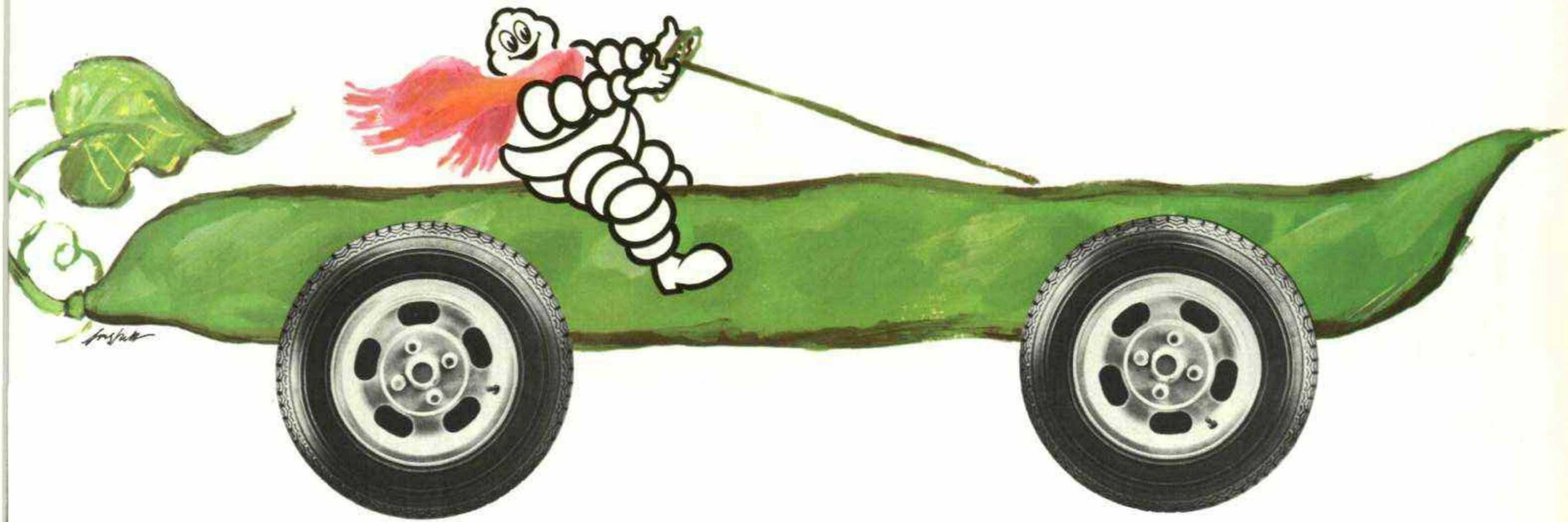
May 1982 Vol.LVIII No. 5 60p

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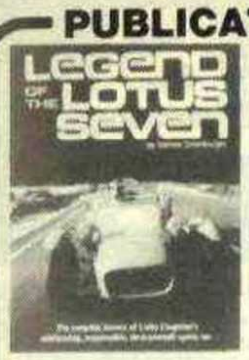


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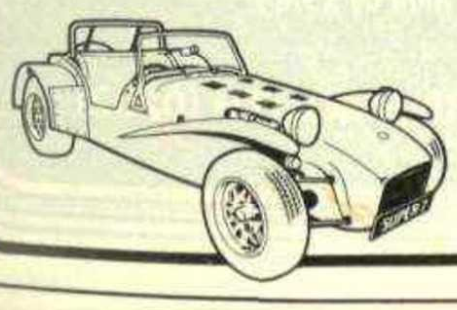
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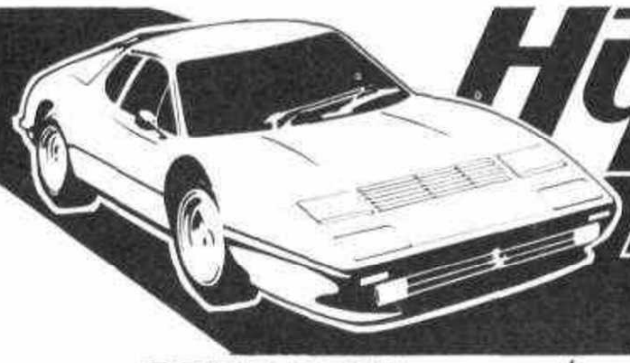
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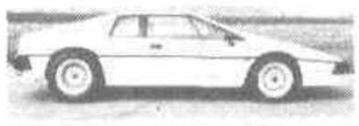
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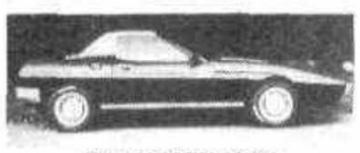
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Escort T/C RS 145lb. –1"	£20.76
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Escort 11/1300 145lb. –1"	£17.95
Escort 11/1300 180lb	£17.95
Escort T/C RS World Cup	£19.95
Fiesta (F) +	£17.95
Fiesta (R) +	£16.85
Escort Mk 3 (F) +	£20.25
Escort Mk 3 (R) +	£22.95
Escort Mk 3 (F) + 1" *	£22.95
Escort Mk 3 (R) + 1" *	£24.75
Granada (F) +	£39.95
Granada (R) +	£39.95
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) SE6 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) 145lb 1" *	£27.00
Sunbeam (R) 210lb 1" *	£22.28
Sunbeam (F) 165lb *	£20.65
Sunbeam (R) 165lb *	£20.65
Sunbeam (F) 195lb 1"	£25.30
Sunbeam (R) 195lb 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 (F) 1" + (R)	£23.60
Golf GTi 1" + (R)	£23.25
Golf Std 1" + (F)	£23.60
Golf Std 1" + (R)	£23.25

SYMBOL CODE

+	25% Up Rated from Standard
*	Rally Specification
1" + (R)	Ride Height Difference from Standard Car
STD	Standard Specification

CARRIAGE POST £2 PAIR
SECURICOR £3.25 UP TO 2 PAIRS

Struts



D.T. STRUTS

15% U/R Fast Road	£15.35
30% U/R Rally	£16.35
Super Tweek Road	£17.95
Epoxyn 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

Lever Arm Shocks



ALL OUR UNITS ARE TO THE HIGHEST STANDARDS

	30% UR	STD.	NEW
D/bl. Arm	12.25	10.65	22.45
Single Arm	9.50	8.25	16.95
Marina	14.75	12.65	19.25

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 servicable lever arm
CARRIAGE & PACKING £3.50 1 or 2 PAIRS

Conversion Kits

LEVERS TO TELIS
Marina Mk 1 & 2 Complete Kit

Adjustables Armstrong	£38.95
Monroe H/Duty	£38.50
Spax Adjustables	£44.50
Koni (The Best)	£55.00

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

ROVER SDI REAR TELISCOPIC COIL SPRING CONVERSION

Monroe Kit Complete	£47.50
Koni Kit Complete	£139.50

CARRIAGE £3.50 SECURICOR

Leaf Springs



EXAMPLES	Prices Each
Sprite Mk 1 & 2, 3 & 4	£26.34
Healey 100/6, 3000	£28.50
Escort Mk 1 H/Duty	£21.00
Escort CD6 & CD8	£19.95
Cortina Mk 1 & 2	£28.00
Capri Mk I & II	£26.50
Morris 1000	£21.20
Marina (All) H/Duty	£26.20
Landrovers	From £34.50
Hillman Hunter	£24.00
Jaguar XK 150 '57 '61	£39.00
Jensen Interceptor	£61.00
MGA '55 '61	£29.50
MGB	£25.20
MGB Coupe H/Duty	£35.00
MG Magnette 2A, 2B	£48.50
Triumph 2, 2.3A	£27.00
Herald	£48.00
Vitesses '62 '67	£36.25
Spitfire Mk 1, 2, 3	£36.25
G16 Mk 2 & 3	£27.00
CD6 Ford	£19.95
CD8 Ford	£19.95

CARRIAGE 2 SPRINGS £3.50

Telescopic Shock Absorbers & Inserts

Largest U.K. Koni stockist.

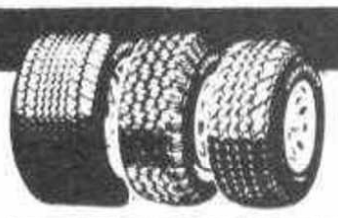


	ARMSTRONG STO		SPAX ADJ		KONI ADJ		BILSTEIN H/DUTY	
	Front	Rear	Front	Rear	Front	Rear	Front	Rear
ALFA ROMEO								
Giulia, 1300, 1600	11.50	11.50	14.85	14.85	28.85	26.55	33.18	33.18
GT, GTA, GTV, GTJ, L, Ti + Super	11.50	11.50	14.85	14.85	28.55	28.55	33.18	33.18
Alfetta, 1.6, 1.8, 2.0, GT, GTV, Giulietta	15.25	11.50	16.45	15.85	29.75	27.60	34.76	34.76
Alfasud 1350, 1500, Super Ti	N/A	11.50	N/A	17.95	+44.80	31.40	+49.12	35.85
AUDI								
100, L, GL, LS, + Coupe with Telescop... *	N/A	N/A	19.85	14.85	34.85	27.60	33.70	47.85
100 L, LS, GL, GLS, 5E, 55, Avant, 200, 5T & 5E	+22.50	19.75	N/A	N/A	+44.80	29.75	+57.80	47.0
BMW								
1500, 1502, 1600, 1602, 1800, 1802	+19.95	11.50	N/A	15.85	+42.85	28.85	+56.70	34.96
2000, 2002, Ti, Tii, Coupe, Turbo	+19.95	11.50	N/A	15.85	+42.85	28.85	+56.70	34.96
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	48.96
518, 520, 525, 528, 530, 630, 633, CS, CSi	+19.95	32.00	N/A	32.55	+42.85	42.85	+61.00	50.71
628, 635, CSi, 728, 730, 732, 733, 735i	+19.95	32.00	N/A	32.55	+44.80	42.85	+61.00	48.96
BRITISH LEYLAND								
Mini, Clubman, Cooper, 1275 GT, Sal + Est	8.95	8.95	14.85	14.85	28.55	28.55	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, Alt, MGB, MGA, Magnette	*	*	*	* Kit	*	* Kit	*	*
MGC	11.50	*	19.85	* Kit	28.55	* Kit	N/A	*
Morris Marina, Ital Sal, Est, Van 1.3, 1.8 Alt	*	11.50	* Kit	14.85	* Kit	28.55	*	N/A
DATSUN								
Cherry 100A, 120A, F1, F11 Saloon, Coupe	+19.95	8.95	N/A	N/A	+42.85	28.06	N/A	N/A
240Z, 260Z, 280Z, Coupe 2 + 2, ZX	+22.50	+22.50	N/A	N/A	+44.80	+ 44.80	+58.70	+58.70
FERRARI								
275, 330, 206, 246 GT B C S	N/A	N/A	N/A	N/A	42.85	42.85	N/A	N/A
Dino 308, GT6, GTB, GT4, GTS, 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
FIAT								
124, 125, 126	11.50	11.50	14.85	16.45	28.55	27.60	32.65	32.65
131, Mirafiori	+19.95	11.50	N/A	16.45	+47.25	28.85	+63.90	32.65
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	+45.85	+61.77	+61.77
Panda	N/A	N/A	N/A	N/A	+45.85	35.35	N/A	N/A
FORD								
Fiesta 1.0, 1.1, 1.3, 1.6 *	+19.95	16.95	N/A	N/A	+44.80	42.85	+60.20	40.26
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	28.55	+51.76	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 XR3	+19.95	16.95	N/A	N/A	+44.80	+44.80	N/A	N/A
GILBERN								
Invader Mk 3	11.50	N/A	16.45	30.85	29.75	N/A	N/A	N/A
JAGUAR								
2.4, 3.4, 3.8, 240, 340, XK140, 150	23.75	N/A	19.85	19.85	35.80	35.80	N/A	N/A
3.8S, 420, 420G, E Type, Mk X	23.75	N/A	19.85	23.95	35.80	31.85	N/A	N/A
XJ6, XJ12, XJS	15.25	19.95	19.85	23.95	27.60	32.90	N/A	N/A
JENSEN								
Interceptor	23.75	23.75	19.85	19.85	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
LANCIA								
Fulvia, Flavia Saloon + Coupe	N/A	N/A	14.85	14.85	28.56	28.56	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
LOTUS								
Seven Series 2/3/4	22.50	22.50	21.95	21.95	42.60	40.25	N/A	N/A
Elan, Elan + 2	22.50	+19.95	21.95	N/A	49.50	+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
Europa Series 2, inc. T/Cam	22.50	22.50	28.85	21.95	42.60	40.25	N/A	N/A
Esprit	15.75	23.00	17.85	32.55	37.90	62.40	N/A	N/A
MARCOS								
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	28.55	28.55	29.46	29.46
MAZERATI								
Ghibli, Bora, Messico	N/A	N/A	19.85	N/A	36.30	32.75	N/A	N/A
MERCEDES Available please enquire price								
MORGAN								
Plus 4, 4+4, Series 2, 3, 4, 5, + Plus 8	11.50	*	14.85	*	28.55	28.55	N/A	N/A
OPEL								
Kadett B+C Models, Saloon, Coupe, (Ex GTE), Ascona + Manta A + B	11.50	11.50	16.45	16.45	28.85	28.85	29.46	30.86
Kadett D Model 1980 on	+19.95	11.50	N/A	N/A	+34.25	28.85	+53.91	29.46
Monza, Rekord III + Senator (Fitted with Struts at front)	+19.95	11.50	N/A	N/A	+42.85	28.85	+64.28	30.86
Commodore B, GS, +GSE, Rekord II	11.50	11.50	16.45	16.45	28.85	28.85	29.46	32.97
PEUGEOT								
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	52.90	N/A	N/A
404, 504, 604	+19.95	11.50	N/A	16.45	+44.80	32.75	N/A	N/A
PORSCHE								
911 (State Koni 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	+86.10	33.70
928	N/A	N/A	N/A	N/A	52.90	52.90	69.16	62.40
RELIANT								
Scimitar GTE SE5 + SE6	N/A	N/A	20.55	20.55	42.60	42.60	N/A	N/A
Scimitar GT	N/A	N/A	20.55	20.55	42.60	42.60	N/A	N/A
RENAULT								
R4, R5, R6, +R16	11.50	16.25	16.45	16.45	27.60	28.85	31.20	32.65
ROVER								
3 Litre + 3.5 Litre	N/A	N/A	19.85	19.85	28.55	28.55	N/A	N/A
2300 SDI	+19.95	N/A	N/A	N/A	+42.85	32.75	N/A	N/A
2600, 3500 STD models	+19.95	85.00	N/A	N/A	+42.85	Kit	N/A	N/A
Range Rover	23.75	23.75	19.85	19.85	37.75	37.75	39.68	39.68
Range Rover Heavy Duty Stabilizers	N/A	N/A	N/A	N/A	39.80	43.80	N/A	N/A
TALBOT								
Hillman Imp All	11.50	11.50	17.25	14.85	31.85	29.15	N/A	N/A
Minx, Hunter, Sceptre + Avenger	+19.95	11.50	N/A	14.85	+42.85	28.55	N/A	30.18
Sunbeam 1.0, 1.3, 1.6 inc. Lotus	+19.95	11.50	N/A	14.85	+42.85	28.55	N/A	30.18
Solara, Horizon + Alpine	11.50	11.50	16.45	16.45	28.56	27.60	32.65	32.65
Simca 1000, All, 1100, 1300, 1500	11.50	11.50	14.85	14.85	27.60	28.85	N/A	N/A
TOYOTA								
Celica GT, LS, ST, Carina, Corolla, 1200, 1300 inc. 1600 Cressida	+19.95	11.50	N/A	17.95	+44.80	27.60	+66.70	33.16
TRIUMPH								
Herald, Vitesse, Spitfire, +GT6	12.95	11.50	18.50	14.85	31.40	28.85	N/A	N/A
Toledo, 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 less fitted)	11.50	*	14.85	*	27.60	*	N/A	N/A
TR7 + TR8	+19.95	11.50	N/A	14.85	+42.85	28.85	N/A	N/A
TVR								
Griffith, 200/400 Series, Vixen S1/S2 Tuscan V8, 1800S	19.95	19.95	19.85	19.85	40.25	40.25	N/A	N/A
2500M, Vixen, 2500, 3000M, 3000S, Taimar	19.95	19.95	19.85	19.85	40.25	40.25	N/A	N/A
Taimin	11.50	23.00	N/A	N/A	N/A	N/A	N/A	N/A
VOLKSWAGEN								
Beetle All (with Telescopics)	11.50	11.50	14.85	14.85	28.85	28.56	N/A	N/A
Beetle 1302, 1303 (with front struts)	+19.95	11.50	N/A	14.85	+42.85	28.56	+61.76	28.70
Passat, 411, 412	+19.95	11.50	N/A	14.85	+42.85	29.15	+64.25	32.83
Golf, Jetta, Polo, Derby + Scirocco	+19.95	19.95	N/A	20.55	+34.25	30.25	+61.76	47.00
VOLVO								
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	+66.70	34.76

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185/65 14	£42.50	–	£46.27 D3
195/60 14	£50.25	–	£58.70
205/60 15 HR	£62.66	–	–
225/50 15	–	£121.00	–
205/60 15	£73.40	–	£79.50
205/55VR 16	£131.56	£144.38	£142.95 D4
225/50VR 16	£149.24	£129.25	£162.33 D4

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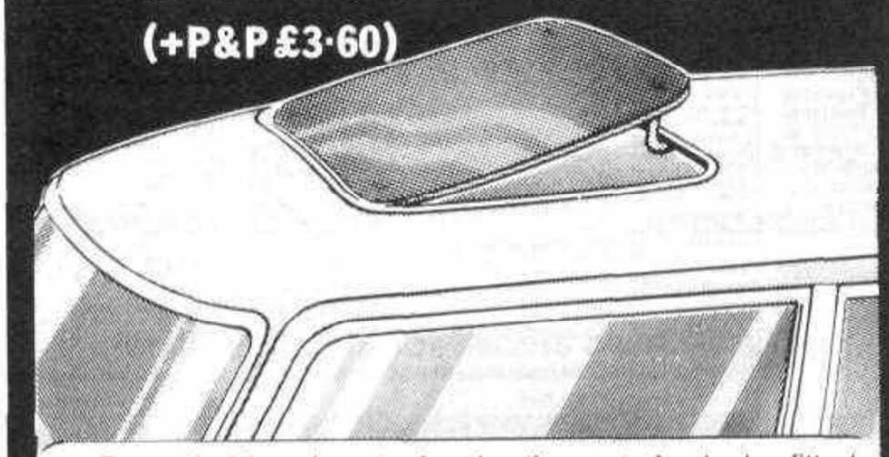
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I enclose cheque/P.O. for £_____ payable to Candy Valley Trading Limited.
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Apart from the luxury class, most modern cars are noisier than they need be. Fitting an IST Soundproofing Kit can make your car quieter by 30 to 50%. Our engineers design and test each kit so you get the specially treated barrier felt pre-cut and tailor made to fit your make of car. With our special adhesive and step by step instructions IST Kits are easy to fit inexpensive and they really work!

Test report by unbiased experts

We submit Kits to the motoring press for testing.
What Car Test Report Oct '81. Subject: Vauxhall Astra:
It is no exaggeration to say that it felt like a different car. Gone were many of the rattles and vibrations... the exhaust felt more muted... less tyre roar... the engine noise distant... the Astra's soundproofing must be judged a success.
Measured reductions... a highly worthwhile improvement with peak revs in third showing a halving of the noise level... average noise levels are down by between a third and a half. Is it worth it? The answer is a definite YES.

Safer Motoring. Test report Oct '81. Subject: VW Polo
I can honestly say there is a great improvement since fitting the IST Kit... almost complete suppression on engine noise. I have since fitted another full IST Kit to a basic Renault 5 and an even greater transformation in noise levels has been achieved here.
I have no hesitation in endorsing the claims made for I.S.T.



Photos by courtesy of What Car magazine

FULL SOUNDPROOFING KITS. IF YOUR KIT IS NOT LISTED HERE WRITE OR PHONE.

ALFA ROMEO		SKODA	
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DAIHATSU		VOLKSWAGEN	
DATSUN		VOLVO	
FIAT			
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HONDA			
JENSEN HEALEY			
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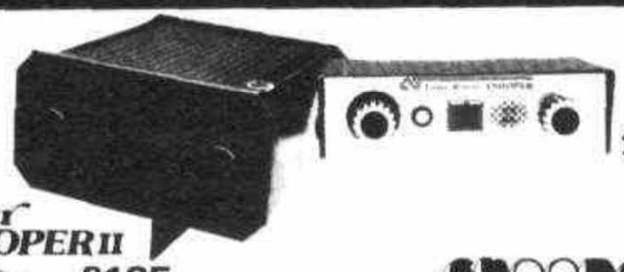


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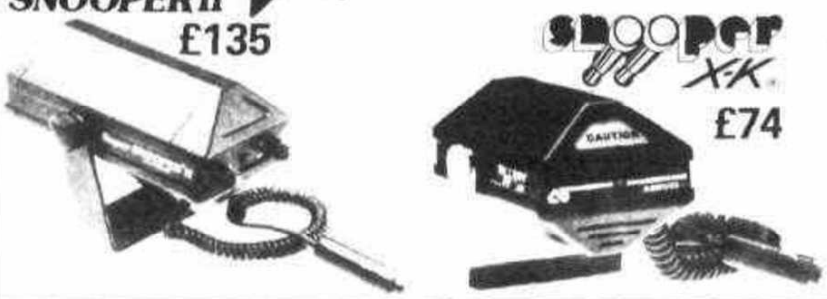
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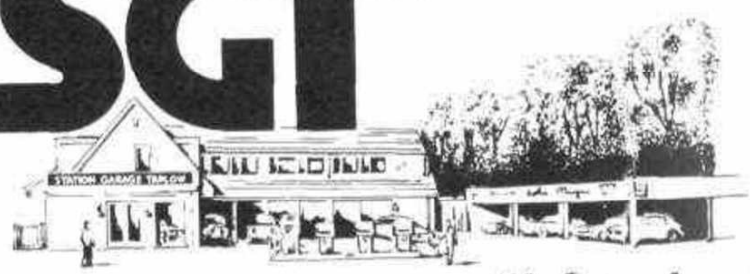
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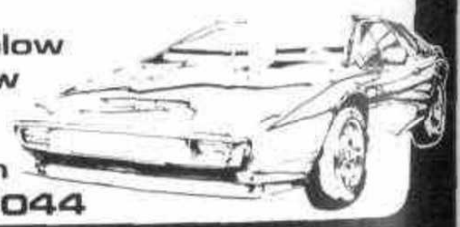
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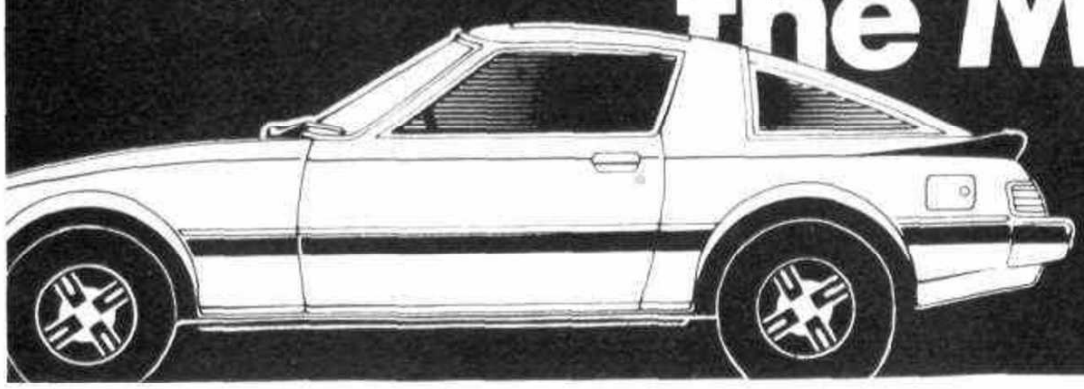
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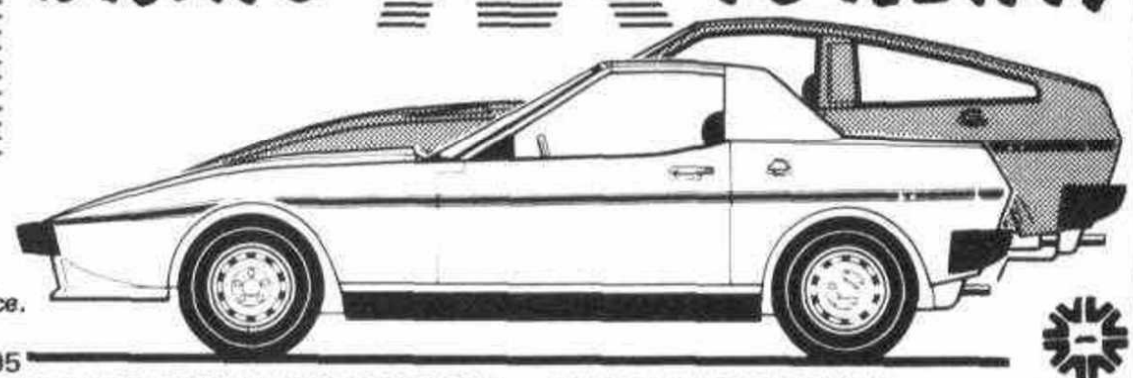


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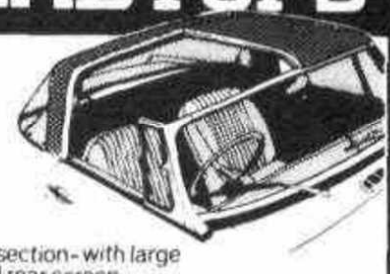
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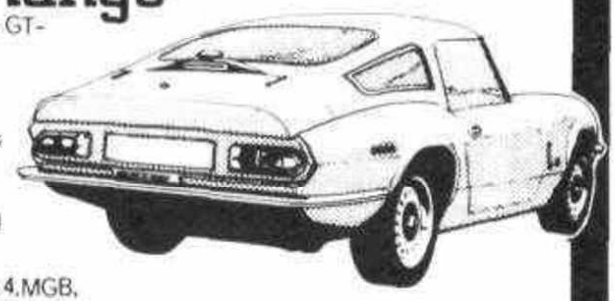
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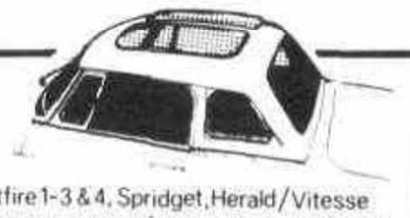
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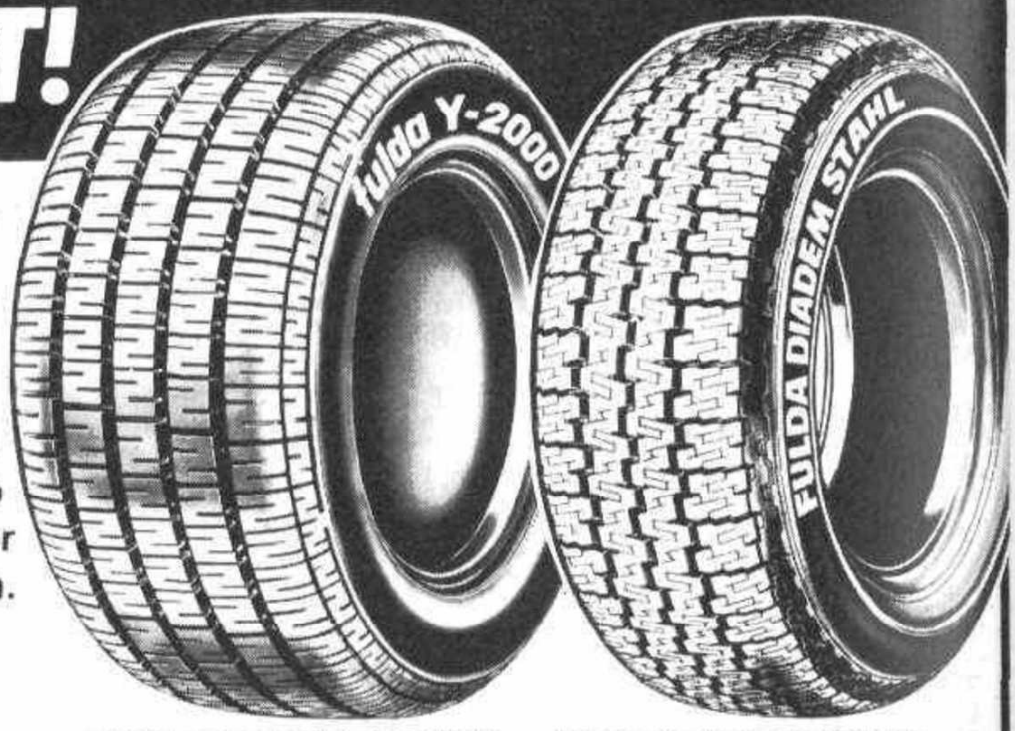
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FINNIGAN'S WAXOYL



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 comparitive car prices?) **Built-in lubricant,** yet another Waxoyl bonus! Livens 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 oxydise and disintegrate; expose metal to devilish air moisture rust attack. Nor does Waxoyl exhaust itself with time. In fact, benefits existing seals! Magnetic molecules fill broken gaps. "Creep" across bared metal; reknit skin torn by flying grit etc., Be more than happy with clean, transparent Waxoyl. Quality controlled at every stage. Not a bought-in product marketed under another name.

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



HOLD CAR IN 'PROUD OWNER' Condition

ALL WAXOYL PROOFED AND *RUST FREE!*

WAXOYL DO-IT-YOURSELF RUSTPROOFING

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

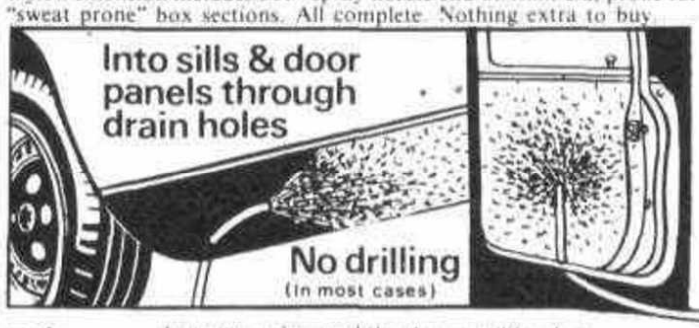
One of world's biggest OIL COMPANIES says: "Of all rustproofers tested, ONLY WAXOYL KILLS existing rust"

ICI recommend WAXOYL for brine circulation pipes

Easy and Fun to do!

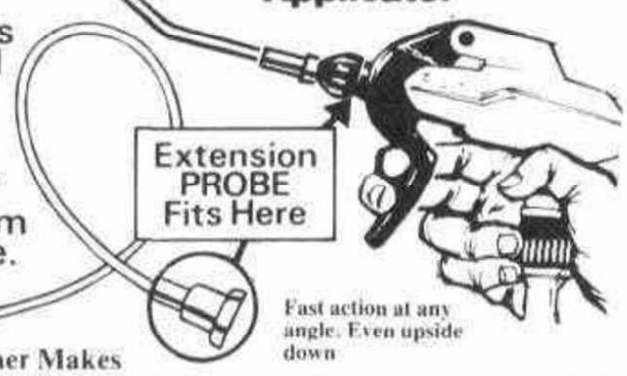
With Finnigan SUPER 'JUMBO' Applicator

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.



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

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



Fast action at any angle. Even upside down

Rust Knaws Upwards

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

Salt & Water Spray Tests

This sorts out rustproofers like nothing else. Swiss Gov't. Labs. put Waxoyl-coated metal strips along with those of other leading makes into withering spray tests in corrosive atmospheres. Raise temps to 40° C for two hours twice daily. Salt sprays for five minutes every hour. *Continuously* until rustproofers break down.

Finnigan's derive modest satisfaction from Swiss report. As rival makes disintegrate, Waxoyl proves **'Metal unchanged'.** Waxoyl rust Inhibitor CHASES OUT moisture from ferrous oxide rusting. Rival Inhibitors COMBINE with oxygen and water. Strength weakens. Activator becomes exhausted (leeches out) like chewing gum eventually losing taste. Metal breaks down unless rustproofer renews treatment. Hence usual (charged for) follow-up check. But no further attention with Waxoyl apart for Autumn Wheelarch "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 rustproofer that DOES, according to test results by one of world's biggest oil companies.) *'Rust stopping qualities very good'* reports Swiss Gov't. after Lab. tests. *'Most satisfactory'* says Chrysler Centre, Basle, Australia, N.S.W.: *'On Rover 3,500 coating still intact in corrosive sea air'* Motor Magazine: *'Remains active indefinitely'* Westerly Marine, Portsmouth; *'Protection excellent on marine diesel oil tanks'* (Tank bases standing on supports otherwise impossible to rustproof.) *'Fantastic stuff'* says Citroen Car Club. Veteran Motorists Mag: *'No sign of corrosion on '72 car; does inhibit existing rust'* Autocar Mag. *'One of cheapest, effective ways to protect a car'* Chesterfield: *'9 Yr. old Volvo looks less than half its age'* Civil Eng'ng 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

RUST NEVER HAS A CHANCE. *New car or old cat.* **Thanks to Waxoyl unique Inhibitor.** Enormously powerful *penetration!* And *Tenacity* against relentless *vibration* which soon disintegrates many an otherwise respectable rustproofer. 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.

USUALLY PER RETURN DESPATCH

TRIAL OFFER 500ml (88Pt.) TIN for your oil can test behind chrome strips or brush on door edges free brake linkages. See Waxoyl chase water off metal

Quite amazing! Trial Offer, Send	£ 2.15
7 oz Waxoyl Aerosol. Send	£ 1.75
JUMBO SPRAYER Complete	£ 4.50
SMALL CAR 5 Litre (1.1 Gal.)	£ 8.90
BIG CAR 10 Litre (2.2 Gal.)	£14.89
DRUMS: 20 Litre **£25.90** 60 Lit	£69.90
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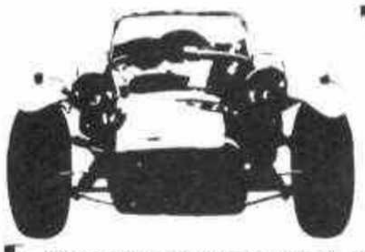
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ELAN SPRINT SERIES. White, good plates, black trim, 33,000 miles. **£3,975**

ELAN S1. Bright blue, 1963, restored car. **£3,250**

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TVR 3000M 1976. Black. **£2,995**

ESPRIT S2 COMMEMORATIVE EDITION 91. 32,000 miles, immaculate. **£8,350**

ECLAT 1979 521. Strato silver, leather trim, low mileage, extras, *superb.* **£7,250**

TVR 3000M 1977. Powder blue with blue band, 21,000 miles, outstanding condition. **£4,795**

ELAN S2 1965. White, will need chassis shortly. **£1,500**

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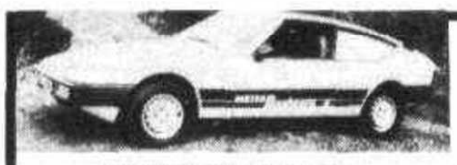
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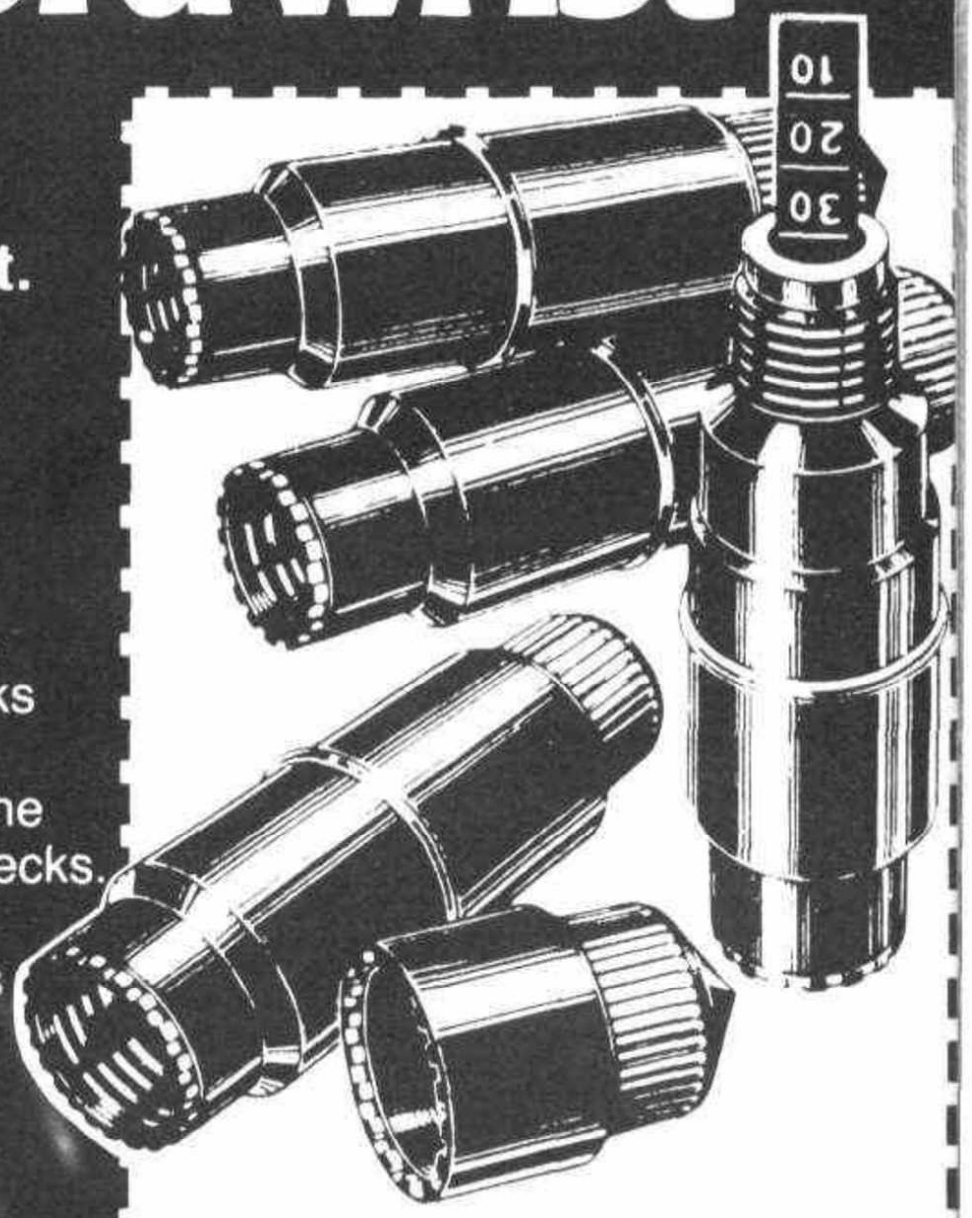
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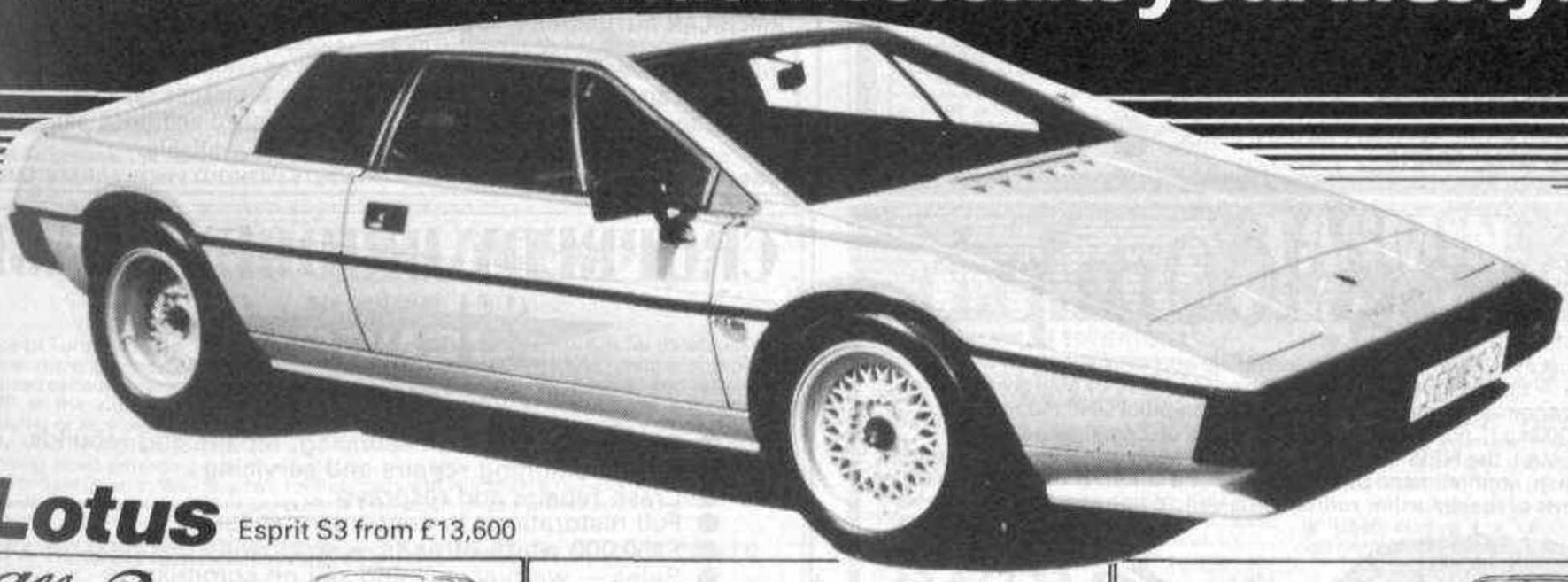
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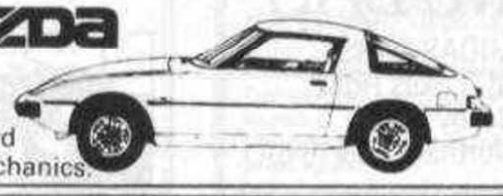


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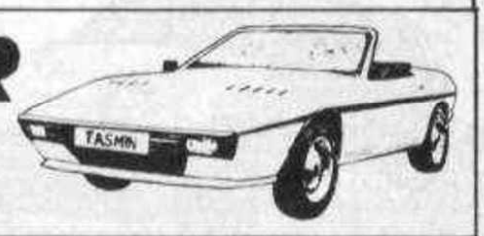
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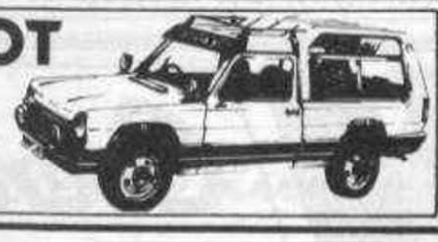
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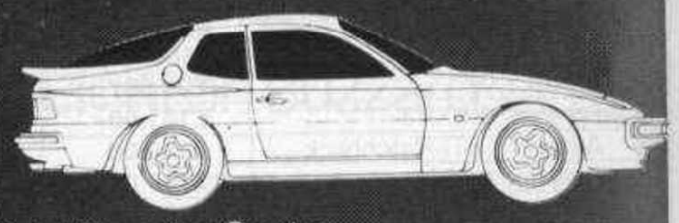
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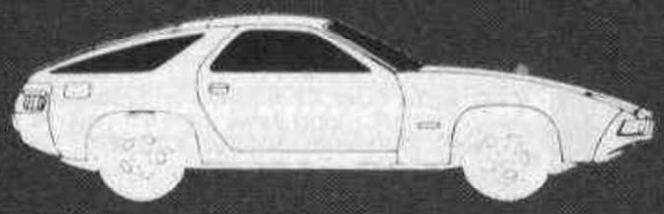


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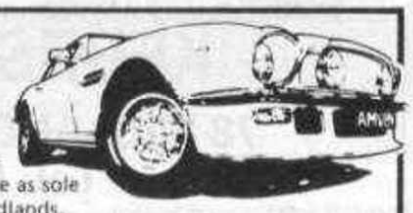
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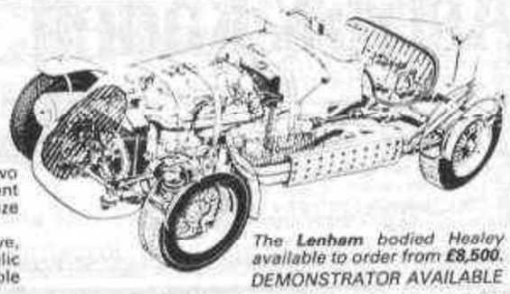
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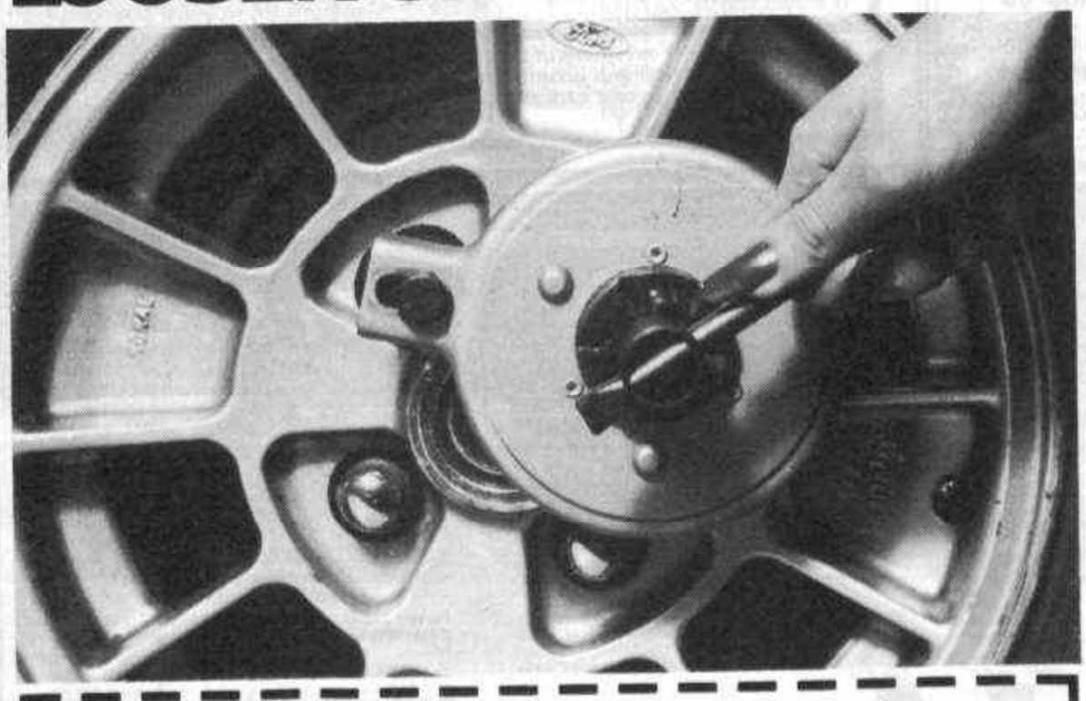
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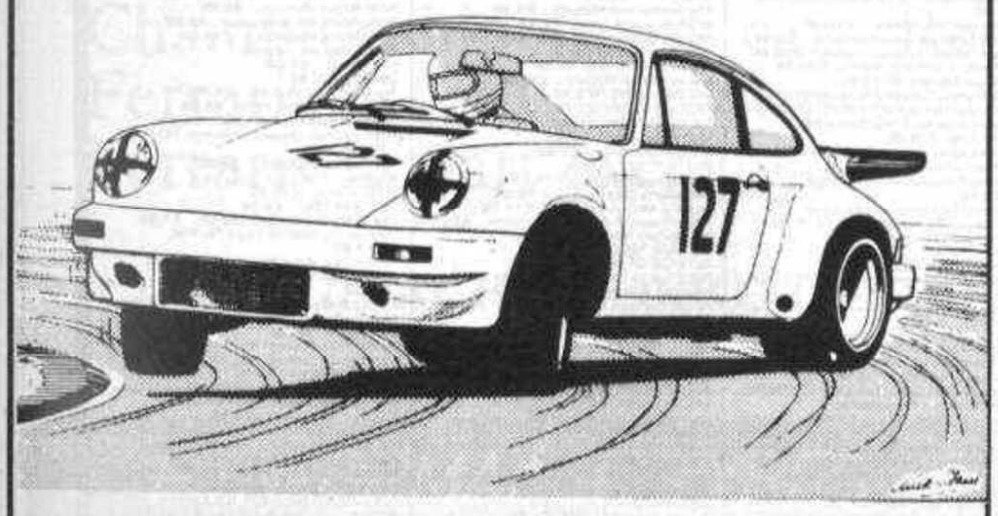
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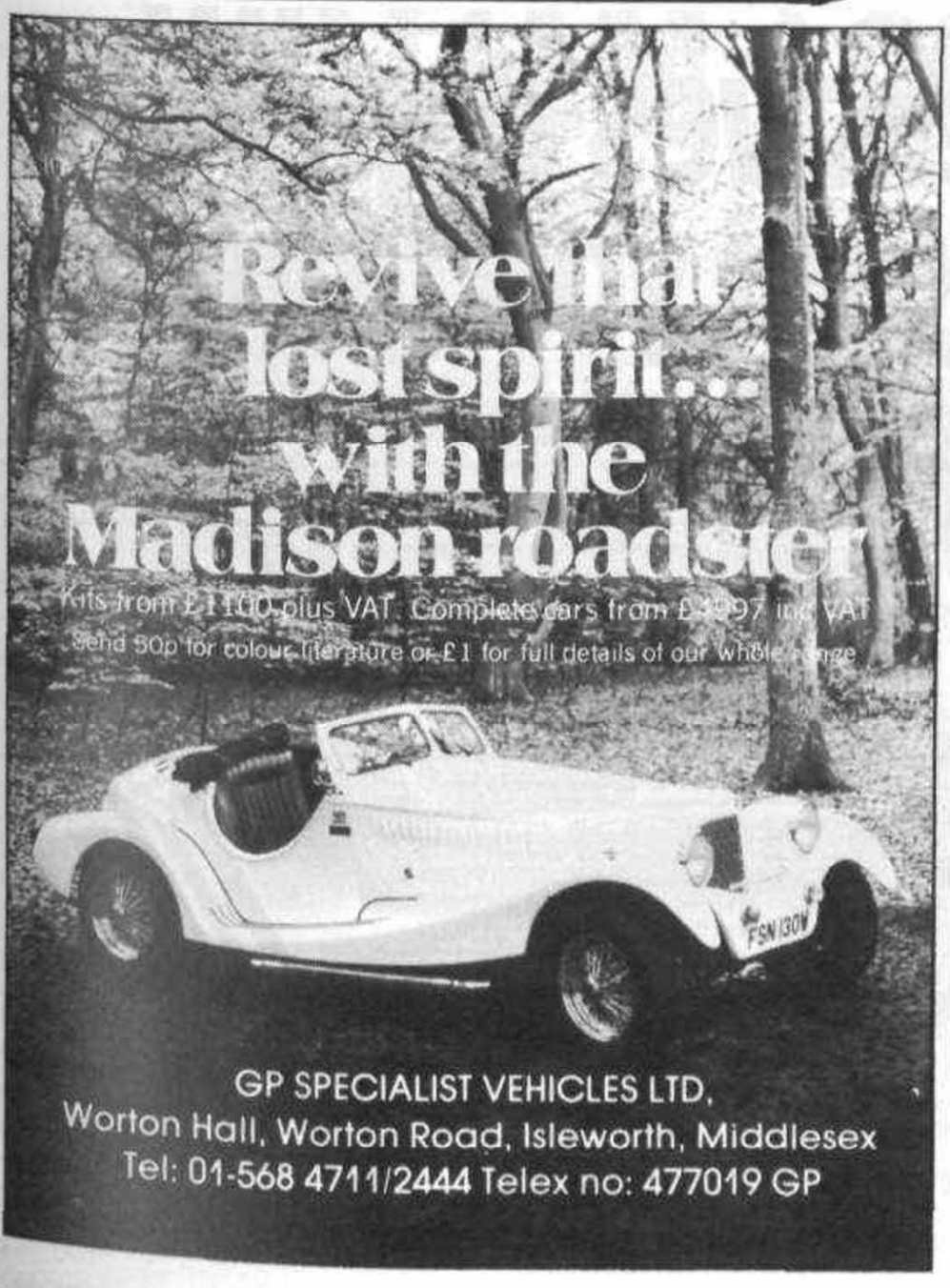
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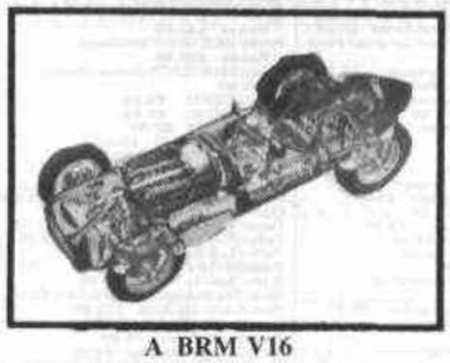


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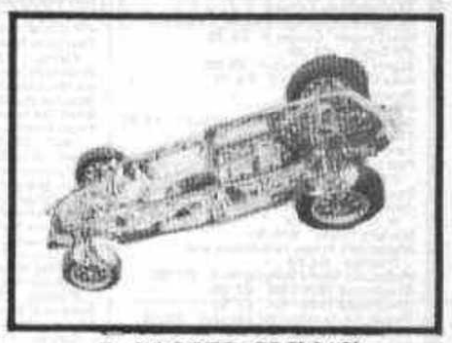
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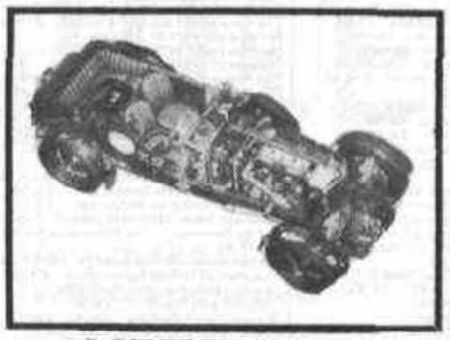
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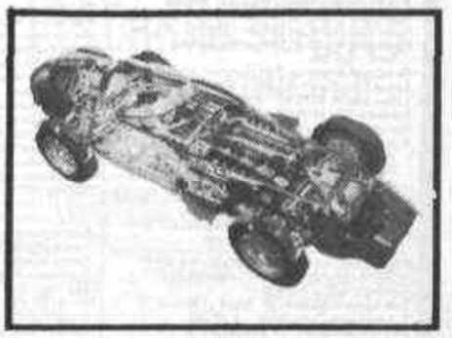
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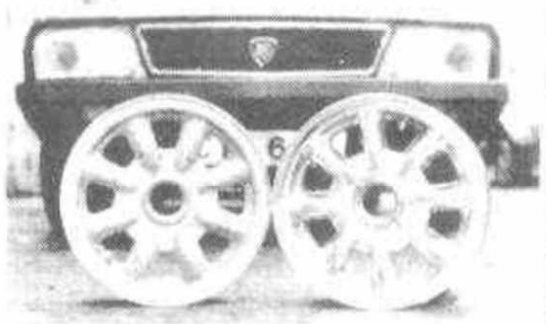


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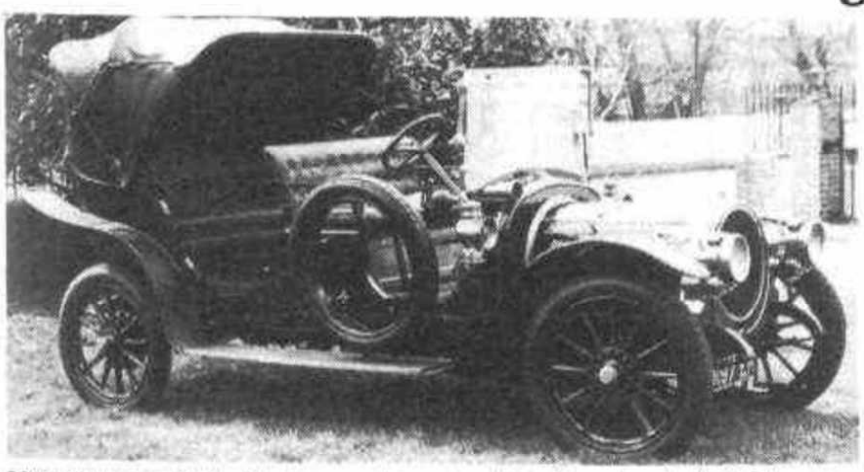


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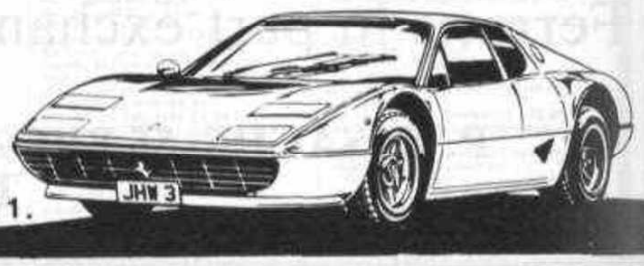
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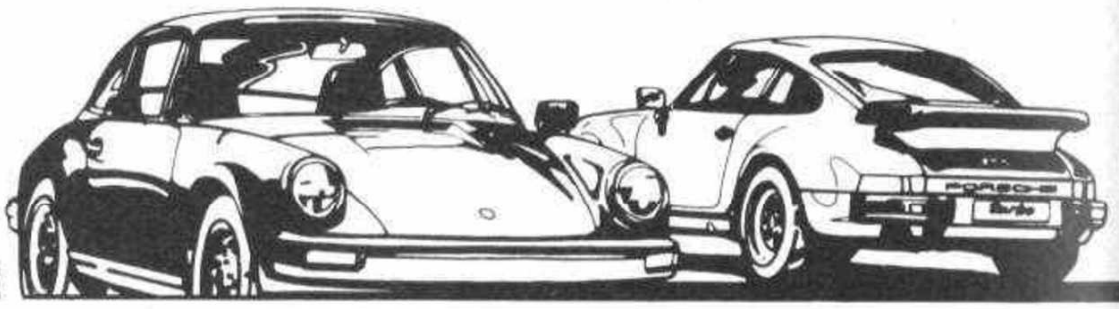
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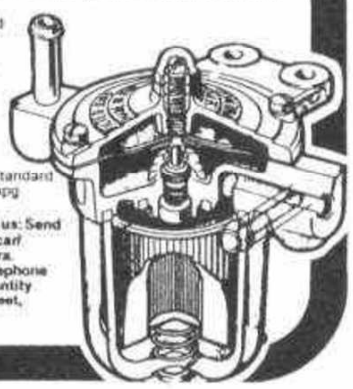
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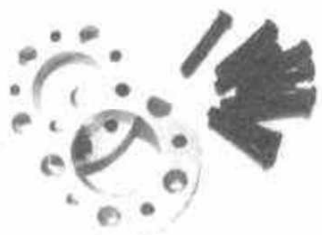
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TIP OF THE MONTH

Do you wear a big wellie on your right foot? There's a little bonded rubber connector in the 911 throttle linkage, right underneath by the gearbox mounting plate. Under stress (!) it's prone to separating, so in '76 Porsche introduced a fail-safe metal shrouded one. It's a straight swop for the earlier one though awkward to get at — and only £2.99 + VAT.
It's so frustrating to have the throttles snap shut, just as you're putting that Boxer down. . .

SPACED OUT

Since the arrival of the 930 Turbo and the Water cars, a small range of wheel studs, longer than standard 911 ones, plus wheel spacers to suit, have become available. These can be fitted to any of the 911 range, 924 Turbo and 928 (and 914/6 and 944!), the wheel studs being original Porsche high tensile ones, the wheel spacers mostly aluminium ones of our manufacture.



WHEEL STUDS
Standard 911 studs are 45 mm. long under the head.
45 mm. long studs. Per set of 10 £ 9.00 + VAT
51 mm. long studs. Per set of 10 £10.00 + VAT
65 mm. long studs. Per set of 10 £10.40 + VAT
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WHEEL SPACERS
To fit all Porsche 5 stud hubs, 130 mm. P.C.D.
6 mm. Thick Per pair £22.00 + VAT
12½ mm. Thick Per pair £24.00 + VAT (Porsche Part)
20 mm. Thick Per pair £26.16 + VAT
28 mm. Thick Per pair £30.00 + VAT
35 mm. Thick Per pair £34.00 + VAT



ADAPTOR SPACERS
These bolt on to standard 911 studs, and are fitted with 65 mm. studs. Specifically intended for fitting 8" wide Porsche wheels to 911 rear hubs when Turbo rear arch flares are fitted.
42½ mm. thick aluminium alloy adaptor spacer, our manufacture. Per pair with 10 65 mm. studs, 10 steel wheel nuts £100 + VAT

924 4-BOLT HUBS
We're still learning what you can squeeze onto a standard 924. Or onto one fitted with either our bolt-on arch extensions or 944 wings. However the following is all that is currently available:-
Wheel bolts, 15 mm. longer. Set of 8 £23.44 + VAT
15 mm. thick aluminium spacers, our manufacture. Per pair £24.00 + VAT
28 mm. Thick adaptor spacers, Porsche manufacture. Fitted with 45 mm. 911 studs, these are held on by the standard wheel bolts.
Per pair, with 8 steel nuts £136.04 + VAT

APPLICATION
The combinations of wheels, tyres and flares are infinite, so you'll have to work it out for yourself! However, a few useful guidelines:-
Original 911 wheels measure 120 mm. from the hub mounting face to the inner edge of the rim, regardless of rim width and wheel type; given ± 5 mm.
'Water' wheels (5 stud type) appear to be 145 mm. on this dimension.
Generally any 911 will accept (just) rims 1" wider than standard all round, given correct suspension setting and normal tyre sizes.
Carrera / SC rear flares give a good 1" extra clearance, Turbo front flares over 2", Turbo rear flares nearly 4" against standard 1969 on 911 flares.

Cars for Sale



1973 Carrera RS Lightweight Chassis No. 9113600016. Ex Paris and London '72 Motor Show car. Raced in 'Prodsports' in '73 by John de Stefano, re-styled by him to '74 3.0 RS bodywork. Rallied in Ireland in '75 and '76 by Dessie McCartney, converted by him to right-hand drive. Totally rebuilt in '79 by Tony Bancroft as road and Hillclimb car. Now superb in silver with original black lightweight trim, fitted with fully rebuilt original spec. 2.7 RS engine. Offers are invited in the region of £15,000.

CARS FOR SALE



1978 model 911 SC Sport Targa. cashmere beige, black interior, black-look exterior trim. Engine and gearbox rebuilt 5,000 miles ago, engine uprated to Carrera 3.0 output. Full service history and in superb order. 65,000, hence. £10,950

1973 2.4 911S Targa. White, black trim. All 'S' extras, E.G. front spoiler, recaros, etc. Very straight and original with V. Good mechs., S.S. oil tank, excellent exhaust and tyres. Cosmetics not perfect, hence. £5,250

1980 'W' 928 S manual. Minerva blue, 28,000, full history and magnificent. £19,750

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1978 model 911 SC Sport, 3.3 Turbo style. Re-advertised with apologies to those who enquired and were told it was sold! Black, tan trim, black look, 39,000, extensively overhauled during conversion and in superb order. Turbo style and handling with SC practicality. £13,950

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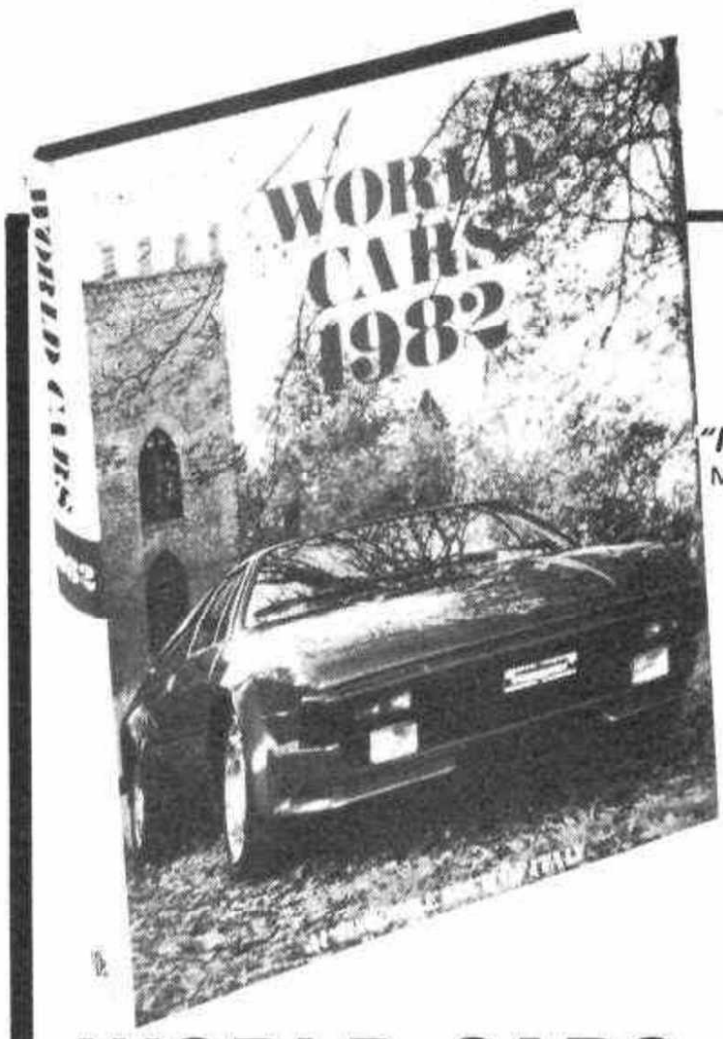
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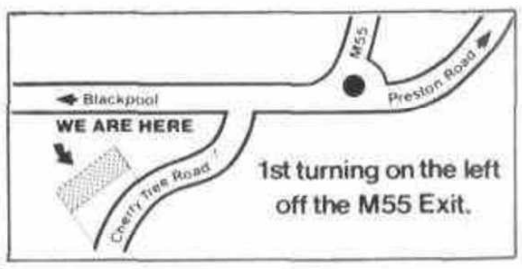
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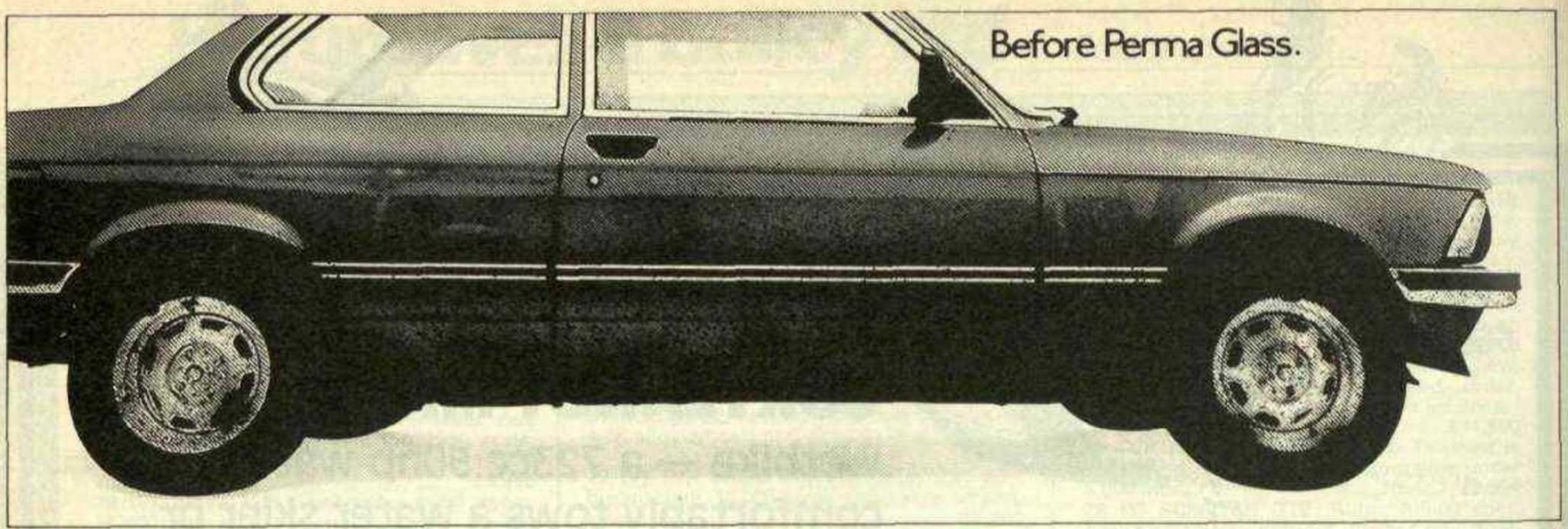
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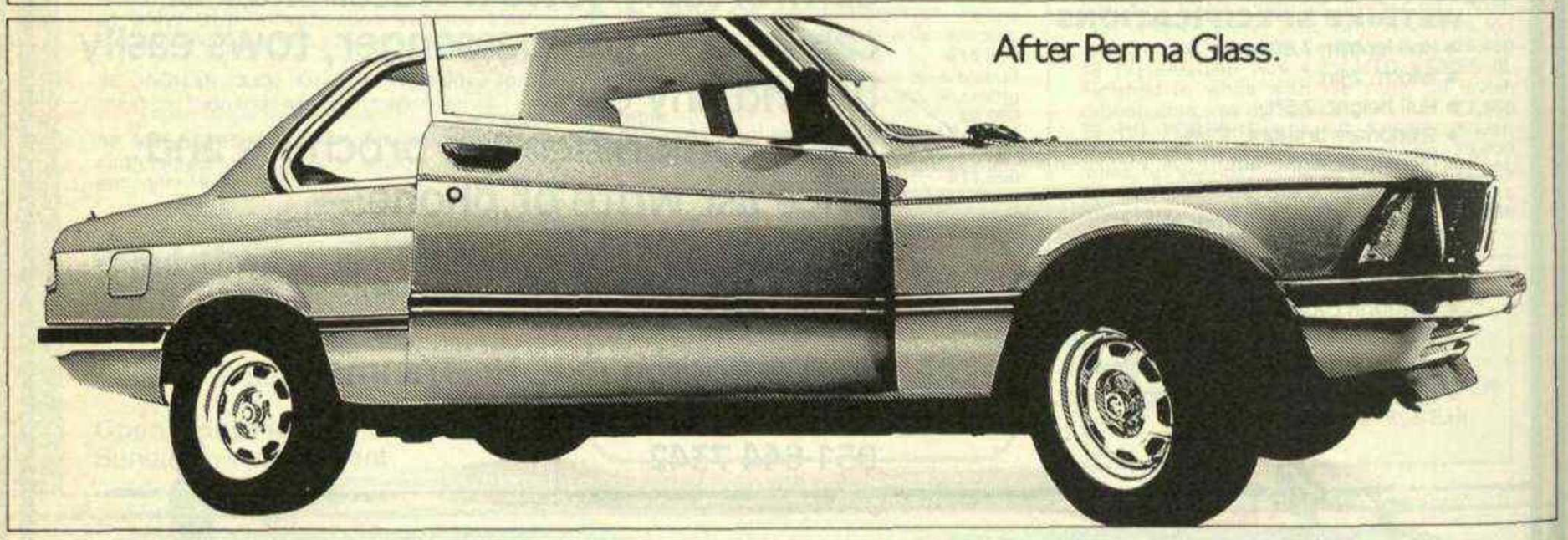
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MOTOR SPORT

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

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CONTENTS

	Page
Matters of Moment	545
Fixtures	546
Club News	547
Rally Review	548
VSCC Silverstone Race Meeting	549
Formula 2 Review	551
Ferrari 512 BB i	552
Fiat 2000 TC Mirafiori	554
Formula One Scene	555
US West Grand Prix	556
A Matter of Identity — the 1914 Mercedes GP team	562
Veteran-Edwardian-Vintage	570
Group A Jaguar XJ-S in colour	580
US West Grand Prix in colour	584
Safari Rally in colour	590
Ferrari 512 BB i in colour	594
Road test miscellany — Saab 900 Turbo, Volvo 245 GLT, VW Scirocco GTi	602
The 61st. Land's End Trial	606
Book Reviews	607
Tuning Topics — Race modifying a Jaguar XJ-S	608
Behind the Grand Prix Scene	614
Historic Grand Prix Cars — Maserati 250F 2528	615
Air	618
Letters from Readers	619

FRONT COVER PICTURE: AGAINST the cosmopolitan backdrop of Long Beach's tower blocks, Niki Lauda steers his McLaren MP4 between the concrete barriers of the Californian road circuit on his way to a splendid victory in the recent United States GP West. This shot of the former twice World Champion amply indicates the crowded confines within which certain sections of the cleverly-conceived artificial track are laid out. Despite a deteriorating road surface, Lauda managed to avoid the pitfalls which claimed many of his colleagues to score a truly worthwhile triumph.

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MATTERS OF MOMENT

ENDURANCE RACING

It was intended that this season should see a renaissance of endurance racing, but with the opening rounds at Brands Hatch and Mugello cancelled because of lack of sufficient entries (the race at Monza on April 18th was scheduled to happen after we closed for press) the prospects have been depressing. We must hope for a recovery in time for this month's BRDC Six-Hour race at Silverstone on May 16th. This should be the second round counting towards the Manufacturers' Championship and those who believe that racing should be contested by rival car producers as much as between the drivers themselves will want to support such a race, given an exciting and representative field.

The Group-C rules governing these 1982 endurance races are intended to encourage a form of once-popular competition between other than F1 cars, over appreciable distances. With so many of the once-great sports/racing car contests merely a memory — the Mille Miglia, the Targa Florio, the Ulster TT, the Nürburgring 1,000 kilometres, the Spa 1,000 kilometres, the Sebring 12 hours and countless other "touring-car" contests — a return to something akin to this type of racing is overdue. Le Mans, where the 24-hour race of 1923 may be said to have started this kind of racing, still attracts the greatest interest and enjoys maximum spectator-support — and is of course one of the qualifying races for the Manufacturers' Championship, on June 19th/20th this year.

The ideal situation for such racing is for the competing cars to be reasonably indentifiable with those you can buy for ordinary road motoring. This applied at Le Mans and in many similar, if shorter races — not forgetting those held at Brooklands, Donington and Phoenix Park before the war — until prototypes were allowed in, after the war. While it was possible to buy very similar cars to the Bentleys, Chenard-Walckers, Lorraine-Dietrichs, Alfa Romeos, Lagonda, Delahaye and Bugattis that scored outright at the Sarthe in pre-war times, the same applying to the Lea-Francis, MG, Riley, Alfa Romeo (if you allow for a detachable head) and Mercedes-Benz cars which won at Ulster between 1928 and 1936, this ideal situation changed. You could never, for example, purchase a Mercedes-Benz 300SLR such as won the last Mille Miglia and the 1955 Dundrod TT, etc., and would have won at Le Mans had that ghastly accident not involved the German team-cars. Apply this reasoning to later Le Mans and similar races and see how often a "catalogue-type" car took the honours.

Times change and the possibility of having a sliding-scale handicap so that the smaller cars also came into the picture, as at Le Mans with the Index of Performance category, is endangered by the risks involved in having cars of widely varying speed and accelerative potential on a circuit at the same time, especially when racing in the dark. Maximum speeds are already alarmingly high, 220 m.p.h. being expected down the Mulsanne straight at Le Mans this summer. Organisers of long-distance races are in a dilemma in other respects, too. If the competing cars are too close to "catalogue" they will be dull to watch; if they are so specialised (and therefore quick) that few can hope to own anything similar or drive it to the extent of its performance, let alone on the road, the whole point of such racing is lost and we might as well concentrate on F1, in which, no matter what the sponsors and TV producers may tell us, there is plenty of inter-marque rivalry mechanically to combat the driver-appeal that some would have us see now as the major factor in such racing.

Le Mans rules changed along the years, moving the race away from its original concept of a great test of touring-type sporting cars. When prototypes were admitted in 1949, while insisting that the rest of the entry had to be production-style cars, ten and eventually 100 of which had been sold within the year, the rot, in the eyes of those advocating production-car contests, began. Admittedly, following the 1955 Le Mans disaster, prototypes were curbed by a maximum engine size of 2½-litres and new body dimensions, as the CSI decreed. But when the race looked like becoming a GT-contest, the fear of diminishing spectator support gave rise to the admission of 4-litre prototypes and experimental cars, even if they were intended to have road-equipped road-going bodywork and, indeed, to "conform to the spirit of the race". Gone, however, were the days of Le Mans cars you could have happily driven away from the circuit and used as your everyday sports car without alteration, anxiety, or police intervention. . . .

From that aspect, one can only advocate with hindsight the kind of race which was won by, for example, the C-type Jaguar, as at Le Mans in 1951 (average, 93.49 m.p.h. for 2,243.8 miles) and 1953 (average, 105.85 m.p.h. for 2,540.3 miles), or if you like when a 300SL Mercedes-Benz coupé won Le Mans at 96.97 m.p.h. in 1952 or, not to put too fine a point on it, when cars such as the Culpan/Aldington Frazer Nash and the Sydney Allard/Tom Cole J2 Cadillac-Allard could take 3rd place at Le Mans (1949/1950), from fields of 49 and 60 respectively, before crowds of some 200,000.

The new Group-C regulations for 1982 endurance racing call for "recognised" engines homologated for Group A or B production-cars, but of unlimited capacity. By restricting fuel-tank size and specifying a

Continued overleaf

Motor Sport Fixture List for May

★ 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
May 1st	750 MC	Oulton Park Circuit	Nr. Tarporley, Cheshire	Race Meeting (*R*)	14.00
May 1st/2nd	**DRC**	**Donington Park Circuit**	**Castle Donington, Derby**	**Race Meeting (European Touring Car Championship) (INT)**	—
May 1st/3rd	**Union Des Automobilistes Bulgares**	—	**Bulgaria**	**Zlatni Plassatzi Rally (European Rally Championship) (INT)**	—
May 1st/2nd	Otley Motor Club	Otley	—	Rally (*Motoring News* Rally Championship Round) (*R*)	23.30
May 2nd	**ASA du Nivernais**	**Magny Cours**	**France**	**European Formula 3 Championship (INT)**	—
May 2nd	Slaithwaite MC	Hemswell Airfield	Lincolnshire 112/947½897½	Opposite Lock Rally (*CJ*)	09.01
May 2nd	218 Motor Club	MVEE Bagshot	The Maultway 186/907½2607	Megaleasing Computer Stages	10.00
May 3rd	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting (*N/R*)	14.00
May 3rd	Astra MC	Lydden Hill Circuit	Dover, Kent	Race Meeting, Festival of Motorsport (*R*)	—
May 3rd	BARC	Thruxton Circuit	Andover, Northants	Race Meeting (*R*)	—
May 3rd	BARC	Mallory Park Circuit	Leicester	Race Meeting (*R*)	—
May 3rd	BRSCC	Cadwell Park Circuit	Louth, Lincs.	Race Meeting (*R*)	—
May 3rd	BRSCC	Castle Combe Circuit	Chippenham, Wilts	Race Meeting (*R*)	—
May 3rd	BRSCC	Brands Hatch Circuit	Dartford, Kent	Race Meeting (*R*)	—
May 3rd	Longton and DMC	Aintree Circuit	Liverpool	Rallycross (*R*)	—
May 6th/9th	**ASAC Corse**	—	**Corsica**	**Tour of Corsica (World Rally Championship Round) (INT)**	—
May 7th/8th	**South Wales AC**	**Royal Welsh Showground**	**Builth Wells**	**Fran-Autolite Welsh Rally (INT)**	23.30
May 8th	Morecambe CC	Midas Exhaust	White Lund, Morecambe	Midas Exhaust Mild and Bitter Stages Rally (*R*)	08.30
May 8th	BARC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	—
May 8th/9th	BRSCC	Mallory Park Circuit	Leicester	Race Meeting (*R*)	—
May 8th/9th	Borough 18 MC	Cascade Motors Services, Watling Street,	Dartford, Kent 177/563736½	Cascade Rally (*CJ*)	23.01
May 8th/9th	Quinton MC	Bengry's Car Auctions Ltd.	Kingsland 148/437595	Novice Rally (*CJ*)	23.31
May 9th	**AMOC**	**Brands Hatch Circuit**	**Dartford, Kent**	**Race Meeting (INT/R)**	—
May 9th	**RACB**	**Zolder**	**Belgian**	**Belgian Grand Prix (World Championship Round) (INT)**	—
May 9th	**Autodromo International**	**Mugello**	**Italy**	**European Formula 2 Championship (INT)**	—
May 9th	750 MC	Snetterton Circuit	Norwich, Norfolk	Race Meeting (*R*)	—
May 9th	VSCC	Curborough	Lichfield, Staffs	Sprint (*C*)	—
May 15th	Westmorland MC	Barbon Hill	Kirkby Lonsdale	Hill Climb (British Hillclimb Championship) (*N*)	14.00
May 15th	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**Race Meeting (World Endurance Championship) (INT)**	13.45
May 16th	**AC Palermo**	**Vallelunga**	**Italy**	**European Formula 2 Championship (INT)**	—
May 16th	**Vallelunga ACI Sport**	**Pergusa**	**Italy**	**European Touring Car Championship (INT)**	—
May 16th	**STMSC**	**Osterreichring**	**Austria**	**European Formula 3 Championship (INT)**	—
May 16th	BRSCC	Snetterton Circuit	Norwich, Norfolk	Race Meeting (*R*)	—
May 16th	TEAC	Lydden Hill Circuit	Dover, Kent	Race Meeting (*R*)	—
May 16th	Scottish MRC	Ingliston Circuit	Edinburgh	Race Meeting (*R*)	—
May 19th/23rd	**AC Pavia**	—	**Italy**	**Four Regions Rally (European Rally Championship) (INT)**	—
May 21st/23rd	**MC Mirage VZW**	—	**Belgium**	**Haspengouw Rally (European Rally Championship) (INT)**	—
May 22nd	750 MC	Lydden Hill Circuit	Dover, Kent	Race Meeting (R)	14.00
May 23rd	**AC de Monaco**	**Monte-Carlo**	**Monaco**	**Monaco Grand Prix (World Championship Round) (INT)**	—
May 23rd	VSCC	Donington Park Circuit	Derby	Race Meeting (C)	14.00
May 23rd	Scottish Sporting CC	Knockhill	Dunfermline	Race Meeting (*R*)	—
May 23rd	Crane Valley MC	Cockshoot Farm	West Wycombe, Bucks	Production Car Trial (*R/CJ*)	10.30
May 23rd	BARC SW	Gurston Down	Salisbury, Wilts	Hill Climb (*R*)	13.00
May 28th/31st	**SSR**	—	**Sweden**	**South Swedish Rally (European Rally Championship) (INT)**	—
May 29th/ June 5th	**ATC de Greece**	—	**Greece**	**Acropolis Rally (World Rally Championship) (INT)**	—
May 29th	MG CC	Silverstone Circuit	Towcester, Northants	Race Meeting (*C*)	11.30
May 29th	500 MRC Ireland	Kirkistown	Belfast	Race Meeting (*C*)	—
May 29th/30th	Bugatti OC	Prescott Hill	Cheltenham, Glos	Hill Climb (*R*)	11.00
May 29th/31st	**BARC**	**Thruxton Circuit**	**Andover, Hants**	**Race Meeting (INT)**	—
May 30th	**ADAC**	**Nürburgring**	**Germany**	**Race Meeting (European Formula 3 Championship) (INT)**	—
May 30th	**USAC**	**Indianapolis**	**US**	**Race Meeting, Indianapolis 500 (INT)**	—
May 30th	BRSCC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*N*)	—
May 30th	Donington RC	Donington Park Circuit	Derby	Race Meeting (*R*)	—
May 30th	Caithness CC	Rumster Hill	Lydster, Caithness	Hill Climb (*N*)	—
May 30/31st	**ASAC BB**	**Pau**	**Italy**	**Race Meeting (European Formula 2 Championship) (INT)**	—
May 30th/31st	**NAV**	**Zandvoort**	**Netherlands**	**Race Meeting (European Formula 3 Championship) (INT)**	—
May 31st	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting (*NR*)	—
May 31st	BARC	Brands Hatch Circuit	Dartford, Kent	Race Meeting (*R*)	—
May 31st	BARC	Snetterton Circuit	Norwich, Norfolk	Race Meeting (*R*)	—
May 31st	BRSCC	Castle Combe Circuit	Chippenham, Wilts	Race Meeting (*R*)	—
May 31st	BRSCC	Mallory Park Circuit	Leicester	Race Meeting (*R*)	—
May 31st	Astra MC	Lydden Hill Circuit	Dover, Kent	Race Meeting (*R*)	—

MATTERS OF MOMENT

Continued from previous page

minimum of 102½ miles (165 km.) between refuelling (those pit-stops!), fuel consumption must be at least 4.6 m.p.g., wheels are not permitted to have a rim-width exceeding 16", minimum weight with a two-seater body of specified windscreen-area must not be less than 800 kg. without fuel, and to some extent ground-effect down-forces are reduced by undershield requirements.

It seems a long way from the old ideas of sound sports/racing car rulings, but as Porsche, Lola, March, Ford, Nimrod-Aston Martin, Lancia, Rondeau and others are lined up for the BRDC race at Silverstone on May 16th to be driven by such names as Jacky Ickx, Derek Bell, Ricardo Patrese, Michele Alboreto, Marc Surer, Manfred Winkelhock, Tiff Needell, Geoff Lees, Henri Pescarolo and Gordon Spice, amongst many more, we can expect some exciting contests. Another round of this Manufacturers' Championship is due at the Nürburgring on May 30th.

NO REPLY

OUR open letter to the Chancellor last month has been acknowledged, with the comment that Sir Geoffrey "will doubtlessly answer the detailed points that you raise". At the time of closing for press, no such reply had been received.

VSCC May Fixtures

THE active Vintage SCC will hold speed trials at Curborough, near Lichfield, on May 9th, and its Shuttleworth and Nuffield Trophies Race Meeting at Donington Park circuit, near Derby, on May 23rd. Both are open to paying spectators, admission to Donington being £3.50 per adult, accompanied children up to 14 free, as is car parking, this charge including Paddock admission. Racing is due to start at around 2 p.m., and apart from the big race for pre-war racing cars, there will be the John Holland Trophy Race for vintage racing cars, the Geoghegan Trophy Race for vintage sports cars, a furious All-Comers' contest and supporting short handicap and scratch races. Those who remember the vintage atmosphere at this venue before the war have a chance of recapturing it on May 23rd, at what is now one of the World's finest race circuits, together with Tom Wheatcroft's splendid Racing Car Museum within the grounds. No dogs please! — W.B.

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Good for the AA

IT HAS come to our notice that when it was proposed that a speed-limit of 40 m.p.h. be reduced to 30 m.p.h. and another one of 30 m.p.h. to be extended, at the approaches to a small Welsh town, both the Police and AA told the Town council concerned that they considered these limits *too slow*. When, in spite of this, the Highways Department announced it would go ahead with one of the limits, the AA said it would make a formal objection.

OBITUARIES

Basil Tye

BASIL TYE, Managing Director of the RAC Motorsports Association, died suddenly over the Easter Weekend while relaxing on his recently constructed boat "Mosport". He was 59, and had been involved with the RAC since the mid-fifties.

Basil's first introduction to motor racing was at Brooklands as a spectator in 1938. After the war, he acquired a 1½-litre supercharged Alta in 1947 which he raced in club events. This was followed by a series of other cars including a Jaguar XK 120 which was used for rallying and other competitions as well as racing. He was a founder member of the Jaguar Drivers Club.

After a brief spell running the family motor business after the death of his father, he joined the RAC as an assistant manager on the motorsport side, working his way through the posts of Deputy Manager and Deputy Director to become Managing Director in 1979, presiding over the re-organisation of the "Motorsport Division" into the Motorsports Association. In his various capacities at the RAC, Basil had represented the UK on many FISA Commissions, and became the President of the FISA Circuits and Safety Commission.

Outside motoring, his interests included music, the theatre and boating. He leaves a widow, Beryl, and son, Hayden. At the time of going to press, no announcement had been made about a successor.

* * *

Professor Robert Eberan-Eberhorst

PROFESSOR Eberan-Eberhorst died in Vienna in the middle of March, shortly before his 80th birthday. A modest man who rose to prominence in the thirties as Dr. Porsche's assistant on the Auto-Union project, Eberan-Eberhorst became a professor of automobile design at the Dresden Technical College during the war. After hostilities ceased, he worked again with Dr. Porsche for a brief period before going to Cisitalia in 1947 to mastermind their Grand Prix car design. He came to England in 1949 and worked as Chief Engineer for Aston Martin for four years before returning to Germany to be Technical Superintendent at Auto Union until 1957. From then until 1973 he was a professor at the Technical College in Vienna.

Mercedes Coupés

TWO new coupés have joined the range of Mercedes-Benz cars available in this country; they are the 380 SEC and 500 SEC, costing £25,700 and £28,700 respectively. The two newcomers are based on the new "S" Class cars and have the benefit of the "Energy Concept" features which have been introduced across the "S" range. These features, aimed at providing better fuel economy without any loss of performance and without any conscious change in driving style required by the driver, include a new "thinking" four-speed automatic transmission, a high back axle ratio and micro-chip technology for the engine controls to ensure that not a drop of fuel more than necessary is used.

At a Mercedes press day recently, we had the chance to drive the 500 SEC very briefly and look forward to being able to try this fine car over a longer period shortly. What particularly impressed us, however, was the comparison between an early example of the "S" class and the equivalent latest version with the energy concept items fitted. When Mercedes do something, they do it well; rather than simply producing the latest car to try, telling us it was so much better than the old, they provided both old and new cars, equipped with telemetry (radio transfer of meter readings) devices to enable the occupants of one car to read the fuel consumption figures of the other. Driving the latest 500SE as hard as reasonably practical over a 30-mile route of mixed driving, we achieved an overall fuel consumption of 17.9 m.p.g., some 16% better than the "old" car following 100 yards behind. Other lighter footed journalists pushed the new 500SE to the 20 m.p.g. mark — a very creditable figure for such a large car.

* * *

Metro Variants

IN line with their "product-led recovery" programme, BL announced a Vanden Plas version of their Metro at the end of last month aimed at those who want luxury with economy. Powered by the 1.3-litre engine as fitted to the HLS, the little Vanden Plas is fully and comfortably equipped with woven velvet covered upholstery, cut-pile carpet throughout, walnut cappings to the doors, colour keyed dash and seat belts and smart exterior trim befitting the top of the range. Driving the car in the Scottish Borders before the announcement date revealed it as a pleasantly quiet car at typical gentlemanly country driving speeds, but somewhat buzzy at the legal limit; above this speed, the resonance, particularly on the overrun, is aggravating. Features such as a sun-roof, stereo radio / cassette player and bronze tinted glass are standard equipment.

While sampling the VdP Metro, we had the chance to try another Metro variant which will be of much greater appeal to MOTOR SPORT readers, having much of the driving charm of the Cooper S Mini. Excellent performance is coupled with extremely comfortable seating, a remarkably smooth and quiet engine, slick gearchange and taut handling. Unfortunately, a press embargo date of May 5th prevents us saying more about this splendid newcomer to the Metro range other than that it heralds the return of a famous motoring name.

At the time of writing, no price details were available.

* * *

Porsche 944

THE new Porsche 944 went on sale in the UK at Easter at £12,999 in five speed manual form or £13,477 for the automatic. We hope to be able to publish some impressions of this new car, outlined in the August 1981 issue of MOTOR SPORT, shortly, to be followed by a full road test in due course.

* * *

Rover SD Turbo

DURING April, BL announced the addition of a diesel engine to their range of Rover cars. Designated the SD Turbo, the new car uses a 2.4-litre, four-cylinder, turbocharged, diesel engine built by VM in Italy. Excellent fuel economy is claimed, together with good performance compared with other diesel powered cars. The car is being launched on the European market first, but should become available in the UK by the Autumn.

CLUB NEWS

AC Owners' Club

THE 428 Register of the ACOC is trying to track down the present whereabouts of the 50 or so AC 428 Fastbacks and Convertibles which are unaccounted for, out of the total production of 80. Barry Morris at 57 Northcote Road, Clapham Junction, London SW11 is the man to contact. While the 428 Register is seeking information, the Cobra Register have been in action in the Robin Hamilton Inter-Marque Championship, winning the first round against a strong team from the Aston Martin Owners Club.

De Tomaso Owners Club?

IT doesn't actually exist yet, but it soon will if Philip Stebbings of 19 West Park, Eaton Rise, London W5 has anything to do with it. He is very keen to form a club for the owners of these fine cars and has already aroused some interest. Anyone else interested in such a venture should contact Philip as soon as possible.

MG Car Club V8 Register

IN May last year, we wrote of the excellent service provided by the small but active MG B V8 Register, especially the bound MG V8 workshop notes. Now a second volume of these notes is available, covering numbers 51 to 71, at £3.50 to members and £5.00 to non-members. Notes 72 to 100 will be available later in the year. Membership of the register is increasing and is now nearly at the 500 level. Apart from spares and maintenance advice and assistance, the register also offers a comprehensive social calendar. The Secretary is Victor Smith, 14, The Mall, London, SW14.

Bugatti Owners Club

THE Prescott season got off to a good start with a round of the Midland Hill Climb Championship; Dave Harris recorded a sub-40 second climb to make FTD. The next Prescott event is on May 1st and 2nd when the third round of the Pace Petroleum British Hill Climb Championship will be taking place. For Classic car enthusiasts, there is the "Classic Prescott" meeting on May 29th and 30th, where there will be classes for sports and racing cars up to 1964, subdivided into two groups, pre- and post-war. Secretary of the Meeting is Pat Preston of Deep Mill Lane, Great Missenden, Bucks and entries close on May 14th.

Marcos Club

THE magazine of the Marcos Club for the early part of 1982 arrived on our desk the other day, all 96 glossy pages of it. Its contents cover technical advice, spares, club activities and so on as well as book reviews and re-printed road tests; a very neatly produced club magazine. Main event this year will be the International Marcos Rally taking place at Castle Ashby, Northants on June 20th, coinciding with the tenth anniversary of the club.

Apology

IN our Track Test of the AFN Porsche 911SC last month, the steering wheel of the car was incorrectly ascribed to Astrali, when in fact it was made by Motolita. Our apologies to both concerns.

RALLY REVIEW

Marlboro Safari Rally

REPETITIONS of victory in World Championship rallies are not exactly uncommon. Quite a number of drivers have scored doubles, others have completed hat-tricks whilst four wins by the same driver are not unkown. But to win five times is unique, a distinction achieved in Kenya last month when Shekhar Mehta won the Marlboro Safari Rally in a Datsun Violet GT.

Four of those five wins have been in succession, each time with co-driver Mike Doughty, whilst the previous occasion was a few years before, in a Datsun 240Z with Lofty Drews, in recent years the regular partner of Mehta's arch-rival Rauno Aaltonen.

Following last year's sour end when protests from within the Datsun team embittered the relationship between Mehta and Aaltonen, those two drivers have no longer been team-mates, and this year Mehta drove for Datsun and Aaltonen for Opel, the only two factories to send their works teams to the Safari.

A shortage of professional teams always tends to detract from the impact of a competition, and there can be no doubt that the Safari would have been more interesting had one or two more factories sent their cars — Audi, for instance — but the two-team duel, Opel with two cars and Datsun with five, was nonetheless enthralling as first one team encountered trouble and then the other.

African rallying has much in common with farming; they are both linked firmly to the weather, and just as too little or too much rain can harm crops, so these conditions can change the fortunes of those whose sport it is to drive motor cars competitively in conditions as close to raw nature as any rally can provide.

Eastertime, traditional weekend of the Safari since it began in 1953, is about the starting time of the longer of Kenya's two annual rainy seasons, and a great deal depends on whether the rally takes place in the dry or the wet. Tyre selection, final drive ratios, equipment to be carried, deployment of four-wheel-drive support vehicles and a host of other things depend very much on the weather prospects and in the week before the rally there is often a great deal of consultation with farmers and aviators who follow Kenya's weather patterns very closely indeed.

Some cars may be better in mud than others, but not as competitive when the going is firm, whilst other cars may perform in the opposite manner. Datsun, for instance, was hoping for a generally wet rally this year, whereas Opel was casting the bones towards a dry weekend.

That isn't the entire picture, of course, for the position on the road also has a bearing on results and competitors strive not only for the lowest times but to achieve a running order (not always the same as penalty order) which suits them best. In dry weather, for instance, he who runs at the head of the field is not troubled by the dust of others, whereas through mud and water it can be an advantage to watch the progress of others before tackling a sticky patch.

This total dependence on the weather to forge the character of the Safari has been criticised by some who claim that the event is more a game of chance than an odds-even contest. We disagree with this opinion and would go further by arguing that the Safari is far more a true rally than its European counterparts.

In the series of short sprints which make up most rallies in Europe nowadays, competitors are matched only against each other, and when penalty differences are so small, often only a handful of seconds, a huge time loss can result in a despondency which produces total loss of personal performance.

In the Safari all manner of adversaries are ranged against competitors, and in an event which has differences of minutes, even hours, only the most tenacious are able to survive, let alone win. The winner this year, for instance, used no less than five rear axles in the course of the five day event, resulting from failures which would have put him on the retirement list of any European event.

Likewise Walter Röhrl, who finished second in his Opel Ascona 400, spent much time stuck in mud holes. Had the same happened on a special stage event he would certainly have exceeded his maximum permitted lateness.

The great thing about this unique event is the diversity of the difficulties facing competitors. They drive on bush tracks which are not really closed to other "traffic" and all must expect around the next bend anything from a *matatu* (a pick-up truck with added rear body containing twenty or more seated and clinging passengers) to an angry water buffalo. It would help greatly, of course, if areas of dense population were avoided, and in this respect we feel that the rally could be improved by going further afield.

Another feature of the Safari is the use by teams of four-wheel-drive "mud cars" running ahead of competitors and fast "chase cars", usually replica rally cars rebuilt after being used for practice, running behind them.

The mud car crews drive through sections ahead of the field and report conditions by radio, if necessary remaining at bad mud holes in order to tow out competing cars if they get stuck. The chase cars, carrying spares, tools and a mechanic, follow competitors through the sections in order to give instant assistance in the event of trouble. If a certain spare part is not carried, then the chase car is cannibalised in order to get the competitors going, and this ploy brought succour to several crews this year, including the winners.

The whole lot is linked by radio, and an aircraft is invariably used in order that VHF messages can be relayed between ground stations which would otherwise be out of contact due to mountains obstructing line of sight.

A week or so before the start of this year's rally the long drought ended when the skies clouded over and intermittent rain, with the occasional violent but localised thunderstorm, began the transformation of the countryside from burnt brown to lush green. Competitors went out on additional recce trips to see whether conditions had changed, team managers wondered whether they had engaged enough mud car crews, and the organisers made further route checks before considering alternatives and debating again whether their published section target times would be adequate.

But the Long Rains did not come in their full ferocity, and although there were thunderstorms which soaked isolated parts of the route, created very sticky mud holes and made some twisty mountain roads very slippery, most of the 5,000 km route was nevertheless on the dry side.

The first leg went southwards to Mombasa and back, following the direction of the country's main tarmac road and making loops into the hilly areas of Chyulu, Taita, Shimba and Machakos, and the flat areas around Rukanga and Ganza.

The Datsuns seemed to have the edge on the Opels on the way South, whilst among those who got stuck for a while (both Chyulu and Rukanga were wet and muddy) were Tony Pond (Datsun) and Walter Röhrl (Opel) who, among the professionals, had the least experience of the Safari.

But on the return journey the Datsun's rear axles began to leak and fail, and the delays were enough to allow Aaltonen's Opel into the lead. Mehta needed two axle changes in the area of the Taita Hills, whilst Mike Kirkland's car stopped when his axle cracked in two and fell to the ground, all of which taxed Datsun's resources to the full as spare units were ferried around the area at high speed.

Throughout most of the second leg, which ran to the North-West via Narok, Kakamega and Kapenguria before returning via the Cherangani Hills, Eldoret and Lake Naivasha, Aaltonen kept his lead, but on the return journey his rear axle also broke and after the delay whilst a chase car went in to exchange axles with the competing car Mehta was back in the lead again.

By this time a team of three private Toyota Corollas entered by Middlesex County AC was down to one, the others having respectively got stuck in the mud and blown a head gasket. The two 21-year-old girls Lynda Morgan and Ruth Hillier were stopped by a head-on collision with a non-competing car, fortunately without injury, whilst Vic Elford and Chris Bates put their Subaru into a ditch and seconds later rolled when a front wheel came off.

One of the most amazing performances was put up by Rob Collinge and Mike Fraser in a Range Rover which Collinge had prepared himself. Its suspension was the best we have seen on such a vehicle and he drove it with a gusto and determination which delighted everyone. Unfortunately his bonnet flew open on one occasion and with all the driver's view obstructed, it hit a ditch hard and broke its front axle. This, along with rear axle and windscreen, was later changed and Collinge continued to a most commendable sixth place. Surely it is high time that this most able driver is given a place in a works team, for he is certainly of professional material.

The third leg went again to the North, but more to the East than the second, rounding Mount Kenya in an anti-clockwise direction and returning via Nakuru. Aaltonen kept pressing hard to make up the gap between himself and Mehta, obviously hoping that another axle failure would delay the Kenyan. His axle was, in fact, changed again, but it didn't help Aaltonen for his engine stopped with a bang when a con-rod punched a hole through the side of the cylinder block.

There were some nasty incidents to the East of Mount Kenya, particularly around Meru, where cases of rock throwing were reported by several competitors, some having windows broken and some being injured slightly. At one place a wooden bridge had been ripped up and the planks used to make a barrier across the road, stopping competitors so that they became easy targets for rocks.

George Barbour, a coast farmer driving an Escort prepared in Britain by Paul Ridgeway, had survived a roll which necessitated a replacement steering box, only to hit a barrier of rocks, then stopping with a broken stub axle too far from service assistance to be able to continue.

These incidents, even if they are given little prominence in bulletins, are harmful to the reputation of this fine event, and if police are unable to prevent this kind of disruption the only solution seems to be to route the event away from known trouble spots in the future.

VSCC Silverstone

THE HON. PATRICK LINDSAY won three of the eight races at a first-class Vintage SCC meeting over Silverstone's Club circuit on April 17th, watched by a considerable crowd of enthusiasts in the chilly sunshine. Some exciting racing and no accidents made it a memorable afternoon's sport, starting with the 40 min. High Speed Trial incorporating a compulsory wheel change. Interesting runners were Avril Scott-Moncrieff, loudly cheered by some children, in the ex-Bear Type 57 Bugatti with racing body and Allison's blown MG NA that Symons drove in the 1935 Monte Carlo Rally. Non-qualifiers were Tony Jones in Wilson's "bitsa" Carson-Vauxhall, Drewitt's Riley, Gillies' Treen-Riley, Jane Arnold-Forster's wooden Austin 7, none of which finished, and Wills' M45 Lagonda.

Racing started with the 10-lap Itala & Lanchester Trophies scratch race. Brian Classic was expected to do well in the Bamford 1927 1½-litre, i.f.s. GP Delage, but it didn't last a lap, the official reason for its retirement being "out of fuel". Hamish Moffatt, bereft this year of the Wall single-seater Bugatti, drove his own dark blue GP Type 35B, but, unhappy about the pistons, had a seizure, also on lap one. That left John Ward's Type 35B chasing Kain's sister car, and leading comfortably after the third lap. Majzub Senr., had found new power from the slim Pacey-Hassan and ran throughout in third place, followed by Tim Llewellyn's 4½-litre Bentley "Bluebell" and Dick Smith's Meadows-'Nash. The dazzle-painted Straker-Squire was seventh, taking the Lanchester Trophy, and behind it the much-welcomed Halford Special finished 0.5 sec. ahead of the 200 Mile Race Alvis which Major Halford had also driven in contemporary times. President Threlfall, in his first race with the ex-Rowley 1913 Th.-Schneider, drew well away from Conway Junr.'s Type 37A Bugatti.

Next, a five-lap Handicap, difficult to follow due to credit laps, but won by Lake's neat MG N-Type Magnette, from Hornby's Ulster Austin and A. G. Smith's road-valid MG PB. So to the highly-exciting Haggar-sponsored Pre-War Allcomers' 10 lap scratch contest. Ten ERAs should have been on the grid, but Mann's had brake problems, Spollon was ill, and Classic was also absent. Stephens had Bill Morris' "new" Hanumann R12C running with Bill's R12B. Margulies' Maserati retired on the line but all eyes were on Lindsay in the ERA "Remus" and Donald Day in R14B, who fought the most intense and exciting race of any seen at a VSCC meeting. By my lap-chart Day led laps one, three, four, five, six and nine. But that is only part of the story, because the two drivers swopped positions all round the circuit and were either side-by-side or only a few lengths apart throughout, until Lindsay drew away on the final lap. Day would take Lindsay on the inside coming into Woodcote, then outside at the same place, Lindsay retaliating by re-passing twice at least on the inside at Becketts, only to have Day out-accelerate him. In the end R5B displayed superior acceleration and won by 0.9 sec., Lindsay lapping at 86.4 m.p.h., or one second faster than Day. Cynics among the onlookers suggested that only sponsorship makes racing that close. . . ! Nick Mason was third in R10B, Marsh's R1B fourth, R12B fifth and Millar got his 8CTF Maserati home in sixth place, well ahead of Dean's Type 51 Bugatti. Loveday's "new" 4CM/6CM Maserati retired at half-distance, after making the slowest lap.

Another five-lap Handicap went to Peter Binns in his well-known Brooklands Riley 9, with the irrepressible John Howell working up to second place in the blown twin-cam 3-litre Sunbeam, about half a length ahead of Rogers' LM6 Aston Martin. Much of the anticipation for the Allcomers' 10-lap scratch race was removed when Willie Green in ERA R9B and Vic Norman's P25 BRM failed to start. The opening laps were a duel between Bruce Halford and Simon Phillips in their Lotus-16s. The latter cornered wide at Woodcote on lap two and went ahead momentarily, until Halford out-accelerated him. Phillips then tried tighter tactics at Woodcote, to no avail, then fell back with fuel-feed problems, but later recovered. Halford then led from laps five to eight, pursued by the indomitable Lindsay, only to retire, again officially confirmed as due to being "out of fuel". So the ERA was an unexpected pre-war victor, with the Hon. A. Rothschild's 250F Maserati second, 26.4 sec. behind, third place going to Cottam in his Type AL10 Connaught. Day was fourth, this time 51.9 sec. behind the flying Lindsay, their respective best lap-speeds being 4.2 sec. apart, which the cynics may like to note. Fastest lap was by Bruce Halford, at 90.88 m.p.h., 1.3 sec. quicker than Lindsay's best. These two had outpaced the field by lap six. Duly (250F Maserati), and Roscoe in his recently-acquired, ex-Clinkard 4.3-litre Alvis single-seater, spun at Becketts. That bit of excitement over, Derrick Edwards took the five-lap scratch race in his Ulster Aston Martin from Hudson's Ulster Aston and Newman's Riley after a close race, and the programme was concluded with two more five-lap Handicaps. Lindsay won the first of these, pleasingly in his formerly temperamental ERA-Delage, from the 25 sec.-mark, lapping in 1m 09.9 sec., to keep just ahead of MacPherson in a High Speed Frazer Nash from the 30 sec. starting-position, with Colborne's slower-lapping 6CM/4CM Maserati close up in third place but emitting a veritable smoke-screen as it finished. Danaher's 8CM Maserati was fourth, Lockhart's venerable Rover fifth, Mason's ERA sixth. The final race was won easily by Smith's Super Sports Frazer Nash, from Dunham's ex-Brooklands Alvis and Rogers' Aston Martin. During the day Margulies treated us to the wonderful sound of No. 1 V16 BRM, on a demmo run, but why not *race* it? — W.B.

Results

Itala & Lanchester Trophies Race
1. J. Ward (Bugatti)
2. B. B. D. Kain (Bugatti)
3. F. Majzub (Pacey-Hassan)

Haggar Pre-War Allcomers' Race
1. Hon. P. Lindsay (ERA)
2. D. H. Day (ERA)
3. N. Mason (ERA)

Allcomers' Scratch Race
1. Hon. P. Lindsay (ERA)
2. Hon. A. Rothschild (Maserati)
3. A. S. Cottam (Connaught)

First five lap Handicap: D. Lake (MG)
Second five-lap Handicap: P. J. E. Binns (Riley)
Third five-lap Handicap: Hon. P. Lindsay (ERA-Delage).
Fourth five-lap Handicap: R. J. B. Smith (Frazer Nash).
Five-Lap Scratch Race: D. J. P. Edwards (Aston Martin).
Fastest lap of the day: B. Halford (Lotus 16).
NB — Race speeds were not divulged to the Press.
MOTOR SPORT Brooklands Memorial Trophy Contest: Hon. P. Lindsay — 36 points; Binns, Ward, Lake, Edwards, R. J. B. Smith — 18 pts each; Rogers — 16 pts.; Kain, Hornby, Day, Howell, Hudson, Dunham, 13 pts. each. *Next round:* Donington Park, May 23rd.

RALLY REVIEW — continued

Tony Pond and Terry Harryman, on their first attempt at the Safari, were at first rather unenthusiastic about what they said was more a lottery than a rally, but after surviving a long delay stuck in deep mud, and broken steering which sent their Datsun careering off the road and down a bank, they finished a most creditable fourth and said they would most certainly like to tackle it again.

This is the third and final year of Marlboro's initial sponsorship contract for the event, but there is an option to renew and were we in their shoes we would most certainly view this tough, unique event as one of the finest publicity vehicles in the world. Next year it will be under new management, for Bharat Bhardwaj, the chairman for many years, has relinquished his time-consuming position, whilst the office of general manager has been accepted by winning co-driver Mike Doughty.

In the World Championship, Röhrl now leads with 47 points from Michele Mouton with 28, Per Eklund with 25 and Stig Blomqvist and Shekhar Mehta with 20 each. The leading make is Opel with 46, followed by Audi with 34, Datsun with 18 and Toyota with 16. — G.P.

Results

1st	S. Mehta/M. Doughty (Datsun Violet Gp 4)	4h 26m
2nd	W. Röhrl/C. Geistdörfer (Opel Ascona 400 Gp 4)	5h 07m
3rd	M. Kirkland/A. Levitan (Datsun Silvia Gp 4)	6h 16m
4th	T. Pond/T. Harryman (Datsun Silvia Gp 4)	7h 00m
5th	J. Shah/A. Khan (Datsun Violet Gp 2)	8h 15m
6th	R. Collinge/M. Fraser (Range Rover Gp 2)	8h 54m
7th	Y. Takahashi/M. Gohil (Subaru 4-w-d Gp 2)	12h 20m
8th	F. Tundo/Q. Thompson (Mitsubishi Lancer Gp 2)	12h 53m
9th	J. Alam / A. Khan (Subaru 4-w-d Gp 2)	13h 51m
10th	R. Khoda/J. Matharu (Subaru 4-w-d Gp 2)	15h 35m

73 starters, 21 finishers

Correction

Will those who tackle the article "A Matter Of Identity" starting on page 562 please read Mr. Dewis for "Mr. Davis" on page 566, first paragraph, line 32. Mr. W. Dewis was the general Manager of Milnes-Daimler-Mercedes Ltd., of Long Acre, London, in 1914 but after the war seems to have shifted his allegiance to Hispano-Suiza. I would also like to say that when I referred to the two French Grands Prix that Mercedes won, i.e. the races of 1908 and 1914, I am well aware that there were also victories for Caracciola at Montlhéry in 1935, for Von Brauchitsch at Rheims in 1938, and for Fangio at Rheims in 1954; but by then Mercedes had amalgamated with Benz, and in any case the article is about Edwardian racing. — W.B.

* * *

The Things They Say . . .

"W. O. BENTLEY had predicted that the addition of a supercharger to his engine (the four-cylinder, 4½-litre) would 'pervert the design and corrupt the performance', but failures of the cylinder blocks, valves and gaskets soon made the point that the limitations of contemporary materials and lubricants made it perilous to take such liberties." — From an interesting article on the new Bentley Mulsanne Turbo by Gordon Wilkins, in the *Rolls-Royce Journal*, but which gaskets was he referring to, remembering that the 4½-litre Bentley had an integral block and head? Wilkins also says that W.O. supported the idea of supercharging the engine of the experimental "Bensport" Rolls-Royce engine when Derby was seeking a solution to a new sports Bentley, but W.O.'s autobiography hardly confirms this. Indeed, W.O. says "if I had been consulted, I think I could have saved Derby the expense and time involved in testing the 'Bensport' with a supercharged engine". — W.B.

AROUND AND ABOUT

A7 End To End

ONE OF the more ambitious and strenuous celebrations of the 75th Anniversary of the birth of Sir Herbert Austin's Baby Austin was that run from John O'Groats to Land's End, over the Easter period. It got a remarkable 108 runners. Eighteen of these intrepid Austineers had elected to take the now-traditional Chummies, 51 had the shelter of saloon Sevens, ranging from a couple of early fabric-bodied examples and a rare Dixi saloon to 25 of the later Ruby models, but many other types were represented in this enormous calvalcade of pre-war economy-car might.

Specials, a Gordon England Cup Model, the Ulsters of Reg Nice and Vince Leek, a trio or more of 65 Sports two-seaters, Nippy, Pearl, Opal and Open Road Austins, even a van or two and an AEW sports model, were eager to go. Remember that they all had first to get to the most northerly point on the British mainland. Some used British Rail's Motorail service to Inverness, but that still left 140 miles to where Viscount Thurso was to flag these intrepid Austineers away. Having a willing twin-cam 2-litre Fiat Supermirafiori as Editorial transport over the public holiday (see page 554) we decided to eschew the MCC Land's End Trial, which P.H.J.W. was covering as navigator to a Frazer Nash driver, and tried to see something of this Austin 7 marathon.

First the Fiat fulfilled family demands by taking four adults and two small children for a ride, some four miles out and home, on the two-foot-gauge Brecon Mountain Railway, the 0-6-2 semi-tank steam-loco "Graf Schwerin-Lowitz", late of the Deutsche Reichsbahn, hauling us sedately but very quietly to the lakeside turn-around (refreshments available) in two new, smartly-varnished coaches. The line dates from 1858 as the 4' 8½" Brecon & Merthyr Railway, it closed in 1962.

GRAF SCHWERIN-LOWITZ



On Easter Sunday we drove the Fiat to the Midlands, hoping to see something of the southbound Sevens. A call at the football field near Junction 4 of the M6, where members of the Midland Austin 7 Club were providing camping facilities, elicited the news that only two cars had passed there by noon (there was, however, no set route or checking-in) but that Terry McGrath, crewed by Geoff Walker, was reported as being almost to Land's End in his Austin 65, accompanied by a Mercedes-Benz back-up van, in an attempt to beat his earlier End-to-End "record" of ten minutes over 21 hours. After that the joke was on us because, proceeding along the M6 to the elusive Loggerheads emergency-point (which was nowhere near the Motorway and apparently didn't have the advertised facilities anyway), we saw — just one A7, a smart Ruby, but with no means of knowing, as it went by in the opposite direction, whether it was "competing" or was just someone off for lunch with auntie, for instance . . . After which we contented ourselves with picking up some Austin spares for ourselves in the village of Stone, and returning home by a pleasant cross-country route, calling in at the well-attended Midlands Motor Museum on the way. It is excellent news that the MMM plans to take the Napier Railton, the 4-litre V-12 Sunbeam, their 38/250 Mercedes Benz and their Type 43 Bugatti to the 75th Anniversary Brooklands Re-Union on June 27th. No doubt though that all those indefatigable Sevens will bob up again in due course, for the big Longbridge Rally at the end of August for example.



PADDY HOPKIRK showed that he has lost none of his old skills when he took the 1965 Monte-Carlo winning Cooper-S to victory in the Lombard Golden Fifty Rally.

Glimpses of the Lombard RAC "Golden 50" Rally

AS A reminder that the first RAC Rally dates back to 1932, the Lombard commemoration event was staged over three driving days last month, for 1932-1967 cars which have associations with this now very high-status International fixture. It began with long road-sections round Britain and was decided in pre-war days on the outcome of driving-tests, — no "forest races" in the early rounds of the affair! The "Golden 50" had "stages" at Silverstone, Blenheim Palace, Prescott, Long Marston, Oulton Park, Weston Park, Burwarton, Shelsley-Walsh, Ragley Hall, Donington Park, Belvoir Castle, Mallory Park, and at Jaguar's. The event was based at Stratford-on-Avon, where a static display of appropriate cars was held.

It seemed like a very good idea and when the organisers asked for appropriate cars, remembering that my 1922 Talbot-Darracq got successfully through the 1935 RAC Rally, I enquired if they would like me to bring it (writes W.B.). It was not turned down — they simply didn't reply! Be that as it may, a glimpse or two of the "Golden 50" wasn't to be missed, and having ascertained that we weren't poaching on G.P.'s "Rally Review" preserves, the Editorial Rover was directed to Blenheim Palace, where an excellent driving-test had been laid out. Here we watched the entry, 60 strong, perform, the greatest interest being in cars that had actually taken part in past RAC Rallies, of which there were about 17, headed by David Hescroff's 1927 AC Montlhéry Sports that Ray Morley drove in 1932 and Terence Barnes' Singer Six from the "Autosports" rally team. Blight had the team-Talbot 105 that had competed in 1937, John Morley from Brussels the 1937 class-winning Riley Sprite, Len Shaw his 1953 class-winning YB MG, Philip Young an Austin Healey 3000 built for the 1960 event, the driver's door of which flew open thrice, and Valler a Reliant Sabre-4 from the 1962 RAC Rally.

Then David Potter's Mini Cooper-S was a "works" entry in 1964, as was Pither's Sunbeam Tiger, Worswick's Austin Healey 3000 ran in '67 and '68, and there were other ex-"works" Mini-Coopers, and not only did Paddy Hopkirk drive the one which was victorious in '65 but Graham Brown had Paddy's 1965 Mini-Cooper-S. Apart from these historic entries and cars *similar* to actual RAC Rally cars, many famous drivers turned out. From Germany came Eugen Bohringer, Rally Champion of 1962, with a smart 300SE Mercedes-Benz, and it was soon apparent that he had lost none of his skill. Proctor and Cowan with a Series 2 Sunbeam Alpine, Tony Fisher, RAC Rally Champion of 1963, Don Morley (Austin Healey 100-4), Donald Healey still going strong teamed with Morley, Bill Bengry, in a VW 1500 Beetle of course, Nicky Porter, Per Ekland in a Saab 96, Soderstrom with a Ford Lotus-Cortina, Bell / Robson (1953 Ford Zephyr), and others too numerous to mention, gave the event exactly the right atmosphere.

Having said that, little space remains in which to detail their performances. In the Blenheim test (laid out like the final one for the 1951 RAC Rally, on Bournemouth's sea-front) where the Duke of Marlborough on his monument was extending a hand as if he strongly disapproved of the preceedings, Blight hit a marker and Cook (Triumph TR2) overshot the stop-line. Donnelly, with Luscott-Evans as his passenger in the XK120, seemed to lift-off too early, Ekland lost much time at the only reversing-point, Ryland's all-white Austin A35, looking like a piece of spotless bathroom-furniture with non-standard doors, could have done with stiffer suspension. Pither locked-up the wheels of his l.h.d. Sunbeam Tiger going into the first "box", Potter stalled his Mini-Cooper's engine at the reverse, but Gethin Jones gave his Austin-Cooper all it had, and

Continued on page 555

FORMULA TWO REVIEW

The finest discovery since Jochen Rindt?

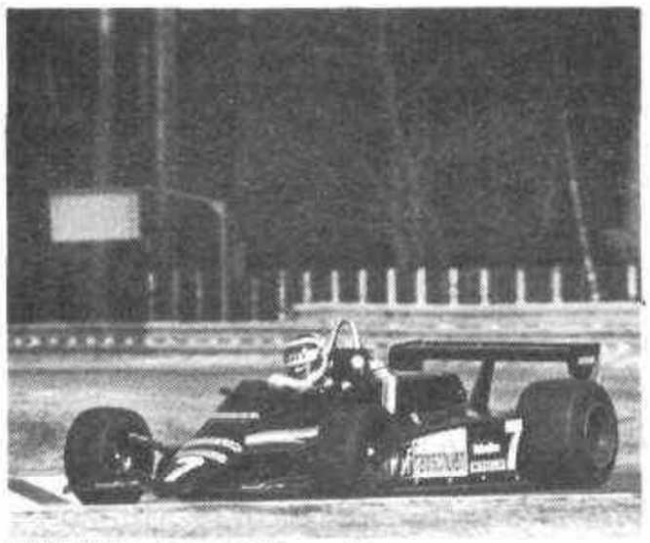
FORMULA TWO has a revelation in its ranks. The sharpest, boldest, and most naturally talented driver since Jochen Rindt appeared in the formula fourteen years ago.

Superlatives, yes. But BMW Motorsport Director Dieter Stappert, never usually a man prone to emotive statement, is sure that they are justified. He has been all along. It was Stappert who massaged negotiations so that this new talent, Stefan Bellof, could enter the highly competitive European Formula Two Championship in the first place. It was Stappert who convinced the ambitious Maurer team that they ought to seriously consider German F3 Champion Bellof as a candidate for one of their coveted works seats. And it was also Stappert who faced a wave of cynicism and acidic observations once Bellof had been accepted in the Maurer team, in preference to Mike Thackwell.

The so-called experts explained it all away with that dirtiest (and yet increasingly common) motor racing phrase, "politics". It was, after all, rather obvious: the German Maurer-BMW F2 team was a regular front runner in 1981, confidently expecting to win races with their new MM82 design in 1982, and aiming to graduate to the dizzy but delicate heights of Grands Prix by the middle of 1983. When they make that graduation, they will rely on BMW turbocharged power and, they hope, BMW patriotically-charged technical assistance. This why they accepted the unknown Bellof into their F2 team. Stappert is a vigorous Bellof promoter and wields considerable influence within the BMW boardroom. Team owner Willi Maurer had little choice. Diplomatically, he just *had* to accept Bellof.

Just three races later, it is plain that it is just as well that he did. Stappert's predictions have proven uncannily astute: Bellof may not necessarily be the best raw talent to emerge since the late, great Jochen Rindt, but he *is* most certainly the revelation of 1982 Formula Two. He went straight out and won his first ever F2 race, the International Trophy at Silverstone on March 21st, and by doing so he equalled the historical F2 debut record set by Dave Morgan. But while the experts were still busy attributing this victory to the effectiveness of his Michelin tyres on a wet track surface, Bellof was busy chalking up his second successive victory on a perfectly *dry* track. Two weeks after Silverstone (and indeed just five months after being thrown out of the competition at the British Formula Ford Festival by the Clerk of the Course for unimpressive and unruly track manners!), Bellof won again at Hockenheim, taking the Jim Clark Memorial Trophy home to join the International Trophy on his suddenly over-crowded mantelpiece. What is more, his Maurer-BMW also parked on pole position, having rounded off the weekend with the fastest lap.

By round three of the series, at Thruxton on Easter Monday, Bellof had quietly assumed number one status within the three-car works Maurer team and had accumulated 18 championship points — three times the total of his nearest rival. He was not, however, to add to that handsome advantage. One week after being interviewed on a country-wide German TV sports programme as a new national hero, Bellof was soon on BBC screens as the first visitor to the



STEFAN BELLOF on his way to victory at Hockenheimring early in April.

Thruxton pit lane. This time the astute Mr. Stappert was not smiling. The BMW engine in Bellof's black car had dropped a valve 300 yards after the start.

This left the Maurer team to turn their attentions, instead, to Beppe Gabbiani and Peter Schindler. The Osella F1 refugee went to Thruxton second in the points standings and by finishing fourth at the Hampshire circuit he collected three more points to raise his total to exactly half that of Bellof's. He has not, however, been especially impressive on any occasion. His points owe themselves to simple reliability. Gabbiani's slow decline in reputation reflects his inability to qualify well and a similar slovenliness in establishing the ideal suspension/wing/ride height/tyre choice for the race.

If the Bellof-Maurer-BMW-Michelin combination has been the biggest surprise of the new F2 season, the largest disappointment has been that of Spirit-Honda-Bridgestone. With the emphasis on Bridgestone.

Established by former March F2 team manager John Wickham and McLaren designer Gordon Coppuck, the Slough based Spirit team is in its first year of competition. The Spirit 201-Honda is a conventional but conspicuously compact and neat aluminium honeycomb structure. Its Japanese V6 power comes with the financial and technical blessing of the factory. Drivers Thierry Boutsen and Stefan Johansson have tied neatly into this Marlboro sponsored team, and the package has gelled to become immediately professional and pacesetting. Tyres, however, have been the disappointment. At Silverstone Johansson claimed pole position on an ever-changing wet/dry surface but the Swede led the race only for his wet weather Bridgestones to lose all grip after a few laps. After persevering with them for ten more laps, he pitted for hand-grooved slicks, made a hurried return to the race — and promptly gyrated into the Woodcote catch fencing.

The Spirit glory in Germany belonged to Boutsen although, after half-a-dozen laps, Bellof's Maurer-BMW breezed past, leaving the Belgian to collect second place.

Ahead of the quiet, thinking, engineer Boutsen in the championship chase is Bellof, of course, and also Johnny Cecotto. The former 350 c.c. and 750 c.c. World Motorcycle Champion has certainly shown impressive form this year. He joined the works March-BMW team following a rather disjointed season of team-hopping in 1981, and has since showed a very real likelihood of emulating the two-to-four-wheel success stories of John Surtees and Mike Hailwood.

At Thruxton he capped his early season form with a superb win, charging back through the field after a pit stop with a puncture. This rising trend in results has been matched with an important growth in confidence, and there is little reason why Cecotto should not follow up his Thruxton success with other visits to the victory rostrum.

A man who should have been on that rostrum at Thruxton was Corrado Fabi. After Johansson had dived into the pits, the 21-year-old Italian assumed the lead in his red Roloil March 822-BMW, and with *his* (Michelin) tyres in good shape, he looked set for the second F2 win of his career. But it was not to be: a stone shattered his BMW's distributor, and, as at Silvestone, he joined the retirements list. This was naturally a disappointment for the younger brother of Toleman F1 racer Teo, but at least Corrado had at last shown some justification for his number one status within the three-car March team. This is something he failed to do in qualifying at the first two rounds, although he was the first March across the finishing line at Hockenheim, taking a distant third place with team-mate Cecotto tucked right beneath his rear wing.

March's third driver has, like Cecotto, shown substantial improvements in the new, Ralph Bellamy designed 822 model. Christian Danner was something of a mid-field struggler in his works March in 1981, managing nothing better than a solitary fifth place. His 1982 form has been very different. The German set fastest lap at Silverstone, qualified on the second row at Hockenheim, before crashing in a rash bid for second place on the opening lap, and was set for a top-three placing at Thruxton before his BMW dropped a valve.

March have taken the European F2 crown four times in the last nine years, and although they do face tough opposition now from the very effective Maurer chassis and the 30 b.h.p. superiority of the Honda-powered Spirits and Ralts, many more victories can be expected. The March 822 is light whereas the more powerful Spirit could benefit from a diet, and March currently enjoy a tyre durability advantage on Michelins, while both Honda-powered teams have to make do with the less reliable Bridgestones. Indeed, it is tempting to inquire just how good the neat 822 *really* is: Cecotto is something of an unknown quantity, Danner hardly has a sensational history, and Fabi was consistently overshadowed by his then-team-mate Thierry Boutsen in 1981. It does make one wonder.

Thus far, tyres have been more important than engines in shaping the points table. Once the Bridgestone technicians have rectified their problems, however, the emphasis will surely change. The Spirit-Hondas will naturally be even stronger contenders on reliable rubber, but so too will the Ralts.

After the first three rounds, Ron Tauranac's team have little to smile about. The Kiwi team manager has dropped both reigning F2 Champion Geoff Lees and Mike Thackwell from his team, taking on Irishman Kenny Acheson and British F3 title holder Jonathan Palmer instead. Acheson's career, like the late Roger Williamson's, now benefits from financial support from Donington Park mentor Tom Wheatcroft, and he moves to Ralt following an F2 season in a semi-works Toleman which was interrupted by a hefty, leg-breaking accident at Pau; Palmer is undoubtedly Britain's brightest Grand Prix prospect for a long time, and with an envied Williams F1 "apprenticeship" testing contract in his pocket, he enters F2 fresh from eight wins from 19 starts in the British F3 series. The former could be cast as a "raw talent" type driver, the latter a man of outstanding intelligence as well —



Ferrari Boxer

Ultimate Supercar

THOSE with a sense of nostalgia may record the passing of the beautiful front-engined 4.4-litre V12-cylinder Ferrari 365GTB/4 Daytona as a landmark in the history of high performance motoring. Between 1969 and 73 it came to represent all the splendid open-road qualities which, somewhat romantically, have been associated with the marque ever since it began marketing big V12-engined sports cars in the early 1950s. In truth it was a magnificent machine and the writer's memories of a long weekend spent at the wheel of a Daytona still tumble to the forefront of his mind at the slightest prompting. It's hard to believe that it is a few months short of ten years since I drove away from Maranello Concessionaires's distinctive premises on the Egham bypass in VES 6K, a scarlet Daytona owned by enthusiastic expatriate racing team owner Denys Dobbie — the man behind the DART racing team. At that time a new Daytona was priced at just over £10,500 in this country and, with the onset of the 1973 Arab-prompted oil crisis, their prices in the second-hand market tumbled to around £3,000. I do not dare even think what a decent example would cost today!

I am happy to report that, a decade later, Ferrari's ultimate road car offering still stirs the same passionate enthusiasm within my veins. The 1982 Easter weekend has been spent in company with the latest Ferrari BB512i, £39,991.25 flagship of the Maranello fleet, and it left me stunned, simply stunned. Any road test of such a very high-performance machine is beset with pitfalls for the scribe to whom the task falls. It is easy to be blinded by such sheer performance into producing a goggle-eyed assessment of the product. So perhaps it is appropriate to take an early opportunity of making clear the fact that the fuel-injected Ferrari Berlinetta Boxer is not perfect. It has a gearchange which only a totally biased Ferrari enthusiast could describe as anything better than "acceptable"; its seats, whilst comfortable, are only adequate in terms of hip-hugging support; there is no room for any luggage of consequence and the penalty for incurring a flat tyre is the use of a "get-you-home" undersized spare which would probably attract disapproving glances from the local constabulary. These are valid criticisms. But, in the context of high performance motoring, they are probably not very relevant. Exaggerating them out of proportion would be like condemning the superb technological brilliance of Concorde simply because it cannot carry as many people as a Boeing 747 jumbo jet. They nonetheless remain, even if they are quite incidental to the car's purpose in life.

Having said that, the car is a sheer, total joy to anybody who loves serious motoring. Its magnificent 180-degree, horizontally opposed 12-cylinder engine develops 340 b.h.p. at 5,700 r.p.m. with a turbine smoothness which must be absolutely unique, and not only will it rocket from standstill to 60 m.p.h. in an amazing 5.4 sec. (1.4 sec. faster than a Porsche 928S, for the record) but it will sustain this level of response right the way through its performance range up to a maximum of over 170 m.p.h. I am unable to verify this latter figure from first hand experience, but the BB512i's behaviour at an indicated 156 m.p.h. gives me absolutely no reason to doubt its claimed ultimate capability. And, like so many other things in life, "it's not what it does but the way that it does it". The ride is splendid, the steering absolutely magnificent and the brakes tremendous. Finally, this Ferrari's torque and flexibility means that it will run smoothly and without any fuss down to 18 m.p.h. in fifth gear and then surge away to the summit of its performance without a murmur or a shudder.

A.H. enjoying Easter motoring — colour pictures appear on page 594.

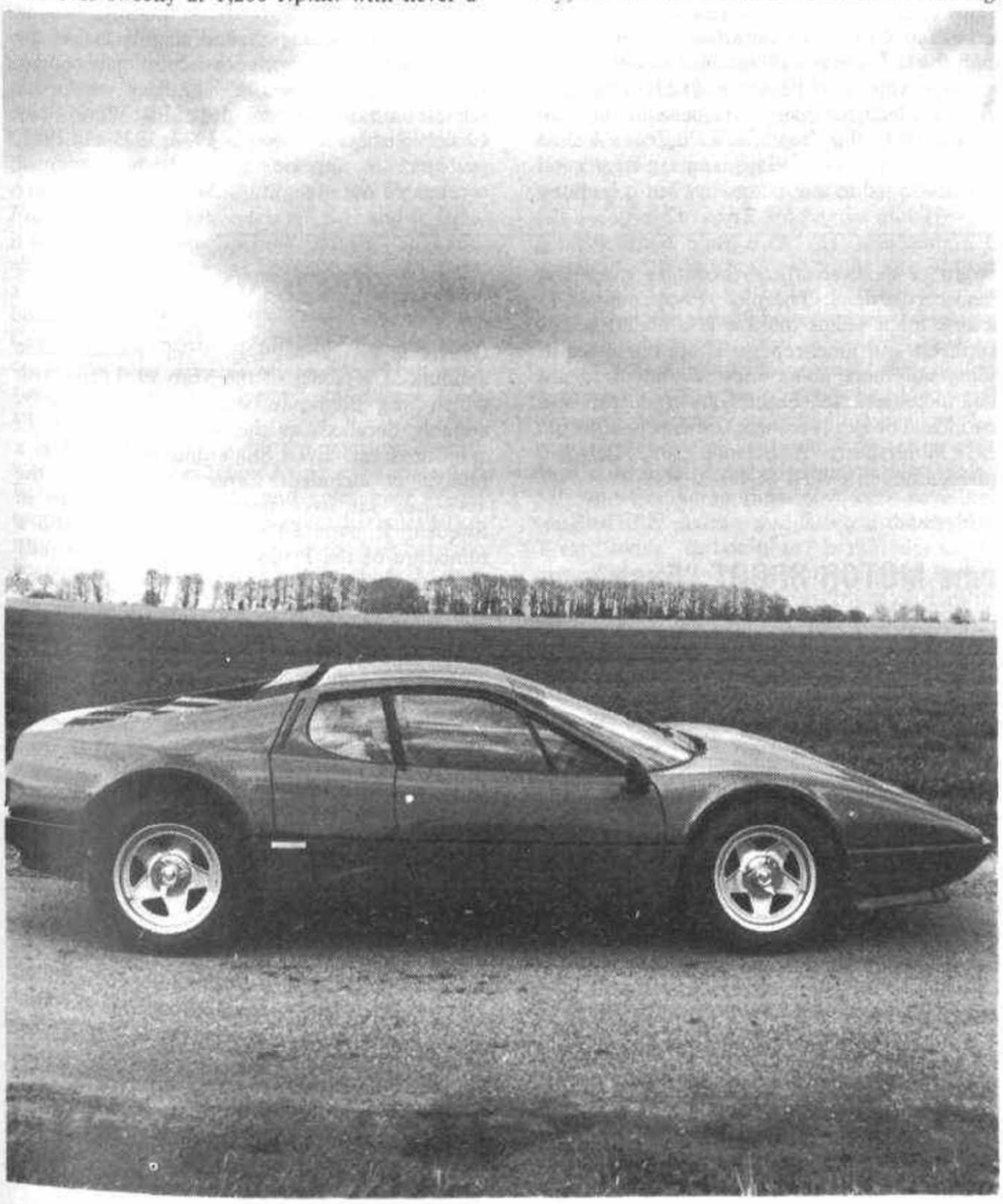
What's more, the Berlinetta Boxer has a strong and unquestioned racing pedigree. By that I don't mean that the car itself has achieved any great racing success (it hasn't), but its development has come about as a direct by-product of the Ferrari team's whole racing approach. At the end of the 1960s the Ferrari Formula One team turned its attention to the development of the 3-litre flat-12-cylinder Grand Prix engine and, not surprisingly, this formed the basis of the Berlinetta Boxer power unit. I should add that there are not many cars propelled by road-developed derivatives of

the Cosworth DFV V8 on the market at the moment!

This 12-cylinder Ferrari first appeared eleven years ago in 4.4-litre form and grew to 5-litres in 1976. It has a bore and stroke of 82 mm. × 78 mm. for a total capacity of 4,942 c.c. and its fabulous power output is matched to equally impressive torque figures of 332.7 lb./ft. at 4,200 r.p.m. The engine is mounted over, mostly ahead, of the rear axle line, rather high in the chassis in order to accommodate the five-speed gearbox which is positioned beneath the cylinder block towards the rear. From the clutch at the rear of the engine, the drive is taken through two 90-degree turns to the gearbox and differential.

The most recent addition to this engine's specification is the Bosch K-Jetronic fuel injection which supersedes the four triple choke downdraught Weber 401F3C carburetters which had been regular wear for the Boxer since the introduction of the original 4.4-litre model. In terms of sheer performance the incorporation of injection has made little difference to the car's appeal, but the somewhat lumpy and temperamental starting procedure from cold with the Webers has been replaced by an instant, undoubting response every time you turn the key against the starter motor. Absolutely no throttle is needed, under any circumstances we found, to coax the Boxer into life. And once it has fired up it ticks over sweetly at 1,200 r.p.m. with never a trace of stalling. No, the main benefit of fuel injection comes with reduced fuel consumption. Although the average for our test only worked out at 14.7 m.p.g., this is because we were subjecting the beast to some pretty consistent high revving. Since injection has been added, the official fuel consumption test figures note an improvement from 10.4 to 12.9 m.p.g. in the urban cycle, 21.7 to 25.0 m.p.g. at a constant 56 m.p.h. and 18.7 to 19.5 m.p.g. at a constant 75 m.p.h. That keeps the Boxer within the vague bounds of respectability, although with the price tag offering insufficient change out of £40,000 to fill the tank up anyway (26.4 Imp. gallons) the question of economy is academic!

The entire BB mechanical package is clothed within a distinctive, timeless two-seater body designed by Pininfarina and built by Scaglietti. The heart of the Boxer is a tubular steel chassis which has been built up into a semi-monocoque in the cockpit area where the upper body panels are steel. Below the obvious "grooved" waistline the panels are fibreglass. Subrames go forward and rearward from the cockpit area to provide attachment points for the front suspension / steering and the engine / rear suspension respectively. The tip-forward nose section and the beautifully sculpted rear body section, which folds upwards and backwards, supported by hydraulic struts, to reveal the splendid engine bay, are fashioned out of aluminium. The high standard of paint finish, something that has not always been a prominent Ferrari feature, and the splendidly smooth fit of every joint are particularly noticeable when one examines the BB512 closely.



Inside the passenger cabin, the trim is a practical blend of luxury and durability. The seats, trimmed in leather and cloth, are adequately comfortable although they do not offer the lateral support demanded by a car of this performance. With the driver's seat pushed as far back as it will go, and seat back itself reclined slightly, anybody up to 6' 2" can be accommodated without any drama. The driving position itself is Italianate without being absurd for those with long legs: I particularly liked the position of the pedals relative to each other although it should be possible to provide a bigger rest for one's clutch foot. Black leather trim is everywhere and a splendid Pioneer stereo system is provided for those heathens who are not satisfied with the melodious, twelve cylinder rasp emanating from the engine bay. There are deep recesses for odds and ends in the door linings and all sorts of pouches, pockets and straps adjacent to the bulkhead behind the seats to make up for the fact that passengers cannot carry more than a toothbrush with them on long journeys. In that connection, the "luggage area" beneath the nose section also carries that "get-you-home" spare wheel, its cramped location begging the question as to precisely where one stows the deflated Michelin 240/55 VR 415 TRX tyre on its magnificent Ferrari cast light alloy wheel. A relative posed this question and I wrestled with it in my mind for some while before coming up with the logical solution. If your girlfriend objects to carrying it on her lap you can drop her at the side of the road and wait for your chauffeur to collect her in your Rolls or Mercedes. Ultimately, you can always get yourself another girlfriend, but those wheel / tyre combinations will cost you a great deal of money to replace!

The traditional "open gate" Ferrari gearchange is positioned on the left of the dividing console between the two footwells: the right side for Europeans, but the wrong side for the out-of-step British. It's reasonably precise once you're warmed-up and under way, but it does require firm and complete depression of the clutch pedal before a gear will engage properly. And there is no question about it, the clutch movement is long and pretty heavy. Add to that the fact that first gear inevitably proved a pig to engage and short drivers will find they have a difficult time. To depress the clutch and push the long-throw gear-lever into either second or fourth requires considerable effort. In fact, such is the performance of the BB512i that one begins to think that an automatic gearbox is a virtual necessity for a car of this ilk; there just doesn't seem to be *time* for mundane tasks such as changing gear when you're motoring hard with this Ferrari!

From within the glove-like cocoon of the BB512i cockpit, the driver faces the world from behind a magnificent, evocative Nardi three-spoke, leather covered steering wheel, the Ferrari badge on the boss concealing a strident sounding horn the like of which will advertise your arrival several miles in advance — a useful adjunct to a 170 m.p.h. capability! Under a hooded panel immediately ahead of the driver is a 200 m.p.h./320 k.p.h. Veglia Borletti speedometer with a matching rev.-counter which has a shaded area at 6,500 r.p.m. and a firm, thick red line at 7,000 r.p.m. Between these two large dials

Continued on page 594

Road Impressions

The Fiat 131 Supermirafiori 2000 TC

WHEN contemplating Continental makes of cars competing for large-scale sales, one comes upon the solidarity of the great Regie Renault, the integrity of Peugeot, the Gallic logic of Citroën, and one can certainly not overlook the might of Fiat, which has so much of Italy's destiny under its control. For some time Fiat has concentrated on economy-type models, with nothing larger than 2-litres. One of its newer offerings is the Tipo 131 Supermirafiori saloon. It uses the twin-cam engine now developing 113 b.h.p. at 5,600 r.p.m. in the typically boxy, compact four-door body. The result is a sort of "Cortina-hunter," of very good performance if the rather "cammy" engine is kept turning at over 2,000 r.p.m., and with the amenities of electric windows in the front doors, electric central door-locking, and a five-speed gearbox.

There is not much rear-compartment leg room for a car of this size but otherwise this Fiat is a comfortable family car, endowed with the sporting connotations which a twin-cam engine implies. The interior has a plasticky but neat aspect, the upholstery of seats and doors in good-looking cloth being very acceptable. Those who like individuality will find this in the triple control-stalks, lamps extinguished when the engine is cut, the odd elongated well in the fascia shelf, with its flat-topped lockable lid, this serving in lieu of a cubby (it is divided into two wells, the smaller of which comfortably takes a Canon camera!), etc. This, and crude front door pockets and map pockets for the rear seat users, are the only stowages. The rack and pinion power steering of this top model Mirafiori is notably light but without much "feel", the clutch action is smooth but the gear change baulks badly into bottom and second gears, especially when the oil is cold; the other changes, especially from fifth to normal top, are however, quite smooth and quick. Reverse is in-line with this cruising fifth speed and fairly easy to engage.

Although this is a rear-drive car, the brake pedal for the disc-drum anchorage is too far over to the left but otherwise the controls are well contrived, with the switches for the electric windows and for locking the doors down on the centre console. The front-seat squabs have lever adustment and the instruments, comprise speedometer with m.p.h./k.p.h. readings, Veglia electronic tachometer safety-lined from 5,800-6,000 r.p.m., fuel and temperature gauges (90 deg. C is normal) and quartz clock, the yellow needles being easy to see. The triple heater-control levers are illuminated but not easy to find for quick adjustment, and the heat supply, while considerable, was insensitive to set. There is a two-speed fan, and air-flow is from a number of adjustable vents of some complexity.

The suspension and ride of this Fiat are of the old-fashioned kind, adequate but outdated, bumps causing the tail to skitter on corners and the back-axle to judder on a fast take-off over a rough road. There is mild initial understeer from the Pirelli Cinturato P3 185 x 70 SR13 tubeless tyres, of which the spare lives beneath the boot floor, the lid of this deep boot having to be locked with the ignition-key. The lamps give a good beam, deflected to the left on dip, but it is all too easy to leave the wrong lamps alight until the driver acquaints himself with the confusing triple stalk controls, the long left lever operating the lighting once it has been switched on, the shorter one the turn-indicators, the right-hand one the wipers, etc. The horn-push is in the centre of the steering wheel.

With its narrow, high appearance this is a deceptively quick Fiat. Its body is protected by substantial bumpers and wide rubbing strips, the exterior mirror can be adjusted from within (but there is no near-side mirror) and the door handles work conveniently. The bonnet release is on the near-side of the car; the front-hinged lid is self-propping. All the services are easily accessible and no oil had been consumed after more than 1,000 miles. In average useage fuel consumption came out at 26.3 m.p.g. The engine started fairly promptly under auto-choke and ran smoothly, but the gear lever is an essential adjunct to it. The fuel tank, which has a screw-type filler cap, holds 53-litres. The test car had a Voxon radio. There are head restraints for all seats, and a six-year anti-corrosion warranty. Sensible loose rubber mats cover the floor but the wiring for the electric windows and rear window demisting is untidy. Fiat claim a top speed of 109 m.p.h. and 0-60 m.p.h. in 10½ seconds and, in the "knocking" of feared rivals which is part of the sales-race, insist that at £5,245 it is better equipped and less expensive than the equivalent Ford. All I propose to say is that it provided useful, willing Easter-holiday transport and that it makes me look forward to trying the presumably more sporting twin-cam Strada. The back window of the test car carried a reminder of Fiat World Rally Championships achieved in 1977, 1978 and 1980, perhaps to appease those from whom it accelerated out of sight. — W.B.

Hill Climb

THE first round of the Pace Petroleum British Hill Climb Championship at Loton Park on Easter Monday fell to Dave Harris with a time of 49.48 sec. Hero of the meeting, and showing just as much promise as did 1981 Champion, James Thomson, was young Mark Williams. Sharing the car his father used last year with Richard Fry, Mark finished in second place with 49.60 sec., becoming the fourth person to record a sub-50 second climb at this difficult venue. Martyn Griffiths, now sharing a car with Max Harvey to give himself more time for business, followed closely in third spot with 50.24 sec. and Martin Bolsover, now running in the over 1600 c.c. class since acquiring a Hart engined Pilbeam, was fourth. Chris Cramer had a very uncharacteristic "off" on his first Top Ten run, and finished in eighth spot and Richard Jones did well to finish ninth in his Mallock sports-racing car.

Top Ten at Loton Park

1st	Dave Harris (Pilbeam-Hart)	49.48 sec.
2nd	Mark Williams (Pilbeam-Hart)	49.60 sec.
3rd	Martyn Griffiths (Pilbeam-Hart)	50.24 sec.
4th	Martin Bolsover (Pilbeam-Hart)	50.74 sec.
5th	Richard Fry (Pilbeam-Hart)	50.88 sec.
6th	Alister Douglas-Osborn (Pilbeam-Cosworth)	50.90 sec.
7th	Roy Lane (Pilbeam-BMW)	51.61 sec.
8th	Chris Cramer (Toleman-Hart)	51.89 sec.
9th	Richard Jones (Mallock U2)	51.91 sec.
10th	Max Harvey (Pilbeam-Hart)	51.93 sec.

* * *

Doctors needed

In the April edition of the news sheet which the RAC Motorsports Association sends out to clubs is an urgent plea for more medical men to come forward as medical officers at motor races and other speed events. The plea is not confined to doctors, for it seems there is also a shortage of scrutineers and timekeepers. Those interested in finding out more about the tasks involved are asked to contact Neil Eason Gibson (doctors and scrutineers) or Les Needham (timekeepers) at the RAC Motorsports Association, 31, Belgrave Square, London SW1X 8QH.

* * *

Some MOTOR SPORT "Firsts"

WE normally dislike the sticking-out-of-necks, especially ours, but on the advice of those who say you gain no credit unless you blow your own trumpet, it is amusing, at any rate, to note that two rival motor journals have very recently published articles about Russ-Turner's ex-Birkin blower-4½ single-seater Bentley, Kenneth Neve's 1911 London-Edinburgh Rolls-Royce, and the Michelin Tyre Co. building in Fulham. These subjects were rather fully covered by us, respectively in 1973, 1971 and 1963. . . — W.B.

* * *

By canal to Le Mans

WE have just heard about a Canal cruise from Paris to Le Mans to coincide with the 24-hour race. Anyone wishing to join this cruise from England can do so, leaving London on Wednesday June 16th and returning on Tuesday 22nd. The inclusive cost, London to London, is £299 and details are available from Norman Riddle on Romsey (0794) 514412.

Miniatures News

GRAND PRIX MODELS of Radlett have announced a model of the Saab 99 Turbo with which Stig Blomqvist won the Mintex Rally, suitably decalled, as the works Clarion Hi Fi sponsored car. Even Stig's doll he carried as a mascot is included. Large quantities of the 1:43-scale kit have been shipped to Saab in Sweden. It costs £8.95 here. There is also a miniature of the Project GT-40 Ford, carefully researched. The kit is of the Shelby GT-40 Mk.I with which Lloyd Ruby and Ken Miles won the Daytona 2,000-kilometre race on its début in 1965. This kit costs £7.95. Dannini Modelli kits to the same scale, of the Ferrari 250GTO, first in a new Ferrari series, are available from GP Models for £6.75.

Exciting new model race-track accessories from Scalextric are now available. A new line-up start (C168) has impressive yellow arrows indicating the starting grid, while a chicane straight (C176) has been introduced for use on circuits which already include a short chicane (C174). Allowing only one car to pass at a time, the short chicane already poses a considerable hazard. When the danger is prolonged by the incorporation of the chicane straight, it becomes the sort of hazard that requires not only driving skill but also a great deal of foresight. Track borders with distinctive red markings on a white ground to facilitate faster cornering (C196) have also been introduced. They fit around the outside edge of the standard curve sections, adding realism and atmosphere to the Scalextric scene. They come in packs of eight.

W.B.

The Formula One Scene

IN THE March issue of MOTOR SPORT I said that one thing about the World of Formula One was that you know where you stand. The striking drivers of Kyalami were reprimanded by officialdom, fined, and given suspended sentences of a ban from a certain number of races if there were any further misdemeanours. This went to the highest court of appeal within the FIA and subsequently the fines were reduced as were the proposed suspensions, while Monsieur Balestre and the FISA were given a rap over the knuckles for acting too hastily and too severely. It might be as well to recount briefly how our motoring parliament is made up. In every civilised country which has active motor competitions taking place within their boundaries as well as normal motoring, there is a National Motor Club that is given the charter to look after motoring, as with our Royal Automobile Club, or in a non-sovereign state such as France or Italy the Club is simply the Automobile Club of France or the Automobile Club of Italy. The *Federation International de l'Automobile* (FIA), comprises members from all National Motor Clubs. The FIA deals with everything concerning the motor vehicle and the motor industry and they delegate the responsibility of administering to the competition and sporting side of motoring to the *Federation International de Sport Automobile* (FISA). In countries like Great Britain the Royal Automobile Club delegates the sporting interest to a lesser body, in our case the RAC Motorsports Association. In France it is the *Federation Francais de Sport Automobile* (FFSA) and in Italy it is the *Commissione Sportiva Italiana* (CSI) and all other countries having sporting activities have a similar arrangement. Delegates from these bodies make up the FISA. The Formula One Constructors Association (FOCA) thought they could take over the role of the FISA, but have since seen sense and formed an alliance with FISA.

Now what goes on in the sporting world, whether racing or rallying, is under the control of FISA, but all decisions and rules have to be ratified by the FIA and no matter what rules FISA may work to, in the final analysis the FIA have the last word, and while a FISA court of appeal may say one thing or the immediate FIA arm working with FISA may agree, when it comes to the highest court of appeal within the FIA, they can over-rule everyone, which is what happened in the drivers strike. Everyone has to be responsible to someone, and Balestre and FISA are responsible to the FIA. You might well ask who the FIA are responsible to. Collectively they are not responsible to anyone, but individually each member is responsible to his own Government. In Great Britain we are very fortunate in that our Government leave responsibility to the Royal Automobile Club without interference, but I am sure the word has been passed down from on high to "keep an orderly house". In less fortunate countries like Switzerland, Denmark and Sweden the Governments have imposed severe restrictions on the activities of their National Motor Clubs. France and Italy have made it very clear that any "disorderliness" within the realms of motoring competitions will see the Government coming down heavily on the National Clubs with the impositions of severe restrictions. Governments do not mind those playing at racing killing themselves, but if the public get killed in unreasonable numbers the Government hand would fall heavily. This is why France and Italy are pretty sensitive about circuit safety. Another catastrophe like the 1955 Le Mans one would put paid to motor racing in France for all time.

So the rather severe fines and suspended sentences meted out by FISA after the South African race have now been leavened by higher authority, but that does not mean the drivers have been exonerated from what they did. Happily the matter now seems to be settled and the badly worded Super-Licence form is being re-written. Having surmounted that little obstacle to the smooth flowing of Formula One another one arose when the Cosworth powered teams, like Williams, Brabham and McLaren, found a loophole in the regulations and exploited it. Rules used to say that a Formula One car had to weigh 585 kilogrammes empty of petrol but with oil and water up to normal levels. Any designer worth his salt using a Cosworth V8 engine and Hewland gearbox could build a car that was quite a bit under the 585 kg. limit, so teams like Williams carried 20 kg. of lead ballast to make their cars legal. This was usually bolted under the gearbox, but could be repositioned to alter the centre of gravity. Renault and Ferrari could not get down to this limit as they had to carry the added weight of two turbo-charger units and intercoolers. Last winter general agreement among the teams settled on a reduction of the minimum weight limit to 580 kg. For some time now cars have been weighed after practice and last year the Brabham T-car, with carbon-fibre brake discs, was invariably under-weight, but was made legal by filling the oil tank to the brim. It was obvious that the car could not run with that amount of oil in the system and in Spain the technical scrutineers, who came from France, requested that the Brabham be presented ready for practice next morning with the oil and water at the same levels. Overnight the hierarchy of FOCA and FISA got together (ie Ecclestone and Balestre) and next morning the French Scrutineers were more or less told to go away and stop causing trouble!

Three years ago Renault were in trouble with the brakes on their turbo-cars and AP-Lockheed helped them out with a water-injection system that squirted water into the eye of the brake disc so that it was centrifuged outwards and assisted brake cooling. Able to build a car well below the 580 kg. limit the Williams team, and others, fitted their cars with a water cooling system for the brakes, with a plastic water bottle and small plastic pipes to the brakes. They ran their cars under the legal limit and before being weighed they topped up the oil tank and the engine cooling system and then filled up the plastic container with water to bring the weight up to 580 kg. As much as five gallons of water was added to start with (23 kg.), but the more weight that was pared off the car the bigger became the plastic container for the brake cooling water, except that the cars ran with the container empty. Against a turbo-charged Ferrari or Renault which might scale 600 kg., a Williams or a Brabham has been running at 550 kg., a saving of over 100 lb. weight. Naturally Renault and Ferrari put in protests about these under-weight British cars and the whole business has now gone to various disciplinary committees and tribunals. At a recent meeting in Paris, it was decided that the practice of "topping up" was illegal and that all cars in future would have to operate at least 580 kgs. at all times. In this connection, Piquet and Rosberg were disqualified from first and second places in the recent Brazilian Grand Prix because their Brabham and Williams, respectively, made use of this loophole. Now the Cosworth-powered cars which are underweight will have to carry lead-ballast until someone can find *another* loophole in the regulations.

As a counter-ploy to the underweight, rule dodging, Cosworth brigade, Ferrari produced his double rear aerofoil, with one on one side of the centre line of the car and the other on the other side. Not exactly what the rules meant but nonetheless legal to the letter of the law. A decision on whether it is a misinterpretation of the rule or not, is to be made later. Meanwhile there are probably many more rules in the Concord Agreement that can be twisted round to mean something other than what they say. A good Formula One team should find cross-word puzzles very easy! Already Jean-Marie Balestre is talking of anulling the Concord Agreement, which destroys its primary object which was four years of stability to the rules. Meanwhile a new Formula One is supposed to be in preparation for 1985. A pious hope with the instability reigning at present. — D.S.J.

AROUND & ABOUT — continued from page 550

Fisher's, with knobbly front tyres, used the cogs to good effect while in full cry.

Cutler's Sunbeam Rapier was revved and driven hard, and Bowles likewise drove his XK120 very well indeed. Hopkirk had been leading after Silverstone and now clocked 58 sec. at Blenheim, f.t.d. going to Parkes' Austin-Cooper at this stage, with 56 sec. The Viscount Boyne, sun-top open on his E-Type Jaguar 2+2, was cautious (but clouted a marker), as Eric Dymock in a DB2/4 Aston Martin and Barnes in the Singer. Sutton's Morgan, with roll-bar, was very fast, Lee's "frog's-eye" Sprite had a spot-lamp on its hard-top, Perry had substituted a white SS100 for his Lancia Fulvia and Cordell's Mini-Cooper looked lofty on standard suspension but went very well.

At Prescott, where passengers were again permitted, drivers had two runs up the full course, Barnes's Singer seemed little faster than Hopwood's 1939 Morris 8 tourer but the Talbot 105 and Freddie Giles' Frazer Nash struck the right note for the older cars and again Simmons' 1954 Alvis TC21/100 saloon, its bonnet-top and rear doors secured with elastic cord, created a very good impression. Bowles drove ambitiously, blipping nicely at Pardon to control the XK120's wheelspin, Morley just missed going into reverse gear before this corner, judging by the noises emitted, which the Singer also made as Barnes snatched bottom gear, and Pearce really missed his way in the gearbox, on the ZB MG he races regularly — presumably he never changes down that far on a circuit! Bengry displayed a trace of swing-axle tuck-in with the fast Beetle, Cutler's Sunbeam Rapier was well and truly wound-up, Cardell's Mini-Cooper was quick, as was Field's MG-A, Fisher's Mini-Cooper was neatly driven, likewise Ekland's Saab, and Paddy Hopkirk expertly flicked his Mini-Cooper through the bends. Carr's Porsche 911, said to be the oldest of its kind still running, went well here and Lomas' Austin Healey 3000 was quick, Wood's Ford Lotus-Cortina momentarily used the bank at Pardon. Inspite of the bulk of the ex-Karl Kling Mercedes-Benz, 60-years-old Bohringer was extremely confident. At both the venues we visited crowd attendance was good; there were driver-interviews over the p.a. at Blenheim but no commentary was provided at Prescott.



LAUDA, the craftsman, in discussion with team manager, Alexander (right), and designer, Barnard.

United States (West) Grand Prix

— Lauda the perfectionist

Long Beach, April 4th

WHEN the teams arrived in California, direct from Brazil, there being but one weekend between the two races, they found two major changes. Firstly the street circuit at Long Beach had been revised and secondly Carlos Reutemann had once more retired, this time for good. After some anxious times Frank Williams finally signed up Mario Andretti for this one race as his commitment to Indy Car racing prevented him from joining the team for the rest of the season. The circuit changes were interesting for it is not often that organisers change things for the better, but Chris Pook and his Long Beach Grand Prix Association made a vastly improved circuit with their moveable concrete blocks in my view, though some people thought otherwise. From the start on Shoreline Drive, on the left side of a concrete dual carriageway the circuit used to arrive at a hairpin, sending the cars back the way they had come on the other leg of the dual carriageway, and then after a short distance they turned left and wiggled their way across an open space and up the short-sharp hill to Ocean Boulevard. Now they turned a right-angle at the old hairpin, across the other leg of the dual carriageway, into a tightening left-hand bend and a short squirt that just touched the dual carriageway before another tightening bend, this time to the right, took them down a short straight to a fast right-hander. From here it was flat out through a long ess-bend to a tricky left-hand bend onto the rise up to Ocean Boulevard and the pit lane. At the other end of the circuit they still plunged down the descent on Linden Avenue to the sharp left-hander at the bottom, but then instead of turning immediately right the circuit now went straight on for a few hundred yards to a right-hand bend that turned back on itself and then fed into the old circuit and the long left-hand bend that took it onto the dual carriageway of Shoreline Drive and up to the hairpin as before. The charge down Shoreline Drive is now interrupted by what is in effect a *chicane*, the route running off the concrete dual-carriageway to the right, then round a tight left and an opening-out sweep onto the start area and away down the concrete road. This rather tight *chicane* was not very popular with the drivers as it was impossible to see the entry until you were on top of it, but it is all part of a plan for 1983, when the pit-road is due to be transferred from Ocean Boulevard, in the town itself down to the Shoreline Drive area on the harbour's edge. The result of all these changes for this year meant a slightly longer circuit, but a much longer lap time and a reduction of some 10 m.p.h. to the average speed.

The only major changes in the entry since the Brazilian race was Andretti taking the place of Reutemann in the Williams team, while Rosberg took over the Brazilian T-car (FW07C/15) as after the race it was found that the Finn's unruly kerb-bashing had damaged the monocoque of FW07C/17. The "tub" of the test-car FW07/14 was sent out to Long Beach and it was built up to become the team spare car. Watson had changed from McLaren MP4/5 to the team spare (MP4/2) for the Brazilian race and decided he preferred it so kept to it for Long Beach, MP4/5 becoming the T-car. In the Ferrari team Villeneuve took over the T-car from Brazil (126C2/058) after the slight accident with its own car (126C2/057) which was repaired and became the Long Beach T-car. The Toleman-Hart team did a lot of stiffening to their monocoques, with gusset plates and strengthening ribs and the Lotus team were kept busy as Mansell flew off into the rough while testing at the Willow Springs circuit north of Los Angeles.

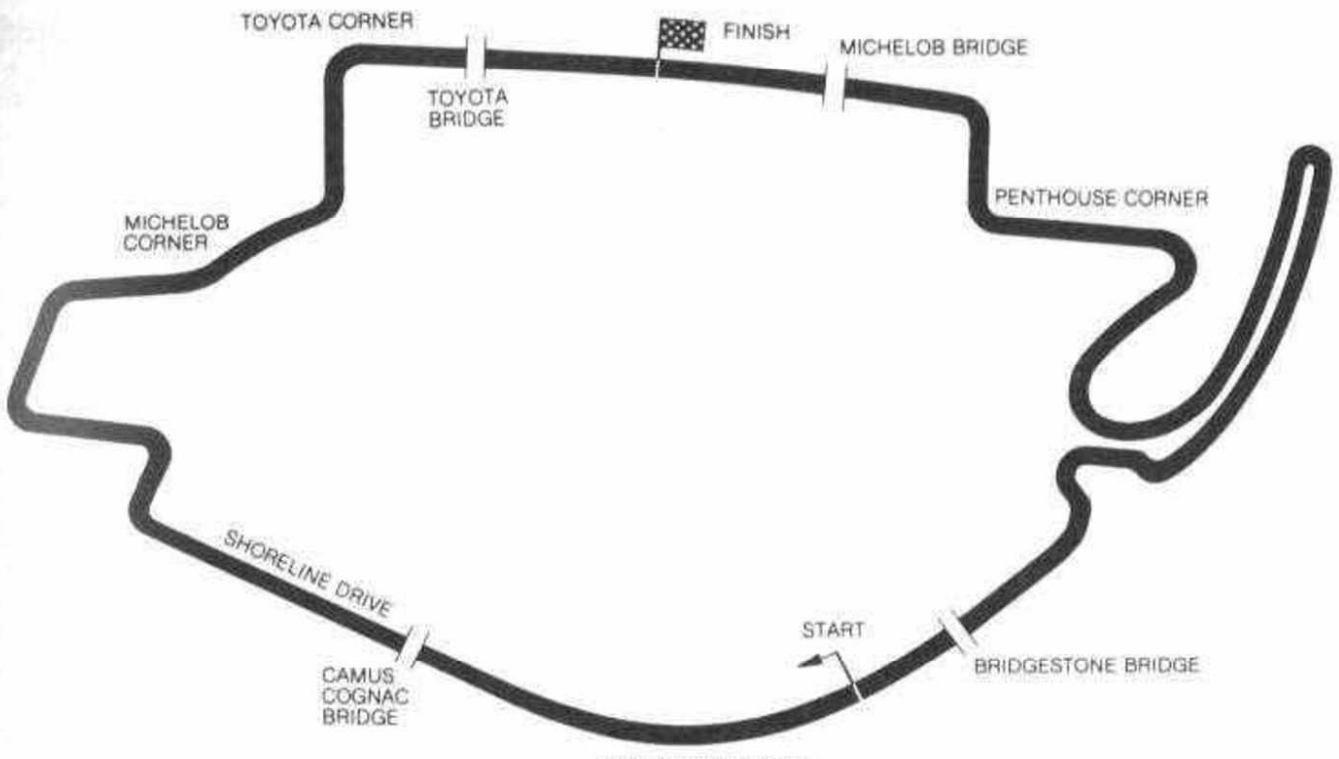
There was no pre-practice testing on the circuit so everyone was ready for the Friday morning official test-session on the same footing. While the regular drivers who have been to Long Beach before had to learn the new layout, but not the character, the newcomers had to start from scratch and learn about keeping between the concrete walls, allowing for road surface changes, avoiding manhole covers and trying to avoid some of the worst bumps.

The Long Beach circuit presents a daunting challenge and has all the rough-and-tumble character of Monaco. It is every bit as good, if not better, than the Monegasque circuit. With seven years' experience behind them the Long Beach Grand Prix Association run everything very smoothly, and right on the dot the morning test-session was begun at 10 a.m. and Jean-Pierre Jarier was first out of the pit lane in his blue and white Osella. While any lap times recorded did not count for the starting grid, the hour and a half being purely for testing, the times of Boesel (March), Paletti (Osella), Jarier (Osella), Warwick (Toleman) and Fabi (Toleman) were important. Because the infamous Concorde Agreement put a limit of 30 cars on the track for the qualifying hours for the 26 starting grid positions, it meant that someone from the entry of 31 had to be weeded out. Pre-qualifiers have been listed from 1981 performances, so the five drivers mentioned had to spend the first hour and a half trying not to be "tail-end Charlie". At the end of the morning the slowest of the five would be ruled off. In our brief report on the Brazilian Grand Prix last month we did not mention that this is what happened to Paletti.

During the morning there were numerous spins, off-course excursions, contact with the concrete walls, trips up the escape roads and corner-cutting as drivers found out about the new circuit. By the time the top runners began to get the feel of the new circuit lap times were still more than 10 seconds slower than last year. The *chicane* on Shoreline Drive seemed to give the most trouble, mainly because of its fast approach speed downhill and hidden entrance. As the morning wore on the surprise was that the two Alfa Romeos were proving quick, both Giacomelli and de Cesaris making good times, while Rosberg, Lauda and Laffite you would expect to be quick. The only serious disaster of the morning was when Patrese hit the wall on the first corner of the new section and drove back to the pits with his right-front wheel and suspension bent back through 90 degrees. The suspension pick-up points within the monocoque were badly damaged and there was no way repairs could be done without the chassis going back on the building-jig, so it meant that the Italian had to take over the spare Brabham-Cosworth and stick with it for the rest of the weekend. This was a 1981 car still to C-specifications, not much different from the new cars, but lacking the detail

ENTRY

No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Nelson Piquet	BRA	Brabham	BT49D	Blue/White	Cosworth V8	Goodyear	Parmalat Foods
2	Riccardo Patrese	I	Brabham	BT49D	Blue/White	Cosworth V8	Goodyear	Parmalat Foods
3	Michele Alboreto	I	Tyrrell	011	Blue	Cosworth V8	Goodyear	—
4	Slim Borgudd	S	Tyrrell	011	Blue	Cosworth V8	Goodyear	—
5	Mario Andretti	USA	Williams	FW07C	White/Green	Cosworth V8	Goodyear	Saudia/TAG
6	Keijo Rosberg	FIN	Williams	FW07C	White/Green	Cosworth V8	Goodyear	Saudia/TAG
7	John Watson	ULS	McLaren	MP4	Red/White	Cosworth V8	Michelin	Marlboro/Unipart
8	Niki Lauda	A	McLaren	MP4	Red/White	Cosworth V8	Michelin	Marlboro/Unipart
9	Manfred Winkelhock	D	ATS	D6	Yellow/White	Cosworth V8	Avon	Liquimoly/Copec
10	Eliseo Salazar	CHI	ATS	D6	Yellow/White	Cosworth V8	Avon	Liquimoly/Copec
11	Elio de Angelis	I	Lotus	91	Black/Gold	Cosworth V8	Goodyear	John Player
12	Nigel Mansell	GB	Lotus	91	Black/Gold	Cosworth V8	Goodyear	John Player
14	Roberto Guerrero	COL	Ensign	N181	White/Blue	Cosworth V8	Avon	Cafe do Columbia
15	Alain Prost	F	Renault	RE30B	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
16	René Arnoux	F	Renault	RE30B	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
17	Jochen Mass	D	March	821	Blue/White	Cosworth V8	Pirelli	Rothmans
18	Raul Boesel	BRA	March	821	Blue/White	Cosworth V8	Pirelli	Rothmans
20	Francesco Serra	BRA	Fittipaldi	F8D	White	Cosworth V8	Pirelli	Brazilinvest
22	Andrea de Cesaris	I	Alfa Romeo	182	Red/White	Alfa Romeo V12	Michelin	Marlboro/Scaini
23	Bruno Giacomelli	I	Alfa Romeo	182	Red/White	Alfa Romeo V12	Michelin	Marlboro/Scaini
25	Eddie Cheever	USA	Talbot	JS17	Blue/White	Matra V12	Michelin	Gitanes/ELF
26	Jacques Laffite	F	Talbot	JS17	Blue/White	Matra V12	Michelin	Gitanes/ELF
27	Gilles Villeneuve	CDN	Ferrari	126C2	Red	Ferrari V6 t/c	Goodyear	Fiat/Agip
28	Didier Pironi	F	Ferrari	126C2	Red	Ferrari V6 t/c	Goodyear	Fiat/Agip
29	Brian Henton	GB	Arrows	A4	Orange/White	Cosworth V8	Pirelli	Ragno Ceramics
30	Mauro Baldi	I	Arrows	A4	Orange/White	Cosworth V8	Pirelli	Ragno Ceramics
31	Jean-Pierre Jarier	F	Osella	FA1C	Blue/White	Cosworth V8	Pirelli	Denim/SAIMA
32	Riccardo Paletti	I	Osella	FA1C	Blue/White	Cosworth V8	Pirelli	Denim/SAIMA
33	Derek Daly	IRL	Theodore	TY02	White	Cosworth V8	Avon	Teddy Yip
35	Derek Warwick	GB	Toleman	TG181	Red/White/Blue	Hart 415R t/c	Pirelli	Candy/Diavia
36	Teo Fabi	I	Toleman	TG181	Red/White/Blue	Hart 415R t/c	Pirelli	Candy/Diavia



improvements to stiffness and aerodynamics that feature on the D-specification Brabhams. The team kept their fingers crossed that Piquet kept out of trouble and did not need the spare car. At the bottom of the field it was the unfortunate Derek Warwick who was "tail-end Charlie" as he had been plagued by a misfire on his "monobloc" Hart engine and it was cured just too late for him to have a real go, so he became a spectator without even trying to qualify for the starting grid.

Although there was rain in California it kept away from the Long Beach area and the hour of qualifying was run promptly to time under clear blue skies. We are still plagued with the stupid rule that limits drivers to just two sets of tyres for the hour-long session, and by all accounts you are lucky to get more than two hard-trying laps from a set before they lose their maximum adhesion. With the possibility of thirty cars circulating the chances of getting a completely clear lap are pretty slim and to listen to some drivers you would think it would be better to draw straws for grid positions. However, in spite of all the mumbo-jumbo talked about "qualifying tyres" and "down force" it is usually the same people up at the front and invariably they are the best drivers or they drive for the best teams. Excuses and explanations are the order of the day for twenty-nine out of the thirty drivers playing roulette round the streets, but seldom do you get a "joker" coming out on top. Rosberg in a Williams FW07C and Lauda in a McLaren MP4 came out on top, clearly ahead of the rest in the 1 min. 28 sec. bracket, while Piquet, Prost and Villeneuve were next up, in the 1 min. 29 sec. bracket, after that everyone else seemed a bit slow by comparison. Watson was really slow, and the last to qualify in this first hour, but this time it wasn't his fault. His McLaren suffered from a faulty fuel pump as he left the pit lane and he had to limp his way round the entire lap and then waste a lot of time having it fixed so that he only got in nine timed laps. Jarier had no trouble getting into the elite twenty-six, but Paletti and Fabi were still not in, and Boesel displaced Salazar, while Jarier had elbowed Baldi "down-among-the-dead-men" but there was still Saturday afternoon for final decisions to be made. Some people thought that sea-level and the twisty nature of the circuit would handicap the turbo-charged cars, but if they did it was not noticeable. The Renault team were inadvertently handicapped by Michelin, who got in a muddle over tyre choice and for a long while Prost was twenty-sixth fastest, while Lauda who was also on Michelins was up at the front. In the dying moments of the qualifying hour Michelin discovered their mistake, gave Prost the tyres they had meant to and the little Frenchman whistled up from twenty-sixth, to fifteenth, to fourth just as the hour ended. Arnoux's qualifying had ended when oil spewed out of his V6 engine, all over the right-hand turbo-charger unit and he arrived at the pits with a merry little bonfire burning away around the turbo-charger. It was soon doused by his pit staff.

With the first three cars running well under the legal weight limit and carrying large plastic water containers, ostensibly to carry water for brake cooling, but in fact running with the container empty, there was a lot of "filling up to the normal level" before any weighing was done. Like last year's ludicrous situation with the oleo-pneumatic raising and lowering of suspension systems to comply with the rules when the cars were checked, this year we are having a similar nonsense over cars running under weight. Renault have been forced to join in the cheating game and were running with a small water container, suggesting that their cars were down below the 580 kilogramme weight limit. Some of the Cosworth-powered cars were taking on as much as 12 gallons of water, which is 120 lb. (nearly 55 kilogrammes). However, the official results from the scrutineers' weighing gave the following figures: Williams 606 kg., McLaren 590.5 kg., Renault 599 kg. and Ferrari 610.3 kg., so perhaps the designers have misguided ideas about the weights of their cars. It will be noticed that a Brabham was not weighed. Piquet came to rest at the lower end of the circuit half way through qualifying and the car was not returned to the pits. It was said that the engine had blown up, or was it a way of avoiding the official weighing?

On Saturday morning it all started up again under clear blue skies and it soon became evident that the McLaren team had got their MP4 working well on its Michelin tyres, and Lauda was applying all that skill and craft that he used to display with the Ferrari team. Driving smoothly, accurately and making a deliberate effort to keep away from the concrete walls, kerbs, and loose stuff off the racing line he was flowing round the circuit, making a lot of self-styled "aces" look rather amateurish. In contrast Andrea de Cesaris was putting all his youthful enthusiasm into the way he hurled the Alfa Romeo 182 round the circuit, and the two of them were coming up with similar results, the only difference being that you knew Lauda could keep it up for 75 laps if need be, while de Cesaris could only keep it up while his luck lasted. Even so, the way the new Alfa Romeo V12 was going was heartening to the Milanese team. As always, Alain Prost was quietly getting on with things, now with the right Michelins fitted, and he was up with the fast runners, so things were beginning to warm up nicely for the afternoon hour of qualifying, when the grid positions would be settled finally. While this test-session was at its height the Ferrari team called Pironi in and amid a certain amount of chuckling and smiles, they fitted his car with a remarkable rear aerofoil, mounted on a central pillar, that was actually two separate aerofoils, each complying with the dimension rules. This arrangement gave them a very wide aerofoil with a high aspect ratio, without infringing the letter of the rules, even if it infringed the spirit of the rules. The message was clear. If the Cosworth-powered teams were going to play silly b . . . . .s over the weight limit rules, then Ferrari was going to play the same game with aerodynamic rules. That the idea was serious was seen during the lunch break before qualifying when Villeneuve's car was also fitted with this appendage, and if you read the rules as they were worded it was quite legal, even though it spread the aerodynamic effect over much more than the permitted 110 cm. width.

At 1 p.m. the circuit was open again for serious qualifying, though to see the lethargic way some of the teams got off the mark you would not think it was serious. They could not be blamed for with each driver limited to two sets of tyres a "do-or-die" effort could be used up inside of ten minutes. It was nearly 20 minutes past 1 p.m. before the Ferraris joined in, and in the meantime Arnoux was at the top of the list with his Renault, while Rosberg, Lauda and Giacomelli were not far away. Piquet was one of the first out on the course, but was not making his usual progress, and it was becoming more and more obvious that Michelin tyres had a distinct advantage over Goodyear tyres on the rough-and-tumble street circuit. Laffite was late going out, not from choice, but because his engine had blown up in the morning and a new one had been fitted in an heroic effort by the Talbot-Ligier mechanics. Not unexpectedly de Cesaris bounced off a wall and returned to the pits with a flat tyre on the right rear, having smashed the wheel. Spins were still the order of the day, even among the top drivers, though contact with the walls was becoming less frequent. The hairpin on to Shoreline Drive was a popular place for spins, especially when too much throttle was applied too soon, and the far end of bottom straight was also popular, caused by over-enthusiastic braking for the right-hand turn, or attempts to outdo another car under braking. Rosberg spun at this corner and in his excitement to get back on course he gave too much "stick" and ruined his clutch. He returned to the pits and took over the T-car, but all hopes of climbing higher up the grid were gone. Piquet was even more unfortunate, as he overdid it down the sharp drop on Linden Avenue and hit the wall at the bottom, ending his qualifying with the right front corner badly damaged. He had the small consolation of being the fastest car on Goodyear tyres, for by now the Michelin troops were massed solidly at the front. The methodical Lauda was making his presence felt in no small way, leaving his team-mate Watson far behind, which was ironical as the Ulsterman had been rash enough to say that Lauda was not number one in the team until he could prove his superiority! The two Renault drivers were up at the front as were the Alfa Romeo drivers, but the Ferraris were not

really in the picture and Andretti was totally disappointing in the second Williams.

Whereas a time in the 1 min. 28 sec. bracket had been good, now that the heat was on you had to be in the 1 min. 27 sec. bracket to count, and Lauda was the first to set this new standard, though he was soon followed by Arnoux and Prost, while Giacomelli was very close as was de Cesaris. In the dying moments of the hour de Cesaris was all wound up tight, so much so that he was trembling visibly when he stopped, but it had resulted in a last lap of 1 min. 27.316 sec., to snatch pole position from Lauda's 1 min. 27.436 sec. Heroic and emotional, but not very significant. Last year Patrese was the hero of the hour with pole-position in an Arrows, but it did neither him nor the team much good. This year the moment of glory was for de Cesaris and Alfa Romeo. The second place by Lauda was much more significant and the two Renaults right behind him were not only impressive, but ominous.

Down at the back of the field there was relief in the ATS team for their two drivers, Winkelhock and Salazar had just scraped on to the back of the grid, but despair in the Toleman team for Fabi was first non-qualifier, losing out by 0.16 sec. Paletti (Osella), Serra (Fittipaldi) and Baldi (Arrows) were the other three non-qualifiers. All credit to Boesel, Winkelhock, Borgudd, Guerrero, and Alboreto for qualifying comfortably on their first visit to Long Beach, and particularly to Michele Alboreto, the rather quiet woolly-haired Italian for qualifying his Tyrrell 011 in twelfth position, just above half-way.

For those people interested in things other than Formula One, it was all happening at Long Beach, for there were races for Formula Atlantic (won by Geoffrey Brabham), twin-engined Kart racing, Celebrity racing with Toyotas (in which "good old Dan Gurney" was second), a running race, a beauty contest (won by Brian Henton and Mauro Baldi with their A4 Arrows cars), a motorcycle race, a Speed Shop exhibition and some really skilful flying in the clear blue sky by a group of small aircraft indulging in "Sky Writing" with vapour trails. The whole affair was backed by Toyota and at 1.05 p.m. on Sunday there was a brief pause while the United States Grand Prix took place over 75½ laps of the street circuit. It was due to run over 75½ laps because the start is down by the shore where there is adequate space and the finish is up in the town, opposite the pits.

PRACTICE TIMES (Longines Timing)

No.	Driver	Friday pm	Saturday pm
1	N. Piquet	1.29.934	1.28.276
2	R. Patrese	1.30.281(T)	1.29.984(T)
3	M. Alboreto	1.31.084	1.29.027
4	S. Borgudd	1.31.768	1.31.033
5	M. Andretti	1.31.190	1.29.468
6	K. Rosberg	**1.28.576**	1.29.042
7	J. Watson	1.32.900	1.28.885
8	N. Lauda	1.28.791	1.27.436
9	M. Winkelhock	1.31.593	1.31.602
10	E. Salazar	1.33.663	1.31.825
11	E. de Angelis	1.30.565	1.29.694
12	N. Mansell	1.30.117	1.29.758
14	R. Guerrero	1.31.806	1.30.186
15	A. Prost	1.29.935	1.27.979
16	R. Arnoux	1.31.159	1.27.763
17	J. Mass	1.31.808	1.30.476
18	R. Boesel	1.32.277	1.30.977
20	F. Serra	1.32.496	1.32.510
22	A. de Cesaris	1.31.095	**1.27.316**
23	B. Giacomelli	1.30.669	1.28.087
25	E. Cheever	1.31.802	1.29.336
26	J. Laffite	1.31.432	1.29.587
27	G. Villeneuve	1.29.949	1.28.476
28	D. Pironi	1.30.125	1.28.680
29	B. Henton	1.32.607	1.30.474
30	M. Baldi	1.33.701	1.34.320
31	J-P. Jarier	1.31.383	1.28.708
32	R. Paletti	1.33.289	1.32.146
33	D. Daly	1.32.502	1.30.919
35	D. Warwick	DNQ	DNQ
36	T. Fabi	1.34.024	1.31.988

It may seem a strange arrangement, but it works well.

In the half-hour warm-up on Sunday morning the twenty-six starters kept out of trouble and the McLaren team made it very clear that they had got a firm grip on the Long Beach situation. There were two types of Michelin tyre available to them and they put Lauda on the hard rubber and Watson on the soft rubber, thus hedging their bets each way. Lauda's main problem was going to be the opening phase of the race, with the unpredictable Andrea de Cesaris ahead of him on

STARTING GRID

22
A. de Cesaris
(Alfa-Romeo V12)
1 min. 27.316 sec.
11 (1 min. 31.205 sec.)

8
N. Lauda
(McLaren-Cosworth V8)
1 min. 27.436 sec.
12 (1 min. 30.831 sec.)

16
R. Arnoux
(Renault V6 t/c)
1 min. 27.763 sec.
3 (1 min. 32.029 sec.)

15
A. Prost
(Renault V6 t/c)
1 min. 27.979 sec.
3 (1 min. 33.052 sec.)

23
B. Giacomelli
(Alfa Romeo V12)
1 min. 28.087 sec.
4 (1 min. 31.602 sec.)

1
N. Piquet
(Brabham-Cosworth V8)
1 min. 28.276 sec.
14 (1 min. 32.934 sec.)

27
G. Villeneuve
(Ferrari V6 t/c)
1 min. 28.476 sec.
11 (1 min. 32.907 sec.)

6
K. Rosberg
(Williams-Cosworth V8)
1 min. 28.576 sec.
51 (1 min. 32.586 sec.)

28
D. Pironi
(Ferrari V6 t/c)
1 min. 28.680 sec.
3 (1 min. 34.168 sec.)

31
J-P. Jarier
(Osella-Cosworth V8)
1 min. 28.708 sec.
9 (1 min. 33.862 sec.)

7
J. Watson
(McLaren-Cosworth V8)
1 min. 28.885 sec.
8 (1 min. 31.261 sec.)

3
M. Alboreto
(Tyrrell-Cosworth V8)
1 min. 29.027 sec.
22 (1 min. 32.914 sec.)

25
E. Cheever
(Talbot-Matra V12)
1 min. 29.336 sec.
11 (1 min. 33.125 sec.)

5
M. Andretti
(Williams-Cosworth V8)
1 min. 29.468 sec.
12 (1 min. 32.579 sec.)

26
J. Laffite
(Talbot-Matra V12)
1 min. 29.587 sec.
12 (1 min. 32.487 sec.)

11
E. de Angelis
(Lotus-Cosworth V8)
1 min. 29.694 sec.
12 (1 min. 32.936 sec.)

12
N. Mansell
(Lotus-Cosworth V8)
1 min. 29.758 sec.
56 (1 min. 33.273 sec.)

2
R. Patrese
(Brabham-Cosworth V8) (T)
1 min. 29.948 sec.
12 (1 min. 32.598 sec.)

14
R. Guerrero
(Ensign-Cosworth V8)
1 min. 30.186 sec.
13 (1 min. 34.088 sec.)

29
B. Henton
(Arrows-Cosworth V8)
1 min. 30.474 sec.
15 (1 min 36.413 sec.)

17
J. Mass
(March-Cosworth V8)
1 min. 30.476 sec.
13 (1 min. 34.312 sec.)

33
D. Daly
(Theodore-Cosworth V8)
1 min. 30.919 sec.
10 (1 min. 35.898 sec.)

18
R. Boesel
(March-Cosworth V8)
1 min. 30.977 sec.
4 (1 min. 36.915 sec.)

4
S. Borgudd
(Tyrrell-Cosworth V8)
1 min. 31.033 sec.
60 (1 min. 33.413 sec.)

9
M. Winkelhock
(ATS-Cosworth V8)
1 min. 31.593 sec.
1 (2 min. 40.769 sec.)

10
E. Salazar
(ATS-Cosworth V8)
1 min. 31.825 sec.
3 (1 min. 37.044 sec.)

(T) Indicates spare car used in race.

Did not qualify:

36	T. Fabi (Toleman-Hart t/c)	1 min. 31.988 sec.
32	R. Paletti (Osella-Cosworth V8)	1 min. 32.146 sec.
20	F. Serra (Fittipaldi-Cosworth V8)	1 min. 32.496 sec.
30	M. Baldi (Arrows-Cosworth V8)	1 min. 33.701 sec.

Did not pre-qualify
35 D. Warwick (Toleman-Hart t/c)

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

the grid. If he could beat the Alfa Romeo driver to the first corner all would be well, but if he couldn't. . .? Most people felt that de Cesaris would have an accident in the excitement and frenzy of being on pole-position for the first time in his traumatic Formula One career, and the idea seemed to be to not be too close to him when it happened, and preferably to be ahead of him.

Right on schedule the 26 cars left the pit lane and were driven round for a lap before lining up in grid order on the top straight. Then away they went in a rumbling crocodile round the twists and turns to line up once more on the bottom straight. Conditions were perfect, with a cloudless sky and a cool breeze, with a crowd of 82,000 paying customers spread around the circuit. The red light shone, then the green, and away they went, the young de Cesaris making a beautiful getaway to lead into the first corner. Unable to beat the Alfa on acceleration Lauda held station, but the cheeky Arnoux nipped by into second place, so Lauda was followed by Villeneuve, Giacomelli and Prost. It was all very orderly up at the front, but down at back Borgudd managed to collide with the two ATS cars. Next time round the only change was that Giacomelli had passed Villeneuve, but at the start of lap two Borgudd again collided with Winkelhock and this time the yellow and white ATS was left *hors-de-combat*. Watson overtook Alboreto on lap two and moved up into tenth place, but otherwise all was as before and it looked as though everyone had got the brakes on, not wishing to get too close to the leading Alfa Romeo. Give him his due, de Cesaris looked very confident out in front, but as no-one was putting pressure on him this may have been an illusion. The second ATS was out on lap four, when Salazar went wide in the new section of the course and hit the wall and the team claimed some sort of a record; the last two cars to qualify and the first two to retire! By this time de Cesaris had pulled out quite a commanding lead and it was pretty obvious that the rest of the race was being controlled by Arnoux running in second place.

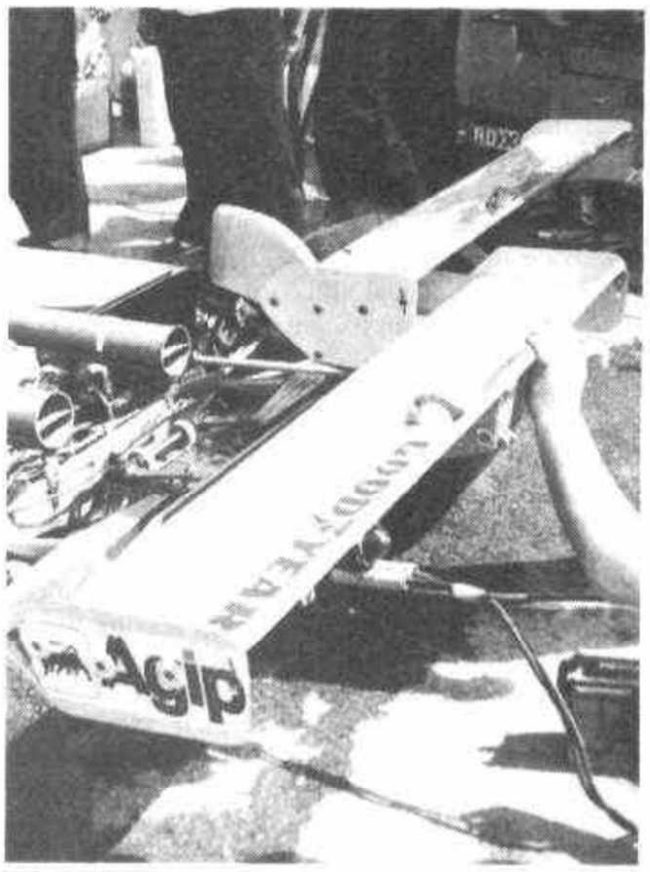
On lap six the whole situation changed dramatically, for as Arnoux, Lauda and Giacomelli accelerated up to the hairpin to take them onto the fast downhill rush of Shoreline Drive, the little Italian was all set to have a go at the McLaren and snatch third place. As they braked for the hairpin Lauda fumbled a gear-change and rather than risk having the Alfa stuffed up his gearbox he moved over to the right, whereupon Giacomelli charged by on the left and promptly punted Arnoux's Renault up the rear and both cars were eliminated on the spot. Lauda smiled quietly to himself as he took the hairpin, now in second place, while Giacomelli was mortified and Arnoux was furious. For once all had been going well with the Frenchman and his Renault felt perfect, so that he was mentally in the frame of mind for winning the race. His team-mate, the cool Mr. Prost was far from happy as his brakes were playing up and it was all he could do to hold on to a mediocre seventh place. The leaders were already spaced out, de Cesaris leading from Lauda and Villeneuve, but behind them Watson had been making good use of his softer tyres and had moved past Prost, Piquet and Rosberg and the accident promoted him to an instant fourth spot and closing on Villeneuve. Borgudd stopped at the pits to have some repairs done to his Tyrrell after his collisions and on lap nine Watson moved ahead of Villeneuve, but he was a long way behind his team-mate who seemed to be in no hurry to do anything about the leading Alfa Romeo. By this time, Pironi had quietly hit

Continued on page 584

Notes on the cars in the Americas

WHEN the teams packed up their cars and boxes of spares, tools, and equipment to go to the Brazilian Grand Prix in mid-March, they had to prepare to be away for at least three weeks, and nearly four in some cases, for all the cars and equipment were flown direct from Brazil to California. This meant that generally speaking the mechanical scene in Rio de Janeiro was the same as that in Long Beach and the only team who had to conjure up another car was the **Williams** team. In Brazil Rosberg had finished a fighting second in FW07C/17 but in doing so he had been over kerbs and on the rough and the underside of the monocoque was damaged. Immediately after the race he flew to Europe to test the new FW08 car at Dijon and FW07C/14 was also there being used to test components. After the testing FW07C/14 was stripped down and the monocoque sent to Long Beach by air for it to be built up as the spare car for the team in California. While that was happening another part of the team took FW07C/16 (Reutemann's car) to Willow Springs circuit north of Los Angeles for Andretti to practise with prior to the official Long Beach practice. Meanwhile, back in England Jonathan Palmer was testing the new FW08 at Silverstone and put in a lap at 151 m.p.h. There is no resting in the Williams team and Rosberg explained how he had driven more test miles in the short time he has been with the Williams team than in all his previous years totalled up with other teams. "I'm not complaining," he said, "it's marvellous to virtually live in a Formula One car, but it is hard work".

The use of the BMW turbo-charged engine by the **Brabham** team seems a bit fraught at the moment, though the reason is not clear, and two new Cosworth-powered BT49 cars to the latest D-specifications were taken to Brazil and on to Long Beach. Piquet had number D16 and Patrese D17, while C15 was the spare car. The differences are many but subtle so that outwardly you might not notice, but they involve more stiffness to the



THE "legal" twin rear aerofoils used on the Ferraris of Villeneuve and Pironi for the Long Beach race. They give the effect of a high aspect-ratio wing, like a glider.

monocoque, lighter components, carbon-fibre brake discs, better aerodynamics and so on. After damaging D17 in Friday morning testing at Long Beach Patrese had to use C15 for the rest of practice and the race.

Two further new cars making their debut in Brazil, and going on to Long Beach, were the **Lotus** 91 cars for de Angelis and Mansell. The car of de Angelis was 91/6 (carrying on the car numbers in the Kevlar / Carbon Fibre series) and was actually built up around the monocoque from one of the Lotus 87 cars. As an emergency spare 87B/3 was taken along. While doing some pre-race testing at Willow Springs Mansell had an excursion off into the rough in 91 / 7 which caused quite a lot of work to be done straightening it all out. Another team with two new cars for their drivers in Brazil was **Alfa Romeo** with their Tipo 182, with number 1 for Giacomelli and number 2 for de Cesaris and they had a third new car as the T-car. The Tipo 182 still uses the 3-litre V12 engine and Alfa Romeo / Hewland gearbox but they have moved on to a tidy-looking monocoque of carbon-fibre manufactured in England. Clearly the car is lighter, smaller, stiffer and better than the old Tipo 179 cars which had undergone so many modifications to something that was fundamentally wrong that they had become to look awful. The new cars made an impressive showing in Long Beach, but then last year the Tipo 179 looked quite good and got steadily worse all season. The long-awaited turbo-charged 1½-litre V8 has been out on test at the Misano Autodromo over near the Adriatic coast of Italy but when it will be raced is not known.

The **Theodore** team had a brand new car for Brazil, which survived and went on to Long Beach, as did the other small team, Ensign. Both of these one-car teams with limited financial and technical resources can do little but bring up the rear and try and survive as the giants at the front forge on to bigger and better things.

Renault took a brand new car for Arnoux (RE 30B/7 or RE37 to be more logical) as Prost had his new one in South Africa and **Ferrari** took two new cars across the Atlantic to supplement Pironi's South African car. All three were the new 126C2 model with Postlethwaite designed chassis. The original C2 car, number 055, which Villeneuve raced in South Africa was the car in which Pironi had a monumental accident while testing at the Paul Ricard circuit in which it was virtually written off. In the Brazilian race Villeneuve crashed 057 lightly so it became the T-car for Long Beach and he took over 058 while Pironi stayed with 056.

For the rest there were no major changes, most of them using the same cars they had run in South Africa, though the McDonald **March** team finished their third 1982 car in time and were well equipped with three of the new cars for their drivers Mass and Boesel, all finished in their bright paintwork advertising Rothmans cigarettes. — D.S.J.

Reflections in the dark

ALTHOUGH a Grand Prix may finish at 3 p.m. on a Sunday afternoon we seldom leave a circuit much before 8 p.m. for somehow there is always someone to talk to, something to see, details to cross-check, facts to verify and so on. Long Beach was no exception and with so many cars crashed into walls during the race it was worthwhile hanging about at the paddock entrance to survey the wrecks as they were brought in by the break-down crews. So often someone who was out on the circuit and saw a crash will give you the wrong information, such as "the right side was torn off" yet when you see the wreck brought in it is the left side that has been torn off. Or "all the wheels were torn off" reports an observer, but a look at the wreck shows that only one was actually "torn off' the chassis. The remarkable thing about all the accidents in the Long Beach race was that no-one was hurt, though a lot of pride was damaged, which says much for the construction of the modern Formula 1 car. Today cars are designed with the cockpit over the strongest part, so other bits may be torn off on impact but the cockpit forms a "survival shell". If you design for an impact load at 150 m.p.h. then the low-speed accidents at Long Beach do very little structural damage, unless you happen to be unfortunate in your "angle of attack" as Patrese was in practice, when a relatively minor accident damaged the suspension pick-up points inside the monocoque.

While waiting for the break-down trucks to return there was a flurry among the crowd as a McLaren MP4 was towed in. It was number eight and had Lauda's name on the cockpit sides so a murmur went round, " . . . the winning car . . .". It was a false alarm as it was the T-car which had been up in the pits before the race, just in case there was any last minute trouble with Lauda's race car. I thought it looked very clean. The two McLarens that finished the race had performed perfectly and were a credit to Ron Dennis and his team of mechanics. Bruce would have been proud of them and would have fully approved of the cars carrying his name.

By the time we got back to our "all singing and all dancing", plastic, Hyatt Hotel it was dark, and it remained dark! A transformer had burned out and the whole of our block was in darkness with nothing electrical working at all, not even the hot water system or the computerised telephone system. Candles and matches were available at the front desk and I shall always remember the 1982 Long Beach Grand Prix for the sight of A.H. typing his race report for our weekly *Motoring News* by candle-light. I offered to lend him my quill pen and ink-bottle but he threw a book at me, so I withdrew to the darkness of my own room to reflect in the dark.

I cannot help but feel that the defection of Carlos Reutemann, the Argentinian driver, from the Williams team had something to do with his country's invasion of the Falkland Islands. Reutemann was, and I hope still is, a very intelligent man and a thinker, which is rare in racing drivers, he was also very well connected in his own country and above all, he was a very sensitive man. I feel sure he must have got wind of the Argentine invasion and could see that relations between his country and ours would be strained and he would not have been able to accept the embarrassment it would have caused him if he had stayed with the Williams team. Over the years he has often watched someone doing something distasteful, which the media put down to high-spirits, and he has turned to me with a look of embarrassment on his face and said "Why they do that; it is not nice?" and then shaking his head sadly has walked away.

In 1938 there was a parallel situation with Richard Seaman when he was driving for the Mercedes-Benz team. The politicians were coming to blows and we had the Munich Crisis which narrowly avoided war between England and Germany. Seaman was a sensitive man and he asked the Lord Howe for advice as to whether he should continue to drive for the German team. Howe told him war was politics and motor racing was sport, they had no connection so Seaman

stayed with the German team. He was killed the following summer, one might almost say thankfully on looking back, just two months before England declared war on Germany.

On the flight out to Los Angeles, on a British Airways Boeing 747 "Jumbo" which does the trip non-stop in something like 12-hours, the passenger list contained a lot of important names in Formula One. Names like Murray, Barnard, Dernie, Philippe, all key designers who had been home for the few days between the race in Brazil and the one in Long Beach to which we were heading. It was normal to assume that everyone in Brazil relaxed for a day or two after the race, then packed their bags and boxes and made a leisurely trip up to California, arriving in plenty of time to prepare for the next race. This may apply to some team members, but the key design men were on the plane back to England on the night of the Brazilian race and put in five full days of work in the design office before flying out to California. Any team that is going to keep up with the pace of Formula One has to have new projects on the go all the time. It is not possible to sit back and let the world go by, for if you do you will never catch up again. It is interesting to reflect that those designers I mentioned above had cars finishing in the first five at Long Beach.

The Los Angeles area is pretty vast and Long Beach is at the Southern end of it all and personal transport is a must so one of the International Hire Firms is paid to provide a car, in our case AVIS, though some of my colleagues would not have an AVIS car if it was free! Enquiring about something small I was offered an AMC Concorde, but having experienced one of those last year I declined. Then a Mercury Lynx was offered, with the assurance that it was small. I had never heard of such a car so I took a gamble. Imagine my pleasure and surprise when I went out into the car park and found I had settled for a Ford New Escort, the front-wheel-drive big sister of the Fiesta. Now I had never really liked Fords, apart from the GT40 and the still-born GT70, but last year I experienced the new generation of FWD Escorts and found it very acceptable and the first Ford since the original Anglia that I could tolerate. Later I parked my Mercury Lynx alongside a Ford Escort and apart from one or two minor trim differences they came out of the same mould, so it looks like Detroit or Dearborn have solved the problem of the small car for the USA and at the same time they will undoubtedly curb foreign imports.

Having some time to spare I went for a trip southwards down the Pacific Coast Highway, a fascinating name for a road, to the Mexican border and for a time I began to wonder if I was dreaming. I was heading for San Diego and San Ysidro but I passed Manchester Avenue, then Birmingham Drive and when I got to Cardiff-by-the-sea I nearly turned back, convinced I had become misplaced in time. From the border I turned inland towards Riverside and felt more at ease and California-orientated. I find a lot of the Californian motoring laws very sensible and logical compared to our own. You do not *have* to wear seat belts, you do not *have* to wear a crash hat on a motor cycle, you *can* pass on the inside on a motorway, you are supposed to cruise at 55 m.p.h. but the general run of traffic travels at 65-70 m.p.h. People do not sit on your back bumper, there is always room between cars for someone to pass through if they want to change from lane 4 to lane 1 and turn off the motorway. The signs are simple and to the point. STOP means exactly that and DON'T PASS is self explanatory. If you are quietly cruising in the middle lane of a three-lane road you will be overtaken on both sides without any drama. In Britain the overtaker is invariably hooting, flashing and mouthing at you as he goes by; in California I find it strange but relaxing to have cars pass by on the inside with the driver quietly getting on with what he is doing, leaving you to get on with what you are doing. You don't have to dodge about from one lane to another.

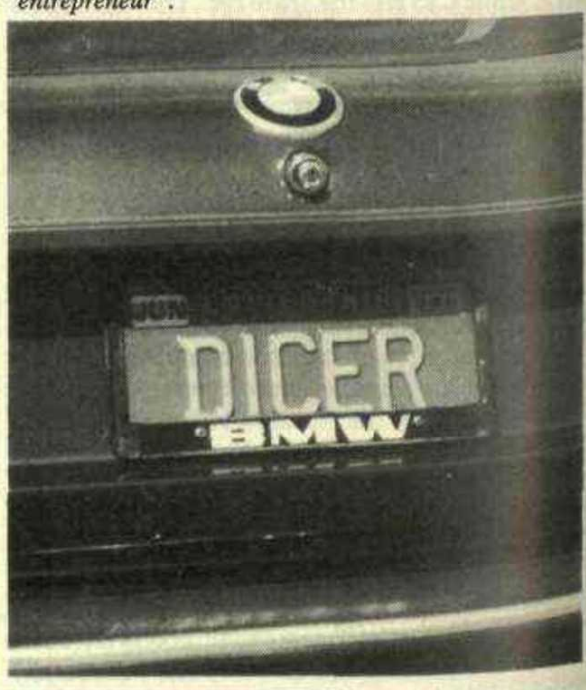
Reverting to the Long Beach race it was interesting to study everyone's best lap in the race for it showed the pattern of the event. Most drivers made their best lap very early on and then settled back to cruise round and try and keep out of trouble. Lauda made the fastest lap of the race on lap 12 just after de Cesaris and Cheever had made their fastest laps. Some people will tell you that the "surface broke up" or "the oil went down" or "the tyres went off" which prevented any more fast laps, but it is not true for Rosberg made his on lap 51 when he thought Lauda might be slowing because he was in trouble. Mansell made his on lap 56 because he was doing the best he could all the time and Borgudd made his on lap 60 because he was striving to make up time lost on his pit stop. Others either gave up trying early on or settled for the difficult circumstances and cruised round hopefully.

The Ferrari double rear aerofoil really was the highlight of the meeting and at first we thought it was a bit of "mickey-taking" on the part of Mauro Forghieri (and Harvey Postlethwaite?), but when both cars were fitted with them for the final practice and both used them in the race we realised it was serious. The rules do not say you are limited to *one* rear aerofoil, in fact they do not say you must have a rear aerofoil, they merely impose dimensional limits for a rear aerofoil. The Ferrari claim was that they had two aerofoils and each one complied with the letter of the law. In fact the right-hand one was not as far back as the rules allow, while the left-hand one was at the limit. Designers like Gordon Murray, John Barnard and Adrian Reynard complimented Forghieri on the brilliance of this blatant piece of rule bending, though he did not compliment them on the way they bent the rules over minimum weight and their spurious brake-cooling water containers carrying 50 or more pounds of "disposable ballast". One designer looked thoughtful as he read the Concord Agreement where it said engines were limited to 3-litres normally aspirated and 1½-litres with supercharging or turbo-charging. It said nothing about being limited to one engine, but it did put a maximum of 12 cylinders, so two Cosworth DFV units were out, but two V6 engines would be legal!

After the race Tyrrell protested Villeneuve's third place, saying the double aerofoil was a misinterpretation of the rules. Nobody seemed to take him very seriously as Villeneuve appears in third place in all the results I've seen. The "silly season" is upon us already and 1982 has only just begun, or are we into the "all the year round silly season"?

On the return flight, again in a Boeing 747 "Jumbo", we were two hours out from Los Angeles at something like 39,000 feet and 700 m.p.h. when the Captain received a report that the airport had been informed that there was a bomb on board. He put that great aircraft down from 39,000 feet to zero in the shortest possible time and zero proved to be at Winnipeg, where the temperature was 10-degrees C below zero. We all stayed in the airport buildings for 4 hours while the aircraft and baggage were searched, and nothing was found, so we loaded up and took off again. However, we had to leave behind all the freight that the Jumbo was carrying as it would have taken another eight hours to go through it all. Among the freight was the Williams T-car, FW07C/14 which the team needed back at Didcot to use the gearbox for a test programme, but we had to continue our journey home without it. British Airways caught up with themselves by the end of the week, but the trouble caused by irresponsible people making bogus phone calls doesn't bear thinking about. We live in a wonderful world but a small part of it is very sick and like a cancerous growth it needs cutting out ruthlessly. There is certainly never a dull moment in Formula One. — D.S.J.

INDICATIVE of the freedom in California your licence plate can be anything you want. If you do not have any bright ideas you just get a number, but this BMW owner asked for DICER and got it without having to pay extra money, nor buy it from an "entrepreneur".



FORMULA 2 REVIEW — continued from 551

but neither have had much luck in 1982.

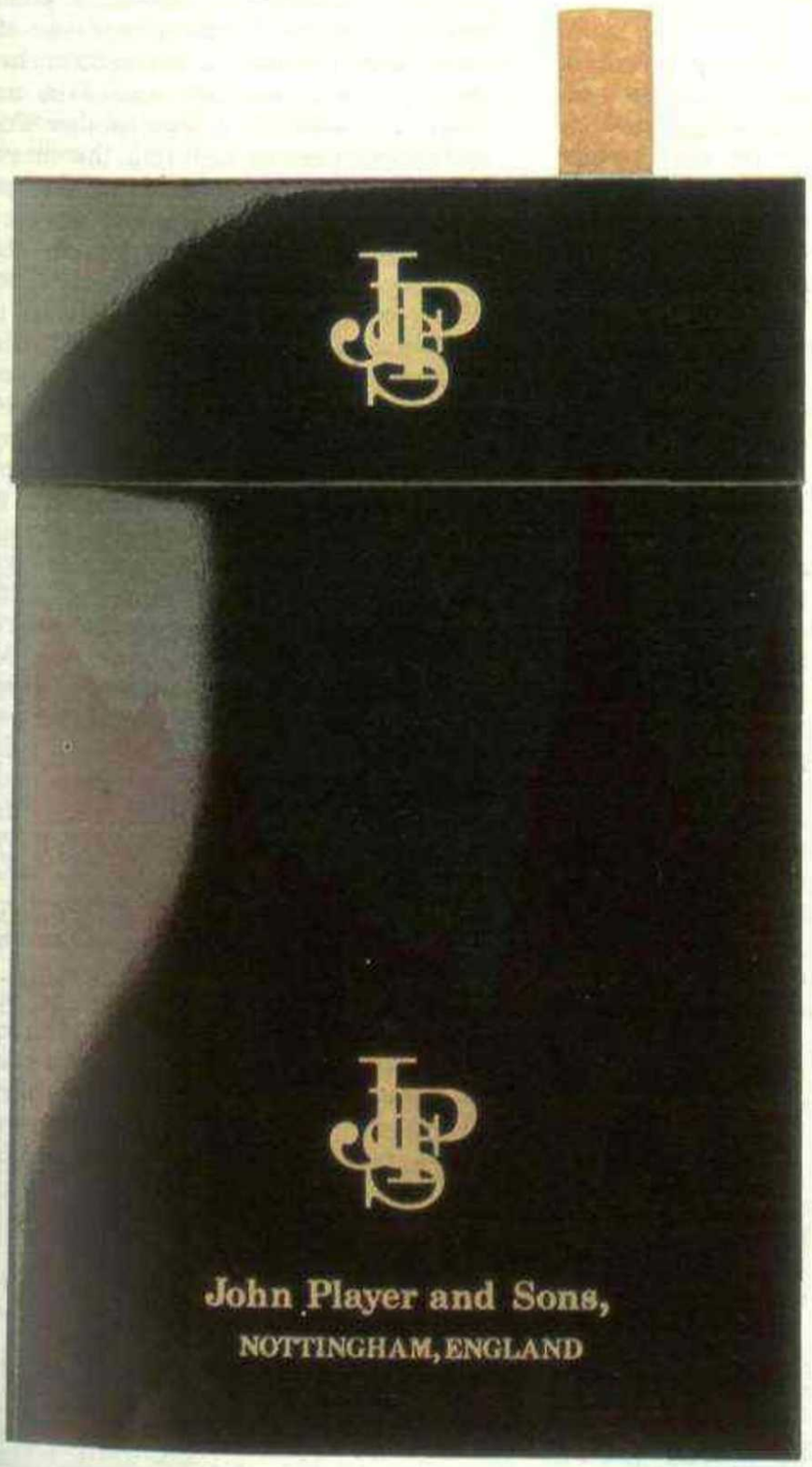
Both Acheson and Palmer crashed their 1982 specification RH6-Hondas in practice at Silverstone, duly sliding to mid-grid obscurity in the outmoded '81 model and struggling on inadequate tyres in the race. On his next two outings Palmer had to relinquish fourth and third positions with mechanical failures. Acheson also retired at Hockenheim, but successfully nursed worn Bridgestones home to finish second, behind Cecotto, at Thruxton.

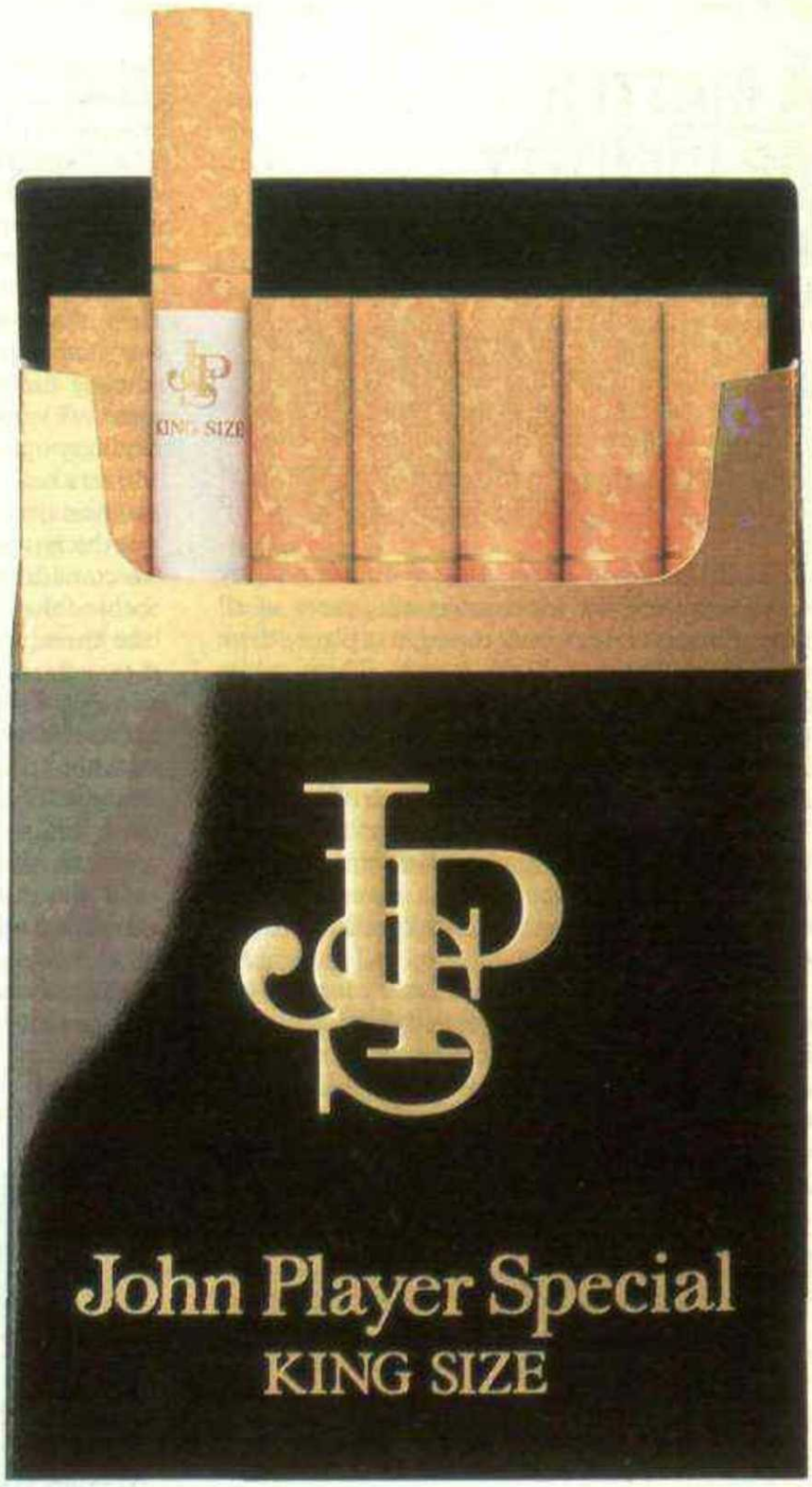
It has not been a good start to the year for the Casio Ralt team, no. But then neither were the early stages of 1981 very happy for the Weybridge equipe, and Lees still went on to take the title for them. It might happen again.

And the fate of those two dumped drivers? Thackwell drove a privately entered March 822-BMW at Silverstone, and a Maurer MM82 at Hockenheim, both of which brought retirement; Lees expects to make a return to F2 in an unspecified but "competitive" car in the series' fifth round, at Mugello on May 9th, in addition to his rôle in the Nimrod Racing Automobiles Aston Martin Group C programme.

Before the Sicilian race, the cosmopolitan F2 circus moves to that last outpost of real motor racing, the Nürburgring, on April 25th. A circuit which Stefan Bellof says he "likes very much", and knows "very well". And that in front of a home crowd in a German car. It could be just like Hockenheim all over again. . . . — P.R.B.

Black & Front

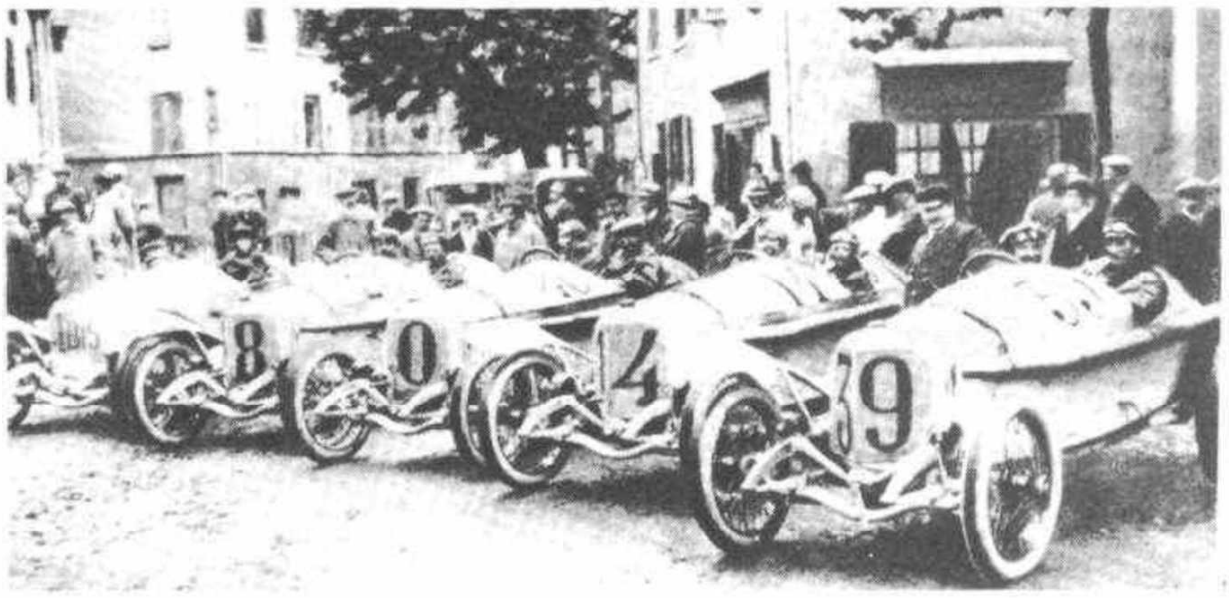




JPS 86 MS

MIDDLE TAR Manufacturer's estimate.

DANGER: H.M. Government Health Departments' WARNING:
THINK ABOUT THE HEALTH RISKS BEFORE SMOKING



A LINE-UP of five Mercedes before the race — note that while those of Lautenschlager, Wagner, Sailer, and Salzer bear their racing numbers, the fifth car is not yet numbered, bearing instead a type-designation. This one presumably became the late entry, No. 41, for Pilette.

A MATTER OF IDENTITY

An Attempt to Solve a Classic Motor Racing Problem

"A maze of legend has grown up about the destiny of those five Mercedes cars, at least three of which are known to survive . . . a whole chapter could easily be filled with them, which does nothing but bear out Mark Twain's old aphorism about the fragments of the True Cross" — William Court, in "Power and Glory".

THE 1914 French Grand Prix at Lyons on July 4th was one of the most interesting races of all time. For several reasons, in the first place, there was an element of high drama. Three white Mercedes cars streamed over the finishing line at the conclusion of the 20-lap, 467-mile contest in first, second and third places, having vanquished the French hero, Georges Boillot, driving a blue Peugeot, only a month before Germany went to war against the rest of Europe. Boillot then joined the French Air Service and was soon to be shot down fatally in an even grimmer conflict with this formidable adversary.

Then there was the splendid entry for this last race before the lights were doused all over Europe. Thirteen different manufacturers supported this race for cars of up to 4½-litres, and there was the technical aspect, with the twin-cam, sixteen-valve Peugeots that had dominated the racing scene for the previous two years out-matched by the single-o.h.c., sixteen-valve Mercedes, which were quite the fastest cars on the course, even though they had only rear-wheel brakes, against the alleged superiority of the four-wheel-braking (said to be worth a minute a lap) used by Peugeot, Delage, Fiat and Piccard-Pictet.

Incidentally, the Mercedes Company seems to have had a happy knack of winning those races that would be long-remembered, as perhaps befits the engineering and racing expertise of the great German manufacturer — the only Gordon Bennett race to be run in Britain, in 1903, the last of the "first-series" of French Grands Prix, at Dieppe in 1908, and then this memorable conquest, at Lyons, just before war was to stop European racing for six years. In 1955 they did it again, winning the last-ever Mille Miglia.

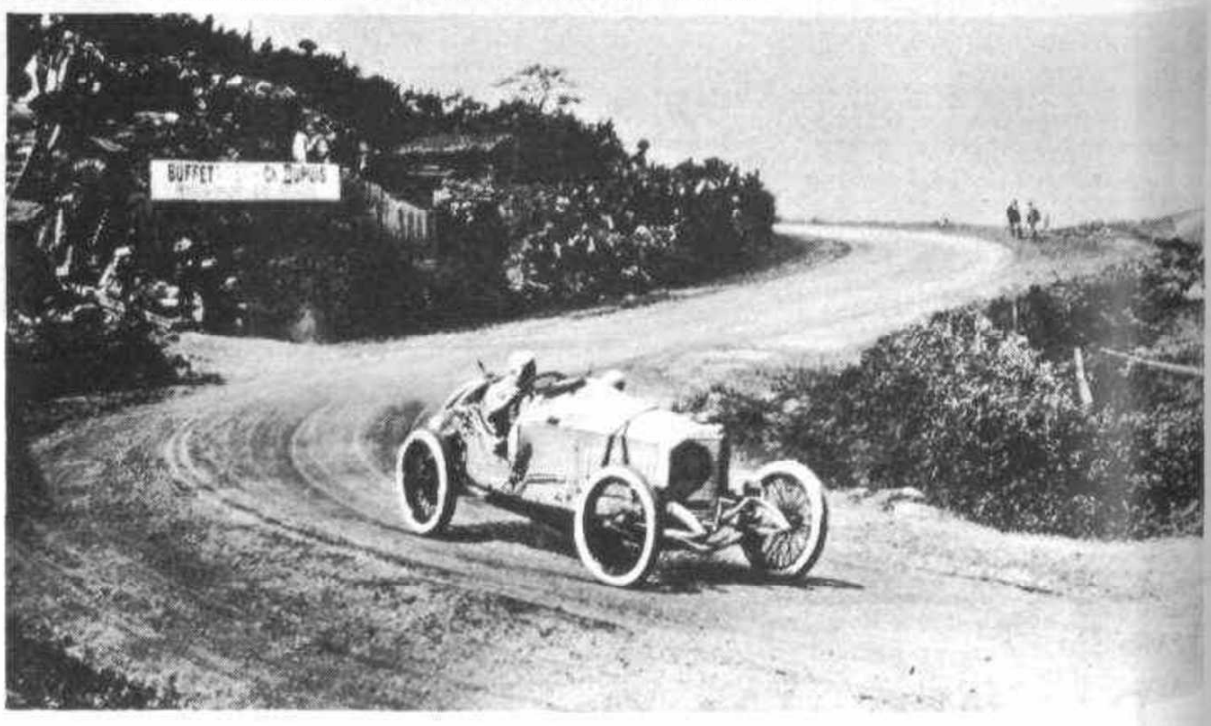
That remarkable 1914 Grand Prix race, of 37 starters and only 11 finishers, produced many varying legends. It was said that, having experimented in the 1913 GP, Mercedes were out early in 1914 trying their new cars on the roads of Lyons over which the race would be run, contradicted, if only to a small degree perhaps, by the alleged brief span (some five months) in which the chassis drawings of their unconquerable racers were prepared and the cars built without the 4 WB, 5th speeds or longer tails the design office would have liked them to have had, although five sets of axle-ratios were available. Some accounts say that the Mercedes team was strictly controlled during the race from the pits, Max Sailer being sent off to break-up the Peugeot opposition with military precision, others that the Mercedes drivers ran to no set orders. It has been said that so dismayed were the French when Boillot retired on the last lap and Goux's Peugeot was only able to come home a poor fourth (third on the road) behind the Mercedes trio, that they stood silent as the three white cars, with less than five minutes between them, finished, the *Marseillaise* not ringing out until Goux was being flagged home; others have it that great admiration was shown for the not-young Christian Lautenschlager who had been driving for more than seven long hours over the difficult Lyons circuit, with its wicked difficult bends, including the "corner of death" and those downhill Esses, before winning this great contest for the honour of Germany and Kaiser Wilhelm II . . .

There was even discussion as to who had done the fastest lap and how many tyres the luckless Boillot had had to change. The fact remains that the methodical Mercedes Company had entered five cars and got them home in the first three places with two retirements, whereas one out of three of the challenging twin-cam Peugeots were forced to retire, the remaining makes to finish, behind Goux, being Sunbeam, Nagant, Peugeot (Rigal's), Delage, Schneider, Opel and Fiat, in that order. All this is now very much in the past, but vividly recalled in those splendid books by Kent Karslake ("The French Grand Prix — 1906-1914, MRP, 1949) and T.A.S.O. Mathieson ("Grand Prix Racing — 1906-1914" published in 1965). At the time the three victorious Mercedes were highly-praised but the subsequent fate of this team of racing cars was of no particular moment. It wasn't until after another World War had stopped pleasure motoring, that motor-racing history, always encouraged in the pages of MOTOR SPORT, began to crystalise, encouraged by writers such as Laurence Pomeroy, Anthony Heal, Douglas Tubbs and others, writing for the weekly motoring press.

So naturally, when P. C. T. Clark, an enthusiastic and active member of the VSCC, discovered and restored one of the 1914 GP Mercedes that he had found in this country and bought the very day WW2 started, speculation arose as to which one of the team cars it was, and what had become of the others. The problem is far from being solved, and it is this to which I have been turning my attention, without, I confess, getting much further. So let me throw it open to those erudite sleuths, the MOTOR SPORT readers. It is first necessary to line-up the Mercedes team:

Team No.	Race No.	Driver	Result
I	14	Sailer	Retired after six laps with broken con-rods, when in the lead.
II	28	Lautenschlager	First, at 65.3 m.p.h.
III	39	Salzer	Third, at 64.6 m.p.h.
IV	40	Wagner	Second, at 65.1 m.p.h.
V	41	Pilette	Retired, with an alleged broken prop-shaft.
VI	—	—	Spare car not raced.

CHRISTIAN LAUTENSCHLAGER driving Mercedes II, No. 28, to a convincing victory in the 1914 French Grand Prix at Lyons, these cars finishing 1, 2 and 3, beating the might of France as represented by the twin-cam Peugeots. [Photo courtesy of Mercedes-Benz (UK) Ltd.]



Before we immerse ourselves in the mystery of what became of these cars after war had broken out, it is interesting to think about their drivers. Although Lautenschlager won in 1914 and had done so in 1908, when he averaged 69.0 m.p.h. for 477 miles of the Dieppe course on an 18.8-litre Mercedes, he was not cast in the hallmark of a professional racing driver. He was a cautious man, more a Mercedes test-driver than a racer like Boillot and Goux, yet, although unknown in 1908 he pulled off that long, arduous race and succeeded again six years afterwards. But William Court, in "Power and Glory — A History of Grand Prix Motor Racing, 1906-1951" (Macdonald, 1966) thinks that Lautenschlager was lucky to win in 1908 for many reasons and lucky again in 1914, when he had the best car but nevertheless Wagner would have beaten him had an officious official not delayed his start. Louis Wagner was a truly great driver; but otherwise Mercedes, in the two French Grands Prix they won, had engineer-testers rather than racing drivers, in Max Sailer, their Director of Racing, dashing though he may have been, Otto Salzer and Theo Pilette, their Belgium agent, who raced as an amateur.

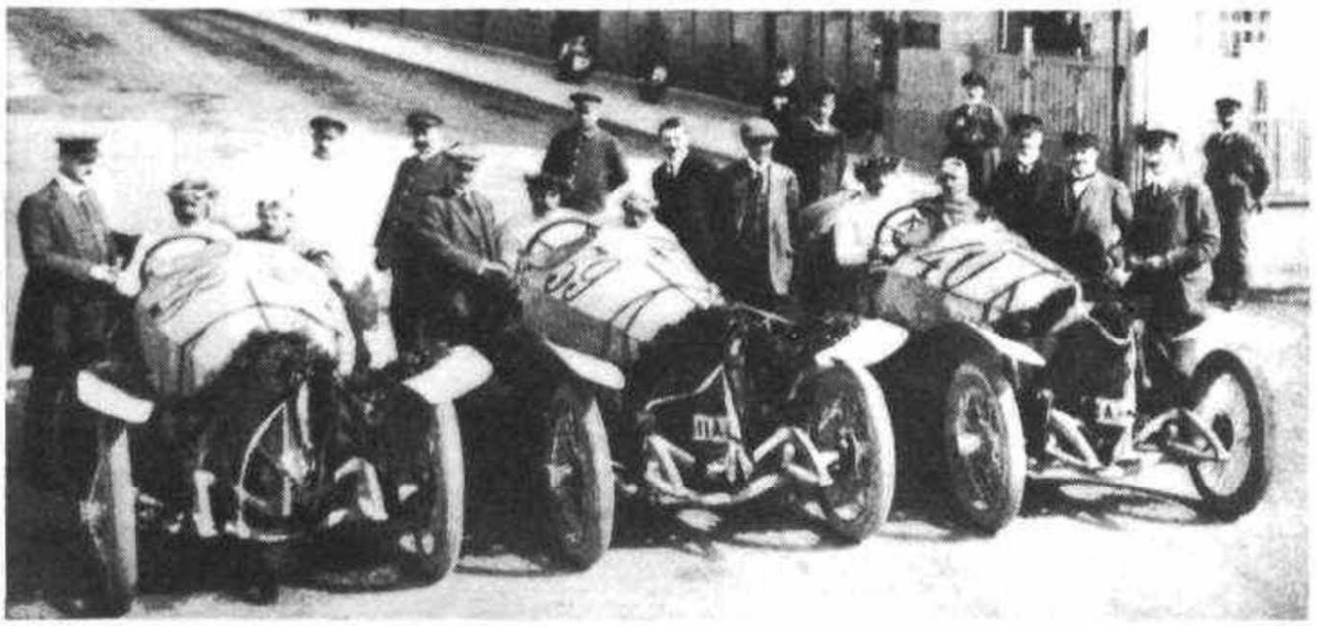
Peter Clark, having a 1914 Mercedes of his own, naturally became interested in what had happened to the remainder of these by now historic team cars. He, and later Ronald H. Johnson, then the Mercedes-Benz Club's historian, pondered the matter and came up with the following:

	Clark	Johnson
Car No. I	to Count Masetti	to French Military authorities
Car No. II	to Mercedes Company	to Zborowski (Philip Mann)
Car No. III	to Zborowski	to de Palma (USA)
Car No. IV	to de Palma (USA)	to Count Masetti
Car No. V	to Major Veal (Peter Clark)	to Mercedes Company
Car No. VI	to Mercedes Company	to Major Veal (Peter Clark)

In trying to unravel this and decide who, if either, is correct, I am aware of Sherlock Holmes' dictum that when you have eliminated all which is impossible, then whatever remains, however improbable, must be the truth. The trouble here is that we are dealing with a great many complex "probables" and only a few "impossibles".

However, let's see! Mr. Johnson pointed out that the three Mercedes which finished the Grand Prix so successfully all returned to the parent factory at Stuttgart immediately after the race. This certainly seems to be confirmed by a photograph of these cars, bearing race nos. 28, 39, and 40, apparently lined-up outside the factory. The picture could have been taken in Lyons, but the lack of much interest, and the Germanic background, suggests otherwise, although the laurel wreaths each driver is wearing must have been brought with them, unless others were ready at Stuttgart — they are also wearing laurel-garlands on their heads, making them look more like Roman gladiators than stern Teutonic racing motorists!

Confusion arises because apparently the winning race no. 28 was painted on all the cars before they went to the National Agents for publicity purposes! Of the three left behind after the victory, Clark (who had the benefit of doing his research first, 29 years before Johnson applied himself to the problem) had it that Pilette's damaged car went to the Mercedes depot in Long Acre, London, Sailer's was acquired after the war by Count Masetti, and that the spare car probably ended up at the Mercedes factory in Germany. He told me that he was certain that the car he had was the Pilette one, confirmed to him by Pilette's son André which had been used as a practice car and entered for the race at the last minute, when



THEN THERE WERE THREE: The victorious trio back at the Unterturkheim factory after dominating the race.

Mercedes were anxious to take every possible step to break-up the opposition. Presumably they did this at double entry fees. This seems to be borne out by a pre-race photograph of the team-cars showing four cars numbered for the race but the fifth (Pilette's?) having only a type number on its radiator. (*See* heading picture.)

Johnson saw it differently, suggesting that Pilette's car, suffering engine damage, and not a broken prop.-shaft, was hastily put on a train to Germany on the outbreak of war but was intercepted by the Allied Military authorities and detained by them for the duration. Sailer's car, he thought, got to the Paris Mercedes agent and was then requisitioned by the Military but was fortunately recognised by Baron Petiet, who owned the Aries Motor Company, and so the broken con-rods and bearings were repaired and he used this Mercedes as his personal Staff-car, in his capacity of Inspector of Motorised Troops. He is said to have made many long runs in the old racing car, sometimes driving it from Lyons after the morning business was finished, to Paris, some 300 miles distant, and then on, after dinner to Chalons or somewhere else behind the fighting line, another 100 miles, all at some 18 m.p.g. This story came from an article W. F. Bradley did for *The Autocar* in 1925. It was supported by a photograph of the alleged Mercedes, said to have been taken at a French Army-depot during the war, with Sailer's race number "14" painted on the radiator. However, the number is not as used in the race, when one numeral was on one face, the other numeral of the double number on the other face of the vee-radiator, nor is the same kind of "4" used (a point that escaped Johnson). This inclines me to the view that the picture was faked to accord with the text; admittedly the occupants look like French officers rather than German racing drivers but the windscreen and mudguards Bradley says were fitted are absent. It may also be significant that, although Clark bases his other findings on Bradley's article, he differs over this, and should, presumably, have known which car later came to him! It should also be remembered that Bradley was primarily a journalist.

Before continuing with this attempted unravelling, it may help to refer to the full beliefs of these three investigators shown in the table below.

When the enormity of the problem is seen, I hope I may be excused for dodging the task of resolving it, beyond the point of making such observations that occur to me. To add to the confusion, for instance, David Scott-Moncrieff, in "Three-Pointed Star" (Cassells, 1955), says that Zborowski's car was the one Rolls-Royce examined during the war and that it was destroyed by fire or otherwise damaged after Lou's death and never rebuilt, and that the de Palma car was brought to England about that time, sold to Edward Mayer, the great English Mercedes fancier, and became the Veal / Clark car.

Applying logic to the race outcome, the three cars that came home 1, 2, 3 were presumably in good order and returned at once to the Fatherland. Writing of a later Mercedes race winner, Neubauer told of patching it up, "as it would never do not to get it quickly back to the

Car	Bradley	Clark	Johnson
I — Sailer's (No. 14)	Paris, as No. 28, French-Military, as No. 14.	Stuttgart, sold to Count Masetti (4WB) to win 1922 Targa Florio.	As Bradley, then sold back to Sailer and used with 4WB by Mercedes for 1922 Targa Florio, and hill-climbs, etc., to 1927-1929. Part of D-B Museum rebuild?
II — Lautenschlager's (No. 28)	London, R-R, Zborowski, Robinsons, Brocklebank, Philip Mann.	Stuttgart, D-B Museum rebuild?	Stuttgart, Zborowski, then as Bradley.
III — Salzer's (No. 39)	Not stated.	Stuttgart, Zborowski, then as Bradley for car II.	Stuttgart, sold to de Palma (USA) for 1915 Indianapolis race etc., vanished around 1920.
IV — Wagner's (No. 40)	Stuttgart, de Palma (USA)	Stuttgart, de Palma (Probably).	Stuttgart, sold to Count Masetti for 1921 Brescia race, once the 1922 Targa Florio (4WB). Part of D-B Museum rebuild?
V — Pilette's (No. 41)	Not stated	Repaired, driven to Stuttgart, London for display in 1914, requisitioned by R-R, Harrison (USA) in 1919, back to London, to Veal in 1925, Clark.	Belgium, Stuttgart, 1922 Targa Florio driven by Salzar. (4WB), Part of D-B Museum rebuild?
VI — Spare car.	Not stated	Stuttgart, possibly raced by Rosemberger, but may be Masetti car.	London, then as Clark for No. V, (But gearbox from No. V said to be in D-B Museum rebuild).

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factory" — so, after such a fine 1914 team performance, all these cars no doubt returned there. Of the other three, Pilette's was said to have broken its prop-shaft. It is known that the Mercedes engineers preferred chain drive as used on their 1913 GP cars and only used propeller shafts at the last moment, so this *could* have been the "Achilles' heel." Or, as the cylinders did not have removable heads, so the usual excuse, "blown gasket", wasn't valid, the prop-shaft perhaps became the scapegoat for an engine blow-up? Later in the race, when Sailer's bearings gave out and the con-rods broke, either it was impossible to disguise the total disaster or by that time it had become evident to Mercedes that they were in a dominating position, so that it didn't matter. (There hadn't been time to fit a geared-up fifth speed, so with Sailer out to frighten the Peugeots and Pilette to prove himself in the hardly used training car no wonder these cars retired!) Credence is given to the theory that Pilette's engine broke, because Peter Clark told of his engine having its number four cylinder, stamped "No. VI," suggestive of the "pot" from the spare car or spare engine having been used after the race to enable Pilette's car to be driven to Brussels. The manager of the London Mercedes Company is reported as saying both Mercedes retired with "serious engine trouble", and he, presumably, should have known, but this statement, made by Watney, was strongly denied by Mr. Davis, who then said that "Seiler's *(sic)* car went out due to a broken petrol pipe and Pilette's because it hit a bank and overturned"! The latter could, I suppose, have been a consequence of a broken propshaft. The ACF was strongly criticised for not issuing official reasons for the race retirements, so speculation was widespread, and no doubt biased. As Mercedes must have had more reserve engines than cars, surely (there is a 1914 GP engine in the Deutsch Museum) car No. VI could be repaired later.

If the intention was to send one to London, one to Belgium, and one to Paris, what would the ploy be? I would have thought Pilette would have driven his car to Brussels, Wagner perhaps have been responsible for the Parisienne display, and the spare car be shipped to London, for repair there. Johnson spoils this by suggesting that Pilette's car had such serious engine damage that it was put on a train to Stuttgart on the eve of the war; rumour says the Allied Military Authority waylaid it and interned it for the duration (possibly confusion here with the fate of Sailer's car?) and Clark by emphasising that, although Pilette was the Belgian Mercedes agent, he *didn't* get his "own" car.

Of the successful Mercedes, Zborowski was reputed to have Salzer's car when he entered it for Brooklands races in 1920 but it was later rumoured to be Lautenschlager's winning car. It must be said that so often a car has been described as of the same *type* as a winning car and this has later been changed to "the winning car", as has happened to "Malcolm Campbell" Bugattis, "Moss and Fangio" Maseratis, and so on, along the years. Johnson says Zborowski collected the car from the Continent, repeating what Capt. (later Lt.-Col.) Clive Gallop thought happened when I asked him, in 1947, hoping he might say "from Rolls-Royce", which at the time seemed logical. But although Gallop may have prepared the car for Brooklands, I think the Count could have acquired it before Gallop joined him to work on "Chitty I" (it was raced here by the summer of 1920) and it may have been at Higham before Gallop arrived there. Mercedes, realising a ban would be imposed on German race entries, as they



COUNT ZBOROWSKI waiting in the paddock at Brooklands with his 1914 GP Mercedes. During his ownership the car was registered FN 3392, a Kent registration.

were until 1921, would have acquiesced to such a keen Mercedes enthusiast as Count Zborowski racing for them. It would seem highly probable that he had the R-R car. After all, Gallop was an Aero-Engine Inspector during the war and must have known the car was in Derby; it may have been Gallop who told W. O. Bentley of the interesting discovery at Mercedes' London depot on the eve of the war. Incidentally, the Mercedes was *towed* by Comdr. Wilfred Briggs, RN, Head of the RNAS Engine Division, to R-R, Derby, on August 4th, 1914, suggesting it was the spare car awaiting its missing cylinder, although it could equally well have been Pilette's, as Clark thinks. I have heard that R-R were so honest that they paid DMG (Daimler Motoren Gesellschaft) royalties after the war on the Mercedes design-aspects cribbed for their Eagle aero-engines, so they would undoubtedly have reassembled the car they stripped and have returned it to Long Acre — and, as we know that the young Zborowski frequented the Mercedes depot in London at this time, doesn't it all seem to fit? Except that in 1914 DMG were adamant about not disposing of the real No. 28, which they claimed to have in their museum until Mr. Mann queried this. Oh dear!

If DMG were glad to let Zborowski represent them in post-war Britain, when de Palma asked to buy one of the victorious GP team cars to race in the USA, they would have been happier still — German representation in a then-neutral America! Johnson says de Palma paid 6,000 dollars for a car and spares and even quotes the date — 25/7/14 — when it left for the States, that is, three weeks after the race. (Journalist Bradley says, dramatically, that it left just before the British Navy closed the high seas, that there were no spares for it, and that after winning the 1915 Indianapolis 500-Mile Race it was never much good — yet Mathieson credits it with many successes, up to 1920!) I would have expected Mercedes to regard the winning Mercedes as too stressed for de Palma's purpose and to have sold him Salzer's 3rd-placed car but with a new engine. De Palma used a long-tailed body which may have been made in America, possibly to the DMG drawings Philip Mann showed me of bodies intended for the GP cars but with no time to complete them. Johnson says the USA car vanished after 1920, but I prefer the story that a man named Patterson (can any American historians assist here?) brought it to England with him and that it remained here, the Clark discovery. (After de Palma's car got to America *Horseless Age* said first that it was the winning GP car, later that it was Salzer's; a Mr. Patterson was its entrant for the Elgin races.)

Let's look more closely at the alleged story of this Mercedes. Whether you think it the spare car or Pilette's, Major Veal is supposed to have paid a deposit on it while it was at Long Acre in 1914. It is then said to have been purchased by an American, in 1919, called Harrison and sent to New York, and converted to touring trim with electric lighting only to return to London in 1922 for a "softer" camshaft. The Mercedes expert Edward Mayer is then thought to have added it to his long Mercedes repertoire (and he thought it was the spare car), until Major Veal found it under a dust sheet at Hooper's and bought it in 1925. There is mention of a law-suit brought by the Major over the car. However, sooner or later in motor-racing history law-suits are mentioned that can be neither confirmed nor denied. I have never liked the "Harrison clues". Why send a car across the Atlantic merely to have a different camshaft fitted? But if we accept the Patterson theory (Harrison an error for Patterson) it begins to fit. The American owner of the de Palma Indy-winning Mercedes brings it to England — probably the chassis — a member of the Mercedes-Benz Club thinks he saw it at C. H. Crowe's workshops in Kennington Lane, London, at the relevant time with its body removed, perhaps awaiting its touring camshaft and an overhaul. Veal is said to have discovered it languishing under a dust-sheet at Hooper's the Coachbuilders, although as there was a vee-radiator Ninety Mercedes there before the war, I have wondered about possible confusion. Anyway, Major Veal, with an eye to an exciting motor car in the mid-vintage years, bought it, added more touring equipment, used it up to 1927, and sold it to Peter Clark, after it had been laid up for a dozen years.

Now we need to turn again to the winning (Lautenschlager) car. After the race, Gordon Watney, the celebrated Weybridge Mercedes-beautifier, announced that he had bought it for £1,200, and would race it at the next Brooklands meeting. This was announced in the motor Press five days after the Lyons victory. DMG refused and he had to make-do with a Peugeot instead! Watney was offered one of the other four cars, which one to be specified later, but it was not to be raced and would not be supplied for four weeks as it would be overhauled. Watney refused to have a car he wouldn't be allowed to race, or pay £1,200 for one of the spare cars, so the deal was not concluded. Mr. Dewis of Milnes-Daimler-Mercedes Ltd., representing DMG, announced that the winning car was not for sale, but that it would be displayed in their Long Acre showrooms; they expected it to arrive on July 27th. With all the cars given the victor's number, perhaps this was the only line open to them.

whether or not they received the Lautenschlager car!

It could be that someone had also promised Major Veal the winning Mercedes, on which he had paid his deposit, and it was from this that a law-suit resulted. If Veal had attained the rank of Major by that date he should have had a busy time ahead of him for the next few years; having seen a car of the sort he craved in 1914, when he emerged unscathed eleven years afterwards it may well have still tickled his motoring palate. . . .

There was a Trocadero banquet to celebrate the GP result, and it has been said two team-cars were on show thereat, but this appears to have been but a rumour. I believe there was the pre-race luncheon at which a Mercedes representative is said to have outlined the forthcoming Grand Prix plans, adding arrogantly that it was Mercedes' intention to win! A Royal Aeronautical Society publication has it that an English brewer bought the winning Mercedes and took it to London before it went to Rolls-Royce, but I am inclined to think there may be confusion here with the Guinness' purchase of the 1905 V8 Darracq, much earlier, unless Veal had brewing connections and had tried to get the Lautenschlager car without success. (The Mercedes that went to R-R at Derby is said in some reports to have been "stolen" from Shaftesbury Avenue, but the Mercedes showrooms and offices were then in Long Acre.)

Regarding the three 1914 cars that were used, rather surprisingly, in post-war Targa Florios, Count Masetti's red-painted one winning the 1922 race, it must be remembered that there had been a difficult but courageous drive by Sailer, over war-torn roads on an impoverished supply of tyres, to get a 28/95 Mercedes to the 1921 Targa Florio, in which it was vanquished by Masetti's 1914 GP Fiat. Seeing Masetti's dashing driving and knowledge of the course, Sailer would have had no hesitation in conceding to the Italian Count's request for one of the 1914 GP Mercedes, which he must have thought superior to his same-age GP Fiat, as an insurance against a Mercedes defeat in the 1922 Targa. DMG made a car available in 1921, in time for the Count to win

A CELEBRATORY banquet was held in London, 13 days after the race, as the cover of the menu confirms.



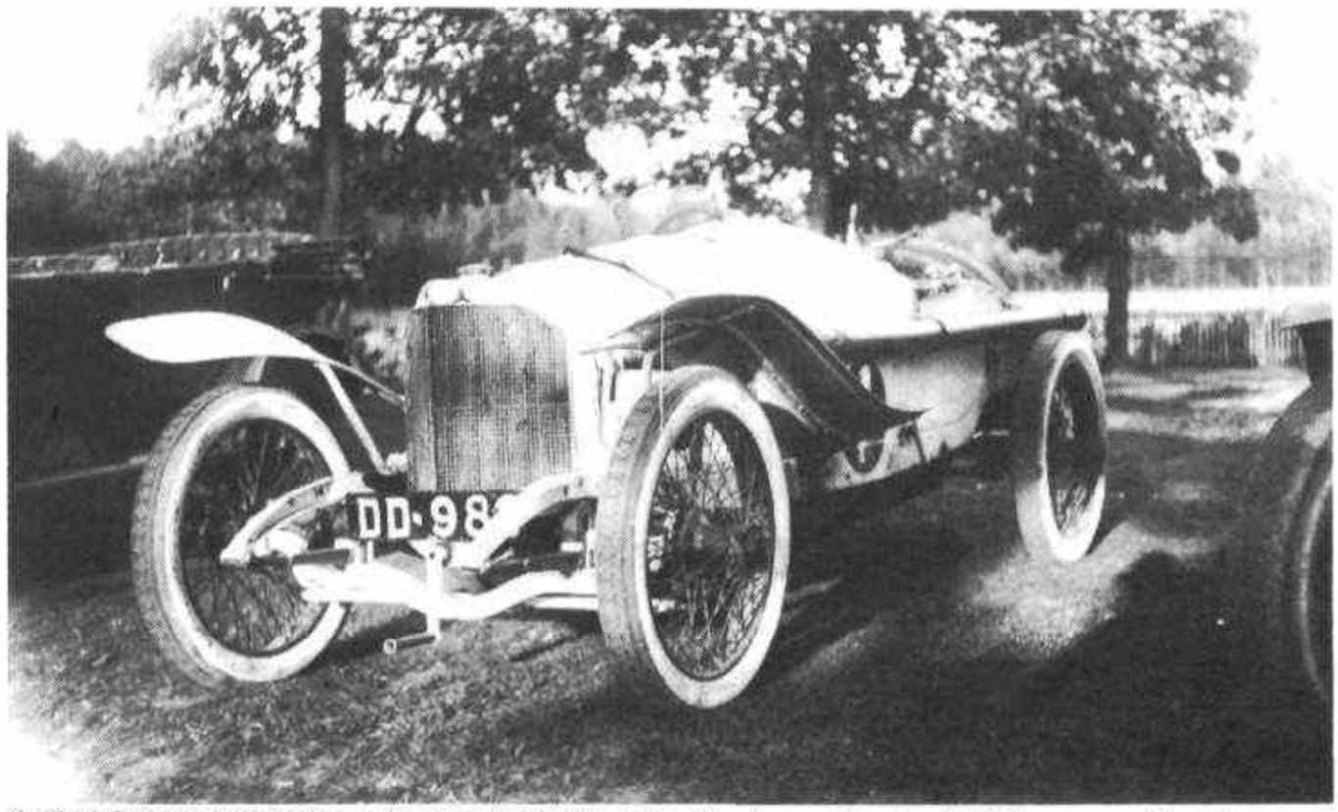
MERCÉDÈS GRAND PRIX
TRIUMPH, 1914
OFFICIAL CELEBRATION

Banquet

Friday, July 17th, 1914

CHAIRMAN:
E. KRAFTMEIER, Esq.

TROCADERO RESTAURANT,
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A 1914 GP MERCEDES on the Members' Hill at Brooklands on a Sunday in 1922, presumably when owned by the Robinson brothers or by C. G. Brocklebank. Note the different registration number from the one allocated to Zborowski. The car has no front shock-absorbers, so presumably was not there to race and it bears number "1", which neither Zborowski nor Robinson had in BARC races.

the rather appropriate *Gran Premio Gentlemen* at Brescia, at 71.9 m.p.h. for 215 miles, from Ceirano and Alfa opposition. It is said that improved pistons were ready, with the 4WB, for the 1922 Targa Florio, which Masetti wiped up at 39.2 m.p.h., after driving for not far short of seven hours, against strong Mercedes factory representation, including Lautenschlager and Salzer also in 4WB 1914 GP cars, Johnson says Sailer's and Pilette's, respectively. Rumour says these engines were now of 4.9-litres. There may be an identity clue in that at Brooklands Zborowski's Mercedes was declared at the original GP size of 93 × 165 mm. Also, would Sailer's car, found that year in France, according to Johnson, have been rebuilt in time for the Targa Florio? Anyway, I thought it wasn't discovered until Sailer was in France in the 1930s with the Mercedes' W.125 GP team?

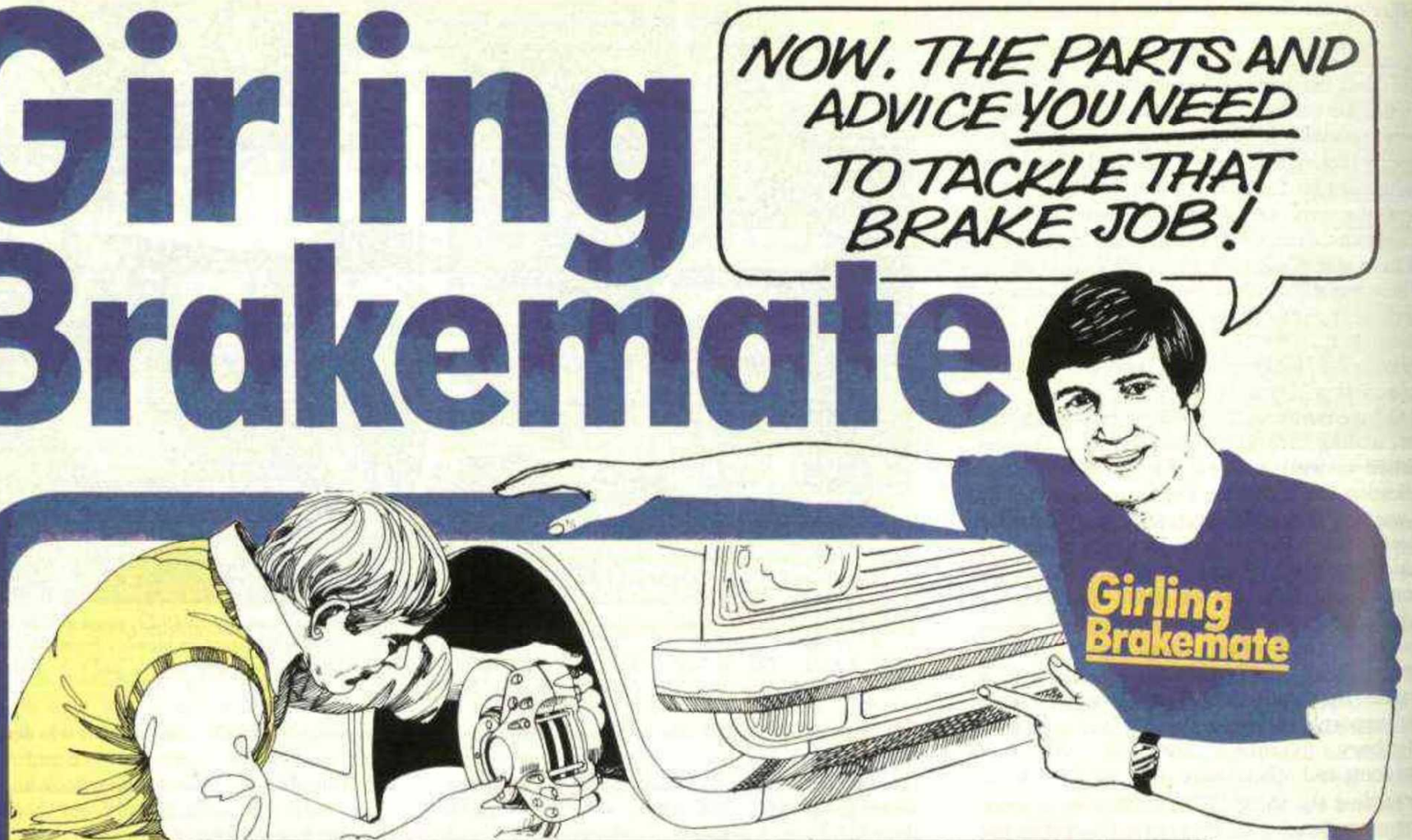
Whichever they were, these old Mercedes continued to gain hill-climb and other successes up to 1925; it is said that when one was dug out for Salzer, he recognised his 1914 engine, confirming, perhaps, that de Palma had a *new* engine for the car he took to America. Even the great Caracciola, when already quite accomplished, used a 1914 GP Mercedes, with the remarkable addition of a supercharger, by which means Prof. Porsche pushed the power up, it is said, by nearly 50 b.h.p., which I would have expected sorely to try the 12-year-old long-stroke engine. Apparently a 2-litre chassis was used for this ploy, with a larger vee-radiator. The story goes that this car was sold in 1927 to Adolf Rosenberger, a wealthy driver whose racing stable DMG maintained. He got several minor victories with it but, foiled in his ambition to drive for Auto-Union, because he was Jewish and Hitler had come to power, he left for the USA and sold the 1914 car back to Mercedes. It is thought to have become part of their Museum rebuild, which may explain the over-large radiator one critic thinks he had noticed on that car.

The most interesting car in this speculation is that owned by Philip Mann, which was written up in MOTOR SPORT for June, 1970, when I described it as representing the "Restoration of the Decade." It is universally thought to be the winning Lyons car, although Clark thinks that one went back to Stuttgart and never left. Conversely, Bradley said that it was sent to Long Acre immediately after the race and "captured" by Rolls-Royce. It does rather look as though, if Zborowski got it, he did so from "somewhere in Europe" after the Armistice, when its allure would be somewhat diminished in a defeated Germany. Whichever it was, the Count and his friend R. F. ("Shugger") Cooper had considerable success with the old car at Brooklands in 1920/22 but it was disposed of to the Robinson brothers around 1923. They had raced a Berliet of the same literage and a bigger Mercedes at the Track, but had little success with the Zborowski Mercedes and after that enthusiastic Brooklands exponent, C. G. Brocklebank, lost his 1913 GP Peugeot in the sad accident in 1924, that killed Capt. Toop, he acquired the car as a replacement. It was, however, never raced, and around 1927 the engine from his 4½-litre Berliet and a London built four-seater body were used, on the Mercedes chassis. (This may have been due to the "blow-up" and fire referred to by Scott-Moncrieff.) The work is said to have been done by L. C. Rawlance, which makes sense, as he had done work on Brocklebank's Peugeot.

Later the hybrid was sold to a relation, a Capt. G. Fane. It is to his great credit that he not only put the Mercedes engine back into the chassis, although retaining the touring body, but ran the old warrior until 1932 — he must have been a keen motorist! Stanley Sears and Philip Mann found the famous car languishing in Essex after the war. After much persuasion they were allowed to buy it and when Sears went to Portugal, Mann took over, having the Mercedes meticulously resuscitated.

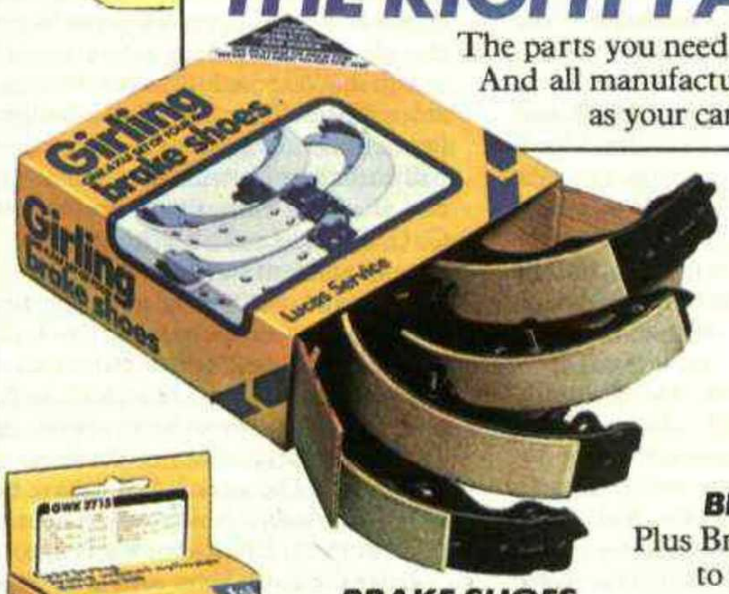
I was the first to ride in the car afterwards. A "non-factory" con-rod was found in the engine, but whether a legacy of a Lyons, a Zborowski, a Robinson or a Brocklebank catastrophe, I do not know. A few queries remain. The car's identity as the Lautenschlager Mercedes is said to be confirmed by the "No. IIs" stamped on it in various places, but it is not clear to me whether the *full* engine and chassis numbers are still there that were declared for this car when it was entered for the BARC races in 1921 for Zborowski, probably by the conscientious and meticulous Gallop, assuming this is that car. Johnson hinted at other than team-numbers being on the Museum

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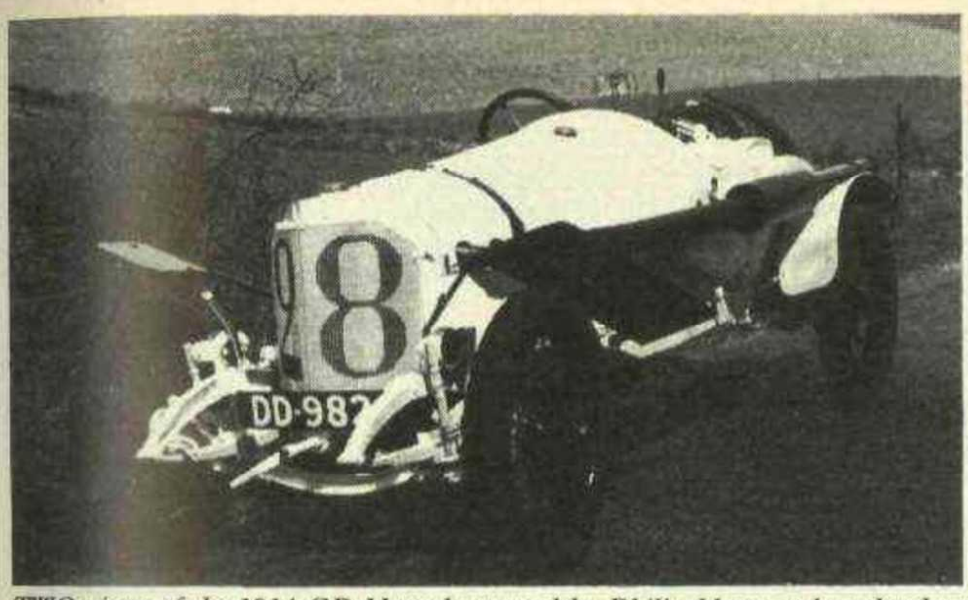


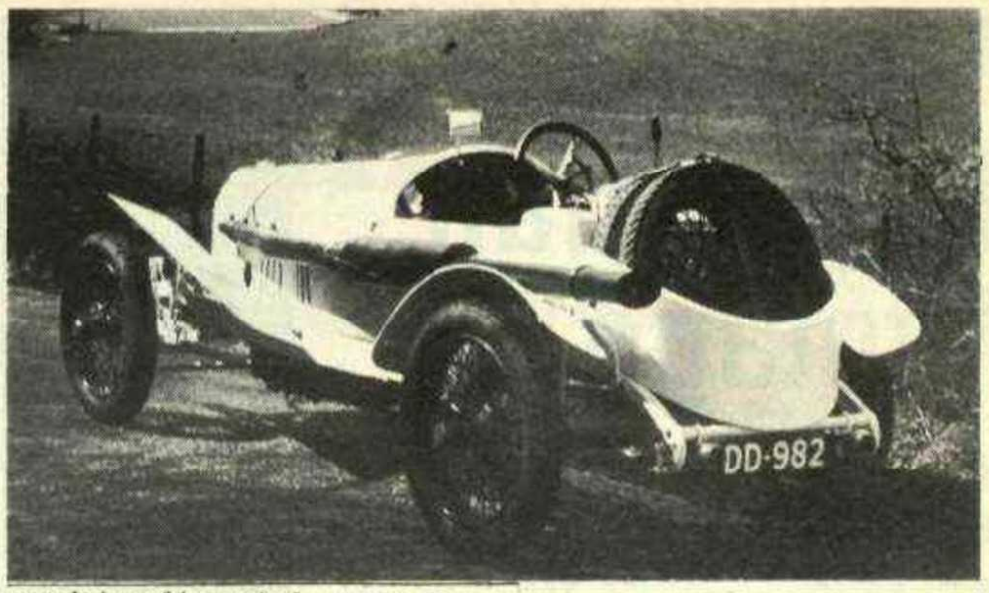
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Lucas Girling

The DIY Man's Best Friend





TWO views of the 1914 GP Mercedes owned by Philip Mann, taken shortly after the completion of its meticulous restoration.

cars, and that the same team-numbering of parts may have been duplicated on all the cars. If all the cars were numbered 28 after the race, why shouldn't the thorough Germans not have stamped "II" on all the components as well? There is the further puzzle as to why, when Mann located the allegedly Lautenschlager car, it was registered DD 982, instead of FN 3392 as Zborowski's Mercedes had been. The swopping about of number plates should not be taken too seriously; but it does seem odd that, as it is the *chassis* which is registered, and there was therefore no need to alter the number plates when another engine was installed and as we may presume that none of those through whose hands the car passed was so impecunious as to have to share one licence between two cars(!), this change took place. The DD registration, incidentally, was not used either for Brocklebank's Berliet or his GP Peugeot, which both had London number plates. And that Mr. Mann has never, as far as is known, applied for the more historic registration . . .

It has been rumoured that *two* spare cars were built (which seems not unreasonable to back up five in the Grand Prix team) that both came to London, one being advertised for sale there in 1930 in touring trim. It would be tidy to suggest that the three cars that went back to DMG in 1914 became the 4WB Targa Florio cars, Lautenschlager and Salzer reuniting with their GP Mercedes, that de Palma had one spare car, and that the other spare car and Pilette's came to England . . .

I am inclined to agree with Peter Clark who has confessed that he and Pomeroy were of the opinion that, short of actually locating each surviving car and comparing its engine number (not team number, note) with records at Stuttgart, it is hopeless to try to trace which one went where. However, someone with a more logical mind than mine, a chess-player's intellect, may like to try. — W.B.

("It is a capital mistake to theorise before you have all the evidence. It biases the Judgement" — Sherlock Holmes).

Addenda

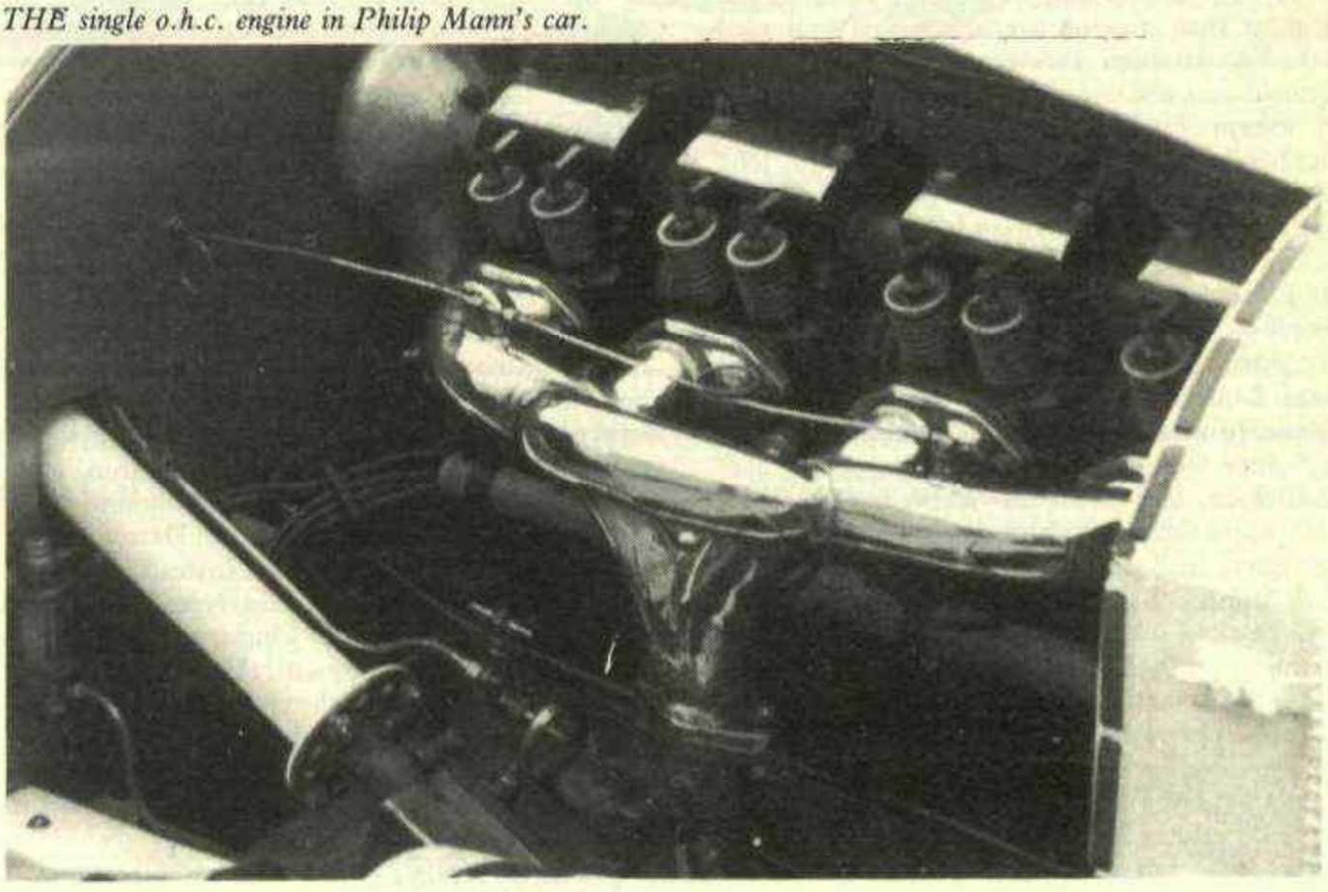
1. When looking for clues, note that the external petrol-pipe runs, and the tails of the bodies were not the same on all the team-cars. Do not be misled by a photograph of Masetti's Mercedes, in the 1922 Targa Florio with "40" on its radiator, into assuming that *proves* it to have been the Wagner GP car; Mathieson says this was the car's number in the Targa Florio also. In any case, as with the "14" on the car alleged to be Sailer's (*see* text), it does not conform to the way the GP numbers were inscribed.

2. *The Autocar* caused confusion by at first reporting that the 1922 Targa Florio had been won by Masetti in one of the new 7.2-litre 28/95 Mercedes — and that Biagio Mazzaro had been killed (which didn't happen until the Grand Prix). A week later both errors were corrected, Masetti being quoted as having won with one of the 1914 GP Mercedes. Ballots were 2nd and 3rd, Sailer's 28/95 Mercedes 6th, Werner's 8th, Lautenschlager's 1914 car 10th, Salzer's 1914 car 13th and a new 1½-litre Mercedes 20th, behind Neubauer who was driving an Austro-Daimler. Note that all three 1914 Mercedes were quoted as of 4.9-litres.

3. The question of what became of de Palma's 1914 Mercedes, if it didn't return to this country was looked at by D. Scott-Moncrieff in MOTOR SPORT for December, 1970. The Packard Motor Company seems to have re-bodied the car, studying its engine at the same time, which is said to have helped them with the Liberty aero-engine — so the Paul Daimler / Dr. Nallinger design of 1914 can be said to have influenced Rolls-Royce, Bentley, Liberty and indirectly Straker-Squire power units . . .

4. The sequence of Gordon Watney's interest, as reported by *The Autocar*, can be summarised as: One of the cars sold to him during week of July. Told in interview with MDM he could not race car at any English meeting in 1914. Replied that this was last thing one would anticipate when buying a racing car and not mentioned before sale confirmation at price asked (£1,200), as he had entered it for August Brooklands Meeting. MDM said on July 18th, winning car not sold, and to be exhibited at their showrooms at 132, Long Acre. By July 25th Mr. Dewis of MDM said he told Mr. Watney of the wish of DMG but did not make it a condition of acceptance of his order. This winning car was not available but Watney would be notified as to which one of the other four cars he was to receive, "delivery Unterturkheim", after an overhaul taking four weeks. If Watney didn't comply, order would stand, as MDM expected to be able to sell to someone else. Watney then explained on August 1st that he had announced his purchase of the winning car at a lunch at his works (in Weybridge?) to celebrate the race victory, before Dewis said the car was to be reserved for exhibition purposes. He didn't want the car he bought overhauled, as he could do this at this works, for the special conditions imposed by Brooklands; he would now accept any one of the Mercedes that finished the race, but not the two which retired, as Dewis had told him they had serious engine defects. If he could not race the car until 1915, however, its value would have gone. (Was it over this and Watney's deposit there was a Law-suit?) On August 8th Dewis said Watney never produced the cheque for £1,200 as alleged, but they would still sell him a car, for a deposit of £200; Dewis denied serious engine failure of Sailer's and Pilette's Mercedes. (Whether the agents then knew that at least three cars were to be passed off as having been Lautenschlager's we do not know, but if they did they would have to box carefully!)

THE single o.h.c. engine in Philip Mann's car.



Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

Motoring as it Was

A Look-Back to the 1920s

(Continued from the April issue)

IN continuing these motoring cameos from the past, based on the observations and papers of "Owen John", we left him praising the Humber Ten which he sampled during the drought in June 1921. The amateur motor-noter was very impressed with the new Humber light-car. But it may amuse the Humber Register to know that "O.J." thought the firm had had an odd and curious enemy to overcome. After its well-known bicycles there came around 1902, he said, the elegant Humberette incorporating the most fearfully involved and intricate concentration of machinery that ever happened. I will willingly leave that to members of the VCC and pass to the next Humber predicament as seen by "O.J.", their introduction, which startled and staggered everyone, of the first cheap four-cylinder car available at that date, so that one didn't know whether it was good because it was cheap or cheap because it was good. This was before the advent of the Model-T Ford and it gave Humber's rather a reputation for building cheap cars. Now that was all behind them and the 1921 Ten was seen as a delightful little car.

In those times, "speed-changing" was still regarded with awe by many drivers, especially beginners and more particularly by female beginners, but "O.J." found himself changing up or down with no more noise or trouble in the Humber than clicking over a key in a well-oiled lock. This Humber Ten was seen as an aristocrat of small cars and even as a rival to larger ones in all except for transporting large parties (in numbers rather than girth, presumably) for long distances — which can be advanced today for Golfs, Fiestas, Polos, Alfasuds, Escorts, Astras, Acclaims and the like. In that long-ago summer "O.J." took this Humber to Staffordshire, where people were fishing lumps of coal out of the canals to combat the coal-strike, to Chester, quiet for the same depressing reason, to the Runcorn and Ellesmere wharves, dead on a Sunday afternoon, to "comic-looking and out-of-the-perpendicular" Northwich, and down the Welsh border under the mountain ramparts by Llangollen to Oswestry, held up here by motor-coaches in the road centre, a passenger's seat on the chara driver's right often preventing him from looking behind, even had he wanted to.

That is something we do not have to contend with today, but the next "O.J." item that catches my eye does have a "nothing new" ring to it. He was trying out a 1921 25 h.p. Nash, an American car selling here for £595, and remarked that he didn't know whether this was the true price, or



MOTORING AS IT USED TO BE — Light cars, like this air-cooled Rover 8, were popular in the 1920s, and drivers were all too often impeded by dust raising motor coaches or char-a-bancs, as also seen in the picture. [Photo courtesy of P. Birch]

represented over-production and "unloading" here, which was a foretaste of the coming McKenna Duties (MOTOR SPORT, March '81). Cars are now, in 1982, being purchased abroad at substantially reduced prices, which may have a different connotation, but gives a similar advantage to the customer . . . The Nash is now to be regarded in this country as a rare car, of which I do not think one exists in VSCC circles. It was reported as being well-sprung, when the weight was properly distributed, the acceleration swift and smooth, the six-cylinder engine sweeping the car along at 55 m.p.h. with extreme sweetness. Its starter was quiet, its lamps gave plenty of light and, a period note here, did not rattle. It had run 13,000 miles according to its mileometer ("which the wear on the cushions backs up") and old "O.J." was to see how much further it would go without his intervention, except for feeding it oil, petrol (on which it did 18-20 m.p.g.) and water. Which sounds like one of the long-duration road-tests I, too, have occasionally been fortunate enough to experience.

An interesting point was that the engine was praised for its external neatness, with only distributor, starter, etc., protruding, which is a quality I would have attributed to Continental cars, such as the Hispano Suiza and later Fiat Forty. But as far as elegance, to English eyes, and leg-room were concerned, British cars scored, thought this critic. Presumably because in those early 1920s we used coachbuilding methods of body construction, whereas American cars were beginning to resemble pressed-steel tubs, and whereas in the USA they had discovered how to make good engines largely of cast-iron and pressed-tin, here steel and aluminium still prevailed. "O.J." wished he were in Dartmoor, so good was this big Nash on hills. Instead, on a fine hot day he took it to the latest type of roadside hostelry, the "Ham Manor Country House Club" outside Newbury, run by a Mr. Haden Tebb. The idea was that you joined the club and obtained the special facilities, the first such house having been opened in Clarges Street, London, with another planned at Tewkesbury-on-theSevern. I wonder what became of them and Mr. Tebb?

When not trying manufacturers' proffered cars "O.J." drove his faithful Crossley, on which, in 1921, he was experimenting with Rapson tyres. These were alleged to be good for 10,000 miles even on a 1½-ton car. In these days of much longer tyre life from far faster cars and dire penalties for letting the treads wear too thin or for using mixtures of cross-ply and radial-ply covers, it is difficult to remember the freedom which allowed "O.J." to have a "somewhat smooth" Palmer tyre and a newish Rapson on the back wheels; he was dubious of trying unknown makes of tyre on the front wheels, presumably in case a burst upset the steering — a prejudice to which front-wheel brakes would be soon subjected. Oil was another 1920 matter for caution, and at the start by Shell-Mex of selling oil as well as petrol "O.J." remarked that all good oils were good but all oils were not good, advising a supply of the favourite blend carried in a spare-can when on tour. He had seen a garage boy filling a variety of cans of various well-known makes of oil from a common barrel — which is why within much more recent times Castrol had an independent survey conducted in an endeavour to discover how often a motorist asking for Castrol got something else — out of a Castrol container. I have almost always pinned my faith to Castrol, used for so many historic racing and record-breaking exploits, but I see that "O.J." had for a year or two by 1921 used BMT oil exclusively, of which I have never previously heard. . . .

With computer panels beginning to appear on some cars as standard equipment, to inform a driver that all is well with the mechanism, it is amusing to find that over 60 years ago "O.J." had fitted a "Telecator" to the dashboard of his Crossley, consisting of a shiny box containing spark-gaps, one for each sparking-plug in the engine, across which sparks danced as the plugs were fired. The owner derived infinite pleasure from it and it amused children, especially at night when its fireworks display was at its best — and we complain sometimes that an over-bright warning-light is distracting! I bet very few, if any, of our readers remember the "Telecator".

W.B.

(To be resumed as space permits)

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VSCC Wessex Trial

A COLD and mainly dry March weekend saw VSCC members assembling at Priddy in the Mendips for the first Club trial of the year. A full entry of 70 had been received, reduced by non-starters to 63 competing cars on the day. Most interesting car present was Sudjic's 1929 Tracta 12 saloon, trailed down from Scotland; with its 998 c.c. horizontally opposed, air cooled, twin cylinder engine and comfortable saloon body, its performance is rather limited and Sudjic did well to score as many points with this unlikely trials car as he did.

Uglow's Riley engined HRG dropped only 42 points over the 14 sections to win the event from Leigh's TT Replica Frazer Nash and Garfitt's immaculate Frazer Nash BMW (which put up best performance in the touring class). A strong contingent of a dozen 30/98 Vauxhalls were led by Ghosh in his now externally immaculate May Special, followed closely by Jones' Velox and Collings in Brenda Rowley's Wensum. Hine, driving Llewellyn's 4½ Bentley did extremely well to beat Threlfall's Model A Ford and showed that a Bentley can be an effective car for VSCC trials.

Clarke's Austin Chummy, winner of this event for the past few years, only managed a second Class award being beaten by Moffatt in his Brescia Bugatti as well as Uglow and Leigh. Smith (who had never competed on a trial before, despite organising the Lakeland Trial since its inception) did well to gain an award in Giles' Anzani engined Frazer Nash. — P.H.J.W.

Results

Wessex Trophy: W. D. Uglow (1937 HRG).
First Class Awards: D. L. Leigh (1934 Frazer Nash TT Replica), H. F. Moffatt (1923 Bugatti Type 13), M. R. Garfitt (1937 Frazer Nash BMW), J. P. Ghosh (1925 Vauxhall 30/98), A. D. Jones (1923 Vauxhall 30/98), J. P. Evans (1928 Austin 7).
Second Class Awards: B. M. Clarke (1929 Austin 7), S. I. Mann (1928 Austin 7), I. Davison (1934 MG PA), R. A. Collings (1925 Vauxhall 30/98), H. P. Hine (1929 Bentley 4½), B. S. Downes (1927 Austin 7).
Third Class Awards: R. J. B. Smith (1928 Frazer Nash Boulogne), M. Piers-Hall (1929 Austin 7), D. P. Harris (1926 Frazer Nash Boulogne), T. J. Threlfall (1928 Ford Model A), C. P. Marsh (1923 Vauxhall 30/98), R. J. Campbell (1930 Ford Model A), P. J. Garland (1926 Vauxhall 30/98).

* * *

VSCC Welsh DTs and Trial

THIS traditional event of the Edwardian and Light Car Section of the VSCC took place, in the usual form, over the weekend of March 27th/28th, the time-change coinciding with a very good imitation of summer but the date giving Sir Geoffrey Howe a number of one-month's extra licence fees in return for a few days on the road. Nevertheless, a full entry was received, including the Zust and Clegg-Darracq Edwardians of Collings and Knight. The tests took place in the grounds of the Abernant Lake Hotel at Llanwrtyd Wells, which was HQ for the dinner and prize-giving, at which we enjoyed a very amusing speech by past President James Crocker. The Sunday trial embraced seven well-chosen hills, three of them in the fields adjacent to Llwynbarried Hall, hence the name of the premier trophy, with the finish at Newbridge-on-Wye.

Mechanical casualties were confined to a chewed-up propeller-shaft on Keith Jeddere-Fisher's Fiat 509A and delicate front springs and a slipping leather cone clutch on Brian Harris' Mk.I Riley 9. As at the "Wessex", a centre of interest was Branislav Sudjic's flat-twin Tatra saloon. Two smart French small cars were Tony Carlisle's Type KJ1 Renault and Alan Erskine's 5cv Citroën. A contingent of 18 Austin 7s failed to wrest the Llwynbarried Trophy from Keith Hill





IVOR PHILLIPS prepares to ascend one of the trials sections at Llwynbarried Hall in his 1925 Jowett, on his way to making the best performance on the trial. Below, Sudjic's Tracta shows its swing rear axle and transverse leaf spring.

in the AJS. Twin-cylinder exponents were Bullett's GN, the Threlfalls' BSA, Phillips' effective Jowett, and the Tatra — perhaps there should be a "twin pot" trophy? — W.B.

Results

Llwynbarried Trophy: K. M. Hill (1930 A.J.S.).
First Class Awards: Mrs. N. McEwen (1930 Riley 9), B. M. Clarke (1913 Singer), N. Sloan (1926 Humber), I. Phillips (1925 Jowett), T. John (1930 Austin), R. Reed (1930 Austin), G. Stanton (1923 Humber), R. Collings (1913 Zust), H. Gregory (1926 Humber).
Second Class Awards: Mrs. M. Gray (1925 Austin), R. Thorpe (1930 Swift), J. Evans (1928 Austin), W. Wallace (1924 Standard), M. Shaw (1930 Morris), Mrs. D. Threlfall (1924 BSA), T. Threlfall (1924 BSA), M. Elsom (1928 Austin).
Third Class Awards: S. Price (1929 Austin), B. Harris (1929 Riley), J. Arnold-Forster (1929 Austin), P. Diffey (1926 Humber), D. Marsh (1927 Austin), R. de Salis (1928 Austin).

V-E-V Miscellany. — A vintage Hupmobile tourer will probably change hands in this country. Another pioneer motor business has closed. Glover's Garage in Coventry, thought to be the oldest in the town, was formed by the Glover brothers in Spon Street and moved to Windsor Street in 1912, making cyclecars as well as operating as a garage. In 1968 a son of one of the brothers took over and the premises were moved again, to Biggin Hall. Now it has closed down. The Coventry Motor Museum has benefited from loads of vintage spares and such things as Model-T Ford parts, and bumpers from a Humber Super Snipe, etc. were still coming to light, while a 1935 Morris Eight was also sold. The Elf Oil Company has acquired the site. A Pembrokeshire reader wonders what became of the 1922 Rolls-Royce Silver Ghost he drove before he was old enough to have a driving licence, when apprenticed to the Mayhill Garage in Monmouth in the mid-1930s. The garage had bought this Rolls-Royce, a 1928 Chrysler, a 1928 Essex, a 1930 Austin Sixteen and a 1929 Fiat for use as hire-cars. Our correspondent thinks he may be the youngest person to have driven a 1922 40/50 Rolls-Royce on the road, at the age of 16. He has made every endeavour to discover the fate of the car, which was first owned by Sir David Llewellyn, Bt., of St. Fagen's Castle, in Cardiff, Reg. No. NY 743, but not having the engine or chassis nos., has run into a blank wall, which he never did in his driving days. Can anyone help? Letters can be forwarded. An American reader who is researching Hudson-Essex history tells us that the design of the F-head Essex engine was done in Detroit for Hudson, but their engineering staff, Emil Huber, a Swiss, being responsible for the design of the i.o.e. cylinder head, Steven Fekete, a Hungarian, helping, and Stuart Baits, who became Vice-President of Hudson-Essex, doing the draughtsmanship. So there were European origins to the Essex engine design. Does anyone have anything to add?

The Vintage Austin Club's magazine for April contained two photographs and an article by Freddie Henry, showing how the body shells of the pre-war Austin 12/6 sports-saloon and such contemporary German cars as the 1934 Adler (seen at a German Grand Prix car park) and the Hanomag were virtually the same, all being supplied by Ambi-Budd of Berlin, a Company partly-owned by Budd of America, which in turn then owned half of the Pressed Steel Corporation, Lord Nuffield owning the other half; this inspite of the German cars having front-wheel-drive but the Austin rear-wheel-drive. Henry discovered this when he drove to the Adler factory in an Austin 12/6, a Monte Carlo Rally car, in 1934. A reader living in Kent seeks information about a brougham-bodied Rolls-Royce Twenty he has recently acquired. It is registered RO 1883, the body is by Lawton Goodman, and the car was first owned by the well-known South American

millionaire, J. B. Joel, who kept it in London. A reminder — National Alvis Day is at Knebworth House, near Hitchin, on May 16th. The owner of a 1939 4.3-litre Alvis with a drop-head coupé

many years earlier in his 1901 Benz, my father had many eventful Brighton runs. His determination to finish in time however led to what I believe is one of the most spectacular yet

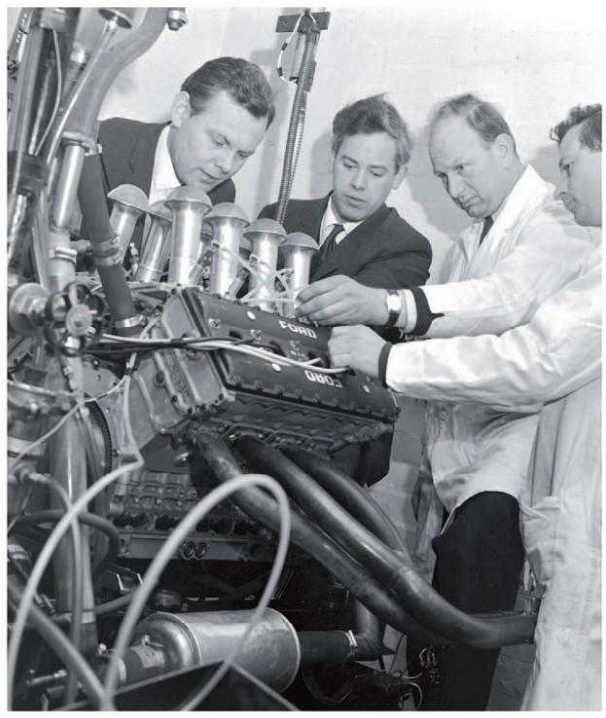
wire fences, fence poles, and various bits and pieces that tend to fly off F1 machines. Weight is no problem as the driver lies on his back with the helmet propped up against a padded cell.

It has also developed a Cosworth-branded turbocharged engine for Subaru's Impreza STI CS400 road car with further performance enhancements to suspension, brakes and wheels. Then there's a development programme for the title-winning Bikelt Cosworth Yamaha motocross team, and Cosworth develops and supplies direct-injection control systems to BMW, Ford's World Rally Car and most British Touring Car Championship competitors. All these engines and components are developed and tested in Cosworth's seven dynamometer cells, which are complimented by three additional powertrain dynos.

Over the years Cosworth has designed almost 3000 pistons for a wide variety of road-going and racing engines. Last year it produced a new piston for the Lycoming Thunderbolt engine used in Red Bull's air racing championship. Cosworth employs 22 people in its piston department, and all its pistons are forged in-house.

The company has also greatly expanded its electronic data-gathering systems business, both within and outside racing. In 2010 it built F1 steering wheels for Lotus, Virgin and HRT, and supplied steering wheels to Paul Drayson's LMP car and Panther Racing's IndyCar team, as well as helping Team Penske develop its IndyCar steering wheels. These wheels are manufactured at its electronics facility in Cambridgeshire, which also produces Pectel Control System units used by a wide variety of racing teams, including Prodrive's Aston Martin LMP cars and many BTCC competitors.

It supplies electronic control systems to a number of one-make, spec car series including the Superleague Formula, World Series by Renault, Formula Renault and Formula Nippon, and hopes to win the contract for IndyCar's new 2012 formula. In addition Cosworth supplies F1 wind tunnel data systems to Ferrari, Red Bull, Toro Rosso, Force India



"The big opportunity in the US is with clean technologies"

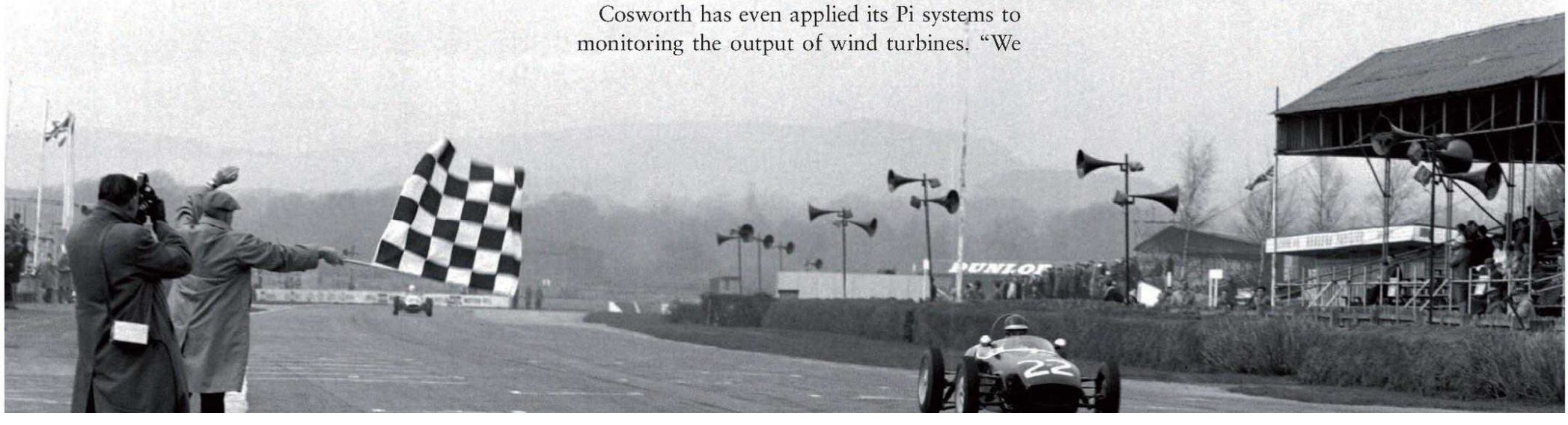
and Lotus Renault, plus the Auto Research tunnel in the USA and automotive tunnels for Honda in the US and Japan.

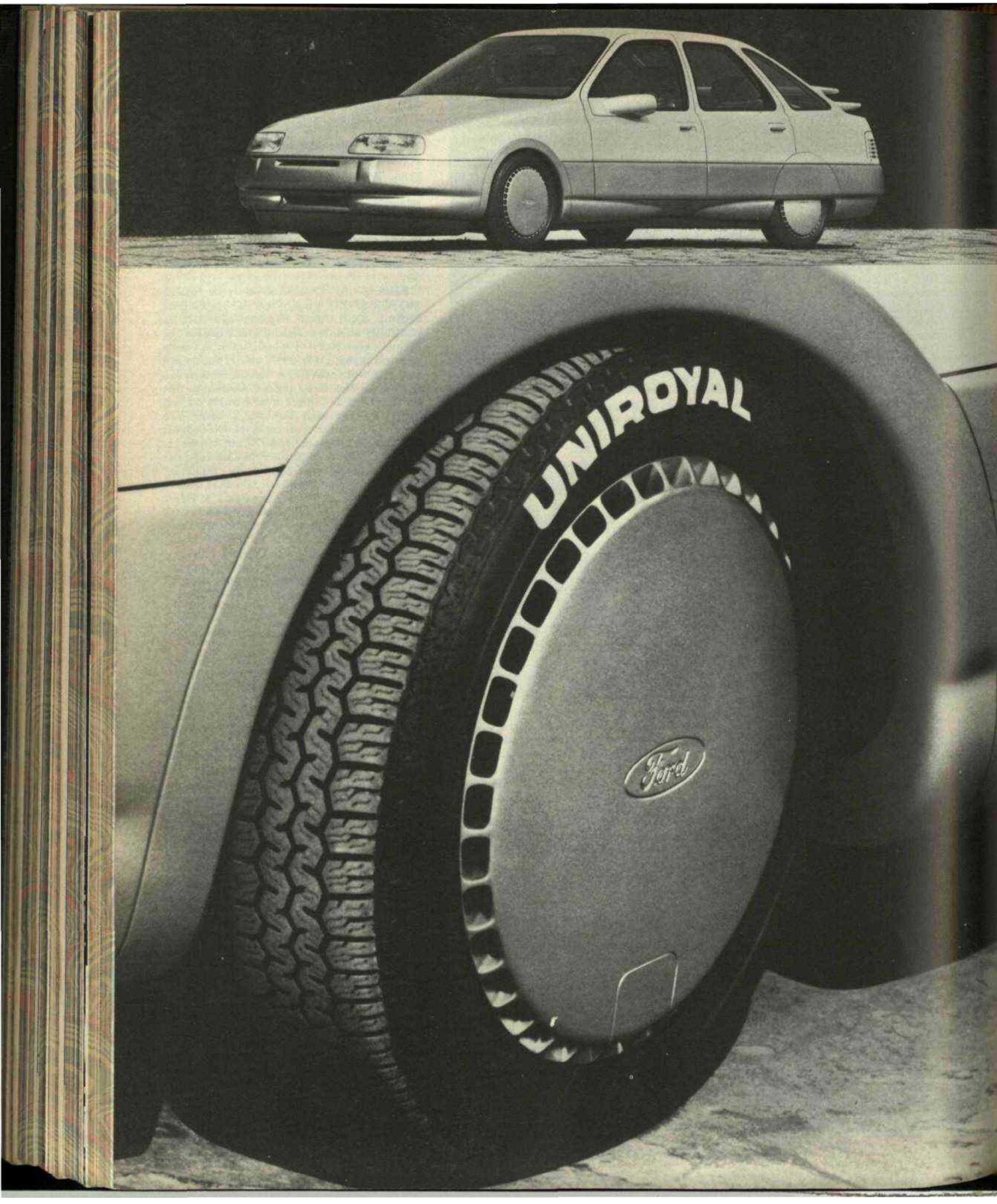
Cosworth has found new markets for its Pi Research electronic data systems in yacht racing, from the America's Cup and Volvo Ocean series to local dinghy racing. These waterproof data systems were used by the British Olympic sailing team and gold-medal winner Ben Ainslie in the 2008 Beijing Olympics. Pi systems are also used by historic Battle of Britain memorial aeroplanes and those operated by the Empire Test Pilot School in the Mojave desert, a training school for test pilots from around the world.

Cosworth has even applied its Pi systems to monitoring the output of wind turbines. "We were keen to enter a market where there was natural growth and the clean-tech market fitted, whether it be wind turbines, nuclear fusion or fission and various other renewable energy technologies," says Jog Lall, Cosworth group sales director. "We ensure the owner/operator gets maximum output from these wind turbines by monitoring for any potential failures, whether it's gearbox, shaft or bearing failure. We provide the data that details what the timeframe of these probable failures are. We may also suggest reducing the speed of the turbine so that future catastrophic failures don't occur."

Then there's the thriving automotive aftermarket business run by Charles Adams. This segment of Cosworth's empire includes supplying blocks, heads, pistons, valves etc to the many DFV, BD and YB engines running in historic races worldwide. Adams' division develops and maintains the Duratech Ford/Mazda engine which powers the Focus and Mazda MX5 and the Caterham CSR260. And it provides parts and performance components for a wide variety of Japanese sports compacts. These components are predominantly developed in California at Cosworth's Torrance facility and sold throughout Europe, the Middle East, Russia, the Americas and the Asia-Pacific region. Cosworth also sponsors the Time Attack club racing series in the UK, which caters to Japanese Subaru and Mitsubishi sports compacts.

Martin Tolliday, general manager of Cosworth's sports business unit, works out of the facility in Torrance. "We're focusing on aftermarket and the Japanese sports imports in general while growing our aerospace and defence activities," he says. "I think there are big opportunities in the United States, especially with Cosworth's UAV engine. The other big opportunity in the US is with clean technologies and wind power in particular." ➤➤➤




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mention made of the Loryc. The Loryc was the only make produced on the island of Mallorca and the factory was apparently in Palma. Several immaculately-restored examples remain, two at least being still on Mallorca.

From photographs I have seen of cars undergoing the restoration process, I would imagine that these cars were produced in the early twenties and were probably of about 1,100 c.c. capacity. However I am sure that not only you, but your readers, know far more about Lorycs than I have discovered.

Pollensa, Mallorca RODERICK TAYLOR

The Singer Porlock

Sir,

On p. 287 brief reference is made concerning the 100 ascents of Porlock Hill by a Singer Junior Sports 2-seater. This car was driven by John Deeley, who was at that time endeavouring to sell a lot of Singers for Mulliners of Northampton, and had a Northampton registration number. Another employee and myself were seconded to John Deeley to help him with this sales drive.

We never knew where he came from, but he was well in with W. E. Bullock of Singers. I went with him to Coventry to collect NH 8689, which had had a bit of attention to the engine, a locked differential and knobbly rear tyres.

The Sports 2-seater was a normal production model with a pretty boat-tailed body, but after the successful attack on Porlock a new model appeared which was called the Porlock Sports and which had a much higher and rather unpleasant looking body.

I was given the opportunity of going on the Monte Carlo Rally with the Deeleys in a Singer Junior saloon, but at that time I could not afford my share of the expenses.

As it happened they started from Glasgow but had trouble and did not reach Dover. At the end of that twelve months on Singers I left Mulliners and I believe Mr. Deeley did also.

Tenbury Wells, Worcs D. A. COOPER

"Collision at Top Cross"

Sir,

Of all the sections of MOTOR SPORT I enjoy the V-E-V the most, and the March issue is no exception. Of particular interest was the photograph on page 266 and the description of this photograph on page 289.

My particular interest is not in the Model-T Ford but in the Bristol 'bus, which can be seen in the background of the photograph. Its registration was almost certainly HT 4587, it being a Bristol 4-ton chassis with Bristol body put into service by the Bristol Tramways & Carriage Company in January 1922. This would coincide more nearly with the registration of the Model-T, whereas the MT registration dates from 1929 — my records of Bristol chassis production show that no vehicles were produced in 1928 or 1929 which were registered in Middlesex. I think it more likely that this photograph was taken in the mid-twenties, and is certainly the oldest of the accident photographs taken at Ledbury Cross. If the Bristol 'bus had pneumatic tyres then it would have been photographed in the later 'twenties, but if it had solids, or discs, then it would have been photographed in the early days of its career.

Pateley Bridge, Yorks MICHAEL H. HEARD

A Lanchester Conundrum

Sir,

I am writing to you concerning the Daimler Conundrum. By strange coincidence, one of our Australian members recently sent me a photocopy of the *West Australian* dated March 29th, 1978, in which there was an article on the Churchill Daimler, with a side-view of the car with, presumably, the then new owner and his family inside. There is also a close up of the radiator mascot, a silver bulldog. The car was found on blocks in a garage in Gloucester by a Company Director, Denis Allen, of Crewe, who restored it.

Anent conundrums, a number of our Club members have been trying to solve the mystery of the Lanchester 14 De Ville Convertible of 1952. Several publicity photographs exist of this car but we can find no one who remembers seeing the car(s) and I wonder if one of the many readers of MOTOR SPORT has any knowledge of the car. The mystery is compounded by the existence of a photograph of the car bearing the registration MHP 102, but this number was, in fact, carried by a perfectly ordinary Lanchester 14 saloon. An article in our April magazine suggests that the car did not go into production and the bodies ordered from Carbodies were used up on the Daimler version.

Ruislip, Middlesex BOB WHYTE,
Editor,
The Driving Member.

V-E-V Odds & Ends. — Although the owner of the fine Mercedes illustrated on page 289 of the March issue has not been identified, a telex from Dr. Dennis Parsons, Fellow of Merton College, Oxford, tells us that the photograph was taken in Merton Street, Oxford, and shows the car being driven west along this street, perhaps to Merton, Corpus, Christchurch or Oriel Colleges, so one might perhaps assume the car was owned by a wealthy undergraduate or his parents. Dr. Parsons says the tower of Magdalen College and the wall of Merton College in the background remain unchanged today, even to the cobbled road, except for a lamp-post erected about 20 years ago. He adds that some of the "Brideshead" shots for the TV film were taken here, using a 1926 Humber tourer, the property of a Merton Don. Rising to the bait of old roadside signs still in existence, which we referred to recently, a reader photographed a fine one three years ago in Corporation Road, Leicester, reading: "Accumulators and Motor Car Starter Batteries Carefully Charged and Correctly Recharged Here". He also suggests that I was wrong in saying the Mors tourer which appeared in more than one scene of "Brideshead" was a sleeve-valve post-war model. I am inclined to think I was wrong and that it was an Edwardian poppet-valve model, perhaps the one owned before the war by BOC member Shakespeare. I have also been taken to task for saying that the Donald Campbell LSR "Bluebird" in the National Motor Museum at Beaulieu has a Metropolitan-Vickers Beryl engine whereas the record was taken to 403.10 m.p.h. in 1964 using a Bristol-Siddeley Proteus gas-turbine.

In view of the article on the 16-valve Bugattis in last month's MOTOR SPORT, it is nice to be able to record that a number of these cars are expected to appear in suitable events here very soon, including David Marsh's Type 13 and David Sewell's Brescia, and that Ettore Bugatti's birthday was celebrated in Australia with a parade of Bugattis at Sandown racecourse, including two Type 13s, a Type 22 and a couple of Type 23s. We gleaned this from the duplicated magazine *Brescia Bits* published by David Sewell, really intended to help and interest owners of these cars but available to outsiders for a £2 sub. (£3, if overseas). Apply to David at Green Farm, Middleton-by-Youlgreave, Bakewell, Derbyshire.

We hear that Dudley Johns' 1907 28/60 Mercedes went well *en route* to the VSCC Pomeroy Trophy Contest, doing the journey from Malvern to Silverstone in 1¾ hours, climbing Sunrising Hill on the way in second gear.

Alec Ulmann, having seen the engine of his newly-acquired French-registered 1913 80 x 130 mm. overhead-camshaft-and-rockers Hispano-Suiza dismantled, has decided that he did W. O. Bentley an injustice in suggesting that he had cribbed this design for the 3-litre Bentley, because the Hispano crankshaft runs in ball bearings, whereas the Bentley was always a plain-bearing engine. Ulmann unearthed some rare Hispano-Suiza records after meeting Bernard Heurteux of Verviers at the Pebble Beach *Concours d'Elegance* last year, including an unpublished paper by Marc Birkigt — "Son Oeuvre". Incidentally, Ulmann's Hispano-Suiza has enormous No. 2 and No. 3 main ball-races, with the central con.-rods side-by-side between these, and lesser ball-races for the other two main bearings. This form of construction leads him to think that he may have the engine which Birkigt intended to supercharge (not a T-head engine, as W. F. Bradley has written), and the one that may have been used for the racing Hispano-Suiza "Sardine", which came to Brooklands, etc. (*see* MOTOR SPORT, March 1978).

A reader who has acquired an N-type MG Magnette, Reg. No. MG 3612, chassis No. N314, is seeking its ancestry, before scrapping the boy-racer 2-seater aluminium body now fitted and restoring the *status quo*. Although it is not a pre-war item, does anyone have any information about Louis Halasz who, bearing on the "Endurance Runs" article in the March issue, drove an American Motors Hornet round America in 1970, taking almost five months, for a claimed record? He may not be as celebrated as Cannonball Baker who started his trans-continental record runs with a Stutz Bearcat in 1915 (San Diego to New York in 11 days, 7 hours, 15 minutes, or 13.9 m.p.h. for the 3,728.4 miles) but we would like to know. Another query concerns some research a Cornish reader has been doing into a 1931 Gilford 'bus, a low-height 56-seater with front-wheel-drive, air-suspension and a Junkers turbo-charged diesel engine, and although this is a commercial vehicle matter it would be nice if we could solve the questions raised by our correspondent, because the highest sources have failed to find the answers; our reader wants to know the position of the 'bus' exhaust-pipe, presumably vertical as there was no beneath-floor clearance, and how the rear upper-deck emergency exit was contrived. Letters can be forwarded.

The current issue of the quarterly magazine *Vintage Aircraft* contains a fascinating article about the old Bournemouth Flying Club, from which one learns that the Caudron aeroplane owned by racing-driver Capt. G. E. T. Eyston, OBE, to which he referred in his book "Safety Last", was bought by him from this Club in 1919, and that Eyston flew this war-surplus Caudron G3 in the races that were part of the Club's first open meeting in April that year. G-EALV does not seem to have got its C-of-A until August, being registered to Eyston at Brooklands, and this was cancelled in September 1920, the Club then selling off these Caudrons for about a pound each! An exhibition of the photographic work of Mario Gabinio, held in London up to last month, included urban panoramas taken in and around Turin, at least one of which included some rather American-looking Fiats, with part of a 22/90 Alfa Romeo in the foreground. — W.B.

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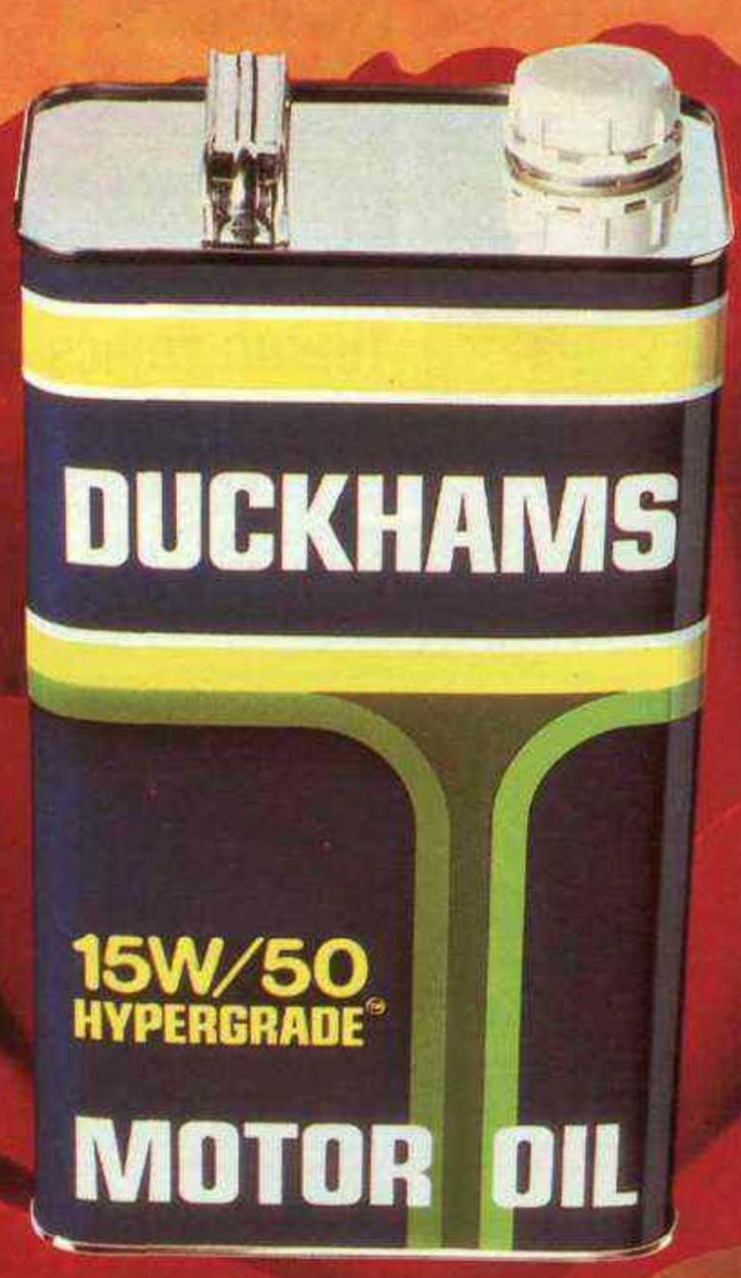
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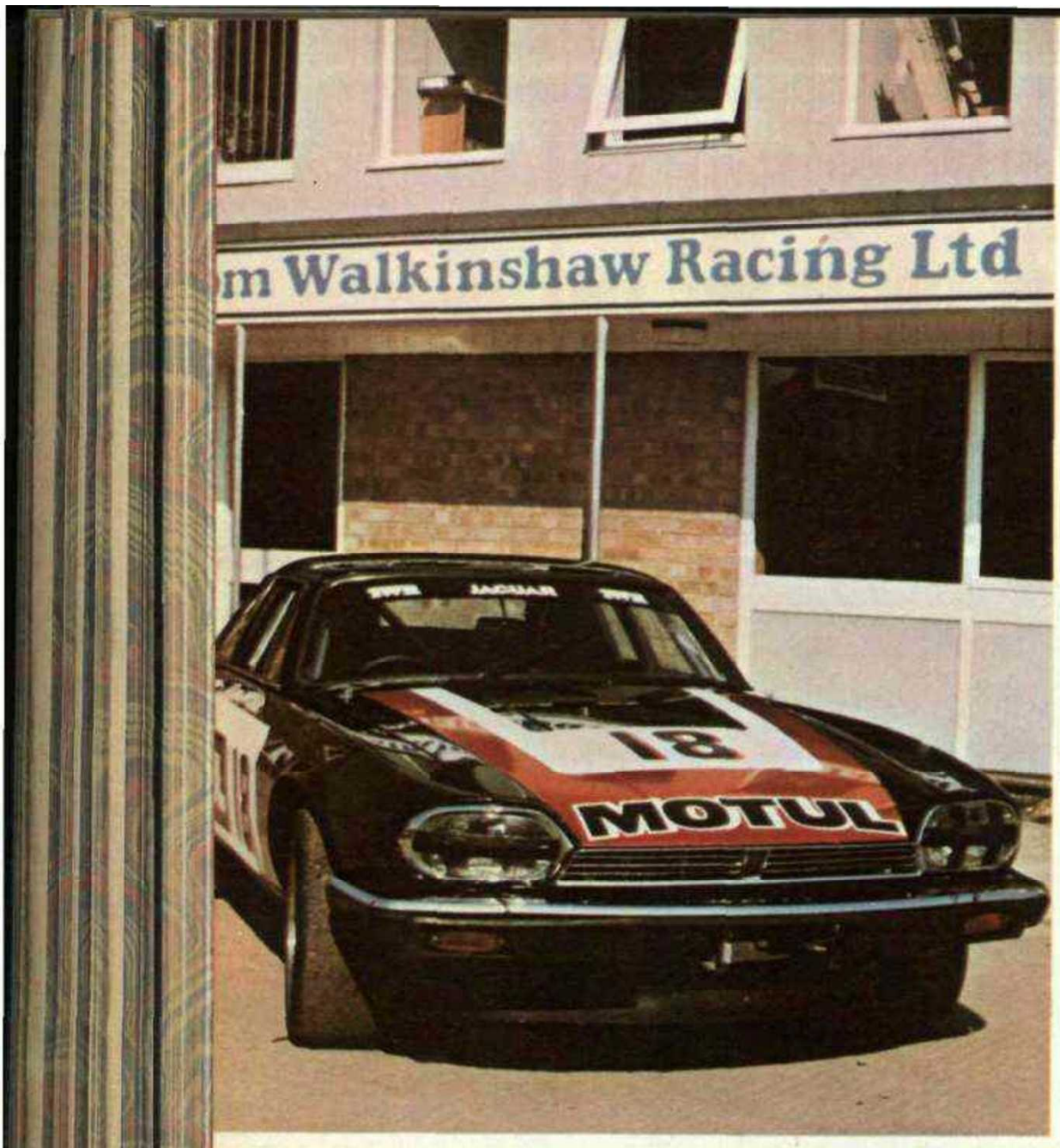
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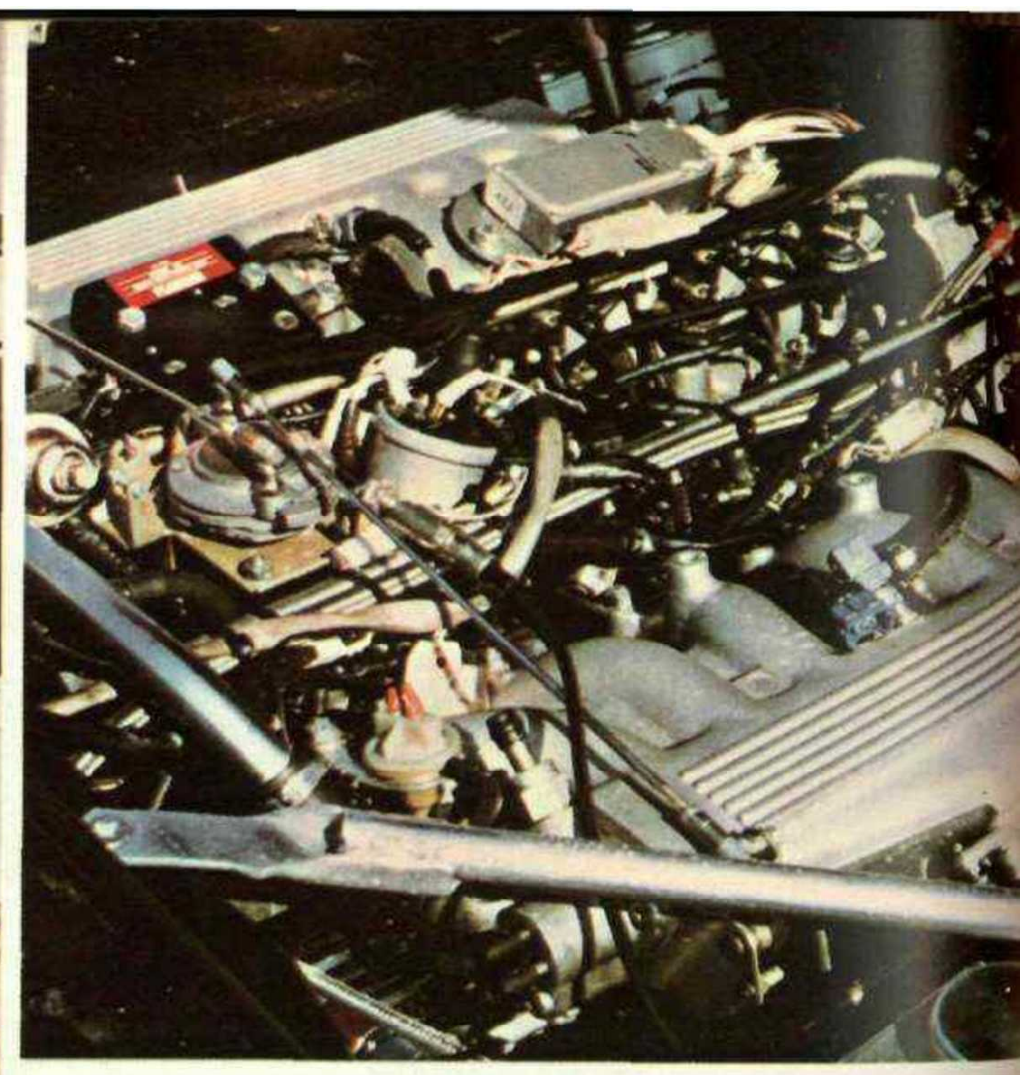
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TUNING TOPICS — Group A Jaguar XJ-S

DEVELOPED from a standard production car and using a large percentage of standard components, this Tom Walkinshaw prepared XJ-S will be competing in the European Touring Car Championship. Its first outing was at Monza in March, where it showed great promise qualifying in second place and leading the race until a chicane scuffle led to early retirement. See Tuning Topics elsewhere in this issue.



Self-seeking tuner, 12 memories, auto-reverse, around £135.



Seek, and ye shall not find anything like it at the price.

You've probably noticed units like this advertised by our competitors.

And a mine of information their ads usually are, except about price.

No wonder. Micro-chip technology of this advanced standard doesn't come cheap.

Even we (who have been called the pioneers of value in car audio) are inviting you to part with around £135.

However, we also invite you to shop around. (But make sure you compare like with like.)

Our 432 unit is a self-seeking, LW/MW/FM stereo tuner, with digital frequency read-out and 12 electronic memories.

When you press the scan control, the tuner locks-on to the next station on the waveband.

This tuning, called quartz synthesised phase lock loop (PLL), locks-on with precision and eliminates station drift.

The electronic memory enables the set to memorise twelve stations, 6MW and 6FM.

(Switching to long-wave automatically recalls the last LW station you were tuned to.)

Thereafter a finger-light touch will instantly recall them, loud and clear.

Loud and extremely clear, thanks to our interference absorption circuit which filters out snap, crackle and pop on FM.

If the FM stereo signal weakens, the tuner automatically switches to mono.

When you play a cassette the radio switches off and an automatic electric aerial (if you have one) retracts.

And, of course, we're not so pie-in-the-sky as to make a unit like this without auto-reverse.

Thus your tape will play continuously from side to side. Or you can change in mid-stream using the programme control switch.

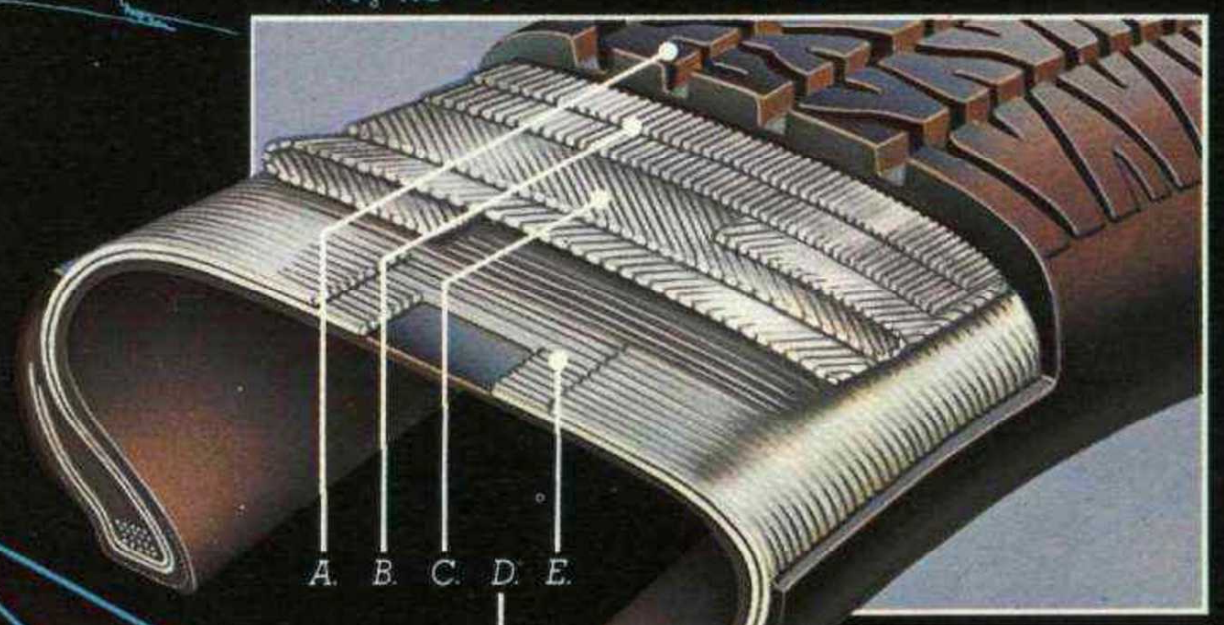
There's even a built-in illuminated quartz digital clock, which displays for five seconds at the touch of a button.

If you feel you deserve one, they're available from Halfords, most good accessory shops and mail order catalogues.

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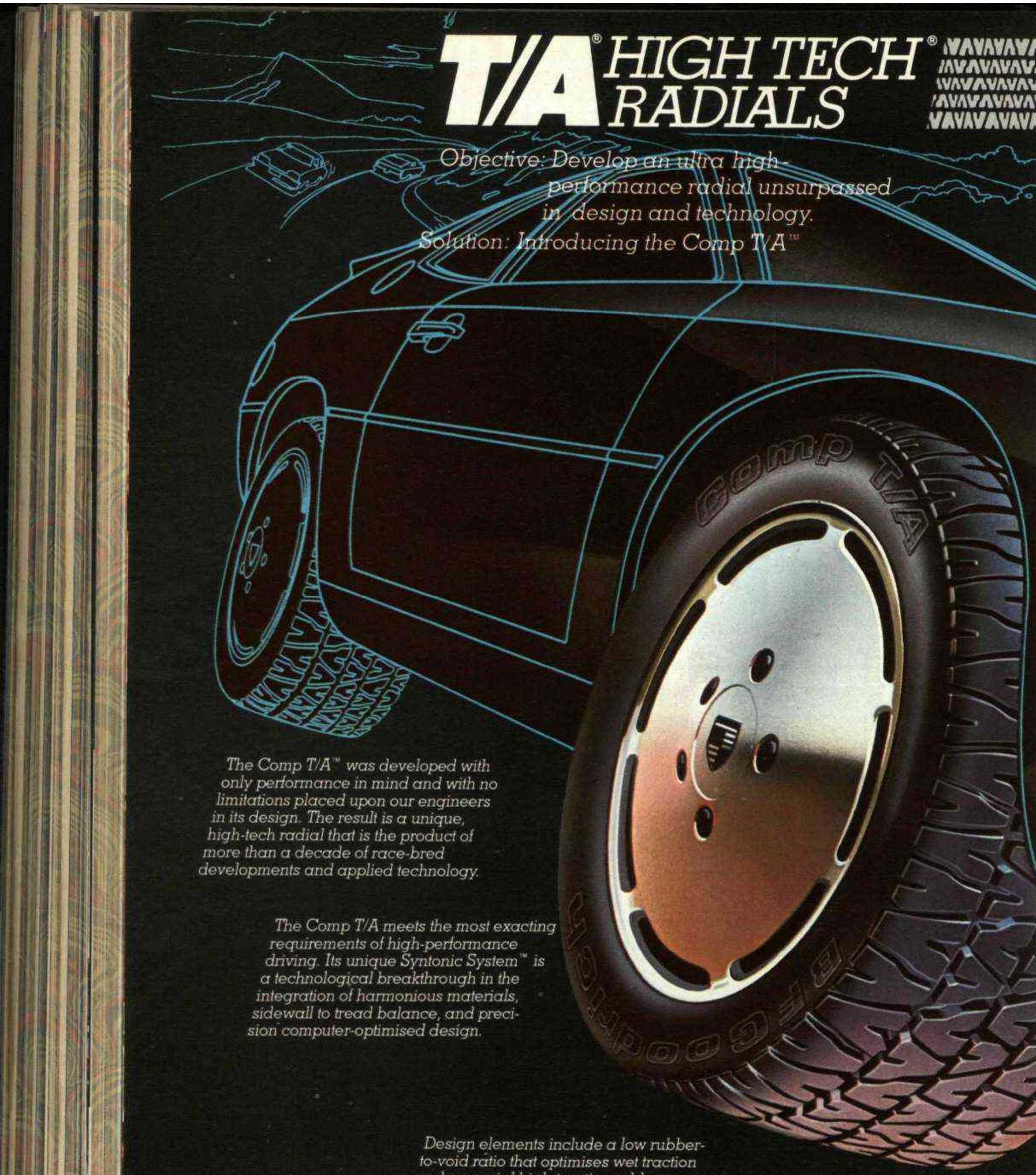
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The Comp T/A meets the most exacting requirements of high-performance driving. Its unique Syntonic System™ is a technological breakthrough in the integration of harmonious materials, sidewall to tread balance, and precision computer-optimised design.

Design elements include a low rubber-to-void ratio that optimises wet traction and a special high-traction rubber compound combined with block tread design, which offers excellent braking capabilities. The Comp T/A Radial holds a V-speed rating.



INTO the first 90-degree right hander just after the start of this year's United States GP West, Andrea de Cesaris edges into the lead from Rene Arnoux's Renault RE30B, Niki Lauda's McLaren MP4 and Bruno Giacomelli's Alfa Romeo. Alterations to the circuit have changed this corner from a tight first gear right hand hairpin into its current configuration.

US West GP

continued from page 558

the wall on the entrance to the new section of the course and ended his race there and then, and a few laps later Prost ran out of brakes on his Renault and also hit a wall. At 12 laps we were already down to 19 cars so it looked like being the survival of the fittest.

At 13 laps Lauda obviously thought it was time he took the lead and he closed right up on the leading Alfa Romeo without any effort at all. On lap 15 de Cesaris came up to lap Boesel's March at the *chicane* and as he hesitated Lauda shot by both of them and into the lead. It was all over. No-one could match the speed and precision of the Austrian ex-World Champion and de Cesaris had had his moment of glory. The famous and the not-so-famous were still bouncing off the walls, but Lauda was not putting a wheel wrong and coasted away into the middle distance. Andretti came into the pits with his left rear tyre flat and bent suspension as a result of contact with a wall, and though repairs were done one more lap convinced him that there was no point in continuing. At 20 laps the order was Lauda (McLaren), de Cesaris (Alfa Romeo), Watson (McLaren), Villeneuve (Ferrari), Rosberg (Williams), Piquet (Brabham), Alboreto (Tyrrell), Cheever (Talbot), Laffite (Talbot), Patrese (Brabham), de Angelis (Lotus), Jarier (Osella), Mass (March), Mansell (Lotus), Guerrero (Ensign), while Daly (Theodore), Boesel (March) and Henton (Arrows) had all been lapped and Borgudd (Tyrrell) was some laps behind. Rosberg and Villeneuve were having a bit of a scrap for fourth place and the Canadian tried a late-braking manoeuvre at the end of the bottom straight and overdid it. By the time he had gathered himself up the Finn had gone.

Watson's impressive burst of speed in the opening laps had rather used up his soft tyres and he was now paying the price with reduced adhesion and could do little to fend off Rosberg's Williams, while Villeneuve and Alboreto were also closing in on him. After 29 laps he swept into the pits for another set of tyres, which dropped him down to eighth place, a lap behind his team-mate who was still circulating effortlessly in the lead. Like many before him Piquet hit a wall and put himself out of the race and many of the retired drivers were complaining about the tarmac surface breaking up on the new parts of the course. Off the racing line there was a layer of "marbles" and to put your wheels on to them was to ask for trouble. They were there for all to see and Lauda wasn't having any trouble with them. Before Piquet went out Daly hit the wall and put the Theodore out and then Jarier retired without hitting anything, his Osella gearbox broken and Laffite spun on the loose stuff and stalled his engine. It would not restart so that was that. Guerrero lost control of the Ensign and slid into

the wall and Henton nearly tangled with Borqudd and in avoiding the Tyrrell he got the Arrows onto the loose and that was that. There was no room for error and later Lauda was to say that there was about a three inch margin between staying on the track and sliding into the walls. He was clearly having no trouble staying within that limit and was not hurrying unduly.

On lap 34 de Cesaris's valiant run in second place came to an end. He hit the wall in a big way and destroyed the right side of the Alfa Romeo but reckoned that the car had "sat down at the rear" just before he slid off into the wall. Something in the suspension could have broken, which would not have been surprising for he had been grazing the walls with his rear tyres a number of times. There was also a small fire as he stopped, as if a petrol pipe had come adrift, but it was soon extinguished. While he walked back to the pits the wreckage was dragged round to the pit lane by a breakdown truck.

There were now only twelve cars left running and all the drivers deserved a medal for keeping clear of trouble, but there was still a long way to go. In fact, the race had not yet reached the half-way point. When it was reached there was not much racing going on, the survivors being intent on surviving, though Alboreto was pressing Villeneuve and Patrese was about to overtake de Angelis, while Watson was making little progress on his new tyres. For a few laps things looked to be settling down, but then Cheever was into the pits for new tyres on his Talbot-Matra V12 and Alboreto had to give up his chase of the Ferrari when he could no longer find second gear in his Hewland gearbox. At 50 laps, complete stale-mate had set in, with Lauda circulating confidently in the lead 38 seconds ahead of Rosberg and he obviously had the situation well in hand, for his lead had been as much as 50 seconds and he was now really coasting along conserving his car, his fuel and his tyres in that calculating way of old, and equally not straining himself physically.

As the remaining laps ran out the only casualty was Cheever's Talbot-Matra, which lost the oil from its gearbox and though Villeneuve, Mansell and Patrese were all reported as having made contact with walls no damage was done. Easing right back, to such an extent that Patrese and Alboreto unlapped themselves, Lauda cruised home to a splendid victory, a comfortable 14 seconds ahead of Rosberg in second place. In third place was the irrepressible Villeneuve in the turbo-charged Ferrari, followed by Patrese in the Brabham T-car and the worthy Alboreto in a Tyrrell 011. The rather disappointing Lotus 91 cars finished sixth and eighth, with Watson's McLaren between them and the two March cars of RAM-Racing brought up the rear. It was pretty obvious that the wide-open spaces of the "safety-circuits" get drivers into sloppy habits and when they are called upon to drive with precision the majority of them fail miserably. Clearly Lauda has lost none of his precision and track craft in his two-year "retirement" and Ron Dennis and John Barnard of the Marlboro Team McLaren were smiling like Cheshire cats after the race. Although Michelin tyres had appeared to dominate the scene at Long Beach there was only one car on the French tyres in the first six at the end of the race; however, that car finished first which is the important thing and the object of the exercise. As a race it had been rather dull, but as an object lesson it was valuable. Light relief was afforded after it was all over by Ken Tyrrell protesting the "twin-wing" on the rear of Villeneuve's Ferrari. He did not protest that it was illegal, merely that it was a mis-interpretation of the rules! — D.S.J.



GILLES VILLENEUVE was third past the chequered flag, the only turbocharged machine to be still running at the end of the race.

RESULTS

UNITED STATES (West) GRAND PRIX — Formula One — 75½ laps — Long Beach — 3.427 kilometres per lap — 258.738 kilometres — Very warm

1st	Niki Lauda	(McLaren MP4/4)	1 hr. 58 min. 25.318 sec. — 131.0 k.p.h.
2nd	Keijo Rosberg	(Williams FW07C/15)	1 hr. 58 min. 39.978 sec.
3rd	Gilles Villeneuve	(Ferrari 126C2/058)	1 hr. 59 min. 29.606 sec.
4th	Riccardo Patrese	(Brabham BT49C/15)	1 hr. 59 min. 44.461 sec.
5th	Michele Alboreto	(Tyrrell 011/4)	1 hr. 59 min. 46.265 sec.
6th	Elio de Angelis	(Lotus 91/6)	1 lap behind
7th	John Watson	(McLaren MP4/2)	1 lap behind
8th	Nigel Mansell	(Lotus 91/7)	2 laps behind
9th	Jochen Mass	(March 821/8)	2 laps behind
10th	Raul Boesel	(March 821/9)	5 laps behind
11th	Slim Borgudd	(Tyrrell 011/1)	7 laps behind
12th	Eddie Cheever	(Talbot JS17)	retired on lap 59 — gearbox oil leak
13th	Andrea de Cesaris	(Alfa Romeo 182/2)	retired on lap 34 — accident
14th	Brian Henton	(Arrows A4)	retired on lap 33 — accident
15th	Roberto Guerrero	(Ensign MN16)	retired on lap 28 — accident
16th	Jacques Laffite	(Talbot JS17)	retired on lap 27 — spun and stalled
17th	Jean-Paul Jarier	(Osella FA1C/3)	retired on lap 27 — transmission
18th	Nelson Piquet	(Brabham BT49D/16)	retired on lap 26 — accident
19th	Derek Daly	(Theodore TY02/1)	retired on lap 23 — accident
20th	Mario Andretti	(Williams FW07C/16)	retired on lap 20 — accident damage
21st	Alain Prost	(Renault RE36B)	retired on lap 11 — accident
22nd	Didier Pironi	(Ferrari 126C2/056)	retired on lap 7 — accident
23rd	René Arnoux	(Renault RE37B)	retired on lap 6 — accident
24th	Bruno Giacomelli	(Alfa Romeo 182/1)	retired on lap 6 — accident
25th	Eliseo Salazar	(ATS D6)	retired on lap 4 — accident
26th	Manfred Winkelhock	(ATS D6)	retired on lap 2 — accident

Fastest lap: Niki Lauda (McLaren MP4/4) on lap 12 in 1 min. 30.831 sec. — 135.861 k.p.h.

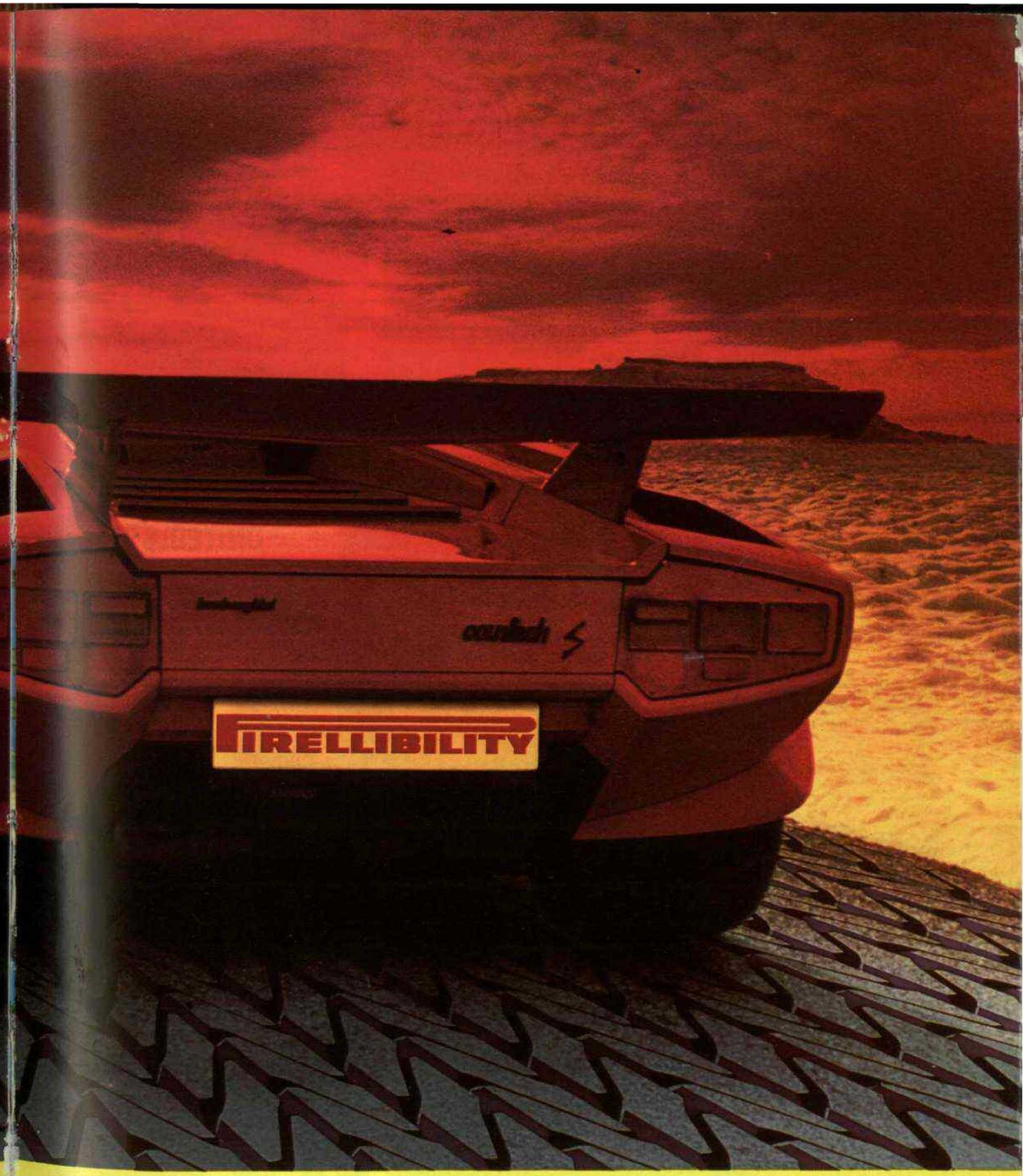
26 starters — 11 finishers



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UNITED STATES G

THE ANNUAL chase through the streets of L
victory for that arch-tactician Niki Lauda who
while most of his rivals slid into the unyielding
victory rostrum flanked by second place finisher
the lead from Andrea de Cesaris's Alfa Romeo 1
Centre, above, Elio de Angelis had a disappoi
Alboreto drove a smooth race to finish in the
Andretti replaced Carlos Reutemann in the Willi
he won five years earlier. Bottom right, Rosber
and Watson's McLaren during the early stages.





RAND PRIX WEST

ong Beach, California, provided a well-earned drove his McLaren MP4 with skill and decorum valls. Below, Lauda waves to the crowd from the Rosberg (left) and Gilles Villeneuve. Lauda took 32 (top left) which had qualified on pole position. nting race in his Lotus 91. Lower left, Michele points with his Tyrrell 011. Top right, Mario ams team, but failed to finish in this race which g's Williams fends off Piquet's Brabham BT49D





MARLBORO SAFARI RALLY THE DATSUNS left a trail of broken axles all over Kenya but Shekhar Mehta, his Violet (above) on its fifth axle, survived to take his fifth win, ahead of Walter Röhrl's Opel Ascona 400 (below).

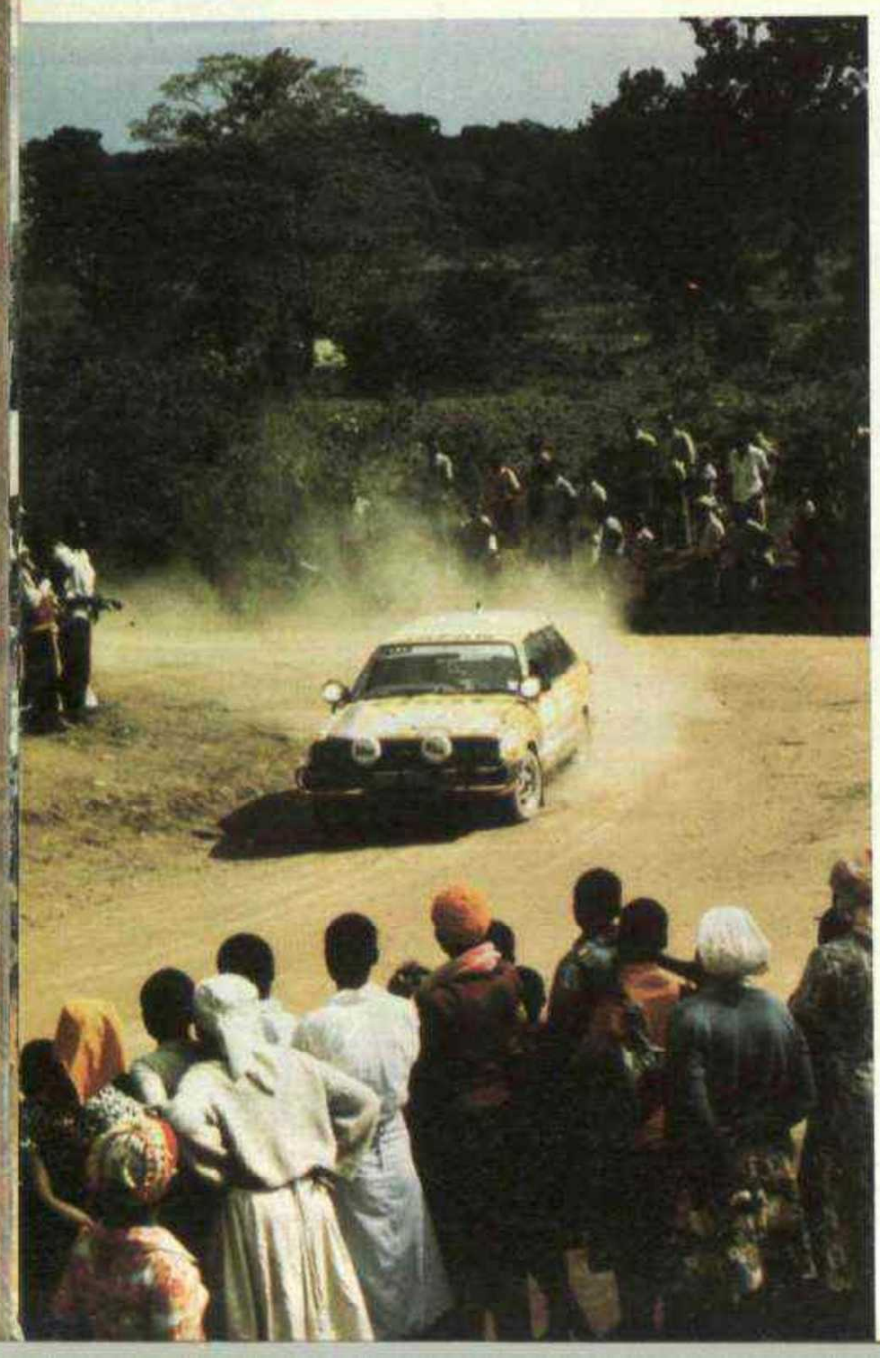
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SAFARI first-timers rarely do well, but a most impressive first attempt performance was put up by Tony Pond and Terry Harryman who scored an excellent fourth place in their Datsun Silvia (above) even after losing about an hour regaining the road after leaving it at high speed when a steering arm broke. No less than three diminutive four-wheel-drive Subarus finished in the first ten, highest placed being that of Japanese driver Takahashi (left) who was seventh. Lying at the side of the road on the left of the picture below is the broken rear axle which had been removed from Mike Kirkland's Datsun Silvia just south of the Taita Hills in the first leg. Behind the bush is a Datsun chase car from which the rear axle was removed in order to get Kirkland going again, eventually to finish third. Passing the scene is the locally built Range Rover prepared and driven by Rob Collinge who turned in a most impressive performance indeed to finish sixth despite breaking front axle and windscreen in the second leg when the bonnet flew open and obstructed all forward vision at a crucial moment. Chase cars, incidentally, are replica rally cars crewed by drivers and mechanics which follow competing cars so that emergency repairs can be done quickly on the spot.





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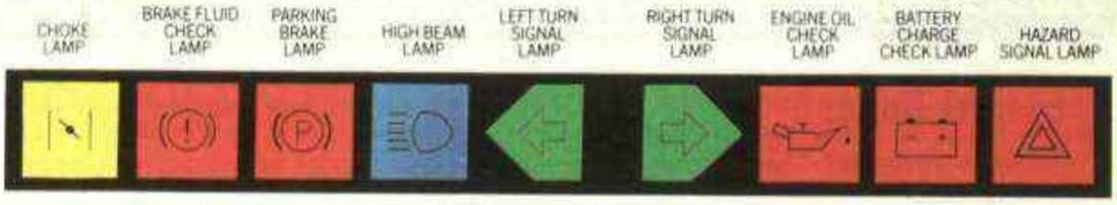
There are features that make driving more comfortable – like the world's first mild-flow ventilation system. As well as the normal air ducts, the Accord has vents running practically the whole width of the dash which allow fresh air to flow gently through the car at the push of a button.



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Ferrari Boxer

continued from page 553

THE sleek Pininfarina designed bodywork exudes an efficiently aggressive appearance (above, below and lower right) from whatever angle the Ferrari BB512i is viewed.

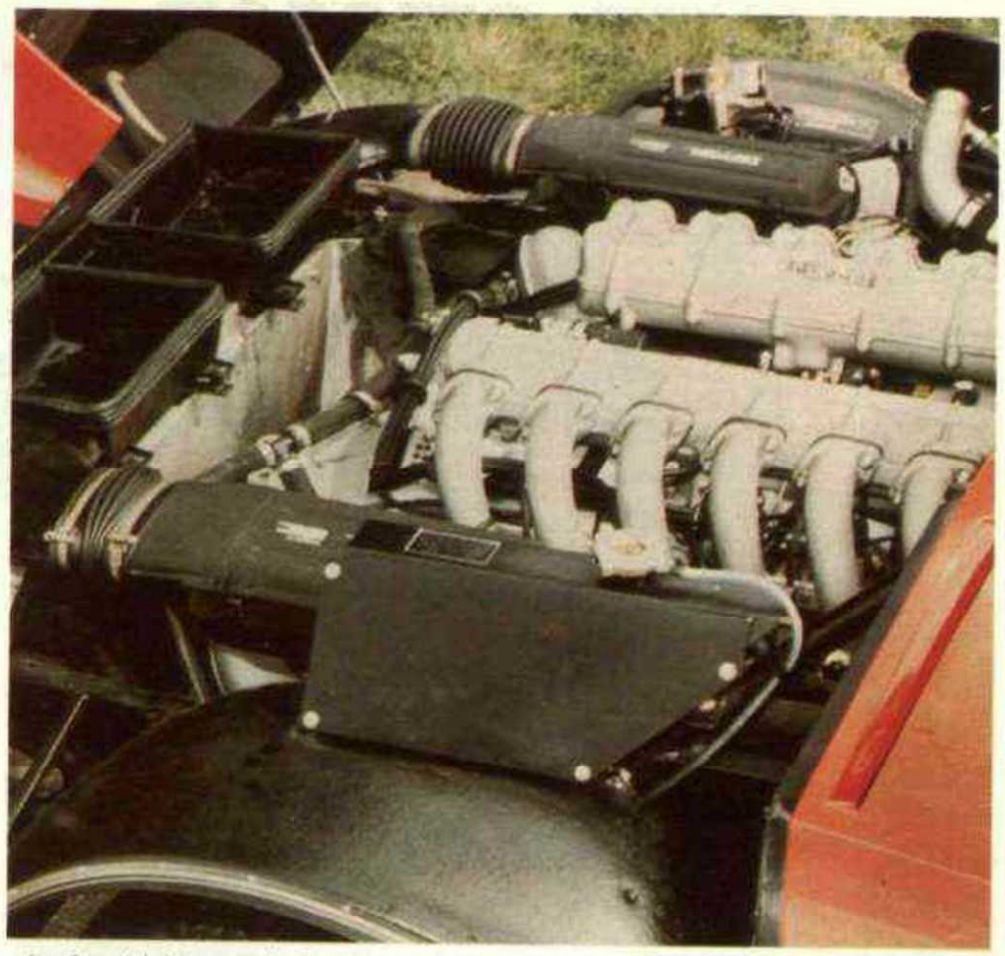
nestle oil pressure and water temperature gauges. Far to the left is a fuel gauge and ammeter, plus a warning light which will indicate whether or not the rear body section is correctly secured, while to the right there is a quartz clock and an oil temperature gauge.

On first acquaintance with the Boxer, the steering (non-power-assisted) seems tediously heavy. But whilst this may prove a trifle frustrating when you're trying to park the beast, once the Boxer gets into its stride this impression is quickly dispelled. The unobtrusive and undramatic way in which the 12-cylinder engine delivers its power makes acclimatising oneself to the car an easy and pleasurable task. With an overall length of 14' 4" and a width of 6' 0" this is a large two-seater machine, but forward visibility is excellent even though it's difficult to pick up a precise reference point on the bulbous front wings. Rearward visibility is more restricted, but electrically adjustable door mirrors on either side, controlled by the driver from the central console, help in the task of watching those impressively large rear wheel arches.

The average driver can only scratch the surface of the Ferrari Boxer's performance, of that there is little doubt in my mind. If you can keep your eyes away from that rapidly plummeting fuel gauge needle, there is an overwhelming





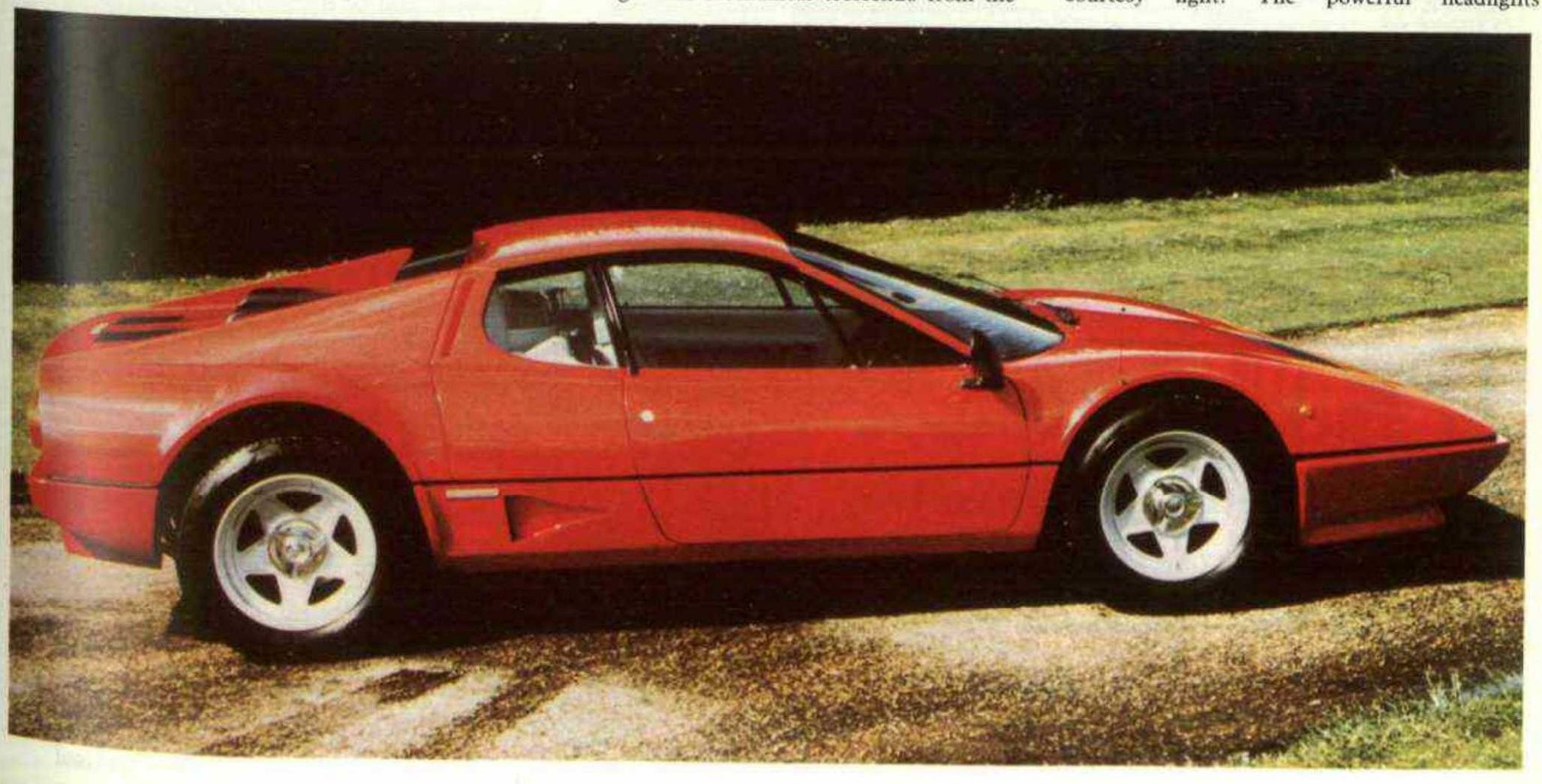


LEFT, the cockpit of the BB512i combines luxury with functional appeal while the engine bay (right) reveals the installation of the fuel-injected 12-cylinder engine to be a masterpiece of packaging.

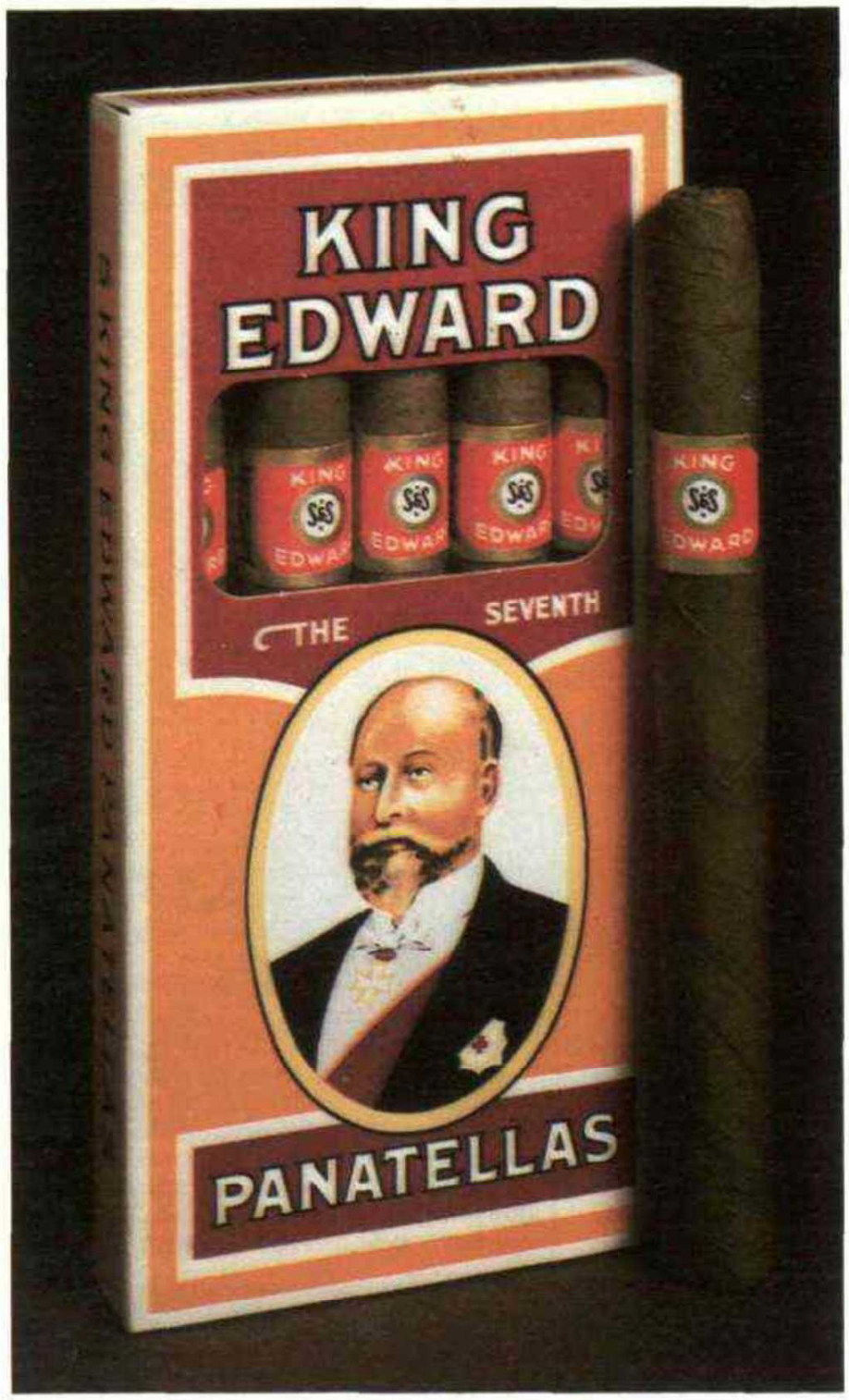
temptation to wind up that superb engine at every available opportunity. For normal enthusiastic motoring, you can "row" the Boxer along in second and third, revelling in its shattering acceleration, responsiveness and manoeuvrability, whilst at the same time keeping more-or-less on the right side of the law. If you time things correctly and take a pride in your driving, traffic jams can become a thing of the past. The Boxer can flash past an obstruction in the proverbial winking of an eye, whilst other road users are still wondering whether or not they should try to overtake. The rack and pinion steering is superbly responsive and, for all practical purposes, the handling is absolutely neutral. Pressing hard, on a long bumpy, high speed corner, the Boxer will show a hint of understeer, but simply in terms of pressure through the steering, not a trace of lost adhesion. Anybody who actually induced a BB512i to break away through sheer hard cornering on a dry road would be either suicidal or named Villeneuve or Pironi!

Aside from the aforementioned flexibility, a tribute to the stupendous amount of torque developed, the Boxer sustains its acceleration in one long surge from rest up to the maximum reaches of its ability. Changing from fourth to fifth at a relatively modest 118 m.p.h., the shattering response continues unabated. And to accompany that high speed, the car has a firmly reassuring feel to it. The ride is smooth, although the odd pothole gives it quite a jolt, and the wind noise is so minimal as to be unnoticed in the wake of that glorious mechanical crescendo from the 180-degree twelve with its seven main bearings, four overhead camshafts driven by toothed belts, dry sump lubrication, electronic ignition and mechanical fuel injection. The ventilated disc brakes on all four wheels betrayed not a sign of fade, despite the most energetic trials, and proved more than adequate in the task of standing this Ferrari on its nose even at the application of modest pedal pressure.

Needless to say, this Ferrari BB512i is fitted with all the trappings necessary for refined high speed travel. Air conditioning comes as standard, there is a beautifully designed pantograph windscreen wiper to sweep the curvaceous, progressively tinted screen, central locking for the doors and a delay for the operation of the interior courtesy light. The powerful headlights



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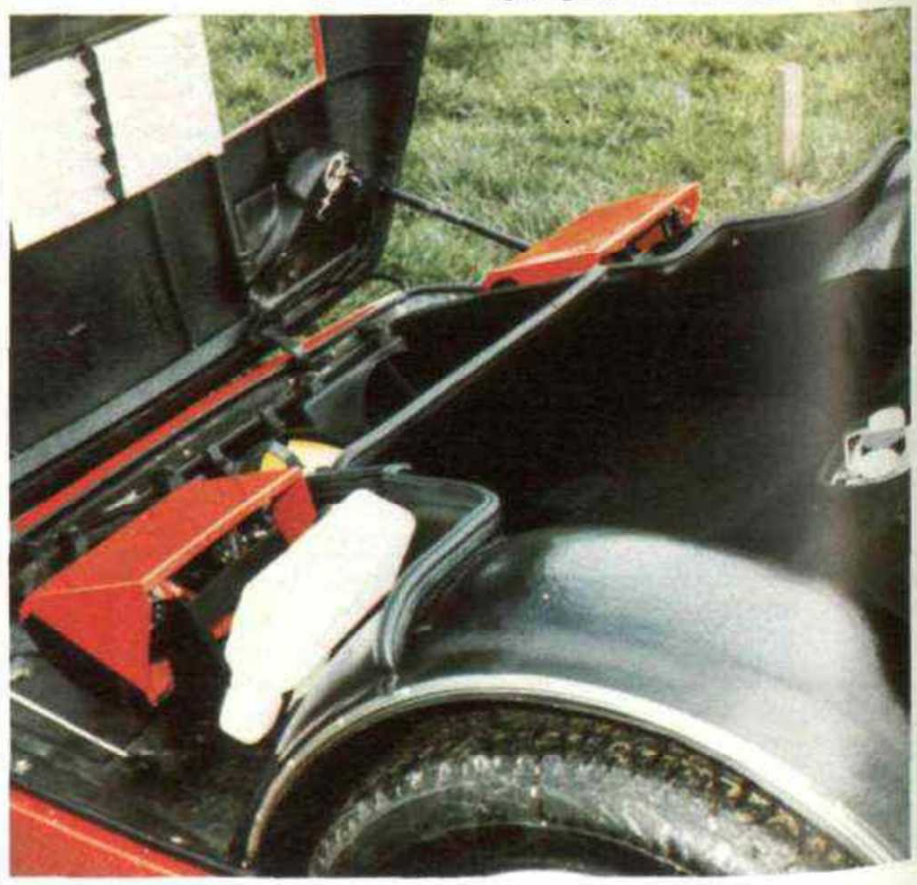


TIMELESS looks — with the Prancing Horse emblem right up at the front!

tilt up from their stowage points within the nose section and Ferrari's knowledge of airflow over the Boxer's profile is evidenced by the fact that air for the fuel injection is ducted from the end of the engine cover, downwards and forwards, to the injectors. The water radiator is mounted in the nose section and temperature is administered by thermostatically controlled electric fans.

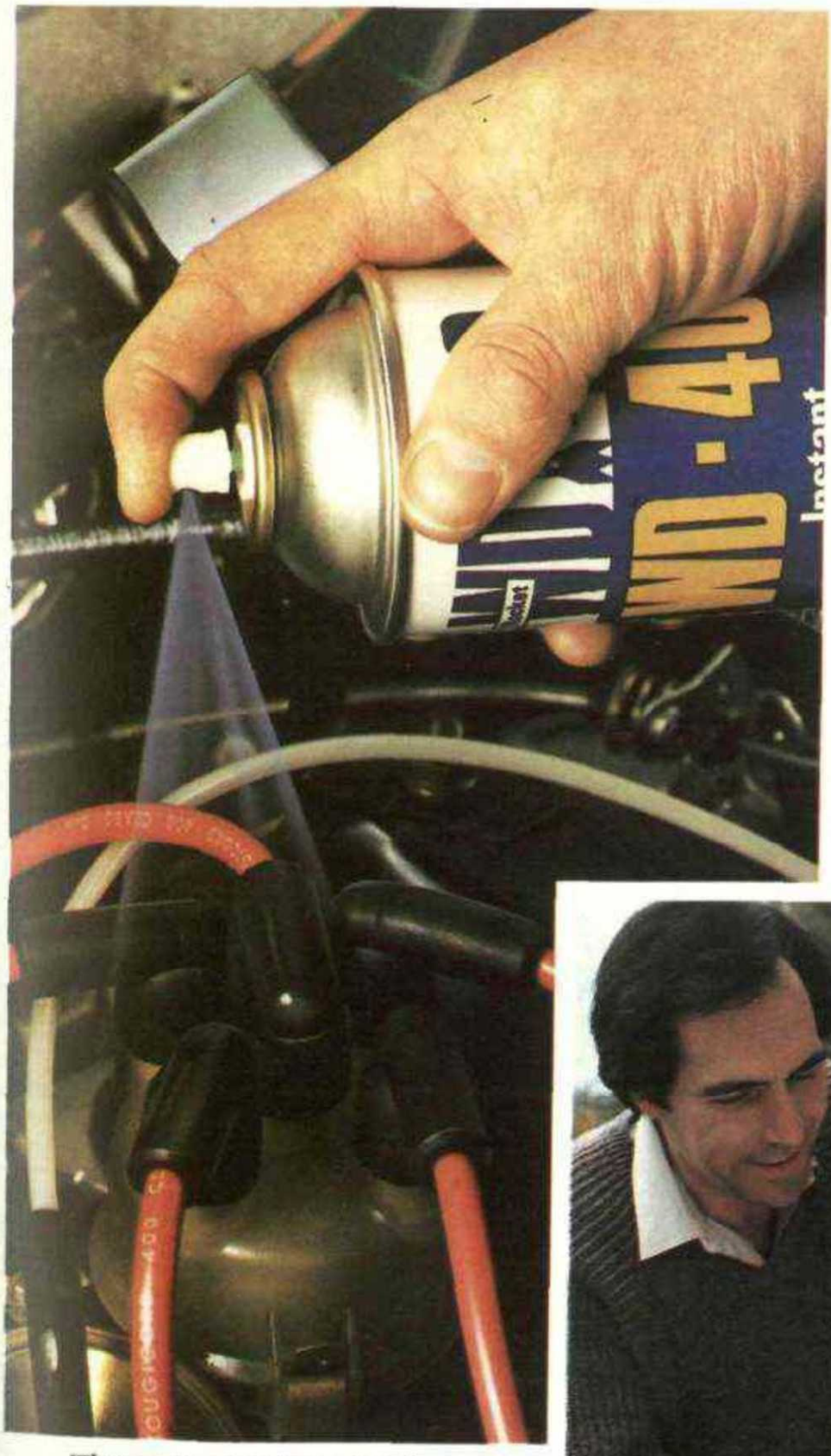
A purely objective assessment of the Ferrari BB512i would obviously come to the inescapable conclusion that it is one of the World's great high performance cars. What such objectivity might fail to convey, however, is the indefinable aura of flair and the inherent enthusiasm and commitment which has obviously been lavished upon this Italian machine's construction and development. If it is the duty of a journalist to be totally objective in all he writes, then I am delighted to say that I have failed in this task whilst assessing the Ferrari Berlinetta Boxer. I am totally prejudiced in favour of the Ferrari marque and found no reason to alter my "brand loyalty" after a stint with this exhilarating machine. I would defy none but the totally cynical to be less than enthralled with this, the fastest road-going Ferrari currently available. — A.H.

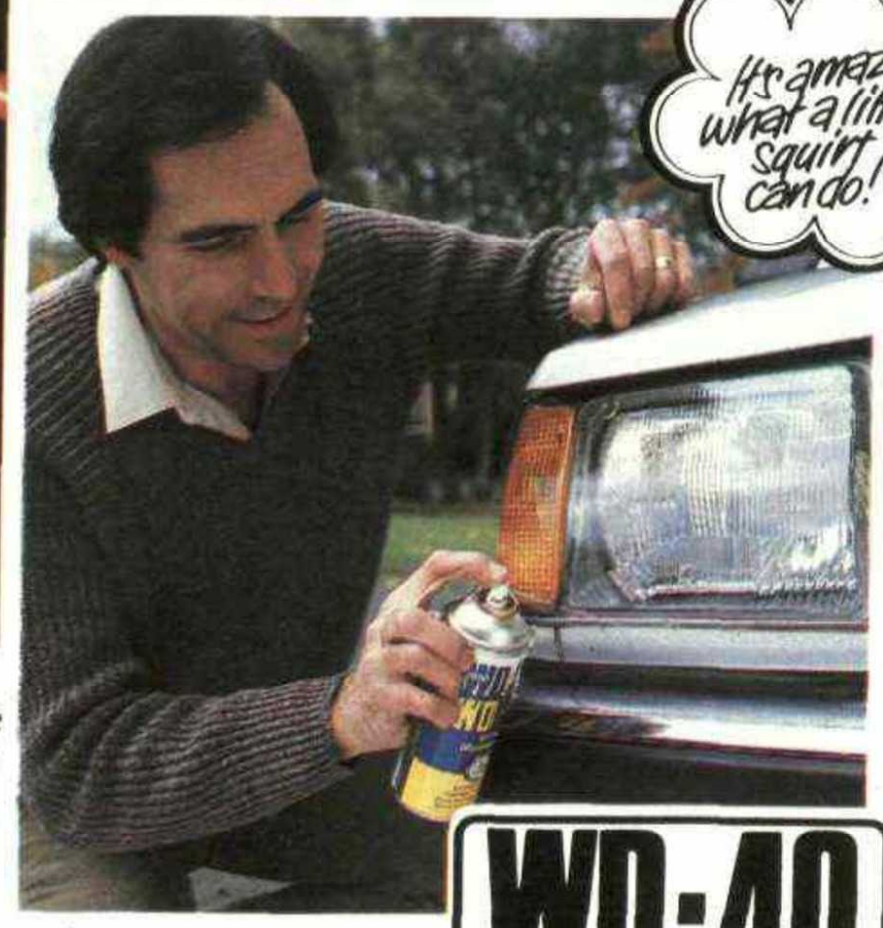
SPARSE: the BB512i has no room for anything but the smallest overnight bag!

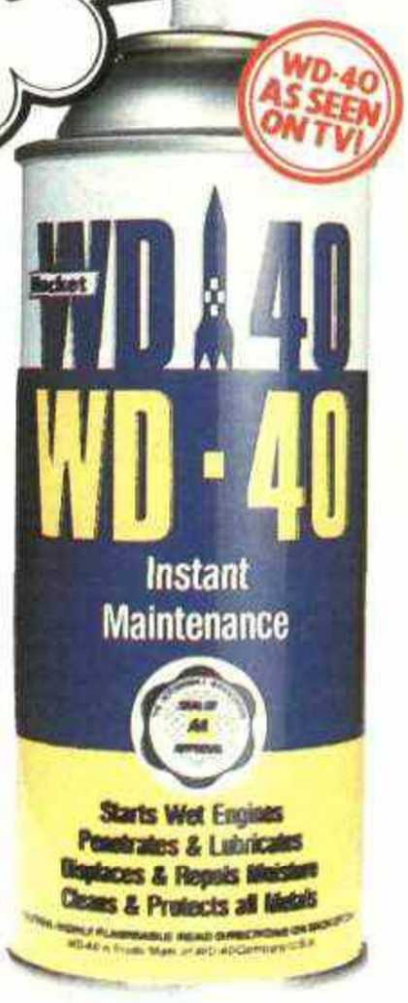


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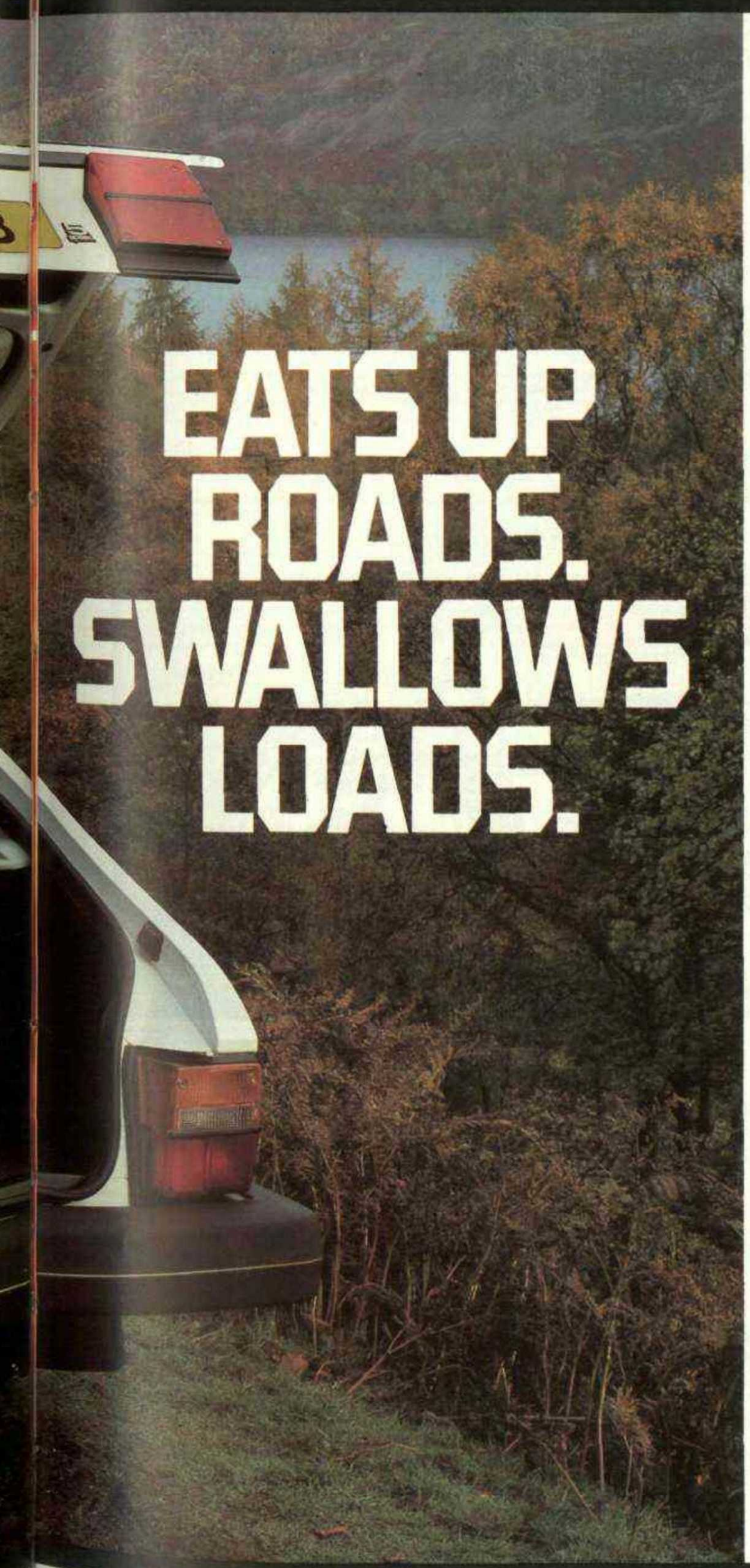
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But with the rear seat folded down, the amount that the Turbo (or for that matter, any of our three and five door models) can swallow up will be enough to leave you open-mouthed. Just try fitting a 6′ 6″ wardrobe into the back of any other 122mph car.

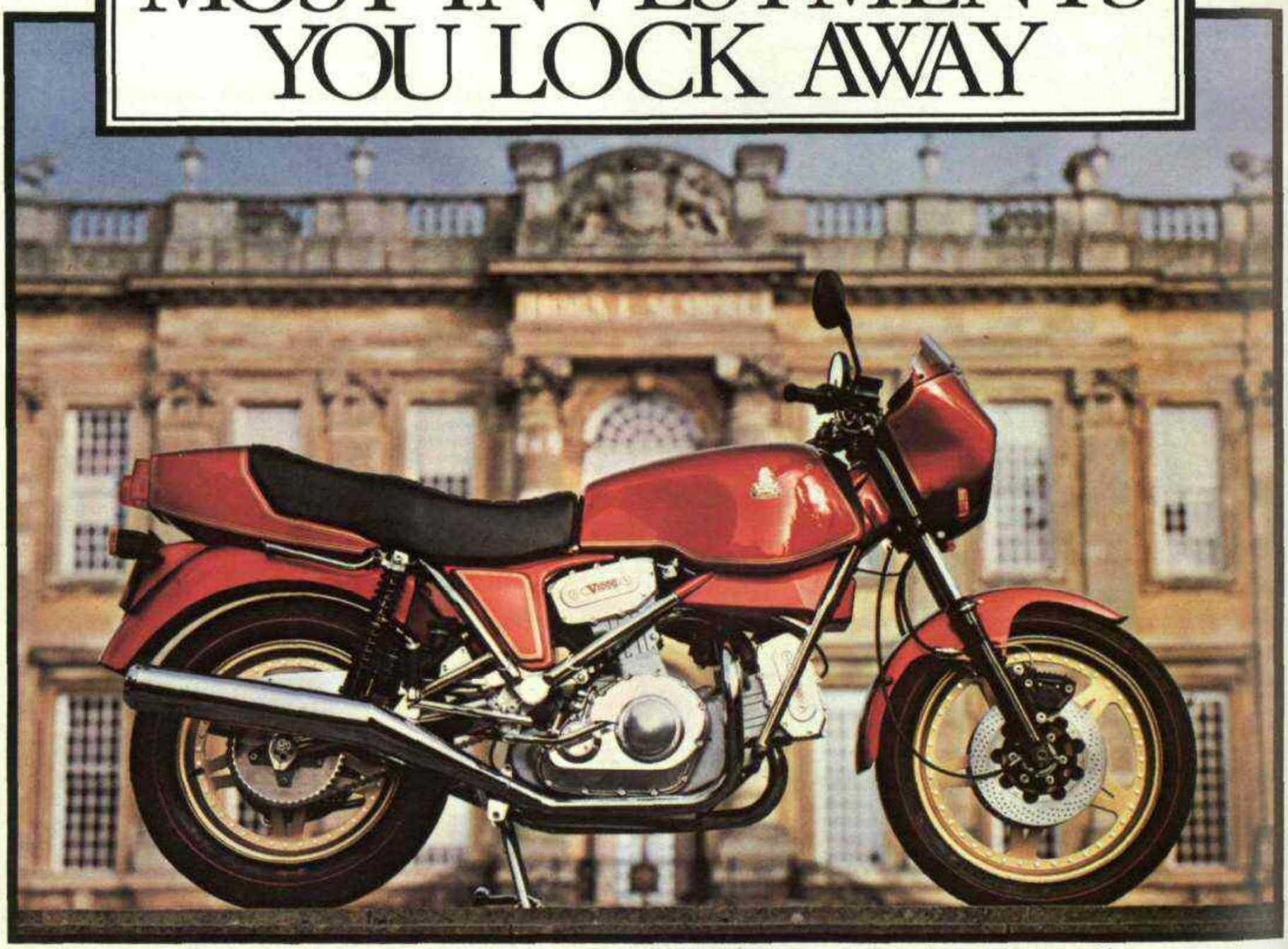
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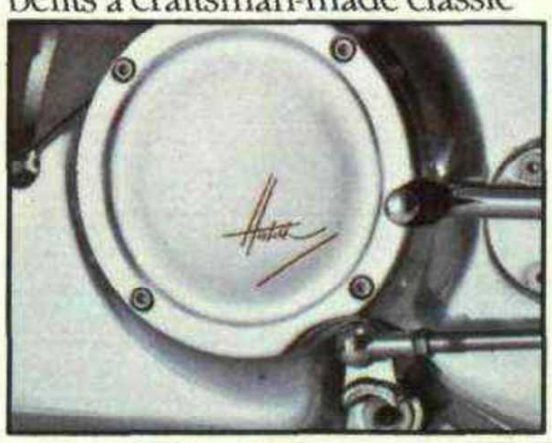
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SAAB



Saab 900 Turbo

THE Saab 99 Turbo was at the forefront of the current fashion in turbocharging. Introduced in the UK four years ago, it received praise from all who drove it. Subsequently, the small turbo-charged Saab has given way to the larger bodied 900 Turbo series, available in three-door hatchback, four-door saloon and five-door hatchback configurations. A trip to Finland earlier in the year, to try the three-door version in truly arctic conditions, led to the offer of one of the recently introduced automatic 900 Turbo saloons for test.

Saab's 900 series cars are large and comfortable, comparable in size, performance and pricing with the Rover, BMW 5, Granada and Tagora ranges. In four-door form, the interior accommodation for four large adults is excellent, there being plenty of leg and head room in the rear. The Turbo variants are luxuriously upholstered in velour, well sound-proofed and have a high level of equipment, such items as central locking, sunroof, high quality stereo radio / cassette player, headlamp wash / wipe, electric mirror adjustment (both sides), tinted glass, electric front windows and heated front seats being included as standard items.

The iron block, 1,985 c.c., four-cylinder engine is common across the whole Saab range, from its 100 b.h.p. guise in the 99 series to the 145 b.h.p. form in the Turbo cars. In this application, the alloy head engine runs with a compression ratio of 7.2 to 1 and the Garrett AiResearch turbocharger unit is set to give a maximum boost of 7½ p.s.i. Bosch continuous (CI) fuel injection is used in conjunction with Bosch electronic ignition. A plug-in diagnostic facility is included.

The engine bay is a masterpiece of careful planning even down to the lift, slide-forward and tilt bonnet. The engine itself is the "wrong" way round, with number one cylinder at the back, together with the belt-driven accessories such as the alternator, water pump and hydraulic pump for the power steering, while the fluid flywheel is at the front and the automatic transmission lies parallel to the crankshaft of the inclined engine, in its own housing. The final drive unit is mounted at the rear of the engine, in the integral alloy casting, and the front wheels are driven *via* driveshafts and constant velocity joints.

The turbocharger itself nestles at the front of the engine, on the off side, under the inclined head. A cast iron manifold feeds the exhaust gases forward into the turbine, whence they are expelled by a large diameter exhaust pipe to the back of the car. Air passes through the air cleaner on the near side to the impeller on the off side and then back again through an alloy duct to the cast alloy inlet manifold, with its surprisingly long branches, on the near side. The sparking plugs and ignition leads are on the off side above the exhaust manifold and are protected by a heat shield. The distributor is mounted on the front end of the camshaft, directly above the turbocharger unit, and is again protected by a heat shield. The cooling system has a separate expansion tank, mounted at the rear near side of the engine bay, and is equipped with a thermostatically controlled electric fan. A perspex covered fuse box (also housing the diagnostic plug-in point) is mounted under the bonnet just forward of the passenger door.

Front suspension is by coil springs with hydraulic shock-absorbers, the hubs being located with wishbones and turning on ball joints. The dead rear axle is located with four longitudinal links and a Panhard rod and the rear suspension is by coil springs and gas-filled dampers. Disc brakes, servo-assisted, are fitted all round, those at the front being 11.02" diameter and, at the rear, 10.61". The handbrake, cable operated, operates on the front wheels and the Saginaw rack and pinion steering is power assisted. The wheels are cast alloy and specially designed to suit 180/65HR 390 Michelin TRX tyres. A space saver spare is used.

The 900 Turbo, which was delivered just in time for a weekend in Yorkshire prior to a business commitment in Northumberland, was a gleaming black example upholstered in deep burgundy and with a pale grey headlining; the whole effect was very imposing. The first thing that strangers to the 900 series Saab notice is the lack of sills, which, coupled with the wide opening doors make it very easy for the infirm to get in and out of the car. The driver's seat is adjustable for height, as well as for position and rake, and the seating position is distinctly old fashioned, being decidedly upright; very comfortable it is too. The dash is busy, but functional and neatly laid out, and the front of the car has plenty of room since front-wheel drive obviates the necessity for a transmission tunnel; a sense of spaciousness is enhanced by the bowed windscreen being set well forward.

The gear selector is centrally mounted atop a low hump in the floor, and there is a small moulded recess at its root which is suitable for the odd coin, but not much more since the ignition lock (which also renders the gear selector immovable in "P") is located aft of the selector, under the handbrake lever. There are map pockets in the doors and a useful sized, lockable cubby in front of the passenger. There is also a recess on top of the wide dash, presumably intended for such items as sun glasses, but we found that items placed therein caused aggravating reflections in the screen in sunny weather.

There is no "hooded binnacle" to upset the clean line of the dash; instead, the instruments are recessed into the slightly curving fascia. Arranged in three main dials (tachometer, incorporating a clock, on the left; large speedometer in the centre; fuel contents, uncalibrated boost and coolant temperature gauges on the right), the instruments themselves are clear and can be read at a glance. A row of warning lights is placed in a strip across the top of the recess, although the low fuel level light is in the r.h. dial, next to the fuel gauge, for added emphasis.

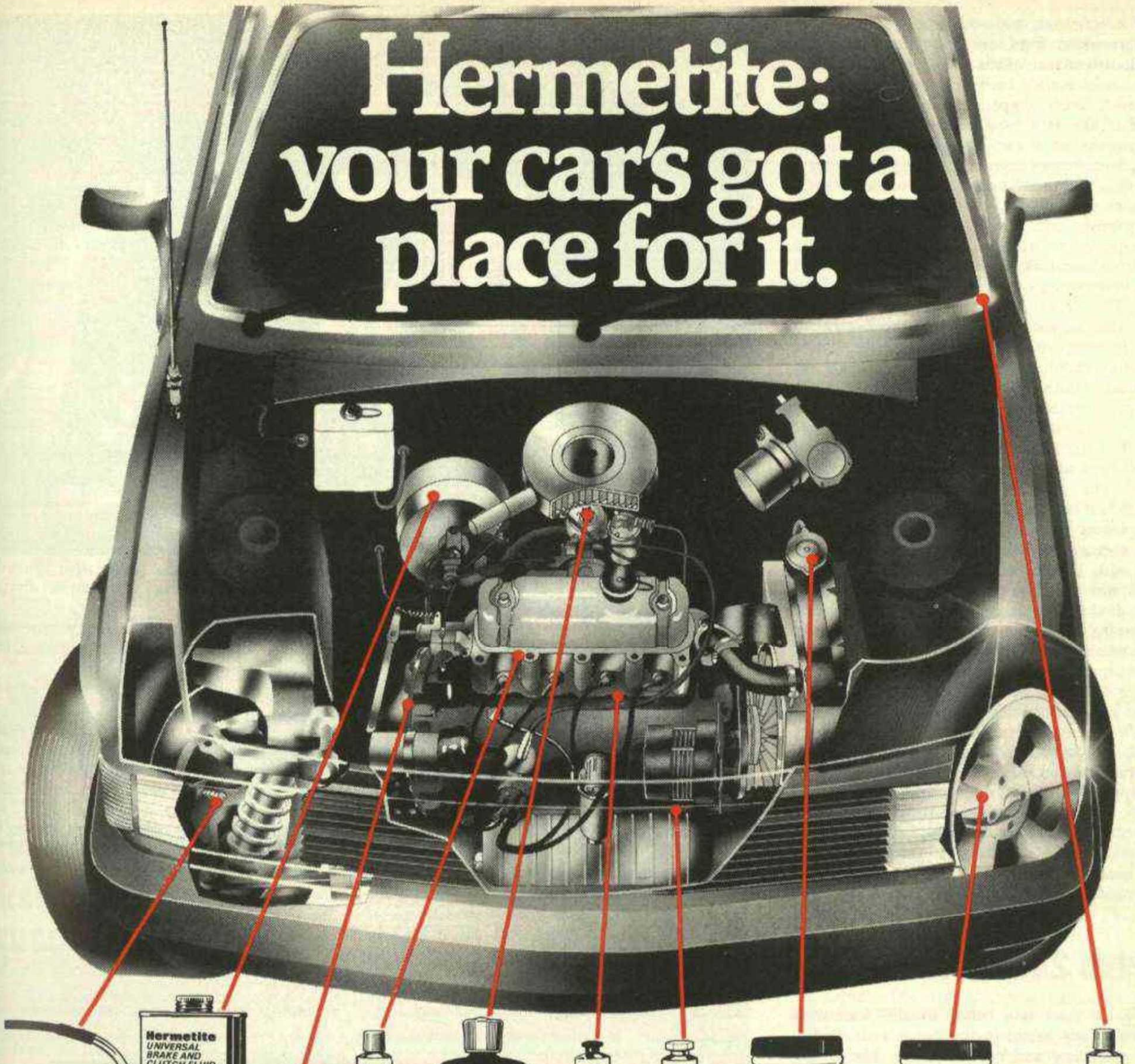
To the left of the recess is a neat panel containing the Philips stereo radio / cassette player above the three rotating knobs which control the very effective heating system. Below these are switches for the electric front windows, heated rear screen and the joystick for adjusting the near side mirror. The off side mirror is controlled by a similar stick to the right of the instrument recess, above which is the rotating switch for the headlamps, and press switches for hazard warning lights and rear fog lamps. The wipers (two speed and intermittent) are controlled by the r.h. stalk, which is pulled back for very effective screen washing; if the headlamps are on, actuating the screen washers also actuates the headlamp wash / wipe. The l.h. stalk operates indicators, dip and flash.

As we discovered in Finland, cold starting a Saab Turbo is no problem and during its stay with MOTOR SPORT there was never any hesitation in starting, hot or cold. The cooling system thermostats are well arranged to give a rapid warm up time, it taking less than two miles of gentle driving from a cold start for the temperature gauge to register normal. (A small notice on the driver's sun visor warns against the use of high revs or wide throttle openings until normal temperature is reached.)

Leaving the Windsor area at 11.15 a.m. on a Saturday morning to drive north through Wycombe, Aylesbury and Buckingham to join the M1 north of Northampton is not the motoring enthusiast's ideal journey. The roads are fine, being a mixed selection of dual-carriageway, good quality A road and the odd section of secondary road, but Saturday morning seems to bring the whole population out on to the roads and into the villages through which they pass. It is a measure of the Saab's comfort and refinement that there was never a moment of tension or frustration (which, remembering similar journeys in the past, I would have expected) and yet Buckingham came up in just on the hour and by ten past one we were at the Trowell Service area, tucking into some of the best motorway food we have had, some 120 miles covered in less than two hours with no drama, no fuss, no effort and yet with a reasonable respect for the speed limits.

The refinement comes from the smooth engine, which is silky and quiet throughout its range up to its red line limit at 6,000 r.p.m., the automatic transmission which provides near imperceptible changes and the body shape which causes little

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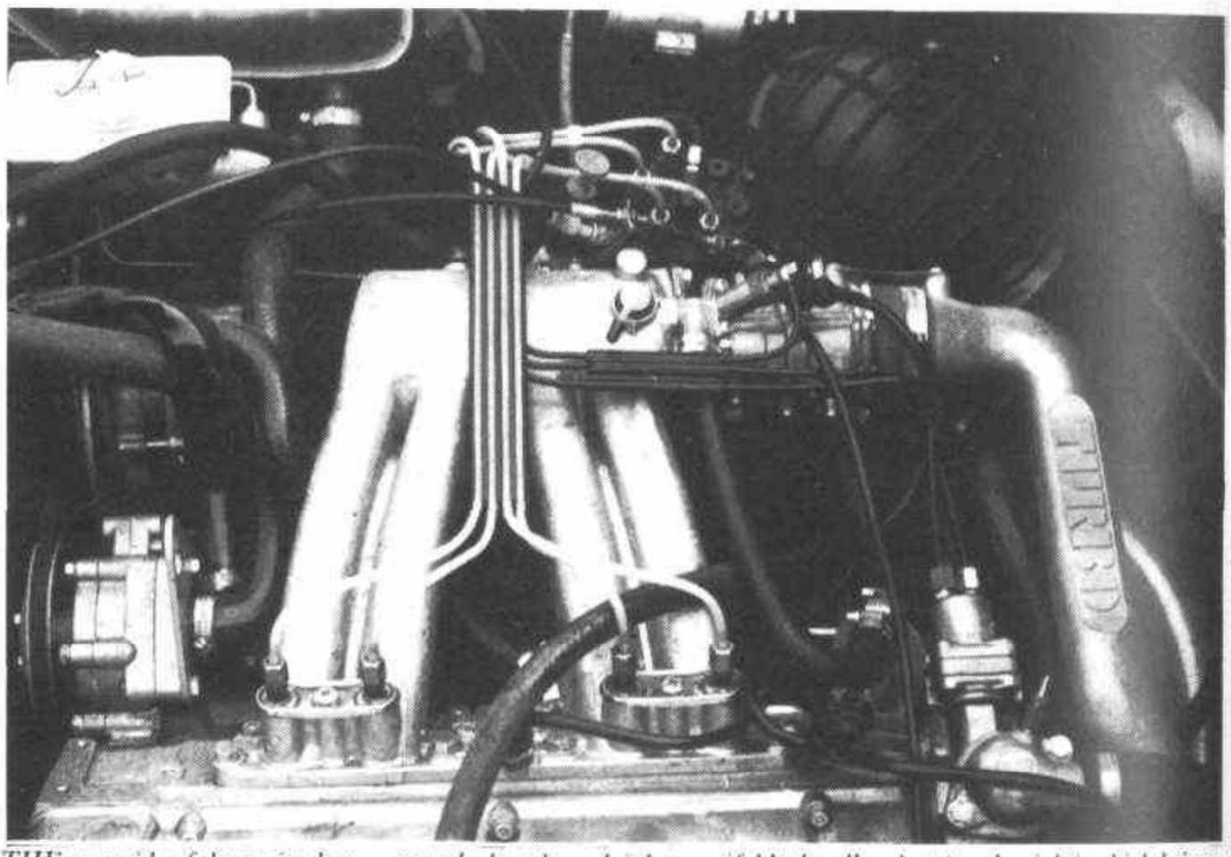
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wind noise, even with the sunroof open. The comfort stems from the firm seating and the supple suspension which rides over irregularities in the road surface extremely well and smooths out even large bumps, although potholes, the result of the very hard winter, sent a shudder through the whole car. The suspension is biased towards passenger comfort rather than ultimate handling, and there is noticeable roll on corners, although this only becomes uncomfortable when trying hard.

Despite power assistance, the steering requires 3.6 turns from lock to lock. On main roads this is fine, but touring round the narrow roads of the Yorkshire moors, higher geared steering would have been appreciated to reduce the amount of arm twirling required; the degree of power assistance makes the steering rather too light for this tester's taste and a higher steering ratio might improve the feel.

The acceleration available in the middle range is quite remarkable for an automatic 2-litre and makes light of overtaking on country roads, but initial take off can be embarrassingly slow, especially if it is uphill; pulling out of a T-junction on to a steep main road hill after a blind bend was quite an adventure, the car creeping out on to the road with pathetic acceleration until the turbo boost was showing nearly maximum, when it leapt away. This delay in power, the so-called "turbo lag", has been all but eliminated in many more recent turbo applications, where the lengths of the air ducts have been reduced to a minimum, and is especially awkward in an automatic car when it is impossible to build up engine revs. significantly before starting. On the flat, we were able to reach 60 m.p.h. in just on ten seconds. The car is geared at 20.4 m.p.h. per 1,000 r.p.m.; top speed is quoted as 114 m.p.h. and the 900 Turbo is perfectly happy cruising close to this figure, although at normal motorway speeds there is the feeling that a higher final drive ratio would be beneficial; but, of course, this would exacerbate the poor initial step-off.



THE near side of the engine bay — note the long branch inlet manifold, the alloy duct (on the right) which brings pressurised air from the turbocharger and the pulleys and belts on the left (at the back of the engine) driving the ancillaries.

Fuel consumption over our 1,200-mile spell with the 900 Turbo worked out at 20.9 m.p.g., a creditable figure considering the variety of our driving and the fact that our return journey from Northumberland to Windsor was exceptionally fast . . . The fuel tank is quoted as having a capacity of 13.9 gallons, but we found it necessary to fill up as soon as the fuel level warning light started to show, after ten gallons or so had been used, since at high cruising speeds the engine gave an occasional hiccup as if being starved of fuel. Thus the effective range was only some 200 miles, although theoretically it should be nearer 300 — even this is rather poor for a car as comfortable and fast as the Saab which could quite reasonably be driven for 400 miles without stopping, if there was sufficient fuel capacity.

In automatic saloon form, the 900 Turbo is not intended for the sporting driver, who would choose the manual, five-speed version, probably in three-door hatchback guise, but for the man who wishes to travel in comfort and to be relaxed in all road and traffic conditions. In this role, the car is ideal, its only drawback being its slow step-off, making the joining of fast moving traffic streams rather more difficult than it should be. At £12,435 it is good value and compares well with the opposition. — P.H.J.W.

Volvo 245 GLT

OVER 20 years ago, before Swedish cars were known to any extent in this country, I went to look at the Saab and Volvo factories. The quality put into these cars was impressive and I remember telling the Volvo people that if they were to take full-page advertisements for their PV121 in our *Times* newspaper, then published regularly, explaining the extent of the laboratory-testing of raw materials and finished components, including those from outside suppliers, and the general care taken in building Volvos, they would have an instant outlet for their cars in Britain. I don't think they believed me, saying how else could you screw together properly such a complex product as an automobile? Since then the Volvo has earned a high reputation for ruggedness and quality.

I was reminded of this when a 245GLT Estate arrived at the MOTOR SPORT offices for appraisal. Driving away from Standard House in the high driving seat of this old-fashioned vehicle, which didn't seem to steer or ride in a particularly modern fashion, I felt I was contributing to a policy we are trying to eradicate, namely devoting too much space to "ordinary" cars, no matter how good, at the expense of those more interesting to our readership.

But it wasn't long, or after many miles, that the merits and integrity of this modern Volvo became



evident. For a 2.3-litre (136 b.h.p.) car it had useful acceleration, using the gearbox, and speed which had to be curbed along the M40 in deference to possible Radar. The controls and switchgear were most admirably arranged, the interior trim, if of unfortunate contrasting hues, was impeccably done, and you even had *buttoned* real-leather upholstery. The amenities embraced central door locking, electric front windows with sensible press-down buttons instead of jumbly ones on the doors themselves, and smooth power steering with a very small turning-circle for such a long load-absorbing Estate car. The gear-change for the 4-speed transmission was adequate in its action and in the knob of the gear-lever was a thumb-switch operating the overdrive, which applied to top-gear only. In o/d the never unduly noisy engine (which has Bosch ignition) became acceptably quiet and, of course, fuel was conserved — my figure was 25.6 m.p.g. If one indulged in coasting downhill and afterwards put the lever back into top gear position the o/d had again to be selected, when wanted, with its switch. After disliking the car for thinking I was a moron, who didn't know when I had opened a door (a most irritating telephone-bell burr-burr informing me of this but it's a safeguard against careless passengers), or that I had not belted up (a

big flashing light on the dash), and making me drive about in daylight with the running lights on, I began to take to it. The aforesaid lights can be put out by removing the appropriate fuse, of course.

The test-car was on Michelin 185 HR14 XVS tyres on its alloy wheels and cornering was adequate rather than pleasing. The brakes functioned nicely and the Volvo-Cibie headlamps, with flick-dipper from the l.h.-stalk that also worked the turn indicators, gave excellent illlumination. The leather seats, medically planned, were comforable, the driver's possessing every conceivable means to this end, including adjustable lumbar-support. I see in this not sluggish, very nicely finished and contrived, fully-equipped Volvo 245GLT a sort of vintage orientated car for today which could well appeal to some VSCC folk, as Volvos did in Tim Carson's day. Incidentally, the test-car was supplied by Lex Brooklands, which has a nice partly vintage ring to it, and Volvo, whose output is over 50% cars, 25% trucks, 10% marine and industrial engines, 4% aircraft engines, 3% buses, and 2% hydraulics, appease those British customers with a conscience by stating that they have purchased £125-million worth of British components.

This Volvo was very nicely fitted out. Besides the usual instruments, to the left of the panel you get a Volvo quartz clock and an outside temperature gauge, the latter a Rolls-Royce prerogative, although these, and the uncalibrated fuel-gauge, are not too easy to see. A big lockable cubby-hole is supplemented by numerous deep-lipped shelves and very useful divided front-door bins. A good rear wipe-wash is controlled from the l.h. stalk; the clearly-labelled heater controls and 3-speed fan set up a very warmth-giving heater, with many fully-adjustable vents. Overseas users get a rest for the driver's left foot, denied to r.h.d. cars. The rear-hinged bonnet, self-propping, is very easy to open, but the tailgate needs two hands. There are headlamp-washers, and many safety factors, including low-brake fluid and failed-bulbs warning lights.

I can understand why discerning people buy Volvos, even if the long, slim Estate does look somewhat like a hearse. The 245GLT o.h.-camshaft fuel injected version costs £9,573 in 245GTL form, with overdrive — W.B.



Volkswagen Scirocco GTi

WHEN we tried the Storm, the luxuriously upholstered top-of-the-range Scirocco GLi variant, back in 1980, we were taken with the superb engine, impeccable grip and handling allied to firm and taut suspension, the sleek lines and the hushed progress. The only obvious areas for improvement lay in the rather cramped accommodation for the rear seat passengers and the shortage of luggage space.

The new top Scirocco, some four inches longer than its predecessor, lacks the Storm's leather upholstery, but costs no more now than the Storm did in 1980. Considerable improvement has been effected in the luggage carrying capacity, but the rear seat passengers are still rather cramped, despite an increase in head room: a trip to Heathrow with A.H.'s 6ft. plus frame occupying the front passenger seat had *Motoring News'* D.J.T. sitting across the back seat, leg room being so restricted. Even with the front seats well forward, rear passengers are in for an uncomfortable time since the seats are placed low for good head room, and therefore lack under knee support. Discomfort would be alleviated if the footwell was angled slightly. The front seats are on the hard side, but are comfortable and ideal for the press-on driver, giving excellent lateral support.

The pleasing elegance of the original Scirocco has given way to the chunky shape of the new car in the interests of aerodynamic efficiency; this has also led to the rather unfortunate spoiler across the rear hatch, dividing the rear window into two parts and obscuring rearward vision. Visibility forward is excellent and the clear instruments (speedometer on the left, tachometer incorporating fuel level gauge and coolant temperature gauge on the right with warning lights and "econometer" in the centre) are neatly positioned in a well hooded binnacle and viewed through the upper segment of the four-horizontal-spoked steering wheel. The switches for lights, and other services, are arranged down each side of the binnacle, but are obscured somewhat by the wheel rim. They have a rather unsatisfactory feel to them, being rather "woolly" in action. The wipers and indicators are stalk controlled and the heating and ventilation controls are in the centre console. Interior stowages abound in the rather basically trimmed fascia and door panels.

Thus the Scirocco is a 2+2, with the interior appointments very definitely biased in favour of the front seat occupants, and this comes through in its wonderful driving character. The transverse mounted 1,600 c.c. engine always started and ran sweetly straight away, hot or cold. With its Bosch electronic ignition and K-jetronic fuel injection, it develops 110 b.h.p. at 6,100 r.p.m. and 103 lb. ft. of torque at the rather high figure of 5,000 r.p.m., and is a driver's delight. It loves being pressed hard, and will easily reach the maximum permitted 6,750 r.p.m.

A close ratio, five-speed gearbox adds to the driver's pleasure although that on the test car required some getting used to. The lower ratios are good for 35, 55, 80 and over 100 while the overdrive top provides the claimed maximum 117 m.p.h. The change on our test car needed some getting used to, it being all too easy to find the no man's land between third and fifth or between second and fourth, especially when changing down, but once acclimatised to the degree of precision required in placing the lever, the change is rapid. Rest to 60 m.p.h. occupies less than 10 sec. when one is trying hard, and the long third gear is invaluable for overtaking. The clutch is light in action but has long travel, all of which needs to be used for grate-free changes.

The roadholding and handling are every bit as good as the willing engine. The rack and pinion steering is direct, so there is none of the loss of feel often associated with power assisted systems, and the car is extremely responsive. Being front wheel drive, there is a tendency to understeer into corners which becomes more noticeable the harder the driver tries, but a slight decrease in throttle pressure soon brings the tail into line ready to power out of the corner. The fine handling and roadholding combine with excellent ride characteristics; it is only when traversing really poor quality roads that the taut suspension is caught out, transmitting significant shudders to the cabin. The test car was equipped with Michelin XVS tyres.

From the driver's point of view, we have only two quibbles — first, the single blade wiper: this clears a large arc, giving plenty of visibility in continuous rain, but, since it parks on the left, feathers of water keep rising into the area of clear screen immediately after the wiper has been parked. We found this extremely aggravating on a long motorway run in damp conditions, when the simple act of washing the screen took on rather more complicated proportions. In the end, it was easier to drive with a spattered screen than concentrate on choosing exactly the right time to turn off the wiper, before it dragged smears across the dry screen and after the water had been dispersed.

The other quibble is its range. The fuel consumption is very creditable, averaging better than 31 m.p.g. for our time with the car, but the tank holds less than nine gallons of fuel, making a comfortable range of only some 250 miles of normal going, and perhaps less than 200 miles of hard driving in difficult terrain.

Quibbles apart, the VW Scirocco GTi is a very fine car which will appeal to the man who needs economical motoring, but who nonetheless wants to enjoy it to the full. At £7,375 it represents much better driving value for money than the obvious opposition. — P.H.J.W.

The 61st Land's End Trial

LATE on the evening of Good Friday, the Gordano Service Station on the M5 was rather more busy than it usually is at that time of day as 40 motorcyclists and 65 car crews prepared to leave for the 61st Land's End Trial. Similar scenes had been enacted at Basingstoke and Lewdown and were about to happen at Oxford, where the last few competitors were to start. The total entry numbered 350 vehicles of all ages, types and descriptions.

MOTOR SPORT, once again, travelled as a passenger in Hugh Leigh's 1933 Colmore Frazer Nash, running in convoy with the other two members of the "Chain-gang" team, Hugh's son David with his TT Replica of 1932 and Tim Boyce with his 1928 Boulogne model. For us, the trial started with a gentle drive through the mild, dry night, East along the M4, South through Chippenham, Melksham and Warminster then West along the A303 to the Ilminster By-Pass where we joined with the competitors from the other starting points for the first breakfast halt. Sadly, the traditional Frying Pan Café at Sparkford had been abandoned this year in favour of The Jolly Diner at Tintinhull, where parking space was very much more restricted and service slower.

The first trials section of the night was Sug Lane — a narrow lane which winds its way *via* a series of 90° bends over a railway bridge and up the side of the Cary valley. In dry conditions, the hill presents little problem, so to make things that little bit more difficult, the organisers had arranged for a stop and re-start test just before the first corner where a spring lubricates the surface. A more difficult stop and re-start had been positioned further up the hill, on the very steep section, for the trials specials such as Dellows and so on, but that did not affect us and we sailed happily to the top.

Re-inflating our tyres before joining the road again, Leigh Junior remarked that he was having to learn his car all over again — his engine had dropped a valve seat insert on the Thursday before the event and he had spent Friday installing an engine borrowed from Boyce. The difference was that the Boyce engine was set up to provide power at the top end for fast road work, while Leigh's own engine was much more flexible at low speeds, and therefore more suitable for trials use.

On through the Somerset countryside by way of Langford and Taunton to the second section at Croford, just as dawn was breaking. Croford is another section, simple in the dry, which can be a real stopper in the wet. Luckily, although the track itself was damp, at the bottom, the steep section was virtually dry and competitors were having no trouble clearing the observed section.

Thence to Minehead, up Porlock Hill and along the coast to Lynmouth during the early morning to wait our turn on Beggars Roost. If there had been any of the usual delays at this hill, they were not apparent to us, for we were in danger of getting ahead of schedule at this stage. While we were waiting, we saw Barry Clark, VSCC Trials exponent *par excellence*, pushing his Chummy Austin 7 to the filling station for attention to its radiator with chewing gum after a fan stud had worked loose on the section (which he had cleaned) carving a hole in the core. Also busy was J. Tucker-Peake, changing the differential in the non-standard axle of his Ford Popular.



OWEN, a regular MCC trials competitor, makes a clean climb of the lower Darracott section in his Morgan 4/4.

The Roost looks quite impassable to anything if viewed in the light of headlamps, as it would have been to the motorcyclists and early numbered cars, but in daylight it looks relatively tame, if rough. A Midget running immediately in front of us failed and had to reverse out, but the Colmore climbed steadily to the top to the occasional accompaniment of stones bashing the chain guard, and we were soon joined by Leigh Junior who had made a clean climb, despite nearly stalling the unfamiliar engine when starting off. Boyce should have been next to appear, but instead a series of Ford Escorts began to assemble; it transpired that the Boulogne had shed a chain on the hill and would be taking the tarmac road to the top as soon as repairs had been effected.

The route then took us along the North Devonshire lanes, through Simonsbath, and Torrington to a time check, where we were just on time, despite the delays caused by Boyce's lost chain. A moment later, we were delayed again when Leigh Junior discovered a puncture in the rear off-side tyre. Jennets Way and Yeo Vale, two new sections, both with stop and go tests to make them that much more tricky in the dry conditions, proved to be no problem and Sutcombe, a few miles later, looked quite daunting with massive boulders all over the track but turned out to be quite straightforward.

After the hour lunch halt, where we managed to buy a new 19" tube over the counter to repair the punctured tyre, it was on to Hobbs Choice, a downhill test round a left-hand hairpin on a dirt track, timed and to be used as a tie decider. The Ford Escort immediately in front of us nearly went straight on at the hairpin, but collected everything together with an impressive display of skill to stop neatly astride the finish line while White's Riley 9 looked well under control round the corner, but seemed to have difficulty stopping astride, a problem shared with Leigh Junior, who actually overshot, failing the test. Hobbs Choice led almost immediately to the two Darracott sections, both extremely challenging, the upper section having a double re-start test thrown in for good measure. Campbell's Model A Ford made light of the difficult first section, but other competitors were not so lucky, two failing while we waited. As we made our way carefully to clear the first part of the hill, we realised just how much the winter had damaged the track, for huge pot holes and gullies had appeared on the hairpins which required especial care to avoid disaster. The three Frazer Nashes made clean climbs, as they also did of Roly Poly, and Leigh Senior was wondering if a first class award was possible as we drove across Cornwall to Ruses Mill, for another double re-start test but this time on a tarmac surface; again no problem, the navigator this year remembering to tell the driver exactly what to do!

With the removal of Crackington from the route this year, it was predictable that the organisers would ensure that one of the other sections should stop most of entry. And so it was. Warleggan, usually relatively simple in dry conditions had been doctored somewhat at its steepest point, and it was here that all competitors had to make a stop and re-start after a timed section. That it was difficult was obvious as soon as we approached — the queue seemed interminable, particularly so as the rest of the event had run very much to time with hardly any delays at the sections at all. The start was steep enough, leading straight into a tight right-hand corner and then steeply uphill. On the steepest part, where a rocky outcrop narrowed the track, the surface had been thoroughly wetted and it was here that the timing stopped and a re-start had to be made. The difficulty was exaggerated by a step in the track about eight feet beyond the re-start line, so that anyone managing to creep away from the line also had to find enough grip to climb the step before continuing. A deep gully on the left of the track just added to the potential pit falls. The marshal cheerfully told us that the numbers of successful ascents could be counted on the fingers of one hand. We took the opportunity to watch other competitors try the hill, hoping to work out the best way of tackling it ourselves. While watching, a VW Variant succeeded to much cheering, but Ford Escorts, a Skoda, a Morgan 4/4, MG and many others all came unstuck, as did we when our turn came, our theory that the way to beat the organisers was to stop with the front wheels only just over the line to give ourselves as much of a run at the step as possible came to nothing when we couldn't even edge forward. Leigh Junior had better luck when it came to leaving the line, climbing away relatively strongly, only to have a floorboard fall into the clutch bringing what should have been a successful climb to a premature end.

And so to Blue Hills Mine, rightly re-instated as the final hill of the trial. Delays at Warleggan meant that the usual queue at Blue Hills had disappeared and we drove straight to the start line for the first very tricky section which incorporated a stop and re-start on an extremely steep ramp between two very tight hairpins — too much exuberance when re-starting and the driver understeers off the course, too little and the car stalls. I thought we were in for the latter disaster, but Leigh Senior knows his car and on full retard the engine plugged away to push us round the hairpin and away. The upper section, thoroughly daunting as one looks at the sky straight ahead, the sea to the right and spectators all over the cliffs to the left, was simpler this year than it has been, although just as rough, and we romped up to finish the difficult part of the event. Leigh Junior made the over-exuberance mistake on the first Blue Hills section but Boyce cleaned both.

And so another Land's End was over — competitors are never the best reporters since they only ever see themselves in action, but they do know just what a marvellous event it is — well done the Motor Cycling Club! — P.H.J.W.

BOOK REVIEWS

"Ferrari Berlinetta" by Peter Groh, Eberhard Mussig and Conrad Winter. 208 pp. 15¼" × 12". (*Albion Scott Ltd., 45-51, York Road, Brentford, Middlesex, TW8 0QP.* £59.50)

There has been a surfeit of Ferrari literature recently but this enormous book on Berlinettas sets a different pattern, consisting simply of pictures of these cars, the 250 Mille Miglia, 250GT SWB, the GTO Series I and II, the GT Lusso and the 275 and 365 GTB4s. The plates are mostly in full colour, 30 × 40 cm. in size, taken in England, Germany, Italy (of course!) and Switzerland, with a 20 × 25 cm. precision camera. There are nearly 100 of these 11.8" × 15¾" pictures and Pininfarina has written an Introduction to this mass of Ferrari material, weighing approx. 7lb. That is about it — except that there is a very brief story about each photograph, in four languages.

The concept is the last word in lavish production, the pictures and text being on heavy, glossy art-paper — there are large blank areas, so that the thought occurs that if the threat of a petrol shortage is over, there might be a paper-famine, if many more of these luxury books were to be published! Berlinetta owners are intended to be titillated and mostly they should be, for the majority of the pictures are good, with engine studies and the cars' interiors included.

Unfortunately it has not altogether come off, a calamity at the price. In some photographs the black foreground has merged too much into the picture, so that you get a Ferrari apparently with no driver's seat, another in which the tyre seems to have departed from a front wheel, and in too many plates the background is so vast that it diminishes the impact of the cars. Technical specifications listed at the end of the book are confined to engine-type and dimensions, valve-gear, carburation, power-output, and approximate maximum speed in k.p.h. But for those with supportive coffee tables or very big bookcases. . . . Postage is £1.75 extra in the UK, £2.50 extra if the tome is sent by surface-mail Overseas. Those buying the book from Albion Scott Ltd., whose new "ansafone" number is 01-847 0511, are offered a 1982 Ferrari calendar containing twelve large prints from "Ferrari Berlinetta" at a £9.50 reduction, that is for £10, post-free, the complete deal totalling £69.50.

W.B.

"Action Stations. Four Military Airfields of Yorkshire" by Bruce Barrymore Halpenny. 216 pp., 9¼" × 6" (*Patrick Stephens Ltd., Bar Hill, Cambridge CB3 8EL.* £8.95).

This book obviously follows the layout and arrangement of previous works in a dedicated series and will be a good companion for those who like to trace aviation history, at home, or as they motor. Yorkshire was the spearhead of Bomber Squadron activity and if little trace remains, Bruce Halpenny has sniffed out some fascinating relics. The pocket histories of the military airfields the book contains cover some of the most famous of both World Wars, because Yorkshire was the most active county in this respect for most of the Second World War. In particular, those who served with Nos. 4 and 6 Groups, Royal Canadian Air Force, will find much to bring back memories, and those who like earlier history will also find details about some very interesting First World War aerodromes included.

Such famous airfields as Middleton St. George, Driffield, Catterick, Church Fenton, Linton-on-Ouse, Topcliffe, Disforth, Finningly, Snaith and many more are described, with notes on the main happenings at each, the first aeroplanes to arrive there at, or move into, new aerodromes, movement of squadrons, etc., the book having photographs, maps, explanations of the types of hangars used in Yorkshire, and map references for easy visiting of old sites. There is even a glossary of RAF slang, to guide the reader along. The historian was an RAF Special Security Officer; his first three books are to be followed up by others on the military airfields of the South-West, the Cotswolds and Central Midlands, Scotland and Northern Ireland, Greater London (which should be especially intriguing) and the South-East. — W.B.

* * *

Graham Robson has climbed on the encyclopedia bandwagon with one devoted to "Classic Cars", running, the title tells us, from 1900 to the present day. Accuracy is all-important in such works — where did Robson get the idea that the first HE was an 11.9 h.p. car? It is all rather superficial, presumably intended as a vehicle for numbers of pictures, mostly in colour, from many sources, such as the original "Profiles" and other familiar pictures. The publishers of this second edition are Salamander Books, who charge £7.95 for it. They also do a guide to growing orchids. . . .

* * *

"Auto-Classics No. 5" is about the Mercedes-Benz 300SL. It is available from Albion-Scott.

* * *

Albion Scott Ltd. can also supply a Portfolio of ten Porsche colour-plates, from original water-colours by Dominique Oberniche, of 911SC, 356 Cabriolet, 928, Carrera RS, 936 Turbo, 911 Targa, 935, 904 GTS, and 3.3-litre 930 Turbo. These are loose-leaf for framing if required, with an eight-page introduction in French by Club Porsche France. Many of the paintings have no background, so are good technical representation of a particular Porsche model. The price is £19.95.

* * *

A 9th edition of the "British Isles Airfield Guide" is now available from Merseyside Aviation Society Ltd., Room 14, Hangar 2, Liverpool Airport, L24 8QE, Merseyside, for £2.00, postage and packing 35p extra. This is a most useful guide, edited by P. B. Butler, with a pull-out map by M. C. McIvor. Map references and notes on an airfield's usage are given, making this a useful book to have in the car, if you like to know when you are in the vicinity of an aerodrome. Irish sites are listed and apart from active airfields, as are gliding sites and disused sites, the latter are mainly WW2, with some 1930-39 places included. A welcome addition is a list of WWI aerodromes, with historical notes, the only criticism being that some of the information suggests that certain of these sites were not operational until April 1918, when we know they were in use prior to that late date in the war. There is even an "alternative-names" list, within the 32 pages.

* * *

The Road Locomotive Society have produced a reprint of the 1904 catalogue entitled "Foden Steam Wagons". The 28-page reprint includes a loose leaf reproduction of the original price list and shows comparable costings of horse-drawn and steam wagons. There is also a typed sheet giving subsequent details, such as the original owners of the wagons illustrated and mentioned in the catalogue. Costing £2.80, inclusive of postage, "Foden Steam Wagons" is available from the Road Locomotive Society (to whom cheques should be made payable) at Oak Lea, Moss Lane, Mobberley, Knutsford, Cheshire, WA16 7BU.

* * *

The 1982 edition of the Collins Road Atlas of Britain is rather more than just a revision of their previous large-format atlas. The 96 15" x 11" pages contain full coverage of Britain at four miles to the inch, a ten page index with over 23,000 place names, nine large scale maps of the heavily populated metropolitan areas as well as 30 city and town centre plans. Clear and easy to read, this new Atlas is excellent value for money at £3.25, the Metropolitan maps being especially useful.

* * *

A revised (4th) edition of the "Aircraft Museums Directory" is available from "Vintage Aircraft", 16 Church End, Weston Coleville, Cambs., CB1 5PE, for £1.00, postage 25p extra. It lists 58 UK museums and collections. A European edition costs £1.20, Overseas £1.50, post free.

* * *

Three Michelin publications have landed on the MOTOR SPORT desk in the last month — the 1982 version of the familiar *Guide Rouge* to France costing £5.85, the 1982 Camping and Caravanning guide to France available for £3.25 (both of which are printed in French, German, Italian and English) and a new Tourist Guide to New England at £3.50. All are to Michelins usual high standard of production and the red guide to France is almost an essential item for anyone contemplating a tour of that country.

* * *

The AA's Travellers' Guide to Europe 1982-3 is now available at £3.95. Its 400 pages contain useful advice on car preparation, traffic regulations, route planning etc., together with a reasonably comprehensive gazetteer of each of the 19 countries.

Cars in Books

QUITE a lot of cars are mentioned in "Journey to Ardmore" by John Ridgway (Hodder & Stoughton, 1971), which includes the account of the author's exciting career and his very adventurous crossing of the Atlantic in a rowing boat with Chay Blyth. There is the green Mini-van in which he discovers his remote Scottish home, the Morris Traveller that a friend hired to visit him there and which got bogged down, and another Army officer's 150,000-mile VW Beetle that made the 700-mile journey from Aldershot to Ardmore in company with the Mini-van. Yet another friend drove up in his Alfa Romeo, doing the 700 miles in 14 hours, and enjoying Scalectrix motor-racing in the cottage.

At Sandhurst, Ridgway had used his father's Ford Consul, which was involved in a series of accidents, so that he he had to buy it — it was the first model, "notorious for its poor road-holding on corners" — and was replaced by a £45 MG. An Alvis-Healey took Ridgway to Hyde Park Corner for his walk back to Sandhurst for a bet, its amateur jockey owner changing gear without the clutch. The Consul, rebuilt with a reconditioned engine and resprayed pale green, hit a smart black Daimler in a narrow Pangbourne lane and overturned. There is a reference to the author's white MGA, his girlfriend's blue MG, a Major's gleaming Sunbeam Rapier up in Scotland and a Dormobile, all leading up to those 92 days in an

Continued on page 617



TUNING TOPICS

Race modifying Jaguar's XJ-S for European endurance events

WHEN I heard that Jaguar was to go racing in European Touring Car Championship events again my first reaction was, "Oh no! We've seen all this before. Why should it work now, when it was such a disaster in 1977?" Then I started getting phone calls from Germany. At eight o'clock in the morning it's difficult to argue with an irate trans-European caller who wants to know, "if Jaguar can race that XJ-S as a touring car, why cannot Porsche bring the 911S, or BMW the M1?" There were questions about the numbers produced and the size of the rear seats, all good touring car stuff in which the "other guy" is always trying to run a rampant cheater, while the injured entrant speaking to you has never run even a gram underweight or with an engine so much as a c.c. oversize. Up to this point, where the calls from Europe grew more persistent and the stories in the weeklies ever more specific, I had hoped nobody would be interested in the Jaguar until it had proved itself. Then, just a few months after the project was first seriously voiced by Tom Walkinshaw Racing (TWR) to sponsors Motul, the French oil concern, the car appeared at Monza for the March opening round of the 1982 European Touring Car Championship. It was immediately obvious that Tom Walkinshaw, who was sharing the driving with "Chuck" Nicholson, had tackled the problems of racing a Jaguar with a professional acumen that was totally absent in the original over-complex Broadspeed XJ Coupé project. Instead of a mass of engines strewn over the paddock after a year long gestation period, this young TWR / Motul project — which has blessing and co-operation from Jaguar Cars, but is reportedly *not* a direct factory-financed project — was surviving hours of Monza practice with honour. It had troubles of course, but it was fastest for much of qualifying time and was not tempted into a pole position battle when a BMW 528i tipped it to quickest time by 2/10ths for a four-hour race. Listening to the accounts of fellow journalists and rivals — one of whom described the car as, "simply gorgeous-looking, but no way a touring car!" — I felt compelled to go down to Kidlington and see the black beast for myself. Especially as it had comfortably led the opposition (9 sec. lead after 18 laps) until a chicane scuffle, not an initial mechanical failure, subsequently led to retirement. A gearbox oil cooler line was so badly damaged that retirement followed after 45 laps, roughly one hour of racing time.

Kidlington, just a few miles outside the Oxford ring road, has been home for TWR and the increasing web of other activities that have seen Walkinshaw move from full time racer to preparation specialist, retailer and racer. To gauge the worth of the cliché "Canny Scott," you need look no further than Tom. Amiable until contradicted or crossed, Tom is a muscular Scottish gentleman who realised that formula car racing might be for those of less intelligence when the variety of machinery he drove in Formulae Atlantic and 5000 broke beneath him. One memorable outing literally leaving him with just the steering wheel to brandish at Brands Hatch, questioners asking "what happened?"

Ford, BMW, Mazda were the manufacturers who employed his talents as a driver. Ford got a rapid RS2000 and Capri pilot but were not keen enough to stay Tom's preference for European long distance events. BMW were the obvious home and he drove all manner of cars for Munich / Alpina, ironically defeating Jaguar on their last 1977 UK appearance at Silverstone, when the green Alpina BMW CSL held off Andy Rouse in the Jaguar until a crash decided the matter minutes from the end. So Tom certainly saw how Alpina BMW did things in endurance racing: from air jacks to careful attention that ensured, "not a nut and bolt goes on the car that isna working, and *working hard*, for a living".

For Mazda, Walkinshaw became not only a driver capable of winning one of touring car racing's most valued prizes — the 24 hours at Spa-Francorchamps (1981) with journalist Pierre Dieudonné — but also of bringing back two British touring car Championships *via* the RX-7 and the talents of Win Percy.

Walkinshaw is still involved with Mazda as the wealth of fascinating artistic impressions around the office testify, but now it is "more on the rallying side and development for that sport". There is a Walkinshaw-owned Mazda dealership at nearby Dorchester and the man also has financial ownership of DART, the Silverstone-based sole distributors of Dunlop racing tyres, also an Alpina-BMW franchise for the UK and the responsibility of running the factory Rover 3500 team in Britain. It was this last link that led to the Jaguar project and continental confusion, because everyone automatically assumed that TWR would run the Rover in Europe this season and opposition was readied on that basis.

Tom takes up the story of how the racing Jaguar project began. "Racing saloon cars are an important part of our business, so when a new set of regulations were issued we automatically evaluated them, just as we look at everything in this field." Those new regulations were those for the international Group A, basically catering for touring cars produced in numbers of over 5,000 per annum. Tom continued, "we knew there was a good chance of the Belgians adopting Group A, besides the recommendation that it form the basis of the European Touring Car series instead of Group 2."

Of course the regulations kept changing, not so dramatically as those for Group C endurance racing, or the sudden lurches in policy that seem to afflict Grand Prix, but enough to keep TWR revising their estimations of potential winners. Eventually they decided to simplify their search for a competitive Group A project, "early in September last year we drew up a spec of what *we* wanted in an ideal Group A car," recalled Walkinshaw with a deprecatory grin.

"The priorities were that the suspension be of the wishbone type, to accommodate every inch of rubber allowed by the regulations [a MacPherson strut hogs that vital space of course — J.W.]. Secondly we wanted a car with fairly large diameter wheels, because you are allowed to go up on diameter 2", or down for that matter. If we went up 2" on a car with 14" wheels that would obviously allow a lot of extra space for brakes, which would be free in Group A any way. Looking at the engine regulations we could see that they allowed a fair bit of internal modification but, and this is a bit puzzling to me, the induction and exhaust were pretty restricted. So we needed a car with fuel injection because at least with injection we could force the fuel in and not have to rely on the pulsing action of an efficient exhaust manifold to take it all out again quickly, which is very much the case with a carburated engine.

"We then looked at what the opposition was likely to be for our 'ideal' car; in fact what cars could be used whether by ourselves or the opposition. By this stage our investigation had purpose because BL Motorsport had asked to see what the prospects were of running the Rover in Europe during 1982.

"We thought the possibilities included Mercedes, who have a 5-litre V8, the well-proved BMW, Turbo Ford Mustang and Chevrolet Camaro." Obviously TWR were only interested

The Ford Capri 2·8 injection on Goodyear NCT tyres.



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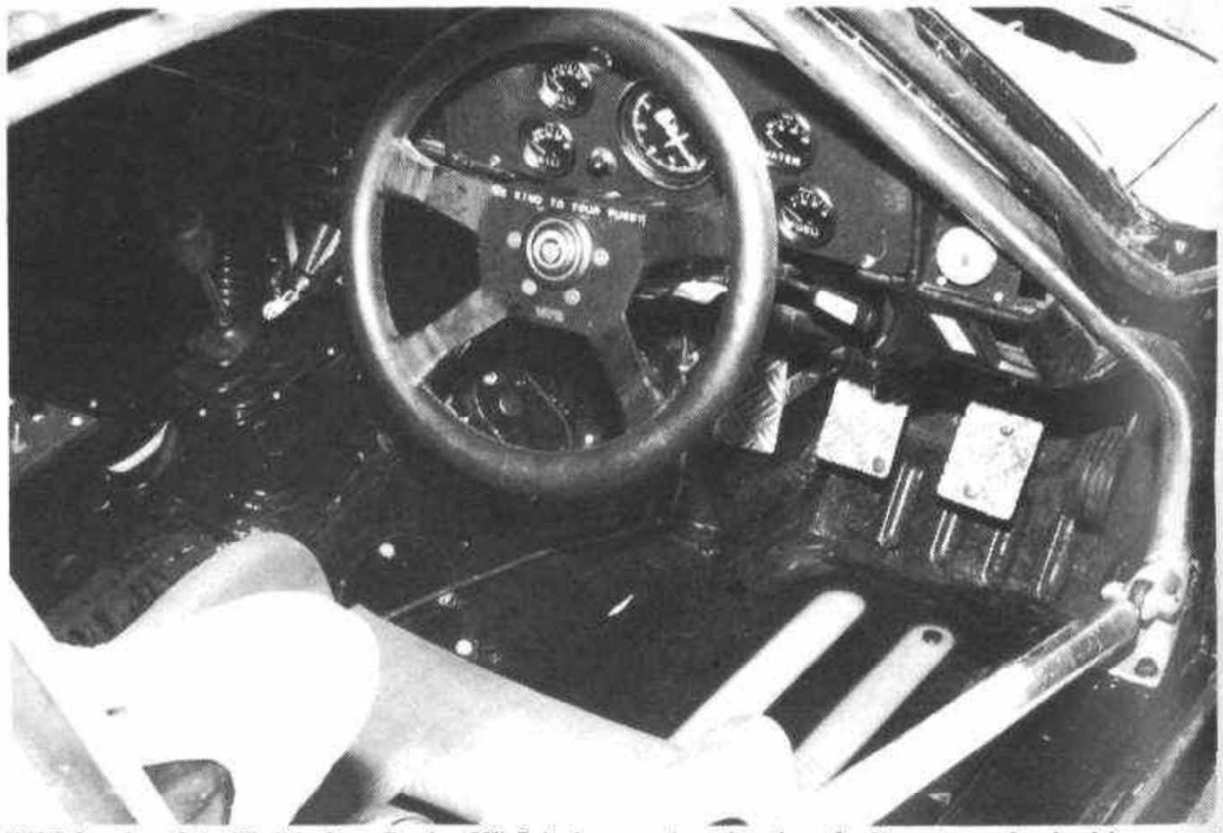
in winning outright, so the tendency was to look at the bigger capacity cars. This tendency to favour cubic capacity, plus a factory preference now apparently leaning toward rallying, ruled Mazda out of the reckoning.

Examining the Rover in detail and with experience that has seen the BL hatchback five-door end Ford's reign with the Capri in British events, Walkinshaw reluctantly concluded that it wasn't the right car for the job. It had MacPherson struts: "we *could* cram in 10" overall width without modifying the body, but it really would be a tight fit," felt Walkinshaw, the present Rover V8s are only carburated and, though Tom did not mention it to us, it may have been that the lack of disc-braked back axle was a factor too. Certainly Tom was not keen on the Rover's cast iron exhaust manifolds for, "these are very important on a V8 and I knew that it would be very hard to get the fuel consumption we wanted, which is roughly the same as BMW. This is vital, so as not to incur the extra pit stops, which need a 2-3s lap speed advantage to offset the extra fuel stop." There is a definite equation here between speed and consumption, and the listener ends up thinking that a lightly modified big engine giving over 5½ m.p.g. and roughly 400 b.h.p. is the right way to go.

As soon as the equation between speed over four hours (and one 24 hour race, for Spa has always been important to TWR) and m.p.g. materialised, the Rover with 3½-litres working hard began to look as though, "it would sort out the early season European races. Then, when the big cars began to get their act together we would be in trouble. So why not have a big car in the first place?" Tom asked himself. When the Jaguar name was mentioned, the tendency was to instantly dismiss it, remembering what had gone on is Europe in 1977.

That the XJ-S was homologated at all was owing to the Australians, who wanted to run it in their Bathurst endurance race. BL had homologated the XJ-S in Group 1 and there it had lain, neglected by Europeans but a force to be reckoned with in modified American form (courtesy Bob Tulius) for Trans Am. When the FIA decided to implement Group A in 1982 they automatically transferred a lot of cars from Group 1 into the new Group A. The XJ-S was amongst them.

Now Tom sat down with long standing friends at Jaguar. Informal meetings and social gatherings formed the backcloth against which the Jaguar return to saloon car racing went from passing jest to a deadly serious project. TWR had one of the 1977 *Broadspeed coupés out of the Syon House* collection. It was painfully obvious that the big coupé, originally a brilliant conception, had become "a committee car, a four-wheeled equivalent of a racing Camel," in one observer's words. The old coupé was really heavy (nearly 1,700 kg.) despite an amazing specification that is even now not freely commented upon. The weight limit for the biggest capacity class in 1982 Group A would be 1,400 kg. Two vital principles were now established: this racing XJ-S would weigh in at the limit and it would *not* be a complicated car. All its systems were surveyed and the lessons of the past painfully absorbed: no more fans cooling extra radiators, or pumps lubricating pumps. This Jaguar would outwardly be a steel shell XJ-S benefiting from modifications rather than re-engineering. As Tom says, "if Jaguar do things the way they do, and it's been a very successful way for the XJ-S is acknowledged to be one of the best cars in the World, then who am I to tell them they're wrong, designing my own Jag racer?"



THE interior of the Walkinshaw Racing XJ-S lacks any trim other than the Recaro seat for the driver; apart from a message attached to the steering wheel urging drivers to "be kind to your pussy", it is purely functional.

Only in one important area would the basic principles of the road car be abandoned: the inboard rear brakes would have to go. On the TWR racer you will find 13" vented units by AP on all four corners, using four piston calipers. The ensemble is the result of the British company's response to the increasing speeds offered by turbocharged Grand Prix cars.

By late October 1981 Walkinshaw had convinced himself that a racing Jaguar could be a serious challenger under the new Group A rules. Now he had to convince others. "I knew from the start that Jaguar were out," Tom commented quietly, "they were just filled up with new model work and it had always been plain to me that there would be no finance in the direct sense."

Part of that plain speaking included a session for Walkinshaw with Jaguar Cars Chairman John Egan. To his eternal credit, Egan was not frightened by the company's previous experience and the promise of technical cooperation in the form of the fashionable "Think Tank" process was agreed. In plain English that means that if TWR have a problem they can go and ask Jaguar how they recommend solving it, rather than trying to fabricate a pure racing solution without *consultation*.

To illustrate such a process I would cite the case of cooling ducts, fans, and auxiliary radiators. TWR were able to talk directly with the aerodynamicists who developed the car originally and come away knowing where the high and low pressure areas were once the car was in motion. Utilising such knowledge virtually all cooling requirements could be met by some of the cleverest and best integrated touring car ducting I have ever seen, rather than using fans to create an airstream. Ford boast about air management on their Escort, but when you look at how TWR make moving air all but stand on its head to reach the neatly tucked away oil coolers for engine and transmission, the term takes on a whole new meaning. I did ask what the drag factor (Cd) was, but I didn't seriously expect an answer apart from "very good", which one would expect from a professional team. Preferable to a glip lie anyway . . .

There are a number of subsidiary trade sponsors upon the Jaguar's black flanks, but the name of Motul is the result of an October 1981 approach by TWR. No figures were relayed to us of course — "a lot," and a wistful grin from Walkinshaw was the reply — but the French suppliers of the Synthetic 300 V race oil agreed to let Tom have four months before deciding whether the Jaguar project could be fielded in Europe. It would only be raced, as agreed with Jaguar and Motul, *if* it proved competitive in testing. Perhaps the surprise of the project, and another lesson learned from the past, has been Tom's basic approach of racing rather than testing to progress the car. He reasons, "while you can control the pace at which you are running there will be things that don't break, but that will break as soon as you have to run at the pace of others on a race track." Also integral to the decision to go ahead were Dunlop, for Tom needed the technical support from Birmingham.

Turning the Jaguar into prototype metal TWR worked to a brief which included:—

1, The car must be on the weight limit.
2, It must be easy to service.
3, *Nothing* outside the essentials to be included, applies particularly to cooling and lubrication systems.
4, *No buy British Policy*. What's best for the job goes on (e.g. BBS Mahle wheels; Bilsteins, Recaro seat etc.).
5, Car to be maintained on a "lifing" aeroplane basis. Access to parts that need to be routinely serviced, replaced (choice of three differential ratios for example) or repaired, under racing or between races, must be good.
6, A minimum of 6 m.p.g.
7, Engine to be developed for m.p.g. and endurance rather than power, but no less than 380 b.h.p.

There are only some 20 people at TWR Kidlington so this would be no massive manpower effort. From theory into metal racing XJ-S would occupy November 1981 to early February 1982. Three men were assigned to maintain and assemble the car under chief mechanic Kevin Lee and team manager Paul Davies. The chassis would be the responsibility of long time TWR employee Eddie Hinckley. Tom

completed all the test driving. Perhaps the most important role was that of New Zealander Alan Scott, for he had the responsibility of making Jaguar's magnificent V12 into a reliable and comparatively abstemious performer. Based on what had happened in 1977 one would have dismissed his chances of achieving much.

The tendency toward oil surge, inevitable in such a large wet sump unit, has been reduced by an internal sump baffling system that Walkinshaw wryly describes as, "capable of coping with a Torrey Canyon disaster!" Total capacity of the system is around 18 pints and very high flow rates are maintained to provide a steady 70 p.s.i. reading. The system is far less complex than one might have imagined, using a smaller sump pick up point than might have been expected, looking successfully toward minimising recovery in pressure should surge become beyond control. An extra breather was added to the system after the initial test run of February 6/7. It had been found that the high oil level being run within was allowing a very slow return feed during the longer corners of British Leyland's Gaydon proving ground.

From an extra power viewpoint TWR were almost overcome by the largesse of Jaguar engineering in standard form. The single overhead camshaft per bank motor is rated at 299 b.h.p. in standard 90 × 70 mm. (5,343 c.c.) trim, comfortably in excess of the 240 b.h.p. BMW expected to extract from their competition Group A version of the Munich 2,788 c.c. six. Thus it is not surprising to hear, especially bearing in mind the spirit of the regulations (which are biased in favour of modification rather than replacement engineering in 1982-Group A) that a very high percentage of standard parts are retained. The valve gear camshaft profiles took some time to establish in conjunction with the hybrid production Lucas-Bosch electronic injection system. Mechanical injection from Lucas was avoided as the company have now abandoned the production of such systems (the Cosworth DFV's future requirements have been carefully established and catered for by a "once-and-for-all production" leaving the team little alternative).

The production pistons are replaced but the May principles are retained in as much as the compression is a highish 12:1. The bottom end of the production vehicle was described to me as, "very strong and certainly man enough to cope with the power and r.p.m. we anticipated". At Monza in March the V12 required only 6,500 r.p.m. to build a convincing 12s lead in the opening laps, but the r.p.m. limit will normally be 7,000. "It's safe to 8,000/8,500 revs", says Tom candidly, "but then you wind up walking the 500 b.h.p. and 3 m.p.g. path, and we had already established that was not what we wanted to win European events". We did not voice the thought, but for 20 lappers in Britain next year, just such exciting b.h.p. figures might be entirely suitable. At Monza consumption averaged 5.5 to 5.9 m.p.g. Further work with Lucas on part throttle economy and absent progressive metering should realise 6.5 m.p.g.

Tom handed over a power and torque set of readings for the first engine they constructed. At peak values the torque was up from a production rating of 316 lb. ft. at 4,000 r.p.m. to 387 lb. ft. at 6,500 r.p.m. Between 5,000 and 7,000 r.p.m. over 300 b.h.p. was available, culminating in 403 b.h.p. as the best reading.

From its February testing debut in the privacy of Gaydon, to the March centrepiece of attention in the Monza paddock, the team have biased development on practical engineering rather than theory. That first weekend at Gaydon saw a 100 mile shakedown and was continued the following weekend at the same venue. There were three days at Goodwood — "when we found out it's cold in February and did a little bit of tyre sorting as well as getting some friendly police to chase off a certain press photographer!" By March 2nd they had progressed to Silverstone briefly before meeting a March 4th obligation to test at Zolder, Belgium, with Bilstein gas dampers. Ferodo made sure their pads were coping manfully with the extraordinary demands of a large touring car in full flight. They say Jaguar enthusiasts in the surrounding Belgian flatlands are still humming a 12 cylinder rhapsody at the memory of that private test day. All testing was conducted on Weber downdraught carburetters while the injection system was adopted for the first race, dispensing with the prototype's cutaway bonnet.

March 21st was the racing debut, but Tom estimates they fitted in something like 6 hours of practice on the preceding two days of that Monza meeting. "We had to ensure we were ready for a 4 hour race, checking out pit stops with the air jacks and centre-nut wheels. We reckon 30 secs. or so for 115-litres (25.33 Imperial gallons) of fuel and changing all four wheels and tyres. So far as the tyres go, I'd just say they are round and black, wet or dry. We do expect to change them at our pitstops and we do have some qualifying rubber ready for use, but hope that it will never be required." Winning races appeals more than split second pole positions at present.

"We'll take the flak", is how Tom sees the first half of the season with a car that is only months old in a race development for a new series of regulations. A second car will only be completed when they are happy with the specification and performance of the first. When that second car arrives, the drivers are presently predicted as Porsche dealer Peter Lovett and Piérre Dieudonné.

Judging by the gleam in Walkinshaw's far-sighted grey eyes he is looking for that happy state of affairs to arrive around June when the Championship emerges from comparatively slow circuits that are hardest on a big car onto the spaces of Brno's magnificent public road layout. Late June for Austria's Oesterreichring; Nürburgring on July 4 and the reduced, but still challenging Spa-Francorchamps track from July 31st to August 1st. All except Spa are 4 hour races. Those with a taste for the Nürburgring might care to note that Jaguar's previous best result of the 1976-77 XJ Coupé schedule was at the 'Ring, when a hastily repaired machine managed second, driven by Derek Bell/Andy Rouse.

Looking beyond this largely experimental opening season in Europe there is an obvious future for the XJ in the British Touring Car Championship of 1983. Then the rules are expected to be as for the European series (Group A) whereas the present rules are an untidy hybrid of Group 1 and have a 3½-litre restriction. The latter capacity regulation should disappear too.

Perhaps we all expected too much from Broadspeed and Jaguar last time, an expectation eagerly fanned by the initial BL PR support. This time, at Tom's request (and that of Jaguar Cars, I suspect), there's not a PR man to be seen, just a small team of extremely tough racers putting together a car capable of bringing back the European Touring Car Championship to a Jaguar driver for the first time since German sportsman Peter Nöcker took the title in a 3.8 saloon. That was in 1963, the first year that the European series was held.

Since then only Mini Cooper S derivatives (1964: Warwick Banks and 1968, when John Handley and John Rhodes won a division apiece) and a 1965 title win for John Whitmore's factory Lotus Cortina have brought Britain European victories. Companies like Alfa Romeo (1970) Ford Cologne (Weslake V6 Capris, 1971/72) and Audi (1980) are more typical European winners. The big winners? BMW. After their class struggles of the sixties, developing a turbo 2002 to beat the Porsche 911 before that was outlawed as a touring car, BMW emerged with the winged CSL in 1973 and won every title until 1980, when Audi interrupted by winning the Makes title. Last year the 635 CSi brought BMW back a European Championship title, but with a production requirement of 5,000 p.a. BMW are temporarily forced to rely on the 528i, which could obviously do with a 535i cousin if it is to even start in the same overall horsepower / speed class as the Jaguar. — J.W.

Technical notes

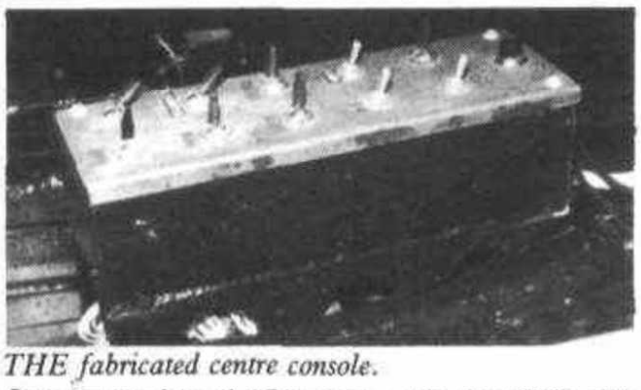
I was not able to detail the racing XJ-S fully at the time of writing but the following appeared salient when walking around the dissembled car in late March, following its Monza debut.

Engine: as per text, aluminium wet sump V12 of 5.3-litres with electronic ignition (CDI system), racing Serck front radiator, oil cooler, electric fan for water radiator. Currently rated at 400 b.h.p. with 7,000 r.p.m. limit. Time to change engine, approximately 1 to 1½ hours.

Transmission: Manual 4-speed Jaguar gearbox with one set of homologated racing ratios available. Racing single plate clutch, limited slip differential. Oil cooling for gearbox and differential. Time to change gearbox, 1 hour. Time to change differential (choice of three ratios) half hour. Geared for 155 m.p.h. at Monza.

Body: Steel two door with internal alloy roll cage and light tubular engine bay stays. Weight reduced from 1981 Geneva Show catalogue figure of 1,750 kg. to 1,400 kg. Built-in air jacks. Quick release systems for fluid lines, electrical connections and front wings. Premier 120-litre petrol tank.

Cockpit: Untrimmed bare steel with single Recaro race seat. Fabricated centre console with switchgear for: ingnition and fuel (4); differential and oil cooler; lights; fan booster for demist. Willans harness, racing steering wheel (4-spoke).



THE fabricated centre console.

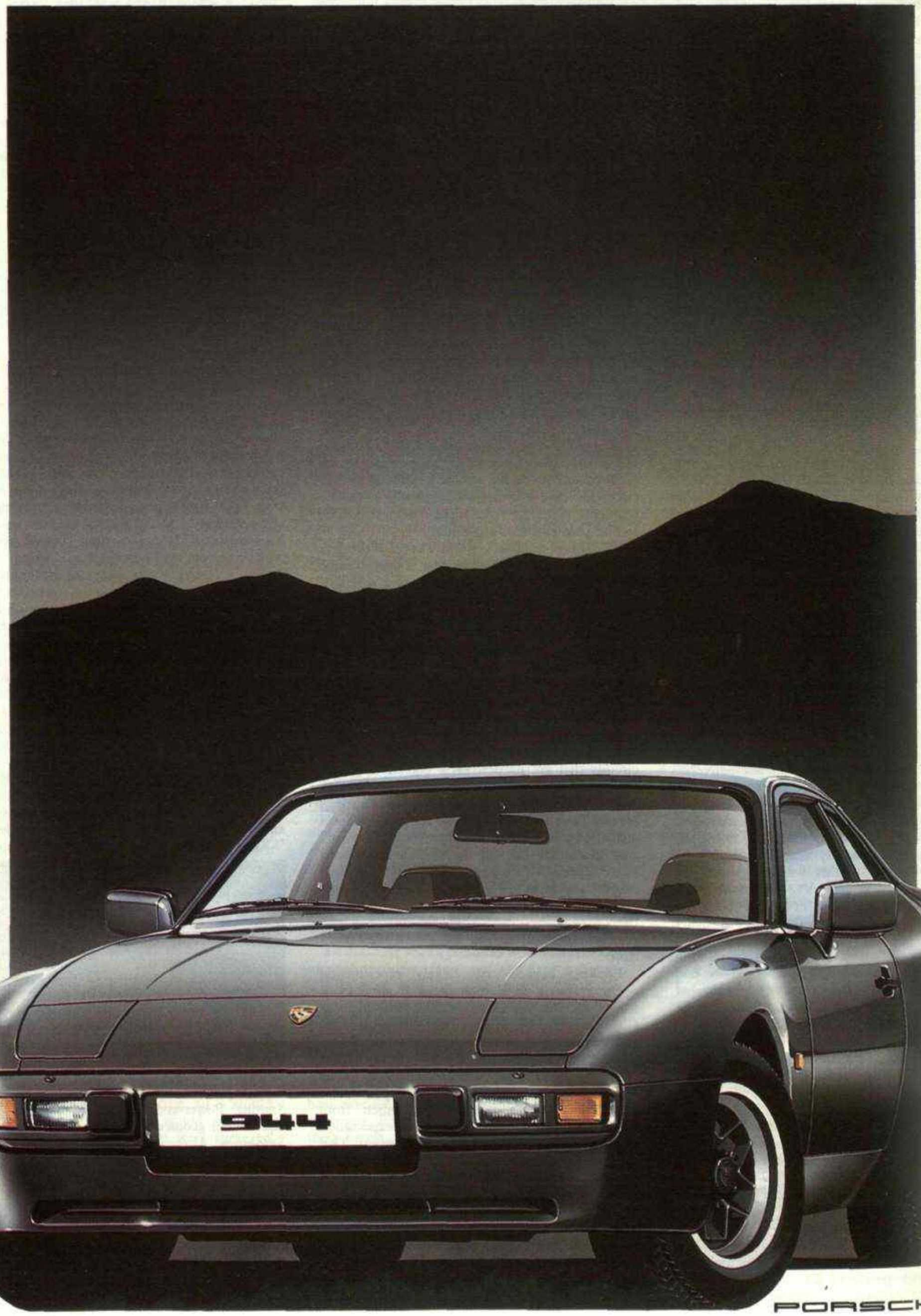
Instrumentation: 0-150 p.s.i. oil; 50-150°C oil; Jones 0-9,000 r.p.m. tachometer; 40-120°C water; 0-30-70 p.s.i. fuel pressure.

Steering: Power-assisted, std. rack, extra castor and camber geometry.

Suspension: Alternative lightweight titanium coil springs available; Bilstein adjustable ride height gas dampers; hybrid production and race fabrication of double front wishbones and rear double coil spring per side / lower wishbone system around Jaguar principles.

Brakes: AP vented competition discs, 13 x 1⅝" thick; four piston calipers.

UK appearances: Donington, May 2nd; Silverstone, September 12th.



PORSCHE

A VERY POWERFUL NEW REASON FOR PARTING WITH AROUND £13,000. A VERY POWERFUL NEW PORSCHE.

The introduction of the 944 marks another milestone in the achievements of Porsche. For in the best tradition of Porsche development, it is not only the car that is new. It is the concept, too.

Consider the brief.

The 944 should marry the most advanced technology of the ultimate luxury sports car, the 928, with the equally acclaimed everyday practicality and economy of the 924.

The result, as might be expected, is the unexpected.

A HIGH PERFORMANCE SPORTS CAR THAT IS NOT EXPENSIVE TO RUN.

The unexpected lies in an entirely new powerplant. It's pure Porsche. A 4 cylinder, 2½ litre unit that develops a hefty 120kw (163 bhp) at 5,800 rpm, yet turns in its peak torque of 205 Nm at only 3,000 rpm.

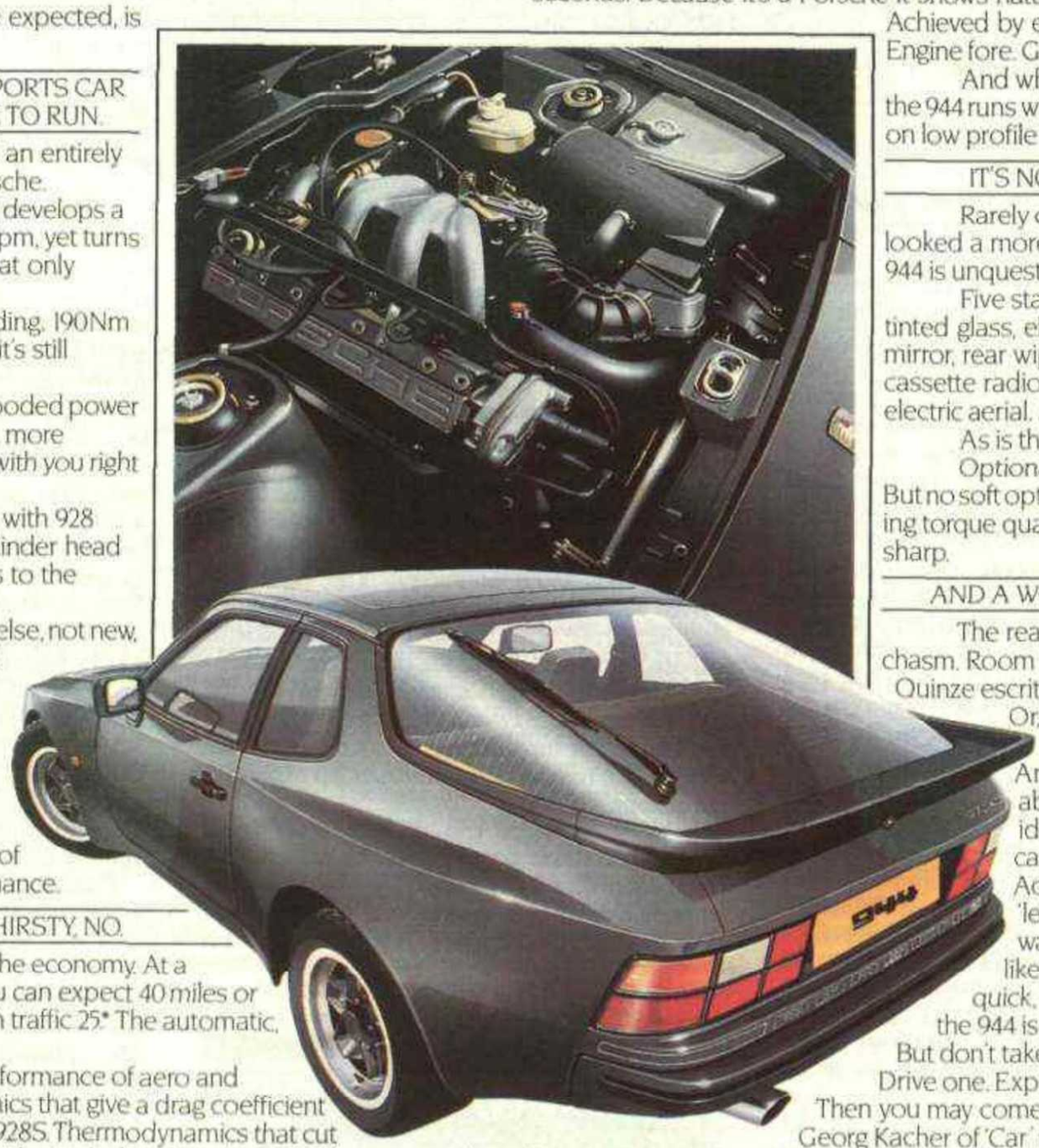
Its flexibility is outstanding. 190 Nm at 2,000 rpm, and on tickover, it's still producing 160 Nm.

Put more simply, full blooded power is on tap when needed. And, more significantly, that power stays with you right through the rev range.

The 944 engine bristles with 928 technology. From the alloy cylinder head with the self adjusting tappets to the crankshaft lubrication system.

And there's something else, not new, but important. Contra rotating balance shafts that actually counter secondary engine vibration.

The upshot? A power drive that is smoother and quieter than anything ever achieved before by an engine of this configuration and performance.



LEAN AND HUNGRY. THIRSTY, NO.

Equally unexpected is the economy. At a constant 56 miles per hour you can expect 40 miles or more per gallon. In heavy town traffic 25.* The automatic, even more.

How? By a virtuoso performance of aero and thermo dynamics. Aerodynamics that give a drag coefficient of just 0.35. Superior even to a 928S. Thermodynamics that cut fuel consumption to the bone. The 944's digital engine control system and fully electronic fuel system monitor, for example, 4,096 engine functions. So the economy goes on.

And on. With 12,000 miles between services and oil changes.

IT EXHILARATES FROM 0-137.

And probably more. Without stress. Without strain.

For the sophisticated smoothness of the 944 is its most desirable feature. And when it comes to stopping, it does. Rapidly.

Ventilated discs all round bring you effortlessly from 62-0 in just 33 seconds. Because it's a Porsche it shows natural poise and balance. Achieved by even weight distribution. Engine fore. Gearbox aft.

And where others run roughshod the 944 runs with ease. Hugging the ground on low profile 911 tyres and wheels.

IT'S NO MEAN MACHINE.

Rarely can sports motoring have looked a more attractive proposition. The 944 is unquestionably de luxe.

Five star 2+2 accommodation, tinted glass, electrically operated exterior mirror, rear wiper, sophisticated stereo cassette radio, multi-speaker system, electric aerial. All standard.

As is the superior finish.

Optional is the automatic gearbox. But no soft option, this. The 944's outstanding torque qualities keep response razor sharp.

AND A WORKHORSE TO BOOT.

The rear hatch conceals a veritable chasm. Room enough to carry the Louis Quinze escritoire.

Or, for the more sporting, a full size racing cycle.

And, again due to that remarkable engine, you'll find a 944 ideal for towing over a ton. Or carrying a roofload of 165 lbs. Add Porsche's unique 7-year 'leave it alone' anti-corrosion warranty, depreciation that's likely to be as slow as the car is quick, and you'll begin to see why the 944 is no ordinary car.

But don't take our word for it.

Drive one. Experience one. Relish one.

Then you may come to the same conclusion as Georg Kacher of 'Car' magazine.

"Few sports cars combine performance and fuel economy the way this Porsche does ... the Porsche 944 is immensely rewarding to drive and makes a lot of sense to own."

We concur.

944 PORSCHE

PORSCHE CARS GREAT BRITAIN LIMITED. Richfield Avenue, Reading RG1 8PH. Telephone: 0734 595411.

Tourist, NATO, Diplomatic, Personal Export Enquiries Tel: 0734 595411. Present Porsche line-up comprises: 4 cylinder 924 Series from £9,103; 4 cylinder 944 Series from £12,999; 6 cylinder 911 Series from £16,732; 8 cylinder 928 Series from £21,827. Prices, correct at going to press exclude number plates. *DoE Test: mpg (l/100km). 944 Auto: Urban: 25.2 (11.2). Constant 56mph: 35.8 (7.9). Constant 75mph: 30.1 (9.4). 944 5 speed: Urban: 24.8 (11.4). Constant 56mph: 40.4 (7.0). Constant 75mph: 32.5 (8.7).

■ SOUTH EAST: AFN, Isleworth 01-560 1011. AFN, Guildford 0483 38448. Charles Follett, Mayfair 01-629 6266. Motortune, Chelsea 01-581 1234. Malaya Garage, Billingshurst 040-381 3341. Maltin Car Concessionaires, Henley 04912 78111. ■ SOUTH WEST: Dick Lovett, Malborough 0672 52381. Parks, Exeter 0392 32145. ■ SOUTH: Heddell & Deeks, Bournemouth 0202 510252. ■ MIDLANDS: Swinford Motors (Continental) Ltd., Lye 038-482 2471. Roger Clark, Narborough 0533 848270. Gordon Lamb, Chesterfield 0246 451611. Monarch Cars (Warwick) Ltd., Warwick 0926 491731. ■ EAST ANGLIA & ESSEX: Lancaster Garages, Colchester 0206 48141. Lancaster Garages, Norwich 0603 401814. ■ NORTH WEST: Ian Anthony, Wilmslow 0625 526392. Ian Anthony, Bury 061-761 2222. Parker & Parker, Kendal, 0539 24331. ■ NORTH EAST: JCT 600, Leeds 0532 508454. Gordon Ramsay, Newcastle-upon-Tyne 0632 612591. ■ WALES: Howells, Cardiff 0222 592363. Dingle Garages, Colwyn Bay 0492 30456. ■ SCOTLAND: Glen Henderson, Ayr 0292 82727. Glen Henderson, Glasgow 041-943 1155. Glen Henderson, Edinburgh 031-225 9266. ■ NORTHERN IRELAND: Isaac Agnew, Glengormley 02313 7111. ■ CHANNEL ISLANDS: Jones Garage, Jersey 0534 26156.

Behind the Grand Prix Scene

The Doctor

BACK in the days when Jackie Stewart was King of Formula One attempts were made to rationalise the medical scene at Grand Prix races. With the aid of his Grand Prix Drivers Association (GPDA) and money from all manner of sources, including enthusiasts and spectators, a Grand Prix Medical Unit was created in the form of an articulated lorry fitted out as a super ambulance and temporary hospital. For numerous reasons the thing was a failure, one of the main reasons being that the only regular staff members with it were the driver and a medical orderly. The whole plot was delivered to race organisers in Europe for them to use for the benefit of Formula One drivers, but few of the organisers really welcomed it. The Belgians had a military field hospital capable of dealing with war casualties, the Spaniards had a helicopter emergency system that flew direct to Madrid's best hospital, where they were accustomed to sewing back together gored bullfighters, while races in America, Argentina and South Africa had to do without the unit, as its movements were limited to Europe.

However, much ground work was achieved by Stewart, the GPDA and the Medical Unit and much thought was given to rationalising the medical scene as far as Formula One was concerned. It was hoped that improvements at the pinnacle of racing would find their way down to lesser activities. Bernard Ecclestone, as head of FOCA when it embraced all the special-builders (or *garagistes* as Monsieur Balestre quaintly calls them) and the manufacturers, was instrumental in setting in motion a system whereby FOCA supplied an influential medical man for all the races to liaise between the teams and the race organiser's medical services. The idea originated from drivers like Stewart and Fittipaldi who paid their own money to have their own personal doctor with them at all the races. In 1978 Ecclestone was looking for a suitable doctor for his proposed system when he came across Professor E. S. (Sid) Watkins. He saw at once that here was a medical man made for the job. Once agreement was reached with all concerned Prof. Watkins accompanied the FOCA teams to all their races. In his typical manner Ecclestone gave Professor Watkins an entirely free hand, saying "there is the problem. I think you can do the job, get on with it and if you need any help ask me". Ecclestone has a shrewd ability for picking people for a job and once he has confidence in his choice he never interferes, but naturally he must have the results he wants. People who work for Ecclestone all appreciate this attitude and consequently do a good job, and if you ask Ecclestone about it he will say "if I didn't think they could do the job I would not have picked them". There is nothing worse than a boss who is always interfering, especially on a job about which he knows very little. Thus it was with the medical services at Grand Prix races, Professor Watkins knew what was desirable and what could be done.

Sid Watkins left the army medical services in 1956, already a qualified doctor, and as he had an interest in motorsport and club activities like rallies and things, he joined the RAC medical list and was soon helping at race meetings in his role of doctor. After several years in the United States as a specialist in Neurosurgery he eventually got the top job as Professor of Neurosurgery at The London Hospital and in 1978 when Ecclestone approached him to take over the post of FOCA doctor he was well prepared for the job. Not only was he well versed in motor racing both in England and America but he had many years of acting as race-doctor behind him and was neurosurgical adviser to the RAC Motorsport Panel. He had what amounted to a medical passport to most countries and knew his way about the world of medicine on both sides of the Atlantic Ocean. No matter where a race was being held, Professor Watkins would have some personal contact with the local medical world. All he required Ecclestone to do was to ratify his position with the FISA and with the race organisers, which was done.

What it means now is that all the Formula One teams know "the Prof." and he knows all the race organisers and their medical services, so he is the perfect "go between". He arrives at a Grand Prix well before the first practice and together with the local medical organisation reviews the facilities and cross-checks that everything required by FISA rules for a World Championship event are in order. At some races the first practice session has been late in starting because "Prof." will not give his sanction until everything is in order. There have been times when the organisers have said the mandatory medical helicopter would be at the circuit by 9.30 a.m. and it has been late in arriving. Not until it is in place and deemed suitable by Sid Watkins will he let practice commence, as far as his side of things are concerned. At one race the medical helicopter was on its way when it had to divert to a serious road accident, so practice was delayed until a back-up helicopter was dispatched. When it arrived Professor Watkins was not satisfied with its suitability and made it clear to all the teams that if they wanted to start practice they should know that the helicopter was not really suitable for the job and was only temporary. The right one arrived soon after practice got under way and it was the "Prof." who looked after all this side of activity. Facilities around the circuit are looked at the day before practice and checked on the morning of each day and a Doctor's course car and driver are supplied for the purpose. At the start of each race he follows the first lap to be with the action.

If all is in order and nothing goes wrong Professor Watkins hopes he has no more to do, but nonetheless he is always on duty and is situated by the race control with his course-car close by and "at the ready". Only if an accident is a bad one or there is an emergency does the Doctor's car go out on the track. If the circuit doctors and first-aid posts around the circuit are able to cope with a situation he stays put, so that the severity of an accident can be gauged from whether Prof. Watkins goes off in the Medical course car or not. His drivers vary from solid professionals like Herbert Linge, mentioned in an earlier article in this series, to local "hot-shoes" who happen to be a friend of the Club President or something. There have been occasions when Sid has requested a more responsible driver, not wishing to end up in hospital himself! He does not need a driver who is out to break the lap record every time he goes out. Quite often it will be an ex-Formula One driver or a Formula Two driver on holiday and it is a good thing if the driver knows the circuit well. The medical car varies from the superbly equipped Porsche 928 of the German ONS, to the latest "trick" car loaned to the race organisers, such as the Lamborghini Countach at Monaco, or the BMW M1 coupé in Austria. For preference Sid Watkins is more than satisfied with the ONS Porsche 928 and makes no secret of the fact that of all the drivers he has to work with he rates Herbert Linge and Phil Hill the best.

PROFESSOR E. S. Watkins.

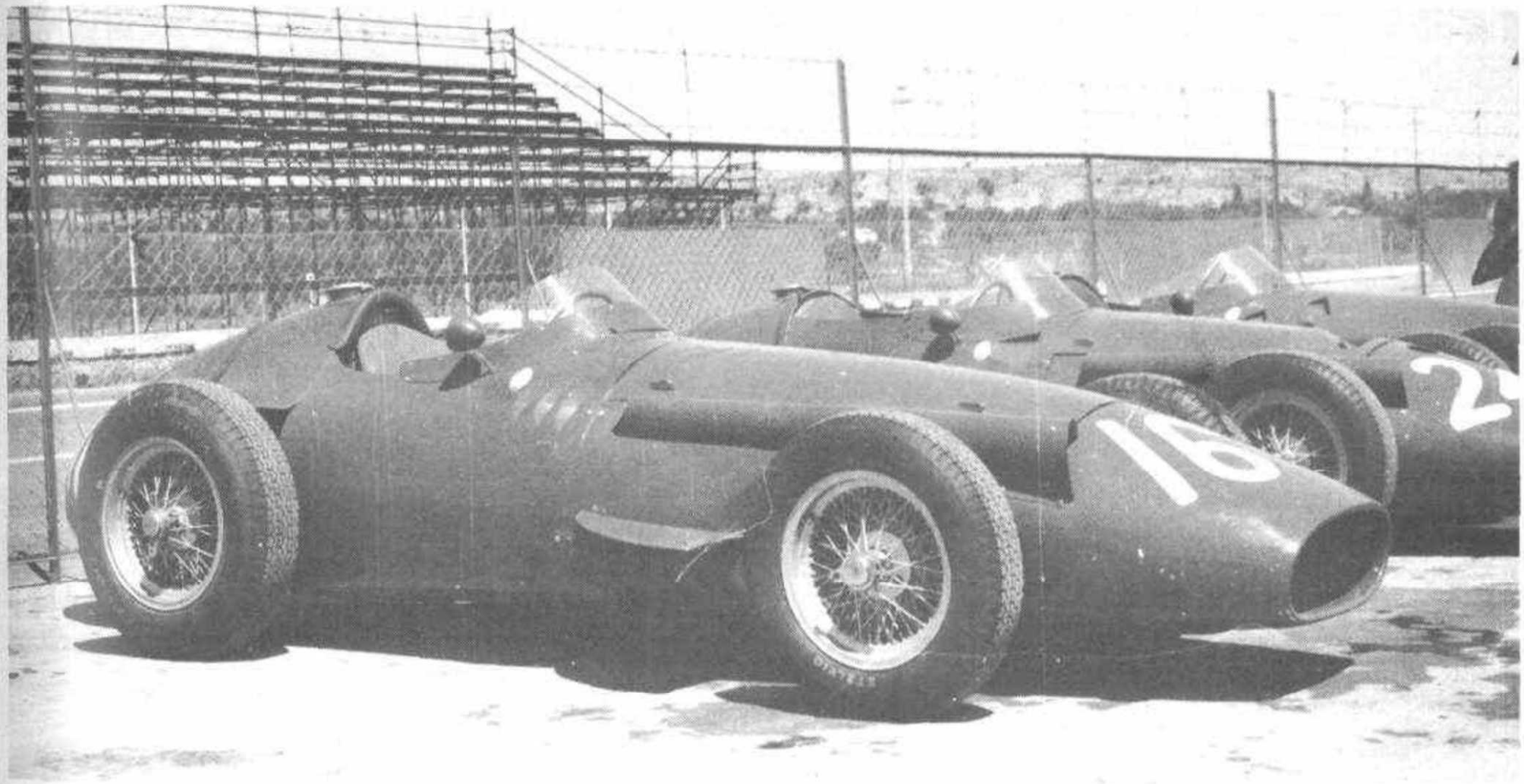


Professor Watkins is a mild and pleasant man in his fifties, married with a family, and is a realist about motor racing. Like me, he accepts the "law of averages" and knows that you cannot make such an unnatural activity as Grand Prix racing 100% safe, but you can be prepared to the utmost for the time when it proves to be unsafe. We agree that you cannot possibly get through a series of seventeen races at the tempo of today's racing without some accidents and that, generally, each year there has got to be a big one. You must always be ready for the bad accident being today and anyone who thinks accidents are not going to happen is being unrealistic. At the Italian Grand Prix at Monza last year Professor Watkins mentioned to me that he was worried for we had got to September in the 1981 season without a really serious accident. The "law of averages" said we were overdue for one. When he saw John Watson's accident after the race on the closed-circuit television at race-control, he said he was sure "this had been it". Mercifully, "Wattie" escaped uninjured but it was an anxious moment and the course car did not have to go.

Professor Watkins is fortunate in having an excellent staff at The London Hospital that can look after things for him while he is away at the races, but even so he is always in contact with them. At one race he was staying a long way from the circuit, at an airport hotel, and I queried why. He explained that he sometimes needed to be in continual touch with his staff about various problems and the airport hotel had the best telephone service. Also, had there been any need that he would have to fly back to London between practice days, he was living as close to the planes as possible.

In the last six months a FISA Medical Commission has been formed to set and monitor medical standards world-wide and across the board, Jean-Marie Balestre was responsible for this. "The Prof." is the British delegate on this Commission and in October last was elected as the first President. There were twelve delegates from the principal motorsport countries, France, Italy, Germany, Monaco, Belgium, Holland, Spain, N. America, Argentina, Austria, Ivory Coast and Great Britain. The Commission has already met twice and more meetings are planned for the future.

Continued on page 617



THE Maserati 250F number 2528 seen at the Siracuse Grand Prix in 1957, the first time it appeared in European racing.

Historic Grand Prix Cars

NO ONE will deny that the Maserati 250F is a classic among Grand Prix cars, though there are people who think it is the classic of all Grand Prix cars. The design was laid down specifically for the Formula of 1954-1957, which was extended to cover the years 1958 to 1960, and the prototype was completed in December 1953. As the Formula called for unsupercharged engines of 2,500 c.c. (2½-litres) Maserati referred to their new car as the *Due cento cinquanta per Formula Uno* and this came to be written as "250/F1". Once out in the hands of the press this became abbreviated to 250F and that is the number that has remained ever since. It has the distinction of being the first new car for the new Formula, taking part in and winning the first race of 1954, and maintaining activity in the Formula right through to the bitter end. A 250F just scraped on to the grid for the very last race of the Formula in November 1960. Over the seven years that the 250F was racing the basic design did not change much, though naturally there was continuous development. The tubular space-frame became smaller and lighter, the gearbox developed from four speeds to five speeds, brakes became bigger in diameter and wider carburetter sizes increased, as did valve sizes, and camshafts improved so that the engine, which remained a straight-six-cylinder, went from 240 b.h.p. at 7,200 r.p.m. to 270 b.h.p. at 8,000 r.p.m. The bore and stroke remained at 84 × 75 mm. giving a capacity of 2,493 c.c. Suspension was unchanged throughout its life, being double-wishbones and coil springs at the front and de Dion with transverse leaf spring at the rear. Over the years the bodywork became smoother and sleeker and the nose cowling became longer and more penetrating. The high point of the works team of 250F cars was undoubtedly 1957, the year in which Fangio won the World Championship with the model that was to become known as the "lightweight". This had a much lighter chassis frame, using smaller diameter tubes and more of them, which was known as the *Tipo 2* frame. Three cars were built for the factory team drivers Fangio, Behra and Schell and these were numbered 2527, 2528 and 2529. It is the middle one of the three with which we are dealing this month.

Maserati Tipo 250F 1957
Chassis No. 2528
Engine No. 2528

The first two cars of the famous trio of "lightweight" models were completed in time for the Argentinian season at the beginning of 1957 and Behra drove 2528 as he was the official number two driver to Fangio. In the two races in Buenos Aires he finished second behind the team leader. Back in Europe the works team went to the Siracuse GP and Behra should have driven 2528 but while it was being warmed up the water pump seized so he transferred to an older car and Harry Schell took over 2528. He only lasted two laps and retired with 2528 boiling like a kettle. However, two weeks later Behra used 2528 to record an easy win at the Pau GP, there being little opposition apart from privately owned Maseratis. The first European event in the World Championship series was the Monaco GP and for this event Schell was co-opted into the team and given 2528 as Behra was convalescing after a road accident. During practice Fangio compared his new car, 2529, with Schell's car and decided he preferred the feel of 2528 so they changed over for the race. After much of the opposition had eliminated itself in a multiple accident Fangio went through to dominate the race and chalk up another victory for 2528.

At the French GP which was held at Rouen in 1957 Behra was once more back in 2528 but he could not match the performance of Fangio or the other top aces of the day. After a pit stop to change the left-rear tyre the Frenchman drove his heart out and caned the engine unmercifully so that it eventually went sick but was able to limp round to the finish, classified fifth even though he was seven laps behind the winner. The weekend after this everyone went to the Reims GP but Maserati were getting short of engines so the damaged 2528 went back to the factory and did not appear for the Reims race. By the British GP held at the Aintree circuit 2528 was back in good fettle, with Jean Behra once more on board. After the leaders had run into various troubles Behra took over the lead and held it until disaster struck. The official reason given was that the clutch had disintegrated, showering bits and pieces across the track, but later it transpired that it was the crankshaft that had broken. At the German GP on the Nürburgring Behra drove 2528 into a rather unimpressive sixth place and then at Pescara he retired when an oil pipe broke. For the Italian GP at Monza Behra elected to drive one of the new V12 Maseratis so Schell took over 2528 and was lying fifth near the end of the race when once more an oil pipe broke and he was forced out.

To round off the season 2528 really behaved itself and Behra recorded two victories. The first was round the Aero-Autodromo of Modena, on the car's home ground, and the second was in the inaugural race at Casablanca in Morocco. With four Grand Prix victories to its credit 2528 can be said to have earned its keep as a works team car.

The Maserati factory withdrew the official works team in 1958 and most of the cars were sold off, 2528 going to the Spaniard Francesco Godia-Sales. He was a wealthy amateur sportsman who raced for the fun of the thing, but he was not really in the Grand Prix class as far as World Championship events were concerned. He started off well enough, with third place in the Siracuse GP in Sicily, but then failed to qualify for the grid at the Monaco GP. He just scraped onto the grid at Spa-Francorchamps for the Belgian GP but retired with piston trouble. In the French GP at Reims he spun off into retirement and then

Continued on page 617

THE HIGH COST OF SOME AUTO-REVERSE SYSTEMS.



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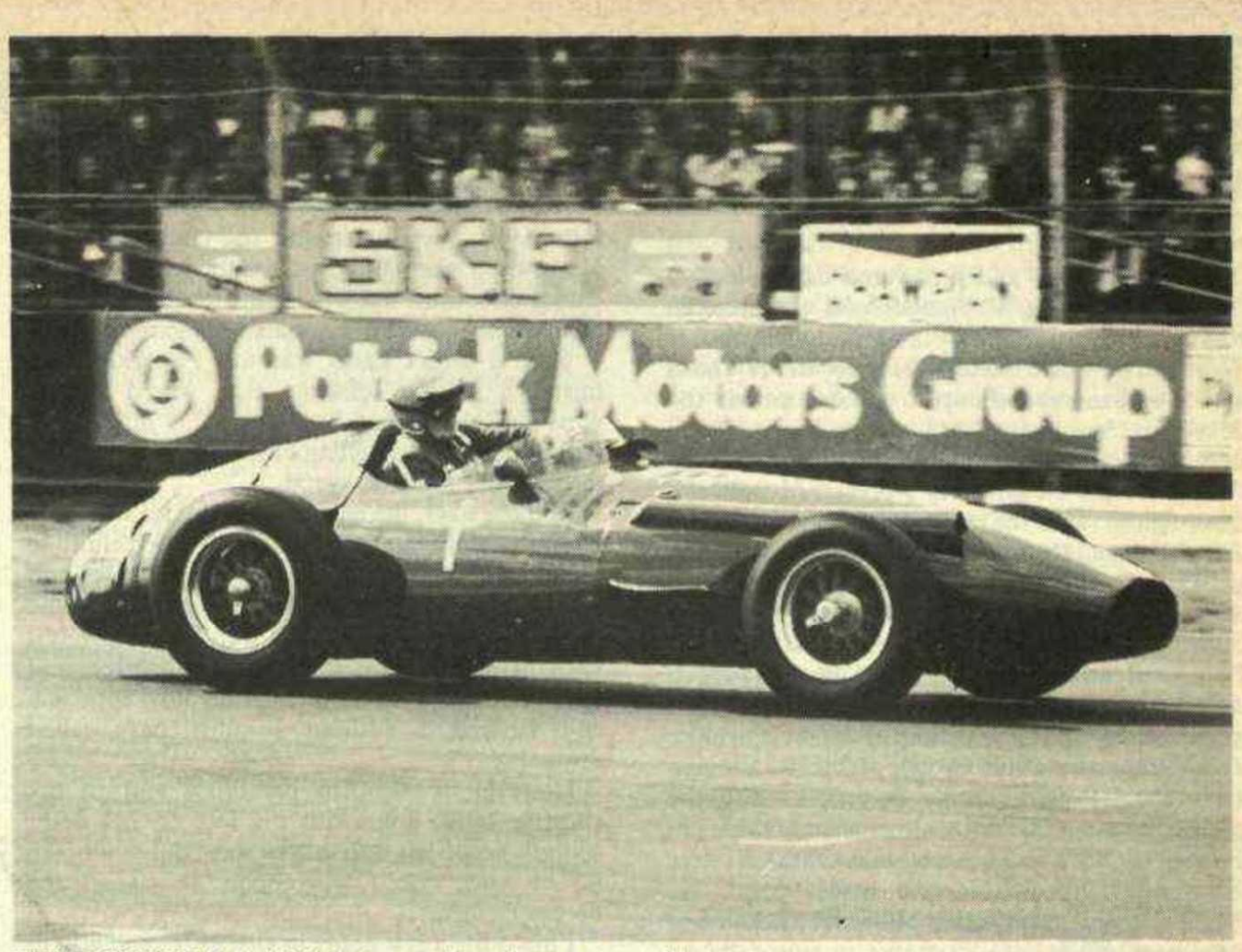
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PETERBOROUGH, Auto Sound Centre, 1110 Lincoln Rd.
PLYMOUTH, Turnbulls Garage, Bretonside.
PORTSMOUTH, Car Entertainments, 121 Highland Rd.
PRESTON, Car Radio Preston, 290 Blackpool Rd.
Mobile Radio (Preston) Ltd., 85/87 Fylde Rd.
READING, Motolec, 139 Caversham Rd.
REDDITCH, Auto Ignition Services (Redditch) Ltd., Unit 9, Brook St.
REDHILL, Road Radio, 93 Brighton Rd.
RIPON, Ripon Auto Electrics, Blossomgate.
ROMFORD, Molson Distributors, 187 South St.
SCARBOROUGH, A.C.C. Ltd., 35/43 Trafalgar Rd.
SHEFFIELD, Autosound Services, 306/310 Shalesmoor.
SLOUGH, Motolec, 175 Bath Road.
SKIPTON, Car Radio (Skipton), Unicorn Buildings, Devonshire Pl.
SOUTHAMPTON, Anglesea Car Radio, 23/27 Church St, Shirley.
Sextons I.C.E., 37 Bedford Rd.
STAFFORD, G. T. Autos, Drummond Rd., Astons Field Ind. Est.
STAINES, Ashford Car Radio, Norris Rd.
STOCKPORT, T.S.A. Car Radio, 33 Greek St.
Specialized Equipment Ltd, 341 *Wellington Rd. Nth.*
SUNDERLAND, Auto Save, 11 Windsor Terrace, Grown.
SWANSEA, Uplands Car Radio, 3 Gwydr Square, Uplands.
SWINDON, E.H. Bradley Engineering Ltd., Okus Trading Estate.
TAUNTON, H.N. Hickley Ltd., Castle St., Tangier.
VIRGINIA WATER, Wentworth Car Radio, 409 Stroud Rd.
WAKEFIELD, T.S.A. Car Radio, Garden Rd.
WALSALL, J.S. Lunt Motor Holdings Ltd., Queen St.
WALTON ON THAMES, Weybridge Enterprise Ltd, 1 Annett Rd.
WATFORD, Auto Sound Services, 80 Queens Rd.
WELWYN GARDEN CITY, Inca Car Audio,
Woodhall Shopping Centre.
WEYBRIDGE, Thames Car Radio, High St., Addlestone.
WOKING, S.K. Radio, 45 Chobham Rd.
WOLVERHAMPTON, Charles Clark, 52 Chapel Ash, Clifton St.
WORCESTER, Mobile Electrics Ltd., Gregory's, Mill St.
Automobile Services Worcester Ltd., White Ladies Clo., Little London.
YEOVIL, Auto Sound, Addlewell Lane.
YORK, Autosound Services, Toft Green.
Motorists Mecca, 148 Micklegate.
CHANNEL ISLES JERSEY, Selecta Vision, 20 Beresford St., St. Helier.
GUERNSEY, Sound Track, Church Sq., St. Peter Port.



NEIL CORNER in 2528 during an historic car race at Silverstone.

HISTORIC GP CARS — cont. from page 615

withdrew from the Grand Prix scene. 2528 went back to the factory in Modena and was not raced again in 1958. At the end of the season, after Fangio had announced his retirement the BP petrol company, with whom he had a long contract, made a film about him as a tribute. Part of this was taken by a camera mounted on the tail of a 250F Maserati as he did a quick lap of the Modena Aero-Autodromo. It was quite well done and gave a good idea of opposite-lock slides as the camera looked over his shoulder at the road ahead and the front wheels. The car used for this filming was 2528, borrowed from the customer department, where it had been sitting for a long time awaiting a new owner.

The days of the 250F Maserati were over as far as serious Grand Prix racing was concerned, so even one of the "lightweight" cars did not interest any potential Grand Prix drivers. Many years later Charles Lucas, who was racing Formula 3 cars, was approached in an Italian bar and asked if he wanted to buy an old racing car. It was 2528 which the vendor had for sale, and Lucas bought it as Historic racing was beginning to get under way. He drove it in various historic events with all the brio and panache of Fangio or Carlos Menditeguy, sliding it through Woodcote corner (before the chicane was built) at Silverstone with great armfuls of opposite-lock. It all looked most impressive and a lot of fun, but time had gone by and his lap times were barely equal to that of a well-driven Mini-Cooper!

Eventually Neil Corner bought 2528 off Lucas, and retains it to this day, giving it the occasional airing in historic races. Of all the Maserati 250F cars built it is one of the most original, for it had a short, but successful, life at the front of the Grand Prix scene and then was fairly inactive, so that it did not become modified, improved, altered or crashed. 2528 is a truly Historic Grand Prix car, with four Grand Prix wins to its credit. — D.S.J.

CARS IN BOOKS — continued from page 607

open rowing-boat on the ocean, a book in which boxing, parachute jumping, canoe racing and climbing also figure

I have to thank Mr. Stan Simpson of Leicester for an extract from "Travelling Days" by Edith Lyttelton (Godfrey Bles, 1933), a copy of which he found in a secondhand bookshop and bought recently for 10p. It is about journeys in Japan, China and India and there is a story of how a big elephant ran amok in the Palace Yard at Sanchi, where the authoress had been met at the station by the Curator of the Bhopal Museum, with elephant-transport laid on, of course. The other elephant had been attracted by the sight of the Rajah's new Daimler, "large and shiny and luxurious, just out from England". The bored beast attacked the car and crashed it against a wall, again and again, until it was in small pieces. It was too dangerous to interfere until the elephant's rage cooled, or it became exhausted. However, a Scot's doctor, attending the Rajah, suddenly realised that his "two-seated, seven horsepower Morris Cowley, the pride of his life and also, like the Daimler, just out from England" was also in danger of being destroyed. "He rushed in and started the engine under the very trunk of the astonished elephant . . . his valour was rewarded; he clattered triumphantly out of the gate which someone had the nerve to open for him."

Although described as a 7 h.p. car, it seems almost certain that an 11.9 h.p. Morris Cowley was involved; how lucky its battery was up to the job, even in the tropical heat of India! — W.B.

BEHIND GP SCENE — cont. from page 614

Sid Watkins is a great believer in moderation at all times in all things, and enjoys a cigar and a dram of whisky, "a spot of scotch livens up the brain tissues". He thinks that "a scotch before bedtime would do some of the Formula One drivers no harm". Most drivers in Formula One are very content to know that in the event of a major shunt they have on hand one of the best brain-surgeons available and if anyone is going to sew the delicate parts of their body together again Professor E. S. Watkins will do it. — D.S.J.

AIR

Shuttleworth Collection — A varied Flying Day on May 30th

THE Red Arrows and a powered hang-glider; a Vulcan delta-wing V bomber and the free-fall Skydivers; a historic DC-3 airliner and a pre-war Drone ultra-light; a Messerschmitt Bf109 and a search-and-rescue helicopter demonstration; the Marlboro Aerobatic Team and a Varsity RAF crew trainer; the Russian Yak 11 and the Wallis Autogyro; the Royal Navy's preserved Seahawk fleet fighter and the only remaining airworthy Avro Anson form part of the varied flying programme starting at 2 p.m. (gates open 10.30 a.m.) at the Shuttleworth Collection on Sunday 30th May. Now add an aerobatic Pitts biplane, a Broussard utility aeroplane used by the French Army, the new Ben Air Sparrowhawk ultra-light single-seater and a selection of famous historic types from the Shuttleworth stable — ranging from the Gladiator to the Boxkite — and the picture gels into this full-scale pageant of the air to be seen at Old Warden Aerodrome off the A1 near Biggleswade, Beds. Normal display prices are being charged, as quoted in MOTOR SPORT last month. — W.B.

* * *

Kidlington Air Display

THE Oxford Aeroplane Club is holding an air display at Kidlington Airport on May 31st. Training flights of half-an-hour will be available in a Piper Tomahawk at a cost of £14.

Air Mail

First Solo

Sir,

I have been most intrigued by two recent articles on the old DH Moth.

I joined the London Aeroplane Club in 1925, when I was still an apprentice in an engineering works in Basingstoke, when we still worked Saturday mornings. This made it very difficult to get dual instruction as it was necessary to book about three weeks in advance, and getting to Stag Lane on my old motorbike also added to my difficulties.

As far as I can remember we paid £1 an hour for dual, and 10/- for solo.

After doing my first spin, I felt so ill, I decided that flying was not for me, and only by pure chance did anything happen to make me change my mind.

It so happened that I was working in the Running Shed in the works and was detailed to deliver a lorry chassis to the north. For a change I decided to go up the Great North Road, and this took me past Stag Lane, so I turned in for a chat with any members who might be there. I found myself sitting in a deckchair next to that wonderful comedian Will Hay, who happened to be a member, and he asked me why I'd not been at the Club for so long. When I told him he said "that's just what happened to me, but I was persuaded to have another go, and got over the nausea induced by a spin — why don't you have another go" — so I did and all went well.

I did my first solo in G-EBKT on February 17th, 1927, under somewhat peculiar circumstances. The Chief Instructor was a Captain (they were all Captains!) Sparkes and after a quick circuit and bump, he leapt out and said "off you go". I was absolutely astounded, as I'd last flown the previous November, but you didn't argue with "Sparkie". My take-off was hardly out of the book, and once in the air I was so overcome with amazement that I got completely lost. After a while I found the church spire at Harrow on the Hill, and finally with a nearly empty tank came to earth again after the fourth or fifth bounce, like an inebriated kangaroo.

What I didn't know was that "Sparkie" had mistaken me for someone else, who'd already gone solo, and when he realised his mistake he tried to stop me by yelling blue murder, but it was too late and I was away.

In those days, the test for an A licence was to do figures of eight over the aerodrome, then climb to 6,000' and without using engine, glide down and land as near the circle marked in the centre of the aerodrome as possible. The day I took my test Captain Barnard was the Official Observer, and after making a horrible mess of my final approach and landing I realised I must have failed miserably.

However, I went to his office and to my surprise found him with his feet on his desk, sound asleep! His only query was "did you break it?" I said, "no", whereupon he signed the necessary forms.

I did quite a few hours in G-EBKT, and also in G-EBLI. The latter aeroplane was written off by a club member named Swann. He often said that when he did his height test he would spin down and this he did, but forgot to stop in time and went straight in.

Eventually G-EBKT was crashed, but by whom I can't remember, but I have an idea that the redoubtable Lady Heath was responsible. At the time I was away in Assam attempting to settle for the life of a Tea Planter, but the life failed to appeal, so I came home and got a Short Service Commission in the RAF.

While I was waiting to report to Uxbridge I went up to Stag Lane, where "Mickie", the Ground Engineer, presented me with the compass from the crashed KT, which he'd kept for me as a souvenir.

After the war I found this memento, and presented it to De Havillands at Hatfield, and I understand that it is now in their museum and is the sole relic of the very first Moth ever built. I was lucky to train in Egypt, so flew the old "Nineack", and later Bristol Fighters on Army co-op in India. At odd times I flew nearly all the types mentioned in the article, but of all the aeroplanes I ever flew, the Gauntlet was the one I really enjoyed flying — its aerobatic qualities were superb.

Chulmleigh, Devon — T. W. G. EADY, Group Captain, Retd.

Autogyros

Sir,

It was good to see the photograph and letter on the Cierva autogyro, sent in by S. W. Layfield. The engine is indeed an Armstrong Siddeley, a 140 h.p. Genet Major, IA, in fact. The aircraft depicted is a Model C30A, by A. V. Roe Ltd. This craft had a top speed of 110 m.p.h. and a cruising speed of 95 m.p.h. with a range of 280 miles. The take-off run being about 12 yards.

It may be of further interest that Senor De La Cierva accepted an invitation extended by the British Air Ministry, in 1925, to demonstrate the capabilities of his autogyro in Britain. The display took place during October of that year, at the Royal Aircraft Establishment at Farnborough, on Laffan's Plain, which, incidentally, is where Cody conducted his early aviation experiments.

The machine, AC6A, based on an Avro 504K fuselage, was powered by a La Rhône 120 h.p. engine, driving a standard airscrew. Initial rotor momentum was gained by pulling a rope wound on to the base shaft. Later models used the slipstream effect to start the rotor, this was achieved by deflecting the stream upwards, with the elevators and box tailplane locked in a near vertical position. This method in turn gave way to the more positive shaft drive from the engine through a clutch.

During the demonstration at Farnborough, the C6A autogyro, piloted by Captain F. T. Courtney, attained a level speed of 68 m.p.h., fully loaded, and completed a perfect drop from 500 feet, with the engine switched off. The performance was witnessed by the Air Minister of the period, Sir Samual Hoare, and other top brass.

Later, two autogyros were ordered by the Ministry from Avro, followed by many more through the years. Eventually, the Royal Air Force formed No. 539 Squadron to operate the type. This unit was disbanded towards the end of 1945.

The sad loss of Senor De La Cierva, on December 9th, 1936, when the KLM DC2 in which he was a passenger crashed shortly after take-off from Croydon, resulted in autogyro development tapering off.

The type is still in use today, of course, but the machines are much smaller. It would be interesting if any reader could contribute some information regarding the operation record of No. 529 Squadron. I believe their base was at Halton.

Torpoint, Cornwall — TOM PLACE

Nothing New . . .

THOSE who watched the BBC coverage of last month's Grand National steeplechase will have seen the rider who was leading a preceding race by an enormous margin turn on to the National course from the inner one on which this lesser event was being run, thus losing a race he otherwise must have won very easily. It wasn't explained whether his mount "ran out", whether he failed to resist a lifelong temptation to try the National fences, or whether he just forgot where the race finished! This reminded me that at the very first race meeting at Brooklands, in 1907, the celebrated driver Dario Resta, driving F. R. Fry's 1906 GP Mercedes in the big event of the day, the first Montagu Cup, had an easy victory and the £1,400 prize-money in sight when he inadvertently failed to turn into the finishing straight, although a semaphore-signal there was indicating to him that he was on the last lap. The only difference is that the horse turned onto the main course, whereas the car failed to quit it. . . .

A public fund has been opened to try to save the Aintree course, for which a price of £7,000,000 is wanted by November, with another £5,000,000 estimated to be needed for renovating the old grandstands, etc. It will be interesting to see whether this sum is forthcoming and, if it is, whether the motor-racing track outside the Grand National course will be revived at the same time. If the Grand National Fund succeeds one will think once again of poor old Brooklands Motor Course, not all that much younger than Aintree, remembering the difference in age of horse against motor transport, but allowed to become derelict before any attempt was made to save it. Think what even £1,000,000 would do for the Brooklands Society! — W.B.

Letters from Readers

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

In defence of Rosberg

Sir,

I have read, and enjoyed, "Jenks" comments on Formula 1 motor racing for many years now. He has always loved the hard racers, until your April issue that is, when he was exceptionally hard on "Keke" Rosberg. Is "Jenks" about to join the safety slot car racers set?

I first saw Rosberg in action some five or six years ago. He was driving a Formula Pacific (Atlantic), for the Fred Opert team. As I watched him practice for the New Zealand Grand Prix at Pukekohe he looked set for disaster on each corner. But disaster never came, only victory. Many of us were reminded of Jochen Rindt who had campaigned a Lotus 49 in the Tasman Series in 1968. Both styles were far from tidy but both men were exceptionally quick. Rosberg has an excellent record in the smaller single seater formulae. He has rarely damaged a car but is never afraid to race.

I think that D.S.J. has misjudged the Finn, who with Formula 1 maturity will become a world champion.

Victoria, Australia PETER R. HILL

Historic Grand Prix Cars

Sir,

It gave me great pleasure to read D.S.J.'s account of Connaught A8, and one must give all credit to Gerry Walton for the manner in which he has restored and now maintains the little car.

If I may mention one or two points — firstly, the major part of the racing mileage as a works entry was driven by Roy Salvadori, who is not mentioned by D.S.J., although some of his races in A8 were memorable, such as that against de Graffenreid in the Maserati, and Ken Wharton in the V16 BRM, both at Goodwood. [Sprint races! — D.S.J.]

Apart from being the first European single-seater to use fuel injection, A8 was also used as a guinea-pig when we were experimenting with roll controls, and still has the modification made to the rear suspension to restore it to "normal". "Benny" Benstead, who looked after A8 at Connaught Engineering and carried out most of the suspension mods., still remembers how to set it up.

The c.g. of the A series Connaught was about four inches or so ahead of the windscreen base, and the weight distribution varied ± 1% from 48% front / 52% rear between full and empty.

When the 2-litre formula became full Grand Prix, Connaughts had problems because the side-mounted fuel tanks gave a limited range and were not easily modified. I drew up a tank, which was made and fitted to A8, to go between the chassis tubes, on which it rested, with the propeller shaft running in a tunnel. It held seven gallons, but was not popular and was discarded. A rear mounted tank was also tried and discarded.

The de Dion tube went over the top of the final drive unit because it was shorter and stiffer than the tube we tied round the back, which also was extremely difficult to locate laterally, and gave too high a roll centre. The tube over the top presented location problems, too, solved by the short torque strut to the top of the final drive case and the lateral linkage evolved by Bert Barrett. Only one radius rod could be used on each side because there was no room on the chassis for two mountings. A1 had a built-up de Dion axle with detachable hubs and a smaller diameter tube, easier for the mechanics to work on, but heavier than the later all-welded longer tube assembly. I was able to use twin parallel radius rods on the AL/SR two-seater chassis, by taking them out backwards in the same plane as the single rods, to give similar handling characteristics. This can be seen on Gerry Walton's AL/SR, the sole survivor.

The rear suspension modifications to A8 were to experiment with complete roll freedom, leading to the roll stiffness control mechanism fitted to A10 and initially to B1, for which a patent application was submitted.

There is much more to recount, but that is all being written down gradually and slowly. I hope we will be able to record events as they were and not as hearsay modifies them, to give one small piece of history some sense of authenticity.

Woking, Surrey C. E. JOHNSON

VAG Service

Sir,

On September 27th, 1981 my VW Polo suffered a major engine failure due to a sheared oil pump drive after having run only 8,500 miles. I wrote to the Customer Service Manager at VAG, Milton Keynes on October 5th detailing the facts and asking for his comments. Despite further letters from me on November 2nd and December 3rd I did not receive a reply until December 12th which was no more than an acknowledgement of my original letter together with an explanation of the delay, i.e. a clerical error. This was from a Mr. Colin Reeves who claims to be the After Sales Manager. I responded to this letter on January 18th, 1982 and to date (March 21st, 1982) I have heard nothing more.

I purchased my first VW in 1957 and the choice was made not from personal experience but on the excellent reports in the motoring press generally and in particular in MOTOR SPORT. My expectations were fully realised and since that date I have had an almost unbroken succession of VWs to keep company with a miscellaneous collection of "other makes". I am not sure my allegiance to the marque will continue. A major engine failure after only 8,500 miles is unsatisfactory but in terms of a cheap, mass produced machinery, understandable. Even with the most rigorous inspection standards a bad one will always slip through — the rally record of the Audi Quattro has provided sufficient proof of the susceptibilty of VAG products to mechanical failure!

What is totally unacceptable is the indifference shown by VAG to a customer complaint. If the lack of response to my complaint is typical of the manner in which complaints are dealt with by Mr. Colin Reeves and his clerical staff it suggests that little confidence can be placed in VAG to deal with a major issue. Perhaps your readers should be encouraged to consider buying products from a company who cares about its customers. Even our much maligned national car industry can manage to reply to a customer's letter in less than five months!

London, N21 A. R. BELCHER

SAAB snippet

Sir,

I was interested to read of your visit to the Arctic Circle to enjoy the well-publicised virtues of SAAB motoring in sub-zero temperatures. I myself experienced similar conditions on a weekend visit to Shropshire in my SAAB 99GL during last December where the temperatures (according to the Meteorological Office) fell as low as −25 C. Unlike you, however, my SAAB froze solid after standing outside all night, having made an evening run down from London. Having had the car religiously (and exclusively) serviced by a SAAB franchised dealer during the four years of my ownership, I was very upset.

The SAAB service guide in this country quite specifically states that enough anti-freeze is to be added during a service in order to protect the cooling system from freezing down to a temperature of −27°C, and understandably I believed my car to be so protected.

RMS Motors of Acton, who have done the servicing, and SAAB (GB) have refused to accept any responsibility for the occurrence described above, and I am now left with bills of over £1,000 for repairing the damage caused by the freezing up of the cooling system.

It would seem that SAAB (GB) and their franchised dealers are trading on the standards of SAAB-Scania in Sweden — the parent company — whilst making little effort to live up to them. To add insult to injury the famed heated driver seat in my car has never worked since the day I got it!

Brentford, Middlesex MALCOLM R. WINROW

Opening Windscreens

Sir,

If you drive an open car nowadays, be it a Corniche or a "Spridget", one thing you can be sure of — a howling draught round the back of the neck.

In the 'twenties, when they understood these things, touring cars had an openable top panel to the screen, or a screen openable at the bottom, which allowed the back draught to be balanced by that from the front.

The rot set in in the thirties, with "fold flats" and all that "lemanserie". Hence head-scarves and Brylcreem.

Manufacturers who rely on the fixed windscreen to hold the motor-car together should be able to devise some form of scuttle ventilator that will suffice to pass the necessary wind.

Herstmonceux, Sussex MICHAEL SAMUELSON

[Yes, and not all modern cars have proper, from the screen, face ventilation, either. — Ed.]

Split rear seats

Sir,

Mike Cotton, of Porsche Cars Great Britain, is mistaken to claim the introduction of the split rear seat to the 1955 Porsche 356A. A split rear seat was not fitted to a 356 until the introduction of the 356B in 1959.

The feature was very useful. My son, when small, rode all over the USA in the back of my 356B Roadster, next to the luggage. He tells me now that he did not like the experience, as the bags used to slide on to him during corners.

Lest another pedant mention that rear seat backs were not fitted at all to both Roadsters and Speedsters, I should say that I fitted the seat into my car from a crashed 356 coupé.

London, SW1 TONY STANDEN

Garnetts of Guiseley Ltd

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MORGAN PLUS 8, Dec 73, painstakingly rebuilt from chassis up with new body frame panelled in alloy, exceptional attention to detail paid to corrosion treatment of components making this car a long term investment, complete rebuild photographically documented, showing each stage of rebuild, factory invoices for all parts used, immaculately finished in *racing green coachwork and black leather upholstery*, modestly priced at £6,500. Tel: 0632 876850. Photo on request. (27134

ROLLS-ROYCE 1929, Phantom Two, complete, original, unrestored rolling chassis, some new parts, also Barker Sedanca body, very rough, £4,750. Consider exchange for excellent R-Type Bentley. Blizzard. Tel: Billericay 22611. (26925

DOLOMITE SPRINT, 1981, maroon, Supercover, service history, 15,000 miles, overdrive, taxed, perfect as new £3,795. Tel: 051-428 2177. (95580

XK150 FHC AUTOMATIC. Restored to full roadworthy condition. Current M.o.T., taxed, reconditioned and guaranteed gearbox and fully overhauled brakes. Offers around £5,500. 340 Manual. Current M.o.T., taxed. Offers around £1,500. Must sell one to finance other. Tel.: Lavington (Wilts) 0380 81 3734. (27213

MG TF 1250. Rare opportunity to acquire one of the few remaining authentic versions of this beautiful marque. Present owner (30,00 miles — 18 years). Concours award, ivory bodywork, wire wheels, original red leather interior. £7,950 (continuously appreciating investment). No offers considered once seen. Tel.: 0202 474855. (27215

RENAULT 20 LS AUTO 2-LITRE, V-Reg., p.a.s., power brakes, electric fan, radio, immaculately maintained. £2,895. Tel.: Market Deeping (0778) 347407. (27210

JAGUAR 3.4 Mk.II, 1963, manual o/d, 52,300 miles, wire wheels, immaculate, white, full history. £3,450. Tel.: Peterborough 270411. (27211

RS2000, 1976, red, custom seats, alloy wheels, new cam, 12 months, M.o.T., immaculate for year. Tel.: Warminster 218131. £2,200 o.n.o. (27212

MORRIS MINOR 1000, 1969, ivory, really excellent original 2-owner car, new M.o.T., taxed. £895. Tel.: Cardiff 0222-63892. (27214

PORSCHE 911T LUX 2.2L, 1970/71, engine reconditioned, excellent condition, black. £2,950. Tel.: Walton-on-Thames 47916 (evenings). (27203

LOTUS ELAN S4 in superb order. Recent work carried out includes new genuine Lotus chassis, rebuilt engine and gearbox, all new suspension bushes and dampers, etc. Finished in pure white. Radio, electric windows, tonneau cover, new hood. Genuine reason for this most reluctant sale. Offers circa £3,250 considered. Tel.: Clive Phillips on 0604 27061 business hours. (27204

BENTLEY S2, 1958, two owners, 73,000 miles approximately. Auction 6th April (price guide £3/4,000) Buckell and Ballard Fine Arts, 49 Parsons Street, Banbury. Tel.: 0295 53197/8. (27206

PORSCHE 911E COUPÉ 2.2. All extras, original car, full history, recent bills for £1,500, new XWX tyres. £4,500 o.n.o. Tel.: Nelson 66626. (27209

JAGUAR E-TYPE FHC. Series II, white with tinted glass, sunroof, mechanics rebuilt less than 3,000 miles ago, one owner last nine years, exceptional condition. £4,450 o.n.o. Tel.: Hoddesdon 44949. (27198

BENTLEY Mk.VI SPECIAL, 1948, 4-seat open tourer, B.R.G., good condition, M.o.T. £6,950. Tel.: 01-440 4192. (27199

Mk.2 3.8 JAGUAR, 1960, Reg. No. XKT 6, good condition, taxed and M.o.T.'d. £1,500 o.n.o. Tel.: 061 485 3652. (27195

FOR SALE—continued

RARE TVR GRANTURA Mk.3, 1963, 1,622 c.c., Reg No. 9299 VC, mechanically restored, body needs attention. Offers. Tel.: North Rode, Cheshire (02603) 419. (27201

LAGONDA 2.6-LITRE SALOON, 1947, LPG 777, Chassis No. 2, alloy coachwork by Tickford, sliding roof, interesting documented history, nice usable car, see photograph page 172 W. O. Bentley — Engineer by Donald Bastow, M.o.T. £2,500 o.n.o. Tel.: Wellingborough 622425. (27202

TRIUMPH ROADSTER 1800, 1947, in process of rebuild, many spares and extras, will sell complete or break. Tel.: 061 485 3652. (27195

TRIUMPH TR6, 1975, yellow, black trim, hood and tonneau, radio / stereo, engine rebuilt with performance cams, etc., pristine condition throughout. £3,495. Tel.: Weybridge 54722. (27196

MERCEDES 280SL AUTO, P.A.S., metallic midnight blue, cream interior, hard top, soft top, radio / cassette, two owners from new. A most desirable investment car in superb condition, lady owner. £6,500 o.n.o. Tel.: Henley in Arden 4478. (27200

ASTON MARTIN DBS V8, 1971, five-speed manual, Fiesta red and pigskin upholstery, present owner 2½ years, AMOC member, in very good order throughout. Tel.: Boxford Berks (048 838) 320. £4,950. (27192

1.8 GT MORRIS MARINA COUPÉ, 1978, bronze metallic with brown vinyl roof, excellent condition, 31,000 miles, taxed and M.o.T. £1,800 o.n.o. Tel.: Wigan 33009. (27193

MG TA, 1937, stored last 10 years. Runs, but work needed. Correct engine, wheels, etc. £2,000. Tel.: Partridge (026481) 702 daytime. (27208

PININFARINA FIAT 124 Sports Coupé. 1,800 c.c., five-speed, twin cam 118 b.h.p., 1976, beautiful, Waxoyled, M.o.T. and Tax. Tel.: Little Chalfont 3250. (27187

S.E. SCOTLAND: Golf GTi, black, July 1979, Sera Alloys, usual refinements, superb example, carefully maintained, 37,000 miles. £3,850 o.n.o. Tel.: Galashiels (0896) 56938. (27190

LOTUS ESPRIT S2, 1979 (T) Commemorative edition. Black and gold, cassette radio, service history, 30,000 miles by one careful owner, exceptional condition. £7,750 o.n.o. Tel.: Bracknell 22852. (27191

TR4A SPORTS, 1966, conifer green, Surrey top, wire wheels, Waxoyled, new steel wings, 52,000 miles, recent mechanical overhaul, superb original condition. £1,695. Tel.: 021 7078166 days, 021 7458077 evenings. (27205

BRISTOL 411, 1970, major mechanical refurbishment undertaken including engine change, also recent respray, remarkable condition throughout. Offers around £5,000. Tel.: 01-730 6515 evenings. (27184

LOTUS ELAN +2 S130/5, Late 1972, burgundy with oatmeal trim, black GRP bumpers, alloy wheels, etc., only 2,000 miles since total engine / gearbox rebuild. Excellent condition with many new spares fitted, Long M.o.T. £3,250 o.n.o. Tel.: Seighford 241 (Staffs). (27186

GINETTA G15, Exceptional, original car, under 22,000 miles from 1973, Bevan engine, Weber carb, Cosmics, M.o.T., tax. Enjoy exhilarating, economical driving again. £2,000 required to finance vintage project. Tel.: Chelmsford 71929. (27188

PEGASO Z102B CARROZZERIA TOURING COUPÉ, DOHC 3.2-litre V8, 5-speed transaxle, featured Road & Track June 1979. Best offer or trade. Box No. 6652. Tel.: 01-352 1803. (27078

PININFARINA MASTERPIECE, Fiat 130 Coupé, mechanically superb, silver / russet, rare electric sunroof, an investment. Tel.: 01-352 1803. (27078

NEW MORGAN 4/4, Two-seater, red, wire wheels, available July. What Offers? Replies to Box No. 6648. (26931

ALFA ROMEO 2.0 GTV, 1978, a genuine 9,000 miles from new, red with a black interior, spare wheel never used. £3,300 o.n.o. Tel.: 021 745 4338 evenings. (27628

V12 E-TYPE 2+2, 1972, black, v.g.c., taxed and tested. £3,950. Tel.: 0202 740664 or 0703 29461 daytime. (27629

FORD FIESTA RALLY CAR, 1978, 1,300 c.c., two successful outings since rebuild. Includes Stage II cylinder head, twin 40 Webers, Bilstein suspension, roll cage, race / rally car, ready to win! £2,850. Tel.: J. Waghornoi on 01-720 5287. (27631

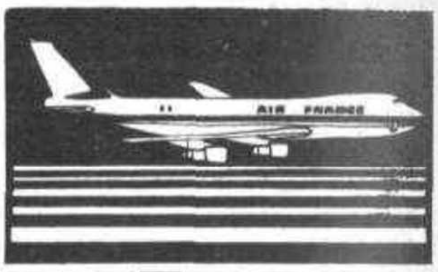
LOTUS ELITE 503, October 1977, yellow, 45,000 miles, p.a.s., stereo, air conditioning, excellent condition. £4,950. Tel.: Oxted (Surrey) 3406. (27633

NEW VW SCIROCCO GTI, Silver, 6" centra alloys, SR, tints, VW Golf GTI, special twin headlamp grill, 6" centra alloys, SR, tints. Tel.: Letchworth (04626) 4308. (27634

DAIMLER DART SP250, 1963, red, new hood, M.o.T. £1,750 o.n.o. Tel.: Woodhouse Eaves 890625 (Leics). (27635

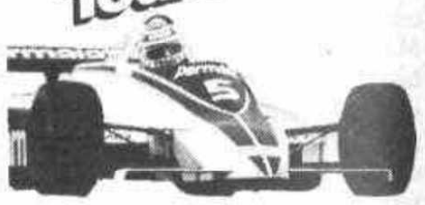
PORSCHE 3.3 TURBO, 1979, blue, black interior, low mileage, 11,800, excellent condition. £21,250. Tel.: 0734 666370. (27639

MORGAN 4/4 4-SEATER, 1976, Brunswick green, wire wheels, tonneau, spots, 29,000 miles, excellent. £5,200. Tel.: Stevenage 2873. (27632



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FOR SALE—continued

TVR 1600M. 1973, white, black trim, alloys, tints, M.o.T., taxed, 50,000 miles. £1,800 o.n.o. Tel.: Coventry 591930. (27778

SUNSHINE MOTORING THIS YEAR. TVR 3000S, gold, convertible, under 30,000 miles, immaculate condition. £5,350. Tel.: Colchester 210114 for further details. (27779

BEETLE CONVERTIBLE. R.H.D., fitted sports wheels, radio, h.r.s., armour glazed, rustproofed, 13,000 miles, one owner, met. blue, beige roof, beige interior, A1 condition throughout. Offers in the region of £6,000. Tel.: Watford (Herts) 31012. (27636

BENTLEY MK.6. 1946, somewhat mellowed, in running order, a very worthwhile and rewarding restoration project. £1,500. Tel.: 01-207 2184. (27637

ROLLS-ROYCE SILVER CLOUD. Twin headlamp model, painstakingly, restored from the chassis, down to the last nut and bolt, absolutely no expense spared. It is tastefully finished in Rolls-Royce indigo blue over silver mink with contrasting new grey interior hide and carpets. Mechanically excellent. The superb condition of this vehicle can only be conveyed by viewing. £13,500 o.v.n.o. Tel.: 01-207 2184 evenings and weekends. (27638

SPORTS 2000 Lola T590, bare monoque, pair of 6.50 x 15L section Dunlop tyres and tubes, never raced, virtually new tread. Redhill 63775 after 7 p.m. (28186

1½-LITRE, Riley Falcon Mk. I, (1934), outstanding alluminium bodywork. £5,250. Banaster, 4 Carew Close, St. Day, Cornwall TR16 5LA. (28187

RILEY V8, Special, suitable VSCC events, full details. Tel: 0535 53408 after 9th. (28188

MG TD, 1953, yellow gentle use last twelve years, reasonable original condition. £3,950. Tel: 0943 75842. (28189

1952 MG TD finished in red with matching trim, outright winner 1976 of International Concours in Germany, also concours at Silverstone, Beaulieu and various others. Car must be viewed to be appreciated. £7,000 o.n.o. Tel: Derek, Bishops Stortford (0279) 722417 evenings. (28191

TVR 3000M. Dec. 77, S-Reg, yellow, brown model band, brown vinyl roof, stereo radio cassette, sun roof, 24,000 miles, absolutely immaculate. £4,650 o.n.o. Tel: Macclesfield 613333. (28193

FERRARI DINO 246 GT, 1974 model one of last made, fitted with every factory extra, flared arches, Campanola wide wheels, spare unused, Daytona seats, racing red, undersealed, Amaglazed immaculate, plastic wrapping still on sills, under seven thousand miles, would sell sensible offer or exchange 308 G.T.S. or G.T.B. further information. Tel: 0203 418609 office hours. (28223

MGJ2 1933, Cycle wing, sound condition, M.o.T. October, attractive summer transport. £4,500 or offers. Tel: 021-707 5700. (28224

1953 SUNBEAM Talbot Alpine £1,200. 1952 Daimler Barker Special £1,500. 1952 AC 2-litre Saloon £300. Tel: Kirtlebridge 312. (28225

HISPANO-SUIZA: 1925 H6b, complete, except for body chassis restored, good engine #300858, head lights, instruments, ideal for museum. £12,000. John Sebert. Boardwalk Motion Pictures Ltd. 264 Seaton St. Toronto, Canada m5a 2t4. Tel: (416) 968 1204. (28226

1924 SUNBEAM 20-60 chassis complete with fenders, luggage rack and excellent radiator, no engine-transmission John Sebert. Boardwalk Motion Pictures. 264 Seaton Street, Toronto, Canada m5a 2t4. (28226

LOTUS 1973, 2+2, 5 speed, red / silver, engine and gearbox rebuilt, new clutch, tyres, brakes, exhaust and carpets, many parts renewed to list. Bills available, lovely condition, 12 months M.o.T. £3,875. Tel: 803 2821 or 807 5899. (28227

MGB GT, 1971, sunroof, overdrive, expensive radio cassette, headrests HRW, only 46,000 miles, beautiful mechanics, immaculate throughout, teal blue, tan interior, M.o.T. May 1983, taxed, private sale. Tel: Mogador 2827 (Surrey) or 01-493 9461. £1,450. (28228

E TYPE Roadster 3.8 series 1, finished in carmen red, black leather interior, new hood, clutch and M.o.T., superb condition throughout, excellent value £5,250. Tel: 03756 3540 (Essex). (28229

LANCIA MONTE Carlo Spyder, gold, cloth interior, S-Reg., genuine 36,000 miles, excellent condition, taxed October, M.o.T. £3,650. Also Audi coupe GT5S, one month old, mars red / black cloth, under 2000 miles, taxed. £7,750. Tel: Seaford (0323) 898755 anytime. Private sale. (28230

LOTUS ELAN +2S 130/5 JPS edition, 1973, in concours condition, rebuild has included new chassis, engine rebuild, exhaust, trim, oatmeal seats, respray, and more, the best JPS in London and possibly the country, bills and history available. £4,800. Tel: 01-622 9149. (28231

SCIMITAR GTE, 1975, (last of the SE5a's) dark blue, manual overdrive, tow bar, excellently maintained and in nice order, have bought AC £2,735. Tenterden (Kent) 3174. (28234

MORGAN PLUS 8, high compression engine, electronic ignition, Pioneer tape / radio, extra spots, roll bars, immaculate appearance, Buttercup yellow, a really good one for £4,750. Tel: 034 284 2123. (28236

JENSEN INTERCEPTOR III, November 74, stored past 3 years, new bumpers and tyres, excellent condition, white / black vinyl roof. £3,500 o.n.o. Tel: Lyme Regis 2504. (28237

MG TD, 1953, BRG, totally original unmarked, mint condition, one previous owner, no work needed, offers from £7,500. Tel: 0743 55116. (28238

AUSTIN HEALEY 3000, Mk. III, 1965, recent chassis up rebuild, concours condition, blue over white body work, works rear disc brakes. £6,500. Tel: Bristol (0272) 730640. (28239

LOTUS ELAN 2+2, S130 (L) Reg., red, silver roof, engine rebuilt 5,500 miles ago by Cosworth Engine Technician / owner, mechanically excellent. £3,000. Tel: Derby 556015. (28240

TVR TAIMAR, 1979, 21,000 miles, many extras, superb condition, red / silver. £5,750, consider exchange. Tel: Taunton 490473. (28241

TVR TAIMAR 1979 (V), blue / beige, sunroof, stereo, 24,000 miles, superb condition. £6,500 o.n.o. Tel: 0908 563626 (Milton Keynes). (28242

FERRARI DINO 206, Managing directors second car, aluminium body shell — red paintwork, black interior pristine condition. Sole RHD Model. £10,000. Tel: (0582) 420278 office hours. (28244

FERRARI DINO 246 GT, reluctantly for sale, 1973, 25,700 miles, red, e / w, as new, see the others first. £11,750. Tel: Rogate (Sussex) 489. (28441

MG B, Feb. '80, Reg. UUY 100V, yellow, 23,500 miles, rustproofed from new, bodyglazed, radio, overdrive, one owner and immaculate. £3,950 o.n.o. Tel: Evesham (0386) 2539. (28442

1929 SUNBEAM, 16.9 doctors fixed head coupé, helmet wings, pram irons etc., completely dismantled, restoration started. £1,250. Tel: 058-27 3038 (Herts). (28443

FOR SALE—continued

LOTUS 7 SERIES 1½, professionally rebuilt with new chassis and body, immaculate in polished aluminium with red wings and polished alloy wheels, 120 bhp Ford, CR box, 3.7 axle, virtually everything new or rebuilt 700 miles ago. £2,950 o.n.o. Tel: 0926 632916 (Warwickshire). (28434

BUGATTI VENTOUX T57, this 1934, 1st series car finished in chocolate and sand was exhibited at the *Bugatti Royal college of Art exhibition and has* covered approx 6,000 miles since a complete ground up restoration by Tula engineering. The engine was rebuilt with new Molsleim cylinder block pistons valves etc. and a new Laystall crank fitted, Wilton carpets, Connolly hide upholstery. £40,000 o.n.o. H. Posner 26 Hayward Rd., Oxford. Tel: 0865 59677 or 45788. (28444

TR6 SPORTS, white, 1972, soft top, overdrive genuine 41,000 miles, one owner, years M.o.T., £2,000. Tel: Peterborough 262391. (28438

MGB ROADSTER. 1973, teal blue, a most exceptional example in beautiful condition, maintained by enthusiast with meticulous service history from new, hence £1,750 for further details Tel: Lincoln (0522) 752467. (28439

FIAT 130 COUPE, one of the last made, garage maintained, immaculate throughout, metallic silver, stereo plus equalizer, only £3,100. Tel: 098985 215. (28440

LOTUS ELAN +2S 130, 1974, brown and silver, oatmeal interior, alloy wheels, excellent condition, maintained regularly by specialists. Long tax / M.o.T. £3,700. Tel: Coolham (Sussex) 464. (28433

SINGER LE MANS, 1937, two seater, needs rewire and new roof otherwise in good condition. £2,750. Tel: Brighton 552487. (28435

STAG 75, brown, wifes car, garaged, hard soft tops, perfect condition, auto, pas, elect ignition, radio cassette, taxed, M.o.T. £3,350. Tel: London 01-236 2963. (28436

JENSEN INTERCEPTOR III, M-Reg., white / blue, auto, pas, air / cond., cassette, all Jensen refinements, well maintained by Jensen agent, taxed, M.o.T. £2,250. Tel: London 01-236 2963. (28436

1971 MARCOS 3-litre Volvo, chassis rebuild, resprayed, yellow, glass sunroof, M.O.C. member, new exhaust, beautiful condition, offer or exchange 051-226 2484. (28437

SCIMITAR GTE, auto, N-Reg., capricorn blue, tan interior, radio / stereo, long M.o.T., many new parts. £1,750. Tel: 01-850 5560. (28428

BMW 635 CSI, Oct. 1979, one owner, henna red, electric sunroof, leather upholstery, air conditioning, 5 speed manual, £10,700. Tel: Mr. Wilde 01-767 5511 office hours. (28429

MG 'M' TYPE Midget 1929, taxed and tested, in everyday use, photo available of this very striking car £3,700 o.n.o. exchange considered. Tel: Blackpool (0253) 63996. (28430

1936 RILEY NINE Merlin Running Chassis. Partly restored including preselector gearbox, sports engine. All parts available for completion, many spares, gearboxes, engine parts. Tel.: Alton 84516. (28587

PORSCHE 924 LUX COUPÉ. 1980 in Guards red, black / white check interior, sunroof, electric windows, rear wiper, electric wing mirrors, stereo, etc. First class inside and out, serviced by AFN. £8,100. Tel.: 01-398 5498 daytime (Surrey). (28580

MORGAN SERIES I FLAT RAD 4/4, Taxed and tested and in regular use, engine completely rebuilt, brakes, gearbox and rear axle overhauled recently. Coachwork very good in midnight blue. £3,600 including some spares. Tel.: Garner, Pulborough 3610 *work or Steyning 814565 home.* (28590

TRIUMPH TR6, 1971, 150 b.h.p. model, excellent condition, dark red, hard / soft tops, overdrive, Kenlow fan, Waxoyled, selling to restore another Triumph. Offers around £2,650. Tel.: Dummer (0256 75) 621. (28584

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) Ickford (08447) 508 (Bucks.). (28586

TVR TASMIN 2.8 COUPÉ. April 1982, absolutely beautiful in oyster gold with brown stripes / bumpers, 400 miles only, full warranty, must be seen to appreciate. Offers over £8,500 p/x etc. Tel.: Dane End (STD 092084) 561 (Herts.). (28579

LOTUS EUROPA TWIN-CAM, L-Reg., only 17,500 miles from new, alloy wheels, tinted windscreen, radio cassette and new tyres. Totally original in concours condition, must be seen. £4,000 o.n.o. Tel.: (0253) 735684 day, 711566 evenings. (28582

MORGAN +8. 1979T 25,000 miles, lightweight, nut brown / ivory, stone leather, reclining seats, luggage rack, full service history. Tel.: 01-568 4108 days or Chorleywood 4335 evenings. (28585

MG MIDGET. BTR 96W, 14,700 miles, one owner, arctic white, stereo / radio / cassette, undersealed, service records, as new. £3,200 o.n.o. Tel.: Lymington (0590) 682040. (28576

TR6. Registered May 1975, white, professionally uprated to 150 b.h.p., fast and reliable, stereo, electric aerial, only 45,000 miles, used as second car, RAC report available, five months M.o.T. £2,495 o.n.o. Tel.: 021 472 6065 evenings, 021 236 3476 daytime. (28577

MGC ROADSTER. 1968, B.R.G., wires, reconditioned gearbox, kingpins, head, good original condition. M.o.T., reluctant sale. £1,750 o.n.o. possible p/exh. MG and cash. Tel.: Upwey (Dorset) 2275. (28578

MGTC. 1946. Partly restored, reasonable condition, requires trim and some mechanical work. £2,950. Tel: Sheffield (0742) 52232. (28583

JENSEN HEALEY. 1972, M.o.T., taxed, low mileage, must sell due to mortgage, any reasonable offer considered. Tel.: Knowle 3933. (28571

MORGAN 4/4 4-SEATER. Dark blue, 18,000 miles. Offers around £7,000. Martin Sykes. Tel.: Selby (0757) 702826. (28572

VOLVO 1800 ES. 1972, Sun yellow, 50,000 miles, radio, immaculate with good service record, one years M.o.T. Offers over £3,000. Ross, 35 Station Road, Uphall, By Broxburn, West Lothian. Tel.: Broxburn 855559. (28573

AUSTIN HEALEY 3000 BJ7. 1963, mechanically good, genuine 84,000 miles, not taxed, unused last six years, bodywork shabby, garaged, ideal for restoration. £2,000 o.n.o. Tel.: Bwlch (South Wales) 0874-730497. (28574

MORGAN 4/4 4-SEATER. X-Reg., B.R.G., leather interior, two hoods, black and tan, chrome carrier, strap, fogs, wind deflectors, five year rustproofed guarantee, 7,000 miles. Offers. Tel.: 07744 32322. (28575

LOTUS ELITE CLIMAX S2. 5 bearing cam Webers, etc. very clean. £4,000. Tel.: 0772 51305 (office), 0772 684374 (home). (28568

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£6,995 PORSCHE 911 LUX 1975. Metallic ice green, front and rear spoilers, electric sunroof and windows, radio / cassette, full service history.



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£4,695 FORD RS2000 1980. Red with tan cloth, sunshine roof, radio / cassette, one owner, 24,000 miles.



£4,495 RELIANT GTE AUTOMATIC 1978. Green with tan cloth, sunshine roof, Wolfrace wheels, electric windows, tinted glass, radio / cassete, etc.



£7,995 LOTUS ECLAT 1979. Championship gold with champagne hide, 5-speed gearbox, alloy wheels, etc., 24,000 miles, outstanding.



£5,795 PORSCHE 924 LUX 1978 SERIES. Emerald green with tan herringbone cloth, alloy wheels, rear wiper, tinted glass, radio, electric aerial, 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.

£15,645 ROLLS-ROYCE SILVER SHADOW 1975 P-REG. (1976 series). Metallic blue with magnolia hide, service history

£9,995 BMW 633i AUTOMATIC 1979. Fjord blue with navy hide, electric sunshine roof, Mahle alloy wheels, 635 front and rear spoilers and side stripes. Superb.

£8,995 PORSCHE 924 LUX AUTO 1981 W-Reg. Metallic silver, pinstripe trim, radio / cassette, tinted glass, electric windows, rear wiper, alloy wheels.

£7,995 PORSCHE 911 1975 P-REG. French blue with russett trim, electric sunroof, electric windows, radio / cassette, service history.

£7,795 JAGUAR XJS 1978 T-REG. Superb in yellow with black hide, auto. with p.a.s., air conditioning, etc.

£7,295 BMW 728 AUTOMATIC 1979. Metallic tourmaline with beige velour, alloy wheels, central locking, tinted glass, radio / cassette.

£6,995 BMW 528i AUTOMATIC 1979. Polaris silver with blue cloth, electric sunroof, electric windows, twin electric mirrors, central locking, radio / cassette with electric aerial.

£5,695 VAUXHALL ROYALE COUPÉ 1979. Metallic silver, burgundy velour, auto with p.a.s., metal sunroof, electric windows, tinted glass, alloy wheels, central locking, radio cassette.

£5,595 BMW 323i 1979. Finished in topaz metallic brown with beige cloth trim, radio cassette, tinted glass.

£5,495 BMW 528i AUTOMATIC 1978. Anthracite with beige cloth trim, air conditioning, Bluespot radio / cassette.

£4,995 MERCEDES 280SE 1975. Ivory with tan interior, auto with p.a.s., central locking, radio / cassette, etc.

£4,495 JAGUAR XJ6 4.2 1978. Morrocan bronze with tan hide, electric windows, tinted glass, radio / cassette, etc.

£4,695 MGB GT 1980 V-REG. Blaze with black cloth trim, radio / cassette, sunroof, one owner from new, 24,000 miles.

£3,495 PONTIAC TRANS AM 1977. 6.6 engine, auto. with p.a.s., white with red trim, T-Reg.

£3,295 ALFA SUD SPRINT 1.5 1979. Yellow with tan cloth, tinted glass, sunshine roof, etc.

£2,895 ALFA SUD Ti 1980. Metallic silver with charcoal trim, full length sunshine roof, radio / cassette, Protectol rustproofed, twin mirrors, 18,000 miles only.

£2,695 VAUXHALL CHEVETTE 1980. 'London special', metallic bronze, one owner.

£2,695 AUSTIN MINI 1275 GT 1979. Black with tan cloth, sunshine roof, tinted glass, radio / cassette, etc., 19,000 miles only.

£2,595 TOYOTA CELICA 2000 GT LIFTBACK 1978. Metallic blue with ivory trim, twin cam engine, 5-speed gearbox, one owner from new.

£2,496 LANCIA BETA SPYDER 2000 1977. Signal orange with tan trim, radio / cassette, etc.

£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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620-628 STREATHAM HIGH ROAD, STREATHAM, S.W.16.

A SALE—continued

...d. 1957, black with powder blue hide, ...ering, new M.o.T., tyres and battery, green ..., documented history, 81,000 recorded miles, ...ove average condition. Best offer secures. ...16 Greenway, Manor Park, Letchworth, Herts. (28567

...CEDES BENZ 280SL SPORTS, 1970, auto., p.a.s., ...etallic green, tan interior, h/s tops, Whitewall tyres, ...mmaculate condition throughout, left hand drive. £4,750. Tel.: Dartford 21013. (28569

MERCEDES 230SL SPORTS, 1966, h/s tops, white, black, hard top and interior, Whitewall tyres, radio, stereo, superb example throughout. £3,995. Tel.: Dartford 21013. (28569

MGB GT V8, 1973, damask, very good condition, new M.o.T. £2,450 part exchange four seater. Tel.: Rugeley (08894) 78972. (28570

AUDI COUPÉ S, 1974, pale blue, 45,000 miles, immaculate condition, extras include special wheels, sunroof, radio / cassette. £1,800. Tel.: 01-228 4103. (28563

MORGAN 4/4, 4-SEATER, 1978T, 16,000 miles, aluminium body and wings, metallic blue, tan hood, tonneau, leather seats, quartz lamps, s/s exhaust, many extras, garaged. £6,500 o.n.o. Tel.: Knowle 5087. (28565

MGB LIMITED EDITION ROADSTER. Bronze, unused, registered April 1982. £6,250. Tel.: Skelmersdale, Lancs., (0695) 25260. (28566

MG N MAGNETTE. Partly rebuilt, complete with new 1934/35 Musketeer, 2-seater body. £3,000, might split. Green, Greenacres, Purton Lane, Farnham Royal, Bucks. Tel.: 02814 3468. (95586

TR6, 1975, W-Reg., (previously Jersey). Mimosa 45,000 miles, long M.o.T., taxed servicing bills and 1980 AA inspection, report available, new clutch, new metering unit, overdrive, radio, etc., TR Register member. £3,300. Tel.: Hitchin 813224 (evenings), Bedford 41353 (office). (28588

MORGAN PLUS 8, 1973, signal red, one owner since new, 38,000 miles, extremely good condition for year, aluminium panels, Konis / Michelin XWX, full history, fully serviced and maintained. £5,000 o.n.o. Tel: Twyford (0734) 343464. Evenings after 6 p.m. (28004

SCIROCCO STORM February '80, good mechanical condition, 48,000 miles, recent £450 total respray, silver green, leather upholstery, offers please to Mr. Bourne 0225-312635 (home) 0793-723749 (office). (28005

JAGUAR 3.8S, 1966, manual, overdrive, metallic blue paint and leather, much money spent on restoration, excellent value at £1,700. Tel: Aldershot 21765. (28006

MASERATI KHAMSIN, 1975, 5-speed, 20,000 miles, known history, metallic dark blue paint, beige leather, excellent example of this classic, private sale, finance possible £8,500. Tel: Aldershot 21765. (28006

MORRIS MINOR, 1955, split screen, M.o.T., moderate condition, suitable restoration. £595. Tel: 052789 2660. (Worcestershire). (28007

MORGAN 4/4, 2-seater, 1980, 9,000 miles, brown wire wheels, extras. £6,700 o.n.o. Tel: Medway 64619. (28008

LOTUS EUROPA big valve, twin cam, five year rebuild, sensible modifications, shortly to be featured in a Classic Sports Car Magazine, unique and absolutely immaculate, substantial offers invited. Tel: Andrew Barnes, home Poulton 228, work Tetbury 52027 (Gloucestershire). (27823

FOR SALE—continued

MORGAN +8, 1980, red, aluminium body, black leather upholstery, 13,000 miles, one owner, luggage grid and lots of extras. £9,250. Tel: (0429) 61351 or 69603. (28013

ALLARD 1949, M Type drophead coupe, new exhaust, M.o.T., Oct. '82, Rebuilt, excellent order, black, £2,750. Tel: 058 082 899. (28015

ROVER 3.5 Auto saloon, 1971, silver birch, totally immaculate specimen, Ziebart, s/s exhaust, new M.o.T., superb chrome, transistorised ignition, expensive radio, 45,000 miles, bargain. £1,875. Tel: Bury 061-764 8312. (28016

1976 FORD Mustang II Classic, V8 AC, AM/FM stereo, PS, LHD, 40,000 miles, blue, PB, excellent condition, available in July, £4,000. Write: R. L. Bethell, PSC Box 2238, RAF Bentwaters, near Woodbridge, Suffolk IP12 2T8. (27866

LANCIA FULVIAS: 1967 Ralle Coupe, all doors, boot and bonnet £350, 1973 S2 Coupe with complete car for spares £400. Fulvia consortium membership for disposal with cars. All must go. Offers. Tel: Crowborough 5857. (27867

MORGAN PLUS Eight, expected this year, final specification required, would you like to take over the order. Tel: 0553 68352 evenings. (27825

TVR TAIMAR Turbo, 1977, white, brown coachband, electric windows, sunroof, Wolfrace, leather trim, 35,000 miles, superb and very quick. £5,995 p / x possible. Tel: Royston 43375 days. (27826

PORSCHE 911 Carrera 3.0, 1976, superb original condition, electric roof, windows, mirror, air conditioning, h/lamp wash, blacklook, 53,000 miles, AFN history £8,995, p / x possible Royston 43375 days. (27826

MGB GT V8, 1976 (R), red, black trim, alloys, radio / stereo, sunroof, stored last 18 months, Rustproofed from new, new M.o.T., 39,000 miles, immaculate collectors car. £3,950 o.n.o. Tel: Bibury (028574) 306. (27828

MGB ROADSTER, 1975, chrome bumpers, 1 owner, 65,000 miles, braken, mint condition £2,300. Tel: Darlington (0325) 281343 / 4. (27784

G-REG. Volvo P1800S finished in white contrasting red leather trim with genuine lambs wool seat covers, a first class example with only 49,000 miles, radio and overdrive. Tel: 0604 740 580. (27785

ALVIS FIREFLY, 1933, Cross and Ellis Sports bodywork, body off restoration to chassis, brakes, suspension, steering, engine / gearbox, complete woodframe replaced, all work to high standard, only requires some re-skinning and re-trimming to complete highly desirable car loads of spares, realistic offers. Tel: (0344) 20277. (27786

BENTLEY 3-LITRE, 1926, magnificent Gurney-nutting aluminium tourer. John Ambler rebuilt engine, carefully repainted, retrimmed, exceptionally original and unspoilt throughbred. Bell headlamps, nickel fittings, reputed Olympia showcar. £19,500. Photographs, history available. Tel: Huntingdon 216228 (10 p.m.-8 a.m.). (27788

LANCIA FULVIA: works shell tank, alloy panels. £1,000 just spent, unused since, must sell £1,000. Tel: 01-876 3558. (27789

MG8 ROADSTER, April 1981, 1,000 miles immiaculate, sensible offers to Peter Kimberley. Office 021-705 8201. Home (0386) 858264. (27790

VOLVO P1800E, coupe, 1972, white, M.o.T. £1,950. Tel: 0822 2879 — 0822 833339. (27791

FOR SALE—continued

JAGUAR XK150 F/head 1960, BRG, one owner, barely used, treated as collectors car from new, unique opportunity. Offers. Tel: 0225 313259. (27793

ALLARD PI saloon, completely restored, brand new engine fitted, complete braking system etc., renewed, 600 miles since complete rebuild. £2,750. Must be seen. Tel: Bristol 561025. (27794

LOTUS ESPRIT S2, V-Reg. Exceptional condition, one owner, £7,250. Tel: (07073) 23806 (office), (0438) 832810 (Home). (27795

1934 SINGER LE MANS, beautiful condition, M.o.T., ready for immediate use. £3,850 o.n.o. Tel: Bankway 408 (Herts). (27781

LOTUS ELAN S3 FHC. Numerous new parts including chassis, tyres, respray, engine / clutch overhaul, etc., excellent condition. £3,100 o.n.o. Tel: Chris on 0695 21331 day, 051 548 0306 evenings. (28423

FROGEYE SPRITE. Pale blue, professionally restored, superb condition. £1,900. Tel: Swainsthorpe 470464 evenings. (28425

MGB GT. 1977 R, blue, one owner, 22,000 miles, undersealed, wire wheels, collector's car. £3,300. Tel: Seaford 894404. (28424

TVR TAIMAR. T Reg., 29,000 miles, black with Wolfrace wheels, tinted glass, electric windows, leather trim and seats, sunroof, stereo. £5,250 o.n.o. Tel: Luton 31111 ext. 280 (day). (28415

MORGAN 4/4 4-SEATER. 1979, V-Reg., silver, wire wheels, tonneau, low mileage, perfect condition. £7,750. Tel: 0455 44697. (28420

RANGE ROVER. 1977, diesel turbo, 6-cylinder, overdrive, blue / cream, very fast, very economical, immaculate condition. £7,000. Tel: 0455 44697. (28420

LOTUS ELITE CLIMAX. 1962, bodyshell stripped to bare fibreglass and repaired, at present in primer, refurbished front and rear suspension installed. Engine dismantled, spare unused MGA gearbox, parts rechromed, re-upholstered, many new parts, only needs reassembling. £2,500 o.n.o. Tel: Kings Langley (Herts) 64545. (28422

MGB GT, 1977, radio, overdrive, very good condition, low mileage, new tyres, tax November M.o.T. December. £2,600. Tel: Sherborne (093 581) 5413 (Dorset). (28421

MASERATI KHAMSIN. 1977, 28,000 miles, gold with beige leather, history, recent service by original concessionaires, truly magnificent example of this equisite 169 m.p.h. 2+2. Would compare very favourably alongside a new car but at a price equivalent to a 67% discount on current retail. First offer around £10,000 secures. Tel: Peter Dunn on 01-486 8233 office or 01-727 2019 home. (28413

SS JAGUAR 3½-LITRE, 1937, four-seater, open tourer, fully restored and overhauled. £7,500 o.n.o. Tel: 0584 70 387. (28419

SS JAGUAR 1½ SALOON, 1937, very original and complete, ideal for restoration, sensible offers. Tel: (0252) 542561 (Farnborough, Hants). (28414

ALVIS SPEED 20. Very good original condition, genuine sale. Tel: 0557 30430. (28408

ASTON MARTIN DBS6 VANTAGE, 1970, silver / blue hide, sunroof, p.a.s., two owners, 33,000 miles, service history, mint condition, may p/x. £6,250. Tel: 01-673 1919. (28411

ALFA ROMEO ALFETTA 2000 GTV, 1978, Alfa red, grey velour interior, fitted with Minilites, excellent condition, M.o.T. £1,785 o.n.o. Tel: 061 833 0036 (office). (28406

FOR SALE—continued

BENTLEY 4½ DROPHEAD COUPE. 1928, completely rebuilt to highest possible standard by leading restorer. 1981 Kensington Gardens Class winner. Substantial offer required. Tel: 046 279 267. (Weston, Herts). (28412

LOTUS EUROPA 1972, twin cam, John Player Special colours, much recent work to produce impeccable car, £3,200 o.n.o. Tel: Nuneaton 342144. (28600

ASTON MARTIN VOLANTE. 1967, Dubonnet Rosso / biscuit hide, automatic, p.a.s., power hood and windows, extensively rebuilt by Robin Hamilton, new chrome wire wheels. Offers over £14,000 for this superb vehicle with single digit registration number. Tel: 0734 332412. (28417

E-TYPE JAGUAR. 1969, 2+2, automatic, dark blue. This is an original car in excellent condition and used only at weekends. Extras include wire wheels, Sundym glass, headrests, radio / cassette. £5,350. Tel: Egham 37927 (Surrey). (28403

BMW 2800 CS. In very fine condition (1 year's M.o.T.) with virtually a complete service history. The best looking model BMW has yet produced with performance to match. £1,950 o.n.o. Tel: Walton-on-Thames 25980. (28404

PORSCHE 924. 1978, full Lux specification, 23,000 recorded miles, years' M.o.T., red / beige, looks better than new, emphatically the best. £5,750. Tel: Ware 2459. (28405

E-TYPE JAGUAR. 1965, FHC, silver, red interior, chrome wire wheels, sunroof, fully restored to original condition, distinctive number. £4,500 o.n.o. Tel: 0584 70 387. (28419

GANGLOFF SALOON body, 1930, originally fitted on Bugatti type 49, complete with swept wings and full interior. £2,000 o.n.o. Per Larsson, G. Tyresövägen 305, 12236 Enskede, Sweden. (28610

A PRIDE OF JAGUARS 1968 Mark II 340 auto, pale green, 42,300 miles, absolutely beautiful, £5,000. 1968 Mark II 240 auto, warwick grey, 63,000 miles, very good condition, £2,500. Tel: Leicester 704945. (28591

ASTON MARTIN DB6, 1968, automatic, house purchase forces reluctant sale of this superb example, chrome wire wheels and self seeking radio, bills for many new parts including engine rebuild, agreed insurance value £5,000, but will sell for less. Tel: Tunbridge Wells 33360. (28592

FERRARI DINO 1974, 246 GT Spyder, metallic silver with black hide interior, 20,000 genuine miles, original mint condition throughout, Greypaul maintained, £14,750. Tel: 0742 368890. (28593

LOTUS EUROPA Special 1974, M-Reg, Roman purple, full history, immaculate condition, 12 months, M.o.T., £4,200 o.n.o. Tel: 051-263 3559 (day) 051-678 8005 (eves). (28595

OPEL KADETT 1.3SR, 1980, signal ochre (yellow) with black trim, Recaro seats, radio cassette, Mobelec Maximiser, very quick motor for only £3,995 o.n.o. Tel: Shipston on Stour (0608) 62203 evenings. (28597

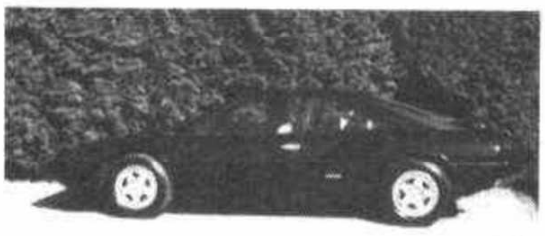
KOUGAR 3.4 JAGUAR running gear, totally overhauled and professionally built, royal blue body superbly set off on 60 spoke wire wheels, serious enquiries please phone 01-405 5252 days, 01-995 3902 eves. (28598

RILEY 1½ LITRE 1950, collectors car, good condition, bronze, M.o.T., taxed only 96,000 miles, two owners, reliable car, £1,200. Tel: Petersfield 2480. (28604

1936 FORD MODEL Y 2-door saloon, easy restoration, £500, ring Durley 393 night. (28607



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FOR SALE—continued

ALVIS 1930, Silver Eagle, 16.95 chassis complete with bulkhead, lamps and all instruments, extensively restored and just waiting for a body to be fitted. Offers over £3,000 please. Fuller information from Murray Maclean, Primrose Farmhouse, Salisbury. Tel: 0722 28561. (28599

1961 MGA F.H.C. 12,000 miles, since 1978, complete professionaly rebuild (cost £4,000), for quick sale hence £3,000 also numerous spares with car £200. Tel: 060981 491 (Yorks). (28601

1935 AUSTIN SEVEN Ruby, maroon/black, excellent restored condition, engine, clutch and radiator just re-built, M.o.T. March 83, taxed August, £1,500. Tel: Maidenhead 20327. (28602

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 rust-proofed with 5 year guarantee, only done 750 miles, offers. Tel: 01-658 6625 evenings. (28603

1922 CHEVROLET 2-seater Roadster with dickey seat. Tel: Durley 393 night. (28607

RARE AND EXOTIC ex-Ruler of Qatar's 1960 Cadillac Fleetwood limousine. Nominal mileage, very good condition, sensible offers. Tel: 01-468 7955. (28608

STAG 1975 JULY, yellow, black interior, hard and soft tops, alloy wheels, radio, manual, excellent condition, one owner, mileage 49,000, £3,000. Tel: Cardiff (0222) 708700. (28609

PORSCHE 924 Manual, 1977, metallic bronze, brown trim, tinted glass, sunroof, rear wiper, alloys, radio stero etc, 36,000 miles only, very nice condition throughout, must sell hence, £4,250 o.n.o. Tel: Sheffield 23967 or 306861 eves. (28807

MG TC 1949, good, sound, and largely original example, present owner 12 years, new M.o.T. and exhaust, very useable, some spares, £3,900. Tel: work 01-409 7359, home 01-789 2088. (28805

PORSCHE 911T, 1973, almost concours condition, probably the best in the country, complete genuine history, 31,000 miles, signal yellow, electric windows, £8,500. Tel: Kings Langley 67666. (28808

PORSCHE 911S 2.4, N-Reg, L.H.D., Works driver Vic Elford's road car, new heat exchangers, superb original condition, £3,950. Tel: Oxted 6241/01-777 0600 x 336. (28809

BENTLEY SERIES III, Golden sand with red hide interior, superb condition and far above average, realistically priced at £5,950. Tel: 03844 3775 (Staffs). (28800

1937 WOLSELEY 12/48, totally original and superb, handbooks, tools, low mileage, full M.o.T., £1,750. Tel: B. G. Newland (0480) 66638. (28799

DOLOMITE SPRINT June 1979 T, one owner, British Racing Green, £2,800 o.n.o. Tel: Holford 455 (Somerset). (28801

AUSTIN 7 1929, Top Hat, good rebuilt body, upholstery fair, rebored, running order, offers. Tel: day 0222 397703. (28803

1960 3.8 JAGUAR XK150S, F.H.C., in B.R.G. maintained to a very high overall standard, good concours record, must be viewed to be appreciated, £12,000 o.n.o. Tel: Stratford on Avon 750637. (28802

1959 JAGUAR 3.4S Roadster, total body rebuild and new upholstery, very expensive. Also 1932 Morris Major Six saloon, complete for rebuild cheap at £750. Gale, Chances Pitch, Colwall, Malvern. Tel: 0684 40241. (28804

SCIMITAR GTE S-Reg, manual/overdrive, p.a.s., electric windows, stereo radio/cassette, Wolfrace wheels, £3,625. Tel: Canford Cliffs 707033. (28795

MG TF 1954 tartan red, black upholstery, rechromed, new tyres, battery, M.o.T., sacrifice, £4,750 o.n.o. Tel: Saltash 2512. (28796

FIAT X1/9 1500, 5-speed, silver, stereo radio, in superb condition with Fiat warranty to Nov 82, £3,200. Tel: (0626) 833500/(0272) 844714. (28797

DAIMLER V8 250 1969, old English White, with dark blue leather, Webasto sunroof, excellent order, £1,450. Tel: Plymouth 54252. (28798

AUDI 80GL reg 3 RTA, attractive silver blue, v.g.c., offers, consider p/ex, early TR6 or similar with adjustment. Tel: Weybridge or Stratford on Avon (0789) 292798. (28787

MORGAN +8 1969, axle rebuilt by Salisbury 1,000 miles ago, mechanically A1, body fair for year, pair of new aluminium rear wings included at £3,600. Tel: (0926) 32862. (28788

MGC ROADSTER 1969, complete rebuild, overdrive, late chassis number, £2,500, possible part exchange. Tel: Ashington (W. Sussex) 892114. (28792

APRIL 1982 MORGAN +8, BRG, aluminium body, leather seats, rustproofed, delivery mileage only, garaged London, list price. Tel: 01-623 9061. (28793

GILBERN INVADER Estate, 1972, fast and very good example, recent bills for £1,300 including new 3.1 stage 2 engine (170 b.h.p.), £1,750. Tel: 01-948 4360. (28794

1913 AX RENAULT mint condition, bad back forces reluctant sale, completely reliable 2-seat Tourer with Dickey seat, very attractive car, £9,750. Tel: 0702 613606 or 03708 2100. (28786

GENUINE GHOST Mascot, 20 h.p. RR Boa-constrictor horn and clock, offers. Tel: 0702 613606 or 03708 2100. (28786

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SUPERB MINIATURE GT Ogle SX1000 body restored gold/grey, new red leather upholstery, Restall seats, Wilton carpets, new wool headlining, 1275 twin choke Weber, stainless exhaust, wide alloy wheels, rewired, new servo and brake pipes etc., vivid acceleration, appreciating classic, £3,300 o.v.n.o., would consider part exchange for E-Type V12 F.H.C. Write box 6658. (28785

P.V.T. ROESCH Talbot 105 Brooklands type body, recent major overhauls on chassis, steering, engine, gearbox, brakes, radiator, instruments, wiring etc., suitable vintage events. Write Box 6659. (28785

BENTLEY MK VI Special, stunning car, four setaer, Connolly interior, £7,800. Tel: 01-943 0350. (28164

HILLMAN, JANUARY 1935, 10 H.P. saloon, low mileage, original log book, laid up many years, good value at £1,100. Tel: 0455 39262 or 618005 6.15 pm on. (28165

MORRIS OXFORD 1958, this car has been maintained in original and concours condition, superb car for Morris Club Member only £750. Tel: 01-994 2687 evenings, w/ends. (28166

MORRIS 1000 Convertible, 1958, recent M.o.T., very sound bright little car which runs extremely well, green with brown hood, £975. Tel: 01-747 3571 evenings. (28166

COLLECTORS/INVESTMENT, 1961 Morris 1000 Convertible, years M.o.T., taxed, sound, tidy, runs well, newish hood, tyres, carpets, £1,700 o.n.o. Tel: Penzance 710446. (28167

RARE MERCEDES 170 Diesel 1951, right hand drive, 4 door saloon, immaculate. Whalley Lancashire. Tel: 3298 evenings. (28168

STANDARD 10 1924, engine overhauled, new sun roof and headlinings, green/black paintwork, super little car, very good order, economical, taxed, M.o.T., £1,250 o.n.o. Tel: Bath 60780. (28169

MG MIDGET, 1976, superbly kept, unmarked and immaculate, blue, black interior, AA, RAC, inspection welcome. £1,875 o.n.o. Tel: Cheshire 0477 32374 (28170

ALFA ROMEO 1930 6C, 1750 Grand Sport, replica, ¾ built, £1,500 o.n.o. Tel: Herne Bay 66020 (28171

1972 LOTUS ELAN Sprint, F.H.C., red over white, new dashboard, new tinted screen, new carpets, five new tyres, £400 respray and full engine rebuild just completed, a superb low mileage car, taxed and tested, 12 months, £3,300. Tel: Chesterfield 862297 before 5 pm. (28174

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TRIUMPH 2000 Roadster, 1949, in excellent condition, current owner 12 years, TRC member, £4,350 o.n.o. Tel: 061-973 7266. Sale Cheshire or 061 653 2686. (28177

JAGUAR XK150 drophead coupe, R.H.D., 1st registered 1958, finished in white, automatic gearbox, superb condition, £9,950. Tel: Ringwood 5432. (28179

ROLLS-ROYCE, 1933 20/25 Limousine, -rough but good basis for restoration, £3,700. Tel: Cholesbury (024 029) 8164. (28180

MORGAN F4, Super, original registration June 1940, Excellent condition, £3,500. Alex Furphy. Tel: Comber 873617. (28181

TR6, 1972, 150 b.h.p. Saffron, excellent cond. h/s tops, overdrive 2/3/4th, £2,300. Tel: Northwich, Cheshire 2983. (28182

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MGA F.H.C. 1957, red, good condition, seats tatty, M.o.T. until June, £1,500 o.n.o. Tel: Longfield, 4756. (28184

AUSTIN HEALEY 3000, 1960, partially dismantled for rebuild, many new parts, engine, 9,300 miles, £1,475. 1939 Frances Barnett Motorcycle, running, £350. Tel: 021-747 4570. (28185

ASTON MARTIN DBS 1975, immaculate condition, inside and out, silver grey, needs a service, £5,950 o.n.o. Tel: Uxbridge 58431 (work) 32417 (home). (28371

MGB GT V8, M-Reg, white, 63,000 miles, very good condition, house forces reluctant sale, hence £3,100. Tel: Exeter 69684 (after 6.00 p.m.). (25952

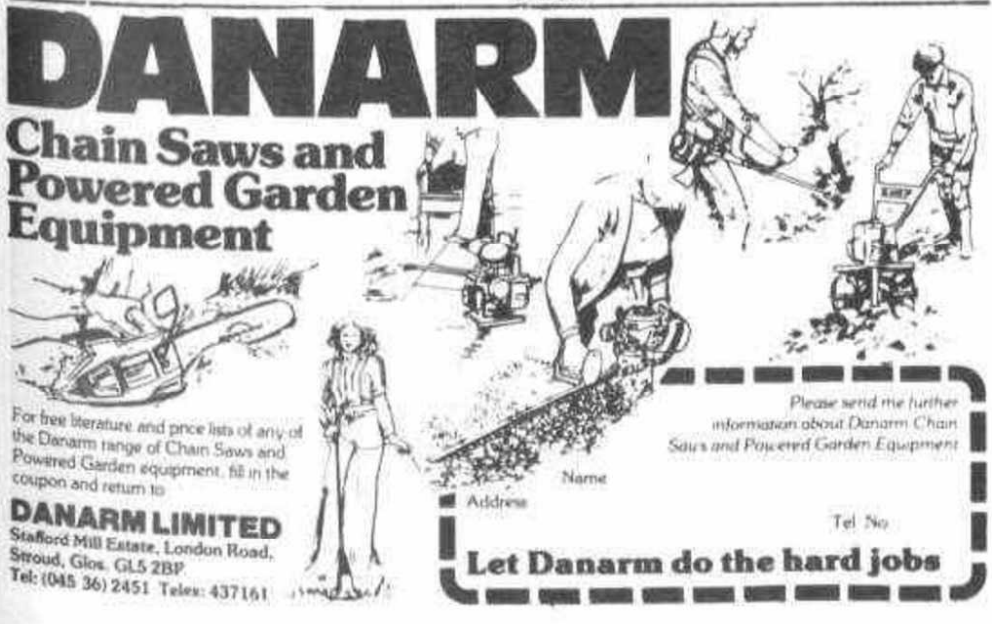
TVR 3000M 1975P, M.o.T. February, taxed, sunroof, Sundym, wooden dashboard, good condition, £2,950. Tel: Staines 53899. (28363

MGB LE ROADSTER, 1981 bronze commemorative model, 580 miles, wire wheels, undersealed, £6,500. Tel: 0747 870777 (Wilts). (28364

E-TYPE ROADSTER, 1962, rare opportunity, 32,000 miles, good condition, black, £6,900. Tel: 0202 875160. (28374

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1981 TR7, DHC. Green, one owner, 12,229 miles. **£5,295**
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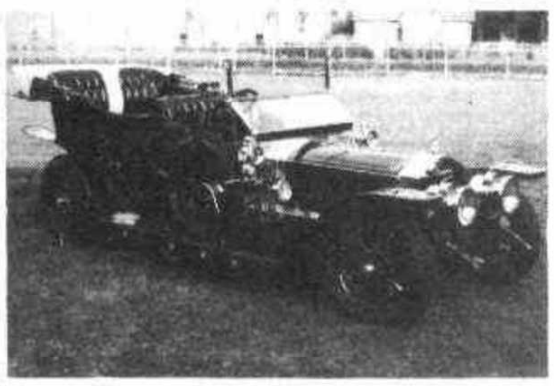
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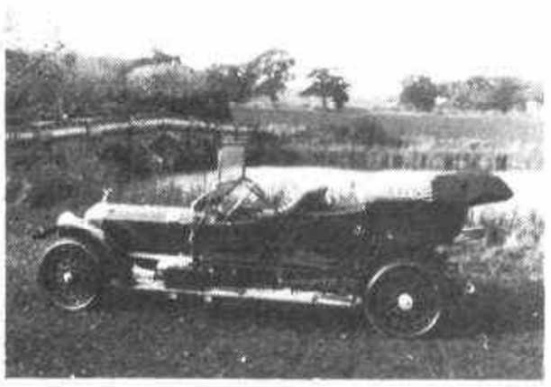
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● Beautifully restored car to concours condition. Dark green, beige hide upholstery, full weather equipment. Not to be missed **P.O.A.**

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TR6 1974 (N). Blue, o/d, good bodywork, 70,000 miles. £2,195
TR6 1972 (L). White, o/d, new wings, hood, tan trim. £2,295
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TR6 1975 (N). Yellow, o/d, 48,000 miles. £2,895
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JAGUAR MANUAL 3.8, 1968, white with black leather upholstery, sunshine roof, tinted windows, wire wheels, immaculate condition, M.o.T. £3,000. Tel: 0989 84265. (28368

DAIMLER SP250 Dart, 1961, respray, engine rebuild, many new parts, M.o.T., excellent condition, £2,000. Tel: Codsall 6677, Wolverhampton, Staffs (eves). (28369

ASTON MARTIN DB6, 1968, auto, major overhaul by Aston Martin Lagonda 29,000 miles ago inc. recon engine and gearbox etc., etc., very good condition. £5,750 o.n.o. Tel: Sheffield (0742) 344413 after 6 p.m. (28370

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LOTUS ELAN +2S130/4, 1973, metallic lagoon blue/oatmeal interior, genuine mileage 42,000, maintained regardless of cost by Club Lotus member, totally original and in exceptional condition, £3,450, more details. Tel: Exeter 70458 home, or Exeter 66561 ext 345 work. (28373

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HUMBER SUPER SNIPE, 1966, present owner since 1970, 82,000 miles, laid up over past 2 years, must sell, space required, offers. Tel: 022 870 429. (28377

HEALEY SILVERSTONE 1950 E-Type, actual car as featured in March 'Classic Cars', totally reliable suitable road and track, finished in dark green with black leather seats, absolutely superb and original, reluctant private sale only to good home, £7,500 no offers. Tel: Ascot 0990 20048. (28379

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TR6, 1974, N-REG, 37,000 miles, mimosa, hard and soft tops, overdrive, uprated suspension, many new parts, 6 months tax and M.o.T., excellent condition, family expansion forces sale, £2,600. Tel: Warrington 61980. (28383

TR4, 1962, overdrive, wire wheels, Aleybar, M.o.T., some spares and literature, £975. Tel: Rudgwick (Sussex) 2754. (28384

VW GOLF GTI V-Reg, Sept 79, 30,000 miles, Mars red, £3,750. Tel: 647 4993. (28390

OPEL MANTA Hatch, T-Reg, Feb 79, 18,000 miles, metallic green, immaculate, £3,750. Tel: 647 4993. (28390

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AUSTIN HEALEY 3000, 1967, excellent condition, all extras, full history, one owner since 1968, taxed, M.o.T., £3,900. Tel: 01-529 0825 evenings only. (28387

TR6, 1970, personal Reg. No. BS 4137, 12 months M.o.T., 52,000 miles, this is the last of a private collection of vintage cars, it has only been used in the summer, stored in heated garage, is in mint condition, if you are looking for a TR6, inspection of this is a must, £1,995. Tel: Great Gransden 281. (28389

JENSEN INTERCEPTOR Series Three, 1972, white with black leather, all extras, £1,000 recently spent at Jensen agents, excellent condition, now unemployed, £2,500 may take p/x. Tel: Rotherham 851279. (28391

ALFA 1600GT Junior, 1976, one owner, 42,000 miles, absolutely no rust, £1,750. Tel: Cemaes Bay 710316. (28392

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MORGAN 4-4 2-SEATER, August 1981, signal red, black leather, wire wheels, spotlights, reversing lights, total rustproofing protection, 1,500 miles only, £7,650 o.n.o. Tel: 01-561 8075 (evenings). (28827

BRISTOL 410, 1968, mechanically good condition, 5.2-litre engine, aluminium body, walnut interior, long M.o.T., service history, slight attention required to bodywork. Hence £4,100. Tel: Ingrebourne 75985 (evenings). (28830

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SUNBEAM TOURER, 1930, 16.9 h.p., taxed M.o.T., reluctant sale due to loss of garage space, £6,950. Dr. Shapland, 97 Princess Victoria Street, Clifton, Bristol. Tel: 736653. (28821

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ASTON MARTIN, 1957, DB 2/4 Mk.II, fixed head coupé, aluminium body by Tickford, very low mileage, history from new, present owner 14 years, rare and beautiful, reluctant sale. £5,350 o.n.o. Tel: 01 346 0350. (28824

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JAGUAR 420G, 1967. Totally original car in beautiful order, 50,000 miles, power steering, h.t.w., radio. Sparkling gunmetal paintwork with red hide upholstery. Chauffeur maintained from new. £1,895. Tel: Mr. Olsen 589 0071 (day) 348 3225 (eves.). (94014

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1979 FIAT X19. Metallic silver blue, white leather upholstery, 25,000 miles. **£3,500**

We have a selection of six MG's in stock.



The London Morgan Distributors

Fiat 1500 convertible. Pininfarina body, radio, new hood etc., 1960. Yes this is the **Morgan** advertisement and we do still sell the marque, but we thought you might be interested to know that we had something different. In our more normal line we have a 1981 **Morgan** 4/4 2-seater in turquoise blue, 3,000 miles, have been covered with aplomb, stone leather interior with matching hood, sidescreens and full tonneau. This **Morgan** also has a spare wheel cover and chrome wire wheels which are guaranteed to give you something to do on Sundays. In the same colour we also have another **Morgan** 4/4 2-seater which was born in 1978. This **Morgan** also has had only one owner and believe it or not has only covered 4,300 miles, fitted with wire wheels, Michelin XAS tyres and tonneau cover it becomes difficult to tell which of these two **Morgans** is newer. Look at the number plate I heard somebody say! Of the same year another **Morgan** 4/4 2-seater finished in signal red with a 6 inch spare wheel cover, a most amazing bonnet strap, definitely not **Morgan** bucket seats and door handles. Before anyone says "if you don't have door handles how do you get in?" the answer is that the **Morgan** does come with door handles but only on the insides and if you want them on the outside they are an extra. Got it? For those of you who want a bit more wroom wroom we have a very nice **Morgan** plus 8 in maroon red, folding and reclining seats are finished in stone coloured leather as is the rest of the interior. Matching this are the hood, tonneau and sidescreens, mileage has been kept to a minimum of 5,000, exterior door handles are fitted as is a spare wheel cover piped to match the interior luggage rack and for those of you who don't like listening to the wind the **Morgan** also has a radio / cassette. Another **Morgan** 4/4 built in 1970 is finished dark blue with black leather interior wire wheels and has only had one owner from new. Another **Morgan** on the list is a 1951 **Morgan** plus 4 in light yellow, re-upholstered by us. This is the coupe model which seems to be getting harder and harder to find. A 1978 **Morgan** plus 8 in brown stone leather interior, luggage rack, folding and reclining seats, tonneau. **Morgan** extra for the month is a set of Aero-Screens for the summer!

morris stapleton Reece Mews, London SW7 01-589 6894

FOR SALE—continued

AUSTIN 16/16, 1933, running order ideal, ideal restoration, original log book. 01-304 6655 daytime. £1,600. (27449

ROVER 110, 1963, excellent condition throughout, grey red interior, new tyres, M.o.T. etc. some spares. Tel: 01-304 6655 daytime. £1,300. (27449

E-TYPE F.H.C., 4.2 manual, 1971, signal red, black interior, JDC member, condition justifies price. £8,500 o.n.o. Tel: 01-444 6830. (27451

MG TA/TC. Extensively modified for racing, mechanics good, body needs rebuild. £2,000. Tel: Burgess 01-691 7772. (27452

JAGUAR MK2 3.8, 1967, man. o/d, c.w.w.'s, sunroof, mechanically perfect, recent new brakes, carburettors, clutch, radiator, overdrive, timing chains, 83,000 miles, bodily good, £1,450. Tel: Rushden 55874. (28495

MORGAN +8, 1980, red, stone leather, 20,500 miles, handles, luggage rack, £9,000 o.n.o. Tel: Hastings 753701. (28497

SPECIAL LOTUS Elan S3 fixed head coupe, 1966 Stage III Ian Walker Racing conversion, close ratio box, high pressure oil pump, medici blue, radio, servo, Cibies, Kenlow, etc., full history, superb condition, little used recent years. £2,650. Tel.: Aldershot 22471. (28498

TVR TAIMAR 1977, white, green model band, overdrive, sun roof, radio/cassette, 37,000 miles, £4,250 o.n.o. Tel: Bedford 712157 (office), Colmworth 378 (home). (28499

ASTON MARTIN DB4/GT, genuine 54,000 miles, rebuilt engine, axle, gearbox, suspension, Koni's, new single plate clutch, bare metal repaint to concours standard, Aston Racing Green, all invoices, £15,950. Tel: 09 33 622054 evenings after May 11. (28500

AUSTIN HEALEY 3000 Mark III, 1964, 81,000 miles, *white, black leather, walnut, triple Weber 45s, 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 73671. (28501

LOTUS SUNBEAM, May 1980, black/silver, 24,000 miles, radio, service history, 1 previous owner, any reasonable offer or part exchange considered. Tel: Ipswich 47723. (28502

MERCEDES 350SLC, L-Reg, leather interior, very fine car throughout, no expense spared, private sale, £5,850. Tel: Ware 66987. (28505

LOTUS SPECIAL, unique fastback body fitted to completely rebuilt Elan Plus 2 rolling chassis, usual Lotus performance, price £1,500 or p/ex Mini GT/Cooper S. Tel: Woking 60934 eves. (28503

1933 MG K2 Magnette, only four built, sound 2-seater *body, mechanics dismantled,* £5,500. 1934 MG K3 replica, all parts needed to build authentic car, rebuilt Magneto engine, new radiator, £6,000. Tel: 084421 3863, 17 Chinnor Road, Thame, Oxon. (28506

SUPER SEVEN 1600GT, 1980, 4,000 miles, extras include alloy wheels, roll bar, full weather equipment and registration number 767 MPH, serviced by Caterham Cars, taxed until April 1983 £5,150. Tel: Tunbridge Wells 44296 after 7 p.m.. (28507

ALFASUD 1.5 Super Series 3 saloon, red, May 1980, 20,000 miles, immaculate dealer maintained, radio, Halogens, etc. £2,595. Tel: Aberdeen 867405. (29033

TRIUMPH TR 4A, 1965, totally rebuilt, all steel body, galvanised chassis, beautiful order, o/drive, 'Surrey' etc £2,500 o.n.o. Tel: 051-426 4904. (29026

JAGUAR COUPE, 1976, 4.2, white, green, tints, black Everflex roof, black hide, auto, p.a.s., Leyland engine *fitted Nov 81, new tyres, M.o.T., drives very well,* £2,250 o.n.o., or exchange VW Camper. Tel: 01-805 0903. (28508

EUROPA TWIN-CAM 1972, mint condition, one of the best, 41,000 miles recorded, looks less, £2,750 o.n.o. exchange possible. Tel: 0254 55722 (Lancs). (285510

JENSEN INTERCEPTOR 1975, rare walnut dash, Sheepskin seat inserts, 56,000 miles, history, superb condition, £4,500 o.n.o. exchange possible. Tel: 0254 55722 (Lancs). (28510

LANCIA HPE 2000, Nov 81, full specification includes, sunroof, electric windows, tinted glass, rear seat belts, fog lamps, mud flaps plus Clarion stereo cassette radio with 20 watt amplifier, 4 Pioneer speakers and electric aerial, all under maker's warranty, virtually in new condition, only £5,100. Tel: 0962 63245 day, 0256 780135 eves. (28511

FERRARI DINO 246GTS *'Spyder', ex-Noel* Edmonds/Olympus Cameras car, black & gold, stereo radio/cassette, electric windows & aerial, interesting history, superb car, £9,650. Tel: 01-363 7160. (28512

ROVER 100, 1960, present owner since 1964, excellent condition, 58,600 miles, all bills available, M.o.T., £975. Tel: Plymouth 771074. (28513

RENAULT 8.3, 1925, two seater with Dickey, one owner past thirty years in occasional use only, considerable restoration, recent paint, upholstery and hood, as new tyres, taxed and tested, drive away, £5,500, seen Llandudno. Box 6656. (28514

1928 MG 18/80 Prototype Salonette, *requires* restoration, very rare, £4,750. 1930 MG M Types, Minus bodywork, cheap restoration projects, £1,150 and £675. Tel: 084421 3863, 17 Chinnor Road, Thame, Oxon. (28515

SUNBEAM TIGER *Mark I, in immaculate condition* throughout, 38,000 miles from new, £4,250 o.n.o. Tel: Jeff Evans, Milton Keynes. Tel: 606101 ext. 245, 9 a.m.-5 p.m. (29034

MORGAN +8, 1981, metallic blue, white hood, cream leather upholstery, reclining seats, aluminium body, wings, undersealed, Michelin tyres, luggage rack, locking door handles, petrol caps, immaculate, 10,500 miles. £11,500. Tel: 0725 21396. (29032

BENTLEY 'T' Series, 1969, smoke green with tan upholstery, 78,000 miles, with full service history, well above average. £7,500. Tel: Great Dunmow (0371) 810604 or Stebbing 638. (29027

LOTUS 14, Elite Climax, 1961, special equipment, recent rebuild, retrim, blue with black / grey interior, excellent example. Brown, 13 Hyde Park Gardens, London N21. Tel: 01-360 2392. (29030

ASTON MARTIN *DB6, Mk. II, automatic, excellent* body and mechanics, 41,000 miles, offers, Camberley 32283 evenings 34702. (29031

TRIUMPH STAG, 1978, only 20,000 miles, red with tan interior, automatic, £4,850. Tel: Offley 542. (29035

LOTUS 501, 1978, red / black roof, directors car, excellent condition. £5,950. Tel: evenings 0905-67282, work 021-525 6500. (29021

1970 ASTON MARTIN Volante, Mk. 2, silver, black leather interior, manual, 5 speed box, 53,000 miles, electric windows and hood. £20,500 o.n.o. Tel: Conway 2341. (29022

FIAT 130 Coupe, 3.2-litre, Ferrari based V6, quite a nice one. £2,000. (130 saloon for spares if required). Tel: 0295 788174 (eves., w/ends.). (28894

LANCIA 2000 Pininfarina Coupe, (L-Registered) 52,000 miles, 5 speed, sunroof. Lancia 2000 fuel injection saloon (L Registered) *69,000 miles, re-conditioned* engine, 5 speed. Spare saloon for spares M Registered. Three for £425 — space needed. Tel: Barnsley 762691 office, or Sheffield 887205 evenings. (29025

LANCIA MONTE Carlo Spyder, only 13,000 miles from new in the hands of one careful owner, gold with cloth interior, service history. £3,850. Tel: 01-405 1250 office. Tel: 01-398 5593 home. (29024

BLACK X REGD. Golf GTi, September 1980, full UK specification including steel sunroof, alloy wheels, radio, remote mirrors, 15,500 miles and immaculate. £4,495. Tel: 061-247 3819 (day) or 061-941 4982. (28877

SCIMITAR GTE Auto, Nov. '78, russet / brown, 27,000 miles, p.a.s., elec. tints, alloy wheels, sunroof, excellent condition. Tel: Home 08894 2540. Bus. 021-327 1900. (29023

MGB ROADSTER, 1978, green, Endrusted, 25,000, immaculate. £2,800. Tel: 061-747 8696. (29007

BENTLEY R TYPE Continental, rare two door coach work by Franay of Paris, black pearl with green interior, opportunity at £9,750. Tel: 01-398 5593 or office 01-405 1250. (29017

JAGUAR Mk. VIII, left hand drive, one owner and less than 20,000 miles from new, white with unmarked black interior. £4,000. Tel: 01-398 5593 or office 01-405 1250. (29017

TR6, March 1975, two owners, excellent condition, Mimosa, soft and vinyl hard top with sunroof, tape / radio. £3,400. Tel: Epsom 21559 evenings. (29018

DATSUN 240Z, £1,000 engine rebuild just completed, new triple Dellortos & Dawson cam, lowered, uprated, GDS exhaust, Wolfrace, SDC, good *condition. £2,400. Tel: 0295 788174 (eves., w/ends.).* (28894

TVR 3000s, convertible, 1979, this one owner car can genuinly be described as absolutely immaculate, red finish with tan interior, radio / cassette, 16,000 miles. £5,900. Tel: Doncaster 868263. (28530

MORGAN 4/4, basic 2 seater, low mileage, history, superb condition, nearest thing to new car available for only £4,750. Tel: (0635) 253484 (Berkshire). (28534

BENTLEY S3, 1964, for quick sale, £4,500 o.n.o. Tel: 0302 700224 after 7.00 p.m. (28533

ASTON MARTIN DB5, 1964, Immaculate condition, service history. £7,000 Tel: 01-222 0879. (28416

CITROEN FAMILIALE CX 2400, 8 seater estate, March 1981, one owner and only 10,000 miles, metallic gold, vinyl roof, brown ribbed velour interior, todays price over £9,000, this must be the cheapest CX Estate *available in England. Tel: 0253 726237.* (28525

1937 RILEY 12.4 Kestrel Sports Saloon fully restored, very original alloy body, part of collection. £3,500 o.n.o. Tel: Rochdale 32680 or 41680. (28527

1936 SINGER Bantam, rare 4 door model, fully restored, very original reluctant to sell but space needed. £2,500 o.n.o. Tel: Rochdale 32680 or 41680. (28527

IF YOU are looking for something different, here it is. Mumford Drop head coupe Marina 1.8 TC in Aconite with tan cloth trim, lovingly cared for throughout 33,000 miles many extra instruments including almost new stereo radio / cassette. Offers around £2,450. Tel: 0734 595766 (office hours) 0734 22605 evenings and weekends. (28528

BENTLEY R-TYPE Continental style fastback, alloy saloon by Freestone and Webb, 1954 Earls Court *show car, only two made, auto gearbox, superb* condition, new tyres, all tools, taxed, £6,750. Tel: Fowler, Kingswinford (03844) 3948. (28529

PEUGEOT 504, four-seat convertible, rhd, 1975, unmarked bodywork in BRG, 55,000 miles, fast and economical. £3,300. Tel: Bilston 41539 day. (28521

1979 +8 MORGAN, excellent condition, silver, crimson leather upholstery and hood, reclining seat, rust proofed, one lady owner. £8,600. Tel: 074783 305 (Wilts.). (28522

GO TOPLESS this summer, 1974 model Stag, white, with matching brown interior and hardtop, full disappearing soft top, new tyres, recent new Stag engine, excellent bodywork, drives like a true Stag should. £2,500. Tel: St. Annes. 726237. (28524

JAGUAR MK. II, 2.4 manual / overdrive, 1962, Sherwood green, original condition, M.o.T. Feb. 83, *genuine 75,000 miles with 2 owners.* £1,800 o.n.o. Tel: 061-665 3323 evenings or weekends. (28516

MGB GT V8, R registration, 39,000 miles, one owner, s/s roof, radio, white. £3,900. Tel: Knutsford 4310. (28517

MORGAN PLUS 8, June 1980, leather upholstery, alloy body, undersealed many extras, only 2,800 miles, used as 3rd car in summer, condition as new. £9,750 o.n.o. Tel: Coventry 461685. (28518

SCIMITAR GTE, 1979, red, overdrive, p.a.s., electric windows, stereo radio / cassette, tax and M.o.T. £5,450. Tel: Almondsbury 613148. (28520

G-REG. MGB GT, white, black trim, restored, taxed, M.o.T. £1,150. Tel: Shrewsbury 790878. (28781

MORGAN 4/4. Two-seater, 1968, British Racing Green, professionally rebuilt on new chassis in 1980, sensible offers invited. Tel: Leicester 706919. (28782

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. (28783

AUSTIN 10 hp Cabriolet, chrome rad, 1934, beautiful bodywork, mechanics, interior, engine just run-in, superb useable, 4 seater, drophead. £3,500 o.n.o. Tel: 051-924 4144. 32 Chetwood Avenue, Liverpool L23 2UX. (28777

JAGUAR 3.40 1967, green, one elderley owner, 65,000 miles, garaged Alderley Edge Cheshire £500. Tel: (0395) 68096. (28779

CITROEN LIGHT 15, 1952 Slough built small boot, *runner but tatty bodywork, transmission good,* garaged West Cornwall, can deliver £500. (0395) 68096. (28779

FERRARI 246 Dino, LHD, immaculate example of this beautiful car. £6,950 o.n.o. Tel: Billesdon Leics. (053755) 232. (28780

LOTUS ELAN S4SE Drophead, 1970, Lotus yellow, in virtually perfect showroom condition, distinctive registration. £3,850. Tel: Beaconsfield 3912. (28775

PRIVATE SALE of a very special car. 1953 *Morris* Minor, probably the finest original example available, having a recorded mileage of under 5,300 from new, condition is remarkable and a showpiece of exceptional rarity. £5,250. Tel: Maidenhead (0628) 25926. (28615

Hire a Sports Car

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

sportshire

Reece Mews, London SW7 01-589 6894 01-589 8309



FOR SALE—continued

E-TYPE CLASSIC 6-cyl 4.2 Roadster, 9,000 miles, £12,750, 1 lady owner, rare unique original. Tel: 01-994 0649 or Uxbridge 56001. (29104

PRIVATE SALE of a very rare and unusual car, 1940 Skoda 1100 cc Cabriolet (LHD), thought to be the only surviving example of this model, in very good all round condition, Dutch registered, but fully duty paid UK. £2,750. Tel: Maidenhead (0628) 25926. (28615

ASTON MARTIN AM V8, 1974, 50,000 miles in magnificent royal blue with white interior, in fine condition and mechanical order. £7,000. Tel: 02-406 2926 evenings, seen Prestwood, Bucks. (28778

ROLLS-ROYCE, 1936, 20-25, *Freestone and Webb* razor edged sports aluminium saloon, sunroof, twin mounts, beautiful coachwork in white, mint condition throughout, M.o.T., first viewer will buy. £8,995. Tel: Clacton 21201. (28771

AUSTIN 7 Saloon S.W.B. 1930, green / black, mint condition throughout, M.o.T., drive away, £2,450. Tel: Clacton 21201. (28771

JAGUAR XK 140, 1957, £3,950 o.n.o. would exchange for Lotus Elan, Reliant Scimitar, or w.h.y. Tel: 051-336 3577 evenings. (28773

V12 E TYPE Roadster, white with black interior, manual, excellent condition. £6,750. Tel: 0695 421904. (28774

ROLLS SILVER CLOUD II, long wheelbase with electric division and windows, tinted glass, factory air conditioning, black pearl with tan interior, West of England cloth at rear, in excellent condition throughout. £7,450. Tel: 0695 421904 Lancs. (28774

DAIMLER CONQUEST Century — 1953, 1 years M.o.T., had extensive work, tidy, £500 o.n.o. Tel: (074988) 500 Somerset. (28766

1939 VAUXHALL 14, no rust, new engine, needs tidying, offers. tel: (074988) 500 Somerset. (28766

JENSEN INTERCEPTOR III, June 1972, two owners, 37,000 miles with documented proof, excellent mechanically and bodily, having recent new wheel arches and respray with full rust protection. An above average car in every way. £4,250. Tel: 02605 2300 evenings. (28767

1970 E-TYPE Roadster, Series 2, white, black upholstery, hood, tonneau, engine overhauled, body rebuilt, resprayed, 55,000 miles, superb, registered 9 JGG. £6,900 o.n.o. Howard, Disley (Cheshire) 4180 or 2113. (28768

MGA (1961) 1600, Mk. II, Roadster, old english white, red interior, nominal mileage since total restoration, M.o.T. April 1982, £3,500 o.n.o. Tel: Bembridge (I.o.W.) 2291. (28772

PORSCHE 2.7 Carrera RS Touring, 1973, white / blue lettering, ESR, 62,000 genuine miles, superb condition, £9,500 o.n.o. Tel: 0535 607836 / 0943 607969. (28770

FERRARI 330 GT, MK. II, single headlight, 5-speed gearbox, Campagnolo wheels, rare r.h.d., model, taxed, tested end May 1982, 57,000 miles, a reliable usable Ferrari. £7,250 or exchange Vintage car project plus cash. Tel: (04586) 617. (28761

1957 TR3, v.g.c., white, red, interior, 2 owners from new, 57,000 miles, original log book, Reg. No. MAP 914 £2,450. Tel: Evenings 0242-26816, weekends 01-947 6635. (28762

TVR 2500 M, 1977, excellent condition, many extras, sunroof, vinyl roof, Wolfrace wheels. £3,750. Box No. 6657. (28763

ALPINE RENAULT, very good example of this fast and classic car with Gordini engine. Tel: Brimscombe 2065. (28764

TVR 3000M, V-Reg., superb one owner car in squadron blue, genuine 18,000 miles, Wolfrace wheels, *stereo, sunroof*, outstanding. £6,000. No offers. Tel: 0325 484196 or 63564. (28757

JENSEN INTERCEPTOR Mk. III, N-Reg., metallic copper, cream upholstery, stereo / radio cassette, air conditioning etc., good condition throughout, part exchange possible £4,250. Tel: Chipping 637 Lancs. (28758

MARAUDER 1950, open sports, first production model, Rover parts throughout, known history, unfinished restoration project, offers, p / x Landrover, Scimitar, British m/cycle. Tel: Loxwood 753195. (28759

DAIMLER V8, 250, 1967 automatic, good condition throughout. £850. Tel: Saffron Walden 22330. (28760

RILEY 2½ RNF 1952, good condition throughout, long M.o.T., £1,600. Several 1½ / 2½ needing restoration, also available. Tel: Saffron Walden 22330. (28760

VANDEN PLAS 1300 MANUAL, 1968, 20,000 genuine miles from new, peat with cream leather, pristine condition, Tax and M.o.T. £1,495 o.n.o. Another VP 1300 Manual 1974, 59,000 miles, white with dark blue leather, tax and M.o.T. £1,295 o.n.o. Princesses always in stock, spares. Tel.: Lymington 74789. (29055

ALFA ROMEO SPYDER 2000 VELOCE, S-Reg., dark blue, convertible, stereo, alloy wheels, v.g.c. £2,990. Tel.: Farnham Common 3570. (29058

FRAZER NASH, 1934, close resemblance GRP Replica on 1970 1600 VW, excellent condition, fully weatherised, believed only one in UK, practical car with pvt appeal. £1,725 o.n.o. Tel.: Fareham 281197. (29056

MORGAN 4/4 4-SEATER, December 1981, green, wire wheels, tonneau, door handles, reclining seats, head restraints. *Tel.: 098 063 441 (Wilts).* (29059

ALVIS TC 21/100 Drophead Coupé by Tickfords. 1954, excellent condition, new hood, headlining, hood cover, battery, tyres, engine, etc. including literature, mascot, spares. Sensible offers please. Tel.: 01-723 8877. (29050

TVR TAIMAR, T-Reg., metallic blue, silver coachband, oatmeal leather seats, truly immaculate, 32,000 miles, radio, e/aerial, air horns. £5,650. Tel.: Chipping Norton (0608) 41200 (evenings). (29051

TVR VIXEN, G-Reg., 1968, 1600 engine just rebuilt and run in. New clutch, exhaust still under warranty, Mag alloy TVR wheels. Full stereo radio/cassette. Good overall condition. Body and trim all original. Taxed until February 1983, long M.o.T. £1,500 o.n.o. Tel: St. Albans 68398. (29052

FIESTA 1300 SUPERSPORT, 1981, red, fitted 'Climate Pack', 14,000 miles, *factory rustproofed*, £3,900 o.n.o. Tel.: 01-578 5727. (29053

BENTLEY S1 CONTINENTAL Aluminium Mulliner Fastback, 1956, automatic, superb condition, *rare investment*. £17,950. Tel.: 01-504 2064. (29054

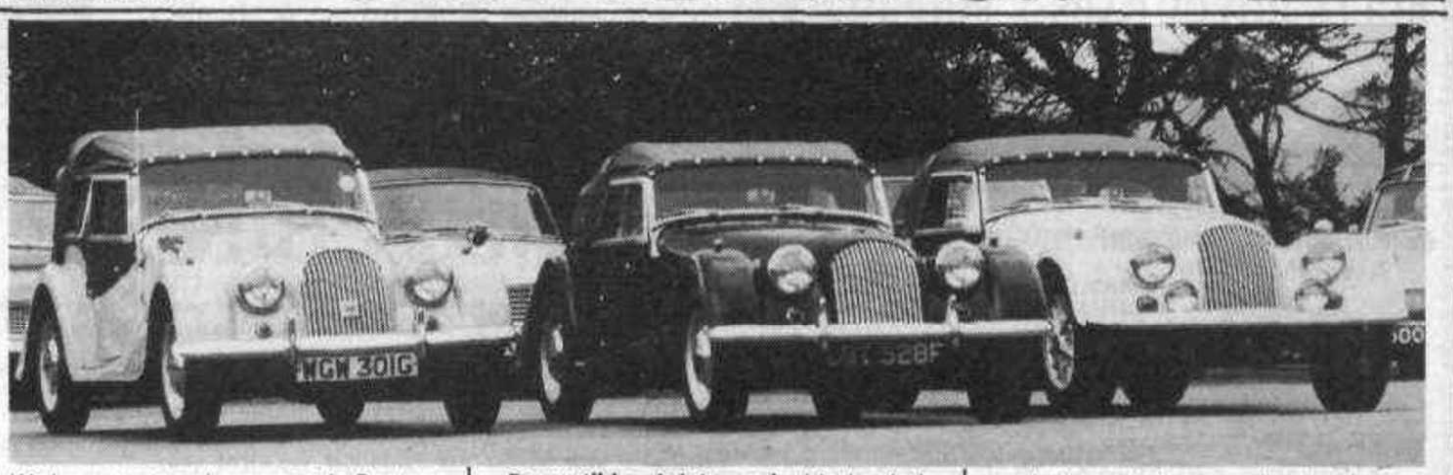
RILEY 14/6 GAMECOCK ADU 29. Ex-works team car for 1933/34 Alpine Trials. Sell or exchange for good Frazer Nash Vintage / PVT. Tel.: 01-567 1368 10 a.m. to 6 p.m. or 01-997 8749 evenings and weekends. (29045

1931 ALVIS 12/50 Atlantic Saloon, also 1927 12/50, both sound, stored many years. £3,000 each. Garden Cottage, Trumpets Hill Road, Reigate. (29046

MG MAGNETTE. Concours winner, new M.o.T., radio. £2,000 o.v.n.o. No dealers. Tel.: Bristol 563593 after 7 p.m. (29047

John Britten

Morgan TVR



We know a man whose name is Gordon
Whose prize possession was his Morgan
He lavished gifts upon its form
All kinds of things that weren't quite "norm"

Power steering, automatic transmission
And electric windows were all part of his mission
But he rearranged so much on the car
That he's now turned it into a TVR



May we interest you in this month's **special offer** — our demonstration **TVR 2.8 Tasmin Convertible** for sale at the incredible, unbelievable, once in a lifetime price of **£9,950 on the road,** black with gold side stripes, power assisted steering, very low mileage. This is an unrepeatable offer, but in addition we can offer quite exceptional deals on new **TVR's** bought ex-stock during this month. We have the following mouth watering morsels for immediate delivery: **New TVR Convertible Tasmin 2.8, dark blue, silver modelband. New TVR Convertible Tasmin 2.8, red, black modelband. New TVR Convertible Tasmin 2.8, silver, black modelband,** and last but not least, **new TVR Convertible Tasmin 2.8, squadron blue, silver.** Remember that all 2.8 litre **TVR's** are fitted with electric windows and National Panasonic radio cassette stereos as standard and the performance, economy and general driveability (that's a good word) of these exciting hand made British sportscars has to be experienced to be believed. A demonstration run will more than convince you of the enjoyment and pleasure to be had by owning one of these unusual cars — at least that is the scripture according to **Halstead** (Managing Director of **TVR**)! For the less well heeled amongst us (which reminds me I must get these shoes seen to) we have the following **pre-owned TVRs** (some being more pre-owned than others)! **1981 X TVR Tasmin Convertible, silver,** one owner, 12,000 miles supplied new and serviced by ***"best little TVR house in town", £8,500. 1981 TVR Tasmin 2+2, white,*** patriotic modelband, moon roof, very reasonably priced as it has gone a long way in a short time, **£7,950. 1981 TVR 3000S**



Convertible, bright red, black cloth interior, 9,000 miles, one careful **TVR Club** Member owner, amazingly waterproof, very good value at only **£6,950. 1979 TVR 3000S Convertible, black,** black leather trim, *Wolfrace* wheels, swapped by **TVR** enthusiast for more powerful **TVR** (brave man), **£5,500. 1978T TVR 3000S convertible, metallic blue,** oatmeal cloth trim, National Panasonic Radio Cassette, one owner, member of medical profession, **£4,950. 1978 TVR Taimar, white,** metallic green modelband, oatmeal trim, sunroof, radio, exceptional condition inside and out, immaculate paintwork, comes highly recommended, **£4,750. 1978 TVR Taimar, squadron blue,** silver modelband and roof, Phillips radio cassette, sunroof, ex-factory demonstrator, **£4,650. 1977 TVR Taimar Turbo, maroon,** neutral modelband, sunroof, radio cassette, leather seats, Wolfrace wheels, a right little adrenalin mover, **£5,950** (unbeatable performance per pound). **1977S TVR Taimar, white,** brown modelband, Wolfrace wheels, sunroof, radio cassette, supplied and cherished by our goodselves, **£4,500. 1977S TVR Taimar, white,** brown modelband, Wolfrace wheels, sunroof, radio cassette, a twin of the aforementioned, **£4,250. 1975P, TVR 3000M, brown,** black vinyl roof, sunroof, radio cassette, rare wooden dashboard, just arrived, windscreen bearing evidence of football club supporter, must be sold to Orient supporter, **£3,500.**



1971 TVR Vixen, white, sunroof, radio cassette, superb little car, well known at **Arkley, £1,795.** Moving on to the **Morgan** department, the news is that the waiting list is as long as ever so the demand for *immaculate second hand cars is high.* Choose from one of the following little jewels to satisfy your **Morgan** hunger. **1981X Morgan 4/4 2 seater, silver body, gunmetal wings,** wire wheels, leather interior, 170 miles, absolutely as new condition, not as expensive as one *might imagine.* **1981 Morgan 4/4 2 seater, silver,** wire wheels, 8,000 miles, one professional owner (his third or fourth Morgan). **1978T Morgan 4/4 2 seater, royal ivory,** wire wheels, reclining seats, luggage rack, 23,000 miles, roll over bar, comes from a good *home.* **1977 Morgan 4/4 2 seater, deep brunswick green,** wire wheels, bucket seats, alloy body, 22,000 miles, comes from even better home. **1977S, Morgan 4/4 2 seater, signal red,** alloy body, wire wheels, luggage rack, 16,000 miles, pedigree unknown but obviously well cared for. **1975 Morgan 4/4 2 seater, signal red,** wire wheels, bucket seats, superb, absolutely superb, deserves only the best. **1971 Morgan 4/4 2 seater, Westminster Green,** one owner from new, long time family friend. **1977 Morgan 4/4 4 seater, signal red,** wire wheels, luggage rack, 39,000 miles, well loved example. **1975 Morgan 4/4 4 seater, signal red,** wire wheels, luggage rack, bonnet strap, resplendent in new coat. **1981 Morgan +8 signal red,** stone leather trim, pre owned by Town and Country Planner. **1977S Morgan +8, Deep Brunswick Green,** Black leather *interior, 24,000 miles, genuine reason* for sale, new +8 arrived. **1977 Morgan +8, metallic Gemini blue,** stone leather interior, reclining seats, rustproofed, 16,000 miles, mint, but mint condition, **car of the month? 1975 Morgan +8,**



metallic green, brown leather interior, 6,000 miles, almost one owner from new, well known at the **Arkley** rest home for sporting carriages. **1973 Morgan +8 Royal Ivory,** black leather interior, luggage rack, supplied new all those years ago by **Mr. John Britten** and genuine low mileage. With summertime on its way, demand for our unique **Arkley kit** increases and we have unfortunately had to put the price up, not a lot, but up! This magically transforms your mouldy old **midget** into a mouldy old **Arkley**! So should you want one send 50p plus an s.a.e. for illustrated details (no, not the ones that arrived in plain brown envelopes). **Odds and Ends and Unwanted Trade Ins Department: 1972 Gilbern Invader Estate, white,** black vinyl roof, sunroof, 7,000 miles on specialist engines 3.1 RS stage II V6 engine, o/d, radio, **£2,250. 1974N, BMW 3 litre CSL, gold,** alloy wheels, Phillips radio/cassette, one owner from new, exceptional example of this rare gentleman's sporting Coupe, **£3,750. 1982 Midas 1300, beige,** ex demonstrator, 100 m.p.h. 50 m.p.g. exceptionally well finished, **£4,950. 1979 Lotus Elite 503, metallic blue,** oatmeal leather interior, 34,000 miles, one owner from new, gleaming wheels, **£6,950. 1981 Mini Metro HLE, red,** 13,000 miles, one owner from new, economic run about, **£2,995. 1978 Cortina Estate, 2 litre GL metallic maroon,** oatmeal interior, **£1,950.** We are quite keen to buy some nice late low mileage sports + performance cars not usually seen at **Arkley** — things like **Porsche, BMW, *Ferrari, Mercedes, Golf GLi's,*** since we feel it is about time we spread our wings a little so please phone if you have something which you think may interest us. See you all again in flaming June!



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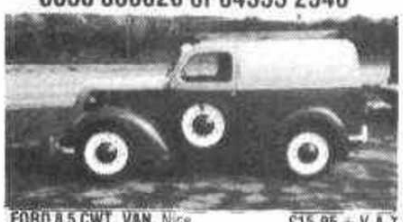
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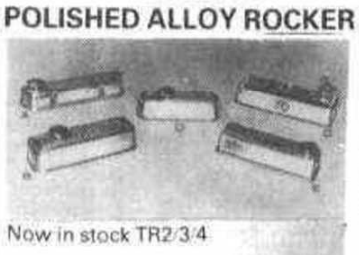
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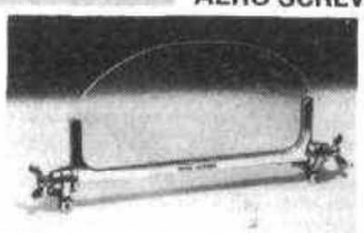
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1972 FERRARI Daytona 365 GTB4. Yellow, 31,000 miles, full service history, brown int.
1972 FERRARI GTC4. Celeste, 28,000 miles only, recently serviced.
1974 (Series) JAGUAR E-Type V12 Roadster. Auto., azure, 22,000 miles, one owner, full history, radio/stereo.
1973 (Series) JAGUAR E-Type V12 Roadster. Manual, met. blue, low mileage, service history.
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1970 JAGUAR *E-Type Roadster* 4.2. *Black, c.w.w.,* superb condition.
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1978 PORSCHE 924. Auto, regency, 32,000 miles.
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1979 PORSCHE 911 SC Targa. Metallic blue, 12,000 miles.
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ELAN +2 S130/5. 1973, sunroof, new engine, resprayed, stainless exhaust, alloys, tax six months, M.o.T. 12 months. £2,850. Tel.: 061-427 1144. (29041
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SCIMITAR. 1972, manuel, blue, black interior, fair condition, 50,000 miles, noisy axle. £1,000. Tel.: Lustleigh (06477) 347. (29044
LAGONDA 2-LITRE Continental Speed Model. 1932, a very genuine and original car, taxed and M.o.T. £11,000. Selbourne. Tel.: Wanborough 485 weekdays, Polruan 386 weekends. (29037
AC ACECA BRISTOL. 1961, blue with original red interior, new silencer just fitted and on 175/16 Cinturato's. £4,750. Selbourne. Tel.: Wanborough 485 *weekdays, Polruan 386 weekends.* (29037
A35. 1959, two-door 5966 AC, suitable restoration, spare engine, £250. Likewise "Cyclops" Rover 75/1957, £185. Pinfield Lodge, Barntgreen, Birmingham. Tel.: 445 2551. (29039
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MGB GT *unmodified 1st series, 1968 model, leather* trim, chrome grill, wire wheels, overdrive, Webasto roof, cassette radio, British Racing Green, much expenditure by current owner including rebuilt engine (by specialist), suspension overhaul, new batteries and radiator, with limited further expenditure car has concours potential. Will reluctantly sell for nearest offer to £1,250. Tel: 584 1479 after 6 p.m. (29105

FOR SALE—continued

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PORSCHE 911S TARGA. 1973, 2.4, M-Reg., excellent condition, enthusiast owned. £5,250. Tel.: 0276 75409. (29085
1899 INTERNATIONAL BENZ Two Seater. Growing family needs more room. Hence sale or exchange for larger veteran or Edwardian. See also Wanted column. Tel.: Hatfield 64848. (29085
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LIMITED EDITION MGB GT. 3,000 miles, lady owner, as new, electric windows, sunroof, cassette / radio. £6,950. Tel.: 01-864 9440. (29089
ASTON MARTIN. 1970, DBS, six cylinder, incredibly only 15,000 miles from new, silver with black leather interior, exceptional throughout. £12,000. Tel.: *01-546* 2027. (29090
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ROLLS-ROYCE. 1933, 20/25 converted to Saloon 1952, running, requires overhaul. Hence £4,750 o.n.o. Tel.: Pencaitland 087 534 0407. (29094
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RARE TVR 3000S. Metallic blue, immaculate, all extras included. Only £6,500. Tel.: 01-831 6191 office *hours.* (29098
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JAGUAR E-TYPE 2+2. K-Reg., 15,000 miles only, many extras, collector's item. £7,800. Tel.: (062183) 573. (29103
ASTON MARTIN DB6. 1968, manual, 10 month's M.o.T., 15,000 miles since reconditioned engine, new clutch and carpets, new s/s exhaust just fitted, excellent condition, maintained Richard Williams. *£6,500. Tel.: 01-353 8192 weekdays.* (27130
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1939 M.G. V.A. 4-Seat Sports tourer, black. Taxed and M.o.T. ideal family transport. A very original car in good condition. Sensible offers around £5,500. Tel: Lymington 72591. (29079
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MGA 1600 Coupe, good allround, sound chassised car, ready for road, £1,850. Tel: (035389) 494. (29083
TRIUMPH STAG 1975, manual/od, 27,000 miles only, Mimosa yellow/black, alloy wheels, h/s top, engine rebuilt & maintained by HRS, rust proofed, beautiful condition throughout. £3,750. Tel: Redhill 66428. (29084

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JAGUAR E-TYPE. 1970, 4.2, 2+2, automatic, red, w/w, sunroof, genuine 66,000 miles, in lovely condition. £4,500. Tel.: 01-669 9644 (Carshalton). (29072
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ALFA ROMEO 2000 Spider Veloce, 1976, low mileage, stereo casstte, Waxoyled 185/70 tyres, immaculate, £2,750. Tel: Leicester (0533) 707268, evenings. (29067
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MORGAN 4/4, 2-seater, 1973, B.R.G., much money recently spent, now in excellent condition. Twin Webers and many other extras. £4,250. Tel: (day) 0722 26879, (evening) 0425 73818. (29070
BENTLEY Mk VI 1949 Mulliner, aluminium body partly dismantled, stored since 1971. 1800. Tel: 0606 75764. (29063
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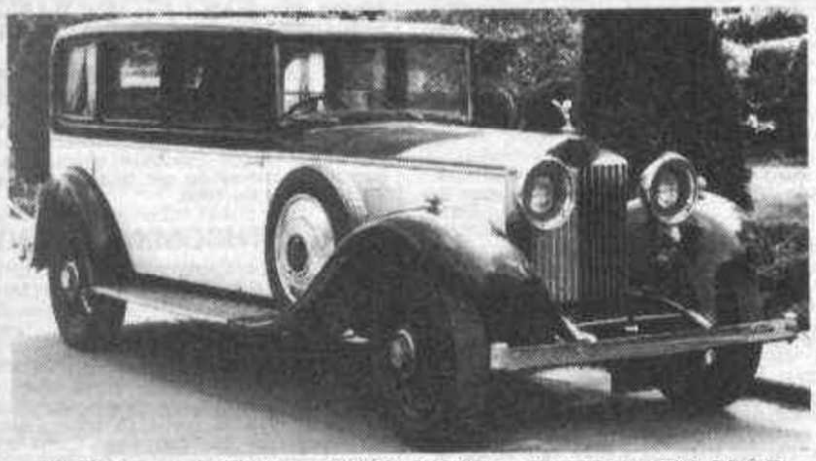
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TR6 WANTED might consider car needing attention. Tel: Offley 542. (29035

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FORTHCOMING EVENTS

DAIMLER & LANCHESTER Owners Club. Sat. June 12th. Annual Gen. Meeting, 1.30 p.m.. Mere Golf & Conference Centre, Knutsford, Cheshire. Sun. June 13th. National Rally. 10.30 a.m. Tatton Park, Knutsford, Cheshire. Details (SAE) Soc. Secretary, Sandy Marcus, 32 Midholm, London NW11 6LN. (29029

HAGLEY HALL Rally & Autojumble, near Birmingham, Sunday May 23rd, stalls £1 only. Cheaper than advertising pre-war cars free. Come and enjoy yourselves. S.A.E. for details to Mate, 52 Damson Lane Solihull. Tel.: 021-704 1904 evenings. (28362

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WARNING. 100 stalls and 12 cars already booked. Doncaster Racecourse Giant Autojumble and Collectors Car Mart, Saturday 10th July. Don't miss it. Tel.: Doncaster 854161. (28178

VINTAGE AIRCRAFT CLUB Annual Open Day, June 6th 1982. For aircraft and cars at Finmere Aerodrome, Tingewick, Buckingham. Flight plan for aircraft telephone Dave Harper on Livingstone Dayrell 207. For cars telephone Gordon Bellenie on Aylesbury 24851. Not open to the general public. (28776

CLASSIC JAGUAR Mk. I/II Day, Sunday 13th June at Shuttleworth Aircraft Museum, Old Warden Aerodrome near Biggleswade, Bedfordshire (just off the A1). All Jaguar owners and enthusiasts welcome. Concours, driving tests, Jaguar spares for sale. A day out for the family. Tel.: Basingstoke 25329 after 6 p.m. (28526

MAY 29th / 30th / 31st. The 5th Enfield Pageant of Motoring and Collectors Bazaar, Great Cambridge Road, Enfield. 11 a.m.-6 p.m. Daily. Saturday set up day with autojumble and collectors stalls. Sunday / Monday, veteran to collectors cars, motorcycles, commercial vehicles, stalls etc., displays by one make car clubs and a national gathering of Ford cars and trucks, a hige area for autojumble, stalls, £10.00 daily — book two days and get third day free. Don't miss out on the big event that starts the season. EDVVT (M) High Ridge, Chadwell Rise, Ware, Herts. Tel.: Ware 68585. Also Enfield to Cambridge Historic Vehicle Run July 25th. Two Great Events!! (93218

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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 (93624

AUTO SUNDAY 4th JULY. Family Day out, autojumble and concours competition (all classes), flying display and other attractions, country park setting near Bracknell. Anticipated attendance 10,000 plus. Book early. Entry details telephone Bracknell 54995. (27455

SOUTH HANTS VEHICLE Preservation Society's enlarged Autojumble, Havant College 6th June. Sites £5, sell your classic vehicle, automart entries £10, details. Phil Potter, 4 Ladram Road, Gosport Hants. (27787

SOUTH WALES AUTOJUMBLE & Car Mart at Tredegar House, Newport, Sunday 6th June 10.30 a.m. Veteran, vintage, classic cars and motorcycle spares. For stalls and car mart telephone 0633-842852 or 0633 420856. (28172

WOLSELEY REGISTER S.E. Group, vintage and classic car meeting Leeds Castle, Kent, on Sunday May 23rd. S.E. Group Secretary G. George, Tripes Farm, Chelsfield Lane, Orpington, Kent BR6 7RS. (29014

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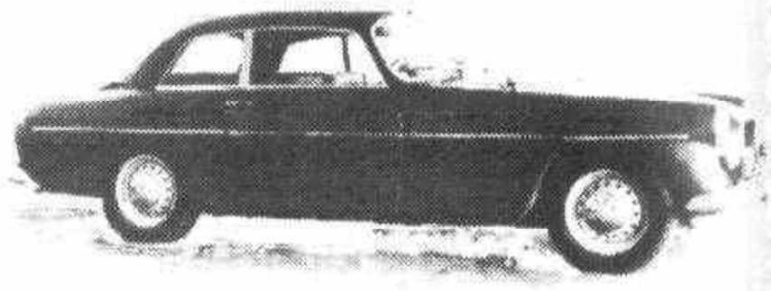
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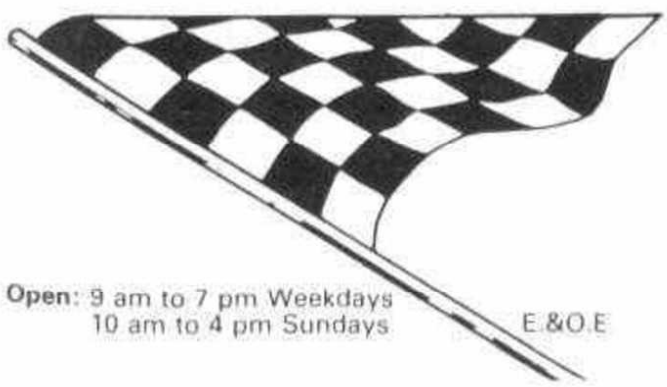
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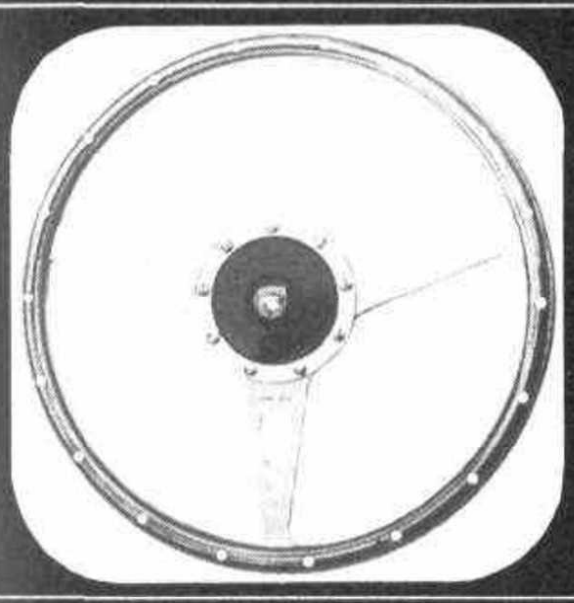


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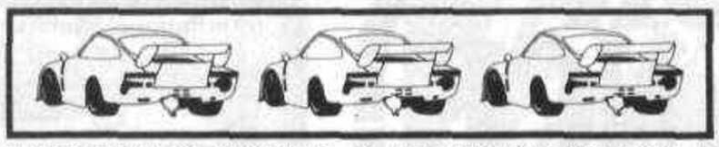
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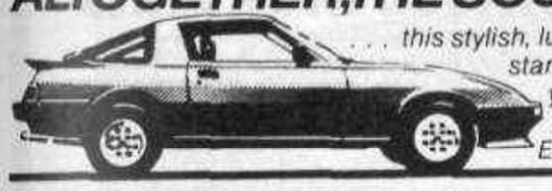
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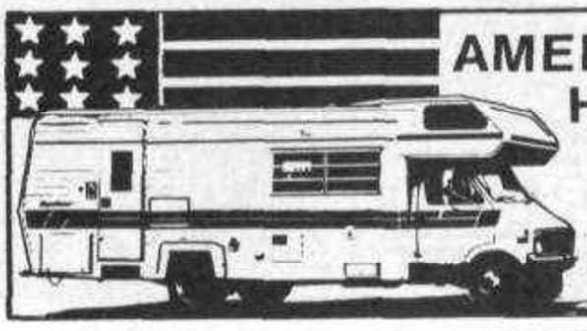
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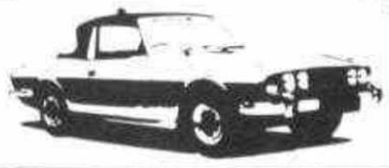
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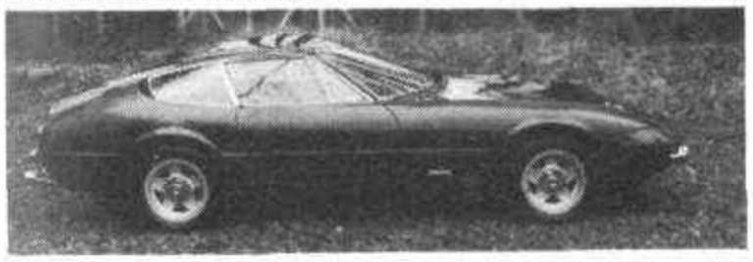
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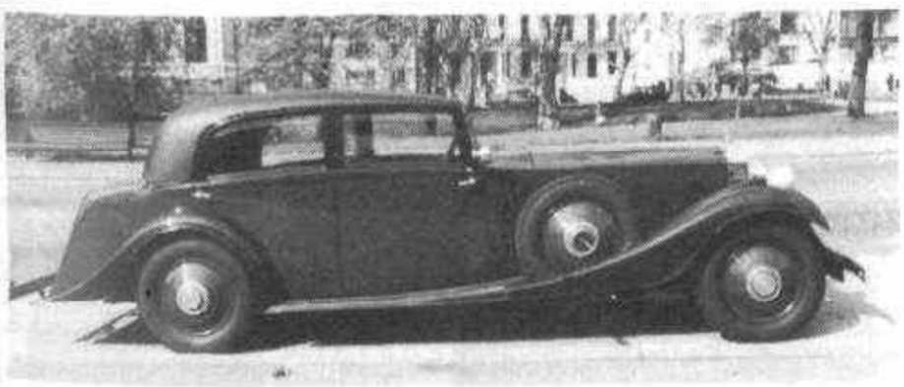
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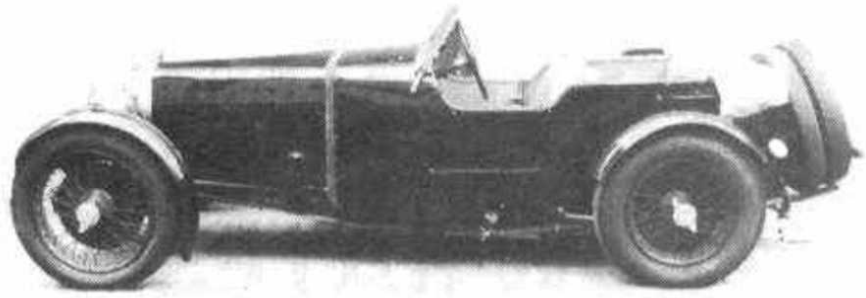
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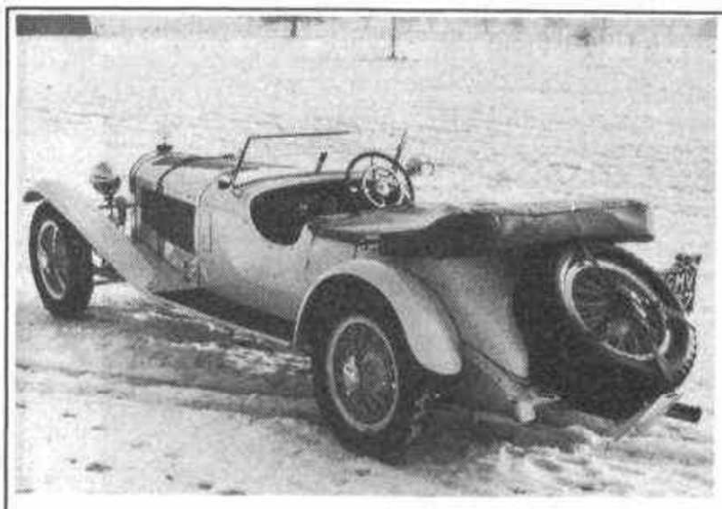


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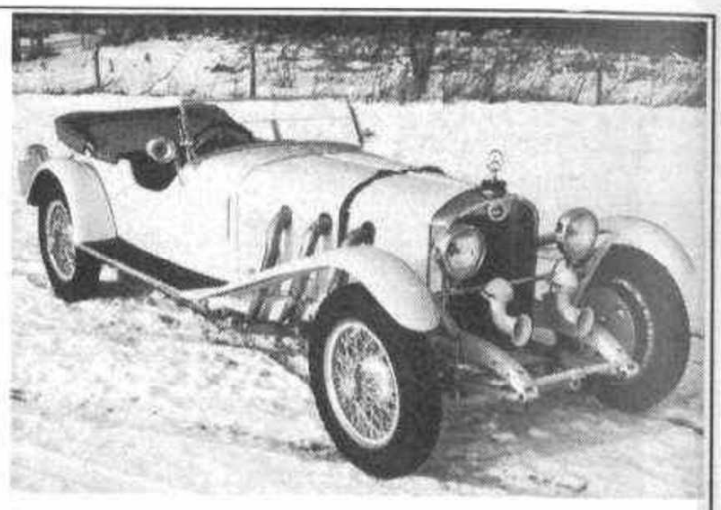
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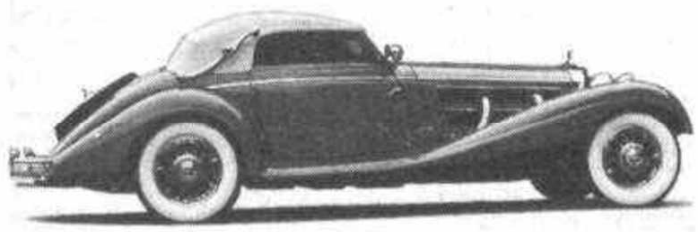
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1950 Jaguar Mk. V 3½-litre *(photo)*. Superb original car, one owner from new, unused since 1966, substantial offers invited.

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1979 Bentley T2. 11,000 miles, shell grey with beige hide trim, excellent throughout. **£23,950**

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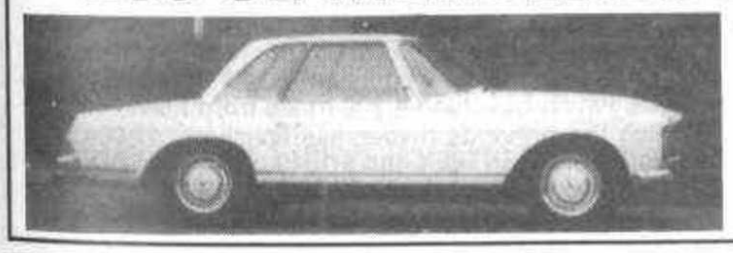
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NOSTALGIA

SPRING TO ATTENTION!

The Jaguar Drivers Club Race Meeting at Silverstone on April 3rd was a very enjoyable day, more so since it was, for the first time in my memory, neither wet, nor cold! To celebrate this occasion I was delighted to display; also for the first time ever at this annual event, **'XK 1', the famous XK 120** returning to my care after a four-year absence, and driven, of course, the 150 miles there and back. I hope there will be other rain-free Race and Social Meetings over the coming weeks where you will be able to see **'XK 1'**, also hopefully to be teamed with 'COB 1' (my Twin-Turbo 7-litre Cobra) which really does seem to be nearing completion!

Finally, thanks to all who are making the 1982 monthly 'GOAT PUB' Meetings the best ever (7th Anniversary — June 6th) — but PLEASE DON'T PARK ON THE GRASS!

WANTED — appropriate cars to sell-on-commission, an established 'NOSTALGIA' speciality. EXCHANGES — always considered

I am very pleased to announce that 'NOSTALGIA'S' entry in the 1982 Lloyds & Scottish Historic Championship is: Cooper Bristol Mk 2, Owner/Driver: David Vine.

'THE GOAT PUB', Hertfordshire, May 2nd — NOON — BRANDS HATCH — AMOC INT. HISTORICS — May 9th. SILVERSTONE — ATLANTIC HISTORIC GT's — May 31st.

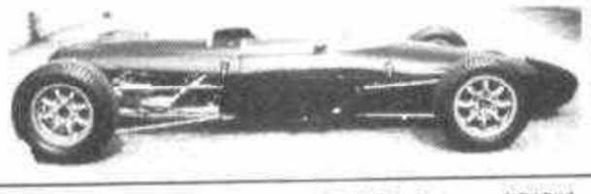
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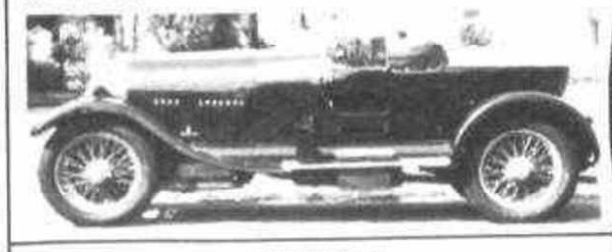
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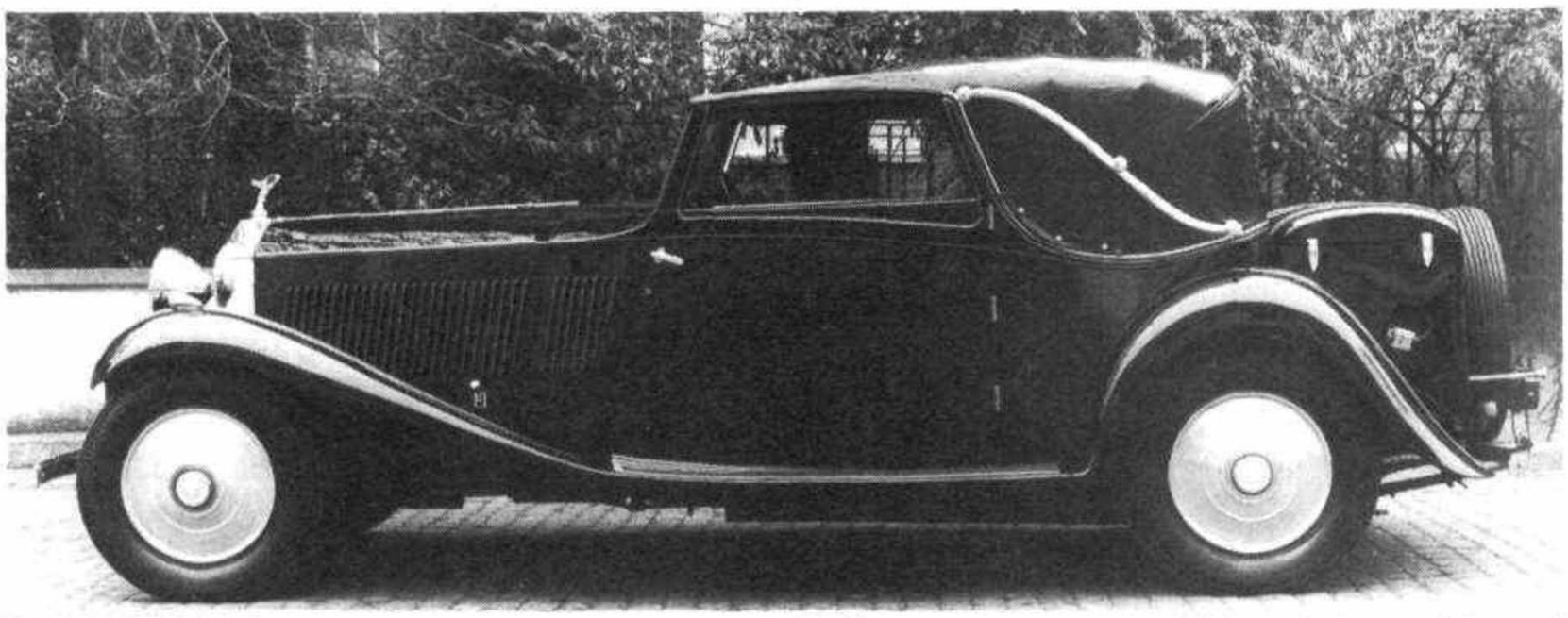
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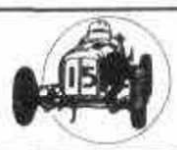
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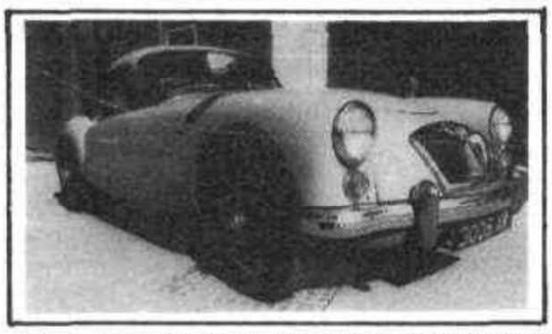
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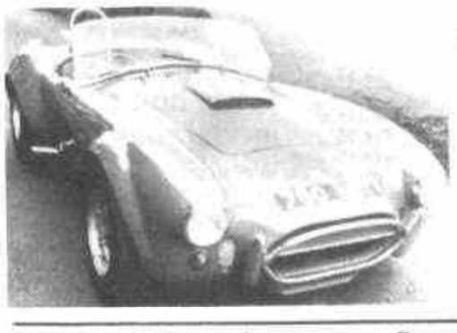
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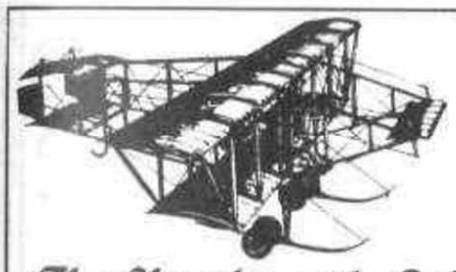
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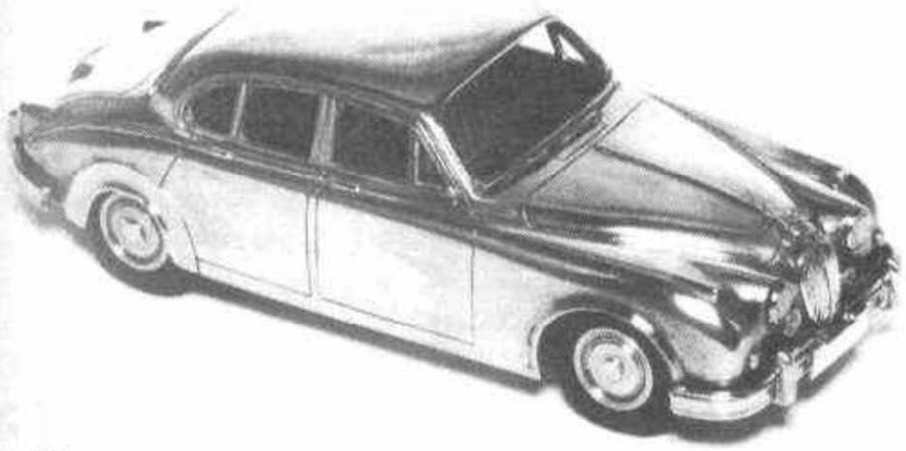
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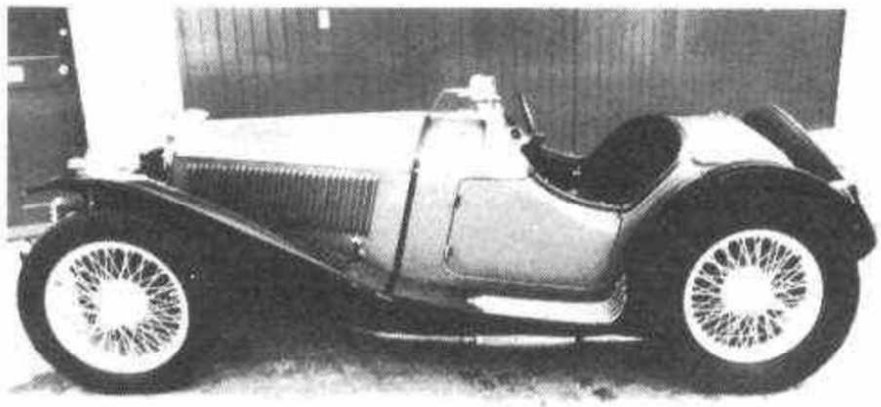
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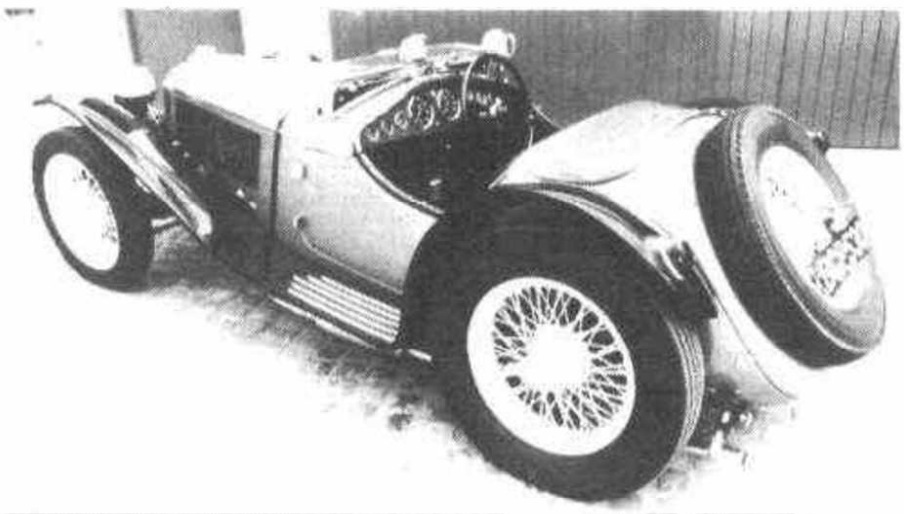
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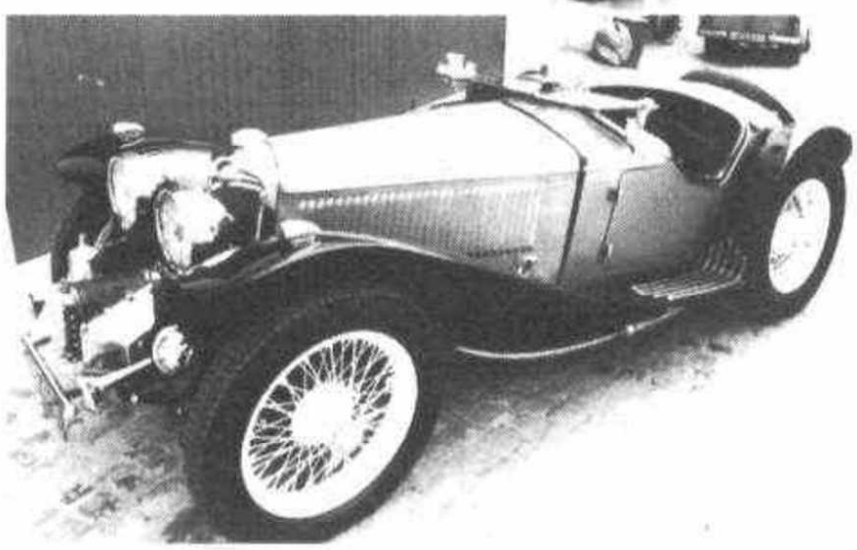
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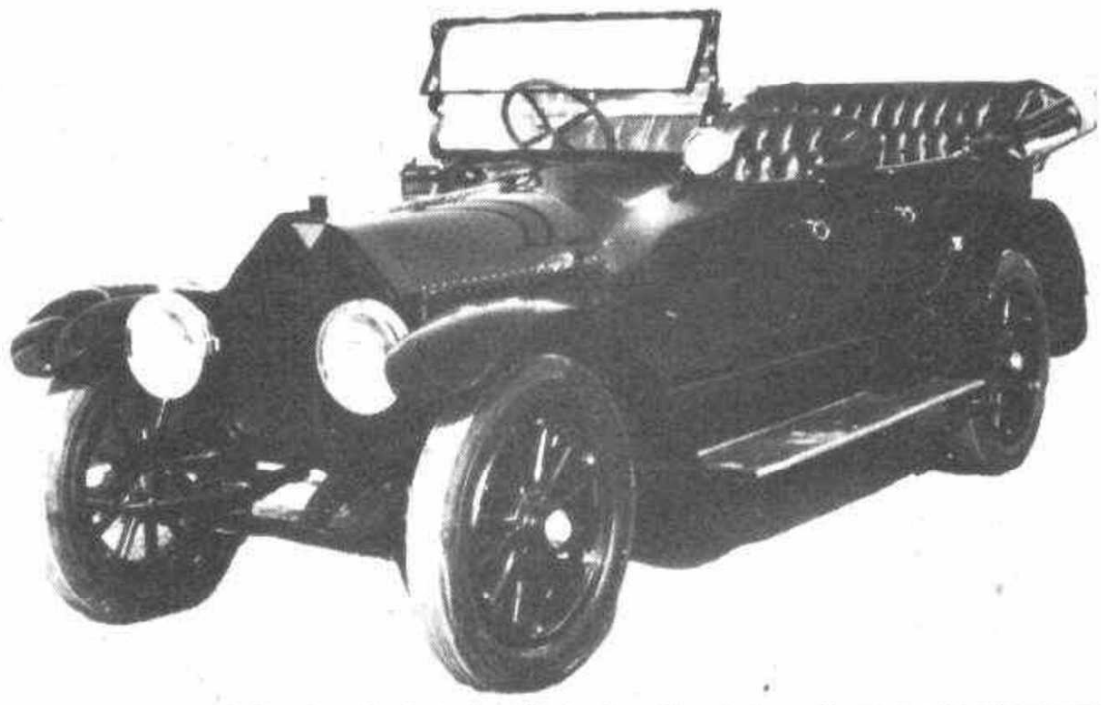
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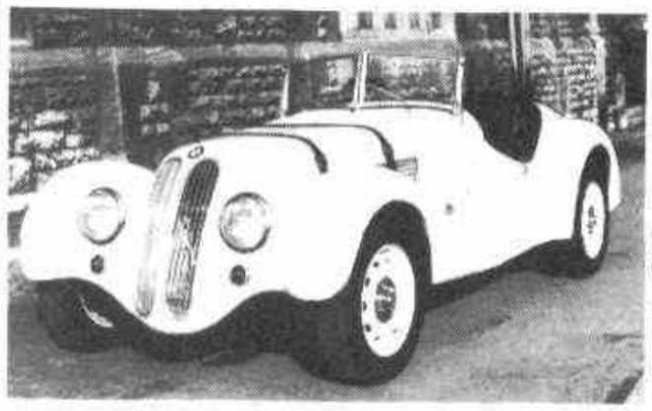
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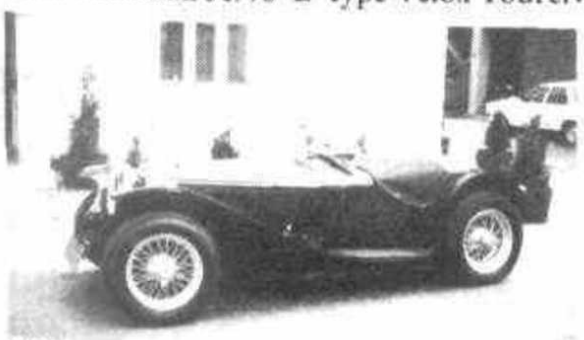
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1921 Vauxhall 30/98 'E' type Velox Tourer.



1935 Riley Imp 2-seater Sports.

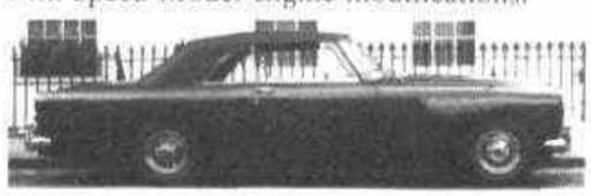
1931 Invicta 4½ 'S' low chassis 100 mph 2/4-seater.
1925 Bugatti T35 GP car. Two-litre roller bearing engine. Alloy wheels, restoration nearing completion.



1936 Riley Sprite 1½-litre sports 2-seater. Fitted with MPH type wings.



1923 Bentley 3-litre long chassis tourer with Speed Model engine modifications.



1965 Bentley SIII Continental Drophead Coupé by Mulliner Park Ward.



Aston Martin 1½-litre long chassis Le Mans tourer.



1956 Mercedes 300 Cabriolet 'D'. 35,000 miles, l.h.d.

1936 Lagonda LG45 4-seater Tourer.
1931 Alfa Romeo 6C 1750 Supercharged Zagato 2-seater.

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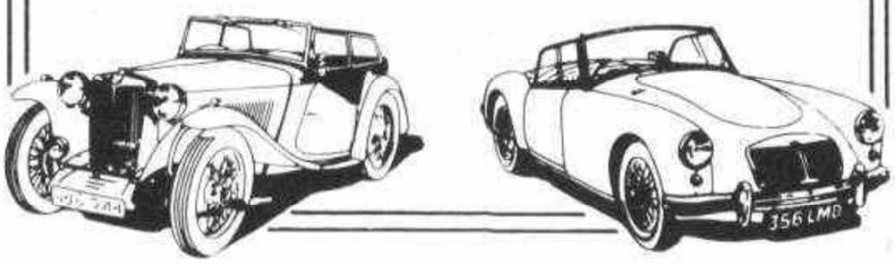
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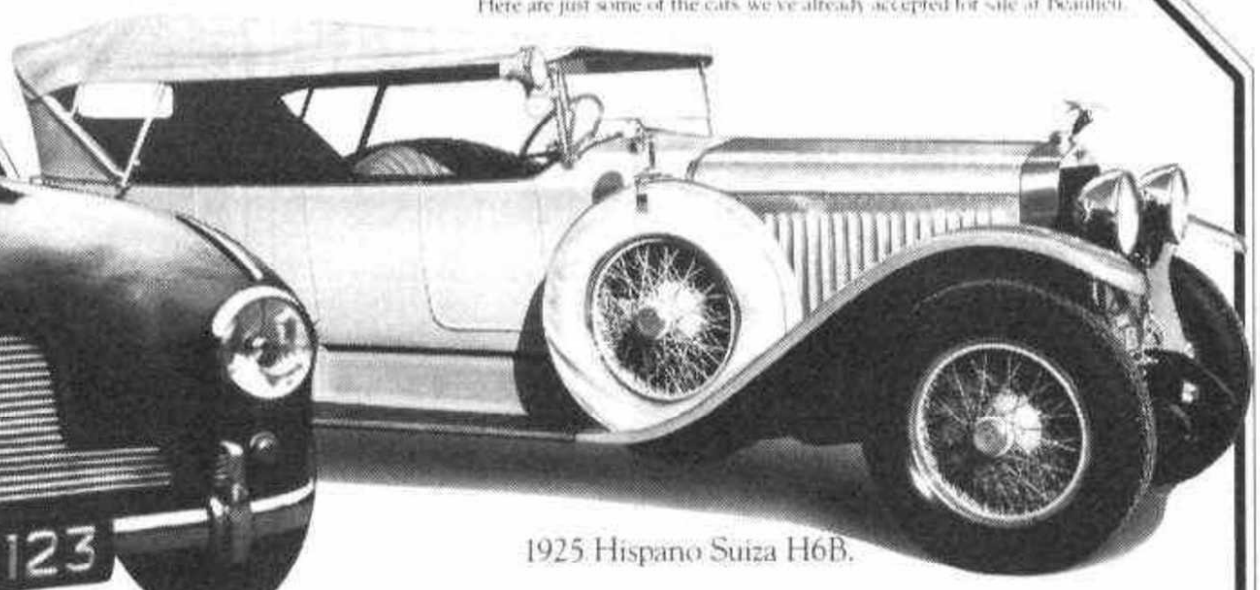
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1925 Hispano Suiza H6B.

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1957 Morris Minor.

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Last year, our sale of the BRM Collection made £½m and headlines all over the world.

What isn't perhaps quite so well known though, is the fact that we're continually on the look out for cars of interest.

And right now, we're planning a collectors' car sale at the National Motor Museum, Beaulieu.

So we're even more keen than usual to see almost any kind of collectors' car from the rare veteran machines right the way through to classics like the early Morris Minor.

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The result is, generally speaking, higher prices and a quicker sale.

HOW TO SELL YOUR CAR AT BEAULIEU.

Naturally, being enthusiasts ourselves, we'd prefer to see cars that have been cherished but we're not so choosy that we wouldn't consider almost any car of note.

If, however, coming to us is impractical, send us a photograph with a brief description and, if necessary, we'll arrange for one of our specialists to come and see you.

But remember, you only have a short time left, so be sure not to miss out on this opportunity to include your car in our sale at Beaulieu on the 20th July.

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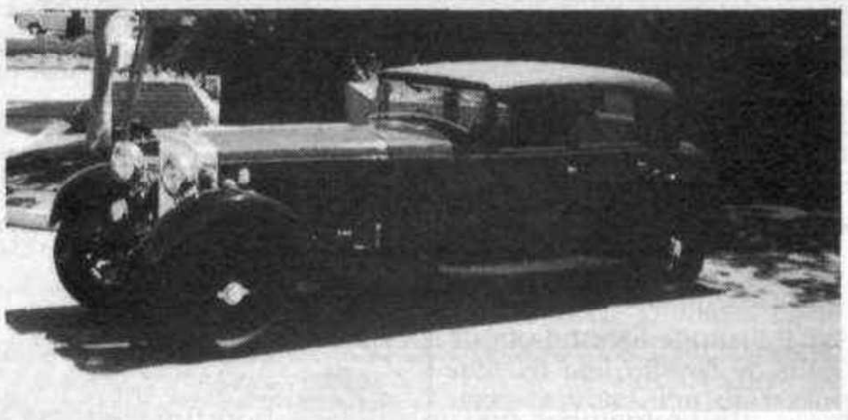
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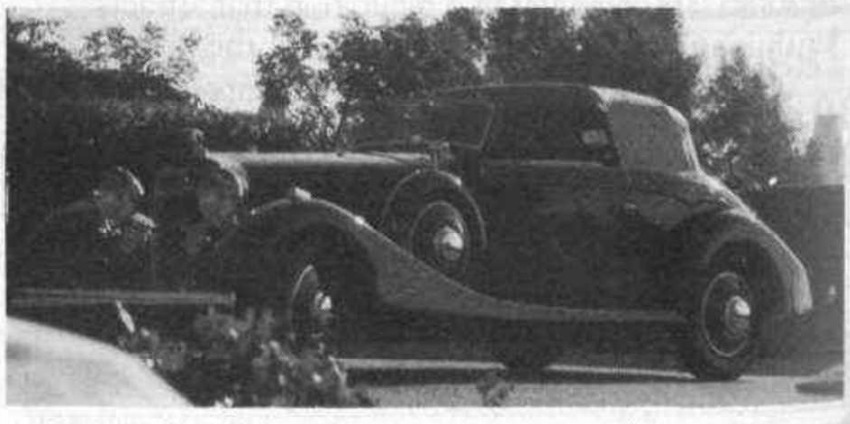
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1935 Hispano-Suiza V12 Saoutchik D.H.C.
1937 Bugatti Type 57 Stelvio D.H.C.
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1920 Leyland Motor Bus.
Six Ferrari 512BBs including 2 Spyders.
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Many other classic, Edwardian and Veteran cars of European and US origin.
About 450 cars will be offered.

Auction of parts (many Rolls-Royce) on Monday, June 7th.

1931 Bentley 8-litre H.J.M. Saloon.
1931 Bentley 4-litre Touring Car.
1935 Bentley 3½-litre Touring Car.
1937 Bentley 4¼-litre Touring Car.
1934 Bentley 3½-litre 4-Dr. D.H.C.
1938 Bentley Overdrive Touring Car.
Fourteen Rolls-Royces including three Silver Ghosts, Seven Phantom II and Phantom VI State Landaulette.
1921 Daimler State Convertible.
1926 Daimler Solid German Silver D.H.C.
1928 Daimler Motor Bus
1924 Lanchester 40 h.p. Saloon.
1905 Renault Landaulette.

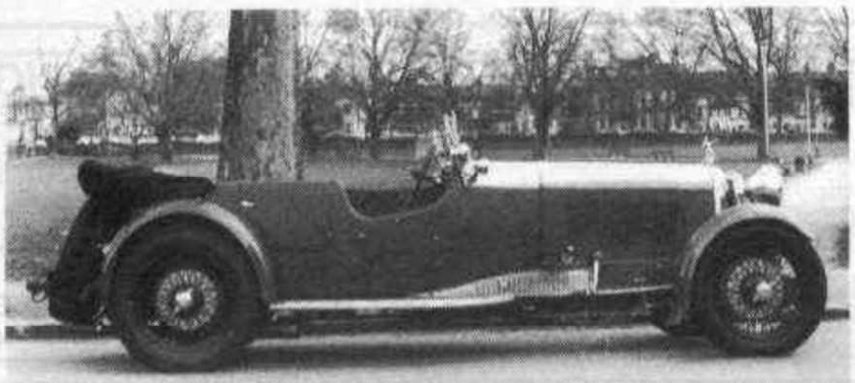


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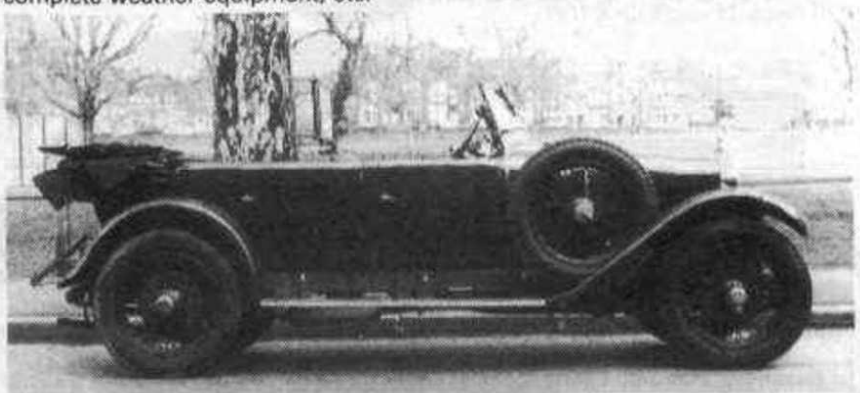
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1931 Lagonda 3-litre Open Tourer. An outstanding original car in superb condition. Finished in grey with polished aluminium bonnet. Twin spares, complete weather equipment, etc.



1957 Bentley SI Continental Fastback by H. J. Mulliner. Recently refurbished to the highest standards. Finished in silver with red interior. Power steering.



1927 Lagonda 14/60 Open Tourer. An excellent car in very sound, usable condition. Fitted with side mounted spare and auster screen. British Racing Green.



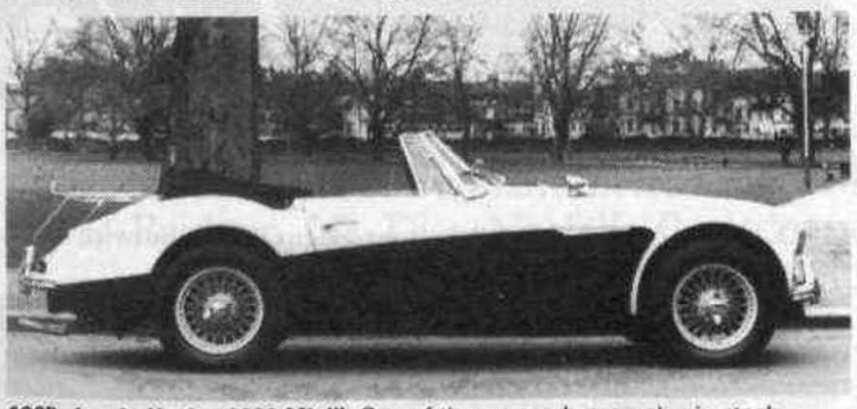
1965 Bentley SIII Flying Spur. Black paintwork and beige interior. Maintained to the highest standards throughout.



1926 Sunbeam 3-litre twin cam. Superb original car in excellent order throughout. Finished in British Racing Green with black wings.



1960 Bentley SII Continental by James Young. Finished in aquamarine with red interior. Excellent throughout.



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1936 Alvis Speed 25 Charlesworth Sports Saloon
1934 Alvis Firefly
1933 Alvis Speed 20 SA
1950 Alvis TA 14 Standard Saloon
1930 Austin 7 Gordon England
1936 Aston Martin 1½-litre Mk II
1969 Aston Martin DB6 Mk II
1972 Aston Martin DBS
1967 Aston Martin DB6 Volante
1966 Aston Martin DB6 Volante
1962 Aston Martin DB4 Convertible
1953 Bentley R-type — choice of two
1960 Bentley SII
1931 Buick Straight 8
1957 Ford Thunderbird
1923 Ford Model T Tourer
1937 Humber Vogue Saloon
1958 Jaguar XK150 drophead
1960 Jaguar XK150 fixed head — restored
1947 Jaguar 3½-litre saloon
1951 Jaguar Mk V drophead
1974 Jensen Interceptor
1934 Lagonda Rapier
1939 Lagonda LG6 — drophead
1931 Lancia Dilambda
1964 Lancia Flavia
1953 MG TD — restored
1953 MG TD — original
1934 MG J2
1933 Rolls Royce 20 / 25 Open Tourer
1933 Rolls Royce Phantom II by Brewster
1924 Rolls Royce 20 HP Doctors Coupe
1928 Rolls Royce 20 HP Fabric Saloon by Mulliner
1964 Rolls Royce SCIII
1964 Rolls Royce SCIII Flying Spur
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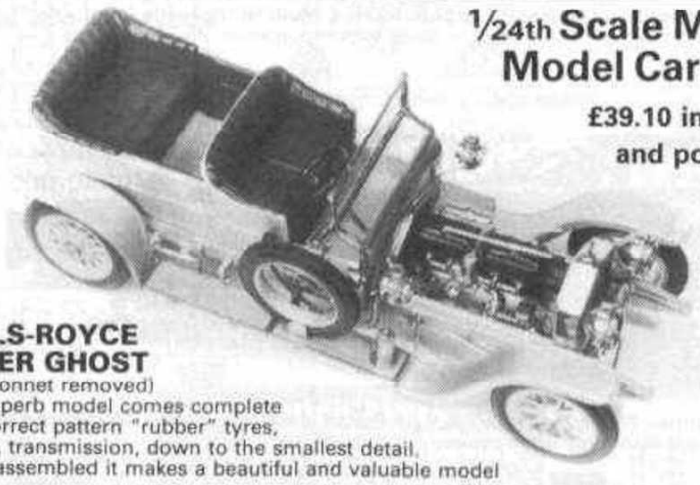
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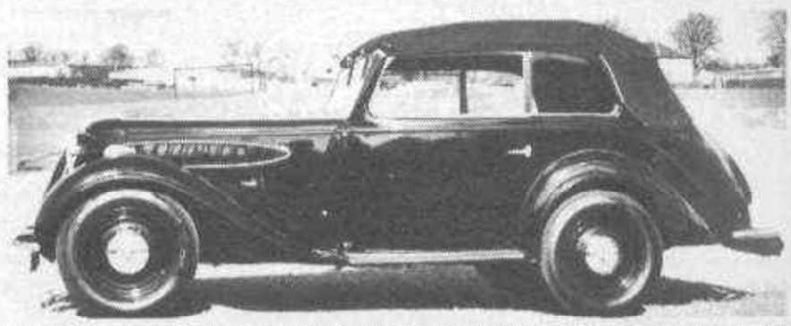


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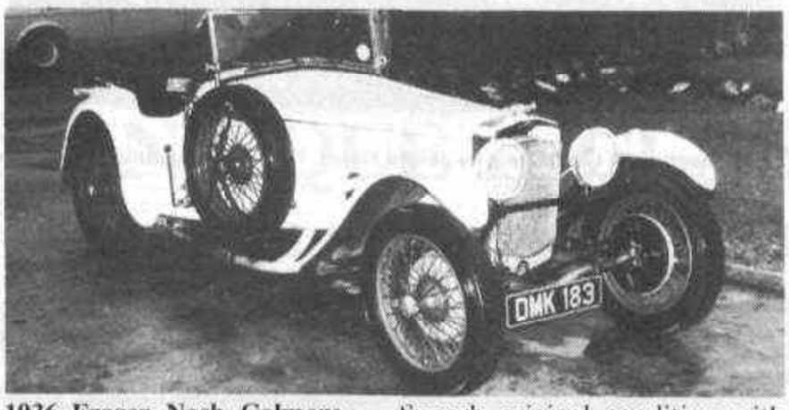


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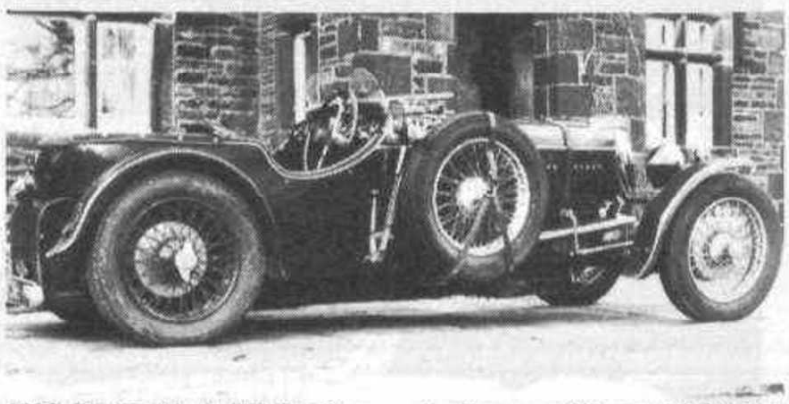
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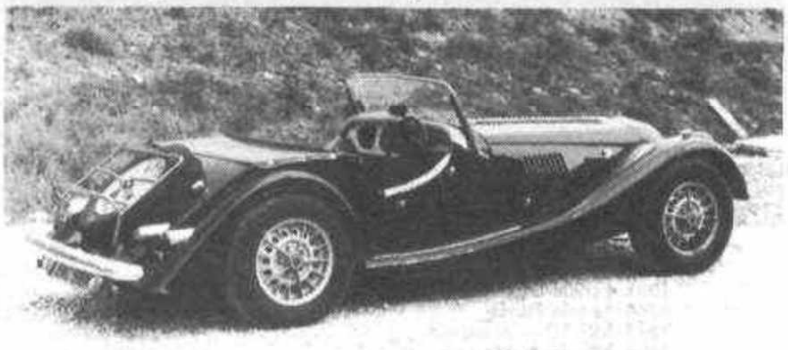
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1933 Frazer Nash TT Replica — excellent condition with known competition history. Similar to photo.



1974 Morgan Plus 8, ex-concours winning car — black, beige upholstery. Photo. **£5,250.**



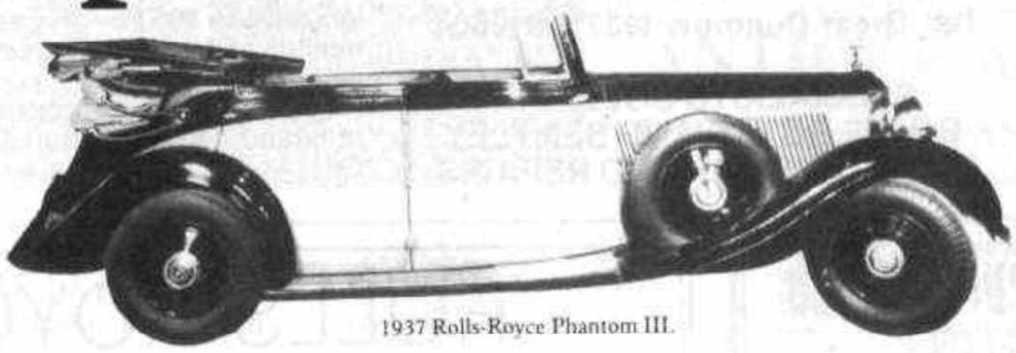
1971 Rolls-Royce Silver Shadow — Turquoise with black Everflex roof. Photo. **£8,750.**

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1966 E-Type Jaguar 2+2.
1960 Mk. 2 Jaguar 2.4.
420G Jaguar.

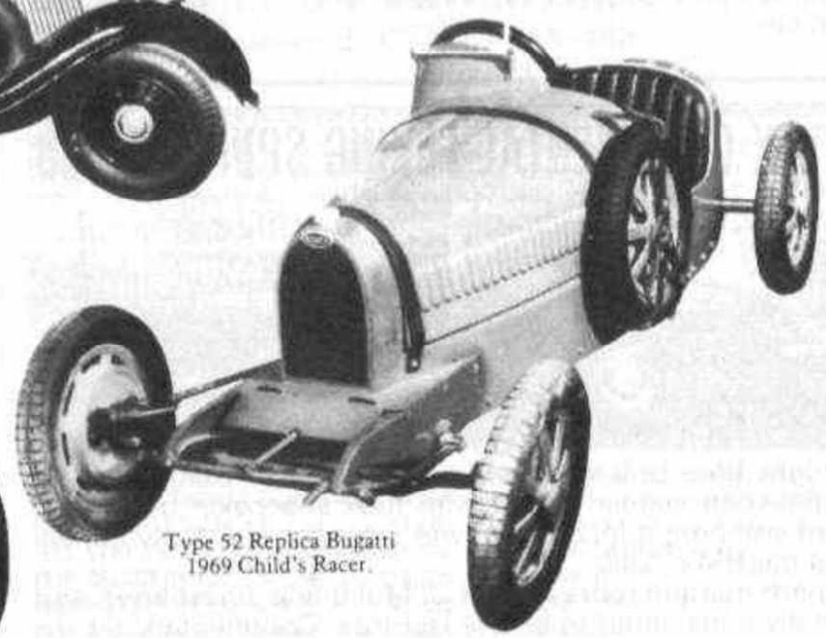
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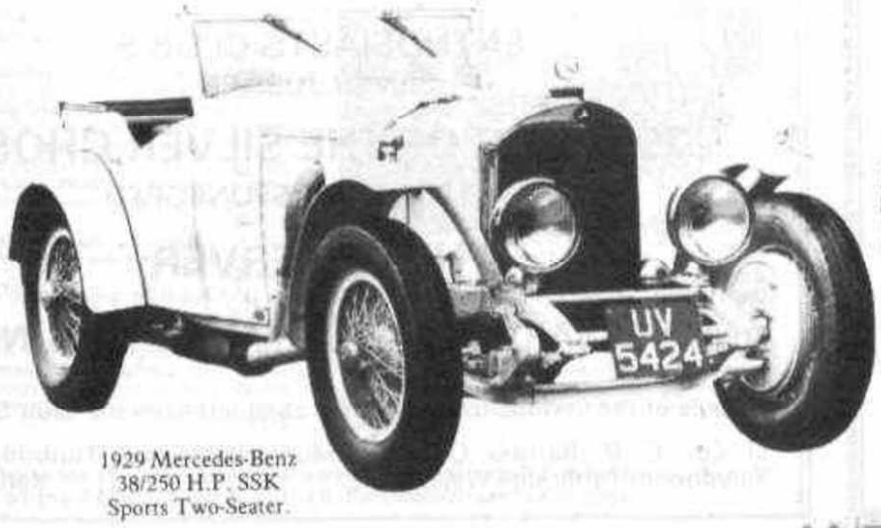
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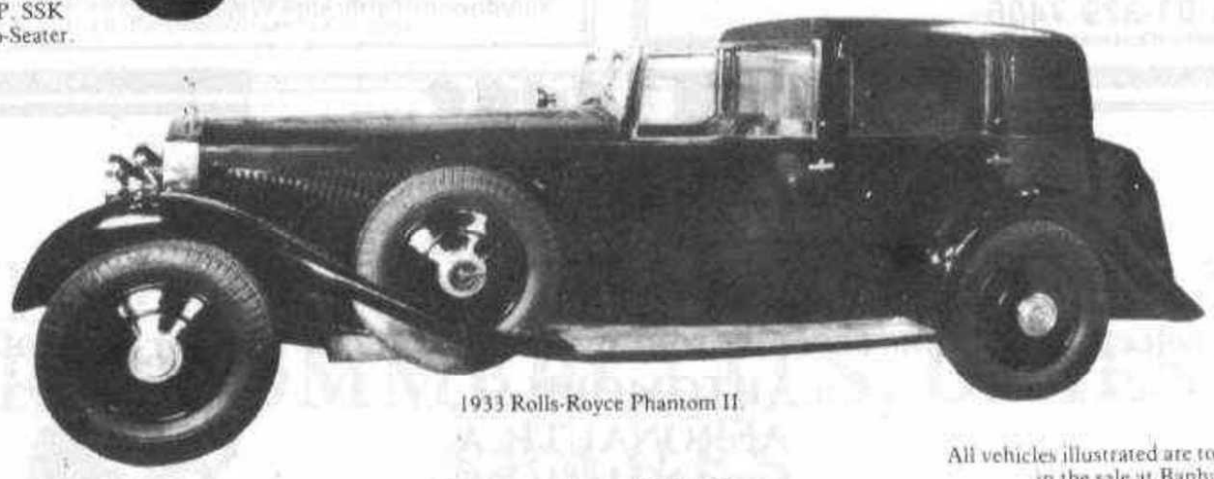
1937 Rolls-Royce Phantom III.



Type 52 Replica Bugatti
1969 Child's Racer.



1929 Mercedes-Benz
38/250 H.P. SSK
Sports Two-Seater.



1933 Rolls-Royce Phantom II.

All vehicles illustrated are to be included in the sale at Banham.

Saturday 5th June

Contents of Banham International Motor Museum including Automobilia, Banham, Nr. Diss, Norfolk. By order of The Lord Cranworth and other owners. On view Thursday and Friday (3rd and 4th June) from 10 am to 7 pm.

Saturday 8th May

at Filching Manor, Filching, Nr. Polegate, Sussex. By order of M. Newton-Smith Esq. and other owners. On view Friday 7th May from 10 am to 7 pm.

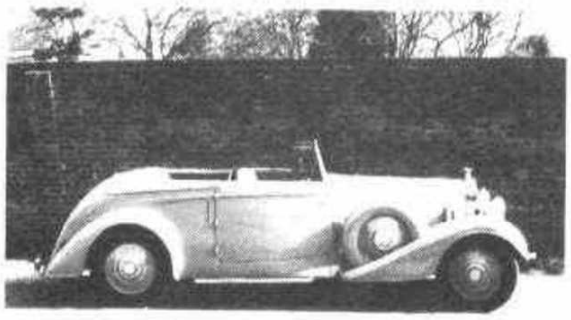
Saturday 3rd July

Contents of Pembrokeshire Motor Museum including Automobilia, Pembroke Dock, Dyfed. By order of C. Smith Esq. and other owners. On view Friday 2nd July from 10 am to 7 pm.

Selected outside entries can be accepted for these sales.

Enquiries to Michael Worthington-Williams. Glaspant Manor, Capel Ifan, Dyfed, South Wales SA38 9LS. Telephone: (0559) 370024.

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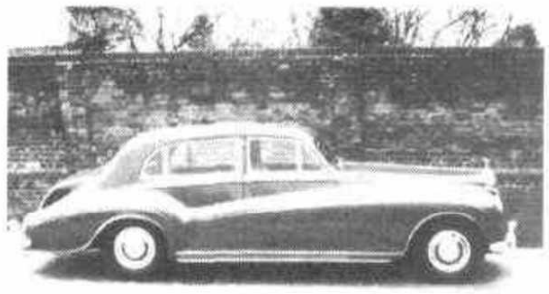


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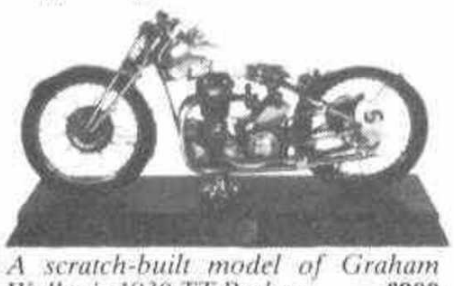
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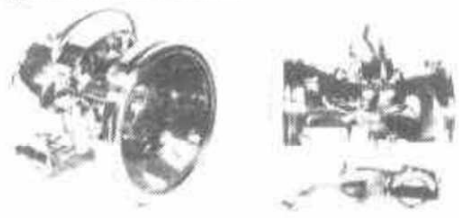
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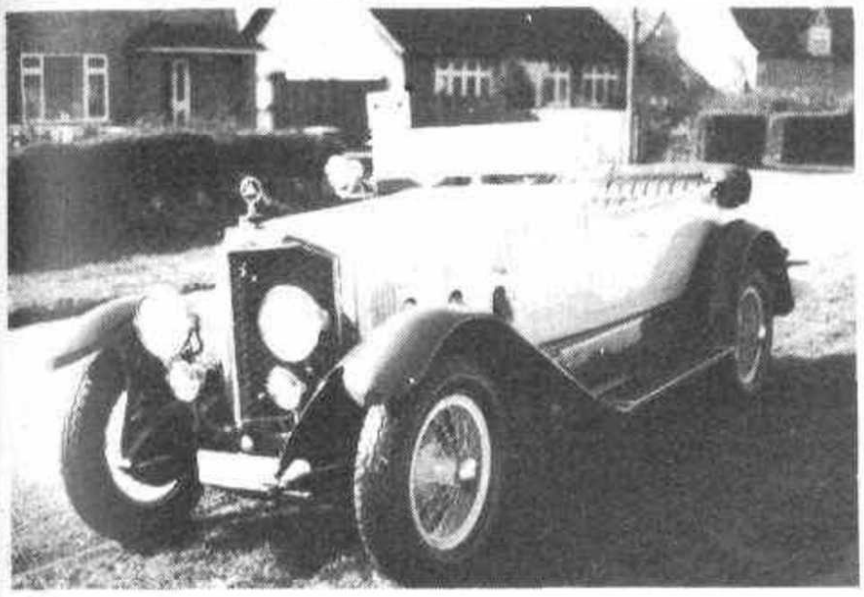
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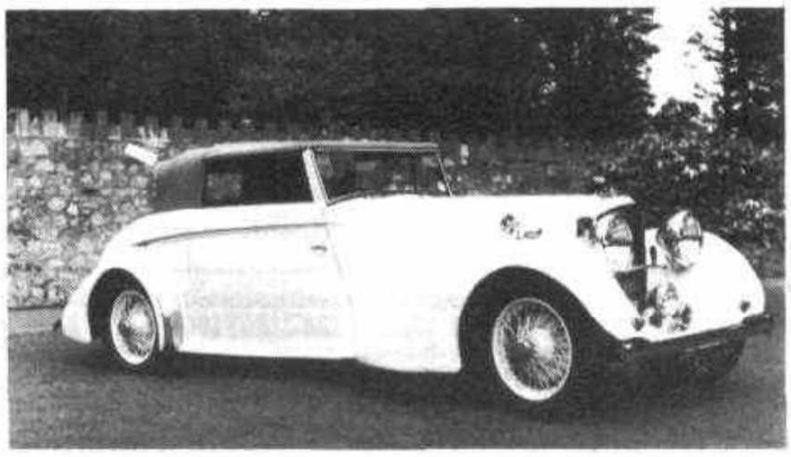
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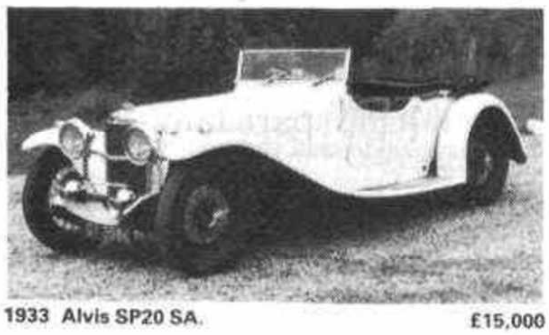
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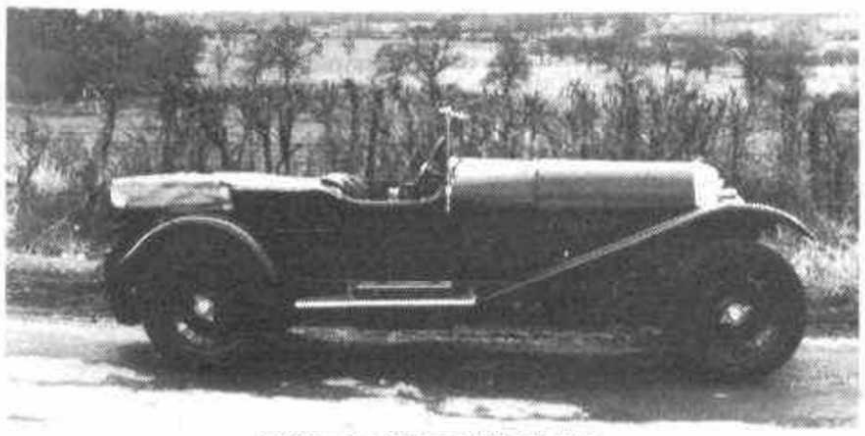


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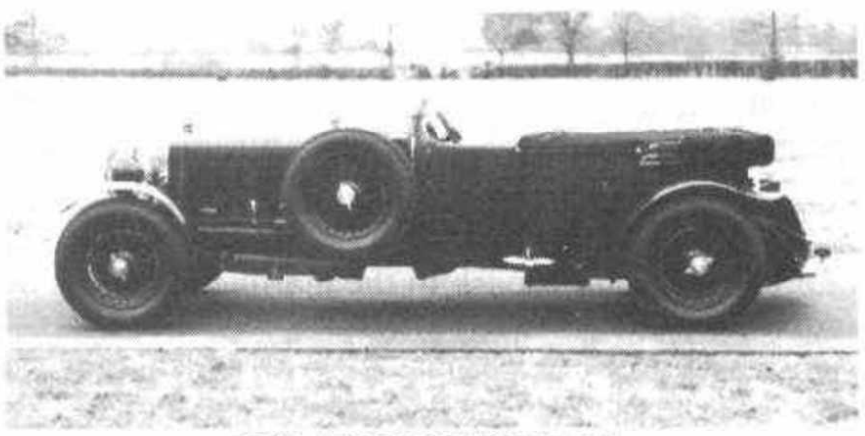
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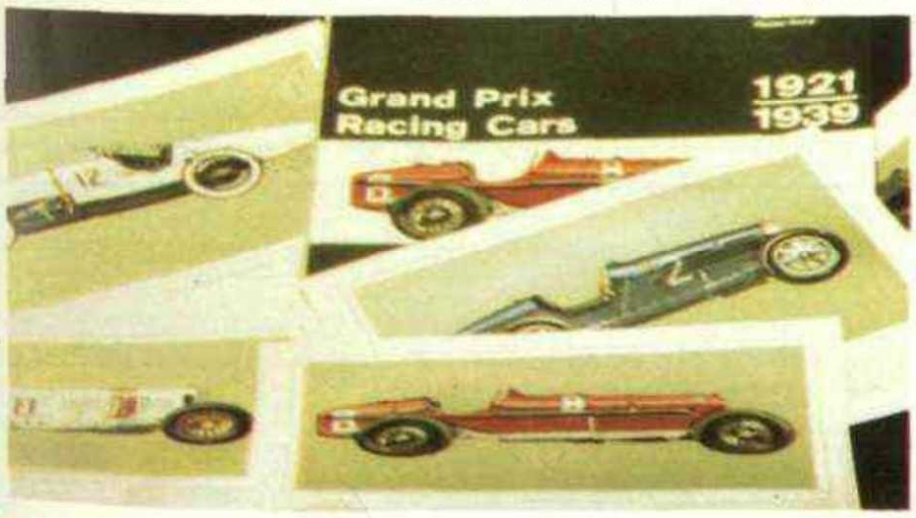
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