Prix Car, pre-war racing car catalogues and ephemera. Quote price required and condition to: Eoin Young, Box 3, East Horsley, Surrey. Tel: 04865 3311. (92548)  
 TR6. TR6. Wanted. Cash waiting, might consider car needing work. Tel: Offley 542. (93604)  
 WANTED COOPER 500. Any condition, also 1,100 c.c. version, original Cooper Trailer, any spares or literature or other proprietary 500s. Tel: 0908 55 271 (N. Bucks.). (92228)  
 AC ACE. Bristol, BMW 328, Frazer Nash Le Mans Replica, Frazer Nash Targa Florio, Lotus X1 Le Mans, Lotus Elite SE. Private purchaser will require detailed engineer's inspection and report. Vehicle must be 100%. Box No. 6650. Tel: 0903 37277 (office hours). (27090)  
 PROFILES WANTED. Classic Car Profiles 4, 6, 7, 15, 19, 24, 29, 30, 33, 54, 69, 71, 72, 74, 76-78, 81, 83, 84, 86, 88-90, 91, 94-96. £1 each paid. QPV Ltd., 30 West Drive, Brighton. (27097)  
 COOPER NORTON FIII, AJS 7R, G50 Matchless or similar in first class original condition. Cash offered or would exchange interesting car requiring restoration. Richard Forshaw, 73 Ringwood Road, Longham, Wimbome, Dorset. Tel: 020 16 4727. (27110)  
 CASH WAITING for immaculate MG TC. Sound reliable one considered or TF. Tel: Bilton 2159. (26668)  
 LOTUS SEVEN. Any condition. Tel: Dennis Sher on 01-458 3506. (94345)

# Ferrari

CURRENT STOCK INCLUDES:

- 1972 246 GT in metallic blue, full service history, another collector's car.
- 1978 (T) 400 GT. Metallic brown coachwork, one owner from new, supplied and serviced by ourselves.
- 1977 308 GTB in metallic blue, Sportspack engine, and sports exhaust, P7's or NCT choice.
- 1979 (V) 308 GT4 in silver, wire wheels, sun roof, stereo, low mileage for year.
- 1970 246 GT in silver, very low mileage, Earls Court Showcar. Must be seen to be appreciated.

## Emblem Sports Cars (U.K.)

SALISBURY ROAD, BLANDFORD DORSET. Telephone Blandford (0258) 51211.





## WANTED—continued

**LANDAR R6** or R7. Any cheap condition considered. Write: H. Staal, PO Box 30, Hounslow, Middlesex TW5 0AF, England. (27143)

**JOHN DAY** Lotus 43 BRM H16 and Lotus 568 gas turbine models wanted. Kit or built. Tel: Cambridge (0223) 870679. (27037)

**ALVIS SPEED 25** or similar wanted in excellent condition for immediate regular use. Old Vicarage, Rowston, Lincoln Tel: Metheringham 20503. (27017)

**CARS WANTED.** Alvis Speed 20/25 Tourer, 12.50 or Silver Eagle considered. Lagonda 2 litre also of interest. Tel: 0614271876. (27079)

**WANTED. MERCEDES-BENZ.** Any supercharged pre-war, or 300SL Gullwing or Roadster. Porters of Kensington Tel: 01-584 7458. (26881)

**WANTED. ROLLS-ROYCE.** Especially dropheads, pre-war exotics, post-war coachbuilt. Porters of Kensington Tel: 01-584 7458. (26881)

**WANTED. VINTAGE 30s** large tourers and supercharged sports. Porters of Kensington Tel: 01-584 7458. (26881)

**WANTED. VINTAGE BENTLEYS** from 3 to 8 litres. Any condition. Porters of Kensington Tel: 01-584 7458. (26881)

**CARS WANTED.** Golf GTi. Preferably 5-speed and under 20,000 miles. Private buyer has cash waiting. Tel: 05445 495. (26889)

**WANTED.** USA purchaser requires any old or interesting sports or racing car. Also old Rolls, Bentley or Ferrari. Best payment. Tel: 01-385 1806. (26912)

## MISCELLANEOUS

**RAY ROBERTS** of Whiston. Rare books. Please order my 1982 motorist list, 2,000 titles. £2 (£3 overseas). Ready soon. Aviation, 650 titles. £1 (£2 overseas). Steam (Rail & Road), Travel, Engines, Rolls-Royce — Bentley, Sales Brochures (Car & Bike), Autocourse, Motor Racing, Mags etc. Callers welcome by appointment June 12 — M6 Whiston Hall, Whiston, Nr Penkridge, Staffs. Tel: 0785712232. (27089)

**LOTUS CHASSIS.** Elan — 2 New. Purchased for rebuild that never happened. Now offered much below list to clear. Tel: Hull 0482 43636. (27094)

**NEW MOTORING BOOKS** at very special prices. Motor racing histories etc. Write for lists. Terry Wills, "Highways", Thornbury Road, Alveston, Bristol. (27099)

**LOTUS ENTHUSIASTS.** Send 31p stamps for sale list, 1959-62 brochures, original photographs and documents. 2 Dartmouth Road, Olney, Bucks MK46 4BH. (27080)

**REAR AXLE** M-Type MG with springs and 4 disc shockers. £95 the lot. Tel: Burton-on-Trent (0283) 761318. (26964)

**CAR CATALOGUES** for sale, 1950 to present. Many rare items, Bentley, Lagonda, Morgan, Ford etc. Discounts available. For list send 50p to J. Waskett, 179 Chignall Road, Chelmsford, Essex. (27140)

**MORRIS OXFORD & Cowley.** 1928 manual. Excellent. £15. 1930 Morris Minor manual. Excellent. £15. 1952 Austin A40 instruction book. Excellent. £10. 1938 Ford 10 instruction book. Mint. £12. A30 35 full workshop manual. Fair. £12. Consul Zephyr 1.11 autobook. £5. Herald autobook. £5. Tel: 0476 67615. (27142)

**STONEGUARDS 7-12.** Vintage, modern specials and radiator guards to order. Leather, motorist helmets. LMS. Various colours. £17 p&p 80p. Licence holders, black enamelled, screw on chromium rim, mounting bracket. £3.75 p&p 75p. Original AA badges, early 50s-60s. In as found condition. £8.50 p&p 75p. Original brass fire extinguishers in good condition. £14 p&p £2. Vintage type klaxon horns, black finish, available in 8v, 12v. £17 p&p £2. Car posters, Jaguar, MG, TC, Singers. £2.75 p&p 30p. Glass cut to any size, beveling mirrors resilvered, restoration, replating of headlamps, reflectors, horns, fittings. Just send ready dismantled, please for quotation. New and original accessories, mascots, badges bought and sold. Send your requirements to S. Butler, "Silver Fir", Sandy Lane, Aymerton, Norfolk. (26947)

**MORRIS ENGINE.** 1550 c.c. 1937 Cowley? New pistons, bearings etc. Offers. Tel: Billington (Yorks.) 637. (26949)

**MINI COOPER "S".** Mini Cooper "S". Mini Cooper "S". Bought. Sold. Henry Staal, Moto Great Ltd. Tel: 01-570 3838. (27143)

**NEW 6 VOLT BATTERIES!** Morgan, MGA, MGB, MGC, MGBV8, etc. 2 year guarantee. Trade supplied. Collection anytime. Access Barclaycard. Moto Gear Ltd. Tel: 01-570 3838. (27143)

**AUTOMOBILE YEAR** 1-23 offers over £1,000. Motor Sport 1946-74, bound red and gold £600. Motor Racing 1954-60 Vols 1-7 bound green and gold £100. Motor Sport Racing Car Review 1947-58 11 Vols £100. "Motor" Year Book 1950-54 5 Vols offers. BRDC Silver Jubilee Year Book No. 1245 offers. The Story of ERA Motor Racing Publications 1949, offers. Austin Racing History Motor Racing Publications 1949 offers. Box No. 5647. (26887)

**RADIOTELEPHONES.** Pye Westminster, rally frequency (72.735 MHz AM), complete with mike, antenna, mounting bracket, licensing details, £105. 5 St. Marys Close, Bainton Stamford, Lincs. (26885)

**RARE 30s** items for disposal, beautifully restored and original pairs R100, P100L, P100S, P100R, QK596 headlamps, FT562, FT37, top-hinged tribar spotlamps, pillar spotlamps, long and short trumpet horns, "NewAlto" horns, lowkey rearlamps etc.) totally original Rolls Royce and Bentley mascots including Ghost, Phantom 1, 2, 3, 20-25, kneeler, 3/2, 4/4, SS Jaguar Desmo, Crosby, Also 1900-1939 rare club badges, Brooklands, RAC AA etc. P100 spares/glasses, SS Jaguar spares etc. all priced to sell, prompt shipping happily arranged. M. Wright, 9, Coniston Crescent, Weymouth, Dorset. Tel: 03057 70463 evenings 6-7. (26879)

**VINTAGE/VETERAN** leather case/trunk 20 1/2" x 18" x 13" deep, excellent original condition. £85. L. E. Velocette £245. BSA Bantam nice £235. 1918 Scooter ABC, original £599. Tel: Bromfield 206. (26872)

**FORMULA 1 REGISTER** offer for sale re-prints of their records, Formula 1, 2 and European 5000 1948-date. Include entry lists, grids, results and chassis numbers, send see for list of available years and prices. Dr Paul Sheldon, 4 Station Road, Esholt, Shipley, West Yorkshire, BD17 7DR, United Kingdom. (26858)

**4 MGB V8** wheels, brand new in their boxes. Tel: 09323 47853. (26857)

**DERBY BENTLEY** 3 1/2 and 4 1/4 cylinder heads, 3.75 c.w.p.s., enquiries to Finnes Engineering, Clenfield Mill, Little Clenfield, Oxon. Tel: Clenfield 438. (26706)

**SALES LITERATURE** For Sale. Hundreds of items from 1960s to date, very reasonable prices. Send for lists to: J. M. Mackean, Lowwood, Lyndhurst Road, Mossley Hill, Liverpool L18 8AU, Merseyside. (26685)

**TYRES, 18" x 5.0" 15.50"**, remoulds and part worn (eleven) £250 or £25 each. Tel: Smith 01-205 1500. (26896)

## MISCELLANEOUS — continued

**25 YRS MOTOR SPORT** 1957-1981 (one copy missing) and 17 others between 1950 and 1956 £38. Tel: 098 064 219. (26694)

**XX150, RARE** original parts catalogue, twin volumes, exploded illustrations, offers. Tel: 06632 3581. (26677)

**BOOKS ON** motor racing for sale including many rare classics. Send SAE for list to Phillips, 12 Tudor Lane, Old Windsor, Berkshire. Tel: Windsor 67281. (26568)

**PARTS FOR** Rolls Royce Cloud III, compl. LHD steering, dashboard, compl. front suspension etc., suitable for conversion, plus many spares, ask for list. Tel: Berne, Switzerland 010 41 31 44 28 88. (26573)

**BENTLEY MK6.** R-Type centre spotlamp £30, matching headlights £30, Derby wheel spinners £15, Marchal 11" Bulls Eye Headlamps £400, CAV Torpedo Sidelamps less lenses £40, Rolls Royce Phantom III, pair good heads, £600. Tel: 03745 4174. (26904)

**RARE HAND PAINTED** Lithographs and coachbuilders prints and drawings for sale, 1900 to 1939, mostly framed, list £1.00. S. Erskine, 5 Woodlawn, Kingston Vale, London SW15. (26893)

**1906 DE DION** single cylinder engine, complete for sale, £350. Tel: 01-546 2027. (26893)

**MOTOR SPORT** from 1925. Important sale. Other magazines, manuals. Racing. MOV Velocette engine. Send 50p for list. 77, Havant Road, Horndean, Hants. Tel: 093818. Callers appointment only. (26508)

**ENAMELLED BADGE** Restoration Service. The restorers who use only genuine glass in their comprehensive service. SAE please with your enquiry to: Pamela David Enamels, 6 Overtons Close, Radford Semele, Leamington Spa. Tel: (0926) 23018. (26507)

**MOTOR SPORT.** 1974 to 1981 inc. 79 and 80 — 2 complete years. 5 copies missing. Tel: Northampton 564563. (26502)

**UNBOUND MOTOR SPORT.** 1947 to 1976. Less Jan 47, Feb & May 63, July & Nov. 60. Offers over £50. Tel: Maidenhead 38289 (after 6 p.m. & weekends). (26497)

**CAV BELL SHAPED** headlamps. Type F. ex-Rolls Silver Ghost. Offers. Tel: 0532 688930 (evenings/weekends). (26409)

**MOTORING LITERATURE** Bought and Sold. New 24 page spring catalogue now available, listing over 1,000 items. Brochures, books, mags, manuals etc., etc. Car & Commercial. Very extensive selection. Only 50p. Les Wilson, Woodvine Cottage, 52 Manchester Road, Astley, Manchester M29 7EJ. Tel: (09421) 893632. (26407)

**MGTC SPARES.** Steering box, cylinder head, radiator, half shaft, hubs, manifold, dynamo etc. Tel: York 37847. (26398)

**MONACO GRAND PRIX.** Drive down and stay with English enthusiasts who go every year. Caravans in £70 per week, per van, up to 6 persons. Coates Continental, Cheddar. Tel: 0934 743173. (26389)

**HIGH TENSILE** plated bolts and nuts (BSF or UNF) in assorted packs. SAE please for leaflet. W. G. Platts, The Schoolroom, Thurington, Nottingham. (26388)

**CHAMOIS LEATHERS.** Best quality, 4.5 sq. ft. Superb value at only £4.85 inc. p&p. R. A. Broadard, "Roselyn", Cooper Lane, Pott, Northallerton, N. Yorks DL6 3HQ. (26378)

**PRE-1930 SUNBEAM SPARES.** Also pre-1940 Triumph spares, including 6-cyl. C Climax 1912 Single Motorcycle. Must sell. Tel: Lisburn 4336 (N. Ireland). (26371)

**MOTOR SPORT.** 1951/1975. 198 copies, 9 years complete, 6 years 9 copies missing. £20. Tel: Altrichton (0323) 870357 (evenings). (26203)

**SU TYPE G38** Carburettor. 1 1/4" sidedraught, brass body with sloping dashpot. Sound condition. Offers please to 0256 3010 (Basingstoke). (26196)

**ONE 19"** wire wheel to fit 1938 MG 1 1/2 litre. Never used. Offers. Tel: Stourbridge 75328. (26201)

**FOR SALE.** 4 bedroomed house. Berkshire village. Requires modernisation, all mains. Small workshop/garage, petrol pumps. Shop, virtually closed. Suitable vintage car restoration/light engineering. Owner would consider financial interest. £47,750 freehold. Tel: Lambourn 71312. (26025)

**THE MOTOR.** Bound volumes 1926-1939. £10-£40. Lagonda 8v Klaxon. £25. Tel: Doncaster (0302) 866803. (26019)

**PUE 521 (PUGH)** Reg. E250. Morgan 2-str. new torneau. £20. Jaguar E-Type toolkit. £15. Tel: 01 622 2673. (25797)

**MOTOR SPORT.** 1969-82 complete. Good cond. £30. Collect West Malling, Kent. Tel: 0732 843286. (25829)

**ROLLS-ROYCE 20/25** and 20 Cylinder Heads. Brand new, available, fully assembled, new valves, springs, coreplugs, etc. Stoved finish, export arranged. Limited batch. Only £1,680. Why risk an old head which can cost as much? Alden Ltd., 72 Charlotte St., London W1. Tel: 01-323 0862. Telex 71698. (24530)

**ROVER 110.** Most parts for disposal off scrap car. Tel: Worcester 427726. (25567)

**VINTAGE MGM LOGBOOK.** Chassis sidersails, "J" remote, 2 unknown MG steering column pinions, 3 ditto halfshafts, 3 Jaguar mechanical tachos, speedos, set Whiteface Riley 30's instruments. Wanted 5,000 Blackface mechanical tachos. Tel: Kegworth 2778. (25591)

**REMNANTS OF** uncompleted sports racer project to be cleared. Includes Lotus twin cam engine, tuned 1000 engine, Ford close ratio gearbox, 2 Ford LSD's, Elan suspension and differentials and much else. First offer over £400 for lot secure. Tel: 01-249 5713 (evenings). 01-407 8989 ext. 3089 (days). (25945)

**SPARES FOR SALE.** Mechanical TR3, 1954 and Singer Le Mans, 1934. Offers. Tel: Newport, Gwent 279419. (25951)

**DERBY BENTLEY** new hub pulley and turret spinner. £35. Aston Martin D86. New rear light assembly, ash tray, bonnet light Bezel. £20. Motor Sport. About 1960 onwards, incomplete £10. Tel: 0639 20578. (26080)

**MOTOR SPORT.** 1954-65. 98 issues, good condition. Offers. Tel: Fleet (02514) 5654 evenings. (26084)

**MERCEDES.** White stocks fast. Stack headlamps 300SE coupé/saloon £99 (r.r.p. £162); wing trims W123 S class £95 (r.r.p. £152); spoilers front £149 (r.r.p. £240); rear £69 (r.r.p. £110); 220-50 80 S 4; 8 1/4 wings £59 (r.r.p. £86); headlamps £50 (r.r.p. £76); piston & sleeve £42 (r.r.p. £80); shockers £7 (r.r.p. £19); 8 pads, grilles, bumpers 20-40 off. Crash repairs. Tel: 01-689 3247 (London) (02581) 55192 Blandford (weekends). (26085)

**JAGUAR LIGHTWEIGHT E** Spares. Alloy bonnet, hard top, boot lid, pair of seats, set of wheels, hubs and spinners, fuel tank, wide angle head and inlet manifold for carburetors, piston set. Various other items, all original, mainly new. £5,950 the lot. Also original wide angle "D" type engine complete with dry sump, water pump, pulleys and clutch. £8,500. Contact Lynx Engineering at Hastings 51277. (26088)

**VIDEO TAPES.** The world's largest selection of motor racing programmes. RAL 57 College Road, Bromley, Kent. Tel: 01-290 0106. (26089)

## MISCELLANEOUS — continued

**AUTOJUMBLE** indoors at the third Bristol Classic Car Show on Sunday 4th April 1982. Over 150 stalls available, all on the ground floor. Stalls £12.50 each. Bristol Exhibition Centre. Also 3-day Autojumble space available. All details to Bristol Classic Car Show Tel: 0272 731610. (26462)

**CHROME WIRES,** spined hubs, spinners, tyres, new and secondhand for Jaguar MkII, S-Type, E-Type, Daimler Sovereign V8 250. Tel: 01-527 8041 or 01-520 6775. (264378)

**ERIC THOMPSON** buys and sells motor and motorcycle books, magazines, manuals, handbooks, road tests and sales literature, pre and post war. Book list No. 812 available. UK £2.00, overseas £3.00. Long Common House, Shamley Green, Guildford, Surrey. Tel: Guildford (0483) 892129. (26035)

**UK AND CONTINENTAL** transportation, well established personal and competitive service. Multiples, one to three vehicles, comprehensive insurance, import-export facilities, storage. Tel: MS Transport Services on 01-393 4715 (24 Hour Answerphone) Telex 261507 ref 2016. (26949)

**MOTORING LITERATURE** bought, sold and exchanged. For a large selection of motorist handbooks, magazines and books (both new and secondhand) please call Thursday, Friday, Saturday at Vintage Motorship, 500, Bradford Road, Batley, Yorkshire Tel: Batley 470773. (26144)

**CAR RECOVERY** and delivery, local national continental, singles, doubles. Tel: Cartrek, Esher 62785 (Surrey). (26479)

**MONACO GRAND PRIX.** May 23rd. St Jean Cap Ferrat Monte Carlo 20 minutes, beautifully situated luxury four bedroomed villa to let (up to eight persons) privately owned and available for the week of the Grand Prix at £800. Tel: 0253 27387 (office hours). (26250)

**4 1/2-LITRE** Meadows engine, suitable special, Invicta, Lagonda, Marine but basically the same. £350. Tel: 01-761 4241. (26029)

**WORKSHOP** to let 60' x 30' near Oxford, light industrial, car repairs or car spraying, pleasant surroundings. Stephens. Tel: Clarendon 380 or 218 (036781). (26107)

**DUSTSHEETS** 100% cotton, heavy quality with tie on tapes. Sizes 15' x 10' £18.50; 17' x 10' £21.00; 19' x 11' £25.00; 20' x 12' £28.00; 22' x 12' £31.00; 24' x 12' £34.00; 28' x 12' 6" £39.00. Please add V.A.T. and £2.00 postage. Money back guarantee, write Hornby Smith, 22 Lancaster Mews, London W2. Tel: 01-402 3214. (26216)

**SELL THOSE** unwanted motorist spares and buy some bargains at Doncaster Racecourse Giant Autojumble, Saturday 10th July. (26028)

**RILEY PARTS,** 9, 12, 4, 6-cylinder, post war 1 1/2 and 2 1/2, chassis, engines and body parts. Gamecock, Monaco, Kestrel and Lynx. Tel: 0248 78 303 (N. Wales). (26166)

**CAR TRANSPORTATION** fully insured, UK, continent, Personal service, immediate quotations. Tel: Stratford-upon-Avon (0789) 5872. (26439)

**AUTOMOBILIA SPRING** 1982 Catalogue offers over 1,000 books, brochures, manuals, histories, annuals, magazines, profiles. Send £1 for this plus Summer and Autumn Automobilia, 30 West Drive, Brighton. (26381)

**XX120 ROADSTER.** Hard top, siderscreens, bonnet, seats. £200 o.n.o. the lot. Tel: 0952 812448. (26392)

**700 x 20 TYRES.** One new, one 50%. Austin Seven 1937. Completely rebuilt chassis, instruments, log book. No body. £450 o.n.o. Austin Seven twin carb pedal car. Dead rough, incomplete. Offers "Classic Car" magazine 1978-81. Blizard Tel: Billericay 22611. (26925)

**MOTOR SPORT** June 1964 to December 1981 with three copies missing. Motorist News, 1971 to 1981. Offers to Lofis, Highcliffe, Dorset. Tel: (042-92) 71972. (27133)

**OLD TYPE** Weber carburettors, horizontal types, 360CC, 380CC, 400CC, 480CC, 520CC, 580CC, 590CC, 600CC, 650CC, 680CC, 700CC, 750CC, 800CC, 850CC, 900CC, 950CC, 1000CC, 1100CC, 1200CC, 1300CC, 1400CC, 1500CC, 1600CC, 1700CC, 1800CC, 1900CC, 2000CC, 2200CC, 2400CC, 2600CC, 2800CC, 3000CC, 3200CC, 3400CC, 3600CC, 3800CC, 4000CC, 4200CC, 4400CC, 4600CC, 4800CC, 5000CC, 5200CC, 5400CC, 5600CC, 5800CC, 6000CC, 6200CC, 6400CC, 6600CC, 6800CC, 7000CC, 7200CC, 7400CC, 7600CC, 7800CC, 8000CC, 8200CC, 8400CC, 8600CC, 8800CC, 9000CC, 9200CC, 9400CC, 9600CC, 9800CC, 10000CC. Plus many new spares, choke tubes, jets, etc. Cooper Monaco or late F1 5-speed gearbox complete with bell housing, 15 Cooper wheels, brake discs, hubs and calipers. Maserati 4 cylinder 2.5 litre head, valves, pistons, rods. Tel: 021 327 1725 (daytime) 021 705 1004 (evenings). (25252)

**JAGUAR FACTORY** Service Manual Mark V. Rolls 20 25, Bentley 3 litre and Alfa vintage instruction manuals. Rover manual, 1950 onwards. Laverne's "Automobile" 1902. Many others. Please enquire Tel: 0820 870 353. (27045)

**RESTORATION AND PLATING** service for your lamps, reflectors and fittings. Just send ready dismantled please for quotation. Wanted your spare lamps, rims, reflectors, glasses, horns, badges. Also glass and metal mascots and motorist items bought, sold, exchanged. For sale all unrestored 1 Bosch S Type electric horn, Bentley etc. £37. Desmo Brass bull horn £26. Vulcan Blacksmith mascot £36 P&P extra. Also other items. S. Butler, "Silver Fir", Sandy Lane, Aymerton, Norfolk. (26947)

**CHESTER 2 MILES.** Pleasant modern 4 bedroomed house with through garage 17 ft. by 48 ft. £45,000. Tel: Chester 678722. (27039)

## EXCHANGE

**PRE-WAR LAGONDA** original tourer in need of restoration. Offered in exchange for Cooper Norton. Full in first class original condition. Cash adjustment as required. Tel: 020 16 4727. (27110)

**TWO EXCEPTIONALLY** rare unrestored Harley Davidson racing motorcycles, 1920 1925. Several other unrestored machines, plus quantity of veteran spares and accessories. Exchange all or part for lightweight veteran car in any condition. Cooper 500, Open tourer or exotic Italian sports. Tel: 0726 860730. (26895)

**JENSEN INTERCEPTOR III.** Last series December 1973. Walnut dash, cream leather interior, tangerine red coachwork. The ultimate sports 4 seater. Low mileage 38,000, all extras as original. £3,900 or exchange your convertible and cash adjustment (anything considered). Tel: 01-876 8823. (25793)

**VERY ELEGANT** Edwardian Steam Launch, 28' x 5', rebuilt and in good order, value £6,000 or exchange for good quality modern or vintage car. Tel: Chieveley 279 or 505. (25948)

## FORTHCOMING EVENTS

**1982 FESTIVAL OF TRANSPORT** at Broad Farm, Hellingly, Sussex on 28th, 29th and 30th August. Historic vehicles of all types welcome, fine plaques, no entry fee, evening shows, arena events, automobile. Public admission £1.50, children 50p. SAE Mike Moore, 20 Downview, Heathfield, Sussex for entry forms. (25731)

## FORTHCOMING EVENTS

**EASTBOURNE'S SPRING TRANSPORT BAZAAR,** Fleamarket and Autojumble. Saturday, 3rd April 1982 at the Winter Garden. 200 stalls selling old motor spares, books, collectors models, cigarette cards, records, etc. Doors open 11 a.m. Admission 30p. Licensed bar/refreshments. Stall bookings from Peter Morrison, 18 Marlow Ave., Eastbourne. Tel: 29214 (after 7 p.m.). (26434)

**WOKINGHAM'S 5th AUTOJUMBLE** and Collector's Fair, 1st May, St. Crispian Centre, London Road, Wokingham. Stall details Tel: Wokingham 783612. (264306)

**BIRMINGHAM VINTAGE,** Classic and Collectors Car and Bike Show, including autojumble at Bingley Hall, Broad Street, Birmingham, 1st, 2nd, 3rd May. Up to 400 stalls selling spares, accessories, etc., plus trade stands, club stands, car and bike mart, vehicle displays etc., open 11 a.m. to 5 p.m. all days. For details send s.a.e. to P. D. Smith, 87 Worthington Road, Fradley, Lichfield, Staffs. Tel: Lichfield 23922 or 53508 (state which category). (26203)

**THE 5th Enfield Pageant** of motorist and collectors Bazaar, 29th-30th-31st May, veteran to collectors cars, motorcycles, commercial vehicles etc. Special display areas for one make clubs, national gathering of Ford cars and trucks, autojumble and collectors bazaar, over 1,000 stall bookings expected. £10 daily, book two days and get third day free! SAE E.D.V.V.T. (M), High Ridge, Chadwell Rise, Ware, Herts. Ware. Tel: 68585. (26218)

**ANNOUNCING** the third Bristol Classic Car Show, sponsored by Thoroughbred and Classic Cars Magazine on 2nd, 3rd and 4th April 1982. Trade stands, Club stands, 3-day Autojumble, Auction and much more. At the Bristol Exhibition Centre, Adults £2.00, accompanied children free. All enquiries to The Bristol Classic Car Show, Tel: (0272) 731610. (26482)

**YEovil FESTIVAL** of Transport, August 14th, 15th 1982. Entries invited for all classes. Closing date Monday 14th June. Details from Chris Hicks, 116 Legion Road, Yeovil, Somerset. Tel: 0935 22319. (26244)

**LONDON SPRING AUTOJUMBLE.** Sunday 25th April, Royal Horticultural Society's Old Hall, Vincent Square, near Victoria Station. Magnificent sale of car and motorcycle parts, lamps, accessories, clothing, books, models, tools. Open 10.30 a.m. until 4.30 p.m., admission 80p. Details s.a.e. Priory Grange Garages Ltd., Second Floor, 73 New Bond Street, London W1Y 9DB. Booking now for Grand London Autojumble, 31st Oct. 1982. (26572)

**AUSTIN 7** Diamond Jubilee, August 29, Cofton Park, Longbridge, Nr. Birmingham. Over 1,000 pre-war cars, 20,000 public. Autojumble & Collectors & Automart (complete pre-war cars), stalls available. Send SAE to ATCA, 52 Darnson Lane, Solihull, Warks. (25987)

**SOUTH WALES** Autojumble and car mart at Tredgar House, Newport, Sunday 6th June, 10.30 a.m. Veteran, Vintage, Classic Cars & Motorcycle Spares. For stalls & Car Mart ring 0633 842852 or 0633 420856. (25953)

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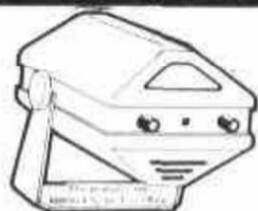
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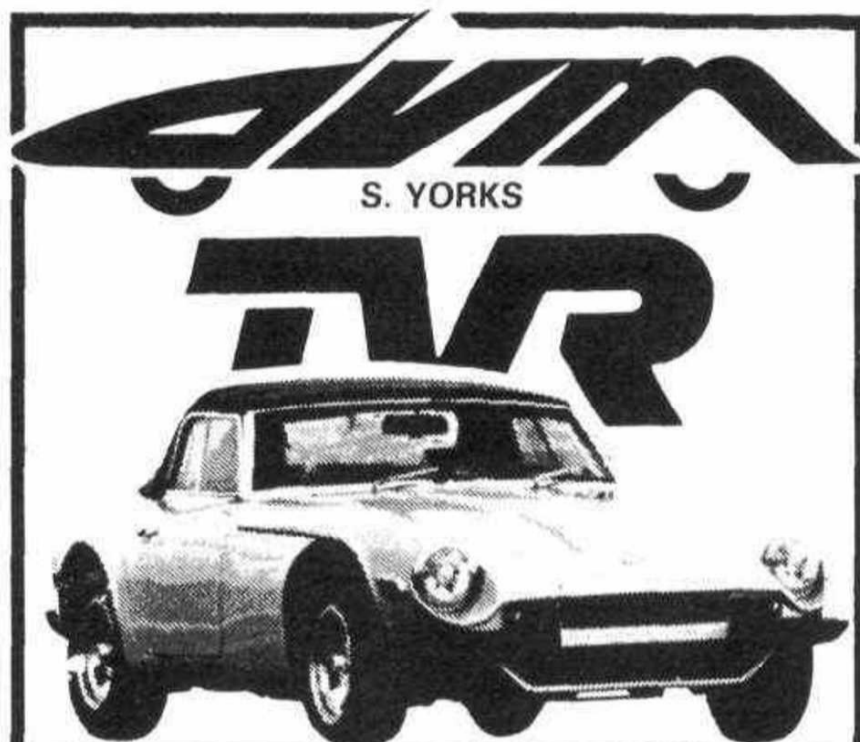
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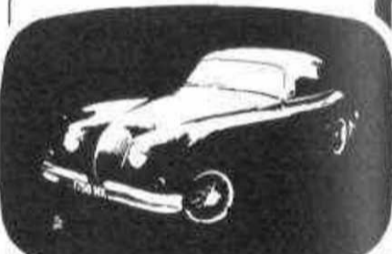
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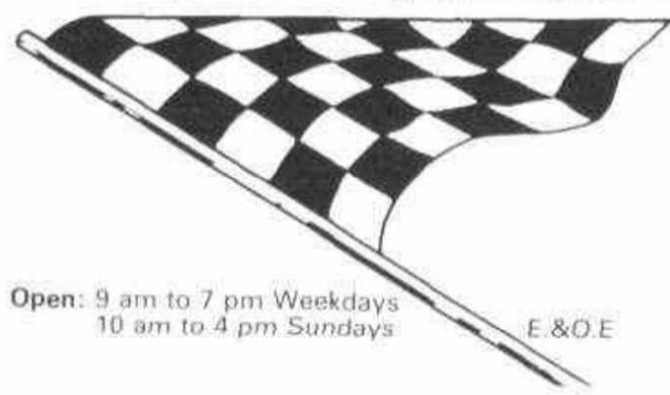
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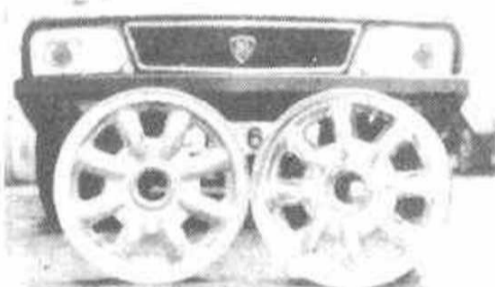
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**ROLLS-ROYCE 20/25.** 1935. Running chassis, very little work to complete, genuine low mileage, known history. Tel: Preston (Lancs) 616932. (92955)

**NEW LOTUS ELAN.** No, but nearest now available, just completed to Concours standard. Tel: 66 54279 (evenings). (94064)

**ASTON MARTIN DB5.** Very good body and mechanics, complete new trim and paint, sale by agents for best offer over £3,500. Tel: 0248 78 303 (N. Wales). (94166)

**ASTON MARTIN DB6.** 1969. Automatic, brown, new engine 15,000 miles, red leather interior, stereo, sun roof, electric windows, excellent condition, maintained Richard Williams, £5,600, must sell, moving house. Tel: 01-493 1189 (day) High Wycombe (0494) 715249. (94351)

**ALVIS TC 21/100 Saloon.** 1955. In very good order throughout. Fitted TD Series II engine, gearbox overhauled, new carpets, clutch, hood lining, numerous other modifications. £3,500. Sir George Burton, Aldham Mill, Hadleigh, Suffolk. Tel: 0473 822486. (94349)

**LOTUS 23 Twin Cam.** Minilites, HSCC classic race winner 1981, rebuilt for 1982. £8,000. Lotus Elan 26 R-12-B. Classic, championship class winner 1980. £5,000. Tel: Gathercole, Yoxall 472285 (0543) eves. (94534)

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**ALFA ROMEO 2000 GTV.** Excellent condition, beige, tinted windows, radio, 49,600 miles. £1,375. Tel: Worthing 210065. (94792)

**LOTUS EUROPA SPECIAL.** Big valve engine, taxed & M.O.T'd. £1,995, part ex. possible. Tel: Edenbridge 865219. (94779)

**MORGAN 4/4.** 2-seater. 1982. Torquoise blue, wire wheels, leather upholstery, rustproofing, luggage rack, would deliver. £8,800 or 4-seater and cash. Tel: Helsby 2462 (Cheshire); Runcorn 69171 (office). (94667)

**DATSUN 280ZX 2+2.** 1979. 18,000 miles, silver metallic, immaculate. Reg. No. PEC 1 V. £5,750. Bridge End Garage, Levens, Kendal, Cumbria. Tel: Witherlack (044852) 441. (95167)

**MERCEDES SPORTS 230 SC.** 1964. H/S tops, personal Reg. No. White and black matching interior, superb example. £3,995. Tel: Dartford 21013. (95255)

**FOR SALE—continued**

**ALFA ROMEO Alfetta 1.6 GT.** March 1978. Striking coupé in piper yellow, very good body and mechanically, 35,000 miles, rustproofed from new, new M.O.T. and recent tyres. £1,800 o.n.o. Tel: Holmfirth 7511 (West Yorks.). (95036)

**ALVIS FIREBIRD Drophead Coupé.** 1933. Very clean, sound condition, much renovated, M.O.T. and ready for use. £4,750. Also 1930 Alvis 12/50 Open Tourer. Excellent order, very attractive, lovely new trim, excellent mechanics. £6,500. Interesting exchanges considered, cash either way. Would like Speed 20, Bugatti 4-cylinder, w.h.y.? Tel: 01-737 3861/01-761 4241. (95029)

**MORGAN PLUS 8.** 1969. Rebuilt, re-registered 1978. Many extras, much recent work including overhauled Moss box. Dark blue, stone leather upholstery. Superb. Extension forces sale. £6,995. Negotiable. Tel: Andover 54660. (95221)

**ASTON MARTIN DB 2/4 Mk. I.** 1954. White, good condition, AMOC member, in general use. £2,750. Tel: Leeds 675712 (evenings). (95191)

**MERCEDES 350 SL.** 1972. Light metallic green with matching velour interior, sunroof, sports Merc wheels, expensive stereo system, air conditioning, L.H.D. "X"-Reg. Absolutely mint condition throughout. £4,570. Tel: Dartford 21013. (95255)

**E-TYPE, V12, 2+2.** 1971. Signal red, black interior, auto, sunroof, sundym, c.w.w., recent £1,500 body rebuild. £3,500. No offers. St. Albans 32047 / 56385. (95431)

**1982 MORGAN 4/4.** 2 seater, brand new, wire wheels, undersealed, offers over £7,700. Tel: 0865 721382. (95572)

**1980 MODEL PORSCHE 924 Lux.** 5 speed, purple, 24,500 miles, first reg 28.11.79. £8,200 o.n.o. Tel: 062 987 227. (95573)

**JAGUAR V12, E-Type Roadster.** April 1974. 20,000 miles, hard top, white, black hide, one owner, immaculate. £9,750. Tel: Peterborough 76528. (95574)

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**JUBILEE M.G. 8. GT.** 1975, anniversary edition, tinted glass, extras, used summers only hence mileage 30,000 miles, excellent condition, body, mechanics, taxed and M.O.T. £2,595. Tel: 051-336 5414. (95579)

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**FERRARI DINO 246 GT.** red, beautiful condition, house purchase forces sale. Tel: Cleator Moor 810461 Cumbria. (95582)

**ASTON MARTIN DB6 Mk. II.** automatic, excellent condition, v.w. exhaust, 41,000 miles, offers. Tel: Camberley 32283 34702. Rolls-Royce 25/30 chassis, complete w/d running, offers Camberley 32283 34702. (95592)

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## FOR SALE—continued

**SUPERB 1966**, Vanden Plas, 4-litre Rolls. Trafalgar blue with ivory leatherwork and sunroof, accept £1,800. Box No. 6637. (95593)

**MINI MOKE**, 1969, white with blue roof and sides, bucket seats, excellent condition, current M.O.T. £1,050 o.n.o. 102 Dulverton Road, Ruislip Manor, Middx. (95594)

**1981 X-REG**, TVR Taimar, believed by factory to be the last registered, and only X-Reg, silver with Wolfrace wheels, stereo etc., purchased as a collector's item and offered for sale only due to two new additions to the family. At £9,250 o.n.o. An immaculate vehicle with full history, please contact Mr Mills, Hampton-in-Arden 3270 3275. (95595)

**ALFA ROMEO GTV**, V-Reg, air conditioning, radio, tints, 5-speed, velour upholstery, v.g.c. £2,395 o.n.o. Tel: Lingfield 833205. (95585)

**LIGHT IS 1952**, 1.h.d., fine example of a classic car. Tel: (evenings/weekends) Tel: Mold 55397. (95584)

**BRISTOL 405** in good all round condition. £1,750. Also Bristol 408 similar condition £1,750. Breaking Bristol 408. Many V8 and 2-litre spares available. Tel: 021 430 3767. (95585)

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**ISO GRIFO**, 1966, manual r.h.d., 365 B.H.P., high performance Chevrolet, 2 owners from new, guaranteed mileage, just been fully serviced, crisis sale. Offers please Tel: Henley (04912) 5582. (95589)

**LOTUS ELAN** +25 130.5, 1974, N-Reg, white, oatmeal interior, low mileage, maintained by specialists to a very high standard. Tel: A. A. Gill on Bristol 215201 a.m. 734298 p.m. (95597)

**PORSCHE 924**, S-Reg, guards red, excellent condition both mechanically and body, full service history, radio cassette. Tel: 01-853 2658 5571 days. 01-466 6870 eves. (95598)

**DELAGE D670**, Chapron bodied sports saloon, paint, chrome, restored long M.O.T., very impressive car. £4,850. Tel: 021 308 1078. (95599)

**E-TYPE FHC**, 1962, excellent condition, stored 8 years in California, extensive professional rebuild, details Marmon Tel: (Paris) 501 50 51. (95602)

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**JAGUAR 3.4**, Mk. II, 1967, auto, Ziebart treated hence immaculate condition, genuine low mileage, original tool kit, hand book and documented history. £1,800. Tel: 01-876 3129. (95436)

**MINI MAYFAIR**, 1975, 42,000 miles, Recaro seats, walnut face, wooden rimmed steering wheel, radio, tape, deluxe carpet and soundproofing. £595 O.B.O. Tel: Collingham Bridge 73752. (95442)

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**MGB ROADSTER**, 1978, Brooklands green, cavity sealed, 24,500 miles, immaculate. £2,900 o.n.o. Tel: 061 747 8696. (95724)

**TURBO RS2000**, Director's road car, immaculately maintained, 1977, 50,000 miles. Specification includes professionally engineered Rotamaster turbo, oil cooler, Kenlowe, 205 tyres, sunroof, cassette/stereo and more. Docile in traffic, devours all but supercars at 50-110 m.p.h. Send SAE for details or preferably £3,750. Tel: Reeves 021 772 8181 (anytime). (95725)

**ASTON MARTIN DBS V8**, 1978, Manual, 1.h.d., very low mileage, electric sunroof, mint condition. £14,500. Tel: Potters Bar (Herts.) 51974. (95726)

**LOTUS ELAN** +2 S130.5, 1974, Big valve, certified 27,000 miles, Roman purple, silver flake, oatmeal interior, sunroof, electric windows, tints, Sundyn, alloy wheels, radio/stereo cassette. Documented history, M.O.T. one year, 5,000 miles driven last 3 years. Superb condition. Must be seen. £4,800. Tel: Little Chalfont 2261 (evenings). (95729)

**ASTON MARTIN DB6**, 1967, Manual, olive green, stainless exhaust. Price reflects condition, around £7,000. Tel: Henley in Arden 2552. (95730)

**JAGUAR MK. VIII**, 1957, One owner, 24,500 miles, original car. Immaculate condition. Tel: 863 4514 (evenings) 903 3281 (days). (95696)

**3-LITRE BENTLEY TOURER**, Chassis 434, Body stripped for reupholstering, needs other work. One owner last 23 years. Tel: 0246 6114 (after 6 p.m.). (95604)

**MG J2**, 1933, Partly rebuilt, considerable expenditure to-date. £2,000 secures. Comprehensive details from Box No. 6638. (95790)

**VOLVO P1800S**, 1965, Blue, radio, overdrive. £1,400. Nice car. Tel: P. Sutton, 01-839 6651 (ext. 161 office hours). (95791)

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**ROLLS-ROYCE SEDAN**, de Ville by Barker, 1933, Jaguar XK140 Roadster, American car bargain. Left hand drive, new exhaust, needs paint job and brakes. Tel: Netherlands 40-118900. (95734)

**ASTON MARTIN 4-seat Sports**, 1937, Like new. Red, beige upholstery and hood. £8,500. Tel: (0703) 843697. (95732)

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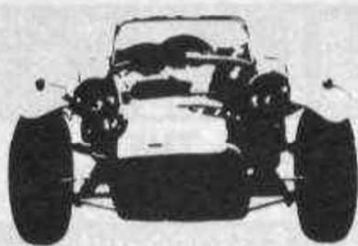


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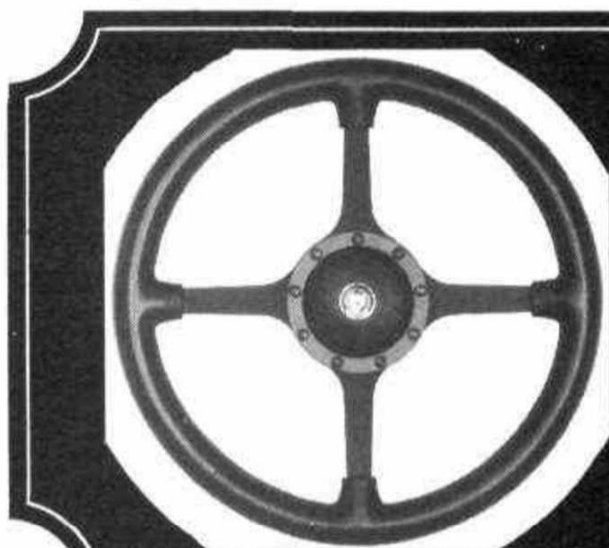
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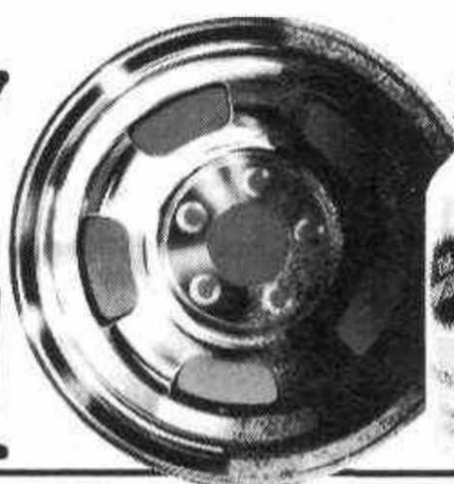
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The HISTORIC MOTORING SEASON is well and truly with us again, and I must open with an appreciative "THANK YOU" to the tremendous response given to my last month's advertisement: I lost count at over fifty 'Classic' cars that turned up to "THE GOAT" PUB at Hertford Heath last Sunday (March 7th), enjoying the most beautiful of early spring weather for the whole day. The Pub itself, I'm afraid, wasn't quite prepared for the onslaught, so another 'thank you' for your patience in the queues! If I can persuade the Almighty to lay on unbroken sunshine for APRIL 4th, perhaps you can make it another memorable get-together. April also means several HISTORIC RACE MEETINGS, and I'm delighted to announce that 'NOSTALGIA' will be entering a car in the 1982 LLOYDS & SCOTTISH CHAMPIONSHIP, beginning on April 19th; watch this space for more details!

EXCHANGES ALWAYS CONSIDERED:  
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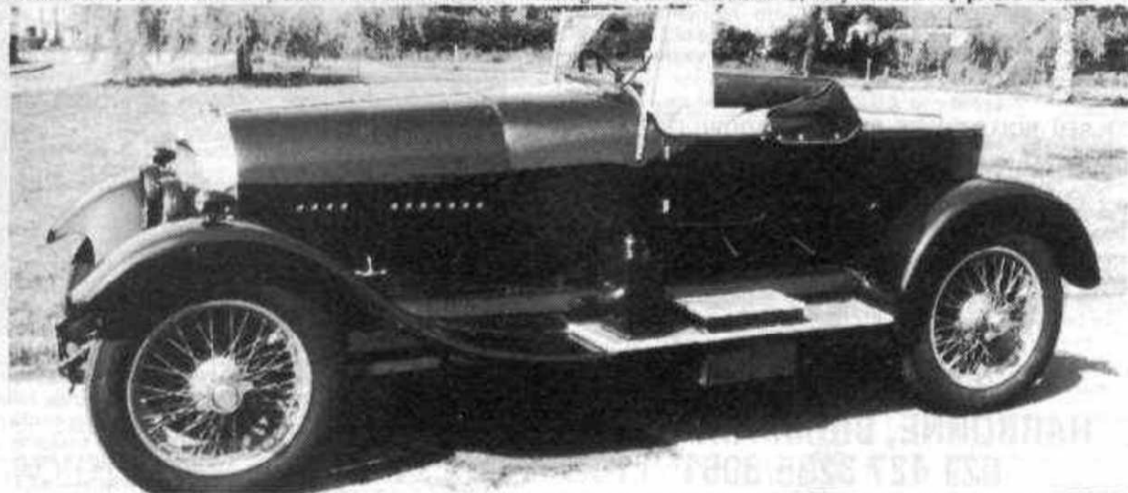
AC SHELBY COBRAS are 20 yrs old this year! I am hopeful of being able to unveil 'COB 1' (my 7-litre TWIN TURBO COBRA) very soon!

SILVERSTONE—JAGUAR DC RACES—APR 3rd.  
'THE GOAT PUB', Hertford Heath, APR 4th—Noon  
DONINGTON—APR 18th; SILVERSTONE—APR 19th

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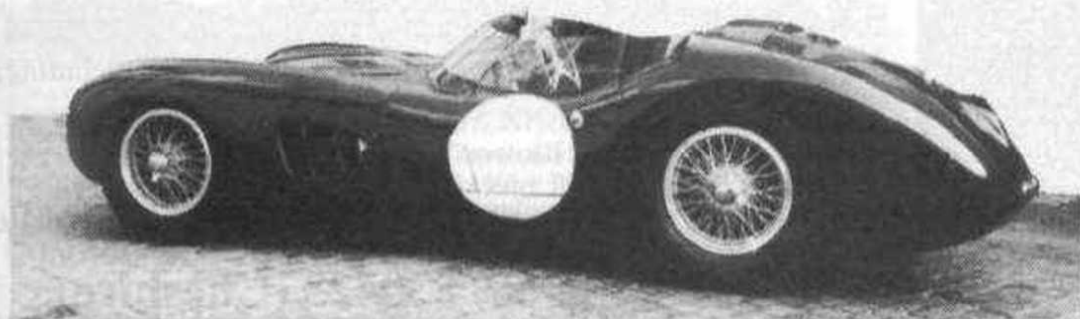


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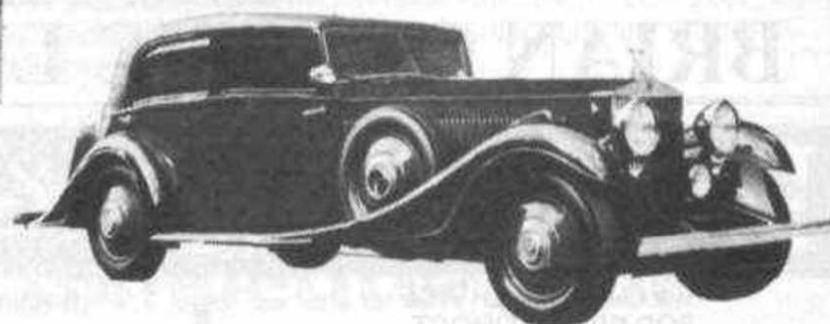
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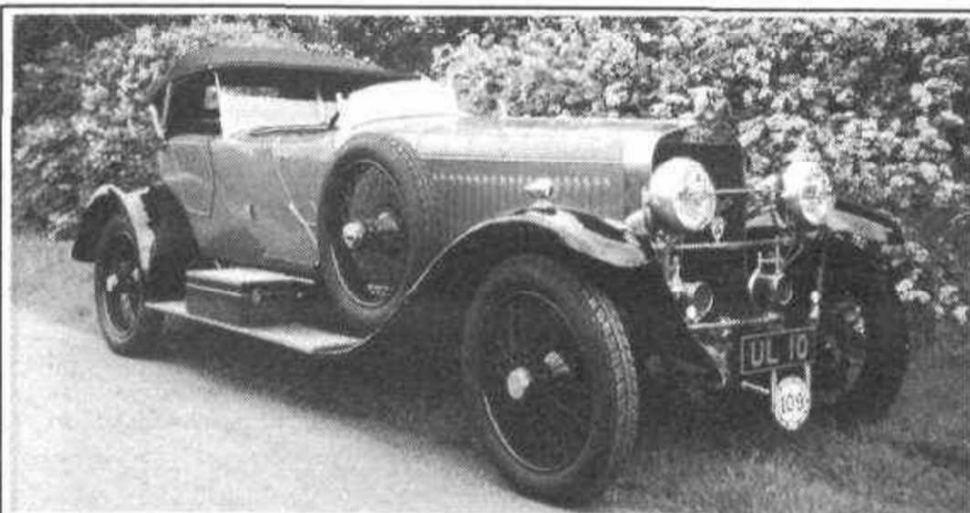
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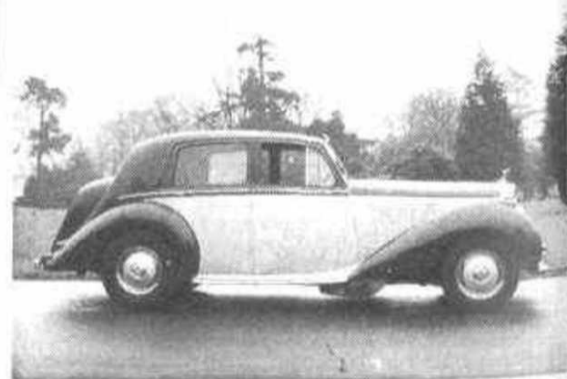
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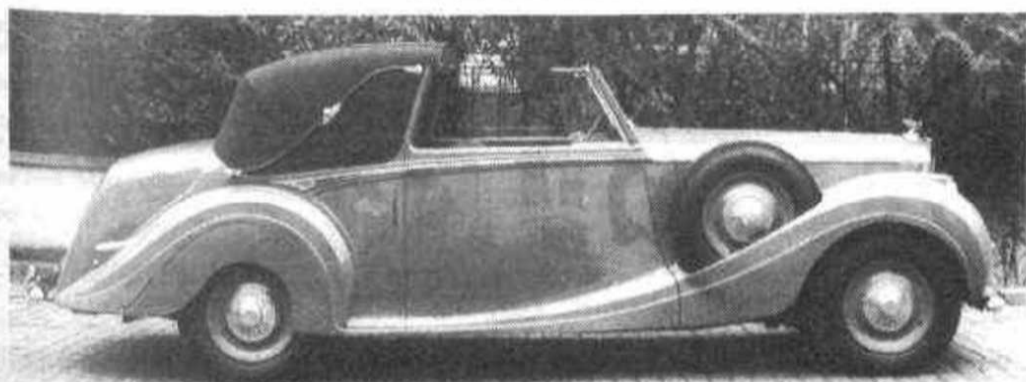
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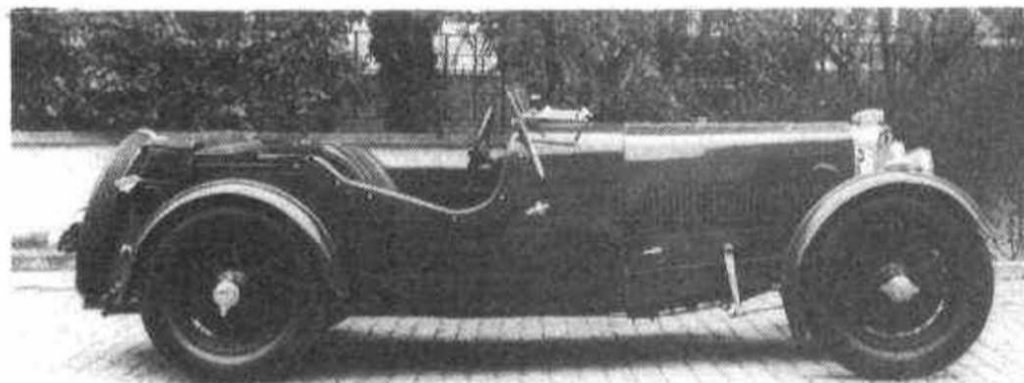
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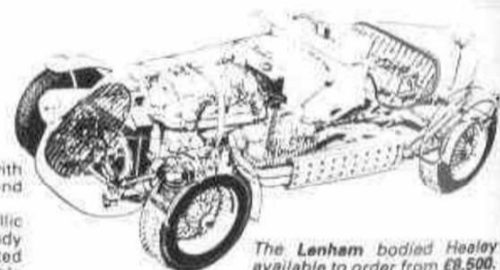
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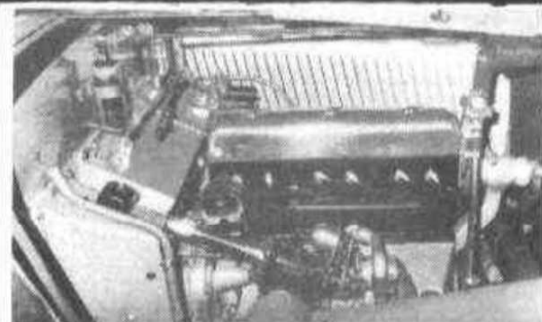
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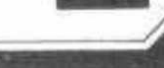
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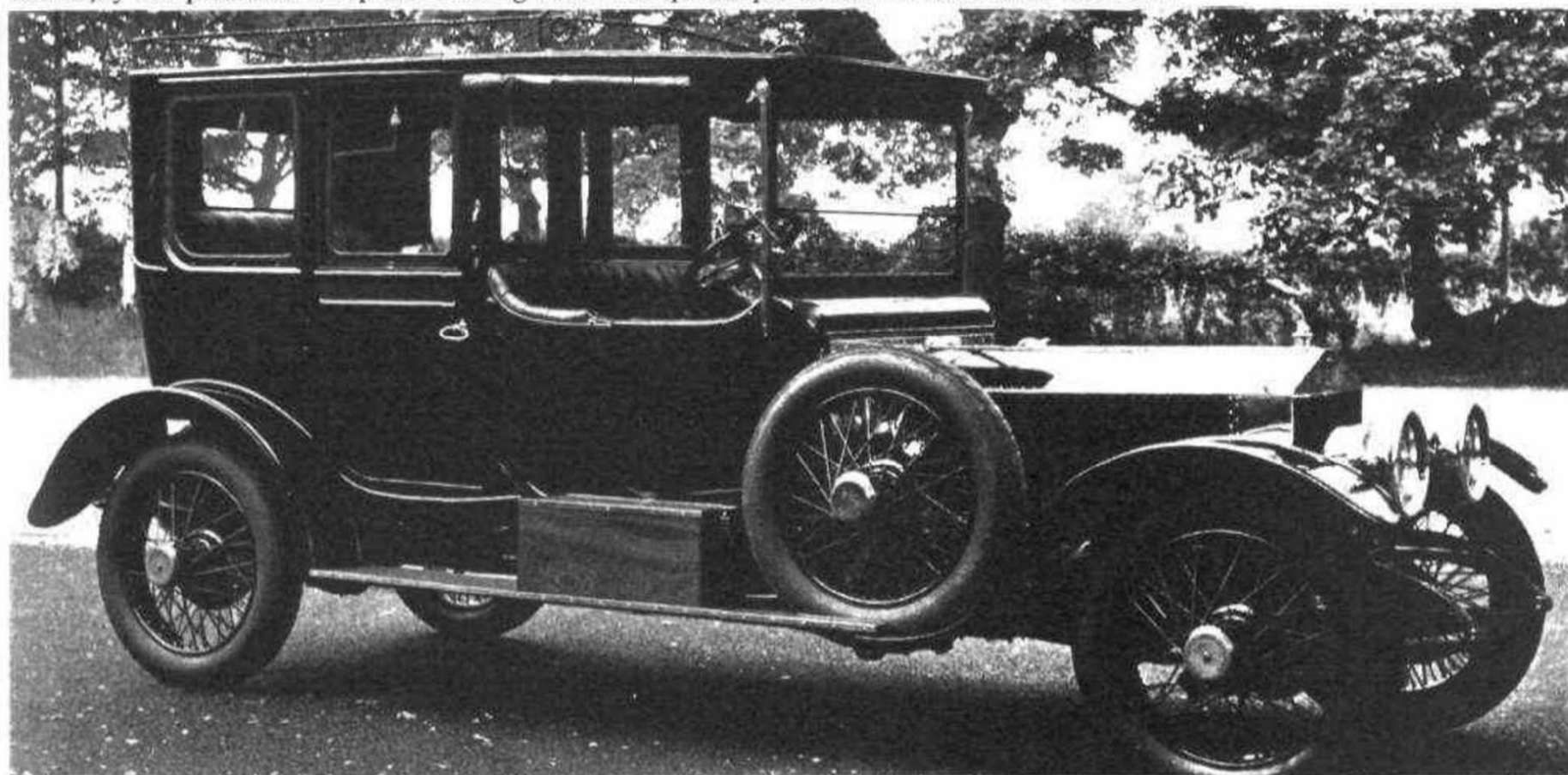
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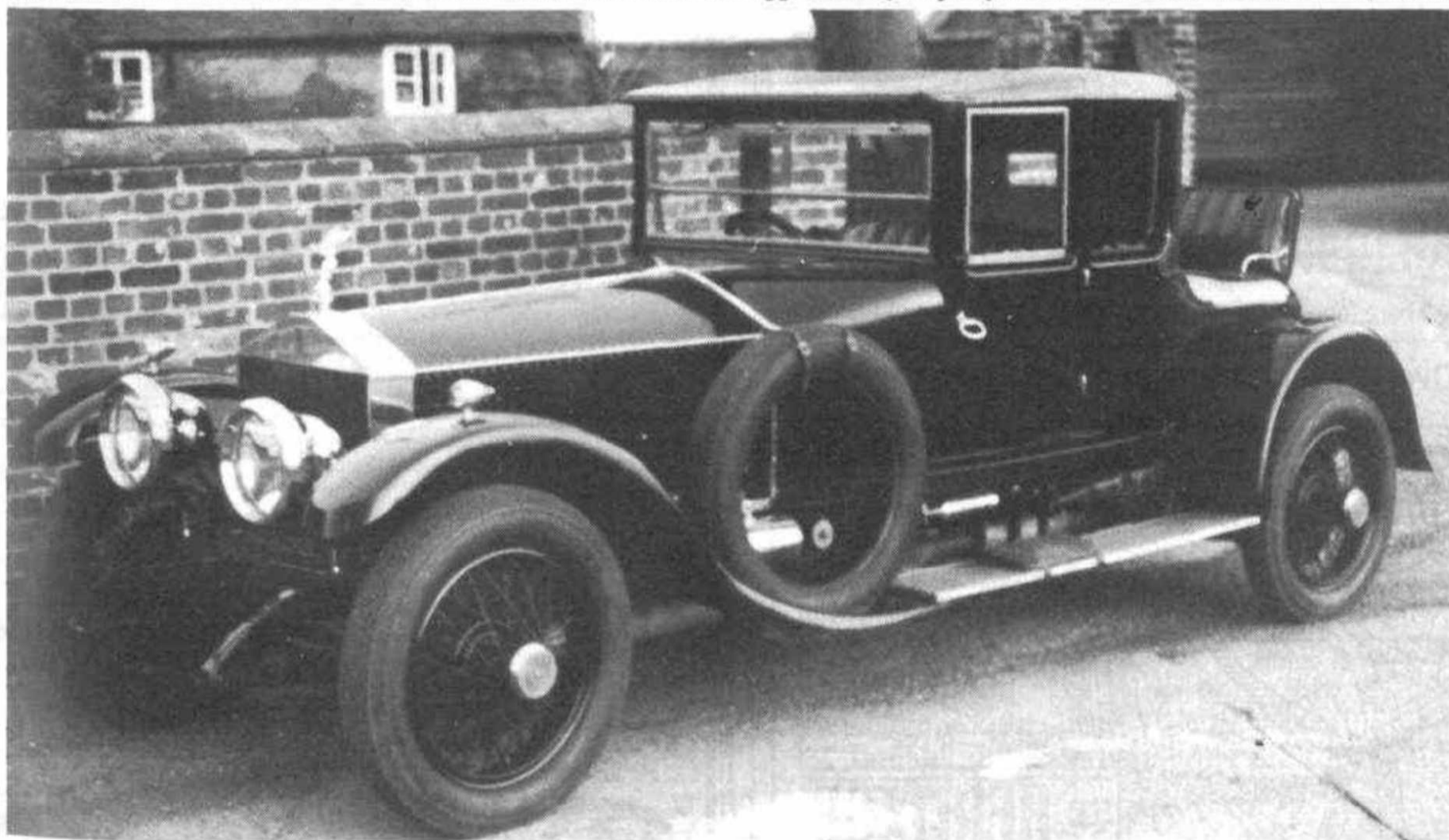
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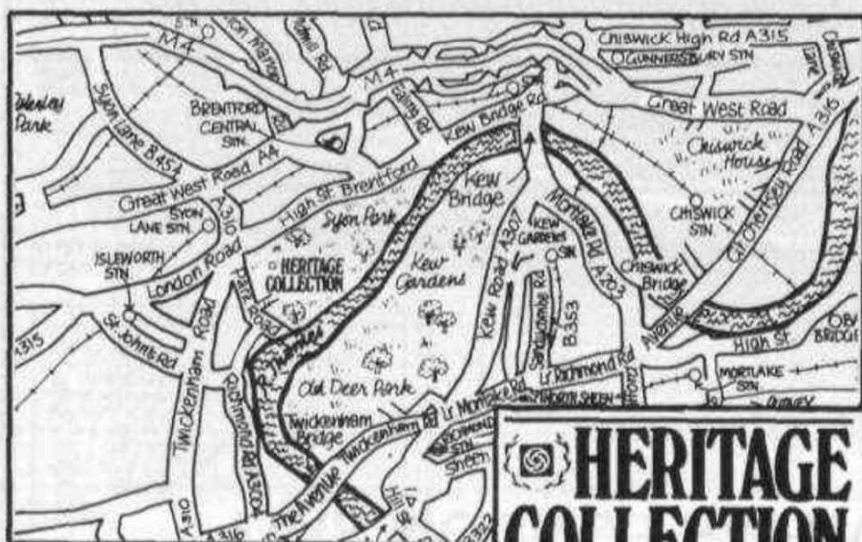
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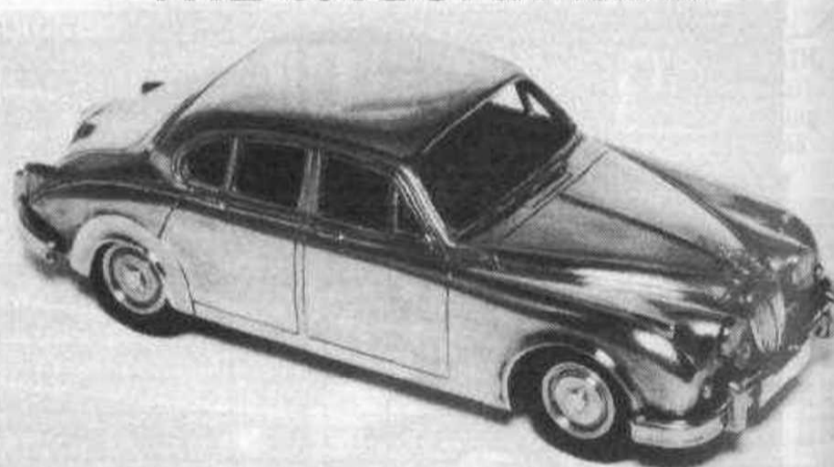
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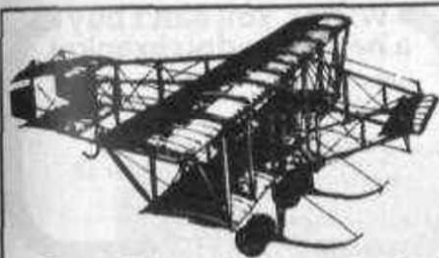
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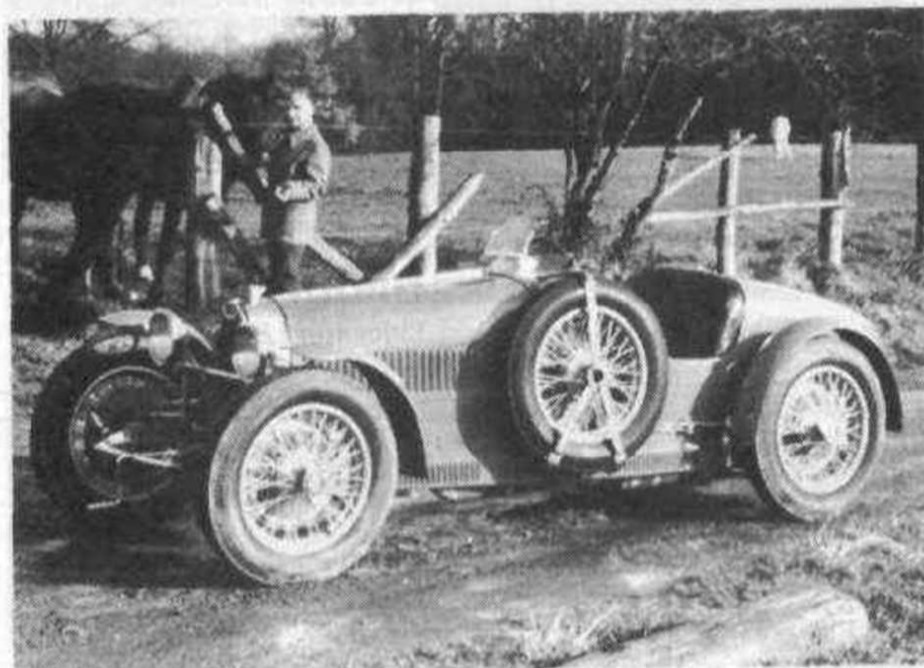
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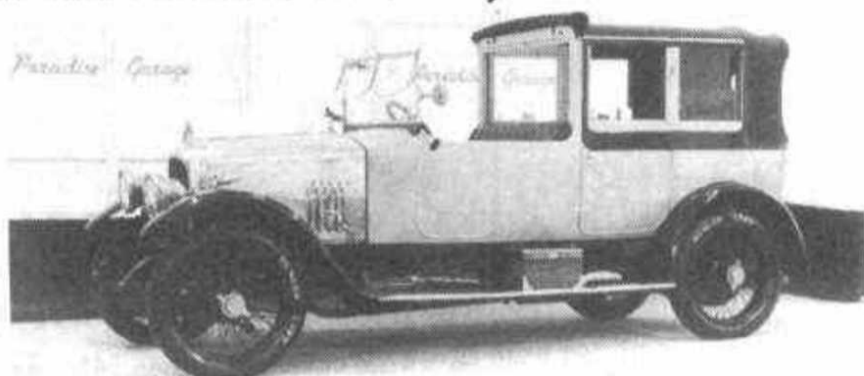
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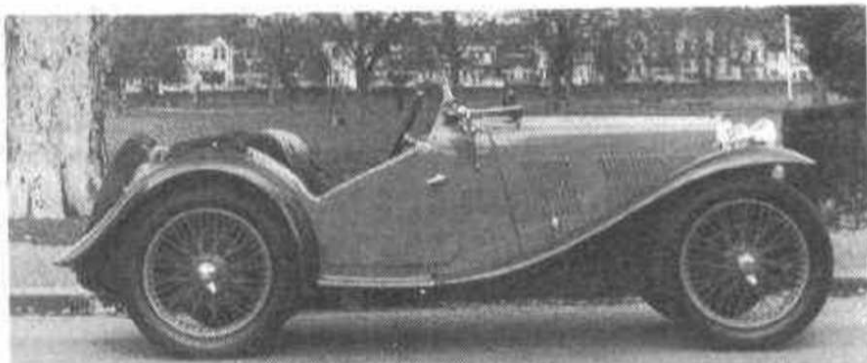
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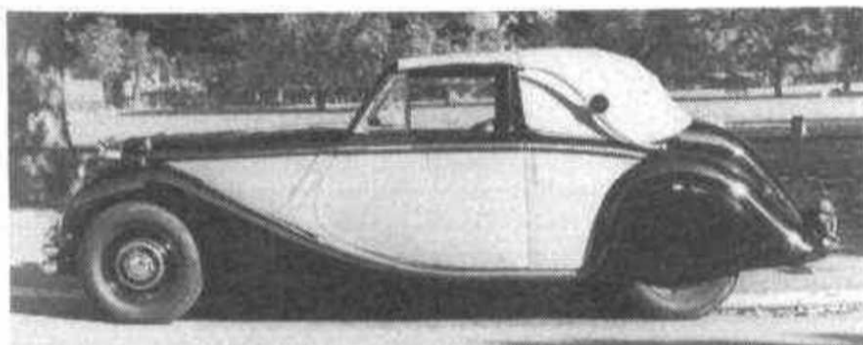
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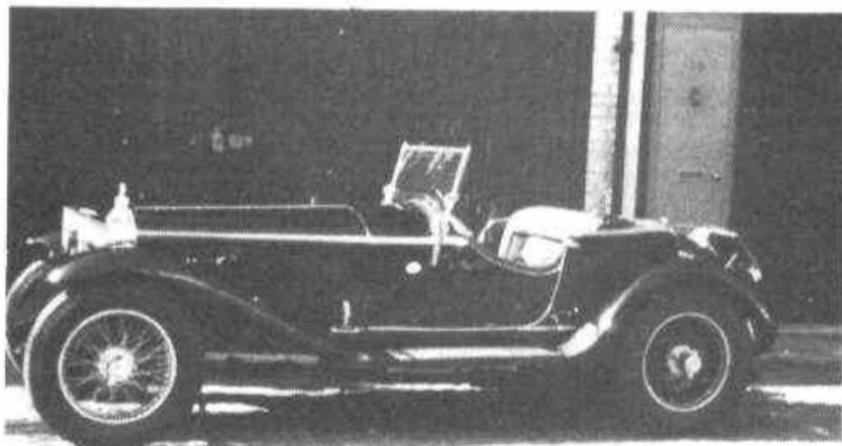


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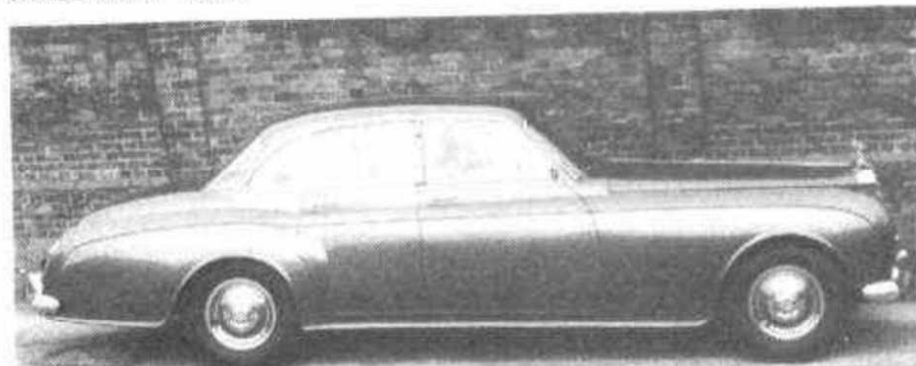
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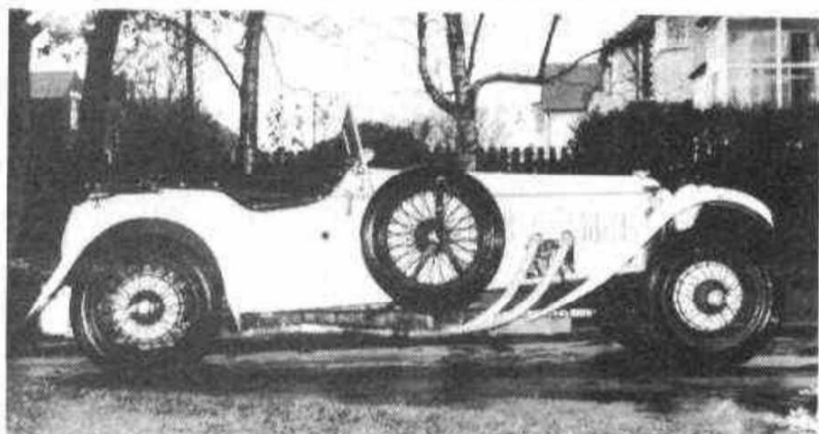


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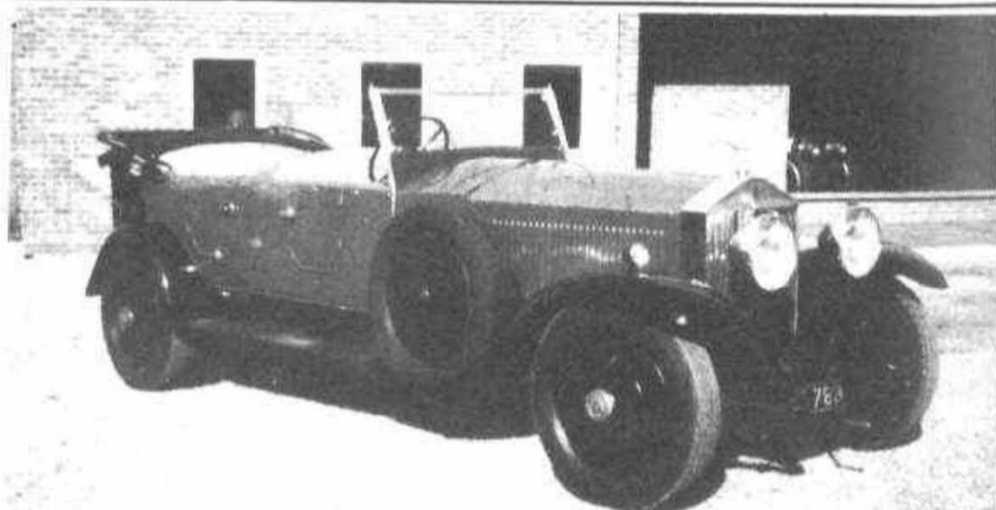
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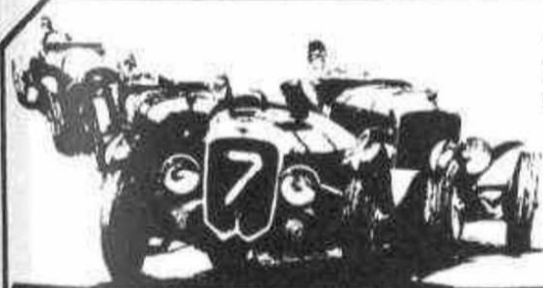
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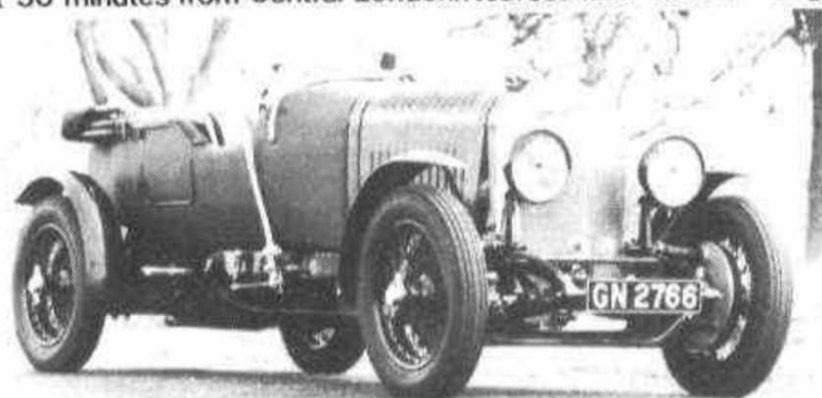
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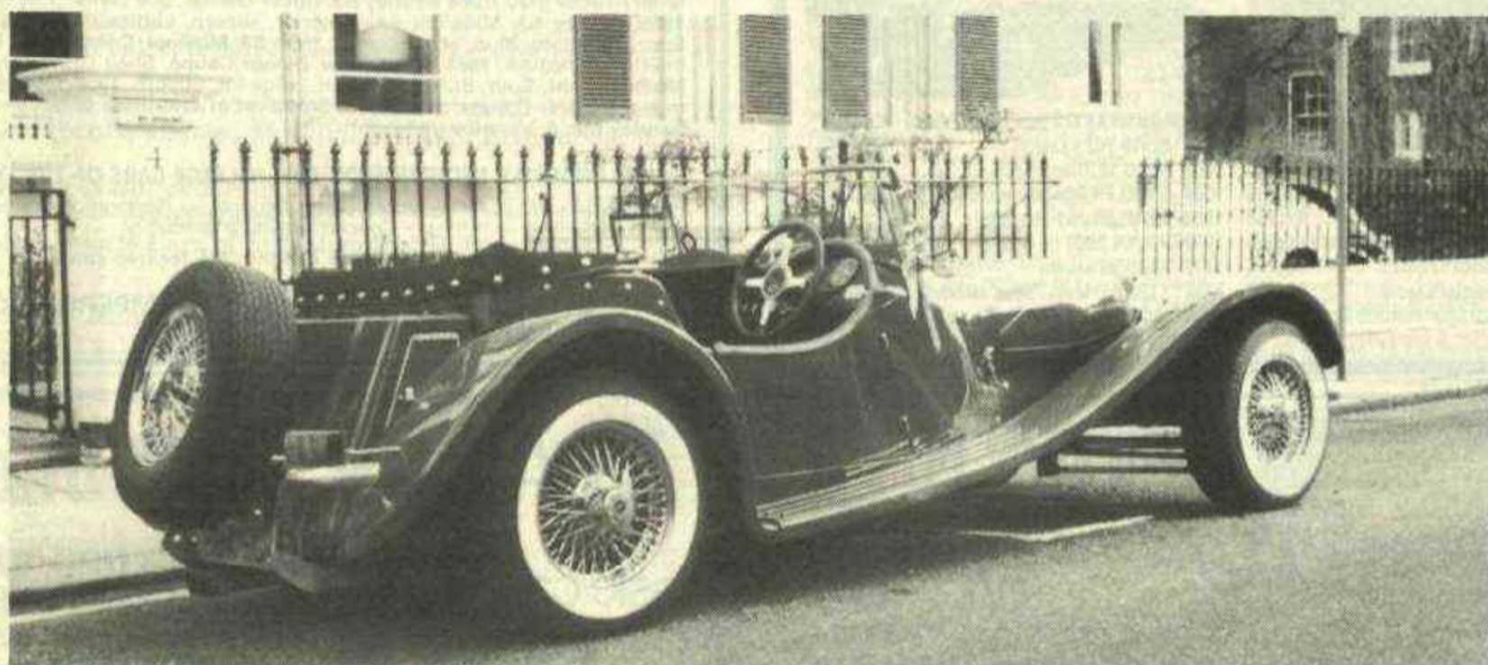
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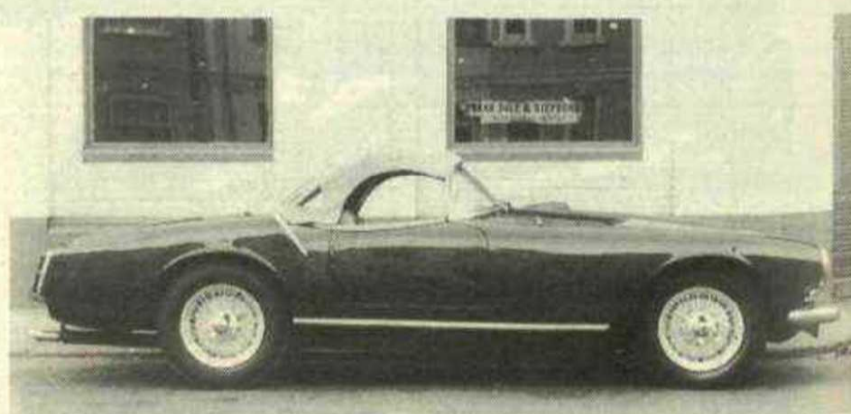
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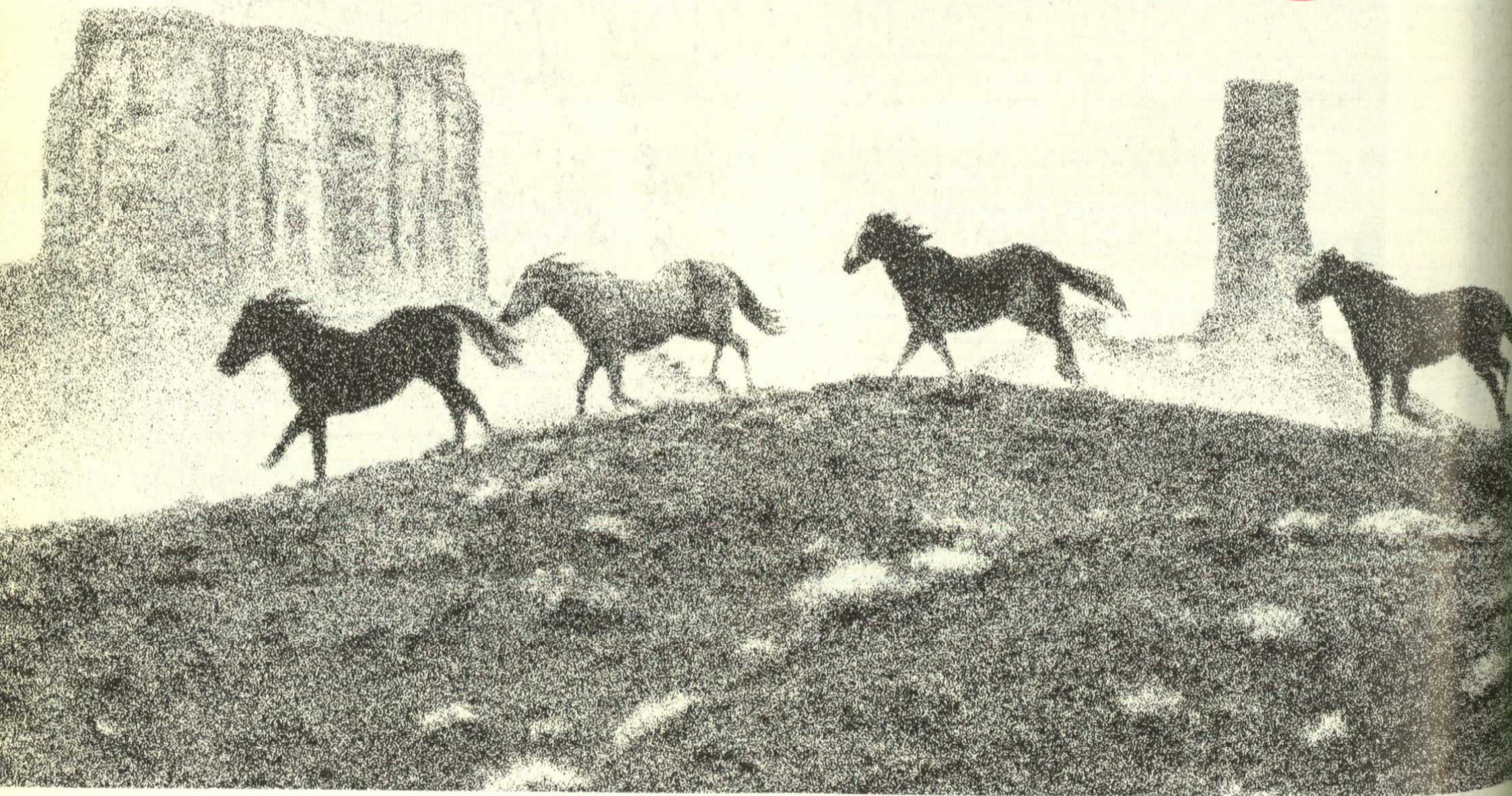
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