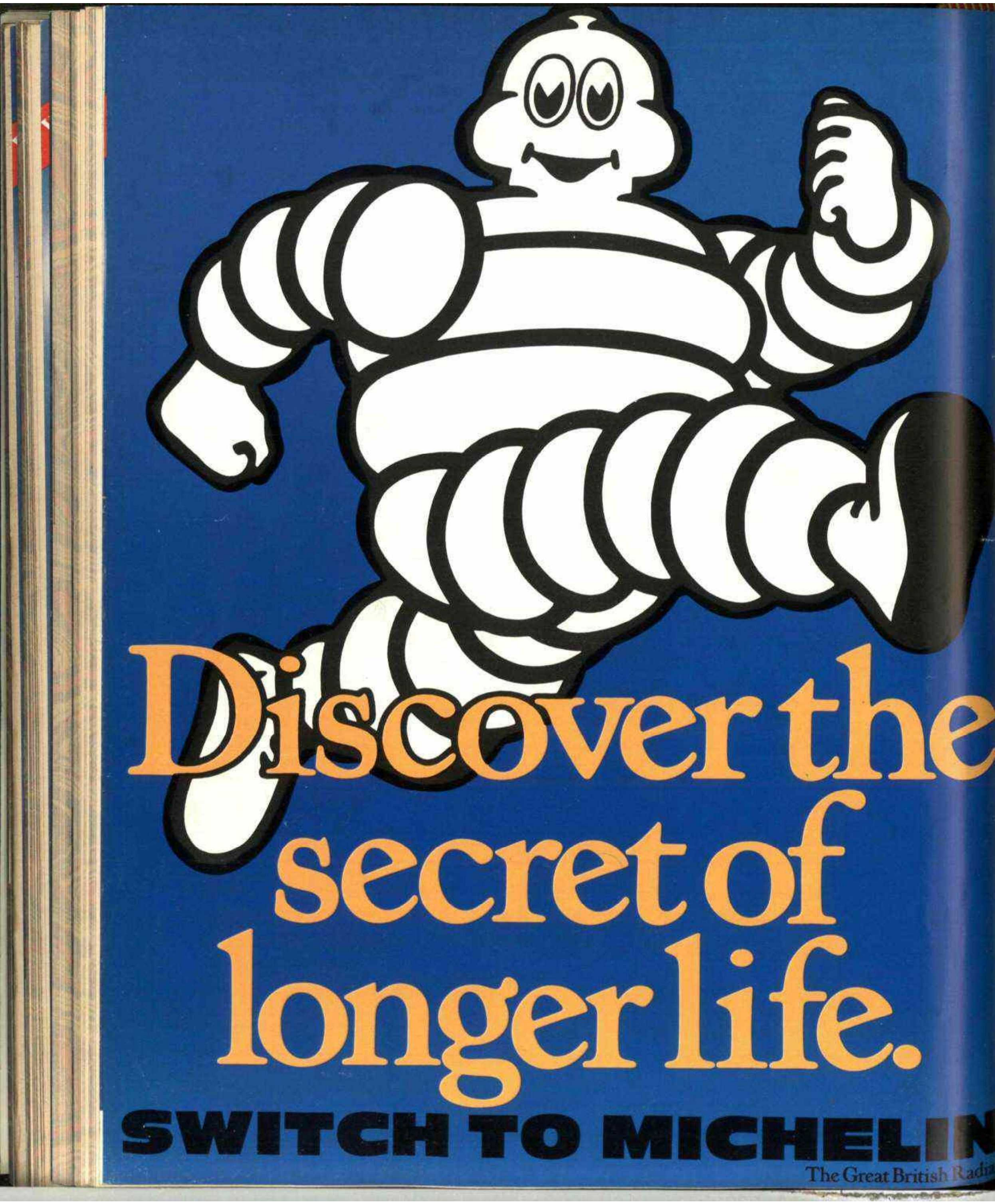
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MOTOR SPORT

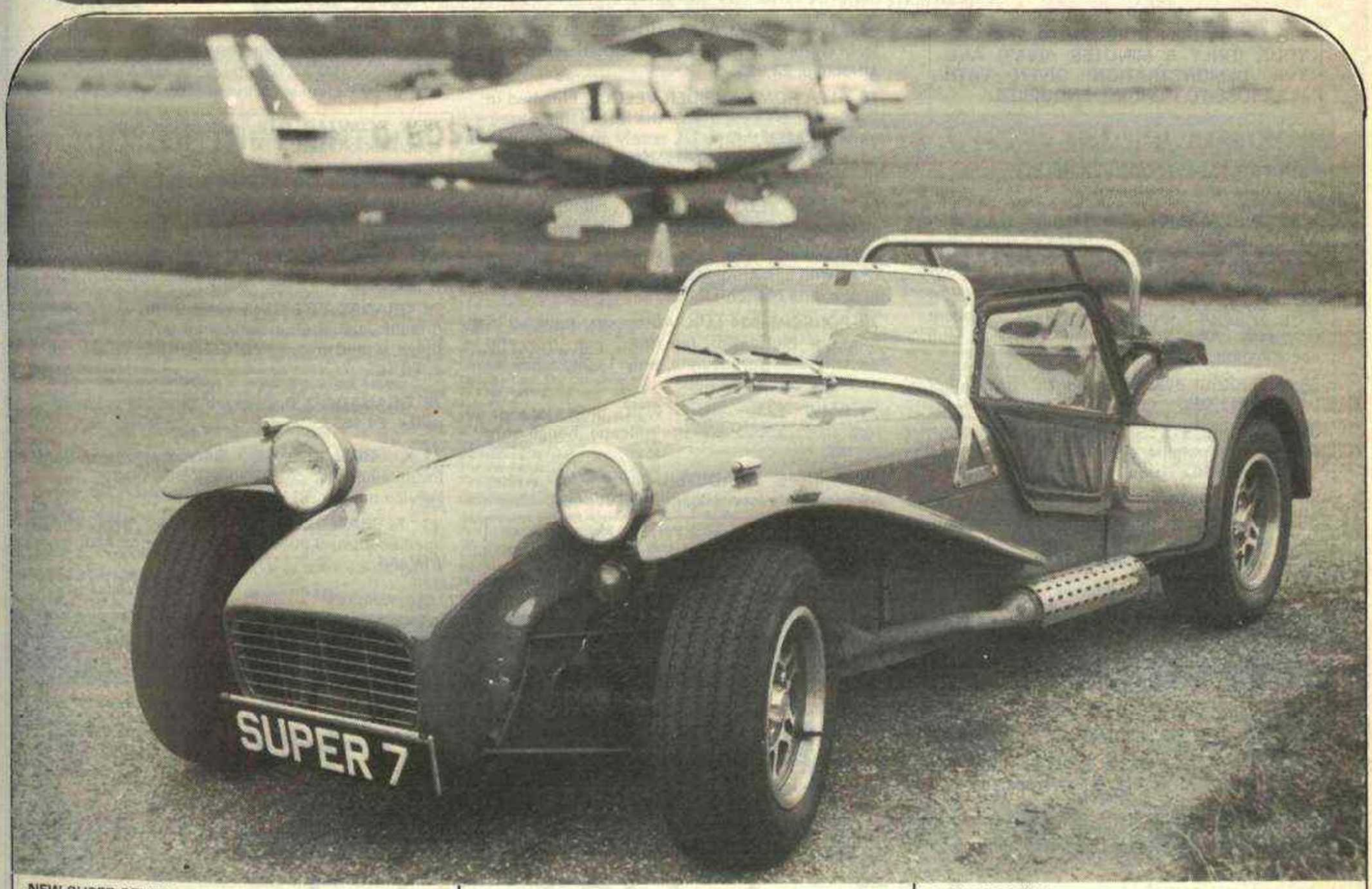
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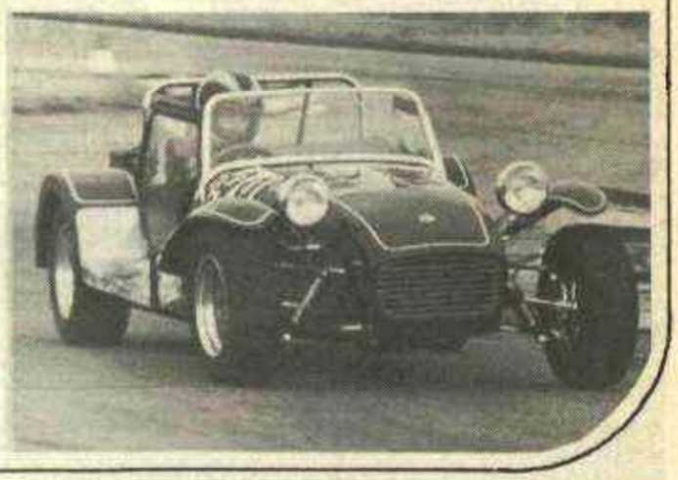
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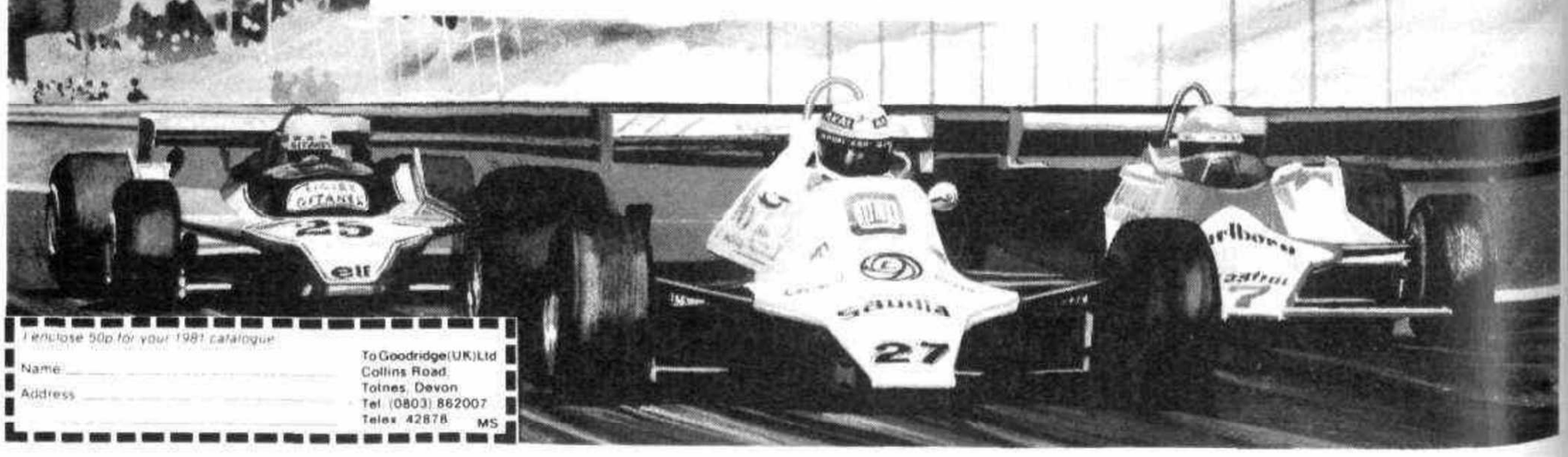
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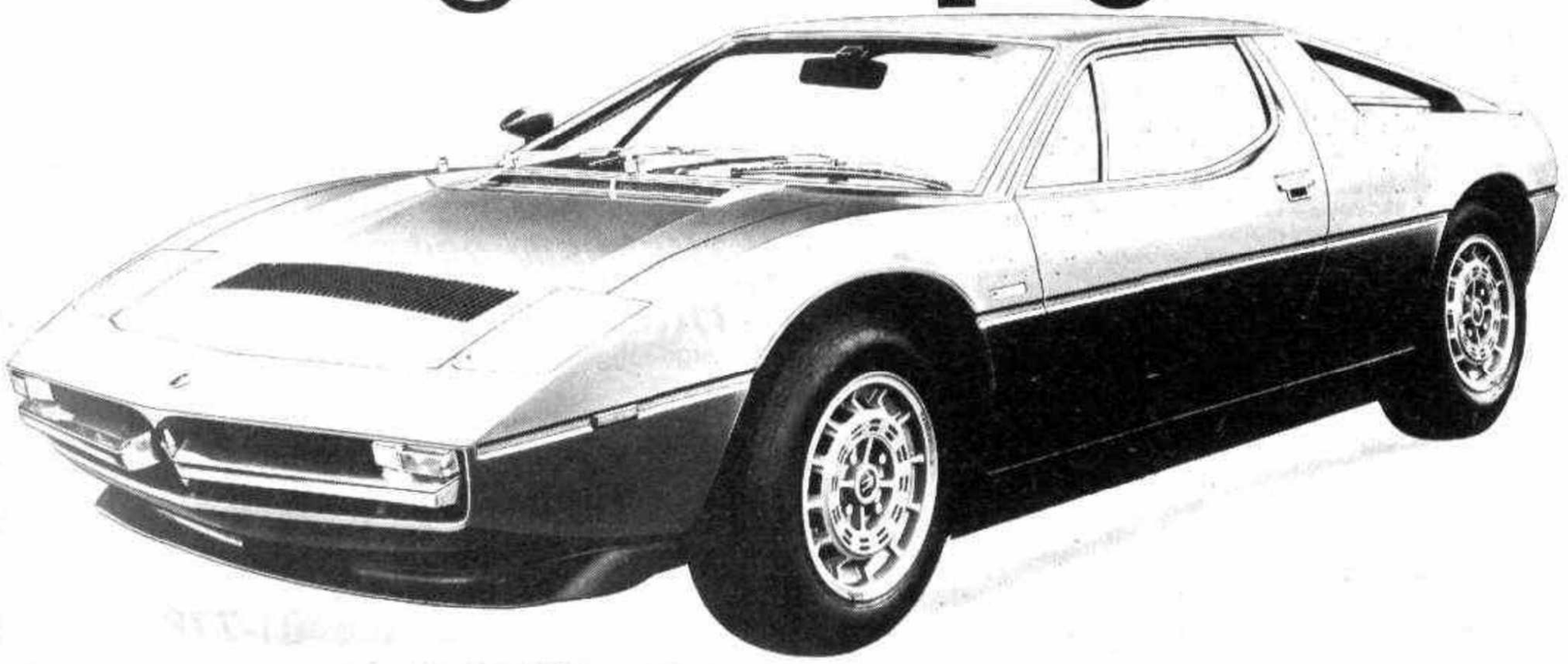
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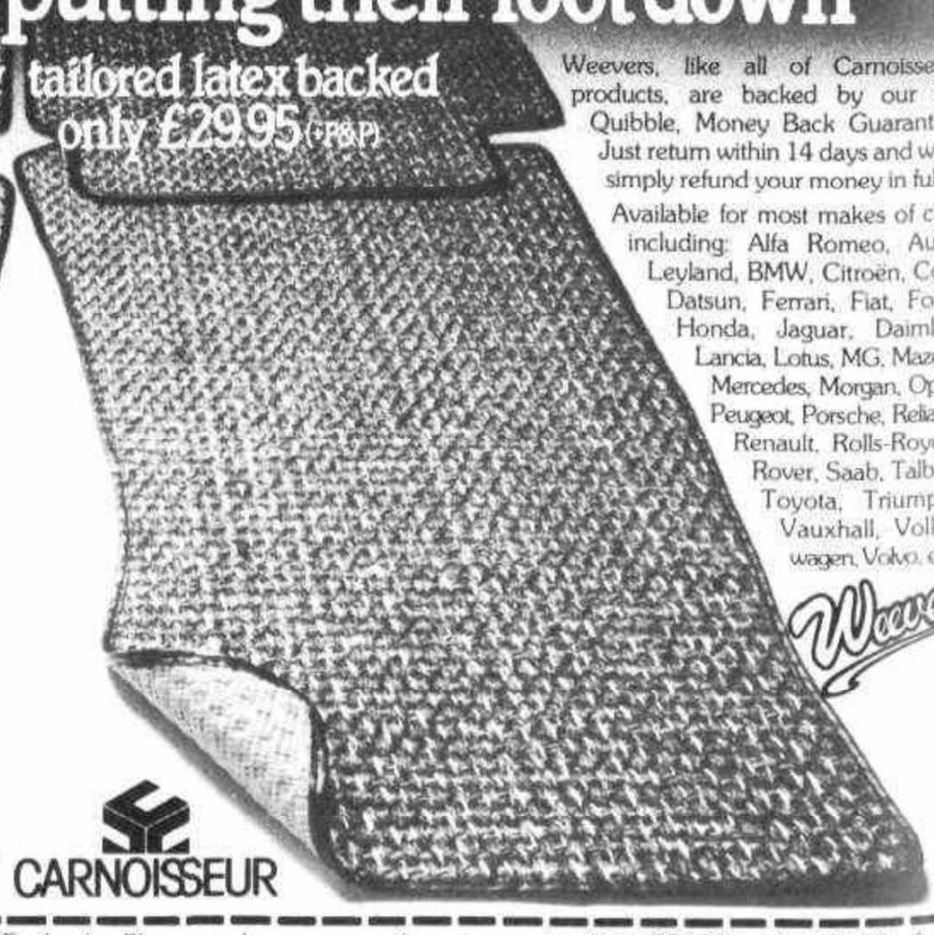
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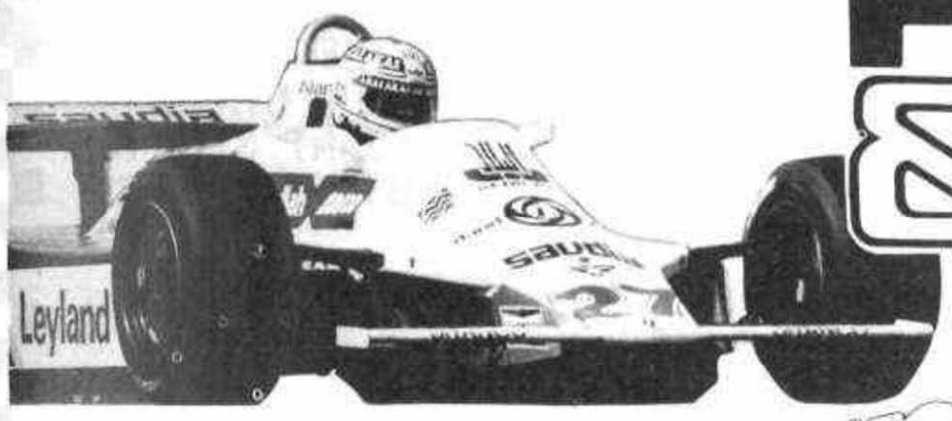
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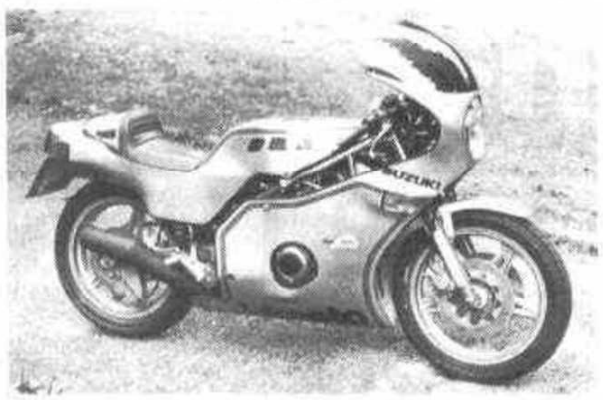
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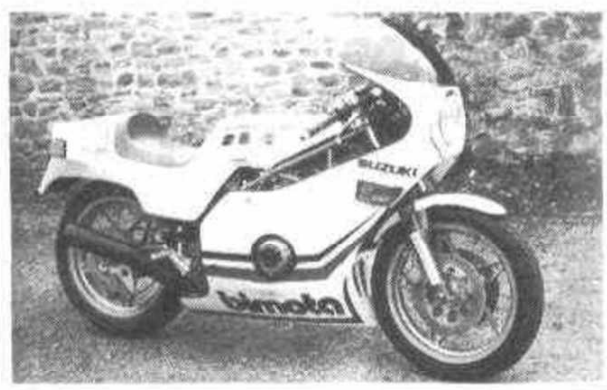


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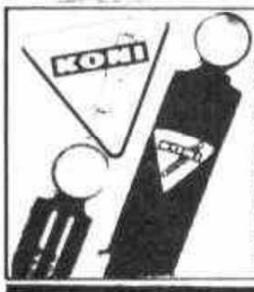
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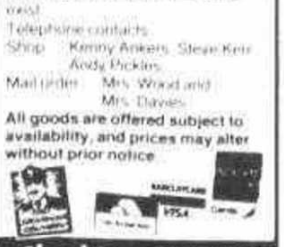
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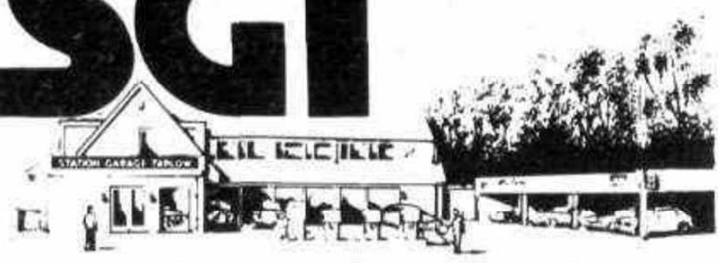
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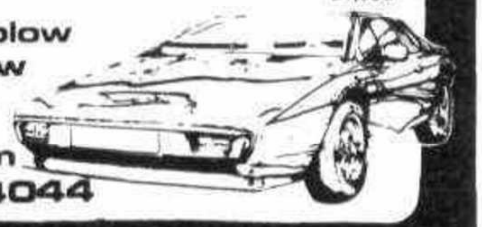
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The Lenham quickly detachable hardtop for the

TR7 & 8 CONVERTIBLE

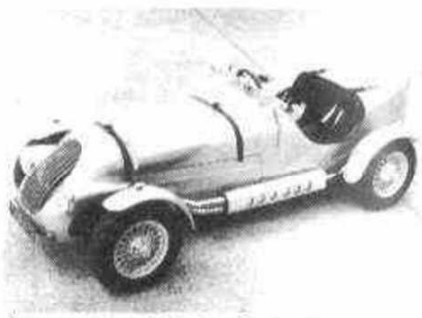


This new hardtop for the TR7 & 8 convertible comes painted to match with HRW for £350.00 + VAT or with an Amilite roof window at **£125 extra** + **VAT** @ **15%.**

Incidentally our TR7 Convertible (above) is for sale. Works mileage (approx. 150) and used only to style our hardtop. The car is still unregistered.
Specification: L.H.D. Californian spec. with air conditioning. Colour Dark Green with biscuit cloth interior. Taxed on the road price with hardtop and sunroof £4,550. Or part exchange Healey 3000, TR3, 4, 5 or any classic or Vintage car.



WSM MG-B Coupé
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1978 Beta 2.0 Sedan. White **£2,675**
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1980 Beta Sedan 1.6. Beige **£3,650**
1977 (S) Beta 1.6 Sedan. Beige, 1 owner, RM 22,000 **£2,185**
1974 Fulvia S3 Coupé. White, RM 39,000, 1 owner **£1,675**
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1978 Alfasud 1.3 Ti. Green, RM 17,000 **£2,675**
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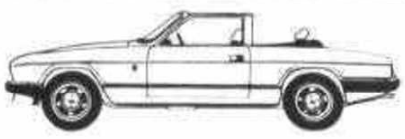
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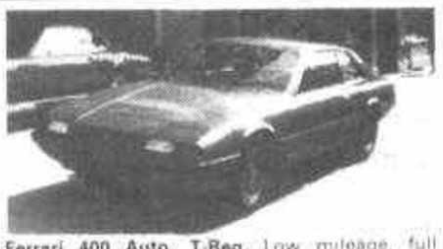
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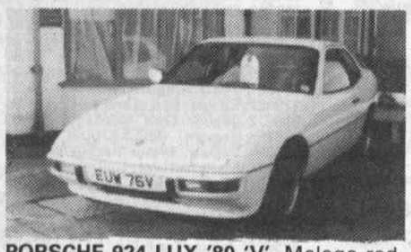
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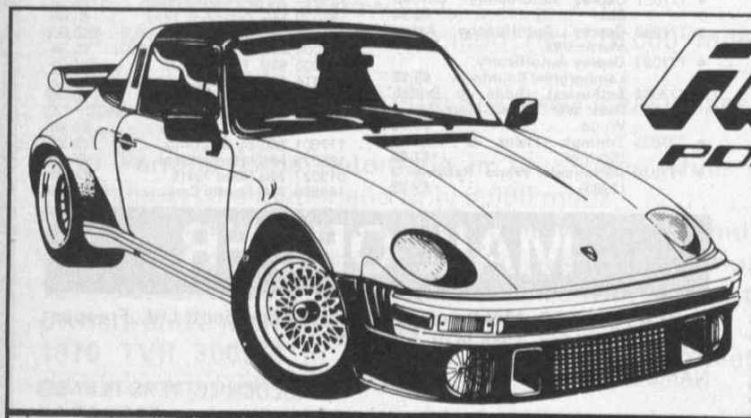
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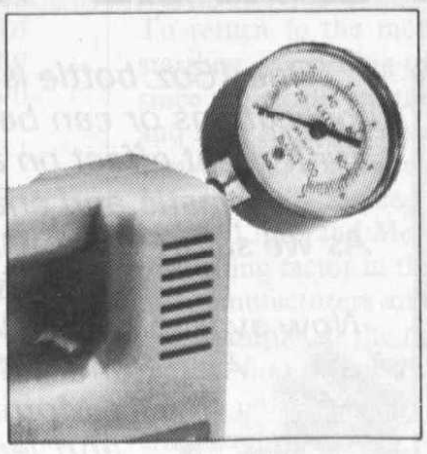
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FRONT COVER PICTURE: A MESSAGE for FISA from Frank Williams? Alan Jones and his Williams FW07C show the rest of the field a clean pair of slicks during the US (West) Grand Prix at Long Beach. Full race report on page 408 and more colour photographs on page 452.

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MATTERS OF MOMENT

■ "APRIL FOOL" CARS

As this issue of MOTOR SPORT is due to appear on April Fool's Day we can perhaps be excused for thinking about those cars which, because they have fooled their owners and drivers by developing defects, often all too early in their life-span, might be called "April Fool's" cars, or at least be described as cars apparently designed and/or made by fools.

Those addicted to motor-racing history will probably recall the habitual non-starters in important races, cars that were hailed as new and exciting but which never made the starting grids — which is the reason why we tend not to publicise too liberally new cars, whether racing cars or catalogue models, until they have been proved on circuit or road. Apart from the classic non-arrivals on the race starting-lines — do you remember among others the Sefac, of which it used to be said that you went to see it race but saw nothing at all? — there were sad cars that broke things almost before they were run-in. The straight-eight GP Talbots, Coatalen's pride in 1926, that broke their three-piece front axles, the complex Grand Prix Delage team of the same year that roasted the feet of their drivers until drastically modified, the 1½-litre Maserati that literally broke in the middle during the 1927 Targa Florio, and so on.

I have seen the complete engine of a racing car drop out, at Brooklands, and I have been-in a car in which the same not immediately remediable defect happened — but in these cases the reasons were metal fatigue and fibre-board fatigue, respectively. In racing anything can happen, but until I had read John Wyatt's new book about the Austin Motor Company (*see* page 418) I wasn't aware that as talented an engineer as Mr. (later Lord) Herbert Austin could have had the cast-iron flywheels of the first Austin Twenty cars burst at the modest 2,000 r.p.m. these engines attained. That was a very long time ago, of course. The disturbing thing is that these fool's cars are still with us.

Indeed, for more than a year Big Brother, apart from demanding that cars more than three years old are given official good-condition certificates and imposing random Police checks for the same purpose, has, in the guise of the SMMT/Department of Transport's Code-of-Practice, been busy looking at defects in newer vehicles and insisting that the manufacturers thereof try to call such vehicles in, until the defects found have been eradicated. Norman Fowler, the Secretary-of-State for Transport, is now thinking of extending this investigation to motorcycles, caravans, trailers, and what he calls "components in the after-market".

All this mechanical mayhem seems rather astonishing, in an age when men have been successfully landed on the Moon, when most of us take for granted the tremendous modern miracle of TV pictures transmitted by Satellite, and when nothing whatsoever is thought of our being able to watch moving colour-films in our homes without visible connections with the studios from which they are broadcast — it was the Motoring Scientist Prof. A. M. Low, a prominent figure in Junior Car Club circles in the 1920s, who forecast that one day we would all be able to have adequate entertainment brought to us without any need to emerge from our "caves", to the ultimate detriment of human legs and arms. And I believe that the "feelies" as an extension of cinema (and TV) viewing, predicted by Aldous Huxley, is now possible, as an additional dimension to the entertainment of picture and sound from the no-longer-silent screen. (The only reservation here seems to be the use of the term "entertainment", which so many of today's TV programmes are not, so that in this Year-of-the-Disabled someone might well enquire what is being done for TV Script-writers, Producers and Directors with obviously disabled minds who think continual "porn" and filth constitutes entertainment from the small screen, as in a recent BBC play that was called, ironically, "Sorry". . . .)

To return to the motoring world, these mechanical defects still prevalent in AD1980 are numerically startling. According to the D.o.T., a total of 685,794 vehicles were found to be defective in the 18 months since the recalls started in July 1979. All this sounds pretty depressing, considering how expensive cars are and how such defects might well endanger lives. So we looked a little more closely at the details released. Leaving out commercial vehicles, the makes of car which upset the D.o.T. in the period under review were Jaguar, Rolls-Royce, Ford, Fiat, Reliant, Toyota, Talbot, Peugeot, Audi/NSU, Porsche, VW, Saab, Volvo, Lotus and Mercedes-Benz. In several cases more than one model was involved. Another potentially disturbing factor in the report is the number of defective vehicles untraced, in spite of the efforts made by the manufacturers and the DVLC at Swansea.

For example, at the time of the report over 10,000 Reliant Robins — the low-tax three-wheeler which we may all find ourselves using if motoring and car-owing costs continue to increase at the prevailing rate — with a possible weak steering-box bracket were untraced; and at the opposite extreme more than 100 Daimler/Jaguar XJs were likely to set themselves on fire as their seats were being electrically-raised or lowered. Against which, there is said to have been complete recall (and repair) in the case of 675 VW Polos/Derbys with potential starter-cable short-circuiting. Incidentally, mobile-cranes are not exempt,

Continued overleaf

Motor Sport Fixture List for April

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Apr. 4th	JDC	Silverstone Circuit	Towcester, Northants	Silver Jubilee Historic Race Meeting (*R*)	13.30
Apr. 4th/5th	Swindon/Phoenix CC	Spring Gardens Park, Swindon	173/153½848	Road Rally (*R*)	23.30
Apr. 4th/5th	Exeter MC	East Devon Technical College	Tiverton	11th Exeter Rally (*R*)	00.00
Apr. 4th/5th	**DRC**	**Donington Park Circuit**	**Castle Donington, Derby**	**European Formula 3 Meeting (INT)**	**14.00**
Apr. 5th	Mid-Surrey AC	Boxhill Farm, Dorking	187M/182506	National Production Car Trial (*N*)	10.30
Apr. 5th	Dunfermline CC	Dunblane Hydro	57/788015	Stages Rally (*R*)	10.00
Apr. 5th	BRSCC	Mallory Park Circuit	Leicester	Race Meeting (*N*)	14.00
Apr. 5th	BRSCC	Brands Hatch Circuit	Dartford, Kent	Race Meeting (*R*)	14.30
Apr. 5th	SMRC	Ingliston Circuit	Duns, Berwickshire	Race Meeting (*R*)	—
Apr. 5th	AMC	Lydden Hill Circuit	Dover, Kent	Race Meeting (*R*)	14.00
Apr. 5th	750 MC	Snetterton Circuit	Norwich, Norfolk	Race Meeting (*R*)	—
Apr. 5th	**Wiesbadener Automobilclub**	**Hockenheim**	**Germany**	**Jim Clark European Formula 2 Championship (INT)**	—
Apr. 5th	Bugatti OC	Prescott Hill	Cheltenham	Midland Hill Climb Championship (*N*)	11.00
Apr. 5th	**Vallelunga ACI Sport**	**Vallelunga**	**Italy**	**European Touring Car Championship (INT)**	—
Apr. 11th	Midland Automobile Club	Oulton Park Circuit	Nr. Tarporley, Cheshire	Race Meeting (*R*)	14.00
Apr. 11th	VSCC	Silverstone Circuit	Towcester, Northants	Race Meeting (*C*)	13.15
Apr. 11th	Aston Martin OC	Wiscombe Park	Devon	Speed Hill Climb (RAC British Hill Climb Championship) (*C*)	12.30
Apr. 11th/12th	Borough 18 MC	Cascade Motors Dartford	177/563736½	Cascade Rally (*C*)	23.00
Apr. 11th/12th	North Wales CC	Quinton Hazell Automotive Mochdre, Colwyn Bay	116/825794	Quinton Hazell Rally (Round *Motoring News* Rally Championship) (*CJ*)	22.00
Apr. 11th/12th	Yeovil CC	Douglas Seaton Limited	Tintinhull	Avalon Rally (*CJ*)	24.00
Apr. 12th	Holsworthy MC	Holsworthy Cattle Market	196-343034	Torridge Forest Stages Rally (*R*)	09.00
Apr. 12th	BARC	Cadwell Park Circuit	Nr. Louth, Lincs.	Race Meeting (*R*)	14.00
Apr. 12th	BARC	Lydden Hill Circuit	Dover, Kent	Race Meeting (*R*)	14.00
Apr. 12th	Aston Martin OC	Wiscombe Park	Devon	Speed Hill Climb (RAC British Hill Climb Championship) (*N*)	13.00
Apr. 12th	BRDC	Mallory Park Circuit	Leicester	Race Meeting (British Formula 3 Championship) (*NR*)	—
Apr. 12th	**Automovil Club Argentino**	**Buenos Aires**	**Argentine**	**Angentine Grand Prix (World Championship Round) (INT)**	—
Apr. 12th	**Automobile Club Firenze**	**Mugello**	**Italy**	**Mugello 6 Hours (INT)**	—
Apr. 16th/17th	**BRSCC (NW)**	**Oulton Park Circuit**	**Nr. Tarporley, Cheshire**	**Race Meeting (INT/C)**	**14.00**
Apr. 16th/20th	**Automobile Association of Kenya**	—	**Kenya**	**Safari Rally (World Rally Championship) (INT)**	—
Apr. 17th	BARC	Snetterton Circuit	Attleborough, Norfolk	Race Meeting (*R*)	14.00
Apr. 17th/18th	MCC	Frying Pan Cafe, A303	Nr. Sparkford, Somerset	MCC 80th Anniversary Land's End Commemoration Run	12.00
Apr. 17th/20th	**Ulster AC**	—	**Belfast, Ireland**	**Circuit of Ireland (British Rally Championship) (INT)**	—
Apr. 18th	BRSCC (N)	Aintree Circuit	Liverpool	Race Meeting (*R*)	14.00
Apr. 18th	Colteness CC	Strathclyde Park	Scotland	Scottish Hill Climb Championship (*N*)	—
Apr. 18th/19th	**DRC**	**Donington Park & Circuit**	**Castle Donington, Derby**	**Race Meeting (INT/N)**	—
Apr. 18th/20	**BARC**	**Thruxton Circuit**	**Nr. Andover, Hants**	**European Formula 2 Championship and British Formula 3 Championship (INT)**	**13.00**
Apr. 18th/20th	All Wheel Drive Club	Bovington, Dorset	Off A352, Nr. Wool	Safari Trial (*C*)	—
Apr. 19th	BARC	Harewood Hill Climb	Harewood, Nr. Leeds	Hill Climb Championship (*N*)	—
Apr. 19th/20th	BRSCC	Brands Hatch Circuit	Fawkham, Darford	Race Meeting (*N/C*)	14.00
Apr. 20th	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	—
Apr. 20th	BRSCC	Castle Combe Circuit	Chippenham, Wilts	Race Meeting (*R*)	14.00
Apr. 20th	BRSCC	Croft Autodrome	Darlington, Co. Durham	Race Meeting (*R*)	14.00
Apr. 20th	**Motor Sport Club Aichfeld**	**Oesterreichring**	**Austria**	**European Formula 3 Championship (INT)**	—
Apr. 20th	HDLCC	Loton Park, Alberbury	Nr. Shrewsbury	Speed Hill Climb (RAC Championship) (*N*)	11.00
Apr. 20th	TEAC	Lydden Hill Circuit	Dover, Kent	Lloyds & Scottish British Rallycross Championship Round (*R*)	—
Apr. 25th	BARC	Oulton Park Circuit	Nr. Tarporley, Cheshire	Sprint Championship	—
Apr. 25th	Aberdeen & District MC	Union Terrace Aberdeen	38/938062	Granite City Rally (*N*)	08.10
Apr. 25th	500 MRCI	Kirkistown Circuit	Belfast	Race Meeting (*C*)	13.30
Apr. 25th/26th	Lothian CC	Doune	Scotland	Scottish Hill Climb Championship (*R*)	—
Apr. 25th/26th	Hartlepool & District MC	JS Rae, Hartlepool	93/507323	Cleveland Rally (*R*)	23.00
Apr. 26th	750 MC	Lydden Hill Circuit	Dover, Kent	Race Meeting (*R*)	14.00
Apr. 26th	SMRC	Ingliston	Edinburgh	Race Meeting (*R*)	—
Apr. 26th	**Automobile Club**	**Monza**	**Italy**	**World Championship for Makes (INT)**	—
Apr. 26th	**ADAC Nordrhein eV Sportabteilung**	**Nurburgring**	**Germany**	**European Formula 2 Championship (INT)**	—
Apr. 26th	**Oto Klub Koers VZW**	**Zolder**	**Belguim**	**European Formula 3 Championship (INT)**	—
Apr. 26th	Midland Automobile Club	Curborough	Lichfield Staffs	Sprint Championship (*N/R*)	14.00
May 1st/3rd	**ASAC Corse**	—	**France**	**Tour of Corsica (World Rally Championship) (INT)**	—
May 3rd	Bugatti Owners Club	Prescott	Cheltenham	RAC British Hill Climb Championship Round (*N*)	11.00

MATTERS OF MOMENT

Continued from previous page

because 25 Coles cranes had left the factory with potentially-defective track-rod ball-pins; these were replaced, says the D.o.T. report, by Kirkstall Forge Ltd., but these, too, were defective, requiring a second recall. We are relieved to learn that this recall has also been fully completed!

If all this suggests a bleak engineering achievement by the World's Motor Industry, we have to say that, on detailed investigation, not all of the alleged defects sound all that serious. Rolls-Royce's recall of 84 Shadow/Wraith/Camargue/Bentley T2 cars was merely because some of these had left Crewe on a batch of contaminated Avon 235/70 BR15 white-sidewall tyres. Jaguar had let slip 83 Series-3 saloons in which the throttle-spring might fail — which most motoring enthusiasts have had happen on one vehicle or another and have lived to tell the tale. The Toyota Celica problem was merely too-big rear-brake operating-cylinders on a possible 85 cars, nor does omitting a suspension circlip on 91 Reliant Kittens seem necessarily to be a safety hazard. The chance of 428 Talbot-Sunbeam Tis losing rear wheels is more alarming, maybe, than a possible 29,220 Ford Escorts having doors fly open. Quite worrying is the thought of 916 Peugeot 504 Estates boiling away their brake-fluid, but it seems unduly kind of Big Brother to care about 18,413 owners of Triumph TR7s whose headlamps may not lift, due to water affecting the lift-motors, as does concern in that quarter over 729 Jaguar/Daimler 4.2s in which the ignition amplifier may foul the fuel-filter. Alarming, though, to hear that 26,770 Ford Cortina/Granada cars might have inferior steering-coupling clamp-bolts (20,029 recalled within eight months of the cars' release date) but interesting that Dagenham, Cork, Genk, Langley and Cologne factories shared the blame. Saab had 871 suspect Turbo 900s in which the turbo-charger might get so hot as to melt electrical insulation near it, but Mercedes-Benz and Porsche came onto the recall list only on account of possible seat-belts defects and the latter with only 140 924/928/911s involved, and 120 of these found for checking. Even Lotus did not escape bureaucratic Big Brother surveillance, 460 Series 2 Esprits being suspected as likely to lose their night vision after the headlamps-beams had been dipped once too often.

The D.o.T. considers it a good thing for this tale of woe to be publicised, for it issues Vehicles Recalls Notices to the Press, at quarterly intervals. Safety-first at all costs, of course, although recalls must cost the Motor Industry much money and anxiety. It may or may not be significant that in this July-September 1980 survey from which we have quoted, only one Japanese make is listed, even when commercial and public-service vehicles are included. The danger in studying these reports lies in snide or panic assessments, without taking into account the total number of cars sold against the suspect equivalents, and how many of the cars recalled were actually defective. If lives are saved, well and good; but there does seem an overtone of "1984" in the Recall Scheme. Japanese cars come out of the M.o.T.'s July-September 1980 survey with credit, as they have been doing in the TV "That's Life" programme. But here again, unless one knows the full facts, in the latter case how many and reliable are the checks made with viewers about their defective cars, can the results be regarded as dependable?

■ HENRY OR VERDET?

Racing-car history going back to before the First World War may seem as dull as the proverbial ditch-water to those who favour modern racing, but to many historians it is as the spice-of-life, and in the case of the 1912 Grand Prix Peugeot "Who

dunnit" there is the significance of the twin-cam, multi-valve engine of that victorious Peugeot with which Georges Boillot won the prestigious French Grand Prix at 68.45 m.p.h. being the forerunner of subsequent twin-cam racing engines, as used in F1 racing today.

Although the creation of these Peugeot racing cars is shrouded in mystery, it has been commonly held, since historians delved into the matter between the wars, that it owed its design to the Swiss engineer, Ernest Henry. Doubts have been cast on this, by those who hold the curious view that the engine drawings had been victims of an industrial theft from Hispano Suiza; but for this there is no clear substantiation. We discussed all this in MOTOR SPORT and would not now return to it except for the bombshell of a theory advanced by Edward Eves in *Autocar* last February that it may have been Louis Verdet and not Ernest Henry who influenced the advanced specification of those epoch-making 1912 GP Peugeots. Eves bases his assumption on the fact that no previous engine-design has been ascribed to Henry or to the racing drivers Zuccarelli, Goux and Boillot who worked on the GP Peugeot design with him. Eves also throws in the thought that little is known about Louis Pilleverdier who was the driver/engineer at Hispano Suiza's and team-mate Zuccarelli, before he joined Peugeot in 1911.

The suggested Verdet link with this revolutionary Peugeot twin-cam racing engine is based by Eves on what seems, however, to be a false assumption. He uses drawings of the Peugeot's valve-gear in an endeavour to prove that these cars had *desmodromique* valve operation, that is, positively opened and closed valves, and says that Verdet designed some of the multi-valve Peugeot *voiturette* racers and a number of Peugeot rotary aero-engines, of which his celebrated Verdet rotary used four-valves-per-cylinder and desmodromic valve actuation. *Ipso facto*, Verdet might well have designed the Grand Prix Peugeot engines, implies Eves.

The point that dissolves the whole argument is that, so far as we know, no report in the British or French motoring papers ever referred to desmodromic valve-gear being used by Peugeots in the 1912 GP. Eves publishes two drawings purporting to be of the valve-gear of those cars. One is similar to that used by Laurence Pomeroy in his book "The Grand Prix Car" and it weakens Eves' argument as the screw arrangement at the bottom of the stirrup-shaped tappet looks far more like a conventional clearance adjustment than a practical connection between tappet and valve. When Pomeroy wrote of the 1912 Peugeots he said that all the drawings had been destroyed but that photographic records existed, from which his artist Cresswell presumably prepared new drawings for Pomeroy. The other drawing used by Eves must therefore presumably be a modern one and while it shows the Peugeot tappets acting desmodromically, it looks to be nothing more than an explanation of Eves' text, unless he can state its source.

Admittedly the tappets ascribed by most historians to Henry are of curious formation, encircling the cams and having their own springs to lift them. They could have been intended for positive opening and closing of the o.h. valves. *But where is the evidence that this was used in the race?* None, I suggest! We know that desmodromic valve-gear was being thought about at this period of engine development, when valve springs were prone to break. Henry may well have planned his tappets for adaptation to the *desmodromique* system at a later date. *This is not to imply that he used it for the 1912 Grand Prix.* If he had, with such resounding success, why should he not have used it for his equally successful 1913 GP and Coupe de *L'Auto* Peugeot racing engines? He didn't; even Eves admits it. Much more likely is that this curious shaped cam-follower was designed to reduce the load on the valve springs. At the time this engine was designed, bucket tappets had not been invented, thus the camshaft had either to act directly on the slender valve stem, with consequent risk of damaging the profile of the cam and bending valves, or more substantial, guided, tappets had to be used, in which case the valve springs would have a much greater mass than that of a simple valve to lift. Surely it was to get round this problem that Henry used this quite ingenious combination of the desmodromic principle to move the heavy cam-follower clear of the valve stem and a conventional spring to close the comparatively light valve itself.

Thus the link between Verdet, desmodromic valve-gear, and Henry is seen in its proper perspective, as far as our historical information goes. Positive valve operation, excluding normal valve springs, was tried by a number of engineers, but was never really successful until Mercedes-Benz used it in 1954. For the 1914 French Grand Prix Delage and Th. Schneider used this form of valve operation, the former badly needing something different from the horizontal valves and cumbersome valve-gear used previously. It is possible that Henry sold a patent to Delage, whose 1914 tappets apparently resembled those of the 1912 GP Peugeot. In the event, neither Delage nor Th. Schneider won the Grand Prix. In 1922 Bignan used desmodromic valve-gear and brought such an engine to the London Motor Show, only to drop it almost immediately.

So unless Edward Eves can quote the source of his astonishing statement that the winning 1912 GP Peugeot had this form of valve-gear and say where his drawings of such valve-gear, that he has used to support his theory, came from, he would appear to have merely drawn another red-herring across the Henry trail.

* * *

VSCC Silverstone Races

THE Vintage SCC 1981 racing season opens at Silverstone on April 11th, with the traditional 1908 GP Itala Trophy Meeting, the first race commencing at about 13.15 hours. There will be the usual High Speed Trial of 40 minutes duration, the 10-lap (Club circuit) scratch race for the Itala and Lanchester Trophies, open to vintage and Edwardian racing cars, two more 10-lap scratch races, for pre-war cars and all-comers, supplemented by a number of five-lap races. This will also be the first round of the 1981 MOTOR SPORT Brooklands Memorial Trophy Contest, decided over the full season on points, for the Trophy and prizes totalling £325.

Those who enjoy the sight of a big variety of the older cars racing much as they did in former times, to the inimitable sounds, sights and scents, will no doubt wish to be present. Admission costs £3.00 per person, including access to the grandstands, a Paddock transfer being £1.00 extra. Car parking is free, no dogs are allowed, and entries have closed. — W.B.

CLUB NEWS

BARC

THE hillclimb championship run by the British Automobile Racing Club with twelve rounds, covering the country from Scotland to Devon will be sponsored once again by Jim Thomson's Otley-based Guyson company. The end-of-season winner will not only get the Archie Frazer-Nash Trophy and £600 in cash, but will also receive a Guyson Beadblaster installation. At one time amateur fettlers used to dream of owning a welding plant; today they all dream of owning a Guyson Beadblaster for cleaning anything from a piston to a back-axle. Unfortunately, this type of amateur is unlikely to win the hillclimb championship.

Monoposto Racing Club

THIS Club is contemplating the revival of the 1964-1970 one-litre Formula Three as an Historic formula. A draft has been drawn up and will include many of the original features of this exciting formula. These include: all the mixture to the engine passing through a 36 mm. washer, although the downdraught head will be permitted; the restriction of the number of gears to four plus reverse and the banning of aerofoils. Limitations on wheel rim and tyre tread widths will attempt to equate the performance of the earlier cars to those built at the end of the formula.

The Club would like to hear from owners of suitable cars who would be interested in racing them. It is hoped to include events for these cars in 1982. Enquiries should be directed to:

Alan Putt, "Brooklands", 10 Firby Lane, Hartley, Dartford, Kent, DA3 8DA Tel: Longfield (04747) 3794.

Austin-Healey Club

PERHAPS the high spot of 1981 for followers of this marque will be the International Healey Weekend at the Three Counties Showground Malvern, Worcestershire on 4th and 5th July. Competitive motoring, however, is not the aim of the weekend, although there will be the opportunity for Inter-Centre competitions as well as the usual concours, and a run through the Malvern Hills.

Alfa Romeo 2000 and 2600 Register

ROGER MONK's Alfa Romeo 2600 Register has met with such good response, following the occasional appeal in these pages, that it is to be extended to cover owners of the 2000 range. These are the cars which look very like the 2600 and which were made between 1958 and the introduction of the 2600 in 1962, the only significant difference being the power unit. Roger would be pleased to hear from owners of such cars at "Tempest", High Street, Henham, Nr. Bishops Stortford, Herts.

Lamborghini Owners Club

M. S. PULLEN writes from 44, Sussex Road, Haywards Heath, Sussex to let us know of the formation of this Club, although no details of its aims and services have as yet been forthcoming.

THE UNITED STATES (WEST) GRAND PRIX

— All is well with the world

Long Beach, California, March 15th

THE FORMULA ONE season began in all seriousness at Long Beach, as the FISA have said all along that it would. Sixteen teams turned up with a total of twenty-nine drivers to do battle in practice for the twenty-four places on the grid. There was plenty to see, with new teams (March and Talbot, for example), new engines (Ferrari), new cars (McLaren), and new driver/car combinations. After the usual winter-time vacillation and uncertainty the scene now looked pretty clear, with Jones and Reutemann with the latest version of the Williams FW07, Cheever and Cogan in the Rent-a-Drive Tyrrell 010 cars, Piquet and Rebaque in the BT49C Brabhams, Watson and de Cesaris in the newly formed McLaren International team cars, Lammers in the ATS, de Angelis and Mansell in Lotus cars, Surer in the Ensign, Arnoux and Prost in the turbo-charged Renaults, Daly and Salazar in the newly-formed March team, Rosberg and Serra driving for Fittipaldi, Andretti and Giacomelli in the Alfa Romeos, Jarier temporarily replacing Jabouille in the new Talbot team, alongside Laffite; Villeneuve and Pironi with the blown V6 Ferraris, Patrese and Stohr with the Arrows, Guerra and Gabbiani with the Osellas and Tambay returning to the scene with the new Theodore TR3.

Since the withdrawal of Goodyear the tyre situation for some teams has been a big problem but Michelin came to the rescue with the production of a standardised radial racing tyre design, and they supplied everyone with a limited number of these, in order to get the season under way. Once the Avon production racing tyre is under way for the general run of competitors then Michelin will forge ahead with tyre development exclusively for Renault, Ferrari, Alfa Romeo, Talbot-Matra, Lotus and Williams.

There was much work to be done on Friday, during the test-session in the morning and the timed session in the afternoon, because the Long Beach circuit cannot be used beforehand for testing as it comprises the normal streets of the City, like Monaco, so the tempo on the first day was one of settling in and sorting things out. In spite of all the political and legal wrangling during the winter, now that the first proper Grand Prix was on, everyone got stuck in and all seemed well with the world, except for one small blot on the landscape. This involved the new twin-chassis Lotus 88 in which the aerodynamic functions had been isolated from the dynamic functions, which had been accepted and passed by the scrutineers, but was then protested by Colin Chapman's "friends" and "rivals". By lunch-time on Friday the Long Beach organisers had given Chapman the impression that the protest had been thrown out and the car was acceptable, so de Angelis started to practice with it, but then the fuel pump drive failed so he had to transfer to his Lotus 81 while repairs were effected. It was out again before the end of the afternoon but did not get any serious timed laps in. This short run showed up one or two teething-troubles and on Friday night there was some intensive machine-shop work being done in Long Beach to make bits and pieces. When the day was over the organisers announced that the protest had now been upheld and the Lotus 88 was "illegal", but it could continue running until higher authority had made a decision.



". . . it could not have been pleasant having Reutemann that close behind. . ." Patrese took his Arrows into the lead at the first corner and held on to this position for 25 laps, despite continual pressure from the determined Williams driver.

As regards everyone else there were some clear messages to be read. World Champion Alan Jones was justifying his title and was setting the pace, with a best time of 1min. 20.911 sec. in a bracket all on his own. The Williams team in general were right on top of the situation with Reutemann up there in fourth place. Ferrari were back in the game with a vengeance with their totally new cars, Villeneuve being third fastest and Pironi fifth. Jarier was giving inspiration to the Talbot team, with their temporary Matra V12 power plant and got himself into second position overall, and Patrese was hurling the Arrows round to good effect. The Alfa Romeos were up there, as were the Lotus 81 cars, but the McLarens were looking a bit hopeless and the Renaults seemed to be marking time. The Scuderia Ferrari had started off with all their efforts centred on the Brown Boveri "Comprex" supercharging system, both drivers using this layout, but Villeneuve had the drive-belt to the supercharger break and while he was out in the T-car, fitted with twin KKK turbo-chargers he not only went a lot faster, but was faster than Pironi with the other "Comprex".

For the Saturday morning test-session the weather was still fine, with blue skies and sunshine and the Lotus 88 was out again, but before long it was black-flagged off the course and ruled out, with no reason being given! Behind the scenes a lot of people were getting very hot under the collar while others were becoming very embarrassed. Ferrari were in awful trouble, learning the forced-induction route all over again the hard way, while Renault were looking on with a degree of sympathy having been through it all. Villeneuve's car (051) had been fitted with the KKK system in place of the BBC "Comprex" while Pironi had taken the T-car (050) with KKK system and his own car (049) with "Comprex" was now relegated to the T-car position. All was going well to begin with and while not the fastest cars on lap time they were recording the highest terminal speeds on the bottom straight (171 m.p.h. against the average 162 m.p.h. of the others). You cannot extract 550 b.h.p. from 1500 c.c. without a few teething-troubles and Villeneuve's run came to a stop when a sparking plug check revealed a piston disintegrating in number one cylinder on the right-hand bank. The car was wheeled away for an engine change and Villeneuve transferred to the "Comprex" car, but this refused to run properly and a fault was found in one of the injection pipes. By the time this was rectified the morning session was nearly over. Meanwhile Pironi had been reported losing oil round the circuit, and sure enough he came into the pits with oil running out of the gearbox due to a loose plug, so while one Ferrari was hoisted up in the air to be repaired, another was away in the garage area having an engine change and the third would not run properly. Not a Ferrari morning. It was not a McLaren morning either for the new "spaceage" MP4 was being abandoned as "needing more testing" and Watson transferred to his T-car, an M29F.

In the final hour, from 1 p.m. to 2 p.m., the

ENTRY

No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Alan Jones	AUS	Williams	FW07C	White Green	Cosworth V8	Michelin	Saudi Arabia Leyland
2	Carlos Reutemann	ARG	Williams	FW07C	White Green	Cosworth V8	Michelin	Saudi Arabia Leyland
3	Eddie Cheever	USA	Tyrrell	010	Blue	Cosworth V8	Michelin	
4	Kevin Cogan	USA	Tyrrell	010	Black Red	Cosworth V8	Michelin	Michelob Beer
5	Nelson Piquet	BR	Brabham	BT49C	Blue White	Cosworth V8	Michelin	Parmalat Foods
6	Hector Rebaque	MEX	Brabham	BT49C	Blue White	Cosworth V8	Michelin	Parmalat Foods
7	John Watson	ULS	McLaren	MP4	Red White	Cosworth V8	Michelin	Marlboro Unipart
8	Andrea de Cesaris	I	McLaren	M29F	Red White	Cosworth V8	Michelin	Marlboro Unipart
9	Jan Lammers	NL	ATS	D4	Yellow	Cosworth V8	Michelin	ATS Wheels
11	Elio de Angelis	I	Lotus	81	Blue Red Silver	Cosworth V8	Michelin	Essex Petroleum
12	Nigel Mansell	GB	Lotus	81	Blue Red Silver	Cosworth V8	Michelin	Essex Petroleum
14	Marc Surer	CH	Ensign	N180B	Red White Blue	Cosworth V8	Michelin	
15	Alain Prost	F	Renault	RE20	Yellow White Black	Renault V6 t.c	Michelin	ELF
16	Rene Arnoux	F	Renault	RE20	Yellow White Black	Renault V6 t.c	Michelin	ELF
17	Derek Daly	IRL	March	811	Black White	Cosworth V8	Michelin	Joker, Guinness
18	Eliseo Salazar	CHI	March	811	Black White	Cosworth V8	Michelin	Joker, Tacora
20	Keijo Rosberg	FIN	Fittipaldi	F8C	White	Cosworth V8	Michelin	
21	Francesco Serra	BR	Fittipaldi	F8C	White	Cosworth V8	Michelin	
22	Mario Andretti	USA	Alfa Romeo	179C	Red White	Alfa Romeo V12	Michelin	Marlboro Scaini
23	Bruno Giacomelli	I	Alfa Romeo	179C	Red White	Alfa Romeo V12	Michelin	Marlboro Scaini
25	Jean-Pierre Jarier	F	Talbot	JS17	Blue White	Matra V12	Michelin	Gitanes ELF
26	Jacques Laffite	F	Talbot	JS17	Blue White	Matra V12	Michelin	Gitanes ELF
27	Gilles Villeneuve	CDN	Ferrari	126CX	Red	Ferrari V6 s.c	Michelin	Fiat Agip
28	Didier Pironi	F	Ferrari	126CX	Red	Ferrari V6 s.c	Michelin	Fiat Agip
29	Riccardo Patrese	I	Arrows	A3	Orange White	Cosworth V8	Michelin	Ragno Beta
30	Seigfried Stohr	I	Arrows	A3	Orange White	Cosworth V8	Michelin	Ragno Beta
31	Miguel Guerra	ARG	Osella	FA2B	Blue White	Cosworth	Michelin	Denim Aftershave
32	Guiseppe Gabbiani	I	Osella	FA2B	Blue White	Cosworth V8	Michelin	Denim Aftershave
33	Patrick Tambay	F	Theodore	TR3	White Red	Cosworth V8	Michelin	Teddy Yip

final decisions had to be made and the fortunate twenty-four for the grid was to be decided. Now the pace got really frenzied and a good lap time on Friday began to look pathetic and hopeless. Alan Jones still set the pace and was the first driver to break into the 1 min. 19 sec. bracket, Mansell's progress was halted for a bit when he ran out of fuel, Villeneuve was back in his KKK car with a new engine, and the scene was looking good, with Talbots pounding after Renaults; Alfa Romeos pounding after Ferraris; Lotus, Williams and Brabhams battling away, the World Champion setting the pace, the World Champion team still the one to beat and the glorious confusion of V6, V8 and V12 engines. Jones just kissed the concrete wall with his left rear wheel on the exit of the last corner and bent a suspension member, parking the car at the end of the pit lane and running back to get into the spare Williams car.

The spring sunshine in California can be deceptively hot and as regular readers will recall from my 1980 Long Beach report, I succumbed to the heat and became slightly delirious about "Jan Lammers being on pole-position and the helmsman's face showing white at the wheelhouse." As the sun got hotter this year I looked through the window of the wheelhouse and saw that the helmsman's face was really white! As I went under I heard someone say that Patrese was on pole-position with a Beta-Ragno. That was bad enough, but worse followed, for beneath the orange and chequered-white colour scheme of the car was one of last year's Arrows A3 cars. As the men in white carried me away I began to wonder whether Walt Disney and Hollywood were behind the whole Formula One business.

After spending Saturday evening at the midget-car meeting at Ascot Speedway, where they race eight abreast in full-lock power-slides with inter-locked wheels, on loose shale, sanity returned and Sunday morning dawned cool and clear. By mid-morning the sun was warming up nicely and at 11.10 a.m., in between all manner of other activities such as kart racing, sidecar racing and foot racing, the Formula One field had a 30 minute warm-up period. The Ferrari team had abandoned all activity with the Brown Boveri "Comprex" system (for the time being) and all three cars were fitted with the KKK system. Renault were not too happy for the car of Prost had a misfire which could not be traced, so they transferred him to the spare car (RE22B). Villeneuve had the choice of 049 or 051, and chose the former, while Pironi was driving 050, which had started the meetng as the "*muletta*". The Brabham team had abandoned the Weismann transmission on Rebaque's car as a small breakage had occured at the end of practice so they decided to "play-safe" with a Hewland.

Ready for the 2 p.m. start all the cars left the pit lane and did a full lap, to form up on the dummy-grid on the top straight. When all was ready Patrese (he really was on pole-position, and the helmsman was deathly white) led them all down to the bottom straight. They paused, the red light was on, then the green and they were away in the mad rush down to the Queen's Hairpin. Villeneuve was first into the braking area, and the last to use the brakes and was actually leading for about 100 yards even though he was slightly out of control as he went round on a very wide line. Patrese, Reutemann and Jones went through on the inside and were about to be followed by Piquet, Cheever, Pironi and Andretti when the little French-Canadian rocketed back on course and shot into fourth place as the field headed off through the twisty bits. Left behind at the hairpin were the Renault of Prost and the McLaren of de Cesaris, the Renault having spun in the middle of the pack. The remaining 22 cars were pounding away with Patrese leading them and driving confidently and neatly. It took only three laps for Patrese, Reutemann and Jones to break away from the rest of the runners and the Arrows driver had every reason to feel uneasy with the two rugged Williams drivers in his mirrors, but he seemed to have everything under control. On lap four Villeneuve ran wide on the long left-hander before the first hairpin and Pironi and Piquet nipped by, but did not leave him behind and with them was Cheever in the Tyrrell 010, carrying Cogan's Michelob Beer sponsorship, and doing a very good job of work.

When the leaders lapped Rebaque, who had been in the pits, Jones got a bit baulked and lost contact with Reutemann, while the Argentinian profited from the interruption and got right on to the tail of the Arrows, but still Patrese was unruffled. De Angelis hit the wall on the exit of the last corner and ended his race opposite his own pit and not much later Mansell also struck a concrete wall and ended his race. Not a Lotus day. In fourth place overall was Pironi with the turbo-charged V6 Ferrari, with the proverbial "steaming mob" comprising Piquet (Brabham), Villeneuve (Ferrari), Cheever (Tyrrell), Andretti (Alfa Romeo) and Laffite (Talbot) hard on his heels. One could not help having a feeling of sympathy for Patrese because it could not have been pleasant having Reutemann that close behind, there being something relentless and ruthless about the Argentinian's driving. On lap 25 the Arrows engine began to hiccough due to the fuel system playing up and Reutemann went by on the bottom straight, and on the next lap Jones went by and the Arrows was heading for the pits. With the race just one third run it was all over, the Frank Williams team were a majestic 1-2 and if their past record was anything to go by it was a mere formality for them to complete the 80 laps of the race. Unquestionably the saying "To finish first you must first finish" is totally true and the Williams team have demonstrated it in Championship races since Monaco last year.

On lap 32 Jones went by into the lead and it would have been nice to think that it was just Reutemann responding to team orders, but in fact it was due to Reutemann running a bit wide on the left-hander in the middle of the twisty bit of the circuit and Jones (ever the opportunist!) nipping up the inside. Now it really was all over, car number 1 was first and car number 2 was second and even Hollywood couldn't improve on that, and after a couple more visits to the Arrows pits poor Patrese had to give up (and the helmsman's face recovered its complexion). Back in the pack Villeneuve's heroics ended with broken transmission and Piquet got the better of Pironi and was firmly in third place, but completely out of touch with the two Williams and was having an uncomfortable ride with a heavy gearchange which was bringing up a nasty blister on his right hand. Just after the half-distance Laffite mis-judged his braking at the end of the top straight and rammed Cheever's Tyrrell up the backside. The Tyrrell wasn't

Continued overleaf

PRACTICE TIMES

No.	Driver	Friday pm	Saturday pm
1	A. Jones	**1.20.911**	1.19.408
2	C. Reutemann	1.21.739	1.20.149
3	E. Cheever	1.22.992	1.20.643
4	K. Cogan	1.25.164	1.22.284
5	N. Piquet	1.22.675	1.20.289(T)
6	H. Rebaque	1.23.298	1.21.000
7	J. Watson	1.26.419	1.22.183(T)
8	A. de Cesaris	1.23.728	1.22.028
9	J. Lammers	1.23.802	1.21.758
11	E. de Angelis	1.22.380	1.20.928
12	N. Mansell	1.22.461	1.20.573
14	M. Surer	1.28.045	1.21.522
15	A. Prost	1.23.049(T)	1.20.980
16	R. Arnoux	1.23.363	1.21.540
17	D. Daly	1.26.074	1.24.383
18	E. Salazar	1.25.017	1.22.356
20	K. Rosberg	1.23.356	1.21.001
21	F. Serra	1.26.730	1.21.409
22	M. Andretti	1.22.020	1.20.476
23	B. Giacomelli	1.22.592	1.20.664
25	J-P. Jarier	1.21.722	1.20.787
26	J. Laffite	1.23.140	1.20.925
27	G. Villeneuve	1.21.723(T)	1.20.462
28	D. Pironi	1.21.828	1.20.909(T)
29	R. Patrese	1.21.983	**1.19.399**
30	S. Stohr	1.23.504	no time
31	M. Guerra	1.25.190	1.22.673
32	G. Gabbiani	1.24.032	1.22.213
33	P. Tambay	1.23.373	1.21.298

NB (T) denotes time recorded in spare car

STARTING GRID

1
A. Jones
(Williams-Cosworth V8)
1 min. 19.408 sec.
31 (1 min. 20.90 sec.)

5
N. Piquet
(Brabham-Cosworth V8)
1 min. 20.289 sec.
69 (1 min. 21.83 sec.)

22
M. Andretti
(Alfa Romeo V12)
1 min. 20.476 sec.
66 (1 min. 21.79 sec.)

3
E. Cheever
(Tyrrell-Cosworth V8)
1 min. 20.643 sec.
36 (1 min. 22.23 sec.)

25
J. P. Jarier
(Talbot-Matra V12)
1 min. 20.787 sec.
41 (1 min. 22.90 sec.)

26
J. Laffite
(Talbot-Matra V12)
1 min. 20.925 sec.
33 (1 min. 22.08 sec.)

15
A. Prost
(Renault V6 t/c) T
1 min. 20.980 sec.
(no time)

20
K. Rosberg
(Fittipaldi-Cosworth V8)
1 min. 21.001 sec.
25 (1 min. 22.88 sec.)

21
F. Serra
(Fittipaldi-Cosworth V8)
1 min. 21.409 sec.
19 (1 min. 23.09 sec.)

16
R. Arnoux
(Renault V6 t/c)
1 min. 21.540 sec.
34 (1 min. 22.54 sec.)

8
A. de Cesaris
(McLaren-Cosworth V8)
1 min. 22.028 sec.
(no time)

32
G. Gabbiani
(Osella-Cosworth V8)
1 min. 22.21 sec.
14 (1 min. 25.19 sec.)

29
R. Patrese
(Arrows-Cosworth V8)
1 min 19.399 sec.
14 (1 min. 21.42 sec.)

2
C. Reutemann
(Williams-Cosworth V8)
1 min. 20.149 sec.
31 (1 min. 20.91 sec.)

27
G. Villeneuve
(Ferrari V6 t/c)
1 min. 20.462 sec.
15 (1 min. 22.54 sec.)

12
N. Mansell
(Lotus-Cosworth V8)
1 min. 20.573 sec.
19 (1 min. 22.75 sec.)

23
B. Giacomelli
(Alfa Romeo V12)
1 min. 20.664 sec.
37 (1 min. 22.41 sec.)

28
D. Pironi
(Ferrari V6 t/c) T
1 min. 20.909 sec.
26 (1 min. 22.23 sec.)

11
E. de Angelis
(Lotus-Cosworth V8)
1 min. 20.928 sec.
8 (1 min. 23.32 sec.)

6
H. Rebaque
(Brabham-Cosworth V8)
1 min. 21.000 sec.
49 (1 min. 22.68 sec.)

33
P. Tambay
(Theodore-Cosworth V8)
1 min. 21.298 sec.
49 (1 min. 21.75 sec.)

14
M. Surer
(Ensign-Cosworth V8)
1 min. 21.522 sec.
50 (1 min. 22.77 sec.)

9
J. Lammers
(ATS-Cosworth V8)
1 min. 21.758 sec.
29 (1 min. 22.33 sec.)

7
J. Watson
(McLaren-Cosworth V8) T
1 min. 22.183 sec.
15 (1 min. 24.55 sec.)

Did not qualify:

4, K. Cogan (Tyrrell-Cosworth V8)	1 min. 22.284 sec.
17, E. Salazar (March-Cosworth V8)	1 min. 22.356 sec.
31, M. Guerra (Osella-Cosworth V8)	1 min. 22.673 sec.
30, S. Stohr (Arrows-Cosworth V8)	1 min. 23.504 sec.
18, D. Daly (March-Cosworth V8)	1 min. 24.383 sec.

N.B. Times in brackets are best laps in race and number in bold is lap on which achieved.

T denotes spare car

damaged but the Talbot had its front aerofoil bent up and the mountings broken. As Laffite drove back to the pits hoping to have repairs effected, Giacomelli and Lammers caught him up and fell over each other trying to get by, so that all three turned into the pit lane at the end of the lap, the Talbot and ATS damaged beyond immediate repair and Giacomelli looking for a doctor as the impact had hurt his hand. The impact to the back of Cheever's Tyrrell upset the gear-change mechanism and the young American from Rome began missing gear-changes so that Andretti's Alfa Romeo quickly caught the Tyrrell and went by. Now the order was Jones, Reutemann, Piquet, Pironi, Andretti, Cheever, Tambay and Jarier, with Surer and Serra bringing up the rear and Arnoux and Rebaque a long way behind after pit stops. Both Cheever and Tambay deserved small medals for driving a nice race, the Frenchman doing an excellent job with a brand new car that was only finished the previous Monday.

The final result was still not settled, though there was little doubt about the first three places, but on lap 55 Pironi's Ferrari faultered when the fuel pick-up system went on the blink and Andretti and Cheever went by. The next time it faultered Tambay was right behind and the Theodore punted the Ferrari fair and square but no damage resulted. On lap 60 Tambay got by the Ferrari into sixth place, but the turbo-charged V6 was suffering from the weak fuel mixture and on lap 67 Pironi headed up the pit road with the engine sounding a bit sick and a lot of flames in the left-hand exhaust megaphone. In the last ten laps Alan Jones eased right off, responding to a cryptic pit signal which read REVS-FUEL, making sure that he didn't run out of petrol in the closing laps.

All was well with the world and the Williams finished 1-2 yet again, having finished last season with similar results in Canada and Watkins Glen. The courageous Piquet was a good third, Andretti a very satisfying fourth, the Alfa Romeo having run perfectly throughout the race, Cheever fifth and Tambay sixth, which brought huge smiles to the faces of Teddy Yip and Sid Taylor for the new Theodore had run perfectly on its first outing.

— D.S.J.

Results

THE UNITED STATES (WEST) GRAND PRIX — Formula One — 80½ laps — Long Beach — 3.251 Kilometres — 261.7 Kilometres — Very Warm

1st	Alan Jones (Williams FW07C/11)	1 hr. 50 min. 41.33 sec. — 140.979 k.p.h.
2nd	Carlos Reutemann (Williams FW07C/12)	1 hr. 50 min. 50.52 sec.
3rd	Nelson Piquet (Brabham BT49C/11)	1 hr. 51 min. 16.25 sec.
4th	Mario Andretti (Afla Romeo 179C/02)	1 hr. 51 min. 30.64 sec.
5th	Eddie Cheever (Tyrrell 010/3-5)	1 hr. 51 min. 48.03 sec.
6th	Patrick Tambay (Theodore TY/01)	1 lap behind
7th	Francesco Serra (Fittipaldi F8C/4)	2 laps behind
8th	René Arnoux (Renault RE27B)	3 laps behind

Fastest Lap: Alan Jones (Williams FW07C/11) on lap 31 in 1 min. 20.901 sec. — 144.66 k.p.h.

Retirements: A. de Cesaris (McLaren M29F) accident in first half lap; A. Prost (Renault RE22B) accident in first half lap; E. de Angelis (Lotus 81/3) accident, on lap 13; J. Watson (McLaren M29F) on lap 16; G. Villeneuve (Ferrari 126CK) transmission failure, on lap 18; N. Mansell (Lotus 81/2) accident, on lap 26; G. Gabbiani (Osella FA2B) accident, on lap 27; R. Patrese (Arrows A3) ignition trouble, on lap 33; J. Lammers (ATS) on lap 41; K. Rosberg (Fittipaldi) engine trouble on lap 42; B. Giacomelli (Alfa Romeo 179C/03) accident, on lap 42; J. Laffite (Talbot-Matra V12) accident, on lap 42; H. Rebaque (Brabham BT49C/12) spun, lap 52; J-P. Jarier (Talbot-Matra V12) ignition failure, on lap 65; D. Pironi (Ferrari 126CK) engine trouble, on lap 67; M. Surer (Ensign MN15) on lap 71.

24 starters — 8 finishers

Notes on the cars at Long Beach

THERE was no doubt in the paddock that the 1981 season was now well under way, for all the teams of importance had new cars ready to go, or if not, like Renault, they had them in the wings ready for the European season. The Scuderia Ferrari stole the show, for after ten years with the 3-litre flat-12 cylinder engine, those were now gone and a new era was underway. This was the forced-induction 1½-litre V6 engine in a totally new car. There were three cars, now painted all red, in true Ferrari fashion, as distinct from last year's red and white colour scheme and on each side, as well as the Ferrari Prancing Horse shield was the name FERRARI in large gold letters. Two cars (049 and 051) had the Brown Boveri "Comprex" pressure-wave supercharger system, and the spare car (050) had the twin KKK turbo-charger layout. The basic concept of the car was still as seen in practice at Imola last year, but everything was considerably tidied up, giving the whole car a much neater appearance. The transverse gearbox ahead of the final drive unit had undergone a lot of development, as had the four-camshaft V6 engine, and Villeneuve's car had all the latest modifications (Car No. 051). The Brown Boveri "Comprex" supercharger is mounted on top of the engine, together with a large intercooler, and the pressurised rotating drum is driven by a toothed belt from the end of an exposed jack-shaft running along the top of the engine from the camshaft drive at the back of the engine. The exhaust ports of the V6 are on the top of the engine and feed straight up into the supercharger, cold air is taken in each side and the pressurised air is fed forwards into the primary inter-cooler, from where it splits to a secondary inter-cooler on each side of the car before feeding the inlet manifolds low down on each side. The extra inter-cooler is needed because the exhaust pressure-wave system imparts a certain amount of heat to the incoming cold air by conduction, which adds to the rise in temperature caused by compression. The spent exhaust gases exit by way of a large megaphone with an internal baffle and the noise emitted is a very satisfyingly "different" sound, very shrill and very "tight", unlike the "knackered Formula Ford" sound of a turbo-charged layout. The KKK layout of two turbo-chargers mounted above and ahead of the engine, with an inter-cooler in each side pod, was very similar to that seen last year, though the plumbing was much improved, but it was pretty obvious which system Ferrari was concentrating on, with Brown Boveri engineers in attendance, Brown Boveri advertising on the side of the car and, apparently, an exclusive contract with the Swiss firm for this season, much to the chagrin of Renault. Starting the "Comprex" fitted engine from cold was interesting, for as the engine is revolved on the starter air is blown into the intake by a portable electric blower, rather like the way you squirt neat petrol down the intakes of a Cosworth DFV when starting from cold.

Also receiving a lot of attention, much of it unwanted, was the totally new Lotus 88, the culmination of all the work and experimentation done on the Lotus 80, 81 and 86. This new car is very complex and offers a new concept of racing car which has been evolving over the past 18 months or more, and now it has appeared a lot of the opposition got together and protested that it was not strictly within the rules, though which rules seemed to vary depending on who you listened to. The basic principle of this new car is that it has two chassis units, each with its own springing system. The primary one comprises all the bodywork, side pods, under-tray and the aerofoils, or in other words, the aerodynamic aspects of the car. The secondary chassis unit comprises the cockpit monocoque (made from a composite of carbon-fibre, Kevlar and Nomex honeycomb), the fuel tank, the engine, the gearbox and the rocker-arm suspension front and rear. The primary unit is suspended on coil spring/damper units at its four corners, coupled to the bottom of the wheel uprights by short links, while the secondary unit uses the normal upper rocker-arm and lower wishbone layout. The idea behind this is that the aerodynamic part of the car calls for different spring rates and shock-absorbing than those ideally required by the driver and the mechanical components. The driver/mechanical components want to nose-dive, squat, and roll while the aerodynamic components need to remain constant and unaffected by braking, acceleration and cornering, and the Lotus 88 sets out to achieve this. Some small-minded people seemed to think it was built to dodge round the no-sliding-skirts rule; a very expensive and complicated way of doing so if it be the case. This brand new car was 88/1 and was entrusted to de Angelis, while he also had 81/3 and Mansell had 81/2, the two older cars having full-width nose aerofoils to assist down-force and all three cars were using the Lotus gearbox/final drive unit with the inboard spring units sunk into the casting. This interesting new car will be dealt with in greater detail in a future issue of MOTOR SPORT, after the initial hoo-ha has died down.

The Williams team had two new cars to C-specification (Jones FW07C/11, Reutemann FW07C/12) in which the whole of the front of the monocoque has been redesigned to form a much stronger, totally enclosed, box for the pedals and the driver's legs. At the same time the instrument panel has been redesigned and the driver now has only a tachometer and a water temperature gauge to worry about. Low oil pressure or low fuel pressure are indicated by warning lights. To replace the down-force lost by the effectiveness of the side-pods without sliding skirts, a large full-width aerofoil is mounted on the nose on a sheet steel fabricated mounting in the centre; the aerofoil carries quite large end-plates. As the spare car, FW07/10 was to B-specification, without the new front to the monocoque and with nose-fins instead of the full-width aerofoil.

The newly formed Talbot team combining Ligier aerodynamic and chassis knowledge with Matra engine knowledge resulted in three very nicely made, and immaculately turned out, JS17 cars powered by a 1981 version of the Matra V12 engine, its 12,000 r.p.m. scream being a sound that was welcomed back. Still backed by Gitanes cigarettes' the cars were painted blue and white with Talbot red overtones and the whole team turn-out was a credit to the graphics designer. With Talbot as the parent company and Matra as the power supply, to refer to the cars as Talbot-Matra seems logical.

Another new car was the McLaren MP4,

Audi 200 5E



W.B. described the Audi 200 5T — Audi's top-of-the-range, sumptuously equipped, turbocharged saloon — very fully in the September 1980 edition of MOTOR SPORT, giving the car a very creditable rating. Now Audi have produced an un-boosted version of the 200 model with exactly the same high level of specification but costing some £2,600 less than the £12,950 of the turbocharged car. Automatic transmission is standard on this E-for-economy model, although a manual 5 speed box is available as a no-extra-cost option.

A full description here would be superfluous in view of W.B.'s words a few months ago — it is sufficient to say that the 200 5E is an extremely comfortable car both for the driver, who has a large range of seat adjustment available, and for the passengers. Visibility is good, although the head restraints fitted to all seats sometimes get in the way when reversing, the instruments are clear (an "Econometer" — a euphemism for a manifold depression gauge — taking the place of the turbo-boost guage) and there are plenty of storage spaces for motoring paraphenalia of all kinds. Nice touches are the dual position seat belt mounting points (although a spanner is needed to make an adjustment) and the reading lights in each passenger door. Quibbles are the digital clock mounted centrally above the windscreen where the rear seat passengers can tell the time easily, but the driver has to make the kind of exaggerated head movement reminiscent of checking the mirror when taking a driving test, the roof lining which has panels of the seat-facing velour let into it, which I just did not like, and the dipping rear-view mirror which needed adjusting every time the mode was changed.

In performance, the car is understandably sluggish in comparison with its boosted brother, the best time to 60 m.p.h. that I was able to obtain being a shade under 13 seconds. However, once cruising steadily with the Econometer needle at about three-quarter position, and the speedometer needle well above the legal maximum, it is delightfully quiet and smooth. The road holding, handling and braking having been designed for the more powerful car, give plenty of reserve and coupled with Pirelli P6 tyres, as on the test car, inspire confidence. The initial understeer typical of many front-drive cars is noticeable by its absence, the 200 5E having a pleasantly neutral handling characteristic. I enjoyed my week with this economy version of Audi's top saloon, obtaining fuel consumption figures between 21.9 and 23.5 m.p.g. over twelve hundred miles of fast motorway driving and trans-London crawling. I did, however, find the two relatively short cross-country journeys I made in the car rather frustrating as there just was not the urge available to make the best use of the road holding potential or to overtake comfortably.

A fine, well-engineered car which will appeal to those who have grown out of the every-road-is-a-race-track stage and who like to travel in unostentatious luxury. — P.H.J.W.

NOTES ON CARS — continued

designed by John Barnard for the combine of McLaren Racing and Project Four, now known as McLaren International. This new car uses a carbon-fibre monocoque and conventional springing, with Cosworth power but great attention has been paid to the air-flow under the car with the result that the underside is extremely smooth and very neat. This new car (MP4/1) was entrusted to John Watson while de Cesaris had a much modified M29 (No. 5) now to F-specification as far as bodywork, aerodynamics and suspension were concerned.

Still on the totally new cars there was the Theodore TR3 from the drawing board of Tony Southgate, late of the Arrows team. A fairly orthodox "kit-car" to English standards it was built to the 1981 rules and presented no problems other than getting it finished in time for practice, and fitting Patrick Tambay into the cockpit. The Italian Osella team were looking quite impressive, with two new cars which were developments of their 1980 cars, but conforming to the no side-skirts rule, and last year's car as the spare. Other new cars for 1981 were the March 811 and Fittipaldi F8C "kit-cars" as seen in the recent non-championship South African race. The Alfa Romeo team had three brand new cars, designated Tipo 179C, that were developments of last year's cars suitably altered to conform with this year's regulations and in the side pods were slots which encouraged some of the air to flow downwards to (optimistically) form an air curtain between the lower edge of the side-pod and the ground, thus keeping under-car air under the car and not allowing air to leak out of the side. Andretti and Giacomelli had three cars between them, all powered by the latest V12 engine.

The Brabham team were using C-versions of the successful BT49 with two brand new cars, number 11 for Piquet and number 12 for Rebaque, the latter having the Weismann gearbox. To compensate for the lack of side-skirts the cars were fitted with nose-fins with turned-down ends, and there was an elaborate hydro-pneumatic system of ride-height control that seemed to lower the car the faster it went, but after the first day of practice it was dispensed with. Car number 9, which was the spare car in South Africa was also the spare car at Long Beach.

Tyrrell, Arrows, ATS and Renault were all using last year's cars, modified where necessary to conform to 1981 regulations, though the French team had two brand new cars, RE26B for Prost and RE27B for Arnoux, with RE22B as the spare, and Ensign had the new car they had built for South Africa. The new Renault RE30, which is smaller, lighter and more compact and ready to go, is not due to appear until Grand Prix racing reaches Europe. — D.S.J.

Hillclimb

THE RAC National Hill Climb Championship for 1981 will be starting this month with the first round taking place at Wiscombe Park, Nr. Honiton, Devon on Sunday, 12th April. The entry list, which had not closed at the time of writing, looks impressive and it will be interesting to see what changes have taken place since last season. Testing sessions have already taken place both at Wiscombe and Harewood and fireworks look likely for the AMOC organised first round. The first climb is due to take place at 1.00 p.m.

P.H.J.W.

* * *

Correction

IN THE Obituary Notice to S. C. H. Davis last month I wrote that he crashed the Bentley he was driving at Le Mans in 1926 while in process of winning. I should, as a well-known Roesch Talbot fancier has pointed out, have written *finishing*. When the Bentley (the famous "Old No. 7") slid into the sandbank at Mulsanne, having run out of brakes, it was chasing the three leading Lorraines and there was about 20 minutes of the race left. It had overtaken one of the Lorraines at that point but had no hope of catching the other two, and these 3.4-litre, six-cylinder cars finished 1, 2, 3. However, the next year Davis and Benjafield made no mistake, bringing "Old No. 7 Bentley" home first, inspite of the White House accident. — W.B.

* * *

The Things They Say

"We do not like *modern* cars and we do not like motoring. . . my admiration is sought for the solidity of our Campagnolo gears, the light-weight strength of our Constrictor Conloy (Standard) Asp rims, or the silkiness of my pre-war Bayliss Wiley steel hub. . . devoted worship is reserved for his Blumfield large flange light alloy hub." Elizabeth West in "Hovel in the Hills" (Faber & Faber, 1977) — I would perhaps not have inflicted this enthusiasm for push-bicycles on you, if Sir Geoffrey Howe wasn't so obviously determined to drive everyone away from vehicles that use petrol or Derv! — W.B.

TUNING TEST

Capri 3.2

mpg and speed — at quite a high purchase price

LANCASTER GARAGES, just off Lambolle Place in London's NW3 district is the home of WM Auto Developments. The premises used to be those of Andy Dawson, but now a variety of engine work, from Lynx Jaguars to the occasional Manx Norton and regular power boat racing two-strokes, is underway.

Amongst the proprietors you find the name J. Miles. Remembering his work at Racing Services building Capri V6s — and studiously ignoring his journalistic role — we accepted an invitation to spend a filthy wet day motoring hard in his 3.2 litre Capri S.

Miles commented, "any of the items on the car can be ordered individually, or as a complete package. On the engine side the ideal customer might well have had the car two or three years and want the engine rebuilt anyway. Instead of spending £500, he spends £1,035 and ends up with an engine we think gives more of everything. Judging by the performance (it has been independently tested to provide 0-60 m.p.h. in under eight seconds and 125 m.p.h., plus 21.1 to 24.5 m.p.g. — J.W.) our demonstrator, which has an engine made up from some *very* secondhand parts, allows 148-150 b.h.p. and actually improves *part throttle* economy."

Prices are given at the end. Although the 3.2 litres (95.26 mm. by 73.94 mm. for 3160 c.c.) is the glamour part of the conversion, and the most expensive with its demand for a stroked production crankshaft as well as the oversize bore, there is much more of interest in this Ford. The first was the 2.8:1 final drive, offering 22.6 m.p.h. per 1000 r.p.m. (instead of a standard 3.09's 21.8 m.p.h.) on 13 in. Ronal-FAVO alloy wheels, yet capable of giving a more relaxed gait if allied with the recommended 14" diameter wheels and 60% low profile NCT tyres from Goodyear.

Then there was the handling. This was much altered in feel thanks to 2° extra castor in the power-assisted steering, while stupendous levels of adhesion, similar to those offered in racing Capris less than a decade ago, are provided by the 205/60 VR NCTs. Just fitting the tyres alone would be a disaster though, for Miles and company have spent a great deal of energy taking advantage of the adhesion, without the inevitable penalty of harshness that just would not be tolerable on a long Capri journey.

How? At the front, there is a twin tube Koni uprated insert for the MacPherson struts, while at the rear some special order low gas pressure Konis look after the damping. Unlike Ford engineers, Miles avoided lowering the Capri — it has little enough suspension travel as it is at the back — so the standard multi-leaves (four per side) remain. Front springs are FAVO 145 lb components in place of the production car's 106 lb units. Polyurethane front bump stops and rear mounts (replacing the production washers) are part of the conscientious assault on harshness. Miles disconcerted us temporarily by adjusting their rear pre-load 'in-flight' with a handy BMW 17 mm. spanner, as well as shuffling tyre pressures throughout the day, in a band between 20-24 p.s.i, thereby reminding us how to tailor a car to conditions and a driving style.

Also simple, but important as they allow good pedal action and improved fade resistance in our



OUTWARDLY, the only features which distinguish the WM developed 3.2-litre Capri are the wide wheels with low profile tyres and, from behind, oval tail pipes.

281 mile experience, were Mintex 171 front disc brake pads.

Outwardly the engine remains untouched, though a pair of Piranha ignition packs (one a spare, rally-style) adorn one wing. Yet, as with the Capri chassis side, it is the little touches of experience that have made the car, rather than expensive branded parts. Bottom end balancing is part of the procedure, necessary as the crankshafts are privately machined outside Ford for that extra 1.52 mm. stroke. Camshaft timing is subtly altered, allowing the exhaust valve a longer open duration instead of the normal, emission-conscious "early closing". Hand tools and elbow grease are also subtly used around the valve heads (both inlet and exhaust are left standard size), the porting and inlet manifold. Overall the engine efficiency is improved and "thanks to the higher gas speeds, we have found it possible to reduce the size of the accelerator pump jet", says a company statement.

Owing to the stroke increase, compression is slightly up at 9.8:1 (production around 9:1). Some 200 lbs ft. torque is claimed instead of 174 lbs ft., but the Capri has been developed on the road and private tracks, rather than on the engine bed, so the figures are based on the car's proven performance, not test data.

The test Capri, a hideous lime green ex-press demonstrator of 47,000 miles, by the close of our test, also carried the beautifully made performance exhaust system that is popular in Germany. It features oval tail-pipes, an echo of previous Ford performance Capris and Mustangs, but carries a resonance that can be annoying on the *Autobahn*. There is little other noticeable effect of that exhaust, not even undue tailpipe decibels.

Owing to recent book-work the writer has been assessing a number of Capris, including the standard 3.0 and 2.0-litre product, and a sensational-looking X-pack 3-litre carrying triple carburetters and Pirelli Rallye P7 tyres. This in mind, we set out to motor for the day, pausing only for adjustments, fuel, and a half hour lunch. Road conditions were mainly those of heavy rain: dampish tarmac was about the best surface tackled all day.

This Capri represents conversion work at its best. Every important aspect is improved. From the moment you turn the key and are rewarded with that characteristically uneven engine tickover, to the conclusion of a tough trip full of bumps, hairpins and surfaces offering adhesion more befitting a rallycross, there is extra pleasure to be had from what is already a good fun-for-the-money product.

The engine was worked hard for much of the mileage, though it really should be driven in third and fourth between 2500 and 5000 r.p.m. to make the most of its enlarged charm. Pulling power extends down to 1000 r.p.m. and little over 20 m.p.h. in fourth. I deliberately took it through Oxford City centre, aside from the enjoyable country motoring we covered, before letting Mr. Miles calculate m.p.g. The result was fractionally under 21, but since an attendant had swilled fuel all over a country forecourt in an earlier attempt to brim the now traditionally difficult-to-fill Ford tank properly (a five minute task if done conscientiously on many of the range today) we reckoned the fair figure was 21.1 m.p.g.

This was truly remarkable. To get much the same performance from the X-pack I recorded three m.p.g. figures in the 14s!

Despite its age and dubious ancestry, this V6, taken from a scrap yard and built to the specification outlined 17,000 miles ago, performed better than any production or modified carburetter Capri I have assessed since 1969. It was the way in which you could accelerate without changing gear that demonstrated the benefit of having even a production engine built to racing standards can offer the ordinary motorist. Full marks, but I think the same skill could be demonstrated on a standard 3.0 unit with little loss of performance, a slight m.p.g. gain and a lot more buyers.

As to the amount of work Miles has put in on mating NCT tyres to the Capri, I can report that the combination works best away from a motorway. Coming into a corner, the improved brakes and marvellous steering 'feel' are particularly praiseworthy. Thereafter, the amount you accelerate will govern the angle at which the Capri emerges: it will tail-slide, but at higher speed and without untidy lurches. A ride cross-country in this car says all that need be said on the subject of why many drivers will always prefer r.w.d.

A combination of original hard-back Recaro seats, the low profile tyres and the modified exhaust meant that our hour on the motorway was more tiring than it should have been. We hope that WM will be able to afford development to isolate the driver from these problems, and perhaps to carry out some of the detail aerodynamic work which could pay so much m.p.g./performance benefit on a car of Capri's undoubted suitability for further aerodynamic efficiency. As it is WM have demonstrated the effectiveness small cost-conscious companies can display in the development of mass production cars. — J.W.

WM offer:— 3.2 litres (based on new V6), £765; 3.2 on older engines, £1,035; Suspension, as described, £350; Mintex 171 pads, £21; RS alloys with 7" rims, £481.76 (4); 2.8:1 high final drive, £250; Pinto 2.0 litre with Group 1 camshaft and headwork, £215. All prices exclusive of VAT. Individual requirements on request, including combinations with X-pack parts. Contact Martin Murphy, Steven Whitmore, Mark Perry or John Miles. 01-586 7140.

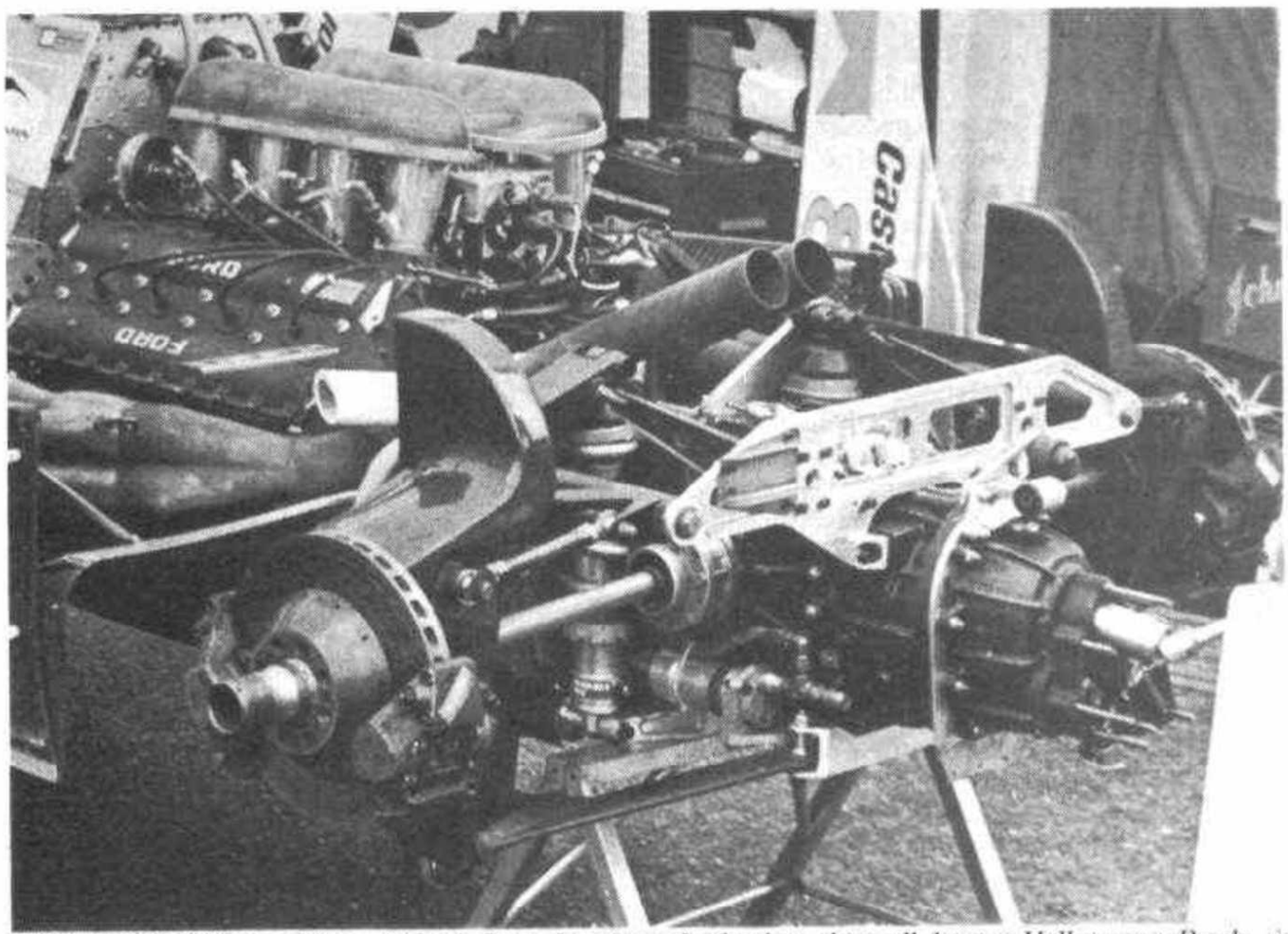
FORMULA ONE TREND OF DESIGN

Gearboxes

WHEN THE fashion for putting the engine behind the driver really got under way among the special builders, the problem arose of what to do for a gearbox and final drive unit. In the days of the front-engined special builders there was no problem, for engines like Bristols came with their own gearbox attached, and the ENV pre-selector gearbox could easily be coupled to most engines. Jaguar gearboxes were also available and Salisbury or ENV could supply final drive units. With the 1,500 c.c. Coventry Climax engine in the rear, Cooper utilised a modified Citröen front-wheel-drive unit, turned round through 180° and this led to a development that ended up with Jack Knight making a complete Cooper gearbox with the final drive combined within. I am not sure who it was who had the bright idea of taking a Volkswagen Beetle gearbox/final-drive unit and turning it through 180° and upside down, but it may have been Mike Hewland. Certainly it was Hewland who set the ball rolling with improved internals for the VW casing and later improved casings, oiling systems and so on, all of which developed into the Hewland gearbox/final-drive unit which is used by something like 95% of the racing cars built these days. The Americans refer to a combined gearbox and final drive as a "transaxle" which is a fairly neat description and though a lot of American racing cars use Hewland units, they also have some domestic ones.

In Italy Valerio Colotti, who used to be with Maserati, produced a "transaxle" for Formula One and in Germany Zahnrad-fabrik (ZF) also made a suitable transmission, which Lotus used extensively. Through all this the serious "constructors" as distinct from "assemblers" were making their own transmissions for the rear engined phase, notably Ferrari and BRM, but subsequently neither of them produced as neat a package as Mike Hewland. Today in Formula One Ferrari stands alone in having a transmission that owes nothing to Mike Hewland, all the other teams either using a standard Hewland "transaxle", a modified one, or one of their own design that has developed from the Hewland VW concept.

The major teams, like Williams, Tyrrell, Lotus and Brabham have their own designs of gearbox casing, made for them by such firms as Kent Alloys, into which they fit certain Hewland components with their own ideas on crownwheel and pinion and limited-slip differential. These teams develop their gearbox casings to fit in with the basic design of the rear of their car, incorporating their own mounting lugs, suspension pick-up points, their own oiling system and so on. A year or two ago McLaren squeezed a sixth set of gears into a Hewland casing, the normal one having five, but it was not a line of development that has progressed very far. Renault and Ligier rely on parts from Hewland and some of the less afluent, or less well-equipped teams, rely on a complete Hewland transmission, as supplied. When Brabham were using the Alfa Romeo flat-12 engine they started off with a Hewland package, but gradually it developed into an Alfa Romeo unit, albeit still to the Hewland layout. Lotus have experimented with a gearbox of their own manufacture, with assistance from the German Getrag firm, but it still owes its layout to Hewland, which in turn owes its layout to the Volkswagen which all comes down to old Dr. Ferdinand Porsche.



THE HEWLAND gearbox, derived from the transaxle fitted to the well known Volkswagen Beetle, is positioned behind the centre line of the rear-axle, as can be seen in this photograph of the engine and transmission of a McLaren. The input-shaft lies below the differential and the output-shaft is fitted with a pinion which acts directly on the crownwheel.

This basic layout consists of the crownwheel and pinion, and differential being situated just behind the clutch, with the gear clusters behind the axle line; the drive from the clutch runs under the differential, into the gearbox and forwards to the pinion. This is a layout that Dr. Porsche used on his original P-Wagen of 1933 that became the Auto Union and while it is a perfectly reasonable and reliable layout, it does mean that you have a great lump of weight mounted behind the centre-line of the rear axle. For any designer who believes in low polar moments of inertia this gearbox layout is not a good thing. It has to be suffered and allowed for by other means, but it is by no means ideal. As in so many things to do with racing design Enzo Ferrari and his designers have other ideas, and in 1975 he came up with the "Trasversale" or transverse transmission. In this the whole gearbox is ahead of the axle centre line and to one side of the centre-line of the car. The input shaft feeds in through bevel gears so that the gearbox mainshaft and layshaft lie across the car instead of parallel to the car's axis. The drive to the differential is through spur gears, doing away with crownwheels and pinions. Maserati used a similar layout on their 250F in 1954, with front engine. The Ferrari transverse gearbox and final-drive has proved enormously successful, extremely reliable and remarkably compact, but no-one has seen fit to copy it.

Similar in principle, but totally different in layout is the "transaxle" designed and built by Pete Weismann in California, for Ecclestone's Brabham team. Whereas Ferrari was interested in not having a great lump of weight out the back of the car, Weismann was more interested in compactness, narrowness (for under-car air reasons) and having space behind the transmission in which to put the suspension units. The Weismann transmission unit is tall and narrow, taking up space that is not needed for anything else. Small bevel gears turn the transmission line at right-angles on entering the box and then gearbox shafts and final drive pinions are all in the same transverse plane.

While Ferrari shows no sign of deviating from the successful "trasversale" unit, and Hewland has no reason to change from the Volkswagen concept, there are other thoughts in designers' minds. Colin Chapman still has the idea to develop a fully automatic transmission and Renault are thinking along the same lines. With the narrow r.p.m. band of the modern racing engine a close-ratio five-speed gearbox has such close ratios that it is not far from an infinitely-variable transmission, and with a turbo-charged engine, such as the Renault, that does not enjoy changes in r.p.m. it would seem logical to develop some form of automatic and infinitely-variable drive in what would be, in effect, a torque-converter. Some form of hydraulic drive would be the obvious answer, but space, weight and complications are against most systems as far as the racing car designer is concerned. In spite of what some people may think the power and torque of the racing engine is still the heart of the problem in racing car design and as more and more horsepower is squeezed out of the 3-litre atmospheric engine or the 1½-litre forced-induction engine, r.p.m. continue to rise and power-bands become smaller and smaller. A usable r.p.m. band of 2,000 is about the average in Formula One, such as 9,000 to 11,000 r.p.m. as in the Cosworth DFV or 10,500 to 12,500 r.p.m. as with the Ferrari, so that gear ratios either have to be very close, to prevent "falling off the cam" or there have to be a lot of ratios, which is tiring for the driver, or some new form of transmission is called for. It is quite possible that we shall see something new in the coming years. When you look at the 1933 Auto Union and the Hewland gearbox of today we do not seem to have made much progress over the years. When Antique Automobiles resurrected a 1938 Auto Union that was devoid of a gearbox unit, they grafted in a Hewland without much difficulty. From a design standpoint that cannot be right, for what was good in 1933/38 should have long been superseded by 1980. — D.S.J.

Trevor Taylor remembers . . .

IN this day and age of "big money" Grand Prix motor racing, it is difficult to imagine any driver maintaining the same life style *after* he finished his active participation as he followed before he was involved. Even moderately successful Formula One drivers can earn a reasonable living out of the game and many people quite rightly feel that this desire to sustain a certain standard of living has almost relegated the pleasure of involvement to second place in many drivers' priorities. Some would say that it is fashionable to "knock" the current style of Grand Prix motor racing. Equally, others deride talk about motor racing "sport" as outmoded and "fuddy-duddy", the nostalgic preserve of those whose memories extend only up to the start of the Second World War. However, it's less than two decades from the time when many people went Grand Prix racing because they wanted to do it for sheer fun, without any grand aspirations of becoming rich, living in tax havens and retiring with vast sums of money in a foreign bank account. One such individual is Trevor Taylor, team mate to the great Jim Clark in the works Lotus Grand Prix team throughout the 1962 and 63 seasons, and MOTOR SPORT recently took a visit to his family garage business in the Rotherham suburb of Wickersley to chat about old times and old faces.

Lest one should get the impression that youngsters have only been getting into Formula One over the past decade, we should explain that Trevor Taylor has been retired from active motor racing for ten years, yet is still only a trim 44 years old, three and a bit years older than Mario Andretti — and a grandfather as well! He first started his motorsporting activities in 1954, at the age of seventeen, when he and his elder brother Mike built a quite neat and stylish Ford-engined special called the X100. "It created quite a bit of local interest," recalls Trevor, "and not only in the newspapers. We were actually invited to show the car on a BBC television programme called *Teleclub*. We did some sprints in it and decided at one particular event that whichever of us was quicker would be the full-time driver and the other would serve as mechanic. I think I ended up two-tenths of a second faster than Mike, and he immediately retired to become my mechanic. He was fantastically loyal and even came with me when I joined the Lotus Formula Junior team". Trevor is quick to add that Mike still works in the family business which was originally started as a coachwork building concern founded by his still-enthusiastic, semi-retired father. Anxious to compete in as many events as they possibly could, the Taylor brothers also fitted the X100 with a "sort of hard top" and entered it in the Yorkshire Rally, but Trevor admits "it was so cold out in the snow that we gave up and came home. Dad was disgusted and wouldn't speak to either of us for a week!"

For 1955 Trevor's father bought a Triumph TR2 for his son to use in local northern club races and sprints, and this was retained for a couple of years before they acquired a JAP engined Staride Formula 3 500 c.c. single seater. "I remember first racing it at the Brough airfield circuit," he recalls, "but it wasn't as competitive as the Norton engined cars — or as reliable." Wisely joining the ranks of Cooper-Norton owners, the Taylors then acquired the machine which had



been used by Stuart Lewis-Evans prior to his graduation into Formula One. Distinctively painted in black livery with bright yellow wheels, and Trevor decked out in matching yellow crash helmet and overalls — "everybody was wearing blue ones at the time, so I got Les Leston to make me up a set of yellow ones" — the Taylor's Cooper-Norton was a familiar sight on the Formula Three grids throughout 1958 and 59. He won a lot of races, beating many of the established stars like Jim Russell and Don Parker in the process. "That was a rough old business," grins Trevor with pleasure, "but it was tremendous fun and I learned a great deal from it all."

At the end of the 1959 season Trevor and his father decided that they would move up into Formula Junior. "We went down to the Racing Car Show at the start of 1960, originally planning to go and chat with Eric Broadley since the Lola looked like being the car to have," recalls Trevor, "but we bumped into Colin Chapman on the Lotus stand and he had a long talk with Dad and I. He offered me a Lotus 18, on the basis that if we bought it and paid for its running, he would operate it as a works car." Taylor was invited to a test session with the car and immediately realised that it would be highly competitive, so the deal was done and he lined up alongside Jim Clark as the second works Formula Junior driver for the 1960 season.

Between them, Clark and Taylor simply mopped up the opposition, and Trevor enhanced his reputation with wins at Aintree, Crystal Palace, Silverstone, Brands Hatch and Goodwood. Amazingly, when it came to the start of the final round at Silverstone, a study of the records showed that he and Clark had the same number of wins, second places, third places and fastest laps. Remembers Trevor, "Jim couldn't do that final race at Silverstone because he was off racing F1 somewhere else. So I suggested to Colin that we share the Championship, Jim and I. We went to John Eason-Gibson with the suggestion and the RAC accepted our idea". Today such a gesture would be dismissed out of hand as "unprofessional", but it seems merely a reflection of the different attitudes which prevailed in those relatively carefree times — as well as an insight into Trevor Taylor's regard for Jim Clark. Talking about that first year in Formula Junior, Trevor stresses just how much he owes to his father for making it all possible. "We had the best of everything. If we needed some more wheels, or a new engine, we just went out and got them. You know, Mike and I were young at the time and I don't suppose we gave a second thought to just where the money was coming from. But it was Dad all the time. I know he'd got a good, solid business, but we were spending a *lot* of money on my motor racing by the standards of those days. He always gave me whole-hearted support and never skimped on anything."

For 1961 the Lotus Formula One team was composed of Clark and Innes Ireland, Trevor remaining for a second season in Formula Junior with the new Lotus 20. He romped away to win an (unshared) Championship once again with wins at Snetterton, Oulton Park, Aintree and Crystal Palace in addition to his first foreign triumphs at Solitude and Reims. After being given his first F1 outing in an old Lotus 18 in a non-title race at Crystal Palace, Taylor watched from the touch lines as the difficult situation between Chapman, Clark and Ireland brewed up during the course of the season. Chapman could clearly see that Clark, ostensibly his F1 team's number two driver, had the promise to eclipse Ireland's level of ability and when Innes was dismissed at the end of the year it was an even more agonising business since Innes wound up the 1961 season by winning the United States Grand Prix at Watkins Glen, Team Lotus's first Grand Epreuve triumph. When Ireland was fired, Trevor Taylor found himself invited to join Chapman's Formula One team alongside Clark. "I didn't need to be asked twice when Lotus 'phoned and asked me if I would run in South Africa during the winter of 1961/62. I'd half been expecting it anyway . . ." smiles Trevor.

Clark and Taylor were armed with 4-cylinder Coventry-Climax engined Lotus 21s for their South African tour and Trevor started the 1962 season with victory in the Cape Grand Prix on January 1st. Interestingly, examining the MOTOR SPORT records, Taylor not only won the first international F1 race of 1962 on New Year's Day, but by taking his Lotus-Climax V8 to victory in the Natal Grand Prix on December 22nd, during the next "winter tour", he also won the *last* Formula 1 race on the calendar. However, as Trevor was quick to remind us, a great deal of trouble and heartache went on between those two successful events.

"I started off by knocking the 24's nose section off at Monaco," he smiles, "and then everything went fine at Zandvoort where I finished second, between Graham Hill's BRM and Phil Hill's Ferrari V6. I remember being quite impressed with myself at the time, beating the reigning World Champion". Then came the 1962 Belgian Grand Prix at Spa Francorchamps — and with it came trouble for Trevor Taylor!

Taylor recalls that he enjoyed Spa and led for 15 laps of this race "before I locked my rear wheels and slid up the escape road at La Source. That let Jim go by in the new monocoque Lotus 25 (Taylor was still using a spaceframe 24 at this state) and I got involved in a big battle with Willy Mairesse's Ferrari. He was a bit quicker than my Lotus up the back section of the circuit, climbing back up from Stavelot and he got very close on one lap as we went into the last left hander but one before La Source".

At that time, the ZF gearboxes used by the Team Lotus Formula One cars had a rod activating their selectors sticking out of the rear of the casing. Coming through that left hander at Spa, the "shark's nose" of Mairesse's Ferrari got close enough to tap the rear of Taylor's gearbox, actually knocking it into neutral. "Suddenly the engine revs went sky high and my car snapped sideways," Trevor remembers with a wry grin on his face, "I was heading straight off the road, but I honestly think that Mairesse's Ferrari then saved

my life. It hit me again and straightened my car up slightly. If it *hadn't*, I'd have gone straight off into a bank. As it was, I shot down a ditch and Willy hit a telegraph pole, rolling his car over in flames . . ." What Taylor modestly doesn't admit is that the telegraph pole fell down, bisecting the Lotus just behind his head. Trevor hobbled away, shaken, but Mairesse spent several weeks in hospital recovering.

Trevor continues, "I was getting a bit prone to accidents by this stage". At Rouen, gendarmes lined up in front of the pits at the end of the 1962 French Grand Prix prevented Surtees and Trintignant from pulling off the circuit and their two cars were stopped, virtually side-by-side, as Taylor's Lotus 24 came flying over the brow before the startline. "I came over that brow and thought 'I don't believe this!' There was simply nowhere to go". Trevor's Lotus locked up its front wheels for 150 yards as he aimed for the gap to the left of the track between Trintignant's machine and the straw bales. "But I could see that there was only room for the monocoque without its wheels. I ducked down low in the cockpit, thinking 'Ah well, Trev — here we go again', and came shooting out the other side like a sausage. Mercifully, Chapman could see what happened and fully realised that it wasn't my fault!"

Trevor escaped from this accident unscathed, but the pattern of his misfortune continued. At Enna, the extremely fast lakeside circuit in central Sicily, Bandini's Ferrari dived inside him on the 120 m.p.h. corner before the pits, but the Italian slid wide in front of Trevor's Lotus as he came out of the corner, dropping a wheel on the "rough stuff" and showering him with rocks. Taylor raises his eyebrows in retrospective frustration, even nineteen years later! "One rock went straight into my mouth, another knocked me out. The car hit the guard rail, rolled, threw me out onto the track and then launched itself back over the guard rail where it burst into flames. I was left skating down the track on my backside!"

Towards the end of the year there was some consolation for Trevor Taylor when he found himself leading the non-Championship Mexican Grand Prix only to be called in to have his car taken over by Jim Clark. "But Jim was most generous about it and I still have a gold Rolex watch he gave me with 'winner, 1962 Mexican Grand Prix' inscribed on it".

As far as Trevor Taylor was concerned, playing "second fiddle" to Jim Clark in the Lotus team did not worry him at all. Talking to him on the subject of this twice World Champion Scot, it is obvious that Trevor has nothing but praise for the shy and unassuming Border farmer who became one of Grand Prix racing's greatest exponents of all time. "For me, Jim was the best of all time," says Taylor without a second thought, "I know that it is difficult comparing different drivers from different eras, but I will always consider Jim Clark to be the very best. I raced against him, he was one of my contemporaries. But there was no way I could compete with him. I had to try, to work at the business. He was born to it. Sometimes I use to follow him round, but although we'd got totally different styles, I knew there was no way I was going to do what he was doing". Trevor cites one particular example of following Clark through Goodwood's Woodcote corner and into the chicane. "I was thinking about getting the power down through the chicane and watching Jim at the same time. Then he just flicked the car sideways round Woodcote and was away, through the chicane and off in one flowing movement. There was just nobody racing at the time who was in his class".

Trevor makes it clear that his high opinion of Clark wasn't simply confined to his racing ability. For his team mate Jim represented all the good qualities by which he still judges personal standards. "He would *never* do anything behind your back," recalls Taylor, "he would rather help you than hurt you. He was a truly gentle character and I don't recall ever having a hard word with him. People used to get the wrong impression about him, of course. They thought he was cold, but the truth of it was that he was very shy if he didn't know you. He was a thinking driver as well. I remember when he once had a big argument with Chapman at Oulton Park following a steering breakage. He came over to me, fuming, and said 'I wonder what this is all about, Trev. This motor racing lark sometimes seems to be a mug's game'. He didn't often fall out with Chapman, probably because Colin knew how good he was and didn't push him too far. But when he got into one of these moods you just had to leave him alone and let him work his problem out for himself."

Taylor's relationship with Colin Chapman was quite satisfactory for the entire time they worked together, but although Trevor admired and respected him as a racing car designer he felt that he was a man to be kept at "arms length" on a personal basis. "I always got the impression that he would dominate everything and everybody if he got the upper hand, but he respected you if you decided to stand up to him and confront him". Taylor smiles when he recalls how Colin came up to him on the plane to the United States Grand Prix at the end of 1963, suggesting that Trevor concentrate on Formula Two and sports cars for the following year. "He told me that he thought he could bring me back into F1 after a brief rest", says Trevor laughingly "but I wanted to stay in F1 and so we parted company. I always amuse myself by thinking that he didn't want to increase my share of the car's earnings. In 1962 I didn't have a retainer, of course, and took only 25 per cent of the car's income, paying my own expenses out of what I earned. In my three year contract it said that I would have 33 per cent the second year and 50 per cent the third year. But Colin came to me at the start of 1963 and said 'Trev, times are hard', so I agreed to go on for 25 per cent!" When the writer told him about the sums of money involved in Formula One today, Trevor simply shook his head in amazement. "I averaged between £200 and £300 per Grand Prix," he laughed, "and when I came home from the US after driving one of Tom O'Connor's Lotus 19 sports cars with a couple of thousand dollars in my pocket, I thought I was a millionaire!"

Generally, Taylor had a peaceful and pleasant relationship with Team Lotus throughout 1962 and 63, despite his alarming series of accidents. But there is one incident that stands out. When he won the Natal Grand Prix at Westmead, at the end of 1962 season, he crossed the line with only fourth and fifth gears working. Clark's Lotus 25, which had encountered some problems, finished second "about twelve seconds behind me". Trevor laughs again as he continues the story; "I was having to slip the clutch all the time to get round the slow corners, so I'd got my problems. Then in the car going back to the hotel Colin turns to me and says 'Trevor, I'm absolutely disgusted with you, not slowing down and waiting for Jim'. I just exploded and replied 'don't be such a daft so-and-so, I couldn't have gone much slower if I'd *wanted* to!' That was our only real row!"

After leaving Lotus, Trevor's path took him to the British Racing Partnership team, funnily enough driving alongside Innes Ireland, the man he'd succeeded at Team Lotus. Taylor's eyes light up when he recalls his relationship with Innes; "He was always my kind of man, a real larger than life character. At first I think he resented me for taking his drive, and we nearly came to blows in a bar at Reims the following year. But we made it up over a few jars and, by the small hours, we were the best of friends, staggering home to our hotel down the main street clasping each other round the neck and continually patting each other on our backs!"

Unfortunately the Tony Robinson designed BRP-BRMs, just "didn't handle proper" and the best Trevor could salvage from that year was a sixth place at Watkins Glen. Then BRP ran out of money and Taylor's Grand Prix career came to an end. His racing continued for the next few seasons with sponsorship from Sheffield industrialist Hugh Griffiths' Aurora Gears operation, the cars including a couple of Mini-Coopers — "for myself and sister Anita, an amazingly good driver" — and latterly an F2 Brabham. Trevor was also inveigled into the cockpit of the Shannon-Climax V8 for the 1966 British Grand Prix at Brands Hatch, "but it was a dreadful car and when petrol began pouring into the cockpit on the first lap, I pulled off and stopped on the course. I didn't want to get back to the pits and have that awful thing repaired!"

For much of 1967 and 68 back trouble kept Trevor Taylor away from much motor racing, a long-term legacy of all those accidents. But at the start of 1969 he was invited to drive a Team

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TAYLOR with his Team Lotus 20 in which he became 1961 Formula Junior Champion



TWO TOP GERMAN CARS

The Editor tries the BMW 628Csi coupé and the Porsche 924 Turbo

THESE are two makes of car for which I have enormous respect. I used to be very well acquainted with both but for several reasons BMW and Porsche models have eluded me until recently. So it was with some feeling of enjoyable anticipation that I made re-acquaintance with them.

The BMW was to be sampled first, in the form of the new (the Munich Company is so keen to up-date its range of models that it may not be quite the newest when you read these words) 628Csi coupé. The idea behind this particular model out of the big selection of different BMWs is that not everyone needs a full-scale road-burner that gallops up to 140 m.p.h. at the rate of pick-up best expressed as 0-60 m.p.h. in 7½ seconds, I should think not indeed, but that there are discerning drivers who can appreciate a luxury coupé with a smaller engine than the 635Csi, giving better economy while giving nothing away in comfort and convenience.

So this 628Csi has been introduced, with a fuel-injection six-cylinder engine that at 2,788 c.c. gives away 0.7-of-a-litre to the equivalent 635 model, but will still get up to some 130 m.p.h. and accelerate from rest to 60 m.p.h. in a matter of about nine seconds. That is decently fast enough for many of us, on restricted British roads, and I personally was happy not to have my passage proclaimed by the 635's front spoiler and rear air-dam.

Incidentally, BMW are rather interesting in the matter of options — I mean options, not extras. For example, that now all-too-rare cosseter, real leather upholstery, is normally fitted on the 628Csi but if you are of the opinion (which I am not) that this is too cold, too slippery, too much of a pants -polisher, they will do your seats in cloth. Similarly, you can have Recaro front seats and competition suspension at no additional cost, and I think I would have liked these. Extras you do have to pay for, that the test-car had, are headlamp wipe/washers, an electric sliding roof, a limited-slip differential, head-restraints for the back seats, and air-conditioning. This totals an additional £2,397 on the car-price of £16,635, so that it comes out almost as expensive as the faster BMW coupé, without these options which I prefer to call extras.

If I had to economise while still being able to afford this kind of BMW I might opt against the headlamps-cleaning (£211) — a duster being so much cheaper but much more trouble — and as I do not rate as a rally-kid boy-racer (alas!) I would go for an unrestrained differential, except that not having driven a 628 so equipped, I don't know what the difference would be. As I don't think about having ghastly accidents anyone who elected to sit behind me would have to do without neck-protectors (£67). Air-conditioning? Awkward, because if the test-car was so embellished I didn't notice and what I thought of as an inconveniently insensitive hot/cold air-supply was to be a major criticism of this car. In the absence of any instruction-book how was one to know how to set this luxurious device? It costs £1,212 anyway . . . But the sun roof (£624) I *would* want, although there is only a quite small roof opening. If you prefer automatic transmission to a nice 5-speed manual box, the extra cost is £360.

Anyway, coming out of an office conference one winter evening, the resumption of my BMW love-affair awaited me in the car-park. Getting into a strange car in the dark can present minor problems, even to the experienced. So full marks to this well-endowed 628 for not doing so. After a brief call at a daughter's flat to revive a flagging body with tea and toast I set off in the dark for Wales, 170 familiar miles away, very happily, not knowing that fog was the order of the night. However, following a motor coach, dazzled by its huge rear fog-lamps from Oxford to Evesham, gave time for contemplating the 628's details.

I used to use BMWs regularly, but that was in the dark ages, centuries ago. Yet it was apparent that these well-engineered and conceived motor cars have not changed much, haven't lost any of their (to me) former appeal. Nor their little idiosyncrasies. Like the driver's door needing a decent push to close it fully, the hand-brake not holding on hills unless firmly applied, the cubby-lid containing a dangerously-situated lock waiting to snag unsuspecting wrists, and the headlamps being less good on dipped than on the powerful full-beams (on the 628 these are still twin circular Hella lamps on each side, of 5½" dia., and 55W halogens). The two big circular heater/ventilation controls and similar fan control on the fascia haven't altered either (where was that air-conditioning setter?), nor has the subdued interior trim, and those easy-to-read black-backed instruments, which endear BMWs to those who hate flamboyance in a motor car. And thank St. Christopher for a steady-reading fuel gauge. The seats remain hard, the gear-change as good as I remembered it, with five forward speeds on this 628Csi, reverse and fifth both outside and forward in the gate; apart from occasional baulking between 3rd and 2nd, the gear changes go through very nicely, with rather long fore-and-aft lever movements, reverse being delightfully easy to engage.

On un-congested roads the 628 coupé comes into its own. It will cruise fast quite effortlessly, the beautifully-made, in-line, six-cylinder, 86 × 80 mm. single-o.h.-camshaft engine hardly turning over at some 2,600 r.p.m. at the legal cruising speed on normal British roads or at 3,000 r.p.m. on our Motorways. Use the gears and accelerator to some purpose and the response is highly effective, and smoothly administered, although without a Rover's eight-cylinder suavity. The BMW's overdrive fifth-gear gives the impression of being a proper cruising ratio, whereas on so many cars it seems too low, suggesting that the speeds at the other end of the gearbox are unnecessarily so. Although you *can* run this BMW in 5th at 30 m.p.h., it feels uneasy, treated thus, so it is prudent to drop into normal top with an easy, if long-travelled, move of the stubby, gaitered gear-lever. Certainly there will be no quick response unless you do.

The suspension is another reminder of my old BMWs. It allows quite a lot of movement and yaw, not as pleasantly as does that of an Alfa Romeo, perhaps because a BMW feels a heavier car. Yet this does not spell poor road-clinging or call for cautious cornering. The reverse, in fact, aided on the test-car by Michelin XWX 195/70 VR14 tyres, on the light-alloy wheels. The power-steering, geared 3½ turns, lock-to-lock, is as pleasing as ever. The 15" dia. steering wheel has four horn-pushes in its spokes, which are not always there when wanted. While any BMW gets very high marks in my book for controls and layout thereof, both fuel-filler position (sensible cap on a vertical neck, under an unlockable flap) and bonnet-release have not been "corrected" for a r.h.d. car, which at a £16,000 purchase-price one might have expected. The turn-indicators are worked by the left hand of the two control stalks. Normally I can do without computerisation but confess that the 628's neat r.h. panel of single-button-operated warning-lights for checking that all was well, even to rear lights working and screen-washer bottle charged, was welcome. Even so, it is possible to leave the side lamps on inadvertently.

As I have said, the suspension is on the lively side, in spite of the strut-damped all-round independence, but the all-disc brakes function with enormous power, after a momentary sense of nothing happening, another BMW remembered characteristic. The system is servo dual twin-circuit, using 10.7" discs.

The 628Csi engine delivers 184 (DIN) b.h.p. at 5,800 r.p.m. and in the absence of an instruction book and no warning marks on the tachometer, I assumed could be run up to the indicated 7,000 r.p.m., which was, of course, never needed. The torque figure is 177.2 ft./lb. at 4,200 r.p.m.

The steel coupé body has two wide doors with good "keeps", access to the shaped back seats being easy. The boot is enormous (14.6 cu. ft.). Quiet central door-locking is a boon, the boot being included. Although this is a two-door car it has what was once dubbed a 4-light body, meaning one with four side-windows. On the 628 all these are electrically operated, from four neat controls on the gear-lever surround. For the nervous, let me say that this body possesses a hidden roll-over bar in the roof centre. A dangerous item to those who cannot think of motoring without visualising bloody accidents is the hard "peak" of the 628's angled fascia, although I expect Mr. Paul Layzell of BMW's will tell me it is collapsible.

I do not propose to itemise the impressive

THE handsome and sleek lines of the BMW 628 CSI.



628Csi further, because it is so similar to the 635Csi coupé that was the subject of a long report in MOTOR SPORT for April, 1979 (photostat copies available). Except to say that the expensive air-conditioning was a disappointment, as I never found out how to drive it correctly, so was mostly either too warm, or chilled. De-frosting, however, worked well, but there is no proper indication of upwards or downwards airflow. The Bosch L-jetronic fuel injection ensured prompt cold-starts. There was all the feeling of quality one associates with BMWs and those "hidden" assets, such as the very full set of tools neatly cased under the boot-lid, which I recall from my 520i days, a digital clock on the fascia, difficult to read in daylight, and a rechargeable inspection torch in the cubbyhole. Stowages consist of a well in the fascia-top moulding, rigid door pockets and a big, lockable cubby below the fascia, but the air-conditioning plant fills the console well. The test-car had a Blaupunkt radio and a Hamburg CR Stereo, with automatically-retracting aerial. Another item that hasn't changed on this particular BMW is the interior door-handles under the arm-rests, so easy to work that a nervous passenger might fall out! The slightly "squidgy" feel under heavy braking is a legacy of the supple suspension characteristics. Also, there is still too much wind noise at high speeds.

As for fuel consumption, this 130 m.p.h. BMW's official energy-statistics are 16-41½-30.7 m.p.g. and the Concessionaires claim over 30 m.p.g. at Motorway cruising speeds. I did a lot of that and, in fact, the overall fuel-thirst came out at 25.6 m.p.g. As the tank holds 18½ gallons the range is impressive. Checked after 800 miles, no oil had been used. The £30-a-year 24-hour BMW rescue scheme seems a good bargain and I must say the 628 coupé proved adept at extracting itself from considerable snow.

After a long spell with BMWs I was weaned away from them by the offer of a V8 Rover 3500. It is more important to Drive British now; but I can see from the 628Csi what I have been missing.

* * *

I HAD not driven a Porsche for such a long time that when Mike Cotton laid on the 924 Turbo for test I couldn't at first remember whether it was front, mid, or rear-engined! In fact, of course, it is what some Porsche fanatics would refuse to recognise, inasmuch as a Porsche to them has to have the engine at the back and be air-cooled. Whereas the 924 uses a front-mounted power unit, which is water-cooled. However, this has not prevented it from being the best-selling Porsche model throughout the World, Britain being the second largest export market for this German manufacturer, after America. My trial of the 924 Turbo was appropriately timed, inasmuch as it took place at about the day when, after a five year production run, the 100,000th 924 left the Stuttgart factory.

Anticipating being let loose in one of these celebrated sports cars — I use the term sports car advisedly, for Porsche describe themselves as the only German manufacturer to make just that one type of car — I speculated a bit on the nature of this famous company.

We are used to hearing that Rolls-Royce of Great Britain makes the World's best cars, you know, or you should if you have read MOTOR SPORT for any length of time, that Mercedes-Benz produce those with the best engineering and most impeccable road manners. But less has been said here latterly of the perfection looked for by the engineers at Porsche, under Helmuth Bott, Director in Charge of Research and Development, when making and marketing their individualistic sports cars. In all, more than 1,100 scientists, engineers, technicians and master-craftsmen work at the Porsche Development Centre at Weissach on tasks connected with Porsche products, research for other companies, and motor-engineering projects partially financed by the German Government. Such research is concentrated very much these days on obtaining lower fuel consumption, but many other factors, such as noise suppression, lightweight construction, improved handling, aerodynamic improvements, rust suppression, safety-factors and so on, are looked at very carefully by Porsche. The exhaust-turbo adaptation to the 924 engine was the responsibility of Dipl.-Ing. Heinz Dorsch, Head of Engine Testing, who has been on the staff since 1966, and of Ing. Julius Weber, in charge of engine performance testing, who has been with the company a year longer than his colleague. Similarly Dr. Ing. Dusan Gruden has worked there since 1973, a member of the Propulsion Systems Research Directorate, concerned especially with the TOP combustion-chamber. Hermann Schreiner heads the Experimental Electrical Equipment Research Department, Dipl.-Ing. Reimer Pilgrim looks after vibration technology and acoustics research, Robert Mueller leads the transmission-design department and Dipl.-Ing. Manfred Bantle, who was responsible for the 908/03 racing Porsches from 1968 onwards, heads running-gear research — did you realise that a different specially-developed gearbox is used for every Porsche model? Such transmission is designed under Dipl.-Ing. Wolfhelm Gorissen, while Dipl.-Ing. Hermann Burst looks after bodyshell research.

This splitting-up of responsibilty for various parts of the car is typical of German thoroughness. It is interesting to find that one aspect of the 924 is its rear transaxle, more often called a De Dion axle, although strictly Bollée/Trepardoux might be more accurate. I was always rather pleased that the Rover 2000TC I used to drive had this form of transmission, and disappointed when the Solihull make changed over to a normal rear axle, although admittedly Spen King has achieved excellent handling with this less-expensive layout. The De Dion rear end was used, on a De Dion Bouton, believe it or not, from 1900 in order to obviate a heavy axle assembly pounding the primitive tyres then in use. Later it was used to improve wheel adhesion by thus reducing unsprung weight, to locate the back wheels vertically, and to counter the effect of torque that resulted under acceleration in one rear wheel lifting from the road and tending to spin.

I suppose it can be said that with modern tyres and efficient dampers there is now much less concern over the unsprung weight of a normal back axle and what it can do, and that the limited-slip differential to a large extent answers the wheelspin problem with such a rear axle. So why do Porsche use this form of final-drive, on the 924? They say that a transaxle distributes weight better over the two ends of a car, engine at one end, gearbox at the other, and that it even enhances the car's safety-factor because impact shocks, applied to either end of the vehicle, are transmitted along the length of the structure, by-passing the central, passenger-shell. I believe a lighter propshaft is also possible, because gearbox torque-effects are not transmitted thereby, which helps reduce overall weight. Be all this as it may, it is nice to know that a form of final-drive associated with a very few, and those exotic, motor cars features in this front-engined Porsche, a legacy from the VW-Porsche design.

Changing the subject somewhat, how does the Porsche 924 Turbo figure on the road? It appeals in so many ways. It is beautifully constructed and turned out. It has practical instrumentation and controls. It responds very well indeed to a driver's responses, with very crisp, impressive acceleration, when the inlined 4-cylinder 86½ × 84½ mm. (1,984 c.c.) 170 (DIN) b.h.p. single-overhead-camshaft engine comes "on song". It is of an efficient rather than an attractive shape, with its low nose, concealed headlamps, and rear spoiler, the bonnet-top broken only by the r.h. air intake. And before criticism is levelled at the very restricted size of the rear compartment of the two-door coupé body, note that Porsche themselves say the back seats are intended for "two children quite comfortably or even adults for short journeys". Folding the curved rear seats enlarges the luggage space. There is a fine air of restrained good taste about the 924 as a whole, yet it possesses such enjoyable performance and road manners as to make one go out just for the sheer pleasure of driving it, as another writer, many, many years ago, remarked of the then-new 12/50 Alvis.

Porsche finish is renowned for its quality and inside the 924 there is restrained, straightforward efficiency. VDO speedometer, tachometer, and the combined fuel and heat gauge (which also incorporates the warning lights) are before the

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THE travel stained 924 Turbo Porsche photographed on a stormy March morning.

BOOK REVIEWS

"Turn Left — The Riffs Have Risen" by A. Cameron Gilg, 191 pp. 9" x 5½" *(The Royal Automobile Club, 83-85 Pall Mall, London, SW1Y SHW.* £4.50.)

Some time ago there was a twice-shown TV documentary about how a Morris Minor tourer was driven from England to Cape Town in 1933 and how the two men who made the expedition, Alan Gilg and air-line pilot Walter Kay, were united 40 years afterwards. Barry Cockcroft, who produced and directed the TV film, has now edited a book about the adventure and Kay has contributed some anecdotes to Gilg's story. The book is very nicely produced indeed and is well packed with pictures from the films taken in 1933, by no less than the RAC itself.

Gilg was an essentially quiet man and the idea of driving a standard 8 h.p. British car to the Cape was a form of badly-needed escapism. From a wealthy upbringing — Cameron describes him as ". . . a good example of a particular breed of Englishman which flourished as never before in that slightly unreal yet curiously exhilarating period between the two World Wars, when merely to be English and a gentleman gave one an edge over the rest of the world" — he suffered first the loss of a secure business and then an unhappy love-affair. He decided that the cure was to drive endlessly towards the unreachable horizon. Walter Kay, being at a loose end and wishing to get to Africa, went along as companion.

Gilg was 23 when he undertook to be the first person to get a baby-car across the African continent. He simply bought a 16 mm. cine-camera, as taking better pictures than the less-expensive 8 mm. camera, and exchanged his Morris Minor two-seater for a Morris Minor tourer. As Cameron says, his story of what followed "captures the very spirit, sight and smell of that unique era. Sir Malcolm Campbell and his contemporaries may have scaled Mount Olympus, but it was Alan Gilg who patiently recorded the fascinating minutiae of the times". Unfortunately, he was very ill when the film was being made, a story to which his author son had drawn attention, for Mr. Gilg never thought he had done anything remarkable. He was reunited with Kay 40 years after his journey, just before his death.

Although others had undertaken great expeditions of this kind years earlier, Gilg's was a very amateur effort, in a very small car. The Morris Minor was given a lower back axle ratio and larger tyres but was otherwise standard. The makers showed little other interest but supplied a kit of spares, many of which were never needed. Dunlop's, the Vacuum Oil Company, Lodge plugs and the Schneider (does he mean Schrader?) valve people gave some help but otherwise it was all very unprofessional. In fact, when a crowd assembled outside the Adelphi Hotel in Liverpool where the Press were photographing the start, causing much clanging from the trams that were held up, so that a policeman arrived, Gilg just drove off — on a journey of 13,370 miles, during which the Morris Minor (side-valve, I think) averaged 30.6 m.p.g. of petrol and 890 m.p.g. of oil.

The account of what befell the two adventurers is told simply and effectively. The book gains, too, by having a map of the Algiers-Cape Town section of the route, an Appendix about this route and prices of petrol, etc. in 1933, and a note about the going as it would be today, still an adventure but involving many fine new African roads; this is by Colin McElduff, FRGS, FRIA, author of "Trans-Africa Motoring". There is additionally a note about the two travellers after the adventure was over. Gilg wrote the book that until now was never published, managed large estates, joined the RAF during the war, married and had three sons, and died, aged 69, in 1978. Kay, likewise a public school boy with wealthy parents, had had a Merseyside friend who had an old Farman biplane, and after a hunting expedition in Africa at the age of 17 he returned to England to join the de Havilland Flying School. His father bought him a Puss Moth with which he made the film *Wings Over Africa*, following the first Imperial Airways' mail-flights. He then joined DH in Johannesburg as an instructor. Flying an injured man in very bad weather he crashed and lost his uninsured aeroplane, so returned to England at a loose end, to meet Gilg.

So, of this competitively priced book I can only use the old *cliché*, strongly recommended to those who like motoring travel-books. — W.B.

"The Roaring Twenties" by Cyril Posthumus. 146pp. 11¼" x 8½" *(Blandford Press, Robert Rogers House, New Orchard, Poole, Dorset, BH15 1LU.* £6.95).

This is an oddly-attractive book, comprising an album of some 200 black and white pictures, depicting the 1920s period of motor racing. There is a complementary text from the welcome pen of Cyril Posthumus. The publisher's hand-out claims that many of the illustrations will not have been seen before. Well, that was a challenge to me and I started counting. I have definitely seen 146 of them previously and have an idea this applies to others. But to browsers through the archives this is not altogether frustrating, because by greatly enlarging old prints after the copyright on them has expired a pleasing effect is often achieved, as in this picture book.

So Posthumus has done for the racing side of the nineteen-twenties what Graham Robson has overdone of the nineteen-thirties, in a nice format. The photographs are well reproduced and certainly embellished by the informative text and captions, even if not all the racing cars depicted *roared* their way to victory.

W.B.

"Maserati — Una Storia della Storia" by Luigi Orsini/Franco Zagari. 403 pp. 10" x 8" *(Emmetigrafica, Editrice, Milano, available from Connoisseur Carbooks, London W4, and Albion Scott, Brentford, Middlesex.* £19.95 approx).

The Italian photographer Franco Zagari is owed a huge debt of gratitude by all those enthusiasts to whom Italian racing and Italian racing cars are the basic roots of real motor racing. He it was who acquired a monumental collection of motor racing negatives, which took him more than two years to sort out and catalogue. These came from the family of Dr. Ferruccio Testi, a wealthy amateur photographer who lived in Modena, with close ties with Enzo Ferrari and the Maserati brothers. Dr. Testi and his friend Odoardo Gandolfi travelled to most of the motor races in the nineteen-twenties and thirties, photographing everything of interest. Anyone who loves all there is about Italian racing owes these two gentlemen an even bigger debt of gratitude.

After cataloguing these thousands of negatives Zagari put them to good use and with the assistance of Luigi Orsini, on the writing, they produced the magnificent book on the Scuderia Ferrari just over a year ago. It is soon to appear in an English version.) Last year these two produced another book, using something like five-hundred hitherto unpublished photographs, all on the subject of Maserati. This deals with the racing activities of the Maserati concern from 1926 to 1945 and it makes any other Maserati book pale into insignificance. It lives and breathes the aura of the cars from Bologna, carrying the Bolognese Trident on their badge, and to the Maserati enthusiast it is worth all the other Maserati books put together. Testi and Gandolfi were there and were friends of everyone in racing at the time, which comes over very strongly in the very personal character of many of the photographs. Luigi Orsini, a serious student of motor racing, has written the racing history and detailed all the specifications of all the Maserati racing cars, as well as individual production details, gleaned from the Maserati factory.

If you thought the Zagari/Orsini "Scuderia Ferrari" book was worthwhile you will not be disappointed with their "Maserati". — D.S.J.

"Automobile Year — No. 28" Directed by Ami Guichard of Edita Lusanne. 286 pp. 12½" × 9½". *(Patrick Stephens Ltd., Bar Hill, Cambridge, CB3 8EL.* £19.95).

This de luxe annual needs no introduction. It appears every year, in ever-better format to tell us about the past racing and competition season, the year's new cars, the trends in design and styling, and to tabulate 1980 results. The latest edition, for 1980/81, has a grand collection of very fine illustrations, 80 of which are in colour, backed up by 400 other photographs. I suppose the top picture in this great assembly is the panoramic shot of the Monaco sea-front during the Grand Prix.

The articles are Guichard's long review of the Japanese Motor Industry, which he also devotes the Editorial to, with other writers including Gordon Wilkins covering the same subject, Michael Sedgwick taking us again over Hispano Suiza perfections, something on the fate of dream (or experimental) cars and Pfunder writes of how many a famous make is disappearing from the Industry, while Farene looks at last year's motoring novelties. That is the bare bones of "Automobile Year" but you have to handle its beautiful pages, look at the impeccable pictures, and study its very complete reporting of all the 1980 races and rallies that matter, in those enormous glossy pages, to appreciate why back numbers have become bookshelf items prized by those who have collected them.

"Automobile Year" is the Rolls-Royce of motoring annuals and has been for many years, since the appearance of No. 1 in fact. It is beyond price, or not many would invest in it. Even the British distributors seem confused by its impact, claiming in one breath that No. 28 carries 480 pictures and in another 118 colour and 445 photographs, which is 563 in all: that is in addition to many charts and diagrams. — W.B.

"The Austin — 1905-1952" by R. J. Wyatt. 298 pp. 9½" × 6". *(David & Charles, Newton Abbot, Devon.* £12.50.)

We have had to wait a long time for this one-make title but now that it has arrived it is fully up to expectations. R. J. Wyatt wrote, at my suggestion, a very excellent book about the Austin Seven but his promised work about the great Austin Motor Company as a whole had to wait until he had complied with Mrs. Zeta Lambert's request that he should write a biography about her father, the later Lord Austin.

Wyatt has now completed his Austin history and David & Charles have published it. It is an authoritative book that covers the Austin cars, Lord Austin, and the Company in about equal measure. Thus it is an important reference work with a wide appeal — to those who love and perhaps own Austins of any year or model, and this was surely one of the best-loved British cars — to those who are concerned with finding out what Sir Herbert or "Pa" Austin (as he was prior to his knighthood) was like and how he built-up his great motor empire, and to those interested in the rise and fall of the Company's fortunes and how it treated its share-holders.

It is mostly all there, in this very easy-to-read book, which is compiled in typical Wyatt style, economical of words yet with sufficient detail to hold one's interest to the last, possessing enough "background" outside the book's immediate concern for the story and the times it covers to be properly understood, and with plenty of fascinating information about the cars, which from a writer who has long concerned himself with Austin affairs and who has owned some of their early models (including a Sports Twenty), has full authenticity.

It wasn't at first all plain sailing for Sir Herbert Austin, and the vast profits of the war years did not prevent the Receiver being called in shortly after the end of munitions production had ceased. How the Twelve and the immortal Seven were Austin's salvation is but part of the story contained in this book. It is a book packed with absorbing statistics. Thus one is astonished at the vast expansion of the original small factory at Longbridge; and it is nice that Wyatt tells us which of the original or early buildings there are still standing. He includes little-known facts which one either did not know previously or had forgotten — that there was a 73-acre aerodrome at Longbridge during World War One, that certain early post-war Austin Twelves had wooden wheels, and that because of the prevailing poor roads of the early nineteen-twenties Austin supplied the Twenty with *two* spare wheels — although the specification of it at the end of Chapter 4 doesn't confirm this.

How Austins were made, at differing periods of the factory's activities, are not overlooked in the informative text, and as the book unfolds one finds that this is very much the story of how the British Motor Industry developed, overcoming prevailing problems of financial depressions, labour unrest, changing fashions, the ebb and flow of imports and exports, the McKenna Duties, and so on. Throughout the chapters Wyatt puts in plenty of comparisons with other makes and models, to show how the current Austins compared, and his book is a splendid foil for the Jarman and Barraclough Morris history.

It is rather sad that Wyatt says he calls his book a *survey* of Austin affairs because a book five times the size would have been needed to convey all he has gleaned about this famous make in the past 25 years. One hopes he will be able to dribble out more Austin information from time to time. As it is, in this comprehensive and, for me, very enjoyable book, which he dedicates to Cliff Lewis and Bob Burgess, two Austin old-timers no longer with us, such things as the Austin 2/3-ton lorry, the Austin aeroplanes of 1909-1919, the Austin farm tractor and the three (or four?) racing Austin 20s, are the subject of Appendices and these also provide a wealth of statistical data, about production figures, identification of Austin chassis and bodywork of 1933-39 models, production figures year by year from 1906-1952 for the Motor Industry as a whole, Austin production figures from 1906-1919, chassis prices and availability from 1906-1914, production figures for Austins from 1919 to 1951, some of the latter approximate, the Company's net turnover and profits from 1905 to 1913 and Austin finances for 1914-1951. There are details of attempts to combine the Austin Motor Company with Humber's, of the unsuccessful Austin-Morris-Wolseley merger of 1924, and how General Motors bought Vauxhall's, not Austin's, in later years, and why Austin formed a separate Company to make lighting-plants.

You cannot ask much more of a one-make or one-Company history than that! Perhaps there might have been more illustrations. Those gathered together in the centre of the book are good, and representative, but far from comprehensive, and in one place captions have been transposed. These photographs are supplemented by a few pleasing drawings, some of which have been "lifted" from the author's Austin Seven book. It is not only the Appendices that abound in statistics; there are plenty throughout the text and altogether this is a book which Austin fanatics will welcome, and turn to again and again. — W.B.

* * *

The fourth edition of Gordon Riley's "British Aircraft Museums Directory" is now available from Battle of Britain Prints International Ltd., 3 New Plaistow Road, London E15 3JA, price 85p. It is an illustrated guide to all the aeroplanes, etc., in 57 museums, with much useful data, and is therefore as informative as it is inexpensive.

* * *

John Blunsden has come up as compiler of that useful pocket-directory of 1979 cars called "The Observer's Book of Automobiles". If you have a collection of these informative books they are effective, but they cover only one year's new cars remember, which for just picking out the annual developments and changes is fine. John writes about the happenings of 1979 before tabulating the specifications of that year's new cars. Frederick Warne Ltd., 40 Bedford Square, London, WC1B 3HE are the publishers of this 24th edition, which sells for £1.80.

* * *

Motor Racing Publications, 28 Devonshire Road, London, W4 2HD, have added Eric Gibbins' landscape-shaped history of DAF commercial vehicles to their "Trucks Today" series. It is commendable for very sharp photographs and an all-embracing historical text, running to 128 pages, 7¼" x 9", costing £6.95.

* * *

I doubt whether many of our readers have time to stop their cars to visit gardens open to public under the National Gardens Scheme. But their passengers may manage to get there and where to go is made clear in a 70p book covering over 1,250 private gardens open to them. The book comes from the National Gardens Scheme, 57, Lower Belgrave Street, London SW1W 9LR.

* * *

Where to get a meal for less than £5 must concern many drivers as well as their passengers and a book listing 999 such places has gone into a new edition — issued by the AA, at £1.95. Wonders never cease and therein will be found details of the "Applejack" at Ledbury run by ex-Formula One driver Bob Evans and his wife, in a converted 17th-century inn, along with some 998 other bistros. Useful!

Now that the almost unbelievable collection of cars at the Schlumpf Museum in France is in the news again, you may like to know that Albion Scott Ltd., York Road, Brentford, Middlesex, is distributing a big book that illustrates in black and white and colour many of the cars in that fabulous hall at Mulhouse, It is called "The Schlumpf Automobile Collection", edited by Halwart Schrader, runs to 182 large pages, and costs £12.95.

* * *

The Hamlyn Group, Astronaut House, Feltham, Middlesex, TW14 9AR has a big picture book about "Motor Cycling in the 1930s" by the celebrated Bob Currie. Of popular format, it covers all aspects of the game, with supporting text, in 144 pages and is priced at £6.00.

* * *

DIY is the means of reducing the cost of car ownership, so "Car Care" by John Bot may be useful to beginners in the motoring line. An "Observer's Guide", it costs £1.95 and another Frederick Warne publication.

* * *

The RAC has issued its 1981 edition of its well-known Continental Handbook.

* * *

Another guide to where to eat and to stay, this one covering France, is "French Leave", published personally by Richard Binns, which he claims provides answers to cuisine matters and information that even "Michelin" overlooks, gained in the course of rallying and other motoring over a period of 25 years. The author organised the 1962 and 1963 *Express & Star* by the way, and is still a member of Ecurie Cod Fillet — remember? "French Leave" costs £3.95 from Chiltern House Publishers Ltd., Chiltern House, Amersham Road, Bucks, HP6 5SP. It contains two-colour maps guiding you to over 800 recommended locations and lists over 200 hotels and restaurants, etc., and identifies more than 300 wines. — W.B.

Cars In Books

A READER has kindly lent me a copy of "Arab Command" by Major C. S. Jarvis, CMG, OBE, which Hutchinson's first published in 1942. It contains some great descriptions of action under the command of Lt.-Col. F. G. Peake-Pasha, CMG, CBE in the days of Lawrence of Arabia, etc., with many good anecdotes. Apart from references to early aeroplanes and armoured cars, the inevitable Model-T Fords, or "Tin Lizzies", feature. Two were noted, well down on the back axles, each carrying a box containing £30,000 worth of gold, from Akaba to El Guera.

Lawrence and Peake used Model-Ts for inspections and Lawrence for some remarkable long, lone journeys across the unlit desert. The Ford of those days is described as ". . . . the only car that would stand up to rough desert travel, partly due to its very high clearance and its system of transverse springing. Moreover, it was a car that suited the Oriental driver, as it would put up with any treatment, and would continue to run satisfactorily when something like 25% of its essential parts were roughly contrived makeshifts, fashioned from such things as hairpins, lengths of telegraph wire, portions of iron railway sleepers and tyre levers." [One wonders where they obtained hairpins, in the desert? — Ed.] When Lawrence and Peake had an overheating engine in

continued on page 471

Veteran Edwardian Vintage

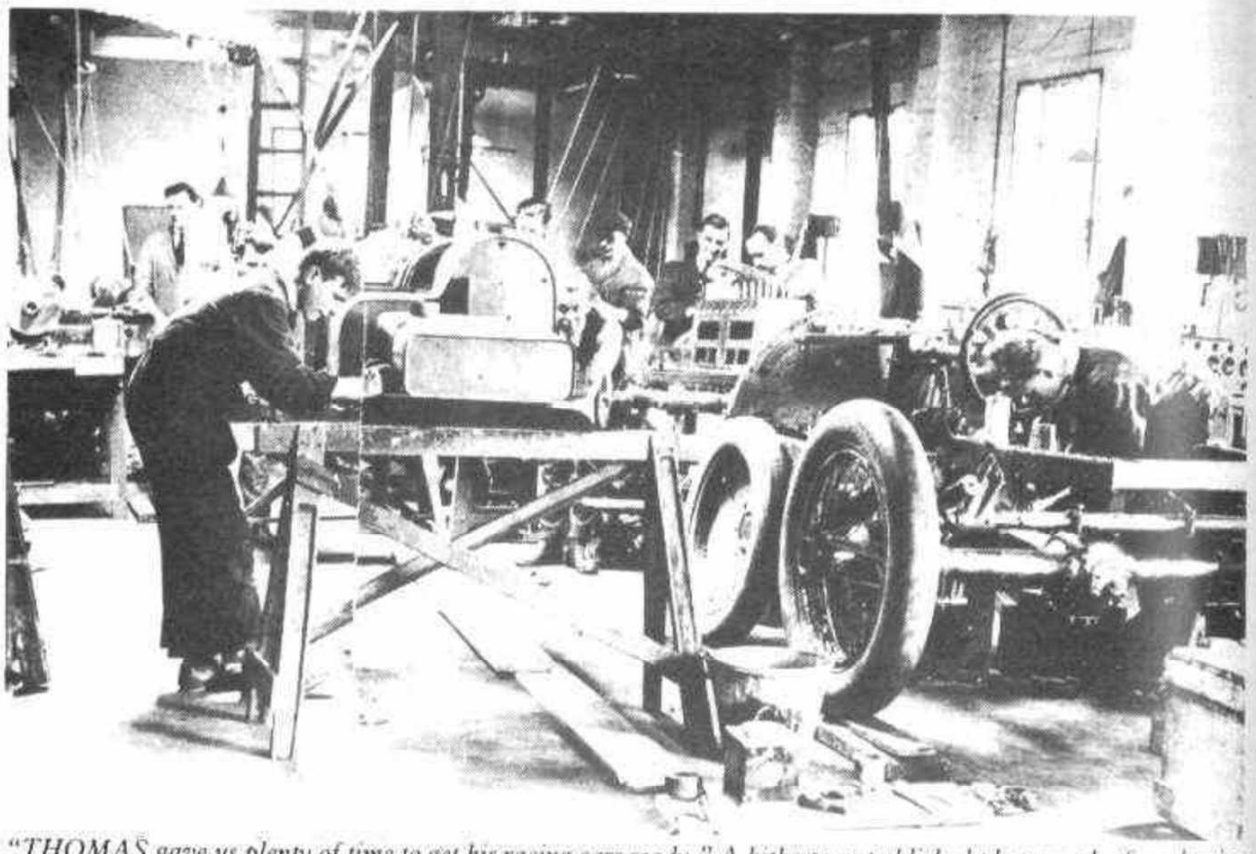
A SECTION DEVOTED TO OLD-CAR MATTERS

Out Of The Past. . . .

WHEN I was exercising that enjoyable motor car, the BMW 628Csi, in Lancashire not long ago I called on Tom Robinson, who used to work for Parry Thomas. I can hear some of you remarking, before you go any further, "Not *more* about Thomas!" My retort to that is that long books have been written about other British racing drivers of this period, Segrave, Campbell, Don, etc. so why shouldn't we recall all we can about a man who was not only a very successful racing motorist and Land Speed Record holder in his day, but who designed and built the cars he raced and broke records with? (If you are smart you will reply that a book has also been written about Thomas. . . .!)

Mr. Robinson, now 80, was with Leyland Motors when Parry Thomas was busy on his advanced Leyland Eight touring car and his eight-cylinder aero-engine. The latter blew-up after a very short time on the test-bench and was not proceeded with. Robinson felt he would like a change and long after Thomas had established himself as the greatest of the Brooklands drivers he met him in the Leyland works and was inspired to write to Thomas, asking for a transfer. Thus it came about that early in 1926 he went to work on Thomas' racing cars, sharing "digs" with Jock Pullen in Byfleet. His first job was to help assemble the 4.9-litre Ballot that R. B. Howey raced and in which he was killed at Boulogne later that year. Parts for it would arrive at the works in crates, at a time when Bert White was the storekeeper. Thomas also sent many parts to Invictas, at Cobham.

Up at Leyland, Robinson had known Thomas well. He remembers him as always looking ahead, so that if asked about a job being worked on he wouldn't be much help until he returned to see what progress had been made. This could be awkward at times, but the big Welshman was well liked by the workers. He played cricket for the Leyland Motors' team, and in the Brooklands days would have games of Badminton with his staff in the big workshop. Not much overtime was worked there, unless a rush job was on, as when Thistlethwayte damaged the gearbox of the 1½-litre "Flat-iron" Thomas Special he was to drive in the 1926 British Grand Prix. A bad gear change had torn the back axle out and hasty repairs were necessary. Thomas, who always had a slide-rule in his hand at such times, worked out exactly how long this should take, boring-out new bearings, etc.; but in the event Thistlethwayte non-started. Robinson worked on these very low Thomas Specials, and confirms the story that before the bodies were fitted the chassis could be run upside down, as well as the right way up! He came to like the complicated straight-eight engine, which had apparently been intended for a Navy chaser-vessel.



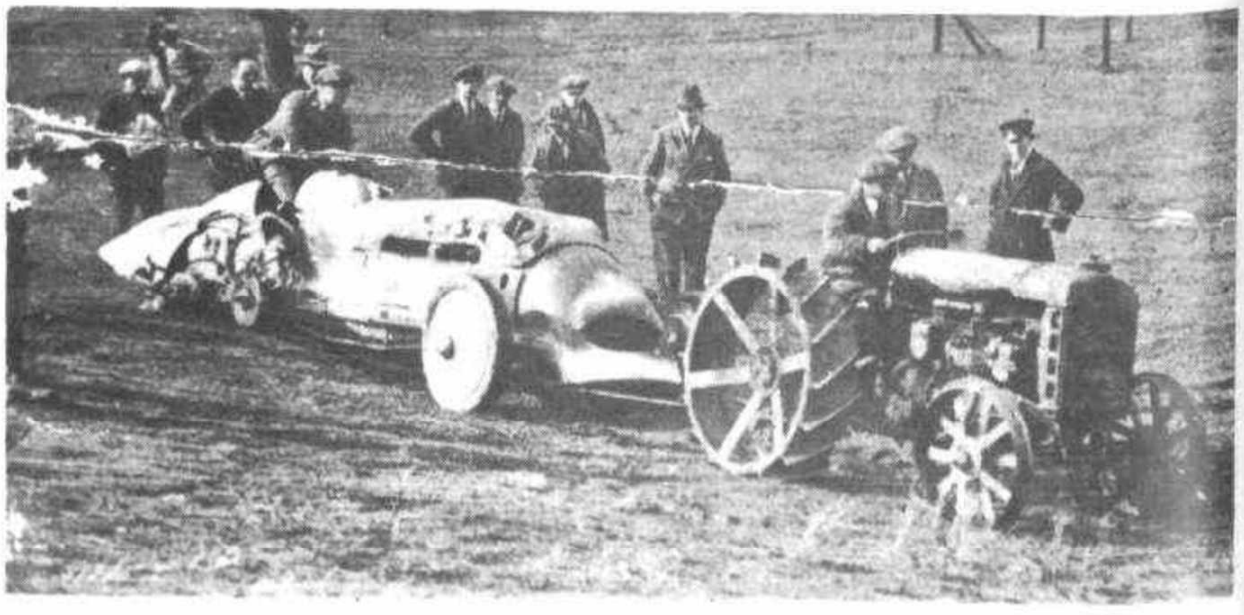
"THOMAS gave us plenty of time to get his racing cars ready." A hitherto unpublished photograph of mechanics working on Parry Thomas' cars in his Brooklands workshop. The Leyland Thomas is on the right of the picture, with its cockpit section on the left, making it easy to see how the car was used for practice and testing with just the platform behind, and minus its long tail.

In the Leyland Eight days in Lancashire Robinson went out on test on these chassis, of which he says only about ten were made. On one occasion his foot got caught under the brake pedal when he was out with Newton Iddons as they were approaching an S-bridge in Church Road, mild damage resulting to the car. He remembers being sent to Windover's, the coachbuilders, around the time of the 1922 Motor Show, in a Leyland lorry, taking them the engine and gearbox of the Leyland Eight chassis they had been putting a body on, the young fitter having to find "digs" and remain to install that power unit. Parry Thomas had a marvellous "ear" for odd noises that might develop in a test chassis. The story was remembered of Thomas, on the cricket-field, placing half-crowns on the top of a wicket, to encourage the bowler to really try to get him out — "he lost quite a bit of money that way!"

Of his year at Brooklands, Robinson remembers how peaceful the place was in the evenings and on Sundays; after the racing cars had been locked-up you would often hear a nightingale singing in the woods. . . Thomas gave his mechanics plenty of time to get the cars he was racing ready for him. He used to go out for test laps in the big Leyland-Thomas with the flat platform behind the seat devoid of the long tail. That would be fitted later and was said to give him an extra five m.p.h. He usually went out alone, but might take Joe Stone or Ken Taylor with him. Mr. Robinson thinks the narrow escape Thomas had when he put two wheels of the Leyland-Thomas over the top of the banking was what caused him to turn the very slightly vee-ed Leyland Eight back axle upside down, so as to give the racing car better grip and a fractionally wider rear track.

So time passed happily, Tom going home over the rickety wooden bridge over the banking known as the Aerodrome Bridge, or more simply "Postman's Bridge". This was, of course, on the flying side of the Track and once a lady-pilot gave Robinson a newspaper from a bundle she had just flown over from Paris, no doubt to prove that her Moth had crossed the Channel. Once they were coming into Brooklands in an old Studebaker when the old wooden bridge over the Wey collapsed and the car fell in; it was pulled out with a Trojan. Incidentally, the first "Flat-iron" Thomas Special was constructed entirely on the

THE news arrived at Brooklands that Thomas had been killed in "Babs" at Pendine. It was March 3rd, 1927. . . .



Nothing New Under the Sun

IT IS rather curious that recent press announcements concerning a French project to introduce a new fuel to be called "carburol" and containing 10% methanol derived chiefly from beetroots seem to have made singularly little reference to earlier efforts in this direction.

Even the name, though said to be "newly coined", is not as new as all that. It was current shortly after the Second World War, when, however, it was applied to an upper cylinder lubricant. In those days, if one was lucky enough to have some petrol coupons, one could ask for petrol at a filling station; and some of these employed "gallon girls" who were trained to reply "and carburol?". If one acceded to their blandishments, they not only put the petrol in one's tank but added a few squirts of "carburol" from a syringe. Motoring journalists were, of course, the aristocrats of those days, since they were apt to have more petrol coupons even than farmers, and on one occasion, while enviously watching Laurence Pomeroy, the Technical Editor of *The Motor*, having his tank filled up, I took the opportunity to ask him whether the "carburol", which he had been offered and politely refused, served any useful purpose. "As far as I know", he replied in his best oracular style, "it does no positive harm". Apparently, however, not many people thought it did any positive good, and it soon seemed to vanish from the motoring scene.

All this is of course quite irrelevant to the project for the new French fuel to be called "carburol", except that petrol was then scarce and is now expensive. What is more to the point is that as long ago as 1902, the French authorities were already concerned because France had no indigenous source of oil. At the same time the country seemed to have an unlimited supply of beetroots, and it occurred to the then Minister of Agriculture, M. Jean Dupuy, that it would be a good idea if motorists could be induced to run their cars on alcohol derived from them rather than on imported petrol. Not, be it noted, that they should just use fuel containing 10% methanol, but that they should take their alcohol neat. The Commission which he appointed to see how this could be achieved reported, much to the annoyance of M. Dupuy's governmental colleagues who had just announced a ban on motor racing, that the best thing to do would be to organise a race for cars using exclusively alcohol fuel, and apparently the "beetroot vote" was so important that this was promptly put in hand.

The race, on May 15th and 16th 1902, was to be from Paris to Châlons-sur-Marne and then to Arras, a distance of 238.1 miles, and then back to Paris *via* Boulogne-sur-Mer and Dieppe, a distance of 299 miles. Known alternatively as the Concours du Ministre or the Circuit du Nord, the race, although run in pouring rain, was an outstanding success and was won by Maurice Farman on a 40 h.p. Panhard et Levassor at 44.8 m.p.h. This was a respectable speed, since it compared with Fournier's winning speed of 44.1 m.p.h. on his 60 h.p. Mors in Paris-Berlin the previous year, particularly having in mind the weather conditions and the bad road surfaces which where characteristic of some parts of the north of France; and indeed Charles Jarrott, who was second in the big car class, also on a 40 h.p. Panhard et Levassor, considered that the use of alcohol fuel had made little difference to his car's performance. "I had been much interested to find out exactly what the running of alcohol instead of petrol essence really amounted to", he wrote afterwards in "Ten Years of Motors and Motor Racing". "I found that an alteration was necessary to the carburetter, but beyond this the change of fuel made no difference to the running of the car, with the exception that the fumes emitted from the exhaust were acrid and exceedingly nauseous. The race was a success beyond all question. It proved that alcohol could be used with great advantage to run vehicles driven in the ordinary way by petrol. It also proved that the actual speed and power of the motors were not affected by its use."

Gerald Rose, on the other hand, took a contrary view. "As an advertisement of alcohol as a fuel", he wrote, "the race was not a success. The drivers disliked it, and filled up their tanks with petrol again as soon as they could. It made a slight reduction in the speed also. . . ." One can well believe that they disliked the smell, but they could be tempted to put up even with that and as far as performance is concerned, Jarrott's evidence seems preferable to Rose's. At least in the Paris-Vienna, run a month after the Circuit du Nord, René de Knyff used alcohol fuel again because by so doing he made himself eligible for a cup presented by Count d'Arenberg for the fastest time by a user of it over the first stage to Belfort, and suffered so little handicap in consequence that his time was more than 11 minutes better than anyone else's. Admittedly he failed to win the Gordon Bennett Cup because he fell out on the next stage, but as this was due to the breakage of his car's differential casing, the alcohol fuel can hardly be blamed for the breakdown of his 70 h.p. Panhard et Levassor.

It is curious, nevertheless, that thereafter singularly little more seems to be recorded about the use of alcohol fuel in racing cars until much more modern times. In this connection it may be significant that 1902 represented something of a watershed year in racing history because in it there really appeared the writing on the wall for the automatic inlet valve. The Mercedes using mechanically operated inlet valves had made its début in 1901 and in 1902 it was followed by the brilliant 16 h.p. Renault light car, similarly equipped, which beat all the big cars in Paris-Vienna. In 1903 even conservatives like Panhard et Levassor had to fall into line and adopt the new system. Was it, perhaps, that the more efficient engines which resulted from this change were less well suited to the doubtless somewhat crude alcohol fuel produced by M. Dupuy's beetroot growers? Was something more fundamental than an "alteration to the carburetter" necessary before they would accept it satisfactorily? Did Gerald Rose have them in mind when he contradicted Charles Jarrott and declared that alcohol "made a slight reduction in the speed?"

It would be interesting if some of our more erudite readers would care to expound the technicalities of the matter.

KENT KARSLAKE

OUT OF THE PAST — continued

marking-out table, its wheels never touching the floor until it had been completed.

On race days Thomas would drive over from his works, win a race, and drive back again, unless he had another one to compete in, shunning the cameras and the publicity that others loved. He may not have been able to drive when he first went to Leyland's, or so rumour has it, but it wasn't long before he was driving Spurrier from London to Preston in 4½ hours, over the narrow 1920s roads. He was said to have upset a milk float on one such run. Thomas drove a London 'bus during the 1926 General Strike, when the pickets, knowing of his many kindnesses to children, told their mates that no stones were to be lobbed at the big, leather-coated man on *that* 'bus! The Leyland-Thomas was very reliable, responding well to a push-start, and its engine was seldom taken down between races, but Thomas had a big-bore spare engine he sometimes used, 95 mm. against 89 mm. (used by J. E. P. Howey — Ed).

Then came the sad day when Parry Thomas departed from Brooklands for the last time — to his death in "Babs" at Pendine on March 3rd, 1927. The news came through to those left behind working in Thomas' premises at Brooklands and a complete silence fell over the place. Uncannily Togo, Thomas' Alsatian who had guarded the workshops and who used to delight in leaving dead rats he had caught outside Thomas' Brooklands bungalow "The Hermitage", had been missing while Thomas was away and on the fatal day set up a terrible howling, being quite inconsolable. All the workshop staff attended the funeral in Byfleet. Afterwards a group photograph was taken outside the entrance to the workshops from which "Babs" and Thomas' more successful racing cars had emerged. Mr. Robinson being on the right hand side of the other worker of that name (see MOTOR SPORT, September, 1978), before all dispersed, some to go to T & T's. Sir Henry Spurrier, head of Leyland's, was at the funeral and seeing Robinson he asked him "Are you coming back?". Which is how Tom went back to the Leyland production line, to become Foreman of the injection-pump department. W.B.

V-E-V Miscellany. — In the February instalment of "The War-Time Diaries of an RFC Officer" I referred to "X" as having used a Vincent car for a short time in 1918, saying this was a make mysterious to me. John Bland has written to suggest that the car "X" used was a Vincent-Hollier. These were made in Michigan from 1915 until 1921 by the Lewis Spring & Axle Company, and if "X" had one of the earlier ones, as seems likely, it would have been a V8. The later Falls-engined six-cylinder Vincent-Hollier did not appear until 1917 and it is unlikely that one would have been shipped over here during the latter part of the war. So here was another rare motor car driven by "X". The winter issue of the Bugatti OC's magazine *Bugantics* contained an interesting illustrated account of the one Bugatti built, it is said, without Ettore Bugatti's knowledge, and intended to be a development of the Type 57 Bugatti, with independent suspension of all its wheels, and a vee radiator grille. The car was apparently the work of Jean Bugatti and Costantini and they used the 3.3-litre twin-cam engine but made to run quietly by having chain-driven camshafts. Called "The Creme de Menthe," a pillarless four-door saloon body was made for it and, on a test, 119 k.p.h. was averaged on the run from Molsheim to Paris. After some 250,000 km. of testing, a camshaft-drive-chain broke and the valves hit the pistons, causing the project, which dated from 1934, to be abandoned, late in 1937. The story broke in the Swiss journal

continued overleaf

Automobil Revue and had it not been accompanied by a photograph of this rare Bugatti taken by Robert Braunschweig and drawings of it given to him by Hugh Conway, we would have suspected a hoax! The only puzzling thing is that Braunschweig took his snap at the age of 20, when he had gone to the Swiss Grand Prix which he was, he says, reporting for *The Autocar*, when he found the car standing behind the pits. It seems odd that Ettore never heard of it, after it had been thus publicly displayed. Can anyone add anything? The same issue of *Bugantics* had a photograph of the much-modifield Buick-engined Type 57S Bugatti (ugh!) owned in America by Bunny Phillips and a picture of another Type 35 GP Bugatti that ran at Lyons in 1924 and which has been restored.

The BOC has recently elected four new Bugatti-owning members. Its Prescott hill-climbs of interest to this column include the Classic Meeting on June 6th/7th, the Members Garden Party on July 19th and, of course, there is the VSCC hill-climb on August 1st. Among the awards won by BOC members in 1980 were the Victor Ludorum to C. Cramer, the Coppa Costantini Trophy to D. Andrews, the Staniland Trophy to A. Hopkins, the Newton to Cramer, the Brackenbury to Ian Preston, who also won the Rolt Trophy and the Jean Bugatti Cup, the Brescia Cup to T. J. Cardy, the Bachelier to J. Marks, the Monro Marshals Trophy to P. Tottman and the Elizabeth Junek Trophy to Joy Rainey.

An article on vintage brakes appeared in last February's *VMCC Journal*. The new President of the VSCC is Tom Threlfall, to whom warm congratulations. Two noted motoring writers, the great American historian Beverly Rae Kimes and Michael Bowler, of classic car associations, have both resigned their Editorial occupations recently, after 17 and 8 years, respectively.

The Farnham Herald had a pictorial feature some time ago about the cars of the Farnham pioneer John Henry Knight, who had his petrol car on the road in 1895. The accompanying story tells of the first Knight car being a tiller-steered three-wheeler, converted into a four-wheeler, with a third car thought to have been a peat-fired steamer. This is said to have been towed in 1915 to the Reliance works in Farnham, in West Street, later a St. John's Ambulance depot, a book warehouse and a printing works, to be worked on by George Parfitt, Ernie Norris and W. Purchase. Apparently it wasn't a success but perhaps the petrol shortage in WW1 caused it to come out of retirement and it is believed to have been used in an Armistice carnival. Mr. Parfitt worked on Mr. Knight's cars and his later bomb-thrower and brick-laying machine. Mr. Knight drove his early cars on the roads of his Barfield estate, getting work done at the Reliance Garage, which also serviced steam-waggons. The pictures with the *Herald's* article not only included Knight cars but a Benz Ideal, a Locomobile steamer, what could be an early Peugeot, a De Dion Bouton, a later large Renault, two unidentifiable veterans, one a six-seater using spring rear wheels made by the Wood Spring Tyre Co. Ltd., a product patented by Mr. Knight. There is also a line-up of at least eight veteran cars at Barfield, led by a De Dion Bouton and a very early larger-type Benz.

Owen Wyn-Owen was not pleased that I referred to his "Babs" as looking rather ragged on its last TV appearance and he tells me that when it next appears it will be fully-clothed in new body panels (although one hopes the original tail will be preserved). He has many other restorations of personal cars in hand and his most recent acquisition was a Mathis in poor condition, found in Twickenham. Which reminds me that I was able to purchase some time ago a silver fruit bowl that had been won at Brooklands in 1920 by B. S. Marshall, which he gave as a wedding present to Edgar Duffield, the motoring writer. The amusing thing is that, driving a small Mathis, the race was won at an average speed of only 63¼ m.p.h.

The premier FIVA International Rally will be that in Sicily, from May 7th-8th, Lord Montagu of Beaulieu is the new President of the FIVA, which is right and proper. The Continental season on vintage and historic-car racing opens at Monza on April 12th, and we note in the fixture list a meeting at Montlhéry on July 4th/5th. The Brooklands Society Trophy Race for such cars is due to happen again at Thruxton on May 4th. Some Model-T Ford parts, old lamps and horns and two 90 mm. Rudge-Whitworth wheels were discovered at a small Barmouth garage recently.

W.B.

* * *

A Rolls-Royce Rally

A BIG rally is to be held on June 7th in the delightful grounds of Bowood Court, near Chippingham, the home of the Earl of Selbourne. Interesting and unusual vehicles are wanted and if anyone has any ideas we can put them in touch with one of the organisers. Proceeds go to the Army Benevolent Fund. — W.B.

* * *

Old No. 7

A limited edition of 500 full colour prints of an airbrush painting of this famous car by Phillip Lemon has been produced. Each 17" × 23" print was signed by Sammy Davis, who drove the car to victory in the 1927 Le Mans 24 Hour race after crashing badly at the White House Corner, before his death. The price is £47.75 (including post and packing) part of which will be going to Sammy's widow, Susie and the prints are available from Lemographics at 41 Lonsdale Road, London SW13 9JR. Lemographics also have an increasing range of pen and ink drawings, 12" × 8" of vintage and classic cars at £3.95, including postage and packing.

Vintage Postbag

More on Vauxhall

Sir,

I was interested in Mr. Adkins' references to Mr. Baldwin's "ugly Cadet". I cannot confirm that he had a Cadet, but think some comment is worthwhile.

Yes, indeed, the Vauxhall Cadet was of 17 h.p., for the home market at least. The Colonies had a 26 h.p. engine. In fact, it did sell well; 10,000 were produced between 1931 and 1933; nearly twice as many as any previous Vauxhall. Since 40% of these were the larger-engined variety, presumably the Colonies preferred robustness to prettiness. Later Vauxhalls sold better, however, and the Cadet was replaced by the B-model (8,000 made), available in 20 and 26 h.p. versions.

The 12 and 14 h.p. cars referred to by Mr. Adkins were the DY and DX models of which 74,000 were made. They replaced the model A of similar horsepower (23,000 made).

An example of this latter model was used by "Mr. Baldwin" in the ITV series "Edward and Mrs. Simpson".

Incidentally, Vauxhalls of all classes, both pre- and post-General Motors, could be had with an unusually wide variety of specialist coachbuilt bodies to satisfy those who considered the factory bodies ugly.

Bedford — JOHN MULLEN
Vauxhall OC

The Albion Lubricator

Sir,

I was most interested to read of your recent participation of the 1980 Brighton Run, and refer particularly to page 1910 of the December 1980 MOTOR SPORT in which you give a brief specification of the 1903 Albion car (No. 140) which successfully completed the run to Brighton.

I would, however, like to make one small correction in that the mechanical lubricator incorporated on the engine is in fact the "Albion Murray" lubricator, and was one of my father's earlier patents which contributed much to the reliability of Albion products, both as a private car and as a commercial vehicle.

In fact the "Albion Murray" mechanical lubricator was a feature of *all* Albion "heavies" produced at the Scotstown factory until 1926!

It might also be of interest to your readers to know that the "Albion Murray" mechanical lubricator was held in high regard by the Air Ministry in World War I and the much discussed ABC "Dragonfly" radial aero engine — which was to have been produced in large numbers — towards the end of World War I incorporated the "Albion Murray" mechanical lubricator, so as to cope with engine lubrication problems encountered in aerial combat.

Indeed, when I last visited the South Kensington Science Museum in 1973, amongst the earlier aeronautical exhibits was displayed the ABC "Dragonfly" aero engine with the "Albion Murray" mechanical lubricator mounted "*in situ*" on the engine in question.

Kloofnek, Cape Town
JOHN L. BLACKWOOD MURRAY,
(Elder son of Dr. T. Blackwood Murray,
Joint Founder of the
Albion Motor Car Co. Ltd.)

Correction

Sir,

May I correct a statement by Dan Lambert in your letters column — page 299 current issue — nearly all the Armstrong Siddeley spares and drawings were indeed lost during the Coventry blitz — both by explosion and fire — which is precisely why the club has so very few pre-war parts — I should know as I worked for the company during that period.

Always a joy to get your magazine at the start of every month — especially the reminiscences of the more pleasant days of motoring.

Coventry — H. WAINWRIGHT

Puzzle solved

Sir,

With reference to "An unidentified propeller-driven cyclecar" photograph in VEV Odds and Ends for March, I should say the vehicle is a 1921 Leyat airscrew car powered by an ABC flat twin engine and later a three cylinder Anzani unit.

The Leyat was made between 1913 and 1921 at Meursault, Côte d'Or in France.

Seaford, Sussex — R. D. SHAW

Inter-Varsity Speed Trials

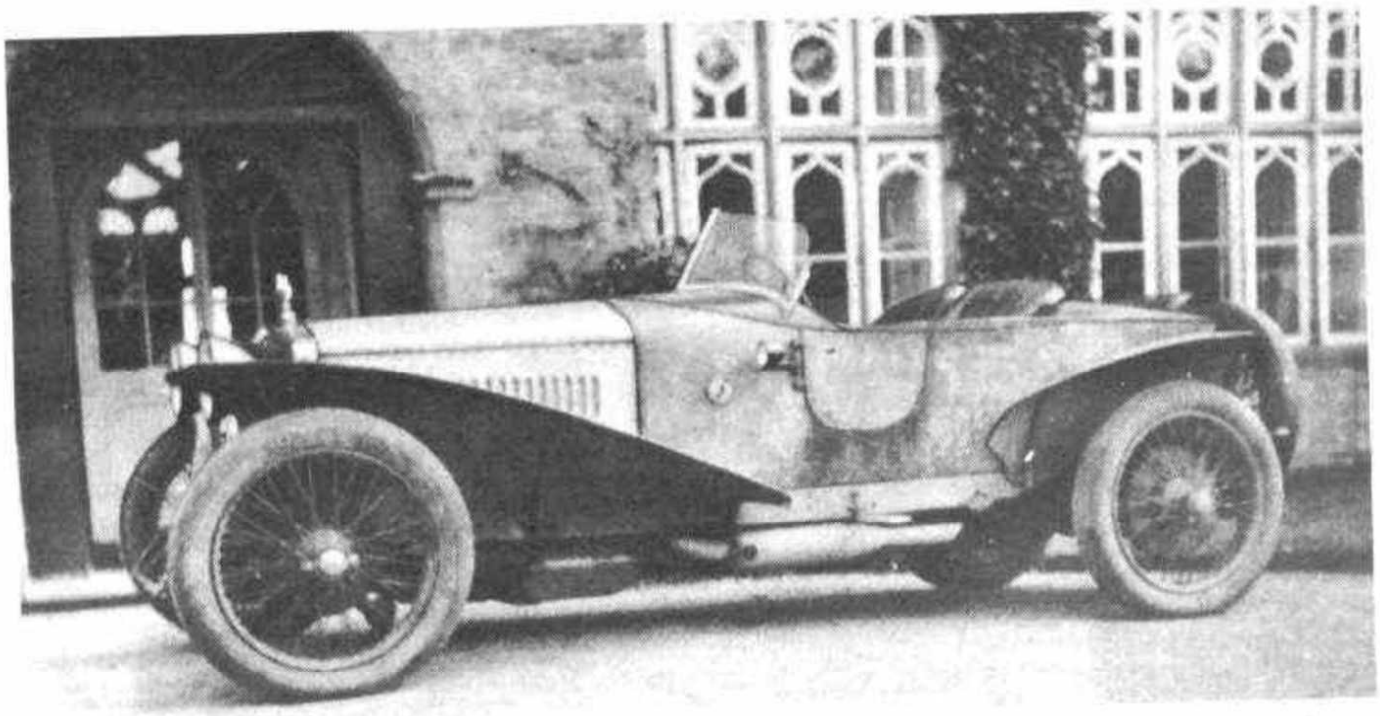
Sir,

Your most interesting account in the current issue of the cars of the Summers, father and son, prompts me to add by way of a footnote some further information relevant to the Inter-Varsity Speed Trials at which R. F. Summers did so well with the Vauxhall 30/98.

At the 1923 event at Aston Clinton the 30/98 only narrowly beat the splendid 2LS Ballot driven with such verve by J. Lucas-Scudamore. I am much indebted to Lady Patricia Lucas-Scudamore for some further information and photographs of this car, in one of which it is portrayed outside the family seat at Kentchurch Court in the lovely "Golden Valley" of Herefordshire. At the event Summers, as you remark, was driving for Cambridge, while Lucas-Scudamore and the Ballot represented Oxford. Some interesting notes were pencilled on the reverse of one of the photos of the Ballot, quoting 4,800 r.p.m. at peak with racing camshaft, 100 m.p.h. in top, 75 m.p.h. in third and 68 m.p.h. in second. It also remarks that one of these splendid 2-o.h.c. cars went to the United States, while in this country, apart from Lucas-Scudamore's own car, one was owned by Lord Cunliffe and another by Warwick Wright. The latter's car is portrayed in the *Autocar* of September 29th, 1922. So, despite the difference in overall capacity, the 30/98 had a worthy opponent in the Ballot.

The table of comparative tests undertaken by Summers and his friends was most interesting, though it is a pity that in some sections there are no figures given for some of the cars. Perhaps Rollason had hit upon some secret method of improving the legendary lack of stopping power of 30/98s, for his car, as well as being the fastest, occupies second position in the deceleration tests from 50-0 and 60-0, despite only achieving 6th equal in stopping from 30 m.p.h. At the highest speed it even narrowly vanquished the Lancia Lambda! By contrast the Aston Martin, a car always thought to have very good brakes for the period (and which from my own experience I can vouch for), comes out rather poorly. Perhaps it was all a matter of adjustment!

Tenbury Wells, Worcs. A. B. DEMAUS



THE BALLOT 2LS, which beat many larger-engined cars at the 1923 Inter-Varsity Speed Trials at Aston Clinton, photographed outside Kentchurch Court. [photo by A. B. Demaus]

Summers' Cars

Sir,

I was much interested in the article in the current issue of MOTOR SPORT on R. F. Summers' cars, and the registration number of the Rolls-Royce at Shelsley Walsh (CA 480) in 1922 seemed familiar. Reference to my copy of the "Wonder Book of Motors" first edition, that grand boy's book on motors of the vintage years, revealed an page 33 a photo of this car at the hair-pin near the top of Hard Knott Pass, the occupants are five in number.

In March of the year 1919 an article appeared in the *Autocar* entitled "A Day on Lakeland Heights" by George D. Abraham, this article described the climb from Eskdale to the top of Hard Knott Pass in the Rolls-Royce and states that an officer on leave was at the wheel while the lady of the party is described as an ambulance driver on leave from her hospital unit. The climb is claimed to be the first by a heavy car from the Eskdale side.

I have come upon several photographs in the periodicals of the day of this Lakeland expedition which appears to have taken place in the summer of 1918. In *The Graphic* of August 14th 1920, a photograph by Abraham depicts the Rolls in Skye. . . .

George D. Abraham was a photographer and journalist who wrote many articles on motor touring in many periodicals and was the author among other books of "Motor Ways in Lakeland", he lived in Keswick and many of his articles were about the Lake District. Abraham in fact did for the Lake District what Charles Freestone did for the Alps.

Edinburgh JAMES N. SAVAGE

Sir,

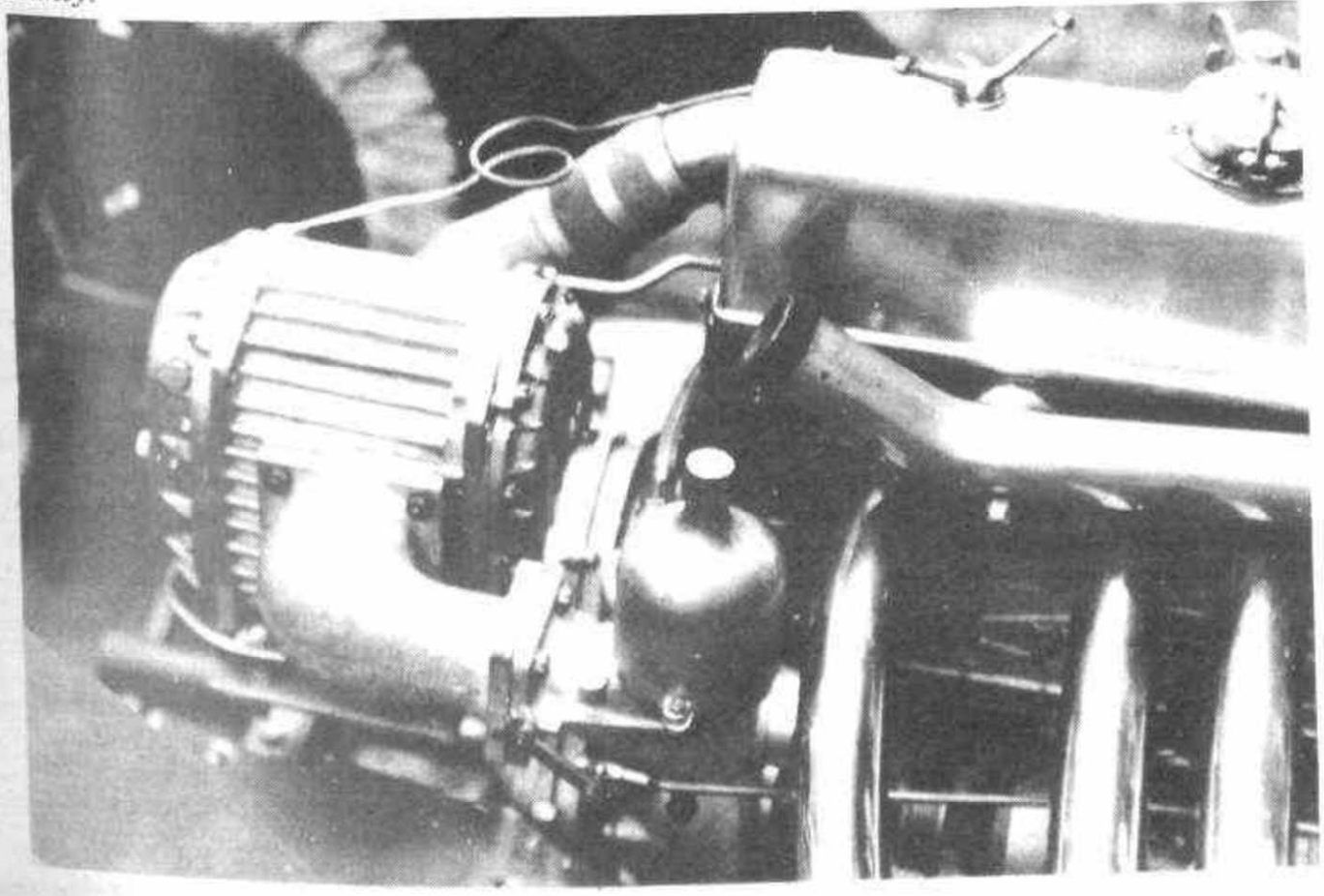
The photograph on page 158 of R. F. Summers competing at the Boulogne Speed Trials in 1923 is the first photograph I have seen of that undulating and heavily-cambered French road, where, in 1926, I was fortunate enough to watch the most stirring bit of driving I have seen in all my subsequent years of spectating at motoring events.

In chapter 12 of his book "The Lure of Speed", Segrave graphically described his sensations while averaging 140.6 m.p.h. for six kilometres of that road in his Sunbeam. Just one sentence of his account has stuck in my mind: "In a blur I passed that finishing line, and it was only then that I realised I had been thoroughly and completely frightened for the first time in my life in a car".

No wonder that drive was so spectacular and that modern Grand Prix racing, courageous work as it is, seems rather tame in comparison.

Guildford C. S. F. HOLE

ANOTHER view of the supercharger installation on the Gough engined Frazer Nash referred to by David Thirlby.



Supercharged Frazer Nash

Sir,

The photograph on page 295 of the March issue of MOTOR SPORT showing a supercharged Gough engine in a TT Replica Frazer Nash is of the first Gough engine. This was bought by Phillip Jucker and had a type 110 Marshall supercharger mounted on a steel nosepiece on the front of the crankcase. It required a certain amount of cutting away of the front crossmember.

The car was converted into a single-seater for Jucker by Hore and Wise of Hammersmith and it was this car which encouraged AFN to build subsequent single-seaters and to develop the twin-Centric supercharger layout for the Shelsley model.

The Jucker car eventually became the Norris Special and exists today in the form as raced by Guy Smith, with Alvis power.

Hartford, Cheshire DAVID THIRLBY

Registrar Frazer Nash Section, VSCC

Supercharged V16 Cadillac

Sir,

In 1972 while in the UAE, an Indian employee of ours had an early 1930s V16 Cadillac which was fitted with a Delco-Remy supercharger, which I was able to inspect. The engine, though running, had a very bad oil leak. It was fitted with a neat 2-seater body and the speedo read just over 14,000 miles.

During my leave, the local agent, while trying to get spares for the engine, contacted an agent in the USA. They, not believing the request, came to see the car and purchased it upon seeing it. They reported that only about six of this model had been made and believed this was the only one still in existence.

Some time in the early 1960s, I owned a special comprising, I believe, an Invicta chassis and a Ford V8 engine — the registration number was CLH 367 and I wonder if any readers know if it still exists.

Byfleet, Surrey F. P. BRACKEN

Maybach Special

Sir,

I was interested to read reference to the Maybach engine Special raced by Stan Jones ("Fathers, Sons & Brothers"). You refer to this car as an aero-engined special, I was under the impression that it was fitted with the single-overhead-cam car (or commercial vehicle) engine of 4.2 litres.

My interest lies in the fact that in the middle 'sixties I was given a chassis with this same engine fitted, by Alan Southon. After about twelve months I was able to complete what Alan had started in the late'forties and the enclosed photo is of the rather peculiar result. I had only one short run in it and it gave the impression of having plenty of urge. I sold it, as the VSCC, quite rightly, would not accept it as a PVT, the reason being that it had a Humber Pullman chassis. Having sold it to a local trader I was amused to see it advertised in MOTOR SPORT the following month as an ex-Outer Circuit car!

Fowey, Cornwall J. E. B. LITTLE



THE MAYBACH engined special referred to by Mr. Little.

Pre-war Austins Are Used on the Road

Sir,

In your review of the road impressions of the Lancia Delta 1500 ("My Year's Motoring", February 1981) I was alarmed to find that, in an effort to identify the prospective buyer of this car, you called upon the "ghost" of the proud Austin 10 owner of 1935.

Whilst pointing out that there are a large number of drivers that still find the humble Austin attractive, may I suggest that the original owners of these cars may have been considering qualities that are more than metal-skin deep when making a decision to buy. The legend of the Austin advertising campaign was that you "Invest in an Austin"; the modern legend of the Lancia is that of a car that reaches the recycling plant in a very short time indeed.

Incidentally, the Austin 10 (and 12, 16, etc.) has not survived until the present day by being in suspended animation in garages and museums, as the number that can be seen on the road today demonstrates.

Guildford DAVID J. MAY

Austin Ten DC Magazine Editor

Mercedes Warning Light

Sir,

With reference to your question "Nothing New" relating to 33/180 h.p. Mercedes-Benz.

I'm afraid it is nothing as novel as a warning light. I believe the 33/180 has the same water pump arrangement as my SS, in that the pump is hidden behind a large cover on the o/s of the engine, a plunger forces grease into the water pump gland.

The "tell-tale" is a little glass window in the cover through which one can see how far the plunger is in.

I would imagine they fitted the window because of the considerable time taken to remove the cover to even get to the pump.

South Benfleet BOB BURRELL

[I thought it would turn out to be something of the kind, but no less respect for the pre-war supercharged Mercedes-Benz sports cars! And once again, a MOTOR SPORT reader knew the answer. — Ed.]

V-E-V Odds and Ends. — When I referred editorially last month to a veteran Benz still being in regular use into the nineteen-twenties I confess memory tricked me, and that I was thinking of a 1901 4½ h.p. model that was still serving in 1910, although it is possible that others of this primitive breed (an 1899 model of which Richard Smith is even now driving on the Land's End to John O'Groats route for charity funding), did continue in use after WW1. Certainly one very early 3½ h.p. Benz was not scrapped until 1916 and then its single-cylinder engine was put to good use, as were others, in driving a band-saw. The Benz I was actually trying to recall last month was a one-owner 1901 model used among the Cornish hills, it was giving about 38 m.p.g. in 1910, running at about 16 m.p.h., and the only recurrent trouble was occasional breakage of spokes in the 36" back wheels. A single acetylene headlamp had been fitted, and an ingenious starting-handle, operable from the lofty driving seat. The early Panhard-Levassor likewise mentioned in last month's Editorial had done some 36,000 miles in the care of Abbe Gavois in Picardie between 1893, when he bought it, and 1912, and it was driven by him to the Panhard factory in Paris in 1921. It was a two-cylinder model with a brush-type clutch, probably an 1892 model and may even have been the first Levassor car to be made. In its 18 active years the only serious trouble reported had been a lost bolt from the steering-gear.

The death at the age of 98 of Mrs. Margaret Milward, wife of the designer of the later Hampton cars, has resulted in Press references to this Stroud-built light car. For instance, Mr. W. F. Shaylor, who left the RFC/RAF to join Daimler's in Coventry, wrote a long and accurate piece about the car for the *Stroud News & Journal*, recalling that Mr. Milward came from the Charron-Laycock Company. The Sales Manager at Hampton's was Mr. Lithgow, and Mr. Paddon was the General Manager. After the first financial decline Mr. Milward formed the Stroud Mfg. Co. for which he designed the 17.8 h.p. straight-eight Hampton. It had a German Ruhr engine and was rebuilt with a Rover 4-speed gearbox by a Mr. Adams, after WW2, who painted its open 4-seater body red, and fitted an external exhaust system. Only one was made. John Leno, son of comedian Dan Leno, was Hampton's Sales Manager, joining the Company from Stewart & Arden's. In the *Birmingham Post* a 93-year-old ex-RFC man has recalled how he was stationed at Brooklands during WW1, at the Wireless School, when he used to do paintings in Harry Hawker's autograph book, to amuse the great test-pilot's lady friends, the Wireless School being beside the Sopwith assembly sheds. The East Midlands Section of the Rover Sports Register is holding its 4th annual rally at Melton House, Grantham on June 19th-21st, open to the older Rovers but also to all makes of vehicle. Details (s.a.e. requested) from: M. T. Couldry, 5 Holme Lane, Radcliffe Road, Bassingfield, Radcliffe-on-Trent, Notts. A reader tells us that the Chrysler C-24 Imperial referred to by Gary Coxall was in Shaunavon in Saskatchewan in the summer of 1940. Whatever the present predicament of Vauxhall Motors, the Vauxhall OC continues to recruit new members, not only with post-war but with pre-war models. These include a 1937 DY saloon with only 8,000 miles on its odometer and a 1935 DY coupé in its original bright green paintwork, owned by the wife of the Membership Secretary, in which the pair are planning a journey after its restoration to Toulouse. This year's Singer National Day will be at Stanford Hall on June 14th. The present owner of the 1934/5 MG Magnette Reg. No. CGJ 295 wants to trace the history of the car, which he has owned for two years. The log book suggests that it was previously NAO 517, one of the NE TT-team-cars, driven in the race by Hamilton and is thought to have been in the Reading area in the mid-1960s in very poor condition and possibly wearing a pre-war fibre-glass body. Letters can be forwarded.

Mr. Miles Fenton, who used to drive the V. W. Derrington workshop truck to race meeting in the 1950/60 period, and who worked before that with the Andre shock-absorber concern in Putney, is now in British Columbia. The Bullnose Morris Club has its spring tour of N. Yorkshire and the Lake District from May 4th/9th. A VSCC member has sent us a notepaper heading of The Garage, Ambleside as it was run by John H. Dobson in 1915. He advertised that he was a coachbuilder and stockist for Dunlop, Prowodnik and Continental tyres, and the accompanying picture shows a line-up of cars outside the 30-car garage which includes the inevitable Wolseley tourer, an early Lanchester etc. Mr. Dodson wrote personally to possible clients, for example saying he had a Ford landaulette and an open 30 h.p. Daimler for hire. Today the garage is an "on call" Ambulance Station. The Bean CC's National Daffodil Run takes place on April 26th. This year's Inter-Register contests, which attract mainly the older cars, are: Alvis, April 19th; Fiat, May 17th; Austin, June 7th; STD, July 19th; Humber, September 20th and Triumph, October 18th, some dates provisional, but a combination of driving tests, trials, etc. Last year the Fiat Register beat the STD and Humber teams.

Among the restoration projects being undertaken by Ministry of Defence apprentices at the Royal Ordnance Factory, Nottingham, is a 6-cylinder Brough Superior saloon for Nottingham's Industrial Museum. We regret to learn that Alan Dussek, Norton rider at Brooklands and H.R.G.'s first customer, died last January. He had long been Honorary Treasurer and Spares Custodian of the H.R.G. Association and he had read MOTOR SPORT since the first issue. Our condolences to his son Ian, Secretary of the HRG Association. — W.B.

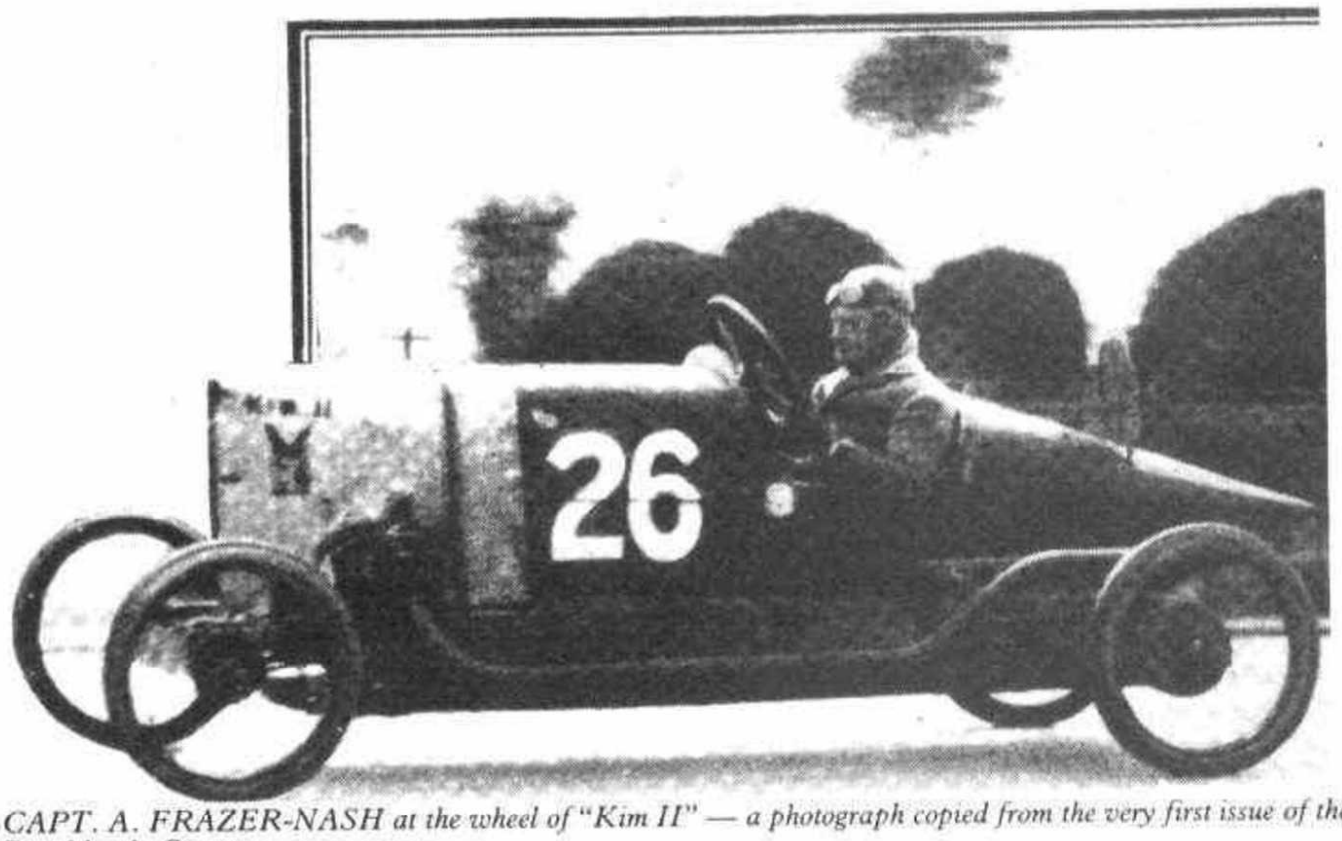
Three GNs

An interview with Stafford East

ONE OF the articles which excited me very much when I was a small boy, reading avidly all the motoring papers I could lay my hands on, was that headed "The Fastest Cyclecar in The World!" which appeared, with nine enticing illustrations, in *The Light Car & Cyclecar* on June 16th, 1920. It was a description of Captain A. G. Frazer-Nash's famous GN "Kim", which the journal's reporter had run to earth in the GN works at East Hill, Wandsworth. Thereafter I followed with especial attention the successes of this slim, single-seater, vee-twin racing car, although I never saw it until nearly 60 years later, after that extremely able and practical GN enthusiast, Mr. E. A. Stafford East, had meticulously resuscitated "Kim" to its 1924 form, as it was when the celebrated "Archie" Frazer-Nash last raced it.

This GN "Kim" was conceived before the first World War (it competed at the 1914 S. Harting hill-climb), using a wooden chassis, belt-drive, wire-and-bobbin steering and the special engine which H. R. Godfrey, Nash's partner in the GN business, had designed at Hendon in 1913 for the 1914 Cyclecar Grand Prix, which never happened on account of the war. This engine had inclined push-rod-operated overhead valves, with Austro-Daimler details, two per head, the air-cooled cylinders of 84 mm. bore, with a stroke of 94 mm. (1,086 c.c.), being held down on the crankcase by four long studs, as in the standard GN engine. Much of this GN racing engine was different from standard practice. It had a ball-bearing mainshaft in a cast iron housing bolted to the back of the crankcase, the cylinder heads are believed to be the first ever made from bronze and the nickel steel valves were arranged at 90° to form hemispherical combustion chambers. Other important differences being the cam contours, the specially-lightened aluminium pistons (which replaced the lightweight steel originals), *two* oil-leads from the total-loss oil-tank, to crankcase and main-bearing, an unheated carburetter, an off-set magneto to enable a slightly longer chain to be used for driving it, and bronze and steel big-ends.

Ron Godfrey's favourite overhung crankshaft was used and this engine was installed in 1919 in a steel instead of in a wood chassis, but the wire-and-bobbin steering was retained, the steering-column now emerging on the near-side instead of on the off-side. The body was an exciting pointed-nose single-seater, on the lines which that of Basil Davenport's equally-famous "Spider" will have made familiar to the present generation, ending in a pointed tail. In its post-Armistice form "Kim" had a three-speed transmission on the well-known GN/Frazer Nash chain-and-dog system, giving ratios of 7, 4½ and 3 to 1, altered however to suit prevailing competition requirements, and it had the expected ¼-elliptic springs, damped at the back by Houdaille shock-absorbers, while as a safeguard against breakage, the top spring leaves were "catcher" leaves curved over at the front to hold the axle in place should the main spring-eye break, these extra top leaves also doing some additional damping. Petrol was contained in a tank in the tail and fed by air-pressurisation, provided by a hand-pump from a shot-down war-time Fokker aeroplane, labelled "Benzine". To prevent his foot slipping from the accelerator

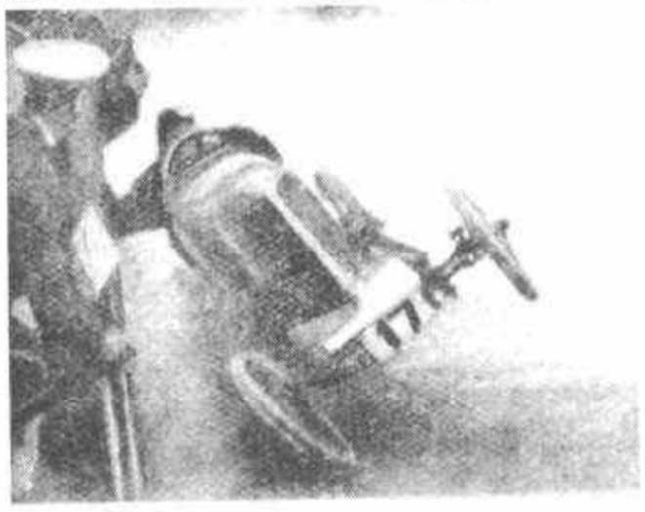


CAPT. A. FRAZER-NASH at the wheel of "Kim II" — a photograph copied from the very first issue of the Brooklands Gazette.

pedal Frazer-Nash had *all three* composed of rectangular GN (brake and clutch) pedals. The narrow cockpit of "Kim" had a dash carrying a Smith's 100 m.p.h. speedometer driven from the near-side front wheel, a tachometer, and a pressure gauge. "Kim I" ran on 650 × 65 Palmer cord tyres in those days and the seat cushion was composed simply of a folded-up inner tube, suitably inflated. The Reg. No. then was MC-4490 but various different ones were to grace this GN along the years, Nash having a liking for Irish numbers. (Incidentally, I think the original photographs in *The Light Car & Cyclecar* of 1920 prompted Derek Dent, a later "Chain-Gang" exponent, to make in 1924 his little model of "Kim", using Meccano clothed in aluminium, with miniature wire wheels made for him by a professional model aeroplane builder.)

At the time when this article appeared Nash undoubtedly had Brooklands' fastest cyclecar, which would have been doing over 80 m.p.h. coming off the bankings. When the *Light Car & Cyclecar's* journalist went to see it Frazer-Nash was late in arriving, as he had been to fetch his Avro 504, and he hadn't much time for the Press because he was busy designing a house for himself; which nicely sets the scene. "Kim" did well on the Track winning two races at Whitsun, the fastest at 72 m.p.h. and a sprint race at the Summer meeting, again at 72 m.p.h., although suffering a broken rocker in an MCC race. But at the 1920 BARC August Meeting, Frazer-Nash was catching up with his old rival George Bedford's very fast 1½-litre Hillman, on the damp Track, and in pulling out to pass he got into a bad skid, "Kim" going through the corrugated

". . . obligingly dropping back onto four wheels just as Archie had instinctively put out his right arm . . ."



iron fence bordering the Railway straight. The little car was badly damaged and was brought back to the Paddock on a hand-cart, but its driver got off with cuts and a broken collar-bone.

He immediately set about rebuilding the GN, retaining the same engine, using a new steel chassis, and for a time wire-and-bobbin steering, which he said gave "a better feel". After 1920, GN geared-steering was fitted and "Kim II" was as successful as its fore-runner. Appearing for the first time at the 1920 JCC Brooklands Meeting, it won every event for which it was entered, being timed over a flying-kilometre at 85.38 m.p.h., very fast indeed for a two-cylinder 1,100 c.c. cyclecar at that period. It won again at the Autumn meeting, averaging 78½ m.p.h. in a normal handicap, and it then beat far bigger cars in winning the concluding sprint-race, at 73.84 m.p.h. However, Capt. Frazer-Nash decided it would be safer to use a longer-wheelbase GN on the Track, and "Kim II" was retired from this activity in favour of "Mowgli", with a chain-drive o.h.-camshaft engine. "Kim" continued to appear in sprint events, permitted on public roads at that time, with devastating effect. In his great books about GN and Frazer Nash history, David Thirlby says it scored 112 firsts making f.t.d. on many of these occasions, often against far more powerful cars. I have not counted, but certainly some of the speed-trial and hill-climb victories achieved by "Kim" deserve to be listed in the accompanying table. (Until June, 1920 it seems to have been called "Moldy I", but was then rechristened "Kim I" and then "Kim II" after the crash in August of that year.)

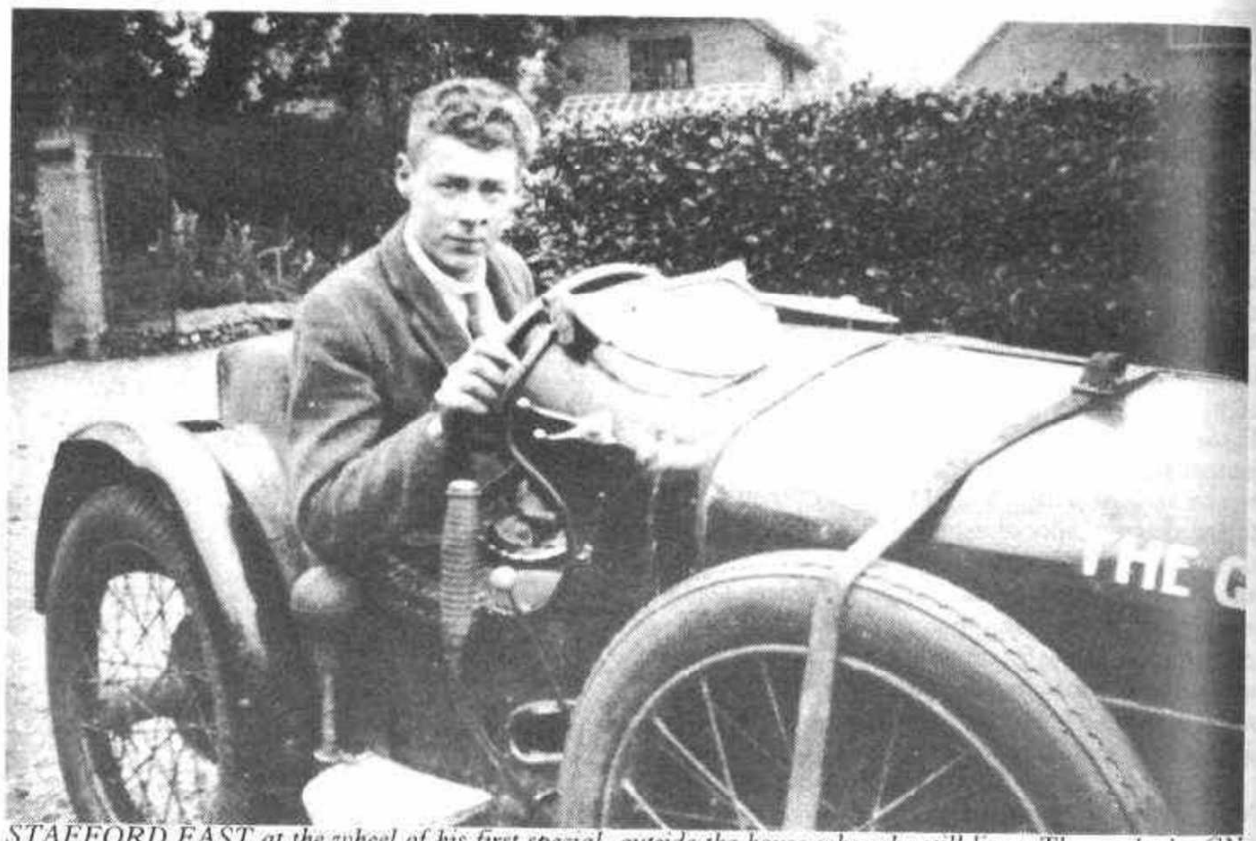
In the very first issue of *The Brooklands Gazette* (MOTOR SPORT's fore-runner) Capt. Frazer-Nash wrote of some of the thrills he had experienced at the wheel of "Kim". He used to drive it long distances on the road *en route* for speed events, such as from Wandsworth to Sutton Bank in Yorkshire, or to the Skegness sand-races, the little car provided for the purpose with a windscreen with bad-weather vision-slot, a hood that enveloped the cockpit, and brackets* for oil (later tiny electric) lamps. Also an AA badge on its knife-edge prow. . . . Nash remembered trying to read the speedometer against that of the tachometer on his way to the Sutton Bank hill-climb — he said 3,000 r.p.m. equalled about 60 m.p.h. — when, looking up, he found he was

* The lamp-brackets were left in place at speed events, perhaps as protection for "Kim's" exposed valve stems. — W.B.

fast approaching a right-angle turn over a bridge. The skid he experienced on braking hard spun him off the road and that which he had in the speed hill-climb was nothing in comparison! Then on another road journey there was an inversion, when "Kim" hit a bank not seen in a cloud of dust and fell into a ditch, Nash hearing the crack of a broken rib as he took the weight of the almost undamaged car. He also described the moments at Shelsley Walsh in 1922 when he almost overturned at the lower corner, "Kim" however obligingly dropping back onto all four wheels just as Archie had instinctively put out his right hand to press on the railings. He continued his climb with buckled off-side wheels and a front tyre flapping loose.

It is this famous GN that Stafford East has so painstakingly rebuilt. It had been sold by Frazer-Nash (the Directors of GN owned their own racing cars) to J. A. Hall in the summer of 1924, and then went to Lewis Humphries, and R. G. Moore ran it at Skegness in 1925. It is thought that A. C. M. Jameson, who is believed to have finally blown-up the aged engine, had it next. Ron Godfrey then bought what was left of his old brain-child. One con-rod was certainly broken but he put the barrels back on the crankcase and in this form the famous engine was exhibited at the first Racing Car Show to be held after the war, mounted on a suitable display-stand, although in fact there were no rods or pistons in it. Stafford East was at that Exhibition with Kenneth Bear's Type 51 GP Bugatti, and, seeing the GN engine, decided he would like to see what could be done about re-creating "Kim".

I asked him why he was so keen on doing this, his interest in GNs not seeming to be quite in keeping with his well-known association with racing Bugattis. He prepared Bear's cars and today has a quite splendid Type 59 in his garage, fully restored, even to Stafford East respoking its complicated wire wheels (but that is another story), a 4.9-litre Type 50 Bugatti, and the ex-Col. G. M. Giles' Type 57T Bugatti, for which brother Eric Giles designed the Bertelli body. Col. Giles named this Bugatti "Teresa" and I recall some satisfying pre-war runs in it. It was sold to Stapleton and Stafford East is its third owner; he took it to last year's BOC Rally in Hyde Park, where he took the first prize jointly with Peter Hampton, which shows how far sighted Eric Giles was when designing the body in 1935. "So why this interest in GN cyclecars?", I enquired.



STAFFORD EAST at the wheel of his first special, outside the house where he still lives. The car had a GN chassis, Morris front axle and engine and an Alvis radiator.

The answer was simple. Stafford East's first car was a GN. "In fact," he added, "I have had a chain-drive car of one sort or another ever since." This is borne out by the very interesting car of this kind which he built up for himself recently, as a practical road car and certainly not a replica of anything in particular. It has an original vintage long-wheelbase chassis, an AC Six engine, Frazer Nash radiator, Frazer Nash-type four-speed and reverse transmission (the chains easily accessible on lifting a floorboard, and spare chains carried in a chassis cross-member), hydraulic f.w.b., ex-Triumph, and Fiat rear brakes with ribbed, alloy drums. The body is an open two-seater which reminded me, probably incorrectly, of a similar car R. G. J. Nash made before the war, with a twin-cam four-cylinder Anzani engine.

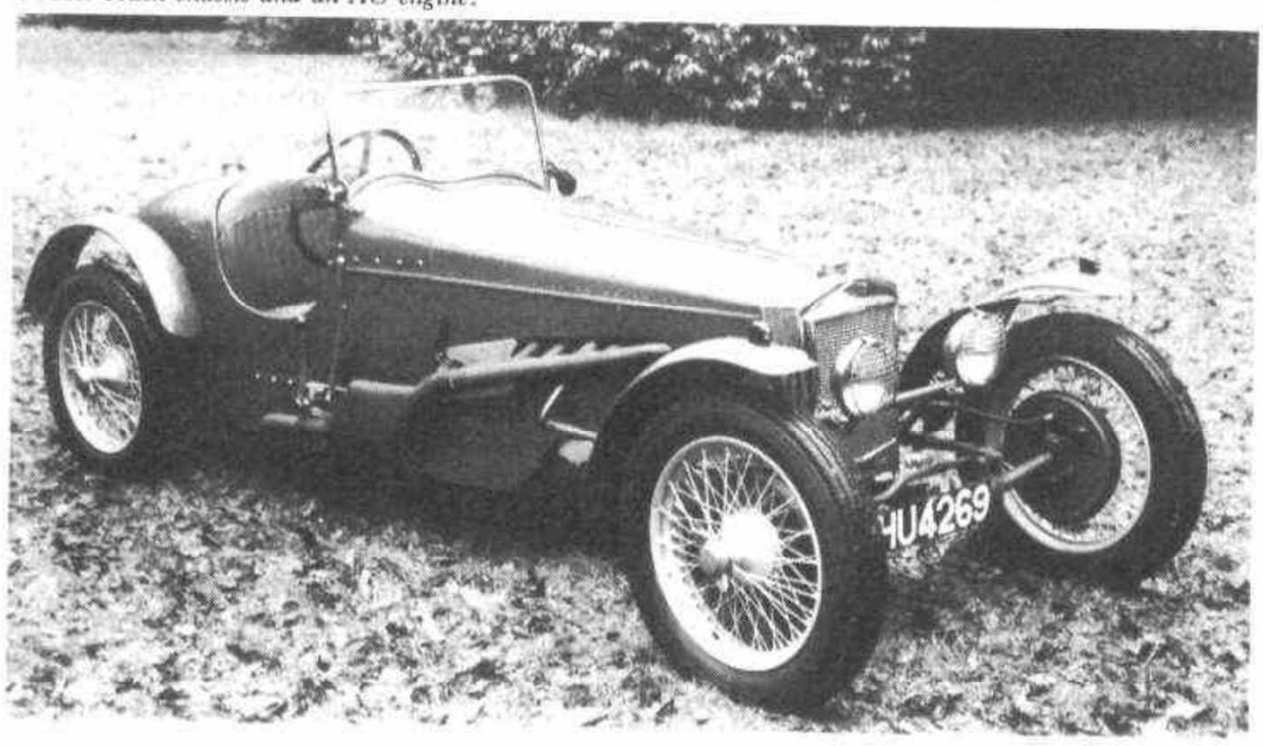
Stafford East's first car, then, was a 70/- GN, bought from Norman Finlayson. In fact, the 70-bob was intended to cover two GNs, but only one was delivered. A wooden body was made for it and it was used on the road for about a year. Stafford East's father had cars but did not really trust them. Nevertheless, they ran to a 3-litre Bentley, and later a rather good i.o.e. Triumph Gloria. In 1924 the subject of this interview, as a very small boy, bullied his father, into taking him to near-by Kop Hill, in the family's 1924 Hotchkiss-engined Morris-Cowley, where he saw "Kim" in action, and famous drivers like Parry Thomas competing, and the eradicable bug which so many of us picked up when quite young has afflicted Stafford East ever since.

His next acquisition was another GN — they used to cost from 30/- upwards — bought from an RAF chap at Halton Camp. It had a 60-deg. magneto for the 90-deg. engine and on the journey home one cylinder consequently glowed cherry-red and the engine was never much good afterwards. Another 30-bob was spent on a Morris-Cowley power unit, which went into the GN chassis, using an Alvis radiator. This was really too heavy an engine, but as the three-speed gearbox was retained there was great joy at engaging the second reverse and creeping forward with the prop.-shaft rotating the wrong way, or of effecting an upward gear-change in reverse! The Morris engine was changed for a much lighter 10/23 Talbot engine, but this lacked power.

Among these touring GNs, in one or other of which the young owner would drive to Brooklands and back from Chesham Bois, there was "a short burst of Austin Sevens, which I didn't much like," before Stafford East obtained from Bobby Pattenden the ex-Windle Boulogne Frazer Nash. It was an Anzani car, in which a Meadows 4ED engine had been installed at the works. That was retained until after World War II during which there was a much-liked AC Six and a vintage 4½-Bentley. That was followed by a spell with 2-litre Lagondas, both normal and supercharged; "they made different noises but the blown ones didn't go any faster!" So to the Bugatti days.

True to form, Stafford East still has a touring GN, or more properly a sports GN, for his smart dark blue two-seater is a 1922 Vitesse, with the overhead camshafts, vee-twin engine in which a single exposed chain, behind the cylinders, drives the camshafts, as evolved in 1921 for Archie Frazer-Nash's "Mowgli", the replacement Brooklands car for "Kim II". Godfrey told Stafford East that he had a 75 m.p.h. car in this "Vitesse" GN and I was told that this is quite

FOR his own pleasure on the roads of today, Stafford East has made this chain drive special, using an original Frazer Nash chassis and an AC engine.



correct. It will do a comfortable 70 m.p.h., and then creep up the final five m.p.h., at which speed it feels quite happy, especially as its owner knows exactly what a GN should sound and feel like, should anything begin to go amiss. This GN is registered GN-1922, Stafford East's late wife having made him a birthday present of the number. A quickly detachable bonnet, a feature of all three GNs, spigots neatly into its wooden supports, a tip given to Stafford East by Ron Godfrey.

Before he started to rebuild "Kim" Stafford East did the same to one of the 200-Mile Race Akela GNs. When the Junior Car Club announced its ambitious Brooklands Light Car Race of this distance in 1921 the GN Company set about creating a special racing vee-twin engine with which to compete. This had overhead camshafts operating four-valves-per-cylinder and there were two sparking plugs in each pent-roof bronze head. The camshafts were driven by a centre vertical shaft and a bevel-driven cross-shaft, the engine being called the "I-Swear" engine at the works, as someone thought it looked like the raised clenched-fist sign people give in Court when taking the oath! It is interesting that the overhung crank was retained for these advanced racing engines. The bore and stroke were again 84 x 98 mm., putting the Akela GN into the 1,100 c.c. class. Only the one GN was entered for the race, driven by Capt. Frazer-Nash. The neat two-seater body had a transverse cylindrical fuel tank half-sunk into the tail decking. The "radiator" was an open shell, the one-piece bonnet having a small "vee" ahead of the cylinders. The lone GN gained a very useful win, at an average speed of 71.54 m.p.h., finishing well ahead of the French four-cylinder Salmson. The Akela engine gave 33.3 m.p.g. of petrol and 80 m.p.g. of oil under these severe conditions and the GN clocked 77.45 m.p.h. on its final lap, which implies that it was doing over 80 m.p.h. flat-out.

Thus encouraged, three of these cars were entered for the 1922 200-Mile Race. The drive to the o.h.-camshafts was by a vertical shaft up the front of each cylinder on two of them but Nash used his 1921 cross-shaft engine — perhaps the third of the new Akela engines wasn't ready in time? The older engine had been hard used and in the race it broke the near-side piston, which was believed to be of an experimental type anyway. Undeterred, Nash and his mechanic L. A. Cushman set about putting in a piston from another GN, in a matter of 35 mimutes (some reports say 42 minutes), finishing the race in fifth place, to give the GNs the Team Prize, as Godfrey was 3rd, behind the Salmsons and Hawkins fourth. Nash had averaged nearly 79 m.p.h., to take the class standing-start 50-mile record, and his overall average was still 62 m.p.h. Stafford East tells me that it would not have been all that difficult to get a "pot" off an Akela engine and that as the camshaft-drives were splined, the timing would not be lost, but I suppose it may have been a bit more tricky with the "I-Swear" motor. (Incidentally, this wasn't the first nor the last time Frazer-Nash would do this. "Kim" cracked a piston at the 1920 Brooklands summer meeting but Nash fitted another one and went out to win a race later that afternoon, at 72.5 m.p.h., and when he was racing Ulster Austin Sevens Nash changed a supercharger during the 1930 "Double Twelves".) By 1923 the GN racing team had been disbanded, but F. N. Pickett ran his Akela GN in that year's 200-Mile Race, and again in 1924, and Pickett's chauffeur Ringwood ran one in the "road" circuit 1925 "200" and others to run these GNs at Brooklands were Miss Ivy Cummings, L. C. G. M. Le Champion and A. P.

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Some Successes — "Kim I & II"

"Kim I"

1919	South Harting hill-climb	Capt. A. G. Frazer-Nash	1st racing class
	Southend speed-trials	Capt. A. G. Frazer-Nash	1st in class
1920	JCC Brooklands Meeting	Capt. A. G. Frazer-Nash	1st flying kilo/mile
	Brooklands Whitsun Meeting	Capt. A. G. Frazer-Nash	1st, Light Car Short H'cap 1st, Cyclecar Short H'cap
	Thundersley Church hill-climb	Capt. A. G. Frazer-Nash	FTD (20.8 sec. — 51 m.p.h.)
	Brooklands Summer Meeting	Capt. A. G. Frazer-Nash	1st, Mixed two-mile sprint
	Shelsley Walsh hill-climb	Capt. A. G. Frazer-Nash	1st, Light Car Class (60.2 sec.)
	Westcliffe speed-trials	H. R. Godfrey	1st, 1,100 c.c. Racing class (60.46 m.p.h. for s.s. kilo.) 1st 1,500 c.c. Racing class.
	South Harting hill-climb	Capt. A. G. Frazer-Nash	1st in two classes & FTD (64.6 sec.)

(Kim I was crashed at Brooklands during the August Meeting)

"Kim II" (using the same engine)

	JCC Brooklands Meeting	Capt. A. G. Frazer-Nash	1st, Sprint race (57.46 m.p.h.)
	Autumn Brooklands Meeting	Capt. A. G. Frazer-Nash	1st, 100 m.p.h. Short H'cap (78½ m.p.h.)
	Essex MC Brooklands Meeting	Capt. A. G. Frazer-Nash	2nd, Light Car Long H'Cap
	Brooklands Test Hill	Capt. A. G. Frazer-Nash	New Record (9.37 sec.)
	Pebblecoombe hill-climb	Capt. A. G. Frazer-Nash	FTD (23.4 sec.)
	Putteridge Park speed-trial	Capt. A. G. Frazer-Nash	1st in class (13.6 sec.)
1921	Chatcombe hill-climb	Capt. A. G. Frazer-Nash	FTD (34.4 sec.)
	Kop hill-climb	Capt. A. G. Frazer-Nash	FTD & Course Record (34.6 sec.)
	JCC Brooklands Meeting	Capt. A. G. Frazer-Nash	1st, Cyclecar H'cap (70 m.p.h.)
	Sutton Bank hill-climb	Capt. A. G. Frazer-Nash	FTD (81.6 sec.)
	South Harting hill-climb	Capt. A. G. Frazer-Nash	FTD
	Kop (Oxford MC) hillclimb	Capt. A. G. Frazer-Nash	FTD (38.8 sec.)
	Kingsdown hill-climb	Capt. A. G. Frazer-Nash	1st in class
	Spread Eagle hill-climb	Capt. A. G. Frazer-Nash	1st in class (48.4 sec.)
	Westcliffe speed-trials	Capt. A. G. Frazer-Nash	1st in four classes (39 sec.)
	Bore Hill hill-climb	Capt. A. G. Frazer-Nash	FTD (37.2 sec.)
	Shelsley Walsh hill-climb	Capt. A. G. Frazer-Nash	3rd fastest (54.8 sec)
1922	Kop hill-climb	Capt. A. G. Frazer-Nash	1st in two Formula classes (31.4 sec.)
	Rosedale Abbey freak hill-climb	Capt. A. G. Frazer-Nash	Best performance
	Bottlesdown hill-climb	Capt. A. G. Frazer-Nash	1st in class (37 sec.)
	Saltburn Sands speed-trials	Capt. A. G. Frazer-Nash	1st in two classes (36.8 sec.)
	Dean Hill hill-climb	Capt. A. G. Frazer-Nash/ L. A. Cushman	1st in three classes and Light Car FTD (48.8 sec.)
	Ten Churches hill-climb	Capt. A. G. Frazer-Nash	2nd fastest
	Westcliffe speed-trials	Capt. A. G. Frazer-Nash	1st in class and Light Car FTD (40.2 sec.)
	Spread Eagle hill-climb	Capt. A. G. Frazer-Nash	1st on Formula and 2nd fastest (28.6 sec.)
	Holme Moss hill-climb	Capt. A. G. Frazer-Nash	1st in two classes (93.6 sec.)
	Colne speed-trials	Capt. A. G. Frazer-Nash	FTD (43.6 sec.)
	Southsea speed-trials	Capt. A. G. Frazer-Nash	Joint 2nd fastest over mile (67 m.p.h.); 1st in class over kilometre (63 m.p.h.)
	South Harting hill-climb	Capt. A. G. Frazer-Nash	Third fastest (69.2 sec.) and 1st in class
1923	Kop hill-climb	Capt. A. G. Frazer-Nash	1st in class (34.0 sec.)
	Holme Moss hill-climb	Capt. A. G. Frazer-Nash	1st in 1,100 c.c. class, 2nd in 1,500 c.c. class (90 sec.)
	Bexhill speed-trials	L. A. Cushman	1st in 1,100 c.c. class, 2nd in unlimited class (28.6 sec.)
	Spread Eagle hill-climb	Capt. A. G. Frazer-Nash	2nd fastest (45.2 sec.)
	Brighton speed-trials	Capt. A. G. Frazer-Nash	1st in 1,100 c.c. class, 2nd in 1,500 c.c. class
	South Harting hill-climb	Capt. A. G. Frazer-Nash	2nd in 1,500 c.c. class
	Sutton Bank hill-climb	Capt. A. G. Frazer-Nash	1st in class (79.4 sec.)
	Shelsley Walsh hill-climb	Capt. A. G. Frazer-Nash	2nd in 1,500 c.c. class (54.9 sec.)
	Brooklands Test Hill	L. A. Cushman	1,100 c.c. class record (8.46 sec.)
1924	South Harting hill-climb	J. A. Hall	1st in 1,100 c.c. class
	Kidd's Hill hill-climb	J. A. Hall	1st in class
	Dean Hill hill-climb	Capt. A. G. Frazer-Nash	1st in class
	Lewes speed-trials	J. A. Hall	1st in class (26.4 sec.)

N.B. This list does not profess to be complete, nor does it include Brooklands class records. Care has been taken to consult (where possible) photographic records to avoid confusion with GNs other than "Kim". In later events, it was sometimes entered as a Frazer Nash, adding to the confusion. Incidentally, when "Kim" wasn't entered for the earlier events tabled above, Ron Godfrey would frequently make FTD in the 1914 GN "Bluebottle". — W.B.

Some More Successes — "Akela" GN

1923	Ewell hill-climb	Miss Ivy Cummings	1st in 1,100 c.c. class
	Southsea speed-trials	Miss Ivy Cummings	2nd in 1,100 c.c. class
1924	Kop hill-climb	Miss Ivy Cummings	1st in 1,100 c.c. class
	Aston-Clinton hill-climb	Miss Ivy Cummings	1st in 1,100 c.c. class
	South Harting hill-climb	Miss Ivy Cummings	1st in 1,100 c.c. class
	Skegness sand-races	Miss Ivy Cummings	Third in 1,100 c.c. class
	Herne Bay speed-trials	Miss Ivy Cummings	1st in 1,100 c.c. class
	Spread Eagle hill-climb	Miss Ivy Cummings	1st in 1,100 c.c. class
	Brighton speed trials	Miss Ivy Cummings	1st in 1,100 c.c. class
	Bexhill speed-trials (July)	Miss Ivy Cummings	1st in 1,100 c.c. class
	Bexhill speed-trials (October)	Miss Ivy Cummings	1st in 1,100 c.c. class
	Arundel speed-trials	Miss Ivy Cummings	1st in 1,100 c.c. class
1927	Wallasey sand-Races	E. R. F. Mucklow	2nd in 2,000 c.c. racing class
	Blackpool speed-trials	E. R. F. Mucklow	1st 1,100 c.c. expert class 2nd in 1,1500 c.c. expert class
	Southport sand-races	E. R. F. Mucklow	1st in 1,100 c.c. expert class 1st in 1,500 c.c. expert class 2nd in 2,000 c.c. expert class
	Shelsley Walsh hill-climb (Amateur)	E. R. F. Mucklow	2nd unlimited racing class
	Colwyn Bay speed-trials	E. R. F. Mucklow	1st in 1,100 c.c. expert class 1st in 1,500 c.c. expert class
	Southport sand-Races	E. R. F. Mucklow	1st in 1,100 c.c. expert class 1st in 1,500 c.c. expert class 1st in 2,000 c.c. expert class
	Southport Championship Meeting	E. R. F. Mucklow	1st in 1,100 c.c. Flying Kilo class 1st in 1,100 c.c. Standing Mile class 1st in 1,500 c.c. Standing Mile class 1st in 2,000 c.c. Standing Mile class
	Shelsley Walsh hill-climb (Open)	E. R. F. Mucklow	1st in 1,100 c.c. racing class
1928	Southport sand races	E. R. F. Mucklow	1st in 1,100 c.c. racing class 1st in 1,500 c.c. racing class 1st in 2,000 c.c. racing class 1st in 3,000 c.c. racing class

N.B. These successes achieved by the 1922 "Akela" GN when it was owned by Miss Ivy Cummings and driven by E. R. F. Mucklow (who named it "Tiger III") are, like the table above, not the whole story. The car now owned by Mr. Stafford East, was successful in a number of record attempts at Brooklands.

Number Plates — VMF 64

CHOOSING an Aston Martin registration number for this series proved to be very difficult, there were so many to choose from, all famous and well known. This was brought about by the fact that the works Aston Martin team in the nineteen-fifties always registered their sports and GT racing cars and drove them to and from the circuits, so that when a works Aston Martin raced it invariably did so in full road trim, with tax disc and number plates. The decision to feature VMF 64 was made on account of the variety of competition events in which it was successful and also because it was the personal road car of Sir David Brown, the "patron" of Aston Martin in the fifties.

The Aston Martin firm has passed through more owners' hands than any other motor car manufacturer that I can think of, and in 1950 it belonged to David Brown (later Sir David), the cars carrying the prefix DB. In 1949 a prototype GT coupé had been built and raced, using Aston Martin chassis and suspension knowledge and a Lagonda 6-cylinder engine, David Brown owning both Aston Martin and Lagonda. This DB2 was a certain success and in 1950 the factory built three cars for their own racing use, identical to the production DB2 cars. They were registered VMF 63, VMF 64 and VMF 65, their chassis numbers being LML/50/7, LML/50/8 and LML/50/9, respectively. It is with the middle car of the trio that we are concerned, LML/50/8 registered VMF 64. It had the normal 6-cylinder twin-cam engine of 78 x 90 mm. bore and stroke, giving a capacity of 2,580 c.c., and delivered 125 b.h.p. at 5,000 r.p.m. on an 8.2 to 1 compression ratio, using two SU carburetters.

In the 1950 Le Mans 24 Hour race it was driven by Lance Macklin and George Abecassis and finished 5th overall, averaging 87.3 m.p.h. and winning the 3-litre class. At Silverstone it ran in the 1 Hour Production Car event, driven by the French driver Raymond Sommer. It was leading its class near the end of the hour when a car in front blew up and covered the Aston's windscreen with oil, so that Sommer was forced to slow and was passed in the closing minutes of the race, to finish 2nd in the 3-litre class and 10th overall. VMF 64 then took part in the Tourist Trophy on the daunting Dundrod Circuit in Northern Ireland, and Lance Macklin brought it home into 8th place overall and 3rd in its class, averaging 71.78 m.p.h. To add to the variety in the life of VMF 64 Charles Brackenbury drove it at Shelsley Walsh before the end of the season.

In 1951 the works team had new DB2 cars but VMF 64 was kept on the factory strength and was entered for Le Mans again, this time driven by Lance Macklin and Eric Thompson. They finished a magnificent 3rd overall, and trounced the two new factory DB2 cars! Their average speed for the 24 Hours was 90.0 m.p.h. and needless to say they won the 3-litre class. However, before this epic run Tommy Wisdom had borrowed VMF 64 and competed in the famed Mille Miglia, over 1,000 miles of normal Italian roads. He shared the driving with Anthony Hume, a well-known sportsman of the time, and the 1,000 miles took them 14 hr. 7 min. 41 sec. and netted them victory in the over-2-litre GT class and 11th place overall. When it was not running in competition VMF 64 was being used by David Brown as his personal road car, but after Le Mans, Tommy Wisdom borrowed it again and partnered by his wife he competed in the arduous Alpine Rally and gained an Alpine Cup for a clean run, as well as making best time in four timed sections.

Once again VMF 64 was pensioned off and became David Brown's road car, but once again Wisdom persuaded the "patron" to lend him the car, this time for the 1952 Mille Miglia. The factory team were competing this year so VMF 64 became a works entry, with Fred Lown, one of the works mechanics, accompanying Wisdom. They finished 12th overall in a time of 13 hr. 29 min. 40 sec., again winning the over-2-litre GT class. After another outing in the Alpine Rally driven by Wisdom and Harold Nockolds, VMF 64 finally ended its competitions career and went back to its role as a road car.

At the time of this activity the Hon. Gerald Lascelles was with the Aston Martin firm at Feltham in Middlesex, and when he left in 1954 he said to David Brown that if ever VMF 64 needed a good home he would be happy to provide it. In the summer of 1957 John Wyer the Aston Martin team-manager, phoned Lascelles to say that DB was parting with VMF 64 and he had the first refusal. Needless to say the Hon. Gerald did not refuse and became the owner of VMF 64 on July 24th 1957, his being the second name in the log-book.

Today, twenty-three years later, VMF 64 is still owned by the Hon. Gerald Lascelles and in a letter to me at the beginning of this year he wrote ". . . the car sits in my garage and is fully roadworthy. However, I do not license her in the winter, to remove the temptation to take her out on salty roads, which she minds very much . . ."

Indeed a famous car with a famous number plate, now living in honourable retirement after a racing record of which any car would be proud. Two Le Mans 24 Hour races, two Mille Miglias, two Alpine Rallies, a TT and short circuit racing, and not a single retirement. For confirmation of the foregoing I am indebted to the Aston Martin Owners Club and their annual Register of Aston Martin cars, which lists in great detail all the activities of Astons in competition. — D.S.J.

UNDOUBTEDLY the most famous of the DB2 Aston Martins, VMF 64 is seen at Silverstone in 1950 driven by Raymond Sommer.



Alfa Interlude

A reflection on 20 years endeavour after a day with a T33/3 V8 sports racer

ON OCTOBER 28th, 1951 Juan-Manuel Fangio drove his 1½-litre supercharged eight-cylinder Alfa Romeo Tipo 159 to victory in the Spanish Grand Prix on Barcelona's now-defunct Pedralbes circuit, making the final triumph for the classic Alfetta design which had served the Italian team so successfully since the end of the Second World War. Almost 20 years later, on April 2nd 1971, Andrea de Adamich and Henri Pescarolo won the BOAC 1,000 kilometre race at Brands Hatch, this being Britain's round of the World Championship for Makes, sharing a 3-litre Group 6 Tipo 33/3 V8-engined Alfa Romeo sports racing car. To the historian those two World Championship victories were separated by two decades of enormous activity in the motor racing world, but they were by no means lost to the Italian marque who certainly did not "drop out" of the sport, but maintained a consistent presence at lower levels to lay the foundations of the Alfa Romeo involvement in Grand Prix racing which continues into 1981.

There were a variety of reasons behind Alfa Romeo's withdrawal at the end of the 1951 season, not all of which are relevant to this article. Suffice to say that the enormous cost of building a new Grand Prix engine for the planned 2½-litre Formula One was enough to deter them for a start and, anyway, they were (and indeed still are) in the business of making motor cars on a large scale basis. Being State owned, Alfa Romeo were subject to all sorts of political, financial and industrial pressures, both from Government and trade unions, in much the same way as BL is affected in this country. A major international racing involvement for such a company raises all sorts of difficulties and is worth remembering that, to this day, the firm's racing activities are still administered by Autodelta S.p.a., originally an independent "factory blessed" organisation and now a wholly owned subsidiary of the Milan parent company.

As the last embers of the immediate post-war Formula One programme flickered and died, the factory still nurtured some ambitious sports car racing plans. Plans for a big six-cylinder sports car were laid in 1952, and when Touring of Milan produced a striking open roadster powered by a new 3-litre six-cylinder engine (in effect an enlarged Giulia with two extra cylinders) capable of over 150 m.p.h. it was immediately dubbed the "Flying saucer" — Disco Volante. This fascinating roadster evolved into a rugged two door competition coupé — further enlarged to 3.5-litres, three examples of which were entered for the 1953 Mille Miglia. They were driven by Fangio, Karl Kling and Consalvo Sanesi and proved to be highly competitive. Sanesi was leading at Pescara, but retired; Kling took over at the head of the field until just after Rome, only for an oil leak to eliminate him from the race; so it was left to Fangio's sole surviving Disco Volante to inherit the lead. Unfortunately a steering arm breakage left Fangio with only one wheel steering and he dropped to second place, overtaken by Gianni Marzotto's 4.1-litre Ferrari in the Apennines.

At the same year's Le Mans race the Disco Volantes were driven by Fangio/Marimon, Kling/Riess and Sanesi/Carini and although they



JOCHEN RINDT in the rain at Snetterton in 1966 at the wheel of an Autodelta Alfa GTA during Britain's round of the European Touring Car series.

were easily the fastest cars in the race, they all failed to stay the distance, Sanesi's being the last to retire with clutch trouble in the early hours of Sunday morning. Following an outing later in the year at the GP Supercortemaggiore sports car race at Monza, the Disco Volantes were never again seen racing for the Milan factory which thereafter withdrew from competition. But Alfa Romeo's name was inextricably linked with competition and, as interest in both rallying and production car racing expanded during the 1950s, it wasn't surprising that attention focussed on the company's products. By the end of the decade the advent of cars such as the Giulietta saloon attracted amateur drivers in their droves and a busy tuning industry built up as many people prepared these cars for competition purposes. In that connection it should be mentioned that a number of specialist preparation companies began working on Alfa products, notably Conrero of Turin, and by the early 1960s one could detect more than a hint of competition flavouring to the offerings from the main Milan factory. The 1962 Turin motor show marked the début of the attractive little Giulia TZ (tubolare zagato), a sleek little coupé with independent suspension and disc brakes all round, and shortly afterwards the GTA, followed by the GTZ tubolare and the GTA lightweight coupé came on the scene as if to confirm and emphasise that Alfa Romeo were still keeping very much "in touch" with the racing scene, even though they were not involved in "direct" participation.

However, without doubt the most significant development in this story occurred when former Ferrari engineer Carlo Chiti, who at that time was still "licking his wounds" after being involved with the abortive ATS 1½-litre Formula One project of 1963 (not to be confused, incidentally, with the current-day Grand Prix team of the same name, established the Autodelta organisation in the Italian town of Udine. Chiti, in conjunction with an engineering friend Ludovico Chizzola, originally set up in business to superintend race development work on the Alfa Romeo Giulia TZ coupé, examples of which were raced by Boley Pittard and Tony Hegbourne for British entrant Ian Walker. But the car for which Autodelta's early efforts will be best remembered is the Alfa Romeo GTA coupé which won the 1966 and 1967 European Touring Car Championships as well as the touring category of the 1967 European Hillclimb Championship. A whole host of Italian youngsters made their name in these Autodelta machines including Andrea de Adamich, Giovanni "Nanni" Galli and Enrico Pinto, while other established names employed by Chiti's team at the time included Jochen Rindt, Teodoro Zeccoli, Roberto Bussinello, and Toine Hezemans. This was important groundwork for Autodelta who became a formal offshoot of the Alfa Romeo company in 1966, moving to a new base close to the main factory in Milan.

In 1967 Autodelta first came up with the T33 coupé, at that time a two-litre V8 (78 × 52.2 mm., 1,995 c.c.) developing just under 260 b.h.p. at 9,000 r.p.m., and an enthusiastic amateur driver could obtain one of these machines from Autodelta for the Italian lire equivalent of around £6,600. When a two-litre T33 won its class in the 1968 Daytona 24 hour sports car race in the hands of Nino Vaccarella/Udo Schutz, Alfa Romeo's first major step back to World Championship motor racing could be regarded as taken.

The original T33 was a somewhat precarious handling machine, according to those who drove it, built round two large tubular pontoons and the Autodelta race organisation did not always match up either to the well drilled Porsche precision or the practised Ferrari "organised chaos". In fact, it took several seasons before the works Alfa Romeos got themselves sorted out on the organisational side, and even then there were regular "panics" with such things as screwdrivers being left behind the pedals in the cockpit footwells (this happened to Vic Elford at Buenos Aires in 1972!) or two of the team's Italian drivers colliding with each other during practice, as happened to Galli and Vaccarella in practice for the 1971 Austrian 1,000 kilometre race!

Although all this promise within the 2-litre class was most encouraging, the ultimate aim was to field a car capable of winning long distance races and, to this end, Autodelta fielded a T33 fitted with an enlarged 2½-litre V8 for the 1968 Targa Florio. Driven by Nino Vaccarella/Udo Schutz, the car challenged for the lead only to retire, leaving victory to the Porsche 907 of Elford/Umberto Maglioli ahead of the 2-litre T33s of Galli/Ignazio Giunti and Mario Casoni/Lucien Bianchi.

By the end of 1969 the Alfa Romeo V8 had grown to 3-litres with a bore and stroke of 86 mm. × 64.4 mm. for a total capacity of 2,993 c.c. It scored its first outright victory in the 200 mile Empresa Nacional de Telecommunicaciones held at Buenos Aires autodrome at the start of the 1970 season, the drivers being de Adamich and Piers Courage. But not only did Autodelta plan to continue in long distance racing throughout that season, they had also finalised an arrangement with McLaren whereby they would supply 3-litre V8 engines to be installed in one of the British based team's F1 chassis. With a quoted power output of around 430 b.h.p. at 10,500 r.p.m., the Alfa Romeo V8 should have been on a competitive footing with the Cosworth DFV, but even allowing for the lack of F1 experience on the part of drivers de Adamich and Galli, history records that its results suggest otherwise. Nonetheless, it was an interesting technical exercise which continued with the March team into 1971, gaining a great deal of experience for Autodelta which would later be a great help in designing their 3-litre flat-12 engine which won the World Sports Car Championships in 1975 and 1977 and also found its way into the back of the works Brabham Formula One cars.

By the start of 1971, the T33 V8 sports cars had evolved to the point where they were built round sheet aluminium "monocoque" central sections in relatively conventional style, and one of these cars telliao — ("chassis") — "009" was used by Andrea de Adamich/Henri Pescarolo to win the BOAC 1,000 kilometres at Brands Hatch, a

Continued on page 444

One Man's Pom

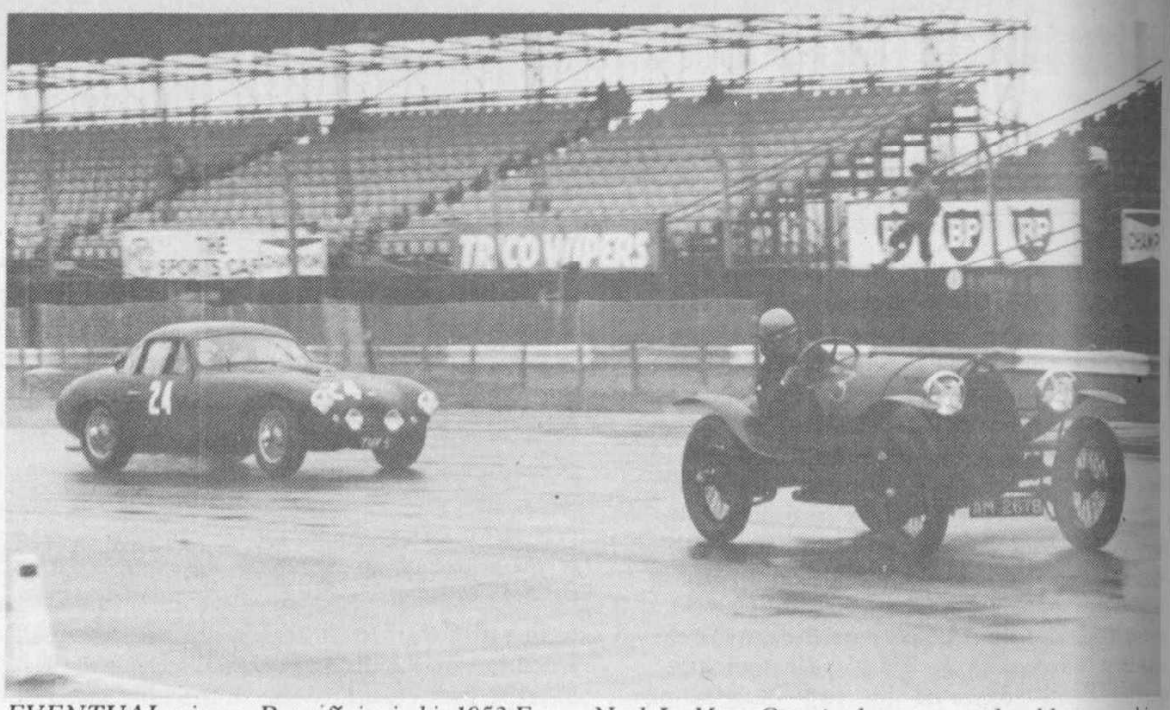
IT is not often that cars ranging in age from the Edwardian period through to the present day, in character from the highly specialised sports racing machine to the family car or in construction from the home built special to the mass produced, have the chance to compete against each other on theoretically equal terms. But that is just what happens at the VSCCs "Pomeroy Memorial Trophy Competition", Pom for short, where the only common factor between the competing cars is an engine capacity of over 1950 c.c., although even this is not a hard and fast rule as an exemption is made to allow pre-1931 cars of over 1495 c.c. to enter. Supercharged or turbocharged car are deemed to have their capacity increased by one third.

The history behind the Pom is long and complicated, having its roots in the pre-war years when Laurence Pomeroy Junior and Sam Clutton conjured with the idea of a handicap formula to compare the relative merits of touring cars from different periods. Their schemes were put into abeyance during the hostilities, but a plan was published in 1946, outlining a composite competition for the trophy which had been presented to the Club in memory of Laurence Pomeroy Senior who had died early in 1941. Fuel restrictions made it impossible to run the event straight away, and the first few recipients of the very fine model 1914 Vauxhall racing car, perhaps Pomeroy Senior's greatest design, were chosen on merit. However, by 1952, the fuel problems were coming to an end, and the first Pom was run partly at Silverstone and partly on the roads of Oxfordshire and Gloucestershire over a weekend in March of that year. The winner, appropriately enough, was a 30/98 Vauxhall, driven by Peter Binns.

Over the years, the format of the event has been evolving into the competition as it is today, a one-day meeting, taking place entirely at Silverstone, comprising tests designed to measure steering/handling, braking, acceleration, top speed and reliability. Many of the cars which enter nowadays hardly rank as "touring cars", but all must be road registered *and* taxed. The handicap formulae have evolved with the event, but it would take a full article to explain the details: it is sufficient to say that each car is handicapped in proportion to the engine capacity and the year of manufacture and in inverse proportion to the size of the passenger compartment. We thought it would be both instructive and entertaining to see how the staff 3-litre Capri would do, despite the knowledge that all the elements in the handicap formula would tell against it.

Preparation of the car (which has now done 10,000 miles of trouble free motoring since the viscous coupling in the fan was replaced at its first service) was very simple. Apart from checking the car over very carefully, there was only the small matter of rigging a return spring to operate directly on the throttle spindle before presenting it for scrutineering at a very wet Silverstone. This hurdle over, headlamps taped and numbers in position, there was time to observe some of the opposition.

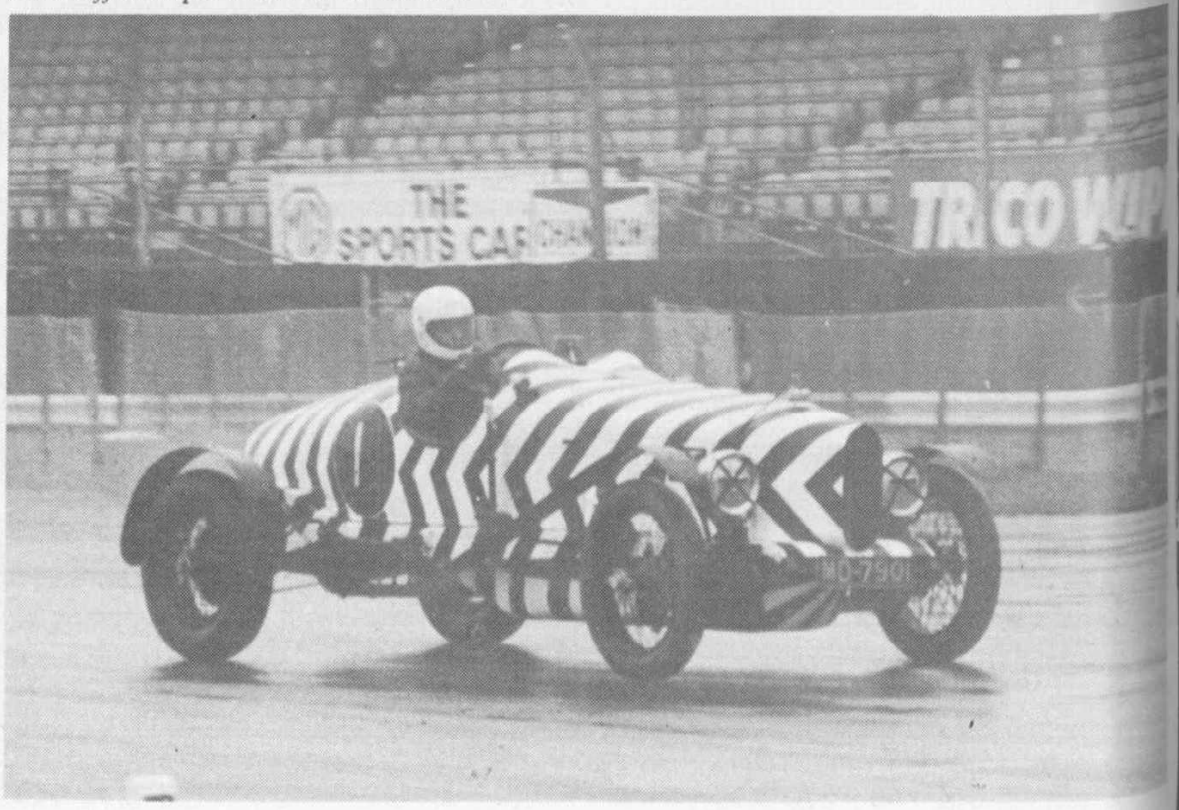
Most noticeable car by far was Adrian Liddell's Straker Squire which just scrapes into the Edwardian period, being accepted as of 1918 manufacture. As reported last month, Adrian has repainted the car in the Zebra stripes it wore when racing at Brooklands in Kensington Moir's hands in the early 1920's — the story goes that Kensington Moir's fiancée knitted him a pair of socks with black and white stripes and a red heel and he decided to paint the car to match. Adrian has replaced the radiator cowl, had undertrays to the original pattern made, and ensured that the stripes are exactly as they were, ending at the tail in a red roundel. The only other Edwardian entry was Nigel Arnold-Forster's chain-drive Bugatti which was having an oil pipe repaired — this had broken on the journey up to Silverstone, and unfortunately the repair delayed Nigel so much that he was unable to take part in the first two tests. At the other end of the scale, there were no more than three cars from the 1980's — the Capri, Barry Price's Lea-Francis tourer, built round a Jaguar engine, and an Elford Mazda Turbo, similar to the one described in the November 1980 issue of MOTOR SPORT, but on this occasion fitted with Pirelli P7 tyres and driven by Wyn Percy — yes, the 1980 winner of the RAC Group 1 Championship. In between? Examples of Bentley, Bugatti, Alfa Romeo, Frazer Nash, BMW, Jaguar, Ferrari, AC, Alvis, Fiat, Morgan, Porsche and others.



EVENTUAL winner, Roger Joice in his 1953 Frazer Nash Le Mans Coupé, about to pass the oldest car taking part in the competition, Nigel Arnold-Forster's chain drive Bugatti of 1912.

The first test took place on the club straight, using wide concrete verges on each side, and was in the form of an elongated and exaggerated slalom. It is designed to be a measure of a car's handling and roadholding, and is timed. Fastest, by a long margin, at 20.87 seconds was Percy in the Elford Mazda, using his considerable experience to take every advantage from the P7 tyres. His run was noticeably faster than anyone else, and the P7's appeared to keep the car glued to the slippery concrete round the bollards at speeds where other vehicles would have spun like tops. Only one other competitor got below 22 seconds, and that was Robin Rew in his turbocharged AC 3000 ME. There were plenty in the 22 second bracket, including Rex Kettell's Porsche 924, which somehow contrived to spin along the finishing straight, damaging the timing gear. Chris Mann was using Stephen Griswold's Monza Alfa Romeo, recently back on the road after a long sojourn in a museum, and was complaining of a misfire, thought to have been caused by filth in the fuel system — despite this, he managed a very creditable 23.77 seconds, but

JUST as it was when raced at Brooklands — Adrian Liddell has re-painted the Straker Squire with the dazzle-effect stripes it wore in the twenties.



est pre-war time went to Roddy Macpherson his 328 BMW with 23.13 sec. The Capri naged 23.76 seconds, almost exactly the same e as David Bowles' XK 120 Jaguar and rather er than John Murch's AC Cobra, although here near Paul Channon's rather hot version his make which managed 21.93 sec.

The steering test is followed by a very simple king test — cars are timed from a flying start to r front wheels crossing the first line of a 20′ , but the time only counts if the car comes to a plete stop with its front wheels in that box. It widely predicted that there would be nificant numbers of over-shoots on the damp k, but in the end only six failures were orded from the entry of 60 or so.

Fastest time here was shared by Mary Lindsay her Plus 8 Morgan with Channon, both ording 4.7 seconds, and the only other petitor to get below 5 seconds was Ian nthall's amazing Mk. VI Bentley special with secs. There were four other competitors faster n the Capri (which managed 5.3 secs.), Percy, ntual winner Roger Joice in his Le Mans upé Frazer Nash, Price and Ken Maddox' 246 Dino Ferrari all on 5.2 secs. Fastest pre-war was Michael Barker in the Midland Motor seum's 328 BMW on 5.3 secs.

The acceleration and the top speed tests are run ether in the form of a standing quarter-mile owed by a flying quarter. Cars are started at Woodcote end of the Club Straight, and so the nding quarter times are somewhat divorced m those which might be quoted in temporaries. Fastest on the acceleration test, a very long way, was Channon with 13.45 sec., t was Rew with 14.83 sec. and Murch with 95 sec. Maddox did 15.59 sec. in the 246 GT no, while Frank Wall, who was using his 206 , was rather slower with 17.73 sec., a fraction wer than the Capri's 17.69 sec. Benthall's ntley special put up a very creditable 15.73 sec. Ivan Dutton's 2002 Turbo BMW was very pressive with 16.26 sec. Fastest pre-war car was tor Gauntlett's supercharged 4¼-litre Bentley ecial with 17.27 sec., but particularly eworthy was the 20.59 sec. achieved by Chris ilcott in his 1926 1½-litre Frazer Nash.

Channon was again fastest over the flying arter, with a time of 7.31 sec., a whole second faster than his nearest rivals, Rew at 8.56 sec. and Murch with 8.63 sec. No-one else broke nine seconds, although Tony Bianchi's very hot looking E-Type Jaguar came close with 9.03 sec. Moore's Lancia Stratos looked very ferocious, but could not do better than 9.27 sec., a time bettered by David Green's E-type, quite standard looking, and Maddox who shared 9.17 sec. The Capri's time of 10.29 was beaten by Gauntlett, the fastest of the pre-war brigade, with 10.06 sec., but was 0.3 sec. slower than Wall's Ferrari and 0.2 sec. slower than Percy in the Mazda. Dutton achieved 9.35 sec., showing just what an effective weapon the 2002 Turbo makes, this car being five years ahead of the current turbo trend. Horton's time of 11.3 sec. is very impressive for a 1928 car, just as Arnold-Forster's 12.48 sec. is for 1912, these two beating many cars from the post-war era. Bob Jones was somewhat disappointed with his 9.76 sec. in the ex-Briggs Cunningham Lister-Jaguar, but as he had only completed his seven year rebuild of this famous car that morning, it was quite an achievement.

After the lunch break, the cars are tested for reliability: something of a euphemism for a 40 minute thrash round the Club circuit. Each car is given a set number of laps to cover, calculated from the handicap, and drivers are penalised for stopping, spinning and for each lap short of target. In the dry, only very poor touring cars fail to reach their set number of laps, in the wet, things can be quite exciting, as no allowance is made for weather conditions. Target laps ranged from 21 for Liddell and Chilcott at one end of the scale to 32 for David Hescroff's turbocharged AC 3000 ME. The entry was split into two groups, the first being for pre-war and slower post-war cars, which had to do up to 26 laps. In this first session, James Briscoe was first to demonstrate that his car was unreliable: having started off on top ratio, due to selection problems on the GN-Ford special, he pulled off after a couple of very sideways laps with ominous noises emanating from the chain transmission. A number of competitors were short of target, and Simon Phillips had to stop briefly with his 328 BMW, losing ten points and the Pom Trophy in the process.

It was in the second session, however, that competitors were in trouble with no less than 15 of the 30 cars failing to reach target. It says a great deal for Channon that he managed to complete a full 31 laps in the allowed time, during which he lapped most other cars at least three times.

Results always used to take a team of three or four people nearly a whole day to compute, but with the advent of programmable pocket calculators, Colin Ayre and his wife published results within half an hour of the end of a most enjoyable event and declared Roger Joice's 1953 Le Mans Coupé Frazer Nash the winner. A brief look at the results, below, shows that the handicap formula must have something in it, for the award winners, like the competing cars, have nothing noticeable in common. — P.H.J. W.

Results

Pomeroy Memorial Trophy
R. J. Joice, 1953 Frazer Nash Le Mans Coupé.

Best pre-war, Densham Trophy
S. F. Phillips, 1938 BMW 328.

First Class Awards
P. Channon, 1964 AC Cobra; T. Walton, 1954 Frazer Nash Le Mans Rep; M. H. Barker, 1938 BMW 328; R. Felton, 1931 Alfa Romeo 8C.

Second Class Awards
M. H. Dods, 1936 AC Special; R. J. S. MacPherson, 1938 BMW 328; I. Dutton, 1975 BMW 2002 Turbo; W. A. Liddell, 1918 Straker Squire; P. A. Jackson, 1948 Frazer Nash Le Mans Rep; N. H. S. Lees, 1976 BMW 320i; J. Horton, 1928 Bugatti Type 43.

Third Class Awards
F. Smith, 1928/36 Frazer Nash Sports; W. Percy, 1981 Elford Mazda Turbo; A. E. Bianchi, 1961 Jaguar E-Type; J. H. Savage, 1953 Lancia Aurelia; K. J. Maddox, 1974 Ferrari Dino 246GT; P. H. J. Whyman, 1980 Ford Capri.

1980 winner, Simon Phillips, would have scored another victory if he had not had to stop his 328 BMW during the high speed trial.



R

IOSE who like to see at least one, perhaps re, flying displays during the year should note t the well-established Shuttleworth Trust at d Warden Aerodrome, Biggleswade, Beds., has nounced its 1981 main fixtures to be: April h, Bank Holiday Display; May 31st, Military craft in the Air; June 28th, the Sporting Flying ene; July 26th, Military Air Pageant; August h, Bank Holiday Display; September 27th, the uttleworth Pageant of historic aeroplanes; tober 25th, End-of-Season Display. In dition, it is intended to fly some of the oldest chines in the Collection at informal evening etings on June 6th and July 4th, and there are er events, including Kite Days and model oplane flying, with the Air Britain ternational Fly-In on July 12th. On display ys the landing fee (aerodrome closed after 13.00 urs) is £6, single-seaters £3, which includes rking the aeroplane.

* * *

Five DH88 Comets were built for the 1934 gland-Australia Race and for record-attacks. e race-winner, G-ACSS, is now on display in e Shuttleworth Trust. It was flown by Scott and Campbell-Black and averaged 158.9 m.p.h. from England to Melbourne. In 1938 it set a new record for the flight to Australia and New Zealand.

Miniatures News

AT ONE time, miniature aeroplanes were commercially available in some numbers, from the rubber-driven Frog flying models to small-scale kit-form replicas of various famous fighters, bombers, and civilian machines. Today the rubber-driven models have been ousted by radio-controlled i.c-powered machines and commercial kits for building static miniatures have ebbed away. So it is satisfactory to be able to record that Vintavia, of 10, Gerrans Hill, Portscatho, Truro, Cornwall, TR2 5EE, are now making the latter. Their ½₄th-scale kits cover many of the DH Moth family, such as Tiger Moth, Moth Minor, Fox Moth and Hornet Moth, but in addition there are kits for making-up replicas of the sporting Mew Gull, the Miles Hawk Major, and the Arrow Active biplane. One rather unusual kit covers the building of the DH "Humming Bird", that little monoplane designed for the 1923 Lympne Light Aeroplane Trials, at which the full-size machines were powered only by motorcycle-size engines.

Prices of these Vintavia kits range from £7.90 to £13.90, plus 40p for postage and packing, and we are informed that kits of DH Puss Moth, DH Leopard Moth, DH Gipsy Moth, BA Swallow, Chilton DW1, Miles Magister and the Blackburn B2, a fine selection of monoplanes and biplanes of the pre-war flying days, will soon be ready. The kits are of hardwood and balsa, with ready-to-assemble components, and while we have not yet completed one, nor have we seen a completed Vintavia model made therefrom, so cannot vouch for quality, we think this information will be of interest to aero-modellers.

On the car front, Revell (GB) Ltd., tell us that among their latest plastic kits are those for assembling a Chevrolet State truck (Ref. No. H7310, price £2.99) and a variety of off-road American vehicles. They also do a turbo-supercharged six-wheeler truck model which can be assembled without cement, and, for ship enthusiasts, a 22¼″-long "Great Eastern", costing £9.50. The maker's address is: Cranborne Road, Potters Bar, Herts., EN6 3JX. Finally, on the model-book front, Albion Scott issue, periodically, very complete lists of these, in catalogue form. — W.B.

RALLY REVIEW

Swedish Rally

WHEN a new car is rallied for the first time its manufacturers will already have put it through the most comprehensive test and development programme possible, for although a showroom car might be fine for normal use it is unlikely that it will be able to withstand the concentrated pounding of rallying.

However, no matter how stringent the test sessions, it always seems that it takes actual competition to bring some weakness into the open. Indeed, there is a common belief that dormant gremlins invariably come to life when numbers are put on a car, and it might take not just one but several rallies to expose all likely faults and result in a car which can be called reliable.

In the Monte-Carlo, Audi's new Quattro did display a few faults, one of which caused depressingly frequent shedding of the alternator drive belt and another which resulted in total brake failure. By the time one works Quattro went to the Swedish Rally both faults had been rectified and in the hands of Hannu Mikkola and Arne Hertz it ran totally reliably to an unchallenged first place.

But it wasn't reliablility which made the Quattro stand out in Sweden. On the ice and snow of the special stages its four-wheel-drive traction, coupled with turbocharged five-cylinder power, made it quite unassailable. Its surefootedness on the slippery roads was quite amazing and whilst two-wheel-drive cars were sliding their tails to get around corners the Quattro invariably got around as though it was on rails. It was fractionally slower than other cars going into corners, but noticeably faster coming out and always facing its direction of travel.

Mikkola's opposition was by no means light, for there were well driven Ford Escorts, Saab Turbos, Opel Asconas, Porsches and others all ranged against him, but his superiority in the Quattro was all too evident. Indeed, knowing that victories are not improved by increasing the winning margins, Mikkola indulged in fine tactical strategy to keep just sufficiently ahead of his rivals without taking the risk of trying to stay at 100%. Sometimes he eased off to measure the strength of the opposition, but then he went faster as if to show them who was in command, always advised by the calculating Hertz. Indeed, if any rally deserved comparison with a game of cat and mouse, this was it.

Tyres and studs always play a big part in snow rallies, and this year the combination which seemed to work best was that of Finnish-made Timi remoulds with Kometa studs, also made in Finland. Mikkola used these tyres, but Klebers, which Audi contracted to use, were always ready to be used on dry main roads, or if gravel began working up through the ruts in the ice on special stages — which it did not.

Behind the Quattro the two Escorts of the Rothmans team, driven by Finns Vatanen and Airikkala, finally made second and third places, followed by the reliable Opel Ascona 400 of Kulläng, whose tyres were not as good as the Timis.

Saab is no longer rallying, of course, but Blomqvist was able to borrow a Turbo from the factory and he drove it with his own personal sponsorship by Clarion, not to mention that of the Publimmo Company from Monaco which had its colours on no less than five cars, all of different makes. An Opel, a BMW, a Porsche, a Ford and a Saab made a strange looking team when lined up together.



SPECTATORS gathered in hordes in Portugal, at controls, at service points and on special stages. This bend believe it or not, allowed competitors more manoeuvring space than most.

Alas Blomqvist lost much time when his fuel injection went wrong and had to be replaced, and again when a heavy landing against a rock ripped off a rear wheel. But he is quite accustomed to driving Saabs with only three wheels, and he was able to get off the special stage with the loss of just 2 minutes.

Previous Swedish Rallies have used a route consisting of two 'laps' of an identical circuit around the forests of the province of Värmland. This year each stage was used only once and there was none of the rutting which used to damage tyre studs in the past. Temperatures were low, and the ice on the forest roads was quite thick under the light coating of snow. But the snow banks were not as protectively high as usual, and perhaps the comparatively low retirement rate was due to drivers not wishing to risk going off the road into the trees without being first cushioned by banks of snow.

Results

1st	H. Mikkola/A. Hertz (Audi Quattro)(4)	3h. 48m. 07s.
2nd	A. Vatanen/D. Richards (Ford Escort RS) (4)	3h. 50m. 00s.
3rd	P. Airikkala/R. Virtanen (Ford Escort RS)(4)	3h. 51m. 47s.
4th	A. Kulläng/B. Berglund (Opel Ascona 400) (4)	3h. 53m. 12s.
5th	S. Blomqvist/B. Cederberg (Saab 99 Turbo)(2)	3h. 53m. 37s.
6th	B. Johansson/S-E. Andersson (Opel Ascona 400)(4)	3h. 54m. 38s.
7th	L. Lampi/P. Kuukkala (Ford Escort RS)(4)	3h. 57m. 26s.
8th	O. Strömberg/H. Ericsson (Saab 99 EMS)(2)	4h. 00m. 31s.
9th	P. Eklund/R. Spjuth (Porsche 911)(4)	4h. 00m. 39s.
10th	S. Nilsson/A. Oisson (Datsun 160J)(2)	4h. 04m. 04s.

116 starters, 73 finishers

* * *

Portuguese Rally

RESULTS are what count in the long run, but it doesn't always take a win to prove the mettle of a car or the skill of its crew. Just as the Monte Carlo Rally showed that the Audi Quattro, even though it did not finish, had the edge over its rivals on snowy and icy road surfaces, so last month's Portuguese Rally served to demonstrate, again without the indelible stamp of a win, its ability o surfaces varying from dry tarmac to mudd slippery gravel.

As a result of the illogical choice of the FIS the Portuguese Rally was the third qualifier of t 1981 World Rally Championship for Drivers, b only the second for the Championship for Make Those interested in both were there, includi professional representation of Fiat, Aud Porsche, Talbot, Ford, Toyota, Datsun, Opel a even the Dacia factory in Rumania which buil Renaults under licence.

The competition thus ranged against Audi this extremely tough event was considerable, b even though Hannu Mikkola failed to finish the was no doubting its all-round potential as production-based car.

Some referred to the Quattro as "that speci car", and others even murmured about t wisdom of continuing to allow 4-w-d vehicles compete in major rallies. Was this the result genuine, righteous concern over technic advancement leading to soaring costs, or was it simple case of professional jealousy?

There have been no past objections to La Rovers competing in European Championsh events, but when Jeeps, and proper homologated ones at that, began to achie success in rallies in the USA the CSI, as the FIS was then called, banned 4-w-d probably becau some manufacturers feared that American moto would begin looking to Europe.

Later the ban was lifted, and we heard complaint concerning a Range Rover and sever 4-w-d Subarus competing in last year's Safari. they are not successful, it seems that the powerf giants of the BPICA accept 4-w-d vehicles, but has become quite a different story now that o such car has won and shows every possibility going on doing so.

For Portugal Audi increased the power outp of the Quattro to a stated 340 b.h.p., not only turbocharger pressure variation but by using different camshaft configuration. This might ha been the cause of the car's retirement, some lo of reliability resulting from the increased powe for in the third leg the engine stopped, o smashed spark plug telling of piston failure, dropped valve, or both.

Talbot Tagora

THE name Talbot was, in the earlier part of the century, associated with quality cars, but in the mid-thirties, the Clement Talbot company was sold to the Rootes Group and the Talbot name began its slide into relative obscurity, appearing briefly in the UK as Sunbeam-Talbot in the fifties. It was not until some years after the take over of the Rootes Group by Chrysler that the name re-appeared on cars previously called Hillmans, Simcas or Chryslers, and only now that Chrysler have sold out to Peugeot is there a car in keeping with the traditions of the Talbot name, the Tagora.

Plans for this big saloon were laid down in 1976, some two years before Peugeot acquired the Talbot name. It must have been difficult for the new owners to decide whether or not to carry on with the project — the Peugeot and Talbot ranges were both weakest at the cheap end of the market, so a small car would have been preferable, and the new Talbot would be a direct competitor of the already established Peugeot 604. But the project was sufficiently advanced for the new management to recognise the car's potential in the small large-car sector of the market, and continued development.

The Tagora will be available in the UK from the end of May in three guises, the GL, GLS and SX. The two former having a 2.2-litre engine developed from the 2-litre engine as fitted to the Chrysler 180, and the SX being equipped with the 2.6-litre V6 used in the big Peugeot and also in the Renault 30. A fourth version, a 2.3-litre turbocharged diesel, is on the stocks, and should be available here early next year. We recently had the chance to drive the GL, SX and Diesel versions on the empty roads of Morocco and were favourably impressed with the cars.

Price has to pay a very important part in assessing any car, and at the time of writing, no figures have been announced. It is, however, clear that Talbot are planning a massive assault on the large-saloon area of the market and will therefore be aiming to win sales from the current leader, the Ford Granada. It is thus likely that prices will be set to reflect this competition, undercutting the Granada price structure. If this is the case, Fords have a serious and worthy competitor, particularly in the fleet sales area, which Ford has dominated for so long. The addition of the Tagora gives the Talbot name a range of cars which spans the requirements of the Company Chairman and the lowliest sales rep.



TALBOT TAGORA. A new car to take Talbot into the large saloon class with a flourish, the model photographed being the 2.2 litre GL.

On this basis, the Tagora will represent fine value for money. The interior accommodation is comfortable, spacious, carefully thought out, well finished and quiet. Despite the chunky appearance, visibility is excellent. The equipment levels of the SX, GLS and DT (diesel) are high, having five-speed gearboxes and power steering as standard. The GL has a four-speed box and manual steering, although power is optional. Suspension is independent all round, being by MacPherson struts at the front and by Peugeot-style semi-trailing arms at the rear. Anti-roll bars are fitted at both ends. The SX has disc brakes all round, the front ones being ventilated, while the remaining models have the more usual disc/drum arrangement. The SX comes on low profile tyres on alloy rims.

On the road, the Tagora comes fully up to expectations. The ride and the handling are both excellent, enabling the driver to press-on hard with confidence. Performance of the SX is quite exhilarating, and that of the Diesel is surprisingly good. The GL, with four-speed box, felt like hard work on the tight mountain roads, but would cruise at well above the UK legal maximum quite happily when on the plains.

We hope to have one of the new top-of-the-range Talbots for a more detailed examination later in the year. — P.H.J.W.

RALLY REVIEW — continued

With Mikkola out, Ari Vatanen inherited the lead, but only one special stage later he left his braking a little late after a short straight and ran his Rothmans-backed Escort straight off the road and down a steep bank. It was a pure driving error and Vatanen made no attempt to excuse himself, particularly as his lead of nearly five minutes did not warrant driving quite at 100%.

Then it was down to Markku Alén in his Fiat 131 Abarth, but closing fast behind him was last year's RAC winner Henri Toivonen in a Talbot Sunbeam Lotus. Alas, when the margin got down to just two seconds a rear hub broke on the Sunbeam and the delay, both in getting off the special stage and having the broken part replaced afterwards, resulted in a time loss which the Finn could not make up, even though he kept his second place.

One of the most prominent features of the Portuguese Rally is the total lack of spectator control anywhere, and in view of the irresponsible general attitude of the vast crowds there was an extra element of danger which was unfair on competitors. On special stages the crowds packed on to the roads and only opened up narrow avenues when cars approached. On approach roads the driving style of some spectators was nothing short of reckless abandon, whilst at service points the crowds were such that mechanics would have had more room to work right outside a Wembley main gate immediately the Cup Final was over.

Pilfering takes place on most events, but never on such a scale as in Portugal, for almost every team reported losses of wheels, tyres, spares, tools and even cameras and personal baggage. Several service cars were forced open by crowbars, and some mechanics took to sleeping in their vans rather than hotel rooms wherever they could not find garage parking space.

In such a long, narrow country, the service planning for the event is never easy, and the demanding nature of the rally has its effect on mechanics as well as competitors. Time schedules are extremely tight in parts, providing the bare minimum of service time and resulting in some pretty dicy motoring on a poor road network and among other drivers whose standards leave much to be desired.

Markku Alén now has 24 points in the World Championship, holding a slender lead over Henri Toivonen who has 23 and Guy Frequelin who has 21. Hannu Mikkola, Jean Ragnotti and Anders Kulläng share fourth place with 20 points apiece. In the manufacturers' category, Talbot is in the lead with 34 points. The next round will be the Safari Rally at Eastertime, when Frequelin and Kulläng will be the only two of those six championship leaders taking part. Factory teams are those of Peugeot, Datsun, Opel and Dodge, the latter with 4-w-d Ramchargers being shipped from the USA. — G.P.

Results

1st	M. Alén/I. Kivimäki (Fiat 131 Abarth)(4)	8 hr. 27 min. 26 sec.
2nd	H. Toivonen/F. Gallagher (Talbot Sunbeam Lotus)(2)	8 hr. 36 min. 36 sec.
3rd	B. Waldegård/H. Thorszelius (Toyota Celica)(4)	8 hr. 43 min. 47 sec.
4th	M. Mouton/F. Pons (Audi Quattro)(4)	8 hr. 49 min. 57 sec.
5th	T. Pond/I. Grindrod (Datsun Violet)(2)	8 hr. 57 min. 39 sec.
6th	G. Frequelin/J. Todt (Talbot Sunbeam Lotus)(2)	9 hr. 17 min. 52 sec.
7th	R. Cid/M. Oliveira (Ford Escort RS)(2)	9 hr. 48 min. 03 sec.
8th	"Pêqêpe"/M. Vilar (Opel Kadett)(1)	10 hr. 10 min. 02 sec.
9th	J. Moutinho/P. Morais (Opel Kadett)(2)	10 hr. 16 min. 14 sec.
10th	K. Shinozuka/B. Harris (Ford Escort RS)(4)	10 hr. 22 min. 34 sec.

98 starters, 24 finishers

* * *

The Things They Say . . .

"If there is one thing I enjoy more than anything else it is listening to experts talking shop, always providing the shop is not cars, postage-stamps, or motor-cars" — James Agate, in his book "Ego 8". No comment, says W.B.

Around and About

For business and pleasure

REGULAR readers of MOTOR SPORT will know that Dan Margulies has been advertising within these pages for more than twenty years, dealing in specialist cars. He had involved himself in the business for many years before it became "fashionable" to own elderly cars and they began changing hands at their current high prices. VSCC members will know the Romanian born, Kensington based enthusiast as a long-time supporter of this category of racing, using a 4CLT Maserati since 1972, which Margulies confesses "is the longest I've ever owned any car". Many more race fans will recall that Dan Margulies was responsible for discovering Graham Hill, back in 1955, but perhaps fewer will know that his enthusiasm for the sport was fired by spectating at the 1937 Bucharest Grand Prix, won by Hans Ruesch in the 3.8-litre Alfa Romeo which has been owned since 1946 by Dennis Poore. Since the Second World War he has been a regular competitor in many categories of motorsport, from long distance races to international rallies, and he clearly intends to be involved in historic racing for some time into the future.

Dan Margulies admits that he couldn't really afford much in the way of an ambitious motor racing programme when he started after the War, but managed to run in "lots of hillclimbs and speed trials", first in a Bugatti 39A, from which he graduated through a Daimler V12 to a Talbot 105. He then admits "I was introduced to the joys of hire-purchase" and acquired the well-known ex-R. R. C. Walker Delahaye, DUV 870, which had earned a certain notoriety in the early 1950s when Walker had loaned it to another driver to race in France only to find the car apprehended by the Customs and Excise upon its return through Newhaven, found to be carrying an illicit consignment of watches and consequently confiscated by the authorities! Margulies recalls with some pleasure his fourth place at the Curragh in 1953, in a major race won by Anthony Powys-Lybbe's Alfa-Romeo, and he enjoyed two seasons of British club racing before selling the Delahaye at the end of the 1953 season. By this time Dan's father had died "which released me from the business of running a factory which I wasn't particularly interested in" and, in preparation for 1954, "I became Colin Chapman's third ever customer, buying an MG TF-powered Lotus 8 with a Laystall cylinder head". Margulies recalls that they contested the supporting race to the 1954 German Grand Prix with this Lotus, "although it broke down — as it did, of course, for virtually the entire season", before moving on to Senegalia in Italy where, amongst other things, Dan remembers meeting "D.S.J. for the first time while he was in the middle of repairing his Lancia Aprilia!"

For 1955 he acquired the ex-Duncan Hamilton C-type Jaguar and, soon afterwards, made the acquaintance of one Graham Hill. "He was with the Lotus entourage and he later helped me out on preparing the car". When Margulies later went off to race in Agadir — "we had to race in events that paid us some money — and that meant going far afield. I'd always liked road races, but I could never afford to run at Le Mans because I couldn't make it pay!". At Agadir Margulies was seventh in a race won by the French driver who competed under the pseudonym of "Michel Sparken". He also recalls finishing third in Sardinia, and then lying third at Messina when he crashed the C-type, was thrown out and suffered some nasty cuts and bruises "when I was thrown down the beach. I crashed just after a stop for fuel. We'd poured in over forty gallons of petrol, so the handling was rather different when I resumed". Margulies also recalls Graham Hill returning from Messina to England by train "for the single fare of £11!" although Graham had been rewarded by being nominated as Dan's co-driver in that race.

After another season with the C-type in 1966, Margulies reverted to the Lotus marque, acquiring a Lotus 11 with which he embarked on another tour of the European sports car circuits. Races included the Tour of Sicily — "I collided with Piper's similar Lotus shortly after the start" — Aspern in Austria, Mont Ventoux for the European Mountain Championship event and Opatija in Yugoslavia "where the track was used for motorcycles as well and the hairpin was so tight that the Lotus's turning circle wouldn't get it round. As I was leading at the time, the whole field had to stop and wait for me to sort myself out!"

In 1957 Dan admits that it was time "to try and earn a living", so he sold up his racing cars and began to trade in road machines, taking his first advertisement in MOTOR SPORT in September 1957. But his enthusiasm for competition wasn't to be quenched easily, and he turned his hand to the rally world in 1958 with a Speedwell prepared Austin A35 "built up by Graham Hill". This was soon followed by a Lotus Elite, in which he contested the Tour de France in 1959, and "I persuaded David Piper to buy a Ferrari GTO for the 1962 Tour de France which was probably one of the best things he ever did. We finished fourth!".

Between 1961 and 67 Dan Margulies had a particularly busy time, running a flourishing motor business as well as taking part in International rallies with a succession of Mini-Coopers, Ford Cortinas and, eventually, an early Porsche 911S, as well as having some outings in the Targa Florio and doing historic events with his ex-Whitney Straight 3-litre 8CM Maserati. He recalls buying that first 911S direct from the factory and getting his co-driver Rob Mackie to go to the factory and collect it before driving it down to Sicily where Margulies saw it for the first time. He has happy memories of a succession of drives at both Mugello and in the Targa Florio, culminating in his last outing with a 911 Carrera in 1973, "the last time the Targa had proper international status".

During the 1970s he has rallied a succession of vehicles, including Avenger and Sunbeam Lotus machines, his most recent success being third in class on the 1977 Scottish Rally. But he admits "that you've got to choose between rallying and racing. You need such an enormous amount of organisation just to do a couple of major rallies in one year that I've decided to concentrate on the 4CLT Maserati in historic races". Meanwhile, Dan Margulies continues enthusiastically in the motor trade, admitting that if he ever gets bored ". . . I sometimes go out, buy a car and see how much I can get for it". Keenly aware of just how expensive some classics have become, he admits that he has seen several cars go through his hands on more than one occasion "although I suppose that is inevitable in this kind of business". As for retirement, nothing could be further from his mind; "I don't believe in it particularly if you're doing something you enjoy. I honestly don't believe I ever will retire".

Anglo-American Alliance

FORMER Panther Westwinds director D. A. Hibbert's Reigate Auto Developments Ltd. have come up with a novel, striking "executive" adaptation of one of America's most popular off-road vehicles, the Dodge Ramcharger. Trimmed to a very high standard indeed, we recently spent a few days trying out Mr. Hibbert's machine which some people might feel offers a realistic alternative to the popular British Range Rover theme. A very large machine, the executive version of the Ramcharger is immediately distinguished by its huge "nudge bars" round the front end, a feature we are told will stand up to a 5 m.p.h. collision with no damage at all. With substantial ground clearance this imposing vehicle runs on 7" × 15" alloy road wheels shod with Goodyear radials running to a pressure of 36 p.s.i. all round.

Under the bonnet, the 90 degree V8 develops 140 b.h.p. @ 4,000 r.p.m., driving through a three-speed automatic transmission. Although a four-wheel drive facility is provided, for all practical purposes 2WD is adequate for road use and running without the front differential engaged contributes to the memorably low noise level; in this respect it's certainly very much better than the Range Rover, on which wind noise becomes tedious to live with at around 80 m.p.h.

WITH the Dodge Ramcharger, one certainly feels that one is making the most of a parking bay.



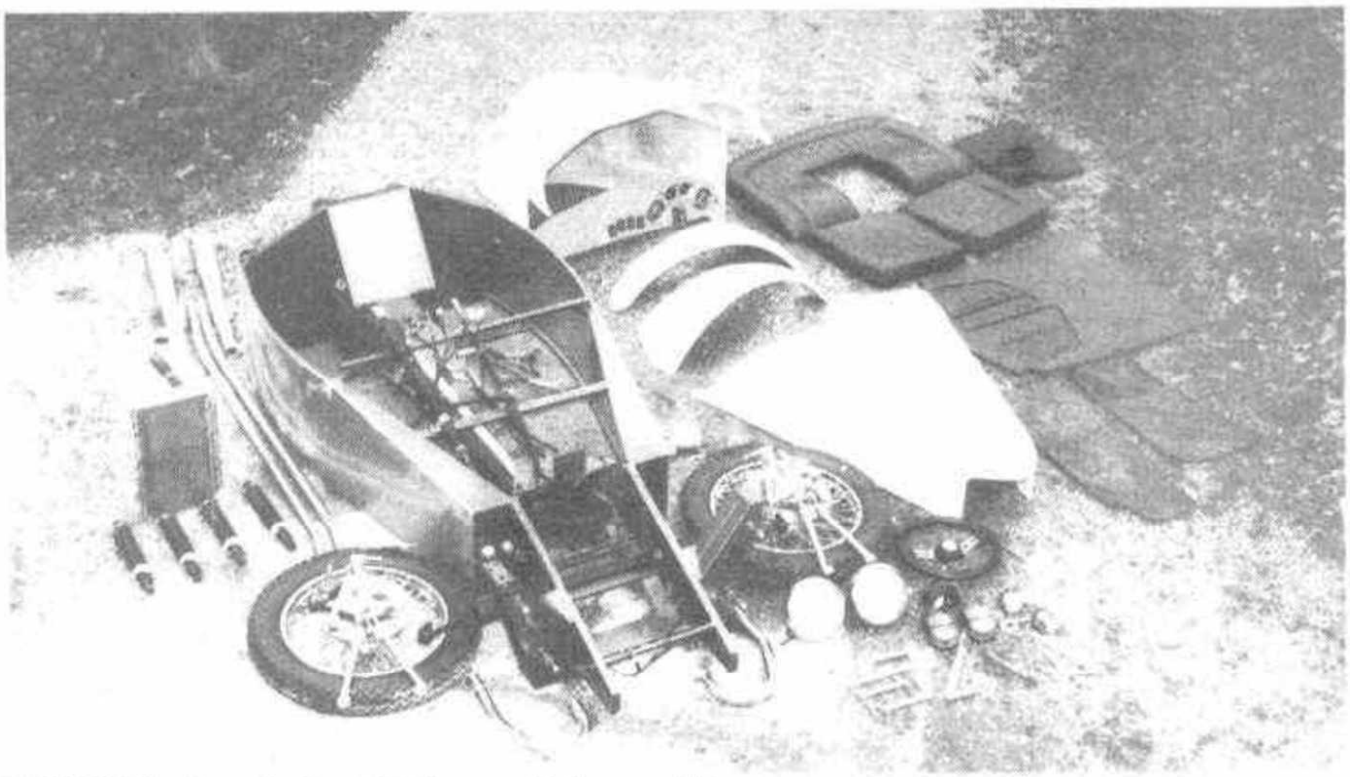
The Ramcharger's ride is soft, for the front and rear leaf spring arrangement doesn't provide a terribly well moderated feeling over bumpy roads, and the power steering is typically transatlantic inasmuch as it needs continuous corrections while running in a straight line. Inside, however, the Ramcharger Executive is trimmed to a superbly high standard with high-quality velour upholstery, considerable sound-deadening material and wall-to-wall carpeting of very good quality indeed. General equipment includes Wolfrace high back seats, lockable central console, radio/stereo system, electric aerial, tow bar, tinted glass, electric windows, air conditioning, exterior tyre carrier, adjustable steering column and a dual tone paint scheme. Price varies according to particular specification, details of which can be obtained from Reigate Auto Developments, 18 Beaufort Close, Reigate, Surrey, RH2 9DG.

A New 850 c.c. Sports Car

WHEN we went to Canley last month to collect a road-test Rover Vanden Plas we returned through Coventry to see what has been happening at Cipher, the new small sports car project of Tony Stevens, which made news at the 1980 Birmingham Motor Show. Tony was a Rootes project-engineer, responsible for the Arrow-Hunter range of cars, who later designed Avon open and estate car bodies for use with Jaguar XJ mechanicals, and he also designed the Sienna MG-like replica. He is now flat-out on his Cipher sports car project, in a factory leased from Courtauld's.

The Cipher is a two-seater all-enveloping sports car with handsome styling, using largely unaltered Reliant Kitten mechanical components. The light alloy 848 c.c., 40 b.h.p. Kitten engine, gearbox, and back-axle are unchanged but the power-unit is set lower in the chassis and has also been moved back 6", to achieve a 50/50 weight distribution. The separate chassis of the Reliant, which makes the whole project possible, has been modified to afford greater stiffness, to enable the occupants of the Cipher to sit each side of the central member, and to take the sub-frame that supports the body panels (50 in all). Although the body is of fibre-glass, made on steel master-moulds, it is unusual, for a very good reason. We had expected a monocoque shell, or at any rate a body in a few sections, for dropping onto the Reliant chassis. Instead, Stevens uses separate panels, attached to the elaborate sub-frame, as with a metal-panelled body. He explains that only by using such an easily-repairable body could he obtain a low insurance-rating. Fibre-glass bodies cannot be repaired after an accident with anything like the facility of metal-panelled bodies, and thus insurance companies, in their infinite wisdom, rate them accordingly. The Cipher has been rated as a Group 3 car, whereas even the simple Kitten is rated Group 4 — the unitary fibre-glass body, you see. . . . Not only that, but Stevens has had the Cipher National Type Approved, for the UK market, without having to submit a prototype to costly crash-tests.

This Cipher project dates back to mid-1978 but only now are cars beginning to dribble into dealers' showrooms — the only complete Cipher to be seen at the time of our visit was a blue one destined for Chequered Flag in Chiswick, to sound-out customer reactions, and the Killinghall Garage in Harrogate have had one. For the same reason, Stevens took a small stand at the last NEC Show and had a good response. It seems that there is a market for a stylish, very small-engined sports car, on which, after all, MG made their name in 1929 with the elementary M-type. Cipher base their stake on a price around £5,200, the low insurance-rating, 50 or more m.p.g., and a claim of 90 m.p.h., and 0-60 m.p.h. acceleration in 14.8 sec. We look forward to driving one.



TRIKING's three-wheeler kit laid out ready for assembly.

The specification includes a substantial roll-over bar, a quickly-erectable hood with transparent roof-panel on a fibre-glass framework, curved wind-up side windows, and a neat fascia. There is leg room for a driver over six-foot tall but at present the pedals are biased too far to the right and the small steering-wheel is oddly angled. There is stowage space behind the seats, but the depth of the boot is seriously restricted by the 6½-gallon Kitten fuel tank beneath it. The doors have Scimitar hinges and window-winding mechanism, and the front-hinged bonnet locks shut with a key, as on the Kitten. The spare wheel is carried ahead of the engine, and is easily removable. Goodyear Grand Prix 12" tyres are used, on four-stud steel wheels, the overall gear ratios being as on the Kitten, so that the speedometer does not have to be recalibrated. Neat rectangular headlamps are recessed in the nose, not being of the projecting kind as on a Caterham Super Seven, but it was decided not to proceed with "pop-up" headlamps.

Stevens wants 100 UK dealers eventually and says 60 showed interest in his Show exhibit (Reliant have 80 UK outlets), and that finance for his project is sound. Two Ciphers have been built, a third is used as a "fitting-horse" for development purposes, and Reliant themselves have two as a planning exercise. It may be that the car will be sold around the World on a sub-contract basis. Stevens sees a potential output of 10,000 a year in two years' time, and says his design is intended for a ten-year run without major changes. The weight of the Cipher is around 11½ cwt. The Cipher offices are in Warwick, where Healeys used to come from — a good omen perhaps.

If the finish is cleaned-up and initial handling problems ironed out — rear suspension at present uses single leaf Kitten ½-elliptic springs with a damper leaf, and the Reliant coil-spring and wishbone front suspension is used unaltered at the front — it would seem that the Cipher may well open-up the moribund market for the really small-engined, cheeky, super-economical sports car. One wonders, however, whether an even more simple fun-two-seater, rather like a Lotus 7 body on the Kitten chassis, might not also have a big appeal, and cost less?

Triking Three-Wheeler

IT IS some time since we last referred to the sporting three-wheelers made by Triking Cars Ltd., of Marlingford, Norwich, in Norfolk, the venture of Tony Divey. He tells us that his original prototype Moto-Guzzi-engined three-wheeler has covered 100,000 miles and is in daily use. Now somewhat battered, it has been taken abroad, achieving very high speeds on the autoroutes, and has been used in MCC trials. In fact, in this year's Exeter Trial it cleared all the observed-sections but Divey made what he calls two silly errors in the special tests, even so he gained a third-class award.

The Type-Approval tests have regrettably pushed Triking Cars Ltd. into the kit-car market but this has not stopped production. The tenth one is due to go to Scotland this month and a left-hand-drive model has been sent to San Francisco.

A Special BMW M1 Coupe

PASSING through Godalming (Surrey) recently we called on Michael Cane at his workshops near the railway station. While his workforce are still rebuilding and restoring various Jaguars, the main activity was on a very exciting new project destined for the long-distance sports and GT car races. This is a BMW M1 coupé which they are building to Group 5 specification, which means that the basic car must be homologated as a production model, but wide scope for modification is permitted. This mid-engined straight-six BMW powered car has a swiss-built bodyshell made of carbon-fibre, which merely forms a covering over the M1 chassis and space-frame.

The car is being built for Steve O'Rourke, who plans to race it in the long distance events at Monza, Silverstone, Nurburgring and Le Mans and his driving partner will be Derek Bell, with David Hobbs joining them when his USA commitments permit.

Also in the workshop was O'Rourke's very special Ferrari Berlinetta Boxer which Cane prepared for Le Mans last year and with all the current racing modifications like super-wide wheels, rear aerofoil, sunken air intakes etc. it really is an exciting-looking beast. With his

Continued overleaf

involvement with the special M1 this year it is unlikely that O'Rourke will find the time to use the Ferrari, so he will probably sell it. What a road car it would be, if there was room to use it.

51° Salon de l'auto Geneve

THE GENEVA Motor Show staged its last edition at the traditional riverside location this year. For 1982 it moves out closer to the airport, gaining in efficiency no doubt, but losing a little in convenience and low cost attendance of the kind we at Standard House have enjoyed over the years.

We went down by road, using Renault's recently stretched 2.2 litre 20 TX, and thoroughly enjoyed a comfortable ride that included the Col de Faucille hillclimb course *en route*.

This year's Geneva was really a show waiting for a new home and genuinely new models. In the absence of major mass-production sensations, the sporting element was emphasised.

The De Lorean DMC, rear engined gullwing sports car, had been shown previously in Ulster, but attracted most attention on its Geneva debut. The conception remains that of former GM boss John Z. De Lorean, in that it has the rear mounted Douvrin V6, stainless steel body finish and gullwing doors. Yet making that concept a moving motor car was the multi million pound development job of Lotus at Hethel. Their technology division (which also handled the Talbot Lotus Sunbeam project) benefiting to such an extent by this well-publicised association, that we are now told a good percentage of the company's overall income is coming from the 22 contracts presently signed on the development side.

The DMC originally had somewhat starker lines from Giugaro. These have now softened since the car originally appeared on the covers of our American contemporaries. Now a drag factor of some 0.36 is claimed and the 2,600 lb. car is expected to reach 60 m.p.h. from rest in under 8 sec., top 120 m.p.h. and cost $25,000 in American 135 b.h.p. emission form. A European version has yet to be approved, but there seems to be plenty of interest in this and a possible 2+2.

Significantly Geneva also saw the debut of a new shape Scirocco from VW. This does not have the instant attraction of the original — which will remain on sale here until stocks run out: it will then be January 1982 before RHD new Sciroccos are available — but offers more interior space and claimed better aerodynamic efficiency (0.38) than previously. Mechanically the front drive range continues as before, though it is unlikely that we in Britain will have the 1.3-litre model, which is said to be good for fractionally less than 100 m.p.h. The fuel injection GTi can be expected again, this time with a claimed 118 m.p.h. maximum.

We spent many happy hours plodding around the Geneva halls, both this year and last, for they are packed with eccentric tuners and displays. One Porsche purveyor spent some time kindly demonstrating the latest Dinfos digital instrumentation — which can include a miniaturised sonar radar for parking and fog — while another had strewn six square lamps and gullwings into a Golf. There was even a turbo diesel intercooled Ferrari Boxer look-alike to ogle with a claimed 127 m.p.h., and 50 m.p.g. or so overall consumption claim.

One show a year is enough for this writer, but before leaving an acknowledgement too for the exciting-looking Capri 2.8 Injection. This will be coming to the UK in RHD at a price between £7,500 and £8,000, for which you get Granada's smooth 160 b.h.p. engine and a chassis engineered by former FAVO residents, who are now at Ford Engineering and Research, Dunton. For many, this 130 m.p.h. Capri development was car of the Show, even though it retains the familiar looks of a Series 3 Capri. *Adieu Genève.*

Fuel consumption at a glance

GADGETS come in all shapes and sizes. Some are good, some bad, some entertaining, some aggravating and some dangerous. Having just spent a few days with a 2.8-litre automatic Granada Ghia equipped with Mobelec's "Maximiser", I still cannot decide which category is most appropriate, for it can be described in such a way that it fits all. Size and shape are simple enough to describe: the kit comes in a neat package consisting of a fuel-flow sensor coupled with a fuel filter, a contact breaker sensor, a speedometer sensor, the display unit and a package of nuts, bolts, pipe unions, clips and so forth. Fitting should take between two and four hours depending on the car and the experience of the d.i.y. mechanic doing the job. The display unit is a neat black box with a screen for the three digit read-out, alongside which are buttons for calibrating the instrument and for activating the memory.

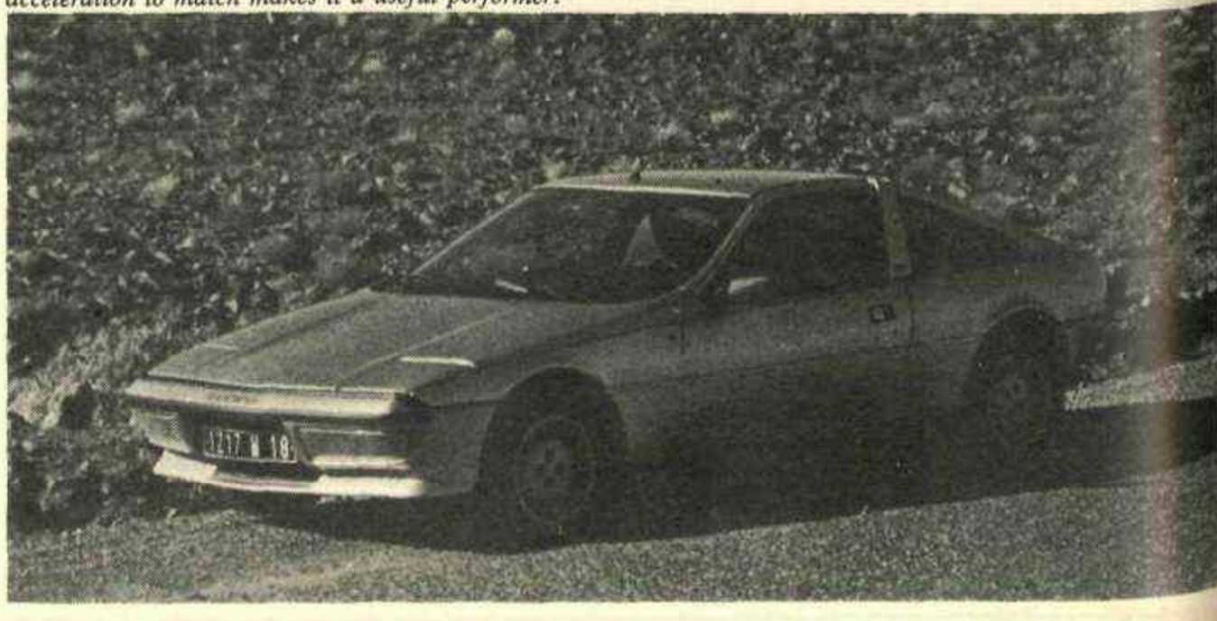
Once fitted and calibrated (very simple, just drive the car at a steady 30 m.p.h. on a level road and press the calibration button), the instrument shows the instantaneous fuel consumption in miles-to-the-gallon, provided the road speed is above 20 m.p.h. The display changes once a second, so in town the figures do not mean much: driving the Granada along the traffic-filled Marylebone Road, the figures ranged from 7.2 m.p.g. to over 80 m.p.g. — the former when increasing speed between 20 and 25 m.p.h. to keep position in the traffic and the latter when decelerating from 35 m.p.h. It is not until one is on the open road that the figures stabilise and the instrument can be put to its intended function — helping the driver to be economical.

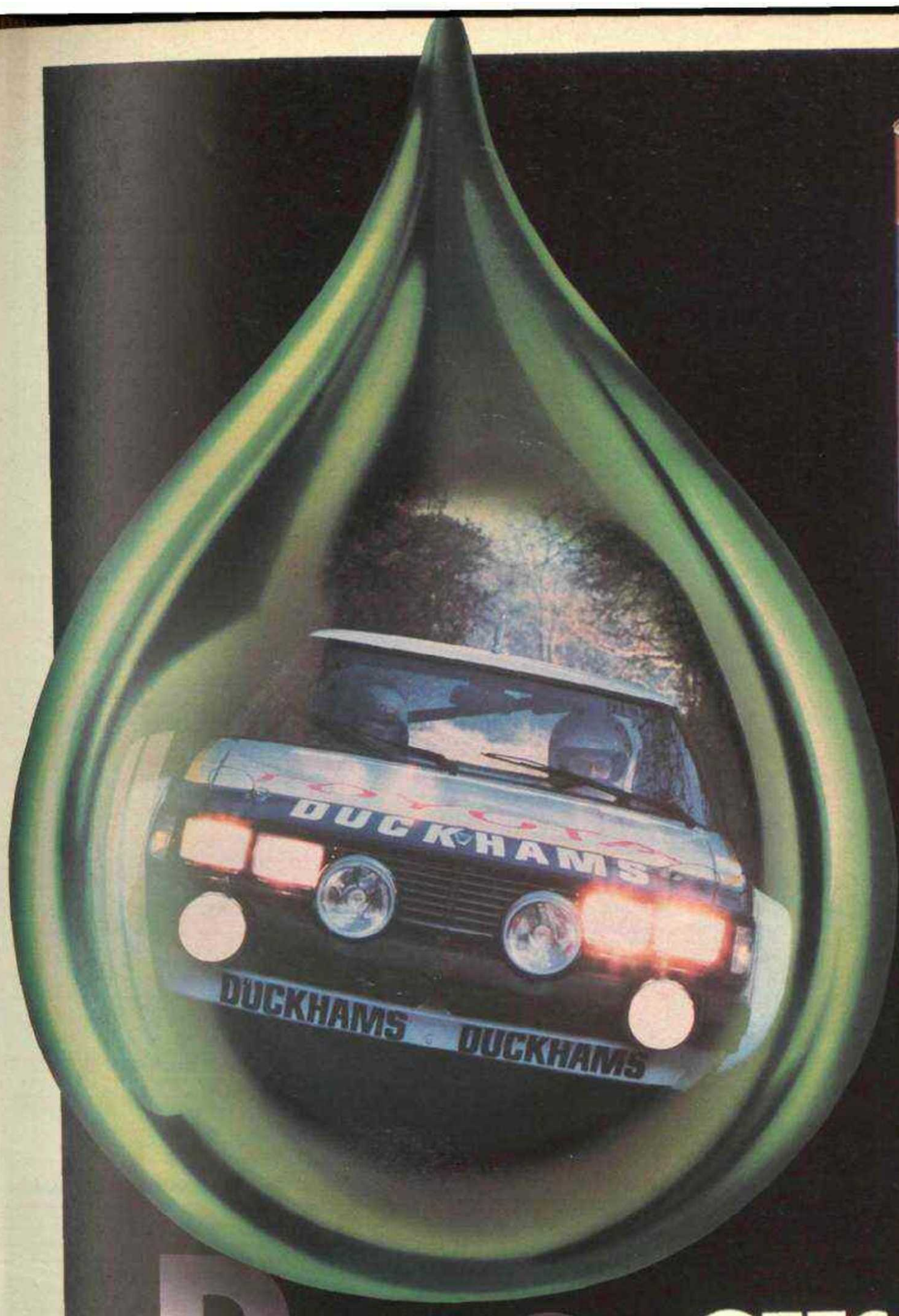
It was interesting to see a steady 23.5 m.p.g. shown while cruising at 65 m.p.h. on the level, and to watch this drop first to the low 20's and then to 19.5 m.p.g. as the throttle was opened gently to maintain this speed up a gradient. The speed had to be dropped to below 50 m.p.h. on this motorway slope to maintain the 23.5 m.p.g. Cruising at 70 m.p.h. gave 22.3 m.p.g., while being illegal was not as expensive in terms of fuel consumption as I expected. The worst figure I was able to achieve at a steady speed was 16.8 m.p.g., but figures as low as four or five appeared briefly when accelerating through the gears. By way of seeing whether the "Maximiser" could save me any money, as claimed by the manufacturers, I drove the car from my home on the Berkshire/Wiltshire border up to north of Kidderminster, ignoring the display, but using the memory, activated by pressing the button, to tell me how much fuel was used on the journey. The 101 miles took two hours and five minutes and consumed 5.1 gallons, 19.8 m.p.g. Returning by the same road, but concentrating on maximising my consumption (but not refraining from overtaking when baulked by commercials), the journey took quarter of an hour longer, yielding a .9 of a gallon improvement in consumption: at that rate it would not take long to pay for the "Maximiser" kit, which is available from most motoring accessory shops at about £40.

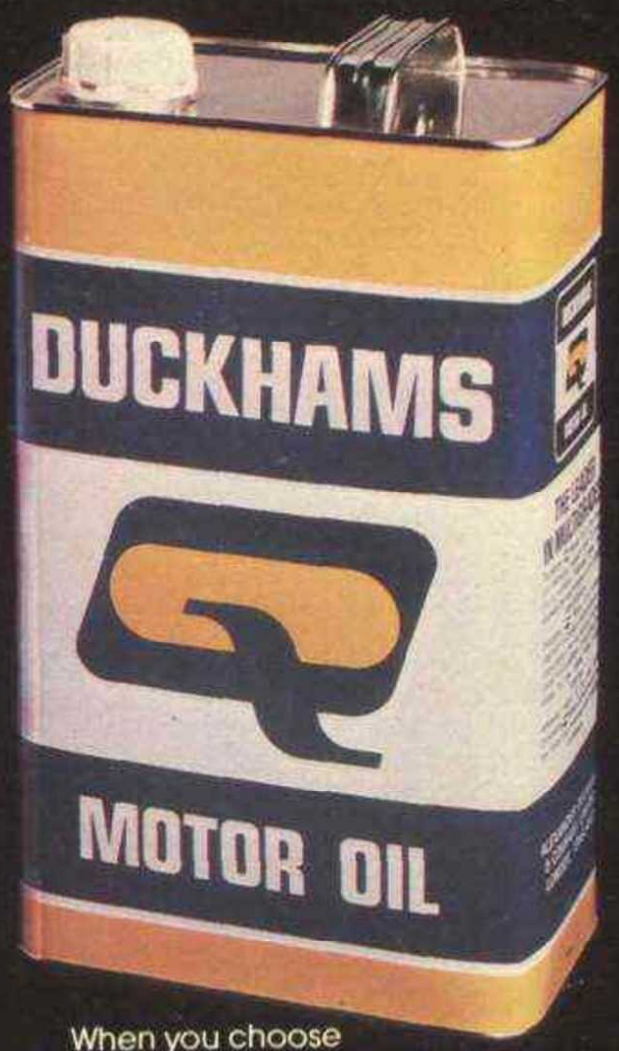
Is it good, bad, fun, aggravating or dangerous? It is good because it will help to improve your fuel economy, if you are not already economical, that is. It is bad because the display changes too frequently and, in traffic, the figures are often almost meaningless — who wants to know that for the last second he has been doing 99.9 m.p.g.? It is fun for the children. It is aggravating because the memory is lost if the engine is stopped for more than 30 sec., for instance at a level crossing, unless the driver remembers to press the appropriate button. It is potentially dangerous because the fanatic fuel-miser might spend too long looking at his meter and not long enough at the road.

I raised these points with Mobelec's Roger Hammond, and was told that they are constantly looking at ways of improving the product, currently planning to extend the time-base to five seconds and to feature an automatic memory.

WHILE trying Talbot's new Tagora, we had the opportunity to sample a car which is unlikely to find its way onto the British market, the Matra Murena. This very attractive car is a successor to the three-seater Bagheera, utilising the same three-abreast configuration. The engine is either of 1.6 or 2.2 litres, mounted very inaccessibly behind the seats. The transmission is a five speed manual gearbox and there are disc brakes all round. The track at the back is rather wider than the front, and the rear tyres are a size larger than the front in section. With this arrangement, the car is a delight to drive and handles beautifully, although on the Moroccan roads there was a great deal of noise from the tyres and significant degrees of shake from the scuttle. The car should last well, as the pressed steel frame is hot zinc plated during manufacture and the body panels are of glass-fibre. There are no plans to produce a right hand drive version. The car photographed is the 2.2 litre version, identifiable by the alloy road wheels and a small 2.2 badge on the door pillar. Top speed of the larger version is claimed as 124 m.p.h., and acceleration to match makes it a useful performer.







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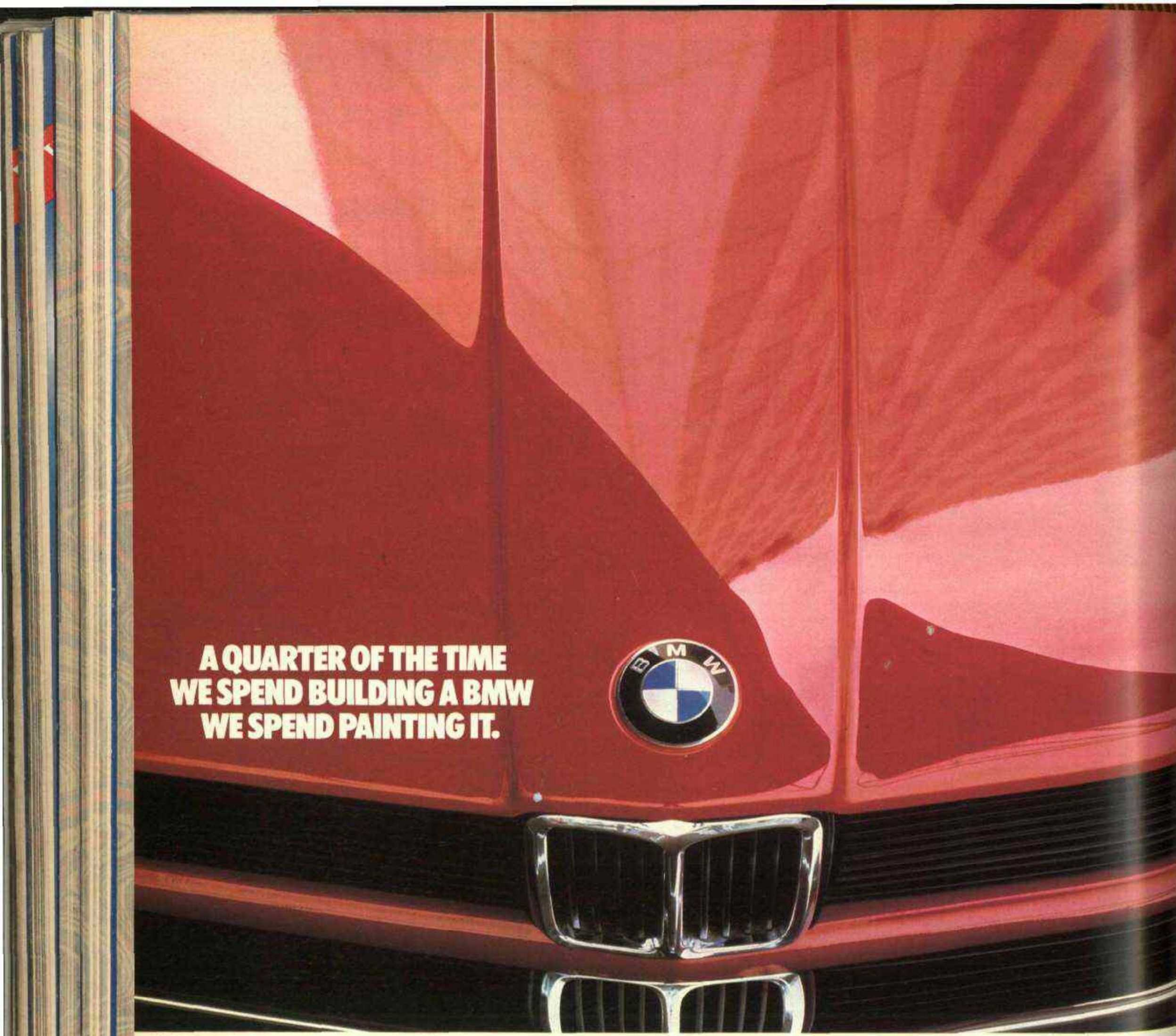
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TAYLOR at Nurburgring's Karussell banked Corner during practice for the 1962 German Grand Prix in his works Lotus-Climax 24, showing off his distinctive yello helmet and matching overalls.

TREVOR TAYLOR — continued from page 415

Surtees Formula 5000 Surtees TS5 in the newly instigated national series for these V8 American engined cars. He fought for the first year's Championship all the way to the final round at Brands Hatch when he tripped over Chris Warwick-Drake's slow Cooper which he was lapping at Westfield, spun into the bank and watched as Peter Gethin inherited the title. "I was just about crying with frustration at the end of that particular day . . .", he recalls with annoyance.

Other moments of interest came when Mike Costin rang him up one day and asked him to go to Silverstone to test the four-wheel-drive Cosworth Grand Prix car. "Mike said, 'I'll pay £25 a day', so I said, 'OK' and went down there. It was running with a 40/60 torque split biased towards the rear, but the steering was still so heavy that I felt like an old man after three laps. I don't think they were totally convinced about it, deep down. I had brake failure going into Becketts and, when a front driveshaft sheared coming out of Woodcote, I spun so many times that I didn't know which way I was facing when I stopped. I'd never spun that quickly in my life. Mike said, 'let's go down the pub', so that was the end of that!"

Trevor spent a second season in F5000 with a Surtees throughout 1970, but he still found himself involved in some massive accidents from which he walked away unscathed. Personally, probably the most alarming of his career came at the Salzburgring, which was pretty well flat-out for most of a lap in a Formula 5000 machine. Going through the fast left-hander after the pits, Trevor noticed "a puff of white smoke from the left front tyre. It had been punctured by a bolt, which we later went back and found on the track, and instantly deflated. Obviously I'd got no steering, so I veered off the track, clipped the end of the guard rail and flipped sideways up the bank before crashing back in the middle of the track, thankfully still the right way up. There was dirt, dust, smoke and steam all over the place and I hopped out pretty quickly."

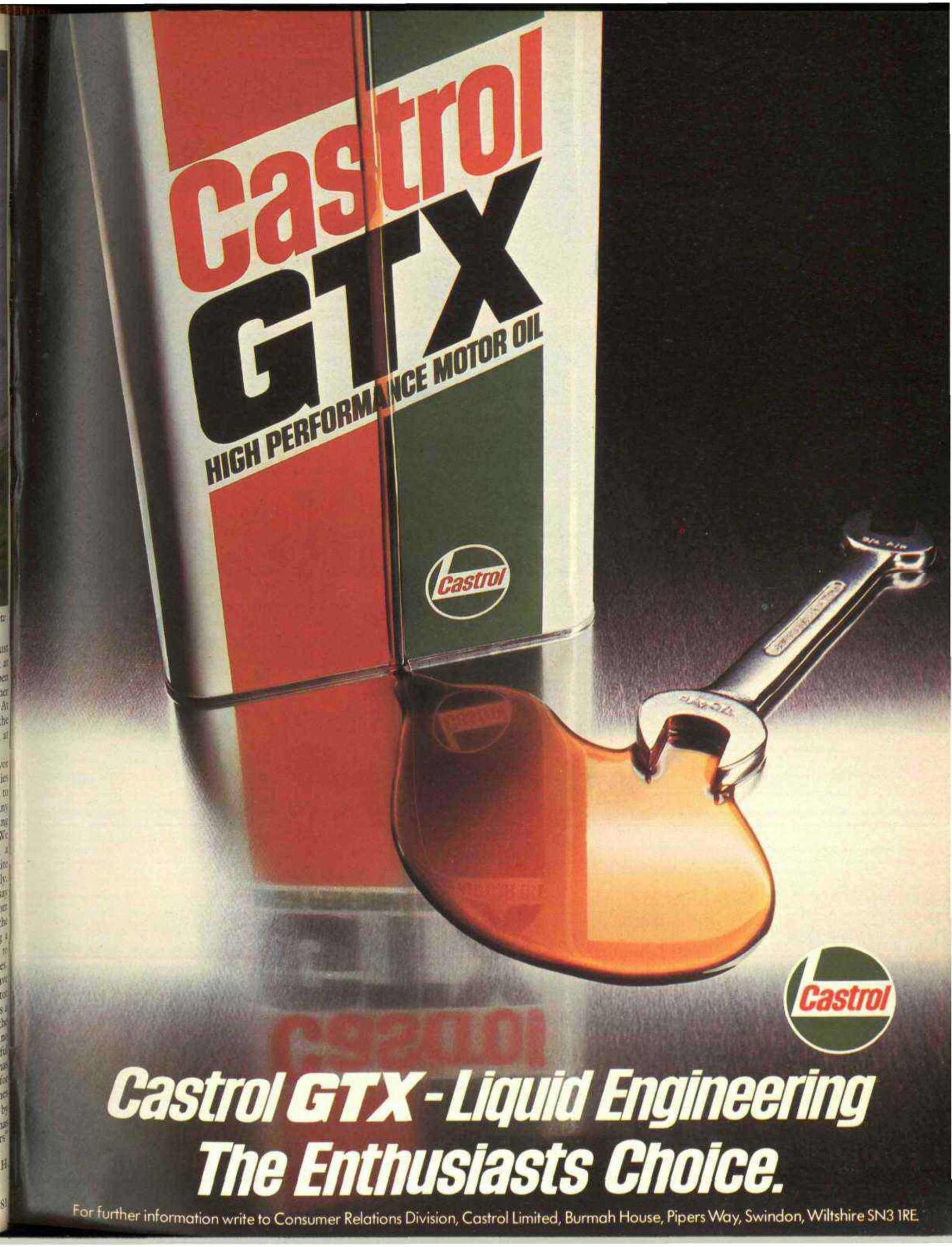
While he was composing himself at the side of the track, he felt a deal of amused sympathy as a marshal came running up, took one look at the wrecked car which was sitting on the track, steaming quietly, without its driver — and burst into tears. He went over to Trevor and said "driver gone, driver gone . . ." Taylor could hardly contain his mirth as this unfortunate Austrian broke down with apparent grief, despite the efforts of both Peter Gethin and Mike Hailwood who were trying to tell him that Trevor *was* the driver, he hadn't "gone" and everything was going to be all right!

"Within an hour or so, it wasn't so funny," smiles Trevor, "I had swallowed my tongue briefly while the car was rolling and my throat was so sore that I couldn't eat anything for days. . . ."

Trevor Taylor's last international victory of consequence had been in the 1969 Oulton Park Tourist Trophy at the wheel of a Team Elite Lola T70GT coupé, but this occasion was saddened by the premature termination of the race after Paul Hawkins' fatal fire blocked the circuit. In 1971 Trevor had one last crack at Formula 5000 with the Len Terry designed Lada, sponsored by the Billingshurst based Malaya Garage concern. But that was not a particularly nice car — "I spun the wretched thing on the straight j before Stowe" — and after a massive accident Oulton Park, where he gashed his left thigh op to the bone, Trevor Taylor did only anot couple of races before deciding to call it a day. the end of the 1971 season he retired back to family garage concern, now Citröen dealers, which he works to this very day.

Motor racing was one chapter in Tre Taylor's life, and now his business activit provide him with another. He hasn't been back watch or spectate for ten years, doesn't read a of the sporting magazines and pays only a passi interest in television's Grand Prix coverage. asked him whether he had ever considered come-back, something which has become qu fashionable in recent years. He smiled broad "You know, it's interesting that you should that. A week or so ago I got a phone call fr Cedric Selzer, who used to mechanic with Lotus F1 team. He told me he was restorin Lotus 23 for historic racing and would I like drive it." He thought for another few minut "No, really, I don't think I will go back. I h some fabulous memories of my time in mo racing. When I'm a bit down or depressed, it' great tonic to look back and think about all fun we had in those days." With no regrets, bitterness at his misfortunes and no thought looks "over his shoulder", Trevor Taylor turned his back on motor racing, probably good. He has happy memories of pleasant tim past and doesn't want to risk tarnishing them returning to look in on a World which changed dramatically since those "golden yea when he partnered Jim Clark at Team Lotus.

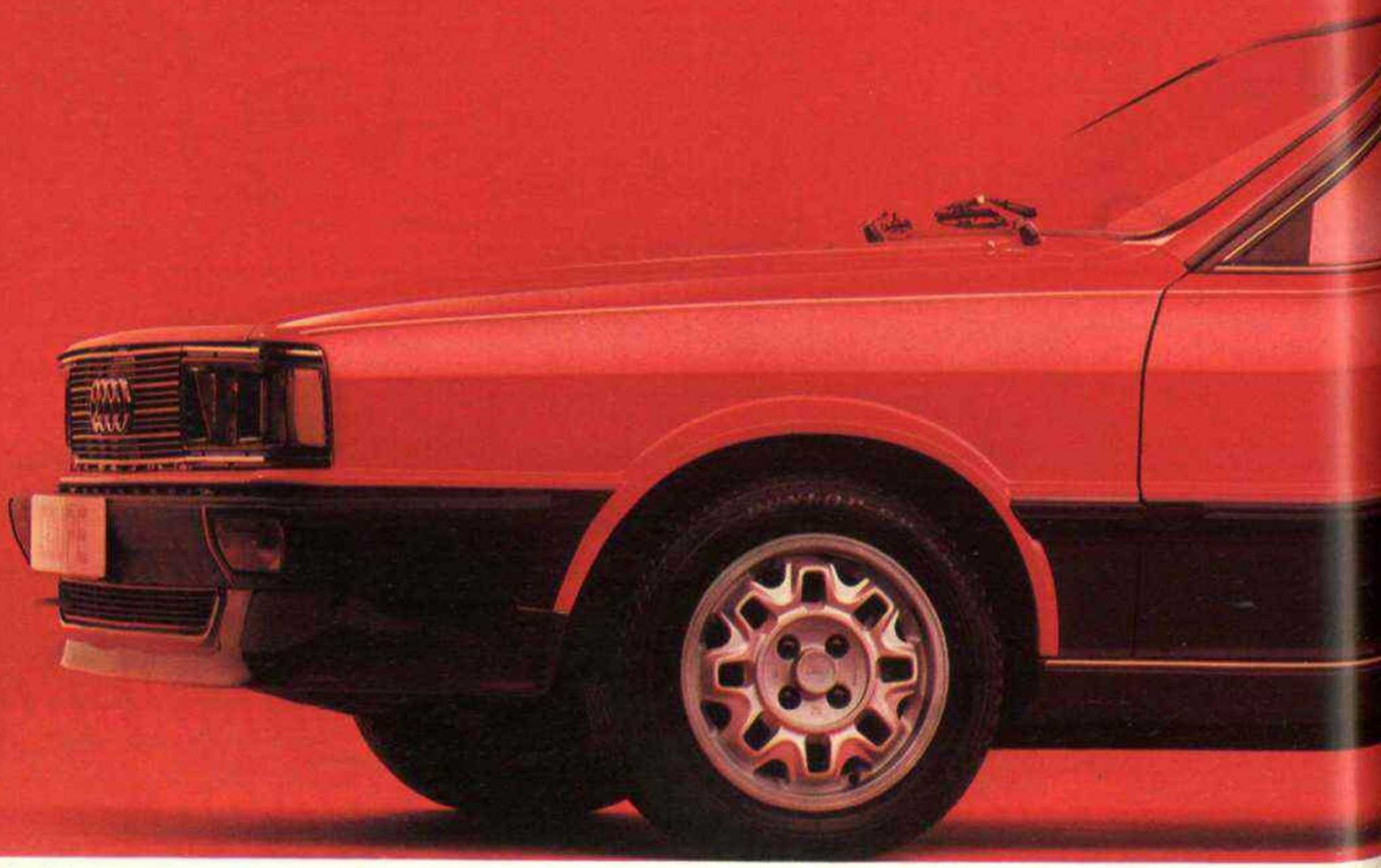
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BOAC 1000 kms race, Brands Hatch, April 2nd, 1971 — the winning Alfa Romeo T33/3 V8 (No. 54) of Andrea de Adamich (here driving) and Henri Pescarolo is being passed under braking for South Bank bend by the JW-Gulf Porsche 917 coupé of Jo Siffert/Derek Bell (No. 6)

continued from page 429

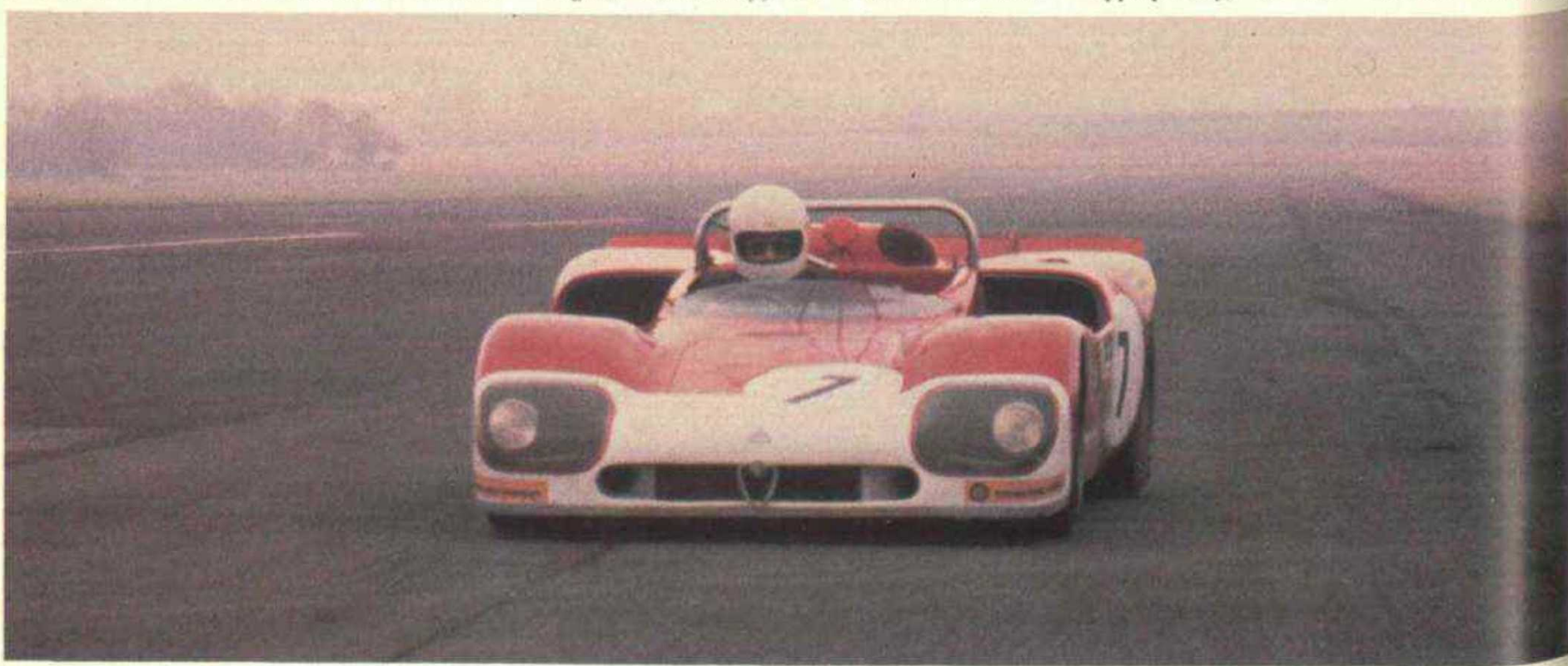
triumph achieved despite the presence of the JW-Gulf Porsche 917 flat-12s and a singleton Ferrari 312PB flat-12 prototype. On this occasion it was the Alfa Romeo which avoided the bad luck and pitfalls while its two rival marques encountered the misfortune for once!

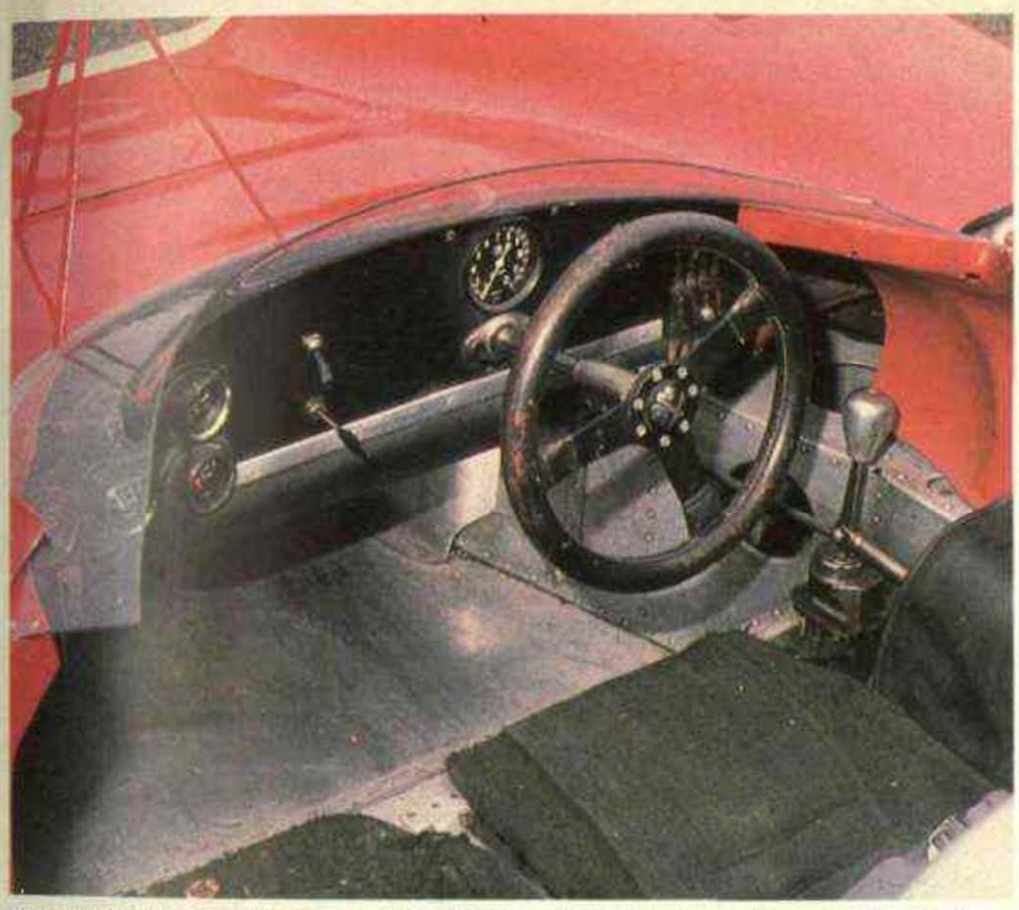
The T33/3 — indicating that it was a 3-litre — had a pretty successful season, this type not only winning the Targa Florio and the Watkins Glen 1,000 km. race but gaining several other high placings in World Championship for Makes events. Chassis "009" had already finished second at Sebring (Galli/Stommelen) prior to its Brands Hatch victory and later went on to finish second in the Targa Florio (de Adamich/Van Lennep), third in the Spa 1,000 kilometres (de Adamich/Pescarolo), third in the Austrian 1,000 kilometres (Stommelen/Galli) and fourth in the Nurburgring 1,000 kilometres (de Adamich/Pescarolo). For 1972 Autodelta decided to revise the construction of the T33 round a small tube spaceframe chassis, this seemed a much lighter method of construction, and the ensuing machine was dubbed the TT33/3, standing for *tellaio tubolare* type 33, 3-litre.

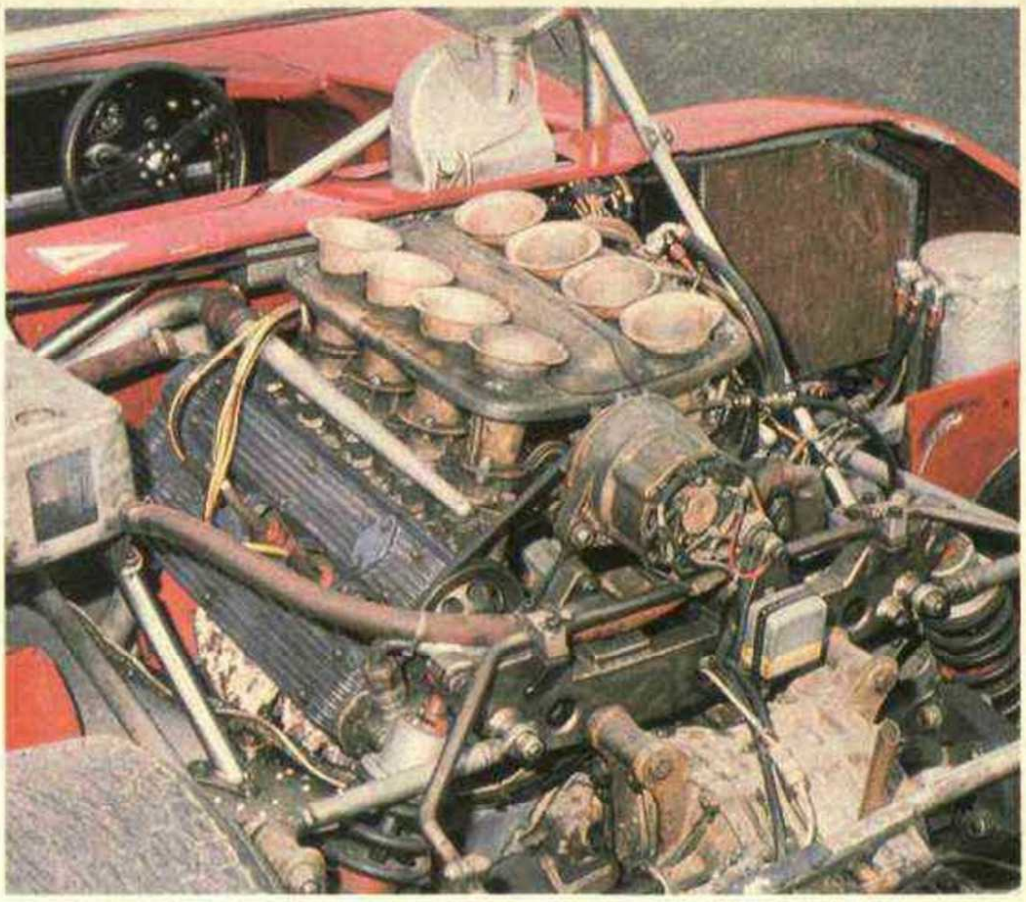
At this point British Alfa Romeo enthusiast Richard Pilkington comes into this particular story for he was very keen to own one of these 3-litre V8 sports cars. Richard, who owns and operates Totnes Motor Museum amongst other business interests which also include a model shop "Wheels" run by his wife — "I was a failed car dealer. I opened the museum with the stock I couldn't sell!", he jokes — made approaches to Autodelta intent on purchasing one of the 1972 *tubolare* T33 V8s. "But we got into a bit of a mix-up and I found myself buying this monocoque T33," he smiles, "Only when I had acquired it did I realise that it was the car which had won the Brands Hatch race. So you might say that I obtained the right car in the event by accident!" Richard acquired this T33 towards the end of 1973, at the time Autodelta were involved in the development of the new flat-12 cylinder engine. Incidentally, the T33 *tubolare* that Richard Pilkington originally thought he was going to acquire also found its way to Britain and is now in the ownership of Steve O'Rourke.

Very generously, to add some extra interest to this nostalgic article, Richard Pilkington agreed to allow us to drive his Alfa Romeo T33 V8 and since this article should appear in MOTOR SPORT on April 1st, it will be ten years and one day since the car's successful, historic victory at Brands Hatch. Rather than take it to a pukka racing circuit, and thus turn the whole project into a complicated track test, we were fortunate in obtaining the use of Dunkeswell aerodrome near Honiton, thanks to its obliging proprietor Basil Pring, and since heavy winds precluded any flying on the day of our visit we had the main runway to ourselves for an entire morning.

The T33/3 is a chunky, functional two seater Group 6 racing machine, perhaps not as graceful as its contemporaries the Porsche 917 and Ferrari 312PB, but possessing practical good looks nonetheless. We arrived in the staff Alfa Giulietta, appropriately, to find Richard Pilkington







BUSINESS SECTION: the Alfa T33/3 cockpit is basic and functional with the rev counter the only instrument directly in front of the driver. Right, the V8 3-litre engine was claimed by Autodelta to develop 430 b.h.p. in its heyday.

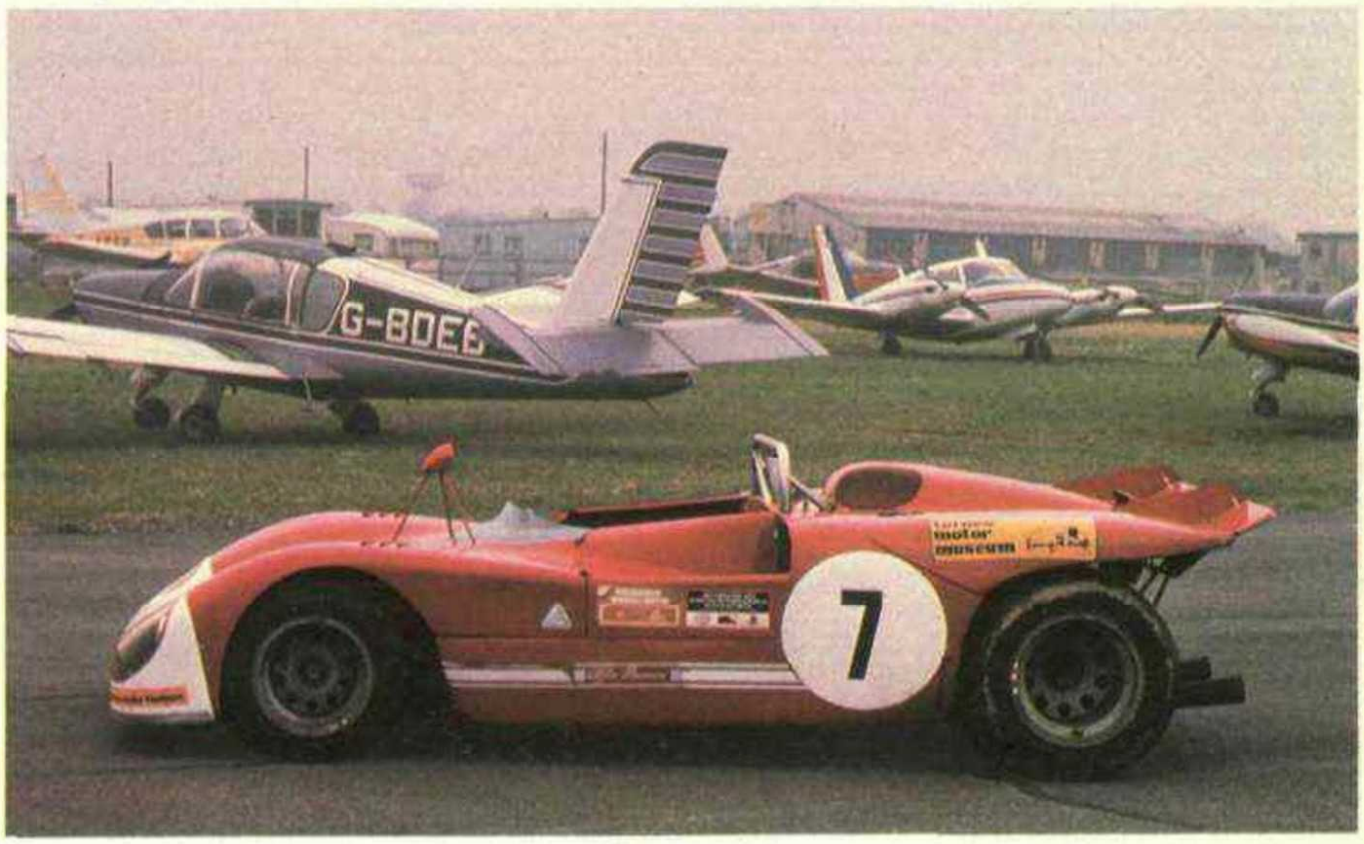
unloading his T33 from a trailer behind his Range Rover. The weather was bitterly cold and we were treated to an instant lesson in the frustration often encountered by professional racing mechanics as we attempted to coax the 3-litre V8 engine into life. With the assistance of a heavy duty battery as a boost to the one situated under the T33's "passenger seat", we encouraged the Alfa's 4 o.h.c. engine to fire up on its "soft" plugs. Unfortunately, after warming up the engine and then changing onto hard racing plugs, in order that we could rev it more realistically and willingly, Richard Pilkington found that the V8 was again reluctant to fire up. A couple of runs down the Dunkeswell runway towed by the Giulietta did the trick and, although another plug had to be changed, we were soon snuggling into the T33's cockpit to sample the car. The Alfa V8 emits a rasping, flat burble through its megaphone exhausts, and we were surprised to find just what a tractable engine it seemed to be, pulling away at 4,000 r.p.m. with no bother at all. The pedals are offset towards the centre of the footwell, and this racing machine is just like any other Alfa Romeo in that it has obviously been designed with the "standard Italian physique" in mind. By that I mean that anyone more than six foot tall drives with his legs splayed apart!

The cockpit is functional to the point of being sparse, with a rev counter (*not* red lined!) immediately ahead of the driver through the top section of the leather bound steering wheel, while water temperature and oil pressure gauges are positioned far to the left of the instrument panel. Slipping into the cockpit involves sliding one's legs below the steering rack, mounted out-of-sight behind the instruments and above one's knees, and the pedals are just behind the engine oil cooler which is mounted in the nose of the T33. Two large water radiators are mounted either side of the car at shoulder height and the notchy, but quite precise, gearchange lever is on the right, controlling the Alfa Romeo five speed gearbox.

When Richard Pilkington acquired the car from Autodelta, he gave them a loose undertaking that he wouldn't use it in serious competition, so the V8 engine they built up for his T33 "works alright, but you wouldn't say they gave us their best racing unit". Since acquiring it, Richard has run it in some sprints and hillclimbs" as well "as the 1974 Silverstone Interserie race, when Pierre Aumonier twisted my arm". He recalls that the car went quite reliably "on its original Firestone intermediates, although I remember being lapped by the Porsche 917 turbos of Kauhsen and Kinnunen about twice a lap. But we scraped home in the top twenty — good enough to collect some money!"

The Alfa V8 hasn't been stripped down since it was acquired from Autodelta eight years ago, so MOTOR SPORT was determined it wasn't going to be responsible for instigating its first major overhaul since it left Autodelta's care! Consequently we limited ourself to "about 8,000 r.p.m." in deference to Richard Pilkington's advice. Despite a slight misfire, the T33/3 built up to that rev limit in fifth gear pretty quickly, and although it certainly didn't approach a Cosworth DFV's "kick-in-the-back" acceleration, we were speeding down the Dunkeswell runway at about 130 m.p.h. by the time it came to stop and begin the return leg. The car seemed to ride the bumps very smoothly and, enclosed with glass fibre bodywork on all sides, it was a very reassuring, comfortable experience and we were well able to see why some drivers enjoy sports car racing — where they can't see the front wheels at work — and yet cannot come to grips with single seaters.

After several runs in both directions, one with D.S.J. crouched low in the passenger space, we gratefully, returned the T33/3 to the custody of its owner, Richard Pilkington manfully concealing any apprehension that he must have felt. It took about twenty minutes to load the car back onto its trailer and, within another half an hour we were to appreciate just how lucky we had been with the weather as freezing rain swept over Dunkeswell aerodrome, whipped up by a bitter westerly wind. — A.H.



SAMPLING the Brands Hatch winning Alfa T33/3, A.H. at speed on the Dunkeswell runway (left). Note that the car now has it "night racing" nose section complete with lights. Right, the T33/3 shows off its stubby profile in Company with Dunkeswell's regular population.

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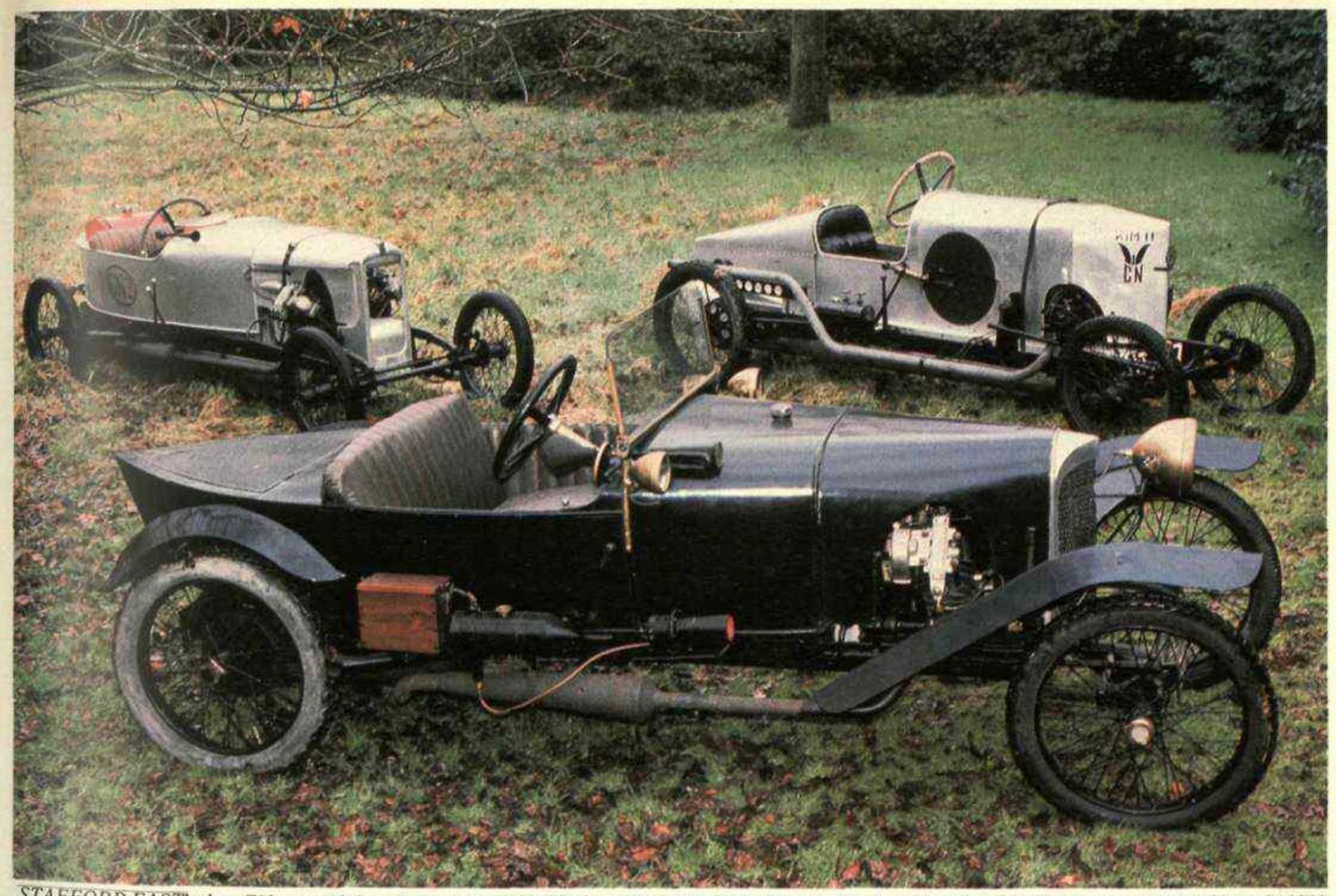
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STAFFORD EAST's three GNs assembled on the lawn outside his Chesham Bois home. In the foreground is the 1922 sports GN while the two racing machines, the 1922 200 Mile Race car (left) and "Kim II", dating from 1920, lurk on the grass behind.

THREE GNs — continued from page 427

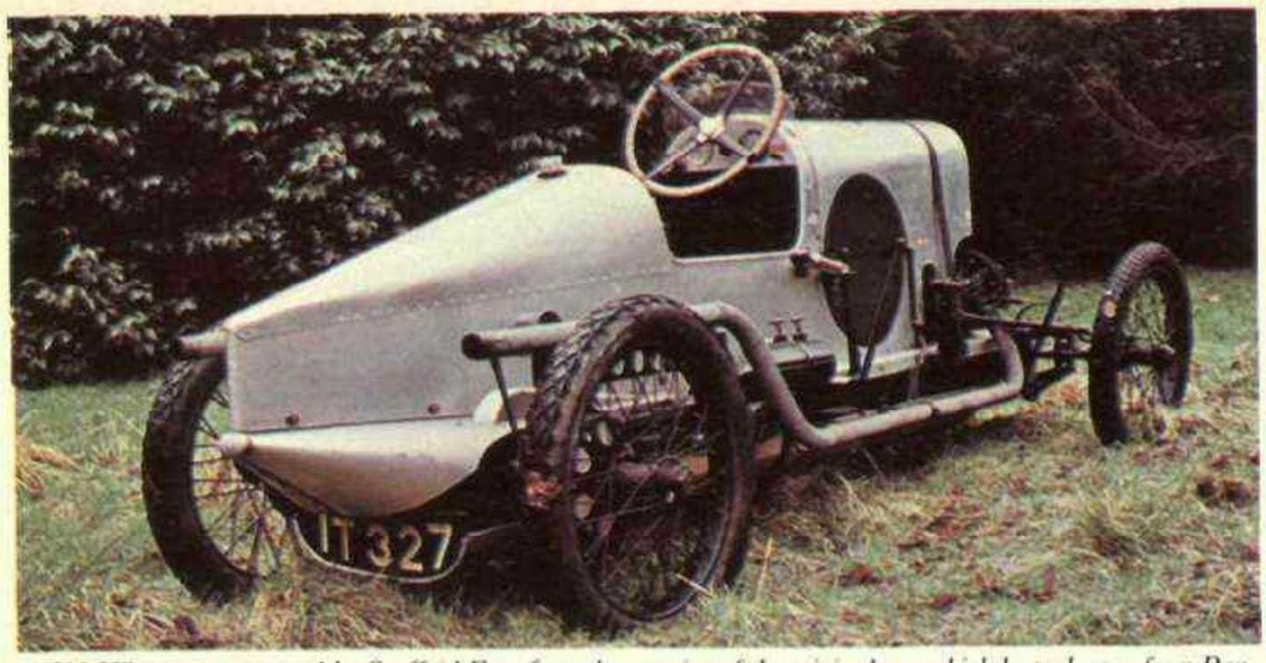
F. Dempster, as recounted in my book "The History of Brooklands Motor Course" (Grenville, 1980).

Stafford East got his Akela GN (Engine No. 309-6) from Basil Davenport in the mid-1950s and Davenport later built up another, which Ron Sant now has. A third is owned by Bill Craddock (see MOTOR SPORT for September, 1964). As Sant says, out of four, or possibly five, of these cars three still exist, and five engines, so they might one day beat the record of surviving ERAs! Stafford East thinks his was probably a spare car, at the time of the 200-Mile Races. He remarks that, with their drilled chassis-frames, they must have been the lightest racing GNs but with the heaviest of the GN engines. (For the 1921 "200" Nash used but one brake.) In passing, Craddock found the "I-Swear" Akela engine in Leeds, through a MOTOR SPORT advertisement, after it had been missing for many years. As acquired, Stafford East's car was terribly incomplete. He thinks it was Miss Ivy Cummings' car, later raced by E. L. F. Mucklow and then by H. B. Showell in single-seater guise. Davenport didn't use it and indeed, by then, it had no crankcase or crankshaft and there were only a few engine bits and pieces. The indefatigable new owner set about making what was required in his own workshop, everything, as on "Kim", being made as closely as possible to the original, except for the use of better materials in some instances. The steering boxes of these cars were of aluminium, and even the saddle-oil-tank under the floor has been correctly made. Stafford East has put the car back into exact 200-Mile Race form, being permitted by Ron Godfrey to copy the original body drawings. The Akela GN "radiator", unlike the single casting of the later touring GNs, had an aluminium top-section. This Stafford East cast accurately from melted-down pistons. The finishing touch was one of Ron Sant's under bonnet GN plates — engraved with the correct engine and chassis numbers. It is so easy to write of such painstaking work, but to me it is quite incredible, and fills me with envy! Stafford East served an engineering apprenticeship and then went on to the College of Automobile Engineering at Chelsea, where he remembers that the house-warden at the Hall-of-Residence at Wimbledon used to dash about in a supercharged Austin Seven. He then ran his own well-known garage for many years and still owns the property. When he set about the other great GN rebuild, of "Kim", he decided to have "Kim II" as it was when last used by Archie Frazer-Nash, in 1923/24. When he first thought about the project he said to Ron Godfrey that it would be a pity to have *two* "Kims", but he was determined to make a reincarnation, knowing that Godfrey was thinking himself of rebuilding "Kim". Ron then drove over in his Standard Ten to see the 200-Mile Race GN rebuild. At the time, he was making himself up a 1921 i.o.e. touring GN and said that he had no pedals for it. "If I make a set the car will have no recognition on it, because the only place where GN appeared on this model was on the pedals," he said. So Stafford East found him a set. Godfrey responded with a present of a fine Gordon Crosby painting of a touring GN and the close friendship was cemented.

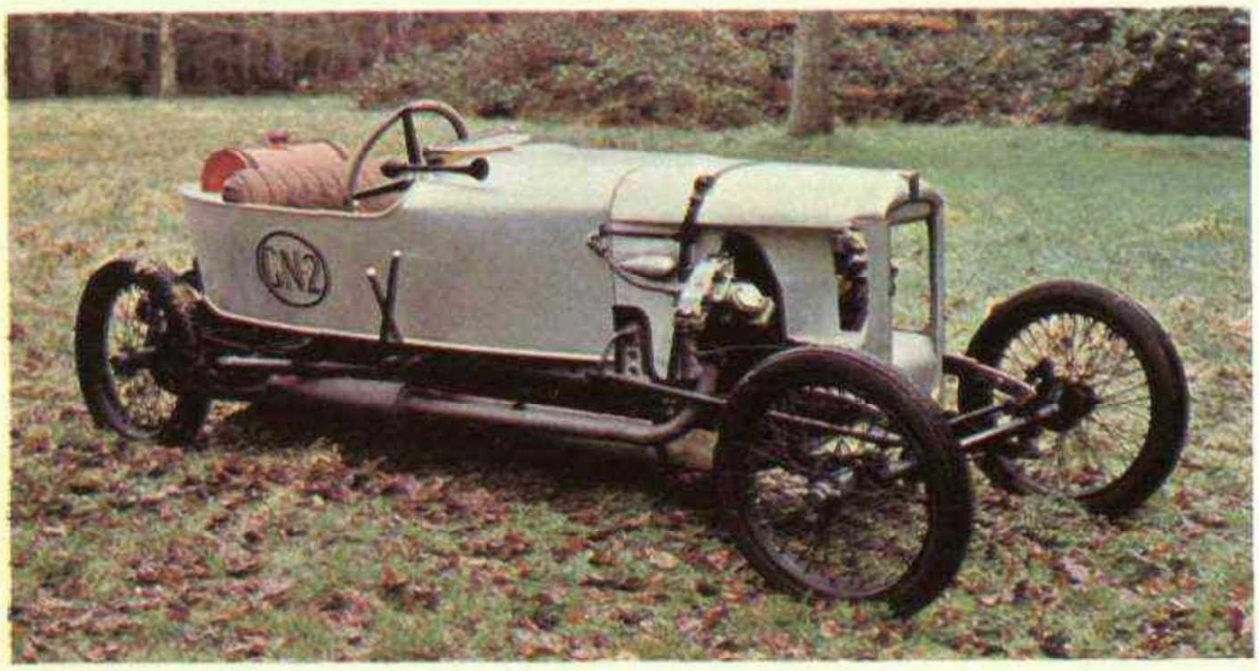
When Stafford East asked if he could borrow one of the precious bronze (Thirlby says brass) cylinder heads of "Kim's" engine, in order to copy it, Godfrey readily lent it. He was, by then, retired from his HRG activities, was living at Bramley, and had completed the water-wheel at his mill-house so that he could be independent of mains electricity. Unfortunately, he became ill and told Stafford-East he could have "Kim". Recovering for a time, he changed his mind, but promised to leave "Kim" to Stafford East in his will. However, when Godfrey next called on Stafford East he saw the pattern for casting a "Kim" cylinder head and, recognising that here was someone who know exactly how to proceed, told Stafford East to come over with his van and collect the aged racer . . . not long afterwards Godfrey died.

Not much was left of "Kim II". Apparently three sets of engine castings had been made in 1913 but one of the sets and all the bronze heads had been lost during World War I and the other set, discovered under a workbench, was used with cast iron heads and parallel o.h.v., for Godfrey's GN "Bluebottle", a belt-drive racer. Here I must digress to tell you how that GN got its name. Apparently at the "Elms", Frazer-Nash's mother's place at Hendon, the first GN drawing-office, stores, and "argument room" there was a hay-loft in the stables. Up there Nash and Godfrey would get out two old deck-chairs and sit in contemplation, until Nash pulled out his revolver to shoot at bluebottles on the ceiling.

Continued overleaf



"KIM II", as reconstructed by Stafford East from the remains of the original car which he took over from Ron Godfrey (the "G" in GN) shortly before he died. The first "Kim" was crashed at the August Meeting at Brooklands in 1920 by Archie Frazer-Nash, "Kim II" being built up in time for the Junior Car Club Brooklands Meeting using a new chassis but retaining the original engine. The new car was just as successful as its predecessor and won every event for which it was entered at its first outing. By the time Archie Frazer-Nash stopped using Kim for competition in 1924, the steering gear had been altered from the original wire-and-bobbin to standard GN practice and the rather special Houdaille shock-absorbers (just visible over the exhaust pipe) had been fitted to the rear axle.



THE 200 MILE RACE GN with an Akela engine (above) which Stafford East rebuilt before tackling "Kim" is one of four, or possibly five, of the cars built for the Junior Car Club's 200 Mile Races of the early 1920s. This particular car is thought to have been a spare car for the 1922 event in which a team of three GNs was entered. The very appropriately registered "Vitesse" GN of 1922 was the sporting version of the cyclecar which GNs sold to the public. It is not known how many "Vitesse" GNs were sold, but by the standards of the day they were remarkably fast, being capable of some 75 m.p.h.



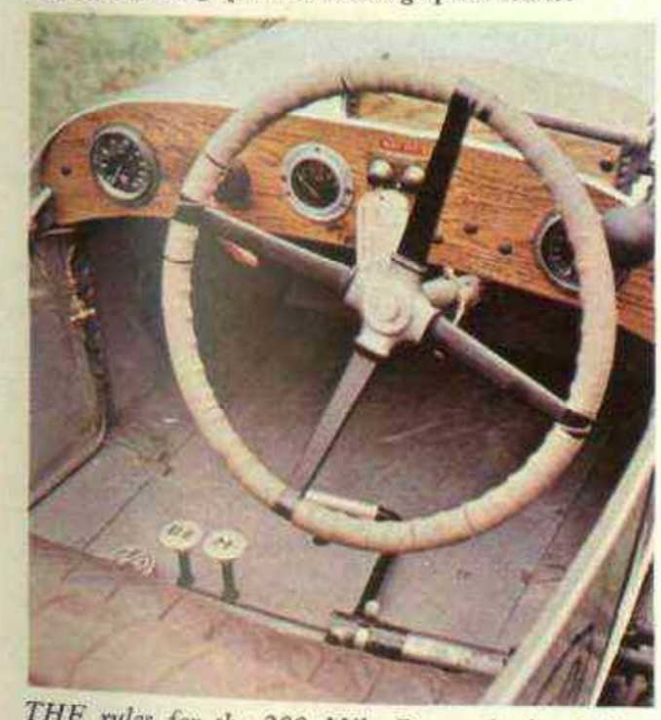
He never hit one, but Godfrey worked out that crack shot, he always planted a bullet exac where a fly had settled. The bluebottles had bet acceleration than the bullets, so this was logical name for this lightweight single-seater G thought at the time to possess better pick-up o the first ten yards even than "Kim". Godfrey s he used to "adjust the driving-belts to a nicet which enabled them to do all the slipping as banged in the clutch. He used to Seccotine tyres to the rims (this in the pre-Bostic days) make sure these did not slip, pulling the va out, or come off. To prevent slip Frazer-Na used to tie a rope round the clutch pedal, bri this along the side of the cockpit, and haul o with his left hand when making a sprint start "the Frazer-Nash Rope Trick". It can be said t Frazer-Nash was very clever with cam-contours gain more power, whereas Ron Godfrey belie in drilling holes for lightness. They also tended go for high "gear" ratios rather than high eng speeds. Those were some of the things we talk about, as we discussed "Kim's" rebuild.

How, for instance, Godfrey would take specially good magneto into his office, intendi to keep it for his own car, only to find that Arc had taken it after all, of how Nash once called Godfrey after they had retired and Ron show his old partner a fine clock in many pieces, wh he was going to put together, another of hobbies. To Ron's surprise Archie took li notice, nor did he on his next visit. But when R was reassembling the timepiece he was troubled find one gear wheel too many — unseen, on second visit Archie had dropped one from useless alarm-clock into the bowl containing dismantled parts! How Davenport, having b up a 1922 touring GN, decided to drive do from Macclesfield in it and visit some of his friends. Calling at Frazer-Nash's house, he t the maid he had bought the car new from master but wasn't pleased with it and had come complain — which the girl believed as announced the visitor, confronted with 40-year-old GN. . . .! Of how Godfrey, open the bonnet of his Standard Ten, said to Staff East, "Look at all those wires. I don't know w they do. We used two feet of wire, one foot each plug, on a GN and it went just as well!"

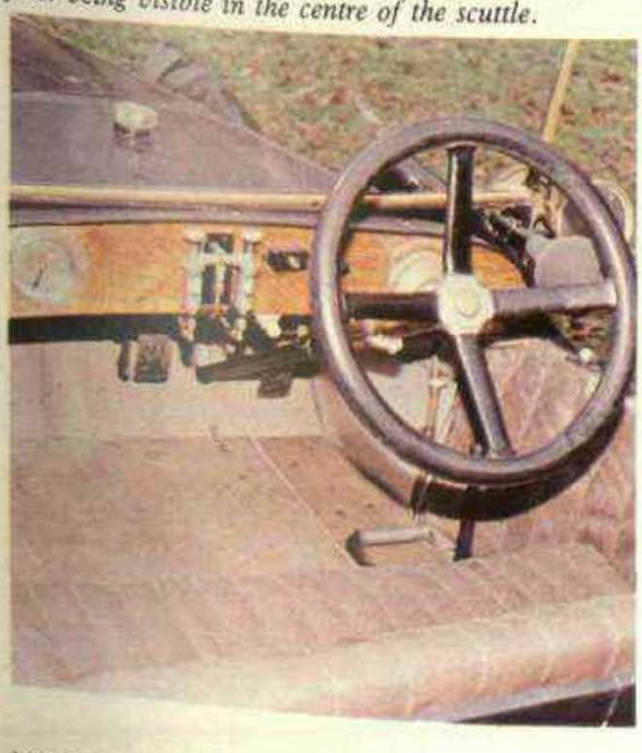
There were no drawings of "Kim" — proba there never had been any. So innumera photographs had to be consulted in rebuilding the wheelbase settled by the chassis, as this been standard GN. Many bits of the engine w missing, but this isn't the sort of thing to d Stafford East. He cast a new crankcase and m much of the rest of the car, using original components wherever possible. Body, fuel-t and so on were made in the home workshop, former from the correct-gauge aluminium, even the little "Benzine" label wasn't overlook (Thirlby says that after "Kim's" crash the b was repaired and used for "Kim II" but this i what Frazer-Nash said and is why, I think, D copied the 1920 photographs for previously-mentioned model of "Kim", but us the front axle apron sometimes fitted in 1923. me "Kim II" seems to have a higher nose, mor on "Spider".) Godfrey had supplied lots of pa including a big bronze sprocket, which probably the one used for taking the Test record at Brooklands. To use a standard steering box in the single-seater, an exten shaft to the drop-arm was used, keeping column and box central. Stafford East reproduced this correctly, of course. God asked him to promise to run the car only



"KIM II" was very much a single-seater, but unlike the single-seaters of later years, the driver sat very upright with a large diameter steering wheel close-in to his chest. The wheel needed to be large, as the steering was extremely high geared with less than a turn from lock to lock. Note the rope on the left of the cockpit: this was attached to the clutch pedal and Archie Frazer-Nash used to pull on it in attempts to improve clutch grip when making sprint starts.



THE rules for the 200 Mile Race stipulated that mechanics had to be carried, thus the "Akela" engined car (above) had a very narrow two-seater body to enable the mechanic to squeeze in. The Vitesse body is not much wider, and the only concessions to creature comforts were the full-width windscreen and the padding behind the trim on the body panels. The fuel tank is mounted above the driver's knees, the filler being visible in the centre of the scuttle.



straight-sided tyres, so it is on 26" × 3" motorcycle covers, otherwise beaded-edge tyres would have been fitted. When all was completed, a most commendable resurrection, Cushman was invited to look over "Kim" as he had done the Akela GN, and he couldn't fault either of them. By the way, this was "Cushy" who in 1922 went through that 200-Mile Race lying down on a mattress under a tonneau cover, in the GN, this giving rise to that immortal Cushman remark, after Frazer-Nash had announced that there was nothing in the race-regulations to say the mechanic had to sit upright: "And they don't say he has to be alive at the finish of the race, either. . .!" Cushman, who went to GNs from the Martinsyde aeroplane factory, and after leaving Frazer-Nash Ltd., to Invicta's and Railton's, once beat Nash's time with a 1,500 c.c. GN up the Test Hill, in a 1,100 c.c. GN, and was told "Not to do it again or you will get the sack!" This did not prevent Cushman setting the cyclecar record for the Brooklands Test Hill to 8.6 sec. in 1923, in "Kim" — perhaps he had proved his point.

Enquiring what machine-tools Stafford East had, for remaking "Kim", Godfrey said "You can make it all on a 6" lathe — We did!" One thing that took a long time to find for the car was the right size of Houdaille shock-absorbers for the back axle — the normal ones were too big. Eventually a pair the correct size was found in France by Ralph Wilde, late of Dunlop's, who owns a Vitesse GN, Nash apparently having used the smaller *Continental* Houdailles in 1920. The engine has a compression-ratio of about 5 to 1 and uses a Zenith carburetter.

With this careful resuscitation completed, it only remained to apply for the correct Registration number — IT-327 being the one usually associated with "Kim II". This was no problem, after a policeman had called to inspect the car, asking about "The MG," as he had never heard of a GN. After which, mudguards were fitted and "Kim" was taxed. Stafford East tells a nice story of taking the racing GN back to Kop Hill, for a nostalgic run up the one-time sprint venue. On arriving there, he encountered a Police Panda car. He told the occupants what he was about, saying that the car was legal but that it might be a bit more noisy than a modern car, as it sets up a decent crackle. The young policemen raised no objection. In fact, they asked for a postponement while the local baker was fetched, as they knew he had seen this very car in action on the hill in the old days, before they were born.

Since then "Kim", still wearing its AA badge, has been to a Brooklands Re-Union, where it attracted the attention it deserves. That might be the cue on which to end this article. But I must just say that, unbelievable as it may seem, Stafford East's interests do not rest with these GNs, his road-equipped Special, and the Bugattis. He used to ride an SS80 Brough-Superior in trials, made a torpedo-bodied sidecar for it, found he could not corner it properly with the Bentley and Draper spring-frame, so fitted a matching B and D sidecar-chassis. His late wife used to ride a 4-valve Rudge special and needless to say he keeps both these machines in pristine order. Nor is this the end of his motorcycling activities. In addition, he has a number of others, some awaiting restoration, some immaculate, including a 996 c.c. J.A.P.KTOR Coventry-Eagle solo, an overhead-valve 350 c.c. vintage Humber, a Scott, a Rudge Multi, a 1908 Motosacoche, and a New Hudson. "Motoring enthusiasm personified" seems a weak label to apply to this modest and *very* capable engineer. — W.B.

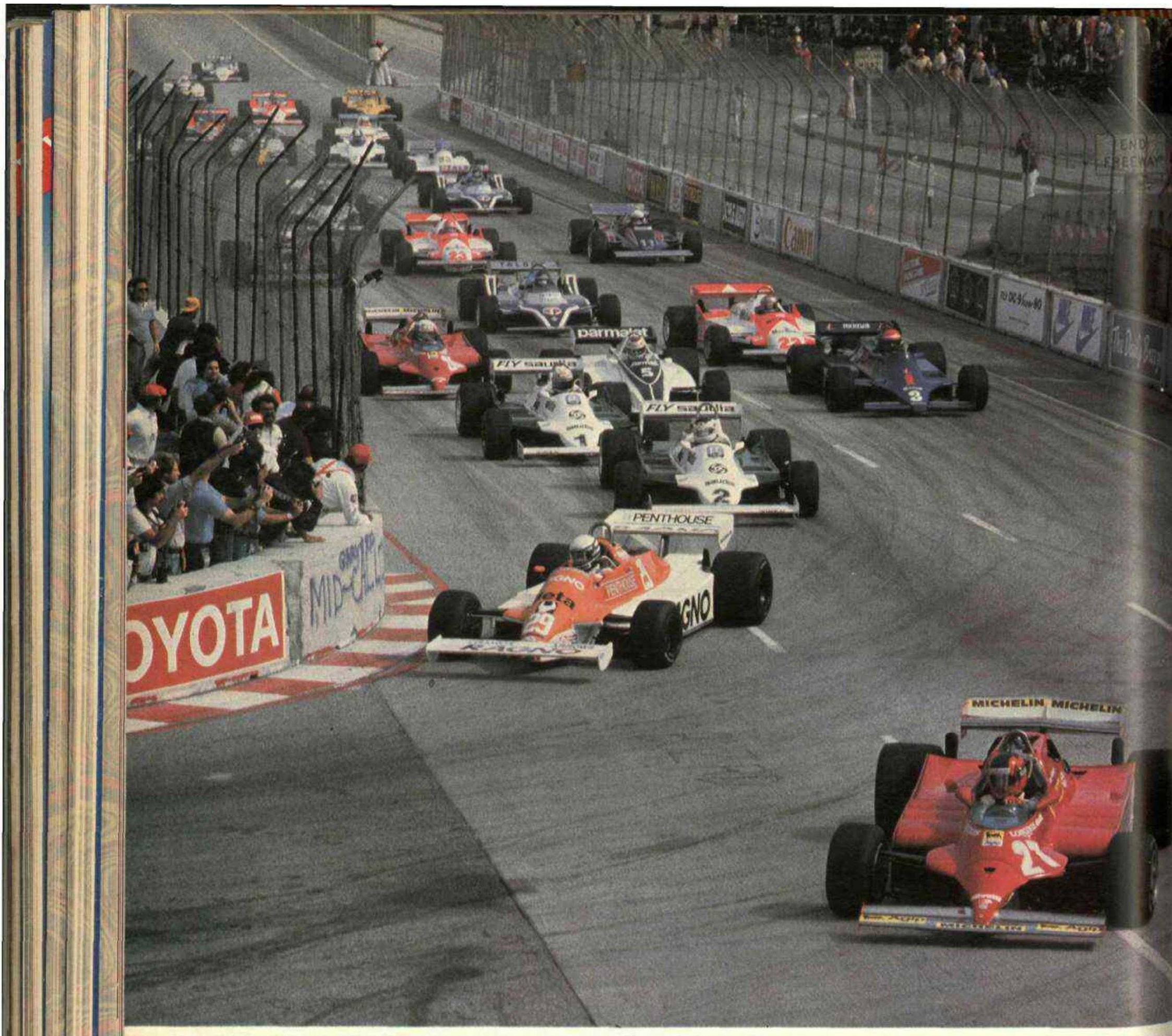


THE pushrod engine in "Kim" dates from 1913. Note the unusual Austro-Daimler style valve gear with the spring above the rocker. The rockers are alleged to have been sawn from solid 1½" square bar by apprentices at the GN works, who were paid 6d per hour. The exhaust valves are somewhat exposed and vulnerable, which is why the lamp brackets were never removed when the car was stripped of road equipment prior to competition.



THE Akela engine (above) is the heaviest of the engines used in GNs. It has overhead camshafts, operating four-valves-per-cylinder, driven by bevel gears from a shaft running up the front of each cylinder. The twin magnetos fired two plugs in each cylinder. The Vitesse engine on the Sports GN had its camshafts operated by a long chain, driven off the back of the engine. Stafford East has converted the ignition of this car to coil.





UNITED STATES (WEST) GRAND PRIX

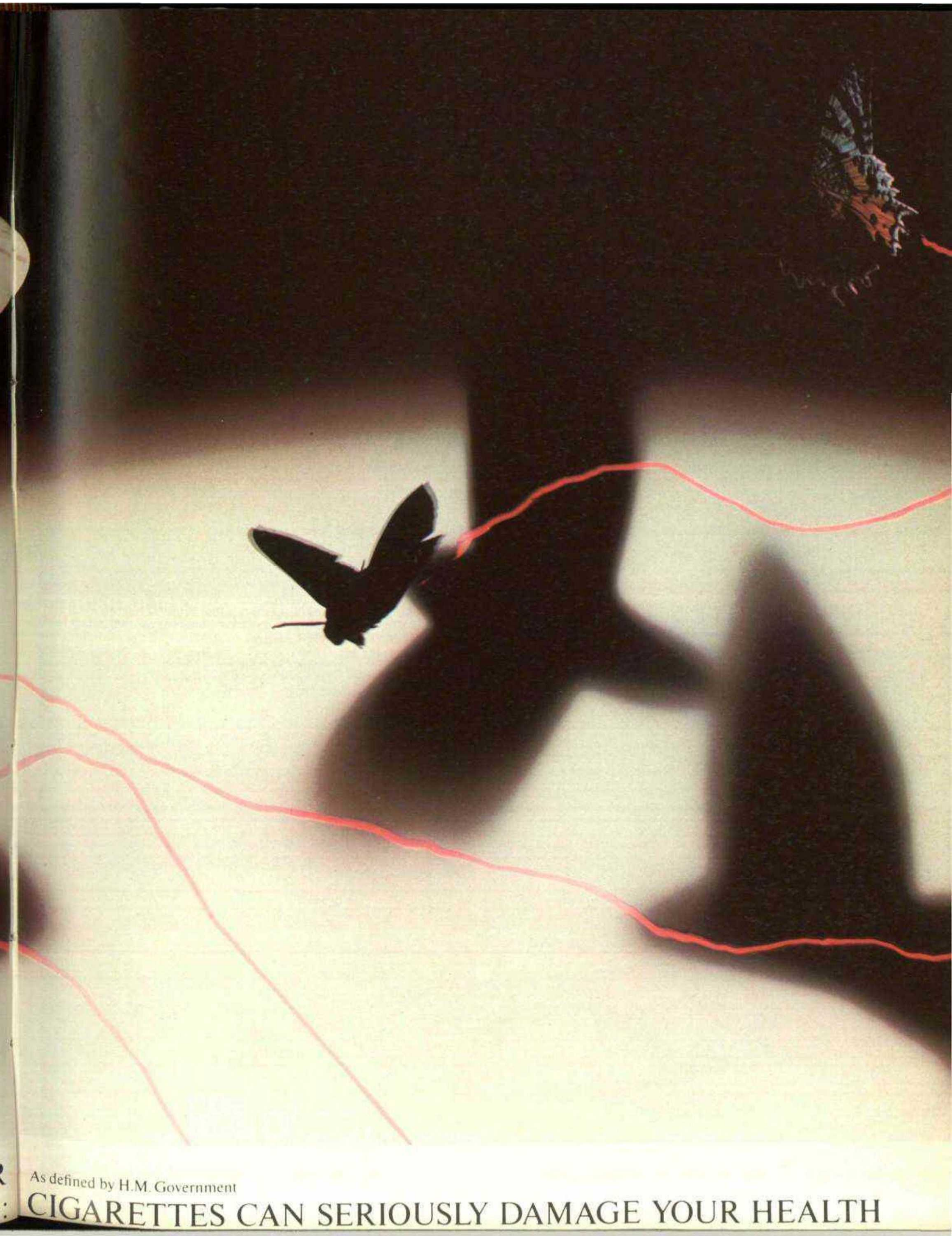
AT THE start of the United States Grand Prix West at Long Beach, first round of the 1981 World Championship, Gilles Villeneuve briefly took his brand new Ferrari 126C into the lead as the pack braked for the tight right hand Queens hairpin (above). Unfortunately the plucky French-Canadian's enthusiasm took his machine (No. 27) beyond the point at which he could maintain his lead and negotiate the corner on the best line. Here he is seen sliding wide while pole position man Riccardo Patrese's Arrows A3 (No. 29) leads into the corner in front of the Williams FW07Cs of Carlos Reutemann and Alan Jones and the Brabham BT49C of Nelson Piquet. Left, the new Talbot-Matra team provided a well-groomed splash of French blue in the Long Beach pit lane. Here the team bustles round Jean-Pierre Jarier's Matra V12 engined Talbot JS17.

DIDIER PIRONI at speed with the KKK turbocharged Ferrari 126C (above). Throughout practice the Italian team tried both this turbocharging system and the Brown Boveri Comprex superchargers, eventually opting for the KKK arrangement in the interests of reliability. Pironi was running fifth near the end of the race when he retired. Below, Mario Andretti drove very well in the Alfa Romeo 179C V12 to take fourth place on his first drive for the team.



MIDDLE TAR

DANGER: H.M. Government Health Departments' WARNING

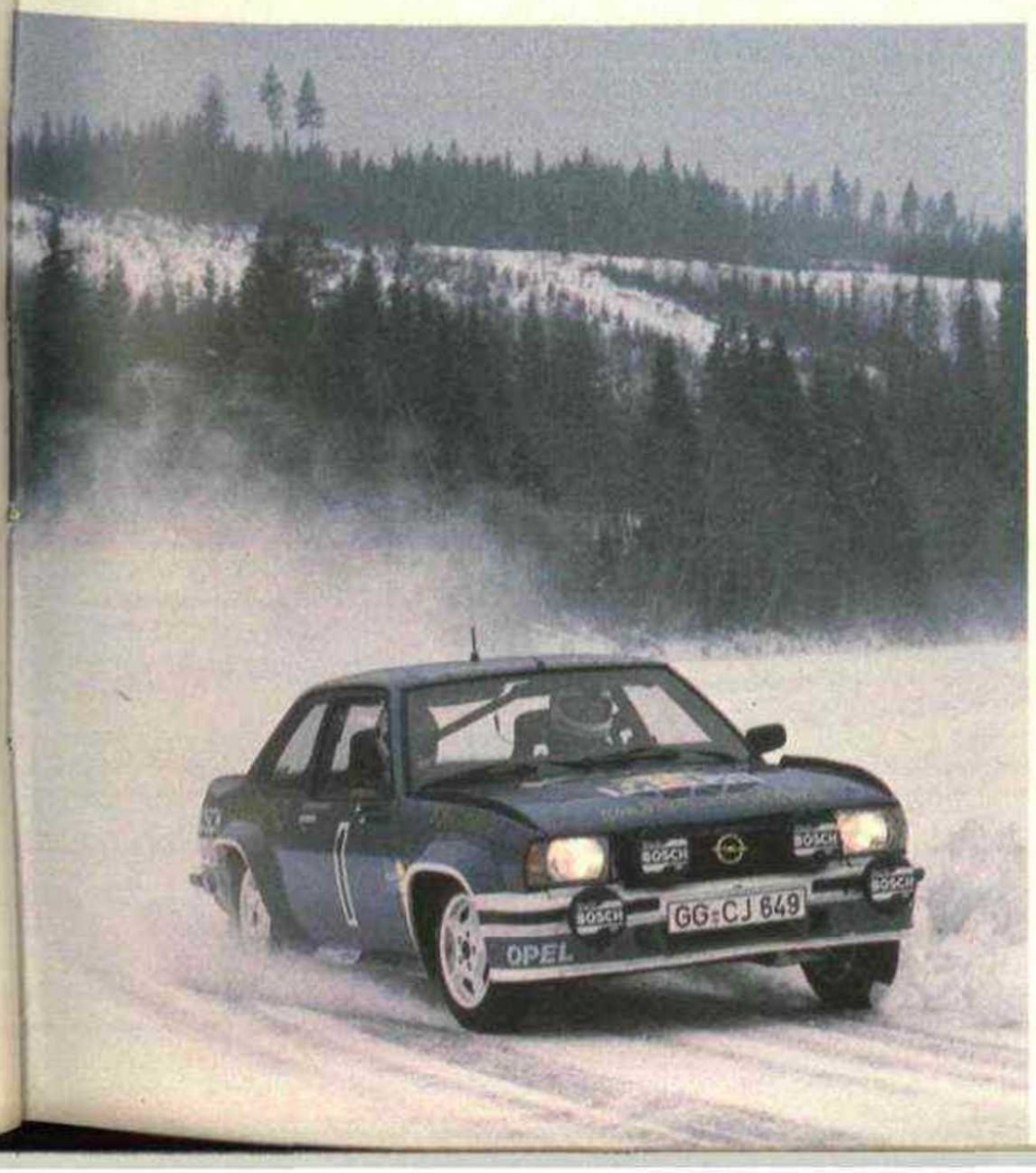


As defined by H.M. Government

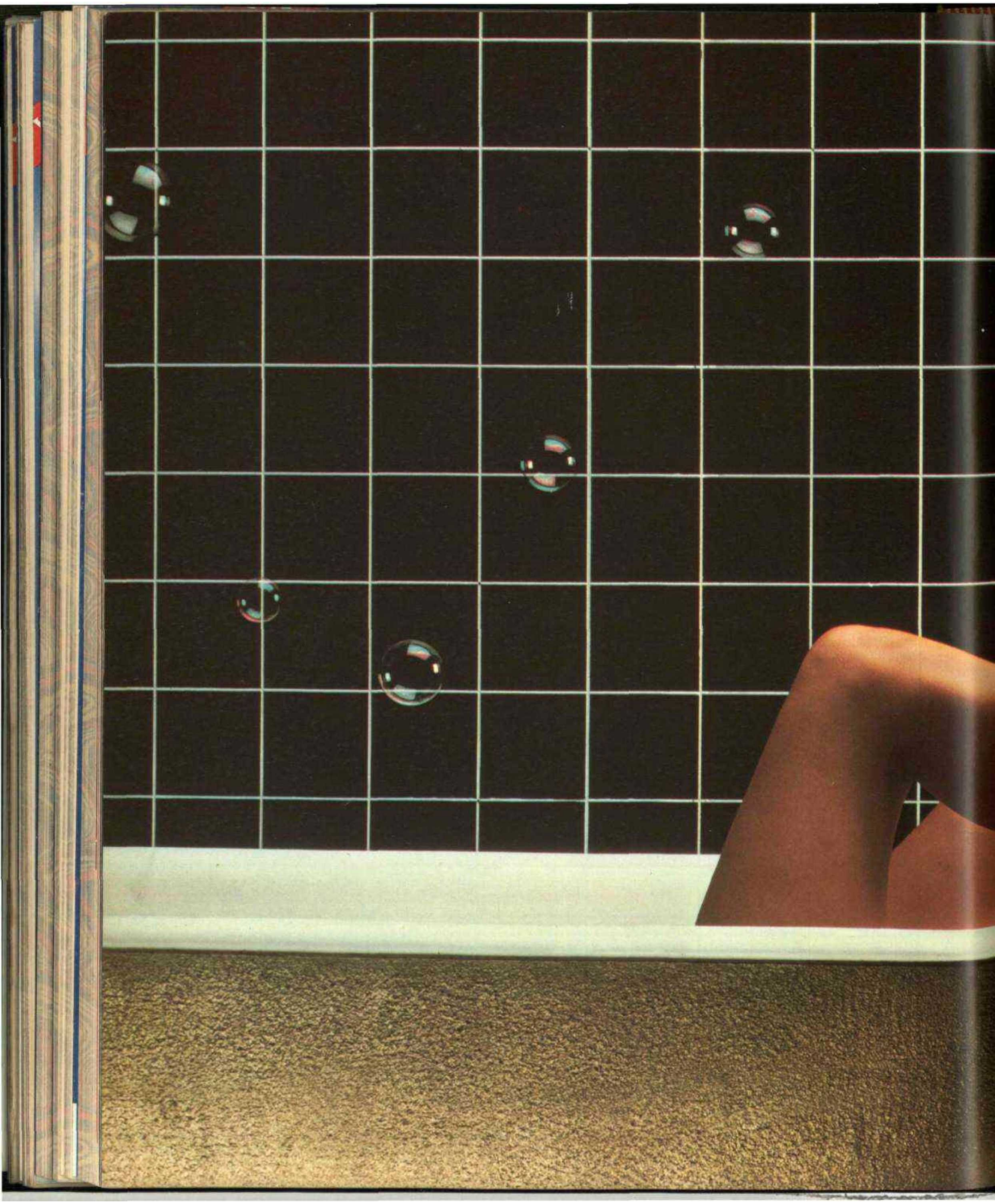
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

PORTUGUESE RALLY MARKKU ALÉN's Fiat (above) kept going to take outright victory whilst others either broke or left the road, and Henri Toivonen (below) might have scored another win for Talbot were it not for a broken rear hub which kept him at second. Portuguese crowds are the most unruly and near suicidal we have seen anywhere.

SWEDISH RALLY FIVE TURBOCHARGED cylinders driving four wheels through three differentials, two of them lockable from the driver's seat, amount to traction of a high order and on the snowy forest roads of Sweden Hannu Mikkola used his Audi Quattro (above) to play cat and mouse with his opposition. He won comfortably, ahead of Ari Vatanen's Ford Escort (right), whilst fourth place went to the reliable Opel Ascona 400 (below) of Anders Kullang.








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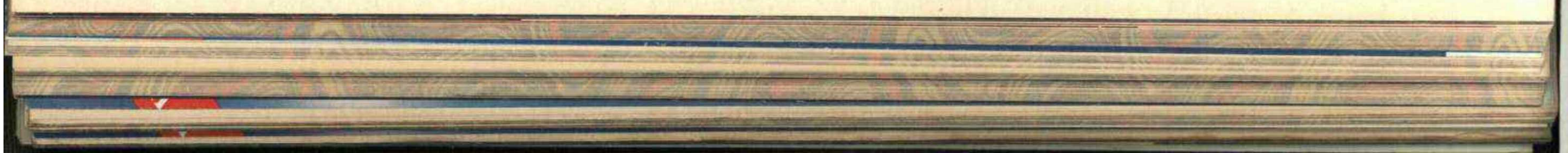
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ROAD IMPRESSIONS: BMW M1

Magnificent and obsolete

ALTHOUGH BMW had shown a gullwing door two seater in 1972, the mid-engined straight six M1 was not officially ordered from Lamborghini until 1976. Then a series of delays, the result of Lamborghini's increasing financial troubles and some bitter internal opposition at BMW to this, the pet project of now former competition director Jochen Neerpasch, delayed production of the first examples until 1978. From then until last year an increasing trickle of these Giugaro-styled, Italo-German manufactured supercars were assembled at the premises of specialist coach builders Baur of Stuttgart, Lamborghini's original role as manufacturers passing into history in 1978.

However the Italian company and their engineering staff, together with technical personnel from BMW, had by then produced a fine road car, one that also served as the basic vehicle for the series of supporting races to GPs of 1979-80.

Production ceased last year, negating BMW Great Britain's then active interest in importing limited numbers for orders already placed in the UK. Thus the only way you can buy this genuine 160 m.p.h., 3½-litre, Munich mongrel of lovable character, is to purchase one of several offered in Britain between £25,000 and £29,000. Contrary to some UK reports the German asking price is not in excess of £36,000 (that is for the racing models, and there are 26 existing race customers on BMW Motorsport's books at present!) but £24,353.45 at the late February exchange rate of Dm 4.64 to the pound, or much less if a German dealer wants to be rid of one of the 400 made and authenticated by FISA, so that the M1 could compete internationally in Group 4 and 5 trim.

So the LHD-only M1 has perforce become an instant collector's piece. The factory allowed no more to be made *via* the rather clumsy Italian chassis-body production and German assembly (using items like BMW switchgear, 3-series, or 5-series tail-lights) at Baur, before returning to BMW Motorsport in Munich for pre-delivery quality control and tests. The reason was presumably that the M1 was *not* a commercial proposition. Conceived for sporting purposes, an accountant would say that each one cost far more than the price charged because of the enormous overheads the programme has incurred in Pro Car and the changeover in production methods after an original costing based on all-Italian production.

Enough of the history, what kind of road car did BMW, Baur and those Italian sub-contractors (like Ital engineering for trim and seats; Marchesi tubular chassis and TIR glassfibre, 20-piece, bodywork) produce, after that protracted gestation?

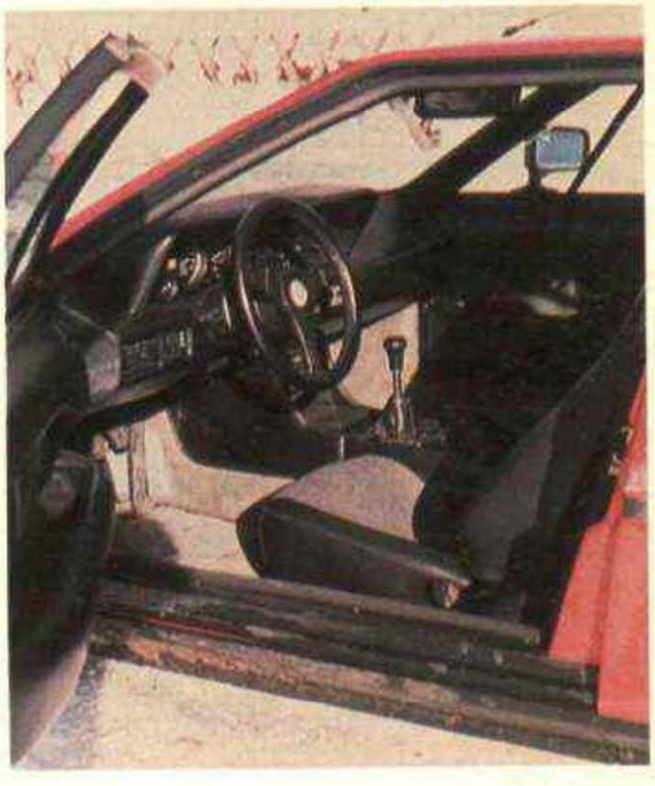
The answer is a superb road vehicle, worthy of a commercial future as a flagship and a supremely capable performer. It is, above all, a practical everyday machine, not a Stratos-style homologation special. BMW insisted on their normal levels of fit and finish. We have yet to encounter, or read a report, by anyone who did not think the M1 was a true super car.

Perhaps the reason for that is that the conception was that of a racing car primarily, one designed to fulfil BMW's aspirations to beat Porsche in the long distance World Championship of Makes. Thus the general principles of an

continued on page 464



THE INSTRUMENT panel and the interior are both designed with the competitive, sporting driver in mind. The dials themselves are neatly arranged, with very clear figures and no unnecessary decoration adorns the matt black dash. The trim is comfortable, but not glamorous and completely in keeping with the car's functional, sporting character.



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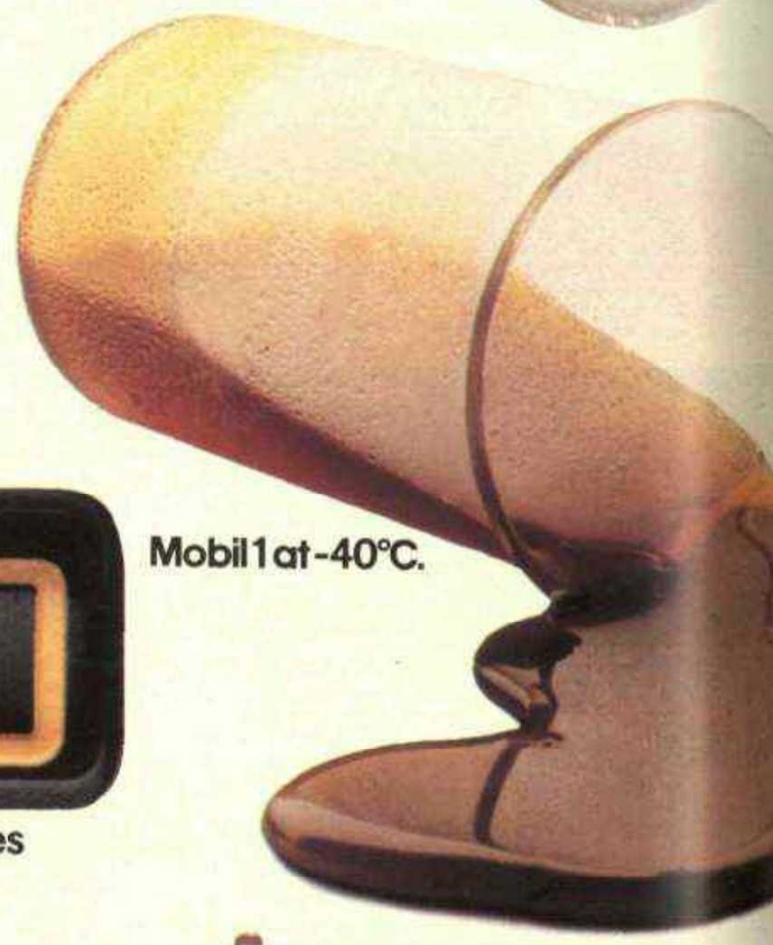
Pistons after 40,000 miles

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Premium 20W-50 at -40°C.



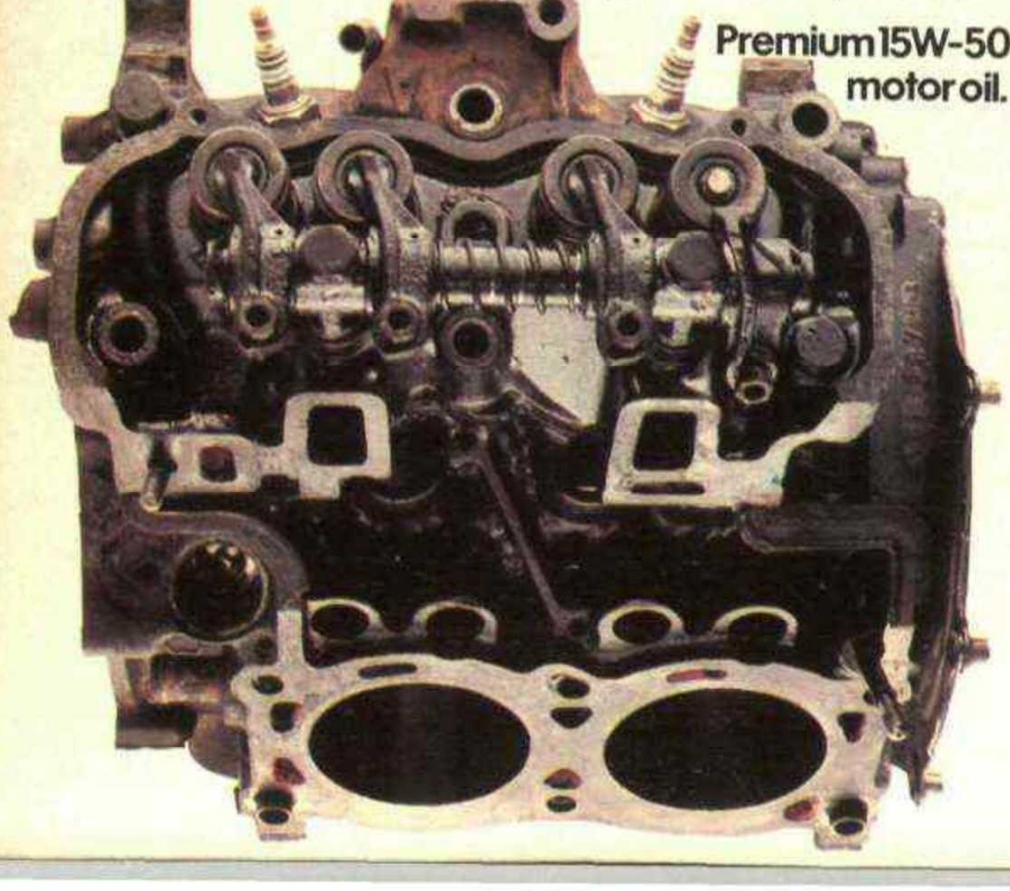
Mobil 1 at -40°C.

25000

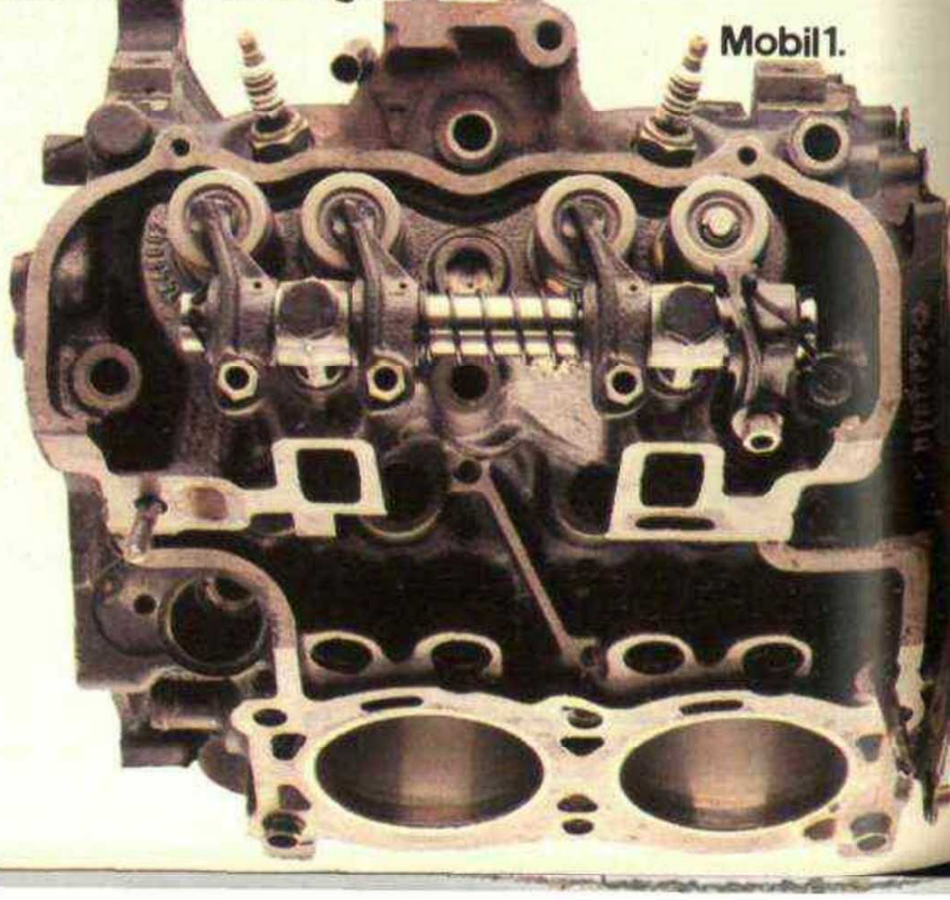
Mobil 1 has been tested to give protection for up to 25,000 miles or 1 year between oil changes.

Engines after 40,000 miles without oil change.

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

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

How does Mobil 1 perform these feats?

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

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

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

£15* for 5 litres.



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

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

Mobil 1

Everything about it is ahead of its time

Currently available only in Yorkshire.

*Manufacturers 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.



BMW — continued from page 461

aerodynamically suitable two-seater, supported on a partially panelled, and typically Italian, tubular chassis, arrived along with four wheel braking *via* giant ventilated discs, unequal length wishbone link suspension and the mid-engine. Originally, and now resuscitated for use in this year's German Championship, the M1 was expected to feel the thrust of a turbocharged version of their four valve per cylinder straight six. This unit had been developed in 3.2 litre 1976 guise for the classic CSL coupé driven three times by Ronnie Peterson in unforgettable style. Thus there was little choice but to use a straight six motor of known pedigree in the M1.

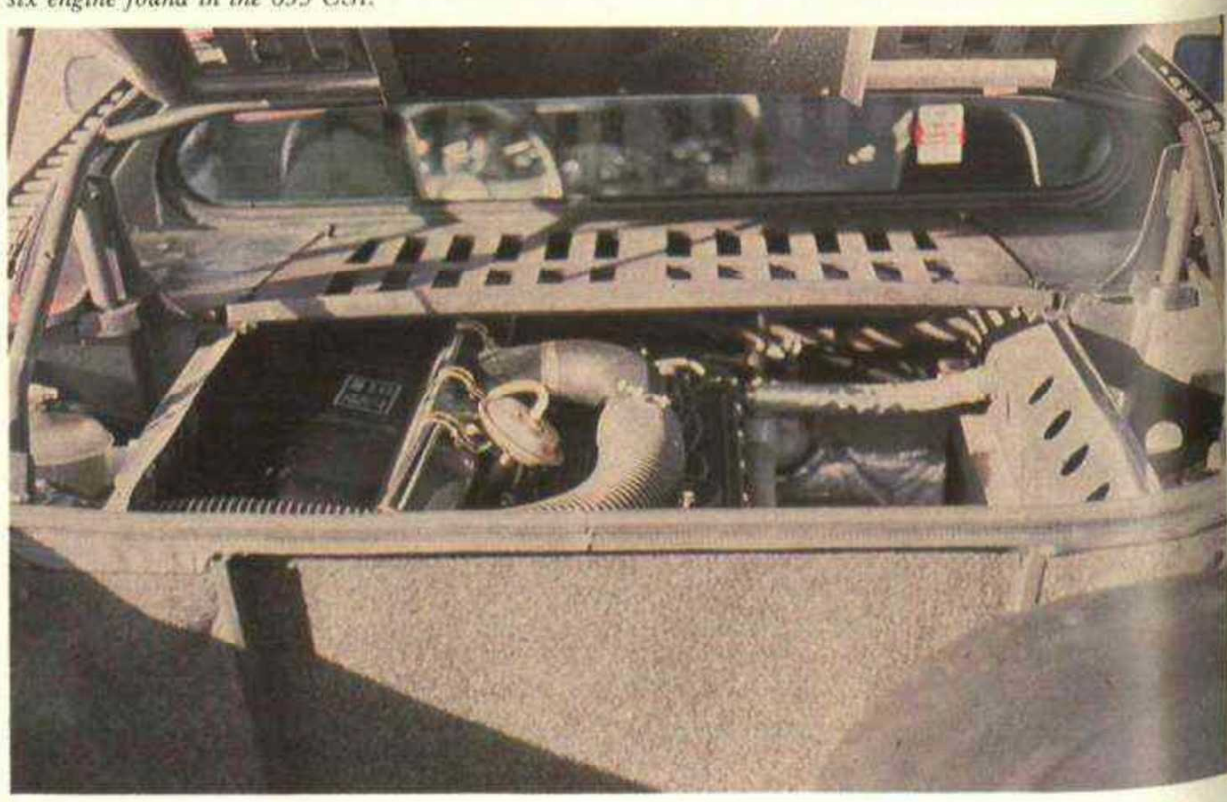
In fact engineer Paul Rosche and a small Motorsport team effectively developed a new version of the famous BMW big six. It has the 93.4 mm. bore and 84 mm. stroke you find within the two valve 3,453 c.c. 635 CSi, or 735i, or M535i, but fundamentally differs from any other BMW road six. There is a new steel crankshaft, connecting rods and unique Mahle pistons to mate with the 9.0:1 cr, four-valve, cylinder head. This is *not* a full race four valve top end, for the double overhead camshafts are chain-driven, not gear driven as is BMW's Formula 2 and six cylinder racing practice, besides the obvious valve size and camshaft timing differences. Kugelfischer-Bosch mechanical injection is used, but with separate 46 mm. throttles instead of a slide throttle racing layout. However dry sump lubrication is used on the road models, for it offers a lower engine height for the vertically mounted six (normally canted in saloons, though it has been raced in the vertical position for better cooling and exhaust layout). The ZF five-speed road transmission is served by a comparatively small diameter Fichtel and Sachs twin plate clutch, the gearbox mounted inline with the engine, North-South.

This road engine is limited to 6,750 r.p.m., rather than the 9,000 r.p.m. racing redline, but has been developed to give power over a generous r.p.m. range, including a peak of 239 lb. ft. torque at 5,000 r.p.m. (a road speed of 121.5 m.p.h. in fifth . . . So there's plenty of forward pull ready at this speed!) Maximum power is a reported 277 b.h.p. at 6,500 r.p.m., comparing with 218 b.h.p. for the same capacity BMW engine in its usual two valve trim, or 252 b.h.p. at 5,200 r.p.m. and 280 lb ft. torque on 2,600 r.p.m. for the also LHD-only BMW 745i turbo saloon of 3.2 litres.

"Our" M1 came in an attractive red, and the finish had not the remotest connection to some of the glassfibre horrors that have been inflicted on the public. The panels all seemed quite heavy, durable, and worked faultlessly especially when we inspected the engine — which shrunk far enough down in its pit to confound the writer's photographic abilities — or the narrow spacesaver

continued on page 470

THE BMW M1's mid-positioned power house containing the special 277 b.h.p. version of the 3½-litre straight six engine found in the 635 CSi.



SOUND AND LIGHT

The dawn sun highlights the sleek, flush-mounted power base and tall, slatted turret of the new Pioneer TS-1600 cross-axial speakers.

Obviously, they have their own practical purity of purpose – but what is it?

In fact, the principle that gave them form was also the inspiration behind those distinctive rear-window slats; for just as they diffuse strong light, giving clear rear-view vision, so the fins on the speaker diffuse the treble tones, directing them forward, unsullied and pure.

So, while the great, flush-mounted woofer utilises the whole car to give a throbbing bass resonance, the tweeter stands proud, its delicately balanced fine frequencies projected in a single plane of pure sound. Function and beauty, melding the physics of sound and light.

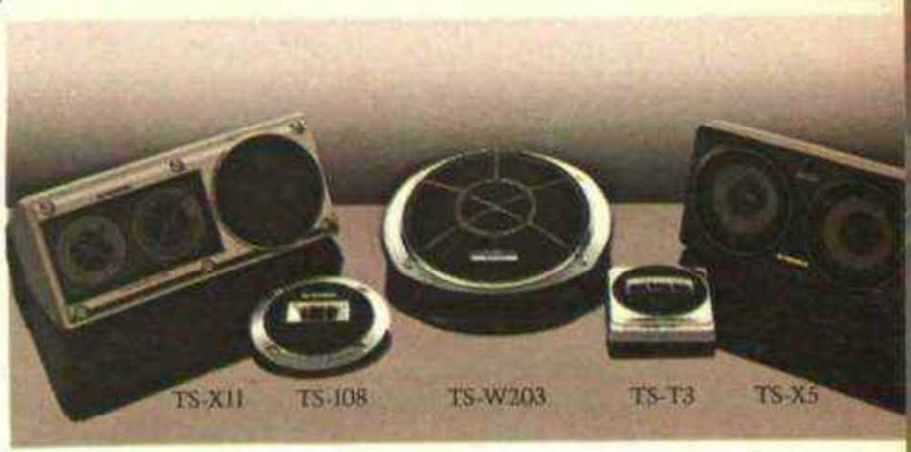
So now, your ears can believe your eyes.

Like cars, Pioneer car speakers come in a wide variety of shapes, sizes and performance levels.

Ask your Pioneer dealer to help you choose the right combination for your car, and your sound system.

PIONEER®

MAKES ANY CAR SOUND BETTER



PIONEER HIGH FIDELITY (GB) LTD., THE RIDGEWAY, IVER, BUCKS, SL0 9JL. TEL. (0753) 652 222. EIRE: RADIO IMPORT LTD., 41, FITZWILLIAM STREET, DUBLIN 2.

THE ECONOMY IS NOT AS BLACK AS IT LOOKS.

Next time you're sitting in a traffic jam take a look around you. Look at all those grey faces caused by the gloomy economic climate.

But shouldn't a car drive away such feelings of despondency, and bring a little excitement back into your life? Admittedly there aren't many cars in Britain today that can do so. But a Saab 900 Turbo is one such car.

You're bound to have seen one cruising past you on the motorway.

Probably you've spotted them in black (although we do them in other colours). They have a very aggressive appearance with a distinctive aerodynamic rear spoiler. Drive one and we promise you a sensation of acceleration like you've never experienced before.

An experience of power only to be overtaken by a few very expensive sports cars. But surprisingly all this extra thrust doesn't mean a thirsty car. For such a fast mover the Saab 900 Turbo is amazingly economic. The secret lies in the way the Turbocharger only comes into use when it's needed. The result is as much as 41.2 miles per gallon at a steady 56 miles per hour. How many other high performance cars watch their petrol pennies like this?

And with most of them you have to squeeze into a space designed more for two adults and two juniors or four jockeys.

In fact the roominess of the 900 Turbo makes its owners feel ten feet tall.

Not only does it seat five with ease but with the rear seat folded down two six-footers could easily stretch out for forty winks.

Of course in such hard times it's tempting for car makers to skimp and cut corners.

Pop your head inside any 900 Turbo and you'll see Saab certainly haven't. The rich velour upholstery would do justice to many a top three-piece suite.

The dash looks like it's been designed by aircraft engineers (it has). There's a sunshine roof for those precious days when grey skies



SAAB (Gt. Britain) Ltd., Saab House, Fieldhouse Lane, Marlow SL7 1LY Bucks. All enquiries – Telephone: Marlow 6977. Official Fuel Consumption figures for the 900 Turbo Constant 75 mph – 32.5 mpg (8.7 litres per 100 km).

give way to blue. And whether your music tastes are blues, rock or jazz, you'll be turned on by the stereo radio/cassette player which is fitted as standard.

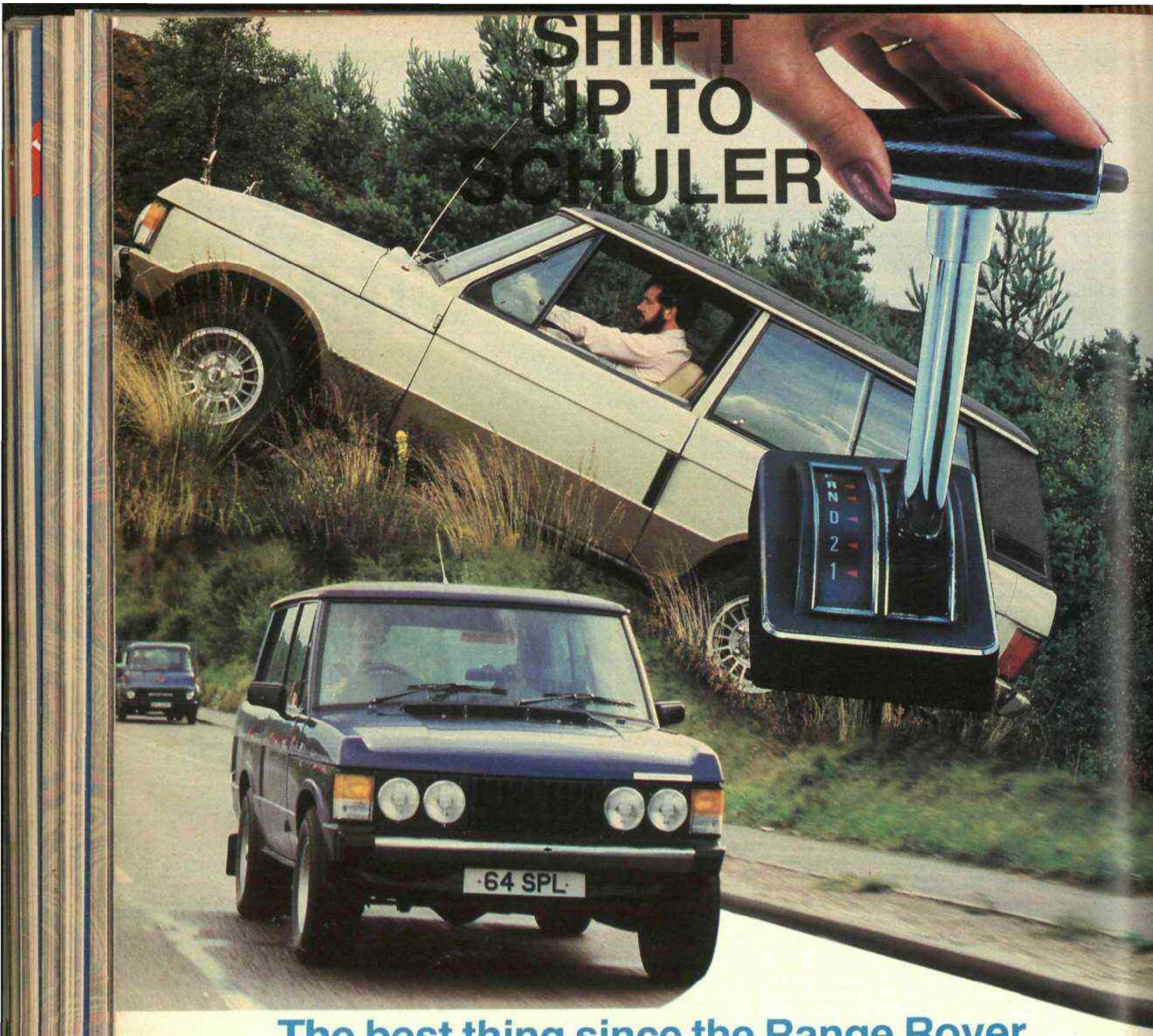
On our three-door model you will also be switched on by our electrically-heated drivers' seat. And on our four and five-door models the front passenger will also enjoy this rear-end luxury. And so you won't get a shock if someone bumps into you in the car park we've fitted huge bumpers that spring back to their original shape. Just think. Imagine telling your friends and neighbours that you own a luxury car that can seat five with a top speed of 125 mph and that's still very economical. Then nonchalantly adding that it does its own bumper repairs.

We bet you get some pretty black looks.

SAAB



3-door illustrated and 5-door models are as follows: Simulated Urban Cycle 20.3 mpg (13.9 litres per 100 km). Constant 56 mph or 90 kph – 41.2 mpg (6.9 litres per 100 km). Source of performance figures: Saab Scania A.B.



The best thing since the Range Rover

At last the Automatic Range Rover! But more than an automatic. The Range Rover combined with automatic transmission, Ferguson four wheel drive and anti-lock braking is the finest 4WD available today.

Automatic gearchange
The Chrysler Torqueflite, acknowledged by experts as the best, ensures effortless driving both on and off the road. Transmission noise is halved, town driving is a pleasure and towing is smooth and easy. Fuel consumption is the same as a Range Rover with manual gearbox.

Ferguson four wheel drive
The all new transfer gearbox has the patented Ferguson full time four wheel drive system. This is completely automatic in operation giving improved handling and safety margins with better performance. On and off road driving is made much simpler and you are free to concentrate on the terrain.

Anti-lock braking
This effective yet simple system gives an unmatched measure of skid prevention in emergency braking and stopping distances are reduced at all speeds. Full steering control is maintained even when braking hard while cornering.

All three qualities as a compatible system guarantee you a most versatile vehicle.

SCHULER FF more than an automatic

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

Grace & Sutcliffe Ltd., Lawkholme Lane, Keighley, W. Yorkshire. Tel: Keighley (0535) 602275/6

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

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

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

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

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

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

Ivan Wilson, Screen Road, Coleraine, Co. Londonderry. Tel: Coleraine (0265) 52738/3067

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

Trademart (C.I.) Ltd., 9 The Esplanade, St. Helier, Jersey. Tel: Central (0534) 36556 Telex: 4192295

SCOTLAND

Central Region
Caberfeidh Motors Ltd., 60 Harbour Road, Longmarl South, Inverness, IV1 1UF. Tel: Inverness 39035

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

Richard Lawson Garage, Kingsway Circus, Kingsway West, Dundee DD3 8QF. Tel: Dundee (0382) 816222

David W. Reid (Garthall), Beancross Road, Grangemouth, Central Region. Tel: Grangemouth (0324) 482709

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

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

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

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

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

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

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

Strathclyde Region
Cambuslea Garage, Cambuslea Road, Ayr, Strathclyde Region. Tel: Ayr (0292) 66146

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

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

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

WALES

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

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

Exchange Service Station, Capel Bangor, Aberystwyth, Dyfed. Tel: Capel Bangor (097 084) 268

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

West Street Garage, West Street, Fishguard, Dyfed SA65 9NL. Tel: Fishguard (0348) 872847

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

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

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

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

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

St. Julians Garage Co. Ltd., 504 Caerleon Road, Newport, Gwent NPT 7NL. Tel: Newport (0633) 59911/2

Gwynedd
Pentraeth Garage, Pentraeth, Anglesey, Gwynedd. Tel: Pentraeth (024 870) 246

SAAB

BMW M1 — continued from page 464

Michelin spare. That cover is asked to step into the breach of a deflated 205/55 (front) or 225/50 VR 16 Pirelli P7, the front rims an inch narrower at 7 in. than the rear cast alloys.

The body is carefully detailed to include minimal baggage space aft of the engine in a grey-carpeted area, but it is rather disappointing to see a possible front baggage area dominated by a large cowl around the front radiator, battery and brake servo: fuses are clearly laid out in this front compartment. It's worth remembering that many mid-engine exoticars don't even have space for the punctured road wheel to go when it is replaced by a spacesaver.

More useful than you might think are the little lamps stuck in the ends of the front grille, for they save fractions over the efficient pop-up lamps in warning fellow *autobahnists* that Munich's personal missile really is making use of the absence of an overall speed limit. Rearward visibility is poorish through the heavy rear slats, though we did spot the plain BMW 5-series that the police used to relieve us of over £30 for exceeding a speed limit when joining a motorway. They wave batons at you from inside the car and hoot, or they do if an M1 is about to disappear over the horizon!

Reclined in seats that look rather average in chequered cloth and heavy duty simulated leather surround, the M1 does not over-awe the occupants. Trim is neat, but not fabulous. There's plently of matt black simulated leather around and the carpet looks as though it might have been drawn from an office furnishing sale: hardwearing but by no means plush.

The writer is not a regular supercar tester — several Porsche 3.0-litre turbos and a 4.5-litre Ferrari Boxer would serve as his benchmarks for comparison — but anyone who regularly drives BMWs, as he does, would recognise most of the furniture in this new home. Thus a light switch with 3-positions, column switchgear, ventilation arrangements, are all familiar and contributed much to the way in which we could rumble out into the morning Munich traffic with few qualms apart from, suppose-I-can't-bear-to-part-with-it at the end of the day? With 22.5 gallons of fuel on board and a likely 16½ m.p.g. our likely range was only 371 of the 800 odd miles that separate Munich from Britain by road, so temptation was removed.

Air conditioning is available and could well be necessary in a European summer behind that enormous windscreen. You do get electric windows and a solidly reassuring foot brace, to the left of the clutch. Equally, functionality is also the key to the flat three spoke steering wheel, horn push buttons set accessibly in each spoke, and a stalk of shimmering solid steel, topped by a leather grip, which serves as the control for an excellent gearchange: the five speed gate, with first on a limb closest to the driver on the left, is marked on the centre console.

A Becker Mexico radio and cassette player is supplied, but the writer only checked that it worked and could be easily heard at a constant 120 m.p.h; that engine was music enough for a day on the move.

Instrumentation in the plain black fascia is more competition orientated than fancy. Absolutely no undue decoration adorns either the four minor dials, or the central and larger matching dials for up to 280 km/h (174 m.p.h.) and 9,000 r.p.m., the latter scale redlined between 6,750 and 7,500 r.p.m. The minor dials, also in a black and white design that we have not seen elsewhere in BMW's range (having a side needle pointer mounted on the right and reading upward instead of around) began with oil pressure in the top left corner. The scale marked 0-5-10 bar normally read the quivalent of 7 bar. Below engine oil temperature normally read 90°C while water temperature — placed in solitude to the right of the steering column — recorded some 20 degrees less on a sunny winter's day. Fuel contents are also monitored by an individual gauge offering a maximum 105-litres when the twin tanks, filled by separate orifices on either flank of the flying buttress roofline, are sated. A green readout digital clock was supplied, together with a warning to keep the internal air ventilation vents open to counteract any danger of excessive pressure at high speed popping the door frames ajar.

Oddly enough, just as it was the case when the author drove the Esprit turbo, the test car was not wearing normal Pirelli rubber, but Goodyear NCTs in the differing profiles (higher at the front) and with sizes noted earlier. The route to test those tyres and this 2,867 lb. package of carefully developed joy would take me from Munich via a rough and traffic ridden equivalent to the South Circular. Thence to clear but sometimes single lane autobahn narrowed by snow/ice. Two way roads, then to Oberammergau and on over an inch of snow or packed ice and snow, for a "will-it-spin?" session en route to Garmisch Partenkirchen, before descending to the agricultural flatlands and near-equivalents to our B roads that abound in the region of Buchloe, home of BMW specialists, Alpina. It was on rejoining after that hectic mileage that the police were encountered, before allowing us legal full flight on the way back to Munich on a mainly dry autobahn. I deliberately included the worst traffic and maximum number of engine restarts that I could to simulate London use in and around Munich.

The only severe problem encountered was the incompatibility of the powerful single wiper and the vast quantities of salt and slush we met. It was more difficult to keep the screen clean in this car than any I have ever driven, a great deal of water was needed constantly to get any vision when (rarely) sitting behind other traffic.

The gear lever moves about the gate easily enough, but one had to be sure the clutch was fully depressed before selecting reverse or an embarrassing grunt from the gearbox would result when fiddling across the gate from first and into reverse.

Electric mirror adjustment for both door-mounted reflecting panes took much of the worry of the poor three-quarter vision away. In fact other Munich traffic is so respectful of "their" manufacturer's fastest roadgoing product that one need only tickle the throttle and ease the other driving controls gently to maintain a very respectable average. However, those who have just bought 635CSi coupés are not so keen, as I discovered thrice; yet 1,300 kg./277 b.h.p. in M1 versus 218 b.h.p./1,500 kg. of 635 means that the mid-engined two-seater only has to breathe seriously for a second or two before dispatching even a fleet, 140 m.p.h., 635 convincingly. It is in another league. . . Theoretically you could be nauseously boastful and overtake a 635 CSi at 135 m.p.h. on *autobahn* and then change into fifth! In fact there is never any need to try this hard. We did wind the car to its well-spaced maximum gearchange points of nearly 50 m.p.h. in first, 70 m.p.h. in second and 96 m.p.h. in third quite regularly, which accounts for our m.p.g. figure (which was over 20 m.p.g. on snow with no more than 70 m.p.h.), but fourth was only used flat out twice, as was fifth. This when we sorted out a section of motorway to see what the experience of an independently checked honest 160 m.p.h. felt like. Perhaps the main memory of those runs was exhilaration and a sense of shock at the sheer space you need to drive with anything approaching safety at those speeds. Strong sunlight glinting from snowbanks and an occasional rivulet across the carriageway didn't help, but the car ran strongly and cleanly from its town pottering to an indicated 124 m.p.h. in fourth and 255 km./h. (158.36 m.p.h.) as a fifth gear average in both directions.

Whether in town or on the motorway the impressions so far had been of the ease with which the M1 would tackle any task. The engine was noisier than expected at first, a very hearty blare from behind the driver's head. After a day of speed it seemed quite normal, and the note is almost peaceful once the throttle is eased to leave the M1 body just to cut through the air with less wind noise than BMW can manage on lesser models at half speed. Motorway and town use emphasise the outstanding work completed by BMW engineers in making this M88-coded unit an honest road engine. Starting is prompt, not quite in the Ferrari mould of leaping (prancing?) to life, but a fast response to the turn key nonetheless.

Idling in traffic, followed by brisk acceleration does not cause hiccups. Cruising in fifth gear can be anything from an 80 km./h. (50 m.p.h.) potter to the addictive stream of power that drops you around 125 m.p.h. and 5,150 r.p.m. At that pace there's still time to wonder if they really had to adopt those restrictive rear vision slats? To feel the suspension working, but nothing like stressed, as the body acknowledged, and it does not alter course for differing side winds. The view ahead is excellent, the bonnet falling out of sight so fast to one of 5' 9" so that you have "front row in the house." Because of the huge (near 12" diameter) ventilated disc brakes and the capable chassis, 125 m.p.h. can be routine, but the BMW's engine noise certainly wouldn't allow the kind of pace that V12 Jaguar owners can tolerate. This BMW is a sports machine and nothing, from its Cortina GL level trim to the awesome acceleration (awesome partially because the chassis copes so well with full power in low gears) will allow you to lose sight of this exciting car's character.

The exciting part of this supercar is that it is just as driveable as many less exotic saloons. Whereas some exotics seem to be cumbersome when you get them onto a B-road, or challenge them with wildly changing surfaces and cambers, the M1 is at its best. I felt so happy with it, that I would let the rear wheels power out of line in second or third under full power, because the chassis took care of me. The steering could be gently turned into the direction of the skid, and the M1 would track obediently into line with none of the snap, or heart-in-mouth feel that some more established Supercars engender. Even provoked on ice the BMW did not spin, and if a corner was entered a little too fast, the nose could be pulled from understeering wide to a more neutral grip by releasing the accelerator. Most reassuring and a lot more fun than I expected, for my Lotus experiences had led me to believe that the Goodyears would provide a sharper breakaway, albeit at higher speed, than Pirelli provide. I found the Goodyears coping very predictably with this BMW.

A natural loafing pace on B-roads is around 7[illegible] m.p.h. and 3,000 r.p.m., at which pace the

engine chunters its 24 valves, two camshafts, six pistons, one cam drive chain, *and* two auxiliary belts, around in a smooth symphony of delight to the driver's ears. The steering has roughly 3¼ turns lock to lock, is light enough to park without power assistance, and has all the feel a true thoroughbred should exhibit. Together with the perfectly weighted vacuum-assisted Ate braking, the steering perfectly complements and tames this outstanding powerplant.

Is there an unacceptable face to the M1? No, but the clutch proved tiresomely long in travel and consciously heavy to operate. The trim has definite Italian sports car frugality about it, without the glamour (the writer prefers it, but would the average middle-aged buyer?) and we would definitely welcome the opportunity to drive one further, over several days, before passing that engine noise level as acceptable for an owner who habitually charged a Porsche Turbo or a Jaguar XJ-S around at over 130 m.p.h.

The BMW could be something of a shock judged by those standards, but with a racing car chassis, brakes and suspension to compensate. A true driver's car rather than a poser for Monaco; it can be used for boulevard cruising and shopping (you get used to using mirrors like a truck driver for reversing easily!), but it's wasted on anyone but a true enthusiast. He doesn't have to be as skilled as a rear-engine Porsche or mid-engine Ferrari driver to stay out of trouble and enjoy himself. I would guess, and without driving all the current top car crop it can only be a guess, that this is the safest and most exploitable of supercars to emerge since the era of true GTs with front engines and rear drive.

A shame it could not have had a commercial future like the Porsche Turbo, which originally grew from an homologation requirement into an outstanding production vehicle for anyone with enough money. It would be nice to see BMW show a continuing commitment to sports motoring with two seats as well as four, and this car showed that they are perfectly capable of engineering such cars. The Italo-German marriage may have taken time to consummate, but the result was certainly a car worthy of our pages. Perhaps, next time BMW venture into these spheres we could have something smaller to wear a 328 badge with pride, and stay in tune with the times? — J.W.

PS: *Please*, if you decide to import a personal car, get hold of the leaflet Permanent Import of Motor Vehicles into Great Britain, from: Department of Transport, Import of Vehicle Enquiries, 2 Marsham Street, London SW1 3EB. 01-212 3065. Things can be tricky on personal car importation at present and you should check with your local vehicle licensing office that they will grant your purchase Personal Import Status.

PORSCHE 924 TURBO — cont. from page 417

driver, and the smaller dials, for oil-pressure (reading in bars), battery condition, and time (there is also a digital-clock in the radio/stereo panel) are centrally placed, above the triple heater/ventilated horizontal control-levers. The fuel-filler (the cap locks) is on the wrong side for right-hand-drive and the turn-indicators are operated by the left-hand of the two control stalks, the bonnet-release is on the passenger's side. The hand-brake is on the right but is set so well clear of the driver's seat cushion as to be perfectly acceptable. The low driving seat is comfortable and gives good support.

The gear-change is unusual in that for the five-speed gearbox bottom gear is far-left, below reverse, with the other four ratio locations in an "H". This constitutes no particular problem, once remembered. If a Porsche driver inadvertently selects reverse, for which there is no safety arrangement apart from some spring loading of the lever away from it, the light clutch engages so progressively that the error should be quickly felt and corrected. Nor is there any excuse for nicking reverse when making a quick change from 1st to 2nd, although the faint memory of doing this on old Ford Anglias and Prefects floated into my mind. . . . The stubby lever, leather-gaitered, is a delight to use most of the time, and it is but logical to put the little-needed 1st and reverse gears on the far left. The movements across the gate are close, with the lever spring-loaded to centre, and I confess to not liking this, although the changes go through nicely, except for a stiffness if bottom is needed from 2nd gear. It is of course unusual to select 5th gear with a "towards-you" movement but this gear is intended for mainly high-speed cruising. In fact, like most modern cars, the 924 will accept it from quite modest speeds, and although I was told that the 924 Turbo likes to run at above 3,000 r.p.m., it showed no objection to 2,000 r.p.m. or even less. Full acceleration begins at about the former crankshaft speed and the ignition cuts-out when 6,500 r.p.m. are reached. The engine gives 181 lb./ft. torque at 3,500 r.p.m., the KKK turbocharger boosts to 10 lb./sq. in. and at 70 m.p.h. in 5th the r.p.m. are 2,870.

The Porsche 924 Turbo's acceleration is truly exhilarating. With an eager engine note the car picks up speed cleanly, in a very reassuring fashion. It can, for example, do 0-60 m.p.h. in just seven seconds, and it gets from rest to 100 m.p.h. in just less than 18 sec. (s.s. ¼-mile in 15½ sec.). Even more satisfactory is the pick-up from intermediate speeds. For instance, from 30 m.p.h. you can go to 50 m.p.h. in 8.8 sec. without dropping out of normal top gear, and likewise increase speed from 40 to 60 m.p.h. in 6.8 sec., or from 50 to a motorway 70 m.p.h., in only 5½ sec., in the same ratio.

Using the gears, 70 m.p.h. comes up from standstill in only nine seconds. This kind of acceleration from a 2-litre car is highly enjoyable, especially allied to outstanding fuel economy. Top speed is of academic interest but can be set at around 140 m.p.h.

As for Turbo-lag, it is virtually non-existent. There is negative pick-up below about 3,000 r.p.m. but above that no lag is noticeable, as it was on the Audi Turbo; with the Porsche it is more a matter of keeping the revs. up, as expected with any small-engined sports car. In conditions of zero-temperature the engine commenced almost immediately. It uses Bosch K-jetronic fuel-injection.

The small steering wheel has a leather-laced rim and spokes. The action is manual but you could have fooled me, so light is the steering even when parking (3⅝ turns, lock-to-lock). Low-gearing is required to achieve this but only on tight corners is this apparent. The rack-and-pinion mechanism (do they still lap it on, as was done when I last visited Zuffenhausen?) is precise and almost free from kick-back. The cornering characteristic of this front-engined Porsche is understeer, and the road-holding is of a high standard. The suspension, by MacPherson struts and lower wishbones at the front, with torsion-bars and semi-trailing arms for the transaxle rear suspension, and anti-roll-bars at both ends of the car, is firm and transmits some sharp thumps at the back-end at times, with audible bump-thump. This, and the Turbo hum, is entirely permissible in a sports car. Porsche had equipped the test car with Michelin XDX tyres, of 185/70 VR15 size, and the light-alloy wheels have spoking to simulate wire wheels.

The carpeted boot is high set, due to the transaxle, but roomy, and a spring-loaded blind conceals luggage. Beneath the boot floor there is a Dutch-made Vredstein Space Master inflatable get-you-home emergency tyre, with 12-volt inflator, and because the Law is an Ass this is illegal in Britain (a Dunlop Denovo would be OK). There is rear wipe/wash and full-width rear window demisting. Most of the expected luxury equipment is fitted, in fact.

This Porsche 924 Turbo is great fun apart from an awkward gear change. The all-round ventilated disc brakes, of dual circuit servo type, are well suited to the car and fully in keeping with its considerable performance. I enjoyed myself with it, and whether or not die-hard Porsche-people insist on air-fanned boot-located power, in my book the 924 Turbo justifies the term "thoroughbred". It comes with a seven-year anti-rust policy, the body being carefully protected, requires servicing only at 12,000-mile intervals (oil change at 6,000) and all the detail work is very good, starting with the neat external door-handles. Electric tinted windows, electric door-mirror, and a Panasonic stereo/radio with auto-aerial are part of the "Lux" equipment. I had some difficulty getting fuel-consumption figures in the snow and ice conditions prevailing at the time of the test, but they came out at 23.1 m.p.g. and no oil was needed after 600 miles (the dip-stick is fully accessible). The front air-dam acted as a snow-plough but took no harm; this might ground the car in Germany, however, where they have more severe snowstorms than in Britain. The heavy bonnet has to be propped open; the machinery it then discloses is very impressive! The fuel tank takes 18 gallons, so many owners will be able to go for some 400 miles without refuelling.

I hope I have conveyed my enthusiasm for this compact Porsche 924 Turbo, the price of which is £13,998. — W.B.

CARS IN BOOKS — continued from page 419

the Tafilch area, due to a shortage of lubricating oil, the Ford ran well on oil made from the seed of the sunflower.

Later in the book it is mentioned that Peake acquired a Model-T Ford for his inspection work, regarding it as equal to up-to-date eight-cylinder cars in the desert, whose "very resilient suspension of the latest models is no improvement on the primitive transverse springing of the old cars for really rough going". Peake covered very long distances in his Ford, such as the 250 desert miles to Akaba from the Syrian border, and on to the eastern frontier. In 1930 he bought a DH Moth and was taught to fly it at the RAF aerodrome at Amman, by Roger Atcherley. The Moth was burned out after an accident when Atcherley's joystick became detached but Peake bought another aeroplane and used it for his inspections. The book does not illustrate these Model-T Fords but there are pictures of later American cars and trucks, including Model-B Fords, which the American-car buffs could identify, and Major Glubb is mentioned many times, the relation of Mrs. Gwenda Stewart from our world. — 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.

The Age of Magistrates

Sir,

It is a pity that in an otherwise well-reasoned Editorial, "Matters of Moment" (February), you make a reference to magistrates in the following terms ". . .inasmuch as non-motoring, perhaps elderly, magistrates will not understand driving situations as we might ourselves".

In case any of your readers should assume from this that all magistrates are elderly and non-motorists, may I refer you to page 80 of Sir Thomas Skyrme's book "The Changing Image of the Magistracy" and the note thereto. He says "A better understanding of motoring cases has developed from the larger proportion of magistrates who are drivers themselves, though non-motorists claim that this has made the magistrates too sympathetic towards the driver." He supports this in a note to the effect that samples of a few urban and rural benches in 1951 and 1974 suggested that the percentage of magistrates who could drive had risen from 78 to 93 between the two dates. These samples were not wholly reliable but the latter figure is supported by a study conducted by Roger Hood between 1965 and 1967 which showed that in his sample nearly 90% of magistrates could drive and I suspect the percentage is even higher today.

As to the age of magistrates, Sir Thomas tells us on page 48 "The Lord Chancellor normally imposes a maximum age limit of 60 for first appointment, but so far as possible only persons below 50 are chosen. The lower limit is 21, but the youngest justice appointed since the war was 23. Eighteen were below the age of 30." Magistrates retire at 70. I trust this will give a more balanced impression to your readers.

London W1 GEOFFREY NORMAN
Secretary, The Magistrates Association

"Matters of Moment" — February

Sir,

I have read your article on the changes to the totting up procedure. Whilst I respect your opinions in the main regarding motoring matters your knowledge of the law relating to those matters is lamentable.

For example, unless the law has changed since last I read it, failing to give a breath test, going the wrong way in a one-way street and failing to comply with a no right turn sign are not endorseable.

The most disturbing error is that you seem to give the impression that the offence of allowing oneself to be carried in an unlawfully taken vehicle is an absolute offence. This is definitely not the case, for an offence to be proved both the *mens rea* and *actus reus* must be present.

I would point out that on any offence which carries an endorsement the Court *may* disqualify, unless it is an offence where they *must* disqualify, so that your young man may get two points for driving under age but he would also get five points for driving whilst uninsured. Further, if he was disqualified by the Court, if he did it again, he would be off the road because he would pick up another eleven points.

When commenting on the law in future I would also advise you to acquire the definitive work on this subject, namely the tenth edition of Wilkinson's "Road Traffic Offences" by Halnan and Spencer, published by Oyez.

Upminster FRANCIS GARLAND-COLLINS

[I did say the new "totting-up" proposals could constitute a game for motoring Clubs and others but, not having the much-envied abilities of a QC I am willing to admit flaws in my arguments. — Ed.]

Totting-Up

Sir,

I feel I must write to you to point out what I believe is a factual mistake in your editorial "Matters of Moment" in the February issue.

Talking about the proposed points system, you state that a penalty of one point would be incurred for "carrying a passenger on a motorcycle while still a learner". The 1980 Transport Bill actually says "Carrying a passenger on a motorcycle contrary to section 16" (of the Road Traffic Act 1972). Now RTA 1972 S16 states:

> "Restrictions of carriage of persons on motorcycles. — It shall not be lawful for more than one person in addition to the driver to be carried on a two-wheeled motorcycle, nor shall it be lawful for any such one person to be carried otherwise than sitting astride the cycle and on a proper seat securely fixed to the cycle behind the driver's seat; and if a person is carried on a cycle in contravention of this section, the driver of the cycle shall be guilty of an offence."

That is the offence for which the Transport Bill proposes a penalty of one point.

The offence you were referring to (carrying a passenger on a motorcycle while a learner) is covered by the Motor Vehicles (Driving Licences) Regulations 1976, where Section 8(1) details the conditions attached to provisional licences as follows:

> "The holder of a provisional licence shall not drive or ride a motor vehicle . . .
> (d) in the case of a motor bicycle while carrying on it a person who is not a qualified driver."

These regulations were made under RTA 1972 S88, and the offence is "failing to comply with the conditions of licence" for which the Transport Bill proposes a penalty of two points. This obviously negates your statement that a learner motorcycle rider is allowed to endanger his pillion passenger a dozen times.

The above comments are my own personal opinion after consulting the Transport Bill, and Stones Justices Manual to look up the details of the RTA 1972 and MV(DL)R 1976, but I believe that a lawyer would support my statements. Perhaps you would care to get a professional opinion on this?

Didsbury, Manchester DAVID L. OLIVER

[I thank Mr. Oliver and other readers who have told me of correct legal interpretations which apply to the proposed new "totting-up" system of driving licence endorsement. My Editorial thereon was not intended to more than scratch the surface of a controversial subject. — ED.]

"The Ultimate Driving Machine"

Sir,

The above advertising claim may possibly apply to my two previous and larger BMWs, but not to my new 316 with a 5-speed manual gearbox.

Briefly, I get no satisfaction from Agents or the Managing Director of BMW (GB) Ltd., to my rather swingeing criticism concerning the clutch operation of this car, beyond that it is common to all their 5-speed boxes.

I would be most glad to hear if any of your readers with a 1980 316, 5-speed gearbox model, experience clanking noises in engagement of the clutch, such as I described to Mr. Hasselkus the Managing Director, as being more associated with a worn out farm vehicle than a new and expensive small car.

If so, perhaps we could take concerted action direct with the factory in Munich.

Westerham, Kent F. KENNEDY AXTEN

The Giant's Despair Hill-Climb

Sir,

Regarding our earlier correspondence on the subject of the Giant's Despair Hill-Climb, the following may be of interest.

Located just south of Wilkes-Barre in Pennsylvania's anthracite coal region, Giant's Despair Hill-Climb was one of America's first Auto contests. First run in 1906, the original course was 5,700 feet of steep oiled gravel. Legend has it that it's so named because the giant hill was a despair to those who failed to climb it. First winning car was a 4-cylinder, 45 h.p. Daimler, with a time of 2:11.2. Winning the following year was a locally built Matheson Six. The record time tumbled to 1:31.4 in 1909, when a Benz won. The hill also saw the first competition by a supercharged car, a Chadwick Six. Ralph dePalma rewarded an estimated 50,000 onlookers in 1910 when he set the record time of 1:28 with a Fiat. This time was fastest for the next 41 years.

After the 1910 race there came the first of three interruptions in the annual running of the hill-climb. In 1951 the Sports Car Club of America and a local group joined to reopen the event, run annually ever since. Shortened to 5,280 feet and paved, the course now rises 690 feet vertically with grades as steep as 22°, and includes several tight turns. Winner in 1952 was Phil Walters in a Cunningham C4RK, the Kamm-tailed coupé, with a time of 1:02.3. Don Flower ran a 1929 Bentley in the vintage section, with a time of 1:29.5, beating Jerry Gebby's 1:30.5 in a Dusenberg SJ.

In 1975 A. M. "Oscar" Koveleski set a new course-record of 45.123 in his 454 c.i. Chevy powered McLaren MG-B. Oscar, founder and only president of the Polish Racing Drivers Club, returned in 1977 with the same car to set the current record of 44.127 seconds.

Moorestown, NJ JOHN W. BORNHOLDT

Conditions In Canada

Sir,

Without wishing to add more fuel (methanol) to the correspondence concerning 500's and their Formula 2 and hill-climbing derivatives, I feel I have the ultimate answer.

Emigrate to Canada!

In British Columbia we have a thriving Vintage Racing Club with enough drivers and cars to provide excellent racing from here to California — and we love 500's! (There are three in the club at present and more coming).

For a geographically remote place such as Vancouver our club can produce the following: LT1 the forerunner to the C Type, AC Cobras, a Lister Jag, several Formula Juniors (including two front engined Lolas) Lotus II's, a fifteen and a seventeen, two 12 Allards, two or three 300 SL's,

lots of lovely Alfas (including especially a Tubolari Zagato). Lots of the usual MG's Healeys, Triumphs, Morgans etc., several sports racing specials and a '33 Aston Le Mans, my supercharged ND Magnette, an AC engined Frazer Nash special, two 3-litre Red Label Bentleys, a D8 Lancia, a supercharged Gough engined Fraser Nash and one of T&T's pre-war Alfas.

I know I've missed out a lot of cars currently being restored for racing but that's not a bad selection for our part of the world.

We race about 7 or 8 times a year and usually about 8 of us go down to California for the annual Monterey Historic Race at Laguna Seca Racetrack — and usually we do very well.

I'm not suggesting for a minute that Messrs. Andrews, Wigglesworth etc., actually pack their bags, sell up and move but I thought you would be interested in hearing about a group of enthusiasts who are truly amateur and who consequently enjoy real club racing as it used to be with a minimum number of rules and regulations other than those to do with safety.

Oddly enough, about half of us are expatriate Englishmen with a few from Australia and Europe. Only about a third are Canadian born which may indicate something or other.

Incidentally, as a young man (16 or so) I worked for André shock-absorbers in Putney and, after my army service, for V. W. Derrington and Paddy Gaston so perhaps some of your readers may remember me driving Derrington's ancient truck with a workshop in the back to most of the races in the 1958 to '62 era.

British Columbia MILES FENTON

[We hear that the VSCC are to hold an invitation race for 500's at their Oulton Park meeting in June. — Ed.]

Running Costs

Sir,

Inspired by Mr. Byrne's letter in the February issue and the current pre-occupation with costs and values, I have done my sums on 28 years' motoring with Austin (4), Clyno, Commer, Daimler, Fiat, Ford, Jowett Bradford (2), Morris (2), Morrison Electric and Volkswagen cars. For this exercise I have discounted motorcycle peregrinations and transactions, cars bought as non-runners and basket cases for parts or future restorations, and other vehicles (such as employers' or relatives') of which I have had the use, however extensive. Annual mileage in my own cars always averages out around 12,000, taking any two or three years together.

Total cars purchased as runners (however unroadworthy)	21	Total cost £1,366	Average cost £65.05
Total taxed and used	15	Cost £1,158	Average £77.20
Total disposed of	10	Proceeds £435	Average £45.30
Total retained	11	Stand me in at £913	Average £83.00

If I were to estimate depreciation, it would be a substantial plus figure, as the present market value of the 11 remaining vehicles is several times their cost. If one disregards inflation, motoring costs over the entire period are about balanced by the appreciation of the remaining cars.

Using old vehicles in pre-MOT test days, the total annual maintenance costs were sometimes almost measurable in old pennies (wait and see if it finally breaks — if so, scrounge a second-hand replacement part). Around 1961/62, running costs for a Jowett Bradford were about 1½d. per mile, including all overheads. More recently, maintenance costs have at least stayed well below what professional charges would have been (on average) for routine servicing only on a newer car. The only car that has ever cost me more than "peanuts" to keep on the road has been my wife's 1975 Marina. Is there a lesson here somewhere?

My most modern vehicle (1967) cost me the colossal sum of £550. If we rule that one out of the reckoning, the other 20 run to £816, representing a more tolerable average of £40.80 each — happily below the average proceeds of those disposed of. Only eight of these were actually sold, the other two meeting a worse and unremunerative fate. My first car, 1926 Clyno of fond memory, was comprehensively destroyed by vandals, only a few parts being sufficiently undamaged to be salvable for spares. The 1939 Commer (alias Minx) 5 cwt. estate conversion, abandoned by its previous owner as beyond hope, covered a further 17,000 bizarre and masochistically entertaining miles, never failing to complete a journey, before the local police started to look more closely. I drove it hurriedly into a local scrap-yard, where the proprietor treated with some hilarity my suggestion that he might like to give me something for it. "More like you should pay me for desecrating my yard."

Years later, I asked him why cars all around it had come in, been stripped down, disappeared and been replaced several times, whilst the groggy green ex-baker's van (known as The Howler or Lolloping Lulu) remained as complete as the day it arrived. "My dear David," he explained, "I rely on folk looking for spares to strip out the cars for me before I put the hulks in the crusher. Now I've had literally hundreds of people looking at your old heap, but no-one has yet found the smallest part in sufficiently usable condition to be worth the trouble of taking it off. Would you like to drive it away again, to save me the trouble of stripping it myself?" "No, thanks very much," I replied.

Crickhowell, Powys D. FILSELL

British Leyland versus Japan

Sir,

Mr. Wilson's letter "A Market for Leyland" in your January issue expresses an admirable sentiment in wishing to expand sales of British vehicles; perhaps though it is not a commercially realistic one.

One reads much in the British Press about the necessity for exports; every strike, change in Sterling rate etc., is examined in the light of the UK trade balance or employment figures. Little thought is given to overseas companies, who are committed to representing these products in their own market. They, their investment and their employees are just as affected.

The vehicle distribution business is particularly capital intensive, more so in countries which have high import tariff structures. It is also highly competitive. If contemplating such an investment, imagine reading the following from a recent issue of the *Economist*:

"But BL argues that you cannot plan a business investing about £300m a year in new models if you do not know where your next billion is coming from. BL, which is likely to have lost £400m in 1980 and is faced with a shrinking British market in 1981, cannot pay its own way."

In the light of such comments the gamble in representing BL products should be quite clear.

Mr. Wilson may well be bored by the "mediocre Japanese car" but he is possibly unaware of the enormous pricing flexibility that Japanese manufacturers seem able to offer their overseas distributors. In our market, model for model, the Japanese *ex factory* price can be as much as 45-50% of the comparative European unit. This not only gives a dealer a competitive selling price, but also a respectable profit margin.

As a distributor for a British vehicle manufacturer (albeit one of the multinationals) I can assure you that the frustrations involved are many; I would hesitate to judge the legitimacy of any strike action, wage claim etc., but at the same time British Industry cannot expect to retain the confidence of their overseas representatives and customers under such conditions. In our market we were the last remaining franchise representing solely British vehicles, but as from January we have begun importing Japanese products. Frankly I regret the decision, but it was inevitable. The BL dealer took on a Japanese franchise six years ago — smart fellow.

Seychelles M. C. KING-HARMAN
Director, Hunt, Deltel & Co. Ltd.

The Reliant Scimitar

Sir,

I read with interest W.B.'s report (February MOTOR SPORT) on the Reliant Scimitar GTC and was pleased to note his admiration for, rather than criticism of, certain features which may be considered out-dated. I object to changes in cars for reasons of fashion rather than good sense and would cite the way many controls and accessories have been re-located on modern cars from their traditional positions. Horn switches are now on a steering column stalk when they should be in the hub of the steering wheel; likewise headlamp dipswitches which should be on the floor next to the clutch pedal; external mirrors are now fitted to the doors instead of on the wings where they can be used without the driver turning his head and also viewed in bad weather through a clean windscreen rather than a misted or rain-spotted side window.

My ageing MG-B has a central horn button, foot dipper, wing mirrors and the white-on-black instruments which W.B. appreciates and I would not want it any other way. I wonder if other readers share the same views but feel, as I do, powerless to stop these changes being imposed on us by the manufacturers?

Northwood, Middlesex G. J. HEATH

The Auction Game

Sir,

MOTOR SPORT being perhaps the only magazine to venture criticism of the auctioneers who have invaded the old-car world in the past decade, you may be interested to learn that your own classified advertisements are used by some of these indefatigable traders in order to tout for business.

When I recently advertised a vintage car in your columns, I had a telephone call inviting me to sell it *via* Mike Carter Ltd. — something that wild horses would not persuade me to do.

The skilled publicists of the auction world will tell us they perform a useful service by acting as intermediaries between those who want to sell and those who want to buy. Do they? As I understand it, they charge a substantial commission of both parties, while declining all responsibility for a vehicle's authenticity or mechanical condition, and even for damage done to it while up for sale. Impressively high bids are trumpeted to the housetops, encouraging every seller of a Blenkinsop V12 to demand the same price, whatever its condition. But nobody mentions the "expenses" charged to those whose cars go unsold. It seems to me the only one who cannot lose is the auctioneer, and when I have a car for sale I shall continue to offer it directly to fellow-enthusiasts, at an uninflated price, by way of the motoring magazines.

Chichester, Sussex F. WILSON McCOMB

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SAAB TURBO, 1978, 3 door, immaculate condition, £4,500 o.n.o. With 15 months 'Saabcare' guarantee. Consider PX Mercedes-Volvo or similar. Tel: Macclesfield 26828. (73541

1975 TRIUMPH TR6. Genuine 36,000 miles. Overdrive, radio, towbar, long M.o.T. & tax. Bargain £1,975. Tel: 0222 514831. (73542

TVR VIXEN S3 1600, K reg. White with Sundym glass, sunroof and stereo. Many recent parts. Very good example. Offers. Tel: 0229 29682. (73543

1935 MORRIS EIGHT. Two seat tourer, completely original, sound, running needs restoring, unused many years. £1,495. 1955 Jaguar "mark 2". Nice condition, running well when last used in 1978. £1,095. Tel: Neath 57541 (evenings). (73536

AUSTIN 7 RUBY, 1937. Superb chassis on restoration. £2,250. Exchange considered. Tel: North Shields 581105. (73537

LANCIA 2.000 Farina coupe. 1974. Immaculate metallic silver, 56,000 miles, all bills and records from new. £1,250. Tel: Horndean 596356. (73540

GILBERN INVADER ESTATE, 1972. White, overdrive, stainless exhausts, one owner, maintenance history, M.o.T., offers. Tel: Rotherham 78647 evenings; Sheffield 20999 ext. 8848 days. (73538

PRAM HOOD CHUMMY, 1926. Chassis up rebuild, concours winner, M.o.T. £3,750 o.n.o. Tel: Wimborne 887666. (73539

TVR TUSCAN V6, 1970. Taxed & tested, overdrive, sunroof, alloys. Finished in gleaming Pininfarina red. Beautiful condition loved and cherished. Appreciating classic car. Bargain £1,425. Tel: (0209) 215323. (73534

JAGUAR E-TYPE 2+2. Genuine 24,000 accident free miles. Absolutely immaculate and faultless. Full history known, one previous owner, private sale, offers over £6,500. Tel: 021 351 1962. (73535

FIAT X1/9, 1978. Superb in metallic blue. Pampered by lady owner. 21,000 miles only. Radio, electric aerial, foglamps and all usual extras. 2 year warranty available. Must be sold at £2,795. Tel: 061 740 2870. (73529

ONE MUST GO! Morgan +8, 1974. Green with black leather interior, requires respray but in excellent condition otherwise. Morgan +8 brown/cream, just resprayed, retrimmed, new hood & tonneau, 2 1/2 bodywork, shattering acceleration. Phone Bob Harper Radlett (Herts) 6342. (73531

1927 AUSTIN CHUMMY. 100% restoration to outstanding original condition. £3,500. Tel: Fawburn 284. (73526

JENSON INTERCEPTER MK I V8, 1968. Approx 70,000 miles. Taxed, tested, in good running order. Used daily. Bodywork immaculate, must be seen. New tyres all round. £4,000 o.n.o. Tel: Gisburn/with 23686. (73527

PORSCHE 356B, coupe. Red, 1960, taxed, long M.o.T., regular use. Recent silencer, front suspension shocks, headlamps. Mechanically sound. Looks nice but bodywork needs some attention. Genuine reason for sale. Tel: 01-539 1480 after 6 p.m. (73530

ALFETTA 1800. Illness forces sale of this much loved car. For further details telephone Dunstable 694107. (73528

FERRARI DINO 246GT, 1973. Yellow, immaculate condition, lovingly cared for by FOC member (£9,450). Tel: 01 657 8664 evenings & weekends. (73523

AUTO-UNION 1960. 1-litre coupe in pristine original condition. Genuine 68,000 miles, c/w manual, tools and many spares. Probably best example in UK, must be seen. M.o.T. November. Offers invited. Tel: 0432 68704 (evenings). (73524

JAGUAR MK II 2.4, 1962. Complete for restoration. £150, worth more as spares. Tel: 01-660 2683. (73525

MARCOS 3-LITRE FORD, 1969. White, overdrive, 64,000 miles, excellent condition, new clutch, tyres, sunroof, mirolites, electric windows, radio. Bargain £2,600 o.n.o. Tel: Cobham 2120 (evenings). (73521

MORRIS OXFORD 1958. One lady owner. Birch grey, red leather interior, 59,000 miles, low registration number. Mechanically sound, body requires some attention. Tel: Stafford (0785) 3306. (73519

FERRARI 308, 1976, GT4, 2+2, gold, excellent condition, £8,250. Tel: 0702 747373 (evenings). (74392

CHEVETTE HSR V reg'd. Low mileage, immaculate, extras. Sell £4,850, or exchange for 1966 Mk. I Lotus Cortina. Must be immaculate plus cash. Tel: 01 591 3383 day, Hornchurch 59349 night. (73520

PORSCHE 911T, 1973, 2.4, Sepia brown, brown check Recaros, electric tints, 5 speed, auto reverse stereo radio cassette with amplifier, XWX's, new oil tank, 911 registration, 65,000 miles, spotless inside and out. £5,250 or exchange Golf GTI. Tel: 0392 51567 or 50005. (73522

1911 MINERVA. VCC certificate, good condition, complete, engine needs minor attention. Offers. Tel: Bassenthwaite Lake 449. (73513

DAF DAFFODIL 1965. A fine investment this unique automatic when restored. Spares including engine, workshop manual. Stored 9 years. About £375. Tel: Stevenage 043 881 3335 evenings. (73514

1970 MORRIS 1000, 2 door, brown, red interior, 63,000 miles, second car, body and mechanics fully overhauled £875. Tel: 0228 36154. (73517

LOTUS ELAN + 2S 130/5, 1974. Sable, silver roof, oatmeal trim. Big valve engine, five speed gearbox. Lotus alloy wheels, meticulously maintained, low mileage, pristine condition. £3,750. Tel: Formby 71148. (73532

MORGAN 4/4. Four seater, 1977. Low mileage, one owner, excellent throughout. Many extras. £5,500 o.n.o. Tel: 0702 295282 (office). (71494

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

BENTLEY SPECIAL 4 seater open tourer. Immaculate condition. £11,999 o.n.o. Tel: Teddington (Beds.) 2957. (71620

FOR SALE—continued

MERCEDES 450SL, 1979. Light metallic blue, alloys 18,000 miles, radio cassette, hard and soft tops. Immaculate. £14,450. Tel: Reading 693207. (73510

E-TYPE ROADSTER 4.2 '68. Met. gold tan hide, w/w, radio, new brakes, exhaust, battery. Undersealed from new, tints, full history, taxed, M.o.T. Aug. Lady owner 9 years, 65,000 miles (12,700 last 3 years) see M.o.T.s. £4,595, will haggle or WHY. Tel: 0495 244103 eves. (73511

PORSCHE 911, 1974, 2.7 injection, impact bumper model, f.h.d., all matching, personal registration number, new tyres, full M.o.T., first stereo, will £5,250 o.n.o. or part exchange Turbo. Tel: (0204 58)058 (between 5-8 p.m.). (71674

BENTLEY 1937 Derby 4¼ Ltr Tapper Bros. Original and rare with division screen from new. Superb lines, mechanics sound, bodywork requires small attention. £5,200 o.n.o. Tel: 0604 583058 (between 5-8 p.m.). (71624

DE TOMASO Pantera GTS, 1976, 29,000 miles, silver, immaculate, £8,500. Tel: 02912 4568. (71440

FERRARI DINO 246GT, 1971, Red, M.o.T. £6,500. Tel: Fairspace 812028 (evenings) Cardiff 24245 (office hours). (72083

MG V8, Fixedhead, 1976, 21,000 miles, superb condition, £1,000 just spent on new short engine, clutch, cylinder, and brakes (bills available). Rust proofed. £4,250 o.n.o. Tel: Farnborough (Hants.) 43696-45184. (72084

AUSTIN HEALEY 3000, 1959, Healey red. Completely professionally rebuilt mar. Concours. £6,250. Tel: 0793 850764 (weekdays). (72097

JEEP CJ6, 1974, (M), Hard top, 43,000 miles, bright yellow with Renegade wheels/tyres, ... race seat/harness, massive roll bar. Tax, M.o.T. 1982. Bills for (Feb. £1,300 with Jeep main agents. Exchange considered or £7,775. Tel: 01-727 4853. Wanted Mercedes 300SEL 6.3. (72487

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 56977 (evenings). (72869

4.2 LITRE, 4.2 litre, 4.2 litre, 4.2 litre, 4.2 litre, 4.2 litre, Sunbeam, Sunbeam, Sunbeam, Sunbeam, Sunbeam, Sunbeam, Talbot, Talbot, Talbot, Talbot, Talbot, Talbot, 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 £2,750, £2,150, £2,150 Circa £2,150, £2,150, £2,150. Tel: Ramsate 5110 (0737) 42037 (evenings and weekends). (72854

PORSCHE 924 Lux. Feb. 78. Unique twin tone metallic green paintwork, 21,000 miles, sunroof, alloys, stereo radio, elec. aerial. Superb condition throughout. £7,195. Tel: Southend-on-Sea (0702) 529264. (73008

1974 FIAT 130 Classic Pininfarina coupe. Metallic blue, russet velour interior. Genuinely exceptional condition, 50,000 miles, £1,950 o.n.o. Tel: 09662 2291 (weekdays) 0704 31214 (weekends). (73454

TR7 D-HEAD. April 1980. One owner, 20,000 miles, alloy wheels, metallic Persian Aqua paint, Pirelli P6 tyres, vacuum and oil pressure gauges, extras. Properly run in, 4,000 miles. Regularly serviced (with Duckham's only), always warmed up for 3 miles before exceeding 2,500 r.p.m. from cold. £4,500. Also Austin Healey 100/6 reg. 1957. Red, whole body and engine new, exhaust and petrol tan upholstery lovely condition. Recession forces reluctant sale at £2,950, no offers. Will accept £7,000 for the pair. Tel: Mr. J. P. Alston, Ipswich 75571 (daytime). (73543

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

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

JAGUAR 2.4 Mk. II 1981. Fully restored BRG. £3,250. Tel: 02912 4559. (71440

AUSTIN RUBY. 1935. Excellent condition. New interior, mechanically rebuilt. £1,295 o.n.o. Tel: 0754 886695. (72647

ALFA ROMEO 1600 Spyder. LHD. 1963. Tax, M.o.T. Feb. 82. Good condition, photo on request. £950 o.n.o. Tel: (0964 30)655 (home) 0482 899191 2 (office). (72977

TR 3. Professionally restored. All new steel inner and outer wings, new inner and outer seals, boot floor, etc. New wiring loom. Re-cellulosed in red and re-trimmed by craftsmen in black leather. New side screens and hood. All new bits. Excellent example of this very unusual car. Tel: Ruspor (Sussex) 234. (72487

JAGUAR XJ 4.2 Coupe. 1976 R. One owner, sapphire blue, leather interior. Rebuilt automatic transmission, usual extras plus chrome pressed wheels, stereo cassette, electric aerial, mud flaps, in beautiful condition. M.o.T. True 44,000 miles. £5,500 o.n.o. Tel: 01 950 9974. (72902

MERCEDES BENZ 350SL Automatic. In metallic silver with detachable hard top. First registered in January, 1977. This car which has just recorded 40,000 miles has been maintained regardless of cost by its very fastidious owner. Offered at £12,950. Part exchange considered. Tel: Mr. K. B. Heynes. Tel: Ferndown 872291 or 872573 (evenings). (73955

BRISTOL 411 Mk. II 1972. Signal red, beautiful condition, mechanically perfect. Reconditioned gearbox and new carburettor recently fitted. Taxed and tested. £3,750. Tel: Wombourne (nr. Wolverhampton) 893186. (73956

MG B GT. White with black vinyl roof, reg. VJT 618S, exceptional car because of immaculate condition and number of extras. Ziebart, sidelt exhaust (recent), electric windows, metal sunshine roof, real sheepskin seatcovers, radio cassette, rear washer/wiper, etc. etc. Under 17,000 miles, garaged and pampered, photo available for genuine enquirers. Around £4,000. Tel: Bournemouth 36871. (73572

FOR SALE—continued

E-TYPE JAGUAR. Brand new, Unregistered. Standard transmission, cinnamon gold sand, delivery mileage. Chassis No. 1S 2784. Engine No. 7S 15681. SA. Believed to be the only unregistered E-Type in Britain. Offers. No dealers. Tel: Ayr (0292) 87387 (business hours). (73567

VERY SPECIAL MINI. 1275 GT. 1975. 36,000 miles, spec., stage 2 head, 731 cam, twin 1¼ HS6 exhaust, 80+ bhp, lightened and balanced, front spoiler, 12" alloys, W&P dash, etc., many extras, must be seen. £2,500 o.n.o. Tel: 021 705 3277. (73560

MERCEDES 300SE COUPE. 1986. grey blue, red interior, p.a.s., p.s.h., electric window, M.o.T., heard, magnificent order. £3,000. Tel: Wokingham 787861. (73594

TVR 3500M. Rover V8 conversion, lowdrive, glass sunroof, radio cassette, Wolfrace wheels, s.s. exhaust, M.o.T. July, tax April. £2,995 o.n.o., includes many spares. Tel: Leamington Spa 39062 (Works) evenings and weekends. (73590

PORSCHE 912. 5 speed, white, 1969, M.o.T. mid October 1981, 19 g., new exhaust, good tyres, radio, £800 recently spent, fast, reliable. £1,050 o.n.o. Tel: Bath (0225) 68204 Steve (office). (73591

MERCEDES 300SEL 6.3. Good all round condition. Engine, gearbox overhauled, spare engine, gearbox etc. £2,000. Dr. Silverster Tel: Bradford 498121. Also October 1977 BMW 3.0 Si, excellent, alloys, electrics £3,400. (73592

BRISTOL 410, 1968, BDC, concours winner 1979, s.s. exhaust, white, black vinyl top, stereo tape radio, T & T, absolutely immaculate, £5,000 p.ex. bike or car considered. Tel: Westbury (Wilts) 822070 (business) 822268 (home). (73586

MORRIS OXFORD SERIES 2. 1966, M.o.T. September 1981, taxed May, good running order, 70,000 miles, second owner 30,000 miles in 19 years. £350. Tel: Rythier 44765. (73587

ELAN. 1964, rare original, reasonable condition, very suitable for restoration, an investment. Offers around £1,000. Tel: High (56591 (evenings). (73588

MOTOR SPORT. April 1968 June 1979 complete, delivery 50 mile radius. Offers. Tel: Bramon (Wilts) 830644. (73589

ROLLS-ROYCE SC. 1957, 161,800 genuine miles, chassis no. SDD 68, silver shell over Tudor grey, old interior, mechanically excellent, coachwork good. Price £6,500. Tel: 0532 655721 after 7 p.m. or reply to Box No. 6476. (73581

MG-B. 1977 model, whole plate from overdrive, this car has only done 15,000 miles hence excellent condition and must be seen, extras £2,795 o.n.o.n. Tel: Swindon 37663. (73582

VINCENT HRD series A Rapide and Meteor, both fully rebuilt. Selling offers or might part exchange something interesting plus cash. Tel: Cawston on 01 978 7654 (office). (73585

MGA 1600 ROADSTER. Excellent condition, laid up for winter, c/w wings. Hence £1,650. Tel: Brighouse (0484) 711501. (73577

ALFA ROMEO 2000 GTV. 1978. S Reg., light blue, 21,000 miles, £4,150 o.n.o. Tel: Ilfracombe (0271) 63878. (73578

FIAT ABARTH 131 RALLY. Genuine works car, yellow with black interior, 17,500 miles, 2.0 litre, twin cam, 16 valve, 5 speed with Abarth short change, Bilstein, H.S., Lsd., fully adjustable lotus ground suspension, 8"s, MS 35's, various competition parts available, full service history, workshop manual, excellent condition, UK registered. Offers invited. Tel: 07216 229 (Peebleshire, Scotland) after 7.00 p.m. (73580

BMW 3.0 CSI COUPE. Red, black vinyl roof, 1975, registered EHG 40, new engine and tyres, collector's car. £3,600 o.n.o. Tel: Swineshead (020582) 321. (73573

GYT 3 on Alfa Giulia Saloon. No M.o.T., mainly body rust. Best offer. Tel: Coffley 4095. (73574

MINI 1275 GT. March 1979, Imobed in black with gold coachlines, one careful lady owner, immaculate condition, 16,000 miles, taxed, fine example of this sought after car. Sale due to arrival of new MG-B. £2,475. Tel: Brighton (0273) 506855. (73575

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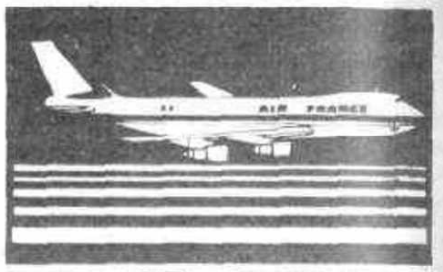
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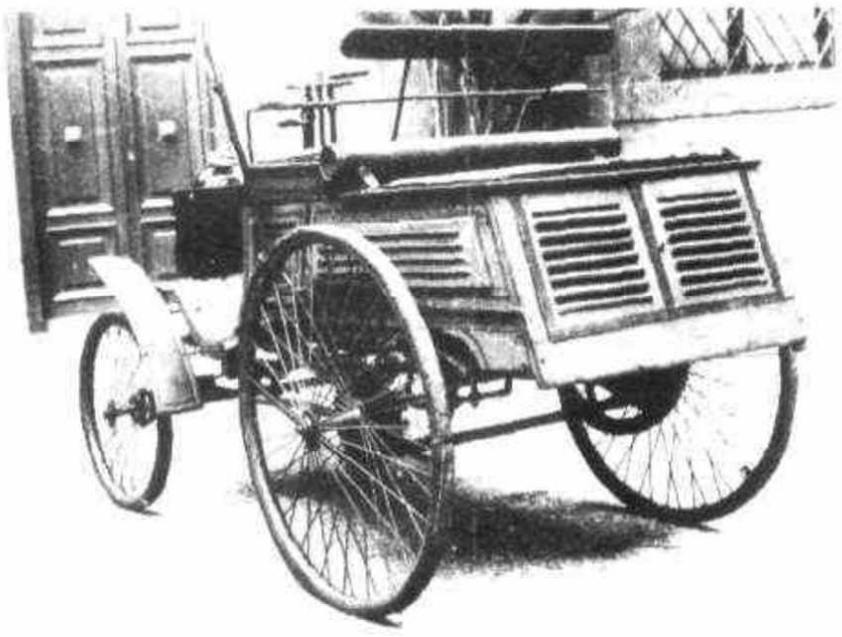
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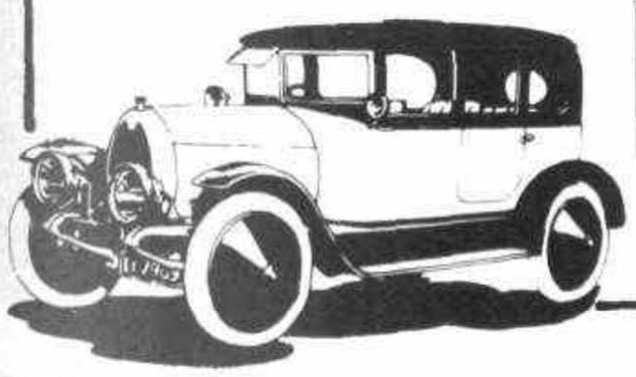
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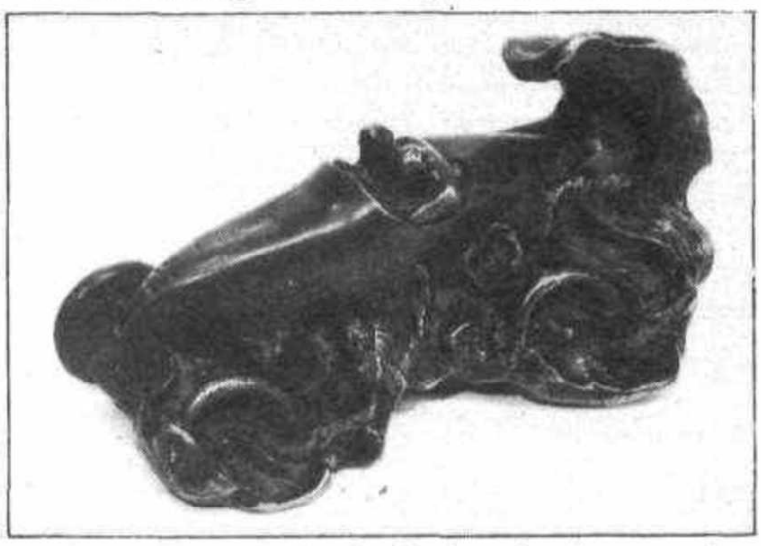
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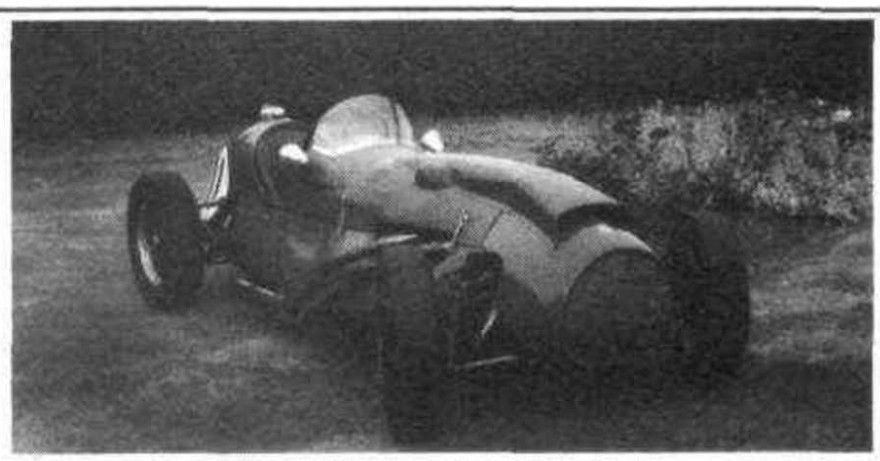
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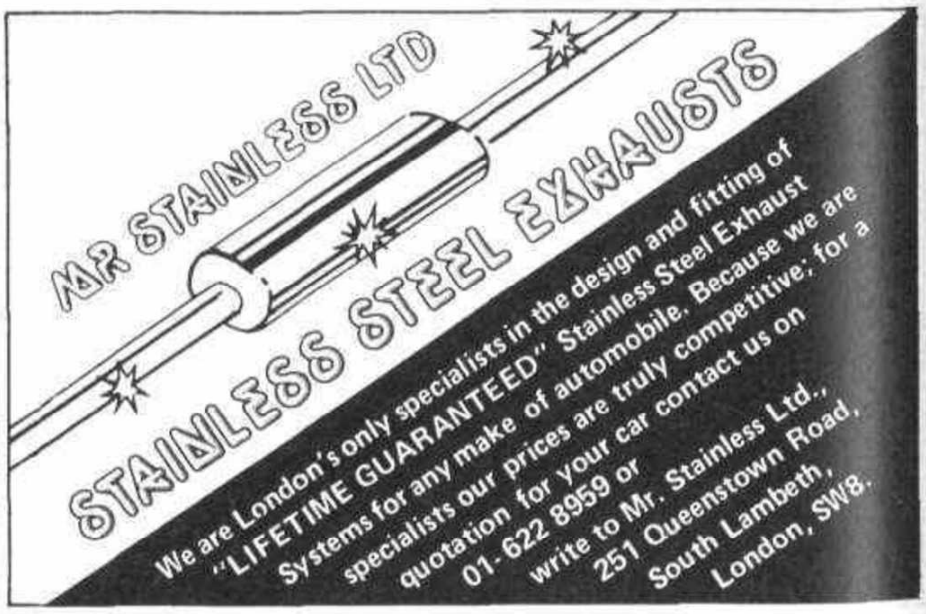
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Whilst still enjoying lively car in remarkable trim



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

How Waxoyl holds 'Showroom' Condition

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

Up to £85 plus VAT at Rustproofing Centres

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' application 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-on, 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.



HOLD CAR IN 'PROUD OWNER' Condition

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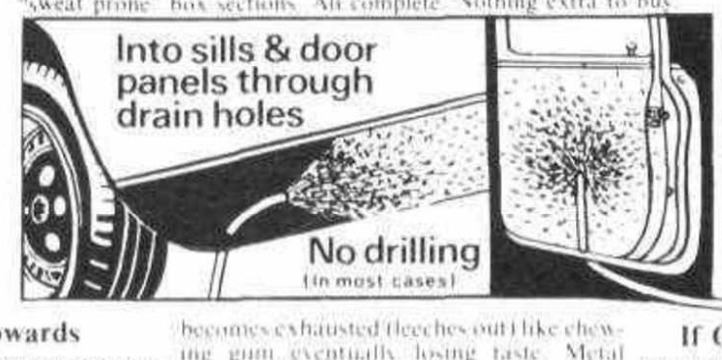
One of world's biggest OIL COMPANIES says: "Of all rustproofers tested, ONLY WAXOYL KILLS existing rust"

ICI recommend **WAXOYL** for brine circulation pipes

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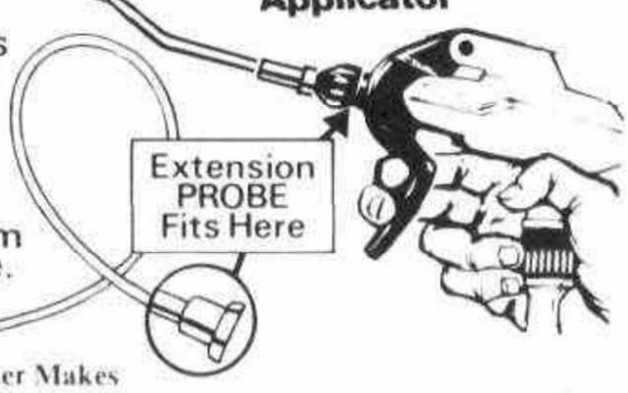
With Finnigan SUPER 'JUMBO' Applicator

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



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

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



Rust Knaws Upwards

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

Salt & Water Spray Tests

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

Finnigan's derive modest satisfaction from Swiss report. As rival makes disintegrate, Waxoyl proves **'Metal unchanged'.** Waxoyl rust Inhibitor CHASES OUT moisture from ferrous oxide rusting. Rival Inhibitors COMBINE with oxygen and water. Strength weakens. Activator becomes exhausted (leeches out) like chewing gum eventually losing taste. Metal breaks down unless rustproofer renews treatment. Hence usual (charged for) follow-up check. But no further attention with Waxoyl (apart for Autumn Wheelarch "look-see". Like big world users, you too, can always trust Waxoyl.

Waxoyl holds 'Showroom' condition'

Why Big World Users Trust Waxoyl

Waxoyl Kills Rust with no come-back. (The only rustproofer that DOES, according to test results by one of world's biggest oil companies.) *Rust stopping qualities 'very good'* reports Swiss Gov't after Lab tests. *'Most satisfactory'* says Chrysler Centre, Basle, Australia, N.S.W. *'On Rover 3,500 coating still intact in corrosive sea air'* Motor Magazine. *'Remains as nice as delivered'* 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 22 car, does inhibit existing rust.'* Autocar Mag. *'One of cheapest, effective ways to protect a car.'* Chesterfield *'9 Yr old Volvo looks less than half its age.'* Civil Eng'ng Polytechnic. *'On Mole Valley Flood Scheme, base steel instrument cases in open countryside rust-free to date.'*

If Considering Other Makes

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

Year After Year Protection

Ignore pounding grit, slush, vicious road salt (3 m rust-loaded Winter conditions. Be indifferent to wet, sticks, 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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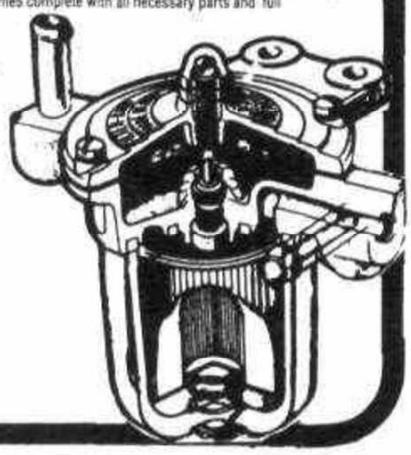
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*Based on minimum saving during 10,000 miles per year at 25mpg with petrol at £1.30 per gallon. Money back without question if it doesn't work on your vehicle. RAC official certified Trial No. 903 in February, 1975 on a standard Marina 1.3 with a **Filter King** fitted showed a 10.6% overall mpg improvement.

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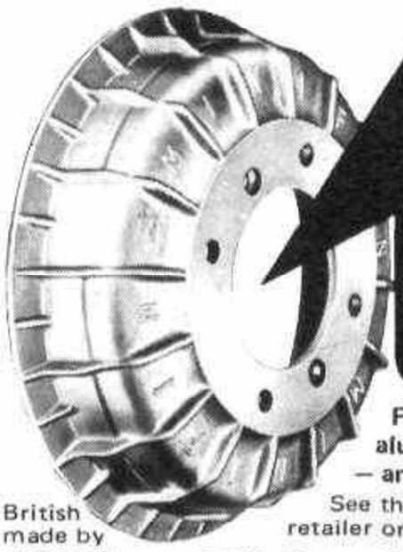
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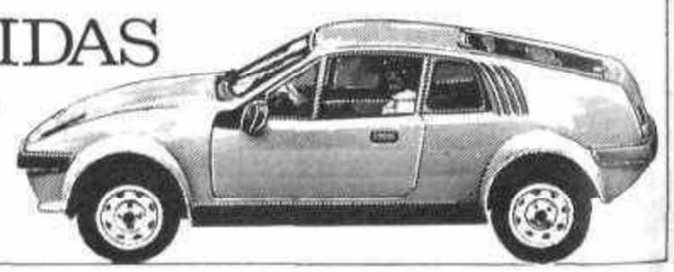
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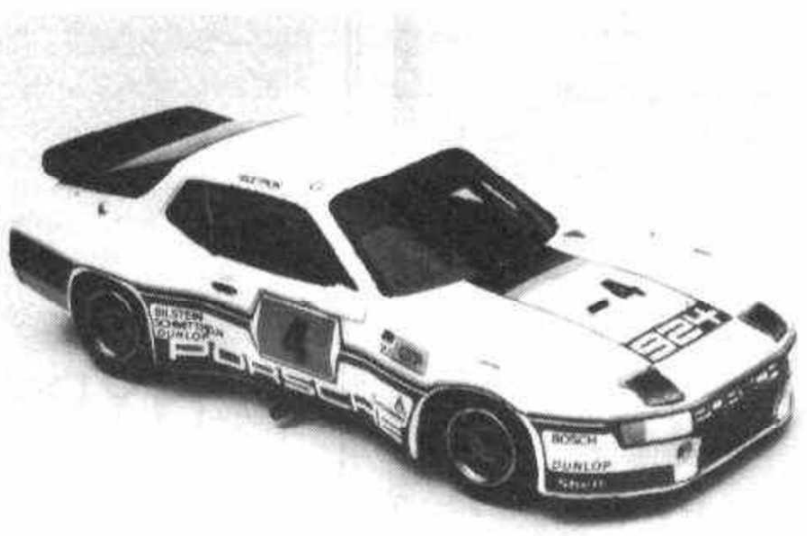
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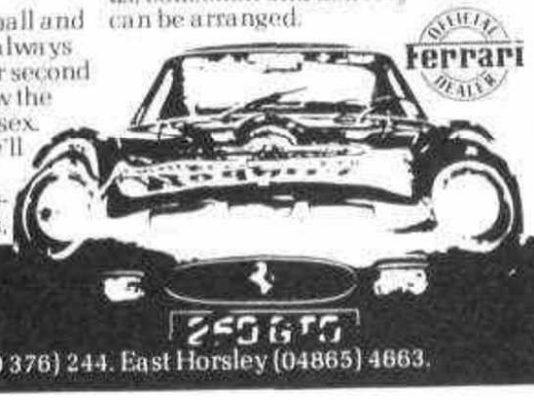
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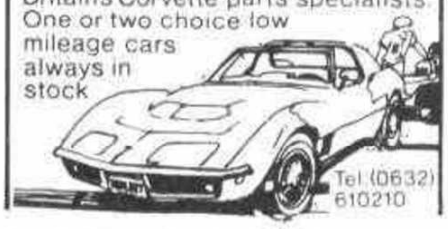
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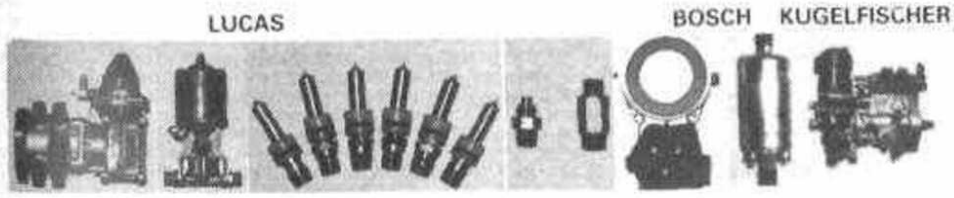
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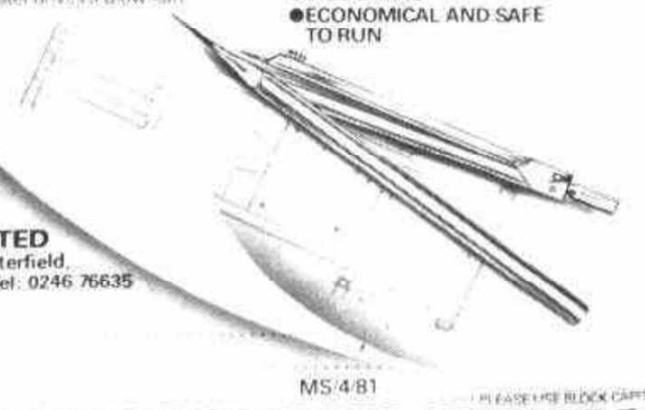
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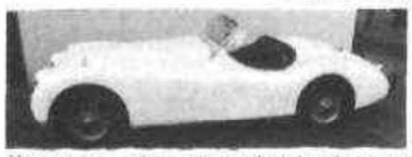
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MG TC 1946, red, excellent cond, used regularly, no rust, new tyres, steering, paint etc, offers approx. £4,800. Leeden, Birkebakken 7, 2670 Greve Strand, Denmark. Tel: 010 45-2-902476 (home), 010-45-1-118526 (office). (74627

MODEL T FORD 1923, totaly restored rolling chassis/engine running, awaiting coachwork. £2,500 o.n.o. Tel: evenings 043-279 229. (74759

LANCIA FULVIA S3, Ascot bronze, 1976, immaculate specimen, rustproofed new, lady owner, £2,000. 39,000 miles. Tel: 0704 20807 (32245 day) (74760

1953 MG TD II suitable for restoration, offers £1,500. Tel: Stamford 720049. (74761

FOR SALE—continued

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PORSCHE 911S Targa, 1973, 2.4, SC spoiler, new tyres, minerva blue, engine rebuilt, new oil tank, shocks, carpet, etc, concours example, tested by "Motor" June 28 1980, £5,950 or best offer this month. Tel: 01-464 7083. (74764

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LOTUS ELAN +2 S130, white/silver, 1973, Sundym, absolutely superb, Lotus maintained, garaged unused 3 years, 3 months Warranty, M.o.T., beautiful example. £3,195, offers!. Tel: 01-397 7170, Chertsey 62699 ext 276 (daytime) (74768

BENTLEY S1, 1956, silver grey over maroon, with red hide interior, long M.o.T. and taxed. Excellent condition throughout. £5,250 o.n.o. Tel: Mr. Jameson on 021-359 7991 days; 021-358 1610 evenings. (74771

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JAGUAR E-TYPE, Series 2 2/2, 1969, manual, BRG, 78,000, cww, generally good, £3,650. Eversley (Reading) 732182. (74774

ROVER 100, 1962, tax May, M.o.T. Oct, good runner, looks presentable, but body needs attention, £250. Tel: Langley Mill 68996. (74775

TR6 1973, Magenta, black trim, only 39,500 miles. Matching works hard top with HRW, folding soft top, tonneau, overdrive 3 and 4, radio cassette, undersealed, service record, TR Register-member, appreciating investment in exceptional condition, example as good as this, hard to find. £2,750 o.n.o. Tel: Davidson 0783 286417 Sunderland. (74776

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GILBERN INVADER Estate, excellent condition, sunroof, overdrive, s/steel exhaust, hide re-upholstery, re-carpeted, taxed, M.o.T. and many extras, third child forces sale, possible view Manchester/London, best offer over £2,200 Tel. 0407 810523. (74778

MORGAN 4/4, 2-seater, late 1969, blue, wire wheels, leather seats, luggage carrier and tonneau, 2 Weber carburettors, modified for hill climbing but never used, a rare little beast £3,500 Tel: Swainsthorpe (Nwch) 470556 evenings. (74779

TVR 3000M, metallic green, beige sunroof, stereo cassette/radio, 37,000 miles, R Reg, lady owner, good condition, £4,000 Tel: 021-308 3002. (74782

SCIMITAR 1978, ivory beige, beautifully maintained, overdrive, available mid April. Write 7 Windsor Court, Market Harborough, Leics, or telephone evenings 0858 63343. Price £4,000. (74780

JAGUAR XK140, F.H.C., 1956, 47,000 miles, white/red interior, new tyres, batteries, exhaust, 12 months M.o.T. Tel: 01-764 9148. (74783

DELAHAYE 1938, 135Ms "Competition" sport roadster, Figoni et Falaschi coachwork, absolute show restoration, commissioned for Aga Khan $250,000US, serious inquiries 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. (74784

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1935 RILEY KESTREL 6 light 22K 3118 with special series engine. Some restoration work completed. £1,100. Tel.: Paul Clements, Brighton (0273) 70040. (74820

MORGAN 1600 4/4. FOUR SEATER. 1978, 3,500 guaranteed miles, alloy wire wheels, leather seats, luggage rack. £6,350. Tel.: 01-623 9061 office hours. (74821

BENTLEY R AUTOMATIC. 1954. Magnificent Lonsdale yellow/black. £2,500 spent mechanically/bodily. M.o.T. December. £5,000. Harrison, 11 Plough Road, Capel St Mary. Tel.: Ipswich 310637. (74823

MORGAN 4/4 4-SEATER. 1978, aluminium body and wings, special paintwork, wire wheels, leather upholstery, 20,000 miles, rustproofed and many other extras. £6,450. Tel.: Bryan Downes on Penkridge 4610. (74824

BMW 2002 Tii. L-Reg., maroon/red stripe, sunroof, radio, M.o.T. September, good tyres. £850. Tel.: Rugby (0788) 815788. (74825

ROVER 3.5 COUPÉ. Registered May 1973, two owners from new, 50,000 miles only, silver birch with black leather upholstery, excellent condition. £2,500. Tel.: Lymington (0590) 682734. (74826

LANCIA MONTECARLO FHC. 1978T, good condition, new tyres, taxed to July, radio/cassette, electric windows, 25,000 miles. £3,500. Tel.: 0535 605033. (74834

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1979 B GT. Inca yellow, £85.97 pre-sale service	£3,795
1979 (June) BGT. Red, one lady owner, 6,765 miles	£4,445
1979 BGT. Black/orange, one owner, 6,892 miles, o/d	£4,475
1978 B. Green/orange trim, 10,473 miles, tonneau	£3,595
1975 BGT. Jubilee, sunroof, o/drive, radio, £310 spent 14.9.80, full service etc.	£2,695
1973 Model MGB GT. Automatic, yellow, sunroof, radio, lady owned	£2,195
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1975 BGT V8. Bracken, one owner, 36,096 miles, sun/vinyl roof, stereo	£3,495
1974 Midget. White/black, 36,701 miles, two owners, tonneau	£1,245
1973 B. Teal blue, wire wheels, radio, overdrive	£1,895
1973 BGT V8. White, tinted, radio/cassette	£2,765
1980 REG (71 Model) BGT. Imported from Singapore, green, air cond, chrome wheels tinted windscreen, RHD	£2,195
1970 (December) B GT. Flame red, wire wheels, overdrive	£1,295

1974 Alfa Romeo Spyder Veloce 2000. Yellow, one owner £2,695

1967 Aston Martin DB6. Olive green, two owners only since new. First (lady) for 10 years. Auto., chrome wheels, elec. windows, etc. £6,495

1966 Austin Healey 3000. Blue, w/w, o/d, radio, phone for details £4,495

1964 Austin Healey 3000 Mk. III. White/red, last owner 3 years, overdrive, wire wheels, original Autocar test car £3,695

1963 Austin Healey 3000. Met. red with magnolia Connolly hide and Wilton carpets, custom built hood £2,295

1963 Bentley Series III. Two-tone green, local owner last six years £6,495

1977 Citroen 2 CV. Green, 46,100 miles, sunroof £1,045

1977 (October) Datsun 260Z 2+2. Metallic aubergine, 14,564 miles, alloy wheels, 5 speed, stereo, plus self-seeking radio £4,775

1976 Datsun 260Z 2+2. Silver, 43,617 miles, radio/stereo £2,795

1978 Fiat X19. 1,290 c.c., orange, Targa hard top, £328 pre-sale service £3,195

1967 Jaguar 420. Automatic, radio, approx. £500 spent by us £895

1977 Reg. ('71 model) Maserati Indy. Met. green, 5-speed box, air cond., PAS, complete history file available £5,500

1972 (November) Lotus Europa twin cam. Big valve engine, J.P.S. colours, bills for £654, specialist work just carried out £3,295

1972 Lotus Elan Sprint. FHC, two tone brown and white, new remove-a-top sunroof, 42,237 miles, complete history file available £3,195

1972 Lotus Europa Twin Cam. Red, 42,707 miles £2,995

1972 Lotus Europa 1650 c.c. Wolfrace wheels, silver/red, please phone for full details of this very "SPECIAL" car £3,495

1979 Reg. ('71 model) Mercedes Benz 280 SL. LHD, convertible, hard/soft top, power steering, manual, radio/cassette £4,295

1936 Riley 1½-litre Merlin Saloon £1,995

1973 Reg. Siva. (Poor man's Porsche) Gullwing 2-seater, 1600 Porsche engine, wheels/instruments £2,895

1979 Triumph Spitfire. Carmine, tan check trim, one owner, 14,899 miles, hard and soft top, undersealed, radio, complete service history £3,395

1978 (T) Triumph Spitfire. Pageant blue, one owner, 29,244 miles, o/d, H.R.W., undersealed, expensive radio/stereo, e/aerial £2,775

1978 Triumph Spitfire. Yellow, one owner, o/d, 12,890 miles £2,795

1977 Triumph Stag. (Last year of production.) Green, one owner (BLMC) elec. windows, radio, PAS, o/d, hard/soft top, approx. £250 spent by us, including full service etc. £5,445

1976 Triumph Stag. Hard/soft top, automatic, PAS, 23,980 miles £4,195

1976 (Oct.) Triumph TR7. White/black, 24,631 miles £2,145

1974 Triumph Spitfire. Yellow/black, choice of two £1,195

1971 Triumph Herald 1360 Convertible. White/black, 41,300 miles, one owner £1,245

1972 VW 1300. De luxe, white, 53,427 miles, one owner since June '72 £1,245

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1978 ECLAT 521, red with black cloth trim, sunroof, Sprint decals, 39,000 miles **£6,695**
1977 ECLAT 520, red, champagne trim, stereo, sunroof, 37,000 miles **£5,395**
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1977 TR7, metallic silver, sunroof, one owner **£2,295**

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DELAHAYE TYPE 109 Tourer, 1930 11.9 h.p., chassis and mechanics fully restored, body not original, but in good order, rare car built by Chenard et Walker. £2,500. Tel: (06285) 25769. (74940
JAGUAR Mk. 2, 1961, 3.8 auto current M.o.T., tools, handbook, good original condition, known history £1,450 o.n.o. Tel: Farnham (0252) 722160 (74943
GILBERN 1800 GT. 1966, white, overdrive, M.o.T. to October '81, recent overhaul to brakes, suspension, wheel bearings, exhaust, etc., good condition. £735. Tel: 01-394 1087 evenings. (74945
MGB GT 1978 (T), black with tinted glass and sunroof, 21,000 miles, good condition, £3,500 o.n.o. Tel: 086 284 2257 after 6.00 p.m. (74946
FERRARI DINO 246 GT, 1971, Chiaro Rosso, black interior, 24,000 miles, unusually good condition, third car, kept in heated garage. £8,950. Tel: 051 924 5565. (74947
SCIMITAR 1972K, manual, sunroof, white, £1,275. Ginetta G15 1971 J, 875 cc, blue, £850, viewed Sussex. York 36048 (office) 414104 (home). (74948
TR3, 1957, wires, 48,000 miles from new, believed genuine, superb order, must be seen, 12 months M.o.T., bargain £2,450 (0695) 421 405 (Lancs). (75401
1972 TRIUMPH GT6 Mk. 3, 37,500 miles only, yellow/black interior, fitted overdrive, electronic ignition, radio/cassette, electric aerial. £1,750 or exchange Daimler Dart SP 250. Tel: 0767 82615. (75402
JAGUAR E-TYPE V12 2+2 FHC. 1973, 40,000 miles, genuinely outstanding condition, CWW, full service history. Tel: Aston Abbots (029677) 554 evenings and weekend. (75403
SCIMITAR GTE overdrive, 73M, guaranteed 16,000, steady summer miles only, leather, elect. tints, alloys, sealed chassis etc., obviously mint. £3,500 to loving home only, smaller, cheaper p.x. for wife considered (?). Tel: for detailed chat. Office 021 557 2800 home (Salop) Great Bolas 570. (75398
MORGAN 4/4, four seater Turquoise blue, aluminium body with black interior, one year old today and 12,000 miles at 33 mpg on average. Extras include tonneau, luggage carrier, triple wipers and spots. £6,850. Tel: Salisbury (0722) 6543 daytime. (75399
MGA 1500 Roadster, 1957, genuine 38,000 miles from new, superb condition, sacrifice for £3,500 or might exchange W.H.Y. Tel: 051 546 0329. (75400
SCIMITAR GTE. N-Reg, manual overdrive, yellow/tan interior, tinted electric windows, below average mileage, radio/cassette, taxed and M.o.T. 1982. £2,150. Tel: 0632 444075. (75394
MGB ROADSTER September '77, 42,000 miles, nearly new tyres, new alternator, taxed, tested, no rust, white, *unmarked superb looking car, Reg. BAB 215S.* £2,750 o.n.o. Tel: Eardisley 255 evenings. (75395
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DB4 VANTAGE, 1963, manual, overdrive, M.o.T. good condition, blue/red leather, new turbo speeds, recondition w/wheels, £3,495 o.n.o. Tel: 0224 571245. (75385

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DAIMLER SP250 Dart, 1961, long M.o.T., subjected to much expense on mechanics, nice car, hard/soft tops. Priced at £1,550 o.n.o. To sell. Tel: Burton 0283 703265. (75389
ALBION ROLLING chassis, 1919 type A16 Iron, also same, believed Locomobile ex military C.1916 wooden front wheels, both good restorable order. £500 each or offers. Tel: Nottingham 634154. (75390
GILBERN INVADER Mk. 3, 1975, reluctant sale of rare, immaculate 3.0 litre sports saloon, electric windows/aerial, stainless exhausts, Radiomobile, overdrive, vinyl roof, new M.o.T., taxed, huge quantity of new spares with car, e.g. overdrive s/absorbers, instruments, trim, windscreen, etc., etc., spare engine, original owner, will haggle around £3,000. Tel: 0495 223618 anytime. (75392
RENAULT 14 GTL, V, sunroof, radio, 12,000 only, any inspection invited, immac. Tel: 0908 584113. (75393
VOLVO 1800 ES, L-Reg, 46,000, metallic blue, sun roof, good condition, reluctant sale £4,000 o.n.o. Tel: Rugeley (Staffs) 3558. (75386
CAPRI 3.0 S, May 1979, 17,000 miles, oyster gold, extras, unmarked, returns 25 mpg. £3,500 o.n.o. Tel: 0527 75928. (75387
BMW 323i, black/black interior, brown tinted windows, first Reg Dec 1980, 741 miles only, stereo radio cassette. Tel: 0476 74262 £7,000. (74277
AUSTIN SPRITE 1971, blaze, 48,000 miles, two owners, current owner for last eight years, well looked after, will suit enthusiast collector. £1,650. Tel: 0403 68637 (Horsham Sussex). (75381
MORGAN PLUS 4, twin spares, first cowled *rad* model, completely rebuilt, new chassis, body, etc., TR2 engine £6,000. Details from Box No. 6489. (75382
RILEY MONACO 1931, fabric saloon, professional rebuild, beautiful condition, practical economic vintage motoring. £3,750. Details from Box No. 6490. (75382
PANTHER J72, January 1978, metallic green, 18,000 miles. £12,500. Tel: Hill 01-570 3427 (daytime) 01-570 3276 (evenings & weekends). (75383
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ASTON MARTIN, D.B.4 Superleggera, 1960, chromed engine, body red, black leather, radio/TV, several £100s worth spares. £3,500. Mid Glam. 0685 811542. (75340
300SL ROADSTER. 1957, needs finishing, all bodywork done and in primer, engine fully rebuilt with *new set of pistons, chains, mains, big ends etc.*, brand new injector pump fitted, new clutch etc., most chrome new or rechromed. Offers. Tel: 0742 340852 after 6 p.m. (75341
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COOPER MONACO. 1959 specification with transverse rear leaf spring, fitted with 2½-litre Coventry Climax FPF engine and Cooper ERSA gearbox, this was the fastest sports car racing in Lloyds and Scottish historic Championship last year. Stirling Moss has bought one and he should know whats best. £27,000 would consider part exchange of car or aeroplane. Tel: Caxton 459. (75338
CHEVETTE 2.3 H.S. Special silver, V-Reg, first class condition, never raced nor rallied £4,500 o.n.o. Tel: 0326 74351. (75332
MK. I LOTUS Cortina, 1966, nice car, owner working aboard, £1,500 or nearest offer. Tel: 061-766 8469 between 6 & 8 p.m. (75333
1976 LANCIA Fulvia coupe S.3, metallic blue/tan, complete service history, 36,000 miles, exceptional bodywork, Motorola, £1,600 o.n.o. Tel: 0433 20144 (North Derbyshire). (75336
VOLVO SPORTS his and hers; his 1800 ES, white/tan interior. Hers P1800S, bronze/black interior, both with radio, M.o.T., tax. Recent mortgage forces sale, £3,400 pair, will split. Tel: 0256 62705. (75328
STAG 1977, R, automatic, white, one owner, 47,000 miles, full service history, stereo, new tyres, hard/soft tops, excellent condition throughout, must sell thus £3,750. Tel: Dorking 883455 or 67240 or 67273. (75329
AUDI 80 SE, T-Reg, 35,000 miles, blue, in first class condition, complete with Blaupunt Coburg CR Stereo. Performs without being a gas-guzzler. Genuine reasons force reluctant sale. £3,400 o.n.o. Contact Kisch, 11 Lady Jane Court, Cavendish Avenue, Cambridge. (75330
SCIROCCO GLS, 1980, V, £4,250, superb river blue metallic, latest specification engine, excellent value at £4,250. Tel: (0695) 625134. (75324
ASTON MARTIN DB2/4 Mk. III, 1958, overdrive, recent top overhaul, reluctant disposal after 13 years, ownership. £5,650 might consider manual Scimitar in part exchange. Tel: Brimscombe (0453) 883380. (75325
MGC ROADSTER 1968, 3-litre, B.R. Green, w.w., long M.o.T. £1,450 o.n.o. for quick sale. Staplehurst 892517 after 6 and w/ends. (75326
MGB GT V8. 1974, N-Reg, 48,000 miles, recent exhaust, king pins, shockers, starter motor, fuel pump, tyres, etc. Bracken tan interior, radio stereo, stunning chrome bumper investment. £2,695. Tel: 01-577 3435. (75327
MINI COOPER S. 1071 cc, 1968, personal number, total mechanical, body, interior rebuild to original specification, twin tanks, roll cage, full harness, fully documented history. £1,495. Tel: 01-577 3435. (75327
BMW 2002. M-Reg, good condition, recent replacements, reasonable offer secures. Tel: Ashton in Makerfield 714365 (Lancs). (75319
JAGUAR V12 E-TYPE. 1971, ascot fawn, mint condition, new bonnet, chrome fittings, complete respray, £1,500 spent, a collector's dream, reason for sale, seeking a Ferrari Dino. £7,000 o.n.o. Tel: Eston Grange, Teesside 461460 (evenings). (75487

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FOR SALE—continued

ALVIS TL 12/60. 1932, rare 4-seater sports tourer, very attractive, louvred valances, twin SU's, v.g.c. £5,000 o.n.o. Tel.: Rugby 832184. (74827

FRAZER NASH Chain Gang 1931 Interceptor. Completely rebuilt Meadows engine, excellent condition throughout, extremely original, not hacked about. £14,000. Tel.: Pipe Gate 393 anytime, or Stoke-on-Trent 29930 (business). (74829

PORSCHE 911S TARGA. Late 1974, silver, low mileage, new tyres. £5,500 o.n.o. Tel.: Knottingley 84788. (74833

ALFA ROMEO 1300 GT. 1970, a fine example fit for an Alfa owner. £475. Also available Alfa Spyder 1972. Tel.: Halfway House 483. (74835

AUSTIN SEVEN RUBY. 1934, complete car restored, 80% finished, final assembly of electrics and trim, etc., only required to make this a concours car. Very reluctant sale. Open to offers. Tel.: Burnham (Bucks) 2771. (74836

MASERATI INDY AMERICA. 1972, 4.7-litre, silver grey, l.h.d., black leather interior, radio, excellent condition. Offers around £7,500. Tel.: New Milton 616000 day or evening. (74837

MG TC. 1948, recently restored, an excellent example, blue, red upholstery. £5,500. Tel.: Uxbridge 35377. (74838

BENTLEY 4¼-LITRE MX. 1939 by Park Ward, excellent running condition, very sound and original, £6,500. Tel.: Great Dunmow (0371) 810604. (74839

BENTLEY 3½-LITRE. Running chassis, complete and in good condition. £2,000 o.n.o. Tel.: Great Dunmow (0371) 810604. (74839

MORGAN +8. 1975, Lawrence tuned, Konis, red leather interior, silver body, blue wings, beautiful car, giveaway price. £4,995. Tel.: Mr. T. Tempest on Hayle (0736) 752413. (74840

DB5 ASTON MARTIN. D-Reg., silver/black, mechanically good, body in average condition, tyres good, brakes overhauled, new petrol pump, ZF box. £3,950 for quick sale. Tel.: Cirencester 66179 or 4322. (74841

POSSIBLY CLEANEST in the North; beautiful black 1954 Triumph Renown. Gleaming chrome, nice clean unworn beige interior, repolished woodwork, over £500 just spent on mechanical rebuild (bills shown) 27 m.p.g., handbook/tools, mascot, NPT 246, M.o.T. February 1982, taxed July. £1,675. 1963 Jaguar 3.4 Mk. II, overdrive, low ratio axle, all synchromesh gearbox, brand new clutch, replacement engine, blue leather recliners, toolbox, handbook, mascot, M.o.T. March 1982, taxed August, needs respray. £675. Tel.: 061-620 3323 (Manchester). (74842

TVR CONVERTIBLE. 1979V, one owner, 9,000 miles, silver, tints, usual TVR refinements. £6,750 o.n.o. Tel.: 0652 648433 home, 0724 60434 office. (74843

TALBOT 105. Complete rolling chassis plus all chromework, wings, bonnet, bulkhead and instruments, registered 1936, would make fine large tourer. £1,495. Tel.: Cheltenham 27298 evenings. (74844

PACKARD LIMOUSINE. 1937, restored, r.h.d., red, excellent condition, ideal wedding car. Best offer around £5,000. Tel.: Plymouth 709600. (74905

E-TYPE ROADSTER. 1964, 3.8 Series I, white, excellent condition, c.w.w., M.o.T. £3,500 o.n.o. Tel.: Bristol 515030. (74895

MG-B GT V8. 1974, N-Registration, harvest gold with black interior, chrome bumpers, low mileage, immaculate and original. £3,950. Possible p.ex cheaper car. Tel.: Axminster 33767 (evenings). (74896

FULVIA 1.6 HFS. 1970, one of less than 25 r.h.d. versions of this homologation special made. Owned by Lancia Club member last four years and much work carried out. Beautiful in metallic black with gold alloy wheels, interior retrimmed in brown cloth, as seen in LMC Concours 1980. Sadly for sale due to house purchase, M.o.T. November, tax April. Road use only. Bargain at £2,500 o.n.o. Tel.: Marshalls Cross (St. Helens) 812678. (74845

TVR 1600M. 1976 R, white, black vinyl roof, sunroof, radio/cassette, electric aerial, 35,000 miles, alloy wheels, superb economical car. £3,000. Tel.: 01-319 0598. (74846

SPARTAN SPORTS. Two seater, excellent condition. Tel.: Elveden 460 (Suffolk). (74847

AUDI 100 AVANT CD55. W-Reg. 1980. This top of the SS range is a beautiful, luxurious motor car with automatic transmission, power steering, self levelling rear suspension, steel sunshine roof, electric windows, rear screen wash wipe, stereo radio cassette, four head restraints, three individual passenger cigar lighters and courtesy lights, inertia reel belts front and rear, sports alloy wheels. The vehicle is finished in Indiana red and is for sale by only owner for genuine reasons. £7,400. Tel.: 06285 21424 after 6 p.m. (74848

LOTUS ELAN S4 SE DHC. 1969, navy blue/white, electronic ignition, K.O.'s, lovely condition. £1,750 o.n.o. Tel.: 021-445 4363 evenings. (74914

MORGAN PLUS 8. W-Reg., 2,500 miles, many extras, aluminium body, special white with red upholstery, XWXs, etc. £10,000. Tel.: Bournemouth 0202-483602 office, 47797 home. (74915

AUSTIN NIPPY. 1936, good, solid usable motor with M.o.T. £2,500. Tel.: 0908 582651. (74916

FIAT 4-SEATER OPEN TOURER. 1926, very handsome car, fully rebuilt. £4,500 or swap something? Tel.: 0908 582651. (74916

JAGUAR MK. II 3.4. 1964, two owners from new, 57,000 miles, golden sand/green trim, superb condition, M.o.T. £1,200 o.n.o. Tel.: Bristol 615030. (74895

BENTLEY CONTINENTAL S3 by James Young. 1964, finished in black with beige interior and a hand drawn gold line. Much major work carried out over the past three years to make this a most delightful Bentley in every respect. First class coachwork and interior. Reasonable offer secures. Tel.: Mr. Randall on 01-370 2843. (74910

TR3A. 1960, red, new engine, 1972, 63,000 miles, 10 months M.o.T., new tonneau, needs attention to body and trim. £1,500 o.v.n.o. Tel.: 05985 2596 after 6 p.m. (74911

BENTLEY R TYPE Standard Saloon. Manual box, good condition, no rust, original tools, some history, in daily use. £3,800. Tel.: Knowle 77231 (Warks) evenings. (74912

ROVER 3.5-LITRE SPORTS SALOON. 1970, admiralty blue, 15,000 miles from new, full history, stored last five years, this car is in the condition that can be expected having one elderly owner from new with slight blemishes to the bodywork. Year's M.o.T. Offers in the region of £2,000. Tel.: Harrogate (0423) 770077 evenings. (74913

STAG 1975, mimosa, manual, overdrive, h/s tops, taxed, M.o.T., tinted glass. £2,400. Tel.: 051-264 0169 (Liverpool). (74900

AC GREYHOUND. 1960, red, 2.2-litre Bristol engine, new tyres, M.o.T., interesting number plate, many extras. £3,750. Tel.: Bagshot 75156. (74898

PORSCHE 911 LUX TARGA. 1977 S-Reg., 28,000 miles only in jet black, pinstripe cloth stereo/cassette, lady owner, no accidents, full service history, one of the finest. £10,950. Tel.: 0532-842163 home, 0943-461508 office. (74906

VOLVO P1800S. 1965, resprayed, some re-chroming, 71,000 miles, excellent condition, cowhorns, usual Volvo extras. Sensible offers. Tel.: Smith on Ribchester 474 (Lancs). (74908

BRISTOL 411, SERIES 3. 1973, bronze/black coachwork, black leather, in excellent all round condition with recent engine/gearbox rebuild. Superb motoring. £5,995. Tel.: Bilton 3199. (74909

LOLA MK. I SPORTS RACING CAR. Little used recently, but very good condition. Offers around £12,000. Box No. 6483. (74903

JENSEN GT ESTATE. 1976, 29,000 miles from new, one of 459 made, black, beautiful condition, electric tinted windows, walnut dashboard, £300 stereo, taxed, M.o.T. £3,995. Tel.: 01-642 6563. (74904

TVR 3000M. 1974, dark brown, vinyl roof, tan/beige interior, stereo cassette/radio, tinted glass, h.r.w., alloy wheels, sunroof, factory serviced, taxed, new M.o.T. £2,750. Tel.: 051-520 2657. (74901

MINI COOPER S, MK III. 1275, 1971, blue, white cap, alloy wheels, year's M.o.T., taxed, nice condition. £1,695. Tel.: Nottingham 207368. (74891

FERRARI DAYTONA. 1972, red, Connolly leather interior, in concours condition and maintained to the highest standards, used as occasional summer car by FOC member, and complete with special registration number. £18,500. Tel.: Billericay 57162 (evenings). (74892

CARRERA 2.7 RS TARGA. This superb car has the 210 b.h.p. engine and has had one owner and done only 24,800 miles since new in 1974. It is l.h.d. and is without doubt the best example of this, the rarest and fastest Targa ever made. It is totally original and in magnificent condition. £8,950 no offers. P.C.G.B. Tel.: Winkfield Row (Berks) 5855. (74894

ALFASUD 1.3 TI. Five speed gearbox, 15,500 miles, T-Reg., taxed, white, tinted glass. £2,200 o.n.o. Tel.: Fisher on Hull (0482) 824299. (74886

TR3. 1957, new clutch, floors, exhaust, steering box, wing, used summer only, M.o.T., taxed. £1,750 o.n.o. Tel.: 01-574 1178. (74887

AUSTIN MINI COOPER 'S' 1275. 1969, pristine condition, respray, original, twin tanks, factory recliners, new tyres, taxed, M.o.T.'d, all bills, fortune spent, reluctant sale, owner going abroad, full specification. Tel.: Winterslow 862088 with offers. (74889

TRIUMPH STAG. fitted 3500 Rover engine. This neat conversion features uprated auto box and high ratio diff for economy. Hard/soft tops, reconditioned p.a.s., brakes, exhaust, smart 1972 car. £2,200. Tel.: Hodgson on Tiverton 860244 (Devon). (74882

MARCOS 3L V6. 1970, exceptional condition, Ferrari red, sixth placed overal 1980 International Rally. £4,300. Tel.: 0535 63477. (74883

MORRIS MINOR OPEN TOURER. 1962, immaculate and unscratched, light mushroom with red interior, one previous owner, photo available, a beautiful motor and a sound investment. Offers around £3,000. Tel.: Ambleside 3306. (74885

PORSCHE 914S late 1973 model, Phoenix red, recent 2.2 engine fitted, new brakes and XAS tyres all round. Forged alloy wheels. £2,950 or p/ex, early V.W. Cabriolet. Tel: day 0272 40197 or evening 0225 23395. (74938

LOTUS PLUS 2 130S. 1972, red, silver roof, one owner from new, 33,000 miles, immaculate. £2,750. Tel.: Rossendale (0706) 215965. (74880

TWIN CAM SUNBEAM THREE LITRE. 1925, unique four seater sports tourer by James Young, an extremely desirable and practical vintage sports car in fine original order throughout. Best offer around £16,000 or consider part exchange. Tel.: Chieveley (063521) 505. (74881

DAIMLER V8 250. 1967-68. Beige with red upholstery. Very good condition. New MoT, must sell £850. Tel: Rustington 09062 5504. (74919

1928 ARMSTRONG SIDDELEY 15 HP. Two seater and dickey. Very original and restored. Top to bottom engine rebuild 3,000 miles ago. Winner of every concours it enters. Immaculate, reliable, go anywhere. £5,900. Tel: 043 02 2758. (7492

BRISTOL 405. £1,250. Another less engine and gearbox £350. Many 2-litre spares including 405, 406 and 408 windscreens. Wanted 2-litre Bristols and spares. Tel: 021 430 3767. (74922

MINI COOPER 1275 'S', Wood & Pickett modifications, gold Minilites, black windows. £1,200 mechanical rebuild by Will Sparrow engineering 4,000 miles ago. *Taxed June, tested October. Registration OJV 1 (value* £1,250) — offers around £2,500 for this beautiful and appreciating car. Tel: Stratford-Upon-Avon 750393 (evenings. (74923

FERRARI BOXER 1974. Red, 38,000 miles. £14,500. Ferrari Dino 246 GTS, blue 36,000 miles, £9,250 o.n.o. Tel: 01-381 4449. (74924

ALVIS TD 21, 1959. Beautifully resprayed silver/grey in 1980 and interior fully refurbished last year. Wire wheels, original radio, mechanicall good, MoT to Nov. 1981. Very good investment. Need to sell to restore TA21. Price £3,150 o.n.o. Tel: Lanivet 550. (74925

JAGUAR E-TYPE 2+2, 1969. White/blue upholstery, CWW, Sundym, Webasto roof. Excellent, stored last 4 years. £4,950 o.n.o. Tel: 0379 3451 (Diss, Norfolk). (74926

1975 SCIMITAR. Sunroof, electric windows, radio, manual, 12 months M.o.T. and taxed. £2,300. Tel: Whitwell 417 (Hertfordshire). (74927

M.G.C. J-Registration, excellent body, paint, mechanics and M.o.T. £1,595 contact J. Barber, 5 Wilmore Lane, Wythall, Birmingham B47 6TL. Tel: 0564 (Wythall) 822058. (74928

IMMACULATE MORGAN. 1929 superb sports Aero Dog Ear JAP, professionally rebuilt bargain. £5,950. Tel: Bromfield 206. (74929

1978 TRIUMPH STAG, auto, white, PAS, elec. windows, hard/soft tops, full history from new, stereo cassette/radio, pristine throughout, documented reason for sale. £4,950. Tel: 051-336 7408. (74932

MGB ROADSTER 1979, red, 12,000 miles only, superb condition, guaranteed to July, 6 hutton Pye radio, tonneau cover, overdrive, wheel embellishers, End-rust treated, £4,175. Tel: Kinver (038 483) 2294. (74933

COLLECTORS MORRIS 1000 saloon, only 15,000 miles, New M.o.T. £1,650, p/exchange possible, no time wasters. Tel: 051-625 6929. (74934

BARGAIN £1,750. Triumph Stag, December 1973, hardtop automatic, Mimosa, immaculate, radio cassette. Tel: Shrewsbury (0743) 4118. (74937

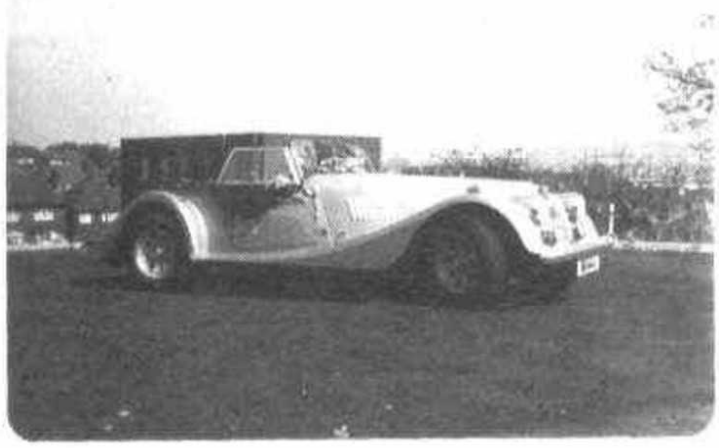
TVR 3000m. 1975, Mexico brown, detailed history available, genuine 41,000 miles, sunfoof, alloys, Sundyms, £3,250 o.n.o., *must sell, going abroad. Tel:* Denbigh (N. Wales) 3676 eves/weekends. (74939

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Midlands Morgan Agent

92 WINDMILL HILL, HALESOWEN, BIRMINGHAM

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We will also sell your Morgan on commission. Please ring for further information.

1977 +8. Black, red leather, chrome luggage rack, door handles, 30,000 miles and very smart **£6,600**
1980 4/4 2 seater. Red, disc wheels, only 800 miles. **£7,250**
1979 4/4, 2 seater. Royal Ivory, red leather, chrome wires, 1,200 miles only. **£7,500**
1978 4/4, 2 seater. Green, wire wheels, stone trim in leather, roll bar, luggage rack, radio, door handles, badge bar, 24,000 miles. **£6,800**
1974 4/4, 4 seater. Red, stone leather trim, stone hood and tonneau, Door handles, luggage rack. **£5,800**
1974 4/4, 4 seater. Yellow, chrome wires, black trim, only 15,000 miles. **£5,600**
1973 4/4, 4 seater. Red, wire wheels, rebuilt engine. **£4,800**
1972 4/4 2 seater. Disc wheels, blue, black leather. **£3,900**
1964 4/4, 2 seater. Rebuilt onto new chassis, new wood and most panels. **£4,800**
1969 4/4, 4 seater. Two tone blue and silver, black leather. **£3,800**

Morgan sweat shirts £6.50 Tee shirts £4.00. State size, Blue, White, Red and some grey. Please allow colour options. Children's sizes at £6.00 and £2.50 down to 20"
'V' Neck jumpers all adult sizes Brown, Red, Spice, Black £7.50.
All prices include postage and packing UK only.



The London *Morgan* Distributors

Sprats Mogman you only just missed that other car. Rubbish Lubby it was miles away. Oh yes, then why are my nails missing. They are stuck between your teeth. Gosh you are funny Mogman but I'm glad we are here at the **Morgan** shop. Mogman my knees are feeling weak. Turn to jelly Lubby I'm looking at a **Morgan** Plus 8 in British Racing Green, beige leather interior. The **Morgan** has only done 200 miles and is also fitted with a luggage rack. Mogman my legs now feel funny. Put some garlic on them. A new **Morgan** 4/4 2 seater in dark blue with the latest wheels, bucket seats and tonneau cover, bonnet strap, **Morgan** Plus 8 type spot lights and badge bar. What's the garlic for **Morgan**. You've heard of Frogs haven't you. 1978 **Morgan** 4/4 2 seater in Royal Ivory, black interior, bucket seats tonneau cover and luggage rack. Mogman, did you bring your history cap? Look at this. **Morgan** Plus 4 1958, yellow, disc brakes (optional in those days) TR engine and Moss gearbox. Blow up bench seat and luggage rack. Since they moved your **Morgan** Mogman my feet feel much better. They said you should use the handbrake in future. **Morgan** 4/4 4 seater, British Racing Green, wire wheels, ally body, black leather interior, registered this month. What sort of **Morgan** is that Mogman. Idiot, that is a 1965 Austin Healey 3000 Mk 3 with wire wheels, radio and tonneau cover. What about that one over there. Clever girl that is a **Morgan** 4/4 4 seater 1973, green, luggage rack, leather interior, wire wheels and tow bracket. In yellow is also a 1973 **Morgan** 4/4, but a two seater with bucket seats and wire wheels, luggage rack, tonneau cover. Mogman, why are those gentlemen taking that car away. Well Lubby they intend to use that **Morgan** for the cover of a well known magazine. Will it still be sold? Oh yes it's a 1980 **Morgan** 4/4 2 seater in Royal Ivory, bucket seats, tonneau cover, wire wheels and luggage rack. Jet black is the colour of this 1970 Morgan Plus 8, black interior and tonneau cover. Serviced and maintained by us. Mogman what about this yellow **Morgan** 4/4 2 seater. 1977 **Morgan** 4/4 2 seater, canary yellow, brown leather interior, 8000 miles, one owner, chrome rocker cover and hood supports. Mogman have you seen this toy **Morgan** Plus 8 about the same size as the old Dinky toy. **Morgan** tie pins and all the various **Morgan** books. Mogman can we go home now as I want to read my **Morgan** cartoon book.

morris stapleton

Reece Mews, London SW7 01-589 6894

FOR SALE—continued

1971 Mk. 3 Cooper S, excellent condition, many extras, taxed, M.o.T. superb investment, reluctant sale. £2,950 o.n.o. Tel: 051-342 5019 (Wirral). (75320

FERRARI DINO 246 GT, 1971, blue, original, immaculate, Graypaul attended. £8,500 o.n.o. Tel: Shenstone 480230. (75321

MINI COOPER. 1974, dark blue/beige, 64,000 miles, under sealed, new exhaust, special dash, nudge bars, no rust, makers oil pressure, £300 stereo system, excellent condition mechanics and trim, 35 mpg, £1,050 o.n.o. Tel: 01-626 5631 extension 140 day, 01-567 8439 eves. (75322

1954 AUSTIN Somerset Saloon, 84,000 miles, extra engine, windscreen and most other parts, £600 or best offer. Tel: Hebden Bridge, 2900. (75317

FERRARI 330 GT. 1964, RHD metallic blue, grey leather, full history, Modena maintained, 4 years with present owner. £5,000. Tel: Windsor 63654. (75312

1971 ASTON MARTIN D.B.S., Vantage Straight 6, manual 5 speed box, radio, dark blue, recently tuned. Tel: Tisted (042058) 535 office. 480 home. £5,500. (75318

HEALEY 3000 Mk. III, BRG, overdrive, wires, completely professionally restored, quick sale required hence sacrifice £4,500. Tel: 021-354 4434 (Birmingham). (75314

FERRARI DINO 246GT, 1971, red, mechanically perfect, only 26,000 miles from new, £6,650 o.n.o. Tel: Coalville 223555. (75315

MGB GT. 1975, Topaz, low mileage, overdrive, sunroof, radio, tested 1982, taxed September, very good condition. £2,325. Tel: Cheltenham 35045. (75316

TR3 1959 excellent condition, low mileage, known history, many spares, £3,500. Tel: 01-892 3154 after 6 p.m. (75310

MALLOCK U2, Mk8B rolling chassis, unused since built, needs final assembly, ideal hillclimbs, sprints, F1300 etc., £425. Tel: 01-504 6957. (75311

SS100 2½-litre replica 1937, rebuilt to the highest concours standard and must be seen, indistinguishable from genuine car. £15,000. Tel: Poole 85351 (day). (75210

ALVIS SPEED 20 SA 1932 Cross & Ellis 4 seat tourer, excellent condition. £12,000. Tel: Poole 85351 (day). (75210

LOTUS 7 SII. Cosmic wheels, Ford 1500 GT engine, excellent condition throughout. £2,500. Tel.: Arundel 882101. (75485

MAGNIFICENT LANCIA AURELIA. 1953, full four-seater car with later series engine and gearbox fitted, style, space and speed in comfort, excellent condition throughout. Details from Abingdon 26942 (home number). (75486

LOTUS ELAN SPRINT, DROPHEAD. 1973, 25,000 miles, metallic blue, stereo cassette/radio. £3,750 or exchange. Tel.: Leeds 709326 (office hours). (75480

ROLLS-ROYCE PHANTOM II CHASSIS. First series (1929-1930), Reg. No. 109 WJ, nickle radiator, 21" wheels, P100 lamps, with replica tourer body, requiring trim, windscreens, hood and paint. £12,500. Box No. 6493. (75481

SINGER ROADSTER. 1955. 1,500 c.c., very nice, new M.o.T. £1,450. Tel.: Barton-on-the-Heath 398 (Warwicks). (75483

E-TYPE. 1969, series two, f.h.c., under 60,000 miles recorded, fitted sunroof, requires attention for M.o.T. £2,200, p/ex considered. Tel.: Leeds 576683 (75479

FOR SALE—continued

DELAGE D6/70. Chapron bodied sports saloon, 1936, repainted, rechromed, mechanics restored, very handsome car, long M.o.T. Offers around £5,750. Tel.: 021-308 1078. (75484

DAIMLER 2½ V8 SALOON. 1964, genuine 37,000 miles, absolutely stunning condition, gold with cream hide, must be amongst the very best. £2,450, may possibly p/ex. Tel.: Southport (0704) 68427. (75476

JENSEN INTERCEPTOR. 1974, maroon, tan, vinyl roof, light tan interior, excellent all round condition, bargain price. £2,950. Tel.: 0773 811791 home, 0602 875456 office. (75477

TOJEIRO CLIMAX. 1958, rebuilt engine, HSCC & FIA documents, as quick as Lotus Eleven, must be the cheapest eligible Lloyds & Scottish Entry. Also Lotus Eleven 1975 Le Mans series two FWA, total rebuild just completed, earn yourself £100 start money per race with either of these superb little historic sports racing cars. Tel.: Dewsbury 460480 office, Huddersfield 45507 home. (75478

BENTLEY S2. 1962, sand and sable with beige leather, 97,000 miles, electric windows, new tyres, M.o.T. and taxed, tools, handbook etc., quite outstanding condition throughout, still smells like a Bentley inside. £5,750. Tel.: 0695 421904. (75472

FERRARI DAYTONA. 1972, 12,600 miles, blue with tan interior, concours condition throughout, probably the best in England, FOC member. Tel.: 0695 422203. (75472

AUSTIN HEALEY 3000 Mk. I. 1960, registration 3 MKN, all usual extras, only 20,000 miles last 13 years, not concours, but very sound. Sensible offers around £2,750. Tel.: Woking 60491. (75473

MG MIDGET. December 1979, only 2,000 miles, rustproofed, red with black interior. £2,695. Tel.: Hailaton 413. (75475

TRIUMPH TR3A. Wire wheels, overdrive in second, third and top, magnificent condition (all metal), fortune spent, history and bills, recent M.o.T. and tax, possibly best on offer, sensibly priced for quick sale. £2,750 o.n.o. Tel.: 0222-514831. (75469

PORSCHE 924. 1977, T-Reg., full Lux specification, bahama blue, very clean car, 56,000 motoring miles (no commuting ever done). £5,500 o.n.o. Tel.: Worcester (0905) 24476. (75470

LOTUS ELAN SPRINT DHC. Modified and painstakingly rebuilt, features include Vegantune engine, Wolfrace wheels, Hardy-Spicer drive shafts, Sundym, electronic ignition, car alarms. A unique car, at only £2,500 for quick sale due to house purchase. For further details telephone 051-920 6425. (75471

AUSTIN HEALEY 100/4. 1956, BN2 model, restored to concours winning condition, believed genuine 45,000 miles, finished Reno red. £6,000. Tel.: Alderminster 526. (75466

PORSCHE 911 LUX. December 1976, 2.7 cockney brown, beige interior, electric tints and roof, Blaupunkt headlamp washers, cherished number, serviced, taxed, tested, magnificent original condition. £7,750, p/x older 911. Tel.: 048489 5098. (75467

ALVIS FRONT WHEEL DRIVE. 1928, blown short chassis, complete and runnable, front wings but needs body. £4,000. Tel.: Dickleburgh (Norfolk) 492. (75468

RILEY MONACO. 1932, super condition, owned by one family for 30 years, economical reliable vintage motoring. £3,250. Tel.: Wythall (0564) 823045. (75464

FOR SALE—continued

MORRIS MINOR. 1963, four-door, 1000 c.c. saloon, black, with red leather interior, good condition, maintained by an enthusiast, M.o.T. until July 1981. £600 o.n.o. Tel.: Letchworth 04626 74029 (evenings. (75465

AUSTIN 7 SPECIAL. Rebodied in 1958, high compression, twin carb engine, suitable low cost racing, road legal, complete, running but needing attention. £375 or offers. Tel.: Faversham 2630. (75458

DAMILER V8 250. Astonishing 18,000 mile specimen, well worth 4,500 Thatcher pounds. Interested in exchanging Volvo 245. Tel.: 0204 67023 (Bolton). (75459

EARLY VINTAGE AUSTIN 20/4 TOURER. Bodywork incomplete and need of restoration, must sell due to budget forced acquisition of smaller car. Tel.: 033-36 270. (75460

TR2. 1955, B.R.G. taxed, M.o.T. very original example, reluctantly for sale after 12 years ownership. Realistic offers invited. Tel.: 0425 611380 (Hampshire). (75461

LOTUS EUROPA TWIN CAM. 1972, one owner, pistachio oatmeal, garaged, documented history, engine rebuilt to big valve specification, exceptional condition, M.o.T. £3,250. Tel.: 01-920 7704 daytime, 01-223 6256 or 01-458 7394 evenings. (75455

AUSTIN A40. 1960, bodywork excellent, recent professional respray, engine reliable, M.o.T. January 1981, £400. Tel.: Stowmarket 75757. (75456

TR6. 1973, magenta, overdrive, specialist maintained, Waxoiled, excellent body and mechanics, buying flat, must regrettably sell. £1,850. Tel.: 01-397 1889 evenings. (Chessington). (75457

BENTLEY R Type Continental, an excellent example with 2 door coachwork by Franay of Paris. Finished in black pearl with green interior, Leeson. 'Hillside' Long Ditton, Surrey. Tel: 01-398 5593, office 01-405 1250. (75093

JAGUAR Mk. VIII saloon, a most original L.H.D. example with only 20,000 miles and one owner from new, finished in white with black interior, located in Holland. Tel: (010 31) 1720 75403. (75093

TR6, JAN 1973, white, hard/soft top, radio/cassette, excellent condition, £2,350 o.n.o. Tel: 01-381 3266 (D) 01-870 7386 (E). (75094

AUSTIN HEALEY Mk.II A3000, requires restoration, some new body parts, offers invited. Tel: Mirfield (West Yorkshire) 496268. (75096

1974 FERRARI 246 GT, flared arches, Campagnolo's, 23,000 miles, excellent condition, £10,250 o.n.o. or exchange 275 GTB, Daytona plus cash. Hobson (0706) 48737. (75102

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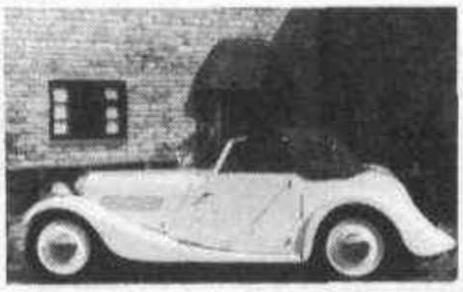
Spring at last is in the air
Mechanics are bouncing everywhere!
But poor old Chis feels very low
A fire extinguisher broke his toe.
Whilst moving it around at home
He dropped the thing, releasing foam.
It hit his toes — he gave a shout
And now he really is put out!



The above ditty is no joke — **Hop-Along Alford** really does exist and can be viewed on the Motor Racing Circuit this year driving the **John Britten Garage's Tiga SC80 Sports 2000,** thus reviving the **John Britten All British Racing Team** (to celebrate this happy event we have 10 embroidered sew on badges on offer at **£2.50** each and will be posted on a first come, first served basis. And anyone wishing to join our Supporter's Club may



purchase a car sticker for **£1.00).** However, for those of you wishing to drive something a little less dramatic (but just as exciting) try one of the fabulous range of **TVR Tasmins.** As always we have a full complement beginning with a splendid **maroon Tasmin 2+2,** the Flag Ship of the range — ideal for carrying the kiddies, or a mouthwatering **black Tasmin** fixed head, for those without children, very suitable for carrying dogs, or a stunning pair of **Tasmin Convertibles** — choose from **dark blue** or **charcoal** (ideal for blowing away post Budget blues). Should the mention of the word "budget" bring on hysteria, it will definitely help to know that sportscars are not necessarily fuel burning monsters and indeed the **TVR Tasmin** at a steady 70 m.p.h. returns nearly 30 miles to the gallon, and although this is not exactly **Metro** standard it's a lot more fun. Definitely an economic little car is the beautifully made **Midas** with its excellent performance, four seats and 45 miles per gallon fuel consumption. The perfect answer to reasonable cost motoring. We really cannot stress too strongly the



quality of finish of this excellent little car and suggest you consider replacing your rusty Mini or your gas guzzling sedan for this most economic of attractive runabouts. Another thrifty car is the **Morgan 4/4,** which has the added advantage of not depreciating, this added to very reasonable service costs makes it positively the cheapest sports car you could ever wish to run, having survived the shock of the initial purchase price! As usual we have a splendid array of these fine, hand built British motorcars starting with a **1980 W Morgan 4/4 2 seater, canary yellow,** wire wheels, black leather reclining seats, delivery mileage, why wait 10 years when this one is here now? **1979 4/4 2 seater, metallic silver/green,** chrome wire wheels, stone leather trim, matching hood, tonneau cover and side screens,



6,000 miles, perfect example and we cannot imagine why this has not already been snapped up, as it is quite the most tastefully executed colour scheme seen at Arkley. **1975 Morgan 4/4 2 seater, black,** bucket seats, aluminium body, easyclean wheels, chequered history. **1974N, Morgan 4/4 2 seater, signal red,** wire



wheels, bucket seats, sparkling condition. **1980W, Morgan 4/4 4 seater, deep Brunswick Green,** as standard as standard can be. **1980W Morgan 4/4 4 seater, signal red,** wire wheels, black leather, reclining seats, luggage rack, door handles, rustproofing, all the sensible extras. **1979V, Morgan 4/4 4 seater, canary yellow,** wire wheels, black leather, reclining seats, 3,000 miles. All this talk of black leather has brought a sweat to



Roger's brow. **1975 Morgan 4/4 4 seater, black,** wire wheels, luggage rack very sultry. **1978T Morgan +8, black,** stone leather, Group 1 engine, fast but not as thirsty as one would expect. **1977 S, Morgan +8, yellow,** luggage rack, spare wheel cover, alloy body, very svelte. **1980 TVR 3000S Convertible, red,** radio cassette, Wolfrace wheels, one very careful owner from new, supplied and serviced by our goodselves, rapidly appreciating modern classic. **1980 TVR Taimar, black,** charcoal modelband, sunroof, radio cassette, one owner, 6,000 miles, a very smart car. **1978 TVR Taimar Turbo, black,** red Turbo band, radio cassette, sunroof, electric windows Wolfrace wheels, 30,000 cherished miles, exceptional condition, adrenalin maker, would take the edge off anybody's post budget blues. **1977S, TVR Taimar, white,** brown modelband, sunroof, Wolfrace wheels, 34,000 miles, radio, keeps coming back to us in part exchange for newer **TVR's** — will this trend continue? **1977 TVR Taimar, brown,** gold modelband, sunroof, 30,000 miles, excellent example of the first **TVR** hatchback. **1977 TVR Turbo, British Racing Green,** brown vinyl roof, sunroof, radio cassette, electric windows, Wolfrace wheels, 37,000 miles, another adrenalin making machine. **1976 TVR 1600M, metallic blue,** sunroof, radio, wooden dashboard, two owners from new, supplied and serviced by **JGB,** very good example of a sheep in wolf's clothing but bear in mind the 1600's renowned economy — 35 m.p.g.! Whilst on the subject of **TVR's** it is worth noting that we have one of the last unsold, **new Taimar's** left in the country, **white** with brown modelband, sunroof, and we are prepared to offer this car at a substantial saving on what was the new list price when these cars were in production — phone for more details. **Arkley Kits:** We have just restocked with a new batch of these and are happy to say that the **Arkley** continues to attract its deserved interest. The weight



saving afforded by replacing your heavy, rusty metal panels on your MG Midget with the lightweight, nonrusting fibreglass of the Arkley, must contribute towards fuel economy. This means that the price of the kit at **£330** plus VAT will probably pay for itself eventually! **Odds and Ends: 1980 Triumph TR 7 Convertible, metallic green,** 15,000 miles, one owner. **1978 MGB GT, white,** radio, 22,000 miles, superb example sporting Morris Oxford. **1978T Alfa Romeo GTV Strada, red,** electric sunroof, electric windows, radio cassette, air conditioned, smooth Italian. **1968, Sunbeam Alpine GT, blue,** one owner from new, superb example of a very collectable car. **1964 MG Midget racing car,** Speedwell GT bonnet, aluminium fastback, black and yellow, 5" wire wheels, big front discbrakes, Weber carburettor, maybe eligible for hysterical historic car racing, definitely a very good basis for a cheap restoration project. Thought you might like to see a picture of **Marcus,** our new recruit — **Nysha** hastens to point out that he is the one on the left! **Happy April Fool's Day!**



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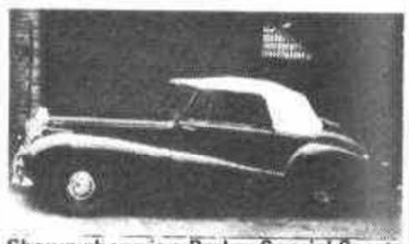
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GILBERN INVADER MK. II. 1971, offered for sale by specialist motoring publisher, M.o.T., serviced and maintained. £1,895. Tel.: W. Kimberley on 01-734 4119 (days), 01-883 4119 (evenings). (75353

XK 140. F.H.C., maroon with red trim, completely rebuilt from the bare chassis, now in outstanding condition, full photographic record of car before and during rebuild. £6,250. Tel.: Exeter 51104. (75347

DODGE BROS. SENIOR SIX LANDAU SALOON. 1929, large fast vintage American car in excellent condition, black, re-upholstered, re-chromed, etc., M.o.T., taxed, drive away. £5,750. Tel.: Pilling 663 (Lancs). (75346

PORSCHE 356 1500 COUPÉ. 1953, very original, completely rebuilt engine, some underbody welding needed so realistically priced at £1,200. Tel.: Hay-on-Wye (0497) 820792. (75345

TR6 ROADSTER. 1974, red, black roof and interior, overdrive, full and half tonneau, low mileage, good condition. £2,050 o.n.o. Tel.: Bewdley, Worcs (0299) 404207. (75344

ARMSTRONG SIDDELEYS. 1935, Siddeley Special 5-litre, Burlington Sports Saloon twin sidemounts, much restored. £5,750. Also A/S, Whitely 1951, beautiful classic car. £1,350. Also Star Sapphire, 1960, needs restoring. £850. Tel.: 01-300 9913. Write to Weale, Homeclose Farm, Mount Mascal, Bexley, Kent. (75343

JOWETT 7 H.P. 1924, 2-seater with dickey, original. £5,000 o.n.o. Tel.: Leeds 582283. (75350

JENSEN INTERCEPTOR. 1973, recent extensive overhaul, extras, bills, history. Offers or will consider interesting p.ex cash either way. Tel.: Portland (0305) 821196 (evenings). (75349

LOTUS ELAN PLUS 2S. 1970, excellent condition throughout. £1,950 or exchange open sports car, cash either way. Tel.: Crediton 4697. (75348

MATRA DJET. 1966 (always mistaken for Alpine Renault A110), all Renault mechanics, mid-mounted 1300 Renault Gordini engine, Alpine alloy wheels, very rare, very exciting looks and handling. £1,375. Tel.: Bristol 657834. (75378

BENTLEY R-TYPE. 1953, manual gearbox, 94,500 miles, black over silver. £4,950. Tel.: Derby 767460. (75379

PORSCHE 911 Targa. 1975. Light metallic green bodywork with tan interior, two owners, genuine, 36,000 miles, service history. Beautiful condition. £7,250. P/X etc. Tel.: Dane End (STD 092 084) 561 (Herts.). (75134

TVR TAIMAR. 1978. Excellent metallic blue bodywork, neutral model band and oatmeal cloth interior. One owner, genuine 27,000 miles, sun roof, tinted glass, TVR alloy's, radio/stereo, new tyres, exhaust, tax/years' M.o.T. Immaculate condition throughout. £5,250. P/X etc. Tel.: Dane End (STD 092 084) 561 (Herts.). (75134

TR7. 'S'-Reg. 35,000 miles, dealer maintained, Motorola. £2,100. Tel.: David Butcher, 021 707 7174 (evening)/021 472 1301 (ext. 2460, day). (75136

'N'-REG. Triumph TR6. Genuine 39,000 miles, overdrive, white, probably one of the finest, both mechanically and bodily. £3,250. Finance facilities and part exchange arranged. H. & R. Wernick, Manchester. Tel.: 061 834 0834. (75143

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PORSCHE RSR. 73 NR 9113601054 with 74 look. Body, brakes and engine overhauled. Excellent condition. £12,800. Further information Jan Ankarberg, Dörrvägen 24, 12244 Enskede. Tel.: 08/944318. (75137

MERCEDES 230SL. 1965. RHD. Manual, only 78,000 miles from new. Superb example of this fast appreciating classic. £4,750. Tel.: Brighton 412588. (74027

ROLLS-ROYCE PHANTOM 3 Sports Saloon by Thrupp and Maberly in original grey. 2 owners from new. 100 miles only since £13,000 restoration including complete engine rebuild by top professional restorers. All comprehensive bills available. RREC registered. Further details and photograph on request. Simpson, Pilgrim Cottage, Penhill Lane, Hillbead, Brixham, Devon, 08045 3001. (75139

GOOD SECOND CAR for Porsche owner? Kermit green Skoda 110R fastback, low mileage, P-Reg. £650 o.n.o. Tel.: Clifton Hampden 7410. (75140

77MGB Roadster. Certified genuine 14,000 miles with hard top, obviously immaculate throughout. £2,995. Finance facilities & part exchange arranged. H. & R. Wernick, Manchester. Tel.: 061 834 0834. (75143

DATSUN 260Z. May '78. Electric tinted windows, auto rev, stereo cassette radio, electric aerial, black corduroy reclining seats, serviced, 127 m.p.h., 32 m.p.g., 3 star, inexpensive parts, 5-speed, metallic finish. £3,550 o.n.o. Tel.: 01-651 4371 (eves/w ends). (75144

LOTUS SEVEN S/II 1600 GT. Complete mechanical rebuild short while ago, very good condition. £2,900. R. Campbell, 76 Alwyn Road, Rugby. Tel.: Business 2121 (ex. 766). (75145

AUSTIN HEALEY 3000 Mk. III. 1966. 5,100 miles from new. XK150 FHC. 1956. Rebuilt. Offers. Tel.: Newcastle 860818. (75141

JENSEN HEALEY GT. 1976, only 200 RHD built, 2 owners, always garaged, 38,000 miles, Webasto roof, child belts, stainless exhaust, beautiful condition. Tel.: 01-794 1149. (75454

ROVER 3.5 COUPÉ. 1973, genuine 37,000 miles, one family owned, concours, admiralty blue silver birch, possibly finest. £3,250. Tel.: Market Drayton (0630) 2695 after 6 p.m. (75451

MORGAN PLUS 4. 1965, 2-str., TR4A engine, good mechanical condition, sound bodywork, £3,400. Tel.: 01-942 5347. (75452

PORSCHE 911. 1966, modena green, rebuilt brakes, clutch, engine, carburettors. £2,650. Tel.: 061-962 3315. (75453

ASTON MARTIN DB4 convertible, 1962, red, rebuilt engine, derusted, hardtop, many new parts, £3,500 spent, £7,750. Also £1,000 worth new spares, including most decorative trim. Tel.: 01-946 4665. (75447

VW PASSAT or Audi 80 1300 cc engine and gearbox. £75. Tel.: Huntingdon 215964. (75448

MORGAN 4/4. 1973, 2 seater, aluminium body, tonneau, 55,000 miles, engine reconditioned, new stub-axles, shock absorbers, lovely car (red). £3,750 or nearest offer. Tel.: Ranskill 376 (Notts.). (75449

ENJOY THE coming summer in a fully rebuilt MGTC, new Naylors body, much admired, taxed, tested £5,500. Tel.: Southport 31942, 7-9 p.m. (75441

HEALEY 3000 Mk. IIB, w/w, overdrive, partially rebuilt, sound clean condition, bargain at £2,200. Tel.: Hemel Hempstead 69455 (day), Berkhamsted 5909 (evens) Marchant. (75439

FOR SALE—continued

A.C. ACECA. 1958, very original car with long M.o.T. and in regular use. £3,250 o.n.o. Tel.: Dewsbury (0924) 464665. (75442

TRIUMPH STAG. 1977, burgundy, manual, mint condition, service history, 25,000 miles, offers around £4,200. Tel.: Kilbarchan (Scotland) 3318. (75443

MGB ROADSTER. T-Registration, mint condition, service history, private sale. £3,350. Tel.: Rugby (0788) 815594. (75444

MGB ROADSTER, overdrive, radio, 1971 model, taxed, M.o.T. £675. Tel.: Staines 51107 evenings. (75445

PORSCHE 911 Targa, 1971, left hand drive, but sold new in this country by A.F.N. Maintained regardless of cost by Porsche Club member for the last seven years, unused last six winters and never used in wet weather. Still looks like a new car, kept as a showpiece, front and rear spoilers, expensive Blaupunkt radio and stereo, recent new clutch by main agents, very low mileage for year, price around £4,350 to a good home only. Tel.: Bognor Regis 828608 evenings and weekends. (75440

BMW 320. 1977, Sierra, regularly maintained, Waxoyled, interior unmarked. £3,450. Tel.: Rugby 71492 after 6 p.m. (75433

LOTUS ECLAT 521, T-Reg, 1978, metallic chestnut, 18,500 miles, excellent condition, completely troublefree, £6,200. Tel.: 0222 513552. (75434

MORRIS MINOR. 1954 split screen saloon, blue, excellent original condition, very low mileage, M.o.T. £800. Flat 2, 17 Avenue Road, London NW8. Tel.: 01-722 3699. (74535

RILEY 1933 Lynx 9hp, immaculate and original, concours winner, for sale at around £7,000 or part exchange for interesting pre-war Riley requiring restoration. Details phone Colchester 211198. (75437

ALVIS TD21 drophead, confirmed 39,000 miles, two owners, some rust hence £1,900. Tel.: Frensham (Surrey) 3473. (75438

TVR 3000, M, 1976, red, 33,000 miles, black sunroof, radio, alloy wheels, excellent condition. £3,300. Tel.: 99385 643 evening (Lincolnshire). (75429

E TYPE 2+2, 1966, Ser. I, pale primrose, Webasto roof, manual, c.w.w., good condition. £3,750. Tel.: evenings, Bulford (Wilts) 2363. (75430

ALFA ROMEO 1.8 Alfetta saloon, 1977, 46,000 miles, stereo cassette, rust proofed, Konis, service history. £1,625. Tel.: Wargrave 3977. (74531

PORSCHE 911T Lux 2.4 (1972), superb in white with spoiler, tints, sunroof, Bluespot stereo radio/cassette, alloy wheels, electric windows, 75,000 miles, owned since 1976. £3,995. Tel.: 0242 512961 (office) 0242 512609 (home) Gloucestershire. (75432

RARE 4 seater convertible Alfa (80 made R.H.D.) over £1,000 spent so far including new hood, sensible offers. Tel.: 01-874 8152. (75425

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ALFA ROMEO Spyder 2000, immaculate condition, red with black interior, 33,000 miles, S Registration. £4,500. Tel.: 01-653 4279. (75424

FOR SALE—continued

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LAGONDA 1928, two litre high chassis, two seater with dickey, restoration almost complete, original body by Vincents of Reading, offers over £15,000. Tel.: Copthorne 712761. (75422

TR4A, 1967. F-Reg with Surrey top and overdrive, 70,000 miles, really beautiful throughout, all metal royal blue body, light blue interior with new carpets and trim, excellent mechanics with many new parts, absolutely reliable, no ordinary TR, offers in the region of £2,500. Tel.: 01-724 0676. (75419

MARCOS 3LV6 1969H, usual extras, 1 year M.o.T., taxed, some new parts, worth more but must sell, £2,450 o.n.o. Tel.: Medbourne Green 371, Leicestershire. (75420

JAGUAR XK120 roadster, 1951, carmen red, very original and superb in every way, second XK overall in JDC annual concours d'elegance 1980. Mechanically perfect including recent new engine. Will sell to nearest offer, £7,950. Tel.: 01-388 2051 (office). (75421

E-TYPE FLAT floor roadster 1961, meticulously restored throughout to very high standard, c.w.w. hard and soft tops, mint condition. £5,250. Tel.: 021 354 4434 (Birmingham). (75413

LANCIA FULVIA S2 1300 coupe, 2 owners, taxed and M.o.T. £550. (0695 422362, near Ormskirk, Lancs. (76414

1971 TR6 o.d. Kenlowe, elec. ignition, recent clutch, diff., engine bearings, tyres, battery, good original rusty wing, hence £1,495 o.n.o. Tel.: Cobham 4890. (75415

FERRARI 246 Dino Spyder, Sep. 1974, unique and beautiful with knock off hubs alloy and new Borrani wire wheels, superb 10,000 original miles, rust free, l.h.d., car unmarked, red coachwork, black interior cash sale or exchange. l.h.d. Daytona cash adjustment. Tel.: Cheltenham 27808 or 45345 Wentworth 3343. (75417

ROLLS-ROYCE WRAITH 1939, running, but requires restoration, original log book, mascot, etc. Cash needed, offers around £4,000. Tel.: Llithfaen (075885) 369 (N. Wales). (75410

GT6 MK3 very good condition, saffron, alloy wheels, £1,200. Tel.: 061-338 2902. (75412

K-ELAN SPRINT beautiful, original condition, recent gearbox and clutch and stainless exhaust. £3,350 o.n.o. Tel.: 061-303 7665 day, 061-338 2902 evening. (75412

LEA FRANCIS 1930, V-type Sportsmans Coupe, original and in excellent condition throughout, some spares, complete history for last 25 years, believed one of three remaining original V-types. £5,000. Roy Beebee. Tel.: Armitage 490561 evenings, Wolverhampton 52138 day. (75411

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ROLLS-ROYCE CORNICHE CONVERTIBLE 1977 SERIES II Camargue. Air cond., etc. Superb appearance in nutmeg with burnt chocolate hide piped in magnolia, one owner, full service history. **£33,950**
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ROLLS-ROYCE SILVER SHADOW, 1973. Paintwork in porcelain white complemented by beige leather hide, whitewalls, radio stereo. **£11,500**
ROLLS-ROYCE SILVER SHADOW SERIES II, 1977. Walnut with tan hide, beige piping and all usual refinements. **£19,750**
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ROLLS-ROYCE SILVER SHADOW, 1976. Superb looking car in black with black hide and red piping, metal sunroof, very attractive example of this fine motor car. **£17,250**

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FERRARI 275GTB SHORTNOSE. Racing red, chrome Borrani wires, competition tank, black leather interior, a superior example. **POA**
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BRISTOL 411 SERIES III. L-Reg., auto., PAS, electric sunroof, radio stereo, peacock blue with grey hide int., handbuilt luxury at only **£5,750**

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BENTLEY T-SERIES, 1971. Attractive petrol blue, matching hide interior, central locking, radio stereo, etc. **£8,950**

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SAAB 900EMS. First registered 1980, one owner, black, red cloth interior, radio, stereo, sunroof, alloy wheels, etc, a superb example **£5,450**

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PORSCHE SPEEDSTER. Replica by Intermechanica, superb in red with black trim, a collectors car, must be seen to be appreciated. **£5,950**
PORSCHE 930 TURBO 3-LITRE LHD, 1976. Beautiful black with red hide interior, history, really must be seen. **£11,950**
PORSCHE 928 AUTO. Magnificent appearance in black with check velour interior, air cond., radio stereo, 12,000 miles, all usual refinements. **£12,750**

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BMW 3.0CSi COUPE, 1974. White with blue velour trim, extras, an above average example. **£4,350**

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TVR 3000M. R-Reg., sparkling white paintwork with black interior, overdrive, radio, stereo, alloy wheels, well above average cond. **£4,250**

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1977 (S) MGB. Primrose yellow, wire wheels, radio, o/d, superb. **£3,099**
1978 (T) MIDGET. Blue, low mileage, radio, superb condition. **£2,499**
1978 (T) SPITFIRE. White, low mileage, o/d, headrests, radio, superb. **£2,750**
1978 SPITFIRE. Green, one owner, low mileage, radio, beautiful. **£2,499**
1975 SPITFIRE. Orange, o/d, black trim, radio, beautiful. **£1,599**
1975 (P) TR6. Carmine red, tan trim, o/d, radio, beautiful. **£3,099**
1978 TR7. Inca yellow, one owner, low mileage, tints, radio, superb. **£3,250**
1977 (S) TR7. Green, 5-speed, one owner, full service history, immaculate. **£2,999**
1976 (R) TR7. Blue, tints, cloth upholstery, radio, superb. **£2,499**
1977 (S) ALFASUD SUPER. Blue, radio/cassette, low mileage, superb. **£1,950**
1972 LOTUS ELAN SPRINT FHC. Blue/white, Wolfrace wheels, flared arches, moon roof, tinted glass, radio/cassette, super condition. **£2,999**
1977 MINI 1000. Red, 24,000 miles, radio/cassette, headrests, superb. **£1,599**
1979 MINI 1275 GT. Black, one owner, low mileage, tints, radio, superb. **£2,599**
1975 SCIMITAR GTE. Beige, manual overdrive, tinted electric windows, radio/cassette, low mileage, tan upholstery, beautiful condition. **£2,950**
1978 CAVALIER 1600L. Maroon, very low mileage, radio, superb. **£2,250**
1977 S-Reg. CAPRI 2-LITRE S. Inca yellow, sunroof, low mileage, superb, radio. **£2,750**
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1979 LOTUS ECLAT. Manual, silver, one owner, very low mileage, pas, tinted electric windows, black leather upholstery, superb. **£8,925**
1935 AUSTIN SIX PICK-UP. Blue/black, beautiful. **POA**

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PEGASO Z102 B Carrozzeria touring coupe, DOHC, 3.2-litre, V8, 5-speed transaxle, featured road and track June 1979, exceedingly rare. Box 6491 or tel: 01-352 1803. (75405

MGB GT V8 P 14,000 miles, white, every extra, spares, history, immaculate, £4,950. Tel: 01-445 0825. (75406

TR8 CONVERTIBLE l.h.d., 1980, 81 model, fuel injection, 8,000 miles, radio, superb, £5,950. Tel: Coventry 592444. (75407

LOTUS ELAN 2S, 130/5, 1973, M.o.T. February 1982, sundym glass, h.r.w. metallic lagoon blue, black trim, alloy wheels with spinners, four speaker cassette player recorder, push button radio, electric aerial, direct drive couplings, twin front and twin rear fog lamps electronic ignition new Webasto sunroof, one owner 65,000 miles, full service history £2,500. Tel: Burgess Hill 42181 office Burgess Hill 6618 home. (75408

AUSTIN HEALEY 100/6 1958, new inner outer panels, door, boot, cills, pillars, engine rebuilt needs completion, £1,500 o.n.o. Tel: Ripon 700007. (75409

MG MIDGET, 1979, 4,000 miles, Vermilion red, Ziebart rustproofed, Radiomobile, immaculate, £2,895. Tel: Walton-on-Thames 20202. (75542

DINO 246 Spider, silver, 1973, overhauled and restored, Reg. EM 555; offers around £10,000. Tel: 01-969 8576. (75543

FERRARI DINO 246 Spyder, red, L-Reg, 41,000 miles, absolutely superb condition, recently restored £9,850. Tel: Southampton 735169. (75540

LAGONDA 1932, 2-litre low chassis Continental Speed Model. A fine original car in excellent mechanical order ready to go anywhere, one of the prettiest open 4-seaters, of superb quality, fast and economical. Offers around £13,000. Tel: Rugby 832525. (75541

1936 RILEY MERLIN, very original, two owners, £1,600. B. G. Newland (0480) 66638. (75535

DAIMLER SP250's 1961, new steering suspension, good condition, M.o.T. £2,000. 1960 automatic; rebuilt engine, steering, suspension, h/t. £1,400. Tel: Staines 53699. (75536

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250 SL Mercedes Benz, White, red interior, automatic, hard and soft top, two owners from new, third seat, radio etc., M.o.T. twelve months. A beautiful sports car. £4,995. Tel: Halifax 58707 evenings, Hebden Bridge 2554 daytime. (75538

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PORSCHE 911T, 1971, immaculate in ivory with black interior, elec.w. sunroof, AFN history, £3,950. Tel: Marlow (06284) 6479. (75534

FOR SALE—continued

FERRARI DINO 246GT, supplied by Dwen's March 1974, only 10,000 genuine miles with full factory specification including flared arches Campagnolo wheels Daytona seats, leather interior, headlamp fairings, radio, tape. Giallofly with black interior, this car is in the condition you would expect for 10,000 miles, spare unused. £13,750. Tel: 0602 378177. (75533

BENTLEY S2, 1960, exceptional original condition, black/brown interior, M.o.T. ten months £3,850. B. G. Newland (0480) 66638. (75535

ALFASUD 5M, T-Reg, white, black interior, sunroof, radio, superb condition, taxed, service records £1,585. Tel: Luton 33581. (75530

PORSCHE CARRERA, 1973, 2.7 ltr. purple, Blaupunkt, 61,000 miles, some history £7,800 or p.x. Tel: 0444 86 381 (Sussex). (75517

MGB GT, (K-Reg), finished in teal blue, tan interior, wire wheels, overdrive, sunroof, many extras, absolutely mint condition, all bills available. Collector's item £1,950. (Tel: 0225 319631). (75531

BMW 3.0CsI, 1973, good original condition throughout, red with black trim, stereo radio, M.o.T. £2,950. Knockholt 33130 daytime. (75526

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1936 BENTLEY 3½-litre saloon, coachwork by A. Mulliner, beautifully restored about 4 years ago and unused since. Will sell at cost price of only £7,200. Tel: 01-546 2027. (75528

TVR TAIMAR, June 1979, Burgundy silver stripe, black interior, sunroof, tints, 22,000 miles, service history. £5,700 o.n.o. Tel: 0327 830412. (75522

MGB GT, V-Reg, 1980, black, sunroof, Zeibart, radio, 8,000 miles, £4,500. Tel: (0234) 44100 evenings. (75516

BENTLEY Mk. VI saloon, grey with maroon interior, tax M.o.T., good running order, £2,600 might p.ex cheaper car. Tel: Brentwood (0277) 221600. (75509

PANTHER LIMA Mk. 2, 1980, V-Reg, 3,800 miles only. As new condition, metallic BRG/Silver, green leather trim, fitted radio/stereo cassette. £5,800. Tel: 0582 36761 (days), 0462 700395 (evgs/weekends). (75523

1917 H TYPE Triumph, complete and original, requires a little love and polish and two new tyres, original log book. Offers over £1,200. Tel: Farnborough Kent 52668. (75525

LOTUS ELAN S4SE, D.H.C., 1970, only 56,000 miles, blue/gold, tinted screen, in excellent condition and well maintained, engine recently professionally rebuilt and balanced, Sprint performance at a reasonable price. £2,250 o.n.o. Tel: Cheddington (Bucks) 668545 for full details. (75518

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FOR SALE—continued

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BENTLEY T2 73, compliant blue mink, red hide, full spec., i.e. tinted glass, air conditioning, etc., full service history and looks as new, personal No. plate. £10,750 o.n.o. or will exchange for 350/450 SL/SLC cash either way. Tel: 01-692 8420 office hours. Mr. Cook. (75515

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LOTUS ELAN - 2S 130, 1972, mechanically excellent, years M.o.T., £2,395 o.n.o. Tel: Tiverton 3608 or Plymouth 666814. (74918

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DART SP250, 1960, complete basically sound but unused 5 years, new hood, hard top, tonneau, good tyres, many new spares, urgent sale. £1,200 o.n.o. Tel: 061 483 0631 (Manchester). (75511

ASTON MARTIN DB4, 1962, long M.o.T. and tax, overdrive, excellent, £4,550. Tel: Grantham (0476) 67615 cheaper p.x considered. (75512

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LOTUS SEVEN Series 1, 1960, 1,000 c.c. Ford with two twin choke Webers, good condition, in yellow. £1,950 o.n.o. Tel.: Bridgend (0656) 60502. (75549

HUMBER 16/50 4-DOOR SALOON, 1930, good original condition, little work necessary to make beautiful car, bargain. £2,950. Tel.: Blackpool 33806 (evenings). (75572

FERRARI DINO 246 GT, L-Reg., azzurro/black interior, Maranello maintained and exceptionally fine example. £7,500 o.n.o. Tel.: Lyndhurst (Hants) 2695. (75565

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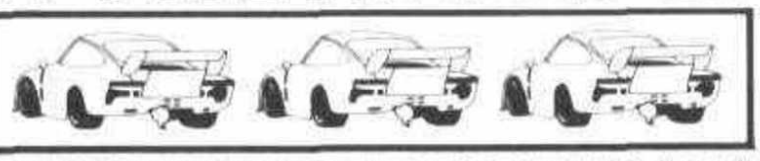
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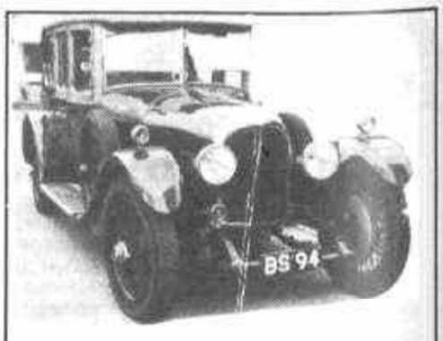
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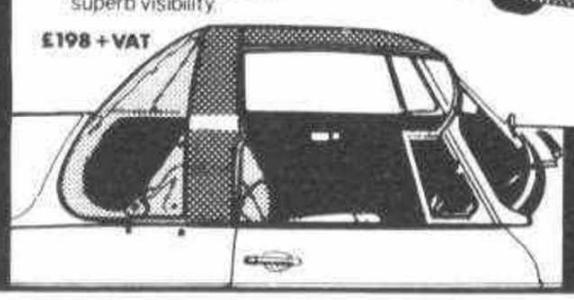
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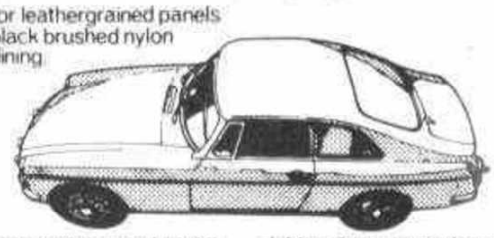


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1974 FERRARI Dino 246 GT Spyder. Primrose, 26,000 miles, service history, radio/stereo.
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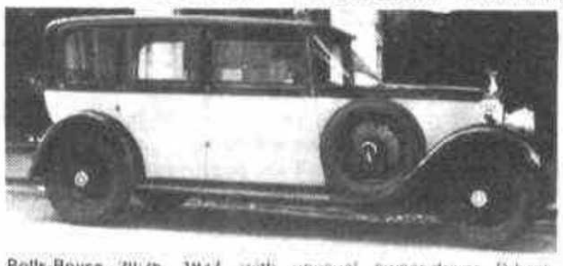
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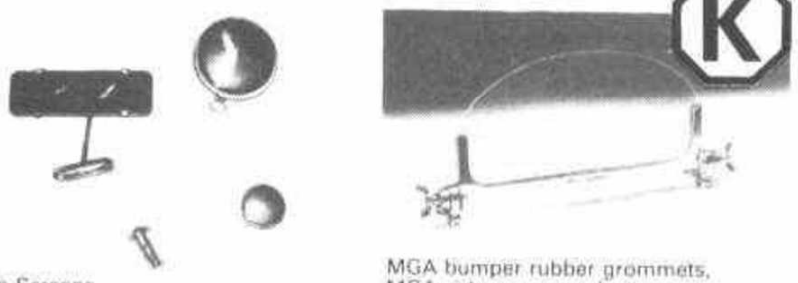
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The past month has been so cold and wet (I'm writing this on March 8th) that motoring activities have been kept to occasional circuits of local roads in the odd hour's break between days of persistent drizzle. Hopefully the old 'saying' will come true, allowing us all to enjoy the joys of Spring (no flies, less traffic!) by whatever means we choose: I still find it possible to derive a great deal of pleasure from Motoring, preferably in something unusual, and it always gives me a 'lift' to encounter others during one of my trips, who do likewise; though have you noticed that these occasions seem to be getting farer?

SEE YOU AT SILVERSTONE ON SAT. APRIL 4th IN THE PADDOCK — PRAY FOR A DRY DAY!

'THE DOOMSDAY MACHINE' — 'COB 1' (COBRA 427+!) IS COMING . . . CALIFORNIA (SAAC etc) AUG/SEPT — WANT TO MEET?

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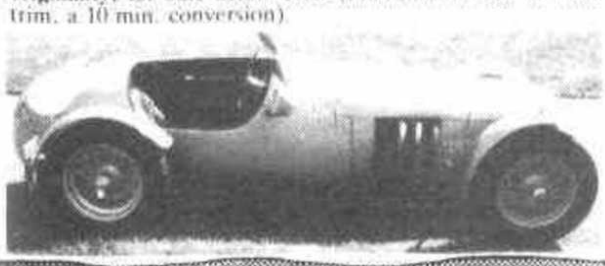
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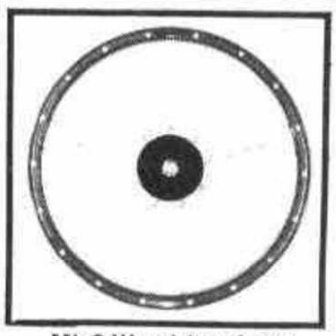


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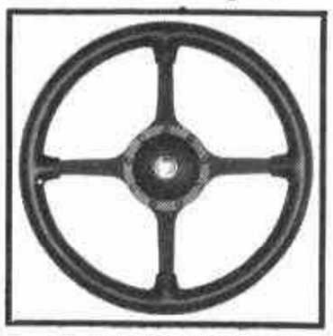
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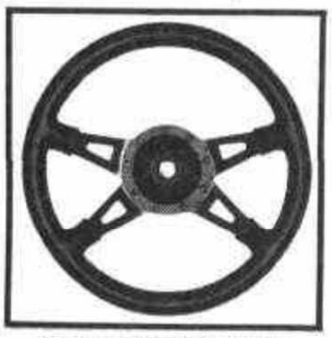
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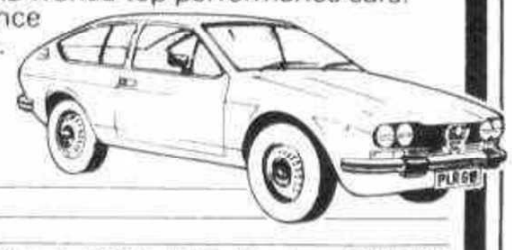
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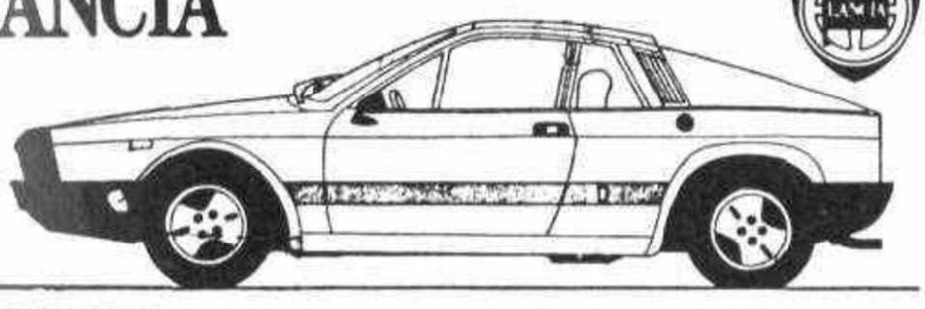
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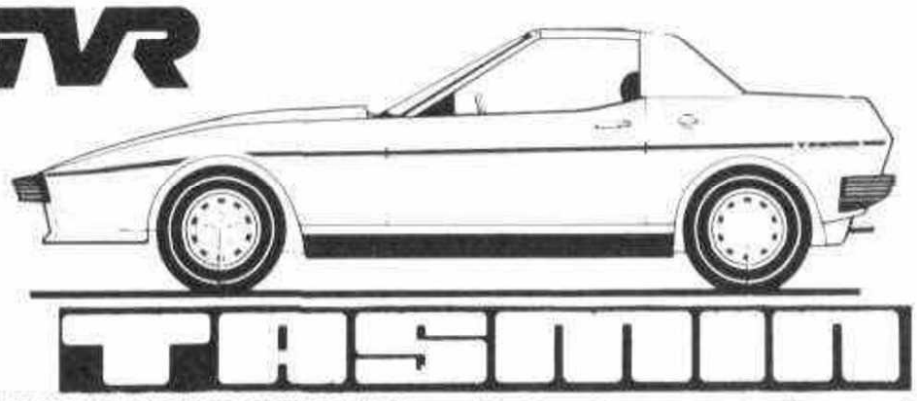
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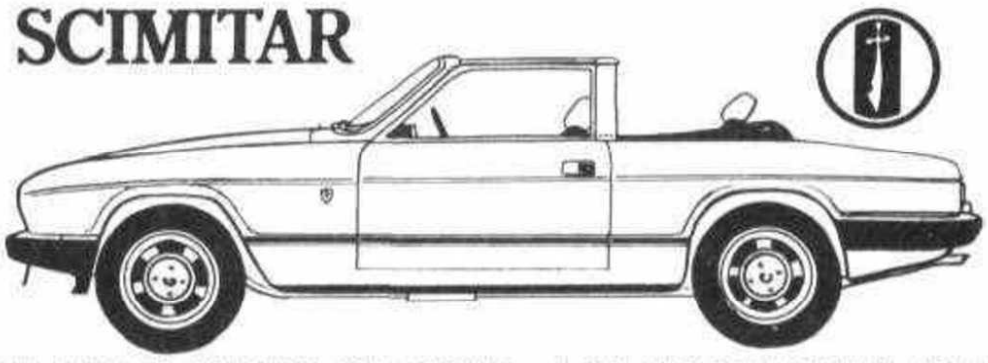
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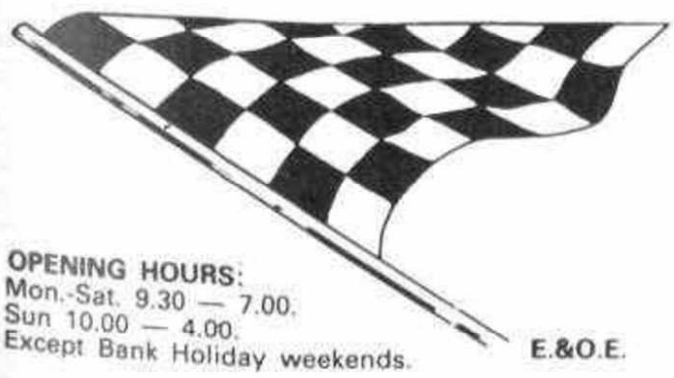
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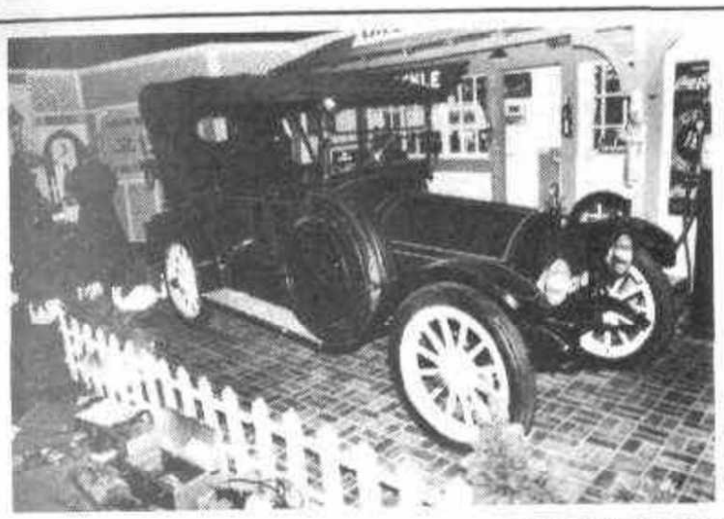
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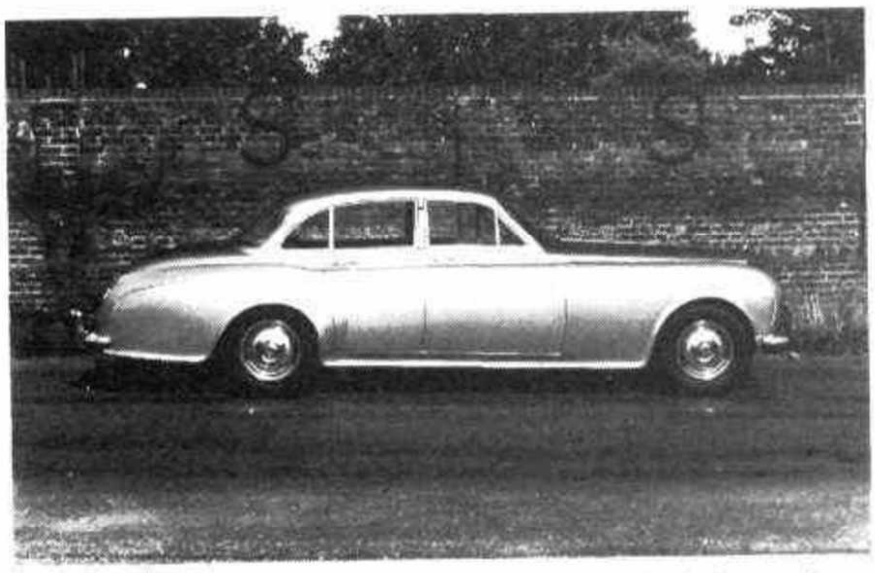
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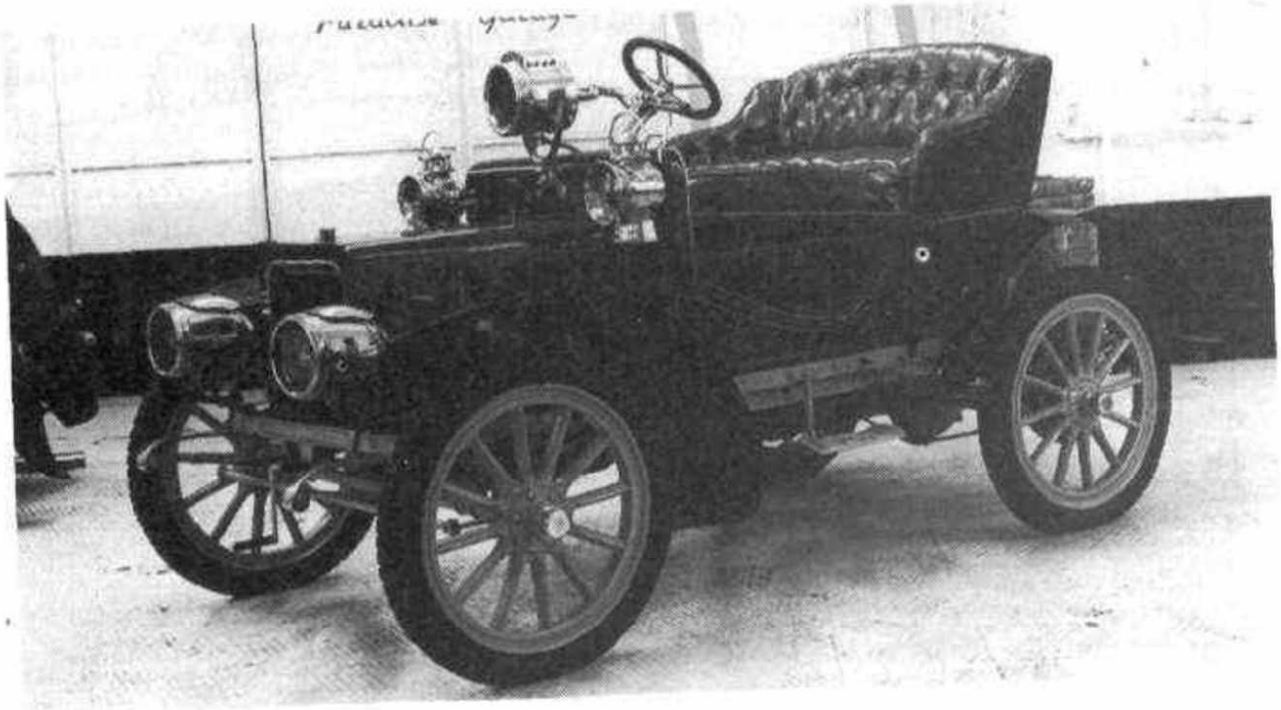
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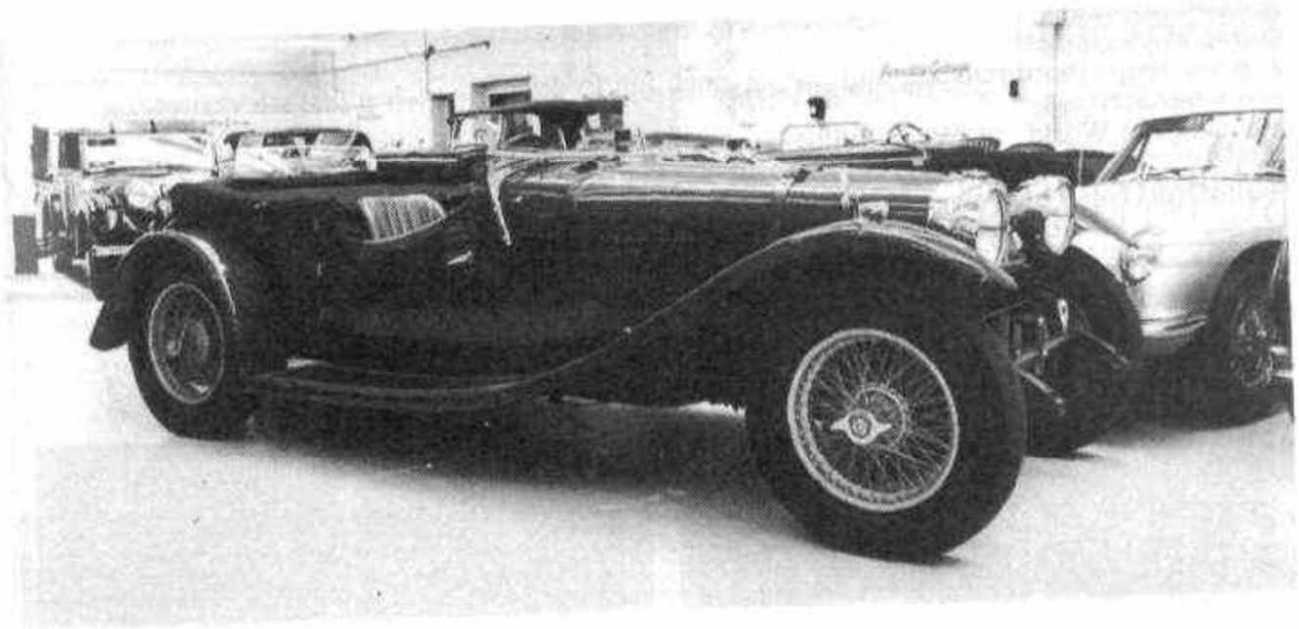
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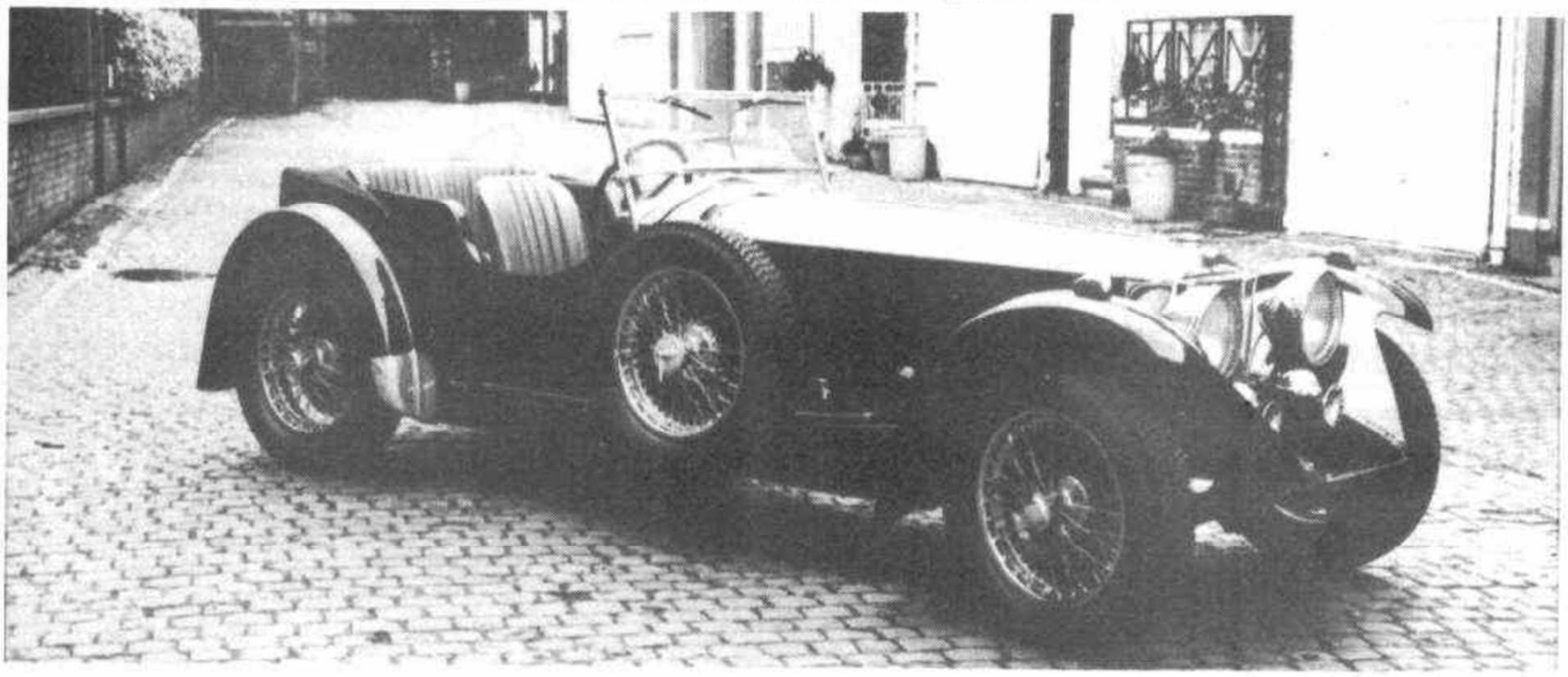
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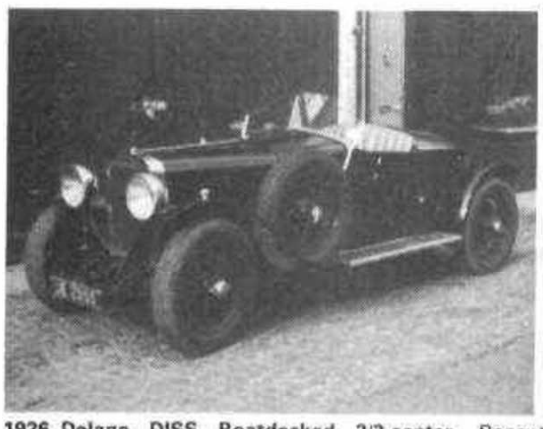
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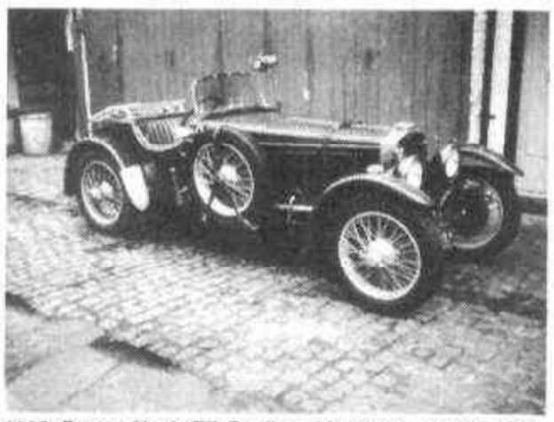
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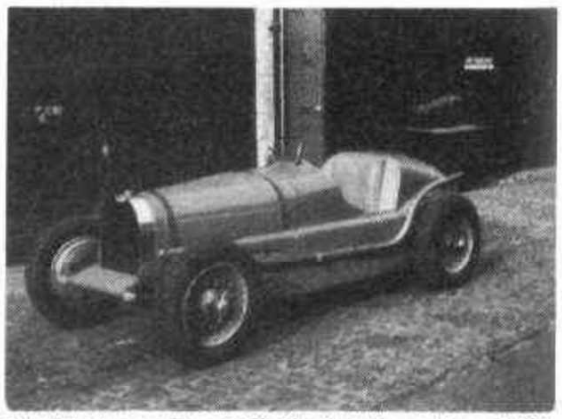
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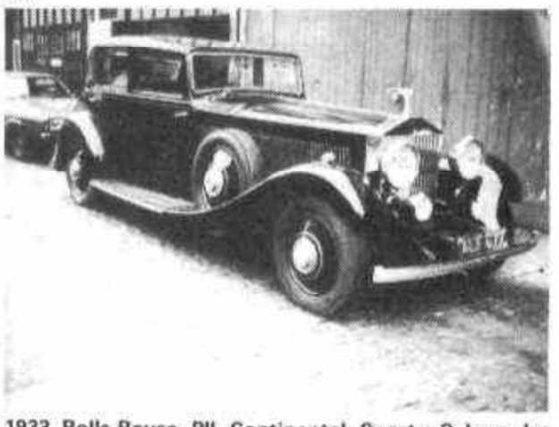
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1933 Rolls-Royce PII Continental Sports Saloon by Barker.

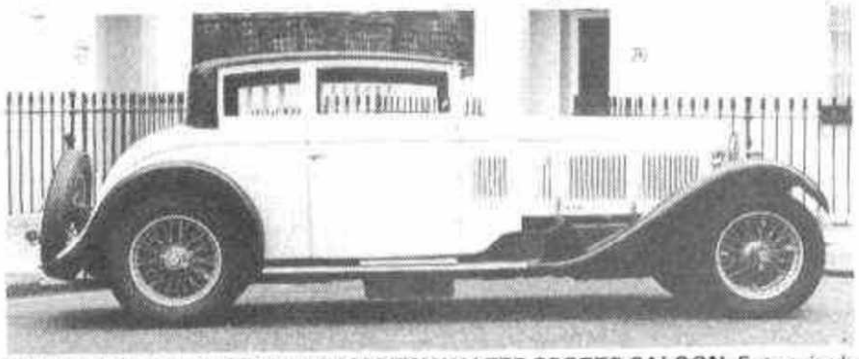
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1935 Aston Martin 1½-litre short chassis 2/4 seater.
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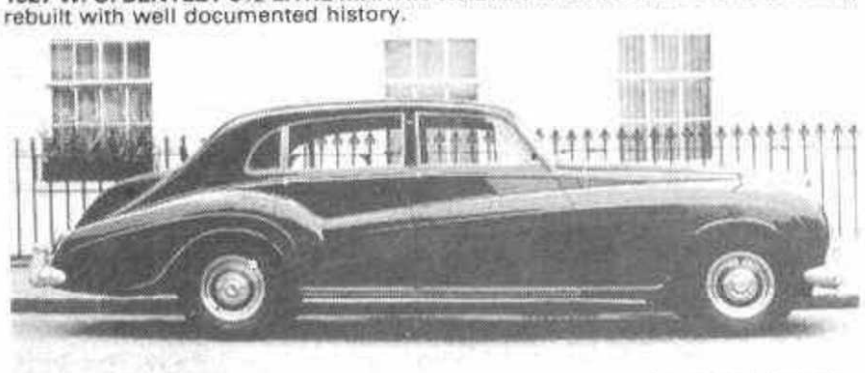
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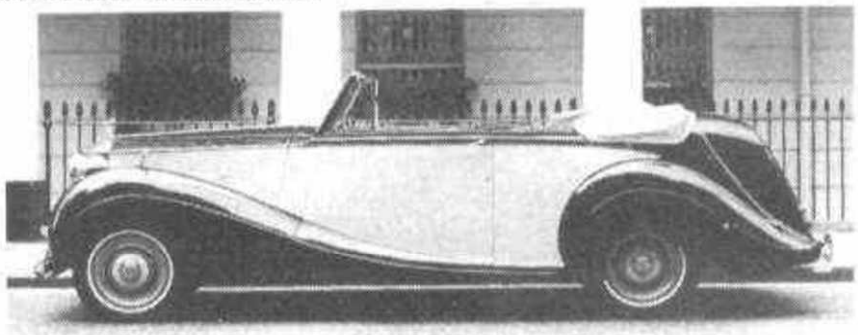
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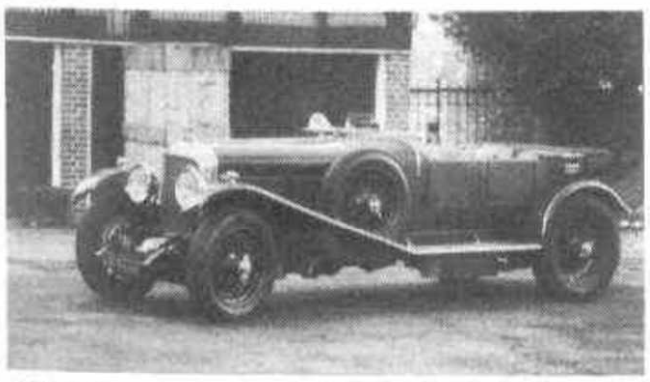
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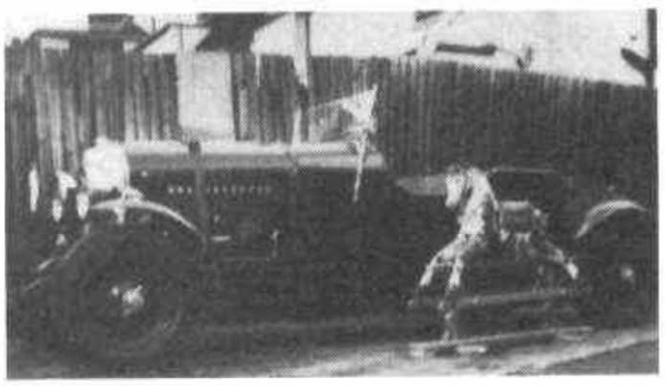
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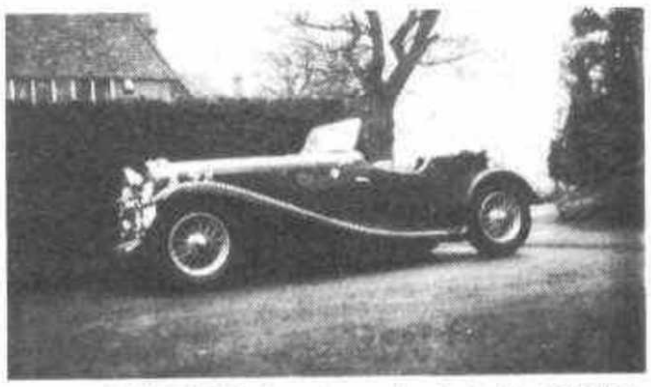
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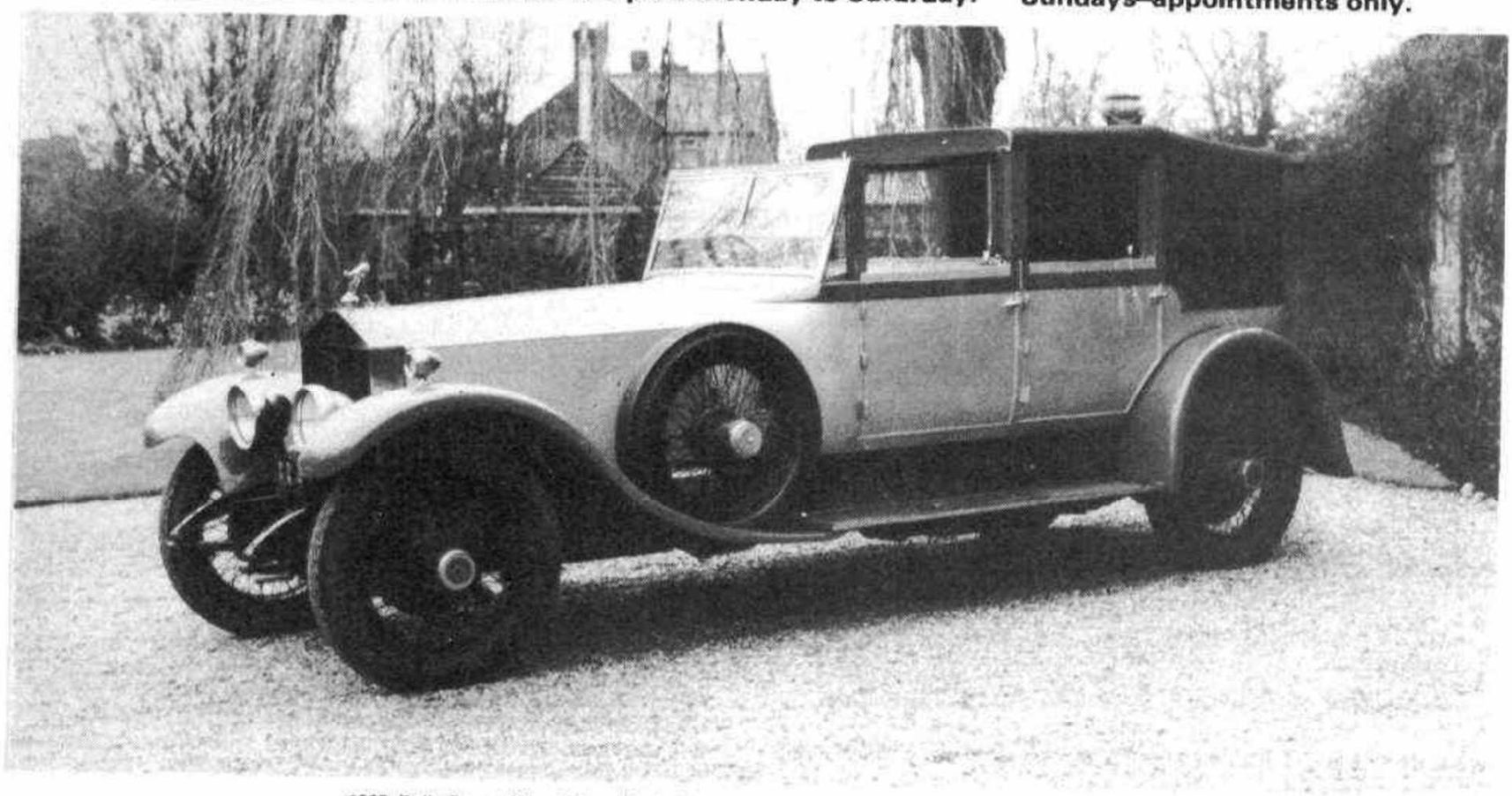
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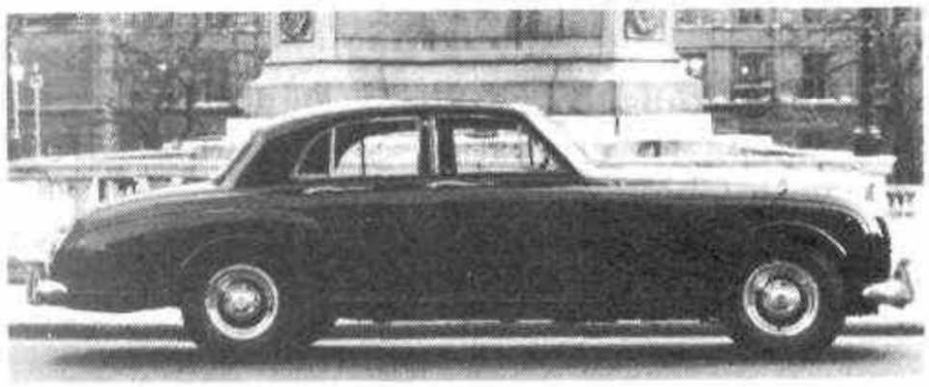
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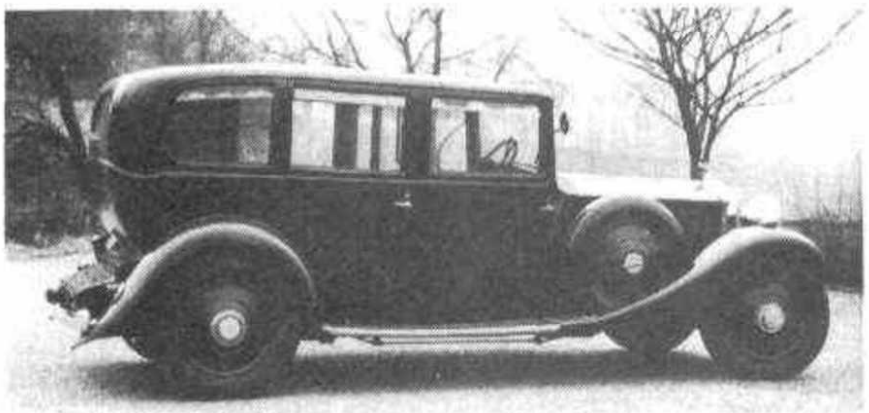
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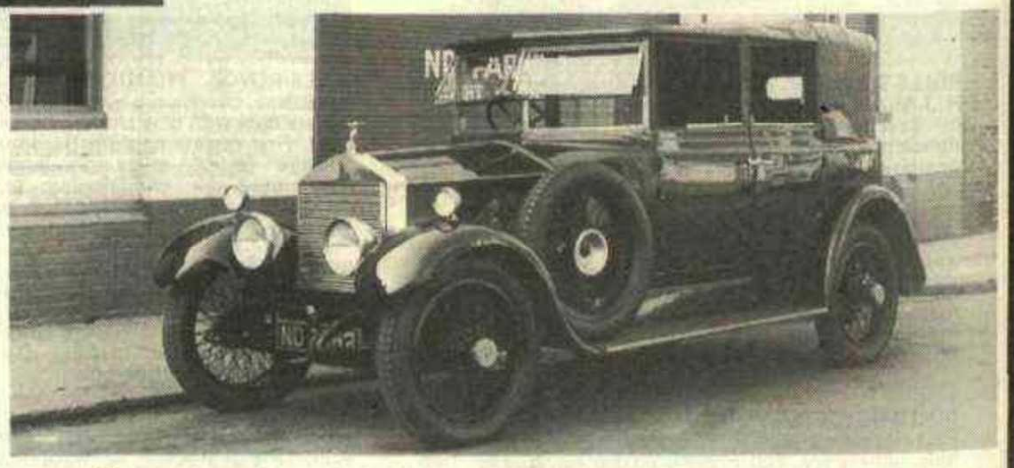
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175 70HR13	£31.50
185 70HR13	£38.00
195 70HR13	£51.90
215 60HR13	£52.50
235 60HR13	£61.40
175 70HR14	£32.00
185 70HR14	£39.30
195 70HR14	£41.50
205 70HR14	£52.50
205 70VR14	£68.25
175 70HR15	£43.60
185 70VR15	£60.90
215 60VR15	£78.75
235 60VR15	£84.00

PIRELLI CN12

225 60VR15	£148.00

CONTINENTAL

185 60HR13 CS41 4	£32.00
185 60VR13 CS51	£40.00
205 60HR13 CS41 4	£37.25
205 60VR13 CS51	£46.75
185 60HR14 CS41 1	£30.00
185 60VR14 CS51	£31.50
195 60HR14 CS41 1	£32.50
195 60VR14 CS51	£35.75
205 60HR15 CS41 1	£38.75
205 60VR15 CS51	£41.25
185 70HR13 TS772	£34.50
195 70HR14 TS772	£36.40
195 70VR14 TS773	£45.80
205 70HR14 TS772	£39.40
205 70VR14 TS773	£48.60
175 70SR13 TS771	£25.00

DUNLOP D3

205 60HR13	£46.23
185 60HR14	£39.61
195 60HR14	£48.99
195 60HR15	£50.85
205 60HR15	£56.61
205 60VR15	£65.80

DUNLOP D4

225 50VR16	£130.00

DUNLOP SUPER SPORTS

205 55VR16	£100.00
225 50VR16	£115.00
195 70HR14	£44.00
195 70VR14	£58.50
205 70HR14	£56.25
205 70VR14	£65.40
205 60VR14	£81.80
205 70VR15	£72.80
185 70VR15	£62.50
215 60VR15	£81.95
ER70VR15	£35.00

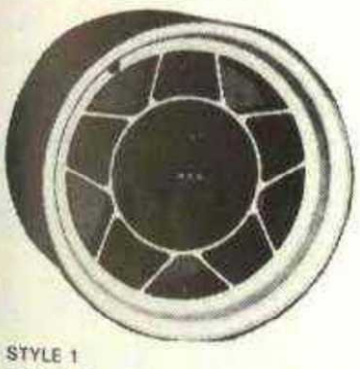
GOODYEAR N C T

165 60HR14	£36.65
185 65x14	£36.65
195 60HR14	£44.30
205 60HR15	£55.65
205 60HR13	£43.47
205 60VR15	£56.70
205 55VR16	£120.75
225 55VR16	£136.75

PIRELLI CN36 Regrade Quality

175 70HR13	£21.50
185 70HR13	£26.00
195 70HR14	£27.90
205 70HR14	£36.00

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STYLE 1

5x10 Mini	£20.00
6x13 Opel	£35.50
7x13 Vauxhall	£36.50
8x13 Ford	£43.50
9.5x13 Talbot	£48.00
6x13 BMW	£36.50
6x14 BMW	£39.00
7x14 BMW	£41.50
5.5x15 Formula Vee	£35.50



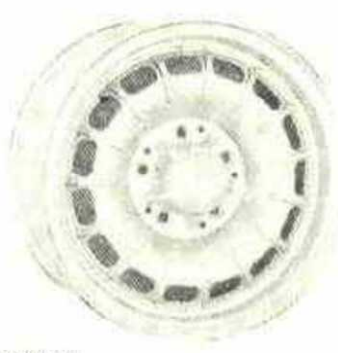
STYLE 2

6x13 BMW	£36.00
6.5x14 BMW	£43.50
7x14 BMW	£44.50



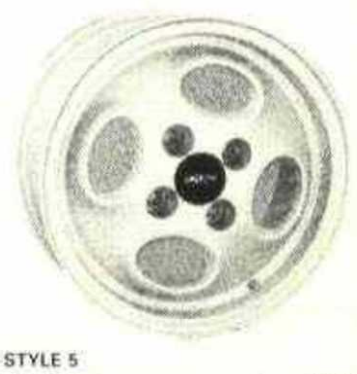
STYLE 3

6x13 BMW	£35.00
7x15 BMW	£44.00



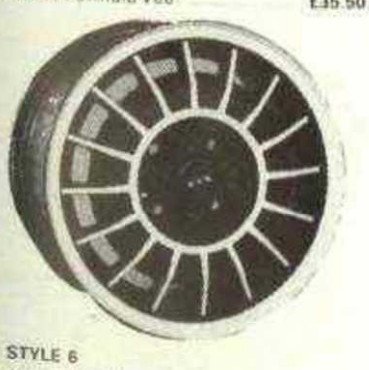
STYLE 4

6x14 Mercedes	£39.00
6.5x14 Mercedes	£40.50
7x15 Mercedes	£47.00



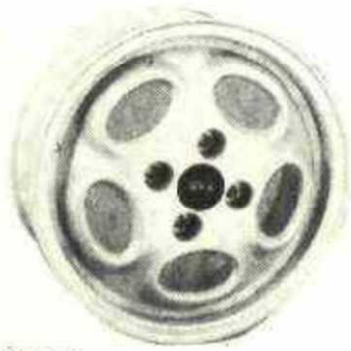
STYLE 5

6x13 Fiesta	£36.00
6x13 New Escort	£36.00
6x13 Golf Jetta	£36.00
6x13 Scirocco Audi	£36.00



STYLE 6

6x13 Golf Jetta	
6x13 Scirocco Audi 80	£35.00
5x13 Alfa Sud Polo	£35.00
	£33.00



STYLE 7

6x14 Golf Jetta	£42.50
6x14 Scirocco Audi 80	£42.50
6x15 Audi 100 200	£43.50
6x15 Porsche 924	£43.50



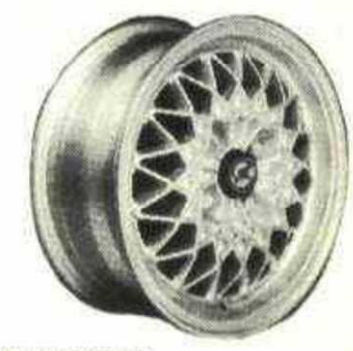
STYLE 8

5.5x13 Alfa Sud	£40.00
6x13 Golf Jetta	£42.50
6x13 Scirocco Audi 80	£42.50
6x14 Golf Jetta	£44.00
6x14 Scirocco Audi 80	£44.00
6x14 Porsche 924	£44.00
5.5x15 Golf Jetta	£46.50
5.5x15 Scirocco Audi 80	£46.50



STYLE 9

6x13 Golf Jetta	£30.00
6x13 Scirocco Audi 80	£30.00
6x13 Volvo 343	£30.00
6x13 Honda Prelude	£30.00



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6x13 Scirocco Audi 80	£29.50
6x14 Golf Jetta	P.O.A.
Audi 80 Scirocco	P.O.A.

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