March 1981 Vol.LVII No. 3 50p

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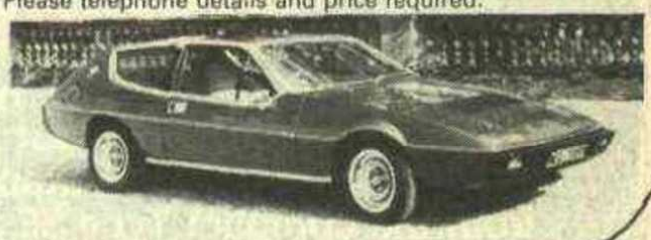
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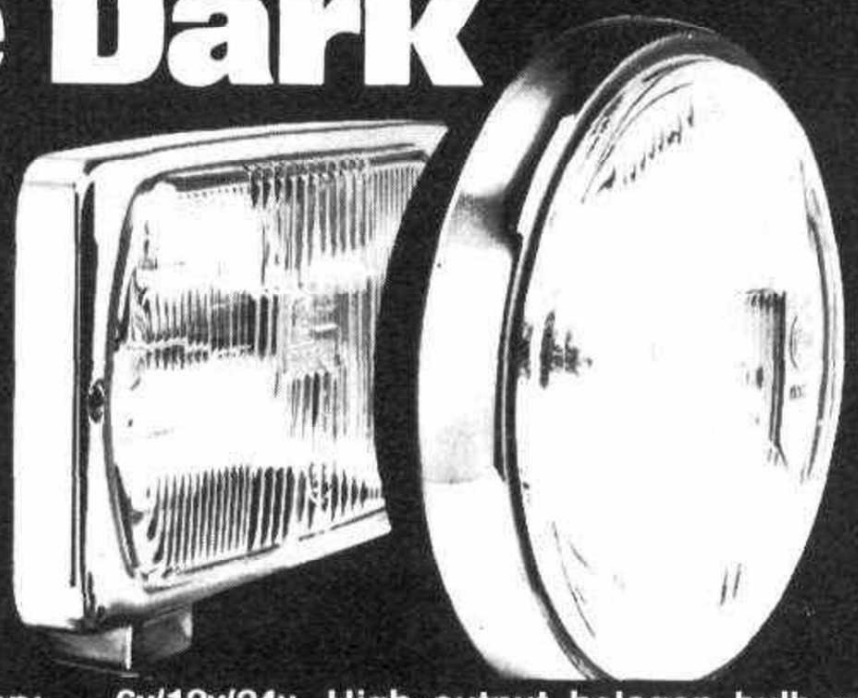
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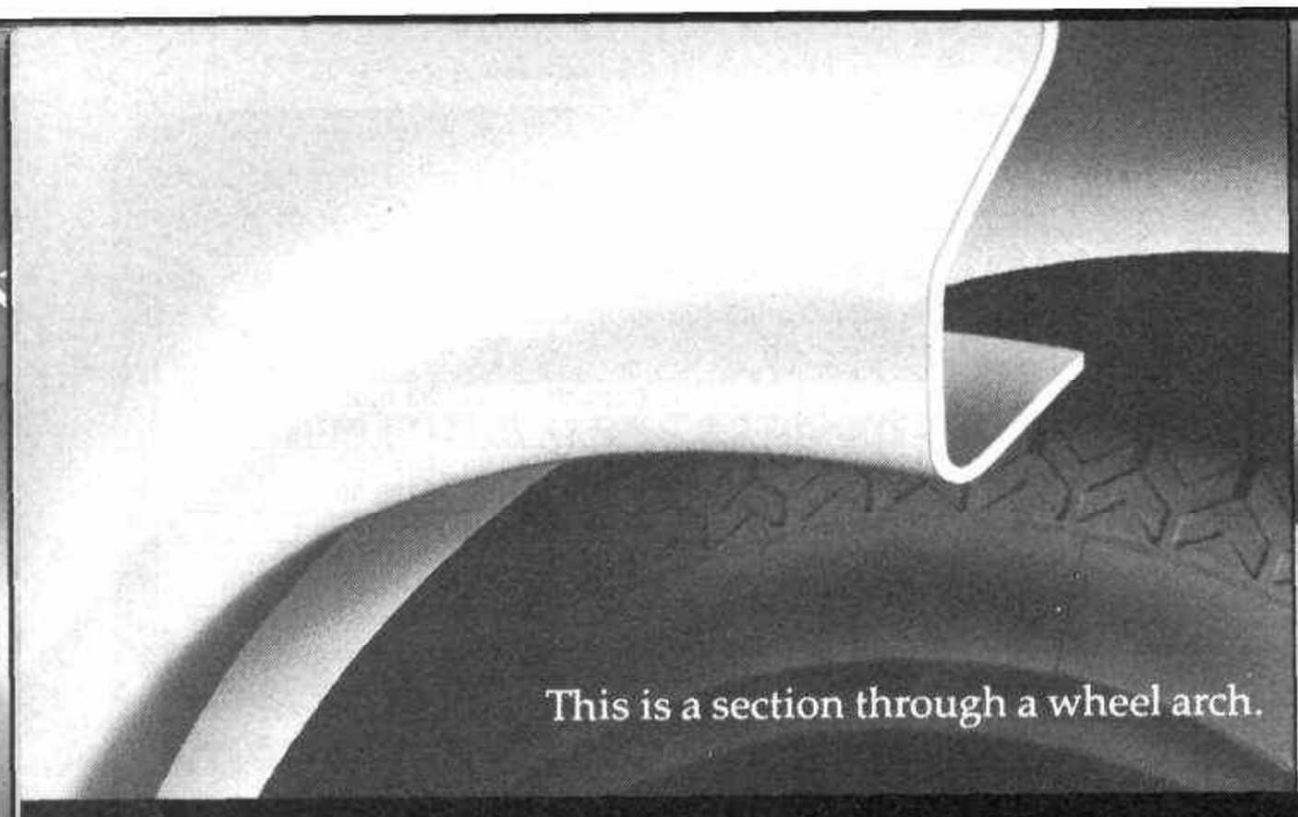
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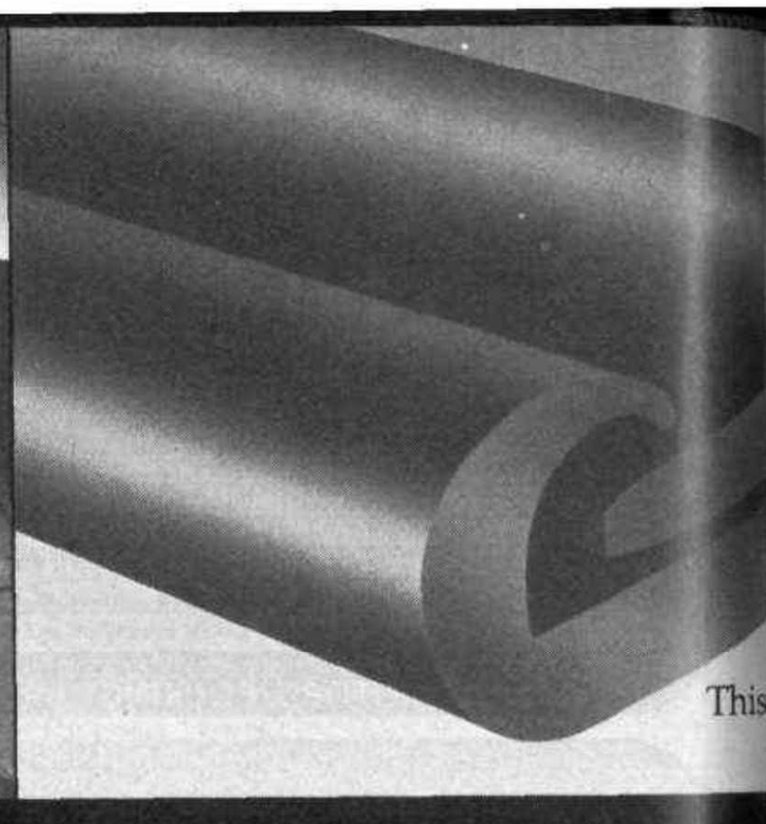
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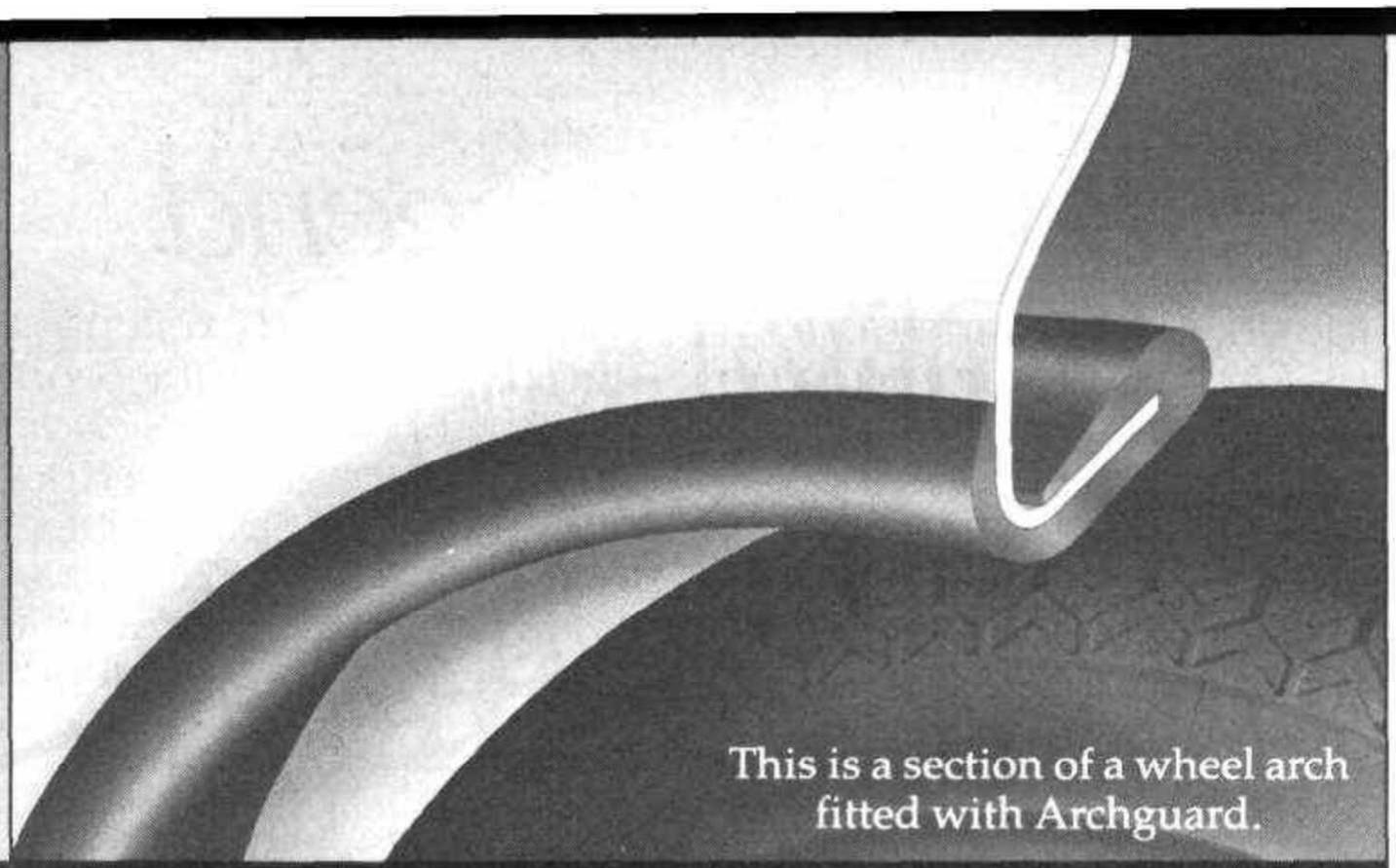
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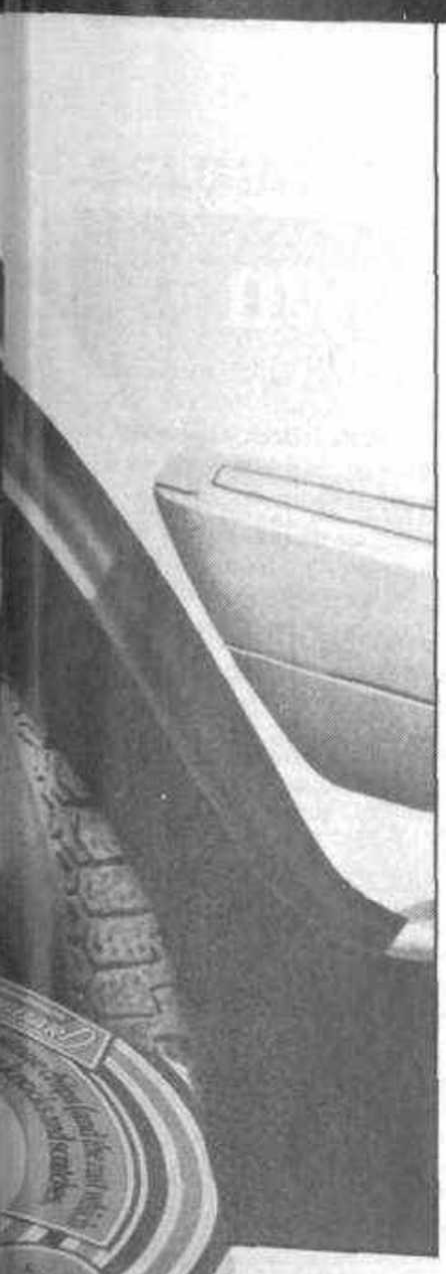
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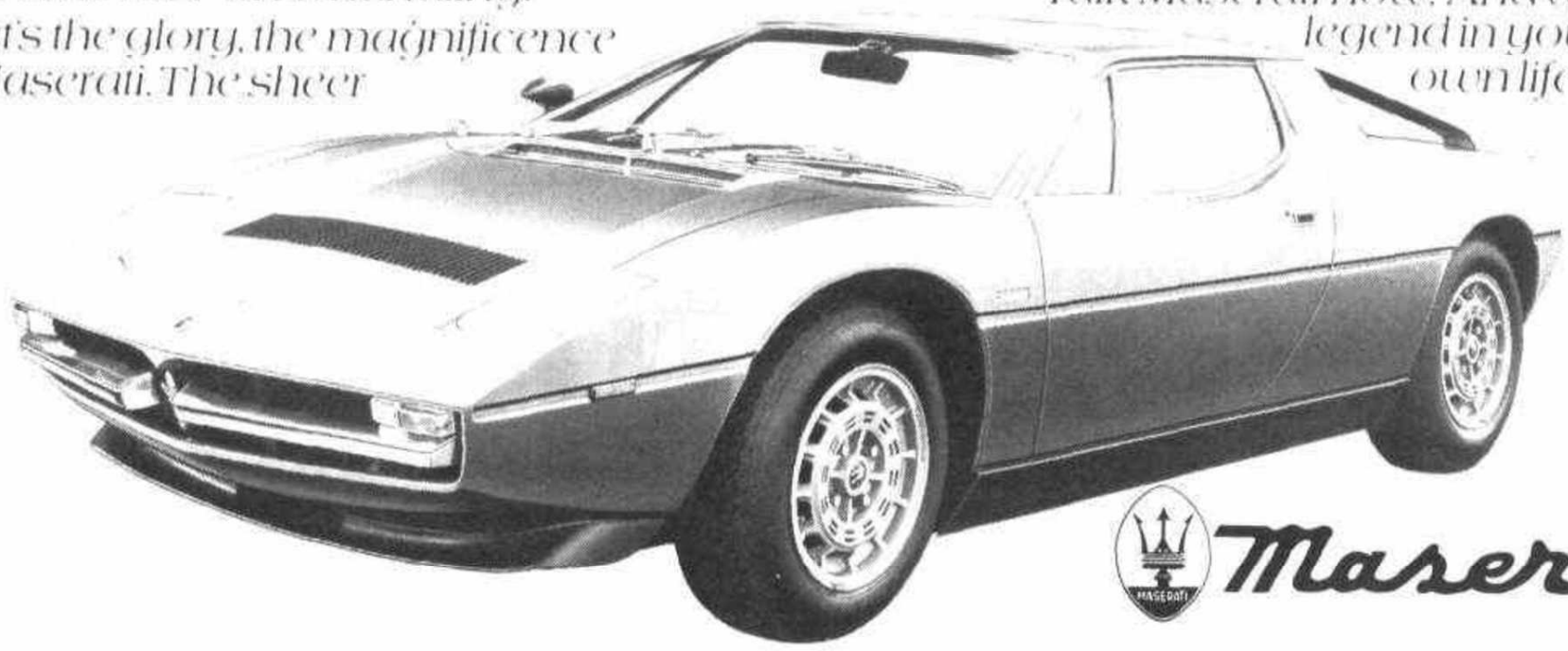
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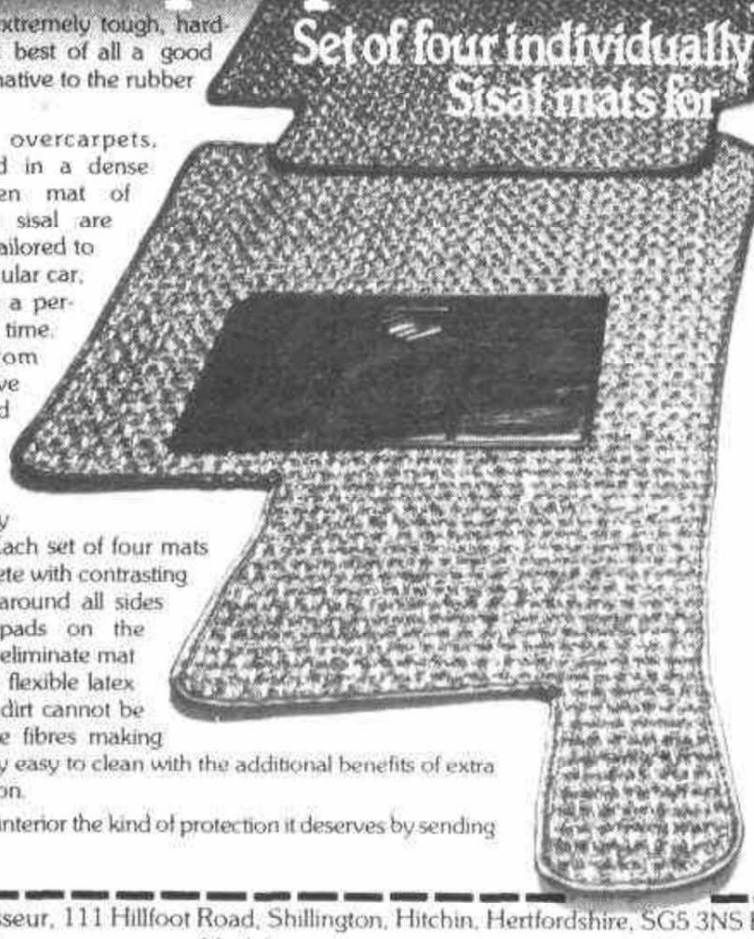
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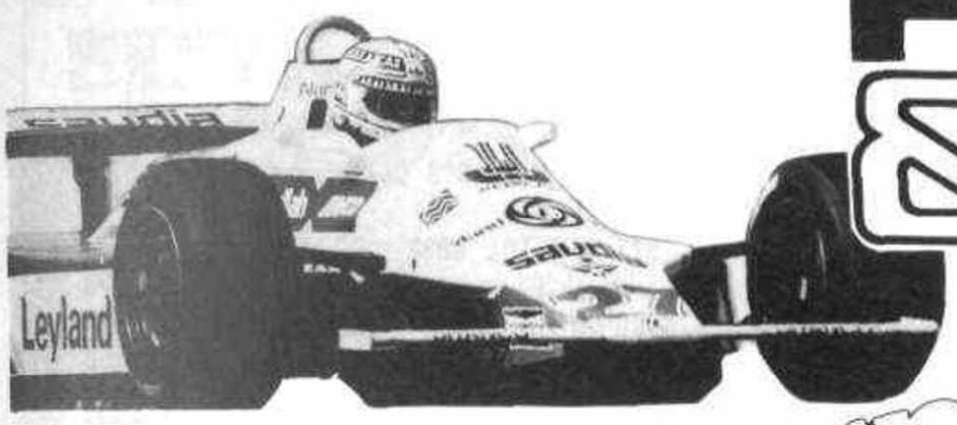
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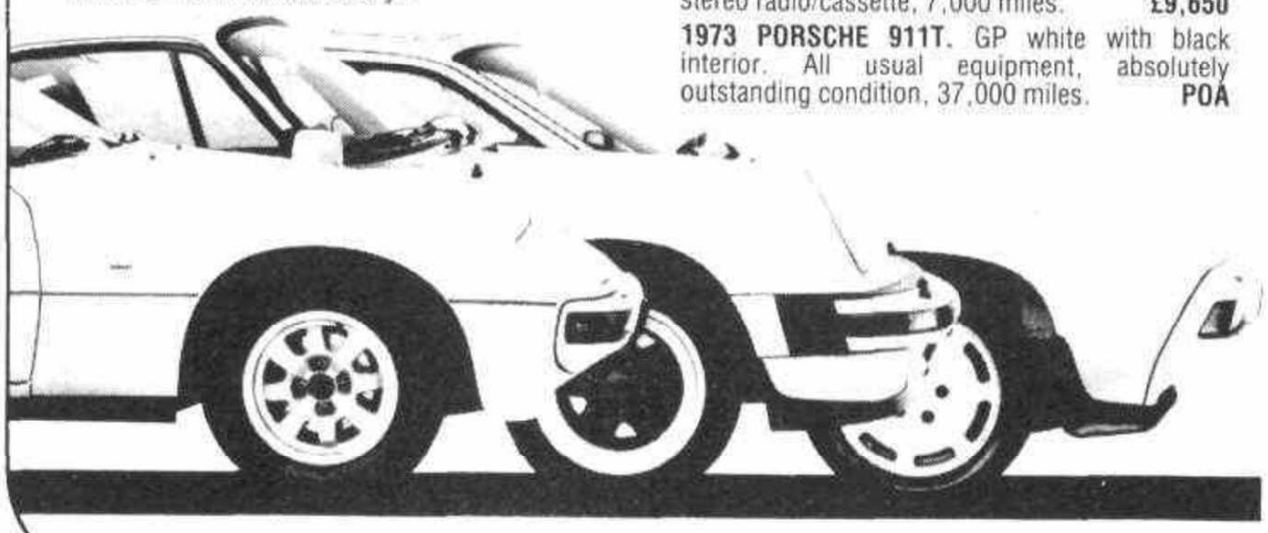
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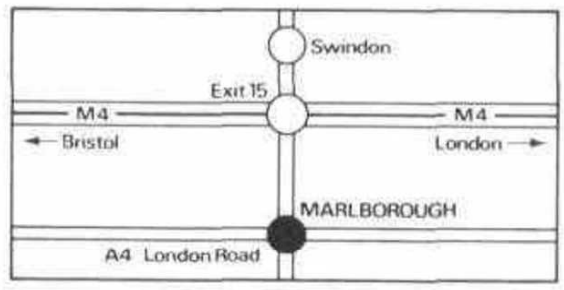
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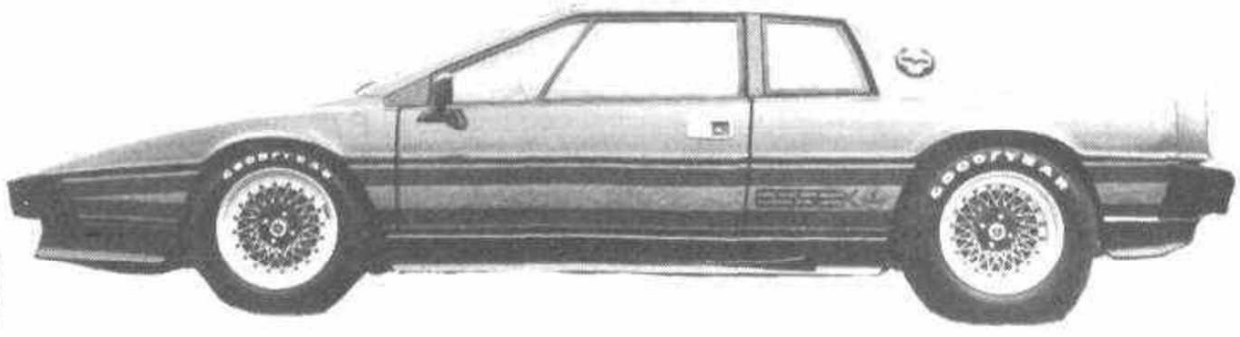
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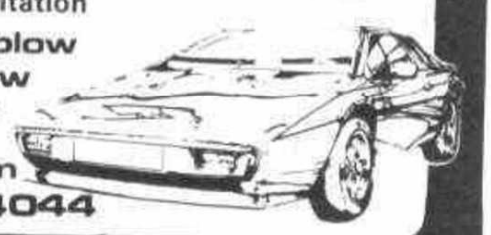
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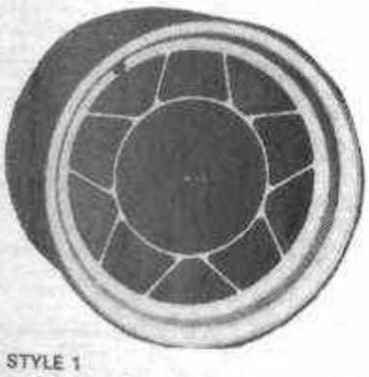
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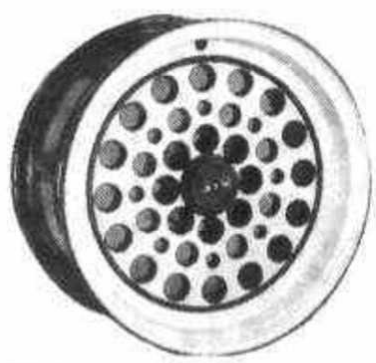
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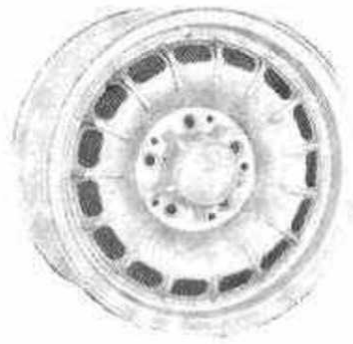
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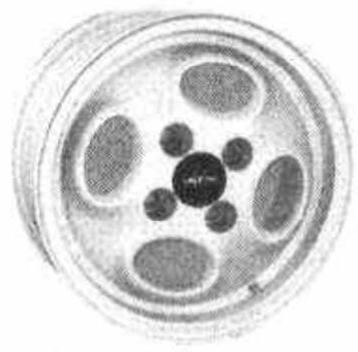
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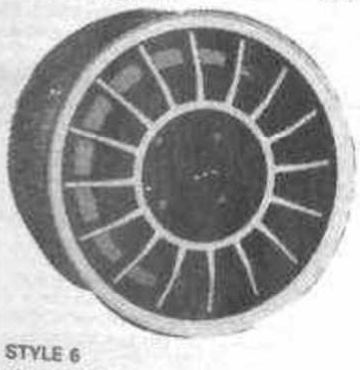
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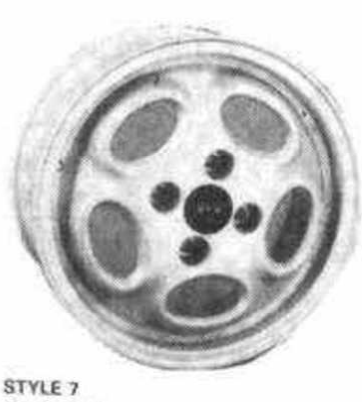
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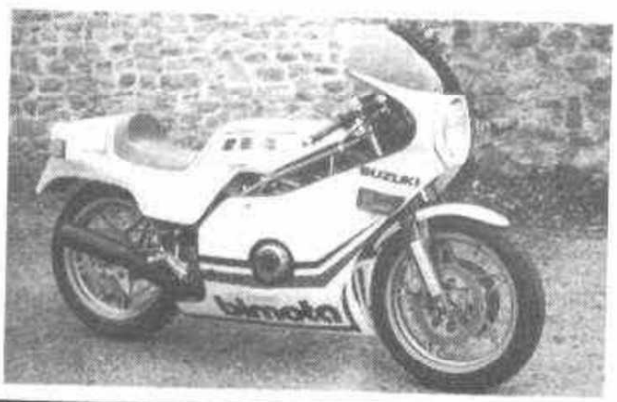
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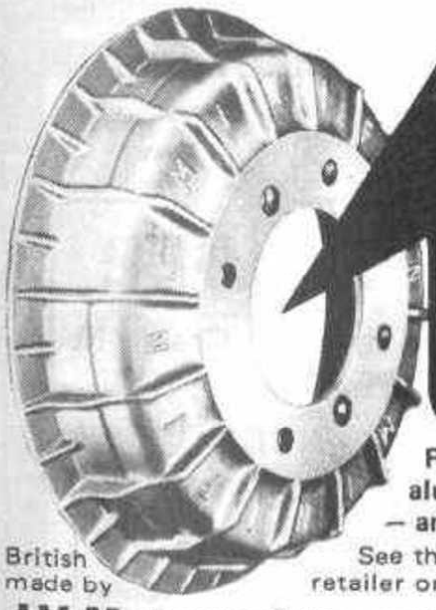
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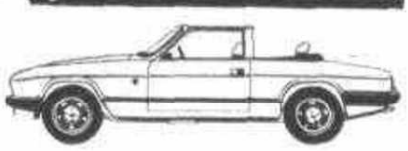
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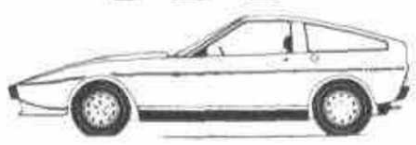
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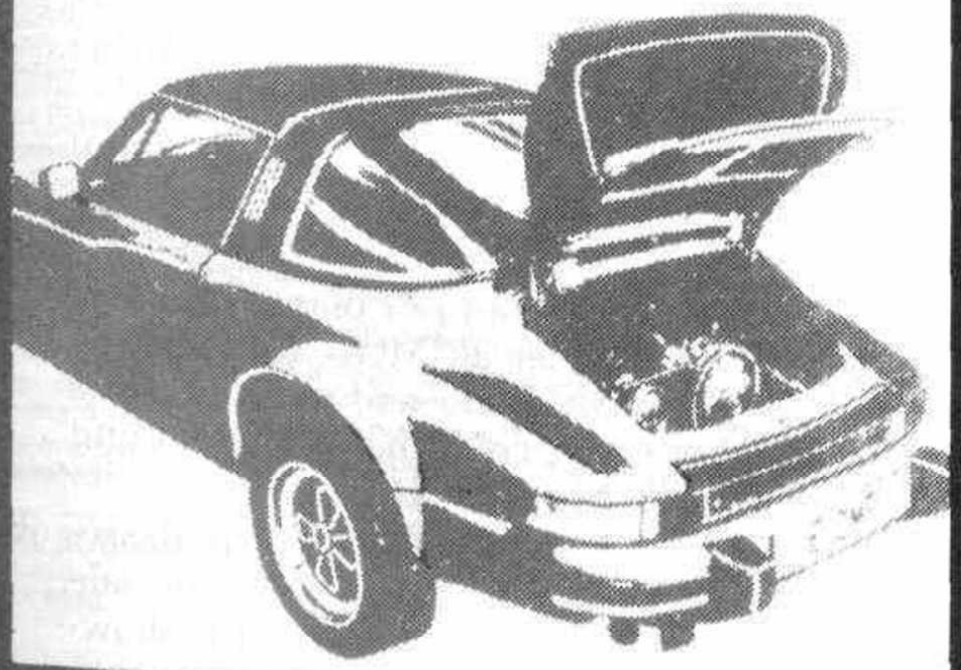
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THE MG CAR COMPANY LIMITED.

VOL. LVII No. 3 MARCH 1981

MOTOR SPORT

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

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FRONT COVER PICTURE: MONTE CARLO winners, Jean Ragnotti and Jean-Marc Andrié, photographed in their amazing Renault 5 Turbo during the Col du Granier stage, early in the rally. At this point, the Renault crew were in third position, behind the Audi Quattro driven by Hannu Mikkola and the Talbot Sunbeam Lotus of Guy Frequelin.

ANNUAL SUBSCRIPTION RATES

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	Overseas	£11.20
	USA	$29.15
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	Australasia	£19.35
	All other countries	£17.55
	USA	$45.05
	Canada	$51.35

MATTERS OF MOMENT

■ CAR TAXATION

In last month's Editorial we expressed the hope that there will not be an increase in car-tax fees with the April Budget, to compensate for the loss of revenue to the Government from car-licence evasion, which the Transport Minister Mr. Norman Fowler is obviously so concerned about. Yet optimism under this heading is curbed by the recent increase in American fuel-prices and the ever-present threat from the great beast Inflation. If petrol prices rise again, the car-owner will be penalised automatically, and there is little need to remind those who motor for business or pleasure that much of the cost of doing this stems from the high tax on petrol.

It may not be evident to the present generation of road-vehicle users how these savage levies on them have been diverted continually from the original laudable aim of the Road Fund, which was that of providing adequate roads on which motor vehicles could run. In the present climate of taxation and the narrow escape we have had recently from Mr. Fowler's ridiculous idea of taxing every known motor vehicle whether or not it possessed wheels, it will not come amiss to recap.

When the first autocars emerged from experimental workshops to provide a new toy for the fanatic, and later the more wealthy members of society, they had to use crude roads, suited only to slow-moving horse transport, which caused the slightly-quicker moving petroleum-driven vehicles to send up great clouds of dust in their wake. To curb this nuisance, reconstruction of road surfaces became an urgent necessity, if the new-fangled carriages — without horses (or oxen) — were to override public criticism. Dust-suppressing trials were held, of course — they even set aside ideas of sheer speed and organised these at Brooklands Track — but it soon became obvious that this way there was no effective solution to this main obstacle in overcoming prejudice against the motor car.

So roads had to be improved, from the already sound foundations provided by Macadam's method, to tar-binding the road surface to overcome the dust menace. But tarmac roads cost money, which, with maintaining them under the more widespread use of horseless-carriages, could not be financed effectively by the old turnpike, or toll, system of the Stage-Coach era. Obviously, owners of motors could not object to a form of taxation which would pay for the building of better roads, properly suited to their vehicles, and to the maintenance of such roads, whereas any other taxes, such as those on beer, spirits, or cigarettes, were taxes on luxury, a minor wealth-tax, as remains the case today.

Motor cars had become more or less practical substitutes for the horse by about 1904, and thereafter their numbers multiplied, until by 1909 there were more than 48,000 private cars in use in Britain, or an increase of nearly 40,000 over the 1904 figure (allowing for evaders, Mr. Fowler!). It was then that Lloyd George set up his new Road Improvement Fund. He increased the former "luxury" tax on mechanically-propelled road vehicles, on a sliding-scale of duties augmented by a 3d. per gallon tax on petrol, but effectively cushioned the blow by guaranteeing that all the finance thus collected would be spent on the roads, none of it going to the Exchequer. Having made quite sure of his proposals, and that even the tax on petrol would go to the Road Fund, the Conservatives backed him. All then looked lovely, in the motoring garden of England. . . .

Or it did until 1915 when, on account of the war, Road-Fund finance was diverted to the National Exchequer, the petrol-tax also being raised to 6d. a gallon. However, amends were made in 1919/20, when just under £6-million of the £14½-million extracted was repaid to the Road Board, the body which allocated monies from the Road Fund to local authorities for road building and repair. However, it is well known that all Governments possess itchy fingers where your money is concerned, and that what you possess they will soon find means of taking away! So it was with the growing finance of Lloyd George's Road Fund.

In 1926 Winston Churchill made his first notorious raid on it, taking out £7-million and also diverting a third of private-vehicle tax-revenue to the general Exchequer. In 1927 Churchill did it again, raiding the luckless Road Fund of £12-million. (That is a fact of history, although it is to be hoped that the present generation will not overlook how ably Sir Winston made amends to the country, during the dark days of WW2.) The rot continued, for in 1935 Neville Chamberlain took nearly £4½-million from the Road Fund's balance and repeated the robbery in 1936, disguised as being done to benefit the taxpayer. Although at that time local authorities were being asked to submit schemes under a Five-Year Road Plan involving £100-million, the Road Fund had now to rely on finance allocated to it from general funds, and vehicle-users no longer contributed directly to it. The Road Fund was finally abolished in 1955.

What has this bit of history got to do with today? Simply that the situation it portrays has worsened, along the way. The British Road Federation states that of £7,071-million contributed in motor-vehicle taxation in the year ending this month, only £2,223-million will be spent on road works. This in spite of the much bigger commercial vehicles soon to be let loose on British roads and the fact that we have one of the most

Continued overleaf

Motor Sport Fixture List for March

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Mar. 1st	BRDC	Silverstone Circuit	Towcester, Northants	British Formula 3 Championship (N/R)	15.00
Mar. 1st	BARC	Brands Hatch Circuit	Nr. Dartford, Kent	Race Meeting (R)	14.00
Mar. 1st	Sporting CC Norfolk	Herringfleet Hills	134 469982	Spring Production Car Trial (CT)	11.00
Mar. 1st	Sporting Owner Drivers' Club	Houghton Park, Nr. Ampthill	153 032389	Production Car Trial	—
Mar. 1st	TEAC	Lydden Hill Circuit	Canterbury, Kent	Rallycross (R)	—
Mar. 3rd/8th	**Automobile Club du Portugal**	—	**Portugal**	**Portuguese Rally (World Rally Championship) (INT)**	—
Mar. 7th	West Essex CC	Barrack Corner Garage	169 253478	Sparkrite Forestry Stages Rally (R)	—
Mar. 7th	BMRMC	Silverstone Circuit	Towcester, Northants	Race Meeting (R)	—
Mar. 7th	Dukeries MC	The Post House, Sandiacre	129 470359	Dukeries Rally (N)	—
Mar. 7th/8th	Wakefield & District MSC	Granada Services, M1, Woolley Edge	110 299 141	Diplomat Trophy Novice Rally (CT)	09.30 00.01
Mar. 7th/8th	Scottish Sporting CC	Struthers Garage	Lochmunach	Starlight Rally (R)	—
Mar. 7th/8th	Brecon MC	Brecon Car Park	160 047285	Gremlin Rally (Round *Motoring News* BTRDA Champ.) (R)	22.30
Mar. 8th	BARC	Thruxton Circuit	Andover, Hants	British Formula 3 Championship (N/R)	14.00
Mar. 13th/15th	**AC Palermo**	—	**Sicily**	**Sicily Rally (Round European Rally Championship) (INT)**	—
Mar. 14th	55 CC	Heron-Rossleigh Ltd.	Perth	Heron-Rossleigh Rally (R)	08.00
Mar. 14th	**MSC Stuttgart eVim ADAC**	**Hockenheim**	**Germany**	**German Group 5 Championship (INT)**	—
Mar. 14th/15th	Lindholme MSC	Ringways, York Road	Doncaster 111 556048	Dunlab Danum Rally (CT)	—
Mar. 14th/15th	**NASCAR**	**Atlanta**	**USA**	**Race of Champions Atlanta 500 Nascar (INT)**	—
Mar. 15th	**BRSCC**	**Brands Hatch Circuit**	**Nr. Dartford, Kent**	**Race Meeting (British Atlantic Championship) (INT/C)**	14.00
Mar. 15th	**SCCA**	**Long Beach**	**USA**	**United States-West Grand Prix (World Champ.) (INT)**	—
Mar. 15th	**Vallelunga ACI Sport**	**Vallelunga**	**Italy**	**European Formula 3 Championship (INT)**	—
Mar. 15th	Alfa Romeo OC	North Weald	—	Driving Test	—
Mar. 15th	BARC	Silverstone Circuit	Towcester, Northants	Race Meeting (R)	—
Mar. 15th	BRSCC (N)	Croft Autodrome	Darlington, Co. Durham	Race Meeting (R)	15.00
Mar. 20th/22nd	**RACE**	—	**Spain**	**RACE Rally (European Rally Championship) (INT)**	—
Mar. 21st	Eight Clubs	Silverstone Circuit	Towcester, Northants	Race Meeting (C)	—
Mar. 21st	**IMSA**	**Sebring**	**USA**	**12 Hours de Sebring (INT)**	—
Mar. 21st	Morecambe CC	Kendal Showground	97/523942	Lakeland Stages Rally (N)	—
Mar. 21st/22nd	Ross & District MC	Ross Spur Service Area	162/610256	Mercury Trophy Rally (CT)	08.30
Mar. 22nd	**Automobile Club**	**Monza**	**Italy**	**European Touring Car Championship (INT)**	23.01
Mar. 22nd	HDLCC	Loton Park, Alberbury	Nr. Shrewsbury	Speed Hill Climb (C)	—
Mar. 22nd	**BRSCC**	**Mallory Park Circuit, Kirkby**	**Leicester**	**Race Meeting (INT/C)**	12.15
Mar. 22nd	BARC	Thruxton Circuit	Nr. Andover, Hants	Race Meeting (R)	—
Mar. 27th/29th	**Auto Moto Klub 'Akademac'**	—	**Yugoslavia**	**YU-Rally (European Rally Championship) (INT)**	14.00
Mar. 28th	BARC (NW)	Oulton Park Circuit	Nr. Tarporley, Cheshire	Race Meeting (R)	—
Mar. 28th/29th	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**European Formula 2 Championship (INT)**	14.00
Mar. 29th	HDLCC	Loton Park, Alberbury	Nr. Shrewsbury	Speed Hill Climb (Round Midland Hill Climb Champ.) (R)	12.30
Mar. 29th	BRSCC	Snetterton Circuit	Norwich, Norfolk	Race Meeting (C)	12.15
Mar. 29th	BARC	Brands Hatch Circuit	Nr. Dartford, Kent	Race Meeting (R)	—
Mar. 29th	**Confederacao Brasileira de Automobilismo**	**Rio De Janeiro**	**Brazil**	**Brazilian Grand Prix (World Championship) (INT)**	14.00
Mar. 29th	**ADAC Mittelrhein EV Sportabteilung**	**Nurburgring**	**Germany**	**300 Km European Formula 3 Championship (INT)**	—
April 2nd/4th	**Soc Alberghiera Costa Smeralda**	—	**Sardinia**	**Costa Smeralda Rally (European Rally Champ.) (INT)**	—
April 4th	Jaguar Drivers Club	Silverstone Circuit	Towcester, Northants	Race Meeting (R)	—
April 4th/5th	Exeter MC	East Devon Technical College	Tiverton	11th Exeter Rally (R)	13.30
April 4th/5th	**Donington RC**	**Donington Park Circuit**	**Derby**	**European Formula 3 Championship (INT)**	00.01 —

MATTERS OF MOMENT

Continued from previous page

crowded road-systems in Europe, with 45 vehicles per kilometre, against an average of 38 per kilometre in EEC countries.

It means that for the £60 a year you now pay to tax a car, only £14 was used last year to improve and maintain roads. Mr. Fowler has abolished the quarterly licence, and we have heard no more of the "week-end" taxation promised us as soon as Swansea got its multi-million-pound Computer Centre ticking. So, if there is to be any increase on £60, watch that more of it goes on road building and repair. . . .

■ A LONG JOURNEY

From time to time unusually long marathons are undertaken in early cars. The late F. S. Bennett used to take his veteran Cadillac on re-enactments of the 1,000-mile trial of 1900, and the same was once done by the late St. John Nixon, with an 1899 Wolseley; to our great delight, because this very gentleman had previously taken severely to task anyone who had dared to use the earlier primitives for any sort of road-journey, saying the place for these frail and valuable heirlooms was in museums . .

The 750 MC had an Austin Seven expedition last year as far as Monte Carlo and there have been other instances of the older cars doing notably lengthy runs. Which brings us to the case of Richard Smith, who next month, appropriately on April Fool's Day, will commence a drive from Land's End to John O'Groats on his 1899 Benz *vis-à-vis*. Many vehicles have in their day made the End-to-End run but, for the 1980s, Mr. Smith has certainly chosen about the most improbable car imaginable. We do not think the use of a veteran 3½ h.p. Benz represents any historical re-enactment, for it was a Daimler that captured the pioneer limelight over this particular route. Nor is there much point in setting out to prove that Carl Benz made a terribly pedestrian but very long-lived petrol-carriage, because these Benz Ideals were so slow that they took a long time to wear out, examples surviving certainly up to the outbreak of WW1 and one of them being in regular use in the mid-1920s, we believe. They were slow, but suitable for strictly local journeys, and one of them sparked-off Sammy Davis' (whose obituary appears on page 296) subsequent great love of cars, when as a small boy he accompanied his doctor — uncle at the turn of the century on his rounds in Suffolk, on one of these crude petrol — carriages.

It cannot even be said that this kind of Benz pointed any sort of way to automotive development. With a kind of gas-engine with exposed big-end under its piano-lid at the back, and belt-drive to its back wheels, it was up a sort of unnavigable creek, technically, and although it can be said that rear-engined cars are still to be seen on the road, in the guise of the ubiquitous VW Beetle, and that even belt-driven ones are sometimes encountered, in the form of early DAFs, both factors together, no! The Benz was anyway soon ousted in design by the Panhard-Levassor, with its engine in front and its rear wheels driven through a gearbox, and that is how most of the World's motor manufacturers would have left it, if Sir Alec Issigonis hadn't brilliantly intervened. These Panhards were reliable, too; one *circa* 1891 example still serving a French priest in the late twenties.

So Richard Smith's embarkation on a personal End-to-End Marathon, the 1,218 miles of which are expected to occupy 33 days, taking in such towns at Plymouth, Torquay, Oxford, Birmingham, Manchester, Carlisle, Glasgow, Edinburgh and so on, would seem the epitome of senseless veteranism, especially as Tom Lightfoot did the V.C.C. End-to-End Run in 7-days on his 1902 Mercedes-Simplex not long ago, *if he wasn't doing the run for charity*. It is a sponsored drive on behalf of the British Heart Foundation and it has the blessing of the VCC and the VSCC, etc. If you would care to sponsor the effort, say at anything from ¼p to 1p or more per mile, B. K. Goodman, 8 Pilgrims Way, Reigate, Surrey RH2 9LG has the forms.

■ INFLATION

The ravages of inflation affect us, at Standard House, as much as anybody else. We regret very much having to increase our cover price to 60 pence in these hard times, but the costs in both materials and labour involved in producing the magazine have risen enormously since the last increase in July 1979. The new price will apply from the April issue onwards and we hope you believe, as we do, that MOTOR SPORT is still the best value in motoring journalism.

OBITUARY

T. C. (Cuth) Harrison

IT WAS with some degree of shock that I heard of the death, at 74, of T. C. (Cuth) Harrison for only last summer I had received a very warming and enthusiastic letter from him, while doing research for the ERA book. Writing of his friend George Slater, who drove one of Cuth's ERAs, he said ". . .I see him irregularly and he seems to keep well but has now retired — unlike me." Cuth had a large Ford dealership in Sheffield and was very active in racing in the immediate post-war years (1946-50), first with Rileys and then ERAs. He acquired R1B, the ex-Seaman, Cotton and then R8C, the ex-Lord Howe Zoller-blown car. He modified the latter extensively, fitting a later chassis frame, converting the engine to Jamieson supercharging and lowering and re-profiling the bodywork. He competed in most of the major Grand Prix races, as far away as Monza and Monaco, and everywhere in the British Isles.

His observations in the aforementioned letter are interesting, ". . .I am afraid the sport has moved along quite a lot from those very amateur days. Instead of drivers having to find money out of their own pockets, as you well know these days they get extremely well paid. We struggled along getting a few odd quid from the advertising we had on our racing vans which in no way covered the cost."

When he retired from racing Cuth took up mud-plugging trials with Ford engined specials he called Harfords, and "Dad" Harrison and his sons were a strong force in the trials game, especially in the North. — D.S.J.

Sir Francis Samuelson, Bt.

SIR Francis Samuelson, son of the third baronet of that name, who died last January at the age of 90, was a most enthusiastic amateur motor sportsman. Educated at Eton and Trinity College, Cambridge, he served in WW1 in France and Palestine as a Captain in the Yorkshire Hussars Yeomanry. He succeeded his father in 1946.

Sir Francis used to drive to Brooklands from Cambridge and there won a race against Oxford on his Motosacoche motorcycle. He drove in the Cyclecar GP at Amiens in 1913 with a Marlborough, taking his fiancée as mechanic — Lady Francis, who died last year, was a keen collector of dolls and dolls-houses. After the war Sir Francis raced a homebuilt FS, a Brooklands-model Austin 7 and an unreliable supercharged Ratier in the JCC 200 Mile Race, before going over to MG Midgets. He also took part in the Monte Carlo Rally with the Ratier and a French Talbot and after the war raced a Cooper 500 and a Healey Silverstone and he continued racing in suitable events with one of the surviving 1914 3.3-litre TT Sunbeams, becoming one of the oldest continuous competitors, a role carried on today by Le Strange Metcalfe. (The full story appears in MOTOR SPORT for April, 1963.) Our condolences to his sons. — W.B.

Grenville G. Manton

Grenville ("Grenny") Manton, who was with MOTOR SPORT in an editorial capacity helping its then Editor, Walter Braidwood, in 1930/32, died last January. He was a pilot in the RFC with the rank of Lieutenant in the First World War, remaining in the RAF until 1920, when he joined the Talbot Company as a test-driver, mostly it is thought on the new 8/18 and 10/23 models. Around the year 1922 Manton joined the De Havilland Aircraft Co. at Stag Lane, in the Drawing and Stress office. After about a year he left to assist Prof. A. M. Low with his many motoring, motorcycling and aeronautical projects, with especial reference to the Low Audiometer.

From 1928 Manton was Assistant Editor to the *Garage & Motor Agent*, before moving on to MOTOR SPORT. Thereafter, until WW2, he was an Associate Editor at Amalgamated Press, looking after publications such as "War in the Air", with a brief time with A. J. Camm. Throughout the War, Manton was Motoring Correspondent for the *Manchester Guardian*, and when peace broke out he did the same work for the *Daily Telegraph*. From 1950 onwards he was in the Press Office of British European Airways with Bill Simpson, before his retirement. He continued to maintain links with his motoring and flying days with his friends, at the RAC and the Royal Air Force Club, until his health deteriorated. He leaves a widow and twin sons, who flew over from Canada for the funeral. Grenville Manton was a Companion of the Royal Aeronautical Society, in recognition of his contribution to aviation journalism. — W.B.

Oh Dear! Department

THE fascination, surely, of driving an interesting car you have not previously tried, of watching a motor race, or any other competitive event for that matter, of going out with a girl, is the anticipation of *seeing what will happen*. I get this feeling on opening each new issue of MOTOR SPORT for the first time — wondering what errors I may find! These slip ups are of three kinds. First my own, unspotted by the assistant editor. Secondly, mistakes unfortunately not eradicated during proof-reading. Thirdly, printing errors, with computers and tapes, on the pages themselves. Last month we had several examples. I apologise to "Woolley" Worters for rendering his surname correctly five times, but once as "Waters", on page 179, for which I take the blame. Then we had a "1904" Austin 7 on page 174, when I had written "1934", and a "DHd" aeroplane on page 180, which should have been a DH6. What I find it hard to forgive is "Rolls-Royce Silver Sprite" on page 166, when I had correctly described the new Rolls-Royce of which I was writing as a Silver Spirit. This was doubly unfortunate because I had just said I did not know the type-name of this latest Rolls-Royce until I arrived at Crewe to go out in it. But I was then told it was to be "Silver Spirit" and wrote the name correctly. Anyone who paused to contemplate the dignity of a modern Rolls-Royce might have thought "Sprite" a rather stupid name for such a car. Then in A.H.'s article about "Fathers, Sons and Brothers" the Maybach engine in Jones' special was a tank engine of 4.9-litres, not an aeroplane engine. Even when surrounded by ingenious and "infallible" computers it is apparently impossible to prevent these errors from creeping in. However, I take consolation from the knowledge that in 1943 James Agate, to whom I have referred in "Cars in Books," said in his book "Ego 5" that his copy would be read by the printer, the publishers' editorial staff, by himself, by his secretary and a friend, by his brother, yet he expected to find it teeming — "perhaps 'teaming'" — with mistakes of all kinds, so that after a cursory reading of the first copies of another new book he was delighted to find only one misprint. — W.B.

CLUB NEWS

ERA Club

THIS club for owners and supporters of the *marque* ERA are holding their Annual Dinner and get-together on March 9th at the Kensington Close Hotel in London. At least two ERA cars will be present among owners, drivers, ex-drivers and enthusiasts for the English Racing Automobile. The late Raymond Mays, CBE, the true "father" of the ERA has been made Patron in Perpetuity of the club, thus avoiding any nonsense of anyone purporting to take over his unique mantle. Membership for the ERA club is a mere £2 per annum. All enquiries to Guy Spollon, Arden Grange, Tanworth-in-Arden, Warks.

Jaguar Drivers Club

AS A club grows, so does the sheer volume of paraphernalia which the secretary has to keep. The corner of a room in the secretary's house which was once devoted to the membership records and a box of envelopes when the Club was but 100 strong is soon outgrown — two or three rooms are required as the 1,000 mark is approached. Some clubs solve the problem by dispersing various aspects of the secretarial duties to an ever increasing number of volunteers, while others, like the Jaguar Drivers Club, and many other famous clubs before them, take the decision to employ a permanent secretary and install him or her in a suitably converted building. It was in November last year that Jaguar House was opened in Luton, and by now, everything is functioning smoothly with General Secretary, Jackie Pope fully installed. 1981 is the club's 25th Anniversary year, and a full calendar of events is planned, ranging from film shows to race meetings, with everything else in between.

The AC Owners Club

THE AC Owners Club will be holding their annual dinner and dance at the Royal Garden Hotel in London on Saturday, March 21st, at which the prizes won in the 1980 season will be presented. The Club publishes an Annual Review, and that for 1980 contains some fascinating articles on AC cars through the ages, and also has a photographic résumé of ACs in action in 1980.

Morgan Sports Car Club

AMONGST other services offered by this well established Club is their monthly publication *Miscellany*. This 48 page magazine contains a wealth of information, both useful and amusing, for the Mog-mad enthusiast. Among a number of Club activities planned for this year is a weekend of Morgan motoring and socialising in Brittany, organised by the French Morgan Club — this takes place on June 13th and 14th, and is based on the historic town of Pontivy.

Maidstone & Mid-Kent MC

MOTORING enthusiasts in the Maidstone area are well catered for by this small, but active and enthusiastic club, with activities ranging from the usual social events, through production car trials and autotests to their Farthingloe Hill-Climb, taking place this year on August 2nd, which will be a round of the BARC's Speed Hill-Climb Championship.

Daytona 24 Hours

THE United States of America, so the experts say, is *the* place to visit. It is exceptionally cheap to get there, cheap whilst you are actually there, and there is a whole new world to see. For the motorist there are new rules to grasp, new cars to experience, and stunningly boring and strictly enforced speed limits. Roads wider than the M4, and straighter, are limited to 55 miles an hour. So, if and when you become paranoid about such restrictions, look up your nearest America race track — somewhere around 12 authorised by FISA, and many, many more which host dirt racing, stock cars and tractor pulling! — and take a day out to watch American motorsport. If you're very lucky you'll see a round of the NASCAR stock car series — there is literally nothing like it in Europe — but if you want to watch some motorsport which bears more than a passing resemblance to what you see at home then try and see a round of the IMSA Camel GT Championship. You may even see a British driver winning!

The Pepsi Cola Challenge — better known to us as the Daytona 24 Hours — opened the 1981 Camel GT Championship over the last weekend in January. The event also happened to be a round of the revised FISA World Endurance Championship. The latter fact was purely coincidental, the icing on the cake, kudos for Bill France's mammoth facility which makes anything else we have in Europe pall to insignificance.

This 455 acre site, a hairs breadth from the busy local airport, is the home of NASCAR stock car racing, and once a year they let the Grand Touring car drivers come and play around the 3.84 mile combined banked and road course for 24 hours. The 75,000 capacity main grandstands are virtually empty throughout the long drawn out process of qualifying and practice — (more than nine hours) plus the race itself. However, from Saturday morning through the cool, star strewn Florida night, and the following day the infield is jammed. The official estimate of 60,000 people did seem over optimistic.

They hadn't come to see the stars in action in the curtain raiser to the six round Endurance Championship for Makers. Those you could count on one hand out of a record 96 car entry. It is doubtful that they had come to watch the stars and also rans of the IMSA Championship. The infield of Daytona during the 24 Hour race takes on a very special atmosphere. It's one big party, and in time will undoubtedly grow to become to American racing what Le Mans is to France. Not yet though.

Daytona, like Le Mans, could well be better off without counting towards any World series. The organising International Motor Sports Association realises this fact. So much so that IMSA has not accepted the new, perhaps still-borne, FISA Group C regulations and gone ahead and devised its own sports prototype regulations. In essence they differ little from the FISA proposals, except on the matter of engines. FISA require homologation procedures, IMSA simply produces a list of eligible engines — for obvious reasons there is a sprinkling of V8s in that list — which can be fitted to two seater prototype bodies. IMSA is convinced the GTP — Grand Touring Prototype category — will work. They say they are not at war with FISA, (and one gets the impression that the Paris based governing body accepts this point), but are doing what is best for the American promoters, organisers, constructors and public. IMSA feel its disagreement is with the official manufacturers body, the Bureau Permanent de Constructors Internationale d'Automobile (BPICA). IMSA president John Bishop describes the European based association as a "secret society" which he claims has no interest in supporting endurance racing. Politics are not solely the prerogative of the FOCA.

There are, in fact, many analagies between the Grand Prix teams and the Camel GT contenders; except that the contestants in the American sports car championship are not organised into an official body yet inspite of this put on as professional (if not more so) a show in cars which are exceptionally well turned out and presented, with the backing of major sponsors, in a championship which seems to lack many of the bad points of European racing, ie outright greed, avarice, political back-biting and jealousy. The drivers are, however, by and large not as talented.

But an American who contests the Camel GT Championship is not a man who generally sees himself as on a stepping stone to Indianapolis or Grand Prix racing. In this championship we are still witnessing the days of the well-healed driver/entrant. Most of the driver/entrants would be equally at home on the swimming or golf circuits. However it is unlikely that they would achieve the degree of success most do in this branch of racing. It is an ego trip for many, if not most, but those involved are quite aware of this fact, and are also aware of their own limitations. Ergo they are willing to "buy in" established long distance experts — and occasionally GP men — in order to overcome any deficiencies. It helps them, and the championship.

However, one can rightly ask why these invariably self-made men who finance the teams and seek big money sponsors as well as drive are not frightened by the prospect of serious injury. As ever with American racing, driver protection is the major criterion. It is very rare for someone to be seriously injured. If it was not then there is little doubt that the scene would change dramatically . . . insurers of big businessmen don't particularly like them getting hurt in racing cars.

In this respect one cannot help but wonder if the encouragement of the one-off GTP cars may backfire. Naturally everyone goes to great lengths to ensure a car is safely and correctly built to the letter of the regulations — surely not a too naive thought? — but there is safety in numbers. And the numbers in American GT racing are Porsche — 935 Turbos to be exact. Three-point-two litre twin turbocharged lightweight machines with upwards of 850 horsepower. These are the meat of the championship. All powerful, all dominating, and relatively safe in that the knowledge and standards of preparation are well mapped and versed. Hopefully you get the drift. . . .

On the other hand Porsche in its many guises has dominated long-distance racing in America for very many years. Too long, perhaps, for the eventual good of the category — a point which is a factor in IMSA's new GTP regulations — and one which probably Porsche would not like to encourage, not with the 935 at least. There were two of the new, off the shelf, 321 horsepower 2-litre 924 Carrera GTs entered at Daytona, but even the presence of Indy winner Rick Mears didn't overcome the publicity presence of 15 935 Turbos. One Carrera GT retired with engine failure, the other managed 22nd place. Of the fifteen 935s they took first, second, eighth and 14th places from the 27 finishers after 24 hours. Not a particularly stunning average, particularly if you consider expense.

The race was won by the evergreen Brian Redman, now working in America, and forming his own team to contest this championship. First with a Kremer specification 935 Turbo built by acknowledged builder Bob Garretson, and later in the year with a new Lola T600 GTP car with a Chevrolet V8 producing 600 plus horsepower. Garretson, who at 50 plus years shared the Daytona driving with Redman, will also look after the new Lola. Third man in the Daytona Porsche was sometime CanAm, sometime F2, sometime Formula Atlantic driver Bobby Rahal, a charming bespectacled American.

Redman, who had not driven a racing car since last August, and only did eight laps of practice — the Style Auto 935 was 17th fastest — earned the team 12,500 dollars by taking the chequered flag on Sunday afternoon, February 1. That is prize money only. Sponsorship endorsements and trade bonuses will of course add a lot more. It is, however, worth remembering that this prize money is 1,500 dollars short of the price of a single turbocharger unit, and a cool 47,500 dollars "light" on the price of an engine.

Talking of engines, the Redman/Rahal/Garretson car was the only Porsche 935 to use a 3.2-litre twin turbo engine in the race. Generally teams only trust this long-stroke version for practice, switching to "more reliable" 2.8 or 3-litre engines for the race itself. Such is Garretson's thoroughness and confidence in his work. The only problem was a broken exhaust manifold, changed in 13 minutes.

A "more reliable" 2.8-litre flat-six brought home another British driver to second place, Le Mans winner Derek Bell. Bell finished just over 12 laps behind Redman — Britain's most successful long distance driver who has won well over 15 endurance races, excepting paradoxically *the* classic, Le Mans — in a first time drive for company president Bob Akin. Akin, an experienced IMSA competitor himself, shared the driving with Bell along with Craig Siebert, a level-headed gentleman whose previous race experience was confined to Formula Ford.

A British one-two victory for a change! It could have been closer as well. During the long night Bell, Rahal and Rolf Stommelen — a member of last year's winning crew, and fastest in practice at 134.078 m.p.h. — all went sailing off on a fast left hand bend on the flat, boring infield part of the track. In the darkness the marshals had failed to spot a large oil slick. Rahal and Stommelen escaped damage to themselves and their charges. Bell was less fortunate. After swirling around in the dusty run-off area, the handling of the Coca-Cola backed 935 went off.

"It took ten laps to find out what was wrong," said Bell. "The car was going down the straights like a crab. We changed tyres, but still it was the same. Then we discovered that the under-tray had been peeled back down on one side. The wind was getting under it, so the car was pulling to one side. A pity. We were only two laps down before then."

The Redman Porsche in fact led for 19 of the 24 hours, the only interlopers being the similar cars of last year's winning partners Reinhold Joest and Valter Merl joined this time by Jochen Mass, and IMSA regulars Ted Field and Danny Ongais with Milt Minter, plus reigning IMSA Camel GT Champion John Fitzpatrick, partnered by Bob Wollek and Jim Busby. At the end of the first hour the smartly presented Joest car — used in last year's German Gp.5 Championship — headed the 935 of reigning Endurance Drivers Champion John Paul with son, Jnr, and Gordon Smiley.

Redman was third, the black Field/Ongais car next.

Soon after, Merl suffered a heart stopping spin on the 1,000 ft. curve, 31 degree banked West corner. A rear tyre blew at somewhere around 190 m.p.h., the explosion tearing off the suspension and sending the 935 into at least five 360 degree spins before coming to rest at the bottom of the banking, miraculously having failed to make contact with any other cars. In those few seconds Merl had been reduced to the role of helpless passenger.

Walsall native John Fitzpatrick was next to head the leader-board at the completion of another hour. Daytona had been a trying time for Fitz, winner of last year's Camel GT Championship, arguably the most talented regular driver in the series, and now having to run his own team. Last year he drove for Dick Barbour in a Sachs sponsored 935, an arrangement which was to have continued this year. However, in January Barbour announced his withdrawal and Fitz found himself "promoted" to the role of team manager.

It was an experience which, said the popular John, would put him in good stead for the time when he decides to retire. Then he will have his own mechanics and organisation around him to run a team his own way. He seemed to be coping well, despite a fire which destroyed the rear bodywork of the car and more seriously a wheel loss after the team had forgotten to fully tighten any wheels prior to the top ten qualifying session. Fitzpatrick still made third fastest with only ten minutes of qualifying remaining.

In the race the Sachs car's turn at the head of the field was not for long. The engine went off song, and was changed (under IMSA rules such work is allowed) but before midnight the final stroke came when a driveshaft broke sending Wollek sideways off the course.

The challenge was taken up by that man of few words, but pleasant character, Hawaiian Danny Ongais along with Field/Minter. The Beautifully presented Interscope team had qualified two cars, one second fastest, the other tenth. It was this latter "race" car which they chose to start after practice electrical problems had been resolved. After leading in the fifth hour, they were slowed by fuel injection malfunctions. Once rectified Ongais steadily made up ground on the lead Redman Porsche. Then at two in the morning the challenge came to an end. Ongais became involved in an incident with two of the seemingly endless number of objectionably noisy Mazda RX7s and ended up hitting the outside retaining wall on the East banked turn. The car was sideways across the track without lights, but somehow marshals managed to manhandle the remains out of harms way before any other cars made contact.

From this point onwards it was all Redman/Garretson/Rahal, particularly when the consistently fast 935 of Stommelen entered the pits with the rear body section well ablaze after a turbocharger had ignited.

As if by accident Porsche therefore started the World Endurance Championship with 20 manufacturers points, but the Italians also left sunny Florida with a similar tally. Lancia was basically the only team to come to Daytona with a firm commitment to the FISA Championship. Anything anyone else picked up along the way was pure bunce!

It was the reigning champions first visit to the banked track, and the Martini supported organisation sent two diminutive 1.4 litre turbocharged Montecarlos. One for F1 driver Riccardo Patrese with German Hans Heyer and veteran Henri Pescarolo, the other for Italian trio Michele Alboreto/Piercarlo Ghinzani and Beppe Gabbiani. Eddie Cheever and Andrea de Cesaris had originally been nominated but according to team boss Cesare Fiorio their respective Grand Prix teams were not happy about them driving and travelling a week before the South African *Formula Libre* event.

Both Lancias were basically unchanged from last season — ground effect rear bodywork has been tried and will be used at Mugello — and the 1.4 engines had been "detuned" to deliver around 380 b.h.p. With about 2.5 miles of straights and banked turns in the 3.84 mile endurance circuit, the Italians were hoping to gain on reliability and better fuel consumption. They were well aware that a 175 m.p.h. top speed was around 20 m.p.h. slower than the best Porsches, but new FISA regulations which restrict fuel tank capacity to 31.7 gallons would assist the Italians in reducing the deficit. The thirstier Porsches would have to stop every 55 minutes, the Lancias every 75.

But the odds were enormous, and in typical Italian style a last minute entry was made for a Jolly Club Montecarlo to be driven by Carlo Facetti/Martino Finotto/Emanaule Pirro. Facetti/Finotto had come to Daytona to drive a nerve tingling blood red Ferrari 308, a brand new car which had an amazing 840 b.h.p. available thanks to twin turbocharging of the 3-litre V8 engine. Quite a sight and noise. There were doubts as to whether the transmission could put up with such power, so it was decided that Facetti/Finotto and Pirro should also qualify a hastily prepared, spare, Lancia. It was a wise decision. The Ferrari lasted only four laps before pulling into the pits, apparently suffering "fuel system problems". It did set fastest lap of the entire race.

Veteran Facetti then joined colleagues Finotto/Pirro who were already at work in the third, Jolly Club Lancia. Surprise, surprise! They went on to be credited with fifth overall, and earn Lancia those 20 points. After a 2 hours 22 minutes halt to repair a broken valve spring, the works (Patrese) car was classified 18th, the sister car of Alboreto being wheeled away to the dead car park with piston failure at nearly one o'clock on Sunday morning following electrical problems and a change of turbocharger.

It was by no means a classic Endurance contest, but the Daytona 24 Hours did manage to encapsulate the gaps between racing in America and Europe. Different life styles, different philosophies and different worlds. — M.R.G.

Top Ten Qualifiers

1st :	R. Stommelen (Porsche 935 Turbo)	1 min. 43.104 sec. (134.078 m.p.h.)
2nd :	T. Field (Porsche 935 Turbo)	1 min. 44.424 sec. (132.383 m.p.h.)
3rd :	J. Fitzpatrick (Porsche 935 Turbo)	1 min. 44.735 sec. (131.99 mph)
4th :	J. Mess (Porsche 935 Turbo)	1 min. 46.135 sec. (130.249 m.p.h.)
5th :	H. Haywood (Porsche 935 Turbo)	1 min. 46.322 sec. (130.02 m.p.h.)
6th :	J. Paul Snr (Porsche 935 Turbo)	1 min. 46.889 sec. (129.33 m.p.h.)
7th :	C. Facetti (Ferrari 308 Turbo)	1 min. 46.914 sec. (129.30 m.p.h.)
8th :	D. Bell (Porsche 935 Turbo)	1 min. 47.503 sec. (128.591 m.p.h.)
9th :	G. Moretti (Porsche 935 Turbo)	1 min. 47.791 sec. (128.248 m.p.h.)
10th :	D. Whittington (Porsche 935 Turbo)	1 min. 48.898 sec. (126.944 m.p.h)

RESULTS
24 HOUR PEPSI CHALLENGE, DAYTONA INTERNATIONAL SPEEDWAY, JANUARY 31/FEBRUARY 1
Opening Round World Endurance Championship and IMSA Camel GT Championship

1st :	B. Redman/B. Rahal/B. Garretson (Porsche 935 Turbo)	708 laps (113.153 mph) 2,718.72 miles
2nd :	D. Bell/B. Akin/C. Siebert (Porsche 935 Turbo 2.8)	695 laps
3rd :	W. Koll/J. Kline/R. McFarlin (Porsche 911S)*	644 laps
4th :	F. Carney/D. Davenport/R. Johnson (Datsun 280ZX)	626 laps
5th :	C. Facetti/M. Finotto/E. Perro (Lancia Montecarlo Turbo)	609 laps
6th :	H. Stuck/A. Gebhardt/W. Brun (BMW M1 Coupé)†	608 laps
7th :	L. Muller/Ms K. Rude/P. Wilson (Mazda RX7)	606 laps
8th :	Jamsel/A. Barrientos/C. Bonzalez (Porsche 935 Turbo)	595 laps
9th :	R. Mandeville/A. Johnson/D. Febles (Mazda RX7)	595 laps
10th :	W. Bohren/J. Mullen/J. Kurt Roehrig (Mazda RX7)	589 laps

Fastest race lap: C. Facetti (Ferrari 308 Turbo), 1 min. 48.14 sec. (127.834 m.p.h.)
Fastest GTO lap: K. Miller (BMW M1 Coupé), 1 in. 56.33 sec. (118.834 m.p.h.)
Fastest GTU lap: L. Muller (Mazda RX7), 2 min. 05.54 sec. (110.116 m.p.h.).

69 starters, 27 finishers *GTU winner †GTO winner

Miniatures News

BECAUSE they are flattered that so many present-day radio-controlled model racing cars used in competitions are based on full-size Porsche cars, Porsche Cars (GB) Limited are sponsoring a series of model-car races to be organised by the British Radio Car Association. The cars are powered by 3½ c.c. engines and do up to 80 m.p.h. Many of them are based on the Porsche 936 and Porsche Can-Am cars. The race meetings will be held at Lilford Park near Peterborough on May 4th, at Tibshelf in Derbyshire on June 21st, at Lampton Park, Tyne-and-Wear on July 26th, and at Turbary Park, Bournemouth, on September 20th, using tarmac circuits of up to half-a-mile in length. The four rounds of the Porsche Sports GT Championship are also sponsored by four Porsche dealers.

There has been a dearth of car miniatures arriving for review recently but Richard Kohnstam Ltd. are importing the Tamiya kits, which include many F1 cars, the most recent being Williams and Ferrari cars. — W.B.



GARY OLIVER of Weymouth with his model Porsche 936 racing car.

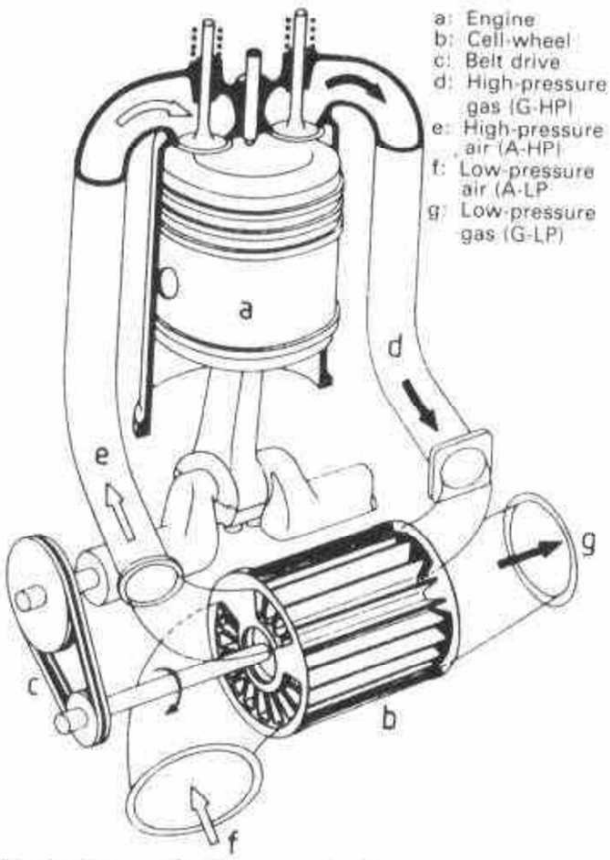
FORMULA ONE TREND OF DESIGN

Forced Induction

A DEVELOPMENT that has been slow in getting under way in Formula One is that of forced induction. Up to 1950 anyone who was really serious about Grand Prix racing built engines with forced induction, the basic system used almost universally being that of the positively-driven supercharger. Until 1938 it was accepted that all right-minded designers of racing engines would force the fuel/air mixture into the cylinders with some form of pump so there was no provision in Grand Prix rules for differentiating between supercharged engines and those that relied on atmospheric pressure to get the fuel/air mixture into the cylinders. The Grand Prix formula for 1938-40 (they lasted three years in those days) made arrangements to equate supercharged and unsupercharged engines, but the French were the only ones to show interest in the unsupercharged variant. It was considered that an engine of 4½-litres unsupercharged should be capable of producing equivalent power to 3-litres with supercharging. At the time this decision was made multi-stage supercharging had not been developed and a single supercharger had a natural limit of around 20 p.s.i. boost. By combining two superchargers in series it became possible to increase this figure considerably, and thus increase the engine's power output, even though a compromise had to be made on the overall size of the supercharger layout relative to the power needed to drive the installation. For the unsupercharged engine it was "no contest", they could not match the power output of the supercharged 3-litres.

After the cessation of racing from 1940 to 1945 activity restarted with whatever machinery was available and because Germany (Mercedes-Benz and Auto Union) had been knocked out of the running this left supercharged 1½-litre "voiturette" cars from Britain and Italy and unsupercharged 4½-litre cars from France. The Grand Prix formula drawn up for 1947 equated these two engine limitations and it seemed reasonable at the time. However, development in the unsupercharged field was very limited and the supercharged 1½-litre cars dominated the scene, the straight-eight-cylinder Alfa Romeo being particularly successful. By 1950 Enzo Ferrari's new firm was becoming very strong and under the leadership of Aurelio Lampredi a programme of unsupercharged engines was instituted. At the time the Alfa Romeo design was at the end of its development, some 380-400 b.h.p. being wrung out of the 1½-litres. The Ferrari 4½-litre V12-cylinder engine programme was meteoric and 400 b.h.p. was soon forthcoming and the Alfa Romeo had met its match. By 1951, to all intents and purposes, a racing engine of supercharged 1½-litres was the equivalent to unsupercharged 4½-litres .

This happy state of affairs did not last long, as Alfa Romeo withdrew and there was no-one to challenge Ferrari, so Grand Prix racing was for Formula 2 in 1952 and 1953. This category limited engines to 2-litres and superchargers were forbidden, the aim being to control the cost of racing. A new Grand Prix formula was drawn up for 1954-57 and this equated unsupercharged engines of 2½-litres with supercharged engines of ¾-litre, or 750 c.c. By this time great strides had been made with atmospheric induction and



A diagrammatic layout of the Brown Boveri Comprex pressure-wave supercharger.

carburetters, fuel injection and gas-flow, both in and out of the engine, had received a lot of development, while the supercharger and forced induction generally had stagnated since 1951. Consequently there was no encouragement for anyone to follow the supercharged 750 c.c. route. This formula was extended through 1958, 1959 and 1960, by which time all thoughts of supercharged racing engines were long forgotten, so much so that the new formula for 1961-65 did not even encompass the supercharger. In 1966 a new Formula came into being, with unsupercharged engines permitted up to 3-litres and supercharged 1½-litres were considered to be the equivalent. The unsupercharged route was now so firmly trodden that no-one gave a thought to supercharged 1½-litres and all sorts of technicians and engine designers proved in theory that a supercharged 1½-litre engine could not hope to match an unsupercharged 3-litre, such was the state of the art of atmospheric induction. With 400 b.h.p. available from 3-litres without the aid of forced induction, it seemed that the supercharger was indeed dead and buried.

Outside in the industrial world, where there were no formulae or rules, engine designers were working on a compressor driven by the exhaust gases, to provide forced induction (of air) for diesel engines, principally in the search for greater torque rather than greater power, and also to improve thermal efficiency with an eye to economy. The process of using exhaust gases to revolve a turbine, with an air compressor on the other end of the turbine rotor shaft, became known as turbo-charging and with fuel-injection available it was not difficult to adapt the diesel-engine's turbo-charger to a petrol engine. [I first saw an exhaust-driven turbine/compressor unit in about 1942 on a Pratt & Whitney radial aero engine. The Flying Fortress had four of them, two under each wing, each unit feeding its own engine with high pressure air.]

While Grand Prix racing was hide-bound with the unsupercharged 3-litre engine, almost every other form of motoring competition was experimenting with turbo-charging. Drag racing never did lose interest in the conventional supercharger and high supercharger pressures were the normal thing. The turbo-charger took over in American Indianapolis and similar track racing, in Can-Am racing and in long-distance endurance racing. While the world of Grand Prix were exploring the aero-dynamic field almost to the exclusion of engine development, Porsche, Renault, Lancia, BMW and Cosworth were pressing on with turbo-charging and searching for more and more horsepower for use in competition other than Formula One. Eventually Renault turned their attention to Grand Prix and Formula One with their turbo-charged 1½-litre V6-cylinder power unit. At first the "establishment" (especially those stuck with the Cosworth 3-litre and with no engine development facilities) laughed at Renault's suggestion that they could match the power output of an unsupercharged 3-litre engine with a 1½-litre, no matter how much forced induction was applied. When, two years later, Renault consistently produced more b.h.p. from their turbo-charged 1½-litre than any 3-litre engine there were cries of "unfair".

In the development of 520 b.h.p. from 1½-litres there were two major steps that Renault made. One was "inter-cooling" of the air charge before it went into the engine and the other was the use of two small turbo-chargers rather than one big one. While those people with their heads in the sand were screaming "unfair", others got on with the job of "joining them if you can't beat them" and the first to go the turbo-charged 1½-litre route was Ferrari, with Alfa Romeo not far behind.

At the time of writing Renault are still the only firm to have raced a turbo-charged 1½-litre in Formula One, but the forced induction Ferrari is about to start its racing programme. Alfa Romeo are planning the introduction of their turbo-charged 1½-litre V8 by mid-summer and already out on test are cars using turbo-charged BMW and Hart engines. After fifteen seasons of unsupercharged 3-litre engines, Formula One looks to be starting a new era of forced induction 1½-litres with 4-cylinder, 6-cylinder and 8-cylinder variants. Renault showed the way into Formula One after Porsche and BMW had started it all many years ago, and few people seem to have paid attention to Indianapolis. At long last Formula One has caught up with the times and we look to be in for an interesting future.

In America the Garrett AiResearch turbo-charger led the way in units small enough to apply to a racing car engine, while in Germany the firm of Eberspach were first in the field. This German firm changed hands and became KKK (Kuhnle, Kopp and Kausch) and development is proceeding apace with both American and German units. These are the orthodox system of using the exhaust gases to revolve a small turbine wheel, with an air compressor on the same shaft, this compressor feeding high pressure air into the engine, with petrol being injected into the air stream just before the inlet valves. This system can be accurately described as "forced induction by means of an exhaust-driven turbo-charging unit" or turbo-charged for short.

In Switzerland the Brown Boveri company have been developing a new form of forced induction by a system they describe as "pressure wave supercharging" with particular reference to commercial diesel engines. Their system is patented under the trade name "Comprex" and in recent years they have been applying it to small diesel engines for passenger cars. Ferrari are experimenting with a 'Comprex system on their 1½-litre V6 Formula One engine, with encouraging results. The Comprex system is

CIGARETTES CAN SERIOUSLY HARM YOUR HEALTH

THE SOUTH AFRICAN GRAND PRIX

A pointless exercise

Kyalami, Johannesburg, February 7th

NOTWITHSTANDING the lack of support from Ferrari, Renault, Alfa Romeo and Talbot Ligier, the Formula One Constructors Association entered a total of nineteen drivers for this year's South African Grand Prix at Kyalami, although whether FISA will ever formally regard it as the first round of the FIA World Championship is hard to say. With no Goodyear company to supply tyres, no FISA blessing and the absence of the aforementioned teams FOCA were nonetheless determined to put on a race and all the cars had to run on "production" Goodyear G50 hard compound tyres supplied for the occasion by Ecclestone's tyre distribution company. Several teams were worried that these tyres would overheat as they were designed with softer sidewalls than last year's Grand Prix tyres. The British F1 series for which they were designed last year had regulations which specified the cars to run without side skirts.

When practice began on the Thursday prior to the race, the battle took up where it left off in Montreal at the end of 1980, the Williams FW07Bs of Alan Jones and Carlos Reutemann facing a strong challenge from Nelson Piquet's Brabham BT49. There were three Williams machines at Kyalami, including the new number 10 for Reutemann, and they had all been modified to take the latest specification Cosworth DFV engine with its revised water and oil pumps. Consequently the water radiators had swapped sides, right to left, and the oil radiators had been moved similarly left to right. Jones was troubled during the first untimed session when his car's brand new engine proved reluctant to rev properly, so top gear was changed only for the World Champion to find it running up to 11,000 r.p.m. on the straight which was more than he would have liked. He also ran out of petrol on the circuit and then tried the spare car, finally ending up with the third quickest time of 1 min. 13.28 sec. for the starting grid.

Nelson Piquet emerged quickest of all, lapping in 1 min. 12.78 sec. on Thursday, looking as smooth and unruffled as usual. In fact most of the decent laps were recorded in that first session because on Friday there was only a "gap" in the clouds of twelve minutes or so before the heavens opened and practice was almost washed out. In any event, with only a single full set of wet weather tyres available for each car, few teams wanted to risk damaging this precious rubber in case it rained on the day of the race. That turned out to be a very prudent course of action!



THE FITTIPALDI team assembled in the pits at Kyalami prior to the race.

Reutemann qualified second on 1 min. 12.98 sec., splitting Piquet and Jones, but the Argentine driver spun off into the catch-fencing on Thursday afternoon at the very fast Sunset corner, slightly damaging FW07B/10 and shaking himself up enough to feel groggy for the rest of the day. In the battle for the privilege of being "best of the rest" behind these three established front runners, Finnish driver Keijo Rosberg came out on top with the new, revamped, and much lighter Fittipaldi F8C although he admitted that he couldn't make a direct comparison between this and the car he raced last year because they were running on such differrent rubber. But Rosberg was obviously delighted with his fourth quickest time of 1 min. 13.29 sec., thereby beating the Lotus team leader Elio de Angelis who took 81/3 round in 1 min. 13.47 sec.

Nigel Mansell, in the second Lotus, got to grips with Kyalami in promising style and lapped in 1 min. 14.36 sec., separated from his team-mate on the grid by Patrese's Arrows A3 and Zunino, who was drafted back into the Brabham team for the occasion to replace Hector Rebaque who was back home in Mexico suffering from hepatitis. Mansell felt that he could have gone even quicker but for a problem with one of his sets of tyres with which he lost about 700 r.p.m. in a straight line. By the time he came into the pits and changed onto a fresh set, the rain had started and any chance for improvement was lost. In the McLaren camp young Andrea de Cesaris was quicker than John Watson, but the Ulsterman had suffered a typically disappointing couple of days. Both were using M29Cs to 1980 specification, the rear suspension intended for the new John Barnard F1 car unable to be tested owing to the discrepancy in size between these "stop gap" Goodyears and the tyre dimensions specified under the new FISA regulations for this season. De Cesaris went off at the Esses on Thursday, so he took the spare car during the timed session, quickly having to share it with Watson when the fuel metering unit seized on the latter's race car. De Cesaris eventually managed a 1 min. 14.39 sec. best, but Watson couldn't get the car to handle to his liking and was near the back on 1 min. 15.25 sec.

Between the two McLarens were Jan Lammers, back in the ATS team with D4/04 on 1 min. 14.85 sec., Siegfried Stohr's Arrows A3 (1 min. 14.93 sec.), Eddie Cheever's Tyrrell 010 (1 min. 14.95 sec.) Serra's Fittipaldi and Surer's Ensign, both of which failed to break the 1 min. 15 sec. barrier. Cheever spent a great deal of time swapping round between his two machines 010/2-2 and 010/3-5, both of which were fitted with widely varying suspension set-ups, although the choice as to which he would use in the race itself was made for him when he spun the latter car across the main straight into the opposite guard rail leaving the pits during Saturday morning's pre-race warm-up session, his Tyrrell thrown sideways on a puddle at the side of the soaking track. In fact Cheever was fortunate to emerge from the car unhurt, having to leave one of his driving shoes trapped in the footwell as he made his escape!

In the second Tyrrell entry for this race was South African lady Desiré Wilson who made such a name for herself in the British national F1 series last season. Even the normally impassive Ken

continued overleaf

FORMULA 1 T of D — continued

directly driven supercharging, as distinct from exhaust-gas driven turbo-charging. Whereas in a turbo-charger layout the intake pressure is proportional to the speed of the turbine, which itself is dependent on the flow of exhaust gas, the Comprex supercharger is positively driven by the engine and the exhaust gases merely provide the pressure waves to compress the incoming air on its way to the inlet-manifold. With a pure turbo-charger layout there is an inevitable lag while the turbine/compressor unit gains speed once the throttles are open and exhaust gases are flowing. With the Comprex the pressure-changing unit is always running in unit with the engine so that there is no time-lag while the unit gathers speed. The functioning of the exhaust gas pressure waves within the supercharger unit is somewhat involved and requires a knowledge of gas-flow to fully understand, but in its simplest terms the Comprex has a revolving drum into one end of which fresh air is fed while high pressure exhaust gas is fed into the other end. The pressure waves of the exhaust gases compress the fresh air as it passes into the drum and out again at the same end, while the spent exhaust gases exit from the same end as they entered.

Already the Ferrari drivers are enthusiasts about the installation as it does not have the lag in response that the normal turbo-charger unit has, and therefore it is much easier to drive the car. Although the well-proven unsupercharged Cosworth DFV engine will continue to hold dominance the signs are that engine development in Formula One will take a dramatic step forward in the next year or two.

Teams who are set on a turbo or super-charged programme are Renault with their V6, Ferrari with his V6, Alfa Romeo with their V8, Toleman with the 4-cylinder Hart engine and Brabham with the 4-cylinder BMW engine. Matra are developing a turbo-charged 1½-litre engine for Talbot-Ligier, but as yet no details have been released. The immediate future looks interesting.

D.S.J

STARTING GRID

5
N. Piquet
(Brabham-Cosworth V8)
BT49/10
1 min. 12.78 secs.
67 (1 min. 13.89 secs.)

1
A. Jones
(Williams-Cosworth V8)
FW07B/9
1 min. 13.28 secs.
53 (1 min. 15.00 secs.)

11
E. de Angelis
(Lotus-Cosworth V8)
81/3
1 min. 13.47 secs.
59 (1 min. 14.73 secs.)

6
R. Zunino
(Brabham-Cosworth V8)
BT49B/7
1 min. 14.35 secs.
74 (1 min. 14.54 secs.)

8
A. de Cesaris
(McLaren-Cosworth V8)
M29/5C
1 min. 14.39 secs.
51 (1 min. 16.20 secs.)

30
S. Stohr
(Arrows-Cosworth V8)
A3/6
1 min. 14.93 secs.
(not recorded)

21
C. Serra
(Fittipaldi-Cosworth V8)
F8/2
1 min. 15.06 secs.
64 (1 min. 15.34 secs.)

7
J. Watson
(McLaren-Cosworth V8)
M29/4C
1 min. 15.25 secs.
70 (1 min. 15.44 secs.)

17
D. Daly
(March-Cosworth V8)
811/RM02†
1 min. 16.80 secs.
71 (1 min. 17.84 secs.)

18
E. Salazar
(March-Cosworth V8)
811/RM03†
no time
(not recorded)

2
C. Reutemann
(Williams-Cosworth V8)
FW07B/10
1 min. 12.98 secs.
72 (1 min. 13.61 secs.)

20
K. Rosberg
(Fittipaldi-Cosworth V8)
F8/C-3 †
1 min. 13.29 secs.
55 (1 min. 14.89 secs.)

29
R. Patrese
(Arrows-Cosworth V8)
A3/3 *
1 min. 14.07 secs.
69 (1 min. 15.19 secs.)

12
N. Mansell
(Lotus-Cosworth V8)
81/2
1 min. 14.38 secs.
73 (1 min. 14.67 secs.)

9
J. Lammers
(ATS-Cosworth V8)
D4/04
1 min. 14.85 secs.
(not recorded)

3
E. Cheever
(Tyrrell-Cosworth V8)
010/2-2
1 min. 14.95 secs.
60 (1 min. 16.20 secs.)

14
M. Surer
(Ensign-Cosworth V8)
MN15†
1 min. 15.18 secs.
57 (1 min. 16.14 secs.)

4
Mrs. D. Wilson
(Tyrrell-Cosworth V8)
010/1
1 min. 15.56 secs.
48 (1 min. 17.18 secs.)

33
G. Lees
(Theodore-Cosworth V8)
TR2 (DN12/1)
1 min. 17.08 secs.
(not recorded)

† New car
* Car renumbered

Times in brackets are fastest laps in race. Numbers in bold are lap on which it was recorded.
Note: Arrow head denotes first corner, not pole position.

Tyrrell grudgingly confessed that he was quite impressed with Mrs. Wilson's tenacity, although she got a good lecture after a couple of skirt-bending spins during practice. Her best lap was 1 min. 15.56 sec., quicker than both the Marches and Geoff Lees in the old Shadow DN12/1 which had been resurrected for the occasion and dubbed a Theodore!

The Marches were numbered 811/RM02 for Daly and RM03 for Salazar; the "RM" standing for RAM Racing's involvement in the project. Despite the enormous amount of work put in preparing them for Kyalami, the Marches were far from race-ready and their practice story was one long catalogue of gearbox troubles, brake problems, porous oil tanks and split fuel collectors which resulted in the entire petrol tanks being taken out of both cars for attention. In addition to that, the aerodynamic side pods seemed to be developing so much downforce that they were pulling themselves off the underside of the car! Daly was nevertheless quite enthusiastic about the "basic feel" of his new car while Salazar did his best, although he felt unwell, and was allowed to start at the back of the grid even though he hadn't managed to record a single complete lap time during the two qualification sessions owing to his multitude of mechanical problems. Geoff Lees was horrified that no work had been done to the Theodore Shadow since he last drove it at Ricard last year, and wished that he was away testing his Formula Two Ralt-Honda!

Although the rain was absolutely teeming down on Saturday morning all nineteen cars readied themselves for the pre-event warm-up in which Cheever had his accident and Jones had a spin which tore off a skirt. When it came to the start of the race the drivers were still faced with a gamble as to whether they should run on grooved rain tyres or dry weather slicks. The rain was still falling, but the sky had brightened a little and there was a feeling that things might dry out. In the event Piquet stayed on wets, Reutemann changed to slicks at the last moment, Jones kept to wets, de Angelis to slicks and Rosberg the same. It seemed like an outside chance for those on dry rubber, but that's the way they started.

After the usual parade lap the starting signal was given and Piquet rocketed away into an immediate lead, completing the opening lap several lengths ahead of de Angelis and Lammers, the ATS driver making a startling getaway from well back on the grid. Going into Crowthorne corner, at the end of the long start/finish straight, to start the second lap, Lammers (on rain tyres) tried to outbrake de Angelis, but the Lotus team leader wasn't impressed, pulled across on him and the two cars collided. The Italian's car continued without any apparent damage, but the little Dutch driver found himself swooping onto the loose "run off" almost out of control with a broken left steering arm and damaged left rear suspension. Fortunately, the remainder of the closely knit pack managed to avoid him and Lammers limped precariously back to the pits where repairs were effected.

De Angelis managed to keep his second position for four laps, although Piquet was romping away in the lead, but finally Watson forced his McLaren ahead of the Lotus and then Jones, who'd missed the change from first to second gear coming off the starting line, followed him through to take third. Mansell briefly held fourth before Daly came roaring through in the New March for his brief moment of glory. Meanwhile Reutemann and de Angelis slipped and slithered their way back out of the top six, taking things relatively carefully on their slick tyres. But it was obvious, even at this early stage, that the racing line was drying out and notwithstanding Piquet's tremendous progress, those who had opted for slicks had made the correct decision.

On lap seven Stohr survived a quick spin at Clubhouse after being tapped from behind by Lees' Shadow, the Italian coming back onto the circuit without stopping and almost collecting Cheever's Tyrrell in the process. On lap 17 Jones stopped for dry tyres, dropping from third to tenth, and then the World Champion blotted his copybook three laps later when he spun into the catch-fences on the outside of Clubhouse corner. Thinking there was no prospect of his continuing the race, Jones undid his belt and climbed out to assess the situation. He immediately found that the car was still driveable, so he climbed in and, with aid from the marshals, got it going again. He stopped immediately in the pits, both to have his harness refastened and for a damaged rear wing to be replaced, and then resumed lapping near the tail of the field.

As the circuit started drying out properly, both Reutemann and de Angelis were able to reassert their presences in the race. By lap 25 the order was Piquet, Watson, Zunino, Reutemann and two laps later the leader finally decided the time was right for him to stop for dry tyres. That gave Watson two glorious laps at the front of the field, but then he too stopped for dry tyres and Reutemann surged past into the lead.

From that point onwards the race's pattern was simple and straightforward. Although Piquet rushed back to consolidate second place from de Angelis, there was no way in which he could make up the extra ground to Reutemann, the Argentinian driving shrewdly and quickly enough to fend off any potential challenge. Thus, with the top three positions sorted out, barring unforeseen mechanical failure or accident, the remaining attention focussed on Rosberg's efforts to fend off Watson for fourth place. The Fittipaldi F8C's handling suddenly started to go awry and the Finn couldn't work out precisely what was wrong, although he suspected it was a puncture. In fact it was the metal exhaust pipe cover on the rear bodywork which had worked loose, blowing up to blank off part of the air stream to the rear wing. As it was right in the centre of the rear body section, Rosberg obviously couldn't see this in his mirrors, but his pit could see what was wrong and held out a signal saying "OK" and so he pressed on regardless. But Rosberg could feel his car oversteering more than he would have liked, so Watson caught right up with him in the last few laps, trying to pass on either side. On the last lap Watson pulled his McLaren alongside going into the Esses, but there was no way through and he had to settle for fifth place, a few lengths behind the Fittipaldi.

While Reutemann took the chequered flag Alan Jones was watching proceedings from the side lines, having retired his Williams with deteriorating handling due to skirt damage after 62 laps. Patrese's Arrows completed the top six while Cheever, Zunino, Serra, Mansell and Daly were also running at the finish, the last-named with a badly bent steering arm sustained when Cheever collided with him earlier on at the Jukskei kink. — A.H.

Results

THE SOUTH AFRICAN GRAND PRIX — Formula One — Non-Championship — 77 laps — Kyalami — 4.104 Kilometres — 316.0 Kilometres — Wet and Dry

1st	Carlos Reutemann (Williams FW07B 10)	1 hr. 44 min. 54.03 sec. — 180.74 k.p.h.
2nd	Nelson Piquet (Brabham BT49 10)	1 hr. 45 min. 14.17 sec.
3rd	Elio de Angelis (Lotus 81 3)	1 hr. 46 min. 00.27 sec.
4th	Keijo Rosberg (Fittipaldi F8 C-3)	1 lap behind
5th	John Watson (McLaren M29 4C)	1 lap behind
6th	Riccardo Patrese (Arrows A3 3)	1 lap behind
7th	Eddie Cheever (Tyrrell 010 2-2)	1 lap behind
8th	Ricardo Zunino (Brabham BT49B 7)	2 laps behind
9th	Chico Serra (Fittipaldi F8 2)	2 laps behind
10th	Nigel Mansell (Lotus 81 2)	3 laps behind
11th	Derek Daly (March 811 RM02)	3 laps behind

Fastest Lap: Carlos Reutemann (Williams FW07B 10) on lap 72, in 1 min. 13.61 sec. — 200.79 k.p.h.

Retirements: G. Lees (Theodore TR2 DN12 1) accident, on lap 12; S. Stohr (Arrows A3 2) engine failure, on lap 13; J. Lammers (ATS D4 04) brake trouble, on lap 18; E. Salazar (March 811 RM03) gearbox trouble, on lap 33; Mrs. D. Wilson (Tyrrell 010 1) spun off, on lap 52; A. de Cesaris (McLaren M29 5C) spun off, on lap 55; M. Surer (Ensign MN15) electrical trouble, on lap 59; A. Jones (Williams FW07B 9) driver withdrew, on lap 63

19 starters — 11 finishers

Letter from South Africa

Dear D.S.J.,

My initial reaction to being told that there would be a Formula One race at Kyalami for cars entered by members of the Formula One Constructors Association was to think "Brands Hatch is far enough to go for the Race of Champions, not South Africa". Then I thought again and realised, well, at least sometimes the Race of Champions had a Ferrari or two entered, even if it was withdrawn at the last moment, but the South African race never even had that benefit. Still, after all the rows and "argy-bargy" over the winter, it was good to climb aboard a British Airways (they just call it "British" now!) Boeing 747 and zoom off to see a motor race, even though I spent the twelve hour flight to Johannesburg wondering "what on earth is it all about?". There had been a rumour doing the rounds for a couple of weeks that Alfa Romeo would waver in their support for FISA and "break ranks" by sending a single V12 engined car for Giacomelli, but this never came to anything. I suspect this was a FOCA "morale booster" put into circulation to help their own members convince themselves that the points from the Kyalami race would count for the official championship. I'm certain they won't and even race winner Carlos Reutemann doesn't believe they will either!

I was just about to say "you recall that air of unreality at Jarama last year when there was another pirate race", but I've just remembered that you stayed away from that one as well. You miss all the excitement! Well, the atmosphere at Kyalami was just the same. It was a serious enough motor race as far as it went, but when you've become used to seeing Ferraris, Alfas, Renaults and Ligiers, to say nothing of drivers like Villeneuve, Pironi, Andretti, Giacomelli, Arnoux and Laffite, an event without them seems a little on the sparse side. FOCA trumpet that they can do without them, in fact Teddy Mayer's first remark to me when I saw him at the end of the race was "well, who needs Ferrari?". I'm afraid remarks like that just make me scratch my head and wonder whether he really believes it or is just saying it to try and convince himself. Max Mosley, as you'd expect, was banging much the same drum, responding to my inquiry "how can you have a proper Grand Prix without Ferrari?" with the reply "we have the first three drivers in the 1980 World Championship". I must say that was a pretty slick answer which shut me up for a few minutes, and, anyway, it's not really much good arguing; there's always an answer from the FOCA camp. Suffice to say I wasn't convinced, as I know *you* won't be and neither will most of MOTOR SPORT's readers. As our mutual journalistic friend Eoin Young remarked to me "if Max can't convince himself, then he hasn't got much chance of convincing us!"

As you well know, the biggest problem with FOCA is that they assume because you are not with them one hundred per cent, then you are automatically totally against them. In that connection I was very pleased to hear Ken Tyrrell, a person I know we both regularly disagree with, confide "you know, we can all see this isn't much of a race. But it's better than no race at all". I have to say that I agree with that point of view, and the drivers were certainly out to race hard in what turned out to be a very pleasant non-Championship event. It made good television as well, so I understand, although I bet Gilles Villeneuve and Mario Andretti were biting their fingernails back to the first joint if they were watching. They and their other absent colleagues are real racing drivers and the idea of a Formula One race taking place without them must have left them agonising with frustration.

I felt a bit sad when I first went into the Kyalami circuit this year. It looked run-down, tatty and all the rubbish from the previous weekend's motorcycle/car racing meeting was still strewn all over the place. As you know, the circuit's ownership passed last year from SAMRAC, who'd run the race for fifteen years or so, to an international consortium of businessmen who Max Mosley knew something about. Well, they obviously didn't make enough money out of their investment (which they were rightly entitled to do, being businessmen rather than enthusiasts) and now the circuit's ownership has passed to a South African company run by a young gentleman named Bobby Hartslief. I only hope that he has more success with the circuit and won't be too put-off Formula One racing by the size of the crowd, reputed to be only 35,000, who turned up on race day. In fairness, however, I should tell you that the weather was pretty awful all week and race morning dawned with torrential rain falling and little prospect of a let-up.

Despite the small crowd, FOCA seemed delighted with the whole affair because the race had been televised World-wide, with the notable and not unexpected exception of France! You remember you wrote a piece in MOTOR SPORT a couple of months back in which you said that Max Mosley had once told you that FOCA were not particularly interested in spectators, but that television was the most important thing. Well, that was pretty depressing in itself, but I found "active proof" of that theory at Kyalami which really made me sad. You know how frequently you and I, and many of our journalistic colleagues, have walked down through the long grass behind the paddock to spectate during practice at the Jukskei kink because that was a place where we could suck through our teeth as the fast lads came steaming down through the right hander at Barbecue bend at 150 m.p.h. and roared through the kink without lifting from the throttle. Well, that's all been spoilt. A large gantry (I won't call it a bridge, because it doesn't have any steps either side) has been built to accommodate a large "Marlboro" banner across the track. That means that when you sit in that open grandstand looking towards the exit of Barbecue, this wretched sign is right in your line of vision. It really has destroyed one of the best viewing places on the circuit — presumably in the interests of television exposure — with no steps it can hardly be explained away as easing access to the circuit! But something even more serious has resulted from the siting of this gantry. The marshals' post is still situated on the Jukskei side of the gantry, but the marshal now has to bend down low to see if any cars are coming round Barbecue before he can make a decision whether to put out a blue flag. It might have been logical from the sponsor's point of view to position the gantry there (as it may well have been to rename several of the circuit's corners after them!), but I can't see that it is logical from any other point of view. That sort of thing makes me mad!

Wandering down the pit lane was a most relaxed affair with about as many people present as one usually sees at a mid-week practice session. One very heartening aspect of the Kyalami weekend was to see how many "keen lads" had bobbed up in various Formula One cockpits, all enthusiastically awaiting their chance to test their skill against the established names in the game. Colin Chapman had given the second Lotus 81 to Midlands driver Nigel Mansell, who did a very reasonable job, Italian driver Siegfried Stohr (he really *is* Italian) had found sponsorship to buy a place in the Arrows team and "Chico" Serra replaced the retired Emerson Fittipaldi in the Brazilian's line-up. As you know, we've "put on record" E.F.'s retirement elsewhere in this month's MOTOR SPORT, but now I've seen him "pit bound", so to speak, it seems very strange indeed that he will not be racing any more. He admitted on the first day of practice that he had to fight an inner urge to climb into the cockpit and said it was most strange to see two Fittipaldi cars driving out onto the circuit and to realise that he wasn't in one of them! He reminded me that he had never *watched* a Formula One practice session in eleven years! But by the end of the weekend he was making good the "transformation" to team owner, enthusiastically bustling round looking after Serra and giving him a lot of help and advice. With Rosberg finishing the race fourth and Serra coming home ninth, the Fittipaldi team were more than content with their weekend's effort.

A lot of people who watched the race on television commented to me just how "po-faced" Frank Williams looked as Carlos Reutemann came up to take the chequered flag. That's interesting, because I had just finished reading an interview with Frank in another magazine in which he explained how he didn't encourage his team members to display great enthusiasm or emotion at the end of a race, preferring to maintain the "stiff upper-lip" British cool. I can only say that I was amazed and disappointed when I read this, because Frank is a person I've always regarded as a great enthusiast and when I recall the way in which he nearly fell out of his pit at Silverstone two years ago when he greeted dear old Clay Regazzoni as the Swiss notched up his team's first Grand Prix triumph, I can only say I find this attitude contrived and unreal. I must say that I like the way in which the Italians and French cheer and hug each other in a spontaneous outburst of emotion when one of their cars wins a race. Or perhaps Frank's disinterested expression at Kyalami reflected his inward knowledge that it *wasn't* a proper Grand Prix his car had just won. Frank Williams is a competitor in the truest sense of the word, wanting to beat the best in the World, as he has done successfully over the past two seasons. But he wasn't doing that at Kyalami.

On the new front there wasn't much to be seen with the exception of the new March 811s which have been designed by Robin Herd for John MacDonald's team to operate. They are neat and tidy ground effect single-seaters in the current idiom, and although they were fitted with sliding side skirts Robin Herd admits that he's "well down the road" considering various ways of adapting them to run without skirts. The drivers were former Tyrrell man Derek Daly and Chilean Eliseo Salazar, who was just recovering from a nasty bout of typhus and not really feeling up to the job of driving a Formula One race. But the RAM team managed to get two cars to the starting line, even though they were working so late at the circuit on the nights following the practice sessions, rectifying teething troubles, that they found themselves locked in and had to "break out" of the track in order to get back to their hotel!

You had better pack your bags to come to Long Beach, whether it's a FISA race, a FOCA race, or both or you will forget what a racing engine sounds like!

Yours

A.H.

RALLY REVIEW

Monte-Carlo Rally

THEY say that the most ferocious animal in all Africa is neither cat nor ape but the friendly-looking little honey badger who will often take on enemies many times its strength and weight and usually come off best. Just as size has no bearing on fighting spirit in the animal world, so the same may be said of motor cars when pitted against each other in competition.

Large overall dimensions are more often disadvantageous than otherwise, and a half-ton car powered by 100 bhp is far more agile than a one-ton car with 200 bhp available even though the power/weight ratios are identical.

A company to make full use of this is Regie Renault, which has not really had a competitive rally car for some years. In the sixties it was really Svenska Renault which carried the flag when people like Damberg drove R8s, whilst much later one could not really call the R17 competitive even though it did win the USA's Press on Regardless Rally in the mid-seventies.

The great victories achieved by Automobiles Alpine with their plastic-bodied A110 seemed almost to embarrass Renault, and when that relatively small manufacturer in Dieppe was swallowed up by Renault little time was wasted before rallying with the A110 was stopped and the name Alpine gradually faded out in favour of Renault.

After the Renault 5 showed potential — taking second place in Monte-Carlo two years ago — they took what was the smallest car in their range, packed into it a powerful, turbocharged engine and redesigned the entire transmission layout by converting from front-engine/front-drive to mid-engine/rear-drive, producing a diminutive but potent rally winner in the Renault 5 Turbo.

The Renault 5 is a common enough sight in High Streets, whether French or otherwise, but the turbocharged version is by no means a vehicle for versatile, everyday transport. It is about as practical a road car as a farm tractor since it can carry two people and very little else. Indeed, its resemblance to the showroom counterparts which its exploits are expected to sell is far less than that of the most powerful works Escort to a modern Popular, for at least Ford kept their engines and driven wheels in their original places.

Whether we like the philosophy behind the marketing technique which sells X in the same wrapping as the much more successful Y is neither here nor there. Provided homologation requirements are satisfied, the rules allow it, and one cannot blame Renault one bit for making full use of this. Purpose-built competition winners are by no means new, but at least Renault used a mass-produced body as a base, unlike Lancia which won rally after rally with the Stratos, a car which was hardly seen on the road at all.

The initial outings of the R5 Turbo gave more than just hints that here was something with great potential, and even before January's Monte-Carlo Rally began few people would have laid bets against its chances of winning. Those bets would have been lost, for Jean Ragnotti and Jean-Marc Andrié were outright winners of the rally in one of two such cars entered by Renault Sport, nearly three minutes ahead of the factory Talbot Sunbeam Lotus of Guy Frequelin and Jean Todt.

But it was certainly no easy, straightforward win, for others had led earlier in the event, and it was by default that the Renault got in front. However, we would be the last to belittle Ragnotti's performance. He is a fine driver indeed, a film stunt driver by profession and a man of unquestionable tenacity and skill. And after all, to win you must stay on the road.

First leader of the rally was Hannu Mikkola, and he was in a car even younger than the R5 Turbo, the Audi Quattro.

Since it was unveiled to the public at Geneva last year everyone had been waiting for its first rally appearance. Four-wheel-drive had been tried before in competition but without success save for wins by homologated Jeep Wagoneers in the USA. This, however, with lockable differentials in the rear axle and between the axles, was supposed to be something quite different, particularly as it was a relatively small car with turbocharged, 2.14 litre, five-cylinder engine.

There had been many test sessions with the car, of course, and an occasional appearance such as that late last year when Mikkola drove one as a course car ahead of Portugal's Algarve Rally. What is more, Franz Wittman drove one in Austria's Jänner Rally just before Monte-Carlo and won comfortably.

It should be explained that although the Quattro is not merely a variant of another model but a new car designed as a complete entity, it owes its origin to the German Army. Volkswagen was asked by the government to produce a four-wheel-drive military vehicle which was light, fast and could go anywhere, and since by that time — in the mid-seventies — Volkswagen had already joined in the big merger of 1969 which gave rise to Audi NSU Auto Union AG, the brief to design and build the vehicle was given to Audi at Ingolstadt.

What emerged was not only the Volkswagen Iltis, now in service with the German Army, but more important, the germ of an idea in the head of Walter Treser, a senior engineer on the project and now the company's competitions manager. He put the Iltis transmission into an Audi 80 and, without telling him what it was, inveigled the company chairman into driving it up a wet, grassy slope. The chairman was so impressed that the go-ahead was given to build the car, although with the new body design of course.

Thus the Quattro was born, and when Mikkola built up a lead of nearly six minutes in as many special stages in the opening leg of the Monte-Carlo Rally, observers could talk of nothing else. The traction and stability of the Quattro on snow, slush and ice were quite amazing, although people had doubts as to its performance on dry tarmac. Many of the stages on which Mikkola made best time had mixed surfaces, but one can't really tell whether the gain on the snow was enough to compensate for loss on tarmac, or whether there was gain on both surfaces.

Unfortunately, Mikkola hit a bridge parapet very early in the second leg of the rally and caused all manner of damage which took a long time to repair in short sessions as the car progressed through the event. Its times then were much greater of course, and comparisons were possible. In the final leg, complete brake failure caused another crash which this time put the car out altogether.

There had been a second Quattro in the rally, driven by French girl Michèle Mouton, but very soon after the Paris start the engine succumbed to contaminated petrol and needed a tow to get it to a place where the fuel system could be flushed out. Much time was lost, but it was the tow which prevented it continuing. The car had been made fit again, but Audi's team manager felt rightly that it would be pointless going on only to be disqualified on arrival at Monaco.

When Mikkola dropped back, it was Jean-Luc Thérier in a privately entered Porsche 911SC who went into the lead, and he kept this right through the main leg of the rally to start the final leg with a lead of more than three minutes over Ragnotti's Renault.

Alas, one of the unsporting failings of the Monte-Carlo-Rally, though by no means the fault of the organisers, caused him to spin into rocks and barriers, bouncing from one to the other on the descent of the Col du Turini. Spectators had shovelled snow on to the otherwise snow-free road, and spread it around all over the braking area between two corners. Having advance knowledge from "ice-note crews" running ahead of the rally — now a vital part of any team's operation — that the road was practically dry, Thérier was not expecting the snow and when he hit it he slithered straight off into the rocks and narrowly missed going over a sheer drop into a river.

Although the summit of the Turini, and many other crowd-attracting spots are always well policed, the gendarmes can't be everywhere and it is a sad fact that stupidly dangerous acts like this frequently crop up to mar the event. Behind Ragnotti, Frequelin made a desperate effort to catch up but the advantage of the Renault over the Talbot was just too much and he had to be content with second place, ahead of the two very reliable Opel Ascona 400s driven by Jochi Kleint and Anders Kulläng.

It's obviously much too early to consider positions in the World Championship, especially as Renault Sport has no intention to tackle the series as a whole. However, Talbot plans to enter cars in the European rounds of the series, whilst Opel intends going further afield, so perhaps these two makes, with Frequelin and Kleint, should be considered as having the greatest advantage. There is also Audi, of course, and the Quattro could well become the cat among the pigeons. — G.P.

RESULTS

1st	J. Ragnotti/J-M. André (Renault 5 Turbo) (4)	9h. 55m. 55s.
2nd	G. Frequelin/J. Todt (Talbot Sunbeam Lotus) (2)	9h. 58m. 49s.
3rd	J. Kleint/G. Wanger (Opel Ascona 400) (4)	10h. 02m. 54s.
4th	A. Kulläng/B. Berglund (Opel Ascona 400) (4)	10h. 08m. 44s.
5th	H. Toivonen/F. Gallagher (Talbot Sunbeam Lotus) (2)	10h. 11m. 42s.
6th	B. Darniche/A. Mahe (Lancia Stratos) (4)	10h. 13m. 02s.
7th	M. Alén/I. Kivimäki (Fiat 131 Abarth) (4)	10h. 14m. 07s.
8th	B. Waldegård/H. Thorszelius (Ford Escort RS) (4)	10h. 21m. 52s.
9th	J. Almeras/"Tilber" (Porsche SC) (4)	10h. 33m. 38s.
10th	A. Coppier/J. Laloz (Renault 5 Turbo) (4)	10h. 37m. 25s.

263 starters, 133 finishers.
83 completed full distance.

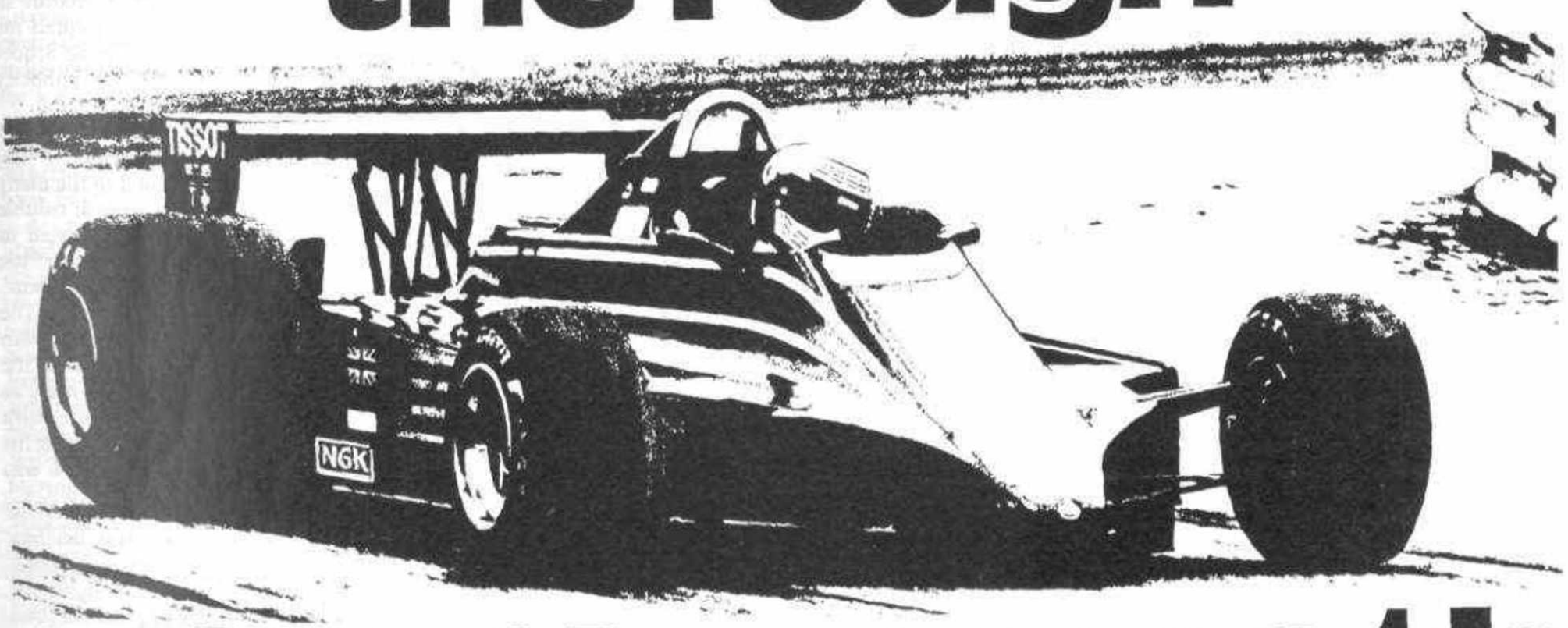


MONTE TAILPIECE — Bernard Darniche and the Lancia Stratos which finished sixth overall, some seventeen minutes behind the winners.

NGK. Takes



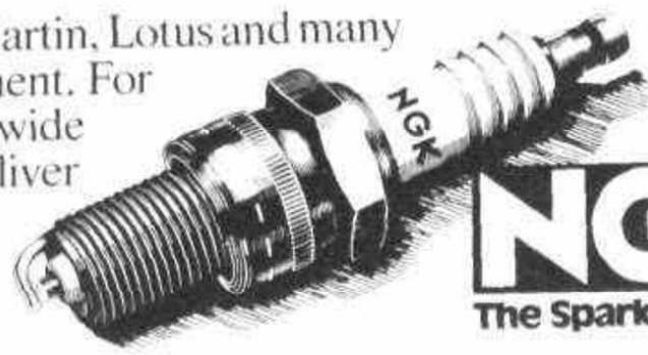
the rough



with the smooth

From the rough and tumble extremes of terrain and conditions in the African Safari to the relentless maximum speed circuitry of formula one racing—you'll find NGK plugs firing the winning cars.

It's no coincidence that makers like Aston Martin, Lotus and many others insist on fitting NGK plugs as original equipment. For whatever demands are made of them, NGK's super wide heat range, clean burning, copper core plugs will deliver unfailingly, mile after mile. Giving optimum performance to any engine—whether it's a world champion's or yours!



NGK
The Spark of Genius

AIR

Some Random Reflections on the 1920s

I WAS fascinated to read, in your September issue, the "Memories of the Austin Whippet", as I cut my internal combustion teeth on the Anzani engine fitted to the aircraft mentioned, some years before the machine came into the possession of Air-Commodore Pearson. My own air-baptism occurred when the Headmaster of our North London school took us to Hendon in June 1912 to see the first "Aerial Derby". From the top of an old LGOC B-type 'bus we looked down on the diminutive aircraft in the field beyond the railway lines below Greyhound Hill, at the top of which our 'bus was parked. We did not see many aircraft flying near us but, having bought a copy of *Flight*, priced at one penny, we learnt to distinguish between monoplanes, biplanes, tractors and pushers. For my part I was "hooked" and for the next fifty years was an avid reader of *Flight* and *The Aeroplane*. Alas, C. G. Grey and his version of *The Aeroplane* are no longer with us.

This first "Derby" was won by the then little-known T. O. M. Sopwith. His win was not without incident as, although first past the winning line, he was disqualified as it was thought he had not rounded the turning points correctly. He lodged a protest and after a lengthy enquiry by the Royal Aero Club officials was adjudged to have flown the course correctly. Flying a Bleriot monoplane with 70 h.p. Gnome rotary engine his speed for the 81-mile circuit round London worked out at 58.5 m.p.h.

Personally, by 1917 I was "in the thick of it" — as a shop boy in a furniture-factory building Avro 504 wings. My particular job was to get up at some unearthly hour and light the fires for heating the glue pots, so that when my "comrades" arrived, an hour later, all was ready for the day's work. My duties also took in those of the tea boy, which necessitated carrying tea cans on a long broom handle to and from the coffee shops outside the works, there being no such things as works canteens or "breaks" in those days. For these humble duties, and providing I had not upset any of my mates, they usually made a "whip round for the boy" and this generally far exceeded my actual wage. Socialism was very popular and we had a Welshman who led the assembly shop in singing "The Red Flag". For my part I hadn't a clue of what it was all about but not wishing to be unpopular, and liking the tune, I used to join in lustily. Unfortunately I crossed the path of the work's foreman one day while in full song, and got a hearty clip on the ear. After this I was careful where I sang; but I still like the tune! It may, or may not, surprise the present generation to know that we had strikes and stoppages in those days when our efforts on the Western Front and elsewhere were at a pretty low level. Nothing, it seems, ever changes.

With the Armistice, jobs in the aircraft world were few and far between and, much to my horror, I found myself as a junior clerk in a Savile Row Solicitor's office. Just around the corner in Clifford Street was the Royal Aero Club and although not a member I met, or should I say passed, most of the well-known flying personalities of the day, in the street.



The Austin Whippet G-EAPF and the Whithead-built Sopwith Pup G-EBAZ at the old Airco works, Hendon, in 1923, the year in which our contributor took delivery of the Pup. It first flew in 1918. [Photo by P. T. Capon

By the end of 1922 I had accumulated sufficient cash to be interested in an advertisement which promised to teach me to fly for £75 "all in". Having been shown an Avro 504K in a field at Kingsbury, with an assurance that the Flying School was moving to Hendon aerodrome within a few days, I invested £5 as a deposit. Unfortunately several other hopefuls had fallen for the same patter and when sufficient mugs and cash had been found our would-be instructor disappeared (a year or two later he reappeared at Bow Street and "got" eight months in the "Second Division").

A "fiver" in those days was a fortune and several of us combined in a hunt to find the miscreant who had diddled us. One of my own enquiries led me to a Mews off the Edgware Road, near Marble Arch, and here I encountered a Captain C. P. B. Ogilvie. His name has often occurred in aviation fringe-events, starting in the early 'twenties. As an Irishman he had all the fascinating attributes of his race. He always sported highly-polished cavalry boots and cord breeches, a somewhat horsey jacket, cap and, in general, was a most amusing character. He claimed that he was an ex RFC/RAF pilot with many hours flying over the Western Front. Others have told me that he was no pilot but, quite recently, someone said that they had seen his name in the Royal Aero Club's records of Pilots' certificates. When we met he assured me that he had nothing to do with the Flying School fiddle, beyond lending the Avro for publicity purposes.

His real trade was as an electrician and he earned, I think, his bread-and-butter by employing a youth who went around to the many large town houses whenever they were in trouble with bulbs or fuses. His headquarters were in Polygon Mews, originally built to house the horses and carriages of the local wealthy but now, in the 'twenties, mostly used as garages. The Mews consisted of a narrow cobbled roadway with vehicle accommodation on each side. Over the garage space was a small flat and it was here, in 1923, that I made my first acquaintance with Chris Ogilvie. I had little difficulty in locating his premises as the tail-end of an Avro 504 was



C. P. Ogilvie, left, and H. Sykes at Stag Lane aerodrome in 1923 with the Austin Whippet G-EAPF. [Photo by P. T. Capon

protruding well into the roadway. I was captivated by Ogilvie's charm, and the wealth of aircraft material he appeared to have. Aside from his electrician's business he traded in whatever aircraft or materials he could acquire, as he said, at the right price.

He had acquired what was left of the British Aerial Transport Company's aircraft after they had gone into liquidation. These machines included two BAT FK26 cabin aircraft and two BAT FK23 Bantam single-seat fighters. I think he also had the Nieuport Nighthawk used by the Nieuport and General Aircraft Co., and used by them for demonstrations and racing before they, in turn, also went into liquidation. Again, when the Austin Motor Co. despaired of getting into the post-war Civil Aviation market he bought their Whippet G-EAPF and Kestrel G-EATR. Originally these machines had been stored in the Grahame-White hangars at Hendon but were later moved into a canvas hangar on de Havilland's recently acquired aerodrome at Stag Lane. As D.H.'s own business developed, Ogilvie's machines were pushed out into the open. When Sir Sefton Brancker, Director of Civil Aviation, flew in on a visit he told D.H. that the machines "made the place look untidy" and Captain (later Sir), Geoffrey de Havilland, despite a sympathetic understanding, gave instructions that the machines must be moved.

Fortunately, part of the old Aircraft Manufacturing Co's works, which had built the de Havilland war-type aeroplanes before going into liquidation, was available just down the Edgware Road at the Hyde. The part vacant had been taken over by an indoor tennis club but the space unsuited for actual courts was let to Ogilvie for a nominal sum. Those who own Jaguar cars and take them to Henly's Hendon servicing depot, should appreciate the hallowed atmosphere wherein the famous de Havilland aircraft of WW1 were built!

At the time of my meeting Ogilvie "Mr. Soames", my Savile Row employer, had, with my complete concurrence, decided I was not the type of which Solicitors were made and so, as a self-employed model maker producing scale-model aircraft for the 1924 Wembley Empite Exhibition, I had time to foster my association with Ogilvie and his aviation activities. When the move to the Hyde was made most the aeroplanes already mentioned had been sold, leaving only the Whippet, Kestrel, and a couple of Avro 504s. However, there were many wings and tail surfaces, for many types, available. As liquidation stocks were now non-existent Ogilvie was finding his best market was for aero-engines and, of course, Avro 504 spares for the joy-riding concerns, then much in evidence. I have never known why people came to him for such things with the Aircraft Disposal Company around and anxious to get rid of all Government surplus.

There was a constant stream of well-known pilots to the Mews, all wanting odds and ends for their cars or aeroplanes and I well remember the visits of Colonel G. L. P. Henderson, a well known fighter pilot. [He ran the Brooklands Flying School, prior to 1928 — Ed.] He usually arrived in a highly-polished aluminium open four-seater car into which he had fitted a Rolls-Royce Falcon aero engine. He regarded this as a "town car" as it was complete with mudguards, lights, running boards — and an almighty exhaust note. However, he usually left the engine "ticking over", as he said that it was a b..... to start.

Of Ogilvie's aeroplanes at this period, the only airworthy machine was the Whippet. When someone showed interest in its purchase it was towed, behind his open Ford-T truck, up the road from the Airco works to Stag Lane where, by arrangement with de Havilland's, he was allowed to fly the aircraft. In addition to the open truck he also had another Ford-T with two-seater "racing" body. Both Fords were, of course, painted bright Irish green. I never saw Ogilvie pilot an aeroplane but, when this was necessary, he usually arranged for a friend, Jim Phillips, to be on hand. However, Herbert Sykes sometimes flew the machine.

Eventually, Ogilvie talked me into buying a single-seater Sopwith Pup. As he pointed out "the Pup is a wonderfully easy machine to fly and once you have learnt you will have your own machine for flying around. And, after all, all the early pilots taught themselves to fly". As mentioned, Ogilvie had charm and for the princely sum of £25 I acquired Pup G-EBAZ from Herbert Sykes. Sykes, during the war, had been chief test-pilot with the Whitehead Aircraft Company of Richmond and Feltham, which had built Pups under licence. With the Armistice, and Whitehead's closure, Sykes bought a pub and became "mine host" at a hostelry in Erith. He used the Pup to fly around Woolwich and district and dropped leaflets which invited the finder to "Come and sup with Psyche at the White Hart, High Street, Erith". Eventually he tired of these activities due, I understand, to police interest in his low flying and so he told Ogilvie that he wished to get rid of the machine. After I had bought it he flew it from Erith and landed on the small field at the back of the Airco works, where it now joined company with Ogilvie's collection. This delivery flight was made on May 13th, 1923, but subsequent events with this machine are, as they say, "another story".

On one occasion Ogilvie had business with someone at Brooklands and asked if I was free to go with him. I jumped at the opportunity as although I knew it well by reputation I had never been there, it being well outside the radius of action of my push bike from North London. Ogilvie appeared to know many of the locals, having supplied bits and pieces for their cars, motorcycles or aeroplanes. He introduced me to L. C. G. M. le Champion who, at that moment, was having trouble with water leakage from a very large engine fitted to a very large car. As he was about to test the car on the Track he asked if I would like a ride. Thus I had my one and only "dice" round this famous old racing circuit. Actually, I don't think we went very fast as, if I remember, the cylinder jackets soon started to leak again, but I still remember the sheer exhilaration of being windswept on the famous Track, in a real racing car and driven by a well-known racing driver. I think le Champion was either the British agent for, or actually used, Continental tyres, as he gave me one of their 1924 diaries and I still have this. Friends have since told me that the car was probably his Isotta-Maybach. [I would think both quite possible — Ed.]

Until my meeting with Ogilvie I had never played with anything more mechanical than a bicycle but he soon had me washing down the Anzani, changing plugs, setting contact-points and cleaning filters.

However, in September 1924 I became "respectable" by joining the small staff in de Havilland's Stag Lane drawing-office, then located in an old wooden army hut and, with fixed hours of employment, I saw less of Ogilvie. When the indoor tennis club went phut he rented one of the old original wooden hangars on the Hendon 'drome. Here he stored the Sopwith Scooter monoplane, which had been bought by a theatre entrepreneur who proposed to use it at theatre garden parties and other publicity purposes. In spite of the fact that the machine had, more or less, been flown exclusively by Sopwith's famous test-pilot Harry Hawker, for aerobatics, test flying and demonstrations, the Civil Aviation authorities would not now renew the certificate-of-airworthiness until certain of the flying wires were duplicated. Ogilvie, having in mind my new design-office status, enquired if I could produce drawings and parts which he would fit to the aircraft. Until my arrival in the DH drawing office their lowest form of life had been their first premium apprentice but, with my arrival, "Bish" became upgraded and I took over his odds-and-ends role and we became friends. With an opportunity to do a spot of original design, and earn a few bob on the Scooter project, I consulted with my side-kick and we undertook the commission. I think we consulted every senior in the office but stopped short at consulting "the

continued overleaf



Capt. Muir of Surrey Flying Services, talking to Ogilvie at Croydon, with the latter's Model-T Ford in the foreground.

[Photo by P. T. Capon

The Wartime Diaries of an RFC Officer

(continued from the February issue)

HAVING resumed flying duties, X, as we know this RFC Officer, had a busy day at the Aerodrome at London Colney in July 1918 before dining there preparatory to going to the Hanbury's dance in London, for Arthur Upton, which X attended with his friend Gerald. He got up "feeling very boiled", to do more odd jobs about the Aerodrome. On August 1st the week-end was occupied at Newmarket, to which his Rolls-Royce was driven; it "ran magnificently". However, having gone to the Aerodrome (Thetford?) on the Sunday morning with Rick Keller, the run back to town with his fiancée was nearly a disaster, as ". . . one of the back wheels came off and nearly had a bad spill". However, they made Claridges almost on schedule. Thereafter there was much work to do on the Aerodrome. X was able to get a tin of petrol from Cummings that enabled the Renault to be towed back to Moss Bros., after which Rowson started off for Leamington in the Mercedes to collect the touring body off the racing Austin.

Meanwhile Keller's Crossley came round, driven by Parker, and X took it to Barker's, before using it to go to the Dog's Home and on to London Colney, bringing the Coupe de *L'Auto* racing Sunbeam back to London from the Aerodrome in the evening. The racing Sunbeam was later sold to Keller for £50 and his Crossley.

At London Colney, Lines reported that Rowson had arrived there with the Mercedes and that work had started on the Rolls-Royce, the start perhaps of X's post-Armistice motor business. But it was still August 1918, and we find X sending the newly-acquired Crossley, which was a Shelsley model, to the Mercedes Company in London. He tested a Brown chassis at Moss Bros. (this was presumably the London-made car, also known as the Albruna, one of which I found near Reading during WW2), bought a fox-terrier, and went down to London Colney on this hot Saturday in the Rolls, lunching in the Staff room and then "messing about the sheds". He also put in half-an-hour's flying in a DH6 (No. 2650), sharing it with Lt. Milne and he "gave Willie Eyre a straight across the Aerodrome", before driving back to town to dine at the Hyde Park Hotel.

Arriving at London Colney a few days later X learned that Keller had been killed. The next day he drove to the Aerodrome in the Mercedes and was busy "fixing up poor Keller's personal effects". In the evening he met Count Zborowski at the Park Garage. The Rolls-Royce was then in commission again for a run to Portsmouth, the party lunching *en route* at Cobham, as X was attending a dance at the Pier Hotel at Seaview, Ryde. On the Sunday the Rolls met the boat and it was back to London, to dine at the Hyde Park Grill. Not all X's wartime motoring went so smoothly. On the Monday following his seaside visit he went down to the Aerodrome for Keller's funeral — ". . .a very impressive funeral, with full Military honours" — and then up to the De la Rue's "and handed over all his personal effects to his people". After lunch at the Aerodrome X drove back to town with Leonard Geach (the post-war Sunbeam driver?) and from there took Col. Shelmerdine down to Billericay in Essex for dinner, but starting back X ran out of petrol and had to walk three miles into Romford for a can, getting home at 5 in the morning, "dead beat".

The social round included lunching with Charles Jarrott at the Savoy, meeting Martin, the London Colney Adjutant in the "Red Lion" at Radlett and driving him to London, and going in the Rolls with Lines to Lymington, *via* Romsey for lunch, to get to a fancy-dress ball at Seaview, from Yarmouth, with a bathing party the next day lunching at the "Crab & Lobster" at Bembridge. A Swift was sold for £40. The Rolls was used for a "lovely run" back to London, where X got the Fiat out, from the Mercedes Company, for Lines to work on, after a list of all that was wrong with it had been sent to Dewis. It was soon fit to drive from Newmarket to London Colney, where X contrived for Lines to take the Sizaire he had bought in the former town for £40, from Crisswell's Garage, to the Aerodrome for sale to a Lt. Dyson.

There was much swopping about of cars, Stuart de la Rue's Straker Squire tourer being borrowed while the Fiat was still in dock, X changing it for the Rolls while Lines returned the Straker and brought back the Fiat. X would attend Mess meetings and a court martial in his capacity of Flight Commander, and at home he held "the very dickens of a dinner party and dance and got the Prince's band round", the guests including Chas. Jarrott. X was able to borrow a Crossley from the Air Board to take his luggage, when he drove with his girl-friend down to London Colney. The Rolls was about to be sold to Croall for £860, through Cummings, so X had obtained an Austin landaulette. Skipping the unending social whirl, during which X lectured his pupils on discipline after dinner one evening, we find him paying Moss & Sons £117 for doing up the Renault and on September 16th, 1918 starting work officially in No. 1 Group, RAF.

The new post involved reporting to Col. Shelmerdine in London and getting his new office ready but did not stop X from lunching with the Colonel at the Bachelor's Club and after dropping

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RANDOM RECOLLECTIONS — continued

Captain" himself. Eventually our scheme was approved, the parts were made at Stag Lane, and a new C of A granted. I have often wondered if my friend of those days remembered these early beginnings, and which took him on to becoming the firm's Chief Designer, with the wonderful DH Mosquito etc. to his credit.

Reverting back to the Scooter, this machine started life as a Sopwith Camel. The airframe and engine were "acquired" by Hawker and the Parasol wing designed for him by friends in the Sopwith DO. He used it as a hack, with Service markings, from July 1918 but after the war it received the temporary civil marking K-135, later replaced by the new registration G-EACZ. Unfortunately, Hawker was killed, in July 1921, while testing his entry for the 1921 "Aerial Derby". After his death the Scooter was stored, but eventually sold and flown by the well-known Brooklands character Dudley Watt, generally known, I think, as "Dangerous Dan".

After our Scooter dealings I lost touch with Ogilvie but undoubtedly the Whippet was sold, as I remember it being flown as a private run-about by F. O. Soden. I think he was posted to India and the machine was then, possibly, acquired by Air-Commodore Pearson.

In passing, if Ogilvie had run his aircraft acitivities on a more rational basis it is possible that he may have made a fortune, as R. J. Coley, of Kingston-upon-Thames scrap fame, started around the same time. Like Ogilvie, he bought up any surplus aircraft or material available and when he died, a few years back, it is said that he left a fortune well in excess of several aircraft pioneers put together! Ogilvie seems to have reappeared, in the thirties, with premises in Willesden and then had some Bristol F.2b Fighters in his possession. Later, one hears of him at the Primrose Garage, Radlett but still with his RFC Jacket and Wings as a treasured possession. It is thought that he died in the 'fifties. He has his little niche in aviation history as whenever the Shuttleworth Sopwith Pup is mentioned, it is usually recalled that it was converted, by Shuttleworth's, from a Sopwith Dove "obtained from C. P. B. Ogilvie of Watford".

In January 1927 I preceded Air-Commodore Pearson's move to the Southampton area when, with little work at Stag Lane, I joined the design-staff of A. V. Roe & Co., at their Hamble experimental works. Thus, again, many of Mr. Pearson's memories find echoes in my own thoughts, and photo album.

Like Air-Commodore Pearson, I also took my Royal Aero Club certificate with the Hampshire Aeroplane Club, going solo in October 1929, my instructor being W. H. Dudley, then assistant to the famous (to me infamous), Fl.Lt. F. A. Swaffer. I quote "infamous" as after an hour's dual the Chief decided to check my progress. He enquired how far I had got and I replied "on turns". Once safely air-borne the earphones barked "Turn". Gently putting the machine, Avro Avian G-EBVI, on a bank which would probably have taken us over France, I was somewhat shaken when everything exploded into a wild stomach-crunching vertical turn and a voice I can still hear, told me that I was "flying like a f..... nun". After Swaffer left the Club Dudley became CFI and was joined by H. A. Marsh. Both had been with 41 (F) Squadron, RAF, on AW Siskins, and were perfect gentlemen, both on the ground and in the air. Alan Marsh later joined us at the Cierva Autogiro Co., but lost his life when the Air Horse crashed in June 1950. — P.T.C.

The 45 h.p. Anzam engine of the Austin Whippet.
[Photo by P. T. Capon

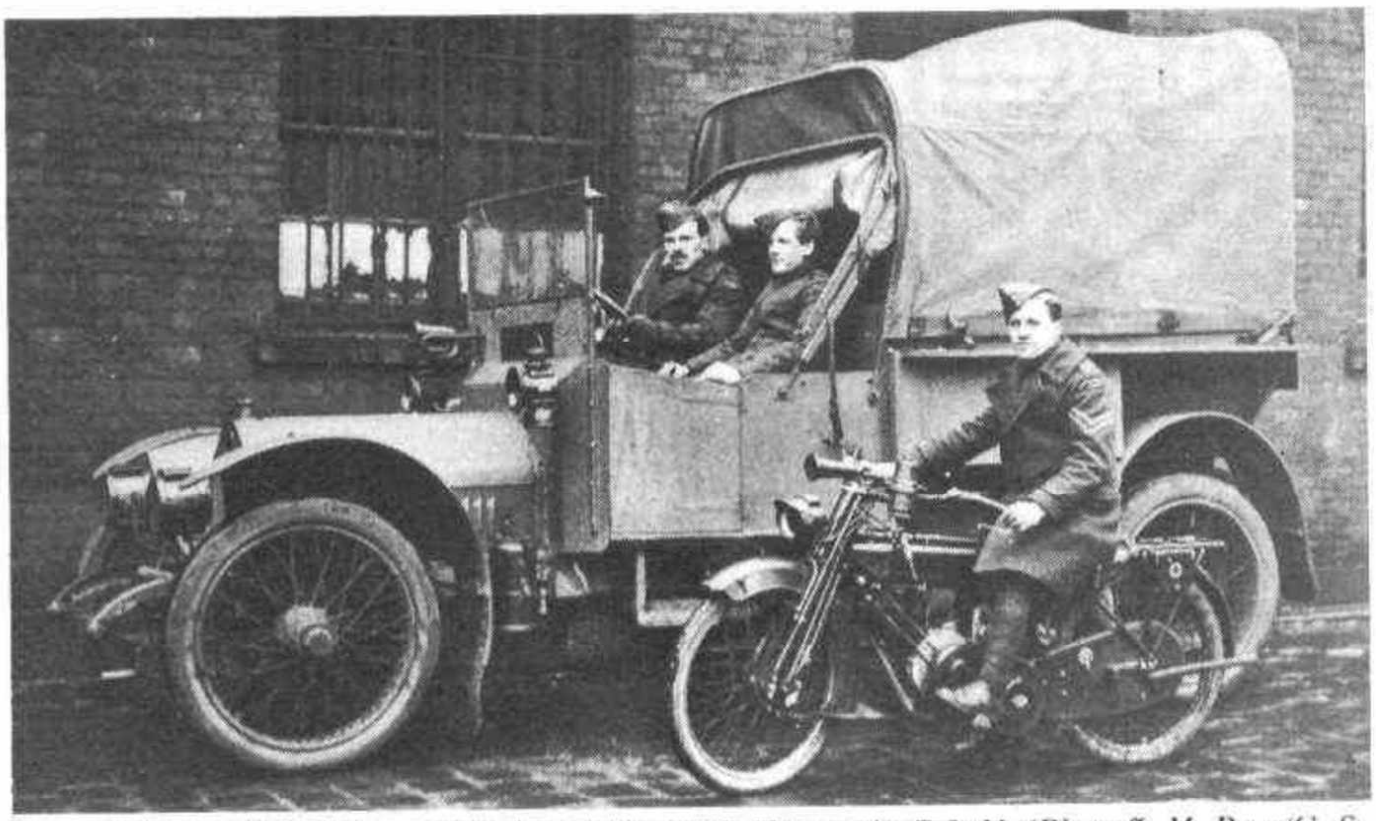


him, selling Dewis a Calcott coupé for £330 that he had bought from Major K. K. Horne for £300. Horne also had a Prince Henry Vauxhall, sold after the war for £350. An old 25/30 Mercedes 4-seater was obtained from Dewis, for a shared re-sale. Meanwhile, Lines had the help of a Cpl. Burnham in dismantling the Austin's engine. X did a lot of RAF office work but late in September we find him going in Col. S's Crossley to Chingford to fetch a DH6 for Capt. Burney: "Wind blowing too strong and machine not ready, so did not take it". The ancient Mercedes was sold for £110 and a Sizaire to Newman's for £27, and X tried an Adler, although the Austin was running again. X then went down to Chingford in a Staff Crossley with Burney, who flew a DH6 (No. 2614) to London Colney. On the car-coping side, X sold two Peugeot chassis to the Mercedes Co. for Cummings and made £10 profit by selling the Austin back to Dewis.

However, on other days X would be very busy in his office. Having sold his Austin, he looked at a 6-cylinder Wolseley, tried a Renault coupé for Dewis, and a 35/45 Mercedes 4-seater for himself. He didn't buy it but did take an 18/22 Armstrong-Whitworth landaulette from Cummings for £95, but sold this immediately to Newman for £107/10/-. Lunch was now sometimes at the RFC Club or the Oxford & Cambridge Club, and Major Darley would drink champagne and stout at the office with X. Having two Courts of Enquiry to hold at London Colney did not prevent X from going *via* the Euston Road in the Staff car and selling the old Weigel to Newman for £35, or selling Burney's Minerva to the same person for £110 on the run back! That same day the 6-cylinder Wolseley landaulette had fetched £550, of which £12/10/- was X's commission.

A Perry was collected by Lines from de la Rue's in the City, X danced at the Grafton Galleries, and then, on the last September Sunday in 1918, a Staff Crossley fetched X at 7 a.m. and took him to Hounslow, where Major Darley, who had been staying with X, got out his BE2e, the Crossley then "crashing off" to London Colney, from where X took the DH6 (No. 2650) to Newmarket with Cpl. Burnham as passenger. They took off at 9.10 and arrived over the town at 10, "Machine not flying too well". X was aiming for his fiancée's house, "The Moat" but lost his way. Darley had force-landed and when X perceived this he landed alongside, after a 70-minute flight at mostly 5,000 feet. Darley for some reason then taxied X's machine across the field but ran into a horse-rake, which damaged the leading edge of the starboard lower wing.

Undaunted, Major Darley got into the BE2e again and flew with X to the house, where they discovered that Major Brandon and Weaver were just landing, in another DH6. All had lunch. It then came on to rain, so Darley flew the BE2e to



"... *met by a staff Crossley ...*" *The Motorcycle is probably a service P & M. (Photo: J. M. Bruce/G. S. Leslie Collection)*

Newmarket Aerodrome, where they all spent the night, the DH6 having to be fetched from the Aerodrome. Next day X and his Corporal returned by train, X going on to his office and then to see the "not bad" spy-play "Live Wire". Darley remained behind, presumably to fly the BE home. That was the last entry in X's Pilot's Flying Log Book. . . .

X bought back the grey 25/30 Mercedes limousine in October, was Late Duty Officer at Group, made journeys with Col. Freddy Minchin in a 45 h.p. Mercedes, and used 6th Wing's Crossley "gin-palace" with lady driver to do inspections in Kent. Gen. Murphy, DSO, MC, was having his Straker Squire done up at Moss & Sons. A Zenith carburetter was purchased, as X was "tickling up" the big Mercedes. His father had been reported slightly wounded, in France. It was in October that X and some girls took Schaposchinkoff's Mercedes Ninety down to Brighton, handing it over at the Grand Hotel, where they stayed for the night, getting to bed at 4 a.m., and next day driving the same owner's 45 h.p. Mercedes limousine back to London. The Fiat was later used to go to a Court of Enquiry at Eastbourne Aerodrome with Minchin; they had magneto trouble going down. Minchin then flew back to Maidstone but when the Fiat gave more trouble on the run home he came out for X in his Crossley saloon. X's father returned from the BEF on October 17th. X himself remained very busy at Group but managed to see "Freedom of the Seas" — "an awfully good Show" — and sold the Perry to Mebes & Mebes for £315. X went out in a 3-seater 45 h.p. Sporting Mercedes with Col. Jenkins, paid £650 for Rick Keller's Sunbeam racer (the Coupe de L'*Auto* car, I think), sold the Renault, and bought a 15/30 Stoewer (replaced after the war by a £120 12 h.p. Brazier, that required reboring), and went to Wickford in the Fiat to stay with Col. S, whose de Dion Rowson had driven to London, going missing on the way so that Lines had to search for him, Col. S having a Sunbeam which X put right for him. In November X began work at the SE Area, RAF, tactfully buying Col. Jenkins a dog after lunching with him at the Ritz. X was working hard at his new tasks when the war ended — "We have won the war — Germany capitulates. Cheeryho", says the Diary entry for November 11th. It continues: "At 11 o'clock. All the guns went off. Bells rang. Crowds cheered. Bands played. The Armistice has been signed and the war is morally over . . . lunched with Archie at the Bachelor's. The crowd was amazing". X went to the Mercedes Co. but it was shut, and on to the Area, but Col. Jenkins was not there. Although these Diaries were continued until well after WW2, this seems as good a place as any to stop. — W.B.

Footnote After helping with the November election, for the Unionist party, X, taking 398 voters to the Poll in the faithful Fiat, became a racing motorist, his first racing car being a rebodied Shelsley Crossley. He also started a business in reconditioned ex-RFC/RAF Crossley tenders. A VCC member tells me that when he was at Farnborough in 1918 a colleague had managed to put a V8 Hispano Suiza aero-engine into such a Crossley. X was to use such an engine in a well-known racing car from 1921 onwards and one wonders if the engine came to him as part of the Crossley business? — W.B.

AIR MAIL

The RAF Museum's Sopwith Camel

Sir,

Fairly recently in MOTOR SPORT you referred to the Sopwith Camel in the RAF Museum and I remember this machine well! It was kept in a lock-up in Aldenham Road, Bushey, originally part of a row of stables or farm buildings — wings off and rotary engine removed and with the tail propped up on a trestle. Manton took his time over converting the bearers to accept a smaller engine, but eventually the job was complete and, having found a suitable field and done a deal with the farmer, he towed the Camel to Tring where he carried out simple taxying trials and, in due course, I believe, persuaded the machine to leave the ground. Whether in fact he managed a circuit I do not know, but he told me it was considerably underpowered.

However, he appeared to lose interest and eventually sold it for £50, to a man who came all the way from Wales. He got £25 on account with a promise of the balance in a month. The man tied the tail skid of the Camel to his car, lashed the wings to the sides of the fuselage, and set off. This was the last Manton saw of his Camel for over 50 years, and alas, did not get the other £25!

Claygate E. GORDON TATE

* * *

An Aviation Fixture

THE International Air Tattoo 1981 will be held at RAF Greenham Common on June 27th and 28th, to bring together aeroplanes of all kinds, with emphasis on the World's Maritime patrol, search and rescue aircraft. Further details are to be released next month, but the dates are there for your diaries, a 7-hour continuous flying display being scheduled for both days, from 10.30 am to 5.30 pm. — W.B.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

The McKenna Duties

— A Piece of History with Present-Day Overtones

AS THE 1980s unfold the British Motor Industry continues to be seriously threatened by the high rate of imports opposing its products. With these imports representing a new high of 56.7% of the market in 1980 the position is desperate, but so far, import controls have not been adopted as the means of stemming this flood of European and Japanese cars. The problem had a parallel in the 1920s, when import restrictions in the form of the McKenna Duties were imposed on foreign cars. This is a look-back at the situation as it was then.

In fact, this tariff wall had been introduced quite early in the Kaiser War, in 1915, when the Liberal-minded Reginald McKenna was Home Secretary of the Coalition Government. The tariff was unpopular but it got by on the argument that cars were a luxury in war-time, that those imported occupied valuable shipping space (in October 1929 alone, American vehicles and chassis totalling 2,563, valued at £809,733, came into Britain), and that this was unfair to the British Motor Industry that had ceased to manufacture private cars in favour of munitions. In America, for instance, Ford in 1917 made 751,287 Model-Ts and Chevrolet 125,004 cars, against which Napier, in spite of a taxicab-line, made a mere 550 cars between 1914 and 1918.

So the McKenna Duties were imposed on imported cars, at the rate of 33⅓% on purchase price, and were continued after the war; and during the 1914/18 war petrol tax was doubled (purely as a temporary measure!), but the Government decided not to double licence duty on all cars up to 16 h.p. and treble it on those of higher power, because this would affect those who had bought the new small cars just prior to the outbreak of war. Incidentally, during the dark days of the war there was a 50% rebate on this petrol-tax for commercial vehicles, and for cars used by doctors and vets, although Mr. McKenna was not happy about the aid given to the medicos, saying that a doctor or vet could choose a horse if a motor car seemed too heavily taxed!

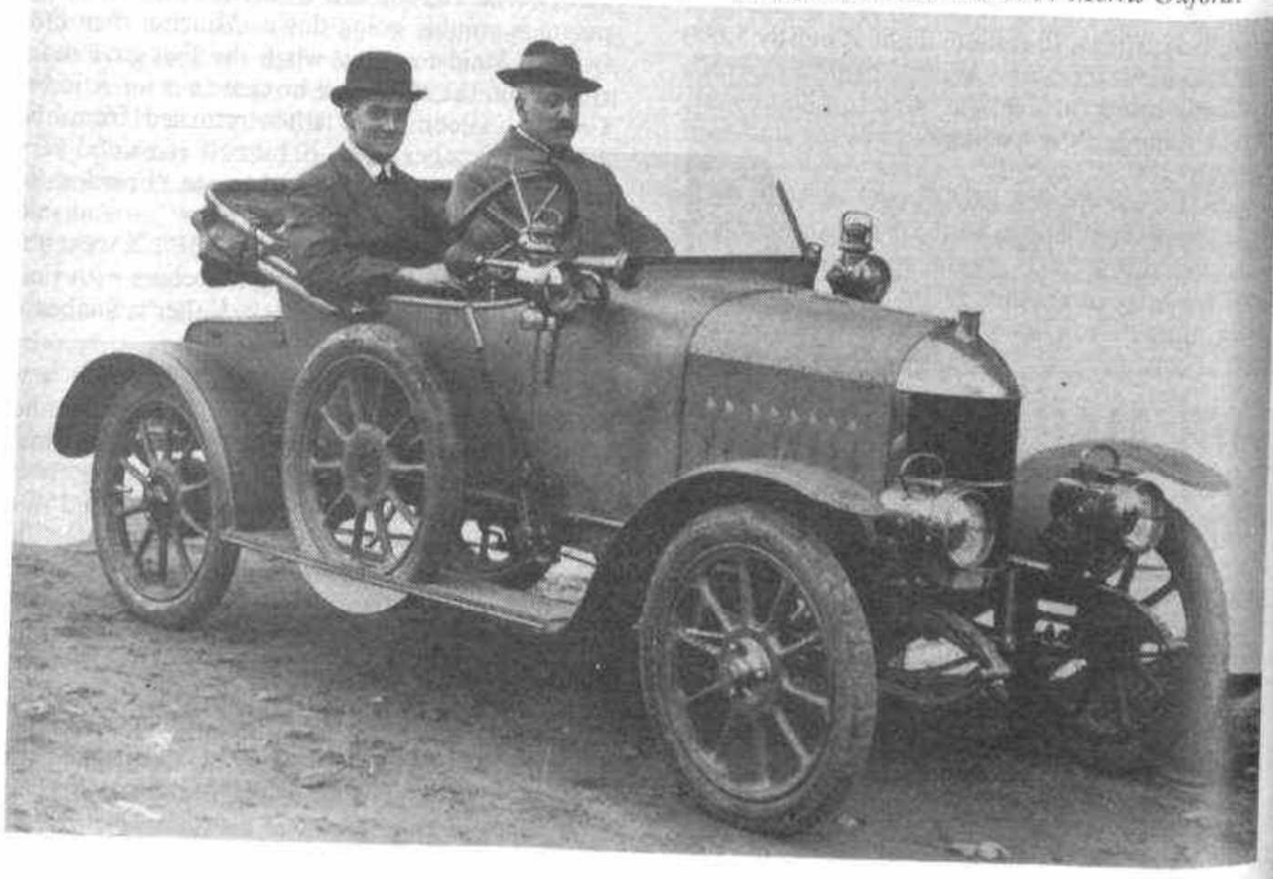
Those who want the ins and outs of the matter are referred to William Plowden's excellent book "The Motor Car and Politics — 1896-1970" (The Bodley Head, 1971). Suffice it here to say that the levy was withdrawn by a Labour Government, relying on Liberal support, in 1923. It had been said that the demand for cars after the war had been so great that these Duties had had little curbing influence, except perhaps in the case of the more expensive foreign cars, but it did raise revenue for the Government. Conversely, it persuaded Ford, Overland and Chrysler to make parts for, and assemble, cars in Britain. William Morris (later Lord Nuffield) had, nevertheless, become increasingly wild in his desire to see such duties retained — he had, of course, had to reduce drastically the prices of his light-cars to achieve sales — and the Duties were reintroduced in 1924 by a Conservative Government, after the Treasury had tried to convince Winston Churchill, then Chancellor of the Exchequer, that imported cars were the cause of rising unemployment. At the same time the Road Fund (car-licence duty) was raided to aid general Government finance. In fact, it was the introduction of the RAC h.p. Formula levied at £1 per h.p. that to some extent helped quell imports of cheap American touring cars, to the advantage of the new breed of British small cars. At all events, this is what killed off many Model-T Fords, taxed at £23 a year.

In 1920/21, however, it was undoubtedly the inexpensive American car that was feared, and which the McKenna Duties hoped to discourage. It is interesting to look back at the arguments for and against such cars in relation to British small cars. At the time of the 1920 Motor Show, when the Armistice was two years gone and the masses were avid to get out on the then-congested highways and byways of this fair Island, the least-expensive of the generally acceptable (ignoring little-known and unproved makes) light cars was the Morris-Cowley. It cost £525 at that time, and lacked a self-starter. (The body seems to have been the costly part, as the chassis was priced at £390.) In fact, those who were prepared to look elsewhere than at William Morris' much-publicisied offerings could get a 10 h.p. Deemster for £475 or an 11.9 h.p. Phoenix or a 10 h.p. Swift for £495, or a gearbox-in-back axle Singer Ten for £500. The big 16/20 Cubitt from Aylesbury cost only £442 (but would be more expensive to run) and the rather-cramped 10 h.p. Citroën tourer from France was on sale at £495, like those two aforesaid British light-cars. In the main, though, light-cars were terribly expensive



IN 1920 MOST American cars, subject to the McKenna Duties, looked alike, but this Studebaker Light Six of 1919 with 4.7-litre engine was superior to many.

WILLIAM MORRIS (in bowler hat), who later became Lord Nuffield, challenged and beat the cheap post-1918 American cars with his Morris "Bullnose" cars — he is pictured here in a 1914 Morris Oxford.

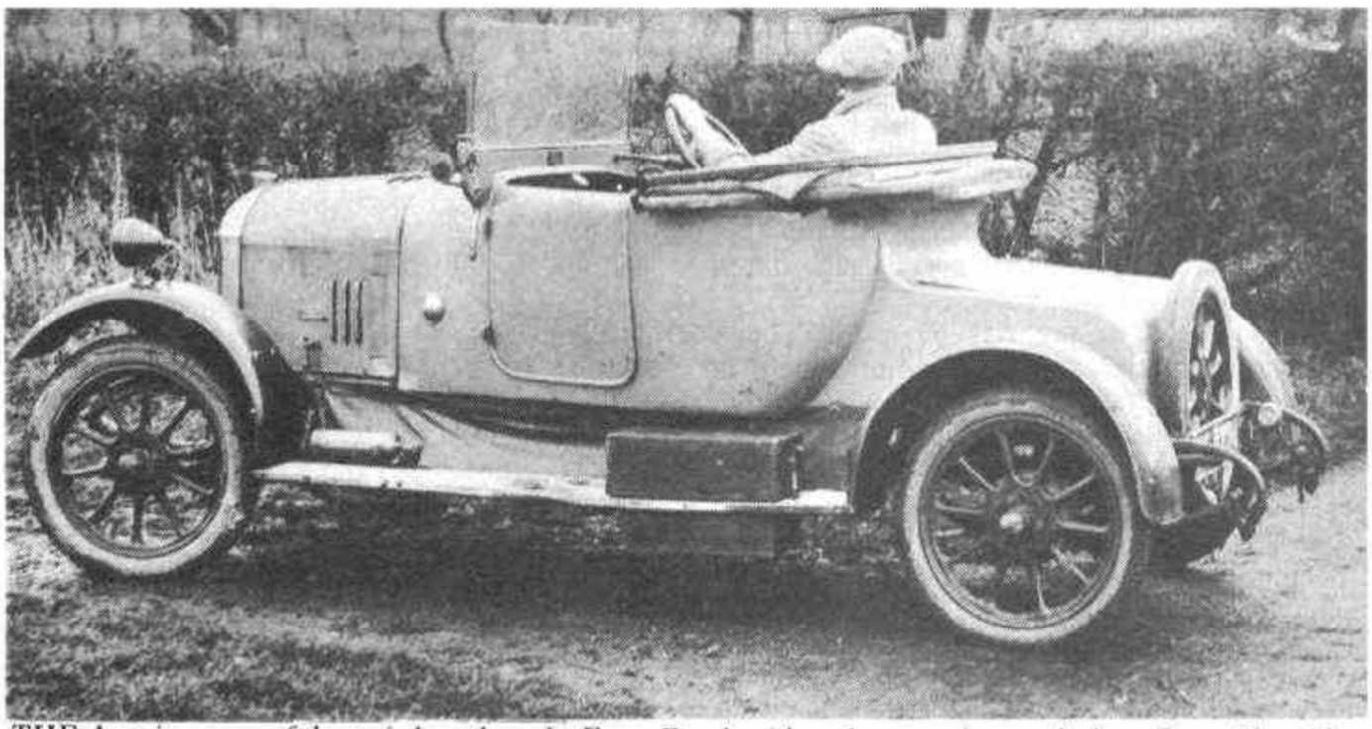


at this period, so presumably badly needed tariff protection. For example, the Morris-Cowley, the 10.5 h.p. Hillman, 11.9 h.p. Calcott, 10 h.p. Calthorpe, 10 h.p. Cluley, 11.9 h.p. Bean, 12 h.p. AC, and the slow although oh-camshaft Wolseley Ten set buyers back between £500 and £600. The 11 h.p. Riley cost £650 in October 1920, when you could have had an Oakland with 2.9-litre six-cylinder engine for the same outlay, and the Humber Ten, admittedly made like a miniature luxury car, was priced at £700.

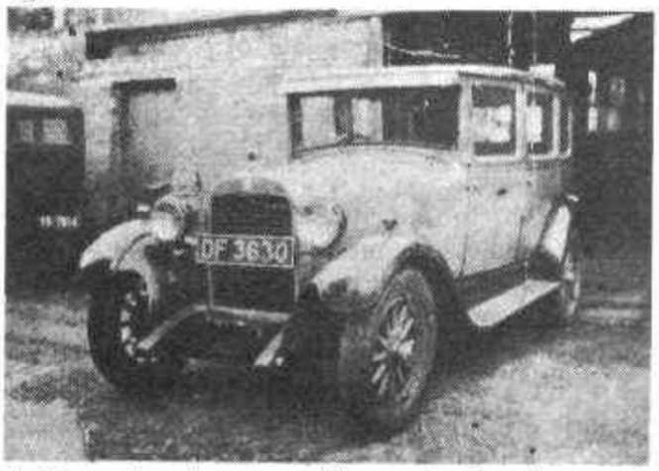
In comparison, American cars were dirt-cheap, and remember they were mostly roomy tourers seating four or five, whereas the average small car had a two-seater body and extra passengers, if they could be accommodated at all, had to sit in an exposed dickey-seat. Cheapest Yank at the time we are prospecting was the Model-T Ford. It was down to £250, or £200 as a chassis. If this two-speed universal car seemed too crude, you could have bought a 2.8-litre Chevrolet 490 for £450 (chassis £395), a 3.1-litre Dort or a 2.3-litre Overland for £495, with the 2.3-litre Dodge Brothers, which boasted pleated upholstery, costing £610 at this time. On the other hand, although the prices of cars of all sizes were soon to come down, in 1920 the 2.9-litre Essex was comparatively expensive, at £780 (chassis £715), and a 3-litre Hupmobile cost £750. There were many superior American cars at higher prices and even the Studebaker, looking outwardly much the same as the cheaper offerings, cost £840 but, of course, that was for a 3.1-litre *six-cylinder* car.

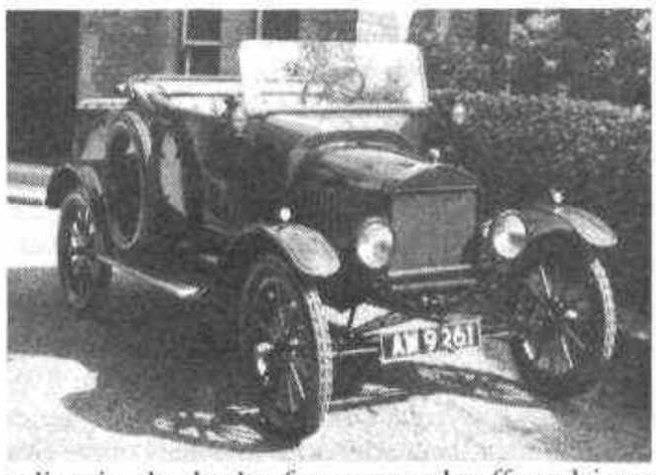
It is not so surprising, therefore, that those taking up motoring as a new pastime in 1920, or the more experienced perhaps looking for a second car, often turned to cheap American tourers, which competed with the new-found small cars in spite of Reginald McKenna. It was against the growing numbers of light cars that the McKenna-loaded American tourers were competing.

As a schoolboy I well remember being driven about the roads of S. Wales in a Chevrolet 490 which was second-car to a smart blue Austin Twenty Mayfair landaulette. As it bleated about the hedge-flanked lanes, its pedestrian pace of some 30 to 35 m.p.h. recorded on a ribbon speedometer, its woolly engine mostly in top gear, it and all its fellows seemed pretty crude to this youthful observer — I never for a moment realised that it had a racing pedigree! I have never liked those cheap American cars, always excepting the inimitable Model-T. British and European chassis then displayed much aluminium about their power-units, which would have separate cylinder block and crankcase, an alloy sump, and live behind a distinctive radiator, in a chassis with mainly right-hand control levers. But these American imports had incredibly dull-looking engines, block and crankcase in one, of cast-iron, their base-chambers closed by a tin pan, their carburetters having cork instead of brass floats, the gear-stick a central rod flopping in a concealed ball-gate. Instead of fascinating centre-lock wire wheels you found the inevitable detachable rim, and all the radiators of these 1920/21 American tourers looked alike, as if the Detroit designers had realised that all that was needed of a bonnet was to curve it to let the rain run away, and had made their radiators in the same mould. The touring bodies of these American cars (which seem to have cost on average around £60 to make!) were also crude. The occupants sat *on* rather than *in* them, on bench seats upholstered as likely as not in leathercloth, and the finish of mudguards, radiator and lamps was usually black, obviating



THE American cars of the period, such as the Essex Coach with an i.o.e. engine, or the later Super Six with a 2.4-litre sidevalve unit (below left), were spacious cars with excellent top-gear performance in comparison with the British small cars, typified by the early Morris Cowley (above), but they suffered from heavier taxation, and it was this, combined with its dated design, which finally killed off that universal car, the Model-T Ford (below right).



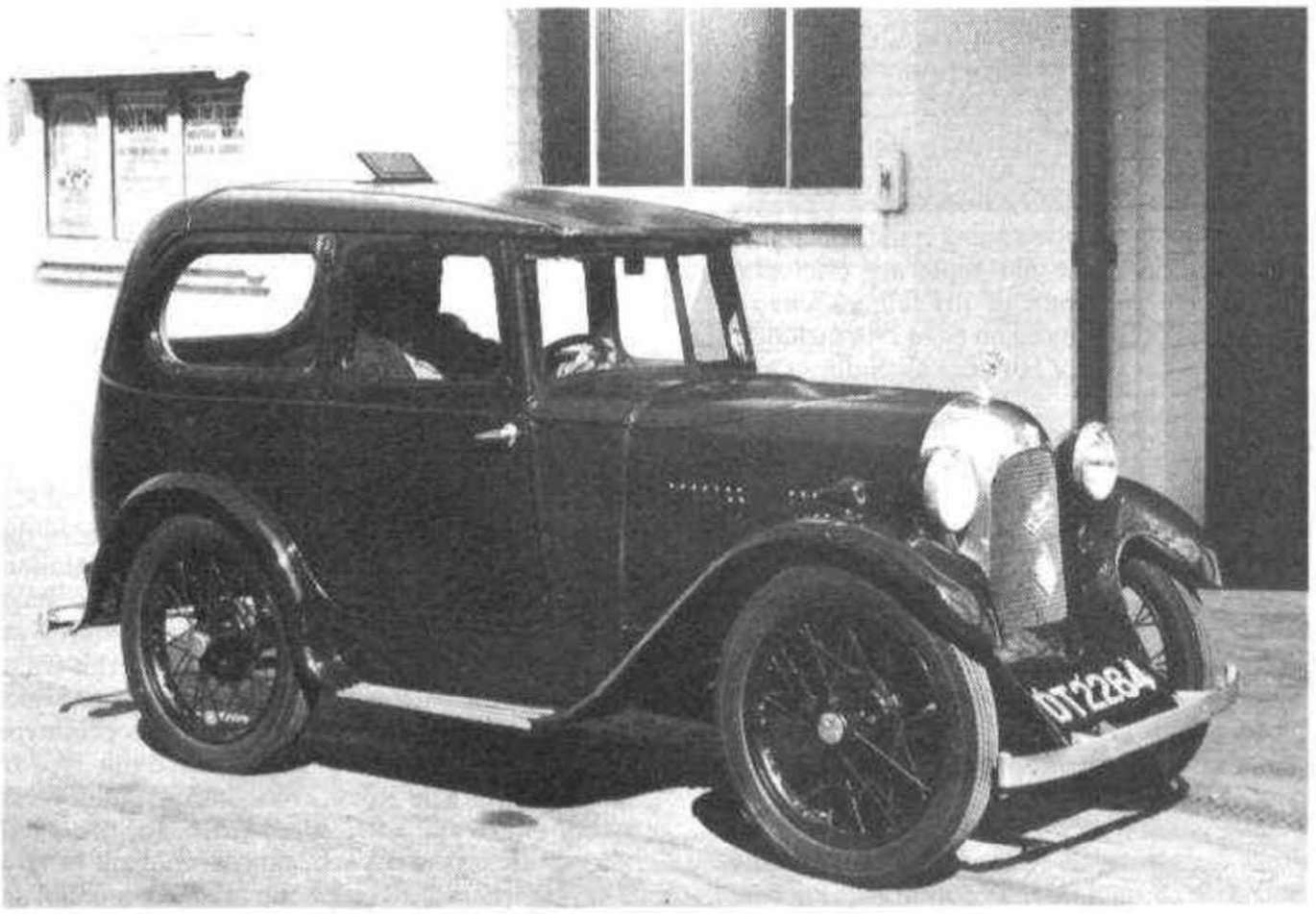


brightwork that would need cleaning and polishing. (Henry Ford was not the only advocate of "any colour so long as it is black" — it applied to the wartime Chevvy as well.)

This comparison of cheap American cars with the better non-USA offerings is obviously not entirely unbiased. There were some very fine chassis coming here from the States, nor did light-cars possess all the aforesaid desirables. And it has to be admitted that if the sight of the ladies riding in the back of an open chauffeur-driven Chevrolet 490 tourer was a thought incongruous, it was more dignified, more practical, than a chauffeur in a two-seater light-car, rubbing elbows with the owner, with the rest of the family in the dickey . . . But it should be easy to appreciate why a schoolboy of the 1920s developed a dislike of these crude American tourers, with their dull "sameness". For one

continued overleaf

THE baby-car, such as this Swallow bodied Austin Seven, set completely new standards of motoring thrift.



McKENNA DUTIES — continued

thing, it was the age of the new "aero-engine" overhead-camshaft luxury cars, whereas most of the engines of these Detroit cars had side valves, although the Essex had its inlet valves in the head and the Chevrolet and the far more costly 4.9-litre Buick Six had all their poppets upstairs (but push-rod prodded), even if not all such o.h.v. power units had rocker-covers.

However, let us not rely on a small boy's feelings in this matter. The motor papers of 1920/21 were full of the arguments about inexpensive Americans, *versus* the new light-cars.

The former inevitably had three-speed gearboxes, wooden-spoked wheels, and very often coil ignition. At first the Chevrolet even had ¼-elliptic springs, like really small American cars (although the cyclecar and true light-car were rare in the USA), while Ford of course economised in materials by using transverse springing, which the Overland also used, in more generous proportions. There were many arguments for and against these imported touring cars. Those who disliked gear shifting would enthuse over their top-gear performance, but small-car advocates would quote the advantages of lower petrol consumption and longer tyre life from their little cars. The tax differential may have been more of a factor than it seems now, when the flat-rate tax we now all pay equals only about 45 gallons of fuel, whereas petrol was very cheap in the 1920s so that the difference between taxing an American car and a light-car would represent an extra year's free motoring of around 5,000 miles, or more. . . .

A doctor living in Dover started the comparisons by writing to *The Autocar* in 1920 about his Chevrolet 490 — the model designation was cunning, being the price in dollars of the rival Ford tourer at the time of the Chevvy's introduction, but with electrical equipment the Chevvy's price was considerably more, for this essentially 1914 design by Buick-trained Alfred Sturt, based on the Chevrolet Model-H. The doctor was well-pleased with his. Admittedly you



LIGHT cars improved considerably after the early 1920s, when such cars as the lavishly equipped 11.9 h.p. AC became available.

sat high in the car, but the divided windscreen and wide hood were superior to arrangements on the average English car, he said. He praised the honeycomb radiator and against my earlier observations thought the engine casting a much better job than on most mass-production postwar cars. Cruising speeds were astonishingly low in those days (30-35 m.p.h. was usual) but the Chevvy would exceed 45 m.p.h. The outstanding feature, thought the doctor, was its ability to climb steep hills, like Dover Castle hill, in top gear, or a 1 in 6 gradient in second. Gears and engine were admitted to be "not specially quiet", the gear change not by any means easy, the steering was stiff, there was initial wheel wobble, due to a loose steering-box, and the front springing "was less successful than the rear". The brakes were powerful and had not needed relining in 3,000 miles in a hilly district but they got too hot and the foot-operated parking brake and the second brake, operated by fully depressing the clutch pedal, meant that the engine could not supplement the emergency brake down steep hills. The under-seat fuel tank starved the carburetter on hills over 1 in 8 unless it was more than half-full, but the doctor was getting 27 m.p.g. 1,000 m.p.g. of oil, and the Chevrolet's electrical equipment was "beyond reproach".

Later a clergyman weighed in with praise of his Essex, which averaged 20 m.p.g. (against 27 m.p.g. which others were claiming for typical light-cars), would do 60 m.p.h., climb long, stiff main road hills at 35-40 m.p.h., crawl in top gear at five m.p.h. and "accelerate like a racing machine". Its Goodyear tyres had done 3,500 miles and looked good for 6,000 to 7,000 miles each. Those who had invested in British light-cars rushed to defend them, including the owner of an 11.6 h.p. Standard who found an Essex's front seat too cramped, two Morris-Oxford owners, Lionel Martin praising his Aston-Martin, other Standard users, and two who put up the Cubitt, one of them a lady driver. The Reverend came back with another long letter, in which he had to agree that no sane person would want to do 60 m.p.h. on public roads but it was the reserve of power that mattered! More Essex and Chevrolet owners and a Dodge driver sided with him, although the last-named had had four inferior makes of American tyres before changing to Michelin. The concensus of opinion seemed to be that unless an absolute economy was essential, the cheap car from across the Atlantic was superior, and less trouble to drive, although one participant proudly citing his 1921 £395 Singer Ten, in this correspondence from long ago, was very scathing about such Yankee automobiles, dismissing all the cheaper ones as glorified Fords, with extra-ordinary systems of ignition and another person writing from New York, actually said they were the sort of cars sold mostly to immigrant labourers and farmers and that one did not wish to drive the same car as one's servants! Yet in England any car was still regarded, at all events in Governmental circles, as a heavily taxable luxury. . . .

It was all a very long time ago, in an age when many light-caristS were quite happy driving at only 30 m.p.h., or even less. Then American cars became bigger, light cars improved and got cheaper and the baby car set new standards of motoring thrift. Today the imports Britain fears are not the larger-engined American cars, but the spate of little economy cars from Japan and Europe, and some of the high-performance cars from Germany, although Dr Walter Hesselkus, head of BMW (GB) Ltd thinks the threat will come from the USA within the next half decade.

W.B.

V-E-V Miscellany. — We were very sorry to learn of the death at his home in Llandrindod Wells of Joe Wilkins, head mechanic to the Connaught racing team at the height of their racing appearances. In last month's article about the cars of the Summers' family it should have been noted that Dick Summers' 30/98 Vauxhall OE15 had engine no. OE 14. And in connection with that article, in which George Abrahams' early ascents of difficult Lakeland passes were referred to, by an astonishing coincidence a reader who sent us some old motoring photographs, including the picture of his father's circa-1919 Studebaker reproduced on page 290, included one of a circa-1913 15.9 Humber ascending Dunmail Raise, which had been taken by the same George Abraham, his two small daughters being in the back; as one of them, now Mrs. Enid Wilson, told us in recent correspondence, they had to get out and push when necessary. She confirmed that her father was not a staff member of *The Autocar* but that he contributed illustrated touring articles to that journal, as a professional photographer, using his own Daimlers and borrowed cars such as the Summers' 30/98 Vauxhall and 40/50 Rolls-Royce and Glentworth's Hudson Super Six, etc. He was a pioneer motorist, whose first car was a Sunbeam Mably, and with his brother a rock-climber.

The Riley Motor Club issues its journal, *The Riley Record,* based on the format of the old Riley magazine, bi-monthly. The front cover of that for



THE c.1913 15.9 h.p. Humber, referred to in V-E-V Miscellany, ascending Dunmail Raise.

January/February 1981 includes a drawing of the Riley 4½ h.p. Tricar of 1904, which the Editor, Andrew Theobald-MacQuillan, thinks to have been the subject of the puzzle picture we published last December. He says that this tricar featured the patented mechanically-operated inlet valve first used by Percy Riley on his prototype car in 1898, the first engine to have this type of inlet valve. The Riley Tricar had a leather-faced cone clutch and a two-speed gearbox with a 5 to 1 top gear, says Mr. Theobald-MacQuillan. In view of our article last year about a pioneer monoplane flown in South Wales long before the 1914/18 war, it is interesting that the *Ludlow Advertiser* has been recalling a motor business run by A. Maund at Craven Arms, Shropshire, whose letter heading included the words "Aeroplanes Supplied and Repaired" and Mr. Maund building a JAP-powered monoplane which is thought to have got off the ground from a field in Stokesay but to have crashed soon afterwards, around the year 1909. The machine was apparently built in Mr. Maund's back yard in Market Street, Craven Arms, before the family moved to Wem and besides cars, motorcycles and bicycles, Mr. Maund seems to have dealt in game and produce. To commemorate the closing of the Swift factory in 1931 all Swift owners are invited to make a pilgrimage to the old place on April 26th, 50 years and five days after the end of the Swift works. Edwards the Printers who now occupy the premises have generously agreed to open them on that day and a former Swift employee will recall happenings there from 1925 to 1931. Cars will drive to the factory from Warwick Castle, leaving at 2 p.m. Interested Swift owners are asked to contact Jim Price, "Dunirie", Kennoway, Fife or the Swift Registrar, John Harrison, 7, Oakfield Road, Ashtead immediately. Les Montgomery of 13, Hayesford Park Drive, Bromley, Kent, would like to hear from enthusiasts in his area with a view to starting a regular monthly gathering.

W.B.

The VSCC at Brooklands

BROOKLANDS was the surprisingly sunny and warm venue for the February Driving Test meeting of the Vintage SCC, by courtesy of British Aerospace. This fixture can be said to follow motor sporting tradition, in as much as long before the war the Junior Car Club, now the present-day BARC, held a similar meeting at the track, although in March. That for 1932, for example, had more than 100 entries, but this year's VSCC equivalent frolics did not lag far behind, with 64 pre-1940 cars entered, the runs increased to 80 as some of these were each manipulated by two drivers.

The VSCC had devised six testing tests, which were conducted on parts of the hallowed Surrey ground that included the Campbell Circuit Members' Hill Section, the Members' Banking, and the Test Hill. It wasn't possible to have a timed half-mile, as it had been at the 1932 JCC meeting for example, and it might have been fun if there had been emulation of the quick-starting Test used by the JCC. But it was great fun, as normal, and a fine social occasion, with the Paddock well-filled with visitors' cars, including the one-owner Sunbeam Twenty All-weather brought by Anthony Heal, a car purchased new by his father and recently restored by his son. Beside the old Campbell Circuit straight there was a gathering that might have been the inaugural assembly of a "12-cylinder Club", because a modern Daimler "Double Six", a fine open drophead Lagonda V12 (with two Tapley meters on the fascia) and Joy Rainey's V12 Jaguar coupé were parked side-by-side. And, as a reminder that variety is one of the rich spices of old-car life, a veteran *vis-a-vis* De Dion Bouton was pottering by, as if just released from one of those "Old Crocks" races (hastily changed to Veteran Car Handicaps after the VCC of GB had been formed) that the Brooklands ARC used to run on the Mountain Circuit.

Coming to the competing cars there were no Edwardians entered but Michael Crouch's light blue 1921 Swift Ten two-seater is virtually a 1914 design. Among the bevy of inevitable Austins, of which Barry Clarke had broken a halfshaft on his and was hammering in the offending component in time honoured manner, was an Austin 12/4 All-weather, conducted by J. W. Blizzard and Kelvin Price, and Mike Bullett had his Austin 7 Burghley out again. R. V. Watson was seated in lofty isolation in his 1926 1.8-litre Armstrong Siddeley with scuttle-mounted fuel gauge to remind him of its petrol thirst and it was nice to see a Lancia Augusta saloon performing in the hands of John Millham, a car much-respected at pre-war meetings of this kind.

THE 1921 Swift 10 which was in absolutely immaculate condition, far better finished than when new, driven by Michael Crouch.





REG NICE reversing out of one of the "garages" with his 1930 Austin Ulster. In the background is the old paddock, brought back to life with the sounds and smells of competing machinery. The spectators are standing on the verge where the Campbell Circuit, the Finishing Straight and the Test Hill meet.

Malcolm Ryley was in his 1928 Aero Morgan three-wheeler, J. Gray in a 1934 Singer Le Mans, and F. Bruce-White had had the bad luck to clobber the rear-end of his 1929 M-type MG Midget on the test hill — where from a standing-start the intrepid drivers had to stop soon afterwards, roll back, and re-start, to a "stop-astride" finish — which Robbie Hewitt in her ever-smart 1928 Amilcar CGSS failed to do. It is often the cars one would have liked to see that are posted as non-starters, in this case an SA Alvis Speed 20, Joseland's well-known Frazer Nash Fast Tourer, a Wolseley Hornet Special and Briscoe's 1922/29 GN Special with Ford-B power unit. Yet variety persisted, with the Threlfalls, Di and Tom, driving their V-twin, air-cooled Type TB10 BSA light-car, Creed-Miles his cloverleaf-bodied 1923 14/40 HE, P. M. Adorian the rare, disc-wheeled Type VF 1922 Berliet, while there were many MGs of various types present, and Bob Burrell really had his 1936 4¼-litre Bentley Special tearing out its rubber in the pylon encircling manoeuvres.

The banking, where two of the tests were being conducted, was very slippery, despite the lovely sunny weather, and there were spectacular power slides to be seen from the more sporting machinery such as Derrick Edwards' and Nick Mason's Ulster Aston Martins, Michael Dods' AC Special, Nick Lees' Riley Special and Tim Llewellyn's 4½-litre Bentley.

The last test involved a rather tight turn around a bollard in a narrow part of the track, and it was interesting to see the difference in techniques employed — Stanley Mann tried power with his light 3-litre Bentley, but changed his mind after spraying the spectators with the tiny gravel chips which cover the concrete surface and employed his handbrake with good effect. The small cars, for the most part, simply drove round on full lock, but one or two found themselves understeering off towards the steep grass verge — Martin Eyre being one such, while Charles Leith, with whom he was sharing his Ulster Austin, was taking things rather more sedately and steered round the bollard with plenty of room to spare. Sadly, John Howell had retired his enormous 1924 519 Fiat limousine from the competition by this stage, for it would have been instructive to observe his handling of this test in this huge, and very unlikely but regular driving test car. Tony Jones was the only 30/98 Vauxhall exponent to enter one of these fine cars, but D. Combe had a 14/40 example.

We were saddened to see that honesty about classification of cars within the VSCC is not what it might be: some members are over careful about describing their cars — for instance, it was surprising to see Hugh Conway's immaculate ex-Bergel Type 35 Bugatti running in the Modified and Special class, but presumably Hugh knows something about the car that we don't, while on the other hand, there were certain cars running in the Standard class which appeared to have such obvious non-standard features as small diameter/large section tyres. Perhaps the rules have changed to allow such blatant modifications as "Standard". — W.B.

Results

FIRST CLASS AWARDS:

C. P. Marsh	(Austin 7, 1925)
D. R. Marsh	(Austin 7, 1929)
R. C. Smith	(MG J2, 1934)
N. H. S. Lees	(Riley Snipe, 1935/8)
F. Cockman	(Riley Snipe, 1935/8)
T. J. Threlfall	(BSA TB10, 1924)

SECOND CLASS AWARDS:

P. B. Gledhill	(Austin Chummy, 1928)
I. J. Hall	(Riley Sprite, 1936)
T. T. Hunt	(MG P Special, 1935)
D. Lake	(MG N Magnette, 1934/5)
P. M. Adorian	(Berliet VF, 1922)
J. F. Blake	(Amilcar C4, 1922)

THIRD CLASS AWARDS:

M. B. Bullett	(Austin Burghley, 1926)
R. M. J. Andrews	(Riley Mark IV, 1930)
A. Geggus	(Amilcar Sports CGSS, 1928)
N. Mason	(Aston Martin LM21 Ulster)
R. J. C. Bateman	(MG J2, 1933)
R. J. Nice	(Austin Ulster, 1930)
M. H. Dods	(A.C. Special, 1936)
T. C. Llewellyn	(Bentley 4½, 1929)
D. J. Bough	(Riley Gamecock, 1935)



ALAN GEGGUS was sharing the Amilcar CGSS (above) with Robbie Hewitt and won himself a third class award. The HE 14/40, seen on the Members' Banking, lacks front wheel brakes and runs on beaded edge tyres but this does not prevent John Creed-Miles using the car frequently on the road.



FRAZER

THE CHAIN-DRIVEN Frazer Nash was the ultimate in built-for-business sports car motoring in the twenties and thirties, and today enjoys a strong and enthusiastic following in the Frazer Nash Section of the Vintage Sports Car Club. The last chain-driven 'Nash was built in January 1939. Almost all the cars that were built took part in competitions of one sort or another and the happy band of owners formed the "chain-gang", a brotherhood that is as strong today as ever it was. This miscellany of Frazer Nash photos has been gathered over the years, many taken at the

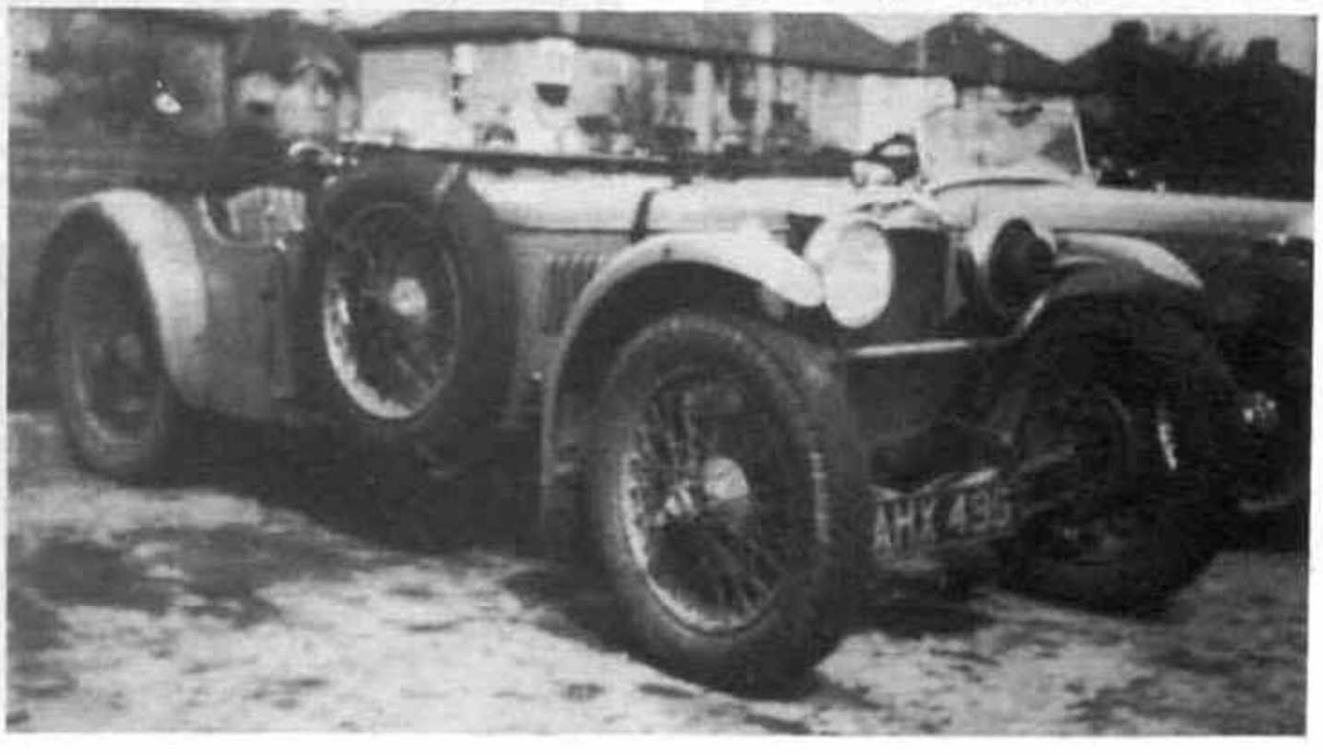


A. F. P. FANE in a fine power slide round the Kennel Bend at Shelsley Walsh in 1938. This is the 1½-litre single-seater with twin Centric supercharged Gough 4-cylinder engine with single overhead camshaft.



A COLMORE model, ALM 4 had a Meadows 4-cylinder engine and was delivered to its first owner in October 1933. It is seen at a 750 Motor Club gathering.

A CLASSIC 1932 Meadows TT Replica. AHX 495 was driven in the Alpine Trial by Mrs. Arline Needham.





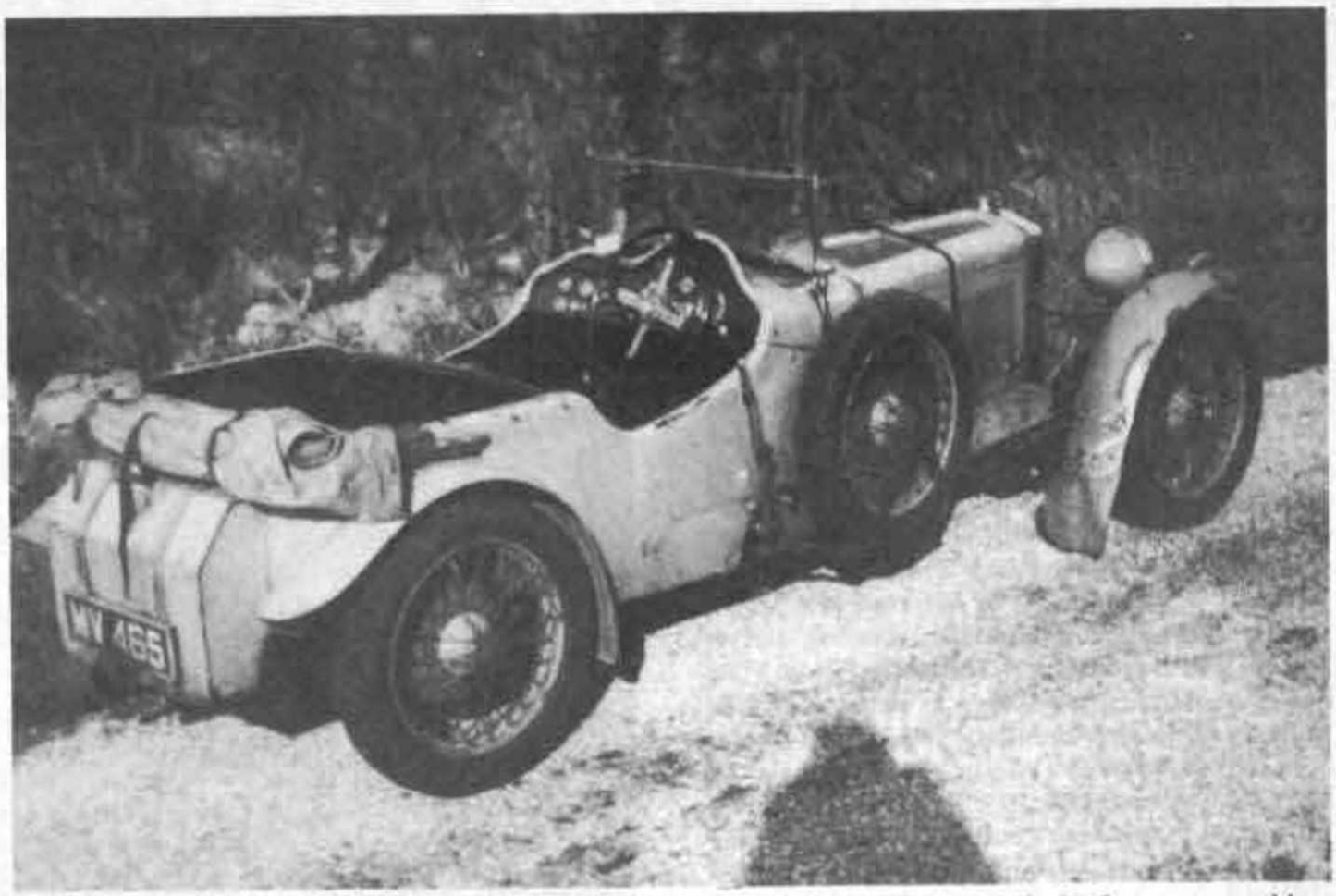
BMC 444 started life in April 1934 as a Meadows engined TT Replica but had a 6-cylinder Blackburne engine installed later.

PETER GIBSON's s.v. Anzani Fast Tourer undergoing rear axle repairs on the Brenner Pass on the way home from the 1969 "Raid" to Bolzano.



NASH

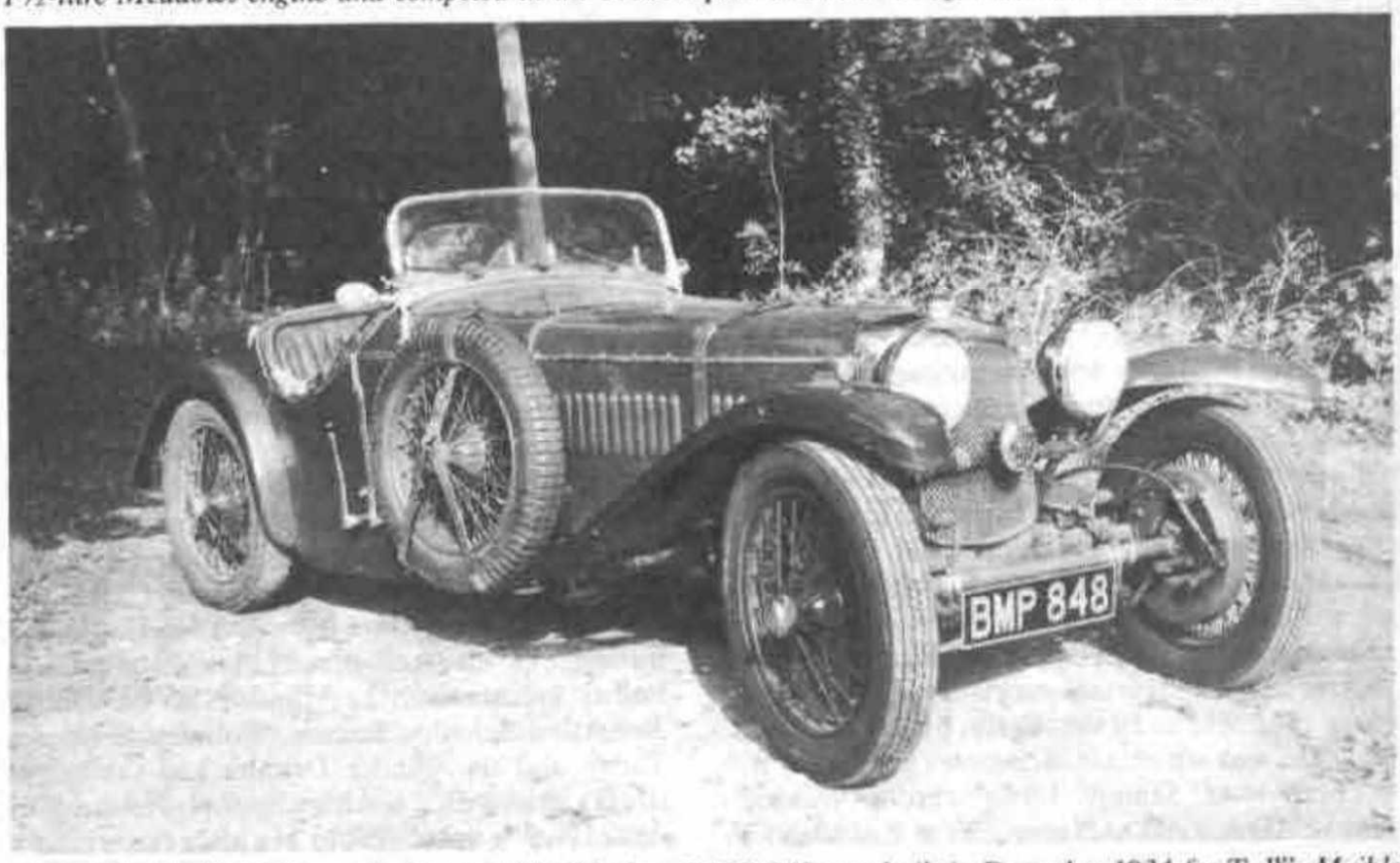
vartime gatherings at the sterley Hotel in West London rganised by the 750 Motor Club uring the years 1939-1945 so hat the cars are seen "as built" nd not "as restored". There s nothing complicated or ophisticated about a Frazer lash, so if anything goes wrong ou merely get the tool-box out nd repair it at the road-side. he rear axle repairs to Gibson's 925 car on the Brenner Pass n 1969 is a typical bit of chain-gang" improvisation. A razer Nash is "a sort of -wheeled motorcycle" to quote pre-war journalist in a oad-test. — D.S.J.



THIS BOULOGNE II built in October 1931 has an unusual Wylder-built 4-seater body. It was powered by a 1½-litre Meadows engine and competed in the 1933 Alpine Trial driven by Mrs. A. G. Gripper.

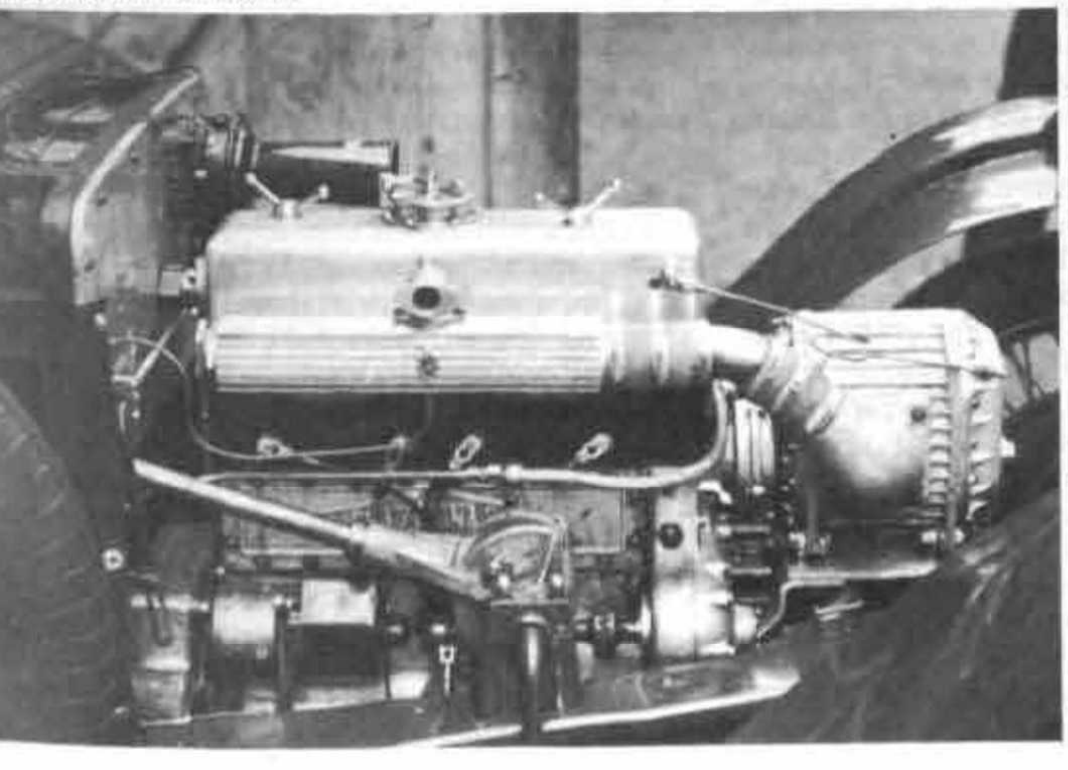


ROAD-SIDE "fettling" on MV1620, a famous 1932 Alpine Trial car. A youthful D.S.J. is peering into the engine compartment.

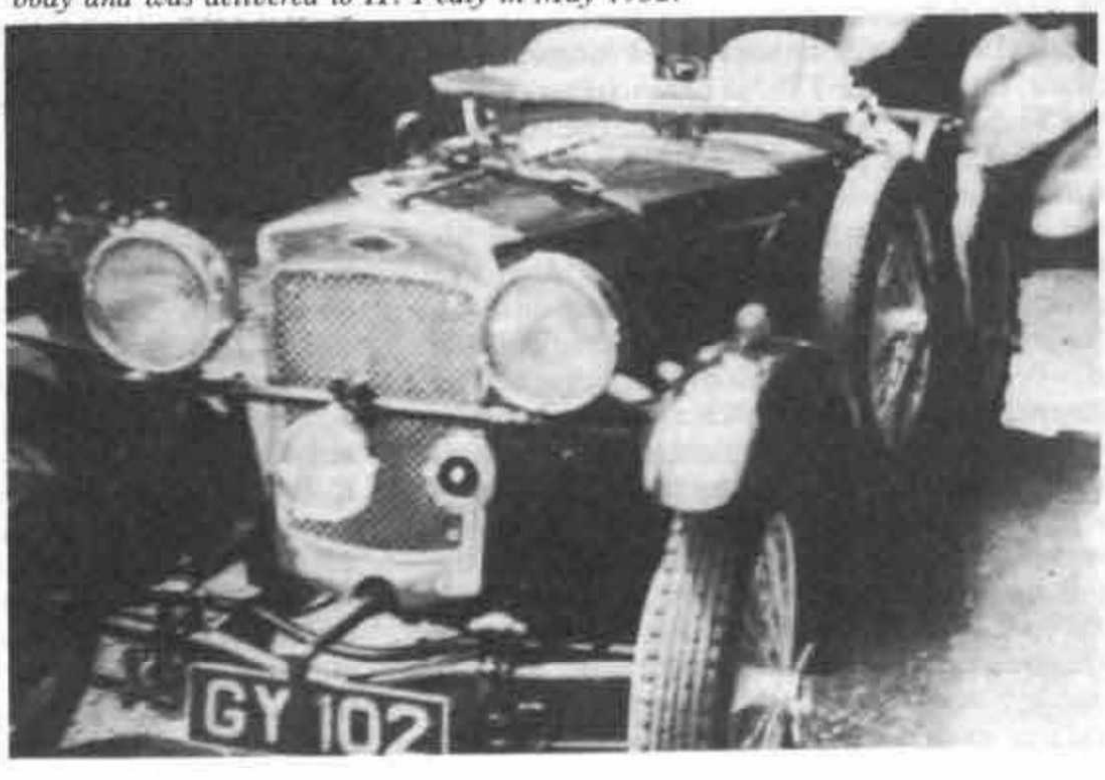


THE "SHELSLEY" was the last word in 'Nashes. BMP 848 was built in December 1934 for T. W. Meikle who used it in competitions in Scotland. It has the twin-blown Gough engine, 14" brakes, straight front axle and cantilever front springs.

GOUGH engine fitted with a single Marshall supercharger in 1934, but it is not known which car this is.



ANOTHER CLASSIC Meadows TT Replica. GY 102 had a Compton-built body and was delivered to H. Peaty in May 1932.



AN APPRECIATION

S. C. H. Davis



A WARTIME photograph of Sammy alongside his personal Jeep, "Fifi".

WITH THE death of S. C. H. Davis from a heart-attack at his home in Guildford, at the age of a day short of 94, the motoring world has lost one of its most friendly, popular and accomplished characters and motoring sport one of the greatest all-rounders of all time, apart from which Sammy ("Sammy" was the nickname that stuck and best suited him) Davis was a prolific motoring writer, illustrator and cartoonist.

Sydney Charles Houghton Davis was born in January, 1887 and went to Westminster School where he dreamed of becoming a racing driver, and in 1903 he joined the Slade Art-School. The new Motor Industry was seen as a stepping-stone to his motor-racing ambitions and in 1906 he was apprenticed to the Daimler Company at Coventry, where he was thrilled to be associated in however humble a capacity with the big Edwardian Daimler racing cars. Having worked as a draughtsman at "The Daimler", Davis was able to go to *The Automobile Engineer* in 1912 as an illustrator. Its eccentric Editor encouraged him in his racing ambitions with visits abroad, in a friction-drive Pilot car, to watch the great Continental motor races.

During the First World War Davis served in the RNAS and, after being invalided out, was sent to assist his old motorcycling friend W. O. Bentley on development of the BR 1 and 2 rotary aero-engines. After the Armistice Sammy went back to *The Autocar*, to which he had been transferred by Iliffe's before hostilities broke out, and he soon became that pioneer weekly journal's Sports Editor. He first did all manner of tasks, including writing the first-ever road-test report of the then new 3-litre Bentley, which he found a not altogether satisfactory car at the time. From then on, this remarkable man, with a journalistic flair all of his own, achieved his long-founded ambitions in the competition field of motoring. He was to become closely associated with all facets of the game. He had a son, Colin, by his first wife, who also took up motor racing.

There were Sammy Davis' record-breaking runs in AC and Aston-Martin cars at Brooklands, the three annual MCC reliability trials to compete in, in all manner of cars from primitive light-cars, to such unlikely ones as the low-slung "Brooklands" Riley Nine and long-wheelbase FWD Alvis. "S.C.H.D." also made a name for himself in racing, driving for Bentley, Alvis, Riley, Lea-Francis, Sunbeam and Singer, at Le Mans, in the Ulster TTs, at Phoenix Park, and in the Shelsley Walsh hill-climbs, etc. His successes included second place at Le Mans in 1925, with Chassagne, in a stricken twin-cam 3-litre Sunbeam, a Formula-win in an Essex MC Six Hours Sports Car Race with a 12/50 Alvis, his great 1927 Le Mans victory, with Dr. Benjafield, in a 3-litre Bentley badly damaged in the now-legendary White House accident (after "Sammy" had lost the 1926 race within a few miles of winning), second place with the difficult 6½-litre Bentley, a car taken over at very short notice, in the 1929 BRDC 500-Mile Race shared with Clive Dunfee and winning that race the following year in an Ulster Austin 7 shared with the Earl of March (now the Duke of Richmond and Gordon). In addition, Davis shared 4½-litre and 6½-litre Speed Six Bentleys in other races, netting more second places, as he did with a Lea-Francis in Ireland. Then, there being nothing pompous about Sammy, in between some racing engagements Davis once drove to and from the South of France, in winter, in an ordinary 1926 Austin 7 Chummy, to prove in *The Autocar* that the new race of baby cars could get there very inexpensively, if one couldn't make the annual escape from England in the Blue Train or a Rolls-Royce. . . .

That was by no means all, because Sammy Davis returned to record-breaking with Austin 7 and, at Monthléry, with Gwenda Stewart's fierce and temperamental Morgan 3-wheeler. He drove in short races at Brooklands, suffering a nasty crash there in 1931 with a low-chassis 4½-litre Invicta, the subsequent spell in hospital giving Sammy his opportunity to write his first book, the now much-coveted autobiographical "Motor Racing". He also took part in Many Monte Carlo Rallies in cars such as "Double Six" Daimler, Armstrong Siddeley, Railton, Wolseley, Sunbeam Talbot and six-cylinder Daimler and the tough Alpine Trial with a Siddeley Special. He drove in Alan Hess' team of Austin 16s after the war in a quick round-Europe dash (he was presented with his car afterwards, but *The Autocar* made him give it back), in 1950 he took a Mk. VI Bentley on the Rallye Gastronomique and as a Founder of the Veteran Car Club, took part in the Brighton Run in a very early 3½ h.p. Benz and his famous 1897 Leon-Bollée tricar "Beelzebub", once pushing the latter to the finish after an irreparable mechanical mishap, to the detriment of his leg injured in the Brooklands crash.

As well as that accident and the one at Le Mans, Sammy had another close call when his Singer broke a steering-connection and ended up on top of another of the Singer team cars, in the 1935 TT, throwing him onto the road. These innumerable competition appearances apart, Sammy tested racing cars for his paper that ranged from the tricky 350 h.p. V12 Sunbeam to R-type MG, MG Magnette, and Alta., etc. He knew everyone in the game and wrote with an impish sense of humour about them, put them into his cartoons, yet had time to serve on all manner of important committees, wielding a very important and Ambassadorial influence on the proper running of the Sport he loved. I doubt if an Obituary to him will recall *all* the important functions with which Sammy Davis was associated, they were so many and diverse. But I do know he attained his Brooklands Track Gold Star in 1930, along with Birkin and Kaye Don, and his BARC 120 m.p.h. badge in 1929, with the big Bentley. He held, of course, high office in many Clubs and organisations, whose members will sadly mourn his passing. He may not have been a Grand Prix driver, although he rode mechanic to Zborowski in the 1924 French GP at Lyons, in the dangerously-unsuitable 2-litre Miller, and drove a 1½-litre s/c Bugatti in the 1927 British GP, after practising on 2-litre and 2.3-litre Bugattis.

In World War II Davis again served with distinction, and high rank, treating his personal Jeep as he had done his competition cars, which involved unfurling the correct flags as frontiers were crossed etc., for Sammy had a magnificent sense of occasion. He was quite fittingly the first British (REME) officer to enter Le Mans when it was liberated at the end of hostilities and there is a street there named after this remarkable and inimitable man — as Peter Garnier reminds us, Davis was then 56; he was Mentioned in Dispatches. Along the years Davis continued to work for *The Autocar* and to write many books on all manner of motoring subjects, including one on the life of John Cobb and another about girl-racing-drivers. He virtually invented expert pit-work, doing this for top teams after his retirement from racing, and he acted as an official on innumerable occasions at Brooklands and elsewhere. Sammy Davis was ever ready to help young people who wanted to race or to become motoring writers. He may appear, to those who were not fortunate enough to know him, to have reached senility — *quite incorrect*, for up to the time of his unhappy death he was painting, writing, and thinking continually about cars and motoring racing.

Along the years Davis' road cars included his ABC "Grandpa", a Bertelli Aston Martin, the 1½-litre Invicta saloon given to him by Invicta's following his 1931 accident and in recent days his much-loved Austin Healey Sprite, he and his wife Susie being 100% open-car advocates.

I will end by recalling the way Davis is remembered personally. As a boy I was frequently asking racing questions of *The Autocar*, thrilled to

receive replies signed by a real racing driver — those magic initials "S.C.H.D."; and I remember too how helpful his then-secretary was — she told me how, in his early days, Davis was so dedicated to being with racing cars that he appeared untidily dressed to office colleagues and she once just stopped this whimsical, pipe-smoking Sports Editor from going to some important function wearing only one trousers-spat . . . That was "Casque" of *The Autocar*, whom we all loved (his riding mechanic in sports-car races was "Caput" — Mr. Head of the editorial staff). I looked out for Sammy on every VCC Brighton Run, regarding him as my personal hero and only last year it was such a pleasure to sit opposite him and Susie at the Brooklands Society's Re-Union lunch at the old Track. If I wasn't myself, I can think of no-one I would rather have been. Sammy Davis was such a great all-rounder — "Bentley Boy", journalist, rally-driver, writer and friend of so many in our world, with time also for strangers, and he knew the great pioneers, from Gabriel, and Jarrott onwards. Why, in those MCC trials alone he drove McKenzie, ABC, Deemster, Ruston-Hornsby, Palladium, 11 h.p. Riley, Waverley, Wolseley Ten, 12/25 Humber, 3-litre Invicta, Austin 7, and Lagonda, apart from the makes aforementioned, winning many Gold Medals, and before that Davis had driven a Cummicar and I think a Bedelia in Six Days Trials. How fascinating!

We are mourning so many of the old-timers these days, of whom Sammy Davis outlived almost all. His end was tragic, his wife Susan in hospital and a fire starting after his fall, which damaged his flat, a sad end, for a man so active all his days. Yet I am sure S.C.H.D. met even this cruel quirk of fate with a quiet smile and a mythological explanation. — W.B.

[A memorial service for S. C. H. Davis was held on February 25th at St. Paul's Church, Wilton Place, Knightsbridge at which the address was given by His Grace the Duke of Richmond and Gordon.]

MCC 80th Anniversary Land's End Commemoration Run — Easter 1981

THE Motor Cycling Club was formed in 1901 by a group of young gentlemen about town who considered that the motor cycle was an agreeable sporting alternative to the horse. The Club's first president was S. F. Edge.

In 1980, whilst Charles Jarrott was its president, the MCC organised a run from London to Land's End and back, with just 15 hours allowed in each direction for the journey.

To celebrate its 80th anniversary the Club is organising a run, at Easter 1981, for Veteran and Vintage cars and motorcycles in conjunction with the regular Land's End Trial. A maximum of 50 entries will start at one minute intervals from midnight on Friday 17th April, from the Frying Pan Cafe, on the A303 near Sparkford, in Somerset. The route will be about 300 miles long, and will include many of the hills used on earlier events — such as Porlock, Barton Steep, Ruses Mill, and the pre-1936 version of Bluehills Mine. An attack upon Beggar's Roost will be optional.

The time schedule of the commemoration run is being kept deliberately gentle, and the route will be strictly non-damaging, in order to encourage entries from owners of those cars which used to compete but which now find things too difficult. (Trojans, 30/98s, Bentleys, Alvises, etc.).

Co-promoters with the MCC of the run are the VSCC, the VCC, and the VMCC. This means that the MCC does the administration and the other clubs are expected to produce the entries.

1981 is a rather special year for the MCC, and it would be rewarding for it to have a good turnout of Vintage and lusty Edwardian cars for the commemoration run. It is hoped that there will be a good Vintage entry for the Lands End Trial proper, but that will be restricted to MCC members only.

Regulations and entry forms can be obtained from John Aley, Cairndale, Stoney Lane, Thurston, Bury St Edmunds, Suffolk. Tel: 0359 31001. Entries close on 9th March.

Vintage Postbag

Hotchkiss Record Breaker

Sir,

I was recently shown references in MOTOR SPORT of January 1981 in the article on the Eyston papers to the 2-litre record-breaking Hotchkiss, driven first by Eyston at Montlhéry in 1934 which subsequently ran in the 500 mile at Brooklands in 1935 and again at Brooklands in 1938. As I was Managing Director of the Hotchkiss Company in England beginning in the mid-thirties I know quite a bit about this car, and am probably the last living person who actually drove it, not in races but on endless circuits of Brooklands during tuning and testing. The car belonged to and was made at the Hotchkiss factory at St. Denis. It first appeared in 1934 when Eyston drove it at Montlhéry when it took the 500 mile record for unblown 2-litres at 112.9 m.p.h. and numerous other class records. It first came to Brooklands in 1935 in the 500 mile, driven by Divo and Rose. It performed very creditably then, finishing in time at an average of 106 m.p.h., lapping for most of the time at 110 m.p.h., it was very reliable. It finally appeared at Brooklands in 1938 driven by Baker-Carr, it was reliable but not very successful for reasons I will explain.

The car was a 4 cyl, with two Stromberg carbs, maximum revs about 4,600 with a very long stroke, I cannot remember and have no records now of the actual bore and stroke. [80 x 99 mm., giving 1,990 c.c. — Ed.]. The engine was offset at about 40° to lower the frontal resistance which enabled the very pretty streamline to be obtained. The front view of the car had a slightly lopsided appearance as the oil tanks were contained in an additional fairing on the offside, I cannot trace a photograph of the direct front view showing this.

The car was rather a pig to drive at Brooklands, owing to the offset engine, the steering column and wheel was slightly offset, you quickly became used to this; at least half the cockpit was taken up by the enormous fuel tank. When Eyston drove it at Montlhéry it had a very neat Perspex screen which wrapped around the driver, this is clearly shown in the MOTOR SPORT photo (p. 51 of the January 1981 issue). The Brooklands Stewards would not let us use this as it partially closed the cockpit sides. As a result of this, the car had to be driven with no protection for the driver at all, the streamlining having been designed to take the screen (see the photo Plate 93 in "The History of Brooklands" with Divo driving). The car was thus appallingly windy and cold to drive. The exhaust pipes discharged in the hollow tail and the reverberation was pretty bad. How Divo stuck it for 500 miles I don't know, Baker-Carr complained bitterly of it in 1938 in short races and so did I during testing laps.

Harry Ainsworth let us have the car again in 1938. We just could not make it go as it used to. Baker-Carr, Goodwin our works manager and I drove it endlessly in practice laps. Up to about 110 m.p.h., which was not good enough, all was fine, but you could not get another rev, only more exhaust noise! We spent a packet at our works and with Thomson and Taylor, everything possible was done and checked, but to no effect. We did finally discover the trouble. In 1935 for the 500 we had 2 cyl heads, one worked and the other was poor, they were almost indistinguishable, but there were very slight differences in the profiles, you had to have the two side-by-side to identify them and we had only one. We had been sent the car with the wrong head and there was nothing to be done.

I often wonder what happened to this car, it went back to Paris in 1938, the Germans took over the factory during the war and no one has ever seen the car again. Harry Ainsworth could not trace it after the war. Does anybody know?

Leyburn, Yorks — J. C. MEDLEY

The Eldridge Papers

Sir,

I found the article about Capt. G. E. T. Eyston and Ernest Eldridge particularly interesting — the former was a boyhood hero of mine, and his connections with AEC and Riley parallel my own affinity for these makes (as former employee/historian and the proverbial "satisfied customer" respectively). He was even a director of the Thornycroft concern, for whom I was a chassis designer in 1957-61.

The AEC engine in Eyston's record-breaking car would be an A165 variant, the reference to "A1650" would probably be a misreading of a suffix letter (most likely "D", as "O" was avoided) signifying alternative features to suit the particular installation. The A165 was the standard 8.8-litre engine supplied to AEC's customers for diesel vehicles in the 1932-35 period and the number of Eyston's engine sounds about right at 132 in relation to those in service by 1933, notably in six-wheel double-deck buses for London General Omnibus Co.

However, what particularly intrigued me was the horsepower-per-litre table. I wasn't surprised to find the AEC engine near the bottom, but multiplying up the figure of 16 by 8.85-litres (incidentally the exact capacity of this engine was always quoted as 8,850 c.c.) we arrive at about 140 b.h.p., which suggests that all that was done to the engine was to allow the governor to run up to the quoted 2,400 r.p.m. instead of the usual commercial-vehicle setting of 2,000 r.p.m. In fact early bus 8.8-litre units had run at 2,400 r.p.m. until it was found possible to obtain 130 b.h.p. (ample for the performance expected from a bus of that date) at the lower speed. AEC were quite adventurous with their early diesels — anything from 2,200 r.p.m. or so is still regarded as quite fast for a unit of this size.

Mr. G. W. Nicholson's letter on Armstrong Siddeley memories raises another interesting subject. As he says, this concern relied on band slip to take up the drive on cars with pre-selective gearboxes, at any rate up to the mid-'thirties, though around 1935/6 a centrifugal clutch was added to give smoother starts. So far as I recall, the only *cars* with fluid flywheel in combination with pre-selective boxes were those of Daimler

Continued overleaf

and associated Lanchester and BSA makes. However, if buses are brought into the picture, not only Daimler but AEC (under licence from Daimler) used the fluid flywheel and pre-selection combination, which proved almost ideal for city use — which is where we came in, as it were. Armstrong Siddeley supplied the p/s boxes used by Riley from about 1935 (with centrifugal clutch) and, I think ERA (without) — earlier Riley preselectors used the ENV version.

What a small — and inventive — world the British Motor Industry was in those days!

Basingstoke, Hants ALAN TOWNSIN

Sir,

Some of the engines in Ernest Eldridge's exotic list are credited with extraordinary power outputs. One wonders how reliable his sources could have been; not very, in the cases of the Talbot 90 and 105, where his figures are quite wrong. They should read 40 b.h.p.-per-litre at 4,500 r.p.m. for the 2,276 c.c. 90, and 45 b.h.p.-per-litre at 4,800 r.p.m. for the 2,969 c.c. 105; presumably he didn't take these engines too seriously in such company — and presumably also the 4-litre four-cylinder Bentley mentioned is a misprint for the "last gasp" 4-litre six, though I find it astonishing that such a unit could ever have been made to give 148 b.h.p., or that anyone should have thought it worth the effort to try.

There are other questions to be answered. How many of these special engines were actually built, how many actually got into a car, who built them, and who used them, and what were the results? Most important of all, on what date was the list compiled? Does the 12 b.h.p. advantage shown for the Grand Prix 1½-litre straight-eight Talbot over its rival the Delage reflect the position in 1926, or later when the Talbots had been further developed by the Materassi stable in Italy? The Delage figures are obviously pre-Ramponi and Seaman.

One thing does stand out, though: confirmation that there was no-one to touch Frank Lockhart as the foremost racing development engineer of his time.

Callington, Cornwall ANTHONY BLIGHT

[I do not think Eldridge would have regarded his b.h.p./litre figures as anything but a rough guide. I imagine the 4½-litre Bentley figure was for the four-cylinder car, not for the 4-litre six, if the table was, as Mr. Blight points out, compiled in pre-Seaman Delage times, say in 1930/32. It could date from 1927 or thereabouts for engines actually tested by E.A.E./G.E.T., with later ones like the Talbot 105 added without that data. The list was undated, as available to me — Ed.].

"The Sunbeam" at Wolverhampton

Sir,

I was most interested to read your article about the Sunbeam experiences of Mr. J. L. Cozens, regarding his father and the 1929 Monte Carlo Rally. The Sunbeam entry, a 20.9 Rally Saloon, Reg. No. UK 6219, happens to be currently in my possession. I say "happens" deliberately, because I bought the car in 1974 as a jolly nice vintage Sunbeam, and only happened by chance to find out later that the car was in fact Sunbeam's entry for the 1929 Monte Carlo Rally.

It is still largely in its original condition — original carpets and leather, still has the 1929 GB plate and registration plates with a Wolverhampton maker's name inscribed, and perhaps most interesting of all, has chalked on the underside of the front passenger seat the name "Cozens", as crisp and clear as the day it was written.

The car performed quite commendably in the rally, finishing 15th out of 93 starters: it was a year of freezing fog and ice so that there were only 24 finishers. I hope you will be interested to hear that the car is alive and well. I have not used it so much recently as I prefer the delights of an open car.

Ely, Cambs TONY HULL

Saltburn

Sir,

How well I remember my first view of motor racing! As a ten-year-old my parents took me to Saltburn. We all sat in deck chairs alongside the finishing line, within a few feet of the monsters — Stewart please note!

The racing composed of members of the Yorkshire Sports Car Club — heavy Austin 12 h.p. sit-up-and-beg saloons good for at least 35 m.p.h. Touring Sunbeams, Talbots, Clynos, Rhodes, Rovers, the lot, and all having a go, and fun. Then the "heavies"; but it was the Brescia Bugattis that stole the show — the wonderful noise and speed only Ettore could produce and the smell of Castrol-R. From that moment I was sold.

Towards the end of the meeting it was announced that "a Mr. Campbell would attempt to break the world speed record" and was trying for around 150 m.p.h. and would spectators please move back behind the deck chairs! (Original Armco?) He thundered down the beach and we were all sure he had done 150 m.p.h. but alas only 134 was achieved. After the turn round we had a look at the Sunbeam — he was a very brave man.

To this day nothing compares with the Bugatti.

I am glad my parents took me to Saltburn but am sad that my favourite sport has passed into the hands of the "wrong crowd and over crowding" or is it old age?

London JOE EPWORTH

[Those were the days! The Bugatti was driven by Raymond Mays and the 350 h.p. Sunbeam was timed at 138 m.p.h. in one direction, averaging 134 m.p.h. — Ed.]

The 30/98 Vauxhall

Sir,

Pedestrian, my foot! In Tom Threlfall's letter to the January MOTOR SPORT, he implied that the 30/98 was in the same performance class as a Ford Model "A". I really think that his Ford will need more than a few numbers after its name to improve its status. But pedestrian! — this the 30/98 certainly is not. Remember that the basic concept of this car was established well before the Kaiser war which makes the car very much an Edwardian Fast Tourer. (It was seldom referred to as a Sports car.) Any standard 30/98 would reach 85 m.p.h. and cruise all day at 70. This at a time when the current Ford would be lucky to reach 45. The owner of the 30/98 in the early twenties was in a similar position to the owner of an Aston Martin today, only he was able to use his car to its maximum potential, whereas today the poor Aston owner must stay down with the rest of us, restricted by legislation.

The analysis of the origin of the 30 in 30/98 was interesting and is probably nearer to solving the mystery than anything else we have seen — if indeed we want it solved. There has always been a degree of aura about the name and we are not sure we want to know the clinical detail. As far as we are concerned 30/98 represented the top of the Vauxhall range when their "bread and butter" cars were the 14/40 and 23/60. I have always understood that the 30 referred to the static HP (confirmed by Tom's excellent analysis) and the 98 the developed HP. The car's reputation has been earned by several generations of satisfied owners who have generally kept their opinions to themselves or to their close friends. Thus it is that many cars change hands without ever coming on the market, passing between friends or within the family. The hot air must be generated by those who cannot get themselves a car — it certainly does not originate from the 30/98 fraternity.

I agree about the Ford being more commercially successful, but then it was designed for and sold to the undiscerning masses who only wanted cheap transport. The 30/98 obviously did not appeal to the Americans who took charge of Vauxhall Motors in 1925 and it was the first casualty of the new regime. Perhaps they realised that, like Concorde, it was not possible to pack so much quality English engineering talent into a single package and still end up in credit.

Bakewell, Derbys D. R. MARSH

"Buick By-Gones"

Sir,

Like Mr. Ian Pratt, I was also very interested in the above having been with Page Hunt Ltd. of Farnham (not Farnborough) in the twenties when we were building a considerable number of drophead coupés for Lendrum & Hartman.

I am surprised that the National Motor Museum has no record of the Elkington Carriage Co. as they built quite a number of bodies on Buicks amongst other chassis. They certainly exhibited at the Motor Shows from 1924 to 1930, and moved from Chelsea in about 1929 to Chiswick High Road — perhaps some ex-employee of theirs could give more details.

Churt, Surrey TREVOR R. LLOYD

Sir,

The "famous black Buick" CUL 421 departed to the Bulgari Collection in Rome about thirteen years ago. If I remember aright, the car assigned to Stanley Baldwin in "Edward and Mrs. Simpson" was a 1934 ASX or ASY Light Six Vauxhall, quite a possible car for the period, though my personal *guess* for a Whitehall "hack" of the period would be a Hillman Six, either a 1934/5 16 or 20/70, or maybe the later IFS-equipped Hawk or 16 of 1936-37 type. Neville Chamberlain, as is well known, brought "Peace and Honour" back from Heston Airport in a later seven-seater 80 model, last of this line.

The Skinner Special coupé mentioned by John Willis as living at St. Austell: a four-light coupé said to be by Jensen, with 1933 or 1934 Morris radiator shell — turned up in the last Southern Counties Veteran and Vintage Car Auction staged at Beaulieu in the summer of 1965. It was running, but tatty and minus most of the interior trim. I was told at the time that it had been T. C. Skinner's personal transport in the mid 30s, but have no further corroborative evidence.

Finally, I'm surprised that the NMM couldn't find any record of the Elkington Carriage Company, though possibly the older address in Chelsea floored them. Elkington were quite well known coachbuilders who exhibited at Olympia up to 1929 or possibly 1930, at which time their works were at the far west of the Chiswick High Road, on the corner of what later became the North Circular Road. From the mid 30s the premises, I seem to recall, were taken over by Vauxhall-Bedford dealers Spurling Motors, who also did a lot of "custom" work on Bedford truck chassis. I recall — though not where and when —

Elkington formal coachwork on the bigger Minerva chassis like the 32/34 HP AK, and didn't I read in David Thirlby's first-rate *marque* history that goodly number of Frazer Nash bodies (TT Replicas and the like) of the mid-30s were made by Elkington?.

Midhurst, Sussex MICHAEL SEDGWICK

The Auto-Union Vans, etc.

Sir,

The interesting "A Shelsley Walsh Memory" story in the November 1980 issue contains a photo of the pre-war Auto Union racing car transporter and the Editor questioned if it was a Wanderer, an Opel or what? It was, in fact, made by Büssing. The Auto-Union, consisting of the Horch, Audi, DKW, and Wanderer car factories and the DKW motorcycle works, never produced big vans. And Opel was a leading opponent of A-U cars. Büssing never built passenger cars, concentrating always on big lorries and vans; they had, therefore, no "enemies".

Equipped with heavy Diesel engines, the vans were very reliable, but lacked speed. When the drivers of the vans — mainly the Auto-Union racing mechanics — had to cover long distances from one race to another, they got very tired in comparison with the drivers of the extremely fast vans of the Mercedes racing equipe, which — of course — were of Mercedes manufacture.

Incidentally, the "mechanic" who (also on page 1741) is seen reversing the Auto-Union out of the transporter was my friend Wilhelm Sebastian, who joined Mercedes racing driver Adolf Rosenberger as mechanician in 1924 and who drove afterwards with Mercedes drivers Walb, Mrs. Merck, Baron Wentzel-Mosau, Momberger, and with Caracciola with whom he won the 1931 Mille Miglia.

When Porsche designed the Auto-Union racing car, Rosenberger was closely connected with him, as were Walb and Wilhelm Sebastian; partly, because they had, since the Benz "Teardrop" days of 1922-1924, practical experience with rear-engined racing cars. In addition, Rosenberger had commercial interests in the Porsche Design Company at Stuttgart. When, in 1933, the Auto-Union decided to produce the Porsche-designed racing cars at the Horch works at Zwickau, ex-racing driver Walb became Racing Manager, i.e. the opponent of Alfred Neubauer, for whom Walb drove in his Mercedes days. Wilhelm Sebastian also joined the Auto-Union and was a racing driver in the first (1934) "works" team, together with Hans Stuck, Prince Hermann zu Leiningen, and August Momberger. Afterwards, Wilhelm Sebastian became Assistant Racing Manager and held this position until WW2 finished all racing. His younger brother, Ludwig Sebastian, was head mechanic to Bernd Rosemeyer. Adolf Rosenberger, who between 1927 and 1930 drove the 1925 Ferdinand Porsche-designed Mercedes "Grandmother" to many successes, was prevented from driving Auto-Union racing cars by Adolf Hitler, as his own Grandmother did not belong to the Aryan race. He left Germany in 1934, for the USA.

As to the only ever Mercedes-built "Grandmother", it had a modern 1924 framework from the 2-litre 8-cylinder cars (in one of which Count Zborowski was killed at Monza), with a 1914 4.5-litre Mercedes Grand Prix-engine to which Porsche had added a supercharger.

Beilefeld (Germany) ERWIN TRAGATSCH

Liverpool Speed Trials

Sir,

Your interview with Mr. J. L. Cozens was most interesting. Can some erudite reader tell us anything about the Liverpool Speed Trials to which reference is made? Whereabouts in the Liverpool area were they held, and in which years? I have to admit that I have never heard of this event, which must have been of some importance to attract a works entry from Sunbeams.

Guildford JOHN WILLIS

[For once we don't have to ask the readers! The speed trials to which our correspondent refers took place on May 15th 1920 over a one-kilometre course at Storeton, a few miles south of Birkenhead. There were more than 300 entries, and Cozens won his class on form and on Formula beating two Essex. Cozens took seven awards in all that day but the 1914 Sunbeam was beaten by the 30/98 Vauxhalls, and, incidentally, a pre-war Ninety Mercedes took part. The course was a private road, but the spectators invaded it. Does this road, reported at the time to be "safe for any speed" survive, I wonder? — Ed.]

The Armstrong Siddeley OC

Sir,

I read with interest the letter, "Armstrong Siddeley Memories". As a Manchester man and an owner of several Armstrong Siddeley cars, including a 17 h.p. Town & Country Saloon registered in Manchester, plus being involved in a thriving area in the S.W. Midlands with other members, and also privileged to be the Chairman of the above Club, I thought I would put Mr. Nicholson's mind at rest.

We have a flourishing Club of over 700 members spread out all over the world, we have an excellent library, with an excellent librarian. We attend rallies all over the country, and although Westmorland is a long way off, we did manage to get to the car show at Leeds in 1980, and attend all the other shows, including Earls Court. We have a large spares organisation, they never caught fire and our Company Secretary comes from Hull.

Finally I would personally be pleased to hear from the Vice President of the Westmorland MC, it could be to our mutual advantage. Incidentally, our last rally was held at Ragley Hall, Alcester; over 100 Armstrongs turned up with pre-war cars amongst them.

Droitwich, Worcs. DAN LAMBERT
Chairman, Armstrong Siddeley O.C.

[We have frequently given publicity to the thriving ASOC, as recently as last January in a footnote to Mr. Nicholson's letter, and we enjoy the Club's excellent magazine — Ed.]

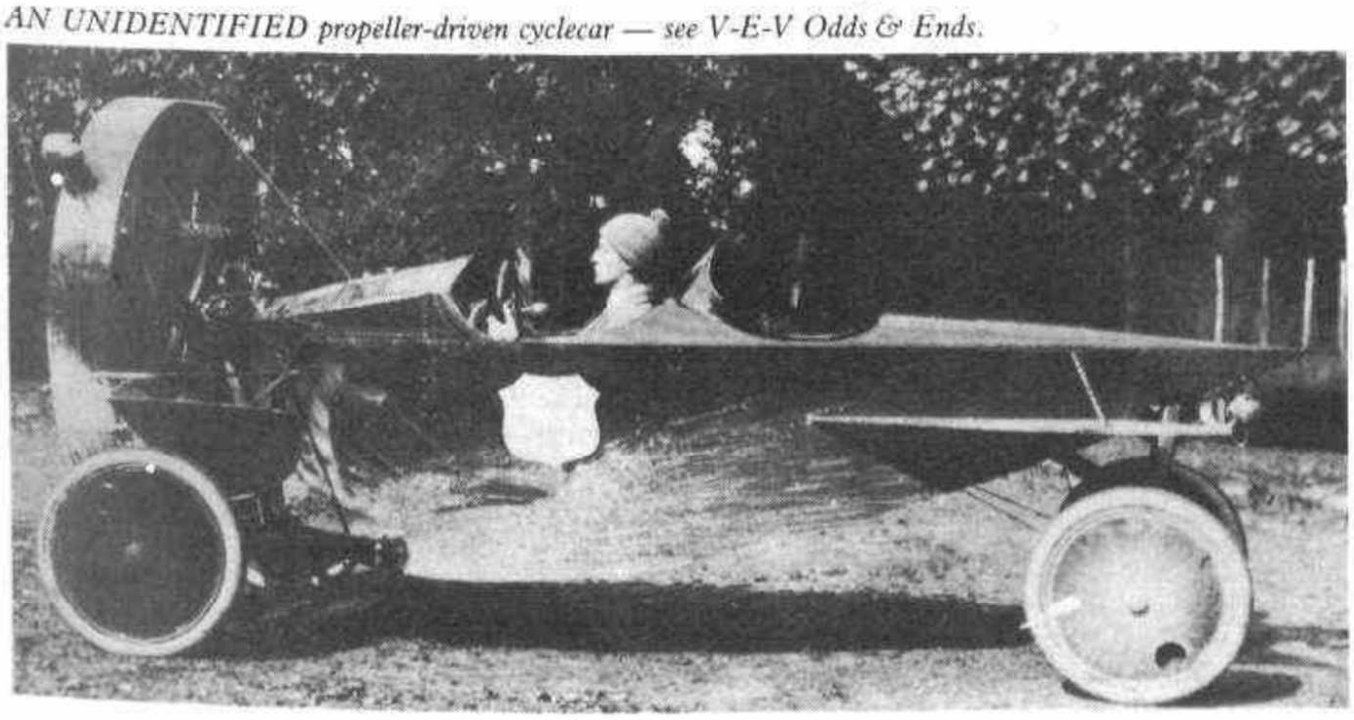
V-E-V Odds & Ends. — The errors made in licensing documents supplied from the DVLC at Swansea are legion, and continue. Amusing as some of the entries are, it is a National disgrace that after the enormous sums of tax-payers' money this computer centre cost, it cannot operate more efficiently. Michael Ware, Curator of the National Motor Museum at Beaulieu, says that he returns many such documents to ensure that the Museum's historic vehicles are correctly registered, one error being that the rare 1912 McCurd lorry which is on loan to Beaulieu from Tate & Lyle Ltd. was put down by Swansea as a McTurd; and we know of a 1924 Grand Prix Sunbeam quoted by them as a "Sunbeam Imp Sport Sports"! The Rotary Club of Bognor Regis is again holding a Motor Gala this year, to which veteran, vintage and later vehicles are welcome, the enclosures being roped off. The date is August 23rd and entry forms will be available in April, from: C. Sayer, 6, Wren Crescent, Bognor Regis, West Sussex. A reader has sent us the accompanying photograph of a typical 1920s propeller-driven cyclecar. A number of such vehicles was constructed in those days, this form of transmission obviating the complexity of a gearbox or other form of variable transmission and a final drive to the road wheels. The builder of this particular wind-wagon is unknown; does anyone recognise it? We like the gas lamp on the casing protecting the propeller which, incidentally, was also a protection for anyone coming into contact with the vehicle!

B. A. Crockford considers that the Austin Heavy 12/4 is ridiculously slow, but is nonetheless a delight to drive. He is contemplating the manufacture of a higher final drive ratio (4:1 instead of 5.1:1) and would be pleased to hear from other 12/4 owners who might be interested in this go-faster modification. Letters can be forwarded. Adrian Liddell tells us that he has re-painted his Straker Squire with the Zebra stripes it wore at Brooklands when raced by Kensington Moir, replacing the under-trays and radiator cowl in the process.

Alf Poyser's sister, aged 80, is anxious to trace the present whereabouts of her brother. Mr. Poyser was selected from Rolls-Royce Limited, at Derby, to work on Sir Malcolm Campbell's Bluebird in 1935 and went to America when the car broke the LSR. He then went to the Packard Motor Company and may later have owned a hotel. His sister has not heard of him for many years and would be grateful for any information. (Letters will be forwarded.)

W.B.

AN UNIDENTIFIED propeller-driven cyclecar — see V-E-V Odds & Ends.



Around and About

As young as you feel!

MOTORING magazines tend to devote a considerable amount of space to the varying merits of up-and-coming drivers and how teenage youngsters desperately joust at the wheel of their Formula Ford cars, trying to become the youngest World Champion ever. So often, however, an intensive "professional" involvement in the sport results in drivers retiring and turning their back on the business of motor racing, often by the time they are thiry years old. We've seen several such examples over the years and, in the Grand Prix world, we tend to think of Mario Andretti, 41 this year, as a really experienced "old hand". But the American's years in the sport are fleeting in comparison with one enthusiast we at MOTOR SPORT visited a few weeks ago.

Christopher Le Strange Metcalfe — known to his family and friends as "Dickie" for reasons he cannot remember! — first competed at Brooklands in a Morgan three wheeler in 1929. That in itself may not be unique, but what is pretty stunning is the fact that Dickie Metcalfe is now in the throes of preparing for another season of motor racing at the modest level he's always enjoyed — and he will be 73 years old next month. By our reckoning he succeeds the late Basil Davenport as the oldest active holder of an RAC Competition licence and he feels that there's still some life in the old dog yet!

Successfully mating an army career with his enthusiasm for amateur motor racing, Dickie Metcalfe's first contact with the Brooklands fraternity came through his friend Clive Gallop. This friendship was responsible for Metcalfe being invited to dine at Count Zborowski's country seat in Kent where he arrived in a rather motley Austin Seven. Greeted on the steps by his host, Zborowski is said to have noticed Metcalfe's tiny little box on wheels and asked, incredulously, "what is *that*?". On Metcalfe's reply that *that*, was in fact his Austin Seven, Zborowski replied sympathetically "Oh dear, I'll have it taken away!" Happily, the baby Austin was merely taken round to the family garage and reappeared full of petrol and meticulously cleaned, for Metcalfe's homeward journey. "People do not live like that today — not in this country anyway" said Metcalfe.

Quickly graduating from his Morgan three wheeler, Metcalfe then acquired the ex-Douglas Hawkes 1921 Anzani engined "200 Mile Race" Horstman "from Thomson and Taylor's scrapyard". This was a rare machine with its twin port engine, but Metcalfe recalls that its wooden chassis had definitely seen better days and, when the Brooklands Stewards discovered that its owner had actually raced it in an event on the Mountain Circuit, with no front wheel brakes, they warned him off! His enthusiasm undaunted, he acquired a chain drive Frazer Nash chassis into which he transferred the Anzani engine and then commissioned Abbots of Farnham to build him a neat fabric single-seater body for the resultant machine.

The outcome, according to Metcalfe, was "quite pleasing" and he used this car for the next five years in Brooklands meetings, having a great deal of fun during his time off from the army. On one occasion he recalls being hauled in front of the Stewards after a protest from G. L. Baker who said that Metcalfe went beneath his Minerva on the banking rather than on the outside, thus winning the race by a short-head. "I was hauled up in front of Earl Howe, Algernon Lee-Guinness and Tim Birkin and asked to account for my performance. I did some very quick thinking and then explained that I felt one 'had to have a go if you wanted to win' when one was motor racing, quoting a passage from Birkin's book *Full Throttle* to support my argument! Not only did I get off, but the chap who'd protested me was fined for making what they called 'a frivolous complaint!'"



"DICKIE" Metcalfe at Silverstone with his BDA-engined, special bodied Lotus 23C.

Confining his activities to Brooklands, except for an excursion to drive at Donington — "1933, it was, I think" — in an ex-Vic Derrington San Sebastian Salmson, Dickie Metcalfe acquired a Fiat Balilla in the mid-1930s, leaving the Abbot-Nash, as his special was titled, "in a garage in Esher" [J. P. Almack Engineering — Ed.] when he went off on some army business. When he returned he found that they had sold it for him to somebody in America, so he enjoyed himself in the few years up to the start of World War 2 with the little Fiat. "Then I decided to spend a great deal of effort and money giving it a really good tune up for the last meeting of 1939, scheduled for October 1st. Of course, by that time there were other things to worry about, so I squirted a bit of oil into the bores, left it in Fox and Nichols' yard on the Kingston by-pass and went off with the army. Six years later I came back, started it up and drove away. . . ."

After the war Dickie Metcalfe became involved in all sorts of fascinating business exploits in Libya, starting a company which got the Admiralty contract to clear the wrecked shipping from Tobruk and Benghazi harbours. By that time he was in "Government service" having left the army, but still found time to race in England, selling the Fiat Balilla and acquiring the Aston from an Aston-Butterworth special in the early 1950s. He fitted the Bill Aston chassis with a 1.1-litre Coventry Climax engine and Maurice Gomm, a good friend, clad it in an attractive, stylish body which resembled a small Aston Martin DBR1. It was with the Aston-Climax that Dickie Metcalfe scored his most "prestigious" result, third in the International *Daily Mail* Trophy at Boreham, in 1952, behind Ken Wharton's Frazer-Nash and the Jaguar XK120 of Mike Hawthorn.

Dickie Metcalfe raced his Aston-Climax through to 1964 when he transferred the Climax engine into one of the pretty little Lola Mk 1 sports cars, continuing his racing mainly at Silverstone and Castle Combe as well as venturing to Thruxton when it was reopened in 1968. The Lola was followed by a Lotus 23B, fitted with an 1150 Holbay Formula Junior engine, and this led to the current Lotus 23C powered by a Cosworth BDA "which I happened to have around" and clad, distinctively, in a chopped around Can-Am McLaren body. His most recent success was in a Goodwood sprint on July 27th last year when he established FTD and he can still lap Silverstone club circuit in 1 min. 4 sec. "although I'm not so keen on diving up the inside of the youngsters going into the corners any more. I tend to let them go and come up on them when they're not looking!" Despite a serious road accident near Silverstone last autumn, Dickie Metcalfe plans his usual schedule of "two or three races a month" throughout the 1981 season, still preparing the car himself in Gomm's Old Woking premises.

As far as road cars go, he's tried most sporting machines "including a Bugatti, a shared 3-litre Bentley and an eight-cylinder Wolseley, a most awful car" although in recent years he has been an Alfa Romeo fan, currently running a 1.5ti Alfasud. In 1970 he also enjoyed a spell as entrant, providing a Lotus 59 for David Cole to race in Formula 3 — "his father was in my regiment".

Aston Martin's new driving force: enthusiasm, tempered by hard business

From Dickie Metcalfe's charming country cottage near Maidenhead, we pointed our road test Porsche 928S (borrowed from our sister weekly newspaper!) north east through sleet and slush to Newport Pagnell, home of the frequently troubled Aston Martin Lagonda company. Although turning up on Aston's forecourt in a Porsche might be calculated to provoke a dispute to make the FOCA/FISA row pale into insignificance, we nonetheless received a warm welcome from that great enthusiast Victor Gauntlett who, as readers will probably know, is



FRONT engined, RWD sports car concepts as expressed by Zuffenhausen and Newport Pagnell.

now Executive Joint Managing Director of the English sports car manufacturers.

Gauntlett who admits that "my problem is that I'm a car enthusiast" openly confesses that one of his reasons for becoming involved with AML (1975) Ltd., is "sheer enthusiasm", although he thinks the company has a worthwhile product and, potentially, a quite realistic future within the specialist motor car world. But there is another side to this Bentley enthusiast's approach and, in conjunction with CH Industrials Ltd., a large public concern incorporating the former Coventry Hood and Sidecar concern (amongst others), Gauntlett's Pace Petroleum company has increased its shareholding in the Newport Pagnell company to just under 50 per cent. CH Industrials Ltd., hold a similar percentage which, together, gives them overwhelming control; the shares were acquired from Alan Curtis, Peter Sprague and Denis Flather, the architects of the last Aston Martin "rescue attempt".

A mathematical mind is needed to work out how much the AML involvement has cost Pace Petroleum, but reading from the CH Industrials press material, it can't be much short of three quarters of a million pounds. Victor Gauntlett told us politely that we would have to work that out for ourselves, but added "I always make a point of never going into business deals which haven't got more going for them than against them. There is what I would call a 'containable loss' if we don't make Aston Martin work; it's by no means a runaway situation." What's more, lest anybody should think that this new "take over" means a vast change to the Aston Martin Lagonda character overnight, Gauntlett insists "we have to make work what we have got. We must make the best of what we are and of the situation in which we find ourselves. Our current level of production amounts to three V8 coupés and five Lagonda saloons every fortnight. We have to be very careful how we expand from this point".

Several avenues of development are currently under consideration by the new AML management. Victor Gauntlett feels that a new power unit is needed, but this can only be funded out of profit. "We might do some deal with another manufacturer for the design of smaller power units and we are examining the possibility of a racing project of some sort for a development programme. But it's early days yet. One thing that I am very pleased about is the amount of interest shown in the Lagonda. We have taken sales from Rolls-Royce and Ferrari owners, which is heartening."

To date, seventy Lagondas have been sold — at a price tag just short of £50,000 — and AML is very conscious that they should allow Lagonda to carve its own niche in the luxury car market. There certainly was no shortage of enthusiasm and optimism at Newport Pagnell nor of awareness over the merits of rival products. Whilst we were talking to Victor Gauntlett, the AML engineering department was having a very close look at our Porsche 928S! Nothing wrong with scrutinising a trend setter is there?

SAVIOUR? The £50,000 Lagonda saloon is proving very popular.



Bowing out quietly

When the day comes for a top-line racing driver to retire, it's interesting to watch how they handle it. Some "stage manage" the announcement on a Cecil B. de Mille scale (like Jackie Stewart), others depart abruptly, such as James Hunt and Niki Lauda, while others simply fade away quietly without any fuss. Denny Hulme fell into the last category at the end of 1974 and now the man who partnered him in his last year at McLaren, Emerson Fittipaldi, has done the same.

At the start of the last decade, Emerson Fittipaldi's arrival onto the Grand Prix racing scene certainly raised an eyebrow or two. He had mastered the junior formulae with such aplomb that he was quickly wafted into a Formula 1 car in time for the British Grand Prix. In this works Lotus 49C, he finished seventh in a race won by Lotus team leader Jochen Rindt. After Rindt was killed at Monza, Fittipaldi boosted Lotus morale by winning the 1970 United States Grand Prix at Watkins Glen, only his fourth F1 event. He led the team in 1971, but this was a "learning year"; it took him until 1972 to mature sufficiently to drive his Lotus 72 smoothly to five Grand Epreuve victories and the World Championship. In 1974 he left Lotus and moved to McLaren, winning the World Championship again. At the end of 1975, he stunned the "establishment" by announcing that he was moving *again* this time to his family Grand Prix team, run by his elder brother Wilson. At the time everybody criticised Fittipaldi for this decision, but they should have realised that this was simply the realisation of a childhood ambition. The two brothers always dreamed of building their own Formula 1 racing cars and now they were doing just that!

For five seasons, Emerson Fittipaldi struggled loyally with his "home team". Sometimes his cars were quite reasonable, often they were not competitive. By the 1980 season, the likeable Brazilian driver had lost his edge and clearly wasn't driving as quickly as his team mate Keijo Rosberg. Quietly, without fuss or drama, he made the decision that he was going to retire, only his enormous love of the sport having driven him on to continue racing after his best days were over. We look forward to seeing Emerson Fittipaldi's happy countenance "on the sidelines" for many more seasons to come, sharing that tremendous experience and racing wisdom with his young compatriot Francesco "Chico" Serra who has taken his place in the team.

Panther returns

THE Panther Car Company went into the hands of the Official Receiver at the end of 1979, after some six years of activity in the specialised field of making cars of a classic appearance with modern components, comfort and characteristics. Now the company has been bought by a Korean organisation, the Jindo Group, headed in the UK by Mr. Young C. Kim, and production has started again, albeit in a small way with a workforce of only 25 in comparison with the 200 employed at the time of the Receivership. Jindo, who amongst other things make cargo containers

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TRACK TEST

TVR's champion convertible

FOR the majority of seasons since the 1973 start of production sports car racing, it has been easy to answer readers' queries over who was champion in a particular year. You spelt the name of Leeds entrepreneur Chris Meek. Then added the brand of car he drove that particular season. A Lotus Europa being the most effective of all, though Meek seems to have driven virtually every machine from MG Midget upward, with great success in this category. When readers ask about 1980, it will be different. For the established BRDC series, the DB Motors of Leicester Championship, went to Hinckley, Leics, garage owner Colin Blower, in a TVR convertible.

Colin was also declared champion in the BRSCC-organised CAV series for similar cars and competitors, but Meek protested the points awarded at an Aintree round. An acrimonious RAC tribunal followed and Meek was subsequently declared champion, even though the BRSCC's Peter Browning was practically foaming at the mouth after a display of "club sportsmanship" that made the FISA/FOCA row look like a good-natured discussion.

Bravely pushing aside the unacceptable face of motor racing, we decided to talk to Colin Blower about his long-standing interest in the category. He agreed to meet us at Silverstone one blustery pre-Christmas day, bringing with him the 200 + horsepower TVR that netted him most of the 22 wins in 24 outings that he scored in 1980. We tried this exciting convertible, officially designated the 3000S, listening later to Blower's equally interesting 1981 project to run the 2.8 fuel injected TVR Tasmin. This will be the first car to utilise a racing version of the 2.8i Ford engine, to our knowledge, though that V6 has a cylinder block that is a direct result of the 1970s racing programme.

A mechanic by trade, Colin Blower has stuck with production sports car racing — a category where modifications are theoretically quite limited, like Group 1 racing of saloon cars, but which now offers rather more scope for tuning than originally intended! Blower first saw the category when spectating at his local Mallory Park circuit in 1973. "I had a brand new MGB at the time, and I was hooked! My first race was soon afterwards at Llandow in the B. I came last, but what an eye-opener after spectating! Everyone else looked like lunatics on the track, but I soon learned to join in . . ." By the end of the year his self-prepared B was capable of showing reasonable class results, winning the division at the last Silverstone of the season.

For 1974 Blower bought a Europa and "enjoyed a fabulous year dicing for first and second overall. We nearly won the title that time, but it was a fascinating season because our main rival was Peter Taylor from Jaguar." Amongst other duties Peter conscientiously ensured the health of press road test vehicles that usually have more mileage displayed than those of any rival manufacturer, yet run superbly.

"It was so interesting because Peter's E-type V12 was fast along the straight and our Europa was nippier around the twiddly bits. The result was some very close racing that I will never forget."



J. W. steers into a drift with Colin Blower's production (well, nearly) TVR convertible on a wet Silverstone corner.

Even during 1974 Blower was talking to TVR management, a logical development for a garage owner with a high proportion of TVR clientele. "Since 1975 I have run TVRs, this convertible being the fourth one. They've been very good to me, but as with most others in club racing today I couldn't afford to run without additional sponsorship." As with many effective sponsorship arrangements Colin Blower's backing came from a local company and a casual acquaintanceship. The result is the legend across the red convertible's flanks to the effect that Indestructible Socks are the greatest: nobody forgets Colin's sponsor in a hurry!

From our own earlier participation in prodsports with the Caterham Seven it is worth making a point about the way Blower won his title. While Meek ran a class contender (either Panther Lima 2.3 or TVR 1600) versus largely Ginetta G154 1-litre opposition, Blower had to fight three quick Morgan 3½-litre V8s. Colin knows the Morgan car and Charles Morgan well, for he raced against ITN cameraman Charles closely in 1979. At the end of that season, instead of courtroom rancour, the two rivals swopped cars and tried the merits of each for themselves. That's more like the club racing spirit . . .

The Car

Built by Blower in what spare time he could find, the convertible we tried was actually the second such racing TVR that Blower and local enthusiasts headed by Peter Butterworth had constructed. The first, apparently lightweight model, was destroyed in a 110 m.p.h. crash at Gerrards Bend, Mallory Park, in April 1980.

"A driveshaft broke and it rolled, and rolled, and rolled!" said Blower, his eyes still wide at the memory, "it seemed to dismantle itself around me. Doors, everything seemed to fly off until I ended up clutching the steering wheel with a seat and a roll cage for company: I let go of the steering wheel and it flopped in my lap! Incredibly I had just two cracked ribs." A seat bolted down to the chassis and proper seat belts were the keys to his survival.

They missed only two Championship races. The result was the TVR we drove, of which the heart is a Ford 3-litre V6 with a single production twin-choke Weber carburetter. The V6 was built by Racing Services, now at Hitchin rather than the Twickenham base we once featured.

Blower conservatively quotes 200 b.h.p. at 7,000 r.p.m. for the V6. Similar units in Group 1 saloon cars gave 220 b.h.p. and the 1980 mid-season figure for such V6s, in a slightly more developed form for the carburation, was in excess of 250. I was quoted about £2,000 as the cost of the modified engine, which features a 9.8:1 c.r. (a lot less than those saloons I was talking of), a camshaft to the measurements Ford specify (which allows a profile akin to the Weslake inspired 649 of BMC Mini fame, a profile still used by Mini racers today) and a thorough balance of standard crankshaft and associated reciprocating components. The engine is the smoothest and most satisfying of the many Ford V6s we have encountered over the years.

The gearbox is a production Ford 3-litre Capri unit (close ratio gears from Hewland are available in the production casing, but not permitted in this category), and the clutch is also from a production Capri.

TVR's independent wishbone rear suspension allows the use of a Jaguar Salisbury differential. The limited slip is torqued to 90 lb. and the ratio will vary between 4.5 and 4.7:1, according to circuit.

TVR suspension is ideal for the production racer because the small volume manufacturer provides quick adjustment facilities for all important aspects, including castor and camber, in much the same way as a formula racing car. Selecting a spring is eased too, for TVR say they have tried just about everything in production at one time or another, so the competitor can pick from a wide choice of ratings — unlike a TR7 owner, for example.

Blower commented, "we just said to TVR what we wanted to do and they sent down some suitable hard springs, which also provide a lower ride height than usual. We use Spax adjustable damping. Konis would probably be better, but the Spax adjustable feature is valuable to us. Basically we keep the front hard and the rear soft with a hefty front anti-roll bar also included. We tried a rear anti-roll bar, but traction was not so good. Now it is smashing off the line, just blows the others off every time!" For our test it was necessary to run a softer front bar as it rained

pretty well throughout.

A production braking layout of discs at the front and drums at the rear is utilised, with the bias of the work performed by the anti-fade friction materials being toward the front.

Wheels and tyres to make this 2,100 lb. TVR trustworthy are Kleber V12 GTS in 195/70 HR (front) and 205/70 HR rear. We used wets, which in this case simply means they have more tread than the worn down semi-slicks that production racers make of road tyres. Colin felt Klebers "suit the car well. The soft walls like some negative camber to give their best, and the adjustable suspension allows us to get the best from them. I have tried Michelin, but did not find them so predictable." Next season Blower will be one of the pioneers who will use the recently introduced BF Goodrich performance road tyres in competition. The American tyre company have a lot of experience in saloon car racing and their products have survived at both Le Mans (Corvettes) and Nurburgring (on a rather lethargic AMC AMX saloon).

The alloy TVR wheels are a generous 6" broad in the rim by 14" diameter, which allows a good size disc brake room to breathe at the front.

Inside . . .

While the exterior was as smart as you would expect of a car less than a season old, the interior had its foibles.

The cloth finish of the bucket seat and Britax full harness combine with a fire extinguisher to lull the new driver into thinking a straightforward task awaits. Not so.

Colin Blower does not heel and toe. He toes and heels! Literally putting the ball of his foot on the brake and blipping the throttle with his heel. Thus the throttle pedal is almost impossible to blip during hard braking. The Formula sports steering wheel exhibited a bit of unwelcome wobble and, the *pièce de résistance*, ventilation was aided by a driver's side window that wanted to sit on our lap at speed.

Instruments were straightforward and largely TVR production. Oil pressure was indicated at a steady 60 lb. and water at 90 degrees. Clearances inside the V6 tend to be generous, in a racing application anyway, but this thrice-rebuilt unit had even larger piston ring/bore and valve guide tolerances, to judge by the blue smoke wreathing around the twin rear pipes, whenever the engine was started.

As soon as the motor was running, all these detail thoughts disappeared. The uneven lope that passes for a 2,000 r.p.m. idle gives way to a solid beat of power as 3,000 r.p.m. is reached in first gear. As Blower remarked the traction and sheer "get-up-and-go" spirit exhibited by the motor are remarkable. The first three gears are used up quickly, which means the TVR is then travelling at approximately 110 m.p.h. when you change into top. Along the Silverstone Club straight the r.p.m. are still building before Woodcote demands that 6,000 r.p.m. plus in fourth is not wise, in view of the impending tap dance that must take place to change down and brake from approximately 128 m.p.h.

On the track

For the opening laps I tried to concentrate on changing gear with the gear lever instead of the equally stubby and convenient handbrake, plus a change in routine from heel and toe to brake, clutch in, blip throttle, change down in separate movements. This was occupying so much space that I later settled for what little throttle aid I could find by searching for the throttle under heavy braking.

On the slippery approach to Becketts hairpin, where the demand is to decelerate from 120 m.p.h., or so, to 50 m.p.h. and second gear in the wet, this provided some intensely interesting motoring. Right down to the full Timo Makinen "put-it-sideways — the opposite way to the direction you intend to go," arrival. This shocked the photographer sufficiently to ensure that no pictures were filed of the most exhilarating part of the test.

Coming out of Becketts was the challenge. Blower convinced me that the throttle should be left applied and that the resulting long spells of sideways motoring could be deftly handled by the steering. The idea is to come in slightly under the best speed and just blast through. I quickly discovered that any chicken-heartedness at this point with the throttle led to severe understeer. Sometimes I just could not believe that the TVR, which accelerates very rapidly from 50 to some 65 m.p.h. in second gear, could go on sliding without spinning. Thus a long slide would end with the throttle sharply eased, my sharp intake of breath released and the car lurching into third gracelessly. However, on the rare occasions when I did get it right, the resultant slide onto the main straight was the essence of my personal preference for front engines and rear drive in touring cars.

Woodcote and Copse right-handers were wet too. I settled for third gear and constantly increasing throttle for both, Copse even faster than its easier curvature would suggest in this car. The TVR has to be babied into a corner and Woodcote, traditionally the scene for desperate last lap overtaking manoeuvres, almost demands that you leave your braking as late as possible. Yet it was better to brake earlier in the TVR, turn in gently over the glistening tarmac and apply the considerable V6 torque with respect.

There was hardly any need for fourth gear on the short pits straight, but I felt the owner might be happier if there was some evidence of gearchanging going on when the motor was obviously going to touch 7,000 r.p.m. Barely had the bridge been passed than it was time to start fumbling for third again. Provided the TVR had been settled into Copse easily, it came out with fine prowess, third gear nearly used up and eager to gobble up the space before the theoretically flat out Maggotts Curve (not identified in the current RAC Motor Sports Yearbook: has the title been dropped?) I say theoretical, because in the wet conditions the TVR tended to slide so far that the line into Becketts hairpin was spoiled. Easing the throttle in fourth gear seemed a better way on the day.

In such slippery conditions, stress was laid on neat braking ability. Blower commented that the use of Aeroquip lines had cut out the production spongy feel that the brakes would normally exhibit in circuit use. Certainly they performed well for this class of car, but there was still enough pedal travel to allow contact with that elusive throttle pedal.

So far as the tyres were concerned, I did wonder if Blower was going to miss the Klebers badly in 1981. It would be difficult to imagine a better combination of grip and predictability from a production road tyre. Sure, there are covers that will supply more grip, but they tend to break away suddenly. The Klebers made it possible for a stranger to get in and return laps in the 1 min. 13 sec. and high seventies m.p.h. average.

I was glad to hear that Blower would be backing Blackpool and TVR again in 1981, for the rules change this season to admit exotica from Group 3. BRSCC supremo Peter Browning told us frankly that the RAC were insistent on a tighter set of regulations being applicable. The result is that from 1981 onward we have the British Production Sports Car Racing Formula, a combination of Group 3 and cars made in Britain that can show a 200 production run in 12 months.

This means we have Morgan V8s, and TVR versus Porsche 911 (all types except Turbo), Porsche 924 Turbo, and the Ferrari 308 series. The class below admits Caterham Seven, Lotus Esprit, Porsche 924 and many others including MG-B, which was the type of car that this kind of racing grew up with. In 1981 the up-to-1,500 c.c. class (there is expected to be an unofficial overall 4-litre limit) will probably be dominated by the Fiat X1-9 1500 racing against the traditional MG Midgets. Chris Meek tells us that he does not expect to contest the series this year "though I might do some development for Panther". Another Northern veteran, Tony Lanfranchi, can be expected out in a Porsche 911, which would be our tip for 1981 Championship honours. Meanwhile, we will look out for the progress of the fuel-injected TVR. — J. W.

AROUND & ABOUT (Continued from page 301)

and mechanical handling equipment for export to Europe, will be producing many of the basic components for the Panther in their Korean plants and shipping these over to the Weybridge factory for assembly.

Robert Jankel remains in charge of design and engineering, Chris Sweetnam joins the company from the London School of Economics as general manager and Graham Arnold (late of Harold Radford) will be looking after publicity and marketing. The company will work to a policy of operating at the production rate to satisfy only the minimum demand — if demand grows, the production rate will not be increased to meet it, for therein lies the pitfall into which the original Panther Company fell: when they went into liquidation, through cash flow problems, they had full stocks and were working at full production. A sudden, unpredictable, slowing of sales changed the "can't make them fast enough" comments of one month into "sorry, we can't pay because we haven't been paid" story of the next. With production kept to a minimum level, this, Graham Arnold feels, is unlikely to happen again.

The Lima, as used by Chris Meek to win the Production Sports Car Championship in 1980, will be the first of the Panthers back in production, followed by the J 72 (modelled on the lines of the pre-war SS 100) and the de Ville, which the short sighted might (just) mistake for a large Bugatti. Prices for the three are £10,987, £27,384 and a staggering £67,275 respectively: presumably prospective purchasers of the de Ville will hardly notice the £150 (admittedly refundable) required for the "brochure" — a hide brief case containing samples of upholstery, colour cards, photographs etc.

Alfa Romeo

Alfa Romeo owners will be pleased to know that the UK importers, Alfa Romeo (GB) Ltd., have recently invested a large amount in a new headquarters, built alongside their original Head Office, near the junction of the Edgeware Road and the North Circular Road in North London. This new complex, which was opened recently by His Excellency Andrea Cagiati, the Italian Ambassador, has enabled Alfa Romeo GB to house all its different departments under one roof, and to increase its stock of spare parts considerably, thus offering a more efficient and effective service.

Road Impressions:

THE NEW MAZDA 323 1500GT



The new Mazda 323 1.5 3-door GT is one of five versions of the latest offering from the Hiroshima factory. It is aimed especially at the market served by the new Ford Escorts, which were reported on in MOTOR SPORT for December and February but also competes with cars such as the Fiat Strada, Lancia Delta, Opel Kadett, Renault 14, Talbot Horizon, Vauxhall Astra, VW Golf/Jetta and Volvo 343. Prices start at £3,399, the GT model costing £4,499. Mazda sales are handled by the UK Company at Tunbridge Wells in Kent.

IN JUST over a week's time you will find the much-discussed new Mazda 323 in the dealers' showrooms. It is the model tilted in particular at the Ford New Escort and I have been trying one in its hottest form, to see what merits it has. They are many. Before discussing them, let me say that from being anti-Japanese cars, I now incline to the view that they are inevitable, so that, with Datsun threatening to open a £200 million factory here, and if BL, after enormous injections of our money, cannot beat them, we may as well join at least in finding out about them.

Although imports to Britain of Oriental cars are thought to be far too high, last year they amounted to 44.6% fewer than the rest of the imported cars from other countries. Now that the better Japanese cars are overcoming their one-time poor springing and indifferent braking, and with their competitive prices for very fully-equipped nicely screwed or welded together products, they will be difficult to suppress. Indeed, with Datsun, Honda, Mazda, Colt, Toyota, Subaru, Daihatsu and Suzuki all selling their wares here — there is no significance in the order in which I have listed them, except that Datsun tops Japanese British-sales and the rest are listed by the numbers of dealers who are making a profit from promoting them here — it seems that it may soon be a case of the Japs competing amongst themselves for top sales. (Toyota topped World sales in 1980.)

So what is Mazda's latest like? Some will say just another little Japabox. In that they are right. But for those who need such things (estimated in the 1,000-1,500 c.c. class at some 44% of the total British market, with the Ford Escort netting 50% of the sales in this class to date, and Mazda looking for 8,000 or more 323 sales this year) let's analyse it. On paper anyway, Mazda has a winner.

The Mazda 323 is typical of the present run of FWD small cars. It comes as a 1.1-litre and 1.3-litre, three and five-door hatchback, supplemented by a 1,490 c.c. five-door Automatic and a twin-carburetter GT three-door hatchback of the same engine capacity. A 1.3 saloon will be added in three months' time. When you look at prices and standard equipment, the Mazda challenge is seen to be formidable. For example, the 3-door 1300 Mazda sells for £3,649, against the Ford Escort's £4,042 and it is very fully fitted-out, having *as standard items* adjustable headrests, a rear wipe/wash, a fuel-cap lock, push-button radio, tinted glass, and halogen headlamps, that as Ford *extras* considerably inflate the Escort's price to £4,275.31, a 323 advantage of £626.34. Buy an Escort GL and you are still without rear wipe/wash, a petrol-cap lock, those halogens, and that tinted glass, although paying £894.17 more. I am quoting Mazda's argument, as it indicates the level of Jap. competition, when comparing similar cars in the showroom or garage or at the kerbside.

It is the five-speed Mazda 323 1.5 GT we are concerned with here. It can be compared to the Escort 1.6 Ghia. Here Mazda points out that they give you rear wipe/wash, fuel-cap lock, inside hatch release, a split folding back seat (pioneered on the earlier r.w.d. 323), front and rear stone-guards, those *adjustable* headrests, driver's seat-tilt and tinted glass, all lacking on the top Escort, which costs £636 more, although you can adjust its driver's exterior mirror remotely. I am beginning to understand the Ford link with Mazda!

In this class Mazda claim the highest power-output, shared only by the Lancia Delta and compared to the VW Golf GLS, the Escort Ghia, the Delta, and the 1.3 Opel SR, the highest maximun speed by a hairsbreadth from the Escort, and 0-60 m.p.h. pick-up bettered only by the Ford. They point out that they use urethane, not *metal*, wrap-round bumpers, and things like a tool-kit, flickwiper action, underbonnet sound-damping and a dashboard fusebox, which the basic Escort lacks, and they point to Government fuel consumption figures that show the 1.1 Mazda to be thirstier only than the Escort 1100 on the urban cycle, and the Mazda 1.3 to give best only to the Escort 1300, on the 75 m.p.h. reading — and Mazdas use 2-star petrol. Toyo Kogyo remark snidely that this must be due to Ford's *European-measured* drag co-efficient; they reckon to beat Golf and Opel 3-door bodies on this count, with the new 323. They also claim more interior space than in a Golf, Kadett, Ritmo or Civic.

My real purpose was to see what the 323 GT was like on the road. I found it a very eager 850 kg. Japabox, the 5-bearing, o.h.-camshaft, just-not-oversquare (77 x 80 mm.) engine of which, with cross-flow, inclined valve alloy head and dual twin-choke carburetters, develops 85 b.h.p. at 6,000 r.p.m. and maximum torque at 3,200 r.p.m. It runs at 2,750 r.p.m. at 60 m.p.h. and at 3,250 r.p.m. at an indicated 70 m.p.h. in the geared-up fifth speed, and will run smoothly at 30 m.p.h. therein, very high-gearing for a 1½-litre car, yet it will pull away on a level road without changing down. Acceleration is good (0-60 m.p.h. in 10½ sec.).

The 1.5 323 is much like any of the better small cars to drive. The seats are moderately comfortable, a trifle hard in the cushion, but with multiple adjustments, and as the steering-column is also adjustable, a good driving position can be achieved. The clutch is rather sudden, the gear change very smooth in the higher ratios, more baulky as you go down, but the gears are quiet, with a modicum of clutch thrust-race zizz. There is a manual choke. Noise is average for a small car, a low-key combination of engine note and tyre-sound, rather than a pronounced buzz. At times the engine, which has a 10 to 1 c.r., ran on slightly, and "pinked" like a Victorian garden on 2-star Texaco. Perhaps the GT needed 4-star but in the absence of a hand book and the publicity hand-out saying ". . . the 323 does use 2-star fuel, whereas some of our competitors drink more expensive vintages", what could I do?

Instrumentation is in the German idiom of very clear-reading dials, for fuel level, and heat, with a 110 m.p.h. speedometer (with decimal *total* and trip recorder) and matching tachometer red-marked at "6". The neat switch-gear is well placed and symbolled, but the rear wipe/wash was graunchy. A little lever by the driver's seat at floor level releases the hatchback, which otherwise calls for the key. Loading is easy. The electric sun-roof is a great boon. The Mazda ran for more than 270 miles before the fuel-gauge needle went on the red mark, the tank holding 9¼ gallons (42 litres). Its cap is beneath a flimsy lockable lid. The wide doors and slide-forward front seats make for easy rear compartment access but the doors' roller-keeps are ineffective on a gradient.

If anything takes the edge off this very well-contrived and so fully-equipped car it is the suspension, by coil springs and struts all round. It is harsh enough to promote slight steering-wheel vibration and body panel judder on normal roads and accentuates this on rough surfaces, although rear-end kick up is not so bad as on the first of the FWD Escorts. There is the impression of the Mazda being constructed of lighter-gauge steel, however. The rack-and-pinion steering (3.4 turns, lock-to-lock) is "dead" about the straight-ahead position but is normally light and with nice castor-return, becoming heavier when cornering. There is no pronounced front-drive effect from the 323, either in "kangarooing" or when cornering. The servo disc/drum brakes work well. The 1.5 323 has alloy wheels shod with 175/70SR x 13 Japanese Dunlop SP4 tyres. The Koito headlamps are excellent on dip and full beam. One key suffices and neat door handles and pips are fitted. Three open bins and door bins supplement a shallow unlockable drop cubby-hole, with small-change well. The lamps are selected conveniently by turning one of the two stalk controls, there are two little additional roof-lamps supplementing the main courtesy-switched lamp, and the front-hinged bonnet releases easily and is self-propping. The fillers, dip-stick and GS battery are fully accessible; the engine consumed no oil in 800 miles.

Continued on page 326



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BOOK REVIEWS

"Alpine — The Classic Sunbeam" by Chris McGovern. 256 pp. 9¾" x 7". (*Century Books Ltd., 15, Pont Street, London, SW1X 9EH.* £9.95).

With so many of the great and lesser makes of car now covered by one-make histories, authors have for some time been turning to one-model or similarly-specialised books. "Alpine — The Classic Sunbeam" is such a book, to be welcomed by those who like every facet of motoring history filled but even more so by those still running such cars, because this type of Rootes Sunbeam has by no means left the roads. In fact, the author, a Police Officer, founded the Sunbeam Alpine CC in 1977, a year after he had acquired a Sunbeam Alpine of his own, and this remains a flourishing and active organisation.

This Alpine study can be said to be all-embracing, because apart from the historical chapters it gives information about tuning such cars and details how to convert an Alpine for motor racing. In addition, the Club scene is described in the World-wide sense, with secretaries' addresses, membership numbers, etc., and the book carries Appendices about Alpine road-test reports from the various motor journals, some of these being by Jack Brabham and some reproduced in full, identification of cars by engine and chassis numbers, tabulated performance figures, production figures (69,251 Alpines built between 1959 and 1968, not including CKDs), technical specifications and body dimensions, weights and capacities. From which it will be gathered that McGovern has done his homework.

The body of the book is equally meaty. It covers the prototype, development and production Sunbeam Alpines in detail, and the competition ventures are by no means overlooked, this aspect being supported by tables of how Alpines performed in the Alpine Trials, at Le Mans, and at Sebring. A chapter is devoted to the Alpine's designer, Kenneth Howes, after a brief introduction to the Rootes empire, and there are (rather sepia) pictures on almost every page, even of the room-heater and baby-carriage designed by Howes before he turned to cars. A very welcome one-model history. — W.B.

"Healey — The Specials" by Geoffrey Healey. 205 pp. 9¾" x 7". (*Gentry Books Ltd., 16, Pont Street, London, SWIX 9EH.* £9.95).

Having enjoyed so much of Geoffrey Healey's earlier books about the Big Healeys and the Austin-Healey Sprites and MG Midgets I am very glad he has now written of the many special versions of the Healey that saw the light of day and, more, often made a distinct impact in the competition field. That the book is written by the son of the famous designer and competition driver, Donald Healey, gives this book, as it did the other two volumes, the stamp of authenticity.

Some of the former material is repeated but in general this book is about the first of the breed, the Nash Healey Specials, the first 20 post-Motor Show cars, and then into the realms of the special test cars, the record-breaking Healeys, how 200 m.p.h. was attained, and cars such as the Healey 100S, SR and XR 37. I was always very fascinated by the streamlined record-breaking Healeys that carried on the long tradition of beating the stop-watch (or electrical-timer) in classic record bids. Here in Geoffrey's intimate book it is all recalled, that glorious past, and more revealed, even unto specifications and line-drawings of the special Healeys, and there is an Appendix giving the engine and chassis numbers of some of the Warwick-built special cars.

This book, then, covers a very important part of the post-WW2 motoring scene and is full of interest, and not only to Healey buffs. It is well illustrated and I came upon only one scantily-clad female with these cars, "Miss Britain" in swim-suit with an Austin Healey 100, whereas rather more ex-publicity pictures of girls and cars appear in the above-reviewed book about Sunbeam Alpines, which may imply something or other. . . . Healey's book has pictures of him learning about this motoring game with a Ruby Austin 7 and a 3-litre Bentley he purchased for £28 and there are plenty of good shots of Healey Silverstones. — W.B.

"Seaplanes — Felixstowe" by Gordon Kinsey. 228 pp. 9¼" x 7". (*Terence Dalton Ltd., Lavenham, Suffolk.* £7.95).

Like an earlier aviation book by this author, this one was inspired to a great extent by observation of seaplanes and flying boats in the vicinity of his youthful aerial baptism. The result is a book packed with excellent pictures and supporting text, on fine art paper, detailing the evolution of the Felixstowe Air Station — otherwise known as "Seaplanes — Felixstowe" — from its commission in 1913 to its closure in 1963. This is a book no aviation historian or lover of pioneer flying can afford to miss. There are many personal accounts intermingled with the unfolding of this specialised story, and innumerable fine pictures of aircraft, personnel, and equipment associated with such a Station, including some of Schneider Trophy racing seaplanes. The Appendices list all the Station Commanders from 1913 to 1962, and, over 13 pages, the many and diverse aircraft associated with this Station, with machine numbers, typical entries from pilots' Log-Books, test and war flight-plans. Formations associated with Felixstowe Air Station, and cargoes in tonnes handled through the Port of Felixstowe are also included and the book's end-papers map the Spider's Web of that coast in 1917. So here is a feast for those concerned with marine aircraft. The Foreword is by the great Harald Penrose, OBE. — W.B.

"Wings Across the World — An Illustrated History of British Airways", by Harald Penrose, 304 pp. 10½" x 7¾" (*Cassell Ltd., 35 Red Lion Square, London, WC1R 4SG.* £9.95).

This is a very appealing book for all who want a full reference to how Transport Aviation developed in this country, set between two covers, having the ring of authenticity, and beautifully produced. The title may suggest this is a history only of British Airways but in fact Penrose covers all the airlines, existing and defunct, that operated out of the British Isles from 1918-1919 onwards. Thus the pioneer Croydon Continental runs, the Empire routes, and today's global flights are all there, described by a man who knew many of those who were airline pilots and officials, and knew too what flying all the different types of aeroplanes and flying boats along the span of the years implied. He leavens the account with anecdotes and brings in relevant factors such as the first crossing of the Atlantic, Hillman's ambitious air-line, Cobham's exploratory expeditions, etc.

So this is a history for every aviation follower to enjoy and learn from, and it must be highly recommended to librarians of public and University libraries. The illustrations are particularly well done, with excellent photographic coverage, the pictures very nicely reproduced although some have appeared previously, colour maps and other insets of historic material and plans of some of the early transport machines in colour, against graduated measurement scales. Penrose, who has previously given us a comprehensive, five-volume history of Aviation in Britain and written other delightful books about his flying days, uses again quotes from the inimitable C. G. Grey, famous and out-spoken Editor pre-war of *The Aeroplane*, in his text. Altogether a most enjoyable account of commercial aviation in this country, described in chapters that cover grouped periods thereof, with annual sub-headings, running the story from the first canvas and wire biplanes to the Jet Age and on into the future of supersonic travel. I thoroughly recommend this latest work by the knowledgeable and indefatigable Mr. Penrose, even though its publishers cruelly made him reduce the length of his original manuscript and errors in captions are to be found. — W.B.

* * *

Anyone who wants a coffee-table book about all aspects and periods of aviation, illustrated with a wealth of dramatic colour pictures, can invest in the "Octopus Colour Encyclopaedia of Aircraft" by Nigel and Nicola Macknight, with the Foreword by Sheila Scott, OBE. This is popular stuff, lavishly presented in 224 9" x 12" pages, taking in transport machines of all ages, bombers, fighters along the years, air racing, and all kinds of flying machines, with a peep into how the Boeing 747 is manufactured. For the younger aviation fans this is good value at £5.95. The publishers are Octopus Books Ltd., 59, Grosvenor Street, London, W1. — W.B.

* * *

If the Marshall Harris & Baldwin "Kaleidoscope of Motor Coaches Between the Wars", reviewed last December, was strongly recommmended for its fine pictures constituting a strong and lasting dose of nostalgia, the same can be said of this publisher's "London Buses Between the Wars" by George Robbins and Alan Thomas. It does for the London 'bus what the other book did for the motor coach and chara-a-banc. It is a 12" x 8½"-page book of sheer pleasure for those with motor transport interests and all who know the old London streets and country routes. Cars and commercial vehicles can be spotted in many of the pictures, some of which come from the pages of the old "Old Motor", and accidents are not excluded, so that, among others, you see an SS1 (called "an early Jaguar") hit by an STL 'bus at Willesden on Route-8. Highly recommended, and modestly priced at £6.95. — W.B.

* * *

Two more very important road-transport books have been published by The Transport Publishing Co. of 22, Longmoor Road, Simmondley, Glossop, Derbyshire. One is the second volume of Alan Townsin's very comprehensive history of Park Royal Vehicles, this 192-page 8" x 9½" landscape volume covering the period 1942 to 1980. The other book is No.1 in a new series about British Bus Services along the years, this one by Colin Morris, edited by Alan Townsin, being the history of South-East England services from the earliest times to the 1970s, in much detail and nicely illustrated. Those suffering from 'bus mania and all who like public transport and pictures of vehicles in use on

the roads, will find this new series filling a long-felt gap. It is of the same size as the other volume, and in hard covers. The respective prices are £10 and £9.50. — W.B.

A Holley Carburetter Handbook, about the types 4150 and 4160 carburetters of this make, how to tune and repair them, by Mike Urich, is available from HP Books, for £1.65. For £18.00 you can acquire "Velocita & Rally '80" in Italian, as published by Edizioni Studio Erre of Milan. We have referred previously to the Motor Museum Guides produced by Car Styling, these commencing with books in English and Japanese about the Carlo Biscaretti and Alfa Romeo Museums. These museum guides are distributed in this country by Albion Scott Ltd, 51 York Road, Brentford, Middlesex, TW8 0QP, at £6.95 per volume. That useful Directory to anything anyone with a show to promote might want to hire or order is out again in 1981 form. It costs £2.00 from Brook House, Mint Street, Godalming, Surrey, GU7 1HE. Books about Porsche cars continue to flood from the presses, the latest one received being a delectable study of "The Porsche 911", by Chris Harvey, 225 10" x 8½" pages from the Oxford Illustrated Press Ltd., Shelley Close, Headington, Oxford, OX3 8HB, for £17.95, high priced like the motor-car it describes, but full of clear photographic reproductions, data and tables. — W.B.

* * *

That essential publication for serious students of international motor sport, the FIA Yearbook, has been delayed somewhat this year by the wrangle between FISA and FOCA, but is now available, even if events are likely to make a nonsense of some of the Formula One dates listed. The format is unchanged, but the colour coding of the pages has been improved and the directory of names and addresses of useful organisations has been extended. Perhaps the most helpful improvement (certainly to anyone racing an historic car) is the inclusion (at last) of Appendices K & L to the International Sporting Code, which have hitherto only been available as loose sheets of paper. The publishers are Patrick Stephens Limited, Bar Hill, Cambridge, CB3 8EL and the price is £11.95.

* * *

Useful for those contemplating a touring holiday in Europe on a limited budget will be the AA's paperback handbook entitled "Guesthouses, Farmhouses & Inns in Europe". Listing some 7,000 reasonably priced establishments in 13 countries, the book also contains the AA's usual hints and tips about travel in foreign parts and costs £2.95.

* * *

For those who prefer to holiday at home, or who travel frequently on business, and prefer only the best, the 1981 Michelin Hotel & Restaurant Guide for Great Britain and Ireland is a 602 page book, inside the familiar Michelin-red hard covers, crammed with useful information. This publication costs £4.75, and a careful study reveals that "the best" need not be anywhere near the most expensive.

* * *

Albion Scott Ltd., Bercourt House, York Road, Brentford, Middlesex, TW8 60P distribute a very informative "Encyclopaedia of American Cars, 1940-1970". Compiled by Richard M. Langworth and the Editors of the Consumers Guide of America, this is curiously illustrated and will be a useful guide to those confused by the wide range of later US cars, from Allstate to Willys. It sorts all this out with over 1,500 pictures and colour clusters, and covers 200 minor makes along with the better-known ones, in 416 11¼" × 9¼" pages, and sells for the modest price of £7.95. The same book distributors also handle a rather "catalogue"-like history of Matra Sports, "L'Épopée Matra Sports" by Robert J. Roux, with French text and colour plates, the price of which is £7.50, and a big book about the Alfa Romeo Museum published by Arese, full of beautiful colour illustrations (page-size 10½" × 12") but with a superficial text suitable only for young boys or dilettantes. — W.B.

Cars in books

ALTHOUGH it is splendid period reading, about the First World War and the 1920s, "The Private Diaries Of Rider Haggard — 1914-1925", edited by D. S. Higgins (Cassell, 1980), is not a very rewarding book so far as this column is concerned, for while there are a few references to cars, the makes are never quoted. There are, however, descriptions of how civilians living on the east coast of Britain were affected by the zeppelin raids and of the privations of war, which caused writer Rider Haggard to give up farming and deprived him of getting taxis easily when he went to London. It is interesting to find Haggard's great friend Rudyard Kipling complaining that life was difficult without the use of his motor — pining probably for his Lanchesters; in 1918 he wrote ". . .in those days of no motors, 18 miles are as bad as 100!" Amusing, too, that Haggard always refers to cars as "motors" in his earlier pages, not as "motor-cars" until the 1920s, and never as "cars".

Otherwise, very little about cars, but there is a reference to the "huge motor vehicle that was conveying the military band back to Norwich" after a war-memorial service at a village church, in September 1920, nearly running down Rider Haggard and his party in narrow Church Lane, three people, including the author, being knocked down, or falling down in the rush to avoid the 'bus. "I had been watching the approach of the motor and calling to the others to stand as far back as possible. I expect the brilliant headlamps dazzled us all. . . . These great char-a-bancs and busses (sic) should not be allowed in lanes of less than a certain width. They are a terrible danger, especially at night". Thus did Sir Rider Haggard add his protest to the many that were rife in the 1920s over the char-a-banc menace.

This month has been in general a good one for this column, even if I did pick up Raymond Chandler's "Farewell, My Lovely" under the mistaken impression that this was the famous tribute to the Model-T Ford I have long wanted to read, only to discover that it is a fictional "who-done-it" in which cars certainly figure, but is *not* the piece written, I now remember, by Lee Stout White about the passing of the famous "flivver". I do not think this is any longer available in this country, but I wouldn't be surprised if a MOTOR SPORT reader proves me wrong!

When the library found me a copy of James Agate's autobiography, which Alistair Cooke remarked recently to be his favourite bedside reading, I did not expect the famous theatre critic and author to include motoring in his repertoire. So I was very surprised when the first such reference in "A Shorter Ego" (Harrap, 1945) came as early as page 7.

This refers to Agate having trouble with the back axle of his car while driving across Blubberhouse Moor in Yorkshire on the Whit-Sunday of 1932. It had to be towed into Harrogate, where the garage valued this (unstated) car at £48. Agate was advised to sell it at once as it was in a bad way, but Henly's offered him £85 for it if he bought from them what he disguises as a "Razzle Dazzle", which he rather liked the look of. They wanted £240 for this, or £115 for the part-exchange deal. It was agreed, the new car was registered by the next day, but Agate knew it wouldn't do after driving it a quarter-of-a-mile. He didn't drive himself but his chauffeur's elbow and arm rubbed against his with every gear-change and the sunroof was beastly. Like riding in a sardine tin. (Could it have been an SS?). Anyway, losing £10 because the car was now technically second hand, he changed it for a Riley Nine d.h. coupé that had done only 3,000 miles. This was priced at £285, the deal adding up to £210 after the old car had gone in exchange. This Riley had a dickey-seat, as later in his book Agate recalls riding therein; I wonder whether the Riley Register was aware that the entertaining man-of-letters owned such a car?

I have sometimes wondered if this long-standing and enduring column has caused authors to include cars in their more recent books, not because they want a mention here, but because it has made them aware of the interest in cars that exists among those reading non-motoring literature. In Agate's case, it cannot be so, because he wrote "Ego" before I started this feature. If I was agreeably surprised by his inclusion of the aforesaid motoring item, there was more to follow. Apart from odd little snippets, fascinating in themselves about appointing a succession of mostly unsatisfactory chauffeurs, and of journeys to different golf courses, etc., Agate tells of changing the Riley in November 1932 for an 18/70 Talbot with only 8,000 miles recorded, in excellent condition. It cost him £54 (presumably after part-exchanging the Riley), which he apparently had difficulty in finding. (Although normally we would call this car a Talbot 75, when first introduced it was, I think, referred to as the 18/70 model, being of 17.7 RAC h.p.) A new chauffeur-valet was appointed, with the change of car.

There are some accounts by James Agate of long night drives, etc. and then came another surprise, of Agate writing of how, in 1934, he acquired a 1928 6½-litre Bentley. It cost him £275 and 18 instalments of £14, after another part-exchange deal involving the Vauxhall, that, although the book doesn't say so, seems to have succeeded the Talbot. The nett result was that James Agate was £50 down on the transaction. He mentions with obvious pride that when new the Bentley cost £2,800, which suggests a special body. After this it is disappointing that there is no further mention of the Bentley. Agate does write of hiring a "piddling little car" for only £2/10/- for the weekend, in which to go to the Oxford University Debating Society Jubilee Dinner in 1935. It was "an example of a much-advertised make . . .; it looked like a louse and crawled like a beetle", taking 3½ hours to get from Birmingham to Oxford. (Your guess is as good as mine — Ruby Austin 7 or Ford 8 perhaps; anyway, the Bentley seems to have influenced Agate's views on slow cars!) The next we hear, apart from the extremely entertaining non-motoring aspects of Agate's autobiography, is that he acquired a Humber Twelve, in 1935. It was almond with green wings, chosen to make it easy to find in car parks and after the theatre. (I find the same advantage in the Skyport glass roof of the Rover

Continued overleaf

Renault 18 Turbo



WITH what is one of the most significant cars to be introduced for some time, Renault have brought the turbocharger down from the heady heights of the sporting or luxury saloon sector of the market to the family four/five seater. In doing so, they have explored the flexible attributes and economical advantages of the turbocharger to the full.

The 18 Turbo, despite the "Turbo" stripes and badges with which Renault have thought to decorate it, is not a fiery road eater — it is a family saloon whose economy to performance ratio is truly outstanding, since it has the performance of a 2+-litre car with the economy of a 1600 c.c. engine. Where else can one obtain four comfortable seats, a 30 to 33 m.p.g. fuel consumption under normal to fast driving conditions, 0 to 60 in ten seconds and a top speed of 115 m.p.h. for £6,500?

We are hoping to be able to test the car thoroughly in the near future, so a detailed description would be out of place here. Suffice it to say that brief impressions of the car over a 100 miles or so of Dorset and Hampshire roads recently show that the car is all that Renault claim for it, even if a colleague from a rival publication with whom I was sharing the car did manage to bring the fuel consumption down to the low 20s by dint of driving just about flat-out the whole time, with the uncalibrated manifold pressure gauge showing nearly maximum boost. The boost pressure is very slight when cruising at the legal maximum, rises to about half range when accelerating normally, and reaches the maximum (quoted as 8.5 p.s.i.) under hard acceleration.

P.H.J.W.

CARS IN BOOKS — continued

3500.) A new chauffeur came with it, a very small man, "but so is the car".

Apart from these unexpected references, there is evidence that one of James Agate's friends was "a motor-fan", that the last dinner attended by the celebrated Harry Preston in Brighton before his death was a big motoring affair, and in 1935 Agate noticed the age of Belfast's taxi-cabs, "fusty with old leather", suggesting vintage models. He was in New York at the time of the terrible end to the airship *Hindenburg*, which just beforehand he had watched ". . . nosing majestically between the skyscrapers on its way to Lakehurst", Agate getting his taxi to turn round to keep it in sight, and he recalls seeing an aeroplane sky-writing EAT SHARP'S MICKEY MOUSE TOFFEE! in the setting sun of an August evening in 1935, over Clacton. And at last he has provided me with the opposite side of that coin which implies that after the First World War it was the profiteers who bought Rolls-Royces, while the Aristocracy remained unobtrusive in their Daimlers. Agate had cocked a lugubrious eye at one of these, causing his chauffeur to say "They use 'em for black work. It's an 'earse!" . . .

It is also known that Agate was using a 1937 Chevrolet just before war broke out that had done 36,525 miles since new, was equipped with "wireless", and managed to average 43.6 m.p.h. for 218 miles, on pre-war roads, remember. It once broke down in Shrewsbury, *en route* for Wales, but some Shropshire garage lads fixed it in a few hours and the journey continued to Brecon. But Agate admitted that 244 miles in a day was too much motoring for him. Later he swopped the Chev., the "rabbit-hutch", which needed a rebore, the brakes relined, and three new tyres, for a Hillman Fourteen. Incidentally, one is always receiving suprises in these "Ego" books — for example, although Agate's hobby was showing Hackney horses, one discovers that in June 1939 he gave a small luncheon party at the Savage Club, at which two of the four guests were Prince Chula of Siam and Prince Birabongse "the racing motorist" (I would have called him a racing driver), "Bira" being described as being "the exact shade of Agate's best brogues, with the prettiest English wife and a passion for toy trains." The luncheon talk was mostly about Siamese myths and whether they would make good material for C. B. Cochran, who was present.

Finally, there is a tantalising mention in "Ego-6" of how the author motored from Manchester to London in the late-1890s or early-1900s, taking two days, to see Réjane in *La Parisienne* at the Mercury theatre, tantalising because the make of this early motor-car isn't given.

This column has long progressed beyond fictional references to cars. But occasionally something of interest in the line that started this feature some twenty years ago crops up. For instance, in that readable story by Alec Waugh, "Married To A Spy" (W. H. Allen, 1976), the famous novelist brings in a "Low slim Hispano Suiza" owned by a Spaniard in Tangier. The period is post-WW2, because a Volkswagen and "a large roomy Simca" are also mentioned. One assumes the Hispano Suiza was intended to be a surviving pre-war model, but if so, does "low" correctly describe it? Although later it is said to have had a "long lean line". The assumption must be that Waugh's rich Spaniard was driving a V12, perhaps?

Returning to auto-biography, a reader has sent me the following, from "A Chinaman in my Bath" by Lord Mancroft:-

When he was at Oxford Charlie had been the proud owner of a Morgan run-about. It was, despite the Dean's disapproval called "God", because it moved in a mysterious way. Everything about the car made a noise except the horn, and it did about two telegraph poles to the gallon with the wind behind it". Well, one evening Charlie was bidden to a smart rout at Londonderry House. He drove up to the front door in this bizarre vehicle, resplendent in top hat, white tie and tails. "Shall I park it for you, M'lord? asked the linkman. "No, no," said Charlie loftily, "keep it for yourself, my good man. By all means, keep it."

Michael Aspel, in his "Polly wants a Zebra" (Weidenfeld & Nicolson, 1974), which has in places pornographic overtones, (a trend started perhaps by David Niven in "The Moon's a Balloon") saves me the trouble of picking out the cars in his autobiography, because they are all listed, those he has owned that is, on one page. He gives them as a 1932 Morris Minor, several MGs and Peugeots, a Jaguar, a Rover, a BMW, an Alfa Romeo 1750 Veloce, one or two Fiats, and a collection of Minis. The book also contains a graphic description of how Aspel "lost" his Morris 1800 by braking on the slippery surface of a lane between his house at Woburn Green and the M4 in 1968 and wrote it off against the front of an approaching lorry. . . .

Finally, for this month, in that very readable autobiography by Jeffery Amherst (the 5th Earl Amherst), "Wandering Abroad" (Secker & Warburg, 1976), we learn that the author was left a little Standard car owned by a distant cousin, Bobby Percy, after they had made a jolly trip in it just before the 1914 war, from Warwick down to the Amherst family seat at St. Michael's Mount in Cornwall; the cousin lost his life in the Navy soon after the war started. This was presumably one of the popular 9.5 h.p. Standards. Nothing more is heard of it, but when he was at Sandhurst Amherst bought a 2½ h.p. Douglas motorcycle from White's Garage in Camberley (it is still there), on which he used to make illicit journeys to London and back, as a Cadet on leave. The route, he tells us, meandered in those days through Bagshot, Ascot, Staines, Isleworth, Chiswick and Hammersmith and took quite a time — I knew the old A30 road, but did it embrace Ascot, in 1914? The bulk of this book is concerned with the theatre and show business but there are many references to flying therein, not surprisingly as, after going round the World with Noël Coward, Amherst turned to Civil Aviation as a career, learning to fly at Hamble and spending much time at Heston, with Messrs. Airwork. He tells a good story against Lady Portia Stanley, who arrived in a Rolls-Royce to be flown to Deauville, of flying Dorothy Paget to race meetings (horse races, one assumes), and of a trip to Germany in an Avro Tutor with Gladys Calthrop, organised by Lindsay Everard, of dicey take-offs from the Scilly Isles with a Vega Gull, of a bad flight in a Vickers Viscount, and a great deal more concerning his time with BEA, and before that with Olley Air Services at Croydon — Earl Amherst was a Vice-President of the British Airline Pilots' Association and remains an Honorary Member. — W.B.





CONGRATULATIONS. Britain's Brian Redman (above, left) and Derek Bell shake hands after their one-two Daytona win. Making its debut at Daytona was the Firestone backed McLaren Mustang (below). On road tyres it finished 21st following an engine change after the 2-litre Cosworth went off song.



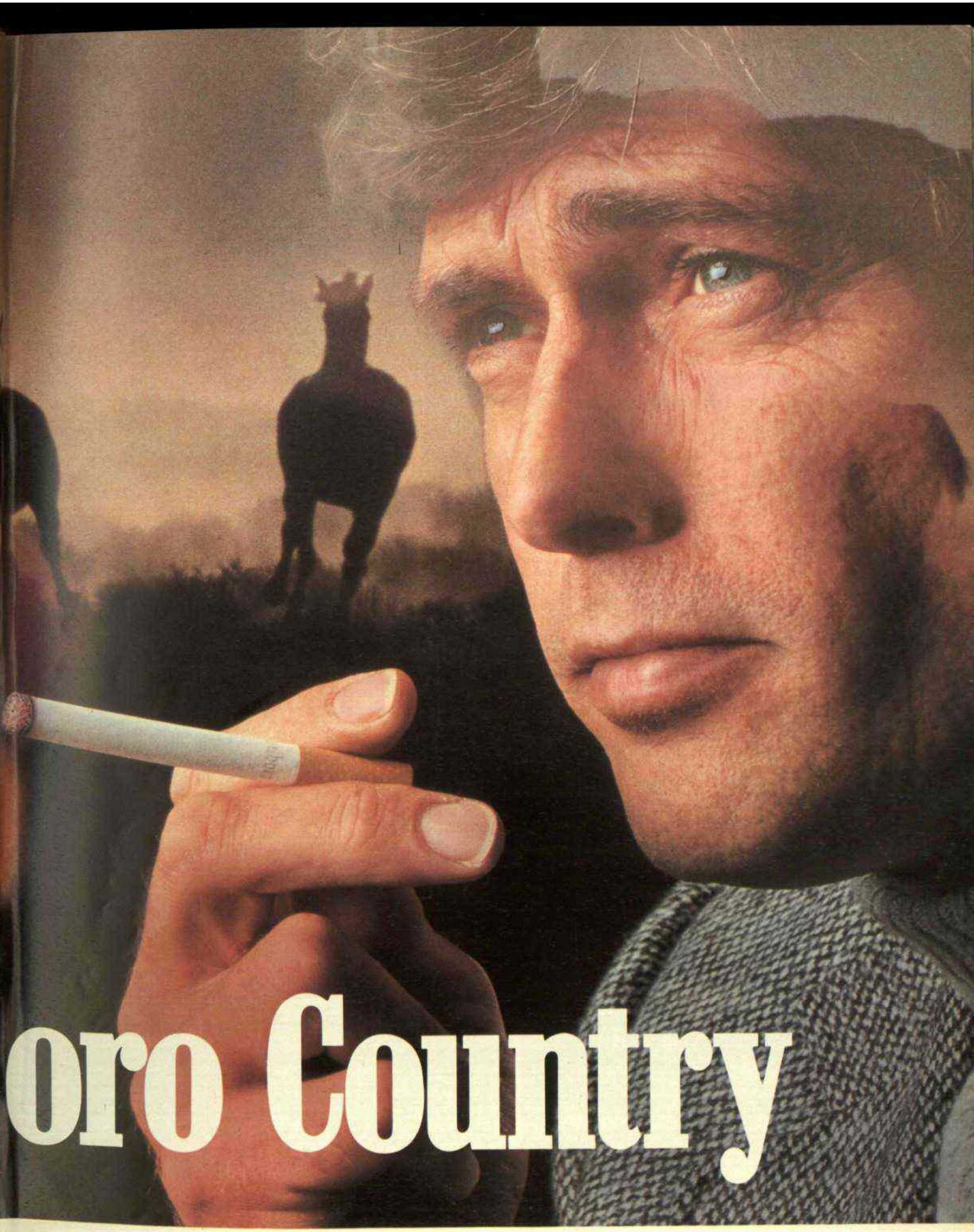
DAYTONA 24 HOURS

REIGNING champions Lancia brought two 1.4 litre Montecarlos to Daytona for the first time. Only one of the factory cars finished, the Michele Alboreto driven Lancia (above) retiring with engine problems. American champion John Fitzpatrick (below) also retired his Porsche 935 with drive-shaft failure.





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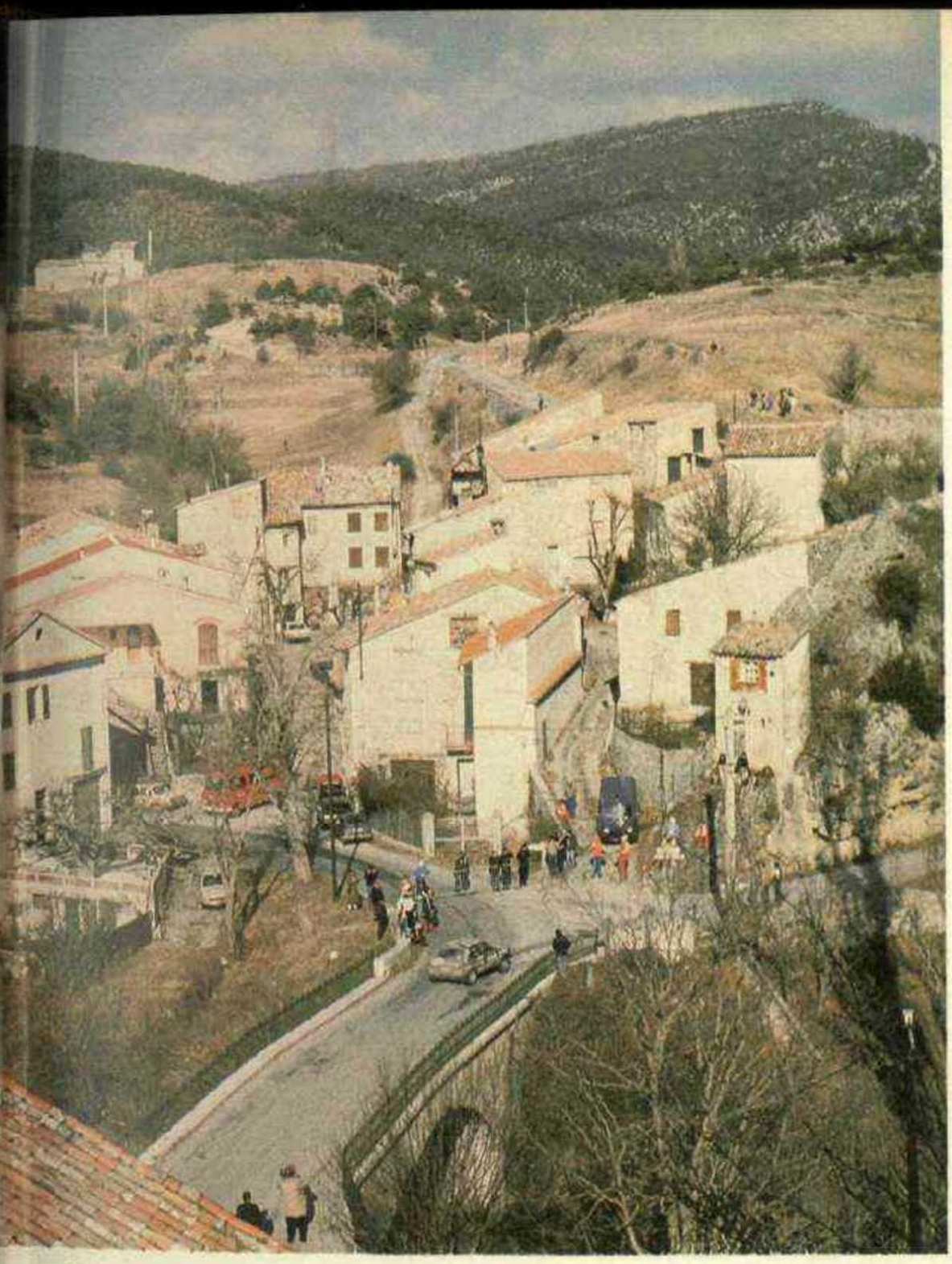
MONTE-CARLO RALLY Audi's new 4-w-d Quattro (above) astounded everyone by its early performances but a later collision with a bridge put Mikkola out of the running. Thérier's Porsche 911SC (below left) is fettled in the Monaco service area; Toivonen's Sunbeam Lotus (below top) lost time when a human jack of spectators dropped the car during a wheel change; Darniche's Stratos (below bottom) couldn't achieve the traction to get up with the leaders.







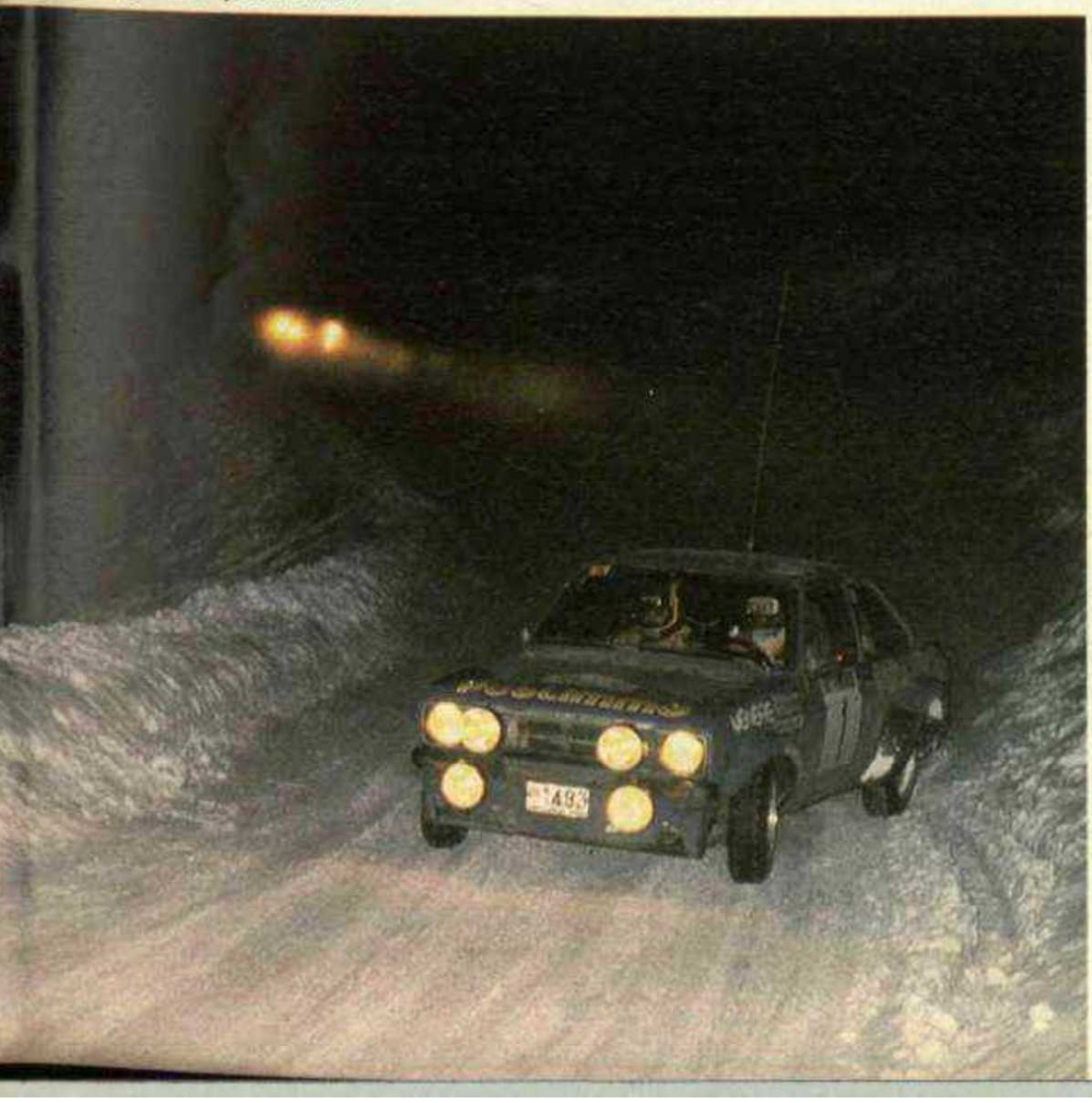




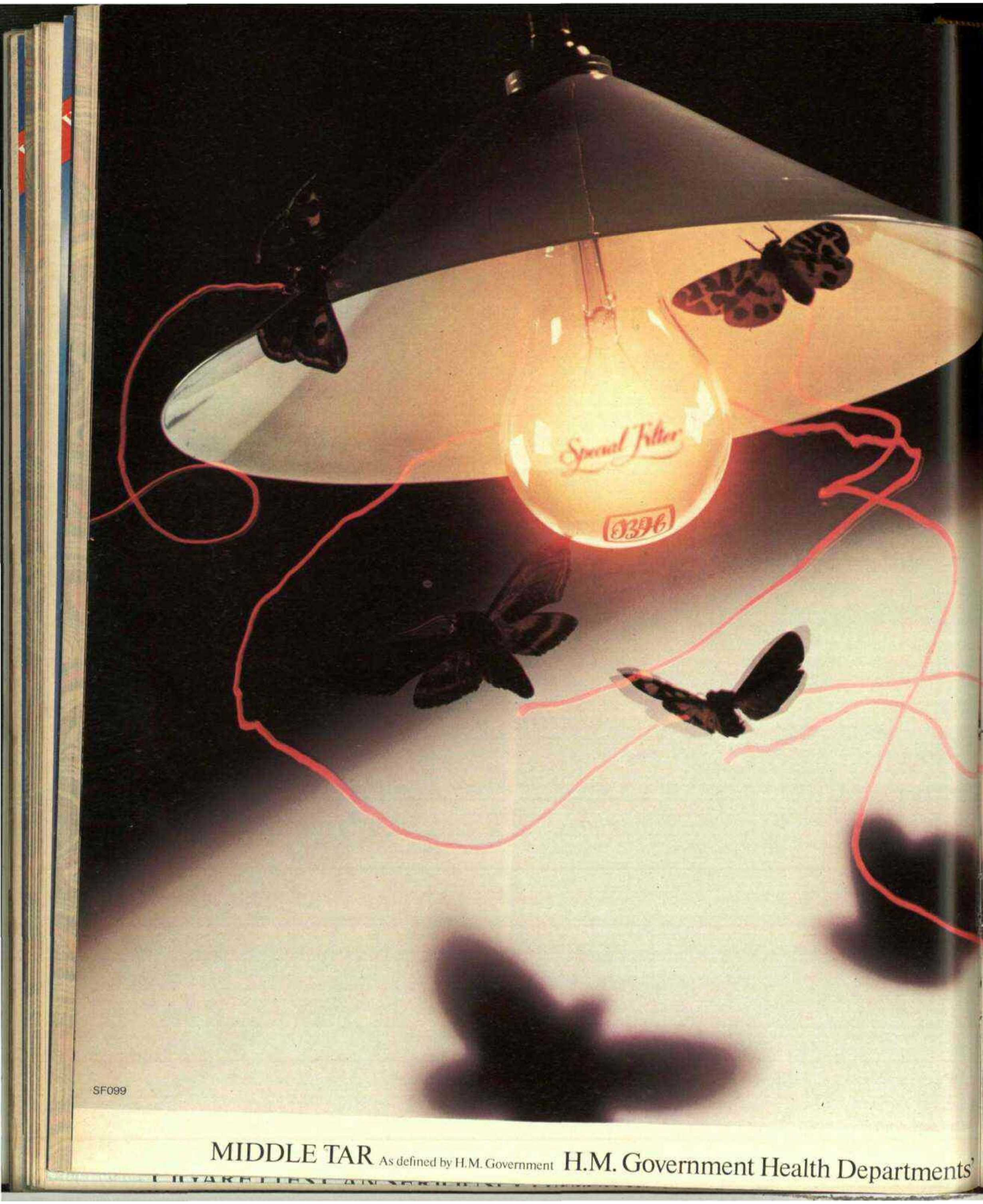


Back in harness after a long absence from the Monte was former winner Rauno Aaltonen, but his Datsun Violet (above) didn't seem to have the power its 16-valve engine should have provided. The two Opel Ascona 400s were quite reliable, and Kleint's car (below) finished third, one place ahead of team-mate Kulläng.

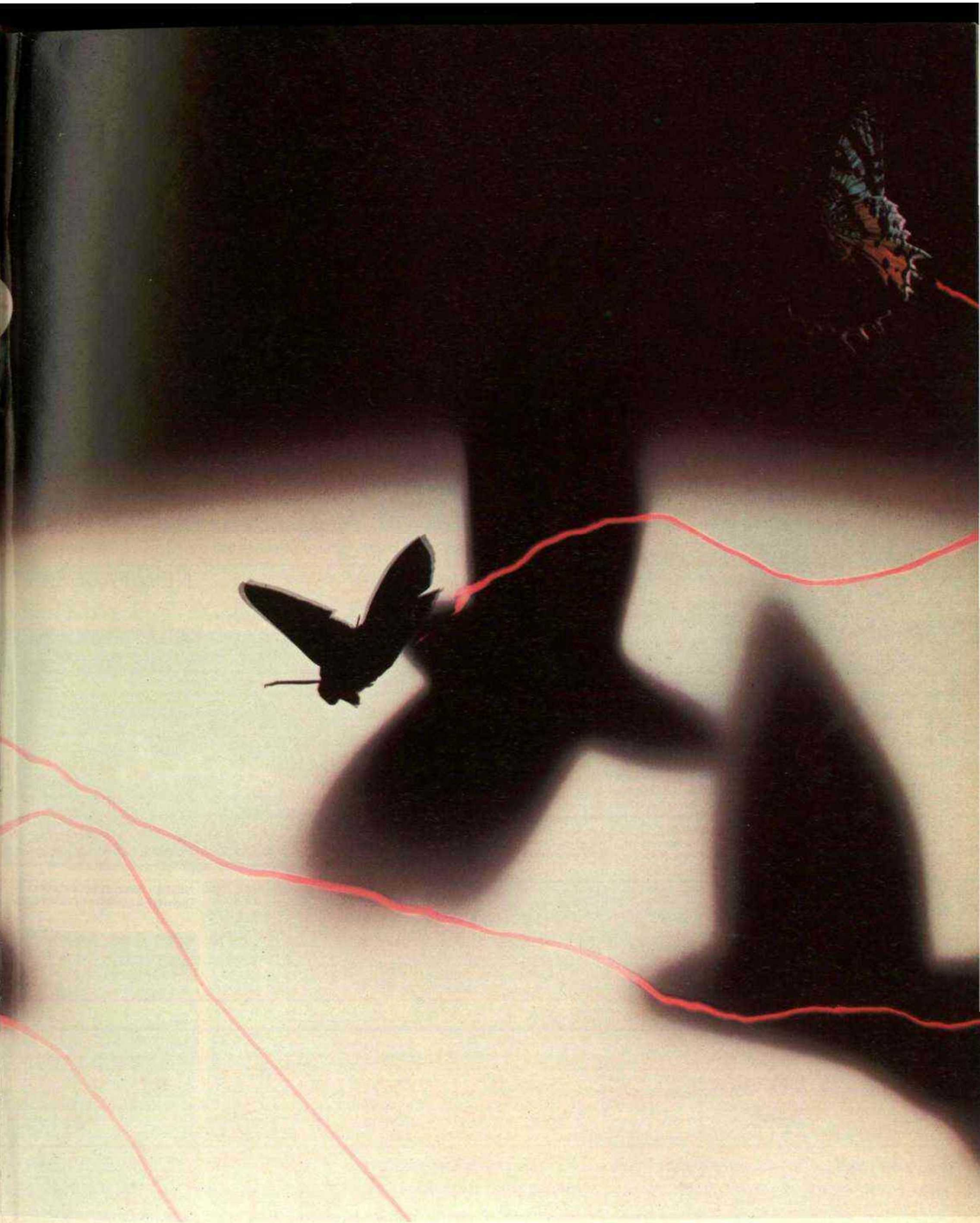
Much of the area through which the rally passed had an unseasonal scarcity of snow (above) but on some of the higher passes there was plenty of it about. Waldegård's Escort (below), from Monaco's Publimmo Racing, had wrongly machined stud holes in its wheels which brought serious and dangerous problems.







MIDDLE TAR As defined by H.M. Government H.M. Government Health Departments'



WARNING: CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH



SOUTH AFRICAN GRAND PRIX



ELISEO SALAZAR in the new March 811.

NEW FACES IN

CHICO SERRA in the Fittipaldi F8.





CARLOS REUTEMANN ran on slicks from the start of the South African Grand Prix, his Williams FW07B coming home a comfortable winner after early leader Nelson Piquet's Brabham BT49 stopped to change tyres. FINLAND's KEIJO ROSBERG took his Fittipaldi F8C to a well-earned fourth place, less than a second ahead of John Watson in the McLaren M29C seen here chasing Rosberg round Clubhouse. Note the exhaust pipe cover on the Fittipaldi's bodywork which has come loose, resting on the rear wing.



NIGEL MANSELL's Lotus 8
Crowthorne Corner. The Eng





GEOFF LEES loses control of his Shadow DN 12 (upper left) just prior to hitting the catch fencing at Crowthorne Corner. Above, the unfortunate Englishman, dazed but unhurt, is helped from the cockpit by willing marshals.



SIEGFRIED STOHR in the Arrows A3.

ESH PLACES

ANDREA de CESARIS in the McLaren M29C.



uns wide onto the rough at man finished a delayed tenth.





JAN LAMMERS (on wet weather tyres) points his ATS D4 up the inside of Elio de Angelis (on slicks), trying to take second place from the Lotus 81 as they brake for Crowthorne at the start of the second lap in a cloud of spray. The two cars collided seconds after this picture was taken, much to the detriment of the ATS's left hand suspension. Below, Piquet, Daly, Desiré Wilson, Chico Serra and de Angelis under braking for the same corner later in the race.



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Mobil 1,

without oil change.



Premium 20W-50 at -40°C.

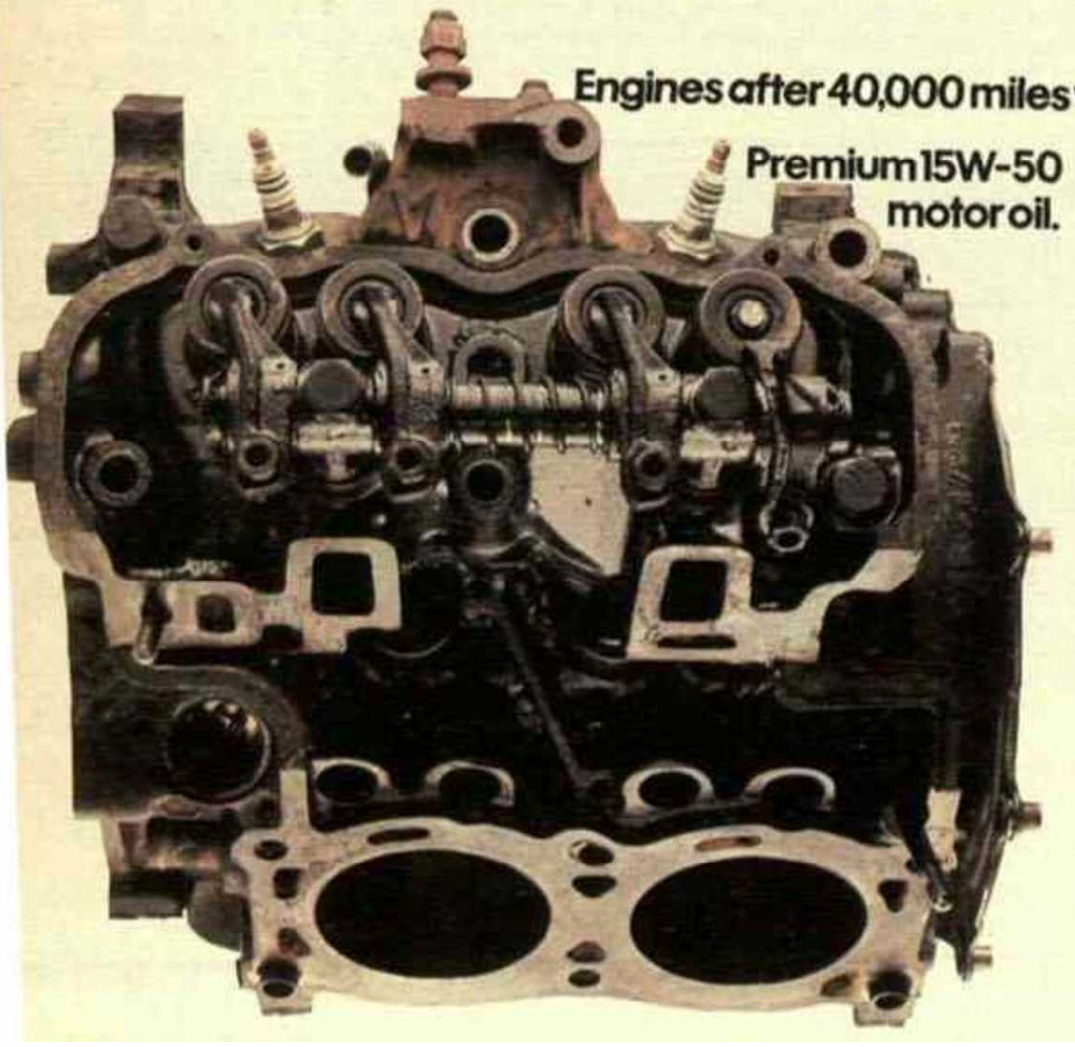


Mobil 1 at -40°C.

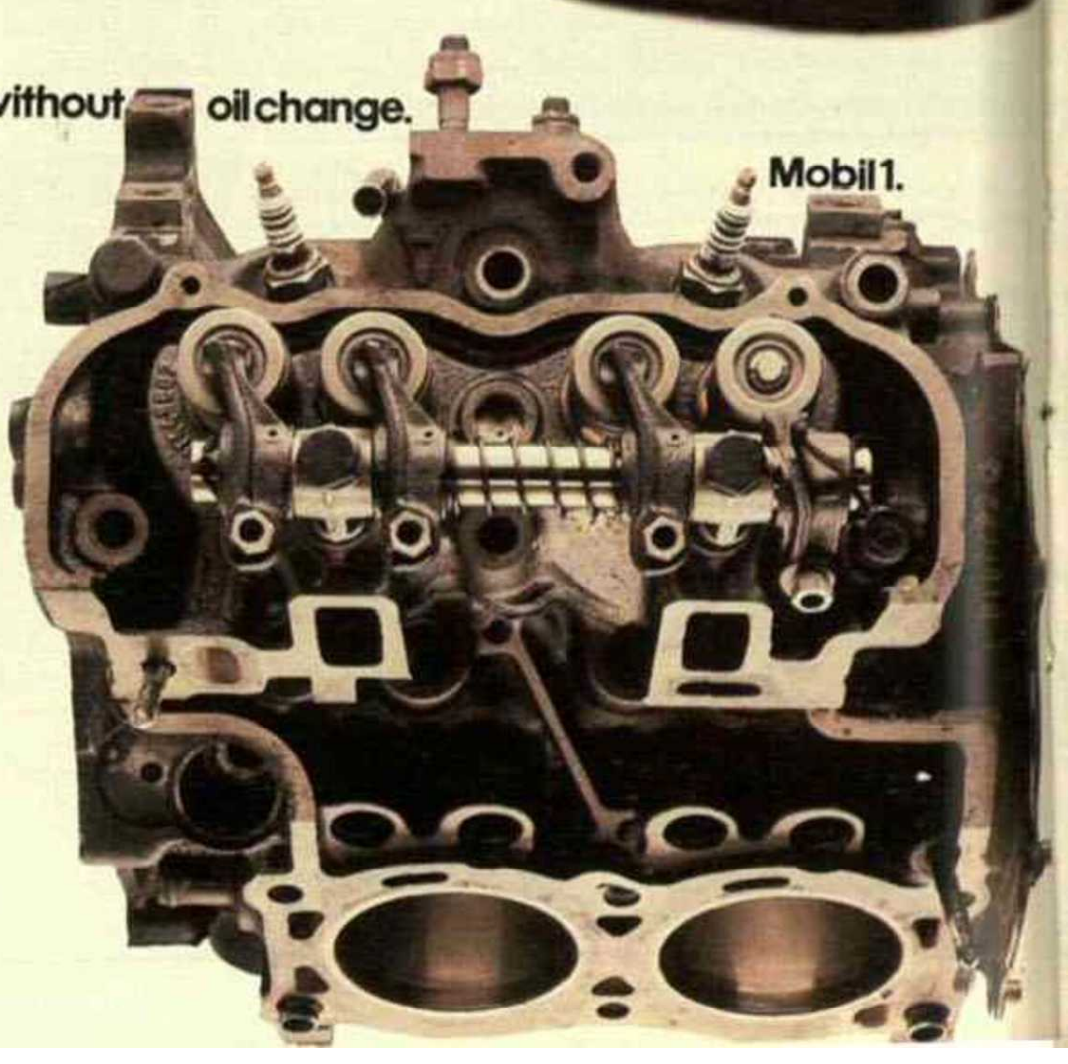
25000

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

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Mobil 1.

rd of, so are the things it does.

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

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

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

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

Don't blame the Government.

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

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

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

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

Try telling that to a conventional oil.

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

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

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

It's a hard one to swallow we know, especially en you're educated to an oil change every 00 miles or so.

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

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

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ufacturers recommended price. 5 litre pack †Mobil test of 28 most popular European cars. **Refer to Driver's Handbook for recommended service intervals. Claims are for petrol engines only



THE very purposeful lines of the Carrera proved remarkably effective in clearing a path through London traffic.

ROAD TEST

Porsche's 924 Carrera

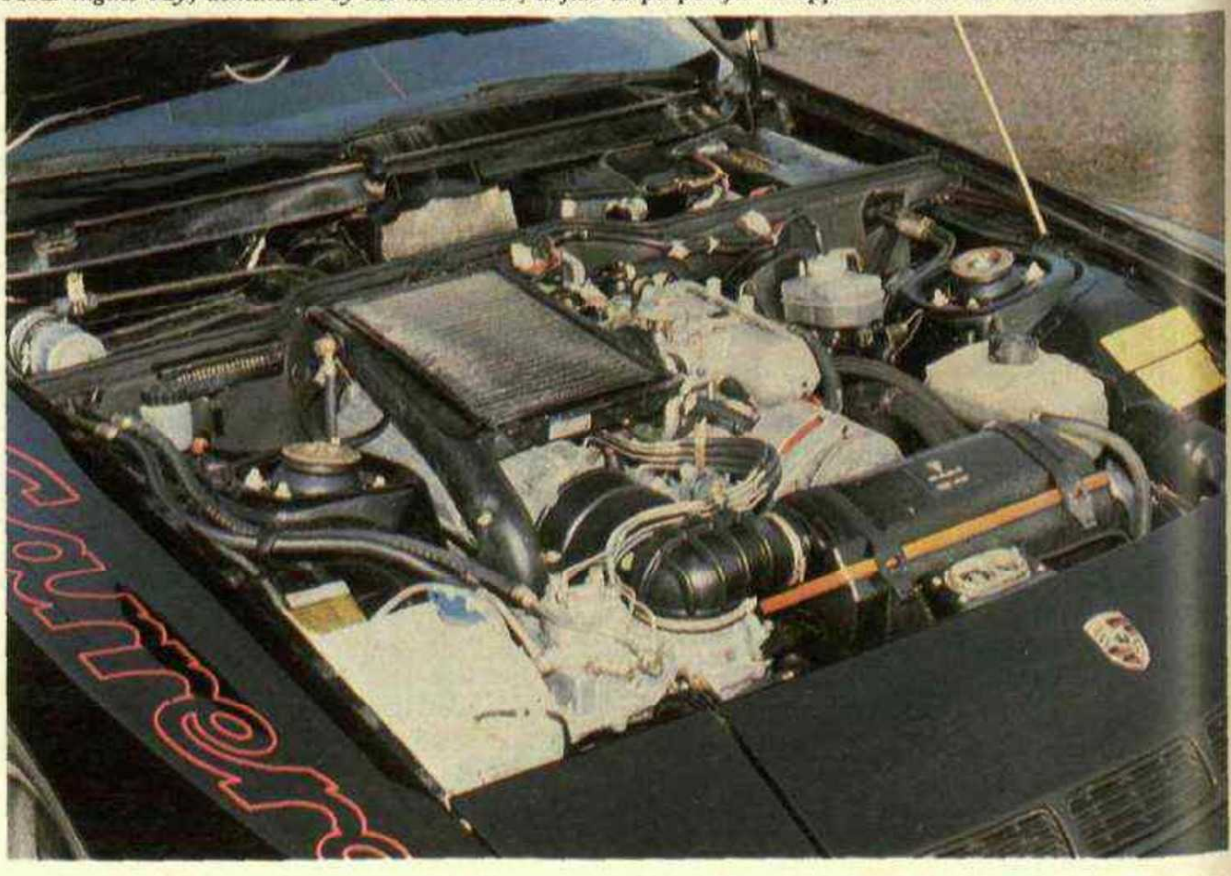
A true road-going racing car!

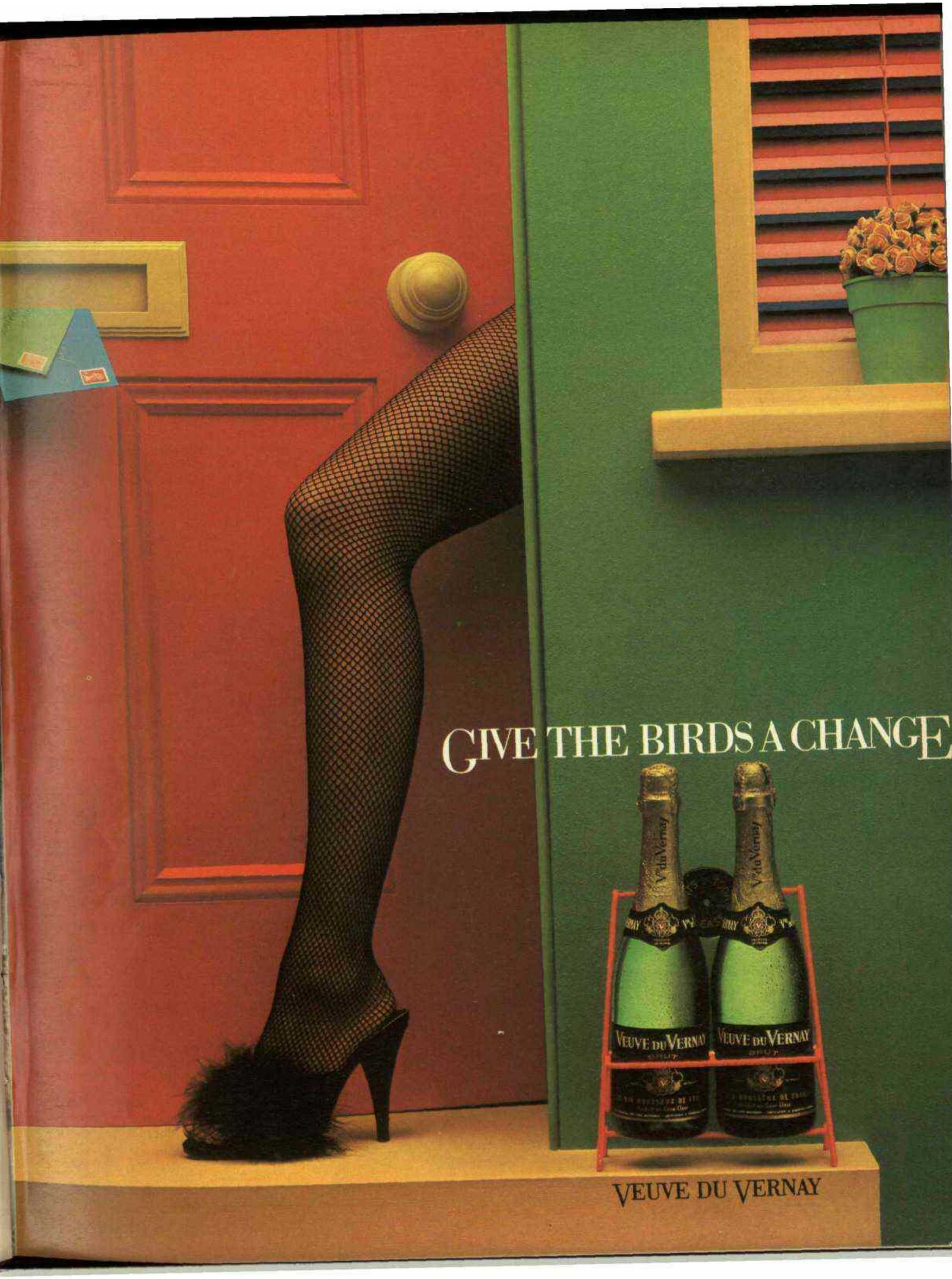
IN the 1980 Le Mans 24-hour sports car classic, Porsche 924 Carreras finished 6th, 12th and 13th in the general classification and now a total of 400 production versions have been built for sale to customers for road use, thereby satisfying the FISA requirements for admission into the sports car category known until the end of last year as Group 4 and now as Group B (formerly Groups 3 and 4). Porsche are one of the few firms whose high standard of engineering integrity can be traced directly from their current racing cars to their road cars of the moment and a road-going 924 Carrera is literally a detuned circuit racer, carrying a price tag of £19,211 (tax paid) in Great Britain where all 75 cars have already been sold. Make no mistake, this is a very serious motor car for serious drivers, truly reflecting its racing parentage, as well as a machine which provides a very interesting insight into Porsche's development philosophy.

The German firm's growth in stature into possibly the world's most respected manufacturer of sports cars has its roots in the Porsche 356 coupé which earned a great deal of praise and affection in the late 1950s and early 1960s. Of course, our own D.S.J. has written many words of praise about this early Porsche, an example of which served him so well driving all over Europe for the best part of ten years, so the 356 needs no further description in this article. Then, in 1966, it was superseded by a whole new generation of Porsches, the 911 range. With one of the most distinctive sports car profiles of all time, the Porsche 911 series expanded from what was initially a somewhat under-engined if promising 2-litre six-cylinder product, through to the mouth-watering high performance 3-litre Carrera of 1973 and, finally, through to its ultimate development, the 3.3-litre turbo. This evolution again took place over a 15-year period, during which the Porsche approach was to "polish, polish and polish again" their design, progressively

Continued on page 322

THE engine bay, dominated by the intercooler, is just as purposeful in appearance on the car's exterior.




GIVE THE BIRDS A CHANGE
VEUVE DU VERNAY



PORSCHE CARRERA — contd. from page 320

improving performance, braking, handling and overall refinement until the latest versions of the 911 range stand on a pinnacle as one of the very best sports cars of all.

No matter how good the 911 range had become, Porsche appreciated that a new concept would be required for the 1980s and, to this end, they started from scratch to produce a couple of fresh models which are currently on sale alongside the 911s today. They are the large 4.5-litre V8 engined 928 and the smaller 924 model which, when originally introduced with its 2-litre engine in 1977, was regarded as an attempt to make Porsche cars available to a wider buying public. But the original 924 was inevitably compared with the more exotic machines in Porsche's range, however wrongly, and could hardly be said to have received a favourable reception. It was an efficiently built, well finished two-plus-two coupé, somewhat nondescript in its styling, but it was very much less expensive than anything in the 911 range. Initially fitted with a four-speed gearbox, many critics found it a rather pedestrian motor car, and the incorporation of a five-speed box made it more appealing. But there were still those who said that the 924 wasn't a "proper Porsche", whatever that might have meant, and Zuffenhausen merely retorted that the car would change and evolve over the years, just as the 911 had done before it. Three years into the 924's life, our spell with the turbocharged Carrera proved that Porsche were quite right. It is certainly evolving!

Before talking about this "street racer", it's important for us to make clear that we at MOTOR SPORT consider the 928 range to be continuing the mainstream development of the Porsche concept. Having said that, we were delighted to turn our attention to the task of driving the wicked looking, low, spoilered Carrera coupé when we arrived to collect it from Porsche GB's smart Reading base.

THE air scoop on the bonnet (above) gives the game away that this Porsche 924 is something extra special. Below, the interior is trimmed predominantly in black to match the coachwork.



Well, if the original 924 looked uninspiring to the eye, that's not an allegation to be held against the turbocharged Carrera! Sitting low on its "standard 7J × 15" forged aluminium rims, shod with low profile 215/60 VR15 Pirelli P6 tyres, the 924's basically modest lines were considerably enhanced by distinctive nose and tail spoilers plus widened wheel arches at each corner, all these made of polyurethane, a very practical approach indeed. Incidentally, driving the car during the depressingly mild, wet spell of weather we experienced during the month of January gave us an on-the-spot reminder of just how much attention centres round the business of aerodynamics in the Porsche way of doing things. After two days, and nearly 600 miles, over filthy, wet, muddy, rural roads, the Carrera was disgustingly dirty — everywhere except for the rear screen! This was as clean as when we had started out, thanks to the curve of the wrap-round rear spoiler which deflects spray, dust and road grime with the effectiveness that only wind tunnel development can guarantee!

Two wide opening doors provide access to this comfortable, commodious sports coupé. Inside, the 924 Carrera was trimmed smartly in black, red piping on the velour covered individual front seats complementing the overall tasteful image. The floor was covered in a deep pile carpet to match and each "footwell" provides more than sufficient accommodation for its occupant with adequate shoulder, head and leg room to make things comfortable for the largest driver.

Immediately ahead of the driver, through the leather rimmed steering wheel, the instruments include matching 150 m.p.h. speedometer and rev. counter red-lined at 6,600 r.p.m. To the left, a third circular gauge has two segments within it, indicating the state of the fuel contents and engine temperature. Even when you first sit in the driving seat, particularly if you are tall, you become conscious of the fact that the steering wheel seems low and in too-vertical a plane. We'll come back to this point later, when we consider the 924 Carrera on the move. Pedals are light and progressive, although the clutch needs to be depressed quite positively to pick up bottom gear and, if you sit well away from the steering wheel, this means virtually extending one's left leg into a "straight out" position which feels most peculiar, although it's not much problem in practice. Auxiliary dials on the central console look after oil pressure and battery charge and there is also a clock which seemed to keep perfect time. There is no turbo boost gauge, perhaps surprisingly.

The performance of the turbocharged 2-litre power unit is the great revelation when one starts motoring in this Porsche. The 86.5 mm. × 84.4 mm. (1,984 c.c.) four-cylinder engine, with its single overhead camshaft, five main crankshaft bearings and KKK turbocharger and intercooler, developing 210 b.h.p. (DIN) at 6,000 r.p.m. which not only endows it with quite shattering performance and flexibility for an engine of this size, but it also has remarkable torque with 202.5 lb./ft. being developed at 3,500 r.p.m. This power is driven to the rear wheels *via* a Porsche five-speed gearbox incorporated in rear transaxle which not only aids traction in slippery conditions but means that the 924's fore and aft weight distribution is extremely well balanced. The particularly stiff, bump-sensitive suspension, is

Continued on page 324

LANGS SUPREME Scotch Whisky is a blend of specially chosen whiskies that have been allowed to mature at their own pace, to their own degree of excellence, before being blended with that special care that encourages the subtle nuances of the individual whiskies to flower without any of them being allowed to dominate the character of the blend.

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PORSCHE CARRERA — cont. from page 322.

by MacPherson struts at the front and semi-trailing arms and torsion bars at the rear, complemented by Bilstein gas filled shock absorbers and anti-roll bars. A limited slip differential is available as an optional extra but was not fitted on our test machine.

Firing up this willing 2-litre power unit proved simple and straightforward, the engine showing no signs of reluctance to start even on the coldest morning. The gearbox is controlled by a stubby, comfortable short change which falls very nicely to hand, although it couldn't be described as having a silky smooth action. First is dog-legged back and to the left and one needs to apply quite firm lateral pressure to overcome the spring loading. Having said that, once you're on the move and require to change into second, it is all too easy to allow the lever to slip into fourth. Although the gate seems to be spring-loaded *against* selection of first (presumably to protect reverse, which is immediately opposite bottom gear), it feels quite sloppy in neutral and you have to make a positive effort to push it into second, the consistently most difficult gear to select. In fact, the gearing is so generous and the torque so good, that the lazy can regard the 924 Carrera's box as a four-speeder and *just about* get get away without using first. But that, I suppose, is hardly the most conscientious way of looking at it even though D.S.J., frustrated after several attempts to select first gear, curtly observed "I'm considering this to be a four-speed gearbox". He promptly stuck it into second and the 924 Carrera pulled away without a murmur from a standstill on level ground!

On the subject of torque, one is led to think that this Porsche could operate quite adequately equipped with a four-speed gearbox as standard. Flatten the accelerator at 100 m.p.h. in either fourth *or* fifth and one experiences a surge of power so remarkable that you have to remind yourself that this is a 2-litre motor. . . .

With a 33 b.h.p. surplus over the normal 924 turbo, the Carrera gets up and goes with astonishing rapidity. If you don't fumble that first-to-second change, 60 m.p.h. comes up in just over six seconds and, with 40 m.p.h. available in first, 73 m.p.h. coming up in second, you are just slipping into fourth gear at 102 m.p.h. and the acceleration is undiminished. Just short of 120 m.p.h. and it is time to get into fifth, but the acceleration is still apparent and it's only when one tops an indicated 130 m.p.h. that one feels that favourable conditions are going to be required before the 924 Carrera works its way up to its quoted maximum of 150 m.p.h. At all times through our tests, the engine remained turbine-smooth, the wind noise negligible and directional stability absolutely flawless, on smooth surfaces.

As far as the Carrera's handling was concerned, the Pirelli P6s help to endow it with a reassuring hint of understeer which enables fast, open bends to be negotiated with an enormous sense of security. On smooth, secondary roads, twisting through the Herefordshire countryside, the 924 Carrera was absolutely in its element, bounding along between third and fourth gears. In the wet, discretion is needed with one's right foot, for this Porsche's power is delivered with quite an impressive surge once the turbocharger snaps into action. Easing one's right foot when adhesion is lost instantly brings the car back into line, but if you are "playing bears" watch out for the high geared steering which invites over-correction. We would have liked either "lighter" suspension geometry or power assistance for gearing as high as this Porsche's, particularly when the car is hurrying over indifferent and bumpy country roads. By the time D.S.J. and the writer had completed a busy 570-mile round trip through Wales and back to the South of England within a 24-hour period, we felt well acquainted with those local authorities who spent plenty of money on their roads — and those who didn't!

The ride *is* firm, by any standards, not in the same class as the Lotus Eclat which D.S.J. drove late last year and in which you could feel "each wheel working independently over differing bumps". If you need to sit well away from the steering wheel, using an almost straight-arm driving position, then the chances are that your arms will ache after a few hundred miles' driving. I must say that I kept this opinion rather to myself after my senior colleague suggested that I wasn't as used to long distance motoring as he'd been in his hey-day. Therefore, I was quite relieved when Jenks commented "I see what you mean" after taking over the wheel for half an hour.

The ventilated disc brakes all round ensured that the Carrera's powers of retardation remained undiminished throughout the period of our test. They never gave us a moment's concern or apprehension in wet or dry weather conditions; they were superb. Yes, we would have liked an adjustable steering wheel and *certainly* we felt that something needs to be done about the very bad reflection from the illuminated instrument panel when motoring at night, particularly the absurdly bright main beam warning lights. I refer to them in the plural — surely one should be sufficient?

Turning to accommodation and creature comforts, this two-plus-two occasional coupé can be converted into a two-seater with more than generous luggage space by pushing forward the rear seat. Its civilised side is enhanced by the provision of electrically adjustable mirrors on both the doors, a rear screen wash/wipe facility and a most effective heating and ventilation system. Most impressive of all, perhaps, was the fact that the 924 Carrera's fuel consumption averaged out 30.1 m.p.g. which gives it a potential range of more than 500 miles from a full 18.5 gallon tank!

Continued on page 327

Number Plates — DPA 231

THE RAILTON car went into production during the nineteen-thirties as a result of design work by Reid Railton who was chief design consultant for Thomson and Taylor the Brooklands specialists who could make anything from a front axle beam to a Land Speed Record car. The Railton car was of the breed that became known as "Anglo-American bastard", these being cars built in England using American components with English sports car knowledge and fitted with English coachwork. Compared to something exotic like a Bugatti or an Alfa Romeo, which were purist cars, these Anglo-Americans seemed a bit crude and primitive. The Railton was born out of Hudson and Terraplane and used a side-valve straight-eight engine of 76x114 mm. — 4,168 c.c., with a single Zenith down-draught carburetter. The gearbox was 3-speed and reverse, a typical American of the day, as were the brakes and axles. Saloon and drophead coupé bodies were offered and they were remarkably flexible and smooth cars to drive, endowed with surprising performance for what appeared to be an agricultural lump of iron for a power unit.

Thomson and Taylor were distributors for the Railton cars, which were built just outside Cobham, in Surrey, and in 1935 they produced what was termed the Light Sports Tourer model. Mechanically it was not changed very much though the engine was moved back in the chassis to give a better balance, but in place of the normal luxurious saloon or coupé body they designed a very spartan 2/4-seater sporting body, with small mudguards and the bare minimum of equipment. The result was an embarrassingly quick sports car that set a new standard of acceleration in those days, with 0-60 m.p.h. in 8.8 seconds. At the time a performance yardstick for road-going sports cars was 0-60 m.p.h. in 10 seconds. It would do 50 m.p.h. in first gear, 70 m.p.h. in second gear (or middle gear) and 100 m.p.h. in top gear, with very little fuss or bother, the big side-valve engine only revving to 4,300 r.p.m. The real embarrassment of the Light Sports Railton was its ability to out-perform some of the purist exotica, with twin overhead camshafts, superchargers or multi-carburetters. Whereas you would open the bonnet of an Alfa Romeo or a Bugatti just to enjoy the workmanship in the engine room, the last thing you did with a Railton was to look under the bonnet. There was nothing very attractive about an iron side-valve engine with a single down-draught carburetter mounted high up on a cast manifold. Even the wheels were anathema to the purist, for though they were wire-spoked they were of the bolt-on variety, with chrome nave-plates covering the nuts. In most sports cars of those days the gearbox was something to enjoy and on which to practise the art of quick and deft gear-changes, but the Railton with its 3-speed gearbox was lamentable.

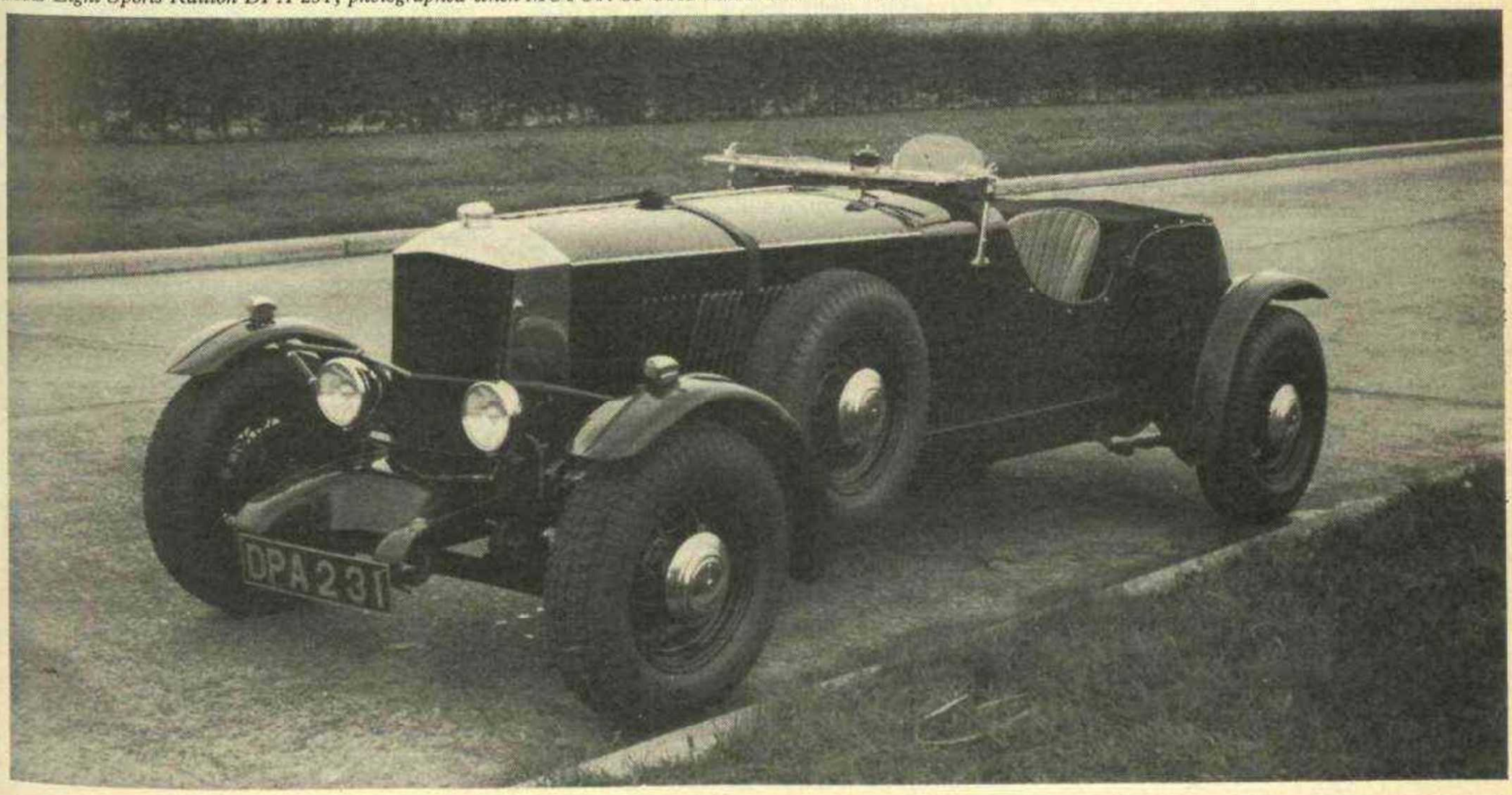
The prototype Light Sports built by Thomson and Taylor, the body being made for them by a coachbuilder in Thames Ditton, was registered DPA 231 and became, in effect, the test-car, demonstrator and hire-car all rolled into one. Stripped of its mudguards, lamps, spare wheel and windscreen it was entered in a 9-mile race on the Brooklands Outer Circuit, driven by Leon Cushman, who had raced for the Alvis Car Company some years before. In this October handicap event in 1935 the Railton finished second at an average speed of 104.85 m.p.h., which caused a few eyebrows to be raised in the paddock.

It was loaned out to various motor magazines for road-test and MOTOR SPORT featured it in the December 1935 issue, recording a flying half-mile in racing trim at 102.86 m.p.h. Out on the road with all the equipment in place it cruised at 80-85 m.p.h. and with the windscreen erect was good for a bit over 90 m.p.h., but it was the lively acceleration that impressed. It seemed to be a bit thirsty, recording 12 m.p.g., so it was a good thing that the rear-mounted tank held 13 gallons of petrol. The lights were pretty rudimentary and in common with most American cars the electrics were only 6 volt. A favourite test was to take cars up the test-hill at Brooklands, which finished in a 1 in 4 gradient. The Light Sports Railton revelled in such climbs and one magazine's test-driver was surprised by the potential of DPA 231. Nonchalantly smoking his pipe he accelerated up the hill and was completely air-borne at the top, all four wheels nearly three feet off the ground. His photographer recorded the moment for posterity, the driver being totally unaware of his situation as the photo was taken. He was sitting there, calm and unmoved, pipe in mouth, but a second later the car crashed down on its front wheels and the driver had a very busy time gathering it all up. It is not recorded what happened to his pipe!

DPA 231 became a very familiar number in British club events, being loaned to various people for rallies and driving tests and in 1938 it had a very busy season in the hands of Charles Follett, a well-known Alvis driver. He competed at Shelsley Walsh, winning the class for TT-type sports cars in 44.40 seconds, at Donington Park where it won two handicap races, in the Light Car Club's 3-hour race for production sports cars on the Campbell Road Circuit at Brooklands (7th place) and in Brooklands Outer Circuit races. In the BRDC 50-mile race in September 1938 the Railton was second at an average of 107.8 m.p.h., with a best lap at 112.71 m.p.h. and at the Dunlop Jubilee Meeting it scored a 3rd place on the banked track.

It may have been an "Anglo-American bastard" but it was undoubtedly one of the best of them. Eventually it found its way out to New Zealand, where it still lives. A second car was built and sold to Mr. J. Kingston-Whittaker, who used it in rallies, but I can find no trace of any further Light Sport Railtons being built. In recent years there have been a couple of fake cars constructed from Railton bits. — D.S.J.

THE Light Sports Railton DPA 231, photographed when MOTOR SPORT had it on test in 1935.



A Le Mans adventure!

ADA/Janspeed TR8 Turbo

UNFORTUNATELY we did not drive one of the works 3½-litre rallying Triumph V8s. Instant 'classics' by most standards, but the writer did spend a fair amount of time travelling sideways with various intrepid *pilotes* of the four and eight cylinder TRs. Enough time to know that, when ADA Engineering's Ian Harrower rang up with his offer of a trial run in the twin turbocharged Janspeed TR8, it was an offer that really could not be refused.

There were misgivings. Over the years there have been many amateur British attempts to get to Le Mans that have failed rather ingloriously. So the TR was approached with some caution. After all, it failed to qualify in 1980 at Le Mans. Yet there was the sheer enthusiasm of TR Register members. They had literally held a whip-round to make the French foray possible. No big money sponsors or smooth talking PRs here.

Despite pouring rain and a recalcitrant BMW, the writer arrived at Goodwood punctually to see the now BRG TR being warmed up. It was an impressive sight, the predominantly glassfibre panels shaking as the 3.6-litre turbo V8 ran rapidly and savagely to full warmth. I recollected this TR's first appearance, then in patriotic red, white and blue, at a 1978 winter London Show at Alexandra Palace.

It was conceived, and is still owned, by Janos Odor at Janspeed to put a 600 b.h.p. Triumph amongst the Porsches at Le Mans. There simply has never been the money behind the project to realise that dream.

Jan tells us that the 3,653 c.c. engine (90 mm. bore by 71 mm. stroke) which we drove is actually the second similar motor he constructed. He commented, "unfortunately we never really made it the way I wanted to. The Cosworth forged pistons and that stroke meant a car of 8.3:1 — rather higher than I liked — and the SU carburetters are sucking in air, rather than pressurised. I would have preferred to run a Hillborn injection system if we had had the time and money. Power? Being honest, calculations at just over 1 bar maximum boost from the two high-flow Rotomasters indicate it should certainly have over 400 b.h.p. That's using an Iskenderian camshaft."

Bottom end of the engine is special utilising an aluminium alloy dry sump pan that also takes on crankshaft bearing duties. The car was originally designed to operate both water and refrigerated intercooler systems, but only the conventional water-cooled layout was in operation.

Of the rest of the car credit goes either to Janspeed during the original show build or the infectiously enthusiastic Chris Crawford of the ADA, Shepherd's Bush, concern. All have put their heart and soul into providing a decent chassis with practical aerodynamics and accessibilty for a 24 hour race.

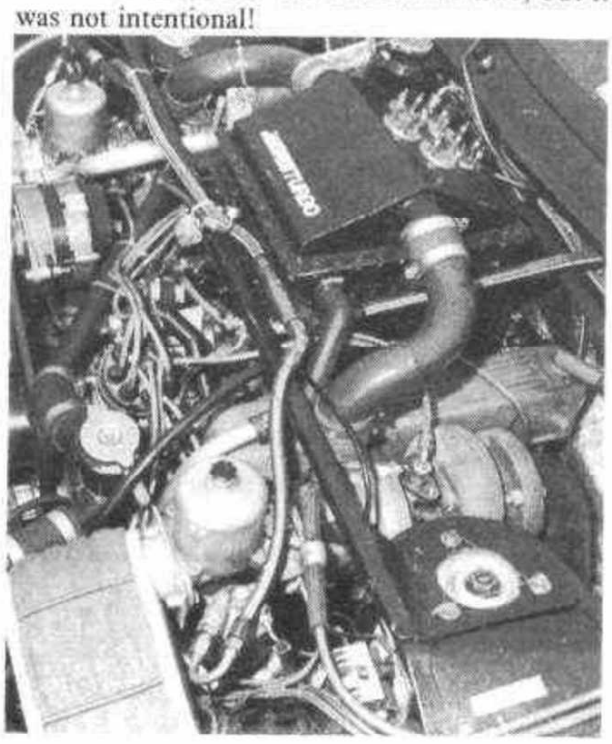


The transmission caused a few headaches in trying to find a gearbox strong enough to cope. Thoughts of a Jaguar unit faded in favour of the "rock-crusher" Muncie T10 with four forward ratios. There is a triple plate clutch which is all too easy to fry with the high first gear and 2.77:1 final drive ratio. The LSD is exactly that of a 1962 E-type!

Suspension is still basically strut and live axle, but sophisticated in that March formula car hubs are fitted front and rear. The rear axle is located by four links, plus Panhard Rod, and the strut has a fabricated lower wishbone.

A massive 1 inch diameter anti-roll bar gave little wet weather feel for our trial, especially as the 450 lb front spring rates and 400 lb rears mask the surprising comfort Bilstein gas dampers can give, even in competition guise.

All-up weight is some 1200 kg. That removable bodywork is a combination of Janspeed and ADA conception, including the neat running boards which carry oil coolers on the passenger side. The 15 ins. diameter Compomotive wheels carry 10 ins. wide front or 14 ins. rear tyres. In fact the tyres were marked up as 16 in. diameter at the front, but we'll ignore that Dunlop casing. It could not be true . . . could it? . . . Larger wheels on the front? Yes it could be true, but it was not intentional!



Brakes are simply massive Girling four piston units with servo assistance (really, and it works) for the 12 in. diameter front and 10 in. diameter rear discs. The all-ventilated disc system was an outstanding feature of the car.

Inside there are simply too many dials and switches to describe on this page, and a lot more than I would want to absorb while racing. Most importantly the car has a superb sit-up and beg driving position with the wheel comparatively close to the driver, and a very legible Jones tachometer, which we were instructed to leave below 7,000 r.p.m.

Our departure from the pits was extremely and deliberately spectacular. No lag could be afforded in releasing the clutch, and no way would the engine run under 3,000 r.p.m. So when the clutch was released I departed with the tail slithering in one direction and the steering full of corrective lock as the nose headed to complete our pit lane blockage.

Though the car sounds fearsome, and is hard to keep revving cleanly, the chassis and fine driving position allow one to feel at home pretty quickly, albeit at a very slow lap speed. There was a giant throttle pedal, and I did not tire of mashing that floorwards whenever the car seemed to be straight (rare). Then it would thunder straight to 6,000 r.p.m. in the first three gears, *very* quickly. At this point a kind of pressure cooker set of relief valves atop the carburation plenum chamber started chundering away, dumping vapourised mixture to a refrain rather like that of knocking-off time in a factory!

The engine ran sweetly at 70/80° throughout a test that featured many more miles in second and third than we have ever covered at Goodwood. The gearing was very vintage Bentley in feel, so that you could almost count the cylinders chuffing away in a top obviously designed for Mulsanne. The highest reading I had in top was a mere 5,500 r.p.m., but I would not even guess at speed in such unfamiliar circumstances.

The test came to an abrupt halt when a front wheel bearing race collapsed, leaving little braking on that wheel and a good deal of wobble generally. I had enjoyed myself and hoped that ADA's incredible persistence would be rewarded with something more worthwhile than bump-starting our BMW afterwards! Thanks anyway. . . .

J.W.

MAZDA 323 — continued from page 304

This Hiroshima-built 323 GT not only has the aforesaid equipment but openable rear side-windows, laminated screen, sensibly-placed fascia Jeco digital clock, rear-lamp-failure warning, a rest for one's clutch foot, and that excellent electric sun-roof, all for £4,499, which has to be accepted as highly competitive. On the fuel-consumption front I got an overall 33.6 m.p.g. *of two-star* (The Ford 1.6 Escort gave 36.2 m.p.g., the Escort XR-3 34.1 m.p.g.). — 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.

Mosley

Sir,

I am at a complete loss to know what the obituary on Sir Oswald Mosley is all about. Does he have some connection with motoring history, and if so why was it not mentioned?

I would be most interested to know by what reason this obituary appears in what (I hope) is still the only motoring journal worth buying.

Bristol IAN DUNFORD

[We have received many such letters and we apologise to readers who may have been offended by the reference to Sir Oswald Mosley in our January issue. It was not D.S.J.'s intention to condone or in any way glorify this man's opinions, which are as repugnant to us as they are to all fair minded people — in this connection, the phrase "suffered internment" was, perhaps, unfortunate. However, one thing which Sir Oswald did which has affected all Formula One motor racing enthusiasts was to father Max, the legal brains behind FOCA, and it was simply in acknowledgement of this action that the paragraph appeared. — Ed.]

American Enthusiasm

Sir,

I am writing this in the weak afterglow of another commercially turbocharged, American style Christmas. A time when it is probably natural for an exile from Britain to think nostalgically about Christmases passed. This nostalgia started as I read my November MOTOR SPORT and heightened as I put fresh Castrol in the family car, a brand that has recently appeared here. The grade is GTX 20-50 which seems to nicely match the local climate; enough weight for driving a small car on long, summer trips at temperatures over 90°F yet thin enough for the rare lows of 6°F we have had this Christmas. (Is anybody left over there who is still familiar with Mr. Fahrenheit and his scale?) The owner of my local autosports supermarket told me that Castrol is a vegetable-based oil; I am sure he is mis-informed but indicates that a trace of the old Castrol legend exists here. As he spoke, I could smell the fumes of Castrol "R" wafting over Brands Hatch years ago. More nostalgia! I would be interested to know if the product made in New Jersey by Burmah-Castrol is the same formula as the British-made product.

MOTOR SPORT has faithfully followed me around for many years and still gives much enjoyment but I confess my interest in the "sport" aspect is diminishing. This is probably due to factors such as inflation, high fuel prices and the rigorously enforced blanket 55 m.p.h. speed limit, emphasised for me by several speeding tickets and a threat to my driver's licence. (I refuse to concede that my age might also be a factor!)

I recently sold my six-year-old Audi 100LS and bought a 1980 econo-box, a front wheel drive Toyota Tercel. There are many citizens who drive less than 10,000 miles per year yet feel that the only morally acceptable way to drive to the news-stand for a paper is in a diesel-powered vehicle, but I resisted this trend. The Toyota is not outstanding in road performance and has a peculiar reluctance to corner fast compared to the Audi or my front wheel drive BMC cars of past years. However it is well made and the smooth engine and the five speed box with well chosen third and fourth ratios make it quite agile for suburban driving. The engine compartment looks very professional with quality alloy castings for the valve cover and engine front housings and the plumbing for the US-certified emission controls is neatly manifolded and clamped so as to disguise its real complexity. Toyota clearly understands the US market and the Tercel, although its lowest priced model, is sufficiently well appointed and sound-proofed to appeal to owners brought up with larger domestic vehicles. It has an efficient heating/ventilation system with the air conditioning neatly integrated rather than the "hang it on afterwards" concept of the Audi 100LS and other imported cars.

I read MOTOR SPORT's editorial endorsement of the Austin Mini Metro and found myself wondering why Leyland (and its predecessors) has not put more effort into the US market. If it had started with the Mini and the 1100 series (Austin America when it was imported here briefly) and had really planned to demolish the general negative image of British family cars piece-by-piece (inadequate cooling, not tough enough for freeway driving, weak heaters, unreliable electrics and other complaints, real and mythical) then the Mini-Metro could be a huge success here. In fact, with Bill Boddy and his motoring dog appearing on American TV to enthusiastically promote the product, Leyland surely could not have failed to re-awaken the trust in the "Made in Britain" label!

Raleigh, USA DAVID J. APPS

Alex Henshaw

Sir,

Your appreciation of Alex Henshaw's book "Flight of the Mew Gull" and V. Ludford-Brooks' later letter, awakened many old memories of this master-pilot.

Before going into the RAF in late 1940, I lived almost in the shadow of Castle Bromwich airfield (sorry aerodrome) and that whole area was always being entertained by the antics of Spitfires being flight-tested from there — they were pushed across the main road (A452) from the shadow factory (afterwards Fisher & Ludlow and now a pretty dead part of BL).

There were several fine pilots but Henshaw always stood out — barrel rolls, multiple climbing rolls capped by stall turns, etc. etc., all at minimum altitude and in any weather. A Henshaw tested Spitfire was indeed tested!

In early 1941, I was at 6 SFTS Sywell (near Northampton) learning to fly Tiger Moths and, about once a week, a light monoplane drifted in the very minimum of space by the hangar where Wellington 1c's (Pegasus engined) were serviced in a maintenance unit. Henshaw had arrived and, within minutes, a Wimpey lumbered across the short grass field on test. One clear day we watched one take off and climb to about 5,000 feet, dive and go into what all of us swore was a loop, or at least a remarkable full stall-turn. Our flying instructors said he did it quite often. Later in 1941 I went on to Wellingtons — OTU, night bomber operations in the Middle East and then an instructor until '44, during which I did over 700 hours on 1c's 111's and X's.

Many times on air tests I dived hard, pulled and trimmed like hell but never got to the point of even a decent stall-turn (lack of courage, strength or skill?). Did you really loop them Mr. Henshaw or was it only a glorious stall-turn?

'44-'46 I flew the beautiful Mosquito — what Henshaw would have done with that! — but that's another story.

Best wishes to you and "the magazine" for 1981.

JOHN L. WHITWORTH, DFC.

Sutton Coldfield

Ford V8 Pilot

Sir,

I wonder if any of your readers can help me? I am compiling a history of the Ford V8 Pilot, and would like to hear from anyone who was involved with the car, and in particular with its rallying and competition career. I am also anxious to contact anyone concerned with the construction of the various special bodies that were fitted to this chassis: station wagons, pick-up trucks, limousines, vans etc., or anyone who had experience of operating these.

With thanks for your help, and for an excellent and consistent magazine.

London HOWARD STENNING

(Letters will be forwarded)

Entry and Exit

Sir,

Re. your request for opinions on the best and worse race tracks for ingress or egress (November issue).

By far the best race track I've been to, for moving people (and vehicles) in and out is the Indianapolis Motor Speedway. It is just incredible how fast 300,000 (or is it 400,000 now) people can be dispersed from that track after the 500 mile race is over. This is due to its location in a city, with streets all round, and the use of a traffic plan developed over many years which simply moves people away from the track — if you exit through a gate that goes west, you go west, for at least a couple of miles, even if your intended destination is on the opposite side of the track. You then circle around and head towards your destination. [Like the French used to do at Reims — D.S.J.]

And by far the worst was Le Circuit at Ste. Jovite (Mont Tremblant) in Quebec, twice the site of the Canadian Grand Prix. One two-lane road

Continued overleaf.

PORSCHE CARRERA — contd. from page 324

Summing up on the Porsche 924 Carrera, we must say again that there can be few cars which are so closely identified with their racing relations. Despite our reservations about certain aspects of this car's ride, there is no doubt whatsoever that it's a tremendously quick, tractable and stunningly economical sports car for the 1980s. If you like the 924 turbo, you'll drool over the 924 Carrera. What's more, if you don't feel it has enough power then you might contact Porsche GB and ask them to sell you a full race version in which you can toddle off to Le Mans. It develops 375 b.h.p., has a 26.37 gallon fuel tank for the long spells between pit stops, and will top 180 m.p.h. It will also cost you £34,630, excluding taxes, as delivered from the factory. Of course, Porsche won't be selling *that* one to any keen enthusiast who walks in off the street! However, the lucky 75 owners in this country who will soon be driving round in a Porsche 924 Carrera, will be using a slice of living proof that the pure sports car concept lives on, thanks to the competitive minds of those who control Porsche destiny at Zuffenhausen. Just *think* what the 924 concept will be like when it's been around as long as the 911 range! — A.H.

goes about five miles to the town before a choice of roads becomes available. We once sat still, for nearly two hours, with only four cars between us and the road — as fast as the cars on the road moved towards town (about one car length per minute) other cars came from the right, so no cars left the track gate for almost two hours And no traffic direction at all. [We have suffered this at Brands Hatch in "the good old days". — D.S.J.]

And re W. A. Davis' letter about metrication of gas pumps: Canadian oil companies went metric a couple of years ago; few problems and little complaint from the consumers. The US has not intended to go to metric gas, but was almost forced to, for economic reasons. As the price of a gallon of gas passed the $1.00 mark, the oil companies had a choice: convert the pumps to be able to handle prices of over $1 per gallon, at about $300 per pump, or convert the pumps to litres (then 27c/litre) at a cost of $100 per pump. About half the US oil companies chose to go metric. The prices are still advertised and posted on the pumps in gallons, but the pumps dispense the gas in litres.

Ontario, Canada DAVID L GRAY

Geoff Richardson

Sir,

I would like to let Mr. Wilson McComb know that I am fit and well and living in Worcestershire, having retired from the Motor Trade. The very nice picture of the RRA and self in the December MOTOR SPORT brought back many memories. I know full well that the real interest in the RRA is due to the Riley history and the success of the late Percy Maclure and my involvement in constructing a special from that car. I only did so because I was so plagued with problems with the Riley rear axle when using the ERA engine in 1948. Also, I felt I was continuing the line of development of Maclure to keep the car competitive. I enjoyed my motor racing from the start and it was just pure fun and prodigious hard work. I would think that I was about the most impecunious enthusiast who raced in F1 events in those days (1948-54). Every penny came out of my own pocket, and, of course, the start-money and trade-money was absolutely essential to carry on. How terrific it was for me to race with the likes of Gerard, Harrison, Hampshire, de Graffenried, Bira, Mays and the others.

Times and fortunes change over the years and these days I enjoy the handicap air races; it is so like motor racing just after the war. Prize money hardly pays for the fuel burned, but it is tremendous fun. I am always surprised how few ex-drivers fly aeroplanes in competition, there is just the same exhilaration and a lot less of the hard graft. I just want to win the King's Cup air race and would have done so in 1976 but for a slight navigation error!

Hartlebury, Worcs. G. N. RICHARDSON

(Richardson Racing Automobile)

XJ-S

Sir,

I read with interest your recent road-test of the Jaguar XJ-S, and would like to reply briefly to your muse on why more people do not acquire this fine vehicle.

Firstly, I do not know anyone in my circle of car enthusiast friends who actually finds the XJ-S an attractive shape. I am not in the market for any new car, least of all one of this calibre, but I would certainly not consider a car that I did not find attractive to look at, whatever its other features were. The Jaguar does look pretty good — but that is as far as I would go. My idea of a handsome car? The new BMWs, the Aston Martin DBS V8, some Maseratis, and for that matter the XJ-6. Mind you, the "problem" of styling exists throughout BL, but that is a whole story on its own!

The second reason is something we can turn to our advantage in the world car market; there will always be attraction in things foreign. If the XJ-S was a Maserati, for the same price and with the same dealer support available, I wonder how it would sell. The Jaguar enjoys the same aura of quality and "differentness" in the States — I would imagine that the XJ-S sells very well there, if we are actually making enough of them. I recall that there was a big demand for the XJ-Coupe, until BL brilliantly discontinued that particular beauty of a car. . . .

Hampton, Middlesex MARTIN BRADLEY

Racing Recollections

Sir,

On reading my usual copy of MOTOR SPORT for December I was most intrigued to see the letter by Ian Rogers regarding the two RWG cars made by R. Watling Greenwood. The second one referred to I bought in 1956 to embark upon a light racing programme which I had wanted to do for many years but never had the time, or finances, as a serving officer in the RAF. From the outset this particular RWG was a "goer" and I was able to compete successfully with the various Loti and Coopers (Climax-powered) of the day. It was a beautifully-designed and executed little car and the panel work by Watling Greenwood was superb and to "concours" standards, whilst being functional.

For the record, you may remember we ran Team Sprite for a while with some success; I was runner up in the Memorial Trophy in one in fact, (spun myself out of it!) and was reasonably successful with an MG-A in the Autosports Trophy and with an Elva Climax, ending up Turner-mounted either BMC or Cosworth Ford engined, last event being the "TT" 1964.

Finally, MOTOR SPORT is our main contact with some degree of sanity these days; keep it up and may your personal shadow never get longer, I still have some 1937 and '38 copies which make interesting reading at times, with special reference to prices!

Nairobi, Kenya KEN (MAC) MACKENZIE

Berkeley History

Sir,

I wonder if I might appeal for anyone who might have any knowledge, memories or reminiscences of the competition history of Berkeley Cars to contact me? I am particularly keen to obtain as much information as possible on the team of 500 c.c. cars which were campaigned so successfully in 1958/9 by Count "Johnny" Lurani at Monza and in the Mille Miglia. It is my intention to compile what I hope will be the definitive history of these little cars and to understate their very creditable racing and rally record would be to do them less than justice.

All letters will, of course, receive a reply and any photographic or other material handled with extreme care.

London BERNIE G. PEARSON

(Letters will be forwarded.)

"Cars in Books"

Sir,

I should be grateful if anyone can tell me where this quotation comes from:—

" 'A-hundred-and-twenty-seven-miles-an-hour?' echoed one young man's voice above the gavel.

'That is my estimate', said the Doctor, taking it for a question, and there was a whining woman-chorus of 'Why, I never!'

'What kind of car do you *drive*, Doctor?' asked the business man in a voice that seemed too harsh for contempt alone.

'Delahaye 235', said the Doctor, almost proudly."

I understand that the Delahaye 235 appeared in 1951 and went out of production a few years later.

Brighton, Sussex PROF. M. J. C. HODGART

[This sounds like something from a novel; can any reader well versed in motoring literature remember it? — Ed.]

"On the Road"

Sir,

The toll bridge near Oxford, which has been mentioned in MOTOR SPORT recently, still exists and the toll levied on a motor car is now two pence.

It is just outside the village of Swinford, about one miles from Eynsham, where the Thames passes beneath the road to Oxford.

Oxford J. G. MILLWARD

[Other correspondents have pointed this out and I am now kicking myself, because I used the road last year, when driving away from a Transport Trust Pageant at Blenheim Park, *en route* for Hampshire. — Ed.]

Geoff Richardson taxiing in after winning the Bulmer Strongbow Trophy.



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BRISTOL 411 SERIES 3 1973, bronze/black coachwork, black leather. In excellent all round condition with recent engine/gearbox rebuild. Superb classic motoring. £5,995. Tel.: Bitton 3199. (71483

TR2. 1955, reluctant sale, fair runner but needs attention. Realistic offers invited. Tel.: Leicester (0533) 714027. (71484

PORSCHE 924 LUX. 1978S, white, with herringbone upholstery, over £1,000 worth of extras, sunroof, five speed, Bluespot radio cassette stereo, alloy wheels, headlamp washers, tinted glass, rear wiper, beautiful condition. May p/x. £6,500. Tel.: 0495 370578. (71485

PORSCHE 924 LUX. 1979, one owner from new having covered only 22,000 miles and has been regularly serviced by main dealer. White with sunroof, electric windows, radio cassette and taxed. Bargain £7,750. Tel.: (High Wycombe) 0494 31487. (71486

MG-B GT V8. 1975, glacier white, rubber bumpers, sunroof, all usual refinements, superb condition. £3,600. Tel.: (0278) 787705 (Somerset). (71487

FERRARI DINO 246 GT, 1972, rhd, chassis 04320, red with black interior, 45,000 miles, registration 246F, FOC member. £10,000. Tel.: Billericay 57162. (71492

FERRARI DAYTONA, 1972, rhd, chassis 15977, red with cream leather, might part exchange for lhd 275 GTB4 or lhd Daytona, FOC member. Tel.: Billericay 57162. (71493

MORGAN 4/4. Four-seater, 1977, low mileage, one owner, excellent throughout, many extras. £5,500 o.n.o. Tel.: Office (0202) 295282. (71494

CITROEN CX 2400 GTi. 1978, white, dark brown jersey interior, 28,000 miles from new, full service history, every extra, stereo, etc., truly immaculate, must sell. £3,000 o.n.o. Tel.: 01-935 6286. (71495

BMW 320/6. 1978, silver metallic, factory sunroof, alloy wheels, Sundym Glass, electric mirrors. £350 stereo, electric aerial, immaculate example. £4,995. Tel.: Orpington 70048. (71497

TR5. 1968, excellent condition, white, black interior, wires. Offers over £2,000. For further details tel.: (Halifax) 0422 882839 after 6 p.m. 0422 56666 9 a.m. to 5 p.m. (70843

TVR GRANTURA MK. III. Partly restored, no engine or gearbox, lack of time forces sale. £350 o.n.o. Tel.: Cirencester 67228. (71454

ALFA ROMEO 2000 GTV. S Reg., 29,000 miles, one owner, excellent condition and service history, stereo radio/cassette. £2,000 for quick sale. Tel.: Berkhamsted (044 27) 2123 office or 5864 home. (71466

CADILLAC 20/30. 1910, four cylinder roadster with dickey, maroon with varnished wooden wheels, owned by me 15 years, this fast and powerful car is well known on VCC rallies in UK and abroad. £15,000 or offers. And also 1921 Wolseley E3 10 h.p. two-seater ¾ drophead coupé. Blue with black mudguards. Very original including leather hood and buttoned upholstery. Indicated mileage under 4,900 miles entirely consistent with condition and history. Owned by me 12 years. Space required for new acquisition. £4,250 or offers. Tel.: Bourne 0789 5601 daytime, 0789 740388 evenings. (71439

LOTUS ELAN SPRINT DHC. Nov. 1972, red gold, superb after extensive winter rebuild by Club Lotus member. Unexpected and very reluctant sale due to house purchase. £3,650 o.n.o. Tel.: Chelmsford 322301. (71571

BMW 3.0 CS. 1975, automatic, air conditioning, alloy wheels, lhd, Dutch registered, immaculate, collector's car. £3,500 o.n.o. Fiat 4. Tel.: 0705 20613. (71572

CHEVROLET SALOON. 1938 six-cylinder engine, 3½-litre, one owner, all original. Offers please. Tel.: 01-226 3152. (71573

STRATOS, ride for lucky purchaser of my classic 1973 Lancia Fulvia 1600HF Lusso with Konis, short number, radio, maroon. £1,375 for urgent sale. Tel.: 01-262 3395. (71574

TRIUMPH STAG. 1977, brown, hard and soft top, automatic, stereo, good condition, one owner, full service record. Offers over £4,500. Tel.: Wideopen 4641 evenings. (71576

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

MORGAN PLUS 8. 1980, 12,000 miles, immaculate condition, leather interior. Any reasonable offer considered. For further details. Tel: 041-882 9068. (69907

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

ASTON MARTIN DB5. 1966. Concours, rated finest example available. £10,000. Tel: Mr. Byfield on 01-352 7348. (65524

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

TVR TAIMAR. 1978, urgent sale required, genuine reason, 25,000 miles, new tyres exhaust, many extras. Offers invited for quick sale, part exchange possible. Tel: Bognor Regis 864649 after 5.30 pm. weekdays. (70343

MORGAN PLUS 8. 1978. Dark blue, white hood and tonneau, luggage rack, spare wheel cover, radio, twin speakers, Ziebart underseal, 5,500 miles. £8,000. Tel: Normandy 2146. (70628

ASTON MARTIN DB6, 1968. Dark blue metallic, grey leather interior, sun roof, c.w.w., p.a.s., Sundym glass, radio, eight track stereo, automatic transmission. 43,000 miles. Excellent condition £5,995. Tel: 0203 403220. (70499

BENTLEY MK. VI saloon, 1951. Taxed. M.o.T. Excellent condition. £3,250 o.n.o. Might px. Tel: 01-650 9316. (72351

FOR SALE—continued

GINETTA G4 IRS. Very rare model, round tube, full race 1500 Ford. Hillclimb specification easily converted for historic racing. £2,195. Also Ginetta G4 square tube, adjustable rose jointed suspension, 1600GT, excellent condition, requires rewire. £1,975. Tel: Stourbridge 72786. (70794

BENTLEY MARK VI. 1949. For restoration, partially dismantled, some re-chroming and woodwork already completed. Tel: Wokingham 790968 Bracknell 52412. (70494

ASTON MARTIN DBS6. 1972, immaculate black beauty, tan leather, chrome wires, new tyres, recent engine overhaul, complete repaint by R-R agent, always garaged, reluctant sale. AMOC member. Offers please. Tel: Newhaven (07912) 6298 3525 (evenings). (70801

FERRARI DINO 246GT. Excellent condition, over £4,000 spent last year including total engine rebuild. Excellent chance to acquire much sought after and appreciating classic. £8,250 o.n.o. Tel: Midhurst 4141 office hours. (70815

MORGAN 4/4. Four Seater, 1977, 15,000 miles, green, stainless steel exhaust, roll-bar, tow bar, excellent condition £6,100. Tel: Findon 3450. (70818

HEALEY 3000 MKIII Delivery miles since £8,000 groundup specialist, concours restoration, rustproofed, bills available, engine, box totally rebuilt, stunning colorado red, white hood, eleven year owner abroad, sadly £8,500 o.n.o. Car UK. Call collect — Jones (Canada) 306-763 6464 days (8-11 pm UK): 306-764 2998 weekends. (70833

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

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

19-23 HE Sports Special, long interesting history, rarest of all vintage sports cars, realistic offers for this unique one-off old sporting machine. Tel: 05732 3577. (70857

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

JAGUAR XJ6 Coupé. P Reg, Regency red, £4,000. Tel: 02912 4559. (71440

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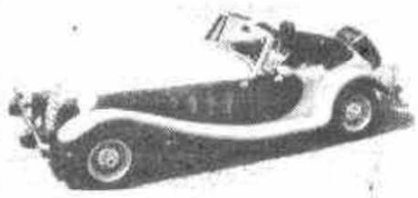
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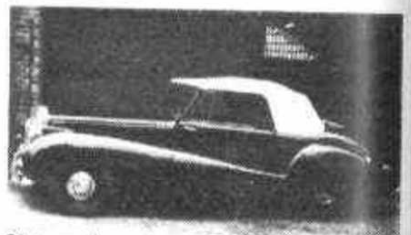
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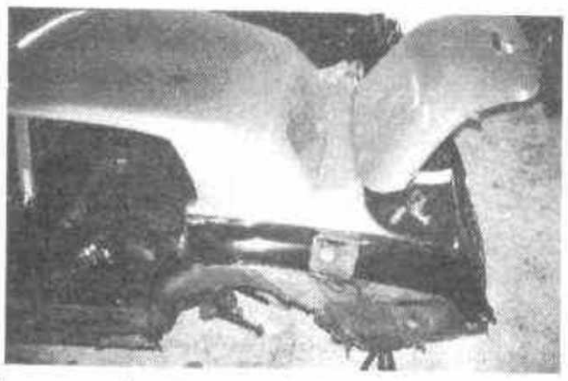
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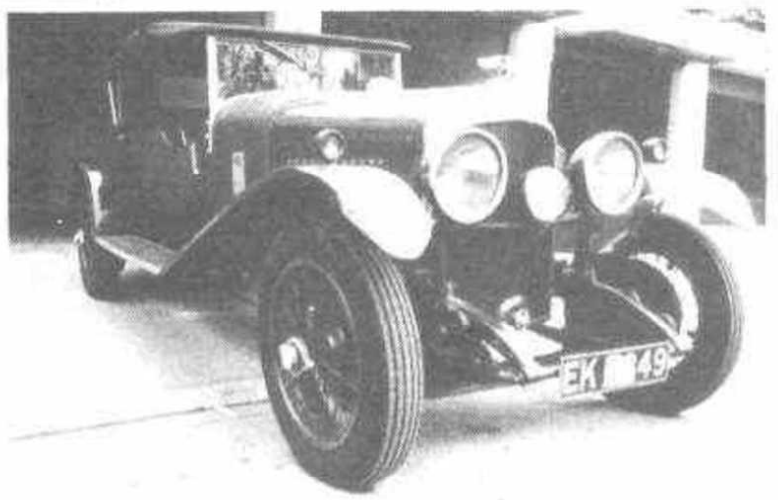
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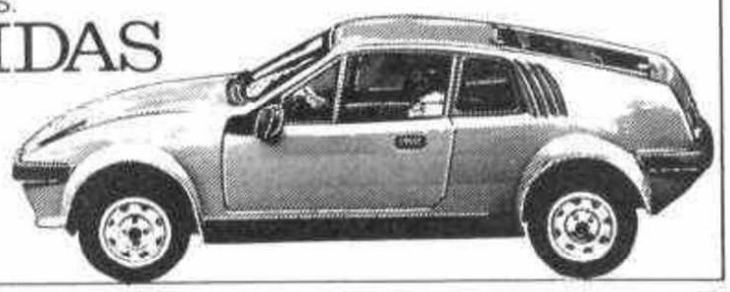
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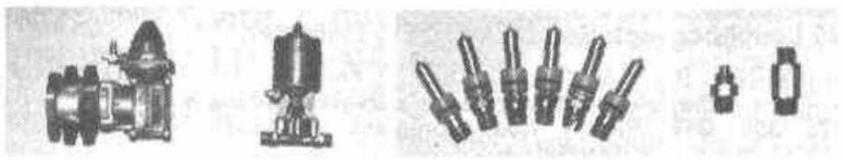
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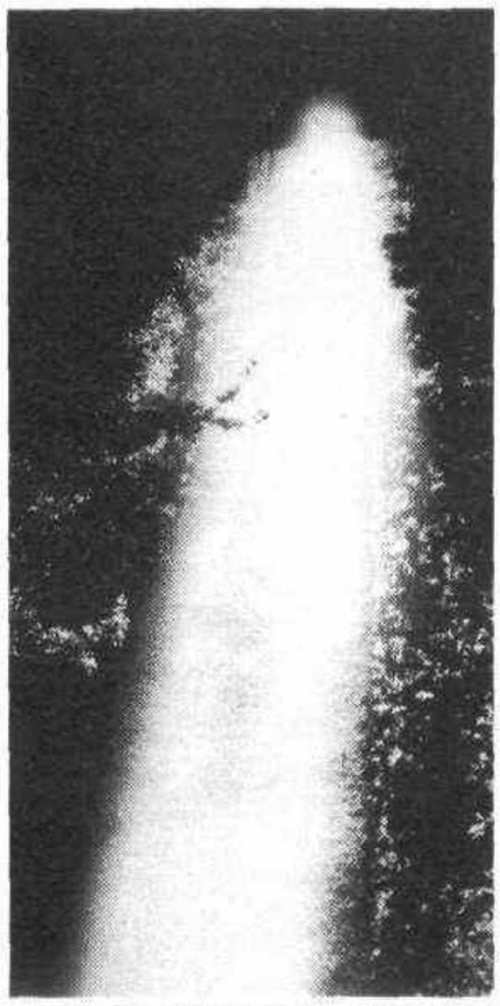
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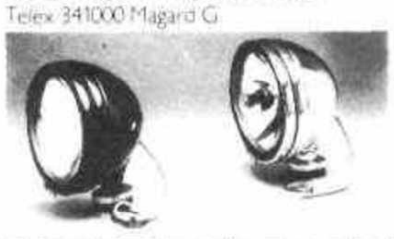


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How Waxoyl holds 'Showroom' Condition

'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.

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

Waxoyl 'Know-How'

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

'Tadpole' Molecules

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



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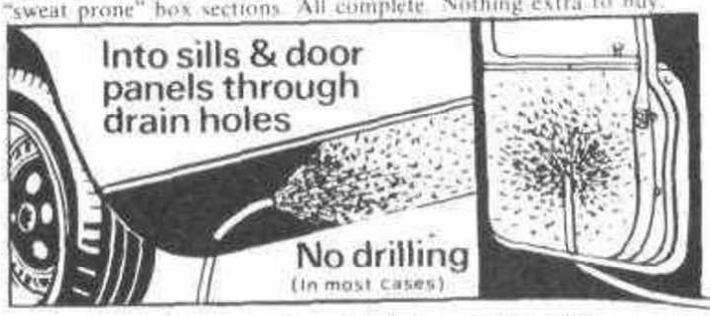
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Easy and Fun to do!
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Min. preparation. No need to crawl under car (in most cases). Suction end of Super 'JUMBO' Applicator feeds direct from Waxoyl can. Pull trigger to load up. Let fly! Hardly any 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

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 internal 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 Year old Volvo looks less than half its age" Civil Engineering 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.

Waxoyl Users Find Other Uses

Almost invisible Waxoyl spray suffices to waterproof and protect Leatherware. Super for Work Boots! (Says Scottish user) Metal Guttering, Boat Trailers, Washing Machine Casing. Preserves wood attached to metal (nothing else protects both at same time) Boat Trailers, Lengthens battery life in Car, Fork Lift Truck, Incredible protection for Oil Tanks on bases otherwise impossible to rustproof, Protects exterior Electrical Switches & Light Sockets, Farm Machinery, Prevents & Kills Wooly Aphis (spray Apple Trees before buds open) Corrugated Iron, Gates, Hinges, Padlocks, Bolts. Anything & everything vulnerable to damp.

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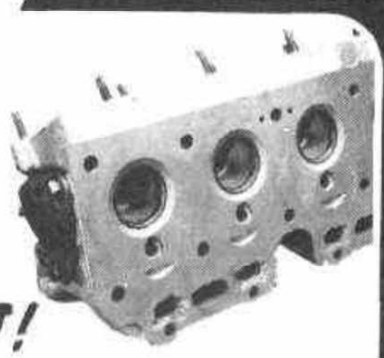


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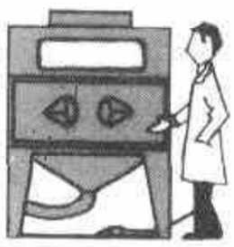


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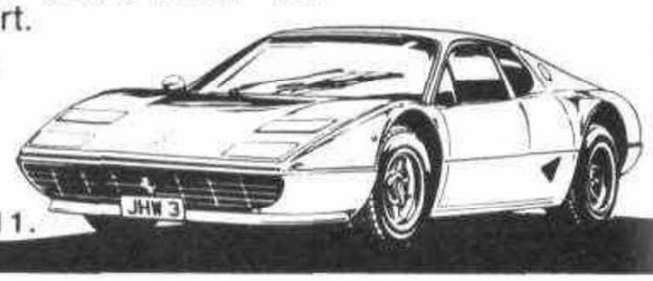
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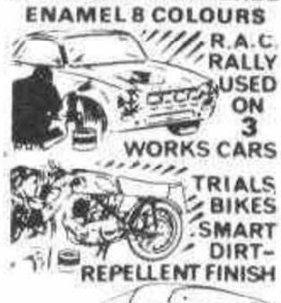
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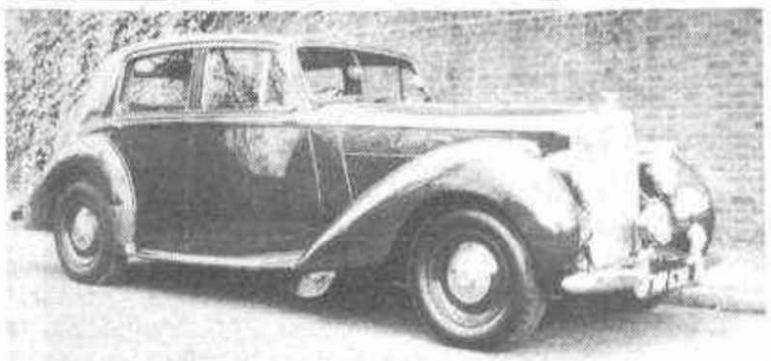


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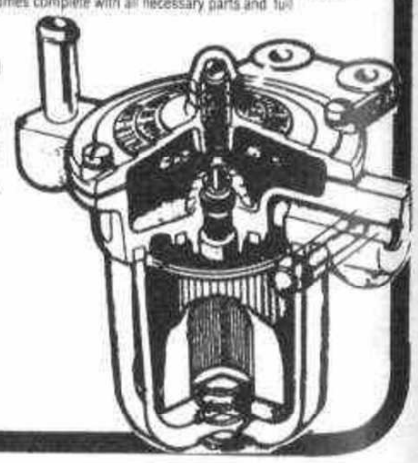
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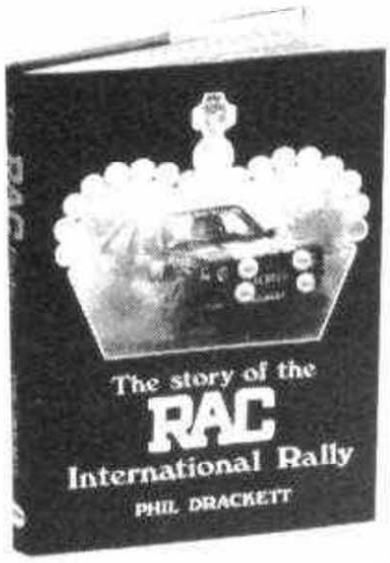
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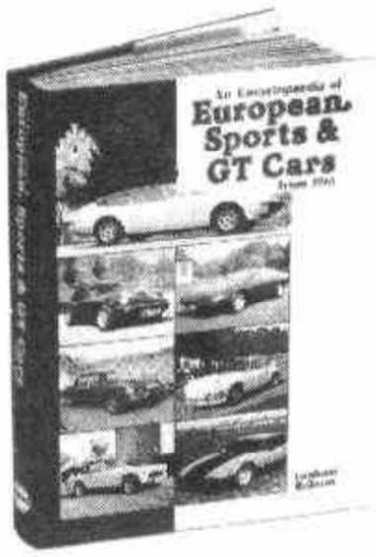
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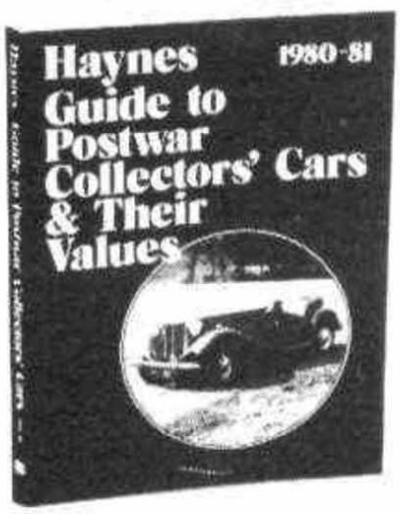
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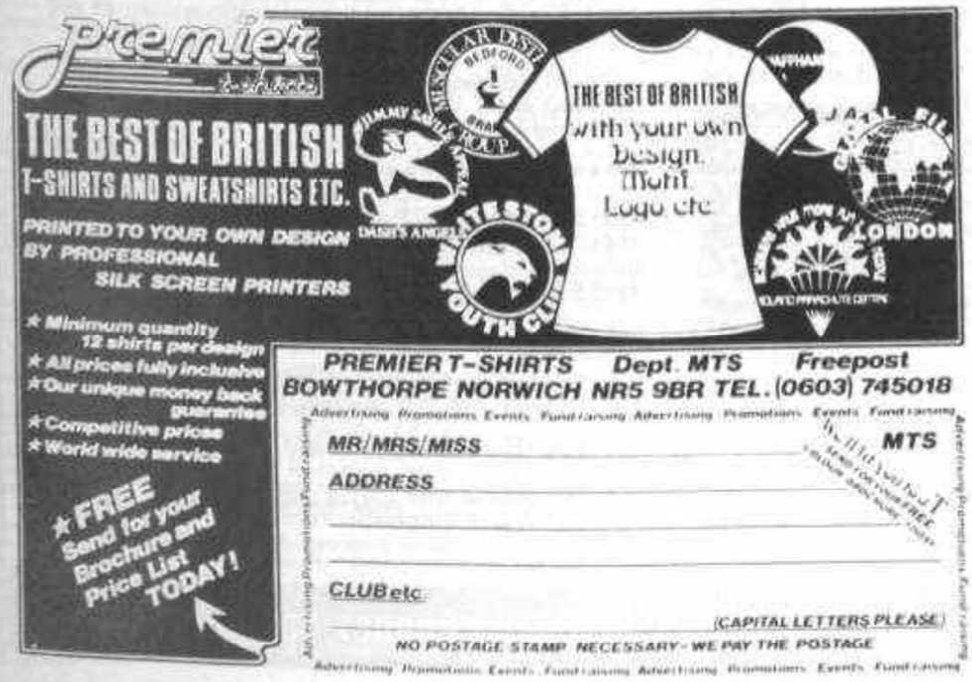
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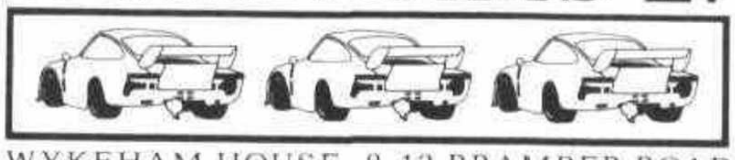
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WE BUY, SELL & SERVICE MORGANS



FOR SALE—continued

SCIMITAR GT 3-litre coupe, 1967, long M.o.T., overdrive, sunroof, £700. Tel: 021-445 2779. (72995

SUNBEAM TALBOT 90 Mkll, one owner 25 years, full service history, superb condition. £1,200. Tel: Rotherfield 2851. (72996

MGB GT, Black, overdrive, sunshine roof, Ziebart, stereo radio/cassette, one owner, 17,500 miles, 79 V-Reg, £4,500 o.n.o. Tel: Crawley 23243 evenings. (72997

ASTON MARTIN, DB6 Vantage, 1967, manual, good condition, silver birch, large sun roof, stereo, good tyres, M.o.T., offers around £5,850. Tel: Exeter 832374. (73001

1937 EIGHT CYLINDER, three position coupe, body by Salmons, complete but needs rebuild, £1,500. Tel: 061-485 1873. (73002

1935 RAILTON straight eight, light sports tourer, completely rebuilt, taxed, M.o.T., £7,000. Tel: 061-485 1873. (73002

AUSTIN HEALEY 100/4, 1956 BN2 model, restored to concours winning condition, believed genuine, 45,000 miles, finished reno red, £6,000. Tel: Alderminster 078987 526. (73005

TR6, 1971, white, black interior, h/s tops, overdrive, roll bar, reconditioned engine, recent pistons and decoke, maintained by specialist regardless of expense, £1,700 o.n.o. Tel: Cheddar 743575 (office), Blagdon Hill 268 evenings. (73006

JENSEN CV8, TR3A and Daimler 2.5 V8. Tel: 051-653 6580. (73007

PORSCHE 924 LUX, Feb 78, unique two tone metallic green paintwork, 21,000 miles, sun roof, alloys, stereo radio, elec aerial, superb condition throughout £7,195. Tel: Southend-on-Sea (0702) 520704. (73008

1935 MORRIS, 8 h.p., 4-seater convertible, coach painted red with black interior, little used since rebuild in 1976, M.o.T. & tax, sensible offers. Tel: 061-881 0419. (73009

R-TYPE BENTLEY, Reg Sept 1953, excellent order, carefully maintained, £6,000 o.n.o. Tel: Preston 654526. (73012

MGB GT V8, 1974, N-Reg, 48,000 miles, recent exhaust, kingpins, shockers, starter motor, fuel pump, tyres, etc, 1 year M.o.T., bracken/tan interior, superb late chrome bumper example, £2,995. Tel: 01-577 3435. (73013

MORGAN 4/4, 1972, 60,000 miles, bucket seats, roll cage, new hood, rechromed, resprayed Alfa Romeo racing red, stunning condition, £3,995. Tel: 01-577 3435. (73013

DELAHAYE 1938, 135Ms competition sport roadster, Figoni et Falaschi coachwork, absolute show restoration, commissioned for Aga Khan, $250,000 US, serious enquiries and offers. J. Smalley, Box 14, Glen Ridge, New Jersey 07028 U.S.A. Tel: 201-746-4246 New York morning time five to eight. (73014

1935 BENTLEY 3½ litre, sports saloon, Mann Egerton, excellent condition, M.o.T. April 81, £8,000. Tel: Chelmsford (0245) 400215 (72882

ROOSEVELT 5-SEATER Saloon, 1929, actual car shown in Georgano's book page 596, imported new in 1929, complete engine rebuild just completed with all new bearings, pistons etc. A very original car, £4,950 o.n.o. Tel: 083783 569. (72878

ALVIS TD 21, 1962, luxury convertible, chrome wires, low mileage, v.g.c., £3,500. Tel: 01-602 0969 or 049 471 3521. (69992

FOR SALE—continued

ASTON MARTIN DB6S, 1978, white with black interior, Reg No. 8 AGX, total engine re-build just completed, new auto gearbox, bills over £3,000 to prove. Amazing value at £3,500. Tel: 083783 569. (72878

SUPER SNIPE ESTATE, Black, 62,000 dead careful miles, one owner, garaged, superb original condition. Sell or exchange sports car, bike or w.h.y. Offers to 0795-842959 (Kent). (72856

MG-B GT V8, 1975, yellow/tan trim, chrome bumpers, overdrive, tints, mag. wheels, 46,000 miles, immaculate condition, expert inspection welcome. £3,250. Tel.: 051 336 3480. (72858

1949 HEALEY WESTLAND Open-Roadster. Unique, low-mileage. £4,650. 1939 Sunbeam Talbot Open-Sports, interesting history. £2,850. Both vehicles taxed and in outstanding original condition, suitable museum. Tel.: Hertford 59977 evenings. (72855

ALFA ROMEO GT 1600 JUNIOR, 1976, 48,000 miles, genuine example. £1,975 o.n.o. Tel.: Denbigh 3938 (day) 3930 (eves). (72861

BLACK V-REG. RENAULT GORDINI. New spec., 10,000 miles, sunroof, radio. £3,750. Tel.: Denbigh 4543 (day) 4483 (eves). (72861

RENAULT GORDINI. V-Reg., black, new spec., 10,000 miles, sunroof, rado. £3,750. Tel.: Denbigh 4543 (day) 4483 (eves). (72861

JAGUAR 3.4S AUTOMATIC, 1968, specimen condition, BRG, beige trim, p.a.s., h.r.w., radio, one owner, 55,000 miles, M.o.T., taxed Jan 82. £1,950 o.n.o. Tel.: 01-941 2352. (72855

MG TC, 1949, good condition, recent new upholstery and hood. £2,850. Also TA 1939 for repair. £1,950. Tel.: Lincoln 750228. (72848

1961 ACECA BRISTOL 100DZ. Excellent mechanically, recent clutch, dynamo, radiator, 78,000 miles, M.o.T., paintwork untidy. £3,500. Tel.: Ashburton 52659. (72850

1969 DAIMLER V8 250. Manual/overdrive, 37,000 miles, one owner ten years, original sable/tan, 12 months M.o.T. Immaculate throughout. Invest £2,750. Tel.: 01-441 4028. (72853

4.2 LITRE, 4.2-litre, 4.2-litre, 4.2-litre, 4.2-litre, 4.2-litre Sunbeam, Sunbeam, Sunbeam, Sunbeam, Sunbeam, Sunbeam, Tiger, Tiger, Tiger, Tiger, Tiger, Tiger. V.g.c., v.g.c., v.g.c., v.g.c., v.g.c., v.g.c. Offers, offers, offers, offers, offers, offers. Circa £2,150, £2,150, £2,150. Circa £2,150, £2,150, £2,150. Tel.: Reigate (STD 07372) 42037 evenings and weekends. (72854

AUSTIN A35 SALOON. Excellent runner, long M.o.T. £350. Tel.: 01-764 7216. (72841

JAGUAR XK150 3.8S DHC BRG. Has completed only 40,000 genuine miles since 1959. Money has been no object in rebuilding. £11,500. Tel.: 01-636 3456 (day) 01-351 1370 (eves). Ask for Antony. (72842

LOTUS ELITE, 1975, superb throughout, air conditioning, stereo, Dictophone, £3,950 o.n.o. Tel.: Tiverton 3608 or Plymouth 666614. (72843

TURNER, 1962 Ford 1500GT engined sports 2-seater, chassis No. 559 of 720 believed built, very smart little car used daily, £775 o.n.o. Miss N. A. Horner. Tel.: Andover 3643. (72845

RILEY 1½ 1954, black/red, very good original condition, long M.o.T. £1,895. Tel.: Saffron Walden 22330. (72836

JOWETT 7 h.p. 1924, 2-seater with dicky, original. £5,000 o.n.o. Tel.: Leeds 582283. (72837

FOR SALE—continued

ALFA SPIDER 1750 c.c. One retired owner's second car, outstanding example of rare model, white, space required. £1,500. Tel.: Gerrards Cross 83723. (72847

LANCIA BETA COUPE 2000, 1978 (T), excellent condition, white with red cloth interior, sunroof, stereo, Protectol guarantee, only 17,000 miles, bargain. £2,450 o.n.o. for quick sale. Tel.: Ascot 25505, evenings, weekends. (72838

ELAN SPRINT FHC, 1971, guaranteed 39,000 miles from new, Gold Leaf scheme, in storage at present and for the last four years. Will be M.o.T. tested and offered for sale spring 1981. Further information: 0202 743206. (72839

PORSCHE 356SC, 1964, excellent condition, January M.o.T., 78,000 miles. Nearest offer to £2,500. Tel.: Hayling Island 3062 after 6 p.m. (72840

JAGUAR 2.4 MK. II, 1961, fully restored, B.R.G. £3,250. Tel.: 02912 4559. (71440

JAGUAR 420G, 1968, white, tan interior, 90,000 miles, reasonable condition. Offers. Tel.: Freckleton (Lancs) 633223. (72832

MERCEDES 280 SL AUTOMATIC, H-Reg., 65,000 miles, metallic gold, black trim, Blaupunkt radio, superb condition. £7,000. Tel.: Solihull (021705) 0363. (72833

BEETLE CONVERTIBLE, November 1978, 24,000 miles, dark grey metallic, radio/cassette, XVS, immaculate condition, expanding family forces quick sale. £5,250 o.n.o. Tel.: Newton Abbot, Devon, 68024. (72834

HUMBER 9 h.p. 1927, rebuilt by Basset Down Ltd., Ashton Keynes Restorations. £7,500. H. Wilson. Tel.: 0590 612345. (73084

TALBOT LAGO, 1938, d.h. coupé, 4 litre, Figoni & Falaschi, Wilson box, 500 miles since restoration by Panther's. Substantial offers in the region of £30,000 please. Gurnsey Motor Museum. Tel.: 0481 26313 daytime, 38606 evenings. (72890

RS2000 Mk.I, October 1974, white with blue decals, roll cage, new clutch and rear springs, 10 months M.o.T. £1,500. Tel.: Wakefield (0924) 840137. (73056

MONICA. Unique rhd example of this beautiful 5,600 c.c. four-door GT, 15,000 miles. £10,000. Tel.: High Wycombe 882276. (73055

LANCIA FULVIA RALLYE S3, 1.3-litre coupé, first registered July 1976, 19,600 genuine miles most as lady owner's shopping car. In absolutely first class condition, Ziebarted, very pretty Bangkok yellow with green cloth upholstery, sunroof. £1,650. Tel.: Cheltenham 26185. (73057

FARNWELL MOTORCYCLE, 1901, only one in existence, single speed, direct belt drive, registration number AK 6. Full history available. Tel.: Pudsey 575942. (73058

BENTLEY 4½-LITRE, 1928, attractive two-seater body with dickey by Salmons, very good condition. £28,000. Tel.: Glamis 303. (73059

AUSTIN SEVEN, 1937, rolling chassis restored to concours standard. £650. Could also supply sports body. Tel.: Lymington 72533 day, 77475 evenings. (73064

LOTUS ELAN SPRINT CONVERTIBLE, 1973, stereo radio-cassette, Sundym, chrome wheels, recent £1,500 overhaul, immaculate. £3,675. Tel.: Downland 52917. (73065

PORSCHE 911 TARGA, 1975, Recaros, Carrera body specifications, recent £800 overhaul, lhd. Hence £5,250 cash. Tel.: Downland 52917. (73065

FOR SALE—continued

BROOKLANDS ALVIS. The famous Follett Racer. The fastest ex-works Alvis 12/50. Built for 1930 Double Twelve, lapped Brooklands at 105 m.p.h. Many pre-war successes. Raced by Follett, Oats, Earl of March. Chassis up rebuild, road registered, NPP2. Completely rebuilt, including original works two-seater aluminium racing body. £12,000 o.n.o. Tel.: Kingswinford 277239 (evenings), Wolverhampton 771821 (days). (73060

ASTON MARTIN DB2 VANTAGE SALOON. Exported to Singapore in 1953 where it was successfully raced and rallied. Completely original and restored to a very high standard, including repaint in BRG, rechromed, s/s twin exhausts, interior refurbished. Mechanically excellent with rare V8E Vantage engine. £4,750. Tel.: Telford 604229 (eves.), Wolverhampton 712001 (Days). (73060

PORSCHE 911 TARGA, 1975, immaculate in black with beige and black interior, much work recently completed, bills and test report available, private sale. £6,500 o.n.o. Tel.: 0303 39622. (73061

TVR 3000M, 1974, dark brown vinyl roof, tan beige interior, stereo cassette radio, tinted glass, hrw, alloy wheels, sunroof, factory serviced, taxed, new M.o.T. £2,750. Tel.: 051 520 2657. (73062

XJS, 1976R, royal blue, automatic, pas, electric windows and aerial. Tinted glass, air conditioning, etc., etc. Recent service and tyres, new M.o.T., excellent drive. £5,500 o.n.o. may part exchange. Tel.: 0495 370578. (73066

BENTLEY, T-Registered, Aupil, December 1967, sand gold, new M.o.T., beautiful condition, some history, recent exhaust, tyres, etc. £6,500 o.n.o. may part exchange. Tel.: 0495 370578. (73066

HEALEY 3000 2A, Red, black trim, body repairer, recellulosed, mechanics incomplete, little used past ten years, always garaged. £2,400 o.n.o. Tel.: 044084 542. (73067

TR4 ROADSTER. Completely renovated with new steel panels, wires, Surrey, marvellous condition, urgent sale. Steal at £1,695. Tel.: 051-480 5608 (Merseyside). (73068

MINOR 1000, Four door, completely rebuilt, immaculate. £1,895. Rover 3-litre, one owner, 51,000 miles. £995. Tel.: 0202 522707. (73069

MG PB 1936. M.o.T. and taxed. Dark blue. £3,5000 o.n.o. Needs new hood. Tel.: 0263 843127 (South Wales). (73069

ALFETTA 1.6, 1976 (August), red, one owner, low mileage. £1,500 o.n.o. Tel.: 095 389 791. (73072

LOTUS MK. 9. Rare sports racing car, ex-James Dean, chassis rebuilt as new, documented history, needs body and engine. £4,000 plus VAT. Ginetta G16 1968. Rare Spyder racing car, no engine or box, eligible HSCC special GT. £3,200 plus VAT. Tel.: Chris Smith on 0543 490232. (73073

MASERATI MEXICO, 1968, blue, white leather interior, excellent throughout, air conditioned, stereo, M.o.T. November 1981. £6,400 o.n.o. Tel.: Ascot 24691. (73074

ALFA ROMEO 1300 c.c. Two-seater sports, approx. 1958, registered (UK) 1969. £350. Tel.: Banwell 820063 (STD Code 0934). (73075

COOPER MINI, G-Reg., 52,000 miles, ex eng. extras. £450 o.n.o. Tel.: 061 748 4442. (73077

DATSUN 260Z 2+2, November 1977 S-Reg., bronze, 33,000 miles, lovely condition, a cherished car. Nearest £4,600. Tel.: 0278 760391. (73090

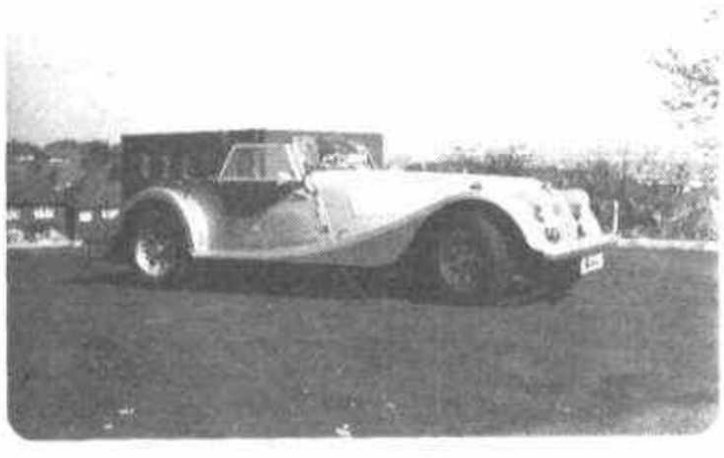
MIKE DUNCAN

Midlands Morgan Agent

MORGAN

92 WINDMILL HILL, HALESOWEN, BIRMINGHAM

TEL: CRADLEY HEATH (0384) 67675



The winter blues are fading away (not you cobber) here in the Midlands and the Morgan owners are coming out of hibernation once more so we have some changes of stock at last with which to tempt you.

Pride of place must go to our late **1979 2-seater 4/4** in red with wire wheels. This car has only covered 1,500 miles and at £6,950 must be good value.

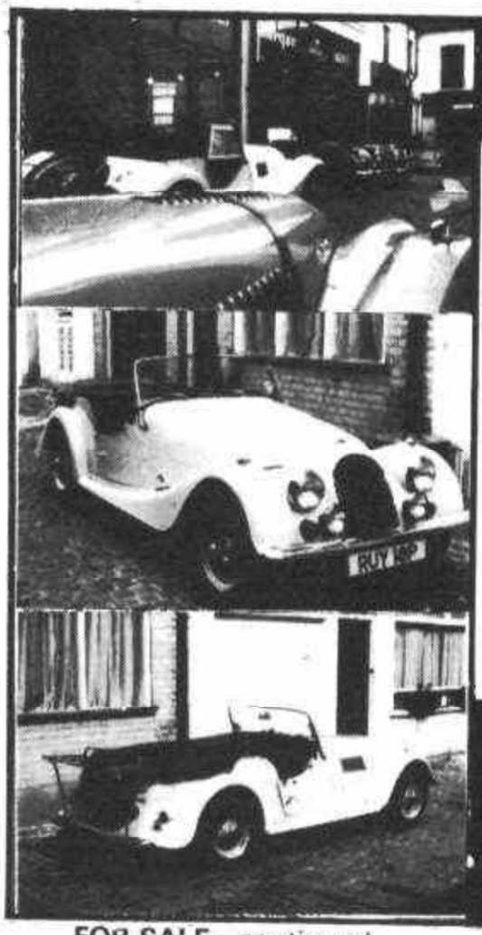
Even newer we have a **1980 4/4 2-seater** also in red, but with the new disc wheels and 800 miles on the clock at £7,250.

A **black +8** with red leather, 30,000 miles and made in 1977 will cost you £6,600 while another black one with black trim and made in 1973 must sell at £4,850 with only 35,000 miles on the clock.

From 1978 we have a green **2-seater 4/4** with stone trim, wire wheels and a roll bar at £6,800.

In four seaters we have a 1974 (N) in red with stone trim and wire wheels, luggage rack and almost every other extra at £5,600 and a 1973 in Tahiti blue with wire wheels and re-built engine at £4,900.

To answer the inevitable question the cheapest Morgan we have this month is **1972 4/4** in blue at £4,200.



The London *Morgan* Distributors

I'm Mogman here to tell you of the exciting **Morgans** that the shop has in store for you this month. The three Morganeers and I first come across a 1973 **Morgan** 4/4 4 seater in yellow, black leather interior, tonneau cover and folding windscreen. Suddenly I realize that this **Morgan** was supplied by the shop all those years ago and has kept it's same owner the entire time. Quick Morganeers across the **Morgan** shop in a flash and keep out those cheap imitations. Draw their fire while I see this 1978 **Morgan** Plus 8 in brown with stone leather interior. C'est magnifique. Tonneau cover and luggage rack. Mon Dieu a 1980 **Morgan** 4/4 2 seater in royal ivory, wire wheels, leather interior, tonneau cover, bonnet strap, luggage rack, 7,500 miles. Mes amis 1977 **Morgan** 4/4 2 seater in yellow with brown leather interior, wing mirror, tonneau cover, 8,000 miles. Another **Morgan** 4/4 2 seater in signal red, folding and reclining seats, tonneau cover, wire wheels. A brother in years to the previous **Morgan** as is this 1977 **Morgan** Plus 8, black leather interior, luggage rack, signal red. Fight on Morganeers for here is a 1970 **Morgan** Plus 8 finished in black, bucket seats, tonneau cover and new carbs. A **Morgan** nouveau in dark blue, wire wheels, underseal, folding and reclining seats, tonneau cover, door handles, 2 seater 4/4 model. While my Morganeers swing from the showroom spotlights I notice a **Morgan** 4/4 2 seater in royal ivory, black bucket seats, tonneau cover and luggage rack, 1978 model. After all my exercise I await for a **Morgan** 4/4 2 seater in indigo blue, 1966, to return to these shores. This **Morgan** has beige leather interior, wire wheels and luggage rack. Morganeers to your steeds and away to the inn to read our **Morgan** books and don't forget to pin your capes with the new **Morgan** tie pins. As we rush along the lanes I see a new **Morgan** Plus 8 in British racing Green on it's way to the shop, but more about this **Morgan** next month. The driver was wearing a Morris Stapleton **Morgan** T shirt. In the **Morgan** accessories department I see that there are still some "70 years of Morgans" badges which no doubt one day will be a collectors item. Old style AA yellow badges to fit your **Morgan** badge bar are also available. Selection of **Morgan** hoods and tonneau covers also in stock. Come and join the Morganeers in the mews.

morris stapleton

Reece Mews, London SW7 01-589 6894

FOR SALE—continued

GILBERN INVADER MK. III, 1972, extras include sunshine roof, Wolfrace wheels, radio cassette, tow bar, part stainless steel exhaust, 49,000 miles genuine, well above average condition. £2,750. Tel: Locks Heath 83634. (73081

MINI COOPER S, 1275 c.c., 1965, superb and genuine condition, recent M.o.T. £1,000. Tel: 06073 4968 (Nottingham). (73083

AUSTIN 7 CHUMMY, 1925, unused ten years, very good condition. £4,250. Tel: H. Wilson on 0590 612345. (73084

MG-B GT, T-Reg., 1978, 21,000 miles, white, overdrive, immaculate. £3,600. Tel: Orpington 26679. (73086

TVR 3000M, June 77, 29,500 miles, year's M.o.T., silver with black model band, sun roof, radio stereo, alloy wheels, new tyres, well maintained. £4,250. Tel: 0502 741278 (12pm to 1pm). (73183

MORGAN 4/4 4-seater, 1972, 47,000 miles, light orange re-spray, recon engine, new hood, tonneau, side screens. £4,100. Tel: Wolverhampton 89 5826. (73184

TVR VIXEN S3, 1971, black, exceptional condition, alloys, many extras, M.o.T., tax. £2,000 o.n.o. ex Healey 3000 MkII. III. Tel: Plymouth 779949. (73185

HEALEY 3000 MkIII, 1964, red cream, w.wheels, o.drive, meticulous chassis up rebuild to as new, genuine reason for sale after 3 years labour of love. £6,500 o.n.o. possible p.ex with rebuildable MkIIA III. Tel: 0702 586738. (73186

MGB ROADSTER, 1972, unbelievably good condition throughout, undersealed, radio, stereo cassette, M.o.T. taxed. £1,195. Tel: Walton-on-Thames 29649. (73187

SUPER SPORTS Aero Morgan, 1929, 50 Dog Ear JAP, professionally rebuilt, immaculate £5,950, consider p.ex Volvo Marina estate with cash. 1919 A.B.C. Scootamota, stored 54 years, gift £695. Morgan super sports chrome radiator, rebuilt £325. Tel: Bromfield 206. (73188

PORSCHE 911S, 2.4, 1972, aubergine, 64,000 miles, personalised registration, engine recently completely rebuilt by main agent, receipts for £2,500. Electric windows sunroof, superb condition, p.ex considered £4,250 o.n.o. Tel: 06845 5088. (73189

MG MIDGET, 1980, black, 10,000 miles, service history, absolutely mint, radio, h.p. available. £3,495. Tel: Ashington Northumberland 813468. (73190

A35, C.S.C.C. Road going series spec, 1957, Reg No. 1544 F, new blueprinted engine, uprated suspension and brakes. £700 spent, but unused for 18 months and some attention to body required, otherwise fully sorted. £450 o.n.o. Tel: Chris May on 0277 231204 (Brentwood). (73191

1932 RILEY 9 Saloon, very rare car, engine rebuilt, mechanics good, body complete, no rust, fabric roof tatty, runner. £950 or first reasonable offer. Tel: Watton Norfolk 883041. (73192

MORRIS 1000, 4-door, 1963, not split windscreen, red, leather interior, excellent condition, maintained by enthusiast, M.o.T. to July 1981. Price £700 o.n.o. Tel: Letchworth (04626) 74029 after 7 pm. (73193

MORGAN 4/4, 2-seater, 1980, wire wheels, bucket seats, triple wipers, door handles, guardsman blue, fully rustproofed, £6,750. Tel: 051-652 8047 (Birkenhead). (73194

GILBERN INVADER MkII, J-Reg, Manual overdrive, immaculate condition, low mileage, taxed, M.o.T. 12 months, £1,950 for more details. Tel: Stafford 41229. (73195

FOR SALE—continued

DAIMLER 250 V8, 1964, automatic, 37,000 miles, absolutely amazing condition throughout, golden sand with cream hide, car has just emerged from thorough winter checkover and must genuinely be amongst the best available. £2,450 maybe less if sold before end of March. Tel: Southport (0704) 68427. (73196

LOTUS ELAN - 2S 130 5, 1973, brown beige, oatmeal interior, Dellortos, alloy wheels, 12 months M.o.T. £2,650 o.n.o. Tel: 021-770 5966. (73197

1978 FIAT X19, 1250 cc, 34,000 miles, immaculate, £2,850, will be sold with new M.o.T. certificate. Tel: Hamble 3736 Hampshire. (73198

ALFETTA 2-LITRE saloon, Reg May 1978, 42,000 miles, 4 new tyres, very good condition, £2,950. Tel: Lincoln 29632 weekends. (73199

FIAT X19 1500, June 1979, 26,000 miles, one owner, electronic stereo radio, metallic blue, excellent condition, must sell, £3,450 o.n.o. Tel: Bedale 23620 evenings. (73200

MGB GT V8, 1976, flamenco red/black, excellent condition, new exhaust, tyres etc, 29,000 miles, £3,450. Tel: Bolton 41586. (73202

LOTUS ESPRIT S2, Nov. 1978, 25,000 miles, met silver, £6,750. Tel: 031-343 1218 (home) 031-552 6454 (office). (73204

V8 MGB GT, chrome bumpers, 1974, reluctantly offered by original lady owner, only 36,000 pampered miles, glacier white, tan cloth upholstery, overdrive, radio, chrome wheels, beautiful throughout, £3,495, offers. HP possible. Mrs Sidaway, Bridgnorth 3331 (anytime) Mr Sidaway Wolverhampton 732244 (daytime). (73205

BMW 1975, registration number 771 BMW, red/black, 53,000 miles, £3,000 o.n.o. Tel: Carstairs 262 (nr. Lanark). (73207

TRIUMPH GT6 MkIII, 1973, taxed, M.o.T., o.d. £925 o.n.o. Tel: 021-502 2545 or 021-354 1633. (73208

CHEVROLET CAMARO, beautiful, barely used example, first registered September 1980 (W), 900 miles only, silver with black interior, automatic transmission, rally wheels, tinted glass, PAS, PAB, striking prestige car for only £4,995. Tel: Eastbourne 25224 or 638376. (73209

1913 RENAULT Open Drive Limousine, beautifully restored, needs small amount of assembly to complete this elegant original car. £14,950. 1920 Renault, 6-cyl, restored rolling chassis, magnificent brute for quick sale £5,000 or p.ex vintage aircraft. Tel: Leatherhead 77652 evenings. (73210

BENTLEY S3, 42,000 miles, new tyres, exhaust and battery. Regularly serviced in every respect. Brewster green-tan. £5,750. Tel: Lisa 2156. (73211

LOTUS ELAN, Sprint, 1971, red white, FHC, recent overhaul, M.o.T. taxed to 30.9.81., good condition, excellent performance, plus Lotus Elan S2, 1967, DHC with S3 engine, tatty bodywork, for enthusiast, £3,000 for the pair, no offers but might split. Tel: Taunton (0823) 84161. (73213

MORRIS 1000, 4-door saloon (not split windscreen), red leather interior, excellent condition, maintained by an enthusiast, M.o.T. to July 1981, price £700 o.n.o. Tel: Letchworth (04626) 74029 after 7pm. (73215

DAIMLER BARKER Special Sports, 1951, Open Tourer, requires full restoration, completely army reconditioned engine and rebuilt gearbox. Offers. Tel: Thrapston (080 12) 2802. (73216

BARGAIN, T-REG Dolomite Sprint, 18,000 miles, must sell £2,800 o.n.o. Tel: Scunthorpe 733774 after 6pm. (73217

FOR SALE—continued

MGA ROADSTER 1600 II, 1961, excellent condition throughout, 12,000 miles since comprehensive rebuild including tuned, reconditioned engine, close ratio gearbox, bodywork, in grp panels, retrimmed, new hood, tonneau, rechromed brightwork, many replacement parts in brakes, steering, suspension, M.o.T. until November. £3,000 o.n.o. Tel: 021-354 4025 (Birmingham). (73218

TVR 3000M, 1976R, metallic blue, black vinyl and sunroof, tints, alloys, radio. £3,950. Tel: 061-439 3534. (73219

1929 AUSTIN Chummy, beautiful condition, also 1930 Austim Romney Coupe, £6,500 the pair or exchange for concours aero Morgan. Classic Motorcycles. Tel: C. Mills — Redruth 215974. (73221

1974 MORGAN 4/4, 4-seater, blue, good condition, £4,200. Tel: Hereford 3173 (evenings). (73222

MARCOS 1600GT, 1968, yellow, black interior, over £1,000 spent on complete respray, engine recondition & parts (bills) many extras, 1 year's M.o.T., owned last seven years, reluctant sale due to house purchase £2,950 o.v.n.o. Tel: Reepham (Norfolk) 368. (73223

ASTON MARTIN DB4 (1962), silver, overdrive, Electric windows, speedo 67,200 miles, new M.o.T. v.g.c. £3,950. Tel: Torquay 24152. (73366

MGB GT V8, 1973, Damask red, v.g.c., new tyres, fast but 25 mpg, p'ex BMW 1000 M.C. considered. £2,750. Rose, Peterborough 71321 242924. (73367

ELITE CLIMAX, complete, perfect, much work done for concours rebuild. £1,950. Plus new parts at 30% discount. Tel: Winterslow (0980) 862373. (73368

LAND ROVER 1975, S.W.B., hard top, diesel, FWH, SS exhaust, de-luxe front seats, many extras, 30,500 miles, one private owner, excellent condition. £3,000. Tel: Curdworth 70229 (home) or Curdworth 70382 (office). (73369

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SPORTS FIAT X1-9, 1979, Gold, taxed, stereo radio-cassette, 17,000 miles, showroom condition, offers. Stamford Lincs. Tel: 0780 4312. (73392

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TVR Tasmin Convertible, charcoal, fun, fun, fun now that Daddy's taken the T-Bird away! **New TVR Taimar, white,** brown modelband, "last of the Mohicans", and rapidly becoming a collector's item, so please come and collect it! Phone for our inflation beating, **Best of Britten deal,** but ssh! don't tell you know who!! Whilst on the subject of new cars, the time has come to announce that we will have a **Midas** here for demonstration purposes during the month of March, the **Midas** being one of the most advanced kit cars on the market — fast, fun and most of all economical, it can transform your clapped out, tired Mini, into a spritely, head turning, bird pulling, show-stopper. Kit prices start at under **£2,000** and it is worth bearing in mind that if one could buy a **Midas** as a complete car it would plug a very big hole in the British sportscar market for a reasonably priced sports car. Anyway, we like it, and believe that if you come and have a demonstration you will be suitably impressed. Starting the ball rolling we have the world's most purrrrfect **1979 Morgan 4/4 2-seater, metallic silver body with metallic green wings,** absolutely immaculate, chrome wire wheels, reclining seats, stone leather trim, 6,000 miles, completely garage trained!

1974 (Dec) Morgan 4/4 2-seater, signal red, wire wheels, bucket seats, glossy coat and cold wet nose. **1975 Morgan 4/4 2-seater, black,** bucket seats, well able to turn a few tricks as this is the 1975 Production Sports Championship car, albeit now in a somewhat less modified form. **1980 (Nov) Morgan 4/4 2-seater, yellow,** wire wheels, black leather trim, reclining seats, 216 miles, still at the puppy stage! This brings us to the end of our stock of 4/4 2-seaters, and as you can see we could do with a few more. Please telephone our trainer and arrange an appointment to have your car vetted — good homes guaranteed. Moving on to the 4 seater **Morgans,** we are somewhat better equipped in this department as at the moment we have a magnificent seven!" Details as follows: **1980 Morgan 4/4 4-seater, deep Brunswick green,** 218 miles, absolutely standard in



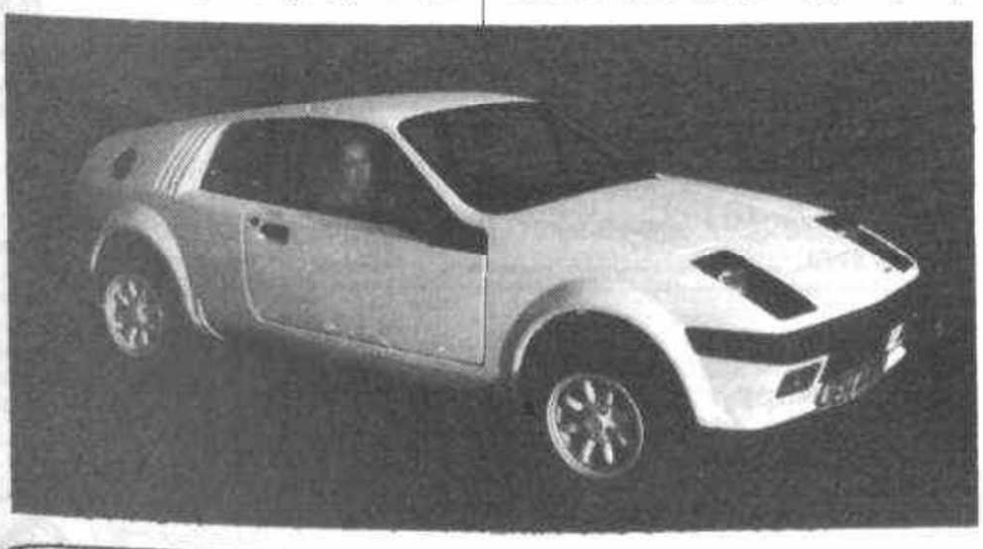
every way, originally owned by horse doctor. **1980 (Sept) Morgan 4/4 4-seater, signal red,** wire wheels, reclining seats, black leather trim, luggage rack, door handles, rustproofing, member of Kennel Club. **1979 Morgan 4/4 4-seater, Claret metallic,** wire wheels, stone leather trim, 9,000 miles, ready to be snapped up. **1979V, Morgan 4/4 4-seater, canary yellow,** wire wheels, black leather, reclining seats, 3,000 miles, looking for a new cage. **1978 Morgan 4/4 4-seater, Ivory,** wire wheels, reclining seats, 20,000 miles, well bred. **1975 Morgan 4/4 4-seater, black,** wire wheels, used to living on a farm, ideal for rounding up sheep. **1974 Morgan 4/4 4-seater, red,** wire wheels, reclining seats, luggage rack, good with children. Straining at the leash is our **1978 T Morgan +8, black,** stone leather, Group 1 engine, roll over bar, fierce but good road manners. **1977 S Morgan +8, yellow,** alloy body, luggage rack, trained the 'Woodhouse' way. **1976 R Morgan +8, silver,** blue trim, Michelin XWX tyres, mahogany dash, alloy bumpers, bonnet lead. **"Old Moggie of the month" — 1966 Morgan +4, 4-seater,** one owner from new, exceptional condition, phone for more details. **"Old dog of the month" — 1964 MG Midget, Hysterical racing car?** Speedwell GT bonnet and ugly aluminium fastback, aerosol black and yellow, 5" wire wheels, big front disc brakes, Weber carburetted 1098 cc engine, possibly eligible for Historic Sports car racing. A lot of fun for only **£500** — uncertain pedigree. No pedigree problems however with one of our fleet of secondhand **TVR's. 1980 TVR 3000S Convertible, red,** black cloth seats, radio cassetee, Wolfrace wheels, one loving owner from new, supplied and serviced by the Arkley Kennels. Fine example of this rare breed. **1980 TVR Taimar, black,** charcoal modelband, sunroof, radio cassette, sunroof, one owner, 6,000 miles, not quite as mean and moody as it looks, muzzle not needed. Needing to be held on a short rein is the **1978 TVR Taimar Turbo, black,** red Turbo band, radio cassette, sunroof, electric windows, Wolfrace wheels, 30,000 miles,



exceptional condition, best of class, more exciting than a pet alligator! **1977 TVR Turbo, British Racing Green,** brown vinyl roof, sunroof, radio cassette, electric windows, Wolfrace wheels, 37,000 miles, with a bite to match its bark. **1977 S, TVR Taimar, white,** brown modelband, sunroof, Wolfrace, 34,000 miles, radio, ideal for doggie bags. **1977 TVR Taimar, brown,** sunroof, radio cassette, gold modelband, 30,000 miles, exceptionally well groomed. **1976 TVR 3000M, Anniversary,** tobacco leaf, overdrive, Wolfrace wheels, one of 10 special edition TVR's built in 1976, this one is number 4, a rare and lovely beast. Amongst the mongrels there are **1978 MGB, red,** two owners, 22,000 miles, tonneau cover, swapped for faster breed of cat. **1978 T, Alfa Romeo GTV Strada, red,** electric sunroof, electric windows, radio cassette, air conditioning, well worth putting in a doggie bag. A thoroughly daft **Datsun 1978 T 260Z, silver,** radio cassette, sunroof, 27,000 miles, one proud owner, very well mannered oriental friend. **1977 Lancia Beta Spider, metallic red,** excitable Italian, temperamental but fun. This month you lucky people, we have two **"dogs of the month"** — the second one being a **1979 V Dutton, yellow,** 1600GT engine, a sort of poverty stricken man's Lotus 7, **£750. Arkley Kits** — change your aged, rusting Spridget into a smart, attractive, unusual sporty, head turning automobile (doesn't he go on?) all that is required is **£330 plus VAT** and some ingenuity. Come along and see jolly Uncle **John Britten** and give your Spridget its new coat. For those avid readers of our column (are there any?) you will have noticed in the last couple of months that we have mentioned a crazy labrador called **Jason** whom we have looked after for our most favourite customer on occasions, so taken were we with this demented dog that we decided to get one of our own so this month's **"Young Dog of the Month"** is **Marcus,** a Labrador/Alsation cross and the newest member of our staff. He's cuddly, puddly,



mischievous, gives us all nightmares and has a very good way with customers — you know — laddered tights, bleeding hands etc. **Woof, Woof.**





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1976 (R) Alfa Sud Ti in white, low mileage **£1,295**
1976 Alfa Sud L in white. **£1,195**
1976 Berlina 2000 auto., in Le Mans blue **£1,395**
1975 Spider in English green. **£2,795**

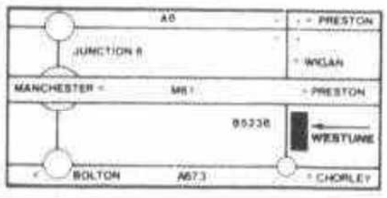
1978 Mazda 818 Coupe in blue metallic, low mileage. **£1,895**
1978 MG Midget in red, full service history. **£1,495**
1974 Lancia Fulvia 1.3 Coupé in red, radio/cassette, low mileage, 12 months M.o.T. **£1,395**
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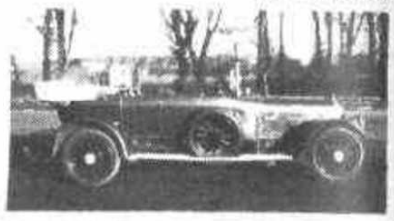
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FOR SALE—continued

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TOPOLINO FIAT 500C convertible, 1955, 34,000 miles believed genuine, original and running, work required, around £350. Tel: Leeds 842633. (73394

LANCIA FULVIA 1.3S, M-Reg, white, full service by Lancia agent. M.o.T till October 1981. Mechanically A1. Used daily, current owner 5 years. Genuine reason for sale. £695. Tel: Derby 840327. (73395

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LOTUS SUPER 7 S III, big valve twin cam, 1978, excellent throughout for details. Tel: Norwich 610278 day Norwich 810304 evenings. (73399

TR4A, 1966, recent rebuild, taxed, M.o.T., wire wheels, good condition, cassette player, many other good features. £1,595. Tel: (office) 0473 822801 ext 209 for more details. (73400

1947 JAGUAR 1½ litre saloon, rebuilt, excellent condition, sunroof, many spares, M.o.T. £3,950. Tel: 01-961 2312. (73401

TRIUMPH SPITFIRE 1500, 1979, 13,000 miles, factory hard top, o.d., radio, white, superb condition, 2nd car (little used in winter) £3,000. Tel: Bedford 750525. (73402

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SAVAGE CORTINA Mk.3, V6, 3-litre, Kenlowe fan, uprated suspension, tinted windscreen, sunroof, 18,000 miles, tow bar, T&T, £1,900 o.n.o. immaculate condition. Tel: 0271 5289. (73405

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MORGAN 3 WHEELER, Matchless A/C. Super Sports. Superb order. £4,500. Tel: Ormskirk 72345 daytime. (73544
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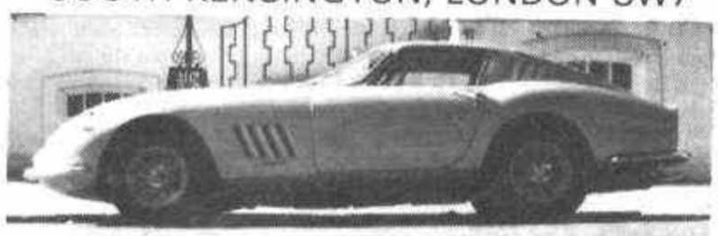
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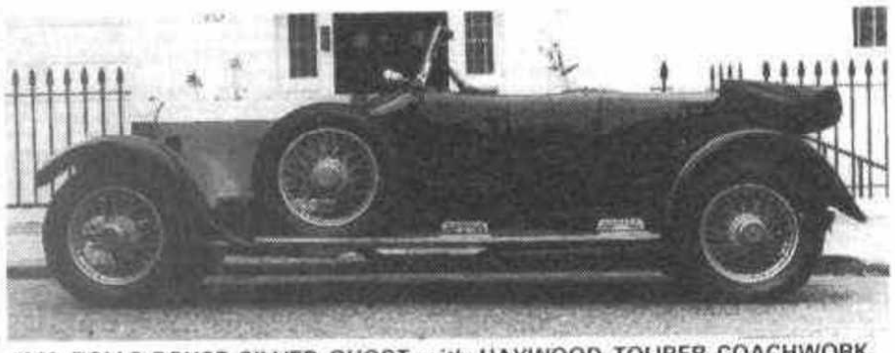
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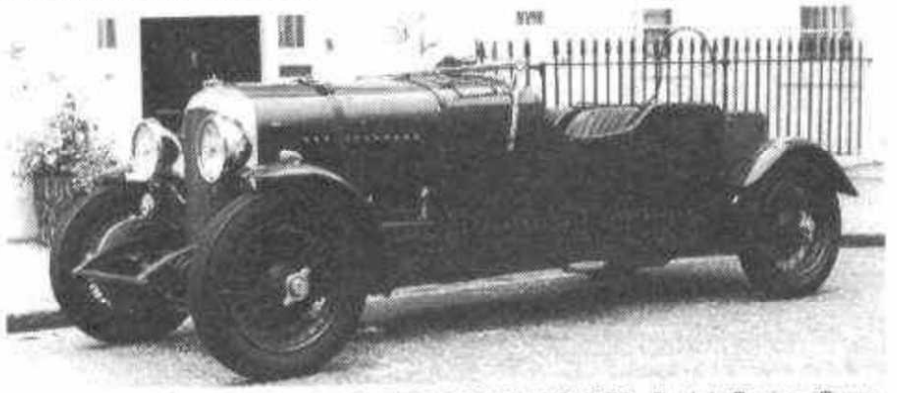
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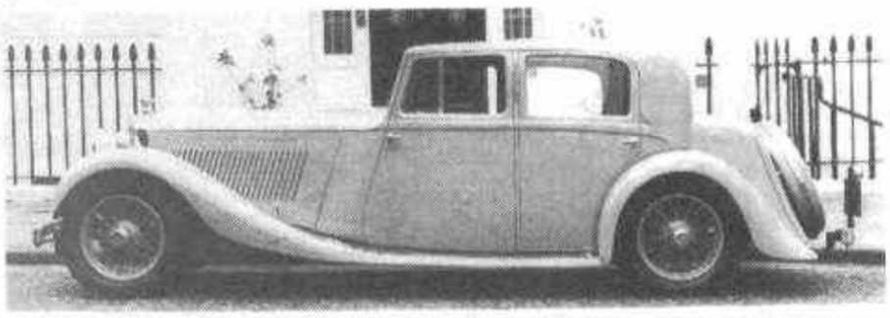
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NOSTALGIA

BEHIND OPEN DOORS!*

Next month sees the start of the 1981 Historic Racing Season proper, with the always splendid (though hopefully less chilly) **Jaguar Drivers' Club Silverstone Meeting (April 4th)** — the 'show-case' for the Winter's new acquisitions and rebuilds! **'Nostalgia' will be there with something(s) in the Paddock to scrutinise (*p.204 Feb. issue!);** and, if you intend participating but haven't yet made your purchase, **five of the seven cars below are eminently suitable. (events for all on April 4th!)**

CALIFORNIA TRIP AUG/SEPT '81 — WANT TO MEET?

1962 MERCEDES 220 SE CONVERTIBLE: this beautiful, classic 5-str., drophead had just 1 owner till 1979 and is therefore in absolutely magnificent condition in all respects; dark blue, grey leather, new black mohair hood.



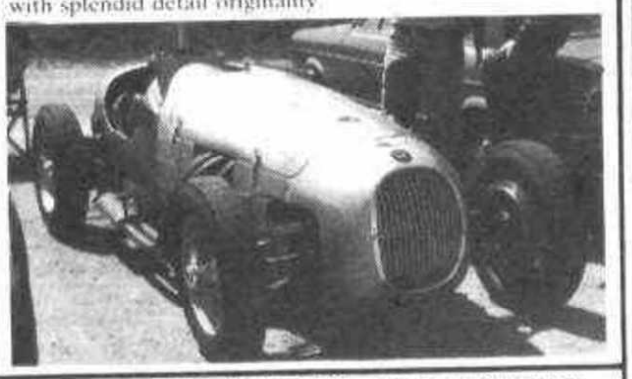
1967 MERCEDES 230 SL SPORTS: manual, soft-top, 64,000 miles, silver with red trim, full service history, undoubtedly one of the best-kept examples in the UK.

FOR THE VARLEY HISTORIC F.J. CHAMPIONSHIP — 1963 LOLA MK 5/5A — Chassis BRJ 49: possibly the ultimate contender for the '81 series, with full Holbay-Ford steel engine (dry sump) etc., totally restored (over £7,000 spent) to 'better-than-new' standards — already track-tested, the cheapest way possible to go 'Historic Single-Seater Racing', in a beautiful machine too!



'THE DOOMSDAY MACHINE' — MY 3rd (& FINAL) 'COB 1' 7-LITRE COBRA — IS NEARLY READY, WATCH THIS SPACE!

1950 EX-WORKS TEAM HWM-ALTA F1/F2: a great deal has been written on, and many tributes paid to this famous car (ex-Moss/Abecassis) in magazine articles etc., in 1980, when it first reappeared after 20 years, as one of the stars of the Stirling Moss Tribute Day; suffice it to say that this is a unique opportunity to acquire a truly historic and very important piece of British Post-War Grand Prix Racing History, at a reasonable price (and below cost to myself!) Already HSCC & FIA Registered for International Historic Racing; obviously total, unfaultable perfection throughout with splendid detail originality.



FOR THE 'WILLHIRE' HISTORIC GT CHAMPIONSHIP — 1968 LOLA T160 CAN-AM Chassis SL160/9: Complete package includes a pukka 500 b.h.p. fuel inj. Chevy 332 c.i. race engine (750 b.h.p./ton!) plus 300 b.h.p. Corvette unit (both excellent) chest of new spares, extra tyres, wing etc., already track-tested — must be an outright winner, also road registered, with 'Concours' Awards!



NEXT 'GOAT' PUB MEETING, HERTFORD HEATH — SUNDAY MARCH 1st — NOON

1965 LYNX JAGUAR 'D' TYPE REPLICA: believed unique — the only 'short-nose' ever built, with unprecedented attention paid to detail authenticity; Forward Engineering (built and modified) 300 b.h.p. 3.8-litre engine (Webers etc.); BRG; 250 miles only from new; presentation to the very highest standards throughout; a substantial saving on new list price and delivery times.



FOR THE LLOYDS & SCOTTISH/FIA FISA CHAMPS: 1960 LOLA CLIMAX MK I — Chassis BR14: the ultimate small-engined Group 1 Historic Sports-racer; incredibly successful Keens/Fox car, just restored to absolute perfection incl. 'Mantle' engine (5-bearing cam etc.), but retaining exceptional originality; fully documented history from new; HSCC Registered, some useful spares too.



ROD LEACH
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9 a.m. - 10 p.m. 7 days per week
Write: BRIAR FORGE, VICARAGE CAUSEWAY, HERTFORD HEATH, HERTS., SG13 7RT.
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TOP CASH paid for the following items: All R. Lalique glass mascots, Icarus, Hispano, early Rolls and Bentley mascots, quality badges, Brooklands, National Motorists, early RAC Associate, etc. Quality motoring lamps, models, trophies, bronzes, accessories, penny farthing bicycles, etc. Write with full description with price required, for immediate decision, and prompt cash purchase. Quality items only please. E. Hooper, Slavonic Arts, 17 New Oxford Street, London WC1. (70335

OGLE MINI, Ogle Riley 1.5 or Ogle Daimler wanted in any condition. Tel: 045282 3458 evenings. (72259

LOTUS 7 Series II, or III all cars. Concours to rolling chassis considered. Tel: Derby 41423 possible exchange MG Midget. (72336

WANTED BMW 2002, all models including Turbo. Te' 01-578 3810. (7245

WANTED TR4s, TR5s, TR6s, by TR enthusiasts. Any condition considered, even cars for spares. Tel: 01-504 6246. (64015

JENSEN SPARES and memorabilia wanted. Brochures, handbooks, road test, photographs, newspaper cuttings, anything considered. Tel: 029 575 629. (56240

OPEN SPORTS car, or similar, or saloon wanted 1930 to 1965. Anything considered complete, any model. Cash. Tel: 01-658 1005. (63753

WANTED, STAGS, E-Types, Astons, Corvettes, MGs, ACs, XKs, TRs, SLs, Lotus, Jensen, Bentleys, Ferraris, Porsche, Maseratis etc. Old or new, anything will do. Cash, travel. Tel: South Ockendon 2593 (Essex). (63176

PRE 1950. Motoring magazines, brochures, handbooks, purchased. Burchmore, 50 Grange Rise, Codicote, Hitchin, Herts. Tel: Stevenage 820714. (63405

COVENTRY CLIMAX FWE, FWA engine and ZF gearbox for Lotus Elite. Please write: Wolfgang Wegener, Birkenstr. 60, 4300 Essen 1, West Germany. (69232

MOTORING LITERATURE wanted. Books, magazines, sales brochures, ephemera. Fullest details please. Terry Wills, Highways, Thornbury Road, Alveston, Bristol. (70852

CLUB MAGAZINES wanted. AMOC, Bugantics, Bentley, Rolls. Terry Wills, Highways, Thornbury Road, Alveston, Bristol. (70852

MOTOR RACING annuals wanted. Automobile Year, Autocourse, etc. Terry Wills, Highways, Thornbury Road, Alveston, Bristol. (70852

EARLY AIRCRAFT engines; any veteran or vintage aircraft engine wanted. Substantial cash available, private. Tel: 01-892 9975. (70939

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WANTED: 1933 Austin 7 spares. Steering wheel and nut; drag link, steering arms, trackrod complete. Tel: Tamworth (Staffs.) 0827 61481. (71924

URGENTLY WANTED: Rolls or Bentley. Any year, any condition. Please Tel: Dartford 21013. (71929

MG PA or J2 parts. Anything considered. "Quoins", Jarvis Lanes, Steyning, Sussex. (71623

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MISCELLANEOUS

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MISCELLANEOUS – continued

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FORTHCOMING EVENTS

BEAN CAR Club National Daffodil run, Maidenhead to Bournemouth, Sunday April 26th. S.A.E. for details, K. D. Wheeler, 2 Rhodesia Villas, Lodge Road, Hurst, Reading, RG10 0EW. (73446

GRAND LONDON Autojumble, 25th October, Royal Horticultural Society's, Old Hall, Vincent Square, SW1. Stalls from £10. S.A.E. to Priory Grange Garages Ltd., 2nd Floor, 73 New Bond Street, London. Tel: 01-493 3321. (73430

YEOVIL FESTIVAL of Transport August 8th-9th 1981. Entries invited for all classes. Closing date Wednesday 1st July. Details from Mike Stagg, 5 Burton Barton, East Coker, Yeovil, Somerset. Tel: 0935 86 3136. (73377

CLYNO 1924, 10 hp saloon, also other collectors cars, two racing car transporters, auction sale at Sneyd Farm, Crab Lane, Essington, Nr Wolverhampton 2 miles from junction 11 M6 Motorway, on Saturday 4th April at 11.00 am. (72871

WELSH MOTOR MUSEUM Frmth. Beach, Prestatyn, opening concours April 5th. Free entry £300 trophies, plaques all entries. SAE to 31, High Street, Rhyl or 16b High St. Prestatyn. (71496

1981 FESTIVAL OF TRANSPORT at Broad Farm, Hellingly, Sussex, on 29th, 30th and 31st August. Historic vehicles of all types welcomed, fine plaques, no entry fee, evening shows, arena events, autojumble. Public admission £1.00. SAE to Mike Moore, 20, Downsview, Heathfield, Sussex for entry form. (71481

DON'T MISS THE CARSHALTON autojumble and Collectors' Fair, Sunday 29th March 10.30 a.m. at Highfield Hall, Carshalton Road, Carshalton, Surrey. Details Tel: 01-669 7008. (71161

BOLTON AUTOJUMBLE and Flearmarket, Saturday March 21st in the Sport Centre, Silverwell St., Bolton, 10 a.m. to 5 p.m. Bargains in car and bike bits for your restoration. Stall enquiries Tel: Bolton 491763. (70961

AUTOJUMBLE COLLECTORS FAIR, Sunday, March 1st at Picketts Lock Centre (off Montague Road), Edmonton N9. Bar & refreshments, large car park. Opens 11 a.m. Entrance 75p. 160 stalls, 6' x 2', at £8, additional stall £6. From Enfield & District Veteran Vehicle Trust, c/o Mr. G. Baker, 103 St. Josephs Road, Edmonton, London N9 8NU. Tel: 01-804 2113. (69180

IMPORTANT AUCTION of veteran, vintage, collector's cars and motorcycles to be held Monday March 9th at 11.30 a.m. RDS, Dublin. Avail of the present favourable Sterling exchange rate. Catalogues £1.50 from auctioneers Mackie Burns and Co., Navan Road, Dublin. Tel: 0001 303465. (70619

EASTBOURNE'S SPRING Transport Bazaar, Flearmarket and Autojumble, Saturday, 14th March 1981 at the winter garden. 200 stalls selling Old Motor Spares, Books, Collector's Models, Postcards, Railwayana, Records, etc. Doors open 11 a.m. Admission 30p. Licensed Bar refreshments. Stall bookings from Peter Morrison, 18 Marlow Avenue, Eastbourne. Tel: 29214 (after 7 p.m.) (69199

SOUTH WALES Autojumble, 10 a.m. Saturday, 21st March 1981, St. Thomas Church Hall, Swansea. Bookings SHVR, 20 Highpool Close, Newton, Mumbles. Tel: Swansea 69680. (72357

DONCASTER RACECOURSE Autojumble, Saturday, 11th July 10 a.m. to 5 p.m. 200 12' stall plots at £4 each. Details Tel: Doncaster 57801. (72632

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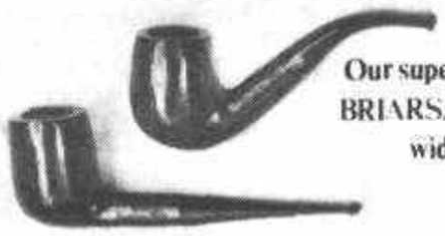


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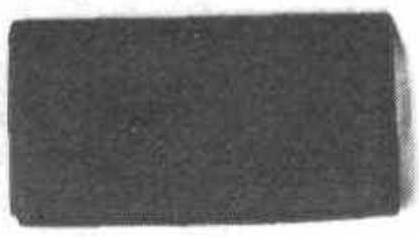
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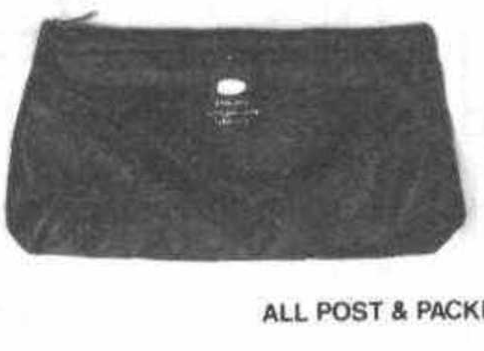
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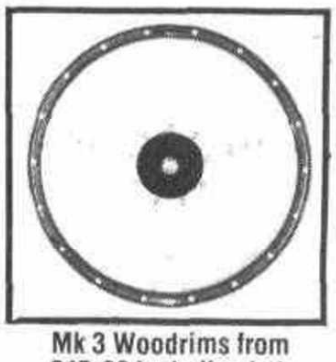
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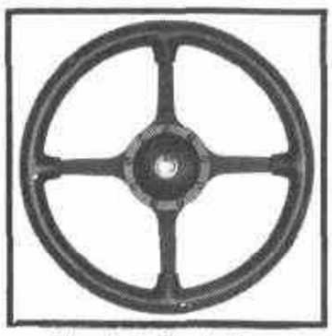
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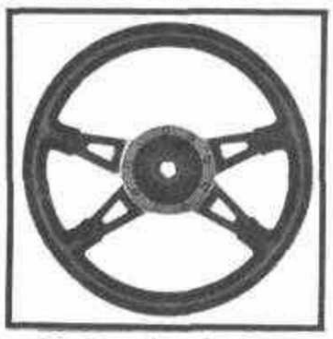
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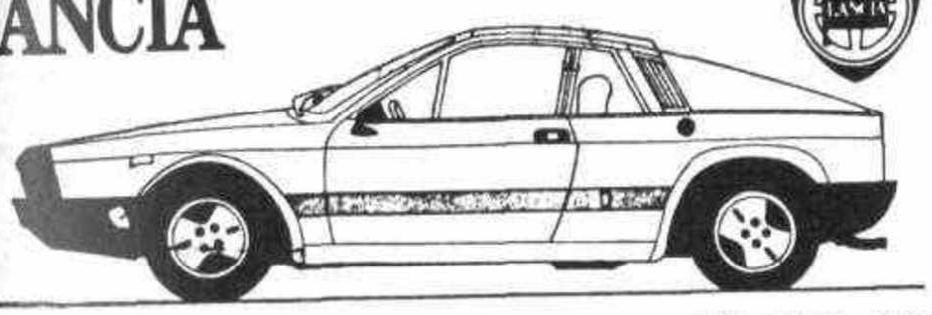
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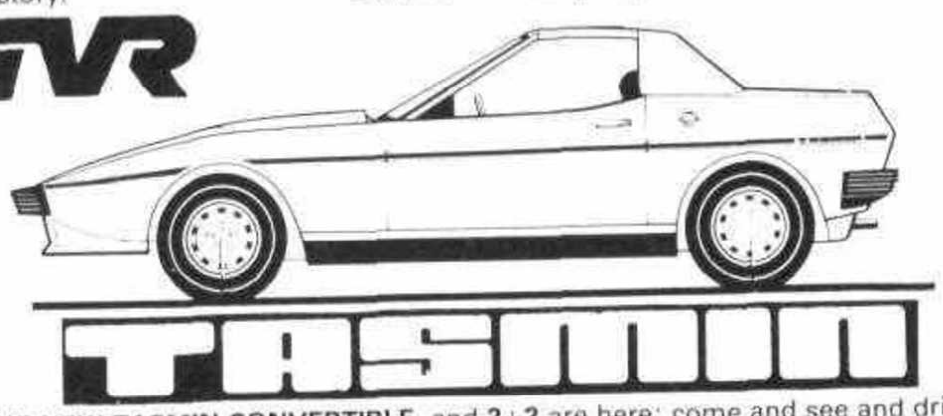
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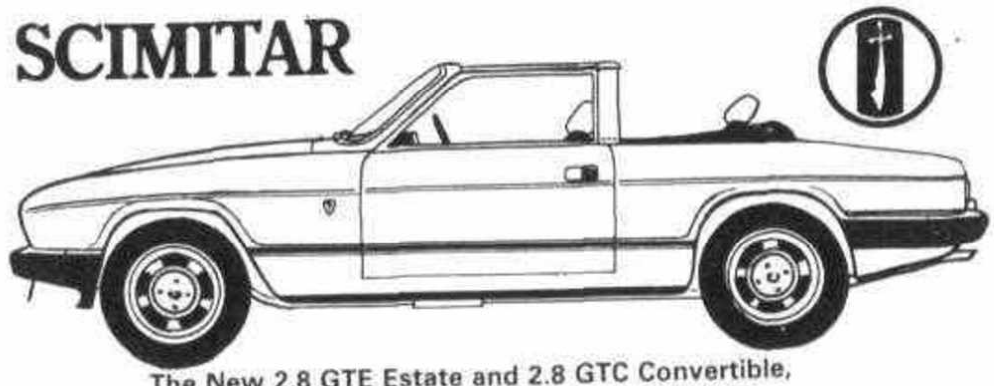
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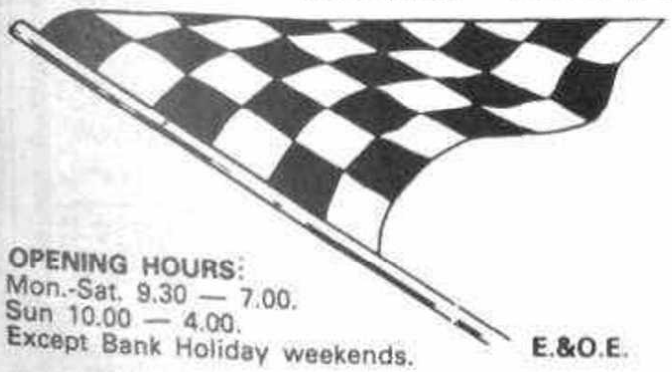
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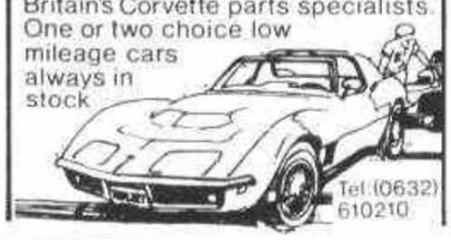
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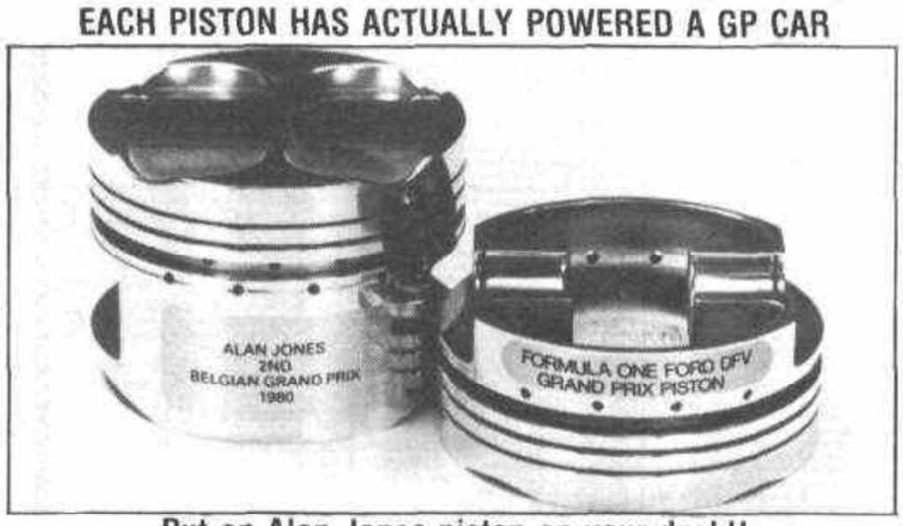
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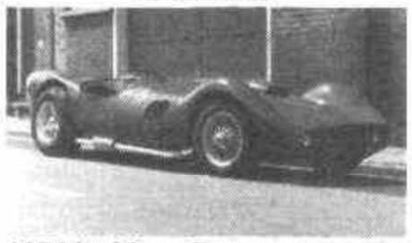
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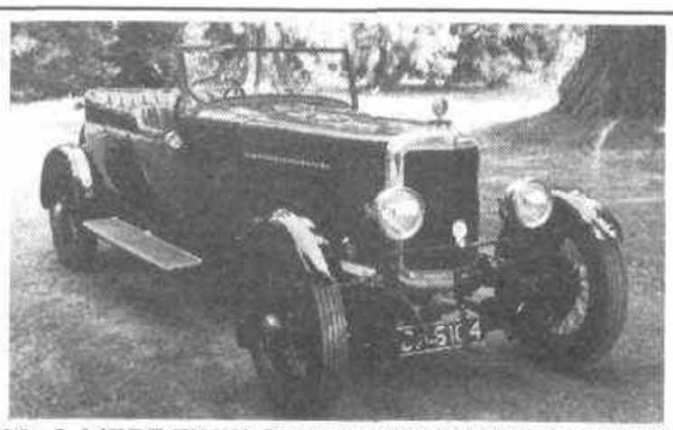
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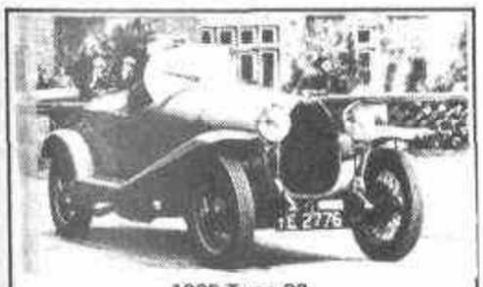
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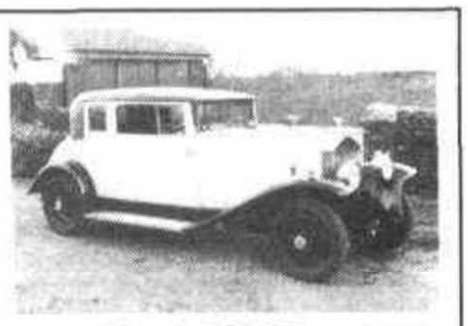
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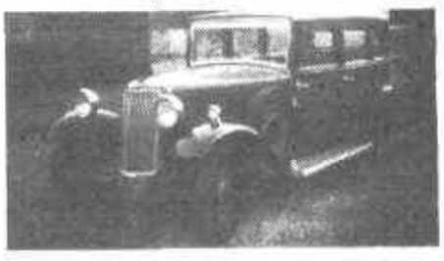
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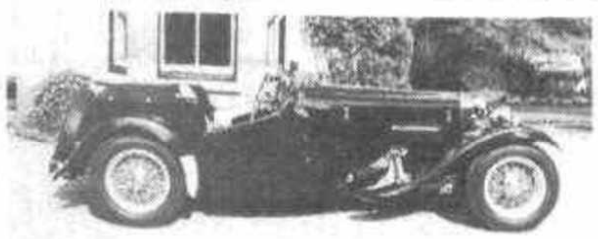
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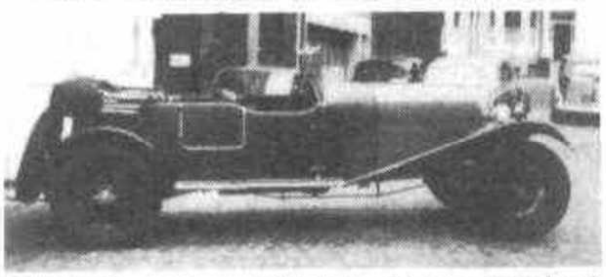
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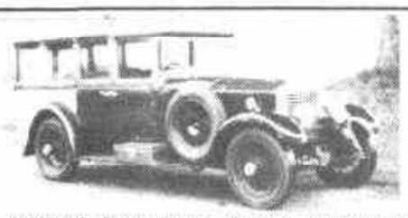
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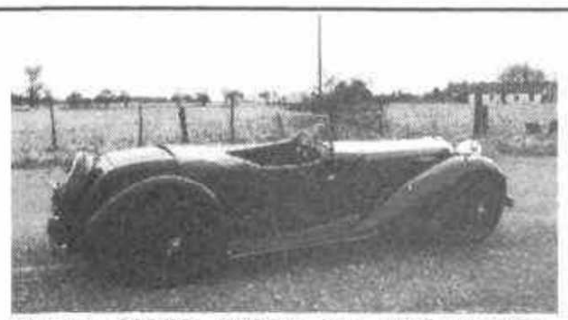
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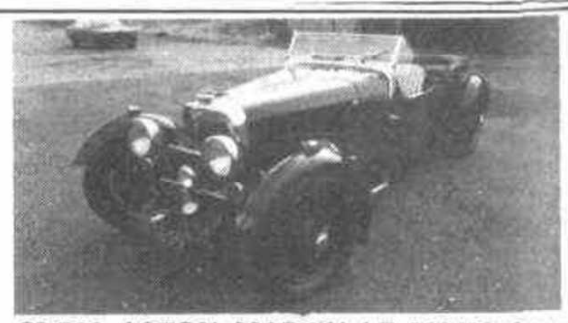
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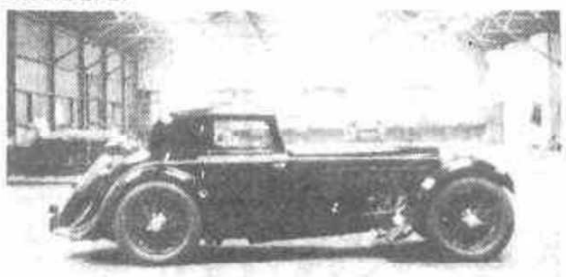


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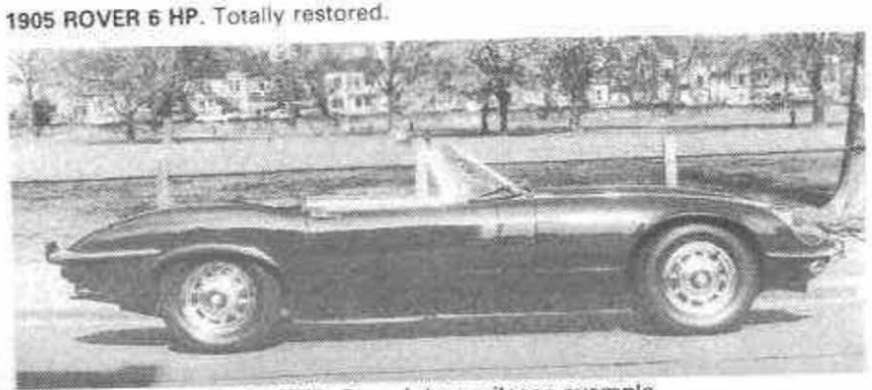
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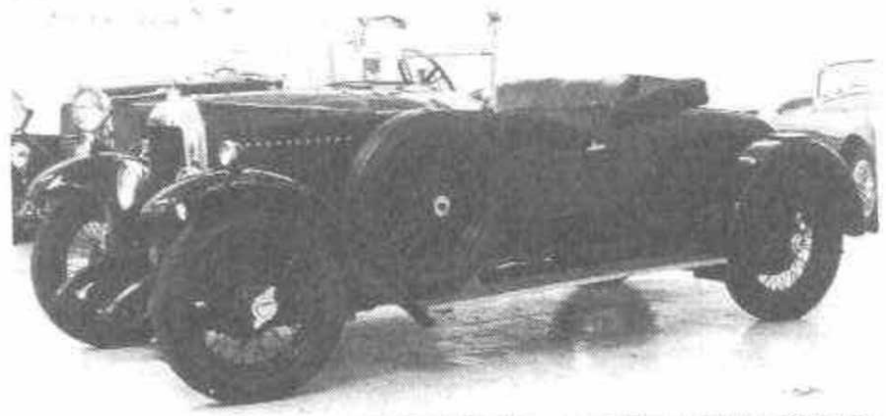
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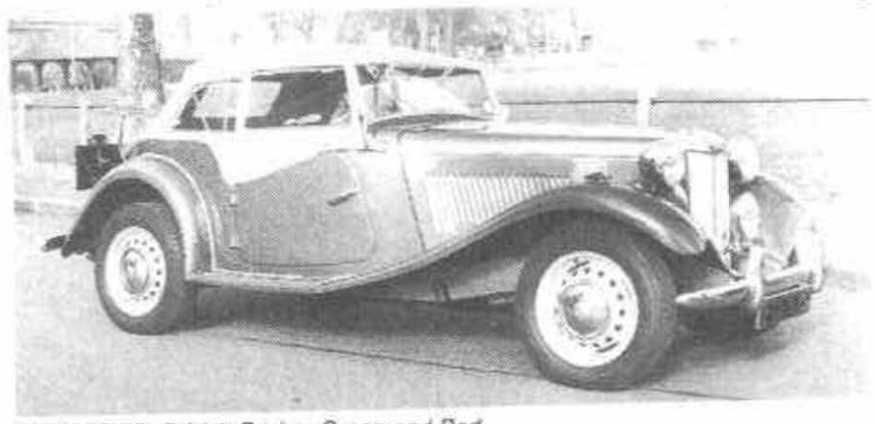
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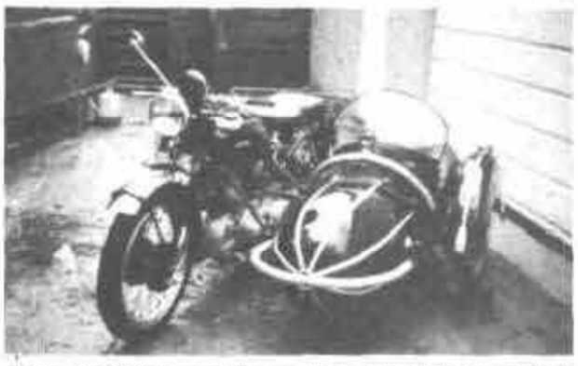
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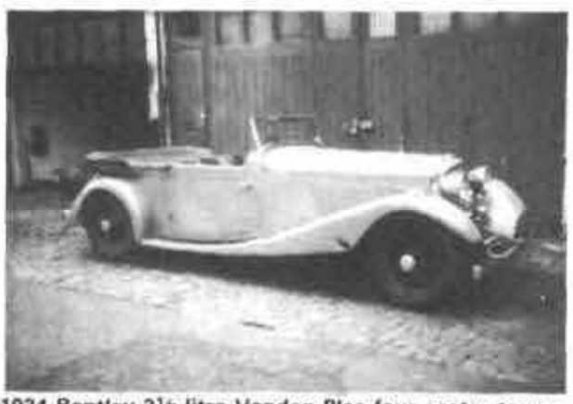
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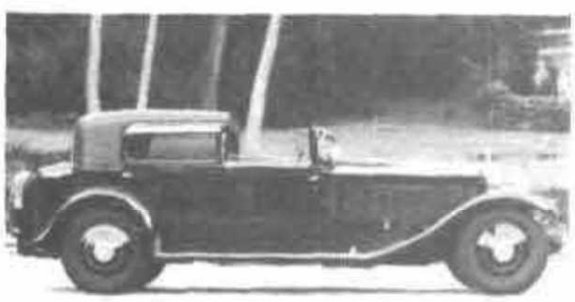
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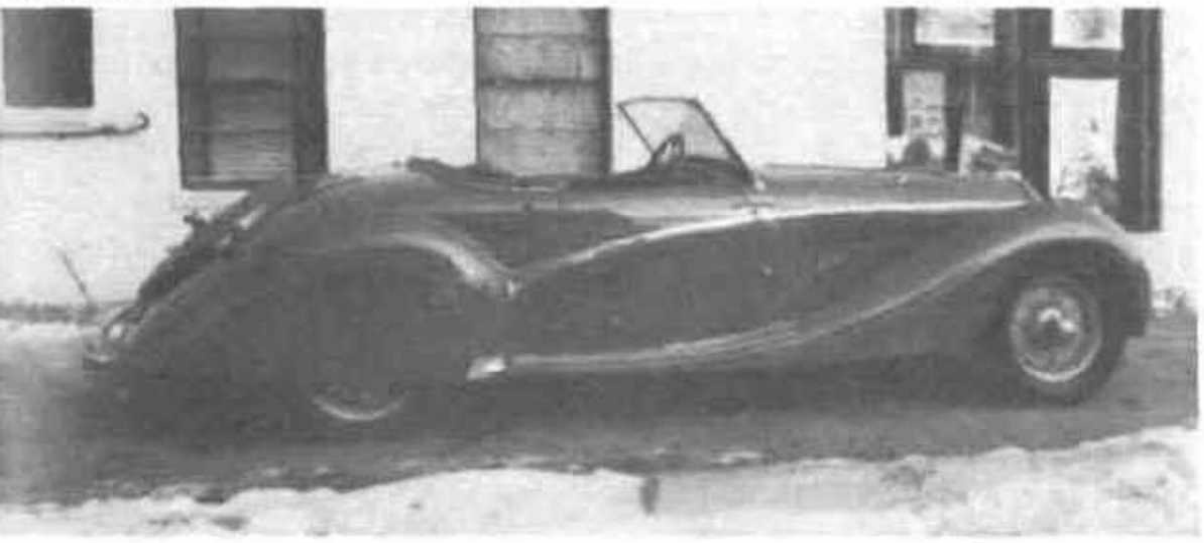
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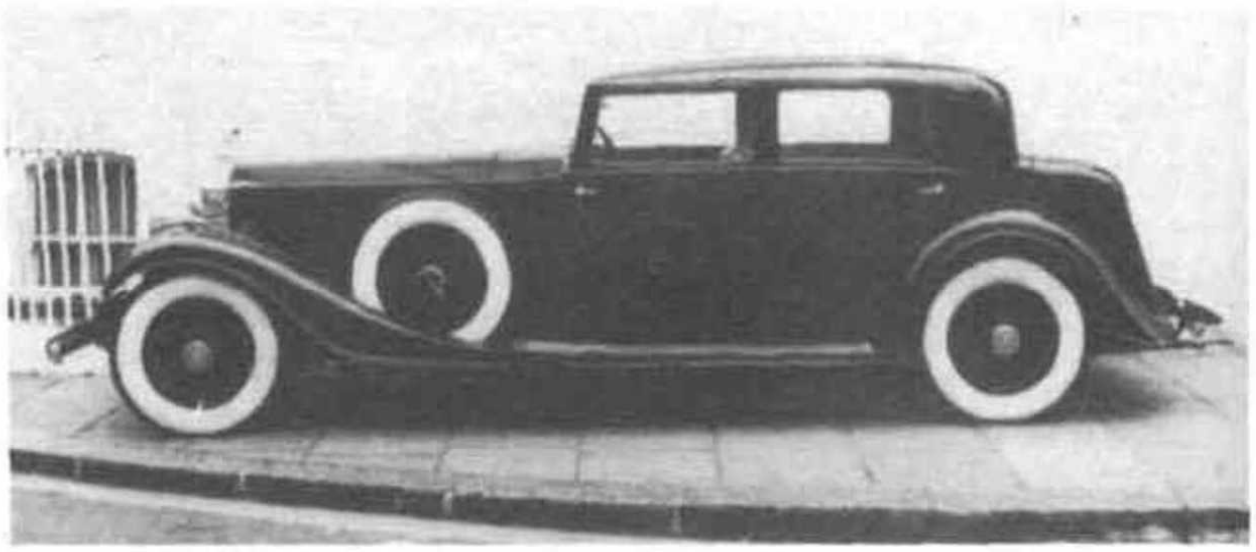
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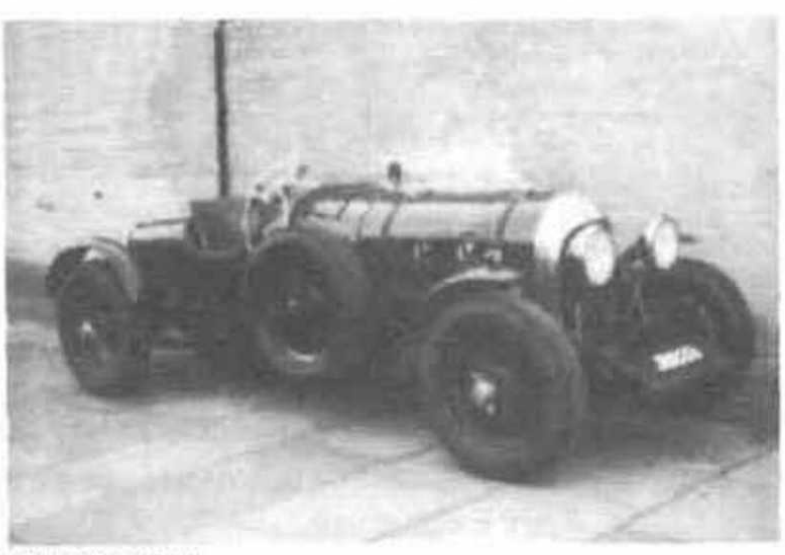
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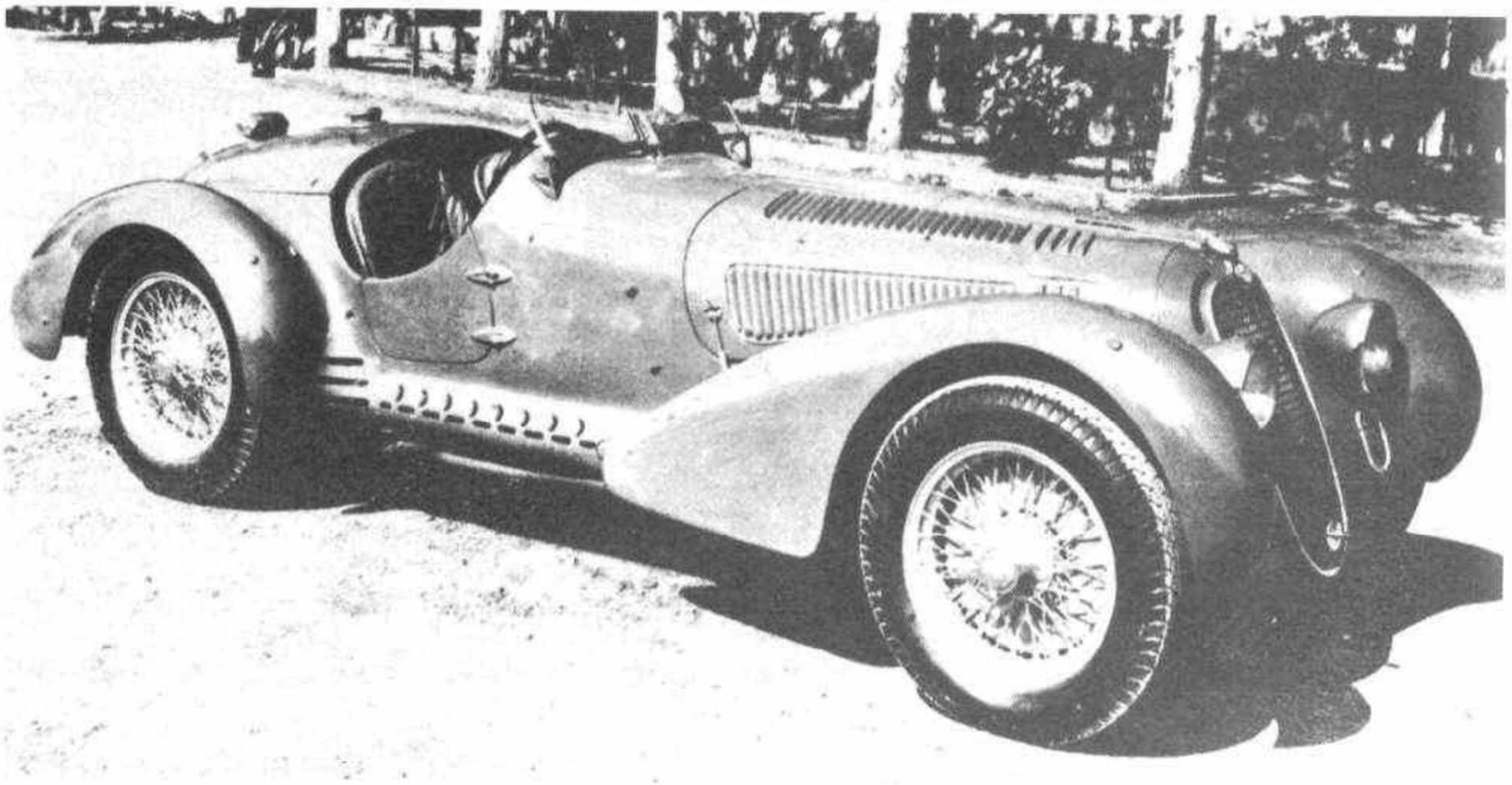
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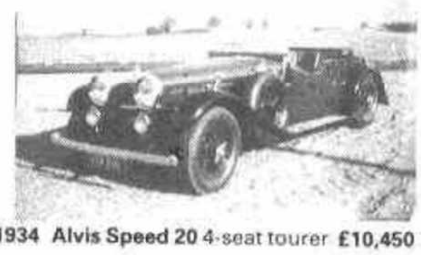


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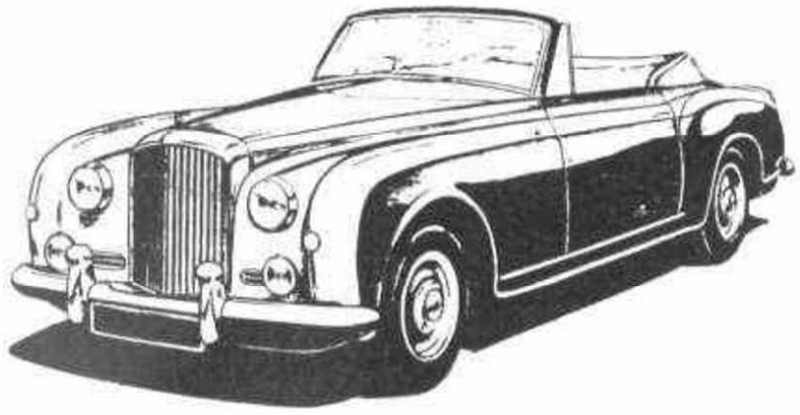
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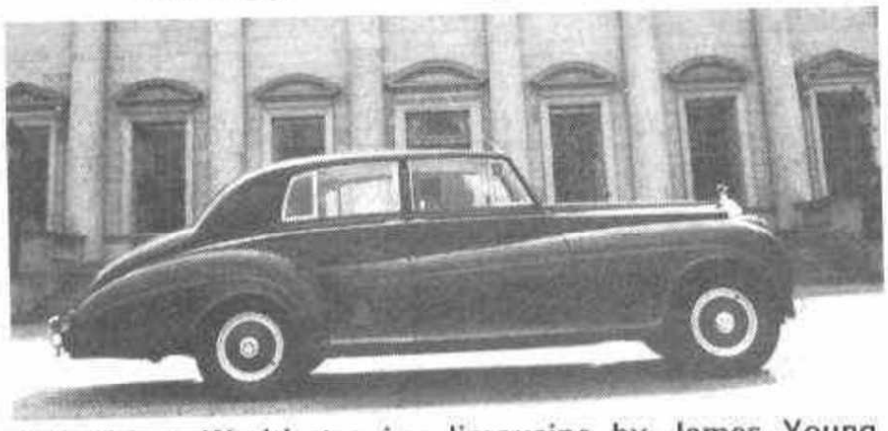
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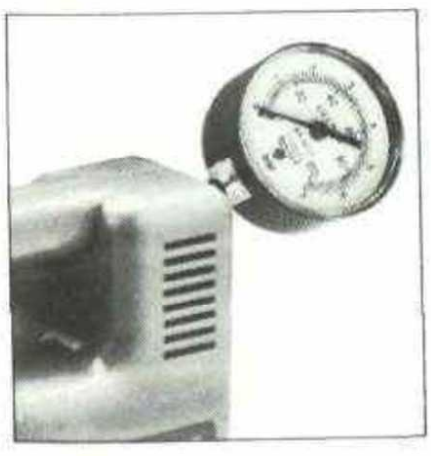
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