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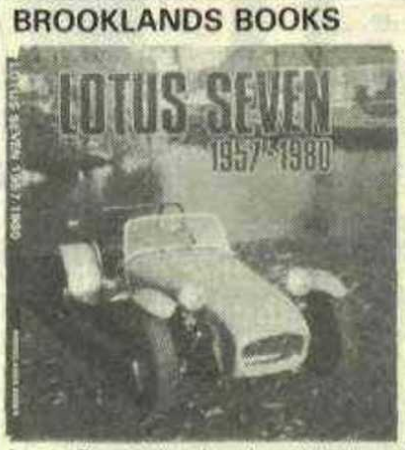
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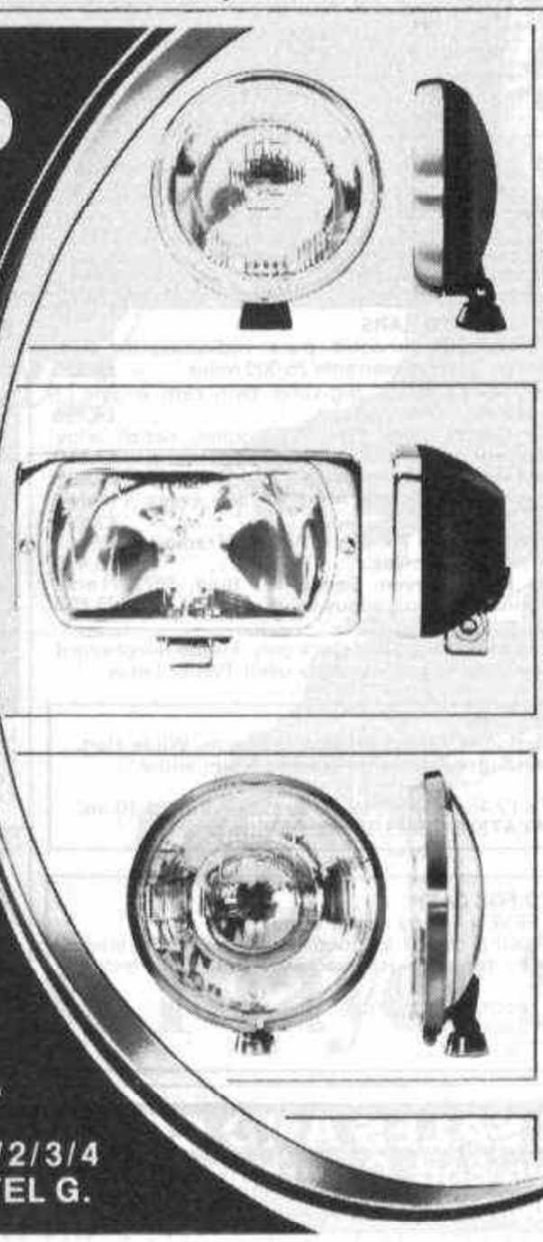
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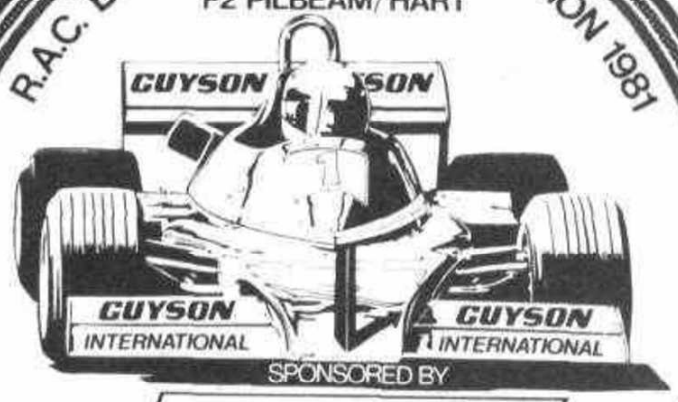
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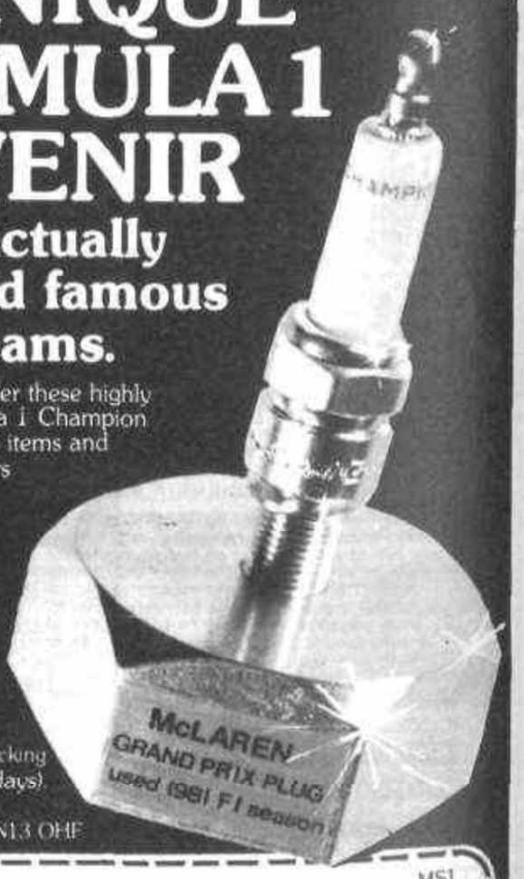
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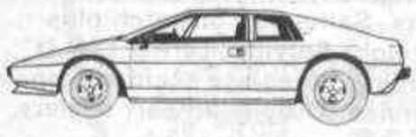
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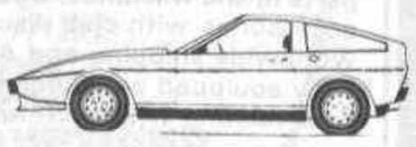
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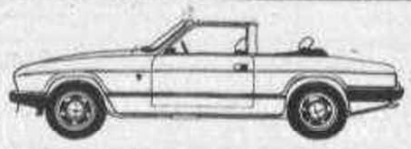
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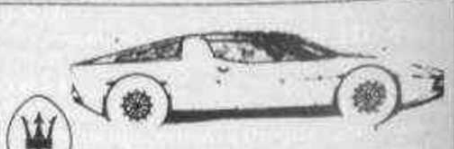
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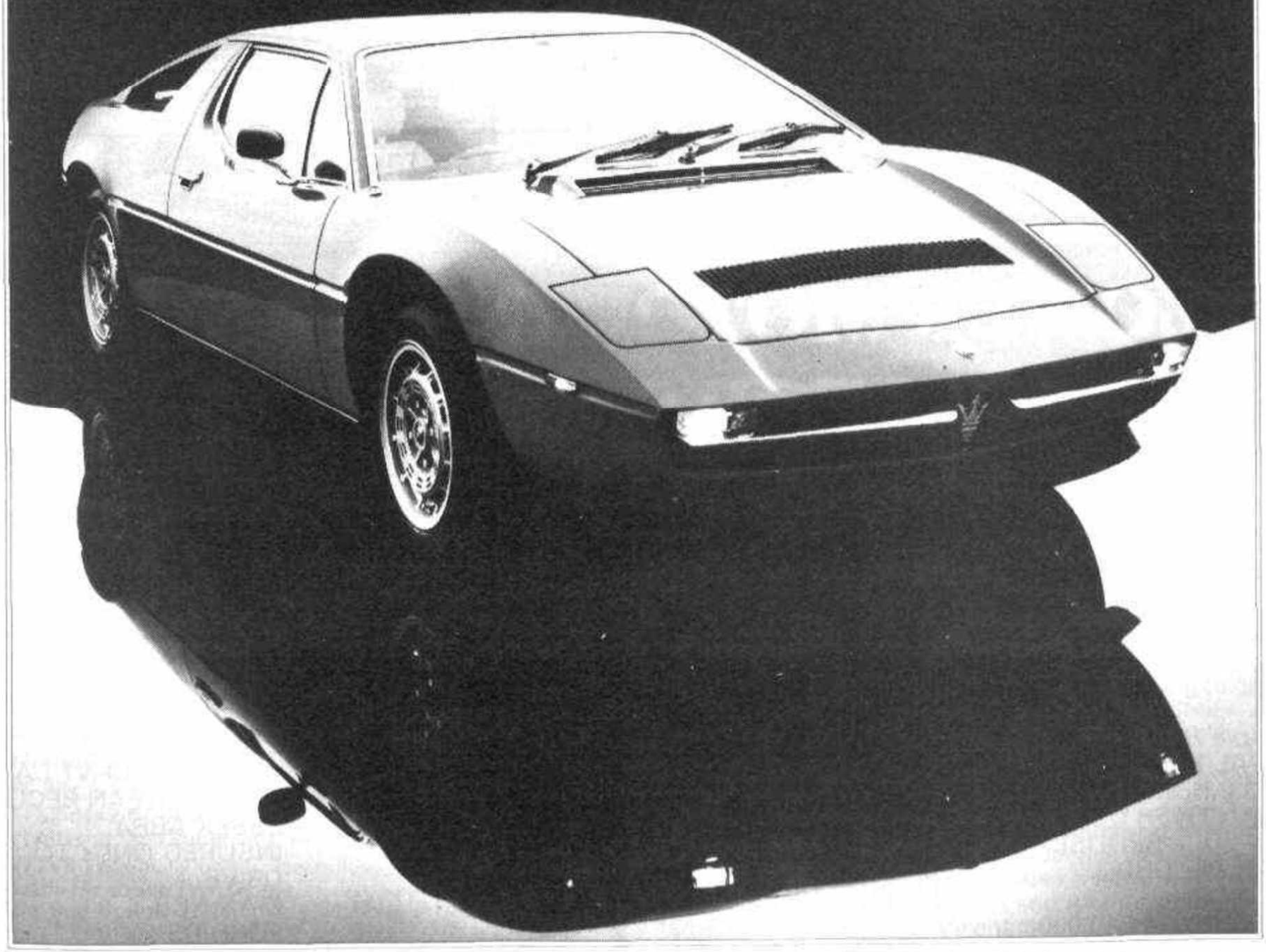
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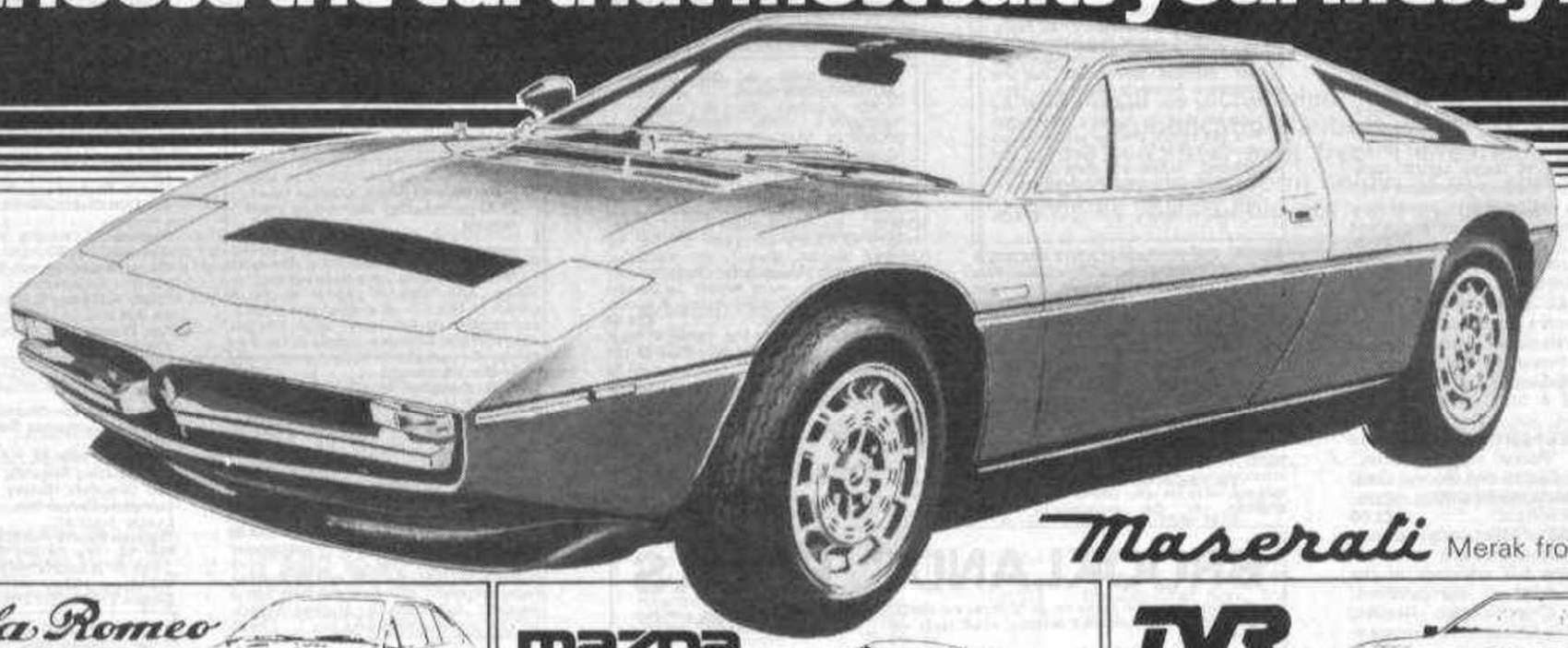
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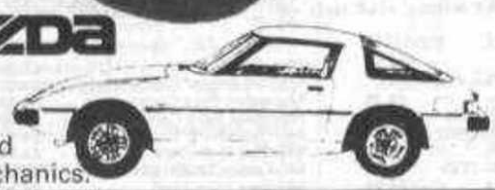


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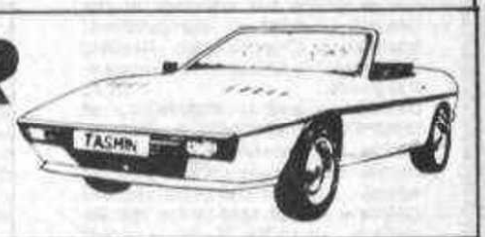
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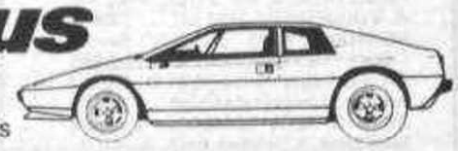
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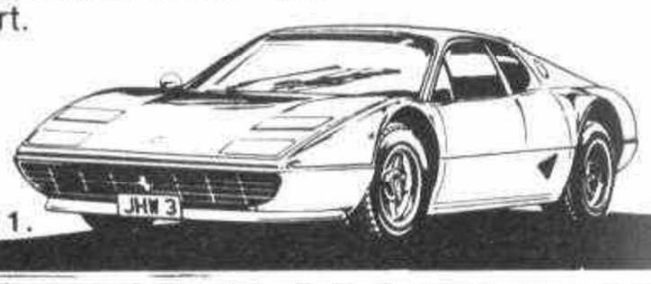
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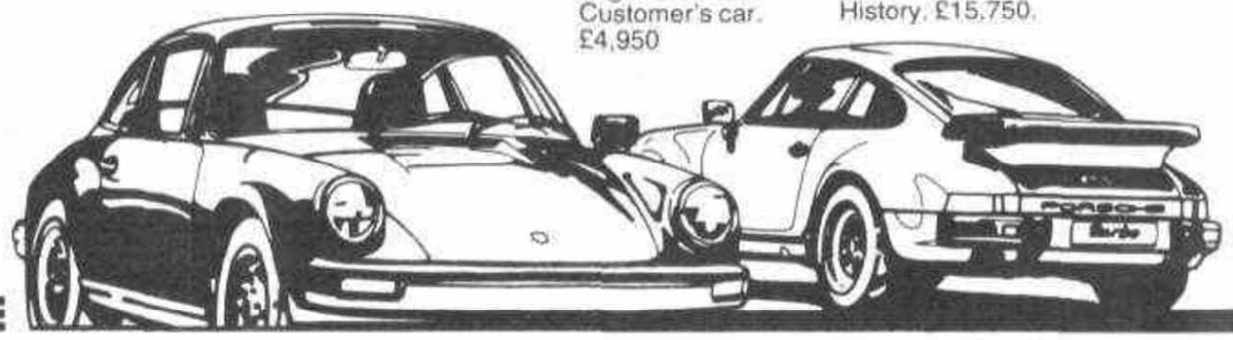
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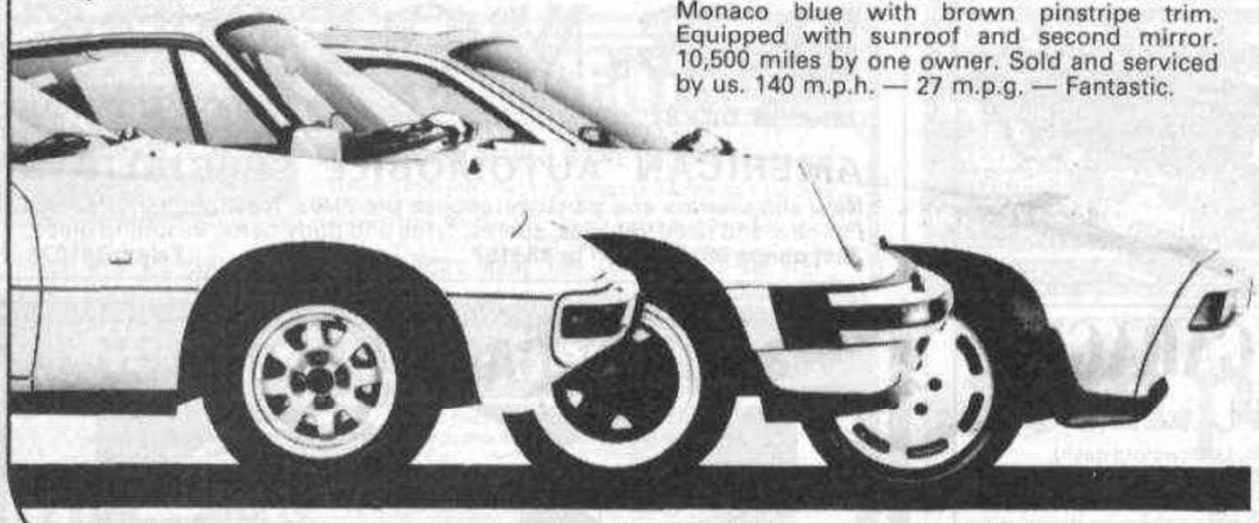
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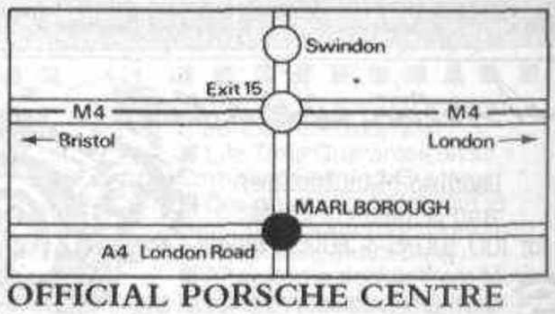
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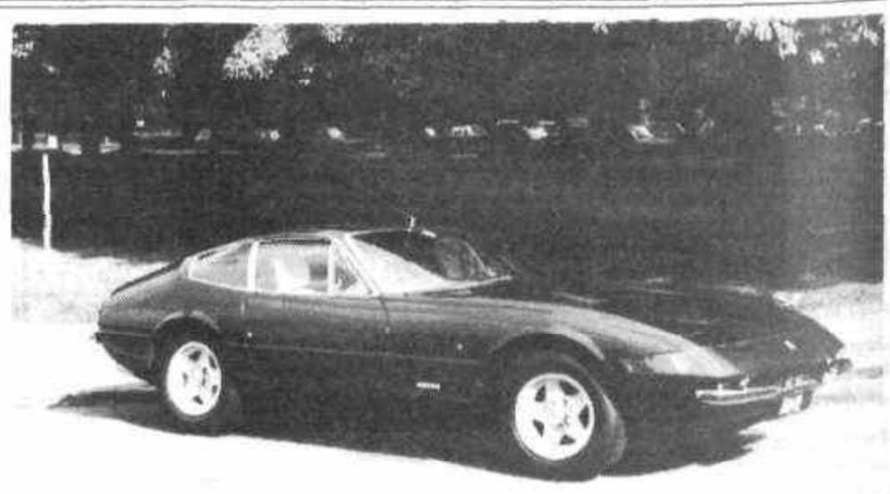


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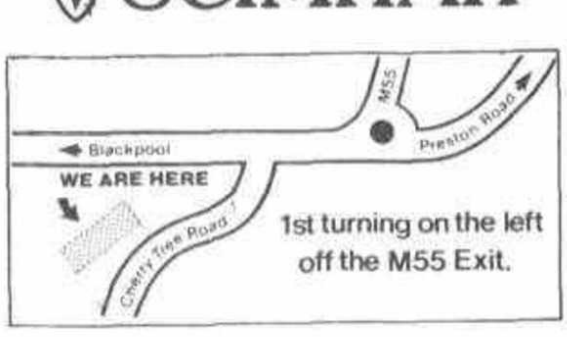
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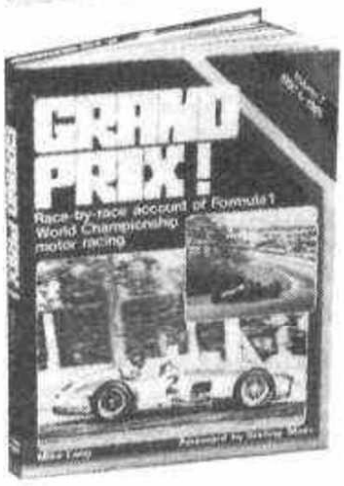
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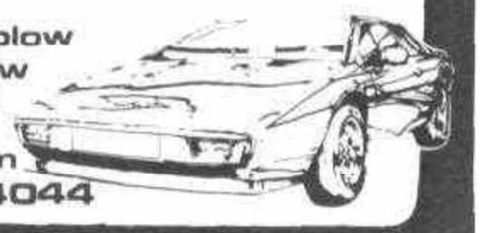
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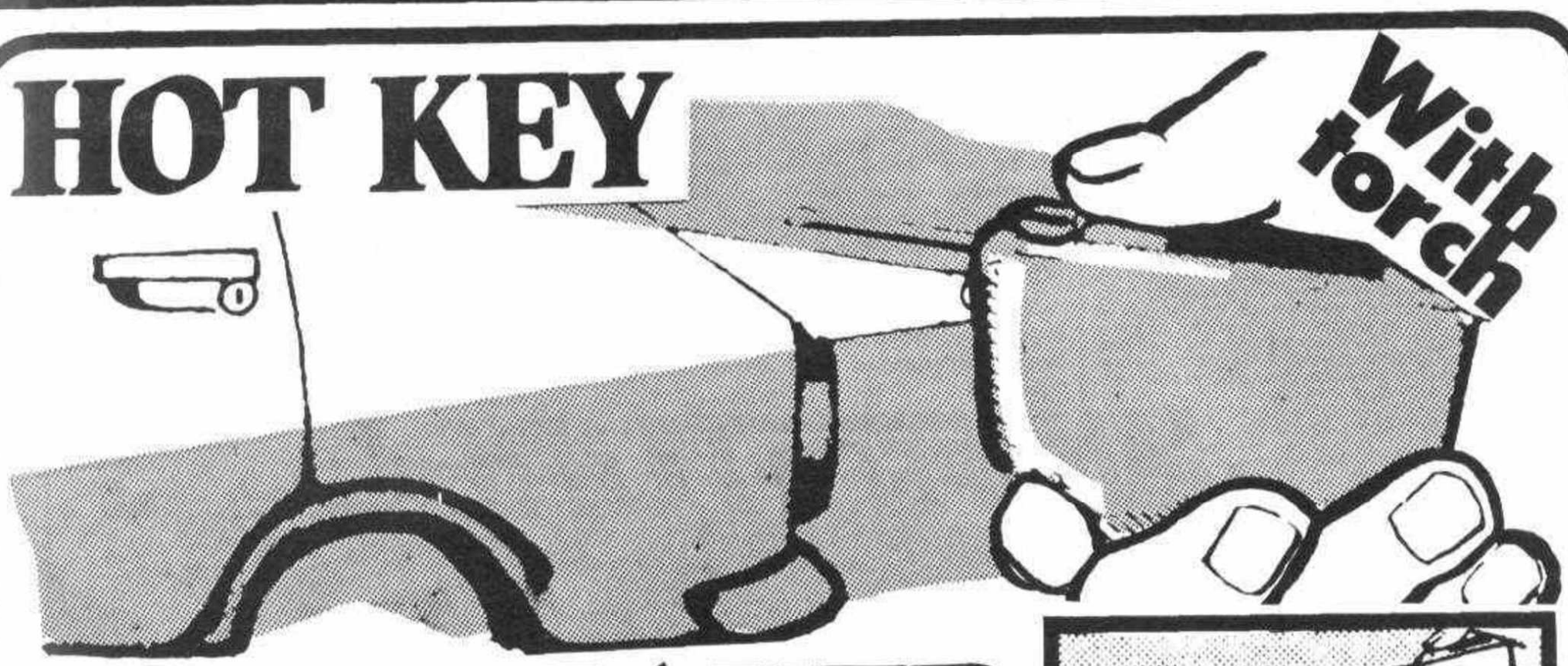
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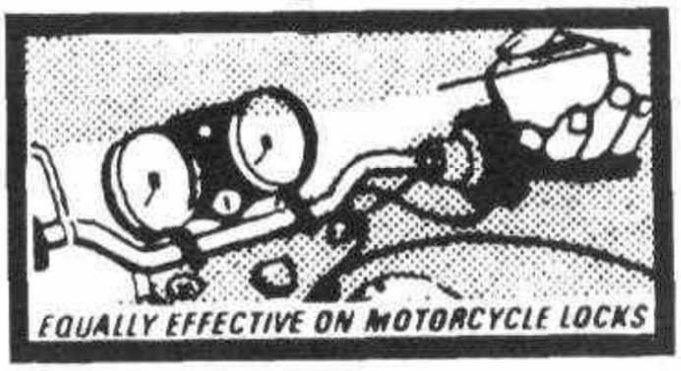
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TIP OF THE MONTH

HOT STARTING
Or not, which is what this is about. All 2.7 and 3.0 litre 911's, Turbo's and 924's with the Bosch K-Jetronic C.I.S. fuel injection, rely on residual fuel pressure for hot starting. On 1974-76 cars this is retained by a non-return valve in the banjo that bolts on the fuel pump, but on all 1977 model and later cars the valve is in the fuel pump itself, hence failure is expensive.
However there is now a retro-fit kit for these cars, consisting essentially of a non-return valve that will fit between the fuel pump and supply pipe, is simple to bolt on (except that access is from underneath the car) and costs approx £5 + V.A.T., depending on year and model. Needless to say, there are loads of other reasons for bad hot starting, and there's no guaranteeing the above will work. It's just a nice little solution to a fairly common problem.

STORES DEPARTMENT

Engines. There's some end-of-season shuffling round in the air at the moment. Complete good engines are expensive to buy outright, plus we have to add V.A.T. However, we're always happy to put a potential buyer and seller in touch for the proverbial 'drink' (plus V.A.T.!).
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3.0 litre 930 **£285** + **V.A.T.**
3.3 litre 930 **£275** + **V.A.T.**
924 **£280** + **V.A.T.**

Incidentally, if you've just hurried home and things are a little warm, it'll help the life of the Turbo if you leave the engine ticking over for a few minutes. It helps stop oil baking in a hot Turbo.

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We've started a list of customers who would like to join in the fun next year, and we hope to do a circular early in '82 so that everyone knows what to do. We've seen a 912, 914 / 6, Sportomatic and a 928 Auto on the hills, and a Turbo 'water-job' that got among the 911's this year. Cheek! Remember there's no such thing as an uncompetitive Porsche.

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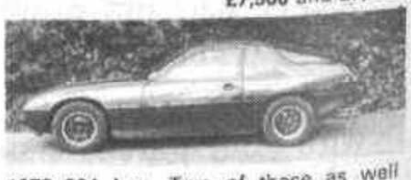
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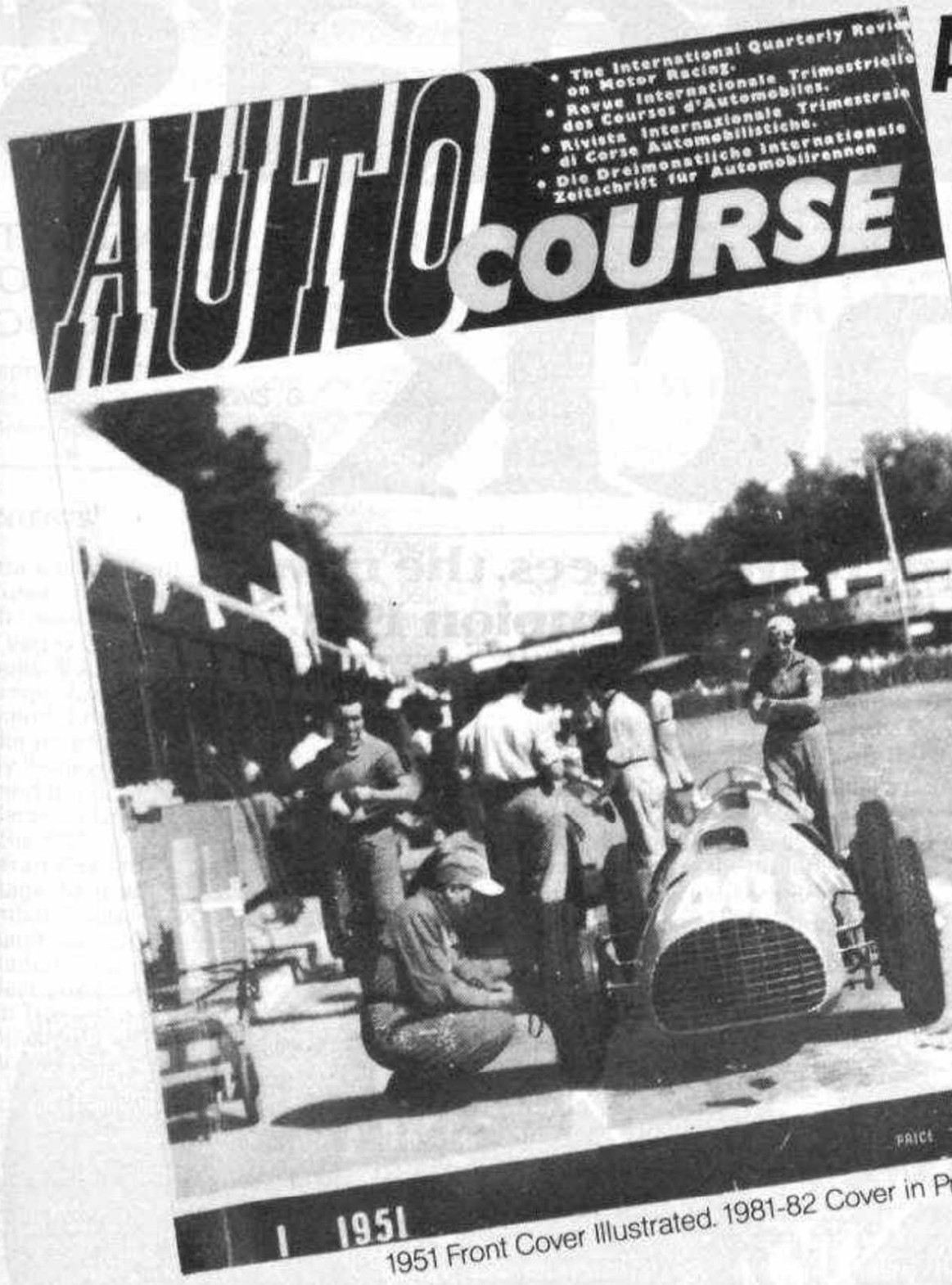


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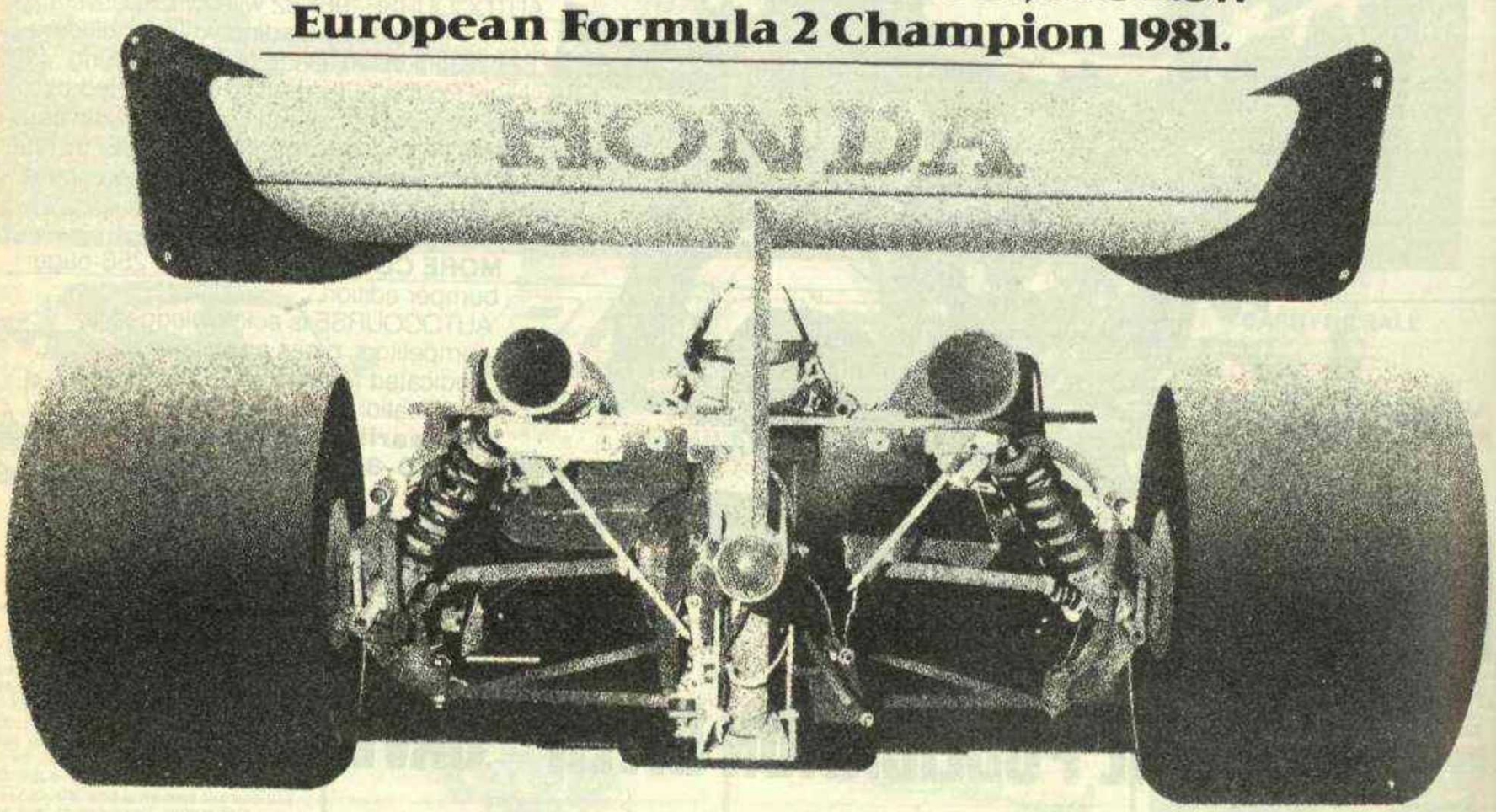
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HONDA

1981 Formula 2 Champions

MOTOR SPORT

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

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FRONT COVER PICTURE: MICHELE MOUTON on her way to victory in the Sanremo Rally, becoming the first woman to win a round of the World Rally Championship. Her run was not without incident, for towards the end of the fourth leg of the rally, a brake caliper jammed on, breaking a driveshaft on her Audi Quattro and making it necessary for her to drive to the next service point with a locked front wheel.

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MATTERS OF MOMENT

■ NOT YET

The news as we close for press is that Richard Noble has failed, by 210 m.p.h. in round figures, to break what is popularly known as the Land Speed Record (officially the World's flying-start kilometre or mile record) with the 30,000 h.p. Thrust 2, a car which already holds the British LSR at over 251 m.p.h. for the km. established last year at Greenham Common runway. It seems that further runs at Utah were impossible because the rains had set in.

Noble is not the only driver to be frustrated by the conditions of the Utah salt flats. The weather broke in November 1937, after George Eyston had raised the mile record to over 311 m.p.h. with Thunderbolt and this happened again in September 1947 when John Cobb did more than 394 m.p.h. for the two-way mile but was prevented from trying for an official 400 m.p.h., which he had exceeded by over three m.p.h. in one direction, because the course became waterlogged. Incidentally, early reports had it that Noble had broken the record set at 403 m.p.h. at Lake Eyre by Donald Campbell in 1964 in Bluebird. This is incorrect, because Bluebird is in the *wheel-driven* category, whereas Thrust 2 does not have the power of its Rolls-Royce Avon jet engine transmitted through its road (or salt?) wheels. In any case, the LSR for wheel-driven cars belongs to Summers and Goldenrod, which did 409.277 at Bonneville in 1965 — while we deplore any control of technical development in F1 racing or record breaking (apart from engine capacity divisions for the latter), it does seem unrealistic that rocket or jet propulsion entirely divorced from the wheels that carry the car (or projectile) have been permitted since 1964 for LSR attempts when this form of propulsion has not been developed for ordinary cars, although we concede that the same can be said of skirts and aerofoils and slicks in racing.

What Noble has to beat is the two-way run (the second run having to be done within one hour of the first one) of 630.388 m.p.h. for the kilometre made by Garry Gabelich in The Blue Flame at Bonneville, Utah in 1970.

It may not be much consolation to Richard Noble but there have been many other frustrated attempts on the fastest of all motor-car records. Apart from those who wrecked their cars, there is the classic case of Kaye Don and the Sunbeam Silver Bullet (*see* MOTOR SPORT, April 1976), in contrast to which Segrave got first to the over 200 m.p.h. barrier comparatively easily in the twin-engined Sunbeam at Daytona in 1927 and the same driver made a model attack on the LSR with the scarcely fully-extended Napier-powered Golden Arrow at Daytona in 1929, as described in MOTOR SPORT last July. Incidentally, it is interesting that in those days it was estimated that the "1,000 h.p." Sunbeam cost less than £5,500 and the Golden Arrow just over £10,000. However, Donald Campbell's turbine Proteus-Bluebird swallowed some £900,000, in enabling him, after endless delays, to follow in the wheeltracks of his famous father, Sir Malcolm, who raised the LSR no fewer than nine times between 1925 and 1935, improving his mean speeds from 146 m.p.h. to 301 m.p.h., ignoring the decimals. So Noble's LSR bid, costing overall some £870,000, and backed by GKN, Initial Services and Loctite amongst others, cannot be termed expensive.

It is now up to him and his team to return as soon as conditions allow, and justify the effort and finance bound up in this British venture.

■ THIS MONTH

It is typical of the variety to be enjoyed in motoring sport that this month two events will take place, before enormous assemblies of spectators, which could hardly be more different in concept. On Sunday November 1st, the annual RAC / VCC London-Brighton Veteran Car Run takes place, sponsored as before by Renault UK Ltd. The aim is to drive pre-1905 cars from Hyde Park, starting at about 8 a.m. to 8.30 a.m. depending on the age of your car, and get it to the Pylons just outside Brighton not later than 4 p.m. (to gain a medal), continuing to the official finishing place to park on Brighton's Madeira Drive. As we said last month, this is a wonderful cavalcade of historic transport heirlooms, well worth watching. But it is best to do this either at the start or from somewhere along the route, to avoid congestion on the approaches to Brighton, unless of course, you spectate at the finish, where a commentator describes the arrivals. We hope next month to tell you how the Editor fared with a 1903 4½-litre Daimler (No. 160) from the National Motor Museum at Beaulieu.

The other important November event is the Lombard-sponsored RAC Rally of Great Britain, starting in Chester on November 21st and contested by modern saloon cars which, in effect, race over closed forestry roads, but have to comply with public-road requirements and be reliable enough to cover long distances at legal speeds round Britain between the timed stages. Enormous crowds turn out to watch both these sporting events and just as it is only polite to give the veteran cars plenty of room on their slow slog from the

Continued overleaf

Motor Sport Fixture List for November

★ 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
Nov. 1st	**BRSCC**	**Brands Hatch Circuit**	**Dartford, Kent**	**Race Meeting (INT)**	10.00
Nov. 1st	RAC	Hyde Park, Serpentine Road	London	London-Brighton Run	08.00
Nov. 1st	Quinton MC	Livestock Market	Gloucester	Nicolet Rallye D'Isis	10.30
Nov. 4th-8th	**Racal Clubs**	—	**Portugal**	**Algarve Rally (European Rally Championship) (INT)**	—
Nov. 7th	BARC	Thruxton Circuit	Nr. Andover, Hants	Race Meeting (*N R*)	13.00
Nov. 7th	Soar Valley MC	Post House Hotel, Braunstone Lane	Leicester 140 567019	Gems Brock Stage Rally (*R*)	—
Nov. 7th/8th	Teifi Valley MC	Newcastle-Emlyn	145 306406	Permapost Fencing Cilwendeg Rally (*R*)	22.45
Nov. 7th/8th	Civil Service MA	Smiths Industries	Witney	Starlight Rally (*R*)	—
Nov. 7th/8th	Kirkby Lonsdale MC	Lune Valley Service Station	Gasgill 91 639 2054	Local Garages Rally (*CJ*)	—
Nov. 8th	SDMC	Brands Hatch Circuit	Dartford, Kent	Race Meeting (*N*)	13.15
Nov. 8th	BRSCC (M)	Mallory Park Circuit	Leicester	Race Meeting (*C*)	—
Nov. 14th/15th	Lampeter & DMC	Mart Premises	Tregaron 146 6795601	Castrol Rali Bro Caron (*C*)	23.00
Nov. 14th/15th	Birmingham University MC	Leominster Car Auctions	Kingsland 149 437596	November Rally (*C*)	23.01
Nov. 14th/15th	Middlesex County AC	Scratchwood Services	Southern end of the M1 166 202940	Middlesex Bonfire Scatter (*CJ*)	—
Nov. 14th/15th	Royal Naval and Royal Marines MA	RN Engineering College	Manadon, Plymouth	Sowerby Trophy (*CJ*)	12.00
Nov. 15th	BARC	Brands Hatch Circuit	Fawkham, Dartford, Kent	Race Meeting (*R*)	13.00
Nov. 15th	**Seal Senado**	—	**Macau**	**Macau Grand Prix (INT)**	—
Nov. 20th-22nd	**Real Automovil Club de Cataluna**	—	**Spain**	**Cataluna Rally (European Rally Championship) (INT)**	—
Nov. 21st-25th	**RAC MSA**	**Eastgate Street**	**Chester**	**RAC Rally (World Rally Championship) (INT)**	08.30
Nov. 22nd	BRSCC	Brands Hatch Circuit	Dartford, Kent	Race Meeting (*C*)	13.15
Nov. 28th/29th	Clitheroe & DMC	Edisford Car Park, Clitheroe	103 728414	Hall Trophy Rally (*R*)	23.30
Nov. 28th/29th	Knighton MC & Llandrindod Wells MC	Brisbane's Garage, Knighton	148 288722	Radnor Pacemaker Rally (*R*)	23.00
Dec. 5th/6th	Caernarfonshire & Anglesey MC	Wellfield Car Park, Bangor	115 582722	J. J. Brown Memorial Rally (*Motoring News* Championship Round) (*R*)	—
Dec. 6th	BRSCC	Brands Hatch Circuit	Dartford, Kent	Race Meeting (*N*)	13.15

MATTERS OF MOMENT

Continued from previous page

Metropolis to London-by-the-Sea, so it is absolutely vital that spectators obey the instructions of the marshals during the RAC Rally, and keep well off the speed stages, especially at night, because one serious accident involving an onlooker could have very unfortunate repercussions.

So turn out, enjoy both these great spectacles, but use the utmost common-sense to see that the participants go unimpeded.

30 years of MOTOR SPORT road tests

THE Grenville Publishing Co. Ltd. of Standard House, Bonhill Street, London EC2A 4DA are progressing with plans to publish shortly a book containing all W.B.'s "My Year's Motoring" reports for the last 30 years. The well illustrated book will contain references to all cars tested by W.B. for MOTOR SPORT, together with mentions of the many other cars of all ages he has driven. Enquiries to the above address please.

* * *

Griffith Borgeson Replies

OUR review of "Bugatti by Borgeson" last month has provoked a letter from the author. He calls our comments "a good review, criticisms and all", saying that we grasped the spirit in which the book was written. The book's title is intended to tie-in with another Osprey publication, "MG by McComb" but, says Borgeson, a type-setting error caused the sub-title to read "The dynamics of mythology" — it should have read "The dynamics of mythcraft", which is too subtle for us!

Mr. Borgeson wishes us to say that he loves MOTOR SPORT but has to rely on friends who share his more specialised interests to send him copies of references, due to what he calls "an invasion of paper" — we know what he means, but are sorry to have missed a valued subscriber. He says that until now he has avoided creating a "Miller myth" and in his book did not attempt to *prove* anything about Bugatti's flat-spoke cast-alloy wheel and only drew attention to a certain coincidence, indicating also that Miller's idea may have derived from Homer Laughlin. Borgeson points out that he makes as clear as it is now possible to ascertain that it was Stefanini, not Ing. Coda, who designed the little 1908 Isotta-Fraschini which was for some years ascribed to Ettore Bugatti. His book, he says, has been read by many people "who welcome, most intelligently, the demythification of a great creative personality and his work, apart from one with a unique axe to grind". — W.B.

* * *

Peking to Paris delayed

FOLLOWING a meeting in Paris in mid-October, the organisers of the Peking to Paris Motoring Challenge, scheduled to start from Peking in June 1982, have decided to re-route the event due to last minute uncertainty over Soviet assistance with the original plan. Climatic conditions will be a major factor in the viability of the planned new route and this will inevitably mean a delay in the starting date.

It appears that some of the organisers feel that the proposed new route will prove unsuitable for some of the vintage and veteran cars which had entered for the original event, although Wylton Dixon, chairman of the organising committee, claims ". . . the delay and re-routing may well finish up by producing a far more exciting and less onerous route both for the competitors and organisers alike."

* * *

Mercedes-Benz G series

MERCEDES-BENZ have built cross country vehicles for many years, but it is not until now that they have produced a competitor for the Range Rover, equally at home being used as a conventional estate car on ordinary roads or as a cross country hack.

Their new G-series vehicles, to be introduced to the UK market shortly, will be available in four basic forms, with useful options available to enable customers to buy the specification they require. There are two wheelbase lengths and two engines, a 3-litre, 5-cylinder diesel and a 2.8-litre, 6-cylinder petrol. The petrol engined cars drive through a four speed automatic gearbox, while the diesel uses a manual change (the automatic is available on the diesel as an option). Rigid axles are used and the suspension is by coil springs and double shock absorbers. Two wheel drive is used for normal road work, but a "cross country" ratio which lowers the gearbox output speeds at the same time as engaging four-wheel drive is fitted for off road driving. Cross country performance can be enhanced by the use of differential locks fitted front and rear.

Interior trim is comfortable, yet functional and the levels of equipment are good, as one would expect from Mercedes. Prices will start at £13,560 for the two door diesel version and rise to £14,650 for the four-door petrol car. — P.H.J.W.

* * *

Another VSCC "Welsh"

OVER the weekend of October 10th/11th the Vintage SCC held another effective piece of entertainment for its members, embracing *Concours d'Elegance*, driving tests, a road section and the Welsh trial, attracting a total entry of 93. In the trial the most popular car was the Austin 7 (16), closely followed by 14 30 / 98 Vauxhalls, the former make augmented by a Heavy 12 and a 20, the latter by a 14 / 40 and a non-starting 25 h.p. For the first time for some years, the Concours assembly in Presteigne was abandoned in favour of one at the "Norton Arms" in Knighton, at which town the tests took place in the vehicle-park of F. W. McConnel Ltd. The driving tests and "beauty show" culled the usual entry with some additions. An impressive newcomer was Bigland's 1928 sleeve-valve Model-56 Willys Knight saloon, a local car in absolutely immaculate and original order, recently imported from New Zealand. Driver and passengers wore very convincing Bonny and Clyde garb but we saw no evidence of sawn-off machine-guns. The car has the authentic mascot, unpainted wooden-spoked wheels, a long central gear lever with ivory knob, rear-parlour curtains, covers over its headlamps, and even the tyres are by Firestone — very convincing! In spite of its sleeves it smoked no more than Hancock's truly majestic Daimler, which now carries a useful rear trunk over its slatted petrol tank. Lee's 1927 fabric-bodied Grand Prix Salmson had an enormous rev.-counter which appeared to be inoperative, its driver really had a go, nor was Tim Llewellyn hanging about in the 1926 3 /

4½-litre VDP-bodied Bentley, doing the tests because his 1929 4½-litre was not ready for the trial.

Rosemary Burke's timed "Waterlily" test was hard on the cars' differentials and human biceps, but others who took it fast included Cartwright's Riley 9 two-seater, Reeve, using the steering lock of his two-seater Lancia Lambda to good advantage (as last year, he was penalised for late arrival), as did Batt and Howarth in their Lambdas, and the 9/20 Humber tourer of Dighton Diffey, the latter's carrying a large L-plate. In contrast, Price decided that care was the ploy, in his shapely 2LTS Ballot fabric saloon, but Leybourne-Needham did well in his high Morris-Oxford Sports, its number plate suggesting MA-Oxon, and Macmillan was good as ever in his Rolls-Royce, after having to ease up at one pylon. The Daimler had to reverse once, as did Glover's 12 / 50 Alvis beetle-back, which went quickly thereafter. There were five more tests and meanwhile the trials contingent were tackling the five Saturday hill-sections. Having sniffed at the tests, Col. Gresham's 14 / 40 Vauxhall decided its clutch wouldn't like them and non-started.

Seven more trials sections had to be tackled on the Sunday, but in spite of much recent, torrential Welsh rain, conditions were, in general, not too difficult. For instance, Devil's Elbow, where I watched first, saw most of the competitors clean all 25 stages, but Pilleth 1 was muddy and rutty, and a deep cross-ditch developed about a third of the way up and soon proved a "stopper" to many of the cars. However, it was possible to get almost to the end of the observed section, out of sight of those watching lower down, as proved by Spence in his Lea-Francis Special, Moffatt in the Bugatti who put air into his tyres and then carefully straddled the ditch, and two of the 30 / 98 set disappeared from view. Piers-Hall in his alloy-bodied Ulster Austin also got far up after it had been cranked-up. Others who got well up included Hirst in his 12/50 Alvis, Barker's ex-Adnams Austin 7 with bonnet strap and oversize rear tyres, May's fabric-bodied Frazer Nash Fast Tourer, Harper, driving an Austin 7 instead of his racing Morgan 3-wheeler and David Marsh in his 30 / 98, all three rear-seat occupants bouncing, whereas his brother's Wensum 30 / 98 scarcely cleared the ditch, likewise Phillips' Alvis Special with three exposed exhaust pipes, its clutch slip eradicated after failure to leave the start at Railway, an earlier section.

Price's Chummy Austin went well, after earlier tyre trouble, Barwell's 30 / 98 stormed away, gears whining, and stopped far up, seemingly misfiring a little, and both Ghosh, in the earliest 30 / 98 of them all, and Tonkin's 9 / 20 Humber, were in this "almost" category, as were Garland and Beebee in their 30 / 98s. John Rowley was looking very well but stopped all too soon. It transpired that Ghosh's 30 / 98 was on three cylinders, as a valve had broken in his 1919 engine, so his performance was all the more commendable.

Those whom the ditch stopped numbered Blake's Boulogne Frazer Nash, Gray's 30 / 98 which sounded as if it was misfiring a trifle but almost cleared it, Sudjic, using lots of revs with his "long-distance" Grand Prix Salmson, Keith Hill in the AJS with Robert Giles in the dickey, Gordon's aero-screened Austin Chummy, Tony Jones, blipping his 30 / 98's throttle, Lemon's 1923 30 / 98, Dyer's alloy-bodied 1925 Frazer Nash Fast Tourer, etc.

Less fortunate were Parker's fabric saloon Austin 7, in spite of using the grass verges, Winder's Humber, in spite of big rear "boots", and White's Riley 9 Special, in spite of sideways bouncing. Joseland's Frazer Nash Fast Tourer wasn't fast on this occasion, Barry Clarke, courageously using his 1913 Singer 10, almost got to the ditch but Fenner's Riley 9 Special stopped low down, as did Jeddere-Fisher's E-Type 30 / 98, Jeremy Collins among the "bouncers". Hulford's 1,715 c.c. Alvis TG Special ceased forward motion very early, but Baxter's Model-A Ford, making odd noises, Threlfall's ditto, Knill-Jones 12 / 50 Alvis two-seater and Coombe's 14 / 40 Vauxhall got a bit further. Hill's OM would scarcely look at it, however, that was only one section and the results are what matter — *see below*. Mostly the big entry stayed clear of serious trouble, apart from Adnam's Peugeot-JAP which failed to reach the Saturday start near Hay-on-Wye due to multiple mechanical misadventures and Cecil Bendall, whose 30 / 98 lost its electrics after the finish. — W.B.

Results

Trial: Harry Bowler Trophy — best overall: R. G. Winder (1928 Austin 7).
Presteigne Trophy — best in Opposite class: D. R. Marsh (1925 30 / 98 Vauxhall).
Class 1: 1st Class Awards: H. F. Moffatt (Bugatti), H. Spence (Lea-Francis Special), 2nd Class Awards: W. S. May (Frazer Nash), R. J. Campbell (Ford), M. Piers-Hall (Austin 7), 3rd Class Awards: J. F. Blake (Frazer Nash), R. N. Parker (Austin 7), S. Gordon (Austin 7).
Class 2: 1st Class Awards: A. D. Jones (Vauxhall), P. J. Garland (Vauxhall), 2nd Class Awards: C. P. Marsh (Vauxhall), R. T. Beebee (Vauxhall), B. Gray (Vauxhall), 3rd Class Awards: B. Spollon (Vauxhall), M. R. Lemon (Vauxhall), R. A. Collings (Vauxhall), M. U. Hirst (Alvis).
Smatcher Trophy: W. M. Barker (Austin 7). **Winder Trophy:** J. Ghosh (Vauxhall).
Concours d'Elegance and Tests: Talyllyn Railway Centenary Trophy (best overall), T. Llewellyn (Bentley). First Class Awards: D. Dighton (Humber), D. Lee (Salmson). Second Class Awards: P. Glover (Alvis), J. Turner (Lancia). Third Class Awards: Mrs. A. Cherrett (Alfa Romeo), D. Macmillan (Rolls-Royce), J. Reeve (Lancia).

CLUB NEWS

Borgward Drivers' Club

AFTER a rather busy second year of existence, during which the membership has grown considerably, the Borgward Drivers' Club are looking forward to the future with plans for European visits to compare notes with members of other Borgward minded organisations, next year's trip being to Bremen. The first issue of their neatly produced newsletter contains the usual club notes, some hints and tips on replacing the gear-change cable and an extract from a 1959 MOTOR SPORT describing the Borgward factory and its products. The secretary is Robert Richmond-Jones, 22 Warburton Road, Canford Heath, Poole, Dorset.

Scottish Western Thoroughbred Vehicle Club

THOROUGHBRED car enthusiasts in the East of Scotland have been well catered for with regular meetings of groups of VSCC members and so on, but things have not been so easy on the West side, which is why a number of Glasgow area owners got together to form the SWTVC in 1978. The Club caters for owners of cars which are more than 20 years old, has regular social meetings, film shows and other events, culminating in a large rally in the summer in the Loch Lomond area. A quarterly newsletter is published and the secretary is Dan Gardner of 4, Ellergreen Road, Bearsden, Glasgow.

Daimler & Lanchester OC

THIS Club has had an active year, and continues to issue its high-class printed magazine *The Driving Member*, every month. It is nice that Mr. and Mrs. Hutton-Stott attended a summer gathering of Lanchesters and that Mrs. George Lanchester, a Patron with Sir William Lyons, and some of her family attend many meetings, at which she usually presents the awards. The Club caters for Lanchesters and Daimlers of all ages, including the 250SP sports Daimlers, and is holding its annual dinner at the Westmorland Hotel in Swiss Cottage in December. A big Lanchester Rally will be held near Newbury in August 1982.

Aston Martin Owners Club

THE Club's Goodwood Sprint late in September saw the end of the AMOC's competition year, and a successful year it has been too, with two hill climbs, three sprints and a pair of race meetings all running without hiccup. The competition is mainly historically oriented, a high-light of the season being a full grid of 30 pre-war Astons starting in the St. John Horsfall race at Silverstone. The Club's Thoroughbred Sports Car Championship, open to non-members, was won by Patrick Keen with his ex-Le Mans plus 4 Morgan who scored maximum points in this Uher Hi-Fi sponsored series by winning his class in six rounds.

PATRICK KEEN on his way to overall victory in the AMOC's Thoroughbred Sports Car Championship.



Las Vegas Grand Prix

Jones signs off with a win

Las Vegas, October 17th

THE whirlwind of frenzied Formula One activity finally reached its climax for 1981 in the dusty, sun-scorched car park of the Caesars Palace hotel and gambling complex in Las Vegas. Although the organisers had clearly gone to an enormous amount of effort in staging this end-of-season event, the end result was a "point and squirt" circuit laid out between unyielding concrete barriers. At first glance it looked somewhat like Jarama, but without the ups and downs. Crammed into this car parking area was no less than 2.26 miles of race circuit and although most drivers were prepared to concede that the concept was rather novel, few would actually admit to positively liking it. Staged primarily as a television spectacular [I heard it was planned to be this, so I stayed at home. As a tee-vee spectacular it was awful — D.S.J.] the Caesars Palace people had managed to get round the rule which has hitherto required a circuit to host a "pilot event" in the way that Long Beach, Montreal and Imola have been required to do in recent years. Quite how or why this has been permitted is probably a secret known only to the FISA - FOCA inner sanctum but will, in view of M. Balestre's recent re-election for another three year term as President of that august former organisation, probably serve as a precedent for future similar events.

Official timed practice was scheduled to take place on the Thursday and Friday prior to the race, but to give the teams a chance to familiarise themselves with the circuit the track was open on the Wednesday as well for untimed testing. From the outset both Williams FW07Cs of Alan Jones and Carlos Reutemann proved to be particularly competitive and lapped at an average speed of just on 100 m.p.h. When the first official qualifying session started on Thursday, Reutemann, anxious to do well in this final race of the year and clinch the World Drivers' Championship, took advantage of the comparatively cool weather conditions. With a cool breeze taking the edge off the fierce South Nevada sunshine, the dusky Argentinian was well at home and left his rivals stunned with a scorching 1 min. 17.821 sec. best, an average speed of 104.917 m.p.h. Jones simply couldn't match that, failing to break the 1 min. 18 sec. barrier despite experimenting without the engine cover in an effort to improve the airflow over his Williams' rear wing. But the Australian was quickest on Friday when the weather was much hotter, lapping in 1 min. 17.995 sec. to ensure himself second place on the grid, using his race car for this task after the spare in which he began practice broke a valve spring.



DEREK WARWICK driving the Toleman-Hart in his first Grand Prix, and indeed his first race for more than a year, having qualified in 22nd place on the grid. He retired shortly after half distance with gearbox failure.

In this final session it was Reutemann's turn not to be able to break 1 min. 18 sec. following a spectacular incident during the untimed session which could have marked the end of both race and Championship prospects for himself and Nelson Piquet. Reutemann came upon the Brabham team leader running slowly, just off the line, tried to squeeze through the gap and miscalculated the amount of room available. The Williams vaulted over the Brabham's rear wheel, spun in mid-air and came crashing down onto the circuit again. Piquet's car emerged relatively unscathed, but the FW07C was immediately taken back to the garage for monocoque and suspension pick-up point damage to be examined. The car was later returned to the pit lane for Reutemann to use during the final timed session, but after wearing out one of his two sets of qualifying tyres he stopped to report that the morning impact had probably bent the suspension pick-up points, causing an aggravating amount of understeer.

Most of the competing cars had been transported in convenient trucks from the previous race in Montreal, arriving at Las Vegas in notably clean and undamaged condition, which pleased the mechanics considerably. One man who had a fresh race machine for this event was Gilles Villeneuve, for whom Ferrari 126CK turbo 051/B had been sent out from Italy to replace the chassis which finished a somewhat frayed third in the Canadian. Round the eight twists and turns of Las Vegas Villeneuve was, predictably, great entertainment as his Ferrari turbo swung from lock to lock and he indulged in a couple of heart-stopping spins during the course of practice. He eventually squeezed a hectic-looking 1 min. 18.060 sec. best out of the precarious looking Ferrari, remarking later with no false modesty "if I had a *really* good chassis I'd be on pole position by half a second". Even in the circumstances at Las Vegas, Villeneuve felt he might even have broken the 1 min. 18 sec. barrier had he not been confronted by two slower cars immediately ahead of him at a point where his younger brother had parked his Arrows A3 with electrical problems. Gilles was obliged to stamp hard on the brakes, destroying the prospect of an even quicker practice lap on his last set of Michelin qualifying tyres.

Unusually, the Las Vegas Circuit was run in an anti-clockwise direction and the preponderance of left hand corners was causing some discomfort amongst the drivers. One such who suffered more

ENTRY

No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Alan Jones	AUS	Williams	FW07C	White Green	Cosworth V8	Goodyear	Saudi Arabia Leyland
2	Carlos Reutemann	ARG	Williams	FW07C	White Green	Cosworth V8	Goodyear	Saudi Arabia Leyland
3	Eddie Cheever	USA	Tyrrell	011	White	Cosworth V8	Goodyear	Imola Ceramics
4	Michele Alboreto	I	Tyrrell	011	White	Cosworth V8	Avon	Imola Ceramics
5	Nelson Piquet	BRA	Brabham	BT49C	Blue White	Cosworth V8	Goodyear	Parmalat Foods
6	Hector Rebaque	MEX	Brabham	BT49C	Blue White	Cosworth V8	Goodyear	Parmalat Foods
7	John Watson	ULS	McLaren	MP4	Red White	Cosworth V8	Michelin	Marlboro Unigart
8	Andrea de Cesaris	I	McLaren	MP4	Red White	Cosworth V8	Michelin	Marlboro Unigart
9	Slim Borgudd	S	ATS	D5	Yellow	Cosworth V8	Avon	ATS Wheels
11	Elio de Angelis	I	Lotus	87	Black Gold	Cosworth V8	Goodyear	John Player
12	Nigel Mansell	GB	Lotus	87	Black Gold	Cosworth V8	Goodyear	John Player
14	Eliseo Salazar	CHI	Ensign	N180B	Red White Blue	Cosworth V8	Avon	Din
15	Alain Prost	F	Renault	RE30	Yellow White Black	Renault V6 t c	Michelin	ELF
16	René Arnoux	F	Renault	RE30	Yellow White Black	Renault V6 t c	Michelin	ELF
17	Derek Daly	IRL	March	811	Black	Cosworth V8	Avon	Guinness Rizla
20	Keijo Rosberg	FIN	Fittipaldi	F8C	White	Cosworth V8	Pirelli	Pastamatic
21	Francesco Serra	BRA	Fittipaldi	F8C	White	Cosworth V8	Pirelli	Pastamatic
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	Patrick Tambay	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	126CK	Red	Ferrari V6 t c	Michelin	Fiat Agip
28	Didier Pironi	F	Ferrari	126CK	Red	Ferrari V6 t c	Michelin	Fiat Agip
29	Riccardo Patrese	I	Arrows	A3	Orange White	Cosworth V8	Pirelli	Ragno Beta
30	Jacques Villeneuve	CDN	Arrows	A3	Orange White	Cosworth V8	Pirelli	Ragno Beta
31	Giuseppe Gabbiani	I	Osella	FA1B	Blue White	Cosworth V8	Michelin	Denim Aftershave
32	Jean-Pierre Jarier	F	Osella	FA1C	Blue White	Cosworth V8	Michelin	Denim Aftershave
33	Marc Surer	CH	Theodore	TR3	White Red	Cosworth V8	Avon	Teddy Yip
35	Brian Henton	GB	Toleman	TG181B	Red White Blue	Hart 415 t c	Pirelli	Candy Appliances
36	Derek Warwick	GB	Toleman	TG181B	Red White Blue	Hart 415 t c	Pirelli	Candy Appliances

PRACTICE TIMES

No.	Driver	Thursday pm	Friday pm
1	A. Jones	1.18.236	**1.17.995**
2	C. Reutemann	**1.17.821**	1.18.343
3	E. Cheever	1.21.116	1.20.475
4	M. Alboreto	1.21.964	1.19.774
5	N. Piquet	1.18.954	1.18.161
6	H. Rebaque	1.20.555	1.19.571
7	J. Watson	1.19.975	1.18.617
8	A. de Cesaris	1.19.338	1.19.217
9	S. Borgudd	1.21.665	1.21.731
11	E. de Angelis	1.20.337	1.19.562
12	N. Mansell	1.19.044	1.19.623
14	E. Salazar	1.22.616	1.21.629
15	A. Prost	1.18.433	1.18.760
16	R. Arnoux	1.19.966	1.19.197
17	D. Daly	1.21.846	1.21.824
20	K. Rosberg	1.21.299	1.20.729
21	F. Serra	1.22.612	1.21.672
22	M. Andretti	1.19.594	1.19.068
23	B. Giacomelli	1.20.570	1.18.792
25	P. Tambay	1.19.874	1.18.681
26	J. Laffite	1.19.878	1.19.167
27	G. Villeneuve	1.18.457	1.18.060
28	D. Pironi	1.19.899	1.21.347
29	R. Patrese	1.20.132	1.19.152
30	J. Villeneuve	1.22.977	1.22.822
31	G. Gabbiani	1.26.634	no practice
32	J-P. Jarier	22.19.563	1.20.781
33	M. Surer	1.21.889	1.21.430
35	B. Henton	1.23.857	1.22.960
36	D. Warwick	1.22.491	1.21.294

STARTING GRID

1
A. Jones
(Williams-Cosworth V8)
1 min. 17.995 sec.
14 (1 min. 21.642 sec.)

2
C. Reutemann
(Williams-Cosworth V8)
1 min. 17.821 sec.
11 (1 min. 22.916 sec.)

5
N. Piquet
(Brabham-Cosworth V8)
1 min. 18.161 sec.
31 (1 min. 22.679 sec.)

27
G. Villeneuve
(Ferrari V6 t.c)
1 min. 18.060 sec.
(no time given)

7
J. Watson
(McLaren-Cosworth V8)
1 min. 18.617 sec.
32 (1 min. 21.178 sec.)

15
A. Prost
(Renault V6 t.c)
1 min. 18.433 sec.
41 (1 min. 21.249 sec.)

23
B. Giacomelli
(Alfa Romeo V12)
1 min. 18.792 sec.
54 (1 min. 21.748 sec.)

25
P. Tambay
(Talbot-Matra V12)
1 min. 18.681 sec.
2 (3 min. 02.696 sec.)

22
M. Andretti
(Alfa Romeo V12)
1 min. 19.068 sec.
28 (1 min. 21.883 sec.)

12
N. Mansell
(Lotus-Cosworth V8)
1 min. 19.044 sec.
65 (1 min. 22.477 sec.)

26
J. Laffite
(Talbot-Matra V12)
1 min. 19.167 sec.
73 (1 min. 21.337 sec.)

29
R. Patrese
(Arrows-Cosworth V8)
1 min. 19.152 sec.
49 (1 min. 21.969 sec.)

8
A. de Cesaris
(McLaren-Cosworth V8)
1 min. 19.217 sec.
29 (1 min. 20.302 sec.)

16
R. Arnoux
(Renault V6 t.c)
1 min. 19.197 sec.
5 (1 min. 23.473 sec.)

6
H. Rebaque
(Brabham-Cosworth V8)
1 min. 19.571 sec.
19 (1 min. 23.012 sec.)

11
E. de Angelis
(Lotus-Cosworth V8)
1 min. 19.562 sec.
2 (3 min. 22.696 sec.)

28
D. Pironi
(Ferrari V6 t.c)
1 min. 19.899 sec.
49 (1 min. 20.156 sec.)

4
M. Alboreto
(Tyrrell-Cosworth V8)
1 min. 19.774 sec.
25 (1 min. 23.231 sec.)

20
K. Rosberg
(Fittipaldi-Cosworth V8)
1 min. 20.729 sec.
15 (1 min. 24.370 sec.)

3
E. Cheever
(Talbot-Matra V12)
1 min. 20.475 sec.
8 (1 min. 24.619 sec.)

36
D. Warwick
(Toleman-Hart t.c)
1 min. 21.294 sec.
36 (1 min. 25.104 sec.)

32
J-P. Jarier
(Osella-Cosworth V8)
1 min. 20.781 sec.
(no time)

14
E. Salazar
(Ensign-Cosworth V8)
1 min. 21.629 sec.
50 (1 min. 24.606 sec.)

33
M. Surer
(Theodore-Cosworth V8)
1 min. 21.430 sec.
12 (1 min. 26.133 sec.)

Did not qualify:

9	S. Borgudd (ATS-Cosworth V8)	1 min. 21.665 sec.
21	F. Serra (Fittipaldi-Cosworth V8)	1 min. 21.672 sec.
17	D. Daly (March-Cosworth V8)	1 min. 21.824 sec.
30	J. Villeneuve (Arrows-Cosworth V8)	1 min. 22.822 sec.
35	B. Henton (Toleman-Hart t.c)	1 min. 22.960 sec.
31	G. Gabbiani (Osella-Cosworth V8)	1 min. 26.634 sec.

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

than most was Piquet who sought assistance from a boxing masseur to relieve cramp in his neck. The unfortunate side effect of this was a badly bruised back and Nelson had to return for several more massages during the course of the weekend. The pain was bad enough to stop him practising on Friday morning, but he forced himself into a fourth fastest 1 min. 18.161 sec. lap on Friday afternoon. This was good enough to beat Alain Prost's impressive Renault RE34, which ran the gauntlet of gear selection problems and a minor brake fluid leak, and qualified fifth on 1 min. 18.433 sec., a time recorded on Thursday. John Watson's McLaren MP4 lined up sixth although the Ulsterman was not without his problems, virtually having to abandon practice on Thursday due to a sinus problem attributed to his hotel's air conditioning.

The one other competitor with a chance of winning the World Championship title was Jacques Laffite, but the Frenchman complained of an engine pick-up problem and dire lack of traction, so much so that he commandeered team mate Tambay's machine to record his 12th fastest 1 min. 19.167 sec. and decided to use that car in the race. Tambay had already set an impressive seventh quickest overall time to place himself ahead of Bruno Giacomelli's Alfa Romeo and the Lotus 87 of Nigel Mansell. The Birmingham driver was comfortably the quicker of the two Lotus entries, despite having to transfer to the team spare in the final session after his race machine developed timing problems and a sticking clutch. De Angelis, unhappy with his 87's handling and complaining that he was unable to get a clear run in the traffic, couldn't improve on 15th place.

Rene Arnoux had a new Renault (RE35) to replace his chassis damaged at Montreal, this car equipped with carbon fibre aerofoils front and rear as first seen on Prost's car in that race. However, a new car brought Arnoux no improvement in fortune and, following a turbocharger oil leak and consequent fire on Thursday, he spun off into a retaining wall damaging the rear wing, suspension and gearbox. The net result of these problems was a 1 min. 19.197 sec. best, only good enough for 13th place on the grid. Both Alfa Romeos qualified respectably enough, but Didier Pironi had continual handling problems and a turbo failure which contributed to his lowly starting position in the second Ferrari turbo. De Cesaris did a respectable job for McLaren despite missing much of the first untimed session when his MP4's engine dropped a valve. Hector Rebaque suffered a front brake failure on Thursday, his Brabham coming to rest undamaged in one of the run-off area "sand traps". He qualified 16th eventually, one place ahead of Alboreto's Avon-shod Tyrrell while Cheever's similar Goodyear-shod machine was a couple of places back on this occasion. Derek Warwick at last qualified his Toleman-Hart for his first Grand Prix (and, indeed, his first motor race of any sort for more than a year!), a real "white knuckles" effort, but this time Henton failed to make it in the other car from Witney. Jarier was unexpectedly far back in the new Osella following engine failure on Thursday. Rosberg managed to struggle his precarious-handling Fittipaldi on to the grid despite steering that seemed periodically to be seizing up on him while the final row of the grid comprised Surer's Theodore and Salazar's Ensign, both after game practice efforts. Unusually, Borgudd's ATS and Daly's March 811 were numbered amongst the non-qualifiers, the popular Irish driver admitting that he knew his car had handling problems but they didn't really feel that bad! Jacques Villeneuve also failed to qualify on his second attempt at getting on to a Grand Prix grid at the wheel of the second Arrows.

Race day was absolutely scorching and one couldn't help feeling that this was one of those races in which the two Williams drivers would be in a class of their own. Once the 24 competitors lined up on the dummy grid prior to setting off on their parade laps they were given a very firm lecture by the Clerk of the Course and told that they would be disqualified if they infringed any of the very specific regulations involving starting grid procedure. Thus when Villeneuve lined up his Ferrari slightly too far to the left, the stewards took the decision to disqualify him. The decision of the stewards took some time to be communicated to the Ferrari pit, by which time, of course, their driver had his head down in the thick of the battle!

Jones stormed through to lead into the first corner, as expected, leaving Reutemann to be swamped by Villeneuve, Prost and Giacomelli. By the end of the opening lap the incredible Jones had a two second advantage and he more than doubled that second time round. Reutemann was already down to fifth behind the aforementioned hard chargers, then came Watson, Laffite and Piquet. Mid-way round the second lap de Cesaris spun Tambay's Talbot under braking for one of the tight infield hairpins but both cars managed to continue. Unfortunately Tambay only managed to proceed about half a mile more! It seems that the tangle with the McLaren had damaged something on the Talbot for Patrick suddenly shot off the circuit on a fast left-hander, slamming into the protective tyre barrier. The whole front end of the Talbot was ripped off in the impact and Tambay was fortunate to be able to hobble away with a bruised leg and elbow.

Jones was walking away with the race, his ever-increasing lead helped by the fact that Villeneuve had a great queue of cars banked up behind his Ferrari. On lap three Prost found a way past Villeneuve and the Renault set off after the fast-vanishing Williams, leaving Giacomelli to tussle with the Ferrari V6. Laffite was doing well in fourth place while Reutemann was only a few lengths ahead of Piquet, the Williams driver already experiencing some gear selection difficulties. Arnoux's appalling luck ran true to form yet again and he stuttered into the pits after 10 laps to retire with a mysterious fuel system misfire. Others in trouble early on included Salazar's Ensign which stopped to have a burst brake line replaced, Pironi who stopped for fresh tyres on his Ferrari and Surer who made a succession of pit visits to investigate the Theodore's strange handling and eventually gave up with a broken rear suspension rocker arm after 19 laps.

Completing lap 17, Piquet dived ahead of Reutemann under braking for the left-hander before the pits in a smooth and confident manoeuvre which looked absurdly straightforward when one considered precisely what was at stake. Meanwhile, the Ferrari team management were debating what to do about Villeneuve's disqualification, whether to let him continue and appeal later or withdraw him there and then. But their deliberations became of acadamic interest on lap 23 when he spun off and was unable to restart. Just as he did so there was a flurry of action as Laffite moved past Giacomelli for third and two laps later the Alfa Romeo spun off, resuming tenth. That put Andretti up to fourth with Piquet fifth and Watson sixth.

As Jones proceeded on his blissfully untroubled way, Prost suddenly shot into the pits on lap 32 for four fresh tyres, dropping to fourth and promoting Laffite to second. The abrasive, dusty track surface certainly seemed to be causing problems for the Michelin runners and Laffite eventually fell victim to the same problem, stopping at the end of lap 52. By that time Andretti had brought his Alfa Romeo to a halt with broken rear suspension, rounding off a really foul year for the American driver. Thus, with 15 laps left to go, the real interest centred on whether Giacomelli could catch Prost for second place — and whether Piquet could stay ahead of Watson (who also stopped for fresh tyres) and the fast recovering Laffite who was really storming back towards the Ulsterman's McLaren. In the event, Giacomelli was barely a length behind Prost in

third place at the chequered flag. Then came Nigel Mansell, fourth in his Lotus despite cramp in his left leg caused by an ill-fitting seat and Piquet, exhausted with fatigue from his neck and back took two valuable points for fifth place to become the 1981 World Champion driver. Laffite squeezed past Watson for sixth going into the final corner and a thoroughly dejected Reutemann trailed home eighth, fourth gear having long since ceased working on his Williams.

As the remaining exhausted competitors struggled from their cockpits, Alan Jones strolled confidently to the winners' rostrum clutching a can of beer. Whatever the outcome of the official World Championship, nobody left Las Vegas in any doubt as to who was the best driver in the business. And many people are just keeping their fingers crossed that he doesn't retire after all! A.H.

Results:

LAS VEGAS GRAND PRIX — Formula One — 75 laps — Caesars Palace — 3.64 kilometres per lap — 273 kilometres — Very hot

1st	Alan Jones (Williams FW07C 16)	1 hr. 44 min. 09.077 sec. — 157.554 k.p.h.
2nd	Alain Prost (Renault RE34)	1 hr. 44 min. 29.125 sec.
3rd	Bruno Giacomelli (Alfa Romeo 179C)	1 hr. 44 min. 29.505 sec.
4th	Nigel Mansell (Lotus 87 5)	1 hr. 44 min. 56.550 sec.
5th	Nelson Piquet (Brabham BT49C 15)	1 hr. 45 min. 25.515 sec.
6th	Jacques Laffite (Talbot JS17 06)	1 hr. 45 min. 27.252 sec.
7th	John Watson (McLaren MP4 4)	1 hr. 45 min. 27.574 sec.
8th	Carlos Reutemann (Williams FW07C 17)	1 lap behind
9th	Didier Pironi (Ferrari 126CK 049B)	2 laps behind
10th	Keijo Rosberg (Fittipaldi F8C 3)	2 laps behind
11th	Riccardo Patrese (Arrows A3)	4 laps behind
12th	Andrea de Cesaris (McLaren MP4 1)	6 laps behind
13th	Michele Alboreto (Tyrrell 011 1)	8 laps behind — not running at finish
14th	Eliseo Salazar (Ensign MN15)	14 laps behind

Fastest lap: Didier Pironi (Ferrari 126CK 049B) on lap 49, in 1 min. 20.156 sec. — 163.929 k.p.h.

Retirements: Jean-Pierre Jarier (Osella FA1C) unable to restart engine, on start line; Elio de Angelis (Lotus 87 3) split water radiator, on lap 3; Patrick Tambay (Talbot JS17 05) accident, on lap 3; René Arnoux (Renault RE35) misfire, on lap 11; Eddie Cheever (Tyrrell 011 2) engine failure, on lap 11; Marc Surer (Theodore TY 01) rear suspension failure, on lap 20; Hector Rebaque (Brabham BT49C 12) overheating, on lap 21; Gilles Villeneuve (Ferrari 126CK 051B) spun off, on lap 23; Mario Andretti (Alfa Romeo 179C) rear suspension failure, on lap 30; Derek Warwick (Toleman TG181 04) gearbox failure, on lap 44; Michele Alboreto (Tyrrell 011 1) engine failure, on lap 68.

24 starters — 14 finishers

Notes on the cars in North America

WITH TWO races on the continent of North America to round off the 1981 season, one at Montreal in Canada, the other in Las Vegas in Nevada, all the teams crossed the Atlantic prepared to take in both events without a return to base. Although there were 19 days between the Canadian race and the American race there were, in fact, only 14 days available for preparation and transport. As everything had to be packed and ready for transport three days after the Montreal race and unpacked and prepared for scrutineering by the Tuesday before the Las Vegas race, there was not a lot of time to spare, especially for those teams who had major damage to repair. Some idea of the scale of standing within the Formula One scene can be gauged from the various teams' material that was flown across the Atlantic, and subsequently transported by road from Canada to Las Vegas. It ranged from the Williams team taking four cars to smaller teams like Theodore and Ensign only being able to afford to take one car.

Williams: With their 1981 test-programme completed the Didcot-based team took their R & D car to the last two races of the season, to be used as a spare car for Reutemann. This was chassis number FW07C/12 and it acted as back-up car to Reutemann's normal race car FW07C/17 which was new in Zandvoort and the latest of the Williams cars to be used this season. Alan Jones had his usual car FW07C/16, with FW07C/15 which is the normal team spare car, as his own personal one this time. Both drivers raced their designated cars, but minutes before the start in Canada FW07C/15 was prepared for Reutemann, using 13 inch front wheels and tyres, with smaller brakes, as against the regular 15 inch diameter wheels and tyres. For a brief moment there was the remarkable sight of three Williams FW07C cars at the front of the grid, until the spare car was wheeled away. During practice in Canada both drivers did a lot of laps in their spare cars, principally in order to save wear and tear on the race cars in view of the two-race schedule. There were no major changes for Las Vegas.

Brabham: There was a brand new car for Nelson Piquet, chassis number BT49C/15 which had a stiffer construction within the monocoque, but was basically unchanged in general design. Stiffening of the monocoque without adding weight has been a continual process this season with most teams, for as suspension springs have become harder, almost to the point of being solid, the monocoques have been flexing. Rebaque had BT49C/12 as usual, both this and the new car having bigger brakes and bigger aerofoils to suit the nature of the circuits to be used. Piquet's previous race car, BT49C/14, which was new at Hockenheim was now relegated to the role of spare car, fitted with the carbon-fibre brake discs and brake pads.

McLaren: Following the destruction of MP4/3 by Watson at Monza, a new car was hurriedly completed for the trans-Atlantic trip. This was MP4/4, which Watson drove to a worthy second place in Canada, while de Cesaris used the much-rebuilt MP4/1 and MP4/2 was the team spare, which Lauda had tested at Donington Park before it left for Canada.

Lotus: No major changes, except that Mansell took over the latest Lotus 87, number 5, which was finished off in the paddock at Monza, but not used there. De Angelis used 87/3 and 87/2 was the T-car.

Renault: Quite a few changes since Monza. For the first time this season the team had a car which weighed in at under 600 kilogrammes. RE34 driven by Prost scaled 595 kilogrammes dry, still a long way off the dry-weight of Williams and Brabham at sub-585 kilogramme figures, but encouraging nonetheless for the French team. A continual process of lightening parts and the new use of honeycomb material for the sidepods, together with carbon fibre for the full-width nose aerofoil and the centre-pillar rear aerofoil on RE34 had achieved this new low. RE33, driven by Arnoux, was still using aluminium aerofoils in Canada. Both cars, and the spare RE32, were using a new type of petrol injector nozzles, mounted on the outer side of the inlet pipes, against the normal inner side position. On the test-bed this gave better low-speed pick-up, together with a smaller diameter turbine in the exhaust line, driving the normal size of compressor. These modifications, together with different intercoolers, with different flow characteristics and different temperature ranges have all contributed to a gradual elimination of turbo-lag on throttle opening. Renault have tackled the turbo-lag problem by the long route, of juggling with all the variables in the equation to arrive at the best combination to achieve the best pick-up. They began to show improvement at the British GP at Silverstone, when they first got on to a successful line of development and have improved rapidly ever since, so that throttle lag from slow corners is now vastly improved, and almost eliminated. RE33 was badly bent in Canada so a new car, RE35, was flown out to Las Vegas for Arnoux to use. This also had the carbon-fibre aerofoils.

Talbot-Matra: The usual three cars for the Vichy team, with Tambay in JS17/06 (labelled for convenience 03) and Laffite in JS17/05, with 02 as the spare. Following the re-introduction of air intake scoops by Williams at Hockenheim, the Matra engine people incorporated discreet scoops into the head fairing behind the cockpit. Over the season the Matra V12 engine has been allowed to increase its maximum r.p.m. to 11,800 from 11,200 which has widened the rev-range and made the choice of gear ratios easier. For the Las Vegas race the drivers changed cars, and JS17/05 had the whole front torn off in Tambay's accident.

Ferrari: Three cars, all in short wheelbase form. Two cars with the B-specification monocoque, 126CK/050B for Villeneuve, and 126CK/049B for

THE new full-width carbon-fibre aerofoil on the front of the Renault in Canada.



Pironi, with 126CK/052 as the communal spare. After crashing 050B on Saturday afternoon, Villeneuve used 052 for the Canadian race and did a pretty good job of trying to demolish this one as well. Even the most embittered mechanic will accept a tattered wreck when it is brought home into third place. For Las Vegas this used-up car was replaced by 126CK/051B, for Villeneuve.

Toleman-Hart: The three cars as used at the Monza race, but with only one of the latest "monobloc" Hart engines, which was used by Henton for part of the time. Warwick qualified TG181/04 in Las Vegas.

The **Tyrrell** team drivers retained the change over of cars effected at Monza, with Cheever in number 2 and Alboreto in number 1. The **ATS** team afforded Borgudd the luxury of two cars for the North American trip. **Ensign** had their usual 1980/81 car for Salazar. **March** had their two cars for Daly as usual. **Fittipaldi** were down to just their two race cars, with no spare. **Alfa Romeo** had three cars for Andretti and Giacomelli. **Arrows** had three cars for Patrese and his new team-mate Jacques Villeneuve. **Osella** had their new car for Jarier, as at Monza, and an older one for Gabbiani and another as spare. **Theodore** had only one car for Surer, TY/01 in its latest rebuilt form.

Rumbles under the roulette wheel

THE shape of things to come? That was the question on our minds as we surveyed for the first time the concrete jungle that made up the final backdrop to a somewhat lacklustre 1981 Formula One World Championship. The temporary 2.2-mile, 14-corner track over car park and waste land adjacent to the flamboyant Caesars Palace Hotel in Las Vegas in fact took on the appearance of a full-scale Scalextric track with high concrete blocks defining the course. These massive slabs were between three and five feet high, and often one's view of a car would be confined to a glimpse of a crash helmet bobbing its way past. Not entirely satisfactory for those who had paid up to 250 dollars for one of the 45,000 grandstand seats.

However, spectators were the extras in what was intended as purely a television spectacular. On British television in the week leading up to the first Caesars Palace Grand Prix — a track on which, incidentally, no one had actually raced in anger until the previous day's Can-Am qualifiers, thus flaunting FISA rules — Bernie Ecclestone had said that he would like to see more Grands Prix in city centres.

Unfortunately, as a television spectacular the Las Vegas event didn't quite come off. By all accounts the actual television coverage was poor — the UK received the race live for about two hours ("We even put back an edition of Tinker, Tailor" said the much maligned, but nevertheless enthusiastic Murray Walker) — with bad camerawork contributing nothing to what was a rather poor race. Before Mr. Ecclestone can continue to sterilise and package Grand Prix racing into pure television fodder, he'll have to get the moguls to improve their camerawork, and also have cameras on the cars. That may help to appease the much maligned purists and enthusiasts such as ourselves who view the Vegas contribution as the thin edge of the wedge. It won't be many years before the majority of Grands Prix are held in car parks throughout the USA, if certain powerful people have their way. The unholy alliance between FISA and FOCA seems hell-bent on such a course.

It is unwise to stand in the path of "progress," particularly when such matters are in the hands of a dictator. Having swept aside the challenge of Britain's Basil Tye for the Presidency of FISA, Jean-Marie Balestre is now completely out of control. At Las Vegas he announced at a press conference: "You (the press) have written that I am a dictator. I believe I am not, but as you see me this way then from now on I will act as you see me." Monsieur Balestre claims for press conferences that his English is not good enough, yet he is able to correct his official interpreter and carry on perfectly adequate conversations with the likes of Ecclestone and Max Mosley.

As so often happens these days much of the talk at Las Vegas was about matters off the track, rather than on. The press was the centre of attraction on many occasions during the three days in the neon-lit city dedicated to bad taste — "If you don't go to heaven then I think you come here instead," was the apt comment from Brabham's Gordon Murray. At one stage some of the more visible pressmen were considering blocking the pit lane as a protest against being barred from wandering amongst the cars whilst practice was in progress, then a UK scribe was handcuffed and led away by the local police. The latter incident was fruitful in that it eventually resulted in the removal of armed gorillas from inside the course, the former proposed action would have proved nothing if not that race cars can run over so-called journalists as easily as they can slam into barriers.

It shouldn't therefore have come as too much of a shock to hear from the Gallic megalomaniac's lips that next year FISA would be forming its own system of accrediting motorsporting pressmen, thus effectively putting paid to the established International Racing Press Association — an organisation which is not above criticism but not sufficiently so to be banned. It sounds like a mild form of censorship, something that no doubt the organisers of the Vegas GP would have preferred after reading comments from Jacques Lafitte in an Italian newspaper. Having never seen the track, Lafitte was perhaps not in a strong position to describe the layout as having more in common with a go-kart track than a Grand Prix circuit. Caesars Palace as a result was threatening to sue the newspaper for a few million dollars, and because of this threat drivers decided to steer a middle course. John Watson however was concerned that the concrete retaining walls made many of the corners "blind" whilst young Marc Surer, battling manfully against the quirks of the Theodore chassis and Avon tyres, simply said: "It's OK, but not a real racing circuit." However, the retiring — that in itself is now doubtful — Alan Jones had nothing to lose, and is certainly a driver who thankfully never finds it necessary to mince his words. "A goat track they brought down from the mountains . . . really it should all have been put on to a stage," were two of his more printable remarks.

It really wasn't as bad as all that. The organisers had done a first rate job in getting the work completed in time for Wednesday's familiarisation session, and with the wise decision to make the track itself a more than ample 40 ft. wide with large sandy run-off areas, it was reasonably easy to overtake, even in the more Mickey Mouse sections, and lap speeds were much higher than predicted. Before practice the inevitable computer had predicted average lap speeds of around 85 m.p.h. In reality Carlos Reutemann took pole with a brilliant 1 min. 17.821 sec., an average of 104.917 m.p.h. That time was however the only highlight of a disastrous weekend for the morose Argentinian who after ten years striving for the World Championship crown saw it slip from his grasp. At 39 years of age it was possibly his last chance, and basically he had no one to blame but himself. Out-psyched, over-anxious Reutemann did not show the spark of a racing driver once the 75 laps began. Somehow he seemed to fight shy of close contact and cruised to a terrible eighth place, lapped in the process by team-mate Jones and overtaken by John Watson and Jacques Lafitte after pitstops to change tyres. It was a very sad sight. His closest challenger for the title, Nelson Piquet, did not shine either. Not one of the fittest drivers and suffering from a painful back following an ill-advised visit to a masseur, the diminutive Brazilian hung on to the Brabham BT49 to take fifth place and the two points which ensured the title was his. It was literally a case of "hanging on" as heat exhaustion had taken its toll and he had to be lifted from the car at the finish. Although naturally delighted, Piquet would have probably preferred to have done so with more aplomb and aggression.

Aggression literally oozed from Jones. This was to be his last Grand Prix, although pressures may yet see this sometimes abrasive former champion decide to carry on. He was however determined that retirement or not, Las Vegas would be his race. In Jones' mind there was no question of it. He was going to win right from the first day of practice, and in a crushing display of tidy, controlled driving he achieved his aim with ease. At times he looked to be the only race driver on the track.

If Jones does continue next year it would be interesting to see how he matches up against the the returning Niki Lauda. It would be a confrontation that we would relish as much as the Australian. Comebacks seem to be something of a vogue at the moment, and above the incessant rattle of gaming machines there was much speculation about the possible return of Jackie Stewart and James Hunt. The latter can be dismissed as pure rumour-mongering, for whatever motives we'll never know although money will undoubtedly be an ingredient, but Stewart is definitely considering a return. Supremely confident that he can take on and match the current crop of drivers, the Scot frankly admits that although he is already a wealthy man the three million pounds he has been offered to return would nevertheless come in handy. However, with his usual candour Stewart says his gut feeling is not to step into a F1 car again.

Motor racing can at times be a dangerous drug, but for many purists the antedote will undoubtedly be the projected series of Car Park Grands Prix. Still we will at least have the satisfaction of being able to tell our grandchildren about the challenges of the Osterreichring, Zandvoort or Nurburgring as they stare mindlessly at the slot cars winding around the city centre car parks of the world — rather like hapless rats caught in a complicated and fruitless trap. — M.R.G.

* * *

The things they say. . .

"THE sort of offer I have had is very difficult to turn down and if Lauda, Hunt and I came back it would be the greatest thing on earth for motor racing." — Jackie Stewart, quoted in *The Standard*, after news was released that he had been offered £3m to make a return to Grand Prix racing.

Around and About

Looking in on Davrian

THE Davrian needs no introduction to those acquainted with Mod-Sports racing or rallying. Some 500 kits have been supplied by the Company for building up these fast and safe-handling little cars, up to the present Mk.8, since it all started for Welshman Adrian Evans back in 1968. In those days, and until quite recently, the Davrian units were for building-up Hillman Imp-powered coupés, as befitted a rear-engined sports car. The Company started at Clapham, in South London, sought a move to Wales in 1975, lost two years when the projected factory-site fell through, but is now established on the Industrial Estate at Lampeter, with space for expansion.

It was here that we called, a nice reason for driving over the Abergwesyn-Tregaron mountain-road, which must surely be closed next year for the final round of the British Hill-Climb Championship, perhaps renamed the Junior Mountain Championship — we are joking, of course. Davrian is producing about one rolling chassis a week, on average, and has ten employees, the majority Welsh-speaking, but exciting new developments are in hand. Assembly takes place in a spacious building, and the fibreglass body moulds are made in a separate shop. The aim is to provide a fairly complete package, to which the customer can fit the power-unit and equipment to choice, complete cars being outside the present scope.

To combat the drying-up of the supply of Imp engines, engine-mounts were adapted to take Mini, Renault 16 and other makes, up to 1600 Ford BDA power, driving *via* VW Hewland gearboxes. One customer, who likes diesel-power, specified provision for a VW Golf Diesel and this gives the possibility of a five-speed transmission. Davrian makes their own suspension units, double-wishbone at the front and trailing-arm at the rear, in conjunction with coil-springs. The latter is based on Chrysler components, but is more compact and torsionally stiffer. More local labour is used here, the welding-up being done "down the road".

Davrian customers are a keen bunch. There are some 135 of them, kept in touch through a regular illustrated News-letter. One customer departed recently to Ireland with a Davrian body on the roof-rack of a long-suffering Toyota saloon and another comes from the very tip of Scotland. Although this is a kit-car operation, complete front and rear disc-brake units, with a drum for the handbrake shoes within the 13" wheel-size, are available and Wipac lamps, etc. fit in well with the scheme.

The body is a low-built, handsome coupé, with luggage space ahead of the rear-placed engine, frontal radiator, and spare wheel behind this, wings and front air-dam, etc. being separate items, making for easy repair after a mishap. The "specification to choice", and the fact that at first glance the make must puzzle many people, is in the best traditions of Special-building. An "AALCO" sponsored Renault-powered Davrian is used as the works rally test-car and they also run a Ford-engined rally-car, apart from which there must be at least 50 customers actively engaged in competition work.

For some time Evans has toyed with the idea of a semi-mid-engined Davrian, with the 9 cu. ft. luggage space behind the engine. The Mini power-pack lent itself to this theme but now that he has saved 4" in width with the new rear suspension units he intends to launch the Mk.9 Davrian Dragon — good name for a Welsh car — using Ford Fiesta and Escort power, aiming for 200 similar units as quickly as possible for obvious reasons, and the 2-litre Renault is seen as providing a future source of rear-mounted power units.

Frazer Tickford

A Metro with a difference

£11,600 for a Metro? Well, yes, but it is no ordinary Metro. Capable of over 100 m.p.h. with acceleration to match, the Frazer Tickford is anything other than a hastily thrown together go-faster variant of the popular Metro but employs the technical expertise of the new special engineering department of Aston Martin Lagonda, who own the historic "Tickford" name, to provide the luxurious surroundings, comfort and quality of a limousine with the advantages of a small, economy car.

We drove an example of Mike Bletsoe-Brown's brain-child over the roads of Bedfordshire recently and were favourably impressed with the taut feel to the suspension, the road-holding and steering as well as with the superlative quality of the leather upholstery and other interior appointments. Our only reservations concerned exhaust noise and performance, the one being a shade too much for a car of this obvious quality and the other too little to take full advantage of the beautiful road-holding and handling.

The conversion is based on the 1.3S version of the Metro and involves completely stripping the car prior to rebuilding it with revised front and rear suspension to suit the 175 / 50 × 13 Pirelli P7 tyres, reworking the cylinder head with larger valves and gas-flowed ports and fitting a twin-choke Weber carburetter and tuned exhaust system to provide the increase in power and torque necessary to give 100 m.p.h. performance.

Outside, the below-the-waist portion of the body has been cleverly re-styled with fibre-glass panels to provide a very Audi Quattro / Porsche 924 Carrera GT / Renault 5 Turbo effect and the wrap-around front bumper-cum-air-dam contains four fog lights. At the rear, the original bumper is incorporated in another moulding which houses twin rear fog lamps and the whole car is finished to a very high standard with metallic paint which is fogged attractively to provide a darker colour over the lower portions of the body.

The interior boasts the best Wilton carpeting throughout, top quality hide upholstery for the dashboard surround, door panels and specially made seats. Careful attention has been paid to soundproofing, and the carpet is lined with the sound-deadening, foam-lead-foam sandwich used by Aston Martin and Rolls-Royce. A Uher radio-cassette player is fitted as standard equipment, and the windows are electrically operated.

Unlike many conversions we have tried, the car is very much of one piece and it is a credit to Frazer and to the engineers at Aston Martin Lagonda's special engineering department that this has been achieved so quickly. After sales service has not been ignored either — each car comes with a full 12-month warranty and there are 12 agents strategically placed around the country to look after the owners' needs.

A production of 175 is planned for the first year, and as each car will be made to order, it will be possible to specify further customising if required. Plans for a turbocharged version are under consideration to provide rather more exciting performance while an automatic option will be available for those who prefer to take life at a rather more gentle pace.

Will such a car sell in this gloomy economic climate? Mike Bletsoe-Brown is convinced that there are enough discerning motorists with the money available to provide a strong demand for this small, economical (the average owner should get a return of 35 m.p.g.) and yet very luxurious car.

Frazer Cars operate from Sywell, Northants and have plans for other luxury products in the future. . . . Why Frazer? Not because of any connection with Frazer Nash, but because Mike Bletsoe-Brown's destination on his first long-distance articulated lorry trip after he had started his own business in 1971 was to Fraserburgh in Scotland. . . .

FRAZER TICKFORD. A Metro transformed both in appearance and character.



Triumph Acclaim



THE exterior of the top of the range CD model is distinguished from the lesser cars by the road wheels and the headlamp washers. The fascia is common to all models.

WHEN BL launched the Triumph Acclaim to the press early in September, the senior management were in buoyant, optimistic mood, for here was the second car in their five year product-oriented recovery plan, and bang on time at that.

A few weeks later, when some representatives of the motoring press went to Cowley to view the manufacturing facility, an unofficial stoppage in the assembly plant cut our tour short. Senior management present on that occasion were still buoyant, if tight lipped, explaining that the stoppage in the assembly plant was over a claim for lay-off money, which BL refused to pay on principle, since it is a term of employment that workers are not paid for time they are laid off. The lay-off, for an afternoon, had been caused by a stoppage in the body plant when the workers in that plant returned from the annual week's shutdown to find that some external contractors had done some work which they claimed they should have done, but the body shop workers had quickly resolved their dispute and were back at work. . . .

The assembly plant stoppage lasted for nine days, during which time, of course, the body shop workers had themselves been laid off. Thus a hiccup to the smooth introduction to the British market of the first car to be built in the UK using Japanese technology — and this launch has been further overshadowed at the time of writing, by Sir Michael Edwardes' ultimatum, effectively threatening to close up the whole of the British Leyland group if the car workers proceed with their threat to strike at the begining of November over their pay claim . . . and Sir Michael is not renowned for making idle threats. I wonder how senior management are feeling now?

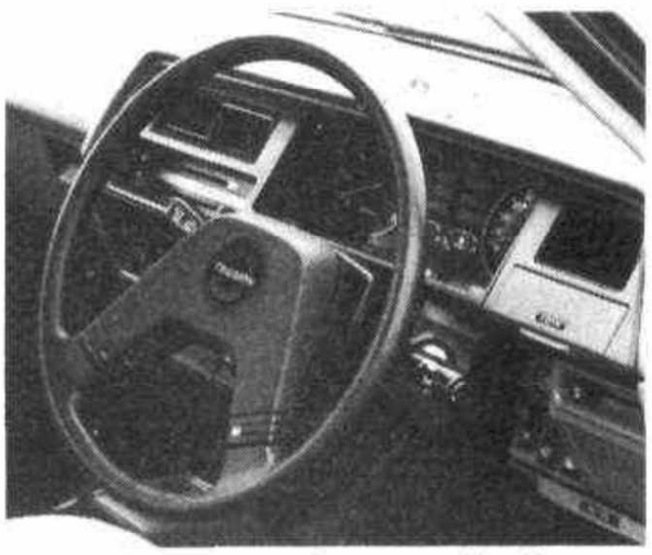
So that is the climate in which the Triumph Acclaim has been introduced to the British public. Luckily, the pre-launch production target of over 6,000 units had been comfortably exceeded before the stoppage, so there are plenty of Acclaims in showrooms up and down the country, and very worthy successors to the small Triumph saloons of recent years they are too.

When BL started their product recovery campaign, they planned on one new car a year for five years. The Metro was already in the pipeline, and plans were in hand for a mid-range car, but these could not be advanced quickly enough to come a year after Metro. So what to do? The answer was to buy the technology and development from elsewhere and elsewhere turned out to be Honda, who themselves make especially well turned out small cars. The marriage seems to have been a happy one, with both sides of the deal being pleased with the outcome.

Based on a Honda model which is not available in the UK, the Acclaim is built at Cowley on a completely revised, revamped and modernised production line which will give BL considerably improved flexibility in the years to come. The body pressings are to Japanese design, but made from British Steel steel on British presses at Cowley. Mechanical components such as engine, transmission and suspension come from Japan, as does the instrument panel, but interior trim is British designed and manufactured and of course the car is put together at Cowley. As outside suppliers increase their capacity, more of the components will be of British manufacture. BL, knowing their reputation for poor quality work and realising the importance of proving this reputation ill-founded, have gone to extreme lengths to ensure that components for the Acclaim come up to standard and that they are assembled correctly. More than £1 million has been spent on a testing rig at the end of the production line to check that the major components are correctly aligned and that all the mechanical and electrical functions work correctly.

So what is this new small car from Triumph? It has a four cylinder, 1,335 c.c. engine mounted transversely and driving the front wheels through either a five-speed manual gearbox or a three speed semi-automatic gearbox with torque-converter. It has coil and strut independent suspension all round, located with transverse links and with trailing arms at the rear and an anti-roll bar at the front. The braking system is a conventional servo-assisted disc / drum arrangement with twin hydraulic systems split diagonally and equipped with pressure limiting devices for the rear circuits. The body is a conventional four-door saloon with boot and is finished with a very comprehensive level of equipment, even in the basic HL version. The middle range HLS has superior interior trim, halogen headlamps and remote controlled door mirrors and, to distinguish it from the HL, a body side rubbing strip. The top of the range CD version has a positively luxurious interior, electrical windows, headlamp washers and low profile tyres. All share the same mechanical specification.

On the road, the performance is nothing to shout about, although the little engine (only a whisker larger than the Metro's unit) is very willing, pulling smoothly up to its maximum of 6,000 r.p.m. in the gears. Using the gears sensibly, there is a useful amount of power available for overtaking where the Acclaim compares favourably with many 1600 (or larger) engined cars, but it does seem to struggle somewhat on steep hills. It is very happy cruising at the legal limit, and seems to have a top speed of about 95 m.p.h. There is plenty of room inside, although tall drivers may wish to move the seat back beyond the normal limits of adjustment. Rear seat passengers have adequate leg room, but again, the tall may feel slightly cramped. The controls are pleasantly light to operate and the instrumentation clear and easy to read. Ride is excellent, with little roll, and the handling complements the engine performance perfectly. The brakes work well, but repeated moderate applications during a thrash around Dartmoor warmed them up to such an extent that they were smelling noticeably when we stopped for coffee. The gear change is excellent on the manual box, although care has to be taken to get a smooth take off from rest as the transmission jolts if one is not gentle. This jolt is also noticeable when lifting-off after hard driving or when suddenly increasing pressure on the accelerator. Noise is apparent, both from the road, if the surface is anything other than perfect, and from the engine which has to work hard in anything other than gentle cruising conditions. Wind noise is remarkable by its absence.



One of the most important points which BL claim for the car is its economy — both in terms of actual fuel consumed and in terms of cost of ownership. Current service requirements are for a minor check every 7,500 miles and a more comprehensive service at twice that distance, but work is going ahead to bring the Acclaim into line with the Metro's 12,000 mile intervals. Fuel economy is outstanding, the official figures being 32.8 m.p.g. for the urban cycle, 48.8 at steady 56 m.p.h. and 34.0 m.p.g. at 75 m.p.h. which should give the typical owner some 40 m.p.g. overall. Much better figures can be obtained, as was recently shown in the Mobil Economy Run, where Messrs: Lowrey and Surguy achieved an incredible 74.9 m.p.g. to produce the best economy figure of the run.

The HL, in manual form costs £4,688 and prices rise to £5,874 for the automatic CD. If BL salesmen can persuade customers to try the car and BL can combine the undoubted charm of this small car with the quality of the Japanese built products which are flowing into the country, they are on to a winner. — P.H.J.W.

HILLCLIMB REVIEW

AS reported briefly last month, James Thomson clinched the National Hill Climb Championship before the final round at Doune at the end of September. His final score of 98 points out of a possible maximum of 100 is impressive by any standards, that he should have achieved this in his first year of serious single-seater hill climbing at the tender age of 20 is doubly so: there has been talk of a transfer to track racing for next year, and it will be interesting to see how readily Thomson's talent makes the transfer from battling against the clock to battling against other competitors.

Thomson's hill climbing career started in 1978, driving his father's well known Chevette. He used this car again during 1979, finding himself second to Josh Sadler's Porsche in the Guyson sponsored BARC Championship. 1980 was not so successful, but then his father, Jim, acquired the ex-Martyn Griffiths Pilbeam MP40 and the scene was set for the 1981 season. With sponsorship from his employers, Guyson International, the Yorkshire based bead and shot blasting equipment manufacturers whose managing director is none other than Jim Thomson, young James started the season with a class win at Loton Park and FTD at Prescott the following weekend in the Midland Hill Climb Championship, but his first few rounds in the National Championship were rather overshadowed by Alister Douglas Osborn's performance in the very powerful 3.6-litre Cosworth-engined Pilbeam.

After the fifth round, Thomson had shown his promise, but had apparently thrown his chances away with a couple of excursions off the track in the all important top-ten run-offs, due to trying too hard. By round eight, he had pulled back much of the ground he had lost, making the first sub-40 sec. climb of Doune and making FTD on his home ground at Harewood. The Championship went into round nine, at Bouley Bay, with Douglas Osborn still convincingly in the lead with 70 points, followed by Thomson with 63. By round twelve, Thomson had turned the tables, scoring maximum points at Bouley Bay, Val des Terres and Craigantlett, but being beaten (only just) by Douglas Osborn with a record-breaking run at Shelsley Walsh. This put the young Yorkshireman well into the lead with 94 points to Douglas Osborn's 88: to win back his position, the Midlands driver was faced with having to win the remaining four rounds, and this he failed to do for Thomson stole the limelight at Prescott and Doune, leaving Douglas Osborn to win at Gurston Down and Ted Williams to take the honours at Wiscombe. With only the best ten results from the 16 round championship to count, Thomson could not have done much better than to score eight outright wins and two seconds! It is interesting to note that if all 16 rounds had counted, the result would have been the same but closer, with 136 points to Thomson's credit against Douglas Osborn's 135.

The 2.5-litre Hart-engined winning Pilbeam has been prepared throughout the season by Peter Kaye, who also looks after the Guyson Chevette, and has undergone one or two alterations since its final outing with Martyn Griffiths at the end of last year — for instance, the full width nose was replaced after a couple of rounds with a slender nose cone and wide wing and this brought about a big improvement in the car's characteristics in slow corners.

The Gurston Down round, at the end of August, saw a battle for positions between Ted Williams and Richard Fry, who share the same



JAMES THOMSON, 1981 British Hill Climb Champion.

Pilbeam MP41 — Williams qualified fifth, but after the first runs was beaten to seventh spot by Fry, whose first top-ten climb showed a significant improvement. Not to be outdone, Williams replied with a climb which took him to second spot behind Douglas Osborn, until Thomson split these times on his second run. Douglas Osborn's course record-breaking first run was good enough to assure him maximum points, so when the timing mechanism failed on his second climb, he did not have a re-run.

Round fourteen was at Prescott, and saw the outright hill record lowered four times. Douglas Osborn qualified in first position for the top-ten, beating Chris Cramer's year-old record and recording the first official sub-40 sec. time for the hill. Thomson was well under Cramer's old record in second place, and Cramer himself had improved on his previous best to take third spot. In the first top-ten runs, Lane broke the half-shaft on his March at the start and Cramer set a new record, lowering Douglas Osborn's class time by 0.33 sec., only to lose this honour moments later when Douglas Osborn lowered it again by a further 0.15 sec. Thomson appeared out of the running failing to break 40 sec. On the second runs, Cramer slowed, but Thomson was back on form, breaking the fresh record by a mere 0.05 sec. Then all eyes were on Douglas Osborn, would he or wouldn't he? He tried just that little bit too hard, bringing back memories of Thomson earlier in the season, letting the tail get out of line at the top of the hill, climbing a full second outside Thomson's new record.

The Wiscombe Park round saw Thomson confirmed as Champion, despite the fact that he finished in sixth place in the top-ten, but Douglas Osborn's fourth place did not give sufficient margin over Thomson to leave him with a chance of winning. Douglas Osborn qualified fastest, but was a full second slower on his first top-ten run, and only managed fourth place on his second. Thomson, having qualified in third place behind Dave Harris, failed on his first top-ten run and caution left him with a relatively poor second run to give him sixth place. Martyn Griffiths had qualified sixth, but moved into third spot after the first runs, a position he maintained with a gentle improvement on his second run. Harris found himself in the lead after the first runs, and it looked as if he might repeat his success at this venue of earlier in the year until Ted Williams, who had finished the first runs in second place, pulled out all the stops to make FTD and to win his first championship round.

The season drew to an exciting, if wet, finale at Doune where under 1,600 c.c. racing cars took the first, third, fourth, eighth and ninth places for the top-ten run-offs on a day when the track never dried completely. Fastest qualifier was Martin Bolsover, who was well ahead of Thomson. Cramer had qualified third, but steering problems put him out of the running for the top-ten and his place was taken by Tom Macmillan, followed closely by David Gould. Douglas Osborn was in fifth spot, the second placed large capacity car, ahead of Griffiths. After the first runs, Thomson was in the lead, with Roy Lane snapping at his heels having come through from seventh qualifying place, and Douglas Osborn was third with Griffiths fourth. Second run times were generally slower than the first, due to deteriorating conditions, and the order did not change. Thomson had proved himself a worthy champion. — P.H.J.W.

Results at Gurston Down

1st	Alister Douglas Osborn (3.6 Pilbeam MP47)	*28.54 sec.
2nd	James Thomson (2.5 Pilbeam MP40K)	28.91 sec.
3rd	Ted Williams (2.5 Pilbeam MP41)	29.32 sec.
4th	Dave Harris (2.5 Pilbeam MP50)	29.46 sec.
5th	Chris Cramer (2.5 Toleman TG280H)	29.47 sec.
6th	Richard Fry (2.5 Pilbeam MP41)	29.65 sec.
7th	David Franklin (2.3 March 782)	29.68 sec.
8th	Max Harvey (2.5 March 792)	30.01 sec.
9th	Roy Lane (2.3 March 782)	30.11 sec.
10th	Malcolm Dungworth (3.3 Pilbeam MP22-03)	30.29 sec.

* indicates new hill record.

Results at Prescott

1st	James Thomson (2.5 Pilbeam MP40K)	39.39 sec.
2nd	Alister Douglas Osborn (3.6 Pilbeam MP47)	39.44 sec.
3rd	Chris Cramer (2.5 Toleman TG280H)	39.59 sec.
4th	Dave Harris (2.5 Pilbeam MP50)	40.30 sec.
5th	Martyn Griffiths (2.5 Pilbeam MP46)	40.47 sec.
6th	David Franklin (2.3 March 782)	40.64 sec.
7th	Ted Williams (2.5 Pilbeam MP41)	40.70 sec.
8th	Richard Fry (2.5 Pilbeam MP41)	41.09 sec.
9th	Martin Bolsover (1.6 Pilbeam MP51)	41.43 sec.
10th	Roy Lane (2.3 March 782)	no run

Result at Wiscombe Park

1st	Ted Williams (2.5 Pilbeam MP41)	38.71 sec.
2nd	Dave Harris (2.5 Pilbeam MP50)	38.51 sec.
3rd	Martyn Griffiths (2.5 Pilbeam MP46)	38.67 sec.
4th	Alister Douglas Osborn (3.6 Pilbeam MP47)	38.69 sec.
5th	Chris Cramer (2.5 Toleman TG280H)	38.69 sec.
6th	James Thomson (2.5 Pilbeam MP40K)	38.94 sec.
7th	Martin Bolsover (1.6 Pilbeam MP51)	39.57 sec.
8th	Richard Fry (2.5 Pilbeam MP41)	39.68 sec.
9th	Roy Lane (2.3 March 782)	40.03 sec.
10th	Alan Payne (3.5 Coogar RT1)	40.38 sec.

Results at Doune

1st	James Thomson (2.5 Pilbeam MP40K)	46.76 sec.
2nd	Roy Lane (2.3 March 782)	47.71 sec.
3rd	Alister Douglas Osborn (3.6 Pilbeam MP47)	48.01 sec.
4th	Martyn Griffiths (2.5 Pilbeam MP46)	48.26 sec.
5th	Martin Bolsover (1.6 Pilbeam MP51)	51.57 sec.
6th	David Gould (1.6 Gould Terrapin)	52.11 sec.
7th	Tom MacMillan (1.6 Modus M4)	52.19 sec.
8th	Norrie Galbraith (2.3 Chevron B48S)	53.05 sec.
9th	Jim Campbel (1.6 Modus M4)	53.30 sec.
10th	Tom Hughes (1.6 March 742)	58.16 sec.

1981 BRITISH HILL CLIMB CHAMPIONSHIP FINAL POSITIONS

1st	James Thomson	98 points
2nd	Alister Douglas Osborn	93 points
3rd	Chris Cramer	87 points
4th	Dave Harris	74 points
5th	Roy Lane	64 points
6th	Martyn Griffiths	60 points
7th	Ted Williams	59 points
8th	Martin Bolsover	43 points
9th	David Franklin	40 points
10th	Richard Fry	28 points

DURANCE RACING
VIEW

up C arrives

NOW it has gone. The wait has been minable, frustrating, frequently sad — but in the waning months of 1981, we can bid ell to international sports car racing's Group efinitions. With joy.

its place, a Brave New World. Group C. A ula which will place more emphasis on the ectable" image of motor racing in these ritical times, fuel economy. A formula n, more significantly, will encourage the cipation of production related cars. And yet a formula which is not afraid to let nd-out racing designers continue to unravel blind alley which is flanked by spectacular speed specials.

other words, all the right signs. Regulations h, at long long last, are set to draw back *bona* manufacturer involvement, and which will the World Championship for Makes the bility it so badly requires.

ne significant day was September 27th 1981. n the autumn twilight faded silently away nd the neon lights in the Brands Hatch pit , so too did Group Six. This had been the final d of the 1981 World Endurance mpionship for Drivers. The very last race nging to the old, troubled era.

ot surprising, then that the entry list at nds spelt out the transition. A substantial ture of the Old, spiced by an exciting hint of New. And between the two, conflict.

ut not an entirely unexpected conflict. No, the erts had been talking about it all week. Lola gner Eric Broadley, for one, was particularly est in his views.

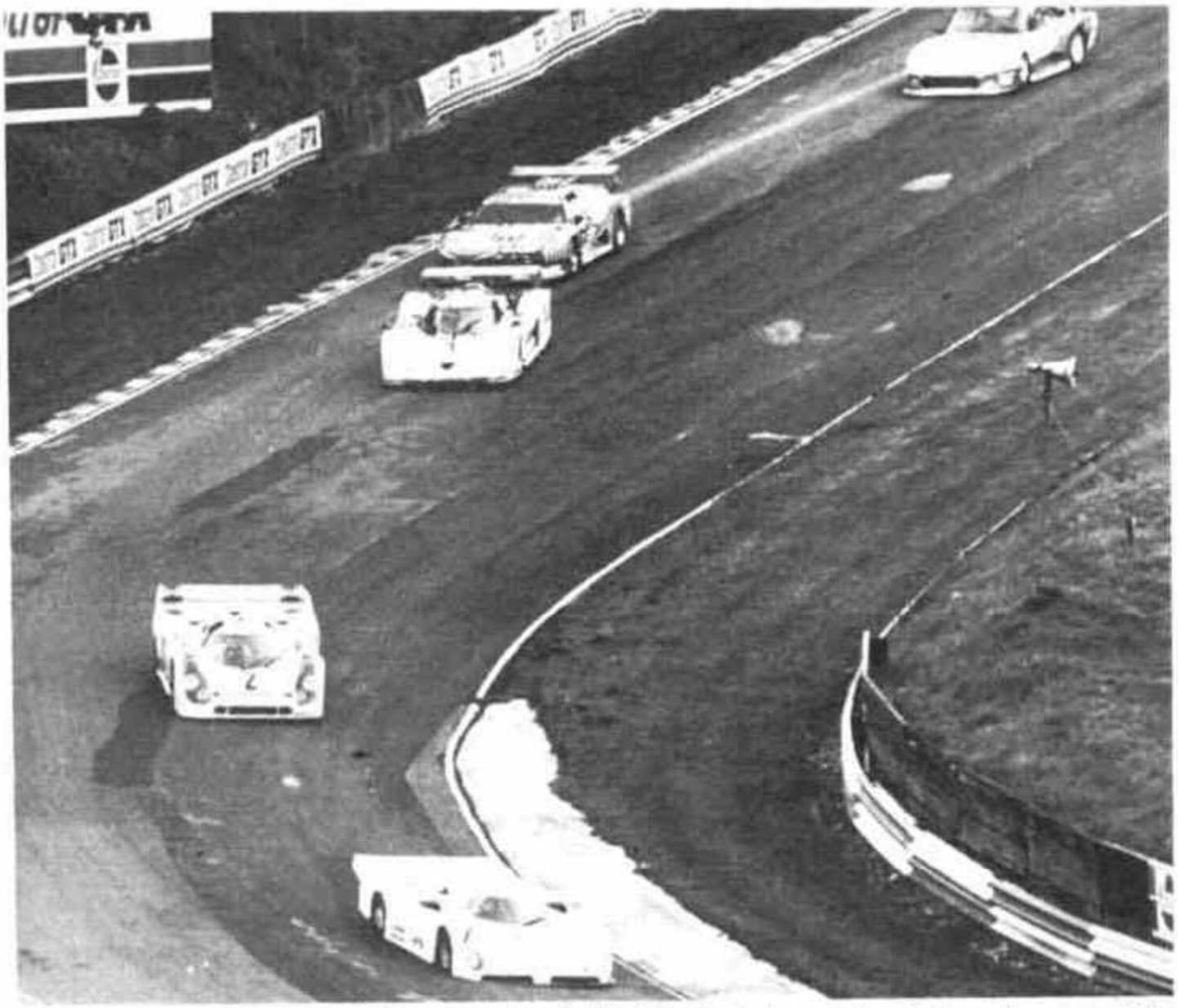
We must expect the regulation change over to a little bit rough" he warned. "Of course the sition will not be easy — particularly for those us who, like ourselves or even Ford, have ady built cars and will now have to modify ensions and the location of fuel tanks and so to suit the new rules. But we should all be py that the regulations *are* changing, and that nufacturer interest is obviously on the upswing in.

It's not all going to happen overnight, though. eryone seems to expect new ventures to work fectly in five minutes these days. But they 't, not if they're worthwhile. Group C's viously going to be worthwhile — but yes, I do see a few minor problems. The improvement is pening all right, but I think it will take other year or two."

So far, he has been right. The Brands Hatch ing Tiger 1000 illustrated that vividly. The r of the show, just as Motor Circuits velopments and the British Racing & Sports r Club had hoped, was the new Ford C100. is tidy little Group C challenger was making its rld debut, and was quick, good looking, and nded glorious with its unique 3.9-litre Ford sworth DFL power. As the organisers had ped, it stole the limelight.

But only just. An uncomfortably close allenger for crowd attention and popularity was entry from the German Kremer brothers, a rsche 917. Yes, that's right, a 917! The very ne design that was used to win the BOAC 1000 lometres at the Kent circuit eleven years ago.

It wasn't only a close challenger for popularity, her. Between them, the Ford and the repli-car



FORD'S new C100 led the 1,000 km. race at Brands Hatch until a broken gearbox shaft put the car out of the running after only 55 minutes. Here it is seen leading the Kremer replica Porsche 917, which also failed to finish, and the eventual winner, the Lola of Guy Edwards and Emilio de Villota.

Porsche vied furiously and extensively for pole position. Erwin Kremer would casually hang a pit board over the wall telling his drivers Bob Wollek or Henri Pescarolo that they were quickest; a few laps later, and the Ford pit would do the same. So Kremer Racing would reply. And so it went on. A fierce battle of pride in a branch of the sport where starting positions are usually nothing more than an academic formality.

And the rest of the modern-day racers, the drivers of the Lola, the de Cadenet, or the multitudinous Porsche 935 K3 Turbos? They could only look on with red faces.

Eventually, the Ford saved pride not only for itself, but for an entire decade of sports-car racing. But only eventually. By staying out on a damp but drying track long after most others had gone home for tea, Manfred Winkelhock bettered team mate Klaus Ludwig's lap time and, to the relief of European Competitions Manager Peter Ashcroft, wrapped up pole by an impressive half a second. Yet he had done so none too soon.

For its drivers, the C100 was a revelation. Forget that the cockpit is cramped, a mite uncomfortable, and appallingly ventilated. Forget that you have been expecting this drive since Le Mans in the height of summer, or that even getting to the season finale at an overcast and sodden Brands Hatch was a desperately hurried task made possible only by slashing the pre-race shakedown programme. Indeed, forget that, on past performance, the car will almost definitely retire in its first race, if it doesn't actually fall to pieces around your bucket seat. Forget it all. The delightful fact was it felt like a single-seater. "So precise, so controllable" enthused Ludwig. "Really stable and rigid; easy to place" echoed Winkelhock.

Neither were they exaggerating. Winkelhock, although sensationally quick, was also unnervingly precise and consistent. And that from a man who is unenviably renowned for his kerb-hopping and sideways antics; a F2 trier who is remembered — if indeed he is remembered at all — for a series of end-over-end rolls at the Nürburgring's Pflantzgarten so lurid that, when later seeing a film of the crash, he apparently fainted.

As a technical exercise, the Ford itself was neat too. Virgin white other than the traditional company insignia; squat and compact yet appropriately capacious at the moments when spanners were needed. And watched over thoughtfully all the time by Ford competitions boss Peter Ashcroft.

German engine wizard Erich Zakowski was there too, as well he might be: next season, Zakspeed will themselves run not just one, but two works C100s on behalf of Ford. Winkelhock and Ludwig will again feature in the driver line-up, as might another Zakspeed German Group Five front-runner, Klaus Niedzwiedz. Both cars will contend the full World Endurance Championship for Makes powered by the bored and stroked Ford Cosworth unit in 3.9-litre guise. More exciting still, later in the year this motor, which is already kicking out a reputed 550 b.h.p., will be mildly turbocharged. A third car will also be fielded, although on a privateer basis, for long-time British campaigner Alain de Cadenet, who very nearly assisted in the initial development of the car until problems intervened and delayed the programme.

Yes, the problems. Enough to have kept the rafters of the Ford boardrooms echoing with scepticism since early May, when the C100 had initially been scheduled to make its world début at the Silverstone Six Hours. And enough to show that, no matter how one might scorn the stagnation that has been the festering characterstic of endurance racing for the past ten

Continued overleaf

RALLY REVIEW

The Sanremo Rally

MOST lady drivers are content to compete for trophies only against others of their own sex and we would not be doing them any injustice by saying that against men they have very little chance of scoring top places in a general classification.

There have been exceptions, of course. Jennifer Birrell, then Jennifer Nadin, used to win rallies in Britain even against the tough opposition of the *Motoring News* Rally Championship. Overseas as well as at home, Pat Carlsson, formerly Pat Moss, was as skilled and determined at the wheel as any of her male rivals, whilst Sylvia Österberg used to give all her opposition, male and female, a real run for their money.

There have been others, but here we are concerned more with the present, and with a 30-year-old French girl from Grasse, Michèle Mouton.

Since she began rallying in 1973 Miss Mouton has never been satisfied by winning Ladies' Prizes, although she has amassed a huge collection of them in those eight years. Her object in competing is to take on all others, not just the women drivers, and the only result which matters to her is her overall position.

She is most certainly not lacking in femininity, as we can vouch, but she is never shown quarter by her male rivals, nor does she ask any, for she is a rally driver among rally drivers, not just a woman in a predominantly male sport, and her skill puts her right up among the world's best.

Singling her out in this way because she is a woman may seem like the very thing she hates people to do, but we have no choice, for she has just become the first lady driver to win a World Championship event since that series began in 1970 as the International Championship.

In Italy last month she and her Italian co-driver Fabrizia Pons took their Audi Quattro — they are



THE face of Michèle Mouton, who in winning the Sanremo Rally became the first woman ever to win a round of the World Rally Championship, driving an Audi Quattro.

both contracted to the factory team — to a convincing win on the Sanremo Rally, beating Henri Toivonen and Fred Gallagher in a Talbot Sunbeam Lotus by nearly three and a half minutes.

Before the event the biggest point of interest was the prospect of a close fight between Finland's Ari Vatanen and France's Guy Frequelin for the World Championship, but Frequelin was most certainly off form and did not finish. Vatanen got to within about half a minute of Mouton but on the last night of the event, perhaps in a final effort to get the 20 points of a win rather than the 15 of a second, he clipped a rock, damaged the front of his Escort and was relegated to seventh place by the consequent time loss.

For most of the rally things had by no means been as close, but towards the end of the fourth leg (there were five) Mouton had a front brake caliper jam and when she arrived at her next service point, with the wheel locked, the driveshaft broken and in clouds of rubber smoke and sparks, mechanics took more time to repair the damage than she had available. Her two minutes lost on the road, plus her delay on stage time, reduced her advantage to 36 sec., and it was precisely this which Vatanen was attempting to make up during that last night on seven tarmac stages.

In the 'sixties, when the event was known as the Rally of the Flowers, it ran exclusively in the mountains immediately behind the Riviera city of Sanremo, but all those wonderful, unmade, dirt roads have since been despoiled by the advance of tarmac and the organisers were compelled for some years to run the rally almost entirely on tarmac roads.

In 1979 they had seen enough of tarmac and, in search of dirt roads, they took the event right across the entire width of Northern Italy to the Republic of San Marino. They didn't go quite as far this time, but the bulk of the dirt road stages were nevertheless a long way from Sanremo, to the south of Florence in fact, just below Pisa and Siena.

The opening leg ran through the tarmac stages in what we like to call the Sanremo Hills, after which came a boring motorway drive of well over 200 miles to get the field into the area of dirt road stages.

Whilst there, two overnight stops divided the second, third and fourth legs, the first one at Pisa where the Leaning Tower provided a magnificent setting for the arrival control, and the second at Siena. This city has a huge dished square called the Piazza del Campo, made famous by the furious and quite dangerous horse races which are held on its outer pavements twice a year, and it was here that cars came for the arrival and departure controls.

ENDURANCE RACING REVIEW
continued

years, it is still not easy to mosey into the sports-car arena and show the current crowd how to run their show.

Far from it. To start with, there was the Ford's bodywork: so inaccurate in its construction, went the whispers, that it delayed progress by weeks. And then the Goodwood testing, conducted by the brave Derek Bell. The two times Le Mans winner is diplomatic by nature; one of a minority of successful racing drivers who still see participation as a sport. And yet even he couldn't really believe it. The jamming doors, the spanners in the cockpit, even the steering wheel falling apart. "Yes, there were problems all right — but for God's sake don't write about them!"

No one did. Until recently. But now the past is easier to accept, even to laugh at. In one short weekend at Brands Hatch, a year's traumas were vindicated. By claiming pole by half a second, by staving off the embarrassment threatened by that Porsche 917, and by leaving the Lola T600-3.3 DFL out of breath and bemused in its wake, the Ford was forgiven.

Then the 1000 Kilometres itself. Again the impertinent Wollek / Pescarolo Porsche made life difficult, and again former Aurora F1 stars Guy Edwards and Emilio de Villota played a quiet, disciplined supporting role, watching the Ford / 917 wrangle with interest. But there's an old saying which the pace-setting duo were eventually — indeed, all too quickly — to be reminded of. To finish first, it goes, first you have to finish.

Neither the Ford C100 or the Porsche 917 managed it. Having led for 55 minutes, the C100 reluctantly relinquished glory in order to re-fuel. Wollek unfolded himself from the steamy cockpit, Ludwig strapped himself in. Fuel in. Door closed. Engine on. Gear selected . . . or was it? A perplexed Ludwig tried again. And again. Ominously, the gearbox was baulking. After a wasted 15 sec., he got going — but just four minutes later, he was stopped again. A gearbox input shaft had broken. Not a driver error, not even a new car fault. Just One of Those Things.

The C100 was out, but the Ford mechanics went home smiling.

Which is more than can be said for the Kremer crew. Poor Bob Wollek was able to capitalise on the vacancy left by the Ford for barely a handful of laps. Then, with a sudden lurch and farcically splayed front wheels, he too was out. The 917's steering had failed, putting Wollek in to the crash barriers and the Lola into the lead.

That, in effect, was the end of the 1981 endurance racing season. Edwards / Villota carried on in the same quick but cautious manner that they had adopted before, the autumn evening drew in, and bye-and-bye the Enna winning Lola had chalked up its first WEC victory against competitive opposition.

Once the spectacular Hans Stuck / Hans Heyer Group 5 BMW M1 had been lucklessly clobbered out of the reckoning by a wayward Porsche 935, it was left to the IMSA specification Porsche 935 K3 Turbo of Bob Garretson and the fresh-from-Can Am-victory Bobby Rahal to come home second, a mammoth eight laps behind the victors, while three laps further down were Derek Bell and Chris Craft in the Michael Cane Racing M1. Echoing their splendid Le Mans result, John Cooper / Dudley Wood brought their Charles Ivey Porsche 935 Turbo home fourth, ahead of Lella Lombardi and Giorgio Francia in the works 2-litre Osella-BMW. Germans Dieter Schoernstein and Harald Grohs, ailed by turbocharger problems in the closing stages, slipped down the order to a final sixth.

With that, the curtain dropped. The 1981 Word Endurance show, often exciting, sometimes tedious, at the Nürburgring tragic, was over. But it is probably only the Final Act that will be remembered. A dramatic climax in which the past threatened so strongly to embarrass, but where the white hope for tomorrow was morally victorious. A spectacular choreography in which the C100 starred; not the 917, not the canny Lola T600, and not even Bob Garretson.

Who? Bob Garretson. A 48-year-old Californian business man. And the 1981 World Endurance Driver's Champion. Need we say any more?

P.R.B.

After this, the return drive along the coastal motorway, with its well engineered tunnels and viaducts, and expensive tolls, took everyone back to Sanremo for another rest before the tarmac stages of the final night.

It was a stretched event by any standards, and although the special stages were good the ratio of 800 km. of stages to 2,900 km. of total distance was not to everyone's liking. Indeed, the organisers may have found it difficult to control the rally so far from base, even though they obviously had men on the spot, for there were several rather dangerous shortcomings.

There was very little spectator control on stages, and at one place in particular the competitors were unnerved by people who stood actually in the road in front of them to take photographs, only jumping for safety at the last moment. They even did this after jumps, so that the first view drivers had of the road ahead of them when their cars arced from backward tilt to forward tilt was of a crowd of spectators dead ahead and very close.

Fortunately there were no accidents, although there were several nasty ones on public roads involving spectators' cars.

The accident situation could easily have been much worse. A group of film makers who were making their way by car along an access road towards a special stage suddenly found themselves at the stage start control, having driven along the stage itself against rally traffic for some two miles.

It was amazingly fortunate that they arrived at a time when officials had held up competing cars to go in search of a competitor who was thought to have gone missing (but hadn't) on the stage. Had that not happened those film makers would have encountered high speed rally traffic coming towards them, using the whole width of the twisty road, and who knows what sort of major accident that could have caused?

Special stages should be totally sealed from all other traffic and every access road should be blocked and the barriers manned. This is what competitors expect and this is what they should get. Failing to ensure that this is done is nothing short of criminal neglect, which one certainly does not expect to find on a World Championship qualifier.

Vatanen's total score in the World Championship stands now at 79, just two behind Frequelin. Before this will be published, they will also have competed in the Ivory Coast Rally, Frequelin in a Peugeot and Vatanen in a Ford Escort, so unless Frequelin will have scored a first place in the Ivory Coast and Vatanen no higher than tenth, the championship will not be resolved until the RAC Rally which starts at Chester on Sunday, November 21st, a guide to which will be published in the November 19th edition of *Motoring News*.

Among the manufacturers the gap is wider, for Talbot has 112 points and Datsun 88. However, the Peugeot - Talbot concern has decided to send a Peugeot to the Ivory Coast, not a Talbot, so by the time the RAC Rally comes along the gap may be much smaller.

Cyprus Rally

GONE are the days when cars went out on rally routes and officials were content to tally their scores only when they returned. Nowadays organisers must have a base which is in contact with various parts of the route so that they can always be aware of progress and remain in control.

The effectiveness of the means of communication which organisers employ for this purpose has become almost a hallmark of an efficient event.

The first prerequisite for a good rally is obviously a suitable network of roads. After that comes the manner in which that network is divided, where controls are sited and a number of other features which are largely dependent on individual and collective experience.

But no matter how good an organising team, if they do not have good communications then they stand to lose control of their rally, and competitors will not thank them for that.

The best communications system we have ever seen — with the exception of one using radio-teleprinters which has long since ceased to run — is that used by the Cyprus Rally, and it easily beats anything in the World Championship.

The rally is backed by Rothmans, although the expertise for the event itself and its communications is that of the organisers, not the sponsors (which is more than we can say of the Safari).

VHF radio gives excellent clarity but since it needs a line of sight between transmitter and receiver it is totally defeated by mountains. Rally teams have used aircraft as airborne repeater stations to overcome this problem, but in Cyprus they use three automatic repeater sets installed on mountain tops. These have been home built at low cost and each is basically two transceivers mounted back-to-back. The result is constant contact between rally HQ and every control and stage in the rally, and that is an ideal which most other events have not achieved.

This, plus the speed, accuracy and totally comprehensive nature of the computer programme employed for results, elevates the Cyprus Rally to among the best in the world. Indeed, its place is not in the European Championship, but the World Championship.

The route uses twisty rough, dusty tracks all over the mountains and coastal area of Cyprus, and they are as demanding as we have seen anywhere, and yet are never far from rally headquarters at the Cyprus AA building in Nicosia.

Unfortunately, this year the event attracted very few competitors of international standing, and the outcome was a certain lack of overseas interest which was not at all in keeping with the calibre of the rally.

When Malcolm Wilson, driving an Escort for the Rothmans Team, retired, it was left to local drivers to fight it out, and the winner was Vahan Terzian in a Mitsubishi Lancer, ahead of London resident Dimi Mavropoulos in a Talbot Sunbeam Lotus built by Spooner in Essex.

FISA's administration is unfortunately primed by personal and political ambition rather than any regard for the sport which it is supposed to promote, and we hardly think that anyone in Paris will take note of where the Cyprus Rally really belongs. It is unquestionably among the world's best. — G.P.

ARI VATANEN was in second place when the leading Quattro broke its driveshaft, but in his attempts to take advantage of the Audi's misfortune, he clipped a rock on a stage, damaging the Escort (shown here early in the rally) and dropping to a final seventh place.



Results at Sanremo

1st	M. Mouton F. Pons (Audi Quattro) (4)	8h. 05m. 50s.
2nd	H. Toivonen F. Gallagher (Talbot Sunbeam Lotus) (2)	8h. 09m. 15s.
3rd	T. Fassina R. Dalpozzo (Opel Ascona 400 (4)	8h. 12m. 08s.
4th	H. Mikkola A. Hertz (Audi Quattro) (4)	8h. 18m. 20s.
5th	L. Battistoli F. Penariol (Opel Ascona 400) (4)	8h. 19m. 51s.
6th	M. Biasion Siviero (Opel Ascona 400) (4)	8h. 21m. 44s.
7th	A. Vatanen D. Richards (Ford Escort RS (4)	8h. 23m. 35s.
8th	D. Cerrato L. Guizzardi (Fiat 131 Abarth) (4)	8h. 25m. 33s.
9th	M. Alén L. Kivimaki (Fiat 131 Abarth) (4)	8h. 26m. 45s.
10th	F. Ormezzano C. Berro (Talbot Sunbeam Lotus (2)	8h. 33m. 47s.

66 starters, 26 finishers

Results in Cyprus

1st	V. Terzian Y. Theophanous (Mitsubishi Lancer) (2)	(0m)	13h 49m 11s
2nd	D. Mavropoulos D. Adams (Talbot Sunbeam Lotus) (2)	(4m)	14h 10m 38s
3rd	C. Theocharides M. Charalambous (Ford Escort RS) (2)	(0m)	14h 48m 41s
4th	C. Kirmitsis P. Demetriades (Honda Accord) (1)	(3m)	14h 55m 37s
5th	S. Galides D. Evripidou (Talbot Sunbeam) (2)	(3m)	15h 05m 34s
6th	G. Fielding F. Kerr (Ford Escort RS) (4)	(31m)	15h 16m 28s
7th	Fouis N. Neophytou (Talbot Sunbeam) (2)	(2m)	15h 18m 31s
8th	C. Mashias M. Panayiotou (Talbot Sunbeam) (2)	(3m)	15h 21m 35s
9th	E. Kenmore J. Armstrong (Talbot Sunbeam) (2)	(8m)	15h 29m 56s
10th	M. Theophanides T. Vasiliades (Citroen GSX3) (1)	(25m)	15h 35m 59s

52 starters, 22 finishers

Road penalties shown in brackets before total penalties

Behind the Grand Prix Scene

— The Trade and Industry

SOME PEOPLE think that the money from the big sponsors like cigarette companies or food and drink companies is what keeps Formula 1 going. It certainly helps to pay for lots of good things like new transporters, the employment of adequate staff, good working conditions, motor homes, colourful uniforms, fancy paint jobs on the cars, even the racing cars themselves, but these things alone would not get a Formula 1 race underway, or keep it going.

Without the support of the trade and industry who supply everything from a sparking plug to a brake pad, a Formula 1 car would be a rather ineffectual device. At every Formula 1 Grand Prix there is a small contingent of technical people whose combined efforts keep the whole Formula 1 scene running smoothly. Without the support of the firms who supply plugs, clutches, brakes, clutch lining and brake pads, ignition systems, shock absorbers, and all the other bits and bobs that are needed to make a racing car work, and work efficiently, everyone would be in real trouble and all the cigarette or drinks money in the world would be of no use. In the same way the tyre manufacturers are of equal importance as we saw at the beginning of the season when Michelin saved Formula 1 from extinction. Tyres are such a big and important subject that they will be dealt with in a later article. Meanwhile let us look at some of the smaller, but none-the-less important branches of the trade and industry.

The technicians from the various firms who supply parts to the teams are at their busiest during the morning test-sessions and afternoon qualifying sessions on the two days before the actual race. By race day everyone should know what they are doing and should have all the equipment they need. On many circuits brakes are critical, not because they do not work, but because tyre technology provides improved adhesion, ground effects help as well, and we have a lot of brave drivers like Jones, Laffite, Villeneuve and Piquet who can apply the brakes incredibly late and incredibly hard. To see them braking at the end of the straight at Zandvoort from 170 m.p.h. is something worth seeing, though here the brakes are well up to the job. At Zolder the braking is not so visibly hard, but due to the stop-go nature of the circuit, they never get a chance to cool off and temperatures can get critical. Monza, with its *chicanes* is also very hard on brakes.

IN order to keep a check on brake disc temperatures daubs of temperature-sensitive paint are applied to the rim of disc, different colours tying in with known temperatures after the brake has heated up to working temperature.



Quietly going about their business and keeping a close watch on things are Alan Campbell from Ferodo Ltd. and John Moore and Simon Arkless from Associated Products Ltd. Apart from the Toleman team who use Mintex brake pads, all the Formula 1 teams use Ferodo friction pads for their discs brakes. Apart from Ferrari who use Brembo brakes all the teams are using AP-Lockheed brake discs and most of them are on Lockheed calipers and hydraulics. Before the teams leave their home base to go to a Grand Prix they have been in touch with Campbell at Chapel-en-le-Frith, the home of Ferodo, and he has made sure each team has an adequate supply of suitable brake pads for the circuit in question, each team being responsible for its own requirements as regards the number of brake pads. At the circuit if a team runs short or hasn't got suitable pads Campbell can mediate between teams to "borrow" some pads to help someone out. Usually everyone goes to a race with more than enough pads for all their cars. During the practice days you will see Campbell and Arkless attending to the top teams in particular, but always available to all the teams for advice. AP Racing keep a careful watch on disc temperatures, checking them with a probe thermometer when the car stops or "reading" the effect the heat has had on a series of temperature-sensitive paint daubs put on the outer edge of the discs. The Ferodo man can judge the pad situation by wear measurements related to distance, a study of the pad material and the disc temperatures.

On circuits that are hard on brakes the teams invariably stock up with a variety of pads with differing friction properties and consultation with the Ferodo man after an analysis of practice will decide exactly what to use. Brake cooling ducts are an important variable and at circuits like Zolder or Montreal there will be larger ducts and at Hockenheim or Osterreichring the cooling ducts will be quite small. Application of the brakes from high speed down to a low speed, for a sharp corner, is no great problem provided there has been time for the brakes to cool off since the last application. It is circuits where the brakes have to be used for one corner before they have had time to cool down since the previous one that are the headache. The days of a driver being careful with his brakes and "nursing" them or "saving" them are long gone; today there is only one place for the brake pedal and that is "hard down" and the fact that they can apply this technique is thanks to the brake people who are continually working on the problem, either with different friction material specification or improved discs. It is a never ending research and without the technical support of firms like Ferodo and AP Racing Formula 1 would not be as fast and furious as it is today.

All the foregoing applies also to things like shock-absorbers, and the Dutch Koni firm have a virtual monopoly in Formula 1. Their technicians attend all the races and have a workshop van with them at all the European races. They are continually servicing and replacing shock-absorbers throughout a meeting and making sure that everyone has the particular settings to suit their suspension. The Koni workshop van is not found among the flash motor homes and lavish hospitality units, you will find it tucked away behind the pits among the transporters with a continual stream of people moving to and fro carrying shock-absorbers or giving advice, or merely keeping an eye on things to see that all is well. Often you will hear a driver complain after practice that a shock-absorber was "clapped out". If it is true the follow up is removal and a check by the Koni people, adjustment or replacement as necessary, but all the time supplying the needs of the teams.

The sparking plug world is shared by Champion and NGK, though Champion have the lion's share of the Formula 1 world. The Champion man is John Glover, who is at all the races making sure that everyone is happy, supplying something special if it is needed, offering advice or checking that an engine is all right, for the sparking plug is the best indicator of what is happening inside an engine. If a team has engine trouble which they cannot trace a close inspection of the sparking plugs can often point the way to an impending fault. The turbo-charged engines are often causing the Champion man to look closely at plugs and proffer advice in consultation with the engine designer. This is all happening quietly behind the pits or amidst the throng of people surrounding the cars. Closely allied to this activity are the ignition people and Lucas, Contactless and Magneto-Marelli all have

CLOSE scrutiny of a sparking plug by means of a watch-maker's magnifying eye-glass can tell the plug expert what is happening inside a cylinder. Here the four plugs from a turbo-charged Hart 415 engine are being studied.



Reflections Underground

(The report of the Canadian Grand Prix begins in the colour section, on page 1586)

IT never ceases to surprise me where I meet readers of MOTOR SPORT and the last place I expected was on the Underground train in Montreal, or the Metro as the French-Canadians like to call it. There are two islands in the St. Lawrence river, side by side, with the racing circuit on one and an Underground station on the other, it being but a short walk from the station to the Formula 1 paddock. As we were staying in a gigantic complex in the centre of the city, which had a subterranean passageway connecting the Hotel complex with the Place des Arts station, the easiest way of getting to the circuit each day was on the Metro. On the first day as I travelled to the circuit I was conscious of two fellows sitting opposite who were viewing me with keen interest and slight puzzlement. When we left the train they said with slight surprise "It is D.S.J., isn't it?" and of course, it was. I think they expected me to be driving to the circuit in a Boxer Ferrari or a 928 Porsche or something, but those days are long past. I explained the simplicity of travelling to the circuit on the Metro, completely avoiding traffic queues, hassles over parking and the general unpleasantness of getting into a circuit by car these days. They appreciated the point completely, for they had driven up from New York in a Porsche 911 and stopped on the edge of Montreal to enquire the way to the circuit. The man they asked had said "Park your car over there, and go in on the Metro, it's the only way". This they had done and were well pleased with the advice.

The Montreal Metro (sounds like a new Eurobox!) was built about 15 years ago and makes the London Underground look very second-hand. There is virtually no advertising plastered on the walls, no "graffiti" whatsover, no litter and a very simple system of tickets; there aren't any. You merely pay to go through the turnstile on a flat-rate basis and just walk out freely at the other end, consequently there are no queues, and even on race day there was no queueing as a vast number of exits were available. The trains are electric and run on rubber tyres, and altogether it is a very pleasant and relaxed way of traversing the city.

When we came out of the station on race day, to be greeted with pouring rain, there were people giving away blue and white sun-hats(!) advertising Talbot-Gitanes. Naturally nearly everyone took a free hat and wore it and I could not help thinking that Talbot were optimistic. By the end of the day I had to revise my opinion. A similar thing had happened in Austria, at the Osterreichring where I met a very old friend from my motorcycle racing days, one Dr. Helmut Krackowitzer, who was handling publicity for Talbot in Austria. I made some remark about not having to work too hard at the Grand Prix, and, of course, Laffite won that one so my friend was very busy. One thing you can always be sure about and that is that Jacques Laffite will always have a good old go. He may not have the inborn skill and speed to match Jones, Piquet, Villeneuve or Pironi, but his sheer enthusiasm makes up for anything he lacks in ability. He is invariably up with the leading bunch, hanging on to them when all things are equal, though never being quite in with them. But the moment something untoward occurs from which he can profit, he is in there, never missing an opportunity. His drive in the wet at Montreal was a Laffite classic, he profited all along the line from the misfortune of others and made the most of it. The way he closed in on Prost when the Renault braking was causing worry, was a joy to watch, and he went by into the lead with only one thing in mind, and that was to win the Canadian Grand Prix. When you know these drivers pretty well and have studied their characters you can somehow read their minds as you watch. From the second corner, when he ran round the outside of Reutemann, Alan Jones was another man who was out to win the race, regardless of conditions. That he spun out of the lead when the rain came down hard was just one of those things, but up to that point he was winning that race.

We have never been so near to not having a race as we were in Montreal and had it not been so wet and miserable the long waiting period could have been agonising. As it was it was all so wet and miserable that the delay was just another problem and there was the feeling that even if proceedings did start it wasn't going to be much fun. The insurance problem concerned the drivers and the teams as regards personal cover and material cover and was all rather complicated. The problem had actually been simmering for a few days, with no real agreement, and blew up on Sunday morning, as related in the Grand Prix report. For a long time it seemed as if there was a deadlock, with no way out. There was no problem about being insured against third parties, i.e. the spectators, but it seems that nobody was insured against a catastrophe like the pits falling down on everyone and on the cars, or the paddock catching fire and burning everything to a cinder. When things are not going too well during practice you will hear Mario Andretti suggesting that Formula 1 should be run like USAC oval racing, where you turn up on Sunday morning, have five or ten laps practice, race after lunch and be on your way home by tea-time. Oddly enough he never gets any support for this idea from the other teams, and I am sure Carlo Chiti and Autodelta Alfa Romeo don't really understand what he is on about. At some circuits there are many drivers who have done 140 laps before they actually start the 70 lap race. They will have been there the previous week, tyre testing, or testing new cars, then they may have a run on the afternoon before official practice starts, there are two days of practice, and a final 10 or 15 laps on the morning of the race. At a circuit like Montreal this cannot happen, for the roads are only closed for the two official practice days and race day. As things turned out with the rain on race day no-one had done any wet-weather testing and with the delay they only got 10 minutes of practice on wet-weather tyres, with anti-roll bars softened accordingly and 25 minutes later the race started. Rather like Andretti suggested.

Due to having to fit everything into the available space and the available facilities on the *Ile Notre Dame* the layout of paddock and pits is not ideal, but works well enough. The paddock is a huge area of permanent buildings in which the teams are housed with workshop facilities, while the pits are a row of storage boxes with cover only for spare parts and people. These are something like half a mile from the paddock, with a long, straight and fairly wide road joining them. All the teams are provided with small vans, small motorcycles, golfing runabouts, and normal cars, so there is no shortage of transport and there is continual traffic plying between the paddock and the pits, towing racing cars, carrying wheels and tyres or team personnel and everyone enters into the spirit of the occasion, sharing transport, giving each other a tow or a lift. Since the fitting of strong roll-over crash bars became mandatory the mechanics have had an easier time, for the top of the roll-bar is an ideal place to tie a tow rope, and you can connect two or even three cars in a train with a rope between the roll-over bars. These tubular hoops have also made the question of recovering crashed cars a lot easier, for a breakdown crane merely reaches out and hooks a crashed car up by its roll-over bar behind the cockpit. During the three days in Montreal there were quite a lot of cars "coming in on the hook".

The road between the paddock and the pits continues on in a straight line to the far end of the circuit, the circuit itself being long and thin, going out and back more or less on the periphery of the *Ile Notre Dame*. Alongside the service road is an inland water-way used for boat races, and plying up and down were a couple of speedboats to take Press people and photographers from one end of the circuit to the other. On the practice days, in the warm sunshine, it was a very pleasant form of travel, and after the Formula 1 practice I went for boat ride, at some 35-40 knots, down to the far end of the circuit. There was a Formula Atlantic race in progress and my colleagues said I should watch Gilles Villeneuve's young brother Jacques in action. I had not watched more than a half a dozen laps before Jacques Villeneuve coasted to a stop in front of me, with a dead engine, got out and walked away, so I did not get much chance to study his driving. The boat ride back to the paddock was really pleasant.

If you are not prepared for it there is one sight peculiar to the Montreal circuit that can make your eyebrow rise, and that is the passing of large ships along the St. Lawrence. From the back of the pits you merely see the previously mentioned road, the strip of water built for the 1976 Olympics, then a grass bank and on the top of the bank a dual carriageway with quite heavy traffic passing along it. What you do not see is the navigation waterway on the other side of the raised motor road. The waterway is a lot lower than the road but every now and then there is the remarkable backcloth of an enormous freighter passing silently along with only the top half visible, and some of them are very big.

The day before practice Monsieur Jean-Marie Balestre, with his friend Bernard Ecclestone, held a press-conference and during this chat he explained the controversial 6 centimetre ground-clearance rule very clearly. He quoted the rules, as written, to keep everyone happy, but not as originally written. "A Formula 1 car shall have a clearance of 6 centimetres under its entire length, and *this clearance will be checked on a flat*

Continued overleaf

BEHIND GP SCENES — continued

their technical people at the races, especially during practice and testing. While an engine problem may appear to be the province of the sparking plug people it can also involve the ignition system. The electrical people can be called on for help with all the other things on a Formula 1 car that involve electricity. Geoffrey Johnson is the genial Technical Engineering Manager of Lucas Ltd. and he attends all the races, ready to help or advise throughout the whole of the meeting, while you can be sure he has been in constant touch with the teams prior to their leaving base.

All these firms who support Formula 1, and for most of them you can say all other forms of racing as well, have a constant liaison with the racing teams and in the workshops and garages everyone knows that without the support of the trade and the industry Formula 1 would look pretty thin.

D.S.J.

6,000 rotary miles

— an interim report

WHEN Mazda took us to Belgium earlier this year to try the revised version of the RX7, the rotary engined coupé, we were, on that brief trip, very impressed with the improvements which had been made to the car within a very modest price increase of £150 (see June issue). Since the beginning of August we have had an RX7 for a longer assessment and have now covered some 6,000 miles in the car, during which it has proved itself a completely reliable, elegant and (for the most part) practical mode of transport.

The engine, with its twin rotors, is happiest when rotating fast, so the Mazda is relatively low geared, fifth giving just on 20 m.p.h. per thousand r.p.m., but it is so smooth and quiet that there is no feeling of the car being undergeared or buzzy. In fact, a watchful eye has to be kept on the tachometer to ensure that gear changes are carried out at the appropriate time — it is all too easy to remain in fourth, or even third, for quite long distances without realising it, especially if one is taking advantage of the excellent stereo cassette player or radio (standard fittings for which you could expect to pay hundreds of pounds in other cars).

Cold starting is easy, requiring full choke only until the engine has fired and no choke at all after half a mile of gentle driving, even on frosty mornings. Traces of the pops and bangs, accompanied by strong burning oil smells, which characterised the progress of earlier RX7s are evident on the overrun until the engine is thoroughly warm (about five miles) and these exhaust detonations were getting more noticeable as the car approached the time for its 6,000 mile service, reducing in both quantity and intensity after this routine check-over.

Low speed engine torque is not brilliant, with the consequence that full use has to be made of the easy-to-change, if sometimes ponderous, five-speed gearbox if the best in performance is to be obtained. This makes for a car which is delightful on the open road where free rein can be given to the engine and the gearbox used to find the best balance in corners or to provide the optimum acceleration for overtaking, but it does mean a car which is somewhat fussy and tiring to drive in dense stop-go traffic.

Noise levels inside the car are low, wind-noise only dominating conversation at speeds above 90 m.p.h. and road rumble being apparent but not obtrusive at lower speeds. Engine noise is only noticeable when accelerating hard although there is an ever present hum, and apart from one intermittent and very aggravating tick from a piece of loose trim in the luggage area, the car is free from squeaks and rattles.



MORE elegant than its predecessor, the Mark II RX7 has a spoiler at the rear and revised bumpers, linked with a soft rubbing strip.

The ride is on the hard side, this feeling exaggerated perhaps by the lack of padding on the well contoured seats, and poor road surfaces make themselves apparent to the occupants all too easily. From the driver's point of view, the combination of ride and road-holding is good, but passengers are likely to wish for a slightly softer set up. Steering is precise and very pleasant and the handling a delight — easily correctable oversteer making itself apparent if encouraged. The brakes are, if anything, too powerful and care has to be taken not to lock the wheels, especially in wet conditions where this can happen very easily.

The RX7 is easy to live with. The interior appointments are first class, and, although some passengers have commented on the "poor taste" of the trim, I find it pleasing. The switches and instruments are all easy to master, even if they are scattered around the cockpit. Heating and ventilation are good, and the tilting roof is of great assistance in keeping the car cool in hot weather. This panel can be removed altogether, if desired, but it then causes a problem of storage. A plastic bag is provided to prevent the paint from being scratched, but this roof panel then takes up much of the available luggage space and is rather unwieldy, so was left in place after one experimental removal.

Despite four seats being provided, the RX7 is very definitely a two-seater — on one occasion, I tried to carry my wife and two of her friends, all small people, and found that I had to drive with the steering wheel in my chest, just to provide minimum leg room in the back, and the luggage area behind the rear seats was so full with three handbags and a couple of carriers of shopping that rear vision was limited to what could be seen from the external mirror, which is, by the way, adjustable electrically from within the car.

Oil consumption is heavy by modern piston engine standards, and we have found it necessary to check the oil level at least every third tankful, oil being used at the rate of about 500 miles per pint. Fuel consumption has varied between 19.8 m.p.g., for a flat-out journey across country early one Sunday morning, to 27.2 m.p.g. for gentle motoring in the Welsh countryside. High speed M4 commuting followed by the trans-London crawl regularly returns figures in the mid 23's, while continued town driving is slightly worse and long distance, high speed cruising slightly better, giving an overall average for the 6,000 plus miles of 23.8 m.p.g.

Snags? Apart from the lack of space, the only problems we have encountered so far are the failure of the electric headlamps to rise one frosty morning, the lack of a nearside mirror in traffic and I have found the RX7 the most easy car to run out of petrol, its safe range being only some 250 miles, which is too little for a car which is so comfortable to drive for long distances.

P.H.J.W.

REFLECTIONS — continued

pad of concrete or tarmac situated at the entrance to the pit road." Nothing about the ground clearance at all other times, which is why everyone is cheating with their hydro-pneumatic suspension systems that raise the car up for the moment it is checked but lets it down for all other purposes. FISA made a rule last winter that could not be implemented, relying on the integrity of designers to conform. They all started off adhering to the rule until Bernard Ecclestone's team cheated so then they all cheated. There was no way of enforcing the rule so the idiotic "face-saving" check was made at the pit entrance. The whole thing is so farcical that it has become tiresome. Since the Canadian Grand Prix Monsieur Balestre has been re-elected for another term as President of FISA and the Formula 1 engineers have met to try and sort out the ridiculous ground clearance farce. Hopefully we shall all know more next month.

For those of us who are Villeneuve fans, and there are quite a lot of us, his performance in keeping going in third place, while the front of his Ferrari was falling off, was so typical of him. He just does not know the meaning of "giving up". However, the Aunt Sallies and the Donkeys were all bleating about "dangerous", "stupid", "rock-ape" etc., etc., and no doubt there are some readers writing to us in a similar vein. But he was third in the race and holding his position in spite of the total lack of front on the car. The real racers, like Jones, Piquet, Laffite and company admire Villeneuve for his indomitable spirit. Engineer Forghieri once said "you don't find drivers like that on every street corner" and Uncle Enzo just loves the little French-Canadian. On his home ground you can imagine the reception he got from the crowd when he finished the race in his very tattered-looking Ferrari.

Actually, far more impressive was the performance of John Watson in the McLaren MP4, for he drove a remarkably steady and regular race looking totally unflurried, keeping his nose clean and avoiding trouble. The result? A very worthy second place, but we must admit that the MP4 is a very nice and civilised car, with a powerful and controllable Cosworth DFV engine, while the Ferrari is pretty horrible in the handling department at the best of times, and in the rain it was not possible to use full throttle all the time so the engine misfired and ran so roughly I thought it would never last the race, but it did.

I have seen a lot of races in the rain and I have always admired the drivers who press on regardless of the conditions, but when I looked at the huge ball of spray on the opening lap as the 24th car plunged into it, I said in all sincerity, "Bloody heroes, every one". — D.S.J.

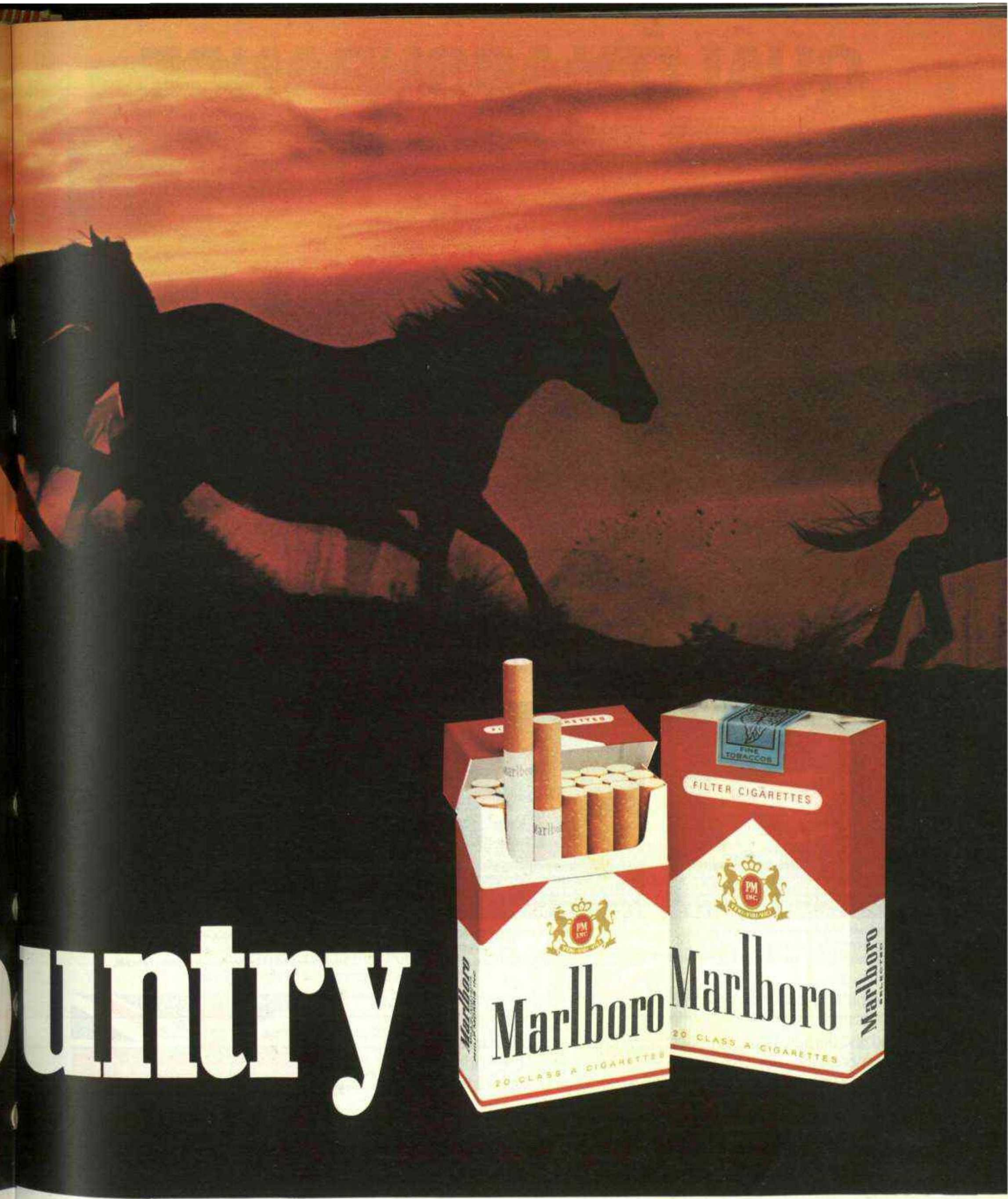
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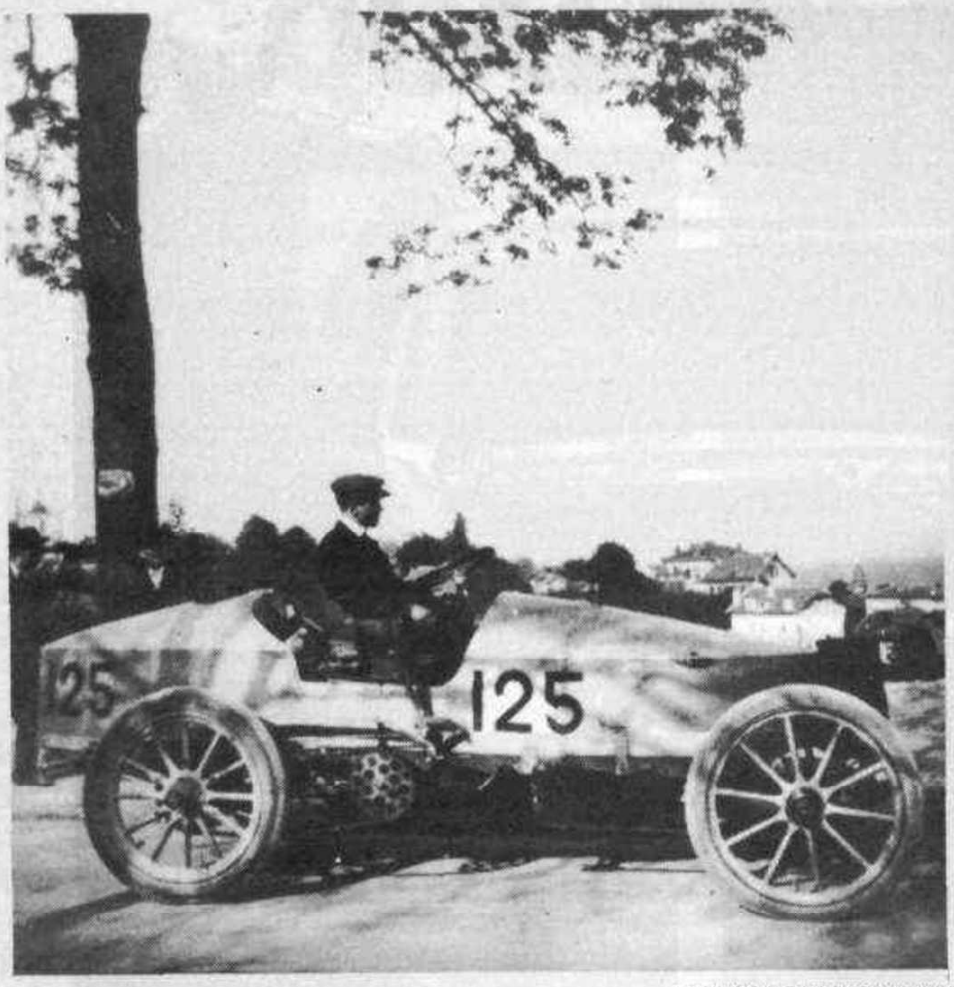
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MONTAGUE GRAHAME-WHITE was probably quite relieved not to have been able to drive in the 1903 Paris-Madrid Race since this event took a heavy toll both in men and machinery. One of those to suffer was L. T. Delaney, whose son was the subject of an article in the July issue, shown (left) in his De Dietrich before the race during which he turned the car over (right), luckily without injury either to himself or his mechanic.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

The Life and Times of Montie Grahame-White

(Continued from the October issue)

BECAUSE OF his late return from India Grahame-White (hereinafter called G-W) was unable to drive the de Dietrich he had been allotted in the Paris-Madrid race. When he heard of the terrible accidents that some of the competitors were involved in, he was not sorry. Incidentally, I have checked to see whether his friend, Lt. Mansfield Cumming, RN, entered the Wolseley G-W had persuaded him to order, for the 1903 Gordon-Bennett Eliminating Trials, the idea being that G-W should drive it. He did not do so, no Wolseley being entered that year and their drivers in 1904 being Muir, Girling and Jarrott, of whom the last-two were choosen to represent Britain; they were placed 9th and 12th, respectively, Jarrott being the last to finish.

Throughout the winter of 1903 G-W had been busy designing bodies for the many cars he had sold to Indian clients, the Durbar having been of distinct advantage to him. He worked at his drawing-board making scale plans of the special bodies his celebrated clients wanted, and which would be suitable to Indian conditions. Harking back to the Durbar, G-W had been invited to one of the Maharajah of Cooch Behar's shooting parties, riding on an elephant in Lord Lonsdale's howdah. G-W was "awarded his guns," which consisted of a Holland's Paradox ball-and-shot gun, a .465 Express rifle, a 12-bore cordite Parabox and a .375 high-velocity rifle. I am sorry to say that on that occasion they killed 27 leopard, 20 barasingh, 16 wild pigs, 15 bears, nine hog-deer, a buffalo and a 16′ 10″ python, the vultures soon removing the innards of the snake.

G-W's lucrative winter toil ended at the 1903 Paris Salon, which was the sixth of its kind. It was opened by President Loubet and the AC de France took over the entire Grand Palais of the Champs Elysées for the event. Many racing drivers and famous lady automobilists were present, including Charles Jarrott and his wife, who was formerly Lady Rosslyn. The cars ranged from a 6 h.p. Wolseley to a vast 35 h.p. Panhard with a ten-seater body which the Prince Orlaff intended to have driven to race meetings so that he could use it as a grandstand. The Wolseley Company also showed a replica of the car they had sold to His Imperial Majesty, the Czar of all Russia.

Busy as he was selling cars to Indian clients, G-W had found time during the summer of 1903 to indulge his interest in motor-boat racing. Lord Montagu had been largely instrumental in having such a contest included in the celebrated Cowes Regatta that August. It was won by Miss Dorothy Levitt with *Napier*, against a considerable handicap. Their Majesties King Edward and Queen Alexandra invited the winner and the organisers (who naturally included G-W) aboard the Royal Yacht. This is said to have induced many former users of steam launches to go over to petrol-engined boats, the machinery being supplied by such as Guy of Cowes, Simpson-Strickland of Dartmouth, and Mumford of Colchester. The following month G-W entered his 45′ launch powered with a 60 h.p. Mors engine, but 25 of the 56 entries were excluded as not complying with the little-understood regulations, which caused much bad feeling and poor French Press reports. G-W's boat was one of those excluded. The winner was Mon. Charley with the 37 h.p. launch *Mercedes*. He was the Paris agent for Mercedes cars, which were called after his daughter, it is said. . . That winter G-W read a paper on "The Motor Car Movement in India" before the Automobile Club and played his violin for them at concerts, together with the Club's Chairman, Frank Butler, these concerts being organised by Louis d'Egville, a professional dancing instructor and violinist, who was celebrated for his one-man "duet" with piano and fiddle. Another pastime was skating at Prince's Skating Club in Knightsbridge with his aunt, the beautiful Mrs. Modera, and where Lady Helen Vincent was a graceful and expert habituée.

In February 1904 G-W went to the Wolseley Company in Birmingham to collect the car he had entered for the Nice *Concours d'Elegance Automobile*, such beauty shows being very important to manufacturers in those days. The car was a 20 h.p. four-cylinder, with the cylinders horizontally-opposed of course. The chassis carried a heavy Lonsdale wagonette body, with a leather hood that folded down in two sections at the side of the body. The Wolseley belonged to HH The Nawab of Dacca, who had given permission for it to appear in the famous Nice contest before being shipped out to him. G-W was not very enamoured, as after his experiences in the 1902 Paris-Vienna race he did not trust large engines of this kind. Moreover, G-W had agreed to take as his passengers a good looking lady he had met in Paris, her 11-year-old daughter, and the lady's maid. The lady's man-servant was to follow by train with the heavy luggage.

However, G-W's companion insisted on having

two enormous dressing-cases and a big hat-box put into the Wolseley before they set off for Folkestone. The car ran well on this part of the long journey but the crossing to Boulogne was rough and Madame, feeling unwell, decided to stay at the Hotel du Louvre for the night. G-W suggested leaving for Paris at 8 a.m., but there was no sign of his passengers until 11 a.m. The Wolseley than ran without trouble to Paris, in the winter of 1904 remember. Here rooms had been booked at the Elysée Palace Hotel. At dinner that evening Madame suggested staying a few days in Paris, which suited G-W very well. He decided he could safely take Madame to such night haunts as l'Abbaye Thélème and Marie's in Montmartre. Leaving the former, G-W tried to persuade his lady companion to go on to the Pre-Catelan in the Bois, a small café where milk was served to all-night patrons, supplied from a few cows kept in stalls in the grounds. As it was approaching 5 a.m. the lady prudently refused — perhaps she thought the milk might be unhygienic, even in an age long before "past your eyes" precautions.

However, she agreed on another evening not to dress for dinner, so that G-W could take her to the less respectable haunts of Parisian night-life. They had dinner at Fouquet's and then took a taxi (a Renault?) to the Concert Mayol, where the set-piece centred around forty or fifty top-less girls. After this frivolity, a start was made for Dijon and Lyons was reached late that night, the only setbacks having been a couple of punctures. G-W had the choice of two routes from Lyons to Grenoble and because that *via* the Rhone Valley was said to be badly flooded, especially in the vicinity of Avignon, he decided on the 90-km. run over the mountains, which was a road reported as fairly free of snow. Deep pot-holes and much driving rain and sleet caused the travellers to put up for the night at the inappropriately-named Grand Hotel.

Starting off again in sunshine the next morning, all went well until just beyond Le Frenay, when G-W heard the dreaded knocking sound from the engine. The oil drip-feeds were functioning properly but when he opened up the crankcase two of the big-ends were found to have over-heated, the white metal having partially melted in one of them. There was nothing for it but for G-W to trudge three kilometres in the mud and slush to obtain paraffin with which to wash out the crankcase, after which he refitted the bearing. All this took nearly three hours, to the displeasure of Madame, who was sitting under the hood. G-W commenced by driving slowly, but after a few miles he deemed the new bearing run-in and opened up to his former pace. No trouble was met with in crossing the Col du Lautatret and by late afternoon the Wolseley wagonette was at Briançon.

The plan had been to have a meal and press on to Dinge, 140 km. away. However, when much snow began to fall, at 7 p.m., G-W thought it wiser to pull into the Hotel Moderne at Embrun but the ladies, with the well-known perversity, refused this offer. So it was off on the 80 km. to Dinge, in the snow, but the acetylene headlamps effectively lit up the white road. Alas, with G-W so cold he could scarcely control the car, the engine began to knock loudly and finally expired. The countryside looked entirely uninhabited but G-W took off one of the headlamps (it must have had an inbuilt generator) and walked until he found a farmhouse, where the party put up and the car was towed in with a horse and traces.

G-W's lady-friend was quite happy, complimenting him on his driving and giving the Wolseley a good testimonial; he had chosen his companion well! Next day G-W set to work to replace the two "run" big-ends, having found two spare con.-rods in the toolbox. The task took considerably longer than expected because, while G-W was away having a cup of coffee, the car rolled mysteriously into a duck-pond, immersing the opened-up engine — a donkey had rubbed its nose against the hand-brake, releasing it! After a hard day and night (working by the light of those headlamps) they were at last off to Nice. The Wolseley climbed over the Col de Leques and the Col de Leurs, which was very slippery, but more trouble struck when descending to St. Vallier from Grasse. The leader of a team pulling a three-horse stone-laden dray had fallen, so G-W pulled up. As he did so, a four-horse char-a-banc also tried to stop and one of the leading horses fell and, in trying to struggle to its feet, cracked the Wolseley's steering-box, on the front axle. An emergency repair had to be made, using a tyre-lever and some stout cord as a tourniquet. This held to Nice, where repairs were made.

It took three days to prepare for the *Concours d'Elegance*, the front axle having to be re-varnished and polished. In the event it was a close run thing between the Wolseley and a Panhard but the British car, with its British body, was eventially awarded the *Grand Prix* in the touring-car class, the first time this had happened. G-W sent a telegram to Frederick Simms, Chairman of the Automobile Club in London, and received a congratulatory one in return. He then set off to drive to Marseilles, where the car was to be shipped to Bombay. The Lower Corniche road was only just being built in 1904 and the going was extremely winding, hilly and difficult. However, nothing further happened except for two simultaneous punctures in the near-side tyres, caused by nails, and the driving chain rolling off the sprockets when G-W had to stop very quickly in a village near Ferjus when a child ran into the road — he fitted a new link while the mother of the child administered a sound spanking — more parental discipline in those times! I think this is an interesting account of a long journey on one of the big Wolseleys with horizontal engine and roller driving-chain, a car for which 50 m.p.h. was claimed — G-W did the 41 km. between Beaulieu and Cannes in 80 minutes and later timed the car to do 44½ m.p.h. over a stretch of 25 km. Not bad, for 77 years ago! — W.B. *(To be continued)*

Ulmann and the S-S

ALEC ULMANN of the VMCC of America has a knack of putting the cat among the pigeons with his attempted exposures of British engineers and designers, W. O. Bentley especially. To his credit, he is thick-skinned enough not to bear us malice for publishing his views. His latest is a little piece in *Bulb Horn* which maligns — his own word — the name of Sir Henry Royce and what Ulmann calls "his gem of gems, the 1910 Silver Ghost, the progenitor of chassis produced up to 1924".

What this is all about is the 30 h.p. Sheffield-Simplex. Apart from the mixed up dates of the Silver Ghost (1906-1925 in our book) which Alec thinks was inferior to the S-S, he has got hold of a story that the S-S's sponsor, Rt. Hon. the Earl Fitzgerald, DSO, went into production with the great motor car because ". . .Henry Royce would not submit to some of the specifications he (the Earl) desired for his Rolls". Be that as it may, the Percy Richardson-designed Sheffield-Simplex evolved, by the ex-Daimler apprentice, as a 30 h.p. 4.7-litre six-cylinder chassis. In presenting this as a better car than a Rolls-Royce Ulmann says he hopes he will not be asked to resign from the American RROC, of which he has been a member since its inception. He may not be the first writer to put forward the S-S as a contender in the "best-car" stakes, and he is backed up by *The Times* of 1913, from which he quotes, calling the latest-type S-S that was on Stand No. 64 at the 1913 Motor Show "Undoubtedly one of the best-designed and most interesting vehicles in the entire Exhibition", adding, "This car is one of the most remarkable to be seen at Olympia, representing the highest point to which motor design has yet attained". And in 1914 the Sheffield-Simplex slogan was "The World's Finest Automobile", in defiance of the longer-lived Rolls-Royce "Best Car in the World" label.

However, Ulmann's arguments in respect of the superiority of this S-S over the R-R are distinctly limited. He cites only "the elimination of all unnecessary piping, flanges and innumerable bolts and nuts for which Royce was famous", resulting in the S-S's simplicity and clean engine contours, reminding us that all S-S oil-passages were cast or drilled through the crankcase or block, water passages were manifolded, and rear-axle housing and torque-tube assemblies had half the bolts and nuts "that would have been dictated by Rolls, whose affliction to over-complication was always noted" — I think this is intended as a crack, not at the Hon. Charles but at Henry Royce.

Ulmann otherwise confines his praise of the S-S to its very smooth and elegant layout, its known power and solid construction, and the fact that the British Army used it as a base for an artillery tractor and that the Russians modified it into an armoured-car. He weakens his argument by confessing to knowing little of this make, for the one in the States has been sold to a British dealer and he read in a 1920 publication that an entirely different S-S with o.h. valves was shown at the 1919 Olympia Show. Ulmann concludes his little anti-Royce ditty with the words "Unfortunately there is no detailed description of this post-war (S-S) effort, so little can be said except that shortly thereafter the firm gave up motor-car production." Had he re-read MOTOR SPORT Ulmann would have found more about the Sheffield-Simplex, for instance in a "Fragment on Forgotten Makes". But there is the lie to his accusations, namely that while the S-S got nowhere Rolls-Royce made a total of 7,876 40/50 h.p. chassis inclusive of Springfield (USA) production. Sales indicate what is regarded as the best and here Rolls-Royce has no peer.

Ulmann is interesting about how the great S-S engine was started by its owners. He tells us that the Earl and "his super salesman Warwick Wright" adopted in 1913 the American-made USL starting and lighting system, made by the US Light & Heat Corporation of Niagara Falls, which was only a year in arrears of the better-known Kettering-designed electric starter on the Cadillac. Alec says the USL was superior, as it used a single 12-volt starter-generator to replace the car's flywheel and was "the best-known noiseless direct-driving motor generator with the possible exception of the 12-volt Dodge Northeast system". If I understand correctly, the USL was used on Mercer, Jeffrey and Brewster cars. But Henry Royce got by quite well with his own electric starter on the 40/50 Rolls-Royce, driving through the gearbox layshaft by chain, with epicyclic reduction gearing between motor and engine, even if this wasn't standardised until 1919. — W.B.

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FIRST in class and FOURTH overa

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FIRST in class and FIRST overall

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FIRST in class and SECOND overa



Win Percy has just clinched the British Saloon Car Championship for the second year running, driving a Mazda RX7.

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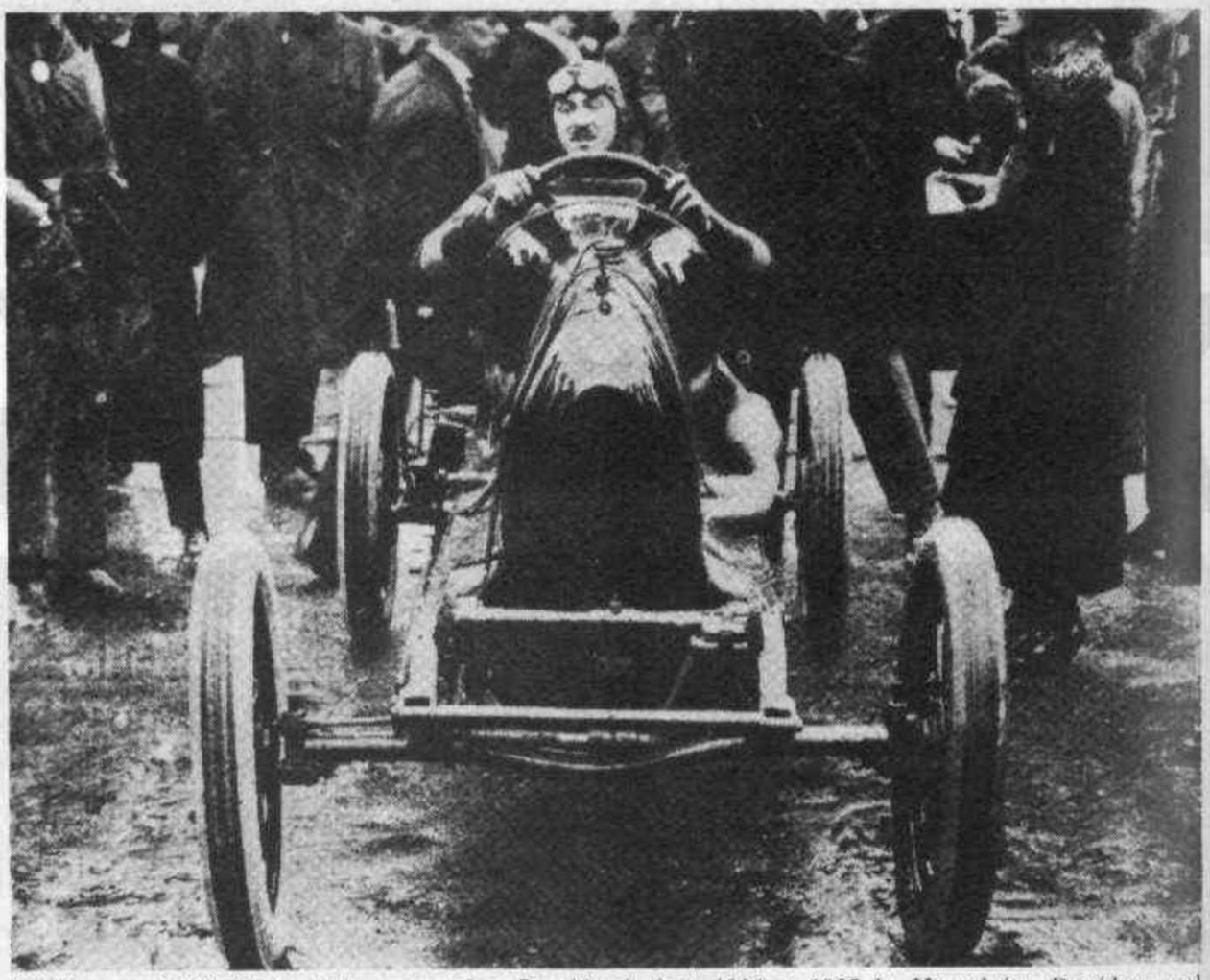
"THE GHOST CAR"

Some Notes on a Brooklands Calthorpe

THE subject of this discourse was dubbed "The Ghost Car" by the *Daily Express*, when that newspaper published a photograph of it, I assume on account of its thin, wraith-like outline, because there was otherwise nothing unusual about the car, in the context of the Brooklands racing light-cars of the period, although as you will see from the photograph, this was probably the narrowest single-seater ever made, and a single-seater (unless a farm tractor) is the very stuff of motoring sport.

The little car with which we are concerned was built by the Calthorpe Motor Co. of Birmingham for the 1921 season. It was only to be expected that such a firm would think in terms of keeping its name before the buying-public by racing at Brooklands, especially as it was selling sporting, aluminium-bodied small-cars that should appeal especially to the Brooklands fraternity. AC, Aston-Martin, Hillman, Wolseley and others were using the Track for this purpose, spending much money and employing professionals, and Calthorpe sought to follow suit. But whereas several examples of rival makes would appear in the Race Cards, Calthorpe used only this one, very slim, scarlet single-seater, after Woolf Barnato had tired of racing one of their cars.

The special Brooklands car was designed by C. Pole Wedmore and is said to have cost the then vast sum of £2,000 to build. Before the war Calthorpe's had done a lot of racing and the axles of the new car were from one of the pre-war racing Calthorpes. Although the chassis was extremely narrow, it was quite high, in the manner of those days, but the engine and gearbox were slung unusually low in it, the top of the gearbox being well below the level of the bottom flange of the side-member and the exhaust manifold just above the top flange, to provide a low centre-of-gravity and a straight-run for the prop.-shaft. Wedmore used long ½-elliptic non-cambered road springs, mounted at an angle, the front pivots considerably higher than the rear shackles, as he believed this to give good road-holding and to better resist starting-torque, a trick borrowed from Daimler. He achieved a central steering-column by placing the steering-box just behind the cylinder block, with a long drag-link on the o/s. The side-valve engine had the 65 × 95 mm. (1,261 c.c.) dimensions of the standard side-valve 10.4 h.p. Calthorpe and used many of its components. It had the 5½ to 1 compression ratio of the sports engine and Wedmore's "broad-bean" cam-forms, so that 30 b.h.p. was developed at 4,000 r.p.m. The final-drive ratio was 3.5 to 1, a metal rear universal-joint was used, and the wheels were steel artillery shod with the 710 × 85 "bicycle" tyres of the period, made by Palmer. The radiator was set quite low but the need for a driver increased the car's height. Even so, a frontal area of 5.8 sq. ft. was attained and the racing Calthorpe weighed 9½ cwt. laden. The spring-rates had been assessed against this weight and 10-stone for H. Humphries, who was to be the driver, "which was about right", and road-holding was good in spite of the absence of shock-absorbers. The power curve scarcely flattened at 4,000 r.p.m. and this engine speed was considerably exceeded when the Jaeger speedometer recorded 96 m.p.h. along the Railway straight. Thus the car created for Mr.

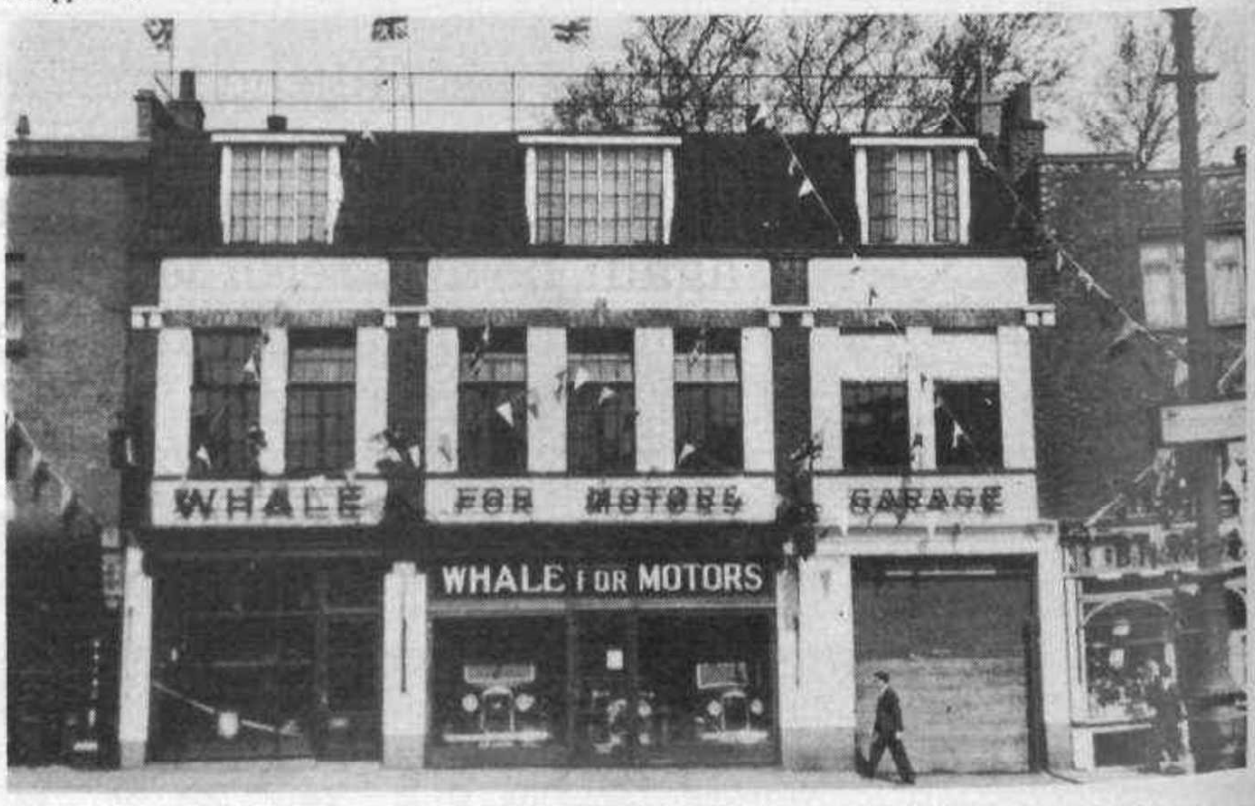


THE successful Calthorpe light-car raced at Brooklands from 1921 to 1927 by Humphries, Davidson and Whale. Surely this must have been the slimmest single-seater ever, one newspaper dubbing it the "Ghost Car", presumably because of its wraith-like appearance.

John Hillhouse, Calthorpe's Director. The body was made by Mulliner's, later a Calthorpe subsidiary. The brake and gear levers were naturally outside on the right, and the exhaust pipe ran along the near-side. The Calthorpe was entered for the 1921 Easter races but gave trouble. Rumour suggested sabotage, the prop.-shaft having been bent with a crow-bar and the universal joint damaged. So much was then at stake over light-car honours that this may have been true, or it could have been an excuse for the Calthorpe's poor showing.

The situation was well retrieved at Whitsun, when Humphries won the 75 m.p.h. Short Handicap at 79.13 m.p.h. from the celebrated AC of Harry Hawker, to which it had given a 28 sec. start in 5¾ miles, the Calthorpe lapping at nearly 89 m.p.h. in the process. Calthorpe's must have felt it had been money well spent. Especially as, although terribly heavily re-handicapped for the remainder of the meeting, the car was third behind Clement's Bentley with which it had started, and a Douglas, in the two-mile Sprint Handicap. Severe handicaps and some trouble with steam-pockets forming round the valve chests, due to the low-set radiator, necessitating external piping high above the bonnet to condense this and return the water to the engine (as shown in Plate 45 of the "History of Brooklands Motor Course"; the car also figures in Plate 25) for the

THE premises in Camden town where the Calthorpe was kept by A. H. Whale, and from where it mysteriously disappeared.



Summer Meeting prevented the Calthorpe quite attaining its former lap-speed. But it continued to be a regular performer, lapping at well over 80 m.p.h., and Humphries took it to Shelsley Walsh as well as to Weybridge. The luck ran out in 1922, with E. C. Davidson as driver, and the following year the Calthorpe was acquired by Axel Whale, who ran "Whale For Motors" in Park Street (now Park Way), Camden Town, in NW London, and who was a Calthorpe agent.

I believe that whereas the car used to be sent to Weybridge by train from the Birmingham factory and met by a truck, Whale would get into the narrow cockpit, and drive the little racer from London to Brooklands, using Trade-plates: on other occasions he would tow the car, which may be why it now had higher sides to the cramped cockpit. The engine was developed by using different camshafts, carburetters, etc., each one carefully labelled with revs. and speeds attained, and for several years the car proved very competitive. Like all fast cars it had its moments. On one occasion Whale failed to pull up after a race with the primitive rear brakes and ran into a barrier across the Track. Then wheel wobble used to intrude, so that the scandalised BARC officials made the driver run up and down the Finishing-straight before they were convinced the Calthorpe was safe to race. And sometimes a half-shaft would shear. The prop.-shaft universal joints often tore out and were later replaced with Hardy Spicer metal couplings. Whale was helped at the Track by his wife's brother, Peter Waylor.

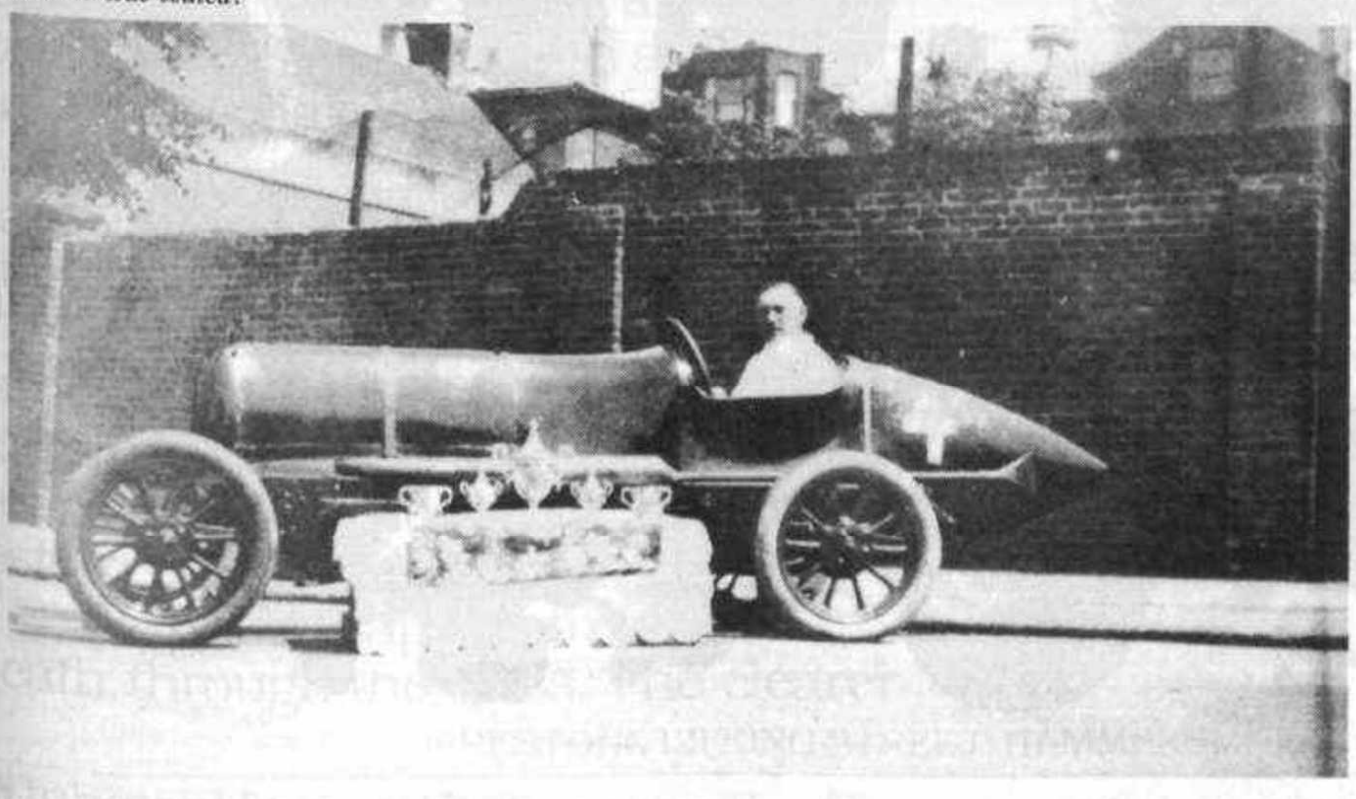
The successes chalked up by Whale included a close 3rd in the 1924 Easter 75-Long behind Barnato's Wolseley Moth and a Bugatti, an easy victory aided by an extractor-cone on the end of the exhaust-pipe in the Summer 75 Short, 3rd in the 75 Long, 2nd in the 1925 Easter 75 Short, 2nd in the 90 Long, 3rd in the 1926 August 75 Short, with a fine win, the reward for much development work, in the Autumn 75 Short from Taylor's Bugatti and Gillow's Riley, the aged red Calthorpe lapping at 84.56 m.p.h. Later in the day, re-handicapped as ever, it went round at over 86 m.p.h. Anyone who knows how difficult it was to beat Handicapper "Ebby" will appreciate that this was a fine record for an old light-car at the big BARC meetings, especially by a non-works entrant.

Early in 1927 a con.-rod came out of the engine. Whale decided to look for more speed by installing a 1½-litre two-port 4ED Meadows engine, as used in Frazer Nashes. At the same time a Moss gearbox and a Timken rear axle were installed and the car was endowed with wire wheels, a dumb-iron cowl, the body was cleaned up, and it was given a fresh coat of red paint. In practice things looked promising, with the lap speed at around 103 m.p.h. But during the season performance deteriorated. All was well up to 3,700 r.p.m., above which the engine would mis-fire. Various carburetters and magnetos were tried in an endeavour to cure the malady, to no avail. The lap speed continued to deteriorate. From going round at 84.74 m.p.h. at Whitsun but then retiring, it was down to 77.21 m.p.h. and another retirement at the July races, and the car failed after a very slow standing-lap at the Autumn Meeting. The engine was removed and sent back to Meadows in Wolverhampton and there dismantled in Whale's presence. Only then was the mystery resolved. One cam was soft, upsetting the timing as it wore down.

The engine was never reinstated, eventually finding its way, with the gearbox and rear axle, into a 12 h.p. Calthorpe owned by a Doctor. Whale gave up motor racing for flying at the Brooklands Aero Club, driving down to the aerodrome with his family in, for instance, an appropriatelybadged Austin Sixteen. The Calthorpe franchise had evaporated and "Whale For Motors" now dealt in Austin, Citroën, Humber, Hillman, Morris, Rover and Standard cars and a service station had been opened in Arlington Road; later the Citroën and Hillman agencies were relinquished but that of Riley was added.

The once-famous Calthorpe was relegated to the loft above the Park Street showrooms, surrounded by the various components that had been used in maintaining it along the years, and it remained there, unwanted, into the 1930s. Here the "ghostly" aspect surfaces again. When war broke out I wondered what had become of the old single-seater. Whale had moved to Cuffley and his premises had become a Government paper-store. I obtained permission to enter them after some persuasion in bureaucratic circles. All trace of the Calthorpe had vanished . . . Yet I had never heard of it being scrapped and no-one, even those closely associated with it, had a clue what happened to it. Whale died of cancer in the late 1950s, which closes the story. — W.B.

AXEL WHALE poses with car and trophies. When racing, he used to like to make the fit of the cockpit even tighter than indicated in these photographs and would have a mechanic push an extra cushion in behind his back, once he was seated.



Looking Back . . .

A CHANCE contact at a VSCC meeting sent me to Hereford last month to talk to Mr. Percy Pritchard about the old motoring days. He very kindly showed me his and his father's photograph albums. The family tailoring and outfitter's business was started in Hereford in 1853 (a photograph of the original shop still exists) and is carried on today in very smart premises in King Street, by Mr. Pritchard and his son, Edward.

His father's first car was a 1901 curved-dash single-cylinder Oldsmobile, bought after the good showing of one of these when Jarrott & Letts, the English agents, sent one to successfully climb Snowdon. Prior to that Mr. Pritchard's father had used a very early Quadrant motorcycle with automatic inlet valve, surface carburetter, and the deep, flat petrol tank of the period, sometimes towing his wife behind it on a two-wheeled trailer. This machine (Reg. No. CJ 79) has recently been restored by a Mr. Foxon, who has a collection of old vehicles. Mr. Pritchard, Senr. was a keen kite flier and his children used to fear that he might disappear into the sky when he flew a battery of these kites in high winds, the rope round his waist. That led to him making his own balloon, the envelope, basket, netting and all. There is an old photograph showing him sampling this sport in Paris, in 1895, before a flight over the Eifel Tower, as a passenger in a well-populated basket.

Balloons were very expensive, papers in the collection showing prices of from £700 to £1,700 even in those days, the lifting power from different materials, gases etc. being carefully listed thereon. Mr. Pritchard would fill his balloon with gas and take it to the riverside in Hereford for the lift-off (that morning, after parking the Rover, I had walked over the old pack-horse bridge there, and some very picturesque walks can still be enjoyed along the riverside paths). An amusing incident occurred when Gurney's, the grocer's, persuaded Mr. Pritchard to advertise "Gurney's free teas" on his moored balloon, during one of Hereford's summer regattas. This annoyed Lipton's, who were giving away free teas, as the impression was that it was Gurney who supplied this, not Lipton's, so they hired a boatman to row across the river and cut the mooring rope, causing the balloon to disappear into the far distance. . . .

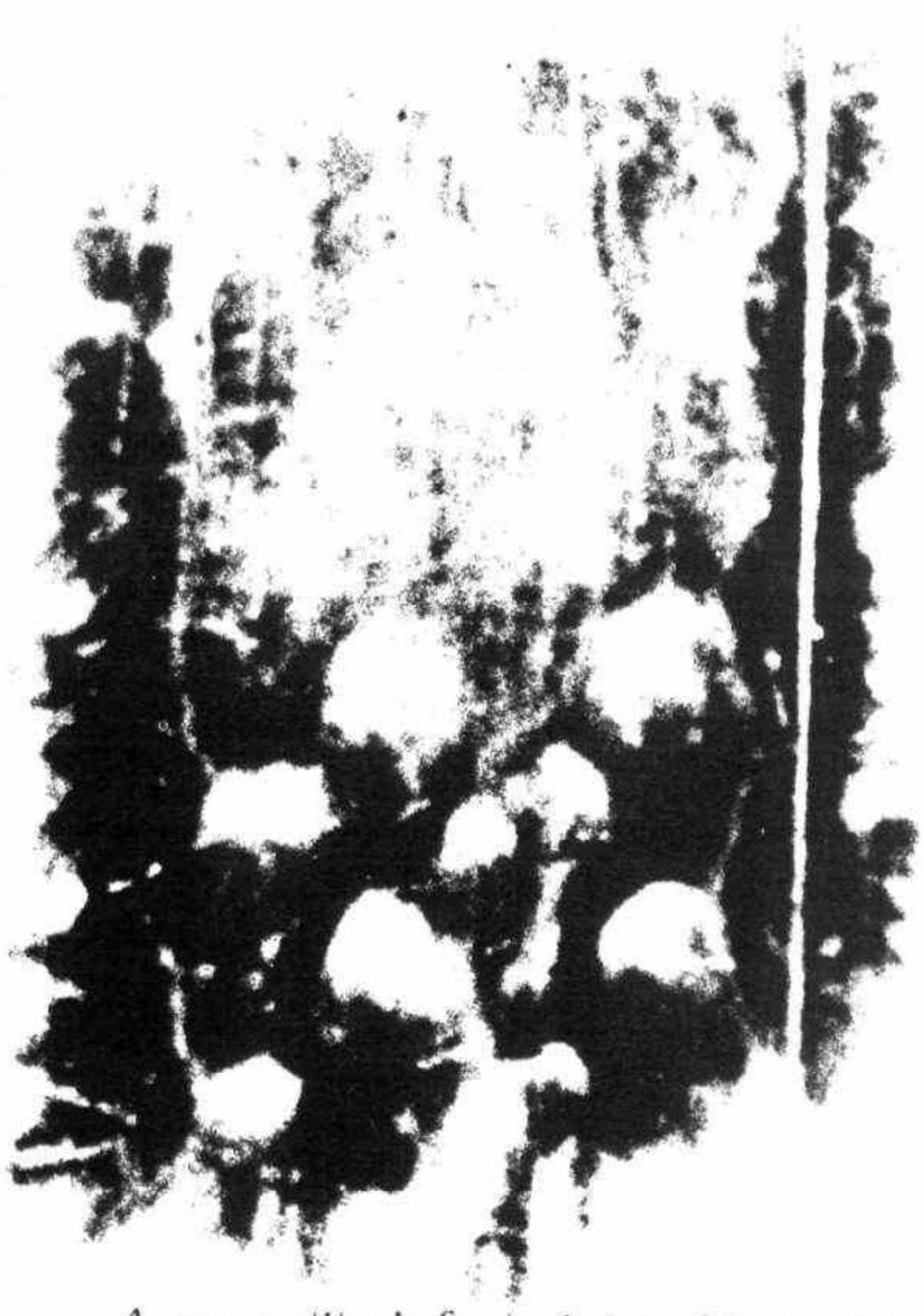
Another historic photograph I was shown was of Salmet with his Bleriot monoplane, the first aeroplane to be seen at Hereford. So the present Mr. Pritchard Snr. had an exciting childhood, especially as his grandfather had a Wolseley with the "beehive" radiator, and a tonneau body in which he used to take visiting Americans to Hay-on-Wye to trace their ancestors. As he grew up he took over the old Quadrant, and other motorcycles followed.

During the first World War Mr. Pritchard served with the Imperial Camel Corps in the desert and he has since allowed the Imperial War Museum to copy his unique photographs of Turkish prisoners in German camps and of German military operations, in some of which Benz trucks and Mercedes staff-cars figure, and he helped Geoffrey Ishbald with photographs for his book about the Camel Corps. After the war there were more motorcycles, including a disc-wheeled Harley-Davidson sidecar-outfit, and a flat-twin Douglas combination.

Then Mr. Pritchard got a vee-twin shaft-drive GN, which wasn't very successful as its engine

Continued on page 1578

Ovals cut through water more efficiently than squares.



A competitor's footprint at 60mph in 3mm of water.



The Firestone S-211's oval footprint at 60mph in 3mm of water.

As we prepare this advertisement for you here in London, it's raining outside.

Maybe it'll rain where you are tomorrow, because it rains somewhere or other in this country 150 days a year.

Days when you'll still drive to work in your usual hurry, and your wife will run the kids to school just the same.

Week after week, all fifty two weeks in the calendar.



With you taking all these chances, we didn't want to take any.

We spent nearly three years at Firestone making certain our S-211 was the safest tyre you could have on a family car in the wet.

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3 and 4, as well as 5 rib designs, and all with different features. Straight and angled grooves. Through slots, half slots, contained slots.

Most important of all, whereas the vast majority of tyres have a square footprint, we gave the S-211 a special tread profile that makes an oval footprint.

Then, to check that we really do have the edge on the competition, we ran more tests.

In these, we drive a car at 60 mph through a glass-bottomed trough containing 3mm of water. (Some of our competitors do their published tests in 2mm, and at lower speeds.)

We photograph from underneath, through the glass. The clearer and sharper the picture of the tyre's footprint, the better the tyre is gripping.

If the picture's fuzzy and blurred, water is coming between the tyre and the glass. The tyre is beginning to aquaplane.

In test after test, the S-211's oval print shows up better than competitors', indicating that its foot is firmly on the ground.

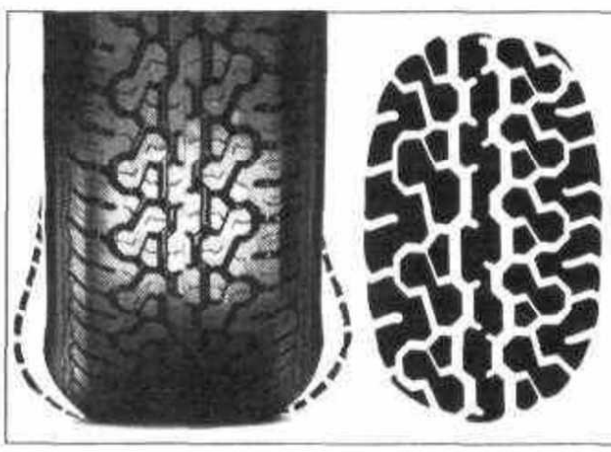
To double check, further tests were then conducted by Professor Gnadler in the research department of Karlsruhe University.

This is where car manufacturers like Mercedes-Benz carry out their tyre tests, and the procedures are very thorough.

Computer print-outs recorded the S-211's braking (or gripping) efficiency at various speeds and in different depths of water. Again, up to and including 3mm.

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As Frank Page summed up in *The Observer:* "Until one of the other major companies comes out with its new radial, the S-211 series is setting the standard."



Tests show that the S-211's straighter sidewalls (far left) improve driver control – give lighter, more positive steering.

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was prone to seize-up and there were other troubles. However, this was followed by a four-cylinder Anzani-engined chain-transmission GN with a sporting two-seater aluminium body, which was apt to shed its wheels, due to the crude hub-fixings. There were at this time visits to Brooklands from Hereford, by train and later on the motorcycles, especially for the JCC 200-Mile Races, and no doubt the choice of car was influenced by these events. Snapshots of Parry Thomas, Segrave, and the 1926 straight-eight Talbot-Darracqs, have been retained, as mementos of those times. A Brescia Bugatti (Reg. No. KO 463) owned by the mechanic-brother of H. H. Beech, the well-known Norton agent of Great Portland Street in London and Brooklands rider, was passed on to Mr. Pritchard. Beech had cleverly converted the outside gear and brake levers to go inside the body and the Bugatti was further improved by the removal of its heavy running boards, etc. An extended square-ended tail enabled four persons to be carried in the car, which had the early pear-shaped radiator.

Next there was a pretty little M-Type MG coupé, behind which Mr. Pritchard towed a caravan with extensible roof made for him by a friend, and a glider after he had taken up that sport. The caravan eventually broke away and plunged over a Welsh mountain precipice, never to be seen again. There was a link with aeroplanes when a friend's cabin monoplane with a seven-cylinder radial engine — the make has been forgotten but it may have been a Wicko, the Reg. was G-AADG, and perhaps someone remembers it? — was flown from the Lugg meadows. In the 1930s any field reasonably clear of a town provided an impromptu aerodrome! This ended in tragedy when the pilot took the machine out to the Middle East and was lost in the desert. His wife went to search for him and she, too, died. On the subject of aeroplanes, Mr. Pritchard recalls being taken as a boy by his father to the 1910 Aero Show at Olympia and he still has the Show Number of *Flight* of that year as a reminder of an exciting expedition. Before the war Mr. Pritchard's father had a late-model flat-radiator Morris-Cowley saloon and when it had back axle trouble the cheerful Beech would obtain the necessary parts and repair it by the roadside. There had also been a 22 h.p. Ford V8 saloon and a Lincoln-Zephyr saloon. In more recent times Mr. Pritchard's elder son has followed this, with a VW Beetle and two Porsches.

During the second World War Mr. Pritchard trained RAF glider pilots at Long Mynd. At this time an Austin Seven and a Ford Eight saloon were used as economy transport, together with an LE Velocette motorcycle, "a beautiful little machine, so quiet you could hear the birds singing as you rode it".

How interesting are these glimpses into the motoring past. . . . — W.B.

V-E-V Miscellany. — The reader who enquired about the early history of his ex-Brooklands' 1934 MG NA has received some useful information which we were able to forward to him, and another reader, in Illinois, is collecting data about his 1936 MG PB, the Reg. No. of which is BDV 480 if anyone can add anything. In our report of the VSCC Silverstone September Race Meeting last month we paid tribute to the splendid performance put up that day by the Hon. Patrick Lindsay in his ERA "Remus". Pat asks us to say that the car is very ably looked after by Jim Fitzgerald and Geoff Squirrel, who, he says, have done wonders for the old car, twice coping with melted pistons, etc. Incidentally, "Remus" now holds the class lap records for the Oulton Park, Donington (both 1½-litre and 2-litre records), Silverstone Club, Silverstone GP and short Brands Hatch circuits.

A reader is anxious to trace the whereabouts of a 1938 / 39 Packard which his father owned some 25 years ago and which is believed to be still in England; the Reg. No. is EXB 7; letters can be forwarded. Lt. Comdr. B. H. Clinkard, Rtd., tells us that the Director of the Owls Head Transportation Museum in Maine, USA, has recently bought an Alvis Speed 25 coupé in England. The Owls Head Museum was founded in 1974 and in 1977 staged a re-enactment of a race between a Stanley steamer and a (replica) Curtiss model-D pusher biplane. The exhibits include a number of replica pre-1914 and war-time aeroplanes, original examples ranging from 1918 Ace biplane to post-war DH Tiger Moth, J-3 Piper Cub and 1966 Bushmaster 2000 trimotor monoplane and a collection of cars from 1898 Léon-Bollée tricar to 1930s Cadillac V16, Straight-Six Brunn-bodied Packard and 20/25 Rolls-Royce, although the catalogue slips up in saying that Henry Royce was a manufacturer of electric cars. The Museum also issues a magazine called *Strut & Axle*, the Spring 1981 edition of which carries an account of the remarkable trans-American flight by Cal Rodgers in a 35 h.p. Wright Model-EX biplane in 1911. After adventures innumerable Rodgers achieved his objective, having taken 49 days (82 flying hours) to cover the 4,231 miles, an average of 51.6 m.p.h., using a spare Wright engine *en route*. Incidentally, he was a pioneer of sponsorship, having obtained some 180,000 dollars from the "Vin Fiz" soft drink company, which enabled him to have a supporting railroad car and a Palmer-Singer back-up car, liberally bedecked with the "Vin Fiz" decals.

The Registrar of the Marendaz Special Car Register has sent us a photograph of the 11 / 55 h.p. Marendaz Special, Reg. No. YW 6480, which we referred to in the September issue. The picture was taken in 1948 / 49 and the car is known to have survived at least into the 1950s. The Australian Bugatti Register issues a *Bugatti Bulletin*, from which we note that there are now 12 Bugattis in New Zealand. They consist of half-a-dozen 16-valve cars, a Type 35A, two Type 38s, a Type 46S, a Type 57 and a Type 57C. Arising out of our favourable reviews of the histories of the individual 'bus companies by The Transport Publishing Co. of Glossop, a reader has sent us a little book called "Happy Family" by N. Hamshire and J. Sutton, it being the story of Yellow Bus Services of Stoughton, which operated services out of Guildford to Farnham and to Camberley. This constitutes a real treat for 'bus fanatics, as it covers in great detail the history of Yellow Buses from 1920, when it all began, to the end in 1958. There are fascinating pictures, including one of the Company's first 'buses, a high-set vehicle based on a Ford Model-T one-tonner chassis with solid rear tyres on disc wheels, reproductions of bill-posters, tickets, timetables, etc. and lists of all the 'buses owned by the Company from the early Ford, type-LO Chevrolets, 30 cwt. Dennis and Morris vehicles, to the final Bedfords and Dennises, a description of the accident at Runfold, even verses marking the demise of these yellow 'buses. Copies are available at £1.50 from J. C. Sutton, 57, Collingwood Crescent, Boxgrove Park, Guildford, Surrey.

The differences between capitalistic and communist countries are well publicised, so it is interesting to learn, from no less a source than *The Times*, that old-car clubs operate in Russia, the biggest being apparently the one in Riga, South Latvia, with 260 vehicles, while the Moscow VCC is reported as having 134 old cars. These are said to include Goring's 1935 Horch convertible, a 1933 BMW, a 1928 Opel pick-up, and a 1938 Mercedes-Benz 540 convertible, which the once-accurate *Times* has mixed up with an SSKL, also calling two Mercedes-Benz 540s racing cars! Nearly as bad as their gaff over Nuvolari driving an aero-engined car at lap-record speed at Brooklands in the 1920s! It is reported that the workshop door of one collection has the notice of the Soviet Constitution: "The car and preservation of historical monuments and other cultural treasures is a duty and obligation of citizens of the USSR". The sort of thing to which the Brooklands Society might bring the attention of British Aerospace and Mrs. Thatcher!

The *Bulletin of the Riley Register* for September had a very interesting and revealing article by Vernon Barker about what really happened during the declining years of Riley (Coventry) Ltd., when all-metal Briggs bodies were introduced, the V8 engine was toyed with to the disquiet of Percy Riley, Stanley Riley refused to revise his chassis design to accommodate i.f.s., the 12 / 4 engine suffered from serious oil leaks from the rear main bearing, Riley's were producing fewer cars a year than Rover and were operating for a time without a General Manager, to the appointment of a Receiver in 1938 — an important contribution to Riley history; great stuff in fact. In case anyone wondered, when reading last month's article on the Brooklands Miller, how Parry Thomas could have won a race at *100 m.p.h.* in which the Miller that finished second lapped at *over 109 m.p.h.*, the answer was an error, Thomas, in fact, averaging 109 m.p.h. and obviously lapping faster than that; incidentally, he was driving Howey's Leyland Thomas on this occasion, his own being in trouble. A 1928 Austin 12 / 4 tourer, complete except for a tattered hood, which was laid up in 1927, is to be restored in Wales and in France, among cars which came up for recent auction, were two 5cv. Citroëns, one with an unusual low-roofed coupé body, a 1937 Rosengart, an S4 Salmson, a Type 864 Hotchkiss Artois saloon, a Rochet-Schneider and a Rolland-Pilain, both made in 1922, a Type 44 Bugatti saloon and a Type 35A GP Bugatti, etc. — W.B.

A Projecta, or not?

A READER has sent in a rather faded post-card depicting a canoe shaped cycle-car standing under a banner saying ". . .Race". The car is equipped with very spindly, three-stud wire wheels and a single acetylene headlamp and it appears that the photograph has been printed inverted, as the car is shown as left hand drive, somewhat unlikely for the period which appears to be either immediately before or shortly after World War I.

Very few details of the car are discernible in the photograph, and the only cycle-car which we have come across which resembles it is a Projecta. This make was produced in the immediate pre-war years by the Percival White Engineering Company in North London and was equipped with a V-twin J.A.P. engine and two speed belt transmission. The car differs from photographs of early Projectas in that it looks rather more substantial, as if it was a modified version, perhaps built specially for competition. Does anyone know whether a Projecta ever raced?

P.H.J.W.

Vintage Postbag

The Autosports Singers

Sir,

Your interesting article on Singers and the Barnes family brought back some interesting memories. Originally the Barnes show-room was in the High Street in Stourbridge where Woolworth's are today. I have forgotten when the move to Oldswinford was made but it was before 1925 since I had an instructive half-hour with Mr. Barnes senior in 1925 about my Mathis. He demonstrated to me a folding coupé top he had made working on the principle of those collapsible aluminium cups that were about at the time. It was extremely neat and folded back out of sight but apparently nothing was done about it.

Some time between 1916 and 1917 the younger members of the family built a cyclecar driven by a twin JAP air cooled engine with no body to speak of. When Stourbridge Grammar School came to play cricket at Halesowen Grammar School one of the family came in this contraption much to our envy. Being a motorcycle "maniac" at the time I only gave it a casual inspection. In 1954 when taking delivery of a Vauxhall Velox I asked Donald Barnes about the old car. He was pleasantly surprised that anyone had remembered it. He said it has passed down the family as a sort of heirloom but had long disappeared. Your photo of the old GWR open-topped 'bus brought to mind that these ran from Stourbridge Town Station to Belbroughton *via* Pedmore, Hagley and Holy Cross, the only means of transport in that direction up to the 1914-18 war. In 1923 while in Cornwall — using a Morgan — I saw these self same 'buses working in the St. Austell area. I had a ride in one for old times sake, my word did your feet play a tattoo on the floorboards, solid tyres!

The Singer team you mention was frequently seen in the Oldswinford area, neat, unobtrusively driven, and very tuneful.

Verwood CYRIL KNIGHT

A Le Mans Singer

Sir,

You may be interested to know that on May 3rd 1935 I bought, second hand, from Green Bros. of Leeds, a racing Singer Le Mans, Registration No. KV 5670. It cost me £160; its colour was red.

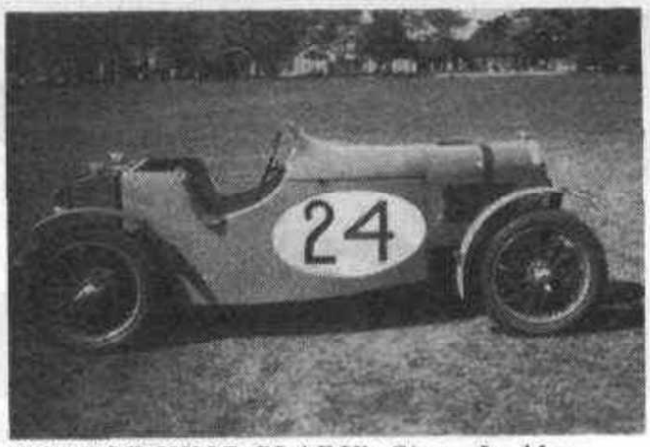
From my personal car book, I see that it had a 4-cylinder o.h.v. 972 c.c. engine. I noted that its tank held 13½ gallons of Racing Ethyl, that it used KLG LKS 2 plugs and that the maximum speed I attained was 84 m.p.h. I don't recall how this was measured since the car had a rev. counter only. I also recorded that the body was "a light two-seater on a Le Mans chassis, specially constructed for the 1934 Light Car Club's Relay Race at Brooklands."

I only entered the car for one meeting — at Filey Beach, Yorkshire on May 6th 1935, organised, I think, by the Yorkshire Sports Car Club. We ran in the 12 and 24 mile handicap races. I noted that "the car went well but the top gear was too high for sand" and that I "also ran" in both races!

Fellow competitors included W. I. Miller in a 1,496 c.c. Bugatti, T. V. G. Selby in a 2,000 c.c. Bugatti, R. V. Spink in a 747 c.c. Austin and H. Hodgson in a 1,087 c.c. Riley.

The Singer wasn't very exciting and I sold her in August 1935 for £140 to Allen's Motor Mart in Leeds from whom I bought an MG J4 (747 c.c. supercharged) (Reg. No. BRF 107).

This latter car I had converted to single-seater



ROBERT KING-CLARK's Singer Le Mans.

and raced it quite successfully throughout 1936 on Brooklands (Mountain Circuit) Saltburn, Shelsley, Lewes, Wetherby and various other speed trials. I sold her at the end of 1936, when I was posted abroad, to Ian Nickols, who did well in her.

The car's greatest achievement with me was to climb Shelsley in only ⅗ seconds slower than the 5,304 c.c. Formula One Auto Union, driven by Hans Stuck, at the June Meeting at Shelsley in 1936!

Shandon, Dumbarton ROBERT KING-CLARK

Shelsley Record

Sir,

In answer to your correspondent W. Gibbs, Jean Bugatti did complete a practice run at Shelsley in 1932, crashing during a later run. C. A. N. May in his book "Shelsley Walsh" states that the time (which was, of course, unofficial) was so startling that secretary Leslie Wilson declared that the secret must forever remain in his (Wilson's) bosom, from which wild horses would not drag it.

Dundonald, Ayrshire SANDY HORAN

Brooklands Miller

Sir,

I was interested in the article entitled The Brooklands Miller in the current issue, and I can, perhaps, add some information concerning the history of this car.

On its arrival at Brooklands its performance was very poor, but the trouble was eventually traced to the cam of the Delco contact breaker which was intended for a six not an eight cylinder engine! When this had been changed the car performed satisfactorily.

After the Count's death in the autumn of 1924, Dan Higgins acquired the car and raced it with some success on the sands at Southport, in 1925, disposing of it at the end of the season. After its fleeting appearance at Brooklands, in 1926, it was sold, in 1927, to Bert Shorter of Auckland, New Zealand, who raced it but struck serious engine trouble selling it to Keith and Keppel Cutten. It eventually found its way into the hands of G. A. Mathieson, who was not only a splendid driver, but also a first class mechanic. Mathieson rebuilt the entire car, including the engine, incorporating some modifications of his own. A letter to Harry Miller, in Los Angeles, produced some very helpful information so that when the car re-entered competition it was an immediate success.

Between 1933-1936 Mathieson won races at Hennings Speedway, Gloucester Park Speedway, the Hillsborough hill climb and the New Zealand Beach Championship at Muriwai Beach. It also won the Waikato dirt track Championship, two road races, and sundry smaller events. One thing, however, Mathieson could never do and that was to improve the brakes which remained, as always, the weakest point of the car.

Mathieson disposed of the car by selling it to an Australian who drove it in various races and hill climbs (see MOTOR SPORT January 1938 p25). At a later date the car was converted into a sports car, and generally hacked about (I have a photo), and I understand that the present owner proposes restoring it to its original state but I have no further information.

Paris. T. A. S. O. MATHIESON

The Kaye Don Manslaughter Case

Sir,

In your obituary of Kaye Don you say that after the 1934 Mannin Beg accident "which resulted in the death of his riding-mechanic K. Taylor from the MG factory, he was imprisoned on a manslaughter charge, which many regarded as unfair."

I assure you it was not considered unfair by the MG contingent, according to the account given me by those who were actually present in Douglas, IoM, on that occasion. I was told that in the evening of the first practice day — there were just two practice sessions, both held at dawn — Don's K3 Magnette was brought to him by his mechanic, Frankie Tayler (spelt with an 'e'), who had been working on it all day at Don's request. Although it was so late in the evening, and Kaye Don was (to use the customary euphemism) rather "tired", he insisted on trying the car there and then, on unclosed roads and completely unofficially, accompanied by Tayler. The fatal crash followed.

To quote John Thornley's words in the splendid *Maintaining the Breed:* "Frankie was one of the few original employees who had formed the nucleus of the Company in its earliest days and who had been in the Competitions Department from its very beginning, working for the fun of the thing, regardless of time, risk or reward. . . At this distance in time, one is perhaps better able to see his true worth and certainly better able to assess the reaction of his fellows when the sad news came through. Time invariably softens the recollection of personal grief, but one does not easily forget the sight of grown men in tears."

The courts decided *at the time,* from the evidence then available, that Kaye Don was responsible for the death of Frankie Tayler, and if we are going to indulge in speculation almost half-a-century later, I suggest that we should be less one-sided about it than your obituary appears to be. *De mortuis nil nisi bonum* by all means, but poor Frankie Tayler died first, and Kaye Don had the luck to enjoy 47 more years of life than his unfortunate mechanic.

Chichester, Sussex F. WILSON McCOMB

BHX 238

Sir,

I noticed some correspondence in the Sept. and Oct. issues concerning M. G. Magnette No. BHX 238, and can add a little information which might prove of interest. This car was owned from new by a very dear friend of mine, Freddie Thatcher, who raced it quite frequently at Brooklands. At that time I shared a shed at the Track and carried out a certain amount of work to BHX 238. Thatcher at the time was a representative for the Chrysler Motor Co., and lived with his wife, Emma, at East Sheen. They later took over The Marquis of Granby pub at Esher which became a rendezvous for all of us associated with racing.

continued overleaf

In 1945 just after I was de-mobbed I was offered BHX 238 which was for sale somewhere in the Gloucester area. The car was in excellent shape and completely original. Pale blue I seem to recall, with a yellow line around the body. I drove it down from Gloucester and it performed perfectly. I used the car regularly for about a year and then advertised it for sale, price £285.00. A prospective purchaser called at my premises, had a trial run, and left a phone number asking me to call him the next day. When I called the number a gruff voice said "This is Brixton Prison — who do you want?" I hung up and tried again. It transpired that the purchaser was the prison Governor.

Thatcher and his wife emigrated to Swaziland and I lost touch. But I came across him a few years ago when he was working for Boon & Porter at Castelnau. Barnes. If anyone knows of his present whereabouts I should be delighted to renew acquaintanceship.

Ferring-by-Sea, Sussex BRIAN FINGLASS

V-E-V- — Odds — Ends

Philip Watkins of the Association of Panhard Owners is very keen to have information about the manufacture and workings of the producer-gas plants which were fitted to buses, trucks and private cars during World War II. Letters will be forwarded.

The *Bean CC Magazine* carried an amusing reproduced 1901 advertisement for the Decauville agents in a recent issue, the Motor Car Co. of Shaftesbury Avenue appearing to offer £5 to anyone who could find a hill an 8½ h.p. Decauville couldn't climb. But there was a catch. They didn't mean Snowdon or Ben Nevis or any normal hill in extraordinary condition. Moreover, you had first to show them a cheque for £315. If the car climbed the chosen hill you forfeited the money, but kept the car. If it failed you received the fiver. How fake driving was to be detected isn't explained. One wonders how many people won the £5 and whether Henry Royce was among them! Finally, wrong car — Miss Monro tells us we were wrong in saying her well-known Hampton coupé crawled up the Brooklands Test Hill at the Re-Union, because this year it didn't attempt the ascent. Sorry! — W.B.

* * *

If the reader who corresponded with the Editor during the summer about Coventry Premier three wheelers would write again to the editorial offices, a letter on the subject will be forwarded to him.

* * *

Not the Only One

IT is recounted above how a popular Brooklands Calthorpe vanished without trace, during the 1930s or in the early war period. It is by no means the only such car to have done so. Although MOTOR SPORT usually gets to hear of the more interesting old cars in derelict circumstances, and this was especially so during the war, we never have discovered what became of the Wolseley-Viper, used by Avon for tyre-testing after its racing days were over, I believe, the Mercedes-Sunbeam built up by Harry Hawker, which was in use as a breakdown-truck at a Leominster garage in the mid-1930s, or the racing Sunbeam chassis into which Burnand put a Rolls-Royce aero-engine and which was resting on tyre-less rims near the South Coast around the 1950s. Has anyone any ideas? — W.B.

Where to find your nearest stockist:-

Bedfordshire Camden Car Radio, Lake Street, Leighton Buzzard • Herbert Robinson, Windsor Road, Bedford. **Berkshire** Berkshire Car Radio, 1 Market Place, Bracknell • Mototec, 175 Bath Road, Slough. **Birmingham** A. B. Fletcher, 25 Great Lister Street • A. T. Gittins, 15 Sutton Street • 021 Radio & Electrical Wholesale Ltd., 590 Bristol Road, Selly Oak • Studio Musica, 140 Sandy Lane, Camp Hill. **Bradford** Autosound, 15/17 Spring Gardens, Manningham. **Bristol** Winterstoke Garage, 50 Winterstoke Road. **Cambridge** Aylestone Auto Electrical, Aylestone Road. **Cardiff** Radiocraft (Sonus) Ltd., 251/253 Cowbridge Road, Canton. **Cheshire** Car & Home Stereo, 219 London Road, Hazel Grove, Stockport • Car Radio Centre (Sale), 183 Washway Road, Sale • Car Sound, Trafford Street, Chester • Specialised Equipment, 341 Wellington Road North, Stockport • T.S.A. Services, 33 Greek Street, Stockport. **Chesterfield** Chesterfield Car Radio, 37 Longedge Lane, Wingerworth. **Clywd** T. E. Roberts (King Street) Ltd., 26 King Street, Wrexham. **Cornwall** Car Radio Fitting Specialists Ltd., 17/23 Truro Road, St. Austell. **Coventry** Carwood Motors Ltd., Herald Way • Henleys (Midland) Ltd., Kenpas Highway. **Cumbria** Rickerby Ltd., Currock Road, Carlisle. **Derbyshire** MG Auto Electrics, Kempton Park Close, Ascot Drive Ind. Estate • Millards Tyre & Battery Service, 16 Corporation Street, Chesterfield • R. Towndrow Radio & TV, The Green, Clowne, Nr. Chesterfield. **Devon** Mobile Sound Centre, 248 Torquay Road, Preston, Paignton • Turnbulls Garages Ltd., Bretonside, Plymouth. **Doncaster** Economic Factors, 10/13 Holmes Market, Wheatley. **Dorset** Auto Radio VRS Ltd., 106 Castle Lane West, Bournemouth • Wireless Supplies Unlimited, Old Christchurch Road, Bournemouth. **Dyfed** J. H. Roberts, 7 High Street, Lampeter • Weslec, Brondusbury Park, Aberystwyth Road, Cardigan. **Essex** Car Audio Specialists, 7 Hyland Parade, Wood Street, Chelmsford • Entertainment Repair Services, 187 Becontree Avenue, Dagenham • C.C.S. Richmond, 216 High Road, Woodford Green. **Glamorgan** J & B Electronics, 67 St. Helens Road, Swansea • Tonyrefail Motors Ltd., Penrhiwfer Road, Tonyrefail. **Gloucester** Ray Electrical, 287 High Street, Cheltenham • Moons of Gloucester Ltd., London Road • Regent Car Radio, 2 Gloucester Road, Cheltenham. **Gwent** Gwent Car Sounds, Rudry Street, Newport. **Gwynedd** W.A. & F. G Evans, Regent Garage, Caernarvon Road, Criccieth • Llandudno Autosound Ltd., 18 Vaughan Street, Llandudno. **Hampshire** Makadams Ltd., 44/46 New Road, Tadley, Basingstoke • Andover Motor Factors, 8 Anton Trading Estate, Andover • W. F. Waite TV Ltd., 27 The Green, Stubbington • S.G.M. Electronics, 4A Lenton Road, Alton • Auto Services (Shirley) Ltd., 246 Shirley Road, Southampton • Drivesound, 193 May Street, Basingstoke • H. R. Knight Ltd., 69 Milton Road, Portsmouth. **Hereford** Harrison & Macklin, Foley Trading Estate. **Hertfordshire** Baldock Car Radio, 3 Hitchin Street, Baldock • E.C.P. Motors, 185/187 Turners Hill, Cheshunt • Autosound Services, 80 Queens Road, Watford • J & R Car Radio, 94 High Street, Stevenage • Inca Car Audio, 11 Cole Green Lane, Woodhall Shopping Centre, Welwyn Garden City • Russell Auto Electrics, 13/27 Loates Lane, Watford. **Huddersfield** Express Ignition, St. Andrews Road, Aspely. **Hull** Jordans of Hull, 45/47 Witham. **Humberside** A.C.C. Limited, 38 Boothferry Road, Hull • C. H. Turner Ltd., 1/5 Corporation Street, Grimsby. **Isle of Man** Industrial Equipment (I.O.M.) Ltd., Tynwald Street, Douglas. **Kent** Invicta Motors Ltd., Lakeside Service Station, Sturry Road, Canterbury • Babsouth Limited, 119/131 Wrotham Road, Gravesend. **Lancashire** Car Radio Installations, 28 Higher Eanam, Blackburn • R & E B Lonsdale, 42 Carr Gate, Cleveleys • Mobile Radio (Preston) Ltd., 85/87 Fylde Road, Preston • Kitchen & Calvert Ltd., Hindpool Street, Barrow-in-Furness • Moving Sound Ltd., 151/153 Burnley Road, Accrington • Arthur Shorrocks (Radio) Ltd., Hodgsons Garage, Thornton Road, Morecambe • Westhoughton Car Radio, 291 Church Road, Westhoughton, Bolton • M. Green & Son, 81 Ansdell Road, Blackpool (South Shore) • Central Drive Forecourt Station, Central Drive, Blackpool • Formby Car Electrical Services, Altcar Road, Formby. **Leeds** Unicar, 11 Kirkstall Road • Andrew Page & Co., Apson House, 53/59 Mabgate. **Leicester** Epic Accessories, 38 Nelson Street • R. Croxtall, 103 Green Lane Road • Hanger Motors (Leicester) Ltd., Welford Road • Castle Motor Co., 91 Abbey Lane • Car Electronics, 285/287 Welford Road. **Lincolnshire** Eastern Tapes, 27 Corporation Street, Lincoln • J. H. Wand, 44/48 North Street, Bourne. **London** Car Radio Services, 925 High Road, NW12 • Musicraft, 3 High Street, Acton W3 • Karatone Ltd., 204 North End Road, W14 • H. Lexton Ltd., 191 Francis Road, E10 • Atkinson Battery Service Ltd., 7 Pembroke Villas, W11 • Auto Audio Installations, 94/104 The Arches, Wood Lane, W12 • Bensonic, T/A The Car Music Centre, 122 Shepherds Bush Green, W12 • Colwood Auto Electrics, 172 Arthur Road, Wimbledon SW19 • Crouch End Hi-Fi, 13 Park Road, Hornsey N8 • Dixons, Brent Cross Shopping Centre, Brent Cross NW4 • D.S. Electronics, 8 Parsons Street, Hendon NW4 • W. Janet Ltd., T/A Car Audio Equipment, 351 Lea Bridge Road, Leyton • London Car Radio Centre, 25/31 Taunton Place, NW1 • Sextons (In-Car Equipment) Ltd., 330 York Road, Wandsworth SW18 • Pinerealm, T/A Mach One, 125 Golders Green Road, NW11 • Tanford Motor Services, 2 Woodlands Way, Putney SW15 • Wadham Stringer (Cliftons) Ltd., 59 Sidcup Road, Lee SE12 • Cavendish Sales, 281/283 Whitechapel Road, E1 • Hi-Fi General, 39 Bedford Hill, Balham SW12 • Neasden Electronics, 51 Dudden Hill Lane, NW10 • Sounds Fantastic, 55/57 Anerley Road, SE19 • Stereo on Wheels, 22 Chiswick Lane, W4 • Video Wheels, 24/62 Market Square, Edmonton N9. **Manchester** Sound & Time, 59 Bury New Road. **Merseyside** Sound Trac, 2 Chester Road, Whitby, Ellesmere Port • Wirral Car Radio, 2 Singleton Avenue, Birkenhead. **Middlesbrough** M.W. Motors Ltd., Granville Road Garage, Granville Road • Car Sounds, 1 Union Place. **Middlesex** ICE Stereo Systems, 175 Stanwell Road, Ashford • S.K. Radio, 3 New Broadway, Uxbridge Road, Hillingdon • Sound Around, 114 Ruislip Road, Greenford • Transcar Radio, 71 Heath Road, Twickenham • Heath Car Electrics, 638 Hansworth Road, Hounslow • Reshmead Ltd., 110 The Green, Southall. **Neath** Quinns TV & Hi-Fi, 68 Windsor Road. **Newcastle upon Tyne** Dennis Car Radio, 28/30 Scotswood Road • Tyne Car Radios, 5 Brunswick Square, Shiremoor. **Norfolk** Sonus Wholesale, 128 Dereham Road, Norwich. **Northamptonshire** York Ward and Rowlatt, Oxford Street, Wellingborough. **Nottingham** Hanger Motors (Nottingham) Ltd., London Road • Audiovision (Midlands) Ltd., 27 Hayworth Road, Sandiacre. **Oxfordshire** Hartwells of Oxford, Oxford Road, Kidlington. **Pembrokeshire** Loosemore, 39 High Street, Haverfordwest. **Peterborough** Auto Sound Centre, 1110 Lincoln Road, Walton. **Portsmouth** Virgin Records, 69/73 Tricorn Centre, Charlotte Street. **Sheffield** Senior Electronic Services, 429 Stanforth Road. **Shropshire** Autolectrix (Oswestry) Ltd., Smithfield Street, Oswestry. **Staffordshire** Curtis Auto Electrical, Wardels Lane, Off Hilton Lane, Great Warley, Nr. Walsall • N. Thomas, 38 The Village, Walton-on-the-Hill • Appleyards (Staffs) Ltd., London Road, Newcastle-under-Lyne. **Stoke-on-Trent** H.T. Electrical, 4/8 Vauxhall Street, Longton • Oliver Rix Garages (Hanley) Ltd., Clough Street, Hanley • W. T. Bell (Burslem) Ltd., Sandbach Road, Codbridge. **Suffolk** Dave Wallis Car Audio, 322 Spring Road, Ipswich. **Sunderland** Cliffs Service Station (Autosave), 11 Windsor Terrace, Grangetown. **Surrey** Thames Car Radio 158 High Street, Egham • Car Sounds, 176 East Street, Epsom • Conrads Car Radio, 42 Thornton Road, Thornton Heath • Woking Car Radio, 9/11 Church Street, Woking • Road Sound, 182 Victoria Road, Aldershot • Ian Banning Ltd., 12c Worplesdon Road, Guildford • Universal Car Supplies, Victoria Works, The Street, Ashtead. **Sussex** Road Radio Ltd., 41 Station Road, Burgess Hill, and branches • Harfield and Foster, Spencer Street Workshop, Bognor Regis • Dials Car Radio, 187 Lewes Road, Brighton • H.T. Motor Supplies, Automarine House, Bognor Road, Chichester. **Swansea** Shorts Auto Electrical, 43/49 Station Road, Landore. **West Midlands** Merrivale TV Service, 15 Dog Kennel Lane, Oldbury, Warley. **Wiltshire** Contact Electrical, 86/88 Southampton Road, Salisbury. **Wolverhampton** Charles Clarke Ltd., 52 Clifton Street, Chapel Ash. **Worcester** Mobile Electric Sales, Gregorys Mill. **Yorkshire** Auto Radio, 110 East Parade, Keighley • Car Radio (Skipton) Ltd., Unicorn Buildings, Devonshire Place, Skipton • Croft & Blackburn, Harvester House, Kirkby Road, Ripon • Elcar Limited, Colne Road, Huddersfield • Mobile Music (Harrogate) Ltd., Back Dawson Terrace, Harrogate • Ripon Auto Electric, Blossomgate, Ripon.

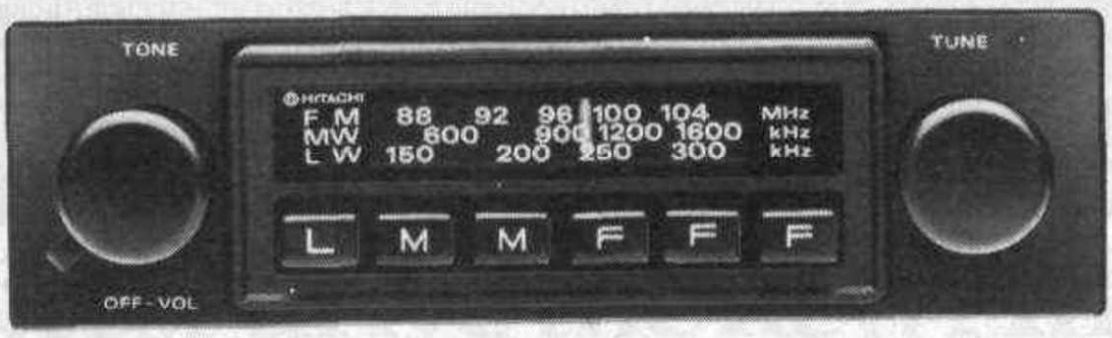
HITACHI
In a word, reliability.

Is your car ashamed of your radio?

When you think of how much money you spend on your car, it seems a shame to let it down by fitting just any old radio.

Hitachi want you to get the very best performance in your car. So we think it's sometimes worth splashing out a bit – just as long as you keep an eye on the quality you're getting for your money.

The two radios you see here aren't exactly cheap. But they are very good quality.

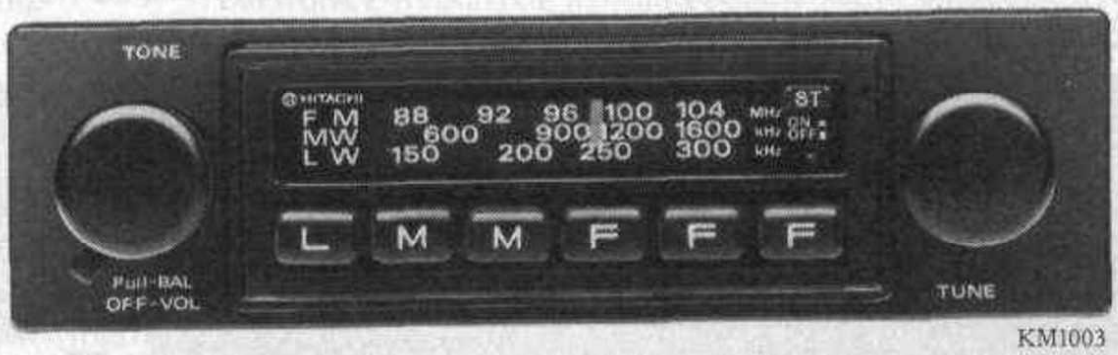


KMS2003

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Number Plates — AXN 373

AFTER Rolls-Royce Ltd. took over the old Bentley company in 1931 there was a slight pause before anyone knew quite what was going to happen. Then in 1933 the Derby firm announced its new Bentley 3½-litre, "The Silent Sports Car" in complete contrast to Bentleys from the old Cricklewood firm. The new Bentley was in effect a sports car designed around Rolls-Royce components with a cleverly conceived radiator shell that embodied the pugnacious vee of the old Bentleys, yet had the elegance of a Rolls-Royce radiator. The Derby Bentley had various sporting features, such as wire wheels with centre-lock hub caps, open bodywork, low build, right-hand gearchange lever and so on, but overall was very refined and engineered to Rolls-Royce standards.

Among the first batch of 200 to be built was chassis number B35AE and this was sold to Yorkshireman E. R. Hall, well known in racing circles for his successes with MG cars. Eddie Hall took this 3½-litre 6-cylinder Bentley to Italy in 1934, to use as a practice car for the Mille Miglia, in which he was driving an MG Magnette. It was not so much practice, as reconnaissance of the 1,000-mile route, and by the time he returned to England the Bentley had covered 4,000 miles at continual high speed and Hall was very impressed with his new acquisition. He approached Rolls-Royce with a view to them entering a similar car in the RAC Tourist Trophy race in Northern Ireland on the Ards circuit, but racing was against the firm's policy so they refused. However, they did agree to "look at" Hall's own car and were prepared to let him enter it as a private entry. As the car was Hall's everyday transport it had been registered AXN 373.

The Derby experimental department took the car in hand and acted upon suggestions made by Hall as to what would be needed to tackle the TT in September 1934. The compression ratio of the pushrod overhead-valve six-cylinder engine was raised to 7.75 to 1 and the carburation set to run on a 50 / 50 mixture of petrol and benzol, a fairly normal sporting fuel of the day. On the Rolls-Royce test-bed the engine developed 130 b.h.p. at 4,250 r.p.m. which the engineers calculated would give a maximum speed of 110 m.p.h. on a suitably raised rear axle ratio. They settled on a 3.75 to 1 rear axle in place of the standard 4.25 to 1, and with suitable section rear tyres this gave 100 m.p.h. at 4,000 r.p.m. which Hall reckoned to be about the maximum needed on the 13⅔-mile Ards circuit. A 26-gallon fuel tank was fitted and new gear ratios made for the gearbox, giving 50 m.p.h. in 1st gear. The coachbuilders Offords built a regulation four-seater body, the spare wheel was mounted on the nearside of the chassis and simple flat blade mudguards were made. The regulations permitted cars to run without lamps or windscreens, but the basic car had to be a regular production model, which, of course, the 3½ Bentley was.

The race was over a distance of 35 laps, which was 478 miles, and was run on handicap according to engine capacity, the Bentley being in the scratch class, along with Lagondas. Hall drove the whole way himself, made two pits stops to refuel and change tyres, was the first to finish on the road, but was narrowly beaten by C. J. P. Dodson in an MG Magnette on the handicap. The car had run perfectly throughout, and surprisingly quietly, and in finishing second Hall averaged 78.4 m.p.h., with a fastest lap of 81.15 m.p.h., which was much faster than the best speed ever recorded by one of the supercharged 4½-litre Bentley cars from the old Bentley company, so that Rolls-Royce quietly preened themselves on the fact that their idea of a Bentley sports car was far superior to that of W. O. Bentley, the originator of the marque. After the TT Hall drove the car at the Shelsley Walsh hillclimb and recorded 48 seconds in the pouring rain, to win the 3-5-litre class. Needless to say, the Bentley was driven to and from the Liverpool docks for its Ulster trip, and to and from Shelsley.

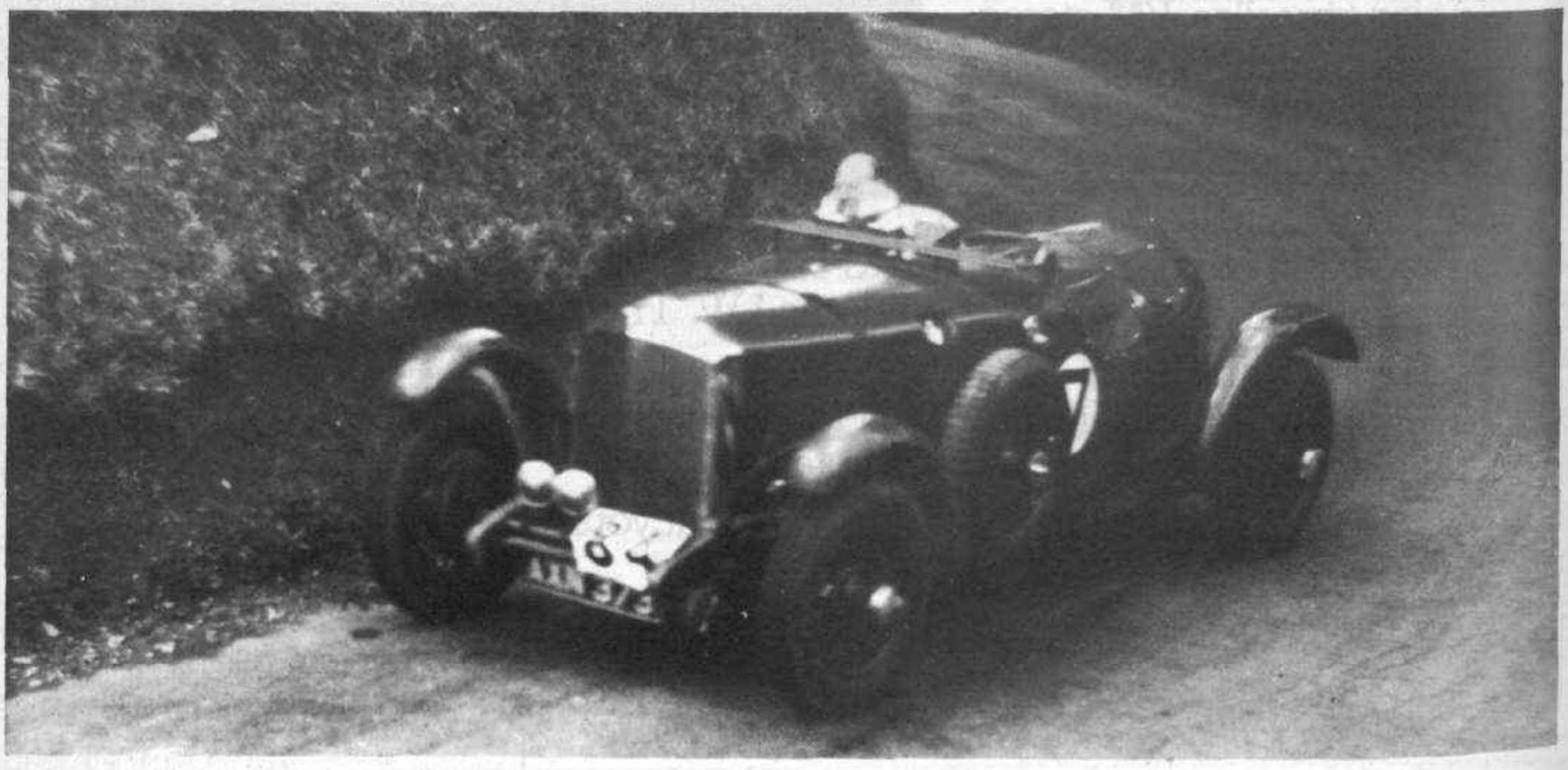
So delighted was Hall with the performance of the car that he entered it for the 1935 race on the Ards circuit, again over 478 miles for the RAC Tourist Trophy, once again on handicap. Rolls-Royce looked at the engine once more, raising the compression ratio to 8.35 to 1 and using the same fuel they obtained 155 b.h.p. at 4,200 r.p.m., doing all the usual tuning things like larger inlet valves, polishing and balancing and so on. The same four-seater body was retained, the regulations still insisting on four seats for the big-engined cars, but Hall replaced the simple flat strip wings by shapely helmet mudguards with fairings behind the front wheels and in front of the rear wheels. The fuel tank was replaced by one of 32 gallons, with a view to running through with only one stop, and Eddie Hall elected to drive the whole way himself once again. This time he was narrowly beaten on handicap by a 1½-litre Riley driven by the redoubtable F. W. Dixon, even though the Bentley upped its average speed to 80.36 m.p.h. for the total distance. Once more its run into second place was faultless, but not quite fast enough to beat the handicap. As in the previous year Hall competed at Shelsley Walsh after the TT and this time recorded 46.4 seconds and again won the class.

Determined to win the TT the car went back to Rolls-Royce for further attention. Long distance sports car racing on the open roads was Eddie Hall's idea of motor racing and he entered the Bentley for the 24-hour race at Le Mans as a prelude to his third attempt on the Tourist Trophy with the Bentley. He had driven in the TT every year since its inception in 1928, driving Arrol-Aster, (Cricklewood) Bentley, Lagonda and MG cars. By this time Rolls-Royce had introduced a new engine for their Silent Sports Car, still a pushrod overhead-valve six-cylinder, but of 4¼-litres, and they installed one of these in AXN 373 in place of the 3½-litre unit. This new engine, "suitably prepared", developed 167 b.h.p. at 3,800 r.p.m. on a 9 to 1 compression ratio, still on petrol / benzol fuel.

The International Sports Car regulations had now been changed and all sizes of cars were allowed to carry two-seater bodywork, so Hall had

Continued on page 1584

EDDIE HALL and AXN 373 rounding the second "Ess" at Shelsley Walsh in 1935.



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Prices correct at time of going to press. (The bet closes on 31st December 1981.)

Refresher Course on the Renault Fuego

A GOOD deal of information has been given in MOTOR SPORT about the Renault Fuego since its introduction, and the more sporting 18 Turbo might be thought of more appeal of our readers. However, the top-model GTX 2-litre of the Fuego range is a good car it its own right, quiet, comfortable, economical and an effective performer, able to out-drag the Turbo job from 0-60 m.p.h. and go a m.p.h. or so faster, while being a little more conserving of the expensive fuel. Indeed, only at certain bands in the torque-curve does the Turbocharger give the 18 a slight accelerative advantage. So there is a great deal to be said for the Fuego GTX, with its Type 829 Douvrin-built 1,995 c.c. overhead-camshaft light-alloy engine giving 110 (DIN) b.h.p. at a restful 5,500 r.p.m., and 119.9 lb. / ft. torque at only 3,000 r.p.m.

Getting into it after a tiring week-end with a more sporting car, the Renault seemed at once spacious, relaxing and easy to drive. The exterior shape suggests a much smaller car than the two-door front-drive Hatchback Fuego is within, and the styling, done by Robert Opron and his 100 helpers over four years ago, is suggestive of good air penetration, giving the lowest air-drag of any Renault, at a competitive 0.374 co-efficient. The fuel-gauge sank encouragingly slowly, but its needle swung too readily between empty and ¼-full. The consumption was 27.2 m.p.g., from the 12½-gallon tank.

The dog-leg-gated 5-speed gearbox has a smooth but sedate change, with reverse, over to the far left, irritatingly difficult to engage easily unless one is firm with it. This is a car in which you look out of a big windscreen, its bonnet only becoming visible up abnormally steep hills. It has the generous-cushioned seats and the fairly-supple suspension expected of a modern Renault, electric windows with arm-rest-mounted switches, rear wipe-wash and headlamp washers but lacks central-locking. The huge back window is released by a lever on the driver's door pillar. The power-assisted steering (2⅝ turns, lock-to-lock) is light but lacks much "feel". The disc / drum brakes are more than normally powerful. The test-car was shod with Pirelli P6 tyres and only under very slippery conditions was I conscious of spinning front wheels when departing quickly. The interior trim is plasticky and the big instrument binnacle before the driver rather comes into the Rover category of obtrusiveness. However, all the instruments are easy to read, with the proviso that the oil-gauge records oil *level* not pressure, and the switches for the various services flank each side of the binnacle. There are triple stalk-controls, of which the short r.h. one operates the turn-indicators. The driver's door mirror adjusts internally, there is a bright digital clock, rather deeply buried, and it took me time to learn to drive the many-knobbed heater / ventilator properly. The rear seat folding arrangements mean enormous luggage capacity. There is a too-shallow shelf formed into the fascia. There is an under-fascia bin and door pockets hidden under the large arm-rests; the external door catches are oddly recessed in what are called "sculptured recesses", and the small pedals with rubber inserts can become disconcertingly slippery. The Cibie lighting equipment includes low-hung yellow fog-lamps. The driver's sun-visor contains a mirror, ridiculous from the viewpoint of reflection (ugly in my case!).

Acceleration comes in very effectively when needed and is impressive even in 5th gear. It really seems to amount to whether you go for a Fuego GTX or save £750 by buying the slightly-less-quick 18 Turbo, the Fuego GTX costing £7,430 in basic form. I would have liked the sun-roof and leather upholstery (but £577 extra for the latter!) that are extras. But it had seemed nice to drive a Renault again so soon after this make had won the Italian GP; it would have been nicer still had the car been at Western Avenue on the day arranged for collection. However, we were united in the end and the Fuego was found to be an admirable 113 m.p.h. (Renault claims 118 m.p.h.), 0-60 in 10 sec., family-package and is thus an important model in Renault's wide and well-established spread.

W.B.

NUMBER PLATES — continued

the old four-seater body removed and in its place Ridlington's of West London built an altogether smoother two-seater, with a long tail covering the fuel tank and the spare wheel, while the mudguards were greatly improved in shape, now being similar back and front. For the Le Mans race the car was geared to do 120 m.p.h. and as Rolls-Royce had done a 24-hour test bed run on the engine without a falter, Hall was looking forward to the event. France was undergoing labour problems in 1936 and Eddie was actually in France with the car, on his way to Le Mans, when the organisers deemed it prudent to cancel the event at the last minute. The workers were causing trouble, there were strikes and demonstrations and the whole country was in an unsettled state, unsuited to the running of a 24-hour motor race. Reluctantly Hall returned to England and started preparing for the TT, this time to be run over 410 miles (30 laps) on the same challenging Ards circuit to the east of Belfast.

Rolls-Royce guaranteed Eddie Hall at least 10 m.p.g. at racing speeds and the Avon / India Rubber Company reckoned their 6.50 × 19″ tyres would go right through the race, so plans were made accordingly. As always, Hall reckoned to drive the whole race himself and by fitting a 48 gallon fuel tank in the long tail of the new bodywork he planned to go through non-stop, though nobody knew at the time, apart from his wife who ran his pit and time-keeping and various members of his equipe. This time, apart from being up against the known handicap, according to engine size, he was also up against some fast and light Delahayes, and 3.3-litre Bugattis from France. This year, the two men who had beaten the Bentley in previous years, Charlie Dodson and Freddie Dixon, were now sharing a 1½-litre Riley, so Hall's task was no easy one. To add to his opposition the weather turned foul and rained most of the time, which hampered the faster cars more than the slower ones. In spite of all this Eddie Hall drove the big Bentley right through without a stop, at an average speed of 80.81 m.p.h., with a fastest lap at 83.20 m.p.h., but it was not good enough, it only netted him second place, for the third year in succession. The winners on handicap were Dixon and Dodson. Hall's average speed in the rain was the fastest ever recorded for the Tourist Trophy race, but it was a Delahaye that took the fastest lap, with a speed of 85.52 m.p.h., their light weight and independent front suspension showing the trend of sports car design. The fuel consumption of the Bentley for the 410 miles was 11.4 m.p.g., the car had once more upheld the Rolls-Royce tradition of reliabilty and silence, and to round off the activity Hall competed at Shelsley Walsh after the event and again won his class.

That 1936 Tourist Trophy on the magnificent Ards road circuit unfortunately witnessed a bad accident in which spectators were killed and the event was removed from Ulster for 1937 and run at Donington Park. Athough Donington Park was an admirable closed road type circuit, it was nothing compared to the Ards circuit, and a TT on a 3½-mile circuit through parkland was not Eddie Hall's idea of motor racing, so he retired from the sport and the Bentley was put out to grass.

During the war years it was stored in Derby by Rolls-Royce along with many other special cars belonging to customers, and the apprentices were given the task of periodical attention to the cars. One young apprentice was Tony Rudd, now the Director of Engineering of the Lotus Group, and it was his job to look after the famous TT Bentley.

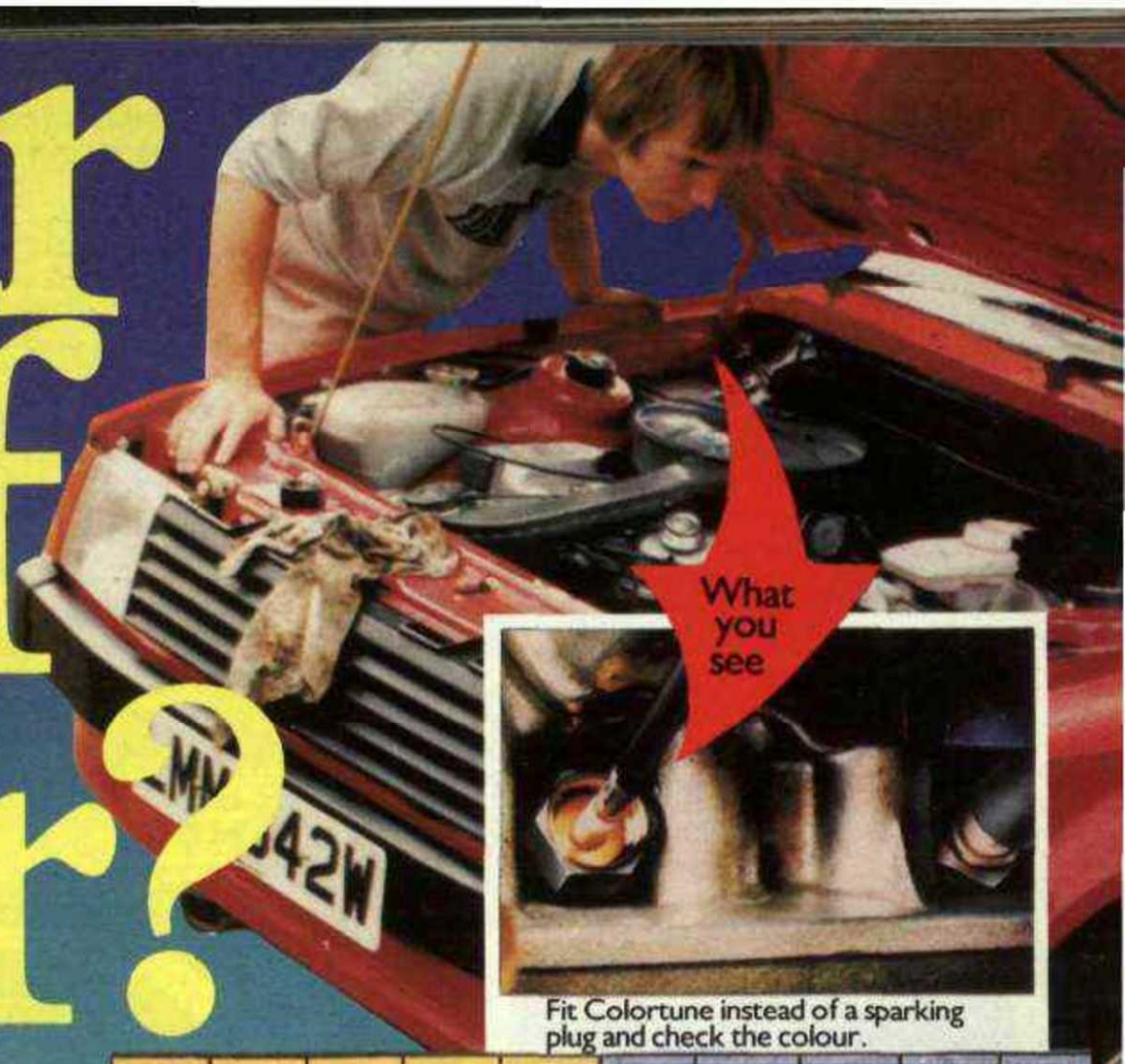
After the war Eddie Hall went to live in South Africa and he took the Bentley with him, competing with it in various national races out there, which were run on handicap like British events. In 1948 he netted 3rd place in the Fairfield Handicap in Durban and 5th place in the Coronation Handicap in Pietermaritzburg. In 1950 Hall returned to England with the car and Rolls-Royce looked at it again for him in preparation for an entry in the 24 Hour race at Le Mans. During a total overhaul and rebuild they improved the braking system and, naturally, improved the 4¼-litre engine still further. In the interests of streamlining Hall had a detachable hardtop fitted over the cockpit, which may have been effective but looked hideous. He drove the whole 24 hours himself because, as he said recently, "couldn't stand co-drivers, they always cause trouble" and he finished in 8th place at 82.95 m.p.h., covering 1,990 miles.

After that he began to think about sports car events with a new Ferrari so he sold the Bentley to Briggs Cunningham, whom he had met at Le Mans. Cunningham took the car back to America, threw away the hardtop and kept it in its full racing trim in British Racing Green. Eventually Cunningham opened his Motor Museum and the famous old Bentley formed part of it. Today the Cunningham Museum is situated in California, south of Los Angeles, and the Bentley with all its history is well cared for. It has had American licence plates fitted in place of AXN 373, but apart from that is unchanged and is always kept ready to run.

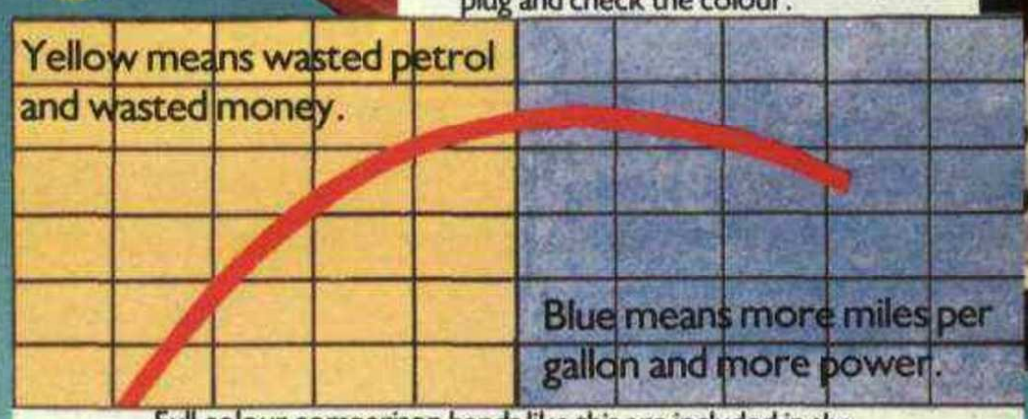
Two years ago, while visiting Briggs Cunningham and his splendid museum the Bentley was started up and we had a little drive round in it. Today Eddie Hall, at 82 years of age, lives in Monte Carlo overlooking the promenade on which the pits are situated at Grand Prix time. His wife Joan, who did all the time-keeping and pit organisation during his racing, is as active as ever in the amateur dramatic world of Monaco and at Grand Prix time it is always pleasant to spend time with these two people who raced for fun and left an indelible mark on the history of the RAC Tourist Trophy race in Northern Ireland. In his living room Eddie Hall has a scale model three feet long of AXN 373, in its final form. It resides in a glass case, a tribute to a famous car that itself is alive and well in the good hands of the Briggs Cunningham Automotive Museum. — D.S.J

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JACQUES LAFFITE drove a masterly race at Montreal in his Talbot-Matra, seen here just after lapping Mario Andretti's Alfa Romeo.

The Canadian Grand Prix

Heroes all

Montreal, September 27th

I AM sure most people arrived in Canada expecting the worst as far as the weather was concerned, and they were not disappointed on Monday, Tuesday, Wednesday or Thursday, whichever day on which they arrived from Britain, France, Italy, Germany, Mexico or wherever. It poured with rain and was grey and miserable but on Friday morning when practice began the sun was shining from blue skies and it was comfortably warm. "It won't last" everyone said, but it did and it was even better on Saturday, but Sunday — oh dear!

The circuit in Montreal is laid out on the service roads around the exhibition park on the long, thin island in the St. Lawrence river known as Ile Notre-Dame, connected to the Ile Ste. Helene by two bridges and from thence to the main part of the town by another bridge and the Underground train, or Metro, Montreal being essentially French-speaking and France-orientated. Although the circuit is virtually flat, with two tight hairpin bends and some wiggly bits through ess-bends which are virtual *chicanes*, it also has some fast bits and the elongated ess over a blind brow that follows the short straight past the pits is particularly challenging. The average speed for the lap record is over 110 m.p.h. and the whole thing is not at all bad. The race is sponsored by the Canadian brewery Labatt, who have been brewing beer since 1828, and the city of Montreal really went out of their way to publicise the Grand Prix.

Like Long Beach and Monte Carlo there can be no pre-practice testing, for the roads are only closed for the three days of the Grand Prix, so when the track was opened on Friday morning everyone was ready to go and there was a noticeable difference in the tempo during the first hour. Everyone seemed to be flogging round and round without stopping, leaving the pit lane remarkably empty, save for the odd T-car here and there. They were all out on the circuit remembering what they did or did not do last year, or learning it for the first time. There were no startling changes to be seen, though most people had bigger air scoops to the brakes, or bigger discs, or more calipers and so on, for brakes are pretty important on this circuit and come in for a good hammering. Williams were actually playing around with water-cooling for the brakes on their FW07C cars, as Renault had done

ENTRY

No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Alan Jones	AUS	Williams	FW07C	White/Green	Cosworth V8	Goodyear	Saudi Arabia/Leyland
2	Carlos Reutemann	ARG	Williams	FW07C	White/Green	Cosworth V8	Goodyear	Saudi Arabia/Leyland
3	Eddie Cheever	USA	Tyrrell	011	White	Cosworth V8	Goodyear	Imola Ceramica
4	Michele Alboreto	I	Tyrrell	011	White	Cosworth V8	Avon	Imola Ceramica
5	Nelson Piquet	BRA	Brabham	BT49C	Blue/White	Cosworth V8	Goodyear	Parmalat Foods
6	Hector Rebaque	MEX	Brabham	BT49C	Blue/White	Cosworth V8	Goodyear	Parmalat Foods
7	John Watson	ULS	McLaren	MP4	Red/White	Cosworth V8	Michelin	Marlboro/Unipart
8	Andrea de Cesaris	I	McLaren	MP4	Red/White	Cosworth V8	Michelin	Marlboro/Unipart
9	Slim Borgudd	S	ATS	D5	Yellow	Cosworth V8	Avon	ATS Wheels
11	Elio de Angelis	I	Lotus	87	Black/Gold	Cosworth V8	Goodyear	John Player
12	Nigel Mansell	GB	Lotus	87	Black/Gold	Cosworth V8	Goodyear	John Player
14	Eliseo Salazar	CHI	Ensign	N180B	Red/White/Blue	Cosworth V8	Avon	Din
15	Alain Prost	F	Renault	RE30	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
16	René Arnoux	F	Renault	RE30	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
17	Derek Daly	IRL	March	811	Black	Cosworth V8	Avon	Guinness/Rizla
20	Keijo Rosberg	FIN	Fittipaldi	F8C	White	Cosworth V8	Pirelli	Pastamatic
21	Francesco Serra	BRA	Fittipaldi	F8C	White	Cosworth V8	Pirelli	Pastamatic
22	Mario Andretti	USA	Alfa Romeo	179	Red/White	Alfa Romeo V12	Michelin	Marlboro/Scaini
23	Bruno Giacomelli	I	Alfa Romeo	179	Red/White	Alfa Romeo V12	Michelin	Marlboro/Scaini
25	Patrick Tambay	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	126CK	Red	Ferrari V6 t/c	Michelin	Fiat/Agip
28	Didier Pironi	F	Ferrari	126CK	Red	Ferrari V6 t/c	Michelin	Fiat/Agip
29	Riccardo Patrese	I	Arrows	A3	Orange/White	Cosworth V8	Pirelli	Ragno/Beta
30	Jacques Villeneuve	CDN	Arrows	A3	Orange/White	Cosworth V8	Pirelli	Ragno/Beta
31	Giuseppe Gabbiani	I	Osella	FA1B	Blue/White	Cosworth V8	Michelin	Denim Aftershave
32	Jean-Pierre Jarier	F	Osella	FA1C	Blue/White	Cosworth V8	Michelin	Denim Aftershave
33	Marc Surer	CH	Theodore	TR3	White/Red	Cosworth V8	Avon	Teddy Yip
35	Brian Henton	GB	Toleman	TG181B	Red/White/Blue	Hart 415 t/c	Pirelli	Candy Appliances
36	Derek Warwick	GB	Toleman	TG181B	Red/White/Blue	Hart 415 t/c	Pirelli	Candy Appliances

two years ago. The Arrows team were endeavouring to cash in on it being "local hero time" by dropping Siegfried Stohr from their team and signing on Jacques Villeneuve from nearby Quebec, though more importantly, he is the young brother of the famous / infamous (to taste!) Gilles Villeneuve, otherwise it was the same faces in the same places and in the same cars, except that Williams brought along their test-and-research car as well as their usual three cars, Piquet had a brand new Brabham, number 15, Watson had a brand new McLaren, number 4, Mansell was using the latest Lotus 87, number 5 which was finished off at Monza, but not used, and Prost had the best Renault mods yet (see Notes on the Cars).

Suddenly a red flag appeared at the start / finish line and everyone stopped. Brian Henton had spun his Toleman-Hart, stalled the engine, could not restart, and the car was stuck in the middle of the track on the back leg. With 29 other cars circulating the 2¾-mile track the passing traffic was too busy for marshals to retrieve the car or restart it. What most drivers were discovering very quickly was that this year's generation of hard-sprung "go-karts" were finding bumps on the circuit that did not exist last year. Apart from the unpredictability of the way the cars bounced around, many of the drivers were suffering physically in their back and their neck muscles and everyone felt that the sooner the designers used some common sense and stopped cheating the spirit of the regulations, the better it would be for everyone and racing car design might progress forwards a bit, instead of sideways as it is doing at the moment. Before the end of the morning session Pironi "bounced" off the road into the wet and soggy run-off and the car came back on the breakdown lorry looking like an autocross car.

Due to the morning delays the afternoon timed-hour was late in starting, but once under way everyone was hard at it, for no-one believed it would stay warm and dry for the next day of qualifying, so it was now or never as far as grid positions were concerned. You did not need to look twice to see that Nelson Piquet was out to win. He was driving the Brabham T-car with its carbon fibre brakes and they were glowing bright orange as he braked really late and hard for the hairpin before the pits. Laffite was also in a hurry and elbowing his way past slower cars in a pretty ruthless fashion, causing Serra to spin his Fittipaldi on one lap as he obviously thought "if Laffite can take the corner at that speed, so can I"

PRACTICE TIMES (Longines Timing)

No.	Driver	Friday pm	Saturday pm
1	A. Jones	1.29.728(T)	1.29.781
2	C. Reutemann	1.29.601(T)	**1.29.359**(T)
3	E. Cheever	1.32.652	1.31.547
4	M. Alboreto	1.34.245	1.32.709
5	N. Piquet	**1.29.211**(T)	1.29.537(T)
6	H. Rebaque	1.31.545	1.30.182
7	J. Watson	1.31.617	1.30.566
8	A. de Cesaris	1.32.281	1.31.507
9	S. Borgudd	1.34.002	1.32.652
11	E. de Angelis	1.31.212	1.30.231
12	N. Mansell	1.32.233	1.29.997
14	E. Salazar	1.36.016	1.33.848
15	A. Prost	1.31.629	1.29.908
16	R. Arnoux	1.34.151	1.30.232
17	D. Daly	1.35.552	1.32.305
20	K. Rosberg	1.34.634	1.34.310
21	F. Serra	1.36.937	1.36.546
22	M. Andretti	1.32.648	1.31.740
23	B. Giacomelli	1.34.995	1.31.600
25	P. Tambay	1.31.747	1.31.817
26	J. Laffite	1.31.593	1.30.705
27	G. Villeneuve	1.32.077	1.31.115
28	D. Pironi	1.31.976	1.31.350
29	R. Patrese	1.31.969	1.32.277
30	J. Villeneuve	1.36.720	1.38.308(T)
31	G. Gabbiani	1.37.493	1.55.307
32	J-P. Jarier	1.33.432	1.33.643
33	M. Surer	1.34.424	1.32.253
35	B. Henton	1.40.505(T)	1.36.648
36	D. Warwick	1.36.999	1.37.256(T)

(T) Denotes spare car.

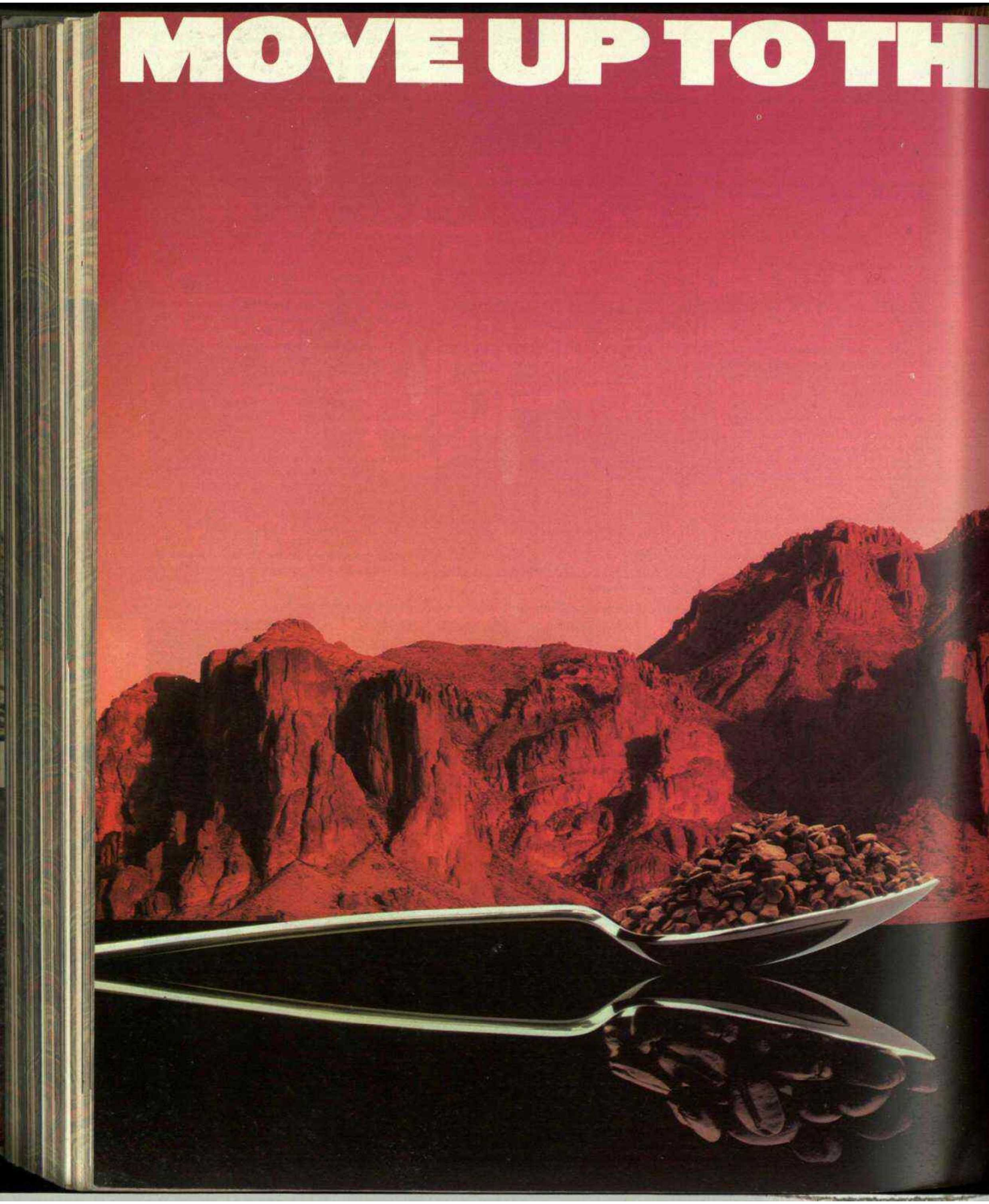
— he couldn't. Reutemann, Jones and Laffite all changed to their spare cars during the afternoon, either because they preferred the feel of it, or because it had a different suspension and aerodynamic set-up, all striving to get the best as soon as possible. Arnoux changed to the spare Renault, but he had little choice, for the RE33 arrived back at the pits with oil and water all over the car and very little of it where it should be. Pironi went off the road again and bent his Ferrari, and as Villeneuve was out in the spare car the Frenchman ended his practice sitting on the pit wall. Rebaque was in trouble with his gearbox, so blocks were fitted to the pedals of the spare car after Piquet had finished with it and the Mexican went out in that for a few laps. Henton was out in the spare Toleman-Hart while mechanics fished for a broken-off end of a helicoil from a sparking-plughole thread in the monoblock Hart engine in his race car. They finally found it in the cylinder with the aid of a demon optical-fibre probe that the Renault team lent them.

Altogether it was a pretty busy hour, probably because it was everyone's first opportunity to go fast on the circuit, with no pre-race testing and with the added incentive of the possibility that the sunny afternoon was but a fleeting moment in a continuous rain belt. The outcome was that Piquet made fastest time, which was no surprise after watching him out on the circuit, and Reutemann and Jones were hard after him, these three being the only drivers to get below 1 min. 30 sec. They were not only in a class of their own, but a ridiculously long way ahead of the fourth man, who was de Angelis in his Lotus 87, with 1 min. 31.212 sec., two whole seconds slower than Piquet. Rebaque was well up in fifth position, which team-owner Ecclestone put down to the fact that for once the Mexican arrived at the

continued on page 1590

VILLENEUVE, Jones and Watson. All drove well in the diabolical conditions, and only the Williams driver failed to make it to the finish.




MOVE UP TO TH

E BIGGER TASTE.



All the flavour of richer-roasted, darker coffee beans... freeze-dried for the bigger taste.

CANADIAN GP — *continued from 1587*

circuit fresh and awake, having come easily up from Mexico, rather than arriving after the trans-USA and trans-Atlantic flight from his Mexican home. There were not too many surprises down the list, most drivers being where you would expect them to be at this time of the season. Local hero Jacques Villeneuve was not exactly causing any interest, apart from a spin or two, and spent a lot of time in the pits having the water system on his Arrows purged to try and overcome continual overheating, but it made little appreciable difference. The Renault team were in engine trouble caused by a new design of injector nozzle not sealing properly and the leaking fuel causing mixture weakness, but in spite of this Prost was up ahead of the Ferraris.

STARTING GRID ⬆

2
C. Reutemann
(Williams-Cosworth V8)
1 min. 29.359 sec. (T)
39 (1 min. 50.309 sec.)

15
A. Prost
(Renault V6 t/c)
1 min. 29.908 sec.
48 (1 min. 51.197 sec.)

6
H. Rebaque
(Brabham-Cosworth V8)
1 min. 30.182 sec.
33 (1 min. 55.172 sec.)

16
R. Arnoux
(Renault V6 t/c)
1 min. 30.232 sec.
(——)

26
J. Laffite
(Talbot-Matra V12)
1 min. 30.705 sec.
46 (1 min. 49.765 sec.)

28
D. Pironi
(Ferrari V6 t/c)
1 min. 31.350 sec.
24 (1 min. 56.285 sec.)

3
E. Cheever
(Tyrrell-Cosworth V8)
1 min. 31.547 sec.
42 (1 min. 53.994 sec.)

22
M. Andretti
(Alfa Romeo V12)
1 min. 31.740 sec.
61 (1 min. 52.580 sec.)

29
R. Patrese
(Arrows-Cosworth V8)
1 min. 31.969 sec.
3 (2 min. 07.558 sec.)

17
D. Daly
(March-Cosworth)
1 min. 32.305 sec.
41 (1 min. 54.946 sec.)

4
M. Alboreto
(Tyrrell-Cosworth V8)
1 min. 32.709 sec.
52 (1 min. 55.977 sec.)

14
E. Salazar
(Ensign-Cosworth V8)
1 min. 33.848 sec.
4 (2 min. 03.264 sec.)

5
N. Piquet
(Brabham-Cosworth V8)
1 min. 29.211 sec. (T)
45 (1 min. 51.849 sec.)

1
A. Jones
(Williams-Cosworth V8)
1 min. 29.728 sec. (T)
5 (1 min. 56.624 sec.)

12
N. Mansell
(Lotus-Cosworth V8)
1 min. 29.997 sec.
37 (1 min. 56.718 sec.)

11
E. de Angelis
(Lotus-Cosworth V8)
1 min. 30.231 sec.
47 (1 min. 51.927 sec.)

7
J. Watson
(McLaren-Cosworth V8)
1 min. 30.566 sec.
43 (1 min. 49.475 sec.)

27
G. Villeneuve
(Ferrari V6 t/c) (T)
1 min. 31.115 sec.
47 (1 min. 52.087 sec.)

8
A. de Cesaris
(McLaren-Cosworth V8)
1 min. 31.507 sec.
46 (1 min. 50.762 sec.)

23
B. Giacomelli
(Alfa Romeo V12)
1 min. 31.600 sec.
55 (1 min. 51.490 sec.)

25
P. Tambay
(Talbot-Matra V12)
1 min. 31.747 sec.
4 (1 min. 59.888 sec.)

33
M. Surer
(Theodore-Cosworth V8)
1 min. 32.253 sec.
40 (1 min. 51.020 sec.)

9
S. Borgudd
(ATS-Cosworth V8)
1 min. 32.652 sec.
38 (1 min. 54.794 sec.)

32
J. P. Jarier
(Osella-Cosworth V8)
1 min. 33.432 sec.
26 (1 min. 55.949 sec.)

Did not qualify:

20 K. Rosberg (Fittipaldi-Cosworth V8) 1 min. 34.310 sec.
21 F. Serra (Fittipaldi-Cosworth V8) 1 min. 36.546 sec.
35 B. Henton (Toleman-Hart t/c) 1 min. 36.648 sec.
30 J. Villeneuve (Arrows-Cosworth V8) 1 min. 36.720 sec.
36 D. Warwick (Toleman-Hart t/c) 1 min. 36.999 sec.
31 G. Gabbiani (Osella-Cosworth V8) 1 min. 37.493 sec.

(T) by time indicates spare car used to record time.
(T) by car indicates spare car used in race.

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



NELSON PIQUET drove prudently to fifth place in his Brabham BT49C, the first competitor on Goodyear tyres to finish.

Unbelievably Saturday was another fine and sunny day, with a lovely autumn nip in the air first thing, but it heralded rising temperatures, which confused all those who were expecting the worst. The morning test-session saw all the usual experiments with various tyres, various brake temperatures, various aerofoil angles, and variations on all the other variables, in the attempt to come up with the magic combination that spells success. To sort out their injector problems, Renault tried Arnoux's car with them mounted in the normal position, inside the vee, and Prost's

continued on 1593

JOHN WATSON'S McLaren MP4 heads for second place. The Ulsterman has just overtaken Gilles Villeneuve's Ferrari whose rollover bar can just be seen above the McLaren's rear wing.





THANKFULLY THERE IS SOME ACCOUNTING FOR TASTE.

PETER'S SUPPORTERS COME IN ALL SHAPES AND SIZES.



Whenever Peter Baldwin is preparing for a race, he likes to be surrounded by his many close supporters. And though Henrietta Chicken is forever in a flap, his wife, children and friends are a great source of encouragement.

Shell knew from the start that Peter had the talent to earn his stripes as a first rate saloon driver. That's just what he's become—thanks to Shell Super Oil—and of course, to his back-up team.



Shell Motor Oils

WHEN ONLY THE BEST WILL DO



TRAFFIC JAM at the hairpin before the pits. De Angelis's Lotus leads Daly's March, Andretti's Alfa Romeo and Villeneuve's Ferrari.

CANADIAN GRAND PRIX —
continued from page 1590

car with them in the new position, outside the vee. Eventually they settled on the old-type injectors in the new position, all this being in the search for better pick-up from slow-speed corners, which was coupled with smaller turbines and the same size compressors as before. The Talbot drivers changed cars, in their search for the best for Laffite, but soon changed back again, all of which Patrick Tambay accepted philosophically. Pironi's car was in trouble with its fuel pressure system, so he went out in the spare Ferrari, the Ensign stopped after only one lap when its fuel pump went on the blink and young Villeneuve spun his Arrows and damaged the nose. Everything seemed to be going normally.

Now that the second qualifying hour was warm and dry and not wet and impossible as everyone anticipated, it called for renewed effort from everyone, for Friday's times were no longer important. The three front runners, Piquet, Reutemann and Jones all set off in their T-cars, the first because the spare Brabham is something of a "qualifying special" and the two Williams drivers in order to save some wear and tear on their race-cars. The pace was hot all right and serious, and rather than swanning round saying "after you, old chap" it was possible to see a really hard bunch of hooligans having a good old go at one another, with no holds barred. Traffic problems were bad at the best of times, with thirty drivers trying to get twenty-four places, but there was also quite a bit of healthy inter-team rivalry and some pretty deliberate baulking and carving-up among the top runners. Such tactics by the top drivers against the lesser lights or newcomers, is not on, but among themselves is completely valid and perfectly safe because they all know the score. Reutemann was at his ruthless best, driving with that hardness that will intimidate the most brave-hearted, and he actually beat Piquet's best time of the afternoon though it was not as fast as the Brazilian had gone the day before. Jones was simply Jones. Retiring at the end of the season or not, he was driving his hardest, and these three dominated once again, but joining them in the elite group in the under 1 min. 30 sec. bracket was Prost in the Renault and the enthusiastic Mansell in a Lotus 87. At the height of the battle among the top runners Piquet was on the receiving end of some track-craft by

Continued on page 1617

RECEIVING his spoils. Laffite, Michelin cap at a jaunty angle, receives the winner's trophy at the end of the race.





A HUGHES, still in the hover, lands a cameraman on a special stage. Had a car arrived at that precise moment its driver would have been rather surprised!

Reflections on rotorcraft

POWER is usually associated with the production of movement, not its prevention, and one might have difficulty thinking of a machine which can use its power to produce either.

Such machines do exist and the one we have in mind is capable of becoming airborne, of flying in any direction and even of stationary flight. You will need no more prompting, of course, to recognise that our subject is the helicopter.

Helicopters are generally slower in flight than fixed-wing aircraft but in terms of convenience they have no parallel. Consider the delays of ground travel, the need of fixed-wing pilots to find suitable airstrips and the sheep-herding methods employed at scheduled airports and you can only conclude that helicopters save time on all but the longest and shortest of journeys.

Small wonder, then, that they are put to good use by people in motor sporting circles. It is quite commonplace for drivers and others to be ferried to and from racing circuits by helicopter, avoiding all manner of likely delays and at the same time pandering, perhaps, to the needs of ego and image.

Even spectators often avail themselves of this convenience, and when McAlpine Helicopters Ltd. established a temporary heliport, complete with air traffic controls at Brands Hatch for the 1980 British Grand Prix there were no less than 1,094 in or out movements on race day alone, involving 57 different aircraft.

Apart from their more obvious use as personal transport, helicopters are excellent workhorses in all manner of applications, and when a rally team uses one in the field it is certain to have an operational role far more important than that of pretentious team manager's taxi.

Floods, deserts, forests, mountains and even open bush are not easily crossed quickly by ground transport, and when spares, tools, fuel, mechanics or medical aid have to be moved in a hurry over difficult terrain there is no substitute for a helicopter.

Rally servicing schedules are based on the leap-frogging movements of mechanics on the ground from fixed point to fixed point, and if an emergency causes the delayed departure of a vehicle from one of those points the outcome could be the failure of that vehicle to arrive on time at its next rendezvous.

The use of a helicopter can obviate this possibility and add a versatility which not even the biggest fleet of ground vehicles could manage. Indeed, weather and daylight hours permitting, there could be almost total coverage of a rally route, and that to a team manager is insurance of the best possible kind.

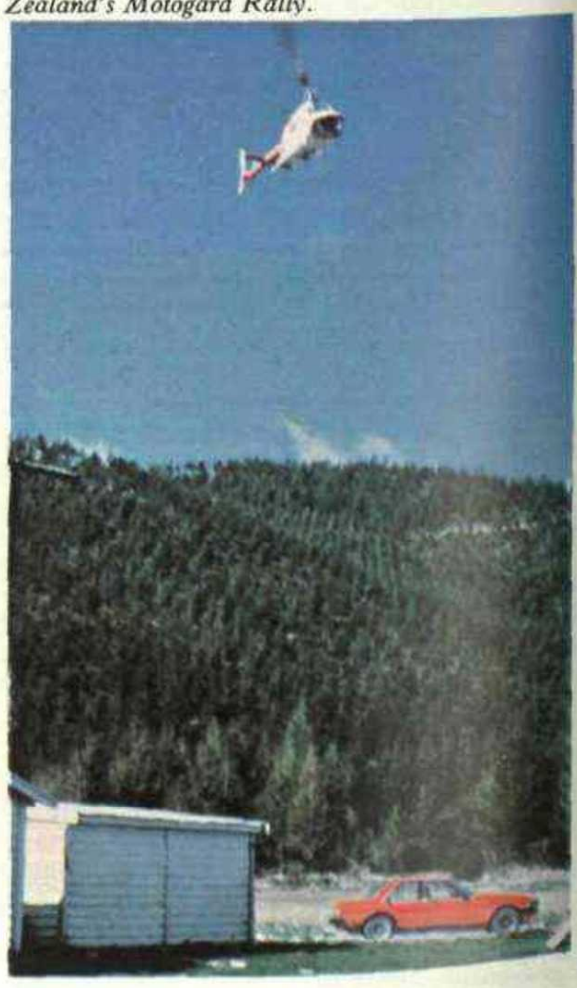
Film crews, too, find helicopters invaluable for adding extra angles and dimensions to their footage, although when the same aircraft is used for both service and filming (teams often commission films in advance) the two uses sometimes conflict. Of course, if a manufacturer has an adequate budget, two aircraft will be chartered, one for service and one for filming, but this is really only for the very well-heeled.

Film crews sometimes annoy competitors by getting their pilots to fly too close to the cars, particularly on roads running along the shoulders of hills where the aircraft can actually get lower than the car, and there have been occasions when the noise of a helicopter has distracted the attention of spectators from approaching cars and caused them to be oblivious to the sound and sight of impending danger on the ground.

But these are not criticisms of the machines, and it would be foolish to listen to the few weak

Continued on page 1624

A BELL 206 Jetranger, chartered by Mercedes, brings a new rear axle to a stricken competitor in New Zealand's Motogard Rally.



Quality without compromise



1981
THE QUEEN'S AWARD FOR EXPORT ACHIEVEMENT
BERRY BROS. & RUDD LTD. LONDON S.W.1

Cutty Sark Scotch Whisky

From Scotland's best distilleries



EXTERNALLY, there is very little to distinguish the new generation BMW 5-series and the revised Granada range from their predecessors, most of the improvements and alterations being below the skin.

TWIN TEST

Ford's Granada 2.8i and BMW's 528i

BMW's 528i and Ford's Granada 2.8 injection have much in common — both have fuel-injected 6-cylinder engines with a nominal capacity of 2.8 litres, both are built in Germany, both are five-seaters, both have been the subject of recent heavy expenditure on extensive development and improvements and both have a basic price on the right side of £12,000. So how do they compare? A.H. & P.H.J.W. spent a week re-acquainting themselves with these fine saloons . . .

BMW 528i

IT is now seven years since the medium size BMW 5-series saloon first made its appearance on the British market and there's no doubt that it has been a considerable success, a variety of engine options guaranteeing it wide acceptance. Now BMW have replaced it with a new 5-series range and we've recently spent a week with the latest 528i, an energetic five-seater saloon by anybody's standards and a car which has been immeasurably improved in its latest guise. Outwardly very similar to its predecessor, close examination of the new 528i reveals it to be a more refined and much-improved machine, and if the body styling changes look simply cosmetic, we can assure you that they amount to much more than that. With slightly more room inside the cabin, the new 528i has shed 160 pounds during the course of this re-styling exercise and, more importantly, received a lot of attention to its suspension. The old 528i was always a pretty impressive high performance sports saloon, but certain aspects of its handling were precarious for the driver in a hurry. Secondary linkages for the semi-trailing arms on the rear suspension have now been added to thwart the sudden camber change on the rear wheels which made earlier 528i handling somewhat unpredictable. Gone, as a result, is the sudden oversteer which proved so tiring, particularly in the wet, and the 528i now corners with an impressive surefootedness. Few cars we have driven have been transformed so dramatically as the result of a suspension modification. The 528i is now a superbly sure footed machine which corners in such a reassuringly neutral fashion that one is tempted to drive it as hard as possible in all reasonable circumstances. Truly it is now a machine which begs to be treated energetically all the time!

Power comes from that familiar, spendidly smooth 6-cylinder 86 mm. × 80 mm., 2,788 c.c., o.h.c. unit which now delivers 184 b.h.p. at 5,800 r.p.m., an increment of 7 b.h.p. over the previous car. The 528i also benefits from BMW's clever fuel cut-off on the over-run and there is a minor increase in torque. This engine transmits its power through a beautifully light to operate five-speed gearbox. With third capable of taking this machine to within sight of the 100 m.p.h. mark, this is a pretty high geared car and we found that a conscious effort was needed to rev. it hard in order to make full use of its potential. The "flip side" of its character is a disarming flexibility which almost tempts one to drift along unspectacularly in fourth or fifth, even on twisting country roads where the car is at its best in a hurry. This is a refined car, but it is also very quick. With a 0-60 m.p.h. time of just over 9 sec. and a top speed topping 130 m.p.h., its long fifth gear makes it a restful and unobtrusive motorway mile-eater.

A new power-assisted recirculatory ball steering system makes for a very positive response from the cockpit, particularly small movements of the wheel and this, allied to the rear suspension changes and the incorporation of the 7-series double-jointed front suspension set-up, are the factors which transform the 528i's handling. Our test car was fitted with Michelin tyres mounted on smart, spoked, alloy wheels, these being part of an S/E package which adds another £2,500 to the price tag and also includes headlamp wash / wipe, metallic paint, electrically operated sun-roof, ABS anti-lock braking and an on-board computer. In fact our test car was not equipped with the two last-mentioned items, but from our





EQUIPMENT levels in both cars are much on a par. One particularly neat touch in the Granada (right) which will be appreciated by tall drivers, is the extending seat squab, giving even the longest legged good support. Storage space in both cars is excellent, but the Ford has a very useful shelf in the dash above the glove box. Another useful Ford refinement is the padded arm-rest in the centre which doubles as a capacious storage bin for cassettes. The instrumentation on both cars is comprehensive, but that on the BMW is easier to read. The BMW has somewhat cleaner lines, as shown by these photographs taken in the delightful grounds of Chessington Zoo, the Ford, in our opinion, losing appeal with the new rear spoiler and the heavy bumpers.





experience of the ABS system on other cars, we would rate this package of extras as enhancing the 528i's appeal in a fully worthwhile fashion.

Inside, the BMW mixture is much as before with instruments clustered under a deep hood in front of the driver in time-honoured fashion. Between the large speedometer and rev. counter are a row of green dots which light up each time the ignition is switched on. At the same time a series of red tell-tale lights are illuminated on a "check" panel just above the rear view mirror. They indicate that brake lights, number plate lights, dipped beam, tail lights, washer fluid, engine coolant and oil level are all in order. If any one fails to come on, a central amber hazard light flashes in the middle of the instrument panel. On first acquaintance with the 528i we were somewhat concerned that the amber hazard light was flashing ominously; but it didn't take long to find out that a touch on the brake pedal is necessary to trigger off the brake light check. The five green dots gradually diminish to four, three, two and then one as the car approaches its scheduled service time. Eventually an amber light comes on and if this is ignored then up to three tell-tales will light up. This is a clever system which reminds the owner when he is approaching service intervals, or the time to check certain vital fluid levels, so there should be no excuse for the new 528i ever to be neglected!

We were so enthusiastic about this new BMW's road behaviour that we almost overlooked some of the car's deficiencies. Although the driver's seat is adjustable for tilt as well as moving in the fore / aft plane, the cushions are too hard to be ideal for long journeys. Headrests on both front seats are both adjustable and removable, the latter endowing rear seat passengers with an improved measure of visibility. Windows are electrically

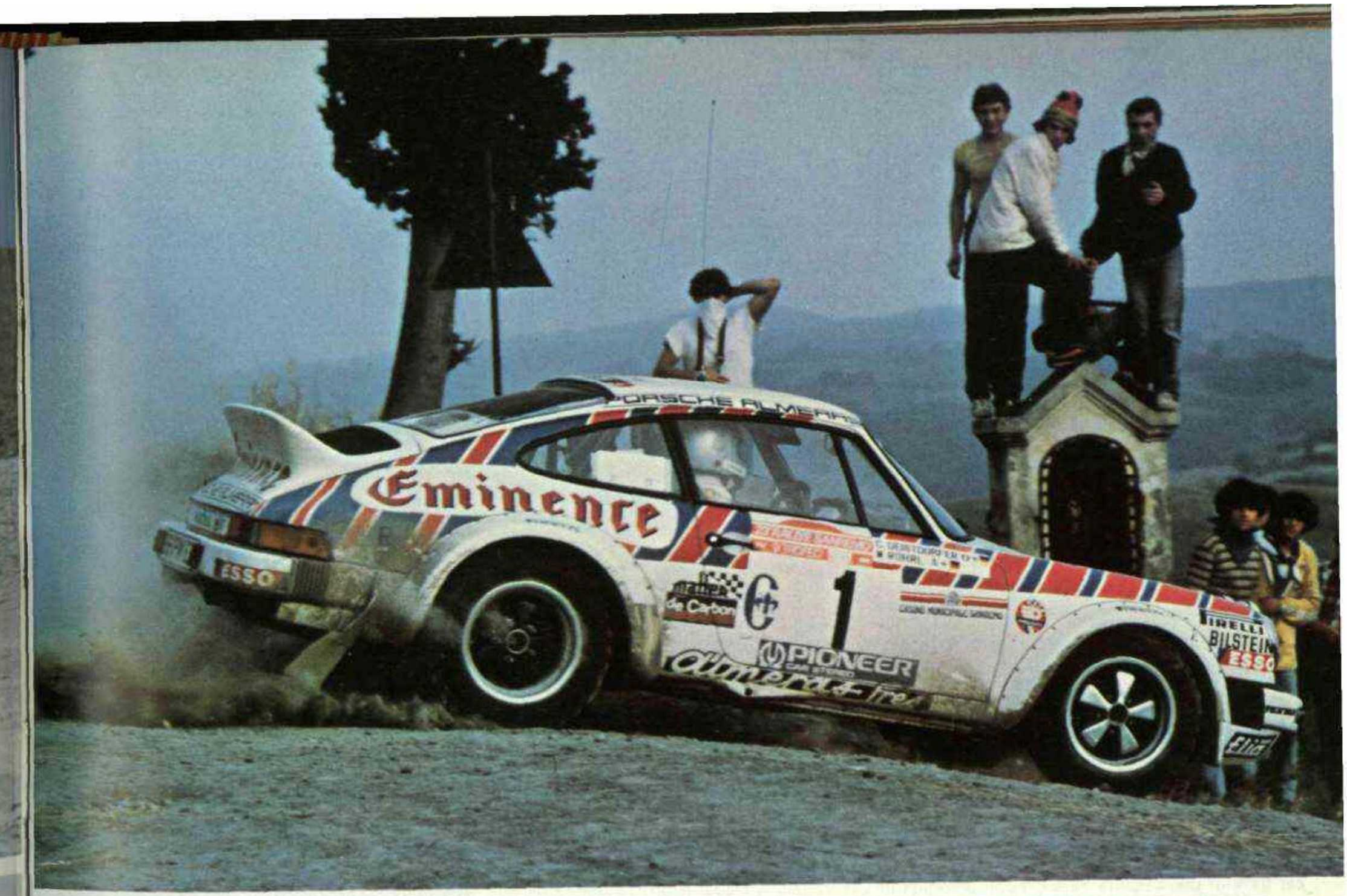
Continued on page 1620



THE SANREMO RALLY THE dust from Toivonen's second placed Sunbeam Lotus (above) was typical of this dry event, but it was exceptional to see cars jumping as high as Alén's Fiat 131 Abarth (below left). Crowds were enormous in places, but not always as well behaved as these people watching Mikkola's Audi Quattro (below right) passing by. Röhrl's factory-built Porsche 911 SC (right upper) was impressive until its gearbox failed whilst Vatanen's Escort (right lower) got to within about half a minute of winner Michèle Mouton until a nudge with a rock caused severe frontal damage.






Eminence
ESSO
6
1
PIONEER
PIRELLI
BILSTEIN
ESSO


ROTHMANS RALLY TEAM
ROTHMANS
DKP19FT
ROTHMANS
DUCKHAMS

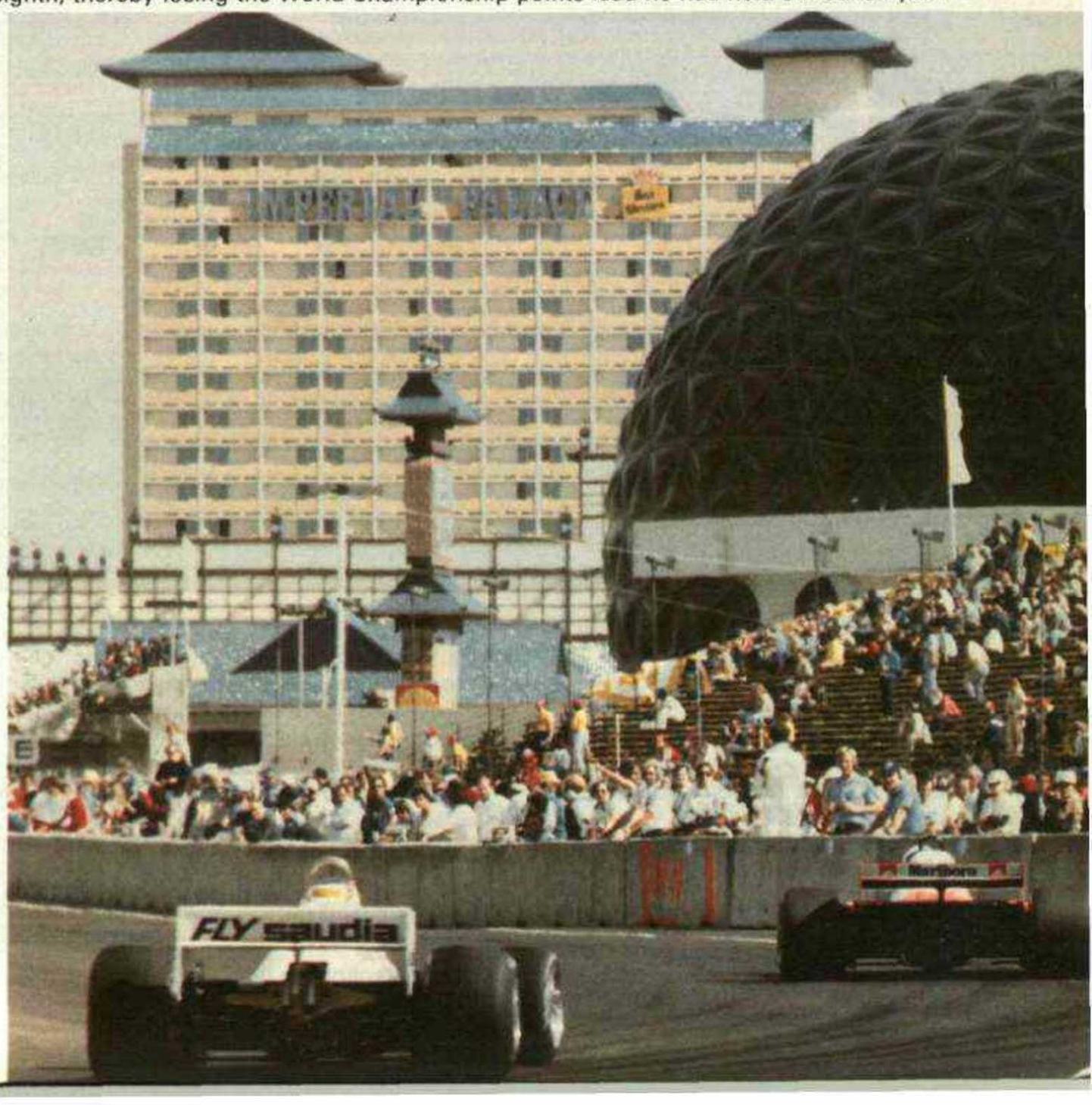
LAS VEGAS GRAND PRIX THE final race in the 1981 World Championship series took place round a tight 2.26-mile circuit laid out in the car park of the Caesars Palace hotel complex in Las Vegas, Nevada. It turned out to be an overwhelming victory for 1980 World Champion Alan Jones in his Williams FW07C, the second F1 triumph this year for the Australian driver who opened his season with a win at Long Beach in the next State, California. Above, Jones leads the field into the first corner, never to be headed, in front of Villeneuve's Ferrari (No. 27), Reutemann's Williams, Prost's Renault (No. 15) and Giacomelli's Alfa Romeo (No. 23). Below, Jacques Laffite finished sixth in his Talbot JS17 after a pit stop for fresh tyres. Prost, seen centre right below a night-time view of Las Vegas's spectacular neon lights, finished second after also stopping for fresh rubber although he was almost caught by the Alfa Romeo of Bruno Giacomelli on the final corner.





BRUNO GIACOMELLI (above) recovered well after a spin which dropped him right down to tenth place and climbed back to finish in a strong third place, his best result of the season. By contrast, a promising race for team-mate Mario Andretti ended with broken rear suspension on the other Alfa. Below, this rear view of Carlos Reutemann's Williams chasing de Cesaris's McLaren shows off the spectacular Las Vegas backdrop to good effect. Reutemann finished eighth, thereby losing the World Championship points lead he had held almost all year.





IS IT A BMW 3 SERIES ON THE ROAD, OR ANOTHER £6,000 CAR ON THE PRODUCTION LINE?



There's one place where BMW admit to being outpaced by the competition.

On the production line.

For every BMW we build, up to three mass-produced cars emerge from other factories.

Although, of course, there are corners we could cut to speed up the process.

We could stop constructing our 3 Series cars to the same standards as our £20,000 coupés.

We could steal an hour or two by not demanding that spot welds are accurate to within one fiftieth of a millimetre.

We could save time by cutting down on the 39 stage paint process. (After all, other people are happy to polish out imperfections, why do we insist on repainting the car?).

We could turn a blind eye to the regular checks on the paint inspectors' eyesight.

We could dispense with our permanent records of the inspections carried out on every BMW built.

And we could certainly stop building the 3 Series to such individually tailored requirements.

(Who else offers you the choice of 4 gearboxes, 18 colours, 10 upholstery finishes and more than 25 other options within one bodyshell?)

In fact, if we introduced a few more of our competitors' short cuts, you'd have a car that was built in no time at all.

But you wouldn't have a BMW.



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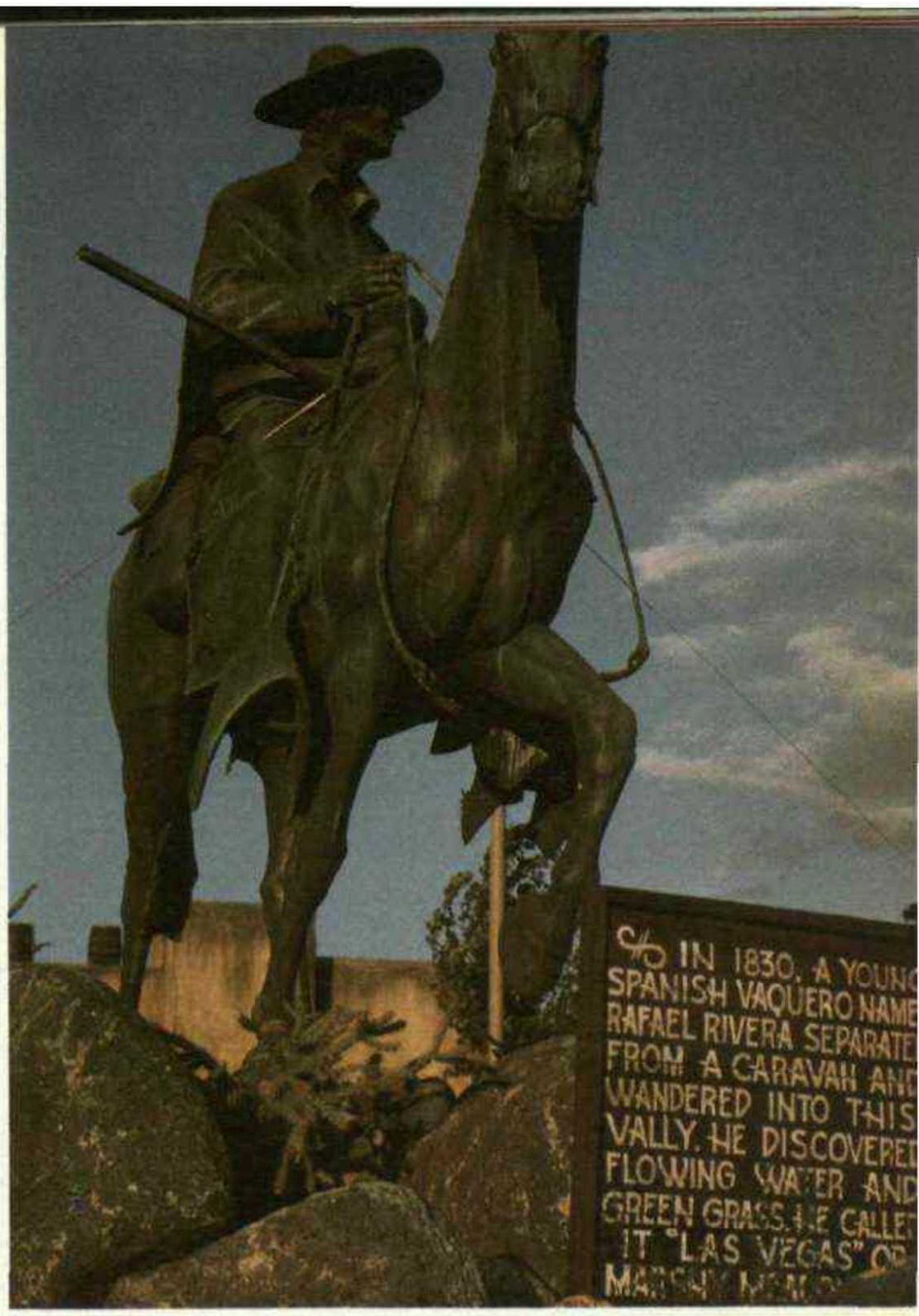
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WINNERS: Alan Jones drove a copybook race to win the last Grand Prix of the year in his Williams FW07C (above). He took the lead at the start and never looked like being challenged by another car. Below, Nelson Piquet's Brabham BT49C heads for fifth place and two vital points which clinched him the 1981 World Championship for Drivers.





FAST FERRARI: above left, Didier Pironi's Ferrari 126CK set the race's fastest lap after a pit stop for tyres. We wonder what the founder of Las Vegas (above right) would have thought of the battle (below) between Nigel Mansell's fourth place Lotus 87, Mario Andretti's Alfa Romeo, Patrick Tambay's Talbot (soon to be hit by de Cesaris's pursuing McLaren) and René Arnoux's Renault.



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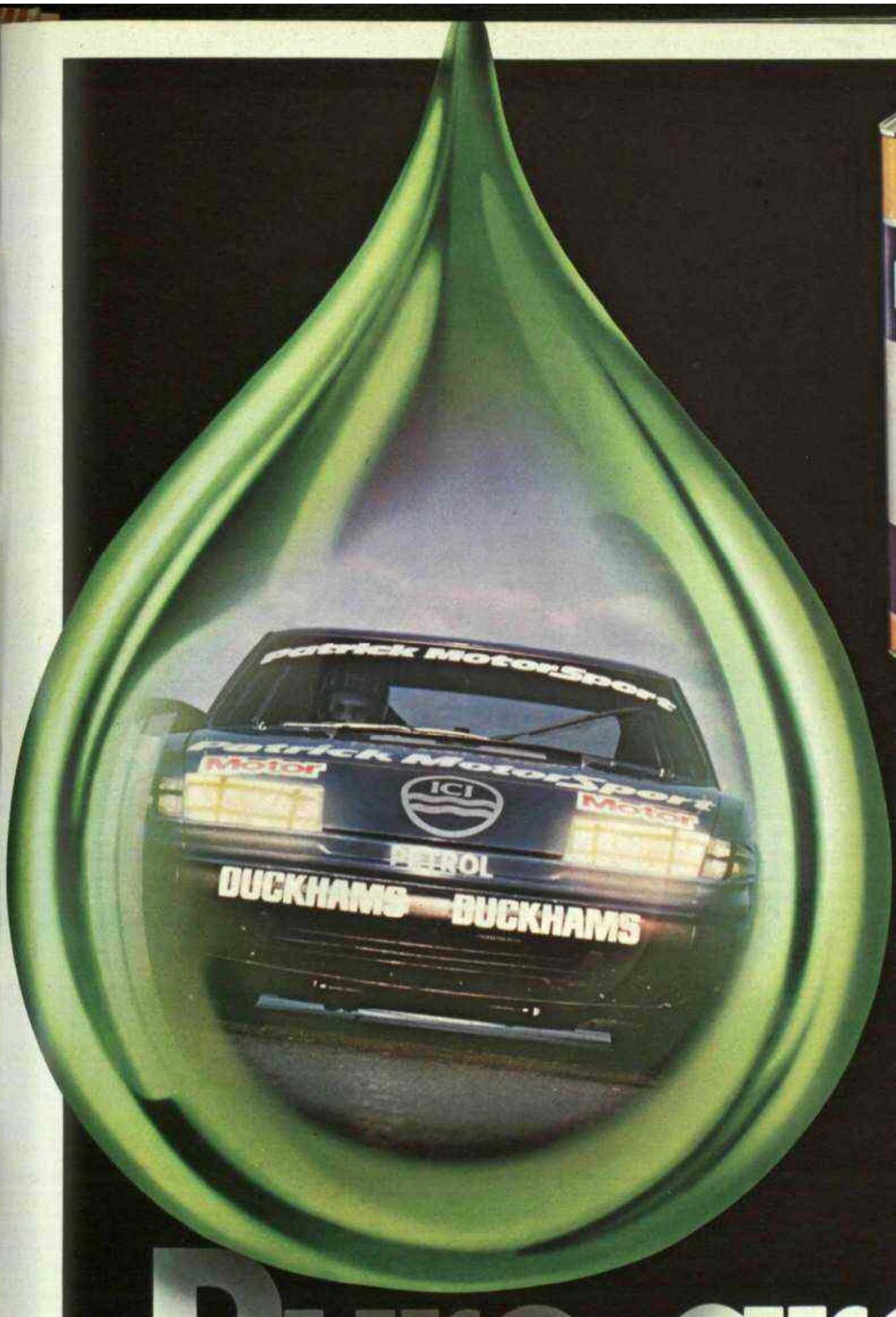
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MS 81

SILVERSTONE SALOONS ABOVE: Peter Lovett leads TWR team-mate Jeff Allam out of the chicane. The dominant performance by their Rovers was too much for other, Capri mounted drivers who protested the cars' eligibility. Below left: Jon Dooley won the 1,300 c.c. Class Championship with his Alfasud ti, which reigned supreme at Silverstone and led the class from start to finish. Below left: Jeff Allam, having made sure that Lovett's 3,500 c.c. Class was safe, went past three laps from the end of the 20-lap race, to score his third consecutive win in the Tricentrol series.







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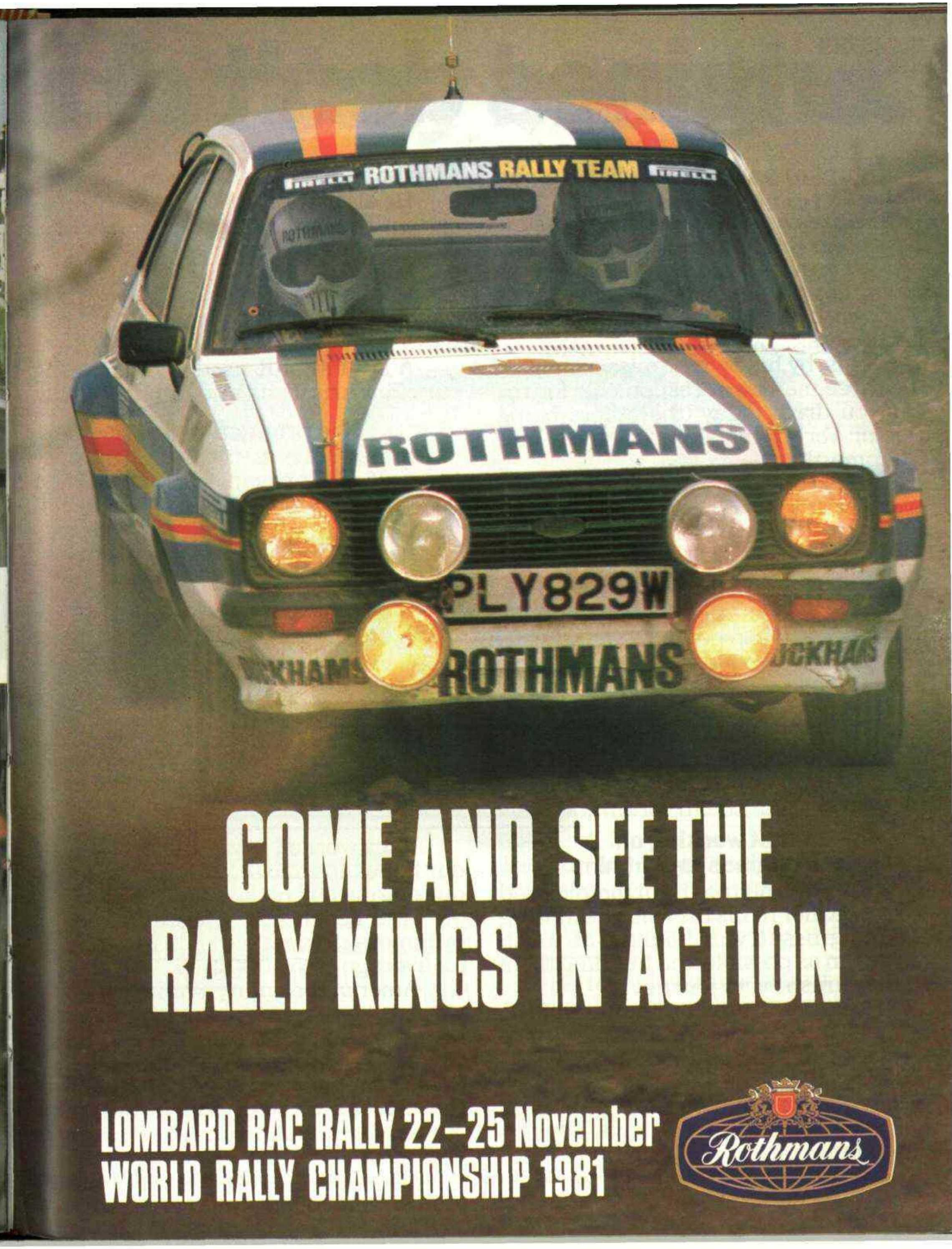
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SILVERSTONE FORMULA THREE ABOVE: Becketts on the opening lap, with Raul Boesel already pulling away from Jonathan Palmer and Roberto Moreno. Mike White, in the only March amongst the Ralt RT3s, follows with Mike Blanchet, Dave Scott, Enrique Benamo and Claus Schinkel strung out behind. Boesel went on to win comfortably but Palmer and Moreno were disqualified from second and fifth places for an infringement of bodywork regulations. Just two weeks after clinching the Marlboro F3 Championship, Palmer was penalised by 18 points, which throws the series wide open with just two rounds to go.
BELOW: The man most likely to profit from Palmer's misfortune is Thierry Tassin, pictured here leading Lola Sales Director Mike Blanchet, making his first F3 appearance of the season. Tassin's Silverstone performance was rather dull and embarrassing for the young Belgian who was shadowed by Blanchet throughout the entire race.


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"Engines don't drin

Aurelio Lampredi is very tall for an Italian.

He dresses with the expensive casualness of an English country gentleman.

When he talks to you he draws with a wet felt-tip as if his mind could not work without the fluent movement of his fingers.

He is, by his own admission, one of the three men most responsible for the car you drive today (the others being Doctor Ferdinand Porsche and Colin Chapman).

It is so obviously true that it doesn't even occur to you that the man may be boasting.

His early years at Ferrari.

When he went to work for Ferrari in 1946 all unblown racing engines gave about 50 bhp per litre.

And in races of 500 kilometres, most of them exploded.

Yet within a couple of years he increased Ferrari's output to 100 bhp per litre.

And they finished every race. First.

What working on aero engines taught him.

He was applying the principles he'd learnt earlier in his life when designing aero engines (trying to push as much oxygen in as possible and building them so they finish every journey).

He concentrated on improving the airflow into the engine rather than streamlining the body shells as everyone else was doing.

"When an athlete's short of breath, he's short of strength," he says. Thus he made the ducts inside the manifold and cylinder head more aerodynamic, so they breathed better.

What goes in must come out.

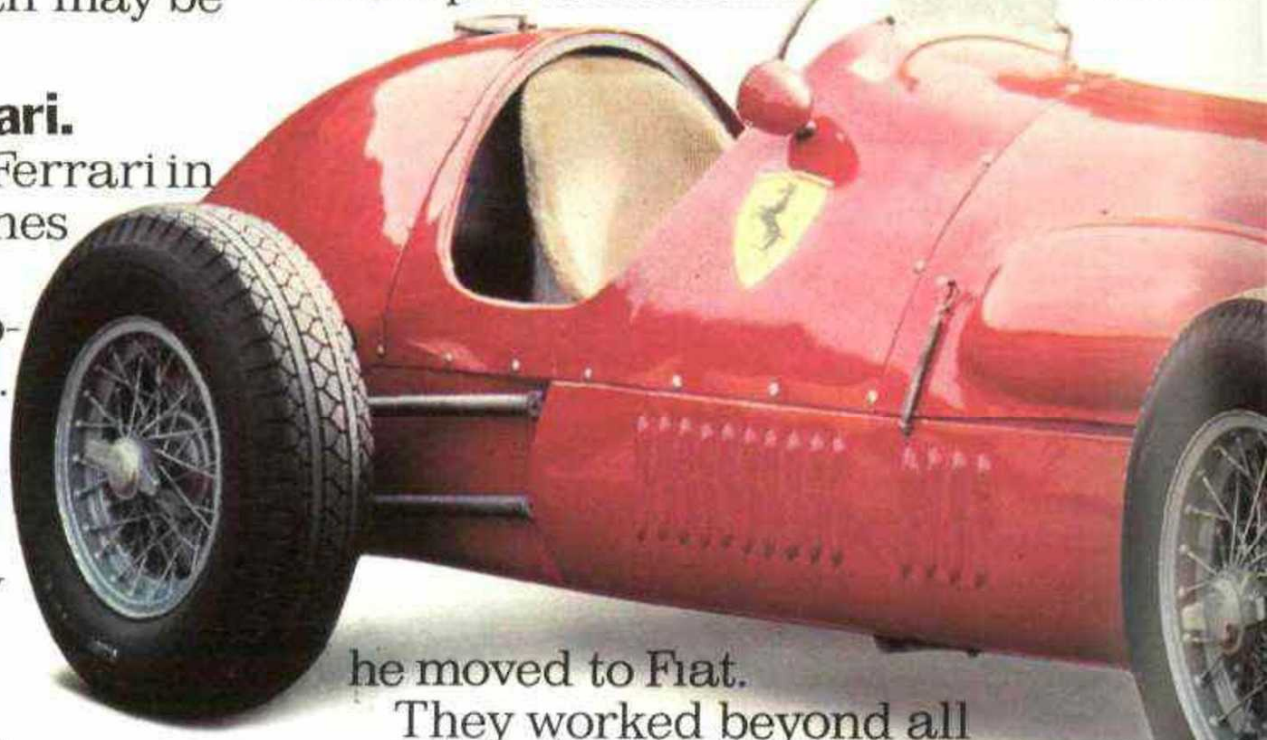
He also redesigned the exhaust system. The faster the exhaust gasses can get out, the faster fresh oxygen can get in.

His idea was the double exhaust system, connected in pairs, and tuned like a trumpet to match the inlet.

A system still used on all racing cars, Ferraris, Fiats and Lancias today.

The production line.

In 1955 he got the opportunity to see if his principles worked on the production line when he moved to Fiat.



They worked beyond all our hopes, increasing the output of our engines by no less than 18 bhp.

And because they were turning over more efficiently, they lasted longer: an average of 150,000 kms.

Among the many engines he designed from scratch was the 130, the Mirafiori Abarth two litre (World Rally Champion three times) and the 127 Diesel. An early innovation of his was the 124 engine with double overhead camshafts and a timing belt instead of chains.

He subsequently increased this unique engine to 1600, 1800 and 2000cc's

k, they breathe."



Engineer Aurelio Lampredi of Fiat.

What will be the next big breakthrough?

This kindly giant of a man who wanted originally to be a conductor and still loves the symphonies of the great romantics ponders on the future of the internal combustion engine.

Meanwhile he has designed a remarkably quiet, small diesel engine for the Strada.

then used it as the model for the revolutionary 128 engine with a single overhead camshaft and a toothed timing belt.

This is the engine compared with which Autocar called the Allegro's 'positively medieval'.

To this day, nearly ten years later, no one has designed a better engine. Enlarged, it now powers the Strada and the Lancia Delta.

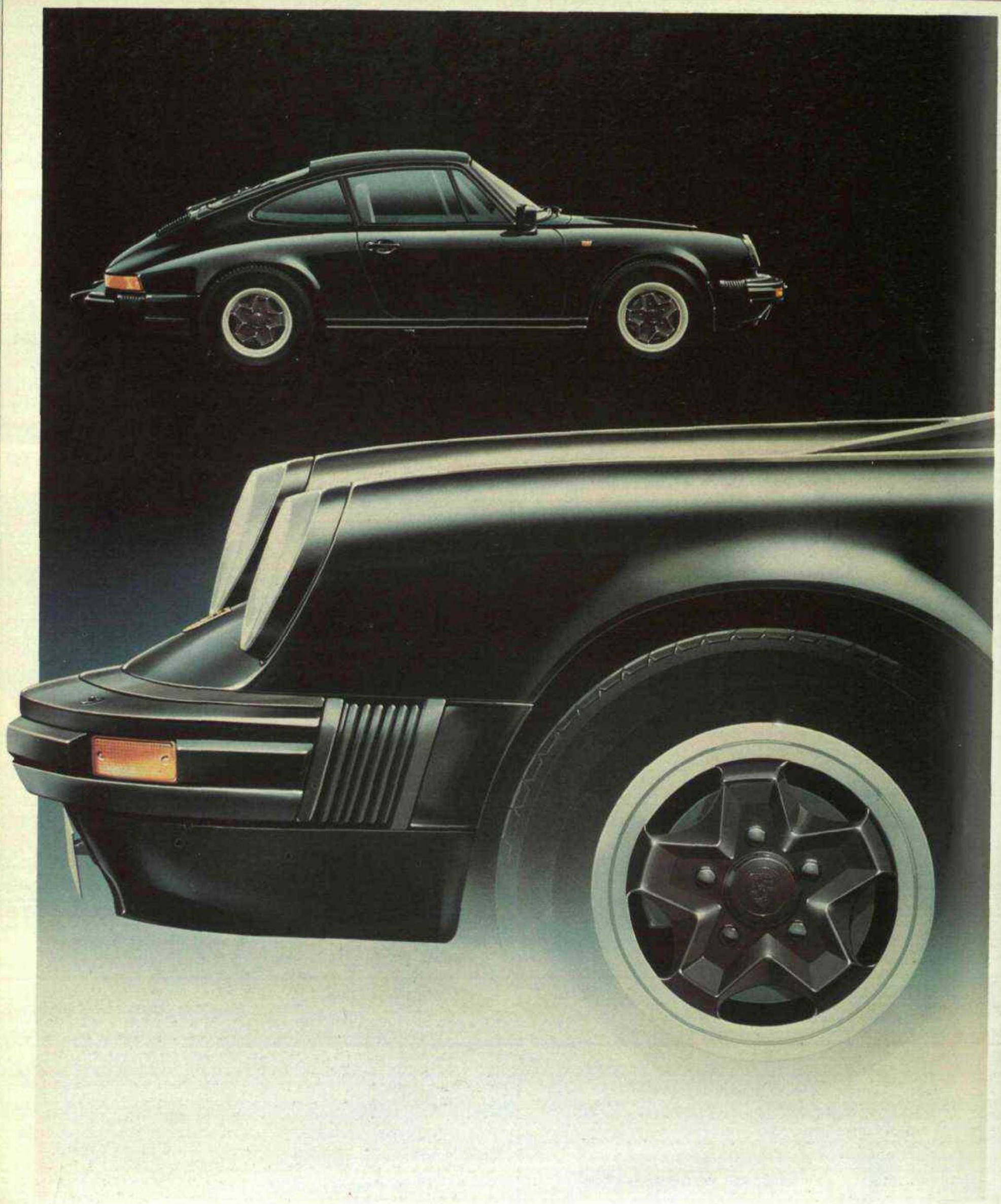
And he thinks it's time someone looked with fresh eyes at the carburettor ('cheaper and more reliable than fuel injection').

But his main work is with supercharging.

He has blown a series of Fiat 131's to give 130 bhp while respecting all pollution regulations and improving consumption, and torque by 35%.

It might just be that the man largely responsible for the engine in your car today, will also be the brain behind the one you drive into the next century.

FIAT



IS THE PORSCHE 911 IN DANGER OF BECOMING PERFECT?

Every year that goes by (eighteen so far) the 911 gets a little better.

A little closer to perfection.

A fact recognised by the ladies and gentlemen of the motoring press who, unremittingly, use words like: 'supercar', 'classic', 'gem', 'staggering performance', 'impeccable finish' and (good grief!) 'sensible'.

The question is: how much closer to perfect can the 911 get before it becomes downright insufferable?

Porsche engineers have already squeezed an amazing 204 bhp out of its 3 litre engine.

It can rocket from rest to 60 mph in a mere 5.8 seconds.

But its fuel consumption is anything but that normally associated with cars of this ilk.

Its finish has already reached a state where the word flawless is used without hesitation.

It dares to offer a 7 year 'leave-it-alone' unique warranty against body corrosion.

And what more can one possibly say about its classic shape, perhaps the most recognisable in sportscardom?

Mind you, there was a complaint once about the positioning of one of the switches on the instrument panel.

Ah, well, there's always next year.

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DoE Test: mpg (L/100km). Urban: 21.1 (13.4). Constant 56 mph (90km/h): 35.3 (8). Constant 75 mph (120km/h): 29.1 (9.7).

PORSCHE 911 SERIES

CANADIAN GP — continued from page 1593

Arnoux, which incensed the little Brazilian who was determined to go out again near the end of the hour and "foul up" Prost, who was beginning to go too fast. By this time one of Piquet's rear tyres was a bit worn out, and he had no more available, so Mr. Ecclestone let the mechanics put one of Rebaque's tyres on the back of Piquet's car. As all the tyres are marked before each qualifying hour, with the driver's racing number the eagle-eyed Reutemann saw this. Car number 5 had a rear tyre marked number 6. Oh my! Cheating! Rules, regulations, numbers, restrictions, red tape. Did I say practice in 1981 was a farce? There was something of a subterranean fuss caused by Mr. Ecclestone's team being caught cheating, but an equally subterranean smoothing-over merely ended in a reprimand and a slap on the wrist, with any times recorded by Piquet on his odd rear tyres being removed from the list. Presumably the real reason he went out so equipped, to get one back on the Renault team, did not come up, otherwise the safety-committee and the do-gooders would have wetted their knickers.

This delayed the publication of the Saturday afternoon times by some hours, but when they appeared all was well, and combined with Friday's times the starting grid was drawn up, with Piquet on pole-position, Reutemann next and pretty close, good old Jonesey-boy next, then the remarkable Mr. Prost in the Renault, followed by Mansell, Rebaque, de Angelis, Arnoux, Watson, Laffite, Villeneuve and the rest, the qualifiers ending at Salazar with the Ensign. Those left out were the two Fittipaldis (Rosberg and Serra), the two Toleman-Harts (Henton and Warwick), the young Villeneuve (Arrows) and the rather despondent Gabbiani (Osella) who is beginning to realise that he is not going to make the grade in Formula 1. The qualifying hour had been enlivened by Gilles Villeneuve flying off the road in the high-speed ess bend after the pits, which in itself was not new, but his explanation was. He had gone as fast as possible on his first set of regulation (marked) tyres and then went out on his second set. Things seemed to be going well so he tried harder, convinced that he could take the bends after the pits without lifting off and could see making a time that might even get him near to the front-running elite bunch. In simple words, he overcooked it, hit the kerb in the middle of the esses and spun, bouncing off the guard-rail to land up on the grass dishevelled but unhurt. He walked back to the pits to tell the Ferrari team he had goofed. As his second set of tyres were on the crashed Ferrari there was no way he could go out in the spare Ferrari, so that was that. You can't say he doesn't try. The most remarkable thing about the two days of practice was that Andrea de Cesaris *did not* crash his McLaren once, and still made a very reasonable mid-field qualifying time, the difference being that he usually crashes due to inattention or poor judgement, not through overstepping the ultimate limit, in an area where few drivers are able, capable or care to tread, unlike Gilles Villeneuve who lives in that area.

We all knew it was too much to hope for, that the sunny weather would continue, but there are degrees of cold and wet and nobody anticipated Sunday's degree, nor the behind-the-scenes wrangling that nearly put paid to the race. On Sunday morning it was pouring with rain and the first change in the programme came with the postponement of the National motorcycle race that should have been run at 9 a.m. The Formula One warm-up half-hour was due at 11.25 a.m. but when that time came there was an official car parked at right-angles across the pits exit road and no engines were running. Since the teams arrived in Canada there had been underground rumblings going on about the insurance cover for the event and the fact that it did not conform to the requirements as laid down in the Concorde Agreement. Public-liability and third-part cover was in order but there was disagreement over the insurance for the drivers and the teams in respect of claims against the organisers. This all blew up on Sunday morning as some of the drivers / teams had not signed a waiver dealing with certain aspects of the insurance, and without their signatures the overall insurance was invalid, and the race could not take place without insurance cover. For something like six hours legal wrangling went on between the organisation and Bernie Ecclestone, representing the teams. 11.25 a.m. came and went and nothing happened, 11.55 a.m. came and went, that being the time warm-up should have finished, to give the minimum of 1½ hours before the start of the race, though in this case the start was due at 2.15 p.m. Then 1 p.m. passed and still nothing had happened, though at least the rain stopped and for a fleeting moment the sun shone. 2 p.m. approached and still nothing happened, except that the Television people were nearly delirious, for they were about to go on the air for the 2.15 p.m. start and had all booked expensive transmitting time on a space satellite, time which would not wait. We all used to think that the great god Television was more powerful than Formula One, but we were wrong. No insurance cover, no race, and Bernie and the organisers were trying to come to an agreement over what was covered by the insurance and what was not.

Eventually agreement was reached and insurance was valid, but then came the problem of catching up on time. More argument over a

proposed 3-laps of warm-up, which was settled by an agreed 15 minutes of warm-up, but by now it was gone 2.30 p.m. and the race should have been running for 15 minutes. At this point the rain was not coming down and the track was dry enough for everyone to go out on "slick" tyres, but barely was everyone out on the track than the heavens opened and drenched everyone. Pity the poor paying public who had sat through all this since about 8 a.m. and there were a lot of them, for the race had attracted a good attendance. By now the Television commentators were gibbering wrecks mouthing away into their microphones incoherently. The 24 competitors rushed in for wet-weather tyres and adjustments of roll-bars and aerodynamics to suit and then the 15 minutes was up. Now it was a question of how soon after the warm-up (or wet-up) could the race start. Luckily no-one had suffered mechanical disaster and Reutemann's desire for a 2-hour break to psyche himself into race-condition was over-ruled. The rain was here to stay this time, so a new announcement was made.

From 3 p.m. to 3.10 p.m. there would be a further test-session to allow teams to adjust their cars properly for a fully wet race. At 3.15 p.m. the pit road would be officially re-opened to start the 20 minutes count-down procedure, which included laps round to the assembly grid, positioning of the cars, the parade lap behind the pole-position car and the final count-down for the start, which would now be given at 3.35 p.m., exactly 1 hour and 20 minutes behind schedule. It was officially declared that the race would be "wet" and that it would run for 70 laps as scheduled, or two hours, whichever came up first.

All the Michelin runners were on regular Michelin wet-weather tyres, of radial construction of course, but the Goodyear runners were dickering about between 13 and 15 inch fronts, and different tread patterns for the rear. The Williams team had hastily changed the spare car on to 13 inch tyres, which meant changing the brake disc assemblies to smaller ones to fit inside the smaller wheels, and Reutemann was dickering about over the choice, driving one car round to the assembly grid, climbing over the pit wall and then driving the other car round to the grid. With Alan Jones already there in his own car we had the unusual sight of three Williams cars on the grid! Eventually Reutemann settled for a combination of these-and-those on his own car and the spare car was wheeled away. Villeneuve was in the spare Ferrari, but otherwise all was remarkably orderly. The Avon-shod runners were thankful to the Avon boys who hand-cut treads onto the tyres, and the Pirelli-shod runners were equally grateful for merely having a supply of wet-weather tyres. Some of the non-qualifiers must have been grateful for being out of it all. Finally, everything was ready, the red light came on, then the green and they were off in the biggest cloud of spray you have ever seen. Reutemann got the jump on Piquet and led the pack into the first right hand bend, cut across for the left hander over the brow of the hill and was hugging the inside line as he came into my view. Round the outside of Reutemann came Jones, past into the lead, and as he sliced through the fast right hander leading on the first straight there was just time to see Piquet's Brabham right up close under the Williams rear aerofoil, followed equally closely by Prost's Renault. That was the moment that Reutemann gave up.

As he disappeared into the spray of Jones, Piquet and Prost, de Angelis went by and then it was total oblivion and all you could hear was the sound of racing engines on full song, disappearing into a solid wall of spray. They were earning their money this time and even the last man deserved a bonus as he plunged head-long into oblivion, even the regulation red rear-lamps being invisible. Half way round that first lap Villeneuve bumped into Arnoux, sending him into Pironi's Ferrari and while the Canadian continued on his way Arnoux was off the road and out of the race and Pironi was gathering himself up again, to finish the first lap in 21st position. Jones had a clear, but wet, road in front of him and was making the most of it, out to win, while Piquet was not going to let him get too far away. Prost was third, de Angelis fourth, Reutemann fifth, Laffite sixth, Mansell seventh, Tambay eighth, Watson ninth and Villeneuve tenth, and while they were on lap 2 the rain started again. Reutemann simply gave up and toured round, dropping down to nineteenth place.

The lads up the front weren't giving up, there was a race on and that meant a race to be won and most of them were out to win it, especially Alan Jones. For five laps he, Piquet and Prost drew away but it was raining hard and the Michelin tyres were better in deep water than the Goodyears. It was no surprise but sad nevertheless for the Jones' fans, when he spun off on lap 6, causing Piquet to take avoiding action, which let Prost by into the lead, followed by Laffite and Villeneuve. It put Jones right out of the running, but Piquet hung on to fourth place, even though the Michelin shod cars were pulling away from him. When Watson got by into fourth place it was obvious to even the most casual observer that the Michelin tyres had something the Goodyears had not got, and the rain was still pouring down. Tambay, Patrese and Salazar were all victims of the conditions ending up off the road and out of the race and the overall scene comprised a Michelin race with the Goodyear-shod Piquet hanging on to them by his eyebrows, and the rest in which Daly was going great guns in the Avon-shod March and pulling through the murk from 20th place on the grid to seventh in the race, just behind de Angelis in the Lotus 87.

At the front Prost was unhappy about the feel of his brakes and was not prepared to take chances, apart from the unsuitability of the turbo-charged V6 to the impossible conditions. Laffite on the other hand, in second place, was in terrific form and the wider torque-spread of the Matra V12 was giving him a much easier time. He overtook Prost on lap 12 and the way he went by and pulled away here, was another courageous driver out to win the Canadian Grand Prix regardless of the conditions. Two laps later Prost was down to third place and this time it was the tenacious Gilles Villeneuve who forced his Ferrari past the Renault, the Ferrari engine popping and banging on part throttle opening, and not coming onto full song until he could floor the accelerator pedal, which was not often on the skating-rink of a circuit that was awash with running water in most places. Laffite was a joy to watch as he forged through the spray, the Matra V12 sounding perfect, and "Happy Jacques" making the most of everyone elses discomfort. Prost next fell victim to Watson, but managed to stay ahead of Piquet, so the order settled for a bit. Laffite (Talbot-Matra), Villeneuve (Ferrari), Watson (McLaren), Prost (Renault) and Piquet (Brabham). In an incredible sixth place was Pironi (Ferrari) having pulled himself up through the field after his first lap delay. Daly (March) was leading the rest, having disposed of de Angelis.

On lap 19 Pironi got past Piquet and on the next lap he was past Prost, putting himself into fourth place, but before he could catch Watson the Ferrari engine blew up and that was that. He had only done 24 laps, and in the spray and confusion many people did not realise what a fantastic job he had done after his team-mate had caused him to drop to the back of the field on the opening lap. The rain had now stopped bucketing down, but it was still awfully wet. Jones had been into the pits to try a different set of tyres but the handling was no better and as he was now next to last, with no hope of going any quicker he decided to pack it in and try and dilute the water inside him with a glass of beer.

By thirty laps a dry strip of track was beginning to appear in places and if this went on one could

AS the race progressed, the front fin of Villeneuve's Ferrari, damaged in a first lap incident involving Arnoux, gradually broke up, eventually coming away completely.



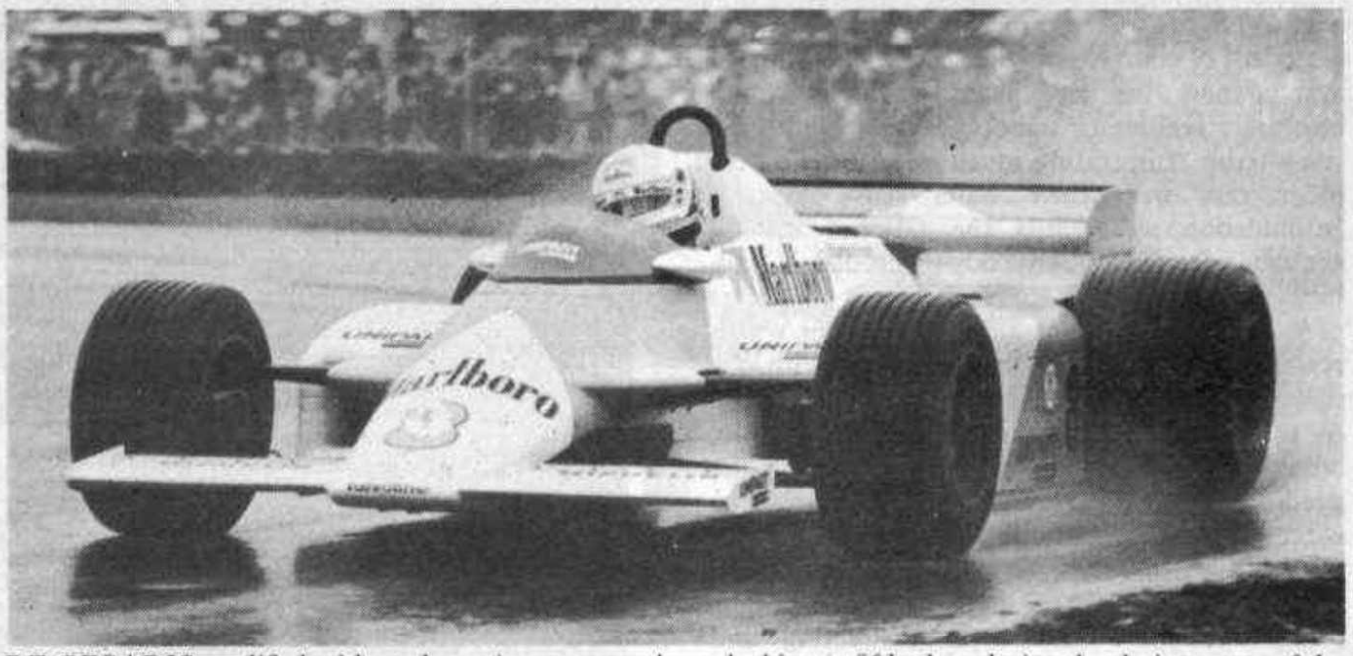


foresee the wet-weather tyres wearing rapidly and a rush to the pits for dry-weather tyres, but we need not have worried for the rain returned after a while. For five laps Laffite found himself stuck behind Andretti's Alfa Romeo, the American driver seemingly oblivious or disinterested in what was going on behind him, while on the drying track Watson gained on Villeneuve and got by the Ferrari on lap 37, into second place but a long way behind Laffite. Prost was still fourth, but Giacomelli ousted Piquet from fifth place, making it a clean sweep for Michelin-shod cars, the courageous Piquet still not lapped by the leader.

Lap times had been anywhere between 1 min. 50 secs. to more than 2 mins., so clearly the race was going to stop at 2 hours, long before 70 laps were covered. In spite of slight drying-out on parts of the track Villeneuve was unable to take advantage of it and dropped back, not enough for Prost to do anything about it but presenting no challenge to Watson who was firmly in second place and driving nice and smoothly. While lapping de Angelis, Villeneuve collided with the back of the Lotus 87, both cars spun and the Ferrari was away again with a flourish but with its nose aerofoil badly bent out of shape. It had been bent at an angle since the first lap incident with Arnoux and now it was totally useless, but Villeneuve pressed on where others would have gone to the pits to complain about the handling or to have a new nose cone fitted. He left de Angelis gathering himself up and not a little upset.

Of all the cars on the same lap as the leader, and there were seven of them, only Piquet was on Goodyear tyres, which says everything for his tenacity, but even so he could not fend off Giacomelli, who went by him and now even de Cesaris was looking for a way by the slipping and sliding Brabham. Meanwhile a dejected Nigel Mansell had gone to the pits to complain about the poor handling of his Lotus 87 and a flat front tyre was found, but at this point the road past the pits looked pretty dry so his car was put onto "slick" tyres on the assumption that it was drying out all round. This was a very wrong assumption and Mansell had not gone far before he spun helplessly off the track, and as the marshals retrieved the 87 from the wayside and helped it back on the track the rear aerofoil got badly bent out of shape. On his way back to the pits Mansell changed from one side of the road to the other just as Prost arrived and the Renault punted the Lotus up the back. A very angry Prost went off into the barriers and damaged the nose of the Renault and lost fourth place, while Mansell limped to the pits. This let Giacomelli up into fourth place, followed by a struggling Piquet and an excited de Cesaris, who could see fifth place was there for the taking. Behind them Laffite was waiting to lap them both and he watched spellbound as de Cesaris lunged to pass the Brabham, got it all wrong, the cars touched and while Piquet controlled a wild slide the McLaren was off the road and into the grass and mud. A slightly quizzical Laffite then lapped Piquet and went on his way, soon to lap Giacomelli.

Villeneuve had been driving round with the battered front aerofoil of the Ferrari getting tattier and tattier, until the wind pressure broke the mountings and the whole thing folded up over the nose of the car, but still Villeneuve drove on, peering round the side of the obstruction, for after all he was holding third place in this marathon of a race. Within a lap the battered aerofoil and the complete nose cone broke right away and flew over the cockpit, while the driver kept his head down, and one of the Ferraris rear wheels ran over



DE CESARIS qualified without damaging a car, and was looking at fifth place during the closing stages of the wet race when contact with Piquet's Brabham sent his McLaren off the track.

the remains. With a clear vision once more but with very little holding the front wheels down on the road Villeneuve pressed on at unabated speed. The rain had started teeming down again and at times you wondered how he got the Ferrari round the corners when both front wheels seemed to be off the ground. But he was still holding third place.

As Laffite was on his sixty-third lap the two hour mark was reached, so as he finished the lap the chequered flag was waved and eleven very relieved drivers lifted off and toured round on the slowing down lap. Only Laffite, Watson and Villeneuve completed sixty-three laps, the rest being one lap, two laps and even three laps behind by this time. Cheever (Tyrrell), de Cesaris (McLaren) and Prost (Renault) were all classified as finishers even though they had retired, as they had completed the required percentage of the winners distance to count as finishers. Cheever had coasted to a stop with engine failure and the other two were off the road. Next to last, of those actually going along, I can't say racing, was Carlos Reutemann a sad and dejected figure and not exactly representing a potential World Champion driver. At the front of the finishers they were heroes all, and nobody begrudged Laffite his win, he had really earnt it. — D.S.J.

Results

THE CANADIAN GRAND PRIX — Formula One — 70 laps — Montreal, Ile Notre-Dame — 4.41 kilometres per lap — 308.7 kilometres — Very wet. (Race stopped at 2 hrs. — 63 laps — 277.83 kilometres)

1st	Jacques Laffite (Talbot JS17/05)	2 hrs. 01 min. 25.205 sec. — 137.2 k.p.h.
2nd	John Watson (McLaren MP4/4)	2 hrs. 01 min. 31.438 sec.
3rd	Gilles Villeneuve (Ferrari 126CK/052)	2 hrs. 03 min. 15.480 sec.
4th	Bruno Giacomelli (Alfa Romeo 179C)	1 lap behind
5th	Nelson Piquet (Brabham BT49C/15)	1 lap behind
6th	Elio de Angelis (Lotus 87/3)	1 lap behind
7th	Mario Andretti (Alfa Romeo 179C)	1 lap behind
8th	Derek Daly (March 811/06)	2 laps behind
9th	Marc Surer (Theodore TY/01)	2 laps behind
10th	Carlos Reutemann (William FW07C/17)	3 laps behind
11th	Michele Alboreto (Tyrrell 011/1)	4 laps behind
12th	Eddie Cheever (Tyrrell 011/2)	7 laps behind — Not running at finish
13th	Andrea de Cesaris (McLaren MP4/1)	12 laps behind — Not running at finish
14th	Alain Prost (Renault RE34)	15 laps behind — Not running at finish

Fastest lap: John Watson (McLaren MP4/4) on lap 43, in 1 min. 49.475 sec. — 145.019 k.p.h. (90.11 m.p.h.)

Retirements: René Arnoux (Renault RE33) accident on lap 1; Riccardo Patrese (Arrows A3) accident, on lap 6; Patrick Tambay (Talbot JS17/06) accident, on lap 6; Eliseo Salazar (Ensign MN15) accident, on lap 8; Alan Jones (Williams FW07C/16) driver gave up, on lap 24; Didier Pironi (Ferrari 126CK/049B) engine failure, on lap 24; Jean-Pierre Jarier (Osella FA1C) accident, on lap 26; H. Rebaque (Brabham BT49C/12) accident, on lap 35; Slim Borgudd (ATS D5) accident, on lap 39; Nigel Mansell (Lotus 79/5) accident damage, on lap 45; Alain Prost (Renault RE34) accident, on lap 48; Andrea de Cesaris (McLaren MP4/1) accident, on lap 51; Eddie Cheever (Tyrrell 011/2) engine failure, on lap 56.

24 starters — 14 finishers

ANDRETTI is negotiating a left hand corner in this shot, which shows just how wet the conditions were. He took his Alfa Romeo to seventh place.



TWIN TEST — continued from page 1597

operated, of course, as is the sliding steel sunroof and a new heating system, complete with electronic regulating sensors, makes controlling the interior temperature much easier than on the older cars with their water valve heaters. Intimidation as regards the task of driving economically (if anybody needed such intimidation with four star at £1.86 per gallon!) is provided by a fuel consumption indicator which relates pulses from the fuel injectors with the distance actually travelled. Calibrated from zero to an optimistic 50 m.p.g., one feels so guilty when revving hard in low gears, watching the needle sink off the bottom of the gauge, that one is tempted to grab for a piece of masking tape on the basis that "out of sight is out of mind". I recognise the worth of such instruments, but, quite frankly, I find them distracting and irritating. This is purely a personal opinion, of course, and the fact that I recorded an average consumption of over 26 m.p.g. must mean I was doing something right!

The basic tax paid price of the BMW 528i is £11,982, but it would be wise to budget for the S/E package if you're thinking of owning one of these splendid German sports saloons. Visually, they may not have changed a great deal. But the new 528i is a very much better car than its predecessor, well capable of lasting out several more years before any further revamp becomes necessary. — A.H.

Ford Granada 2.8 injection

CASUAL observers might be forgiven for wondering quite where Ford managed to spend £50-million during their recent re-vamp of the Granada range: the external changes are very minor, affecting such items as the grille, which is now equipped with three louvres, bringing it in to line with the Fiesta and Cortina, enlarged bumpers, revised rear lamp clusters and some changes to the external decorative embellishments. Inside, new items are rather more obvious: new seats feature in all models, the instrumentation is much the same, but the layout and positioning have been improved for better visibility and the relative positions of the steering wheel, gear-lever and pedals have been adjusted for greater driver comfort. But it is under the skin where the major changes have taken place: that these changes have been worthwhile was ably demonstrated recently when we used an example of the "sporting" Granada, the 2.8 injection, for a hectic week's varied motoring.

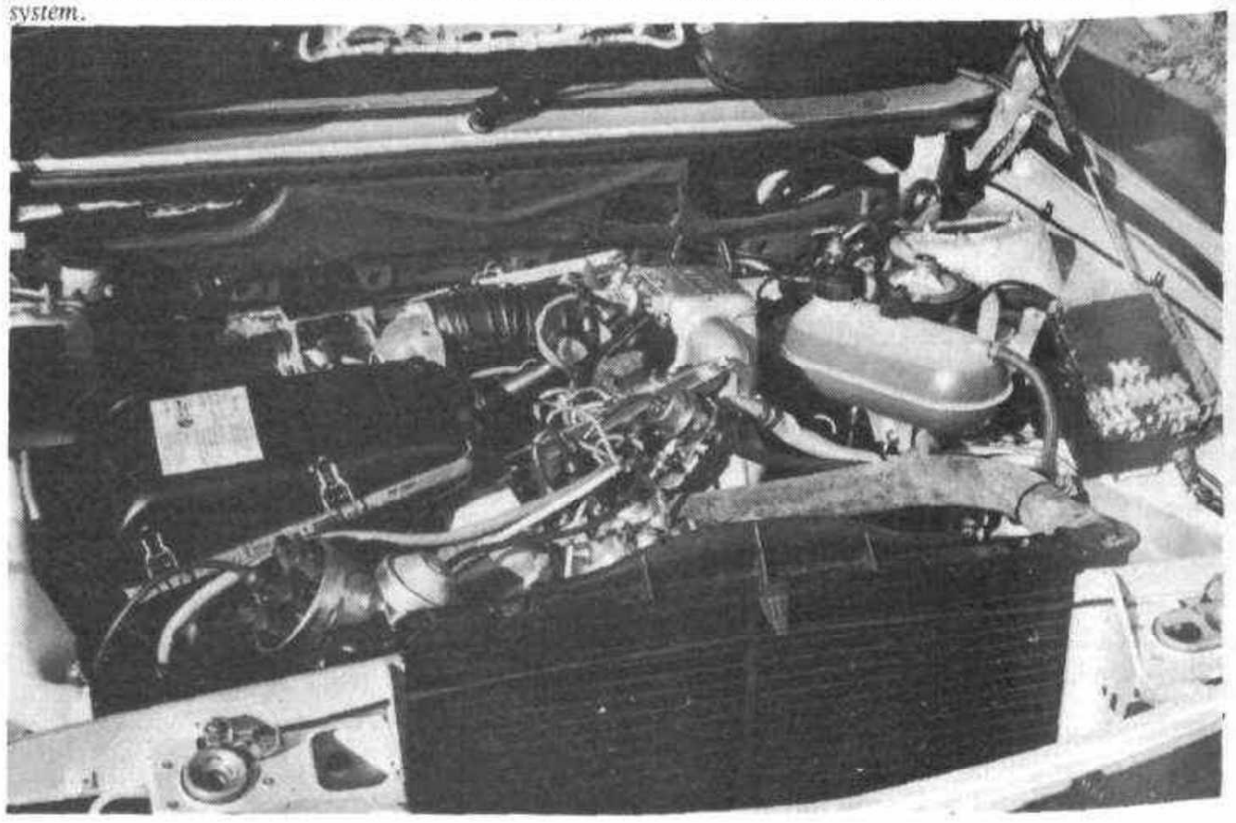
The first and lasting impression when driving this performance saloon is of its smooth quietness. Engine noise levels only intrude under hard acceleration when the tachometer needle is approaching the 6,000 r.p.m. maximum, but at cruising speeds, mechanical noise is muted and no vibration is transmitted to the seats. Road noise is present on all but the best surfaces, if one is listening for it, but it is only on poor, rough, surfaces that it is really noticeable, when the firm suspension and wide tyres transmit road thump to the interior. Wind noise is remarkably low, even when travelling at highly illegal speeds, and the voice does not have to be raised to hold a comfortable conversation when cruising at 100 m.p.h.

Much of the development investment has gone into the suspension, steering and brakes, the whole Granada range being revised in these areas. The suspension set up for the new generation 2.8 injection car is derived from the handling pack

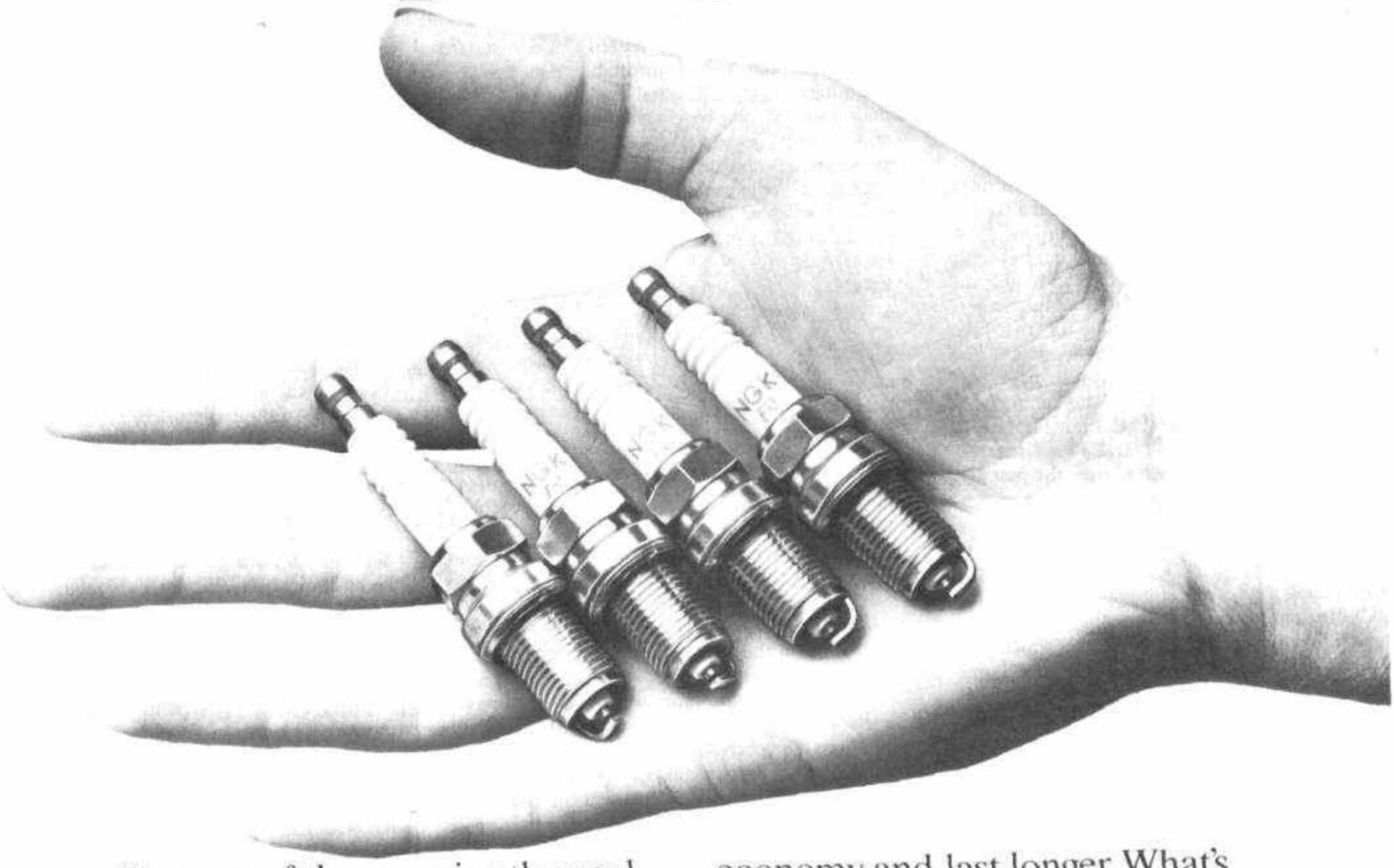




UNDER the bonnet of each car lurks a 6-cylinder engine of 2.8 litres, with a Bosch fuel injection system and electronic ignition. The Ford, above, has V configuration and consequently the engine bay looks less crowded. The box to the right of the BMW's engine bay contains a host of fuses protecting the car's complicated electrical system.



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('S' pack), which was offered as an option on the previous 2.8i models, but with an anti-roll bar fitted at the rear and Bilstein gas filled shock-absorbers all round. The spring rates have also been adjusted to give a better ride. As far as the steering is concerned, the major improvement is in the pump for the power assistance which now reduces its output as speed increases to maintain feel throughout the speed range, while the braking system has different friction materials, a larger bore master cylinder, new rear wheel cylinders and an automatic adjustment for wear.

The engine is unchanged and is that well known 2.8-litre V6 in fuel injected (Bosch K-jetronic), electronic ignition form in which it produces a healthy 160 b.h.p. at 5,700 r.p.m. The only under bonnet changes are the provision of a low maintenance battery, better cooling from a larger radiator, now rubber mounted, and larger expansion bottle. A long-life exhaust system, which Ford claim should last twice as long as its predecessor, is fitted on all models. Power is taken to the rear wheels through a conventional four speed gearbox and 3.45:1 final drive ratio which gives just under 21 m.p.h. per 1,000 r.p.m. in top.

The performance is nothing spectacular in a sporting context. When trying really hard the car can be made to reach 60 m.p.h. in 9½ sec., and top speed is a shade under 120 m.p.h., but for a large saloon weighing some 30 cwt. in road trim, the first figure is pretty impressive and the latter is academic. The important thing is that the Granada is endowed with excellent acceleration in the gears for overtaking — 65 m.p.h. in second and nearly 90 m.p.h. in third — and comfortable cruising at well over the legal limit. It is also remarkably thrifty with petrol, for its size, returning better than 23 m.p.g. over the first 500 of my 790 mile stint with the car and 25.8 m.p.g. over the last 300 or so miles, when it was more heavily laden, but driven less hard in deference to passengers.

Combining the performance with the undoubted improvements to the suspension, steering and brakes makes for a car which is a pleasure to drive and which is just as at home weaving around narrow country lanes as it is bashing along a motorway. The suspension set up provides just the right balance between hard (and therefore usually harsh) required for ultimate road holding and the soft (and therefore usually spongy) needed for passenger comfort, giving a firm but never hard ride. Some body roll is apparent on long corners when taken fast, but there is little pitching when travelling over bumpy roads. The excellent TRX tyres, which provide such superb grip even in the worst conditions make the car hang on in a most impressive manner, and when it does break away, it does so in a very gentlemanly, controllable, neutral fashion. You have to be cornering *very* hard to unstick the inside rear wheel. The revision to the power assistance has paid off handsomely, the new pump doing all that is claimed of it. Never does the steering go dead, as it does on so many p.a. systems, when travelling fast and the amount of force required to turn the wheel hardly varies from just rolling to flat out.

Inside, the car is extremely spacious, providing room for five adults and with a boot to match; four adults, two children, a push chair, wellingtons, out-door clothing, a large picnic and sundry other items were all accommodated quite happily. The interior appointments are verging on the luxurious, with thick carpeting throughout and soft cloth upholstery and trim. Recaro front seats, which have adjustable *length* squabs (which



should please the long legged), are standard equipment and very comfortable they are too. Such items as the tilting / sliding sunroof, central door locking, map-reading lights, driving lights and a radio / cassette player are all part of the package, but the test car was further equipped with headlamp washers, rear seat belts, all round electric window operation, remote control boot release and a trip computer which, with metallic paint, add nearly £800 to the basic price of £11,541.

The instrumentation and controls are all ideally placed, except for the display of warning lights in a roof mounted central console, which also contains excellent map reading lights and the winder for the sunroof. These warning lights cover fuel, oil, coolant and washer levels as well as brake pad wear, and, certainly for the short driver, do not make themselves apparent unless a positive movement of the head is made to look at them. Heating and ventilation have usually been excellent on Ford cars, and the Granada maintains the tradition, with simple controls for an effective system.

The trip computer? I have come across many variations on the trip computer theme in various test cars over the last year or so. All are different, and as all take some time to get used to, I never really have the opportunity to explore all the functions properly if I am to avoid having accidents through paying more attention to the little green (or red) figure than to the road. The device fitted to the test Granada (costing some £196) requires a 20 page manual to describe its innumerable functions, and as this did not arrive until the day the Granada was retrieved by Fords, I did not have much chance to come to terms with it. However, I did find one automatic function very useful — with its knowledge of the fuel remaining in the tank and its memory of the distance covered and fuel used in the previous hour of driving, it is able to predict the distance the car will travel before running out of fuel and when this distance reaches 50 miles, a bleep is automatically turned on and stays on until turned off. Similarly at 25 miles and 10 miles. The only thing is that filling it up with the computer display reading two miles, the tank took only 12.8 gallons, and it is meant to hold 14.3. . . . Other functions include an alarm to warn you when you are exceeding a pre-set speed limit, constant display of m.p.g. if required, time and date, average speed for a journey and many more. Ideal for the man with a scientifically minded teenage son.

So an already excellent large saloon has been improved still further to take it well into the eighties. The 19 model range starts with the diesel taxi at £6,583 and ends with the Granada Ghia Estate costing very nearly twice as much.

P.H.J.W.

Conclusion

WHEN comparing the relative merits of the two cars, the first thing to consider must be price. The Granada is significantly cheaper at £11,720 on the road or £12,520 as tested compared with the BMW's basic £11,982 on the road, in which form it lacks a sun roof and alloy wheels with low profile tyres, both of which are standard on the Ford. In the guise tested, a further £2,500 has to be added to the basic price, bringing the total to some £14,500.

The Granada is definitely larger, and although rear seat passengers have plenty of room in the BMW, their lot in the Ford is that much more comfortable, having more leg and head room. Seats in the Ford are rather more comfortable for long distance travel, but this is relative, since the BMW has excellent seats . . . The Granada is a few pounds lighter than the BMW, but perhaps through different driving conditions, we found it marginally less economical on fuel.

From the driver's point of view, the BMW must come out on top, the performance is more lively and the five-speed box a delight to use, giving better acceleration in the all important 40 to 70 m.p.h. range. The revised BMW suspension has wrought a greater improvement than has the Granada's, and the 528i now handles delightfully, holding the road extremely well. It is a more taut car than the Ford, and will stand more throwing around when travelling along country lanes. From the noise point of view, the Ford is the quieter when cruising at steady motorway speeds, but is noisier when accelerating hard in the gears. Tickover on the Ford is commendably low, being hardly noticeable, but this does mean that care is required when feeding in the clutch since the engine is prone to hiccup, or even stall, if the clutch in engaged with below 1,500 r.p.m. showing on the tachometer, whereas the BMW ticks over at a noticeable 1,100 r.p.m., and it is quite happy to pull away from this engine speed.

All round visibility in both cars is excellent, although short drivers might find the Ford difficult to reverse accurately, while the rear head-rests in the BMW can also cause difficulties at times.

So both cars come out well. The Ford gives more for your money in terms of equipment and passenger comfort, but the BMW comes out on top in terms of driver satisfaction . . . you pays your money and takes your choice.

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GOODYEAR

calls for a ban on the use of helicopters in rallying simply because men who fly them occasionally cause nuisance. After all, the machine simply does what its pilot tells it to do.

A country which is particularly aviation conscious is Kenya, where air support for rally crews was probably born. Farmers and other bush fliers — and there are many of them in that country — used their light aircraft to take fuel, food and other supplies to rendezvous with their competing friends. But even in Kenya the use of helicopters is relatively new, the first occasion we recall being daytime sorties by the somewhat well-used Bell 47G of the Kenya Police Air Wing, a much smaller, cheaper and older aircraft than the two costly, twin-turbine (but single rotor) Bell 222s bought last year by the Metropolitan Police.

Majesty smiled on the Fiat team on one of their visits to the Morocco Rally, for the Alouette which they chartered turned out to be one of the helicopters of the Royal Bodyguard!

This, in June 1975, was the first time a helicopter had been used entirely for service, and it flew over the entire route, including special stages, ready to alight whenever and wherever the attentions of mechanics were needed. The aircraft carried two aircrew and two Fiat mechanics, one of whom was a former paratrooper.

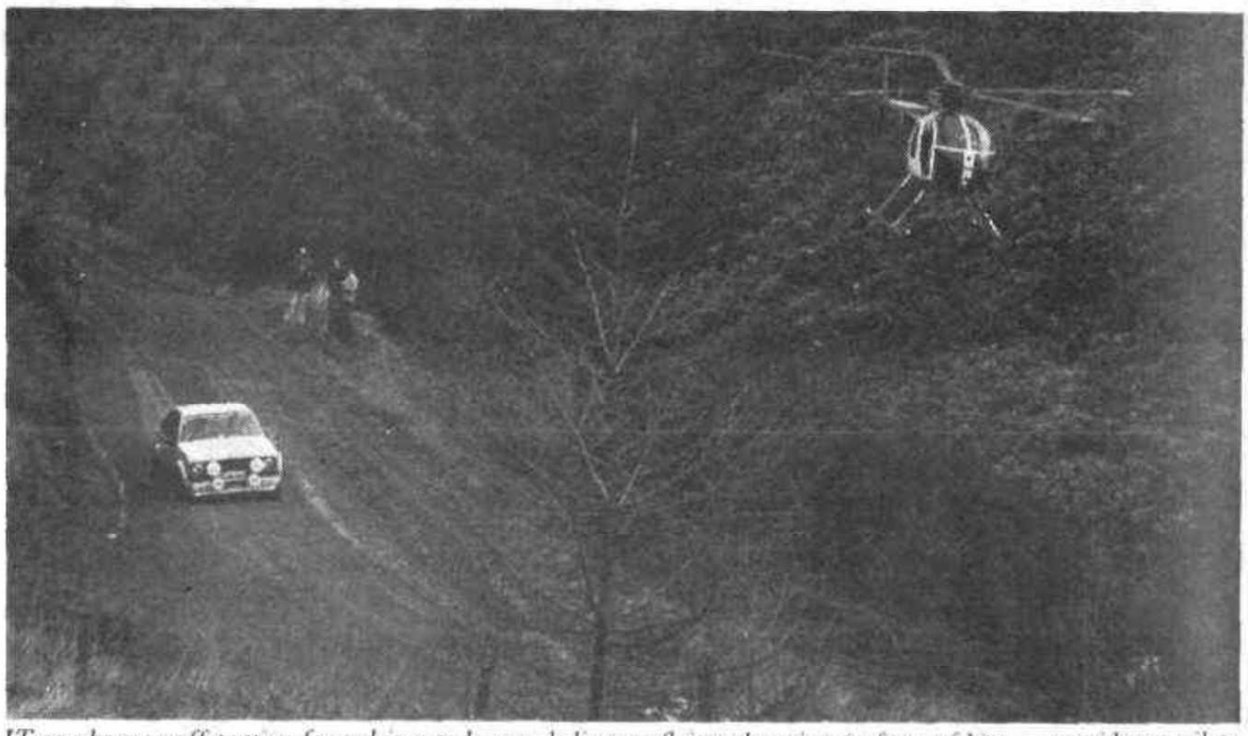
Much use was made of that helicopter, although another aircraft — a fixed-wing twin — was also in service with Fiat as an airborne radio relay station. It missed one rendezvous with its fuelling truck after deviating to collect retired crews, and there were gulps and looks of alarm when the two pilots negotiated with the local *Caid* and had the Alouette — turbine powered of course — filled up with a mixture of commercial petrol and paraffin, which was promptly drained in favour of the proper stuff when it landed at Marrakesh Airport.

The facility to land mechanics and spares right alongside a stricken car within minutes was a tremendous boon, and certainly far better than dropping spares by parachute as some teams have done, relying on competitors' mechanical skill to fit those spares and their fitness to chase an off-target parachute across the desert scrub.

There were murmurs from rivals that helicopter service was unfair, but the option was open to all and there can therefore have been no unfairness. Is it wrong for one professional team to have a bigger budget than another? If so, it must be just as wrong for a factory car to be backed by a dozen service vehicles whilst poor amateurs have to make do with one. Helicopter hire is by no means cheap, and the complaining on this occasion was from teams with financial resources far less than those of Fiat.

However, when a rule forbids entry to special stages by service vehicles, does this also apply to helicopters? Mechanics on foot are allowed to enter, but would hovering over a stage to lower a mechanic by winch constitute "entry of a vehicle"?

Another complaint was that helicopters were being used on secret rallies (those which banned advance practice) so that pace notes could be radioed to competitors from the air. Those who know anything about pace notes will realise that the complaint was exaggerated, simply because it is impossible to make pace notes from the air. But it is nevertheless useful for a driver to know in advance that there is a bullock cart aroud the next blind bend, or that a certain drift is full of fast moving water, and it was perhaps more at this sort of thing that the complaints were levelled.



IT can be very off-putting for a driver to have a helicopter flying along just in front of him — considerate pilots make efforts to keep out of the drivers' line of sight.

The benefits far outweigh the possible misuses, however, and complaints tend to fade to nothing when a team's helicopter is diverted to take an injured person to hospital, or to bring fuel to officials whose tanks have run dry.

The Automobile and Touring Club of Greece used their veteran, piston-engined Bell 47G to collect time cards from controls and fly them back to rally headquarters. More recently they used a Cobra borrowed from the military, but these were straightforward communication matters and might have been better accomplished by radio or telephone.

During the 1980 Motogard Rally, in New Zealand's South Island, helicopters swarmed around the route, some filming and some servicing. Most of them were Hughes 500s which are regularly used by hunters and sheep farmers, their pilots well used to flying close to the ground and making tight manoeuvres around obstacles.

THE lower helicopter is hovering above a particularly deep ford during the 1980 Motogard Rally in New Zealand, enabling the cameraman to get some interesting shots — the other helicopter is hovering above waiting for a chance to take up position over the action.



Most of the time the air traffic was orderly, for the pilots had got together in advance and selected a common radio frequency for their own communications, independent of those of the teams for which they were working.

But when film crews spotted cars being assisted by spectators and 4-w-d vehicles through a deep and fast flowing river they all wanted the action on film and their helicopters homed in like moths to a candle.

The first to arrive got the prime position directly overhead, but the cameraman hanging on his straps through the door aperture hogged the spot for longer than his confederates were prepared to accept, and there was a delicate situation when another Hughes came in close to "nudge" its rival into moving over.

Yet another decided to put its cameraman on the ground and the pilot chose the actual stage road to do this, maintaining 90% hover even though its skids were on the ground so that it could depart smartly if a car came into view suddenly. A Japanese friend was very close to this operation and since he is terrified of helicopters he took refuge beneath a nearby parked car until the whirling rotor blades were safely airborne again.

The Mercedes team scorned the Hughes in New Zealand and opted for the more powerful Bell 206 Jetranger. The particular aircraft carried all the avionics for night flying, plus lifting gear and powerful ground floodlighting, and flew with pilot, team manager and mechanic. It was used to good effect on many occasions, even bringing a complete rear axle for one of the cars and lowering it to waiting mechanics by winch. But its experienced pilot drew the line — figuratively, of course — when asked by the Mercedes team manager to hitch his winch hook to a ditched car and help get it back to the road. Wisely, the pilot declined. The aircraft's floodlights were not really brought into full use either, for violent storms blew up at night and grounded the machine.

Since so much use is made of helicopters by rally teams, why do they rent and not buy? What are the economics of acquiring and running such an aircraft, and how easy is it to learn to fly one?

In the first place, the costs of both purchase and operation are much higher than those of corresponding fixed-wing aircraft, and that means a proportionately higher depreciation figure into the bargain. Stringent servicing and inspection rules result in annual maintenance charges which apply whether the aircraft is used or not. Indeed,

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Photo: Science Museum. Sopwith F1 Camel similar to the aircraft on sale.

The sale will include
a Sopwith F1 Camel (similar to the one illustrated),
a Heinkel HE111, a Junkers JU52 and 2 Spad VII's.
In all over 50 aircraft will be offered for auction together
with the museum's car collection which includes
a 1930 Duesenberg Model – J Sedan and
a 1934 V12 Packard Dual Cowl Phaeton.

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ROTOR CRAFT — continued

it costs a great deal just to keep a helicopter on the ground, and the most economical machine is one which is kept working as much as possible, earning money to offset running costs.

A rally team would not have such regular use for a helicopter, unless it indulged in leasing the aircraft to a charter company, but that would almost certainly add a few headaches to the already well taxed minds of team managers.

It is not such a difficult process to grasp the rudiments of helicopter flying, then to polish them up to satisfy eagle-eyed examiners, but it isn't a cheap process by any means, although it is possible to shop around for the best terms. The most prominent school in Britain, indeed in Europe, is that operated by CSE Aviation at Kidlington, and we hope to bring you more on activities there in a future issue.

Meanwhile, we trust that no ill-informed administrator will instigate restrictions on the use of helicopters in rallying. They provide unrivalled mobility, are immensely versatile, are tremendously exhilarating to fly and can render aid in emergency far more readily than any other means of transport. — G.P.

AIR MAIL

Parnall Gyroplanes

Sir,

The photograph of the Parnall gyroplane submitted by Mark Parnall is of great interest since there are few published photographs of these machines.

George Parnall & Co. constructed two of these gyroplanes under licence from the Curva Autogyro Co. Ltd. (in 1928). These were the C.10 to Air Ministry order, with serial J9038 and the civil C.11, G-EBQG.

The photograph appears to be the former, as the serial number and the national markings are discernible on the fin. At a guess, the photograph would have been taken on April 26th 1928 when the aircraft was damaged during taxying trials at Yate. It was then repaired and taken to Andover for flying trials, only to be badly damaged on November 5th 1928 when flight was first attempted. It was then scrapped, and Parnall's took no further interest in rotary-winged aircraft. The C.11 was equally unsuccessful. The subject of rotary-wing flying in this country between the wars is poorly documented and I am sure that readers of "Air" would welcome more photographs and information on these early experiments.

Liphook, Hants. E. A. MYALL

Air myth

Sir,

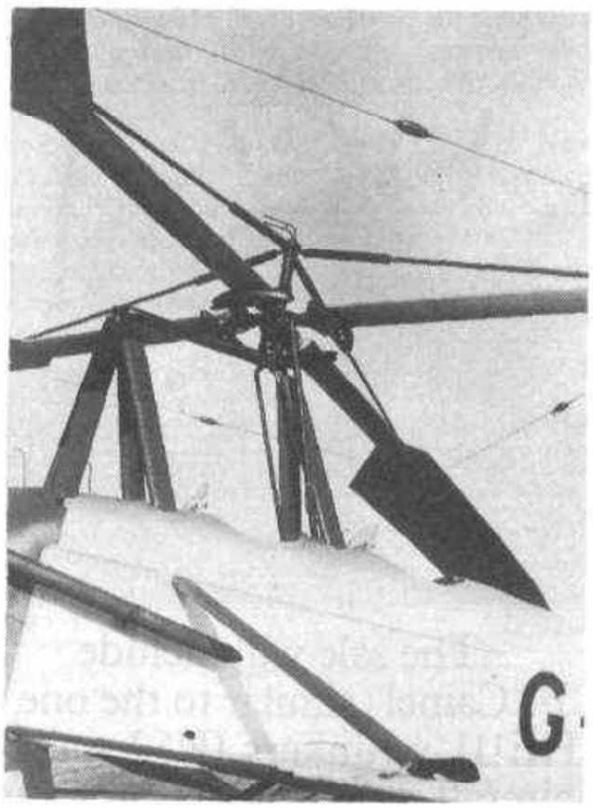
Anyone who believes that Ader flew, or even "hopped" in "AEOLE" or "AVION" in the late 19th century should read Charles Gibb-Smith's exhaustive book on the subject. Gibb-Smith uncovers the truth, even to the Army report that proves that Ader did *not* "leave the ground before officers delegated by the Ministry of War". Ader spent a lot of effort writing himself into the "history" (or perhaps myth is a better word) of flight!

The engine and steam generator were very good, and amazingly light, but Gibb-Smith, in conclusion states that had either airframe left the ground, lacking any of the elements of control surfaces, it would immediately have crashed.

Leicester G. B. WOOLLEY



COINCIDENTALLY arriving at the same time as Mr. Myall's letter about Parnall gyroplanes, these two photographs (dated 11th November 1927) of G-EBQG were sent by Jim Boulton of Wolverhampton, and show the civil version of the gyroplane built in the late twenties. The lower photograph shows the rather crude method of attaching the rotors and the exposed, simple adjustment for the inclination of the blades. It would be interesting to know which engine was used to power this machine — with its exhaust systems on each side, it was, presumably, a V8.



* * *

Flying in Fiction

WE TEND to be more receptive to real aeroplanes in books than to fictional flying. But it would be churlish to pass over two recent books of the "thriller" kind, both directly concerned with aviation and both very exciting and gripping of their kind. The first is the New English Library / Times Mirror paperback "Mayday" by Thomas H. Block. It centres around a supersonic airliner of the future hit by a missile. Described by the *Daily Express* as the best disaster novel they have read, you may enjoy it enormously if you are conditioned, perhaps by television, to a long succession of improbable thrills interspersed with blood, vomit, violence and bad language, surprisingly tempered by very little sex.

The other thriller is far more civilised, plausible and better written, although a few obscenities and improbabilities are there. It is "Scream At The Sea" and is largely about adventure against a background of security for one of our nuclear submarines based in Scotland and a Teal Amphibian which the author, Christopher Murphy, has obviously flown — indeed, his descriptions of doing this and operating a deck-based F4K Royal Navy Phantom might have come from a non-fictional book — and a girl with a Lotus. This book is published by Secker & Warburg. You get what you pay for, and it costs £5.95 whereas "Mayday", in which hero John Berry survives an incredible number of gory, fraught and decidely unpleasant situations, can be bought for only £1.75. — W.B.

Miniatures News

TO CELEBRATE the Ettore Bugatti anniversary Grand Prix Models of 173-175, Watling Street, Radlett are offering their 1:43-scale metal-kit for making a miniature 1936 / 1937 Type 57S streamlined Bugatti to represent either the Le Mans winner and long-distance record cars or the French GP team cars. The car is in fusable alloy developed for GPM's 1981 range and the streamlined Bugatti kit sells for £7.45; postage another 50p. — W.B.

GP Models version of the 1937 Le Mans winning Type 57S Bugatti.



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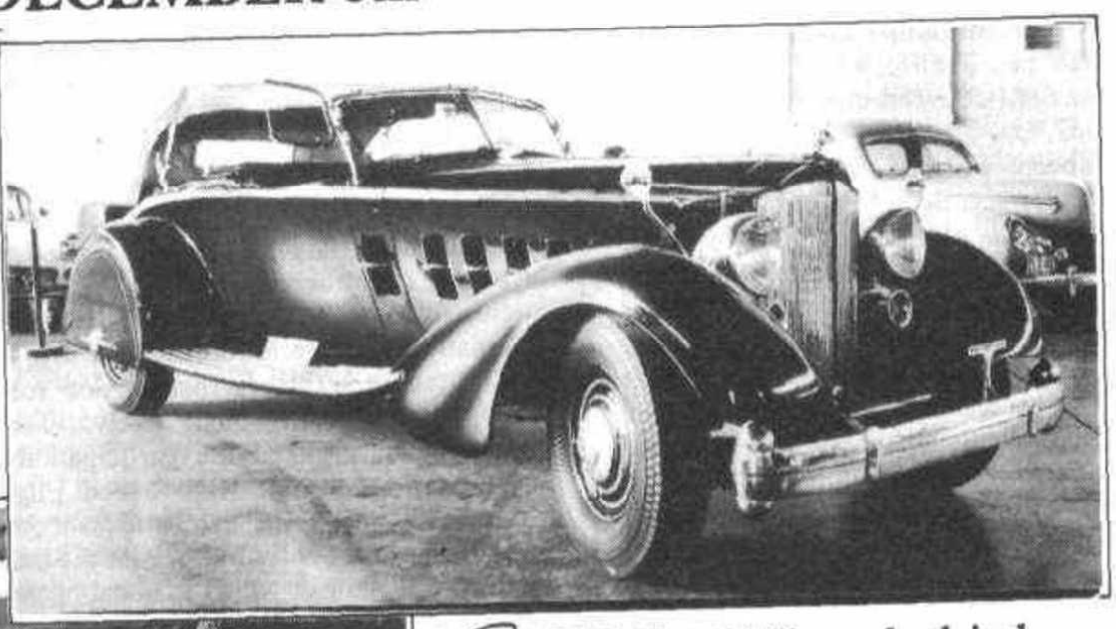
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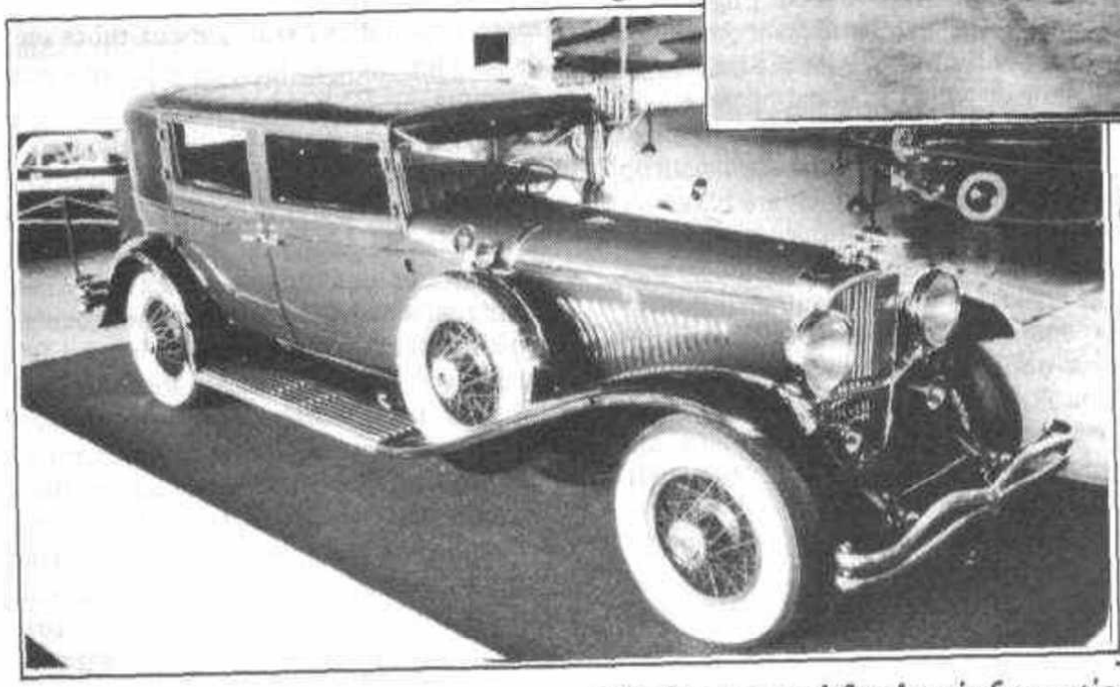
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The sale will feature the 1930 Duesenberg Model – J Sedan (below) and the 1934 V12 Packard Dual Cowl Phaeton (right) and amongst other vehicles on offer will be a 1939 Cadillac,





a 1956 Ford Thunderbird and a 1918 Harley Davidson motor cycle.

The museum's aircraft collection will also be auctioned including a Sopwith F1 Camel.

Colour illustrated catalogue available for £10 UK or $25 post paid.

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BOOK REVIEWS

"Drive It! — The Complete Book of British Drag Racing" by David Hardcastle & Peter Jones. 184 pp. 11" × 8" *(Haynes Publishing Group Ltd., Sparkford, Yeovil, Somerset, BA22 7JJ. £4.95)*

Drag racing, although spectacular in the extreme, remains a closed book or at least a rather obscure facet of motoring sport to many. So this inexpensive but very comprehensive study of the subject, including drag-racing history, by two enthusiasts, Peter looking after the (mostly sensational) photographs, is welcome. It covers both the out-and-out dragsters and those outwardly saloon motor cars adapted to play drag.

All you could conceivably want to know about drag-racing seems to have been put between the book's covers. There is even a glossary should you be unacquainted with terms such as "Middle Dragster", "Bye Run", "Chirpies" or "Rat", for instance, and the book has it all, from the now becoming obsolete slingshots to funny-cars, pro-fuel, pro-comp., comp.-altered and the rest of the essentially accelerative bunch. Drag-racing equipment is looked at in detail, with many pictures which might have come from Haynes' well-known instruction manuals, the drag-bikes, the drivers, the meetings and useful addresses are all there and the Foreword is by Dennis Priddle. Good value indeed! — W.B.

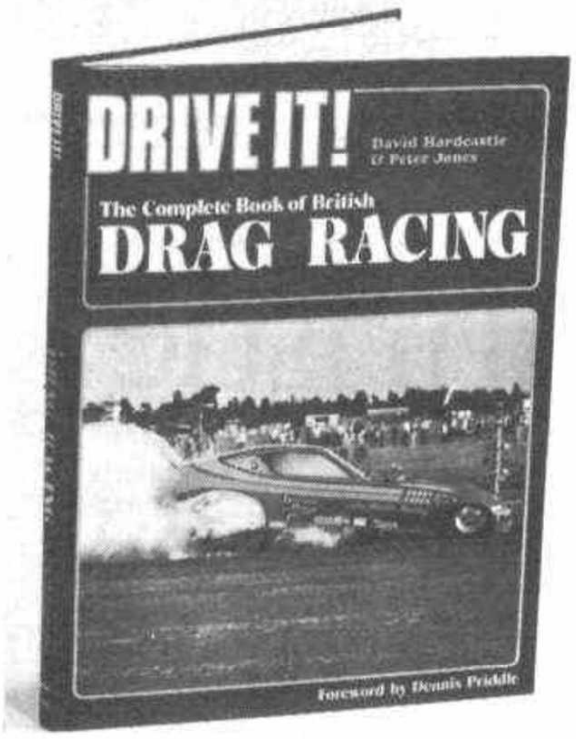
"The TVRs — Grantura to Tasmin" by Graham Robson. 128 pp. 7¼" × 9¼" *(Motor Racing Publications Ltd., 28 Devonshire Road, London, W4 2HD. £7.95)*

There has been a good book about that enthusiasts' motor car, the TVR, published some time back but this is a compact reference to the make, in MRP's "Collector's Guide" landscape form, by a household-name among authors. History going back to the beginning 25 years ago, all the TVR models described and illustrated, technical specifications, chassis-number sequences, production statistics and performance data, what more can the supporters of the Blackpool make want? The book contains a fine selection of pictures, too. — W.B.

"The Schneider Trophy Races" by Ralph Barker. 272 pp. 8¾" × 5½". *(Airlife Publishing Ltd., 7 St. John's Hill, Shrewsbury, Salop. £8.95)*

This year marks the 50th anniversary of the last of the Schneider Trophy seaplane (flying-boat) races that were first held in 1913 at Monaco. Consequently, several books have been published to mark the occasion. This one appeared originally in 1971 and is thus a reprint. It loses nothing for that, except that it has apparently not been re-edited, or if it has, the first man to take-off from water, Henri Fabre, "who is still alive" according to the author, must now be 99. Also, Ralph Barker is a journalist who has written about cricket as well as about aviation, which may be why he has made the remarkable and inaccurate comparison between the Rolls-Royce Eagle aero-engine and the 40/50 h.p. Rolls-Royce car engine, saying that the V12 o.h.v. Eagle was "virtually the engine that had gone into the Silver Ghost motor car before the war, with its stroke increased from 4½" to 6"," which is twaddle.

That apart, this is a very enjoyable and complete coverage of races which towards the end of their span had caught the imagination of the World, as contested between the very fastest and most powerful racing machines then in existence.



With much detail about these competing machines, the dramas of preparation and retirement, the excitement of the races and the effect of rules and weather on the outcome, enlivened by quotes from contemporary comment and reports, I found the book irresistible. The account of the last year's racing and record-attempt seems to have tailed off, as if the author had tired; but otherwise it is a splendid story, of one of the most exciting and incident-packed air-races of all time, nicely illustrated.

It is interesting to find many parallels with motor-racing, such as the deliberate but permissible shutting out of a rival at the turns, the bickering over the regulations, etc. The crowd interest, too, reflects on the excitement these International contests aroused, with 300-400 m.p.h. racing seaplanes that needed some two miles in which to land safely. Trenchard apparently never liked the participation of the RAF, with its special High Speed Flight, yet today the "Red Arrows" aerobatic team continues something of the old tradition, with the individual pilot-officers named, which Marshal of the Royal Air Force, Lord Trenchard thought unwise.

Although the book has a mildly journalistic touch in it's chapter-headings which are based on the Trophy (a female figure) put up by the forgotten Jacques Schneider, do not let this mislead you. The races are covered in technical detail, with maps of the different courses, tabulated data about the competing machines, and an analytical concluding chapter. It may not be the whole story, which would have to describe the development of the Rolls-Royce and Fiat racing engines in more detail, etc., but it is nevertheless excellent coverage — the modest beginnings, the fatalities, the fiasco of the organisation at misty Bournemouth in 1919, etc.

Perhaps the words of Lady Houston, who contributed £100,000 so that Britain could win and retain the Schneider Trophy in 1931 (with Boothman flying the 350 km. course at 340.08 m.p.h. in the 2,350 h.p. R-R-powered Supermarine S6B), might be remembered today:- "England has always been first in peace, first in war, first in courage and first in beauty. Are we now going to take a back seat? No, most emphatically, no. We are not worms to be trampled under the heel of Socialism, but true Britons, with a heart for any fate, except the slavery of Socialism." — W.B.

"Schneider Trophy Aircraft — 1913-1931" by Derek N. James. 305 pp. 8¾" x 5½" *(Putnam & Co. Ltd., 9, Bow Street, London, WC2E 7AL* £12.50)

This book is definitely one published to commemorate the Schneider Trophy race anniversary and whereas the book reviewed above tells of this exciting contest race by race, this work by the author of "Gloster Aircraft Since 1917" has as his main theme a description of the individual machines which contested the race, with many photographs and some of the scale plans which characterise Putnam's publications. However, the book does have a learned run-in to the races year-by-year, deals with non-starters and projects, and has separate chapters about the engines used and the rewards to be had from the event. Incidentally, look at the photograph of a Napier Lion power unit and marvel that it can be installed in a Bentley chassis! The author makes the point that the much publicised R-R R-type engine was used only for the 1929 and 1931 contests and calls its effect on the war (*via* the Merlin) "conjectured". He is also a little wide of the mark in saying WWI sounded the death-knell for Napier cars (what of the 40/50?). He refers to the R-type R-R engines in Segrave's boat and Eyston's LSR car but not in Campbell's Bluebird from 1933.

Like the other Schneider Trophy book, this one tabulates the results year-by-year (but I find Ralph Baker's easier to follow as a quick reference; both authors quote the race-numbers of the aeroplanes, which is helpful for identifying other photographs), it lists the fatalities incurred in another Appendix, has a short description by Air-Vice Marshal Webster on what it was like, as a young Flt.Lt., to fly the Supermarine S5 at Venice in 1927, and is very erudite about how the timing of the races was done. It closes with an Appendix on the four machines left extant out of the 47 that flew in the race (two are in Italy, two, both S6Bs, in this country) and even looks at the Replicas now being built and flown, of Schneider Trophy machines.

These two excellent books make a choice difficult. James' is more technical, Barker's a more continuous "read" about those enthralling days. This may, in fact, be a bit of a publishers' dilemma. — W.B.

"Supermarine Aircraft since 1914" by C. F. Andrews & E. B. Morgan. 400 pp. 8¾" x 5½" *(Putnam & Co. Ltd., 9, Bow Street, London, WC2E 7AL.* £15.00)

How nice to see Putnam's "back in business" with their renowned One-Company aviation histories, which we have so frequently reviewed favourably in the past. This one is very appropriate, as it can be said to celebrate not only the Schneider Trophy machines made by Supermarine's but also the Spitfire which is very much in the news at present, because this Company built not only our saviour fighter in the Battle of Britain (which shared the outcome with the Hawker Hurricane) but the Sea Lion flying-boat and those subsequent S-series Schneider Trophy racing seaplanes, winning this race four times, from Baird's 1922 victory in the Sea Lion II at 145.7 m.p.h. to Flt.Lt. Boothman's 1931 fly-over at more than 340 m.p.h. in the S6.

Apart, however, from containing such topical material, the book is in the well-known Putnam tradition, of giving a complete history of the Company it is concerned with and all its products, from the Pemberton Billing days to the Types 316-318 B. 12/36 bomber. Design projects of the war years are dealt with, with many scale drawings, there is a full type-list of Supermarine

machines with dates and serial numbers, Spitfire production dispersal occupies many pages, and apart from all this tabulated data, this is a book that ranges wide, from the tiny Supermarine Sparrow light-'plane to the big Southampton flying-boats, etc. It is definitely an historian's, and a model-maker's, delight. It is another book that covers the Schneider Trophy races in some detail, but its aim is about Supermarine machines overall. The Foreword is by Sir Peter Masefield and the dedication is to "Reginald J. Mitchell and Joseph Smith — design engineers of distinction".

W.B.

* * *

Eric Dymock has written a big-paged reference work on "Postwar Sports Cars — The Modern Classics", from Mini and RM Riley to the *grand marques* as he calls the more exotic cars he covers, with lots of pictures. It is by the Ebury Press, 44, Bedford Square, London, WC1B 3DU and costs £9.95.

* * *

MG-A buffs can get a 238-page magazine-format (10¾" x 8½") History and Restoration Guide to these sports cars, including the twin-cam jobs, for £11.95, from Patrick Stephens Ltd., Bar Hill, Cambridge, CB3 8EL, the author being the N. American MG-A Registrar, Robert P. Vitrikas.

* * *

Largely a picture book, "Mercedes-Benz C111 Experimental Cars" by the knowledgeable Paul Frère with photographs by Julius Weitmann comes from the high-class book-producer, Edita of Lausanne. It has 168 colour and 9 b. & w. pictures in its 136 11" x 8½" pages and is available here from Patrick Stephens Ltd., address above, for £11.95, the title being self-explanatory.

W.B.

Cars in Books

THIS time, thanks to the generosity of a reader, Bob Hammond of Palm Springs, California, I have been reading what I think must be a very rare title, namely, "The Car That Went Abroad" by Albert Bigelow Paine, which was published by Harper & Bros. in 1921. In kindly sending me this book, Mr. Hammond remarks that there is very little by which to identify the make of car around which the book was written. So from this description of the tour the author took with his family in what he calls the "Golden Age", just before Europe was engulfed in the first World War, I thought it would be amusing to see what clues to his car's identity I could find. The illustrations are no help, as they are sketches by Walter Hale, and although I seem to have heard of the author before, in what context completely escapes me.

Mr. Bigelow Paine was an American who shipped his car to Marseilles and undertook two leisurely tours in it, with which his book deals, the first through France to Switzerland for the winter-sports, the second one, very close to the outbreak of war, through France, Germany and Switzerland. He was accompanied by his wife and two young daughters, and the pace was unhurried, a picnic lunch being eaten every day; if it was raining, as it often was, they would stand under their umbrellas, or sit in the car. The book provides a charming and lighthearted description of Europe before the Kaiser war, as seen by someone from the USA. I found myself wondering, as I read it, whether the road across the mountains from Nimes to Villefort is as deserted now as it was in 1913 — possibly not, yet with everyone on the *Autoroutes*? . . . Or what of Billy, on the beautiful Allier river, which in 1914 had "but a bare three-line mention in Baedeker"? How much has *that* place changed, along the years?

However, let me devote the space available to the motorcar. I hadn't any idea of its make until I came to chapter 10, and then I began to wonder. Because the author tells therein of how, having come all the way from Marseilles to Avignon, he felt it was time to "make with the oil and grease", while his 15-year-old daughter Narcissa washed and polished. It then becomes apparent that this car possessed a great many lubrication points, consisting of big and little grease caps, tiny oilers, some mere holes, others capped, the lubrication chart extremely complicated, so that the task occupied more than two hours. I remembered the many oiling points on a 40 / 50 h.p. Rolls-Royce chassis, some 99 to lubricate by hand once a week, according to Anthony Bird. Could it be? . . . Not an American 40 /50 model from Springfield, though, because that didn't appear until 1921. But it could have been a Derby-built Rolls-Royce shipped out to America.

Driving away after this servicing chore, the car, whatever it was, smoked so badly that Bigelow Paine observed that in New York they would have been taken in charge. A garage was consulted and he was told he had filled the sump too full: "Two little tell-tale cocks that were designed to drip when there was sufficient oil had failed to drip because they were stopped up with dust." There is a clue there, for some knowledgeable person, coupled with a mention that on the ship, crossing the Atlantic, the car's owner had consulted the "Automobile Instruction Book", by which he probably means the car's instruction manual, and it contained "thirty-seven reasons why the motor may not start". But in the Rolls-Royce manual I have consulted, not surprisingly, there is nothing like that. . . .

I had, nevertheless, been getting rather confident that the Paine's car was a Royce. It ". . .slipped noiselessly out of the docks" and after a thorough overhaul between the two tours, it "glided away", as it "glided along" on other occasions. Moreover, when the owner had thought to steal some grapes from a roadside vine below Bagnols but was disturbed (by a goat, as it turned out), he made off "putting temptation behind us on third speed". At first I thought this implied a 3-speed gearbox, but then it occurred to me that the 1908 40 / 50 h.p. Rolls-Royce had a 4-speed gearbox with an overdrive fourth speed. So that, when rapid acceleration was called for, the driver would use the "third speed".

However, as I read further, I lost confidence in my R-R theory. For one thing, the car boiled quite frequently on hills, and for another it is described as of 30 h.p. Then it apparently had band brakes and there is never any reference to a self-starter, but several to hand-cranking the engine. (Had it been a Cadillac, it might have been expected to have had an electric-starter, unless it was a pre-1912 model.) The owner seems to have been a rather inexperienced driver, for apart from not having poked a wire up those blocked oil-level cocks, he hit a wall and badly damaged a front mudguard after inadvertently getting on the road to Chateau d'Oex and in descending the alarming grade "on low speed with the spark cut and using the foot and emergency brake", ran into a wall. It took a week to repair that n/s front mudguard — "I suppose they had to straighten it out with a steam roller". The bill was 16 old-francs.

Incidentally, the author of this book explains about descending steep hills using the engine as a brake, something he had not heard of until his tour. For example: "We descended the Jura grades on the engine brake — that is, I let in the clutch, cut off the gasoline supply, and descend on first or second speed, according to the grade. That saves the wheel brake and does no damage to the motor. I suppose everybody knows the trick, but I did not learn it right away, and there may be others who know as little" — rather a contradiction in terms!

I have said that this car, which I am now pretty sure was of American origin — 3-speeds (unless "using 1st and 2nd as a brake" suggests otherwise), band-brakes, no starter — and of 30 h.p. This arose when the owner was explaining that French automobiles were more expensive than his, in proportion to horse-power, about 12 h.p. to 15 h.p. of the ordinary French 5-seater. At home Paine had thought his engine "rather light", but it was a giant in comparison. This made him think; "gasoline was 100% more expensive in Europe and Customs' deposits were based on weight." However, American and French h.p. differed from our RAC h.p.-rating, so 30 h.p. may not have been the true power of this car we are enquiring into. It is called an "old car" in 1914, by the way. It had two horns, one a Klaxonette, which sounds un-American but, after 5,000 miles, when its tyres began to give out at Tours, a move was made to repair them, as American sizes required "a special order to the factory", further proof that this was an American auto. The effort put into changing tyres suggests that the car had non-detachable wheels and rims. Reading further, it had Prestolite headlamps (with a small "p" in the book, as if a *type* of lamp), that eventually "gave out", and oil side-lamps. It cracked a spring, but was otherwise dependable. It does not seem to have been a very fast car, doing mostly 15-20 m.p.h. (but it was a leisurely tour), when it gave 18-20 m.p.g. of petrol. There is one reference to it being "on all its cylinders", which might just suggest that it had more than four. A Packard Six-48, perhaps? Incidentally, the party visited the Michelin factory at Clermont-Ferrand. This was described as "the great benevolent one that supplies the red road-book, and any desired information, free" and as the Company of which "about four-fifths of the cars of Europe go rolling along on its products, while their owners, without exception, use its wonderfully authentic guides". The travellers were given a brand-new red-book and a green-book for Germany and Switzerland. No wonder they came to "love the merry Michelin man". Another place visited by the tourists was the Châtaux of Chenonceaux, the home of M. Meunier, the wealthy chocolate manufacturer — it was 1914 and one wonders whether his son's 1913 Coupé de *L'Auto* Peugeot was sheltered there. . . .

One final clue to the make of Bigelow Paine's car. When he carelessly rammed a cart near Poix and damaged the radiator ("our car looked as if it had burst into tears"), a lamp, and that mudguard again, a new radiator had to be sent for *from London*. By 1914 Rolls-Royce Ltd., had things well organised and surely if the car was a Rolls a replacement would have been available in Paris? However, this proves that the car's maker, whoever it was, had a depot in London. So can anyone tell me, from the foregoing slender clues, the make of car? — 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.

Belting up

Sir,

Following your leader "Compulsion" in the September issue I would like to make a few points about the restrictions we must apply to ourselves in order to maintain a free society.

You are correct to point out that seat belts can, under certain circumstances, be harmful but I think there is little doubt that they save many more lives than they endanger. I can see that a non-wearer, forced to use a seat belt, may well feel restricted — just as wearers feel insecure without them. The excuse that they hinder movement does not, to my mind at least, hold very strong — I haven't noticed Gilles Villeneuve suffering too much as a result of seat belt use recently!

Nevertheless, as a wearer, I still have doubts of the necessity for compulsion but I would like to point out that it is not a simple case of infringement of liberty. The law exists in order to maximize the liberty of the population and, as such, the freedom of any individual must be restricted in order to give the greatest amount of freedom to all. In reference to seat belt use, this means that if you have a crash and are injured as a result of non-use you are infringing on other people's freedom by using up valuable NHS money — money that could be keeping someone alive on a kidney-machine.

I do not, however, think your reference to pedal cyclists in the same context, i.e., they ought to be stopped because they can be injured, is quite so relevant — after all, stopping cyclists deprives many people of their method of transport, and I do not believe the compulsory use of seat belts is comparable.

Stone, Staffs G. P. VAN HOFF

[I didn't say that movements were hindered by seat-belts, but that if you are claustrophobic the thought of the release catch jamming is intolerable. — Ed.]

Seat-Belt Sense

Sir,

I have been a reader of MOTOR SPORT for many years and value it highly. One grows to tolerate your quirks; your judgement of a car by the ability of the glovebox to swallow an antique Rolleiflex camera (now retired?) and your anti-smoking opinion, these are things you may (and will!) express as often as you like.

On the subject of seat belts however, I must take you to task. Opposing the compulsory wearing thereof is one thing, and I would not argue about it. But when you go on to trot out the old and fallacious arguments about the *dangers* of belts, to discourage drivers from wearing them at all, I can only describe this as misguided and irresponsible.

People who dislike belts never tire of retailing stories of drowning and so forth — many of them of doubtful authenticity — but ignore the irrefutable evidence of serious injuries prevented and lives saved.

Please do not swallow all the stories you hear from a man who knew another man who was told by an ambulance man / policeman / traffic warden of an accident in which someone was injured by a seat belt. Such incidents are very, very rare.

I know of cases in which aircrew have been killed by parachutes, and badly launched lifebelts have been known to kill people in shipwrecks. Are therefore parachutes and lifeboats to be condemned and abandoned as dangerous? This is precisely your argument against seat belts.

Leave yours off if you wish, but spare a thought for the Maxillo-Facial surgeons who spend a lot of time rebuilding faces which have smashed through windscreens.

I would suggest that before you write again to discourage the wearing of belts you would do well to talk to the staff of an Accident and Emergency department, and think again.

The question of *compelling* the public to wear belts is another matter entirely. Persuasion, yes; compulsion, no; it will almost certainly fail in its object.

Chichester, Sussex V. P. GEOGHEGAN

Company Car Tax

Sir,

Many of your readers must have Company cars. I have seen no protests from them yet in your excellent magazine at the *Conservative* Government's proposed swingeing increases in "Taxable Benefit Scale Charges" starting April 6th 1982.

In essence, this "political" taxing of management's so-called company car perk means:—

	Existing	*Proposed (including petrol scale)*
Cars up to 1300 c.c.	£230	£540
Cars up to 1800 c.c.	£300	£720
Cars over 1800 c.c.	£450	£1,080

Hardest hit will be middle management in private companies, like myself. Yet we are the very people the *Conservative* Prime Minister exhorts to help restore this country financially. Most noticeable too is that our *Conservative* Prime Minister has funked taxing all the other perks such as virtually free worldwide air flights, cheap or free coal, nearly free rail travel, very cheap money borrowing. Could it be that these are enjoyed mainly by so-called "staff and shop floor" and not management?

I wonder if she and her "Think Tank" have considered the effect on our car manufacturers and their related suppliers? Presently I have an over 2,000 c.c. British car. When due for renewal I should look for a top quality, high performance 1,300 c.c. car. This most likely will have to be foreign. Just hope business passengers can squeeze in!

Sobering too is the knowledge that being in a private company that is not State aided or subsidised and cannot run at a trading loss (in fact docks and shipping), our annual salaries increases are less than the annual rate of inflation. Perhaps like miners, amongst others, we should threaten strike action in advance each year.

If this letter smacks of envy and sour grapes, it is also tinged by sadness at the *Conservative* Government's proposed action. I helped to elect them!

Dovercourt, Essex M. W. TRENERRY

OKV 3

Sir,

I was delighted to see my D-type Jaguar featured in your interesting series on Number Plates, and thought you might like a few more details of this car's active career in recent years.

John Melville-Smith had the car overhauled at the Jaguar factory after its return from Southern Rhodesia, and he later acquired a 3.8-litre engine as a spare. This engine was a factory unit prepared for the 1958 Monza Lister-Jaguar that the Ecurie Ecosse ran, and was said to have been the 1957 Le Mans winning engine. After my Snetterton prang I rebuilt this 3.8-litre engine and when we went to Le Mans for the historic event in 1978 it was pulling 6,200 r.p.m. in top gear on a 3.01 axle ratio, which the French timed at 184 m.p.h. That was a busy season of historic racing for OKV 3 and when it was over I found that the cylinder head had developed a small crack, so while it was away for repair I re-installed the original 3.4-litre engine, which I am still using.

Regarding the Snetterton shunt, I never knew the reason for this. It was either severe "finger-trouble" or failed brakes. I gave myself concussion and still remember nothing after starting in the race, waking up in hospital next day to be greeted by Colin Crabbe with three large bottles of champagne which we consumed whilst I was still on a starvation diet in case of internal injury! You can imagine the effect. The chap in the next bed then had some visitors who started telling him about this fantastic prang they had watched at Snetterton the previous day — "This pale green car came into the corner at an impossible speed, hit the bank on the outside, spun round, turned over and sat there propped up on its tail fin. The marshals ran out and lifted it up, whereupon the driver, who we all thought was dead, fell out on his head, got up, took his crash-hat off and walked over to the bank where he sat down as cool as a cucumber and watched the rest of the race" — !!!

An RAC Observer told me some weeks afterwards that the D-type braked at the normal point for about 50-100 yards, then seemed to stop braking and entered the corner (at the end of the long straight) at about twice the speed he judged to be possible for the corner. He concluded that either the driver had a black-out (never 'ad one) or the car had brake failure. I never found anything wrong with the brakes but Gordon Lee said he thought I had suffered from "rabbiting", which was the term used by the works D-type drivers when the rear wheels locked. The transmission stops revolving, the Plessey pump stops pumping (for the power assistance), the brakes come off, the wheels start turning again, the pump starts pumping and the whole thing repeats itself. Like a Maxaret system working against you instead of with you; very nasty if you don't know what is happening, especially with a small fuel load in the tank.

Not unaturally I had lost confidence in the D-type braking system, so during the rebuild I decided I would fit a modern system, as I wanted to go on racing OKV 3. John Moore of AP-Lockheed designed a new system for me and supplied the calipers and so on, while the original braking system was put up on the shelf, so it could all go back on the car, but preferably not while it is in my ownership. The new system is quite good but not as powerful as the old because I had to reduce the disc diameter from 12.75 inches to 12 inches and the little 4-pot calipers have much less total pad area than the old Dunlop 6-pot system. Also there is no servo. Further, the new system suffers from overheating and I have

had to modify the bonnet from 1954 works configuration with spotlight, to the later short-nose with air-ducts for the front brakes, and we have added air-scoops and ducts under the car for the rear brakes.

I have played about with the suspension, wheel spacing, camber angles, limited-slip differential, etc., quite a bit to get the car more competitive and on some circuits it is a match for the later Lister-Jaguars, but one is working very hard to offset the weight penalty and the live rear axle. Nevertheless, OKV 3 must be about the fastest D-type in action today, still going strong twenty-seven years after it won the first race by a D-type, at Reims in 1954. Indeed a worthy subject for your series.

Finally, I would mention that OKV 3 never goes on a trailer and is driven to all the meetings, including the two Le Mans historic races of 1973 and 1978. When we went to America for the historic meeting at Monterey OKV 3 was shipped to San Francisco and I then drove her down the coast road to Monterey and, after the meeting, back over the mountains to the airport.

Higher Ashton, Devon MARTIN MORRIS

Sir,

Congratulations on the excellent series on number plates. Last month's feature about OKV 3 was of especial interest to me as a long-time admirer of the car and the way in which it is raced and kept in such original trim by Martin Morris. It still bears its old XKC404 chassis plate, overstamped XKD404 to confirm Jaguar's change of mind over the designation. A particularly interesting point about this car is that the square section alloy tubing used for the engine's space frame extends through the front bulkhead right back to the rear bulkhead, which takes the back suspension. This makes the 1954 cars that little bit stronger than the D types which followed because the later round steel tubing frames bolted direct to the front bulkhead to make construction and maintenance easier. It also means that the early models gave their drivers a little less elbow-room and makes it difficult to think of them as true monocoque racing cars.

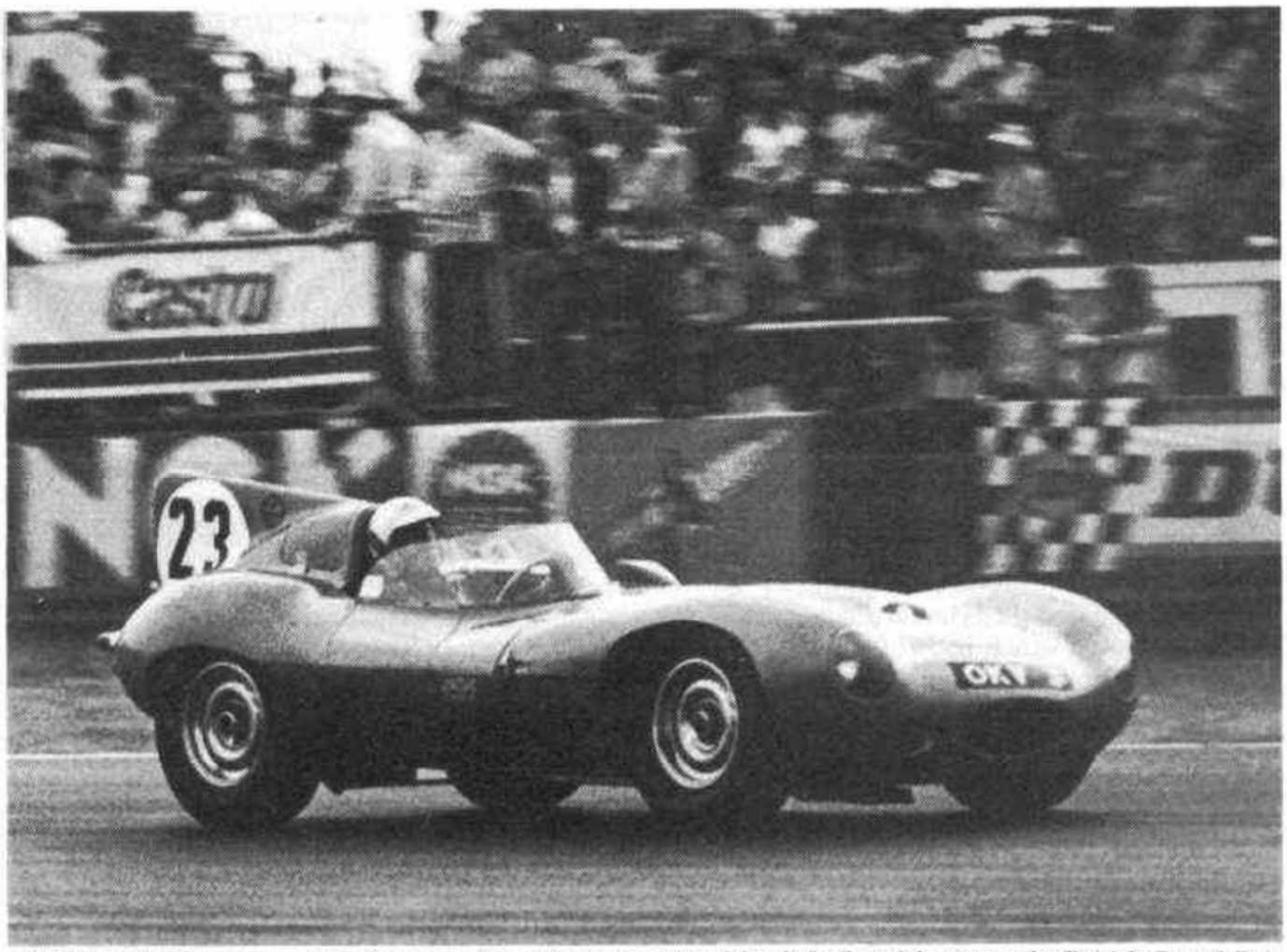
At the time of its return from South Africa, OKV 3 had already been rolled once, necessitating the first complete factory rebuild. By the time it had met a similar misfortune with Martin at the wheel, this type of reconstruction was beyond the scope of the factory — but the strength of the early car was such that the rejigging needed was minimal and could be done "at home".

The scope of the number plates feature seems almost endless, particularly with the sports cars of the 1950s, which have survived in such numbers to race in historic events: one of the most amusing that springs to mind is VPP 9, the number which has turned up on so many "works" Lister-Jaguars in so many different countries!

London E8 CHRIS HARVEY

Sir,

The article on OKV3 reminded me of an incident twenty-five years ago. At that time I had seen OKV1 and OKV2 raced by Duncan Hamilton and Bob Berry respectively, but not OKV3. That was until the evening of Friday 18th May 1956, when I spotted it heading south through Alton in Hampshire. The driver wore a dark crash hat with visor, a green windcheater and a bow tie. As it was but ten miles from Farnham I had no doubt that it was Mike Hawthorn, but my elders doubted my story. This was the Friday of Whit weekend and Hawthorn



OKV3 as she is today — this shot was taken during the 1979 Lloyds & Scottish race at the British Grand Prix.

was to race at Goodwood on the Monday. Presumably he would have practised there on the Saturday. The next weekend he was to drive in the Nurburgring 1,000 kms. and the following weekend in the Rheims 12 hours.

Why, then, were Hawthorn and OKV3 in Alton on that Friday evening? A note in a contemporary magazine mentions that Paul Frère, Ivor Bueb (whose Lotus XI Hawthorn drove at Goodwood) and Lofty England spent some time testing at Rheims the following week with one fuel injection car and one carburetter car. Was the latter perhaps OKV3, delivered by Hawthorn to Southampton docks on that Friday or even taken by him to France after Goodwood when on his way to the Nurburgring? A few weeks later I was to be impressed by the fact that the works Jaguars were driven to and from races on the road. I was in Southampton on the Monday following Le Mans when the whole team (including the Belgian entry) drove through the town. This practice must have presented problems at the height of a busy season with cars to be ferried around Europe for races and test sessions.

But had I really seen our future World Champion acting as a delivery driver for the Jaguar Car Co.? Even if I was mistaken over the driver's identity, the car itself was unmistakable. As far as I am aware, the works did not race OKV3 again after this time. If it had been in France for testing that following week, would Norman Dewis have raced all the way back to Coventry for a replacement when Paul Frère crashed in practice at the Nurburgring? Can anyone throw any light on the mystery?

Hayling Island ROBERT BARKER

OKV 3T

Sir,

I was most interested in D.S.J.'s article on the D-type Jaguar (p. 1457). The same number, with the addition of the suffix T was used by Jaguar in 1979 on the new Series 3 press car. Coincidence or design?

Manchester R. G. COASE

[Design, surely. — Ed.]

Alta Remains

Sir,

I was interested in Mr. John Norman's letter in the September issue on the Alta remnants which he owned in the late fifties, and I think that I can in part answer D.S.J.'s question of "Where is it now?"

About three months ago I purchased an 1,100 c.c. Alta engine in Sydney and on scratching around under the dirt and corrosion I found that I had engine number 18 — the original engine from Mr. Norman's car APG 57. The engine has gear driven camshafts, being one of the early ones, and only about six of these were made, so it is one of the very few that still exist today.

I bought the engine from the Hon. John Dawson-Damer who had had it since 1969. He in turn had purchased it, together with one of the two-stage blown 1½-litre GP Altas, from Jim Harewood in Perth, Western Australia. I contacted Mr. Harewood and found that he had in turn bought the engine in 1966 from an advertisement in MOTOR SPORT (where else!). So far I have not been able to trace it back any further.

If the present owner of APG 57, or any previous owner of the engine, would care to write to me I would be most interested to hear from them.

Victoria, Australia GRAEME LOWE

[Letters will be forwarded. — Ed.]

Further Turbine Thoughts

Sir,

Ferrari seems to have stretched the engine capacity limiting rule of Formula 1 with the intermittent external combustion energy supply to the cylinders' intake described in the "The Ferrari 126CK" article on page 1056 of your recent issue. The creation of energy by turning the turbo-charger into a gas-turbine when the throttle is closed allows some portion of the car's motive power to be derived from the gas turbine, which is not regulated by the formula.

If a car constructor were to make the combustion in the turbo-charger fulltime, and the resultant high pressure / temperature gas flowing to the cylinders of sufficient energy by juggling the size of the system components, the intake and

compression piston strokes could be eliminated. The gas from the turbine would expand in the cylinder with the intake valve open and be expelled on the piston's return like a simple pump-in-reverse motor. This would allow all of the car's energy to be generated with little regard to formula without changing the basic engine component descriptions from those of the Ferrari's 126CK.

Will we see more of these hybrid gas-turbine-piston-pump rule benders?

Austin, Texas W. J. WALTHALL, III

Exhaust Turbocharging

Sir,

With Reference to C. B. F. Winstanley's letter (October issue), the Napier Nomad was in fact a horizontally-opposed 12-cylinder engine. It was the Napier Deltic which had three banks of six cylinders with opposed pistons, but it was not a genuine compound. As for the application of such engines to G.P. racing, I see no prospect of this until such time as the powers that be come to their senses and adopt a fuel consumption formula (whereupon the thermodynamic shortcomings of the current crop of turbocharged motors will doubtless be exposed). Incidentally the Napier Nomad and Deltic are both featured in L. J. K. Setright's "Some Unusual Engines" (Mechanical Engineering Publications).

Enfield, Middlesex I. J. G. BERRY

The BL "Standard Squeak"

Sir,

I write to inform you of "The British Leyland standard squeak" which I am sure you will be interested to hear about.

My epic started on April 15th, 1981 when my August 1976 MG Midget Mk. 3 motor car went into my local garage for a 33,000 mile service. As well as receiving a service I reported a strange squeaking sound coming from the rear of my car. The sound was repaired and my car returned.

In May 1981 the noise re-appeared and my car was returned to the garage, whereupon the car was oiled and greased. Upon the return of my car the noise persisted.

The car was again returned for inspection and the noise was traced to the rear near side shock absorber. A new shock absorber was ordered from the "Unipart" parts department in Glasgow.

A few weeks later the car was returned to the garage and a new shock absorber was fitted. The car still squeaked. The car was again returned to the garage and the fault was traced to the new shock absorber. Another shock absorber was sent for. In July the second shock absorber arrived and was fitted to my car. Upon my receiving the car to my horror I found it still squeaked.

The car was returned and the new shock absorber was diagnosed faulty.

The garage telephoned the "Unipart" suppliers in Glasgow and informed them of my dilemma. The garage was informed that the squeak was "standard."

The garage being unhappy with the reply asked if anything could be done. "Unipart" repeated "it's a standard squeak". The garage therefore arranged to see the "Unipart" consultant on his next visit with my MG.

Upon his arrival in August the consultant announced that there was no need to see the vehicle as this infuriating noise was "standard".

In one last vain effort the garage phoned the BL service department at Cowley who replied with the words, "it's standard".



THE ex-Leston Lotus Elite apparently alive and well in the U.S.A.

To conclude I now owe the garage £45 and I still have the original fault, however my garage will not charge me for the "Unipart" shock absorber as it will be returned as soon as the Japanese replacement which has been ordered is fitted.

I am now wondering if other MG owners have experienced "the standard squeak" or is it a "BL hush-up job."

Hawick, Tyneside CLIVE PURNIS

DAD 10

Sir,

I have just received my August MOTOR SPORT, and was very interested to read Denis Jenkinson's article about DAD 10, that well known Lotus Elite owned by Les Leston in the early sixties.

DAD 10 is alive and well in the USA, as you can see from the enclosed photo. Not red with twin white stripes, as it was when I first made its acquaintance at Brands Hatch in 1961, but dark blue with a single stripe.

The photo was taken at Sebring in March this year, at the Vintage and Historic races held before the 12-hour race. DAD 10 won its class, beating an MGA, Toyota 2000 GT and an Abarth Zagato. Unfortunately, I cannot tell you who owns the car, nor where it lives in this vast country.

Miami, USA ROBERT MACNIE

Of this and that

Sir,

MOTOR SPORT continues to bring joy and interest monthly to this Spanish hillside and your October edition was no exception. "Chasing Ghosts" chased up a memory for me — as a boy of 14 I was at the last Clipstone Drive speed trials, it was a bike meeting and "Everyone" was there, Freddy Dixon, George Dance, Chris Staniland, Bert Le Vack etc. etc. It was the latter who made f.t.d. on a Brough, some 111 m.p.h. I think, which was a little slower than the world record he had recently set up in France with the same machine, perhaps it was this Brough victory that was later celebrated? I remember the road being just as narrow and behedged then as in your photo.

The letter from Mr. Winstanley on exhaust turbo-charging and Major Frank Halford's designs is most interesting, but is not your correspondent confusing the construction of the "Nomad" with that of the "Deltic"? The Nomad was a flat-12 with twelve-cylinder heads — it did not have opposed pistons. Compounded it certainly was as well as having other ingenious means of extracting every possible bit of useful heat. Did the Special of 1923 really start out with a true exhaust gas turbine driven pressure charger? Was it not rather a positively driven centrifugal supercharger which suffered from the same unfortunate characteristics as the 16-cyl. BRM? (And should have been changed for a positive displacement one for the same reasons.) And while on supercharging was the huge affair in the cockpit of the R4D ERA a Shorrocks? I always thought it was a Power Plus. I cannot remember the firm of Shorrock pre-war.

Malaga, Spain PHILIP HYLTON

[Yes, the Halford did start out with an exhaust driven turbocharger. The supercharger in R4D *is* a Shorrocks, but this is a replacement for the earlier Zöller device which proved somewhat unreliable. — Ed.]

Good Service

Sir,

I recently suffered a case of severe mechanical indigestion on my Rover 2.6. Within an hour of being notified to the AA, Newmans of Redbridge, Southampton, had sent a mechanic, diagnosed the problem and five hours later returned the car.

In the course of fixing the problem, a broken water pump drive and fan coupling, they also took the trouble to identify two other faults which I had been intending to rectify at the next service. A shining light in these days of comments on poor service. Usual disclaimers.

Wateringbury P. A. HEARNE

Sponsorship down under

Sir,

Prize money, or lack of it, has always been a problem with motor sport in Australia. However, things are improving. In a Super Sprint I competed in recently, organised by the Australian Racing Drivers' Club at Amarco Park near Sydney, a local hair dressing salon donated a prize for — "the most hair-raising drive of the day," You've guessed it — "a free hair cut!"

NSW, Australia REG DARWELL

Decibellissimo



Part No. 305 (Top)
Output: 35 watts (max.),
15 watts per channel RMS.
Frequency response: 60Hz to 10KHz.
Five slide controls for
60Hz, 250Hz, 1KHz, 3.5KHz, 10KHz.

Around £35.

Part No. 315 (Centre)
Output: 40 watts (max.),
18 watts per channel RMS.
Frequency response: 60Hz to 15KHz.
Five slide controls for
60Hz, 250Hz, 1KHz, 3.5KHz, 10KHz.

Around £30.

Part No. 307 (Bottom)
Output: 20 watts (max.),
16 watts per channel RMS.
Frequency response: 60Hz to 15Khz.
Seven slide controls for 60Hz, 150Hz,
400Hz, 1KHz, 2.4KHz, 6KHz, 15KHz.

Around £44.

It's one of life's pleasanter facts that we happen to sell more boosters and graphic equalisers than anyone else.

To us it seems no more than our due.

We're categorically certain we offer the best value on the market.

And customers obviously approve of the way we've blended today's styling with tomorrow's technology.

It has given us a range to suit the deepest or shallowest purses.

Graphic equalisers, as you probably know, are sophisticated, high-power amplifiers which split the audio spectrum into sections, from the bass through to the treble.

It's like a rainbow of sound, each colour of which you can filter and control individually.

Take our 307. It's built to drive two or four speakers.

It has seven slide controls covering frequencies of 60Hz to 10Khz and governing a massive 40 watts of power.

Ten LED lights flicker and indicate the power used. (You can switch them off if they distract.)

There's also a fader control to spread the sound between front and rear speakers.

Our 315 is a tiny power-station of a unit which will fit almost anywhere.

It has a fore and aft fader control, as well as five slide controls. And it delivers a healthy 40 watts so you can listen comfortably at motorway speeds.

If you only want to drive two speakers, our 305 is the unit for you.

You'll find five slide controls, 35 watts of power, plus five LED lights as well as an LED on/off switch.

You can find them, try them, and buy them at Halfords, Longlife, and most good accessory shops.

AUDIOLINE

Harry Moss International Ltd, 51/52 Heming Road, Washford Industrial Estate, Redditch, Worcestershire. Tel: (0527) 23131.

INTRODUCING THE ALL-NEW

CAVALIER



Top: Cavalier GLS 5 door hatchback.
Centre and below: Cavalier GLS 4 door saloon.
Cavalier 1300S from £4165. Cavalier 1600S from £4588.

The all-new Vauxhall Cavalier is here. It took four years of intensive work. It took a complete rethink. And it took the resources of the world's largest car maker, General Motors.

90 HP.
THE POWER YOU WANT.

Cavalier's new generation of 1300S and 1600S engines produce more power yet better fuel economy than was imagined possible for this class of car.

The 1600S produces a remarkable 90 hp. That's as much as some 2 litre cars can manage. What it means to you is excellent performance and pulling power.
That's the kind of power you want.

46.3 MPG.
THE ECONOMY YOU NEED.

An increase in engine power usually comes at the expense of economy. Not so with the new Cavalier. Thanks again to those advanced new engines and thanks to extremely efficient aerodynamics, the new Cavalier has easily the best fuel economy in its class. No family saloon of this size and price can match it.

D.O.E. figures show that the 1600S gives you 29.4mpg around town. And at a steady 56mph, an extraordinary 46.3mpg. And the 1300S is equally impressive.

These days, you don't just want economy. You need it.

And with the all-new Cavalier, economy is exactly what you get.

£4165.
THE PRICE YOU'LL LIKE.

£4165. That's the starting price of the all-new Cavalier range.

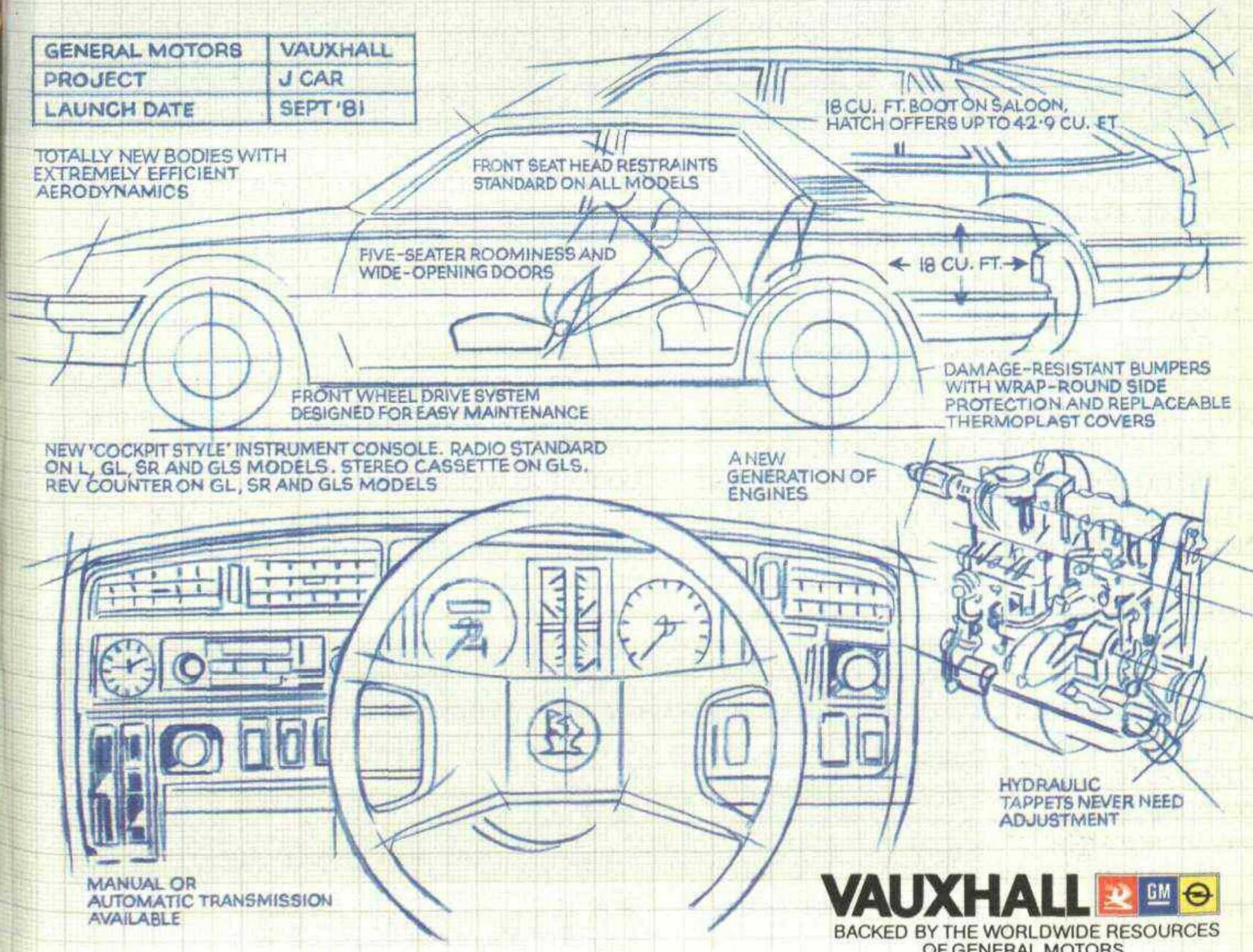
There's a choice of 1300S and 1600S engines. A total of 15 different models with an outstanding choice of specifications. The saloons and hatchbacks are comfortable and spacious thanks to the front wheel drive design.

See for yourself at your local Vauxhall-Opel dealer.

The all-new Cavalier.

All the power you want. All the economy you need. And all at prices you'll not only like. You'll love.

GENERAL MOTORS	VAUXHALL
PROJECT	J CAR
LAUNCH DATE	SEPT '81



VAUXHALL GM

BACKED BY THE WORLDWIDE RESOURCES OF GENERAL MOTORS.

ALL PRICES CORRECT AT TIME OF GOING TO PRESS INCLUDE CAR TAX AND VAT BUT NOT DELIVERY OR NUMBER PLATES.
D.O.E. FUEL CONSUMPTION FIGURES FOR THE ALL NEW CAVALIER 1600S MANUAL: CONSTANT 56 MPH: 46.3 MPG (6.1L/100KM). URBAN CYCLE: 29.4 MPG (9.6L/100KM). CONSTANT 75 MPH: 35.3 MPG (8.0L/100KM). 1300S MANUAL: CONSTANT 56 MPH: 42.8 MPG (6.6L/100KM). URBAN CYCLE: 28.8 MPG (9.8L/100KM). CONSTANT 75 MPH: 32.1 MPG (8.8L/100KM). SPECIFICATION AND PERFORMANCE FIGURES ARE MANUFACTURER'S.

ADVANCED TECHNOLOGY, QUARTZ ACCURACY, DIGITAL SIMPLICITY.



Building one of the best selling car stereo systems is no reason for complacency.

On the contrary, to keep ahead of the latest improvements in car stereo, we are constantly testing and developing new ideas.

The KE-5300 is just one example.

That simple digital display conceals some of the most advanced car stereo technology.

Car stereo technology sophisticated enough to use a quartz oscillator for the most precise 'drift-free' tuning, and an electronic memory to pre-select fifteen stations.

Car stereo technology so advanced that the KE-5300 has both automatic seek and scan. Seek for instant tuning to the next station, and scan for a polite pause at each station as the tuner sweeps across the waveband.

All built around a cassette deck that is nothing less than you would expect from one of the world's leading manufacturers of hi-fi equipment.

The KE-4300 and KE-1300 are also electronic. Both have fifteen-station memories, and both are built to the same exacting standards.

For continuous cassette play, the KE-4300 has auto-reverse. And for a continuous smile, the KE-1300 has been designed to fit your pocket, as well as your dash.

The Pioneer 'electronics'. Complex certainly, sophisticated definitely, the best undoubtedly.



PIONEER®
Nobody does it better.

Pioneer High Fidelity (G.B.) Limited, Pioneer House, The Ridgeway, Iver, Buckinghamshire. Telephone: Iver (0753) 652222. Telex: 847533.

PIONEER® SUPER DEALERS

For Demonstration, Installation and After Sales Support.

GREATER LONDON
Stereo Regent Street, 245 Regent St., W1.
Audiocar Equipment, 351 Lea Bridge Rd., Leyton, London E10.
Atkinsons (Kensington) Ltd, at:–
7 Pembridge Villas, W11, 82/84 New Kings Rd., SW6.
Car Radio Services, 1144 High Road., N20.
Car Radio Station at:– 60/61 Albert Embankment, SE1.
299 Edgware Rd., W2. & 45 Lordship La, East Dulwich, SE22.
Car Sounds at:– 325 London Rd., MITCHAM.
119 Addington Rd, SELSDON.
Cavendish Sales, 279/283 Whitechapel Rd., E1
Dawnfern Ltd., Auto-Audio Installations,
The Arches, Wood La., W12.
Kavmar, 70 High St., Edgware.
London Car Radio Centre at:– 25 Taunton Place, NW1.
Lion House, Tottenham Ct. Rd., W1.
Hi-Fi Care, 245 Tottenham Ct. Rd., W1.
Budget Sound, 242 Tottenham Ct. Rd., W1.
1/2 Bensham Lane, CROYDON.
Mr. Cad, Bromley High St., BROMLEY.
Molson Distributors, 345/347 High Rd., ILFORD.
Neasden Electronics, 51 Dudden Hill Lane, Willesden, NW10.
Sextons I.C.E. at:– 23 York Rd., Waterloo, SE1.
& 180 Grays Inn Rd., WC1.
Stereo City, 370 Grays Inn Rd., WC1.
Stereo on Wheels, 22 Chiswick Lane, W4.
ABERDEEN, Reids Motor Supplies, Froghall Rd.
Roy Thomson Ltd., Cults.
ALDERSHOT, Roadsound, 182 Victoria Rd.
BALDOCK, Baldock Car Radio Co., 3 Hitchin St.
BANBURY, Car Radio & Sound Services, 21 North Bar.
BASINGSTOKE, Drivesound, 193 May St., Queens Rd.
BELFAST, Paddy Hopkirk Ltd., 20 Trench Rd., Hydepark Industrial Estate, Mallusk, Newtownabbey.
BIRMINGHAM, Studio Musica, 11 The Grosvenor Centre, Northfield.
140 Sandy Lane, Camp Hill & 182 Stratford Rd., Shirley.
Midland Car Audio, 1772 Pershore Road, Cotteridge.
A.T. Giffins & Son Ltd., 15 Sutton St. & 19 Aston Rd., North.
I.C.E. Tronics, Bromsgrove Street.
BLACKBURN, Car Radio Installations, 28 Higher Eanam.
BLACKPOOL, M. Green & Son (Blackpool) Ltd., 81 Ansdell Rd.
BOLTON, M. Bell Electronics, 1 Daffodil Rd., Farnworth.
BOURNEMOUTH, Autoradio, 106 Castle Lane West.
BRADFORD, Autosound Services, 15/17 Spring Gdns.
BRIGHTON, Dials Car Radio, 187 Lewes Rd.
BRISTOL, R.T. Crabbe, Lawnwood Rd., Easton.
BURGESS HILL, Road Radio, 41 Station Rd.
BURNLEY, Burnley Car Radio, 392a Colne Rd.
CARLISLE, Rickerby Ltd., Currock Rd.
CARDIFF, B. & B. Auto Services, 4 Romilly Cres., Canton.
CASTLEFORD, Eric Wiley, 64 Beancroft Rd.
CHELMSFORD, Molson Distributors, 61 Broomfield Rd.
CHELTENHAM, Regent Components, 2 Gloucester Rd.
CHESTERFIELD, Car Radio Centre, 390 Derby Rd.
CHIPPENHAM, J. D. Stereo Center, Station Hill.
COLNE, Weeks & Davies, Brakel House, Khyber St.
COVENTRY, The Parkside Garage Ltd., Warwick Rd.
CRAWLEY, Road Radio, 4a Ifield Rd.
DERBY, Autolec, 234 Normanton Rd.
DINNINGTON, Motor Sounds, 91b Laughton Rd.
DONCASTER, Autosound Services, Carr House Rd.
DORCHESTER, Autoradio (VRS), North Square.
DUDLEY, F.H. Jennings, Cinderbank, Netherton.
Studio Musica, 1 The Trident Centre.
EDINBURGH, Eastern Car Radio, 3 Costorphine Rd.
George Thomson, 25 Rodney St.
EGHAM, Thames Car Radio, 158 High St.
EPSOM, Car Sounds, 176 East St.
GLASGOW, Motorsound Ltd., 134 Lochleven Rd.
GLOUCESTER, Moons, Shell Show House, Eastern Ave.
GREATER MANCHESTER,
Car Radio Centre, 183 Washway Rd., Sale.
Car + Home Entertainments Ltd., 167 Cross Street, Sale.
Specialised Equipment Ltd., 275 Deansgate.
& 28 Cecil Rd., Hale.
Autosound Services, 708 Chester Rd., Stretford.
Autosound Services, 2 Huddersfield Rd., Oldham.
GRIMSBY, C.H. Turner, 1/5 Corporation Rd.
GUILDFORD, Norman Richardson, Reliance House, Walnut Tree Clo.
HADLEIGH, Molson Distributors, 813 London Rd.
HASTINGS, In Car Radio, 117 Sedlescombe Rd. Nth., St. Leonards.
HAYES, Ashford Car Radio Ltd., 972 Uxbridge Rd.
HAZELGROVE, Car & Home Stereo Ltd., 219 London Rd.
HIGH WYCOMBE, Motolec, Desborough Rd.
HILLINGDON, S.K. Radio, 3 New Broadway, Uxbridge Road.
HOLMFIRTH, R. E. Ward, Woodside Works, Woodhead Rd.
HORSHAM, Road Radio, 31 Springfield Rd.
HUDDERSFIELD, Autosound Services, 89/91 Bradford Rd.
HULL, A.C.C. Ltd., 38 Boothferry Rd.
IPSWICH, Ipswich Car Radio, 313 Woodbridge Rd.
KENDAL, Andrew Brown Ltd., Wildman St.
KIDLINGTON, Hartwells of Oxford Ltd., Oxford Rd.
LEAMINGTON SPA, Clarendon Motor Services (Leamington) Ltd., 75 Clarendon St.
LEEDS, Autosound Services, 11a Cherry Row.
Uni-Car (Leeds) Ltd., 11 Kirkstall Rd.
LEICESTER, A.B. Butt Ltd., Frog Island.
A.B. Butt Ltd., 120 Upper Bond St., Hinckley.
Castle Motor Co., Abbey Lane.
Car Radio Services, 285-287 Welford Rd.
LEIGHTON BUZZARD, Camden Car Radio, Lake St.
LINCOLN, Eastern Tapes Ltd., 173 Burton Rd.
LUTON, Motolec, Dallow Rd.
MACCLESFIELD, Car & Home Stereo Ltd., 44 Sunderland St.
NEWCASTLE UPON TYNE, British Engines Ltd., St. Peters.
Dennis Car Radio, 18 Scotswood Rd.
K.G. Metcalfe Ltd., Dinsdale Place.
NORWICH, Norfolk Car Audio, 128 Dereham Rd.
NOTTINGHAM, PCP Electrical, Broadholme St.
Audiovision, 27 Hayworth Road, Sandiacre.
Autosound Services, Mansfield Rd.
London Car Radio Centre, 191 Canal St. & 30 Market St.
OTLEY, Autosound Services, Walkergate.
PAIGNTON, Mobile Sound Centre, 248 Torquay Rd, Preston.
PERTH, Car Radio Services, 9 Crieff Rd.
PETERBOROUGH, Auto Sound Centre, 1110 Lincoln Rd.
PLYMOUTH, Turnbulls Garage, Bretonside.
PORTSMOUTH, Car Entertainment, High St., Cosham.
PRESTON, Car Radio Preston, 290 Blackpool Rd.
Mobile Radio (Preston) Ltd., 85-87 Fylde Rd.
READING, Motolec, 139 Caversham Rd.
REDDITCH, Auto Ignition Services (Redditch) Ltd., Unit 9, Brook St.
REDHILL, Road Radio, 93 Brighton Rd.
RIPON, Ripon Auto Electrics, Blossomgate.
ROMFORD, Molson Distributors, 187 South St.
SCARBOROUGH, A.C.C. Ltd., 35/43 Trafalgar Rd.
SHEFFIELD, Autosound Services, 306/310 Shalesmoor.
Technicar, 332 Abbey Dale Rd., & 130 Upwell Rd.
SLOUGH, Motolec, 175 Bath Road.
SKIPTON, Car Radio (Skipton), Unicorn Buildings, Devonshire Pl.
SOUTHAMPTON, Anglesea Car Radio, 23-27 Church St. Shirley.
Sextons I.C.E., 37 Bedford Rd.
STAFFORD, G.T. Autos, Drummond Rd., Aston Field Ind. Est.
STOCKPORT, T.S.A. Car Radio, 33 Greek St.
Specialized Equipment Ltd, 341 Wellington Rd. Nth.
SUNDERLAND, Auto Save, 11 Windsor Terrace, G'town.
SWINDON, E.H. Bradley Engineering Ltd., Okus Trading Est.
TAUNTON, H.N. Hickley Ltd., Castle St. Tangier.
VIRGINIA WATER, Wentworth Car Radio, 409 Stroud Rd.
WATFORD, Auto Sound Services, 80 Queens Rd.
WELWYN GARDEN CITY, Inca Car Audio, Woodhall Shopping Centre.
WEYBRIDGE, Thames Car Radio, Westfield New Haw.
WOKING, S.K. Radio, 45 Chobham Rd.
WOLVERHAMPTON, Charles Clark, 52 Chapel Ash, Clifton St.
WORCESTER, Mobile Electrics Ltd., Gregory's, Mill St.
Automobile Services Worcester Ltd., White Ladies Clo., Little London.
YEOVIL, Auto Sound, Addlewell Lane.
YORK, Autosound Services, Toft Green.
F. & S. Motor Accessories Ltd., 148 Micklegate.
CHANNEL ISLES,

CLASSIFIED ADVERTISEMENT SECTION

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

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

BOX NOs. £2.00 extra per advertisement. Replies to Box No. "MOTOR SPORT", Standard House, Bonhill St., London, EC2 4DA.

COPY DATE By first post on 20th, but earlier is advisable owing to postal delays. Advertisements held over will be inserted in the following issue unless cancelled in writing by the 4th of the following month.

Publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or works errors.

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

FOR SALE

ALFA ROMEO GT Junior, 1975. One loving owner, silver & black, 44,000, long M.o.T. £1,100. Tel: Frome 830714. (83795

MORGAN 4/4, 1977, Green, stainless steel exhaust, roll bar, 16,000 miles. Tel: Findon 3450. (84679

HUMBER HAWK Mk. IV, 1952, black with red hide interior, 58,000 miles, T&T, mint condition, Offers £999. Tel: 0905 23129 (Worcester). (85212

MORGAN 4/4 4-seater, 1975, Cardinal red, black interior, luggage carrier, new hood, full and half tonneaux, 36,000 miles. £4,750. Tel: Reigate (Surrey) 42037. (85898

ROLLS-ROYCE. Very attractive bodywork by Coachcraft, 1938, built on reliable Phantom 1 Chassis, showroom condition, M.o.T. taxed, prestige car for show, weddings, Dr. Stewart Lincoln. Tel: (0522) 31598 £14,950. Unused 1939-1977. (85909

HEALEY SPRITE (Frogeye) 1959, rebuilt engine and gearbox, new tyres, new seats (original) and carpets, bodywork requires general tidying, over £800 spent, accept offer around £650, part exchange later car, saloon prefered. Tel: Merstham 3637 (home) 01-669 3788 (office). (86355

ASTON MARTIN DB6 manual, engine rebuilt, new clutch, s/s exhaust, p.a.s., sun roof, regularly serviced, excellent condition, £6,500. Tel: Hornchurch 55846 (Essex). (87010

MERCEDES 220 SE. LHD, 1962, 65,000 miles, superb, £2,000. Also Peugeot "203" LHD, 1953, 58,000 miles, exceptional, £1,000. Viewable France or England by appointment. Tel: (France) 16 53 23 8430. (87079

COLLECTORS ITEM. Morris Minor 1000. 1968. One owner, genuine 12,000 miles, immaculate. £2,750. Tel: Welwyn Garden City 35948. (87121

ALVIS GREY LADY, complete but dismantled for rebuild, Reg. VPE4, offers. Tel: 0642-700862. (87594

LAMBORGHINI ESPADA, 1971, 38,000 genuine miles, perfect condition after interior and exterior refurbishing, silver blue with tan leather interior, includes registration number LBG 11, £5,999 o.v.n.o. (0983) 297 311. (87595

TRIUMPH GT6, Mk. 3, French blue, outstanding original condition, 69,000 genuine miles, history known, offers around £1,275. Tel: Tirley 264 (Glos.). (87598

ASTON MARTIN International, 1930, short chassis LO.92, 2-4 seater ready for restoration, towable. £4,800. Box No. 6595 (Worcs.). (87737

TR7 1980 Limited Edition, black with silver coachlines, sunroof, alloy wheels, P.B. radio, rustproofed, superb example of this rare model, having covered just 13,000 miles. £4,150. Part exchange considered. Tel: 058-46 2121. (87739

FORD CAPRI 2.0S, 1979V, metallic gold, Recaros, tinted glass, sun roof, stereo, rustproofed from new, only 16,000 miles and maintained in immaculate condition by I.A.M. member. £4,000 o.n.o. Tel: Airdrie (Scotland) 64484. (87742

JENSEN 541, rare 1956, wire wheel model, original, partly restored, offers. Tel: Chester 312695 days; 383482 evenings. (87743

1928 HUMBER 8.35 h.p., fabric bodied saloon, restored to a very high standard, taxed & tested. £5,000. Tel: R. E. Appleton, Scarborough 75551 (day). (87738

MY 1974 2002 TURBO was a one owner, full service history car before I rebuilt it. It is now outstanding. £4,500. Might take p/x. Tel: 01-578 3810. (86814

JAGUAR 4.2 E-Type Roadster, 1965, just substantially restored including rechroming, new doors, new wire wheels, new hood, respray ed maroon, looks fabulous & drives even better, genuine reason for sale. £6,000 o.n.o. Tel: office 01-623 9061; home 01-788 9948. (87744

TR3A. EXCELLENT condition, years M.o.T., h.s.tops, tonneau, radio, luggage rack. £2,700 o.n.o. Tel: Brimscombe 884561 (Gloucestershire). (87745

1964 DAIMLER 2.4, metallic green, very good condition, genuine mileage, two careful owners, full service record, 9 months tax & M.o.T. £2,200 o.n.o. Tel: 0532 630344. (87746

E-TYPE JAGUAR convertible, series 1½, 1st May 1968, (low Coventry registration), Old English White coachwork, black leather trim (with factory cream piping), fitted chrome wire wheels, duck hood, and hoodbag, original car, 37,000 miles, full service history, all original Jaguar tools, stored past four years in proper conditions, 2 owners, bluechip investment of this beautiful classic, offers over £6,500. Tel: 0508 31253 (East-Anglia). (87747

ASTON MARTIN DB6 automatic, rebuilt engine, new window motors, torque converter, shock absorbers and other parts, self seeking Blaupunkt radio, excellent condition and carefully used. £3,750 or offers. Tel: Tunbridge Wells (0892) 33360. (87788

DAIMLER 250 V8 1964 auto, wide bumper model, 33,000 miles only, gunmetal red interior, handbook etc, must be one of the most original available, stored last 3 years, near concours condition, bargain at £1,775 or offer, consider interesting exchange. Tel: Luton 412436. (87791

240Z! silver, 1973, sunroof, tints, genuine 48,000, beautiful, £1,950. p/exchange Capri Ghia, RS2000. Tel: Shrewsbury 63960 (W. Midlands). (87792

FOR SALE—continued

ROLLS ROYCE Silver Dawn, 1954, excellent condition all round, R.R.E.C. member owned, £11,500 o.n.o. consider exchange for classic sports car & cash. Tel: 01-467 4869 evenings only. (87793

TR4. BLACK coachwork with black trim, bright chrome work, overdrive, wire wheels, Surrey detachable sun roof and soft top, restored to a very high standard, low mileage, p/exchange considered £1,950. Tel: 0422 56761 or 883811 evenings. (87794

MGB. SOFT TOP. L-Reg, re-con engine, 1,800 miles, new clutch, £1,500. Tel: Maidstone 46739 after 6 pm. (87796

ALFA ROMEO Giulia Bertone Sprint GT 1963, rare R.H.D. 5-speed, new exhaust, Konis, re-trimmed, beautiful all round condition, taxed & M.o.T. £1,900 o.n.o. Tel: 061-773 4494/2015. (87797

PONTIAC Trans-Am 1978 (T-Reg), 6.6-litre, in metallic gold with beige velour interior, low mileage, excellent condition, £4,450 o.n.o. Tel: Burntwood (05436) 5661 9am-5pm. (87798

FAIRTHORPE 1200 Sports, 1969, 46 m.p.g., rare handsome British small sports car, lady owner 9 years, 57,000 miles, excellent condition, £1,095. Tel: 01-748 1568. (87111

CONVERTIBLE MORRIS Minor 1955, split screen, black, recently restored, new engine, £2,250 o.n.o. Morris Minor 1000 Convertible 1962, smoke grey with black trim, in showroom condition, £2,500 o.n.o. Morris Minor changed to left hand drive for small extra charge. G. Shrive. Tel: Toddington (Beds) 2957. (87869

STINGRAY 1976 T-Reg, manual, electric tints, air-con., yellow, original and genuine car, £4,750. Tel: Leicester 556031. (87871

MG TF 1954 in white, full restoration just completed, unmarked spotless condition, 12 months M.o.T. £7,700 o.n.o. Tel: Blackpool (0253) 63996. (87872

PORSCHE CARRERA TARGA, 1977 3-litre. Gold tartan trim, 30,000 recorded miles, believed genuine, fitted speed hold, electric tinted windows new P7 tyres, stereo radio. In excellent condition. £12,500 o.n.o. for this rare model. Tel: 021 308 2972. (86781

JAGUAR E-TYPE, 1970 2+2 coupé. Pale blue, super condition, chrome wheels, radio, blue tinted windscreen. Offers wanted. Tel: Danbury (Essex) (024541) 3410 evenings. (87406

BRISTOL 411 Mk.1, 1970, superb condition, new gearbox, tyres, brakes, recent respray. £4,950 o.n.o. Tel: 038 778 663 (87407

1911 BRAZIER four seater tourer in superb condition. £13,850. Tel: 0543 472184. (87408

AUSTIN 7 1934, black sliding roof, new tyres, all original, JB 3929 — offers. Tel: Radlett 5270. (87409

MGB ROADSTER Dec. 1970, white, black hard top, one owner, good order, seven months M.o.T. £1,000, offers. Tel: Holnest 332. (87410

LAGONDA V12 Rapide, 2-seater coupe, 1938, the most beautiful and desirable of all pre-war Lagondas. Possibly the finest example in UK, about £35,000 o.n.o. Box No. 6594. (87412

THE SAINT— yes the ultimate Jaguar XJS as seen on TV, many extras, absolutely superbly maintained, full history, 36,000 miles, offers invited for this very special 1976 car. Tel: 078987 684. (87413

ROLLS-ROYCE Wraith by Rippon Brothers, 1948, impressive quality motor, restored 2 years ago, Jaguar Mk.4 drophead in very good condition 3.5-litre engine, both cars with English books. Tel: Eindhoven Netherlands 01031-40 118900. (87414

BRAND NEW unregistered MGB GT final edition, change of plans forces sale. Delivery mileage only. Tel: Porlock 0643 862670 for details. (87432

BENTLEY MARK VI 1948, white over black, beige leather, low mileage, very good condition, M.o.T., taxed. £5,000 o.n.o. Tel: Mr Johansson 0496 76321 after hours 0472 78732. (87433

PORSCHE 911T beautiful example of this classic marque, immaculately maintained, sunroof, S-wheels, quadrophonic radio cassette, personalised registration. £3,250 o.n.o. Tel: 021 744 2355 evenings or weekends. (87434

PORSCHE TYPE 916 very rare, white with leather interior, LHD, 2.7-litre special engine, P7's, built in 1972, one of eleven cars, history available. Tel: 01-741 2401 (days). (87435

1956 ZA MAGNETTE, needs new tyres and slight work for M.o.T., very nice car. £650, consider Escort or Mini estates in exchange. Tel: Thornbury 416248. (87436

AUSTIN HEALEY 3000 Mk. III, 1964, recent £4,000 professional restoration, just run in, immaculate, BRG, £5,250. Tel: Bristol 661844. (87479

E-TYPE JAGUAR 4.2, cellulose black, immaculate condition, LHD, V-Registration, worth seeing, best offer. Tel: J. Brown, 0522 37973 (days) 0522 25622 (evenings). (87480

1969 JAGUAR E-TYPE 4.2 2+2 sports, red with black leather interior, total mechanical, body and interior rebuild just completed at a cost in excess of £10,000, invoices available, offers over £5,750. Tel: P.F. Kitson, Telford 374 or Brierley Hill 73241. (87481

1950 CONVERTIBLE Pontiac Eight! Beautiful! New huge widest white walls, offers, trade, write 8642 Island Drive South, Seattle 98118, Wash., USA, photo $2. (88133



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International Motor Racing Tours 1982

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Join us in Florida for the Daytona 500. February 14, 1982

★ Scheduled flights, 8 nights Beach side accommodation, 7-16 February from only **£349**

Daytona 200 March 7, 1982

★ Scheduled flights, 8 nights Beach side accommodation, 28 February-9 March from only **£342**

Send now for our separate brochure for further details

To Book Call: 0533 552521

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Please send me details of Daytona 200 and 500 and make sure my name is on the mailing list for the new 1982 Motor Racing brochure.

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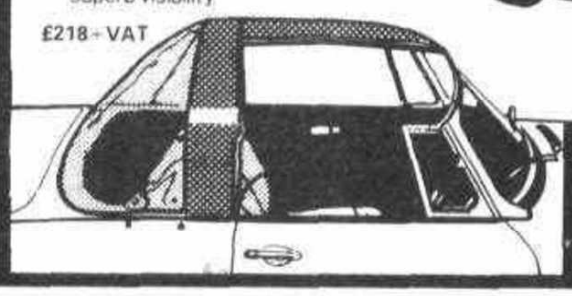
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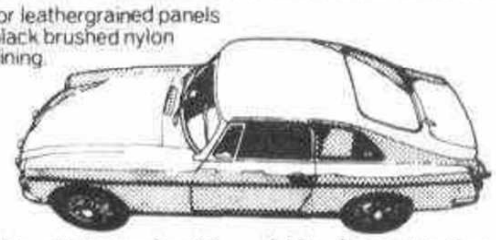
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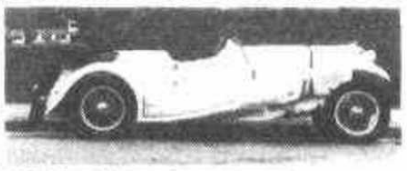
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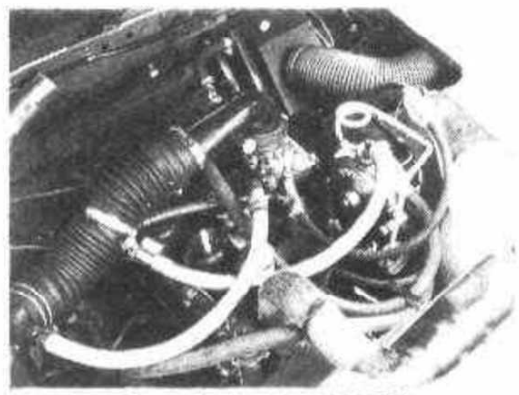


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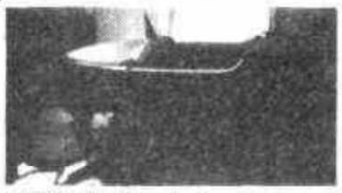


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The London *Morgan* Distributors

Did we see you on the **Morgan** Stand at the show?
We didn't? Then come and see some **Morgans** in our showroom. Canary yellow is the colour of a 1980 **Morgan** 4/4 2-seater fitted with wire wheels, door handles, bonnet strap, 3,000 miles, one owner. For our readers on the other side of the pond we have a 1964 **Morgan** Plus 4 4-seater which is all very nice and original, finished in maroon red with black interior, tonneau cover, full and quarter wing mirrors and luggage rack. Another **Morgan** Plus 4 4-seater built in 1968, finished in golden yellow with black interor, wire wheels, luggage rack and tonneau cover. This **Morgan** was sold by us and has been kept in the South of France. Rebuilt 2 years ago it even managed to win a local concours event. Must have been the only **Morgan** there! **Morgan** Plus 8's are in abundance. 1980 **Morgan** Plus 8 in maroon with cream leather interior, matching hood, sidescreens and tonneau cover, 5,000 miles, luggage rack and spare wheel cover.
Unsold is a 1974 **Morgan** Plus 8 in British Racing Green with black interior, this **Morgan** has had two owners from new, the second owner took the car over when it had only done 1,800 miles and has only parted with it because his new **Morgan** has arrived. The **Morgan** has covered 36,000 miles and still has that sort of new tight feeling to it. **Morgan** men will understand that term no doubt.
Royal ivory is the colour of a 1978 **Morgan** 4/4 2-seater with black interior. The **Morgan** has wing mirrors, luggage rack and bucket seats. 1976 **Morgan** 4/4 4-seater, British Racing Green with tan leather interior, a gold coachline has been painted around the wing edges on this **Morgan** fitted with hood and tonneau, piped in brown to match the interior, luggage rack, wire wheels and roll bar for those of you with a sense of adventure. **Morgan** 4/4 4-seaters are required for purchase especially late ones. Another 1980 **Morgan** Plus 8 in signal red, black leather interior, 14,000 miles, exterior door handles and door mirror. Note we have stated exterior as so many people ask us how the doors open if they are not fitted with door handles!
We also have a 1978 **Morgan** Plus 8 in nut brown with cream leather interior. Folding and reclining seats, luggage rack and door handles. For the non **Morgan** people we have a 1967 Lotus Elan Sprint in black. The car has been fitted with a new chassis and carefuly rebuilt. We also have a 1961 MGA convertible in white with new red leather interior.

morris stapleton

Reece Mews, London SW7 01-589 6894

FOR SALE—continued

TRIUMPH TR7, November 1977, 5-speed, blue, personalised registration number, tinted windows, stereo radio cassette, sunshine roof, front rear fog lamps, low mileage, superb condition throughout, £2,600, owner moving abroad. Tel: Spetchley 322 (88421

DATSUN 260Z 2 + 2, 1975, 33,000 miles, radio, electric aerial, Wolfrace wheels, taxed, M.o.T., in storage mostly, £2,000 o.n.o. or exchange Land Rover. Tel: Whaley Bridge 2604 (88646

ASTON MARTIN V8 auto, late 77, 78 spec. Florida blue, magnolia interior, 32,000 miles, extras, part ex considered, £10,250 for genuine quick sale. Tel: Kingsley 88099 (88796

MGB 1980, yellow, one of four cars kept, under 5,000 miles, immaculate £4,750. Tel: Milverton (Somerset) 400556 (88415

MEXICO, T-Reg, signal amber, 22,000, original tyres, carefully driven, immaculate, £3,100. Tel: Caine 812097 (88582

MGC GT, 1969, automatic, w.w, 51,000 miles, sunroof, yellow, immaculate condition, new tyres, best offer over £2,000. Tel: 01-398 0338 (88583

SCIMITAR COUPE, 1968, M.o.T., tax, recent overhaul, new tyres, exhaust, urgent sale hence £600. Tel: 09803-3530 (Wilts) (88584

MG TD, 1951, full M.o.T., much work done 3,700 also M.G., T.A. 2,500 fair or exchange T Type. Tel: 032574 303 (88585

TR4A, 1967, 12 months M.o.T., all conceivable extras, w.w, overdrive, Surrey hard soft tops, radio, tinted screen, immaculate paintwork, a beautiful appreciating asset. £1,800 o.n.o. Tel: Leicester 774833 evenings, weekends (88587

NSU R080, N-Reg, metallic blue, good condition, electric sun-roof, sculptured alloy wheels, 4,000 miles since expensive V4 conversion, offers around £1,900. Tel: daytime 021-773 1075, evening 021-707 7984 (88588

1922 MORRIS Bullnose this car is surely the finest in existence, unused for 50 years 100% rebuilt major Concours winner must sell moving house so will except first £6,250. Tel: 051-630 4642 (88589

MGB GT V8, 1974, 58,000, chrome bumpers, superb original condition, £2,900 o.n.o. Tel: Fleet (Hants) 29285 (88592

1939 BENTLEY 4¼ Mulliner Sedanca, rare MX overdrive totally original with history, just rebuilt from chassis up including engine, all to highest concours standard, body frame retimbered as necessary, needs final assembly, respray, etc., sadly must sell after 3 years work. £15,500 only, worth double when finished. Tel: 01-455 9364 evenings (88593

MGB GT, 1971, white, superb condition, enthusiast maintained, bills for £1,000 including new wings and Gold Seal engine, taxed with long M.o.T. genuine reason for sale. £1,350 Tel: Leighton Buzzard 381925 (88594

TR6, N-REG, French blue, immaculate, low mileage £3,000 o.n.o. Tel: Par 4138 (88595

1936 RILEY 22T, rolling chassis with engine, gearbox, instruments and many spares, ideal basis for competition. £425. Tel: Lymington 22246. (88596

BMW 2002, 1975, N-Reg, Polaris silver, tints, 34,500 miles, superb condition, £1,650. Tel: Warrington (0925) 62464 after 7.00 p.m. evenings or weekends (88598

FOR SALE—continued

XJS LATE 1979, V-Registration, superb condition, light blue metallic, biscuit leather interior, usual refinements including air conditioning, radio cassette, service history, 28,000 miles, £8,750. Tel: 0780 54363 office hrs., or 0780 52763. (88597

ALFA GTV Strada 2000, beautiful condition, one owner, electric windows & sliding roof, Blaupunkt stereo, alloy wheels, 18,000 miles, 1978, £2,950. Tel: 01-381 0568. (88600

MG TA 1938, complete and original, dismantled for restoration, £1,850. Tel: Huddersfield (0484) 664669 (88601

FERRARI DINO 246 GT, don't buy one until you have seen mine, just respraved etc., 1973, only 25,000 miles, Rosso red, black, e windows, radio, stereo, taxed, M.o.T. uses no oil, 25 m.p.g., H.P. possible, ex reg. seen Hampshire. £12,000. Tel: Liss 3236. (88603

LOTUS ESPRIT, S-Reg, low mileage, well looked after, stereo, excellent condition, £6,000. Tel: 01-499 6527 daytime or Dorking 887302. (88604

150 GRIFO automatic, first registered Nov. 1972, pop-up light model, righthand drive, air conditioning, power steering, electric windows, leather trim, a very rare and beautiful car, complete with personnal registration No., absolute bargain £5,750. Tel: 01 567 5412. (88605

VW BEETLE, 1302S, Nov. 1970, beige, 48,000 miles, good condition, £650 o.n.o. Tel: Cockermouth (0900) 824195 (88606

VOLVO 1968, 123 GT in good original condition, last owner 10 years, £1,050. Sampson. Tel: Redditch 42598. (88607

FERRARI 308 GT4, 1975, 34,000 miles, met., blue, air cond., immaculate condition, maintained by Ferrari distributors, history, offers around £6,950. Tel: 0407 830226 (office) inc. Saturday, 0248 723373 (home) (88608

ROVER 90 owned by grandfather last 22 years, 1956, grey paint, leather seats with covers, original tools etc., speedo shows 21,114, starts on button and runs well, cherished car with registration SUW 100. Car £600, registration £450 or £950 together. Rudd, 1 Green Lane, Burnham, Bucks. Tel: 06286 61984 (88609

1957 A95, original smart condition, registration AWV1, Austin Westminster Six, will separate, realistic offers. Tel: Stogumber 586 (Somerset) (88611

AUDI 80 GLS, Estate, R-Reg, radio cassette, superb condition, M.o.T., tax, only £1,500 offers. Wellfield 823579 after 6 p.m. (88613

E TYPE JAGUAR, 1965, series I saloon, 4.2, metallic blue, outstanding condition, 48,000 miles, £6,000. Tel: Formby 729 44. (88614

LANCIA MONTE CARLO, 1978, metallic blue, Targa top, one owner, £3,250. Tel: office Lea Valley 761187, home Great Hormead 410. (88615

TYPE 35 Grand Prix, Bugatti rolling chassis, rebuilt engine and gearbox, all parts to complete, sensible offers. Box No. 6800. (88616

RILEY 9 Monaco, 1934, excellent mechanics, body sound, attractive, practical P.V.T., taxed and long M.o.T., £1,950. Riley Adelphi 12/4, 1937, very original and sound, stored 7 years, easy renovation, many spares, must sell, £950. Tavener, 52, Spencers Road, Horsham, West Sussex (0403) 2146. (88617

MGC ROADSTER, 1969, blue, many new parts, excellent condition, taxed, new M.o.T., £1,500. Tel: Wokingham 787989. (88649

FOR SALE—continued

1923 ROLLS-ROYCE 20 h.p. open tourer, garaged London, immaculate, £12,000. Tel: 584 9621 evenings or write: G. C. Ranald, 1, Ovington Street, London S.W.3. (88648

XK150S 1960, 3.8 litre drophead 2+2, completely rebuilt by well known Jaguar restorer, 13,000 miles since rebuild, beige Connolly hide interior, Jaguar red, £8,500. Tel: Kenilworth (0926) 53795 evenings or weekends. (88653

MORRIS BULLNOSE Oxford, 1925, rare ¾ opening coupé, runs well, unused since 1939, utterly original £5,750. Tel: 0684 72779 (Tewkesbury). (88644

LAGONDA 3-LITRE, 1930, very original light saloon car, used only 9 years and in superb condition, £8,250 o.n.o. Tel: 0684 72779 (Tewkesbury). (88644

DATSUN 240Z, M-Reg, M.o.T. October 1982, excellent condition, extras include, radio, alloy wheels, £1,880. Tel: Daventry 2741. (88655

AUSTIN WESTMINSTER 1965, condition can only be described as immaculate, taxed, M.o.T., genuine 28,000 miles from new, one previous owner, £200 worth of spares, £1,975, possible p.x. interesting car. Tel: New Mills 43178. (88646

MINI COOPER S, 1970, twin tanks, recliners, sun vinyl roof, walnut dash, cooler, servo, Minilites, spots in grill, electric ignition, M.o.T. year, tax six months, £1,995. Tel: Preston (Weymouth) 833530. (88717

ALFASUD SPRINT, February 1978, S-Reg, coral red, good condition, one owner, 40,000 miles approximately, Blaupunkt radio, taxed end January 1982, £2,375 o.n.o. to dispose. Tel: Long Sutton (Somerset) 208 or Somerton 72438. (88718

ALFASUD 5M, 1978, 4-door, 24,000 miles tax, M.o.T. immaculate condition, must be seen, £1,700 o.n.o. Tel: Cambridge 861183. (88719

E-TYPE JAGUAR, 1961, 3.8 Roadster, chassis 33, carmen red, black interior, genuine 39,000 miles, completely restored to factory specification, side bonnet locks, etc., was first E in Ireland, beautiful car £10,500. Tel: Keddie 0592 65092 for more details. (88720

LOTUS 7's should have been built like this! Argyle Sports, 1550 Ford, revolutions, adjustable shockers, 2000E, low insurance, superb handling, 3,600 miles since built 1969. Road equipped except hood, very professional. £2,100. Tel: Camberley 23078. (88721

SUNBEAM 23.8 h.p. SALOON, 1934, good condition, M.o.T. until June 1982, Shute, Taunton, Somerset. Tel: 0823 45228 (88722

MGB ROADSTER, May 1976, overdrive, white with black interior, excellent mechanical order, radio and cassette player, M.o.T. July 1982, £1,750 o.n.o. Tel: Ponteland (Northumberland) 71906. (88723

BENTLEY LIGHTWEIGHT, 1952, all aluminium body by Mulliner, all sound but needs restoring, work started, £1,750. Tel: South Bentfleet 4174. (88724

MERCEDES 220SE Drophead Coupé Convertible, 1963, cream with red leather upholstery, beautiful condition throughout, 75,000 miles, second owner, £6,500 o.n.o. Tel: 0981 250321 days, 09816 367 evenings, weekends Herefordshire. (88726

THOROUGHBRED E-TYPE JAGUAR, 1966, Series 1, 4.2 f.h.c., engine, gearbox and back end overhauled, rebuilt body, sunroof, £4,750, cheap part exchange possible. Tel: Oughtibridge 3003. (88728

MG TC, 1946, exceptionally fast, good condition, documented history, black, red interior, modified, £5,000. Tel: Yorks (0535) 53408 or 53550. (88730

FOR SALE—continued

PAIR OF FIAT SPORTS, both superb condition, silver, low mileage, rustproofed, stereo, tinted glass, 124 Coupé 1976, alloy wheels, soundproofed, £1,500. Mirafiori 1979, black velour interior, £3,450. Tel: Harlow (Essex) 24384. (88729

ALVIS TD 21, 1962, all TE mods, Rolls-Royce regn, red, tan interior, full and interesting history, reg. no. NBU 1, £5,000 o.n.o. Tel: Devizes 7119? (88731

VALIANT (Australian Chrysler). Offers wanted for excellent Safari Estate, 1969 model but mileage of 67,000 believed correct, vast interior capacity and powerful towing, new M.o.T., V8 automatic, surprisingly economical. Tel.: Dorking 730979 (private owner). (88732

MG MIDGET Mk.3 1275, 400 hour rebuild recently completed, new gearbox, clutch, tyres, water pump, sills, superb condition, £875 o.n.o. Tel: Ferndown 877332 (Bournemouth). (88733

MG K MAGNETTE, 1934, rolling chassis shortened to K3 specification, engine, gearbox, ideal basis for K3 replica. Offers. Tel: 042878 531. (88734

LOTUS 23B, 1963, B4 current class record holder, Shelsley Walsh, class winner Prescott, HSCC registered, B.R.G., in excellent condition, engine and gearbox spares, new tyres on Wobblies, car only used for hill climbs and sprints past five years, £8,000. Also available 4-wheel trailer with tailored cover. Tel: 0600 890295 office, 0600 890716 home. (88735

RILEY SPRITE, 1936, red, excellent well maintained condition, as recently raced, just fitted completely rebuilt engine to competition specification including balance, crack test, Tufbride, etc., £13,500. Tel: Chesterfield (0246) 76628. (88736

THE BEST 2.7 Carrera Lightweight in existence. In new, mint condition, fully rebuilt by Porsche Stuttgart in 1978 and minimal use since, hand built, reinforced bodyshell, new suspension, roll cage, etc., rebuilt engine, gearbox and f.s. differential. Spare wheels with Michelin TB5 tyres. Grand Prix white paintwork, black trim, full history, all bills, etc., present owner since 1974, car may be viewed in London. Substantial offers please. Box No. 6802. (88739

FERRARI DINO 246 GTS, 1973, yellow, black interior, stereo, summer use only, excellent condition, 38,000 miles, £11,000 o.n.o. Tel: Bangor (0248) 51911 (office and Answerphone), 028682 564 (evenings). (88740

E-TYPE JAGUAR 2+2 Manual. Restored in carmen red with c.w.w. Waxoyl treated plus £1,000 worth of unused Jaguar spares. £4,650. Tel: 0262 (Yorks) 601848 evenings 6-9.30. (88741

SPITFIRE 1500, T-Reg, inca yellow, soft top, tonneau, stereo radio cassette, new tyres, 18,200 miles, excellent, £2,350. Tel: Darlington 0325 57356. (88743

MGB GT, M-Reg, genuine 24,000 miles, one owner, chrome trim, o/d, M.o.T. end January, cared for, £2,600 o.n.o. Tel: East Horsley 2709 after 7 p.m. (88744

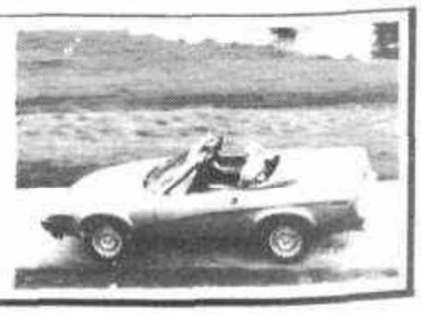
MORGAN 4/4, 2-seater, 1975, red, superb condition, wires, luggage rack, £4,850. Tel: 0724 843280 (evenings). (88742

ASTON MARTIN DB6 Mk.II, auto, low mileage, good condition, £4,750. Car in Midlands but, telephone Fairbourne 250442 (Gwynedd) after 6 p.m. (88802

LOTUS EUROPA Special JPS "084", 25,000 miles only, immaculate original paintwork, £3,600 o.n.o. Tel: 01-589 5111 extn 1106 (office), Reading 481518 (evenings and weekends). (88805

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Morgan 4/4 2 & 4 str's, MGB Convertibles, Triumph TR7 fixed heads and Convertibles and TVR Convertibles.

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John Britten

Morgan

TVR





Here we are in November
Fireworks ready? But please remember
Keep your Moggies out of sight
They're gently reared and soon take fright
Your TVR should be garaged too
Or you may find it cowering in the loo
And do remember if you can
Never hold anything in your hand
Light the paper and stand well clear
Or you may get a rocket up your rear



How about arriving in style for your fireworks display in one of the breathtaking range of new **TVRs**. Shiver in a new **TVR Tasmin Convertible,** or take the kids to the bonfire in the all singing, all dancing **TVR Tasmin - 2** (Plus 2 what, I hear you ask). Our own personal favourite, as always, is the **Convertible,** being the cheapest of the range and by far our most successful seller in the past twelve months. We've got four of these little "crackers" in varying stunning hues, just waiting for you to "light blue touch paper". **TVR** fireworks from a former year are headed by the highly volatile **3000S Convertible Turbo** (the proverbial "rocket in your pocket") one of only **thirteen** made and the only one on offer this **Guy Fawkes.** Those of faint heart or high insurance rating should not apply! **Gold** in colour, fitted with radio cassette, lowish mileage and definitely our **star car of the month.** Moving rapidly on with our **1977 TVR Taimar Turbo, Burgundy** with neutral model band, sunroof, leather seats, Wolfrace wheels, radio cassette stereo, 39,000 miles, exchange for more



mundane form of transport to protect licence. **1979 TVR 3000S Convertible, British Racing Green,** oatmeal trim, radio cassette stereo, 27,000 miles, a "little sparkler". **1977S TVR Taimar, white,** brown modelband, Wolfrace wheels, radio, sunroof, 39,000 miles, ex-factory demonstrator appearing for the second time at **Arkley. 1979 TVR 3000M black,** silver modelband, sunroof, radio cassette, amazing value. **1976 TVR 3000M, electric blue,** white vinyl roof, sunroof, radio, rebuilt engine 11,000 miles, compares favourably with **1976 TVR 1600M, tobacco leaf,** brown vinyl roof, sunroof, radio cassette, the slowest but most frugal of **TVRs. 1975P TVR 1600M, white,** sunroof, radio cassette, another sheep in wolf's clothing! And now for our "pyrotechnic" display of **Morgans,** beginning with **1980 Morgan 4/4 2-seater, silver,** red leather, wire wheels, luggage rack, 10,000 loving miles in the gentle, caring hands of a member of the medical profession (no his name was not Frankenstein). **1979V**



Morgan 4/4 2-seater, royal ivory, stone leather trim, chrome wire wheels, 8,000 miles, spotlamps, right little gem. **1978 Morgan 4/4 2-seater, Yoke (as in egg) yellow,** brown leather trim, matching hood, aluminium body, wire wheels, 16,000 miles, one owner, eye-catching little number. **1971 Morgan 4/4 2-seater, Westminster green,** one owner, Brooklands screens, badge bar, tonneau cover, has weathered well. **1967F Morgan 4/4 2-seater, canary yellow,** wire wheels, the first ever 1600 4/4, street legal USA, excellent history (but not too good at maths!!), previously owned by charming social worker. **1979 Morgan 4/4 4-seater, claret metallic,** wire wheels, stone leather trim, reclining seats, 12,000 miles, outside hands (read door handles — **Nysha**), family fun mobile. **1975 Morgan 4/4 4-seater, indignant indigo blue,** wire wheels, black leather trim, reclining seats, luggage rack, lots of new wooden bits (the old ones went in the bonfire), exchanged for new - 8 — you see new ones do arrive sometimes. **1975 Morgan 4/4 4-seater, black,** wire wheels, luggage rack, bonnet strap, used to the country air. **1974 Morgan 4/4 4-seater, signal red,** wire wheels, reclining seats, radio, luggage rack,



39,000 miles, resplendent in new £700 red coat. As a stablemate to our well known **1968 Morgan +4 Coupe** (which is sort of for sale), we have a nice **1968 Morgan +4 4-seater, red** with wire wheels, recently refurbished by those well respected **Morgan** people in Cranfield — sold by emigrating antique dealer. Very short of **+8's** this month, since we only have one in stock — a **1975 Morgan +8, glacier white,** previously belonged to knife and fork Baron from Sheffield (wouldn't you like to find this on your table). If you are not careful with your fireworks and leave the lid off your box, you might rapidly turn your car into a **kit car** — which leads nicely into the **Arkley** and the **Midas.** The **Arkley** being a body conversion kit that transforms your tired, rusty, bent nosed **Midget** into a super, fantastic etc., etc. **Arkley SS** and the **Midas** being a body conversion kit which transforms your tired, rusty, bent nosed **Mini** into a super fantastic, etc., etc. **Midas.** You can of course buy the **Midas** as a complete car, fitted with a brand new **1300 Metro** engine, giving you **100 mph**



performance with **50 mpg** (not at the same time we hasten to add). Having recently carried out a comparatively long journey in our demonstration **Midas** we can say that this little bomb is all that its manufacturers claim and if **Guy Fawkes** had had one he would have made good his escape. **Others department:** not to mention old "bangers" ha, ha! **1977S Lancia Monte Carlo, dark metallic blue,** one owner, service history, 28,000 miles, excitable Italian, **£3,850. 1978 Lotus Eclat, royal blue,** radio cassette, one owner, 25,000 miles, swopped for TVR Tasmin, **£5,950. 1977S Lotus Esprit, orange,** radio, tartan seats, best looking Lotus ever made, **£5,850. 1973 BMW 3-litre CSL, gold,** alloy wheels, Philips radio cassette, total rebuild, very advanced car in its day, **£4,750. 1980 AC 3000 ME, white,** blue cloth trim, radio cassette, semi Targa top, treat yourself to racing car handling, stunning performance and looks, **£5,950. 1975P Daimler Sovereign, brown,** all the bells and whistles, previously owned by



Morgan racing driver, **£2,250. 1970J TR6, beige** with one red wing, the world's worst TR6 in captivity, goes like a rocket, definitely in the "banger" class, only **£500. STOP PRESS:** have just acquired two classics — a **1961 Daimler SP250 Dart, B Spec. red,** cream hide interior, beautiful condition, **£3,250. 1971 TVR Vixen, Series II, yellow** with brown vinyl roof, fitted with **Lotus twin cam** engine, immaculate inside and out, splendid performance, **£2,950. Dog of the Month:** August **1981 Mini Scamp, green** and black, canvas, wagon train type hood, burnt out ignition, ideal farmer's cart, **£500. Marcus** has asked me to remind you to keep all your dogs under cover on November 5th, and please send us any pennies you have spare for our Guys **(Chris and Roger)** signed: **Desperate of Arkley.**

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1979 Shadow II. Garnet with beige interior. Black Everflex roof. 27,000 miles, immaculate. **£23,750**

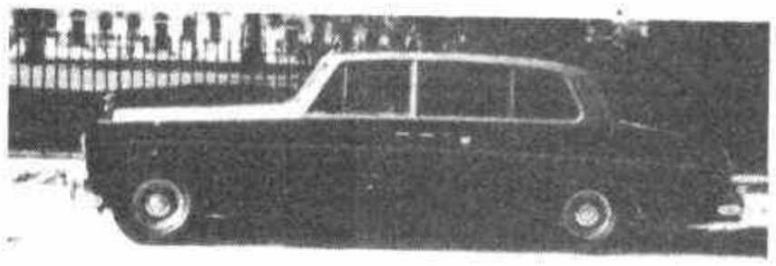
1979 Bentley T2. Shell grey with surf blue interior, two owners and 46,000 miles, mint condition. **£21,750**

1978/9 Shadow II (Wash Wipe). Black with magnolia interior. 22,000 miles. **£21,450**

1977 Shadow II. Nutmeg with beige interior, cherished number, a superb example. **£19,750**

1974 Silver Shadow (Flared Arch). Willow gold. 52,000 miles. **12,950**

1978 'T' Mercedes 450 SLC. Full specification, immaculate condition. **£12,750**



1959 Phantom V Hooper bodied limousine. The only one in the world! (now being restored). **Offers invited**

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Daimler Century 4-seat. DHC 2½-litre, new 3-position hood, recently chromed & recellulosed, new leather interior.



Daimler Barker Special 2½-litre, DHC, aluminium coachwork, pre-selector, overdrive, recently hooded, cellulosed, chromed, choice of two.

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Aston Martin DB5, 1965.
Austin Healey 3000 MkIII, 1966.
Riley RME 1½, 1954.
Silver Shadow, 1972.
Rover 3.5 Coupé, 1972.
Humber Imperial, 1936*.

* requiring restoration

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27 ft. Thames Estuary Cruiser.

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GREAT WESTERN TERRACE
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Wolseley 10.5 HP Coupé, 1922. Very rare and attractive four-cylinder car in fine condition. **£5,650**

Humber 12 HP Saloon, 1935. Superb, following extensive mechanical rebuild. **£2,150**

Daimler Sovereign 420, 1968. (Pre-XJ6 model). Absolutely immaculate, midnight blue, grey leather interior, only 53,000 miles from new. **£1,995**

MGC GT, 1969. Red wire wheels with new XAS's. Manual gearbox. **£1,895**

MGB Roadster, 1978. Superb condition throughout. Only 27,000 miles, one registered owner from new. **£3,050**

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ASTON MARTIN DB5

Indigo blue with blue interior. 350 miles since £8,000 rebuild.

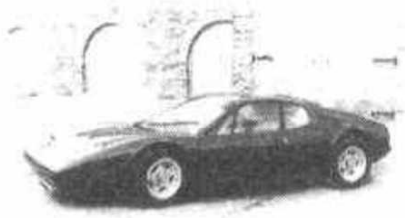
£7,500



FERRARI 365 GTC4

Ribot blue with cream interior. 30,000 miles. Completely original 2 owner car with full history

£20,000



FERRARI 365 BOXER

Red with tan interior. 16,000 miles. Completely original 2 owner car with full history.

£17,500



FORD GT40

Chassis No. 1065. Red with black interior. Lowest mileage car known to be in existence. Still with original disc pads, undamaged and restored to absolute perfection.

£75,000

ALSO AVAILABLE

BMW 733i Auto., 1979, light metallic green with cloth trim. Alloy wheels. Power windows, etc., etc. 24,000 miles with history. **£7,995.**

JAGUAR 3.4 Mk. II. Auto., golden sand with tan interior, 23,000 miles, beautiful all round condition, as one would expect. History. **£4,500.**

FOR SALE—continued

MGB GT 1974 (N), white, very low mileage, genuine 29,000, immaculate condition, prime example of first class investment model, chrome bumpers, o drive, s s exhaust, radio etc £2,950 Tel Christchurch (0202) 482551. (88798

VITESSE MARK II Convertible, white, 1970, recent respray and hood, Wolfrace wheels, new tyres, new M o T £1,150 Tel 061 790 6698 after six and weekends. (88799

LOTUS ELAN S3 F H C 11,000 miles since chassis upwards rebuild, red gold paintwork, must sell, hence only £1,695 Tel Inkberrow 792463 (88800

1929 STANDARD rolling chassis, part restored 1935 Austin 10 Saloon, 1973 Land Rover Safari Tel Malmesbury 3401 (88801

DATSUN 240Z, probably finest available, one fastidious owner, 25,000 miles, full service history, N Reg, taxed M o T £2,650 Tel Brandon (office) 01 940 7261 or Weybridge 47226 (88808

MG TA 1939. Good running condition, many new parts, new M o T £4,450 o n o Tel Chesham (Bucks) 786317. (88807

FERRARI BOXER Berlinetta 365, R H D 1974, beautiful all over red coachwork, dark blue leather interior, rear bodywork flared shape by Grayspaul, 11" rear Cromodoras, new low profile Michelins, 9" fronts, polished rims, gold centres, new clutch, 5:12 4-branch exhaust, top condition, £12,950 or part exchange L H D Daytona 275 GTB4 lightweight 250 S W B or similar Ferrari Tel Cheltenham 27606 or 582369. (88808

AC ACE Bristol, immaculate, also, Lotus 7 series 2 3 fitted twincam engine, offers Tel 01 892 2213 (88809

TVR PRODUCTION Sports Racer, 78 3000M series, works car, lightweight body, N Brown engine, LSD, has achieved wins and lap records, 8 spare wheels & tyres, spare c r gearbox and much more, excellent condition, around £4,000 required Tel 0772 862943. (88810

VELOCETTE MARK 8 K T T. Mint condition. Tel Bosbury 674 (STD 053186) (88811

LOTUS SEVEN, Still new and unregistered, aluminium B R G, full specification, 140 b h p Lotus twin cam engine, offers around £5,300 change of circumstances forces sale Tel Reading 414945 or East Grinstead 22507 (88812

TRIUMPH TR4A Sound mechanics, front wings, sills and boot rusty, not taxed or tested, fitted hardtop and overdrive, buyer collects, £275 o n o Tel 06845 61163 (Worcestershire) (88813

FOR SALE—continued

BENTLEY MK6 Special, 4 887 c c engine, 3 07 axle, wire wheels, halogen lamps, £2 500 offers Tel 04882 405 (88814

STAG, ROVER V8, hood, hardtop, cassette, red, black interior, taxed, M o T £2 050 Tel Chaddesworth (04882) 405 (88814

BULLNOSE MORRIS Cowley, 1926, 2-seater with dickey, immaculate condition, concours winner, taxed, M o T £6 900 o n o Tel Norwich 405010 (88817

XJS 1978T Finished in signal red, black hide interior, air conditioning, service history, Pioneer radio cassette, year's tax and M o T, private sale due to ill health, bargain at £6,950 Tel Gt Dunmow (0371) 3821 or 01 521 7293 office (88818

1928 LANCHESTER 21 h p o h c, sportive short chassis, original open tourer, a very important car of superlative condition, engine bulk for £5 000 - offers around £15 000, also magnificent exotic Mille Miglia replica Alfa Spyder on 2 3 1934 chassis, needs finishing but what potential! Photo on request will knock you out! Offers around £12,000, interesting exchanges considered, cash either way, especially wanting Lancia Lambda Tel 01 737 3861. (88820

PORSCHE 911E, 1971 K Reg, electric sunroof and windows, Sundym, Recaros, radio, excellent driver, needs paintwork, hence £2,650 o n o Tel Stamford, Lincs 0780 4312. (88821

DATSUN 260Z 2+2, 1978, 1 owner, genuine 7,700 miles from new, finished in red, totally pristine throughout, History available £5 450 o n o Tel 650 3895 (88906

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A rare opportunity to purchase this 1979 right hand drive 4,900 c.c Maserati, the second to last imported into the UK by the concessionaires. Finished in red with stainless roof section, black interior. Original tyres and equipment, service history, two owners, low mileage. An exciting and beautiful Maserati with performance to match.

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1979	Sprint 1.5. Blue, rustproofed, 25,000 m.	£2,750	1976	2000 Spider. Red, 36,800 m. immaculate.	£3,250
1979	Sud Super 1.35. White, rustproofed, 33,000 m.	£2,125	1973	2000 GTV. Yellow, 29,250 m. superb.	£2,850
1978	Sud Ti 1.3. Brown, 38,000 m.	£1,775	1962	Giulietta SS. as featured 'What Car' Oct 81.	P.o.A.

Good low Mileage Giulia 2000 GTV, 2000 / 1750 Spiders, 1.6 & 1.3 GT Juniors bought for cash.



FOR SALE—continued

LANCIA FLAVIA 2000 Pininfarina Coupe. 1972, very good condition. M.o.T., bronze with black interior, reasonable offer please. Tel: Gt. Yarmouth 2772. (88952)

MG J2 swept wing, original, complete, standing 11 years but basically sound. £2,850. Consider p.x. everyday car or something cheap, interesting (motorcycle?) plus cash. Also new Morgan due soon (your specification), £750 premium to take over order. Blythe Bridge 6758 (Staffordshire). (88954)

DELLOW 1952 Mk.II, fitted 105E engine gearbox, ideal Classic trials car. £2,000. Tel: Heath 0278 662984 Somerset. (88955)

1969 JAGUAR 240, man overdrive, new clutch etc., M.o.T. taxed. £750. Tel: Brimscombe 883855 evenings. (88956)

MGB GT 1980W, black, under 5,000 miles, expensive stereo radio, spoilers, front & rear sun roof, undersealed, overdrive. £5,000. Tel: 021-357 4734. (88957)

MGB GT V8, 1976, red, black interior, owned from new by BL Distributor until recently, new tyres, excellent condition to original specification. M.o.T. to June. £3,600 o.n.o. Tel: 0203 403330. (88958)

MG MAGNETTE ZA, 1955, black, one owner, 37,000 miles, recent A.A. report, extremely good original example, new M.o.T. £1,500. Tel: Stone 814857. (88959)

LOTUS ESSEX Turbo 1981, white with red leather, cost £21,000, purpose made silver red stripes, 3,000 miles, best offer secures, a real eye catcher. Tel: (0704) 40816 between 5-7 p.m. (88962)

1935 AUSTIN Six, 4-seater tourer, completely original apart from paintwork, 63,000 miles from new, mint condition, £5,000 o.n.o. Tel: Graham Millcroft, Carlisle 24068 (evenings). (88963)

MORGAN THREE WHEELER, 1935, family model MX twin, restored, high standard, taxed, M.o.T., full weather equipment, any trial, photos. Tel: 0782 627 255, Cartwright Keele Post Office, Newcastle, Staffs. (88964)

VOLVO P1800S, 1970, excellent condition, 1 year's M.o.T., grey coachwork, red leather, second car, £1,250. Tel: 051-526 2782. (88965)

MGA ROADSTER, superb show winning type condition, not to be confused with others too much detail to list, sacrifice for £2,950. Tel: (0695) 421 405. (88966)

MIDGET 1971, one owner, 63,000 miles, used daily, new bumpers, brakes, steering, shocks, tyres, spares including rims, door, M.o.T. to June. £740. Tel: 0203 403330. (88958)

MG TD 1953 needs rebuild, stripped to chassis, part reassembled, new body, original engine and transmission in running order, complete including some new parts. Offers. Tel: 0279 722316. (89117)

1960 MORRIS Minor 1000, 4 door, good condition, 1 owner only, under 49,000 miles, M.o.T. till September 1982, offers over £800 invited. Tel: 01 449 4239. (89118)

MG MIDGET, 1978(T), low mileage (14,000) example in white, this car is in pristine condition and has one year's M.o.T., luggage rack, radio, head rests, offered at £2,500. Tel: 01 261 1373 or 01 947 9800. (89121)

E-TYPE 4.2 S1 2+2, dark green, black interior, c/w sunroof, good condition, M.o.T. October 1982. £3,800. Tel: Maidstone 812761. (89122)

FOR SALE—continued

MORGAN +8, 1974, black with stone leather trim, extras, only 24,000 miles, lovely car, properly maintained, history, no rot, never thrashed, making way for new one which I may as well take after waiting years! Tel: David Tym on (011) 828 4461 (office) or 693 7548 (home). (89120)

1927 AUSTIN Seven Chummy tiller, black concours condition throughout, award winner countrywide, 12 months M.o.T. £4,750. Tel: Bromsgrove (0527) 73165 evenings. (89124)

MARCOS 1971 (July), 3-litre Volvo, steel chassis, red, outstanding condition, one of last made, bargain £2,950 o.n.o. Tel: 0272 39425 after 15th Nov. (89126)

AUSTIN HEALEY 3000, Mk. I, 1959, new M.o.T., red and cream, wires, nice example, only £1,850 o.n.o. Tel: Bristol 39425 after 15th Nov. (89126)

LOTUS ELAN +2 S130, 5, excellent condition, engine running-in, new tyres, exhaust, discs, brakes, etc., M.o.T. 1 year, one of the best. £2,850. Tel: (061) 491 1948. (89127)

JENSEN 541R, 1960, B.R.G., Webasto roof, o/drive, taxed, M.o.T., radio, original condition. £2,200 o.n.o. Tel: 09295 2670 anytime. (89128)

BENTLEY S1 Continental, 1956, automatic, pale green metallic, maroon interior, 123,000 miles, excellent condition, bodily and mechanically. £11,750. Tel: Huddersfield 26426 evenings. (89129)

LANCIA BETA Coupe, 1600, 1978 (T), blue, red trim, exceptional, totally rustfree example. £2,100 o.n.o. Tel: Standish (Lancs.) 426297. (89130)

TR5 P.I., F-Reg., excellent condition throughout, Triumph blue, wires, soft top, Radiomobile, new M.o.T., only 3,000 built, TR Register, free woolly hat. £2,250. Tel: 01 647 6093. (89132)

MINI-COOPER Mk. II, 1969, red with black roof, seats and carpets, I am the second owner of this car which has been in my possession for 10 years, in original condition except for the addition of heated rear window, servo brakes, full width instrument panel and leather rim steering wheel, undersealed from new, genuine mileage of 47,000 miles supported by all M.o.T. certificates, current M.o.T. to Aug. 1982, tax to Dec. 1981. £850. Tel: Hoddesdon (Herts.) 63975 evenings and weekends. (89133)

GINETTA G15, exceptional economical fun car, under 21,000 miles from 1973, Bevan engine, Cosmic wheels, sale due vintage project. £2,000 cash, no gawpers, paupers or touring comedians please. Tel: Chelmsford 71929. (89134)

LOTUS ECLAT 521 Model, 1977, R Registered, white, excellent condition. £4,950 o.n.o. Tel: Southampton 734693. (89135)

ASTON MARTIN V8, 1974, 5-speed manual carburettor model, imperial blue with black leather upholstery, 62,000 miles, this motor car has been serviced from new by Aston Distributor and is in superb condition throughout, service history available. £6,900. Tel: Storrington (Sussex) 2560 weekends, evenings. (89137)

MORGAN PLUS 8, February 1979, 18,000, one owner, deep Brunswick green with red leather, usual extras, £8,500. Can be viewed Alton Whites, Cranfield, Beds. Tel: 0234 750205. (89138)

1933 AC Sportsman's saloon, chassis restored, runs and drives, needs completing, accept offer near £3,000. Also Bristol 400, cheap at £1,800. Tel: Chesterfield 77568. (89139)

FOR SALE—continued

ASTON MARTIN DB6, 1969, automatic, brown, new engine 15,000 miles, red leather interior, stereo, sun roof, electric windows, excellent condition, maintained, Richard Williams, £5,600, must sell, moving house, day 01 493 1189 or High Wycombe (0494) 715249. (89140)

1911 FORD "T" Tourabout, completely restored, red and black, dependable runner, best offer over £6,000. Tel: 01 961 1114. (87437)

SCIROCCO GLI, 1979V, v.g.v., 22,000 miles, bronze, company car forces sale, £3,995, no reasonable offer refused. Tel: 061 748 7632. (89141)

MGC 1968, B.R.G., engine rebuilt, modified head, special exhaust, £1,300 spent last year, superb paintwork, chrome and hood, roll bar, tow bar, radio cassette, 5 months M.o.T., divorce forces reluctant sale, hence offers around £2,000. Tel: Hertford 53558. (89142)

E-TYPE JAGUAR 4.2, 1965, fixed head coupe, cream, 75,000 miles, one lady owner, regularly serviced and garaged, engine mechanically very good, painting and renovation of body desirable to restore to perfect specimen. £2,750. Tel: Emsworth 02434 2302. (89143)

TRIUMPH GT6, Mk2, 1969, pristine condition in flame red, expensive respray after new panel restoration, new carpets prof. fitted, rebuilt engine, new gearbox, very collectable, club member owner. £925 o.v.n.o. Tel: 01 578 0366 evenings. (89144)

MORRIS TRAVELLER, J-Reg., M.o.T. till Jan., good runner. £375. Tel: Henley on Thames 6455. (89145)

RILEY 2½ 1952, excellent mechanically, M.o.T. £950. Tel: Faversham 7122 or Maidstone 859362. (89155)

1935 MG PB, rare, 2-seater, in superb condition, finished in B.R.G. £5,000. 1932 Morris Minor 2-seater. £1,900. Tel: Sevenoaks 460267. (89146)

MGA ROADSTER 1600, 1961, very good condition, taxed and full year M.o.T. £2,000 o.n.o. Tel: Chesterfield 75322. (89147)

1973 CARRERA RS. One previous owner, genuine 50,000 miles, white, cassette radio, really outstanding condition throughout. £9,000. Ivan Dutton. Tel: 01 578 3810. (89148)

RILEY 1½ 1952, maroon and black, excellent condition, M.o.T. £1,600. Tel: Faversham 7122 or Maidstone 859362. (89156)

TR7 DROPHEAD, 1980 (May), dark green, stereo radio cassette, A.A. Motorsure warranty until March 1983, taxed April 1982, 22,000 miles, excellent condition. £4,350. Tel: Barry, Harrogate 509355 evenings, weekends. (89149)

CHEVROLET THREE Window coupe, 1964, R.H.D., newly painted red cellulose, no filler, very pretty coupe, all mechanics and electrics A1, needs very slight trimming to make perfect. 99% original, no dreamers please, car is stored in London. £4,500. Tel: after 6 p.m. Bishops Stortford 55343. (89151)

LOTUS ECLAT 521, T Reg., 1978, 21,800 miles, two careful owners, taxed, 12 months M.o.T. £5,750. Tel: Cardiff 0222 513552. (89152)

ROVER 100, 1960, Dover white light brown with beige upholstery, outstanding condition, completely original, service history, 12 months M.o.T. £750. Tel: Stone (Staffs) 817336 evenings. (89153)

MGB GT 1974, one owner, never shunted, chrome ali wheels for summer, steel for winter, worth travelling 50 miles to buy, £2,000. 99 Balcombe Road, Tel: Rugby 77080. (89157)

FOR SALE—continued

MORRIS MINOR 1000, 1968, excellent original condition, 30,000 miles, one careful owner, £1,450. Tel: Evesham 750740. (89154)

CROSSLEY REGIS 1934, green and black, excellent condition, M.o.T. £1,950. Tel: Faversham 7122 or Maidstone 859362. (89155)

ROLLS SILVER Shadow, 1974M, peacock blue silver, 66,000 miles, history, fine impressive carriage. £11,950. Tel: 061 491 1661 (Manchester). (89158)

STANDARD LITTLE 9, 1931-32, professional chassis rebuild, new tyres, repaint, taxed and M.o.T. Ready to drive away, includes £400 number plate. £1,750 o.n.o. Tel: Sheffield 360320. Ford 8 1937, two rusty engines, offers please. Tel: Sheffield 360320. (89158)

ALVIS 12/50, 1930, four seat tourer, very good and original condition, taxed and M.o.T. £5,750. Tel: 061 427 1876 (Plus 4). (89159)

BMW 2002 Cabriolet, 1973, agave (dark green) beautiful condition, new hood, alloy wheels, spots, fogs, quad radio cassette, 12 months M.o.T. taxed, lovely car. £2,500. Tel: 042 482 333, Sussex (after 6 p.m.). (89179)

TVR 3000M 1978, 26,000 miles, extras, immaculate, one owner, £4,650. Hammond. Tel: Winchester 4411 extension 7142. (89182)

LANCIA BETA Spyder, 2000, red, V-Reg., one lady owner, regularly serviced by dealer, excellent condition. £3,000 o.n.o. Tel: Christow (Devon) 52611. (89183)

TVR 1600M, excellent condition, spent over £1,400, metallic flake aqua blue, L-Reg. £2,000. Tel: Altrincham 52343. (89184)

REG NO Y244 1932 Austin 7 saloon, 75% restored, off road 20 years, very sound car, offers over £2,000. May separate number. Tel: 024-541 4311 (Essex). (89185)

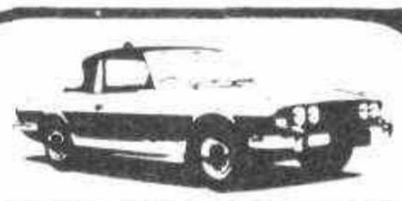
GILBERN INVADER Mk III, N-Reg., respraved metallic green, new brown vinyl roof, brown trim, rechromed, new Wessex engine, 150 b.h.p. at wheels, Compomotive wheels and P6 tyres, regretable sale due to business commitments. £3,750. Tel: 092 943 377 (Worth Matravers, Dorset). (89186)

LOTUS ELITE 503, 74N, arrival of company car forces sale of this excellent vehicle, below average mileage, blue, a.c., Dictaphone, well maintained by Lotus agents including Lotus factory, offers around £3,500 to Peter Field in Bristol office on 0272 215461 or home on 0272 683141. (89187)

HISTORIC PORSCHE 911 ex Alan Vic Elford works car, Reg. No. GVB 911D, 19,000 miles only, superb condition throughout, guaranteed totally rust free, recently rebuilt 3-litre race engine, unique HSCC registered 2-litre car for road and track use, many spares available, offers around £7,500 for quick sale to Connel, Cranleigh 4135 (home) or 04867 80111 (office). (89188)

LOTUS 7 W-Reg., Caterham Sprint, professionally built, brand new 1700 c.c. engine, fully polished, balanced etc., gives totally flexible and outstanding performance, car built by Lotus engineer to highest standards, totally immaculate, green aluminium, Compomotive wheels, Momo steering wheel, etc., 4,000 miles. £5,000. Tel: Barnham Broom 513 evenings. (89189)

PORSCHE 924 Turbo, 1980, metallic silver over grey, tartan seats, sun roof and P.D.M. £9,750 o.n.o. Tel: (0625) 532955 or 061-432 0879. (89190)



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TR7 Convertible 1980. Persian aqua.	£4,595	**MGB GT 1980 W.** White, 9,000 m.	£4,750	**Gordini G5 1979 V.** Gold, 12,000 m.	£3,250
TR7 Convertible 1980. Midas gold.	£4,550	**MGB GT 1979 V.** White, 19,000 m.	£3,995	**Gordini G5 1979 V.** Silver.	£3,150
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TR7 1978. Red, auto., 24,000 m.	£2,695	**MGB GT 1978.** Brooklands green.	£2,995	**Fiat X19 1978.** Metallic green, 28,000 m.	£2,795
TR7 1978 V Reg. Blue, s/roof.	£2,695	**MGB GT 1976 R.** Red, s/roof.	£2,595	**1275 GT 1980 W.** Black, 8,000 m.	£2,850
TR7 1977 S. Inca yellow, s/roof.	£2,395	**MGB GT 1974.** Aconite, o/drive.	£1,895	**1275 GT 1978.** White, 27,000 m.	£2,095
TR7 1977 S. White, auto, s/roof.	£2,395	**MGB GT 1973 M.** Green, automatic.	£1,895	**RS2000 1979.** Black, 28,000 m.	£3,650
TR7 1977 S. Tahiti blue, 36,000 m.	£2,295	**MGB GT V8 1976.** Damask red.	£3,295	**Porsche 911SC Sports 1978.** Metallic green.	£11,250
Spitfire 1980. Yellow, o/drive, h/top.	£3,250	**MGB 1979.** Black, o/drive.	£3,595	**GT6 1973.** Choice of two	from £1,495
Spitfire 1979. Pageant blue, 21,000 m.	£2,595	**MGB 1976.** Tahiti blue, o/drive.	£2,295	**TR6 1973/74.** Choice of two	from £1,950
Spitfire 1978. White, h/top, o/drive.	£2,295	**MGB 1974.** Blaze, o/drive, full history.	£1,895	**Porsche 924 1977.** Guards red.	£4,950
Spitfire 1976 T Reg. Yellow, o/drive.	£1,695	**MIDGET unregistered.** Black, del. mileage.	£4,250	**BMW 323i 1979.** Metallic green.	£5,450
Spitfire 1975 P. Yellow, o/drive.	£1,595	**MIDGET 1978.** Choice of two.	£2,295		
Spitfire 1974. Choice of three.	£1,395	**MIDGET 1977.** Primrose yellow.	£1,995		

TR8 Convertible 1980 (81 spec.). White, RHD, V8, fuel injection, 9,000 m. £8,650

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1981 LOTUS Esprit S2 2.2. Yellow, 1,800 miles only, leather interior.
1979 LOTUS Esprit S2. Commemorative Edition, primrose, 14,000 miles only, leather int., radio/cassette.
1980 (Series) LOTUS Elite 501. Met. silver, 12,000 miles, air cond., radio/cassette.
1979 LOTUS ELITE 503. Met. silver, 19,000 miles, red leather int., service history.
1977 LOTUS ELITE 501. Met. blue, 25,000 miles, radio stereo.
1979 (Series) LOTUS Eclat 521. Met. bronze, leather int., service history.
1975 LOTUS Europa Special. 5-speed, JPS, 35,000 miles, oatmeal, alloys, stereo, one owner.
1973 LOTUS Europa Special. 5-speed, white, oatmeal, alloys.
1974 LOTUS Elan Sprint. DHC yellow, 11,000 mls.
1973 LOTUS Elan Sprint. FHC, burgundy, SR, 32,000.
1973 LOTUS Elan Sprint. FHC, green, 2,000 miles.
1971 LOTUS Elan Sprint. FHC, red/white, sunroof, full history, two owners, 32,000 miles, original paintwork.
1981 MORGAN PLUS 8. Met. bronze, leather, delivery mileage.
1980 (Series) MORGAN Plus 8. BRG, delivery mileage, leather.
1981 MORGAN 4/4. 2-seater, red, 2,000 miles, one owner, extras.
1980 (Series) MORGAN 4/4. 2-seater, red, 600 mls.
1978 MORGAN 4/4. 2-seater, red, 13,000 miles.
1971 MORGAN 4/4. 2-seater, BRG, 41,000 miles.
1981 MORGAN 4/4. 4-seater, white, delivery mileage.
1980 (Series) MORGAN 4/4. 4-seater, red, 17,000 miles.
1978 (Series) MORGAN 4/4. 4-seater, blue, 12,000 miles, w / w, leather.
1980 (Series) FERRARI Boxer 512 BB. Pale blue, 12,000 miles, 400 b.h.p.
1980 (Series) FERRARI 308 GT4. Navy, 12,000 miles, leather int., radio / stereo.
1974 FERRARI DINO 246 GT SPYDER. Yellow, 32,000 miles, service history.
1974 FERRARI 246GT. Yellow, 21,000 miles, service history, one owner radio/stereo.
1974 FERRARI Dino 246GT. Black, 29,000 miles service history, one owner, radio/stereo.
1974 FERRARI Dino 246GT. Red, 31,000 miles, service history, radio/stereo.
1972 FERRARI Daytona 365 GTB4. Yellow, 31,000 miles, full service history, brown int.
1972 FERRARI GTC4. Celeste, 28,000 miles only, recently serviced.
1970 JAGUAR E-Type 4.2. F.H.C., red, 31,000 miles, concours.
1974 (Series) JAGUAR E-Type V12 Roadster. Auto., azure, 22,000 miles, one owner, full history, radio/stereo.
1973 JAGUAR E-Type V12 Roadster. Hard top, met. silver, manual, 30,000 miles only, radio/stereo.
1980 PORSCHE 924 LUX. White, 17,000 miles, one owner, service history.
1979 (Series) PORSCHE 924 Lux. Met. silver, service history.
1979 PORSCHE TURBO 3.3. Olive, 22,000 miles, service history.
1974 (Series) PORSCHE 911E Targa. White, history, radio/stereo.
1936 BENTLEY 4¼ Pillarless Coupe. Gurney Nutting, navy, sunroof, very original, full history.
1965 MERCEDEZ-BENZ 230 SL COUPE. Sea green.
1969 MASERATI Ghibli. Yellow, low mileage.
1978 FERRARI 308 GT SPYDER. Red, 22,000 miles, leather int., extras.
1981 (Series) MORGAN PLUS 8. Black, leather int., 9,000 miles.

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FOR SALE—continued

PORSCHE 911E. 2.4, 1972, excellent condition, 50,000 miles, every extra, £5,250 o.n.o. Exchange for Golf GTi, Escort XR3, w.h.y. Tel. 0222 735394 (88822
MGB ROADSTER 1978, 14,000 miles, pristine condition, inca yellow, £3,300 o.n.o. Tel. 0753 41945 evenings. (88823
RARE PEUGEOT 504 Pininfarina Sports Coupe, 26,000 miles, fully equipped, elec. windows, stereo etc. reduced £1,000 for quick sale, £2,250. Tel. home Marlow 5699, office High Wycombe 25252, ext 36. (88824
LAGONDA LG45 drophead coupe, 1936, excellent condition, BRG paintwork renewed 2 years, upholstery 5 years, performance original, £12,500. Warran Smith, Longwood, Nevill Court, Tunbridge Wells. Tel: 25384 (88875
MORRIS 10/4, complete original condition, some restoration work done including interior re-trimmed, needs some repairs to woodwork and general finishing, for sale with woodwork repaired or as is for only £750 o.n.o. Tel: Farnworth 709465 (88643
C-TYPE JAGUAR, replica, build one yourself with one of our inexpensive kits, tubular steel chassis, aluminium and fibreglass body, takes engine and running gear from disintegrating Mkll Jag. Copycats, Farnworth 709465, see also display ad. (88643
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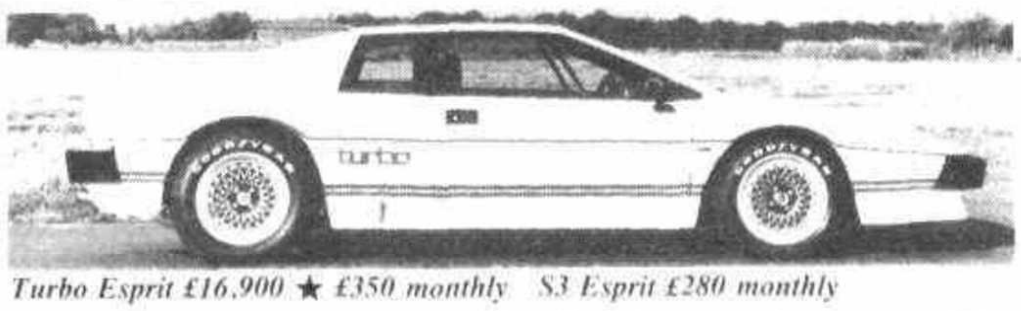
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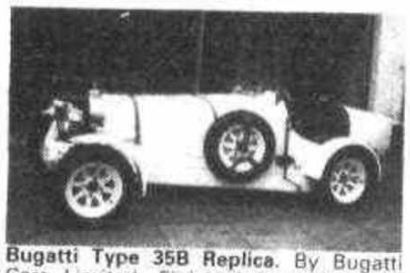
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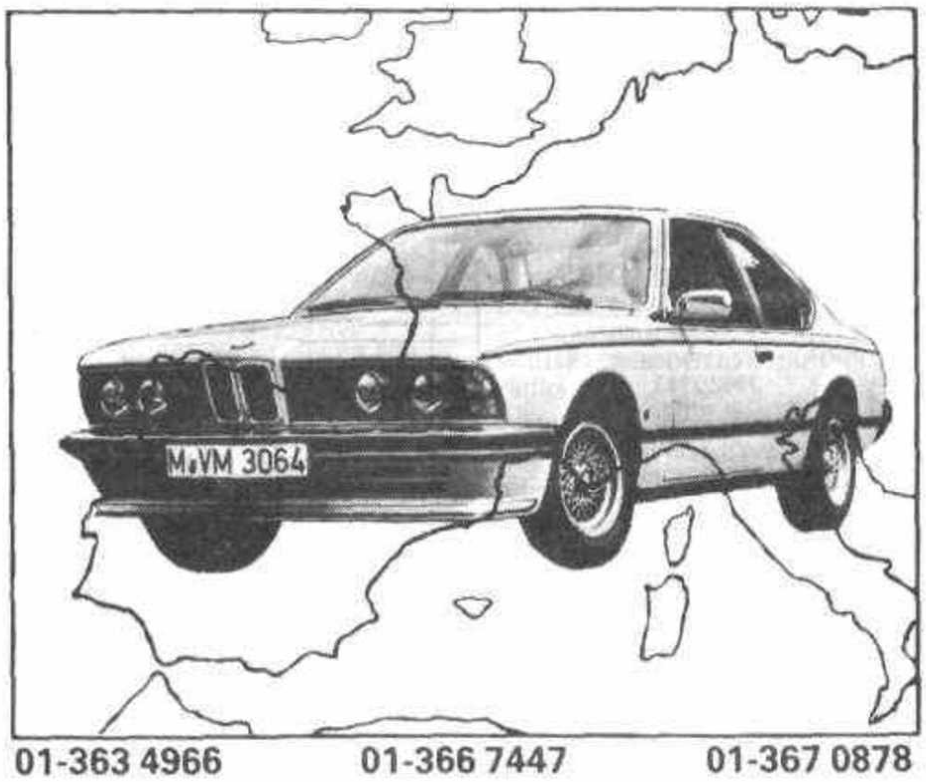
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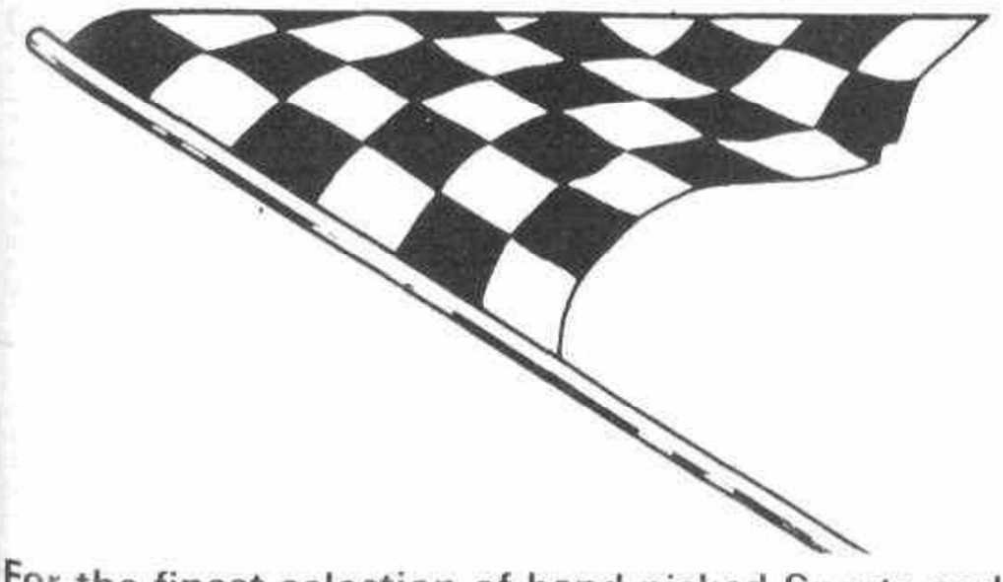
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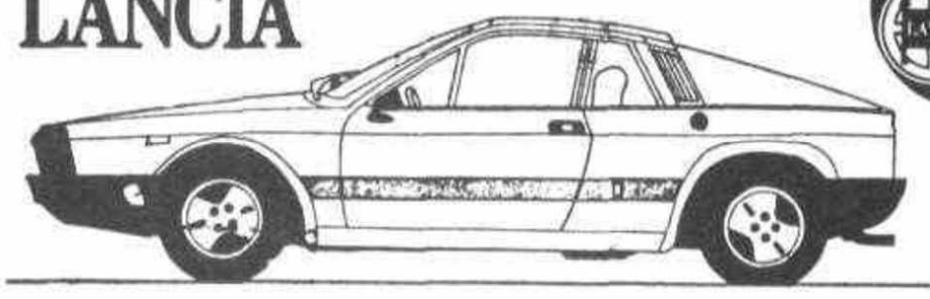
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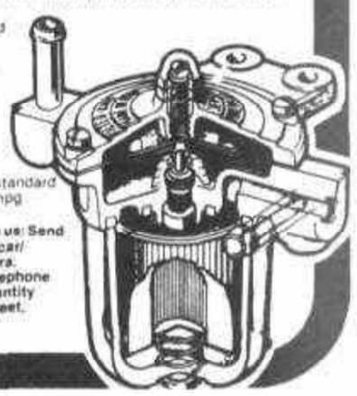
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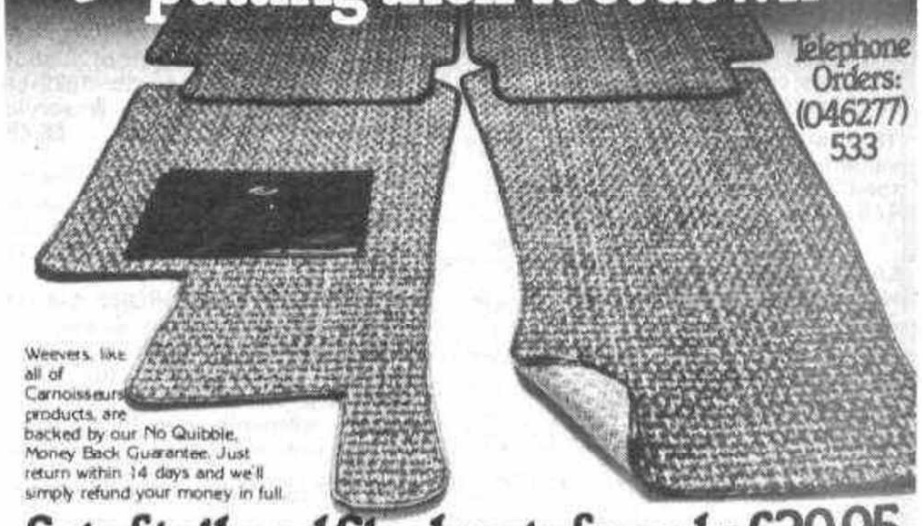
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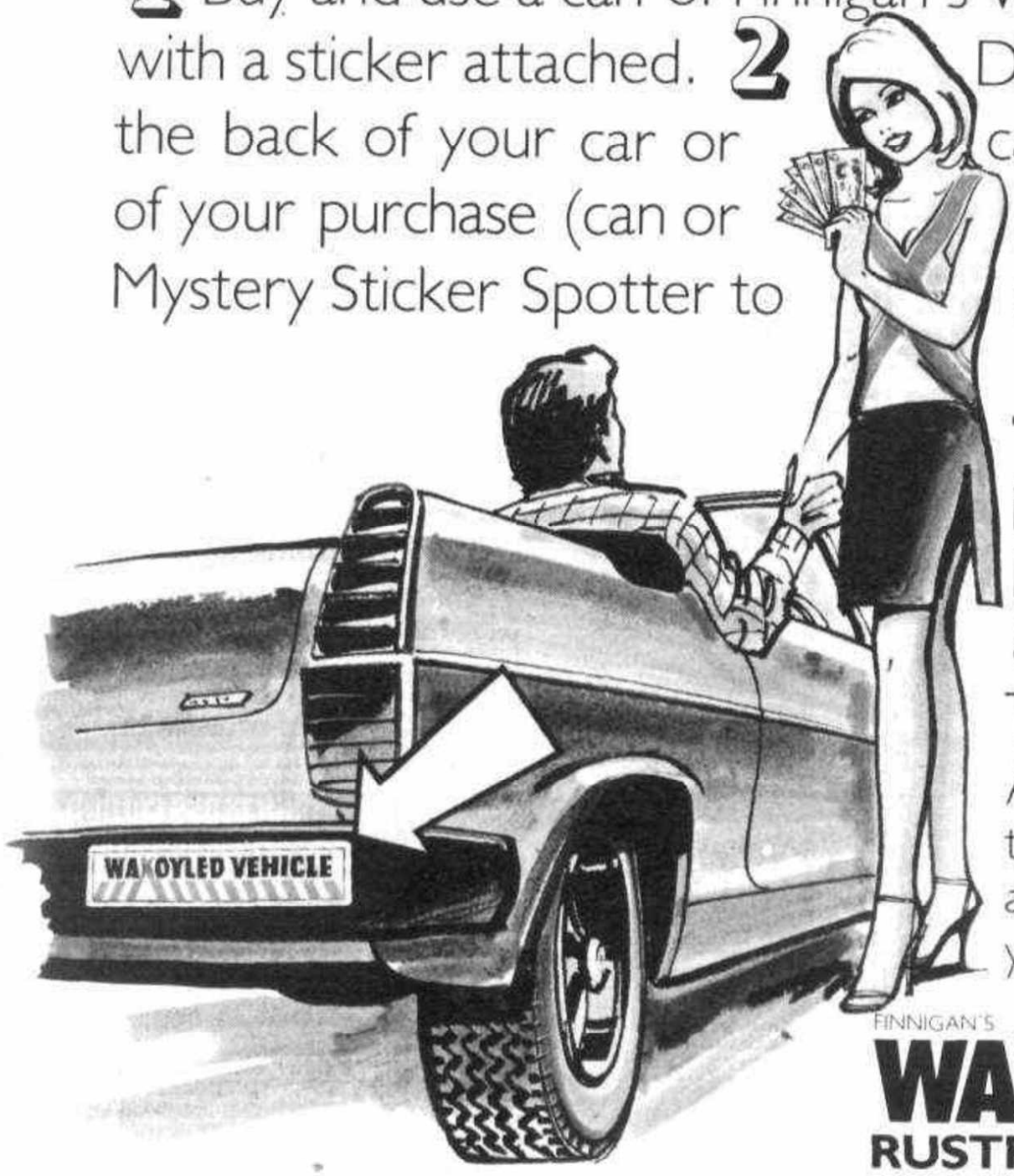
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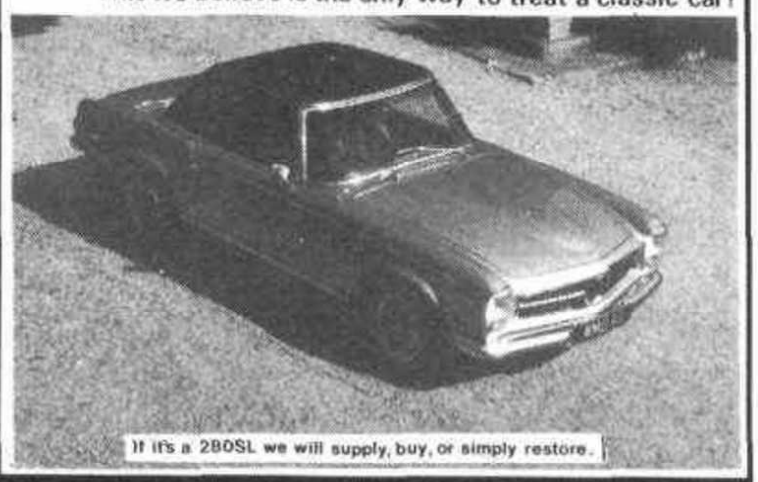
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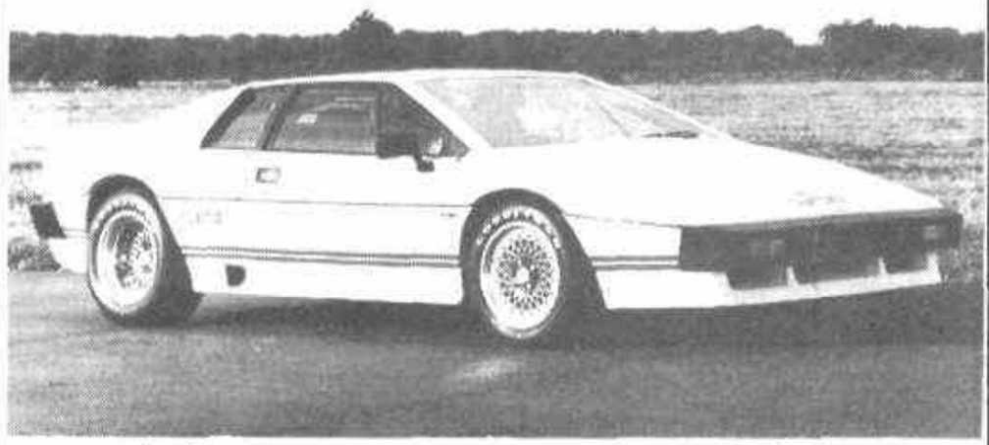
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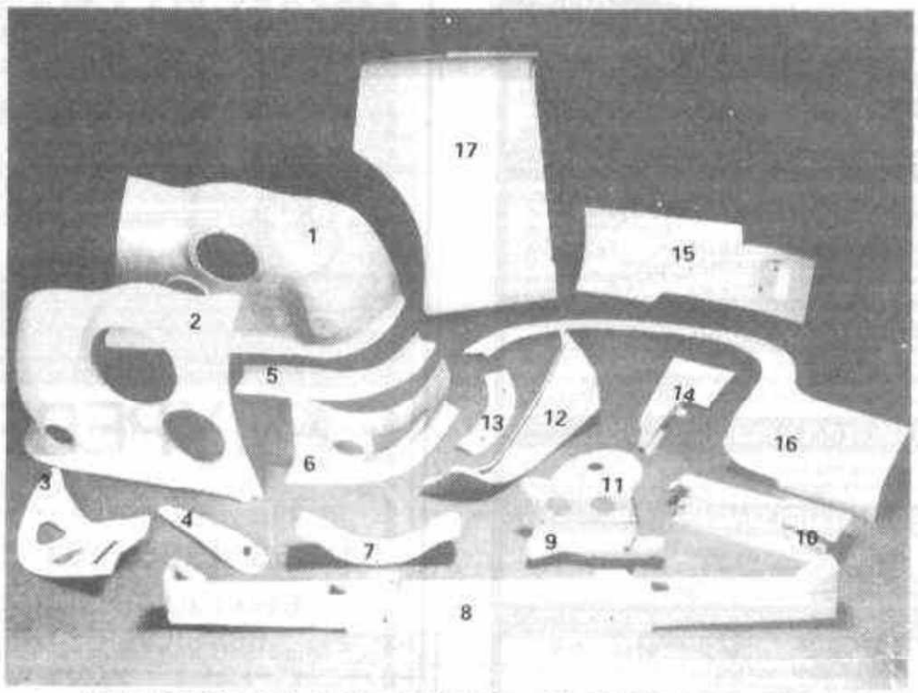
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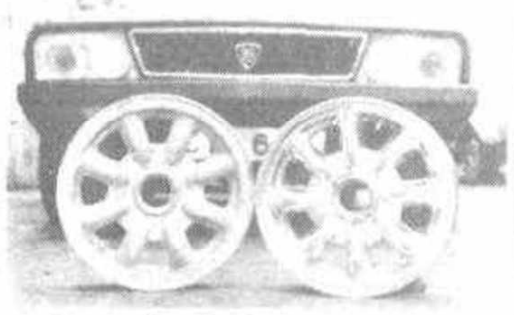
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MG B GT

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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-prooled, that's something else to make you glad. For, with every pound you gain in Dealer's top 'Book' price over 'average' 3 yr-old condition price, helps cut what your new car's cost you. Could be quite a bonus. Up to £600 in fact. Which should please you greatly! (Perhaps you might care to check comparitive car prices!) **Built-in lubricant,** yet another Waxoyl bonus! Livens up old car. Engines 'pull' better as sprayed plugs and distributor dispels water. 'Tired' electrical insulation revives!

How Waxoyl holds 'Showroom' Condition

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

Up to £85 plus VAT at Rustproofing Centres

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

Waxoyl 'Know-How'

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

'Tadpole' Molecules

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



HOLD CAR IN 'PROUD OWNER' Condition

ALL WAXOYL PROOFED AND *RUST FREE!*

WAXOYL DO-IT-YOURSELF RUSTPROOFING

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

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

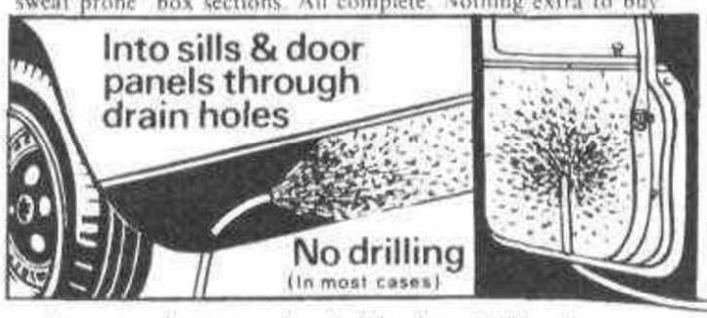
One of world's biggest OIL COMPANIES says: "Of all rustproofers tested, ONLY WAXOYL KILLS existing rust"

ICI recommend WAXOYL for brine circulation pipes

Easy and Fun to do!

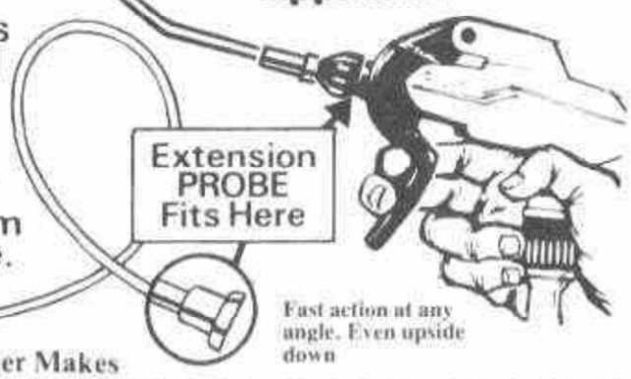
With Finnigan SUPER 'JUMBO' Applicator

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



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

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



Fast action at any angle. Even upside down

Rust Knaws Upwards

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

Salt & Water Spray Tests

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

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

Waxoyl holds 'Showroom' condition'

Why Big World Users Trust Waxoyl

Waxoyl Kills Rust with no come-back (The only rustproofer that DOES, according to test results by one of world's biggest oil companies.) *'Rust stopping qualities very good'* reports Swiss Gov't. after Lab. tests. *'Most satisfactory'* says Chrysler Centre, Basle, Australia, N.S.W. *'On Rover 3,500 coating still intact in corrosive sea air'* Motor Magazine. *'Remains active indefinitely'* Westerly Marine, Portsmouth. *'Protection excellent on marine diesel oil tanks'* (Tank bases standing on supports otherwise impossible to rustproof.) *'Fantastic stuff'* says Citroen Car Club Veteran Motorists Mag. *'No sign of corrosion on '72 car; does inhibit existing rust'* Autocar Mag. *'One of cheapest, effective ways to protect a car'* Chesterfield. *'9 Yr. old Volvo looks less than half its age'* Civil Eng'ng. Polytechnic. *'On Mole Valley Flood Scheme, base steel instrument cases in open countryside rust-free to date"*

If Considering Other Makes

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

Year After Year Protection

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

USUALLY PER RETURN DESPATCH

TRIAL OFFER 500 ml (.88 Pt.) TIN for your oil can test behind chrome strips or brush on door edges, free brake linkages. See Waxoyl chase water off metal. Amazing	£ 1.96
7 oz Waxoyl Aerosol. Send	£ 1.61
JUMBO SPRAYER Complete	£ 4.50
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DRUMS: 20 Litre **£23.90** 60 Lit	£64.40
200 Litre **£199 Prices incl. carr. & VAT**	

SPECIAL KIT OFFER
SAVE **£1** Waxoyl (10 Litre) with 'JUMBO' including all attachments complete **£17.25**

AA TESTS 1981 BEST BUY - FINNIGAN'S WAXOYL!

After comparative tests on various anti-rust compounds, the result was "THE KITS. A BEST BUY? Well, one of the main contenders for the title must be Waxoyl" See AA Magazine, May 1981 for full report (copies available).

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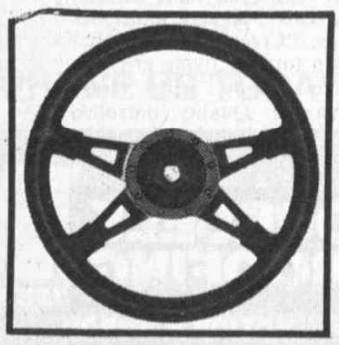
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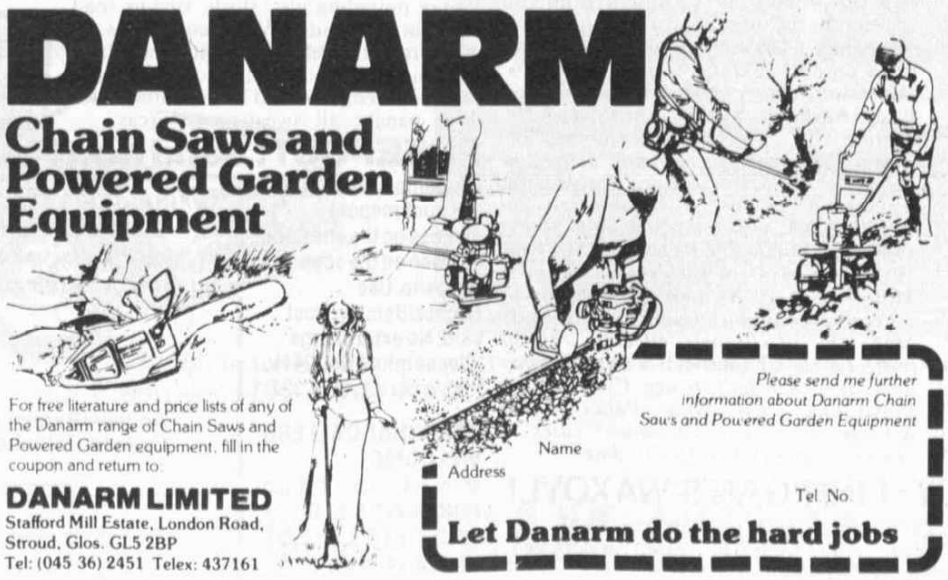
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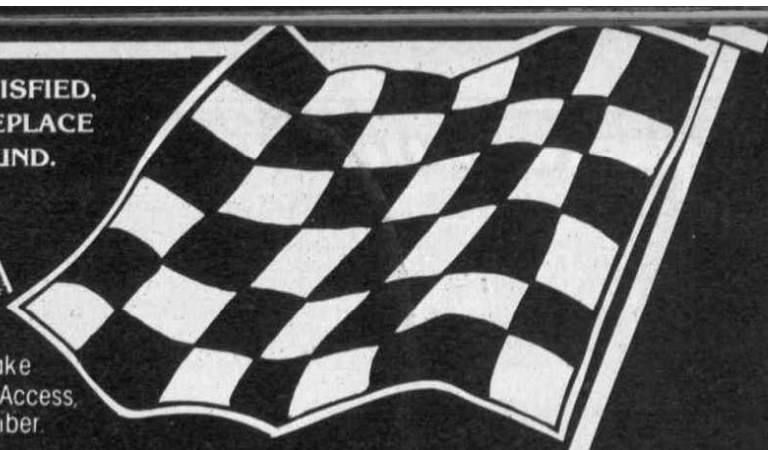
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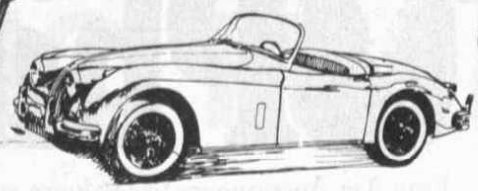
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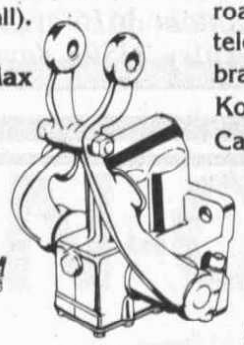
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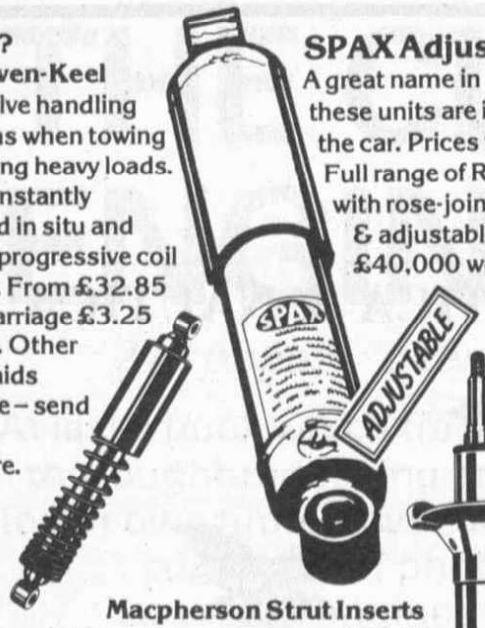
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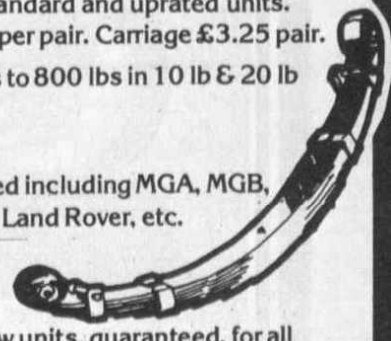
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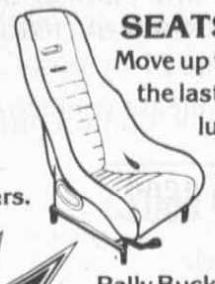
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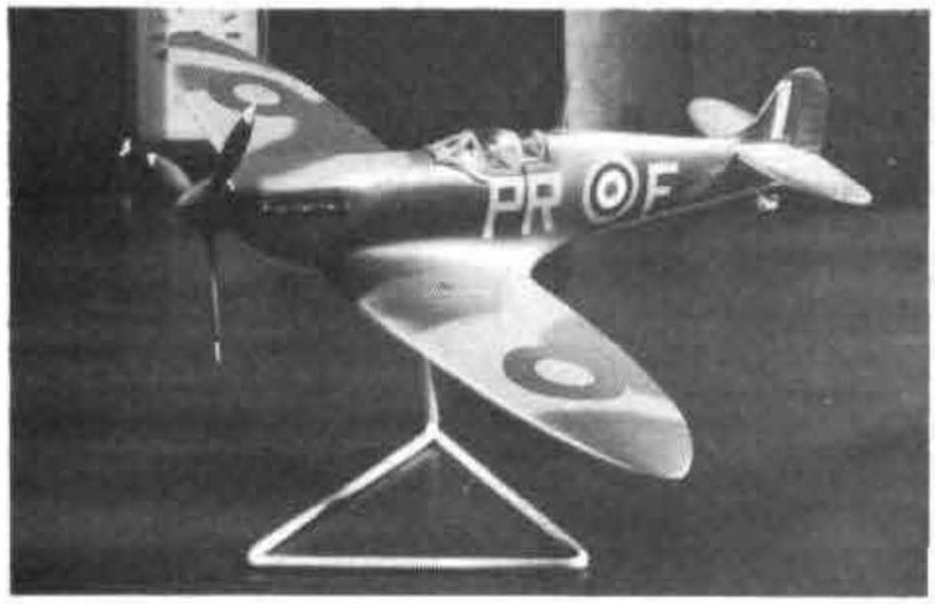
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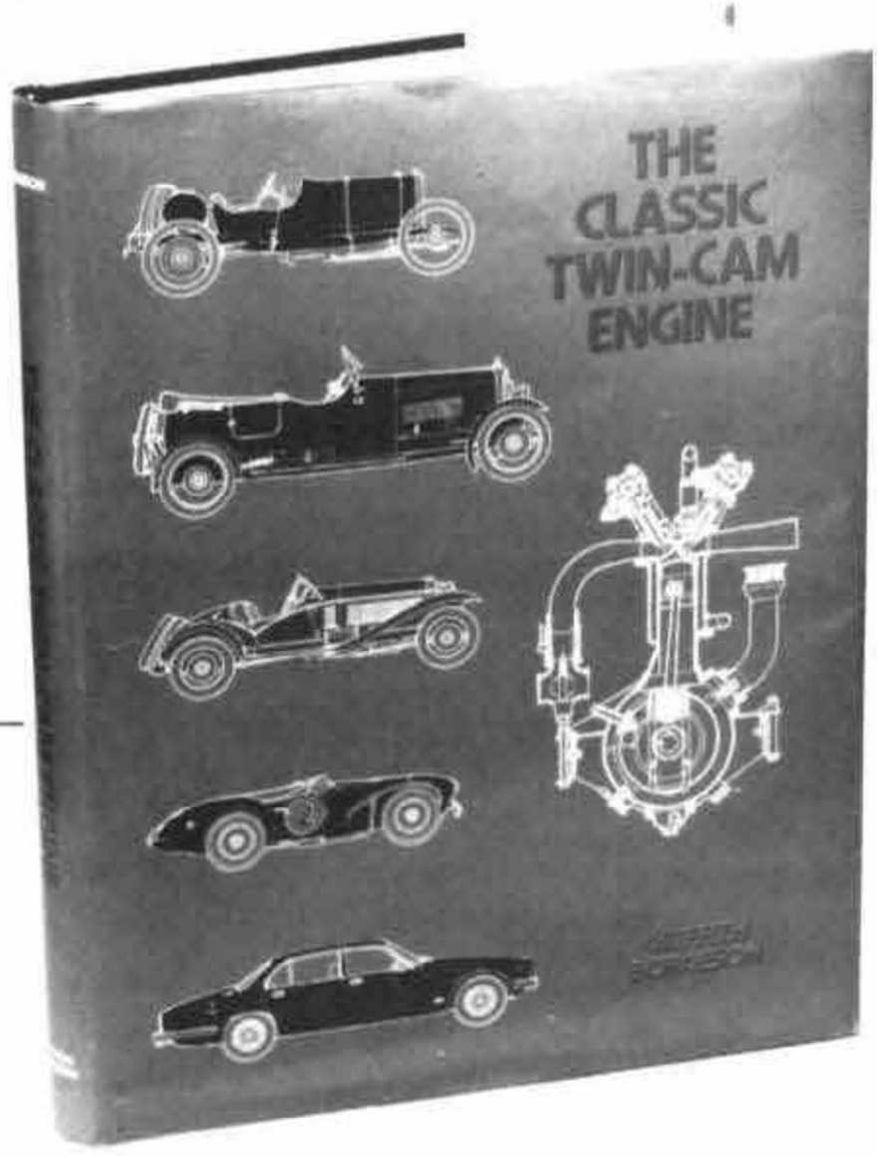
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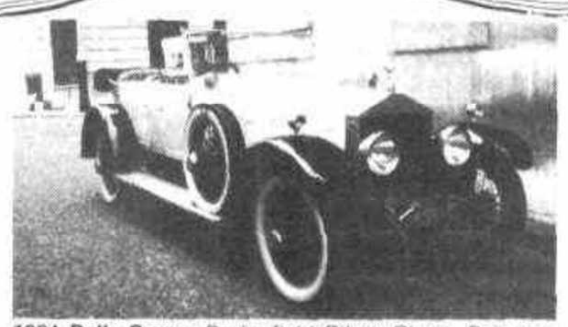
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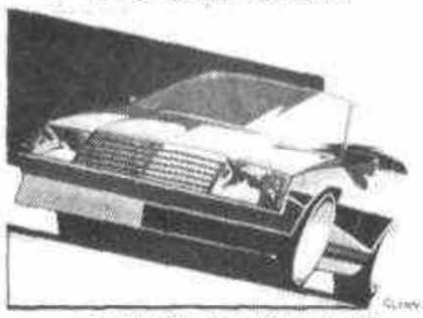
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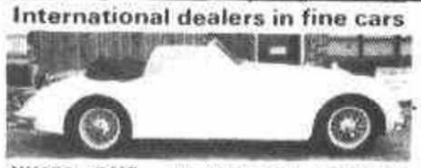
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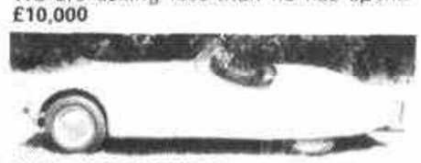
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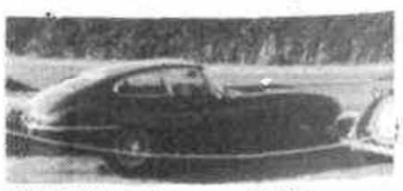
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I hope that this issue of 'Motor Sport' will, in habitual fashion, have found its way onto the bookstalls a couple of days before the '1st of the month', thus giving some point to the main portion of this ad! If not, or if you couldn't make the **Classic Car Show** anyway, rest assured that there will be further chances to get acquainted with the **World's Fastest (Modified!) Classic Sportscar** in the near future. On the other hand, you may, like at least a couple of well-known motoring journalists, be 'anti-Cobra', in which case my herewith proffered **'Congratulations' to the victorious Cobra Racing Team, who won outright the 1981 Hamilton Inter-Marque Challenge** at its first attempt, will merely add salt to the wound.

As you read this, I shall hopefully have been to my first ever **Grand Prix,** and not being one who believes in doing things by halves, I thought I'd make it **The Big One — i.e. Las Vegas!** Impressions next month!

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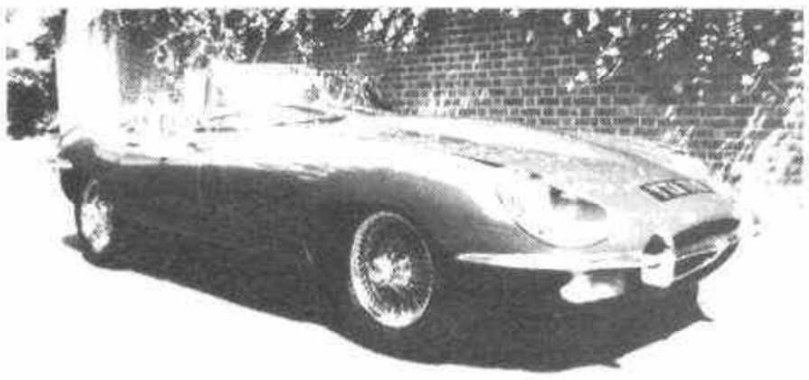


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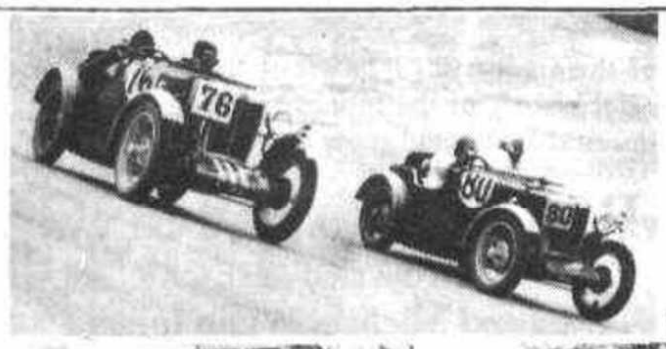


1939 Maserati 4CL, another GP Maserati, sister car to the one we sold last month. Chassis No. 1570, mint condition, substantial price required.



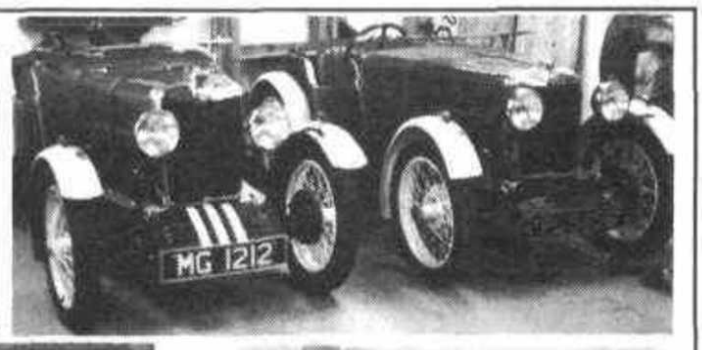
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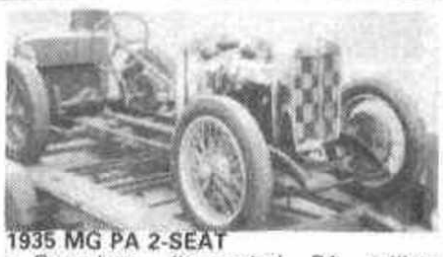
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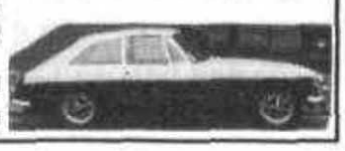
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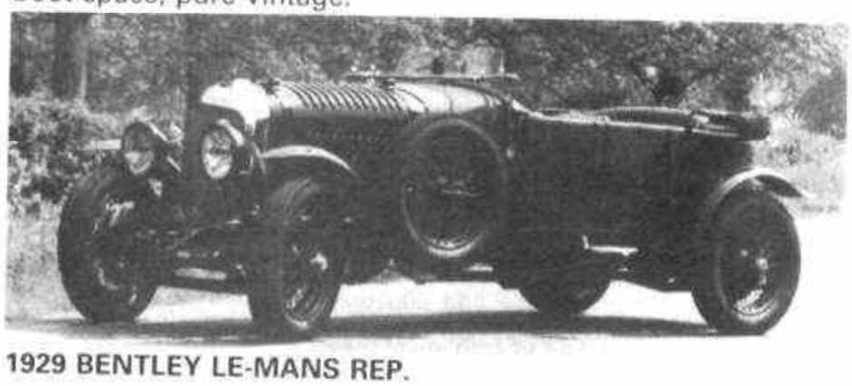
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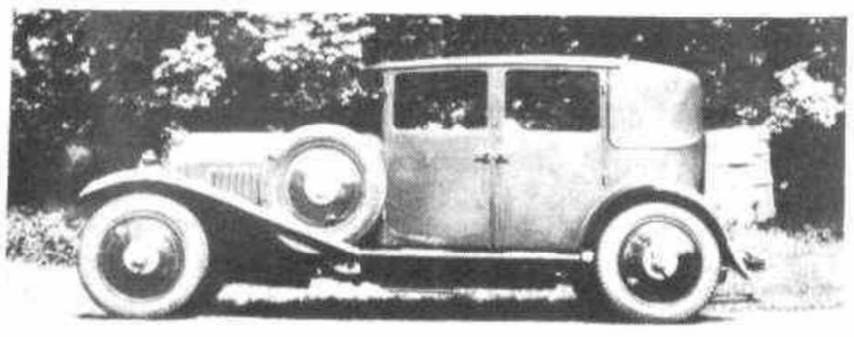




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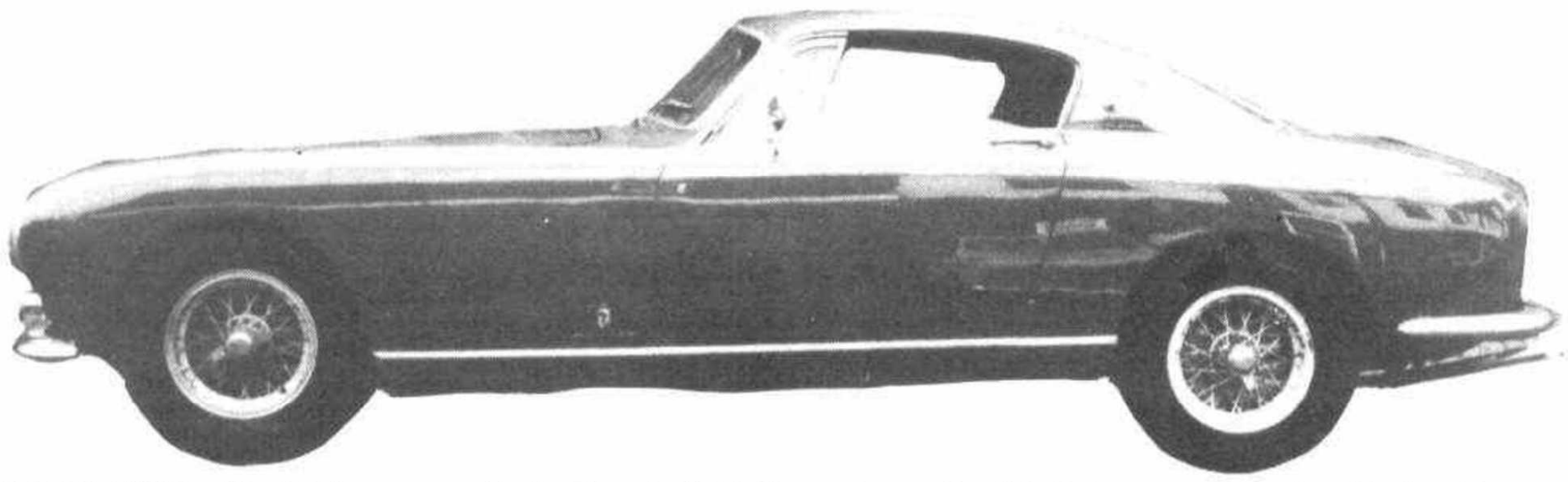
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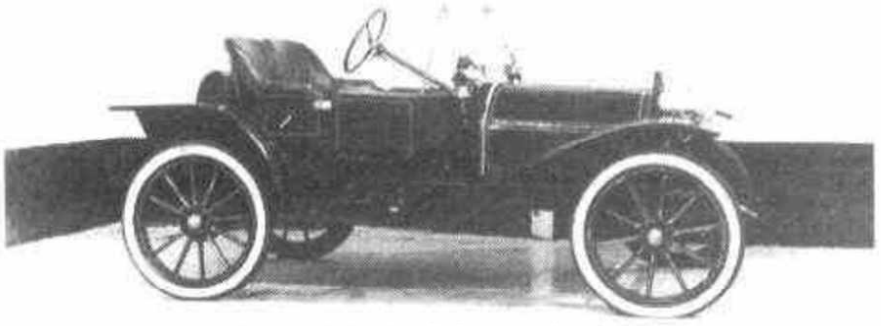
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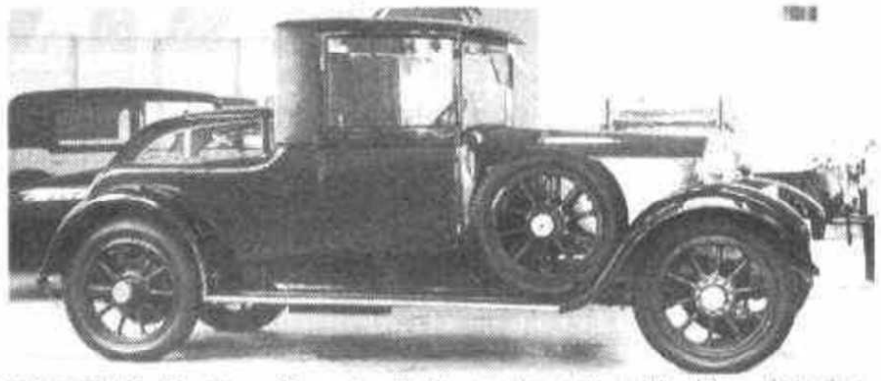
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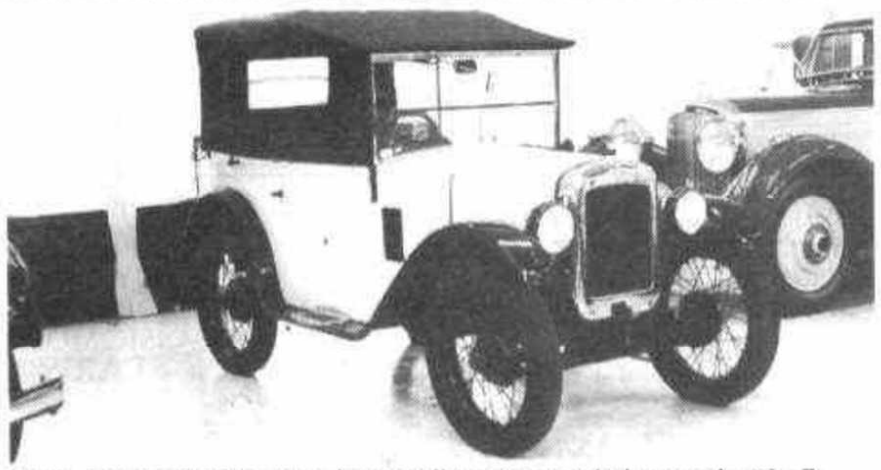
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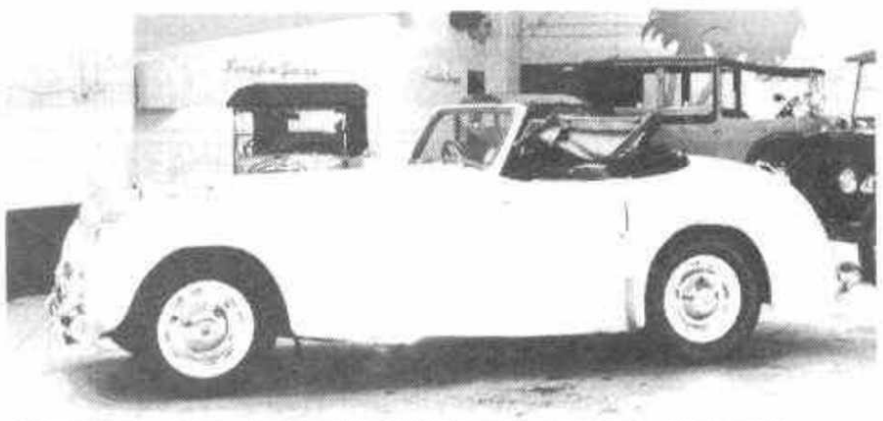
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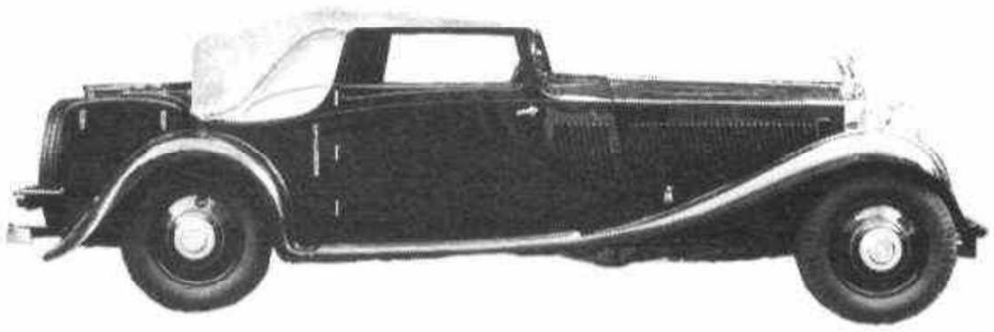
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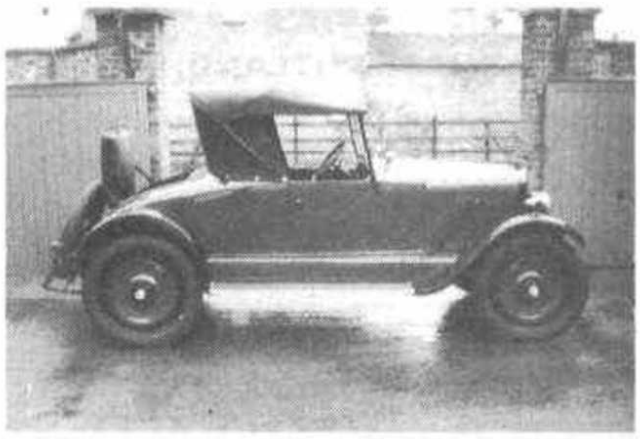
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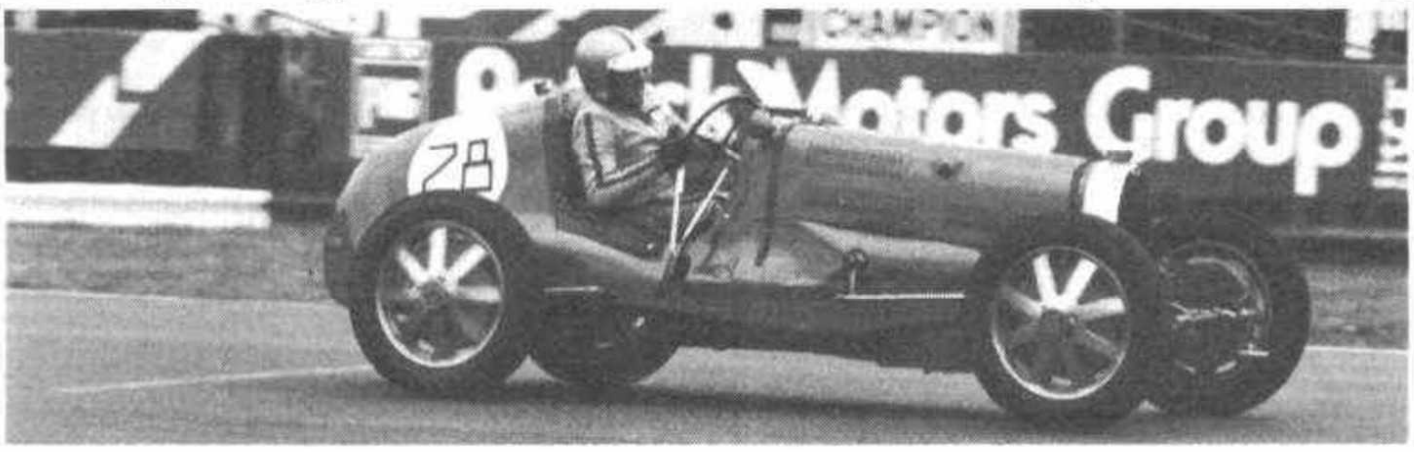
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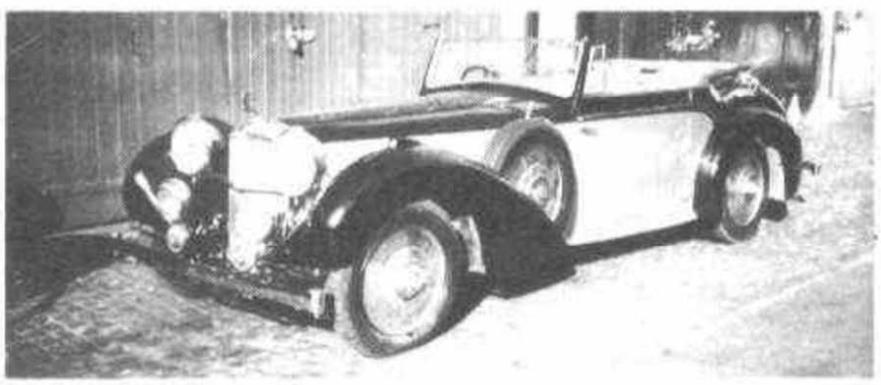
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1933 Rolls Royce Phantom II Continental Sports Saloon.
1925 Bugatti Type 35 2-litre 8-cylinder Grand Prix car, undergoing restoration.
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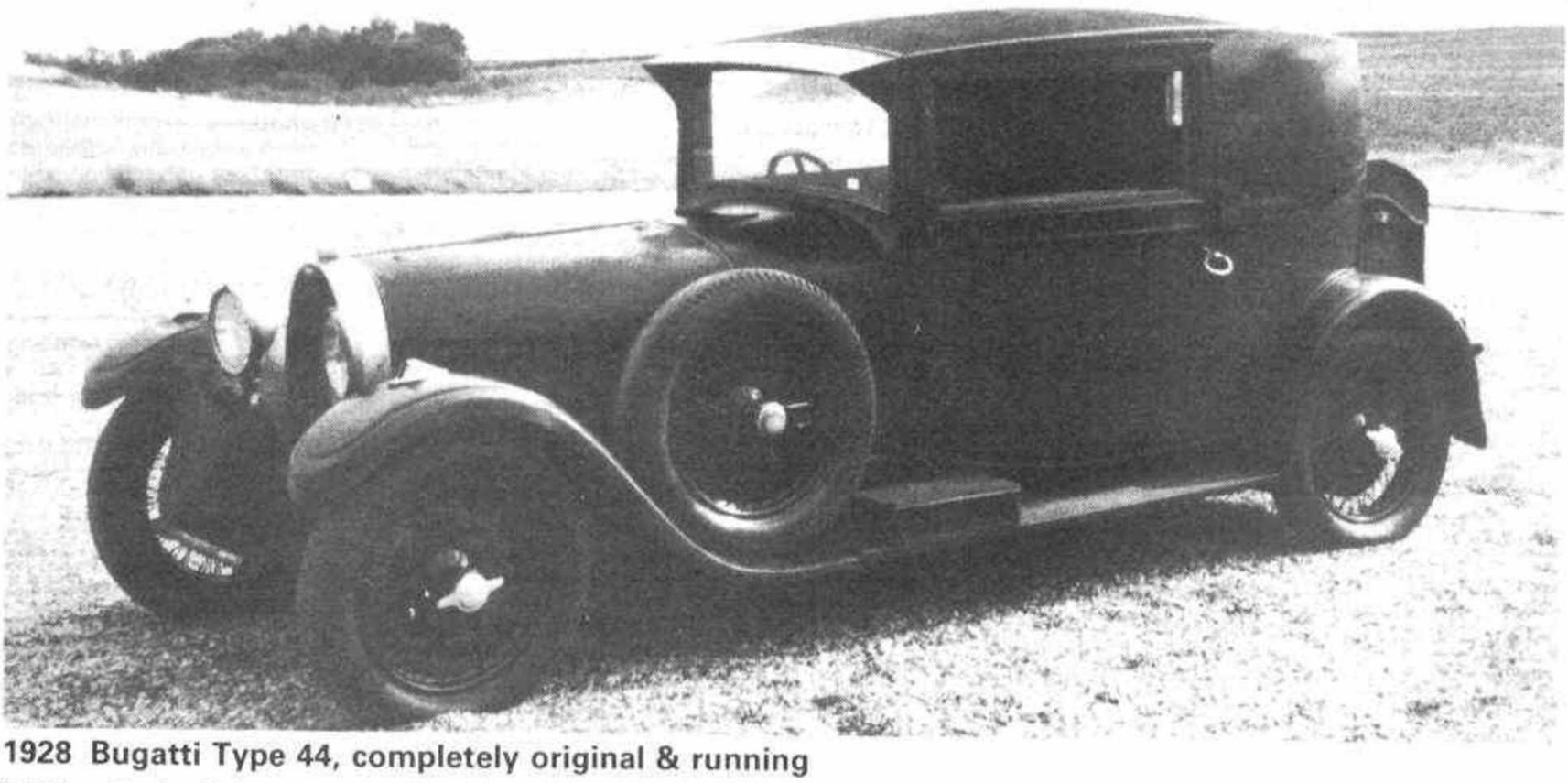
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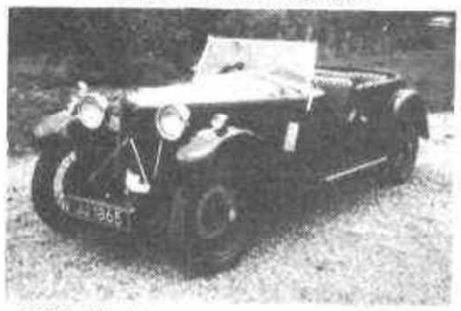
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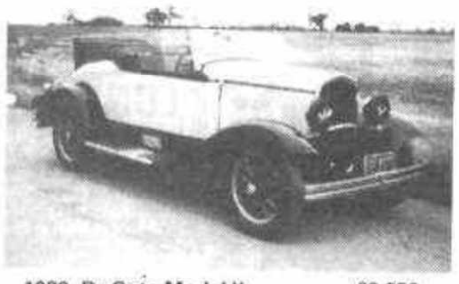


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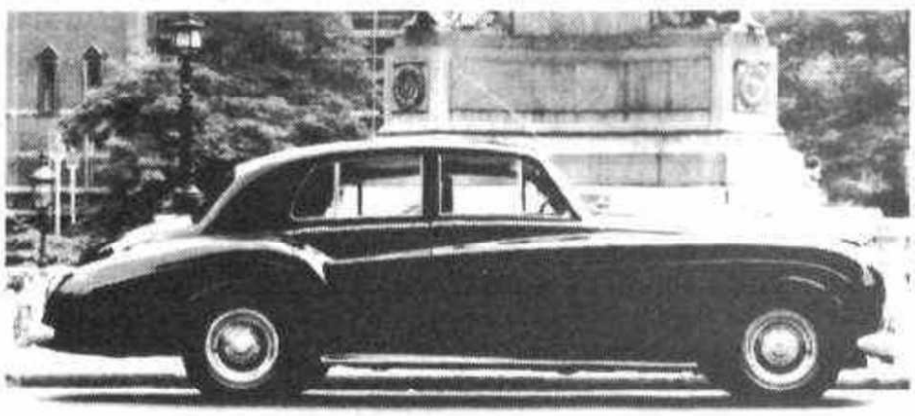


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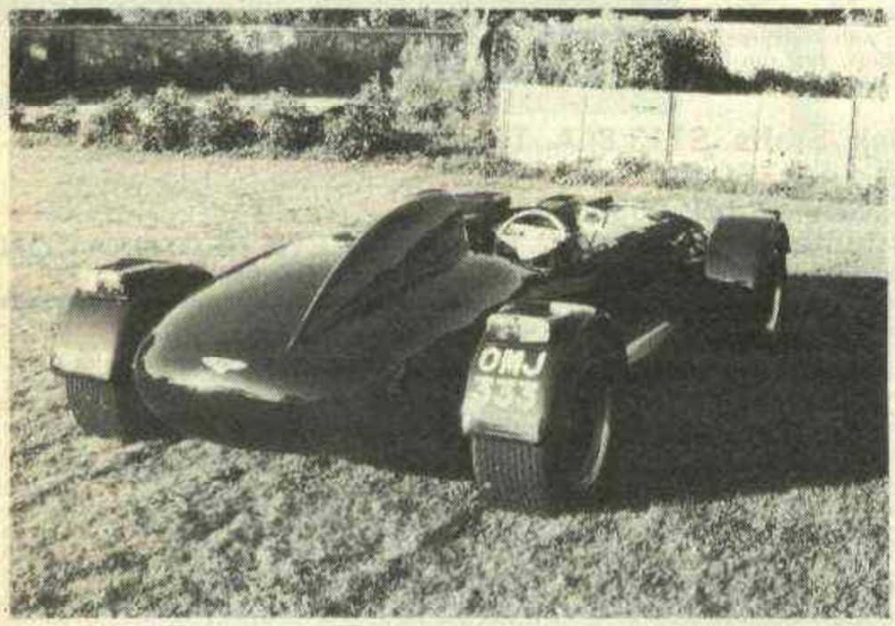
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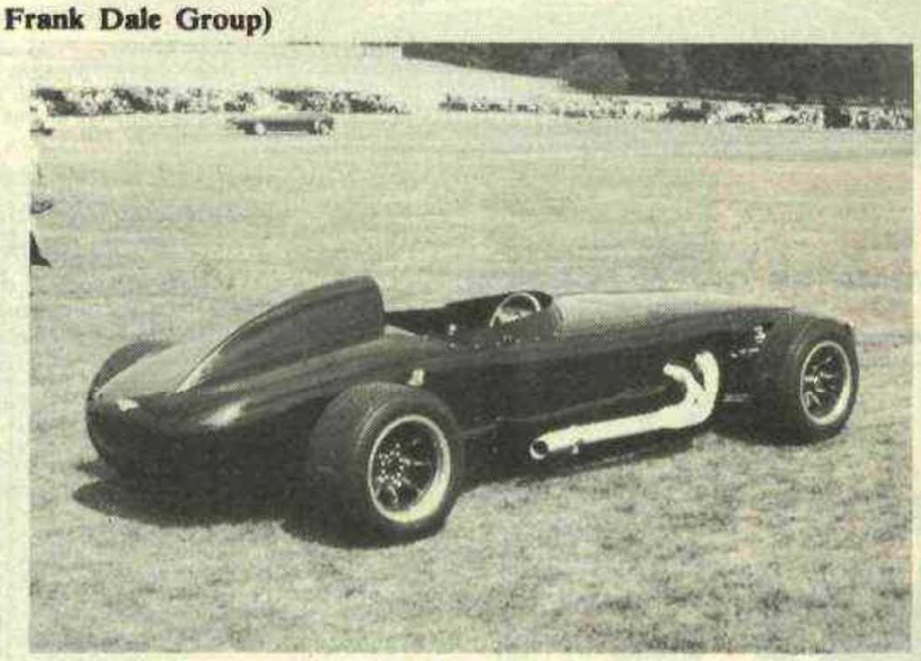
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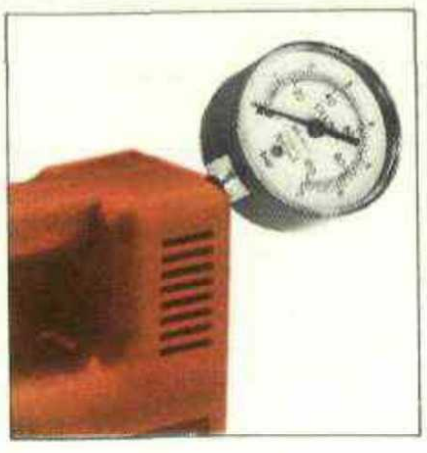
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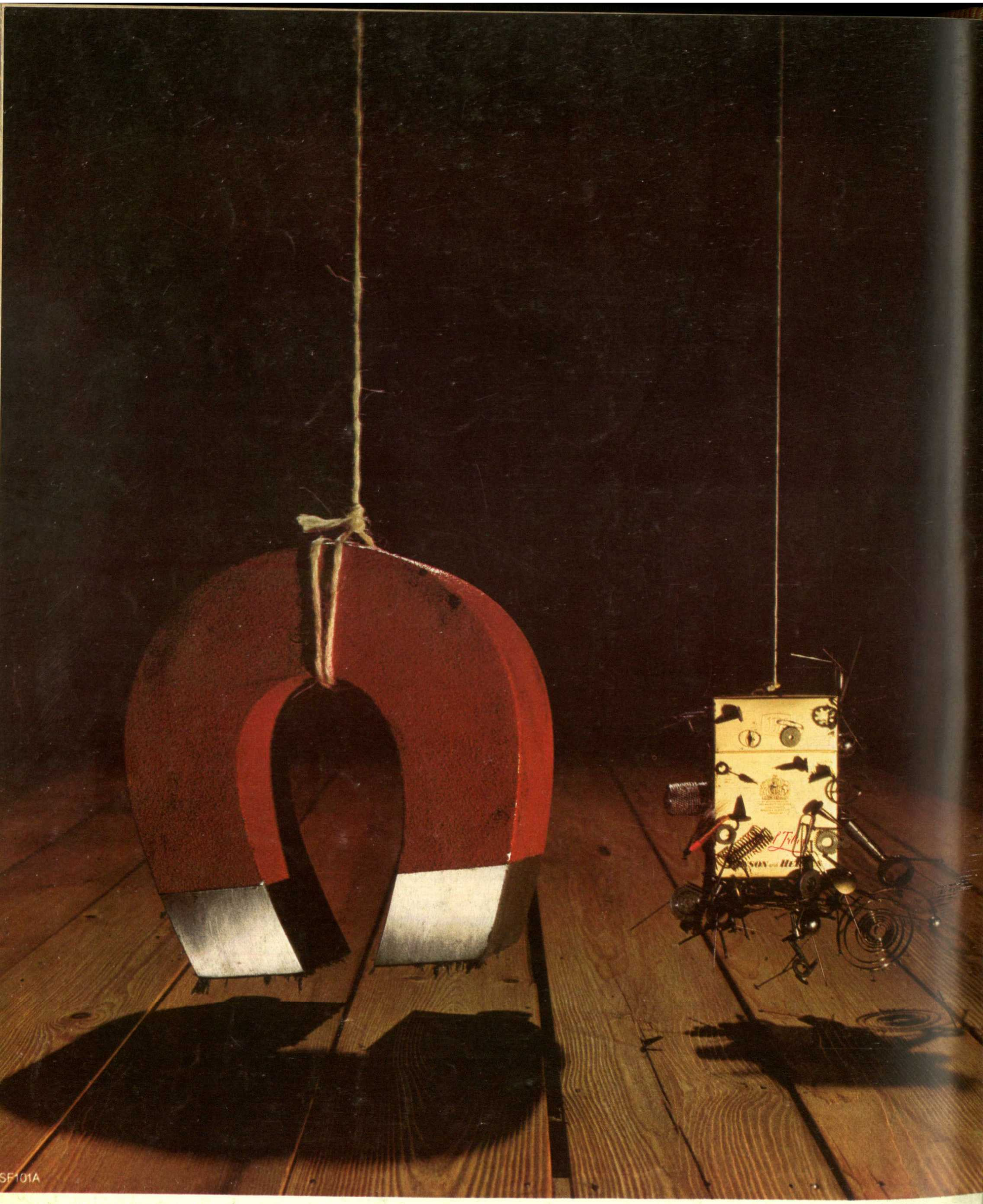
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