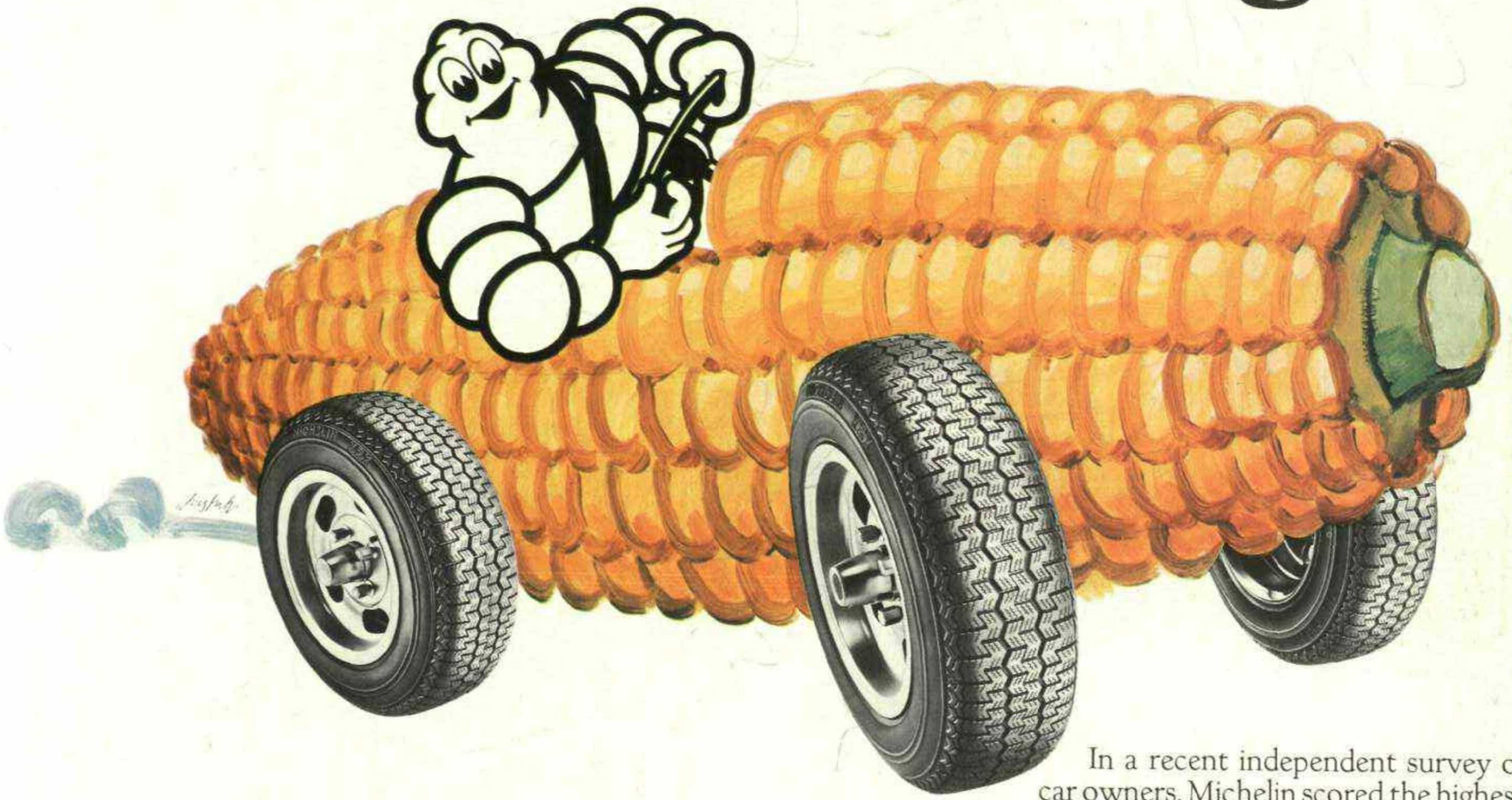
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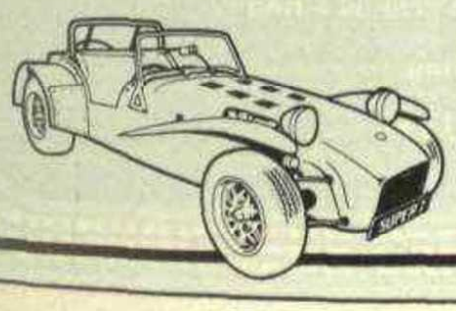
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Photo by courtesy of What Car magazine.

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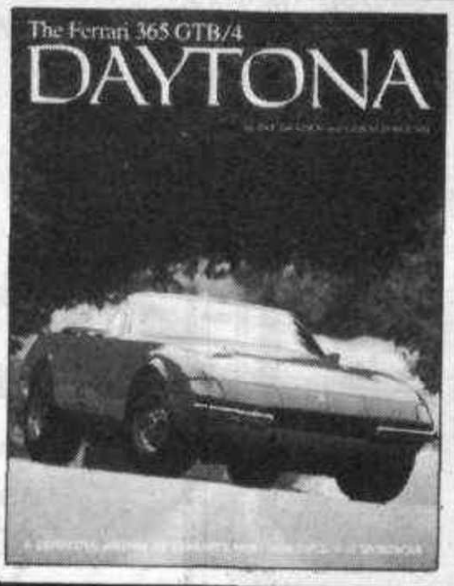
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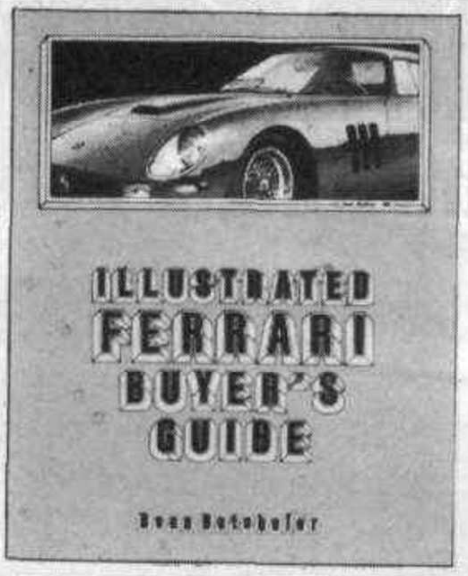
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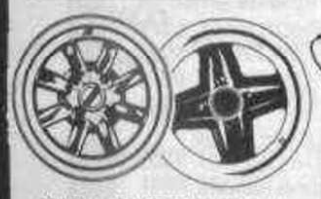
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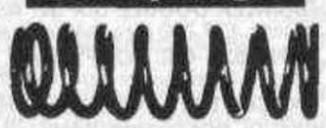
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MG, TD, TF, Midget, Sprite, All, MGB, MGA, Magnette	•	•	•	• Kit	•	• Kit	•	•
MGC	11.50	•	19.65	• Kit	26.55	• Kit	N/A	•
Morris Marina, Ital Sal, Est, Van 1.3, 1.8 All	•	11.50	• Kit	14.85	• Kit	26.55	•	N/A
DATSUN								
Cherry 100A, 120A, F1, F11 Saloon, Coupe	+19.95	8.95	N/A	N/A	+42.85	28.05	N/A	N/A
240Z, 260Z, 280Z, Coupe, 2 + 2, ZX	+22.50	+22.50	N/A	N/A	+44.80	+ 44.80	+56.70	+56.70
FERRARI								
275, 330, 206, 246 GT-B-C-S	N/A	N/A	N/A	N/A	42.85	42.85	N/A	N/A
Dino 308, GT6, GTB, GT4, GTS, Spider, +2+2	N/A	N/A	N/A	N/A	42.85	42.85	N/A	N/A
365, GT, GT4, GTC, Daytona, 2+2, 512, 400GT Auto	N/A	N/A	N/A	N/A	47.25	47.25	N/A	N/A
FIAT								
124, 125, 126	11.50	11.50	14.85	16.45	26.55	27.60	32.66	32.66
131, Mirafiori	+19.95	11.50	N/A	16.45	+47.25	28.65	+53.90	32.66
X19	N/A	N/A	N/A	N/A	+42.85	+42.85	N/A	N/A
Ritmo, Strada	+19.95	+19.95	N/A	N/A	+45.85	+45.85	+51.77	+51.77
Panda	N/A	N/A	N/A	N/A	+45.85	35.36	N/A	N/A
FORD								
Fiesta 1.0, 1.1, 1.3, 1.6 *	+19.95	16.95	N/A	N/A	+44.80	42.85	+60.20	40.26
Capri Mk 1, 2, 3 All	+19.95	11.50	N/A	16.45	+44.80	28.65	+57.45	33.88
Escort Mk 2 1100/1300/1600 Sport Sal + Est	+19.95	11.50	N/A	14.85	+37.90	28.55	+51.76	35.12
Escort Mk 2 Maxico, RS1800, RS2000	+ N/A	11.50	N/A	14.85	+47.25	31.85	N/A	35.12
Escort Mk 3 Saloon, Estate XR3	+19.95	16.95	N/A	N/A	+44.80	+44.80	N/A	N/A
GILBERN								
Invader Mk 3	11.50	N/A	16.45	30.65	29.75	N/A	N/A	N/A
JAGUAR								
2.4, 3.4, 3.8, 240, 340, XK140, 150	23.75	N/A	19.65	19.65	35.80	35.80	N/A	N/A
3.8S, 420, 420G, E Type, Mk X	23.75	N/A	19.65	23.95	35.80	31.85	N/A	N/A
XJ6, XJ12, XJS	15.25	19.95	19.65	23.95	27.60	32.90	N/A	N/A
JENSEN								
Interceptor	23.75	23.75	19.65	19.65	35.30	35.30	N/A	N/A
Healey	11.50	11.50	14.85	14.85	32.90	32.90	N/A	N/A
LANCIA								
Fulvia, Flavia Saloon + Coupe	N/A	N/A	14.85	14.85	26.55	26.55	N/A	N/A
Beta Saloon, Coupe, HPE, Monte Carlo, Gamma	+19.95	+19.95	N/A	N/A	+42.85	+42.85	+57.46	+57.46
Delta	N/A	N/A	N/A	N/A	+57.75	+57.75	N/A	N/A
LOTUS								
Seven Series 2/3/4	22.50	22.50	21.95	21.95	42.60	40.25	N/A	N/A
Elan, Elan + 2	22.50	+19.95	21.95	N/A	49.50	+44.80	N/A	N/A
Eclat 520, 521, 522, 523, 524, Elite 501, 501, 503, 504	23.00	23.00	21.95	21.95	47.25	47.25	N/A	N/A
Europa Series 2, inc. T/Cam	22.50	22.50	26.85	21.95	42.60	40.25	N/A	N/A
Esprit	15.75	23.00	17.95	32.55	37.90	62.40	N/A	N/A
MARCOS								
Coupe, 2 Seater	N/A	N/A	21.95	21.95	N/A	N/A	N/A	N/A
Mini Marcos	8.95	8.95	14.85	14.85	26.55	26.55	29.46	29.46
MAZERATI								
Ghibili, Bora, Messico	N/A	N/A	19.65	N/A	35.30	32.75	N/A	N/A
MERCEDES *Available please enquire price*								
MORGAN								
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Kadett B+C Models, Saloon, Coupe, (ExGTE), Ascona + Manta A+B	11.50	11.50	16.45	16.45	28.65	28.65	29.46	30.86
Kadett D Model 1980 on	+19.95	11.50	N/A	N/A	+34.25	28.65	+53.81	29.46
Monza, Rekord III + Senator (Fitted with Struts at front)	+19.95	11.50	N/A	N/A	+42.85	28.65	+54.28	30.86
Commodore B, GS, +GSE, Rekord II	11.50	11.50	16.45	16.45	28.65	28.65	29.46	32.97
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204, 304	+19.95	23.00	N/A	N/A	+44.80	52.90	N/A	N/A
305	N/A	32.00	N/A	N/A	+44.80	52.90	N/A	N/A
404, 504, 604	+19.95	11.50	N/A	16.45	+44.80	32.75	N/A	N/A
PORSCHE								
911 (State Koni or Boge type fitted) + 914	+19.95	N/A	N/A	24.45	+44.80	37.90	+111.71	47.88
924 inc. Turbo	N/A	N/A	N/A	14.85	+42.85	29.75	+85.10	33.70
928	N/A	N/A	N/A	N/A	52.90	52.90	89.15	62.40
RELIANT								
Scimitar GTE SE5 + SE6	N/A	N/A	20.55	20.55	42.60	42.60	N/A	N/A
Scimitar GT	N/A	N/A	20.55	20.55	42.60	42.60	N/A	N/A
RENAULT								
R4, R5, R6, +R16	11.50	15.25	16.45	16.45	27.60	28.65	31.20	32.66
ROVER								
3 Litre + 3.5 Litre	N/A	N/A	19.65	19.65	26.55	26.55	N/A	N/A
2300 SDI	+19.95	N/A	N/A	N/A	+42.85	32.75	N/A	N/A
2600, 3500 SDI models	+19.95	85.00	N/A	N/A	+42.85	Kit	N/A	N/A
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Range Rover Heavy Duty Stabilizers	N/A	N/A	N/A	N/A	39.80	43.80	N/A	N/A
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Minx, Hunter, Sceptre + Avenger	+19.95	11.50	N/A	14.85	+42.85	28.55	N/A	30.18
Sunbeam 1.0, 1.3, 1.6 inc. Lotus	+19.95	11.50	N/A	14.85	+42.85	28.55	N/A	30.18
Solara, Horizon + Alpine	11.50	11.50	16.45	16.45	26.55	27.60	32.66	32.66
Simca 1000, All, 1100, 1300, 1500	11.50	11.50	14.85	14.85	27.60	28.65	N/A	N/A
TOYOTA								
Celica GT, LS, ST, Carina, Corolla, 1200, 1300 inc. 1600, Cresside	+19.95	11.50	N/A	17.95	+44.80	27.60	+56.70	33.16
TRIUMPH								
Herald, Vitesse, Spitfire, +GT6	12.95	11.50	18.50	14.85	31.40	28.65	N/A	N/A
Toledo, 1500, +TC, Dolomite + Sprint	12.95	12.95	29.35	19.85	31.40	31.40	N/A	N/A
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TVR								
Griffith, 200/400 Series, Vixen S1/S2 Tuscan V8, 1800S	19.95	19.95	19.85	19.85	40.25	40.25	N/A	N/A
2500M, Vixen, 2500, 3000M, 3000SE, Taimar	19.95	19.95	19.85	19.85	40.25	40.25	N/A	N/A
Tasmin	11.50	23.00	N/A	N/A	N/A	N/A	N/A	N/A
VOLKSWAGEN								
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Passart, 411, 412	+19.95	11.50	N/A	14.85	+42.85	29.15	+54.25	32.63
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142, 144, 145, 164	11.50	11.50	14.85	14.85	28.65	28.65	31.20	31.20
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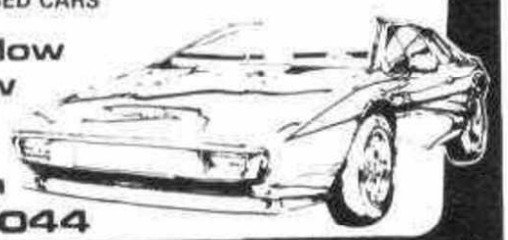
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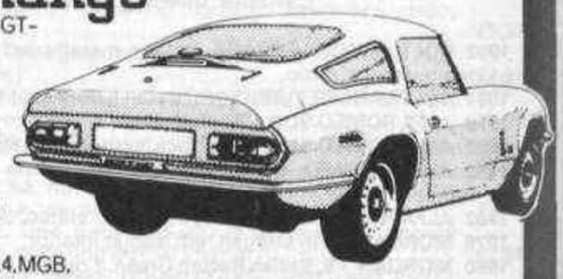
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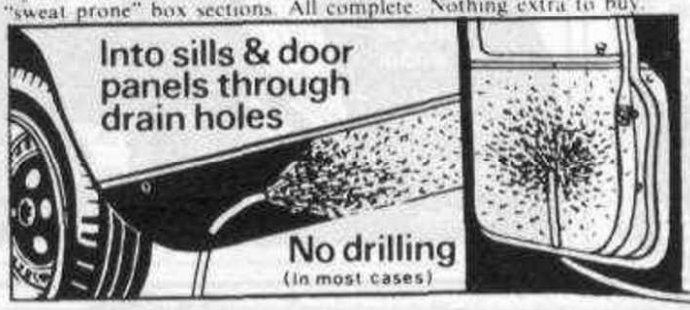
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with FINNIGAN'S *Fast Working* New, Adjustable Spray, Trigger operated 'SUPER JUMBO' Applicator



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



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Treacherous Multi-Metal Corrosion.

What is not generally known is that treacherous electrical inter-action between dissimilar metals intensifies corrosive action. Todays cars are all multi-metal constructions: Zinc, Steel, Aluminium, Copper, Stainless Steel, Cadmium. Water passing over any of these metals, then on to steel bodywork, even some distance away, causes rapid corrosion, and your car loses that "Showroom" condition.

First and Only Successful Rustproofer to Beat Multi-Metal Corrosion

as well as Road Salt Rusting on Mild Steel. Original Waxoyl formula, now further developed, produces greatly intensified power resulting from unceasing R&D in Finnigan's Works' laboratories. Now with deeper **Penetration** into metal and rust pores, with even greater **Tenacity** – the distinguishing mark of any rustproofer's real worth.

Most Sinister of all Road Conditions in Lab. Tests

Finnigan's chemists used what is a formidable combination of two dissimilar type metals: Copper wire wrapped around Steel. Degreased Steel plates were tightly over-wrapped with emery rubbed Copper wire. Twelve of these plates were each sprayed with salt water and immediately coated on top of the salt solution with twelve leading advertised rustproofers, including WAXOYL. This most sinister of rust-rot tests lasted seven days, by then, only the WAXOYLED plate remained bright and clean.

Colour leaflets, available on request, show how the test plates reacted.

The test results also proved conclusively that the further developed new WAXOYL formula is fully capable of everything that is promised of it as an **all-metal preservative.**

Holds 'Showroom' Condition.

Lab. tests demonstrate how WAXOYL kills off any, and every kind, of rust attack throughout the entire car system and keeps it in 'SHOWROOM' CONDITION, day-in and day-out, winter and summer, year after year. Rival makes, intended to work *only* on clean steel cannot be expected to resist salt water attack because, in fact, they lose their ability to kill rust when the active ingredients become exhausted. By using WAXOYL you can keep your car in as good condition tomorrow as it is today.

Tremendous Waxoyl Pay-Off!

Thus, Waxoyl offers you a truly wonderful investment. A pay-off which many, many thousands of Waxoyl enthusiasts have already enjoyed to date. So, why not get on to the Waxoyl band wagon too! Complete and mail (FREEPOST) order coupon today. Yes! Why not!

Rustproofing Centres £100 + VAT

Professionals charge mostly for labour. Do-it-Yourself at only a fraction of cost (or petrol tank fill-up) with all-in-one-go' Waxoyl. 'Jumbo' sprayer works FOUR TIMES FASTER than any other similar hand-operated design.

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. **Waxoyl is quality controlled at every stage. It is not a bought in product marketed under another name.**

'Tadpole' Molecules

Most up-to-date Waxoyl Rust Inhibitor contains naturally charged electrical properties; sets Waxoyl apart from rival systems. Micro Inhibitor molecules resemble tadpoles. 'Tails' cut through dirt, grease, oil with magnetic speed. Chase out air moisture rust from metal pores never to return. 'Heads' lock-in, seal-off surfaces with water repellent skin. Amazingly high tenacity even on damp surfaces. Never cracks, or peels off as do chemically active types which, as you may have seen, often oxidise and disintegrate; expose metal to devilish air moisture rust attack. Nor does Waxoyl exhaust itself with time. In fact, stays active indefinitely! Magnetic molecules fill broken gaps. "Creep" across bared metal; reknit skin torn by flying grit etc. **Be more than happy with clean, transparent Waxoyl.**

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!'*

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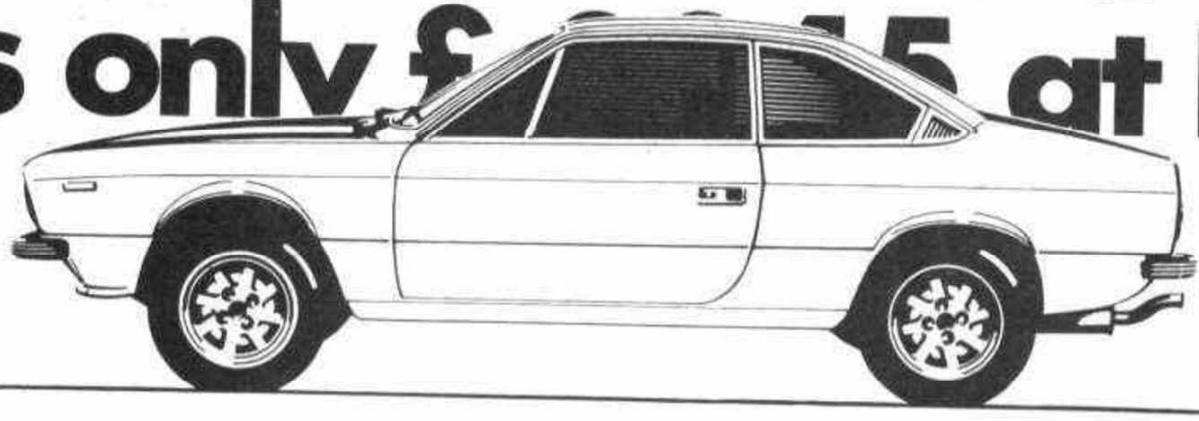
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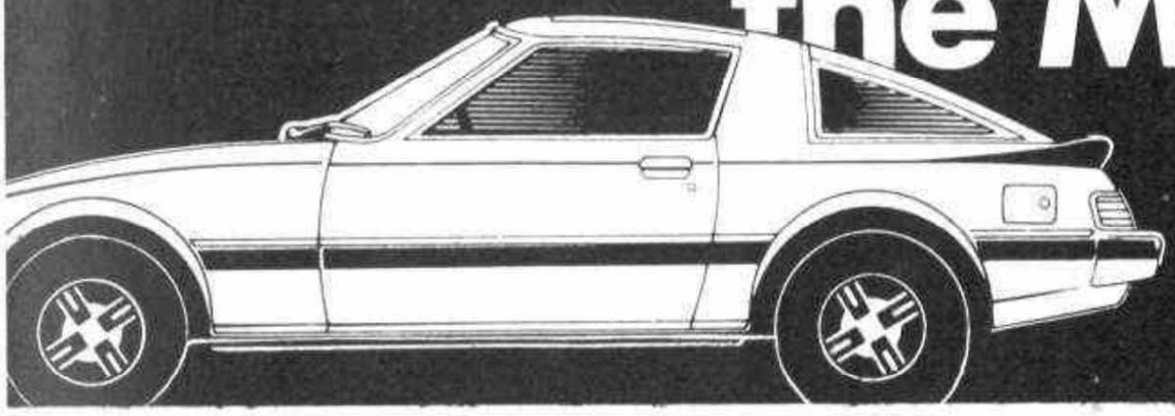
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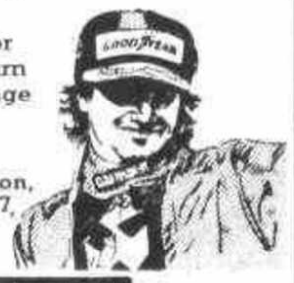
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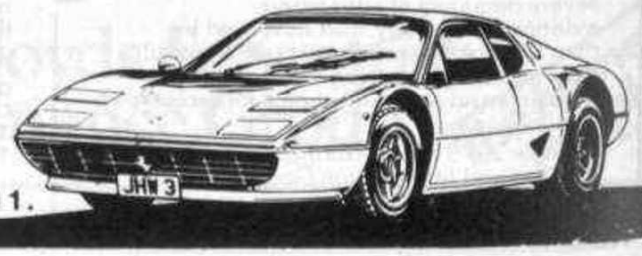
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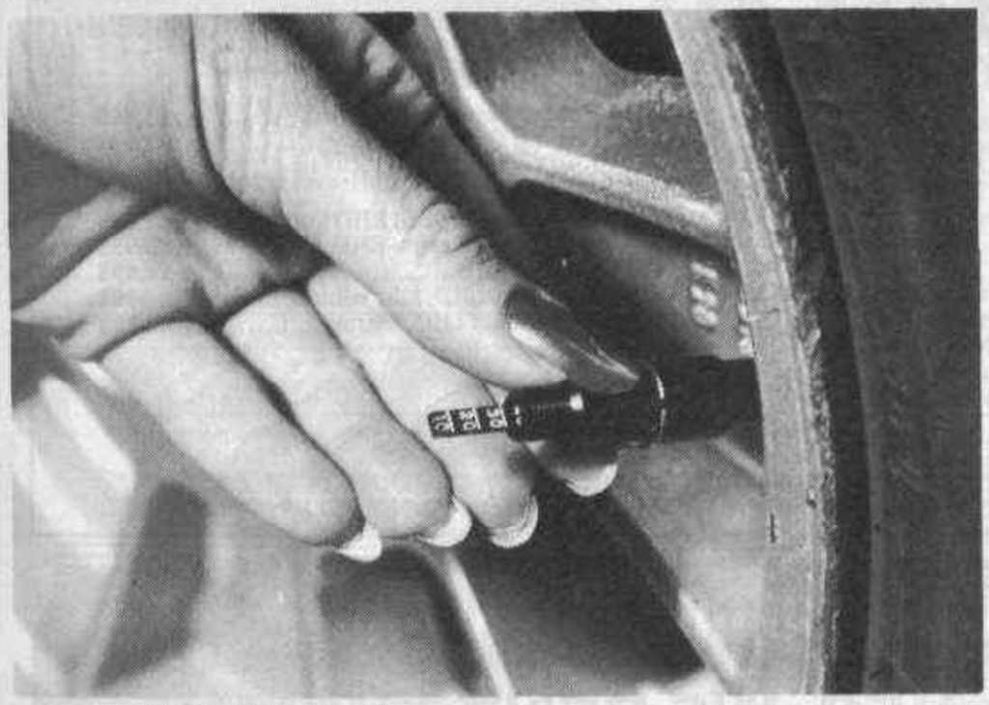
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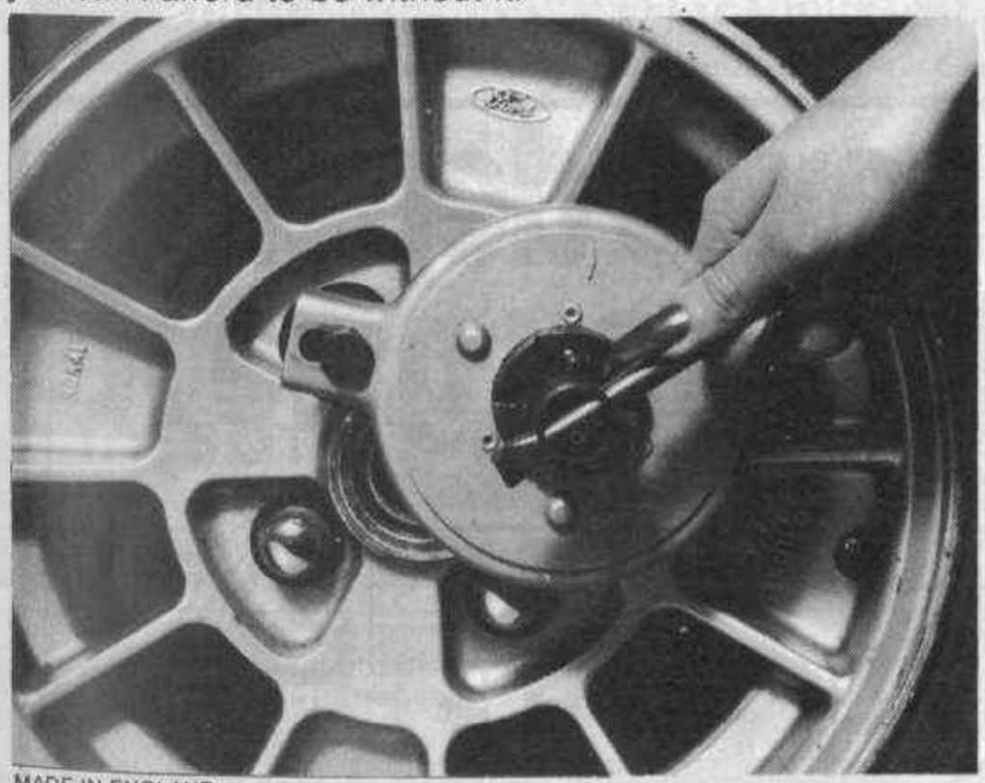
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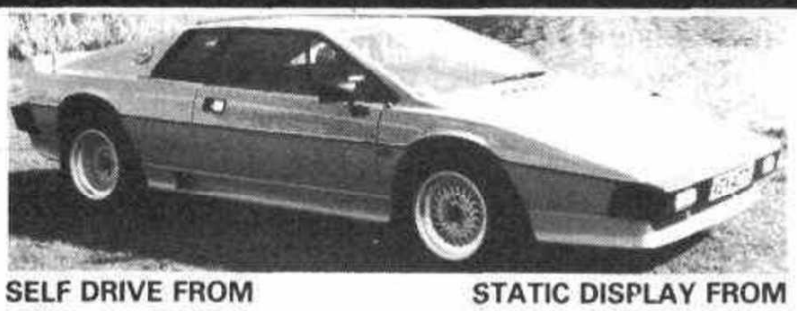
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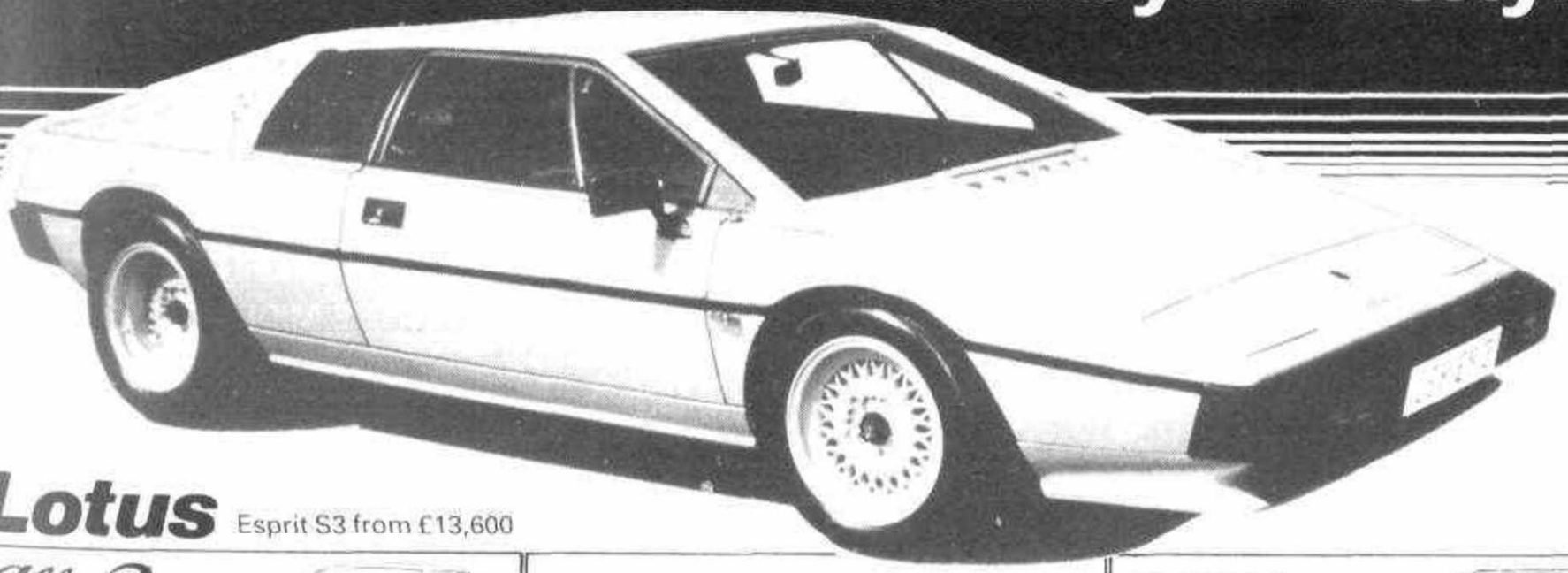
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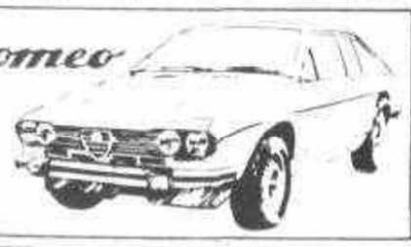
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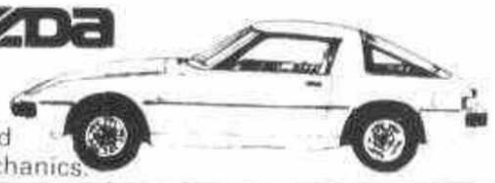


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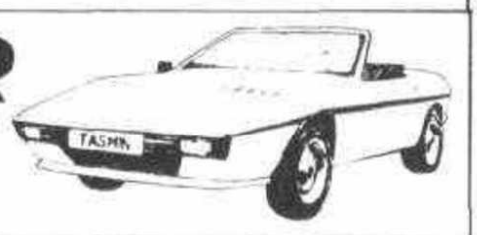
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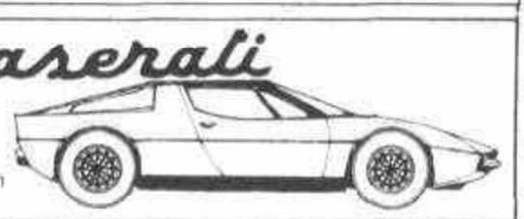
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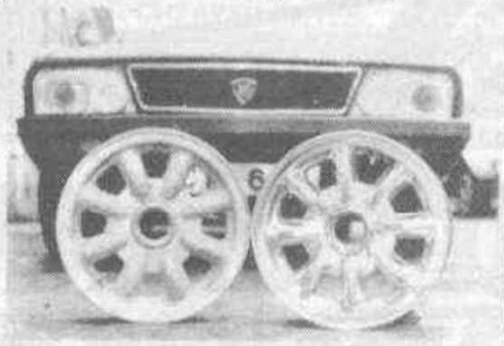
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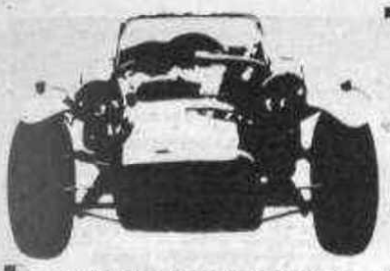
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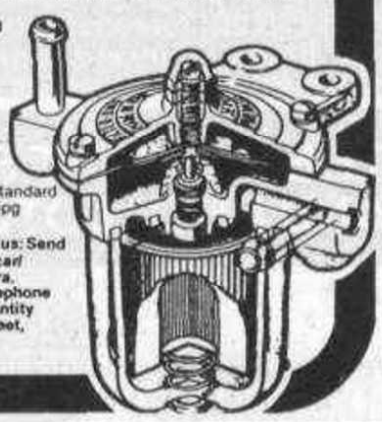
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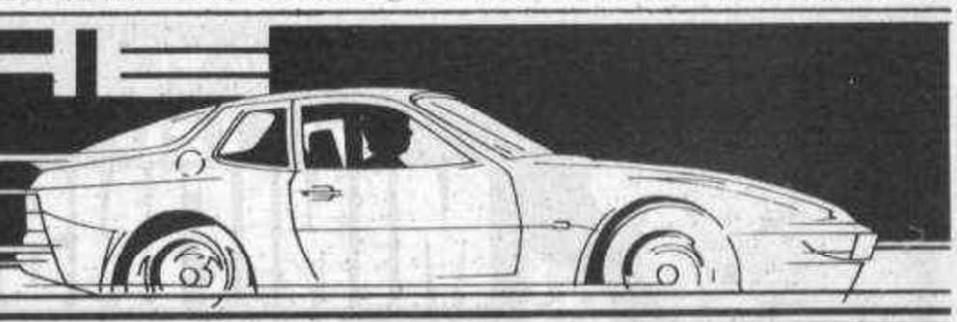
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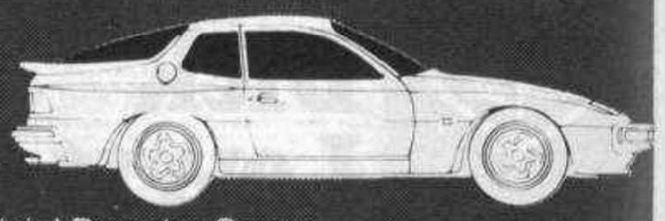
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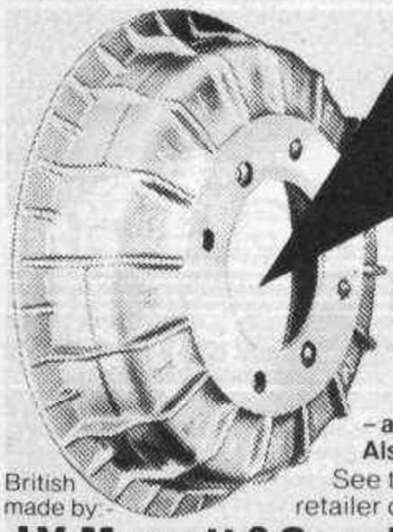
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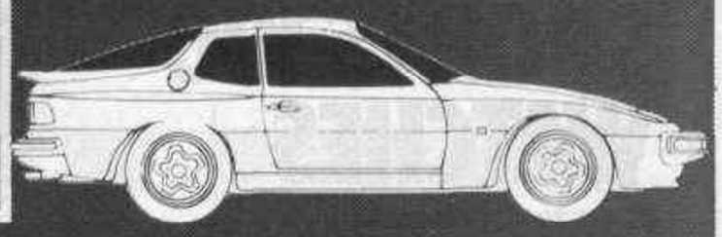
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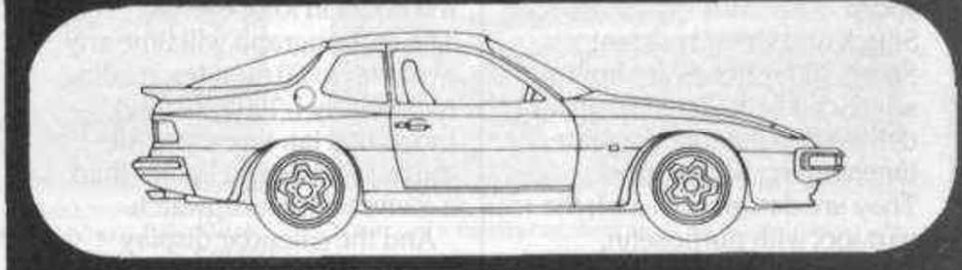
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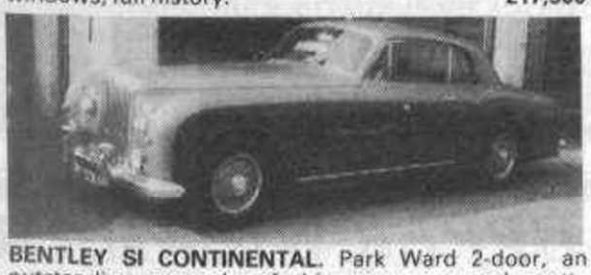
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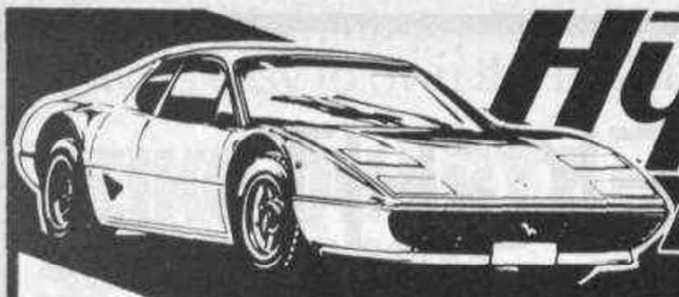
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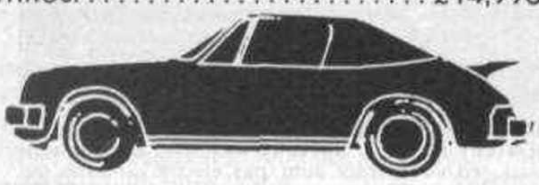
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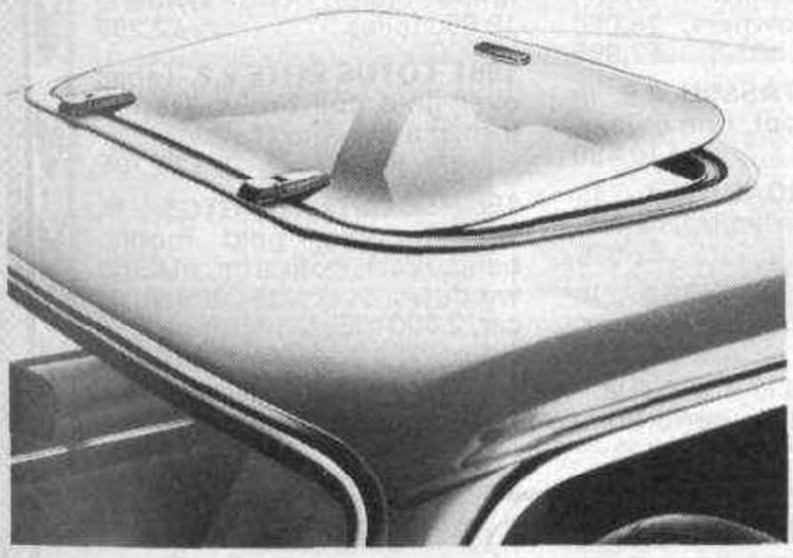
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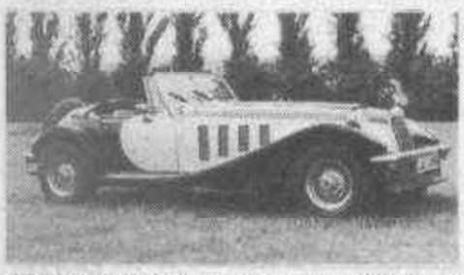
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1978T MGB GT. Vermilion, 26,000 miles. £3,450

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1978T Lotus Elite 501. Red, 32,000 miles, radio. £6,850

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1980 TRIUMPH TR7. 5-speed coupé in yellow, s. / roof, r. / tape. £4,499

1978 TRIUMPH TR7. Auto., HRW, radio / cass., yellow / grey plaid. £2,899

1979 TRIUMPH DOLOMITE 1500. Black, 8,900 miles. £2,999

1980 VOLKSWAGEN JETTA GLi. All. / whls, sunroof, HRW, rad. / cass. £3,699

1980 VAUXHALL. Carlton bronze metallic, HRW, radio, one owner. £3,999

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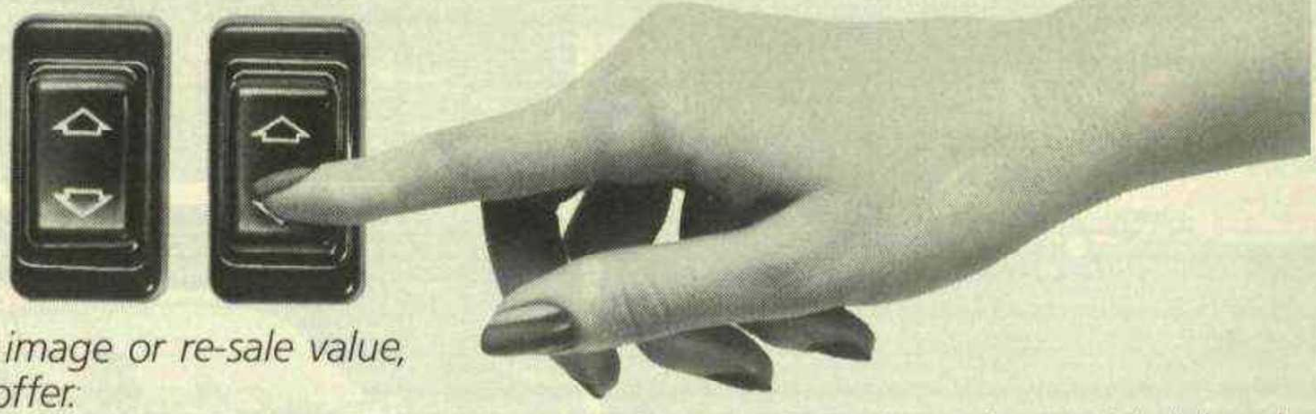
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INCORPORATING **SPEED** AND THE **BROOKLANDS GAZETTE**

VOL. LVIII No. 7 JULY 1982

Fifty-eighth year of publication
Publication date first of the month

STANDARD HOUSE,
BONHILL STREET,
LONDON, EC2A 4DA

Telephone 01-628 4741
Telex: 888602 MONEWS G

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FRONT COVER PICTURE: ULSTERMAN John Watson steers his McLaren MP4 between the concrete barriers of Detroit's newly conceived road circuit to score a well-earned victory in the first World Championship Grand Prix to be held in that American City. In achieving this fine victory, Watson became the first driver to win two Grands Prix during the 1982 season.

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SURFACE MAIL:	Home	£12.50
	Overseas	£13.10
AIR MAIL:	Europe	£13.60
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	Australasia	£27.75
	All other countries	£23.90

All prices include postage. Subject to increases of postal rates and cover price. Net amount due and payable in sterling on London. If payment is made in a currency other than sterling please add 50p to sterling rate prior to conversion.

MATTERS OF MOMENT

■ THE TYRE WAR

The important subject of tyres in modern motor racing formed the topic of D.S.J.'s article in his "Behind the Grand Prix Scene" series in the April issue of MOTOR SPORT. He described the dedication of the tyre companies' representatives and workers, who have to make the rubber function to the best possible effect during practice and the qualifying laps for a high place on the starting-grid, and throughout the subsequent race. Tyres have always been a vital aspect of motor racing but in recent times they have become a greater factor than ever in determining how a car performs and what a skilled driver can do with it.

To the users of ordinary cars it may seem odd that racing tyres that grip like glue on a dry road make the racing car to which they are fitted virtually uncontrollable if it begins to rain. That cannot look much like progress in tyre technology to the uninitiated and such people must be equally astonished at the short track-life, and the shortage of the special high-grip slicks which are essential to a driver trying for pole position on the grid. In fact, these seemingly-backward steps actually underline the high degree of knowledge attained, but ever being improved upon, by race-tyre technologists and scientists. We were glad to hear recently, from a Pirelli technican from Milan, that his company regards racing as the best possible means of learning valuable lessons — as much so as it always has been, since the days when Dunlop had to solve the problems of keeping tyres on the rims of Malcolm Campbell's 150 m.p.h. Sunbeam "Bluebird" and later making tyres safe for Segrave when he set forth at Daytona to exceed 200 m.p.h. in another special car from the old Sunbeam Motor Car Company of Wolverhampton. . . .

Apart from the value of racing in terms of tyre research and advancement, there is useful publicity to be had from providing tyres for the racing cars used by successful drivers, as a PRO at Pirelli's Burton-on-Trent factory confirmed, thinking of the Pirelli-shod March, Fittipaldi, Arrows, Osella and Toleman cars in F1 alone. It is certain that Avon, Goodyear and Michelin, the other tyre makers at present in F1 racing, would say the same. On the publicity front, however, there can be pitfalls. For example, a TV commentator seems to refer to drivers and tyres even more than the *makes* of the competing cars (having the Drivers' World Championship and sponsorship to the forefront of the mind, perhaps) and he may remark that a prominent F1 runner has fallen back or gone into the pits *because of a tyre failure*, without knowing, or bothering to explain, that the fault resulted from a shunt or the tyre picking up debris from the track. The layman, puzzled as he is when racing cars on the very top tyres slide off the road because a shower of rain has begun, may well think "Oh dear, I regarded that as a very fine make of tyre but here is the race leader out because a cover has let him down". One can but hope that he or she has paid sufficient attention to see the way in which the field weaved about on the warm-up lap, to realise that racing tyres are quite unlike those on a little Eurobox, and that he or she reads the reports in MOTOR SPORT later, thus finding out in proper detail what occurred. . . . Anyway, there are other grades of racing in which the leading tyre manufacturers obtain publicity (and no doubt learn further useful lessons) besides F1 Grand Prix Championship events, top-ranking as these are.

In terms of road tyres for anything from your wife's bread-and-margarine shopping-car to your Porsche, Ferrari or whatever, give thanks for your good fortune — owed, as Pirelli recently confirmed for us, largely to racing research. (We had almost added "and LSR research," but remembered just in time that the latest contender in this exacting field, Thrust II, dispenses with such mundane items as rubber tyres!) Good fortune, in terms of your immunity from punctures and the once-dreaded burst or blow-out, over mileages which would have been unbelievable in the 1920s, in spite of how much faster you now drive in the Motorway Age, and also in respect of the vastly-improved road-holding and handling qualities that modern tyres confer on most of the vehicles you drive. Then, instead of having to rely in winter on "knobbly" tyres on rear-wheel-drive vehicles, what better now than a 4WD car shod, for example, with Michelin XY tyres? The writer is old enough to remember the frequency with which tyres punctured 40 and more years ago, and study of the old motor magazines will show that a tyre was then thought to be decently durable if it lasted a few thousand miles, on comparatively light and pedestrian cars. Disregarding the tyre troubles experienced by the motoring pioneers, tyres remained pretty undependable into the post-war period, and many were the devices, the patents, devised to overcome this. Lionel Rapson had his double-treaded Rapson tyres, used not only in racing and by Parry Thomas on his top-successful 8-litre Leyland-Thomas for some of his high-speed record-bids, but also on the more sedate motor cars of the Royal Household. Twin back wheels on heavy limousines were only just departing the road-scene, only to be adopted by the more ambitious wheelspin-conscious sprint-racing exponents. Queer compounds were on the market, for squirting into inner-tubes to seal any punctures they might sustain, overlooking the fact that cars parked for long periods then tended to develop tyres that were "out of the round", because "flats" had formed at the bases of the solidified tubes. . . .

Continued overleaf

Motor Sport Fixture List for July

★ 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
July 1st-3rd	**AC Pavia**	—	**Italy**	**Il Ciocco Rally (European Rally Championship) (INT)**	—
July 2nd/3rd	Scottish Sporting CC	Kilmarnock	Scotland	Caledonia Rally (*CJ*)	00.01
July 3rd	Aberdare MC	Libanus	Brecon	Nutcracker Stages Rally (*R*)	16.46
July 3rd	AMOC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	14.00
July 3rd	BRSCC	Aintree Circuit	Liverpool	Race Meeting (*R*)	—
July 3rd	750 MC	Oulton Park Circuit	Nr. Tarporley, Cheshire	Race Meeting (*R*)	14.00
July 3rd/4th	**Automobilklub Dolnoslaski**	—	**Poland**	**Polish Rally (European Rally Championship) (INT)**	—
July 3rd/4th	**DRC**	**Donington Park Circuit**	**Castle Donington, Derby**	**Race Meeting (INT)**	—
July 3rd/4th	Newtown & DAC	Newtown	Powys, Mid-Wales	Meirion Motors Eagle Rally (*Motoring News* Championship Round) (*R*)	22.45
July 3rd/4th	Sporting CC Norfolk	Hotel Norwich, Boundary Road	Norwich, 134/210112	T.S.B. Stages Rally (*R*)	14.00
July 3rd/4th	Preston AC	Leyland Leisure Centre	Lancs	Red Rose Rally (*CJ*)	23.31
July 4th	TEAC	Lydden Hill Circuit	Nr. Dover, Kent	Race Meeting (*R*)	—
July 4th	BARC	Snetterton Circuit	Norwich, Norfolk	Race Meeting (*R*)	—
July 4th	SSCC	Knockhill Circuit	Dunfermline	Race Meeting (*C*)	—
July 4th	Bognor Regis MC	Eastern Esplanade	Bognor Regis	Autotest	11.30
July 4th	Falcon MC	Knebworth Park	Stevenage 166/236220	Autocross (*R*)	13.00
July 4th	750 MC	Beaulieu	Hampshire	Austin 7 Rally (*N*)	—
July 4th	**Ente Autodromo Pergusa**	—	**Italy**	**European Formula 3 Championship (INT)**	—
July 4th	**ADAC — Saarland eV Sportabteilung**	**Nurburgring, Germany**	—	**European Touring Car Championship (INT)**	—
July 9th/10th	**Real Automovile Club VASCO Navarro**	—	**Spain**	**CS Rally (European Rally Championship) (INT)**	—
July 10th	BRSCC	Castle Combe Circuit	Chippenham, Wilts	Race Meeting (*R*)	—
July 10th	MCMRC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	—
July 10th	VSCC	Silverstone Circuit	Towcester, Northants	Race Meeting (*C*)	13.30
July 10th	MAC	Shelsley Walsh	Worcs.	Hill Climb (*N*)	—
July 10/11th	Mid-Derbyshire MC	Ripley Leisure Centre	Ripley Derbyshire 119/398½501½	Drystone Rally (*CJ*)	23.31
July 10th/11th	Slaithwaite MC	Rocar Limited	Huddersfield 110/149167½	Summer Wine Rally (*R*)	23.31
July 11th	MAC/VSCC	Shelsley Walsh	Worcs.	Hill Climb (*CJ*)	—
July 11th	Swindon Phoenix CC	Bowood Estate, Calne	Wiltshire	Bowood Stages Rally (*R*)	10.00
July 11th	BARC	Mallory Park Circuit	Leics.	Race Meeting (*N/R*)	—
July 11th	750 MC	Snetterton Circuit	Norwich, Norfolk	Race Meeting (*R*)	14.00
July 11th	**Ente Autodromo Pergusa**	**Italy**	—	**World Endurance Championship (INT)**	—
July 15th/18th	**STH Idar-Oberstein eV**	—	**Germany**	**Hunsruck Rally (European Rally Championship) (INT)**	—
July 16th/18th	**RACMSA**	**Brands Hatch Circuit**	**Dartford, Kent**	**British Grand Prix (World Championship Round) (INT)**	—
July 16th/18th	**AMK Miada Boleslav**	—	**Czechoslovakia**	**Skoda Rally (European Rally Championship) (INT)**	—
July 17th	750 MC	Aintree Circuit	Liverpool	Race Meeting (*R*)	14.00
July 17th	MG CC	Oulton Park Circuit	Tarporley, Cheshire	Sprint Championship Round (*R*)	—
July 17th/18th	Standard MC	Coombe Abbey Country Park	Coventry	Standard Rally (*N*)	11.00
July 17th/18th	Dovey Valley MC	Machynlleth	Wales	Rali Bro DDYFI (*C*)	23.00
July 18th	Bexley Light CC	Peters Pit Wouldham	178/713626	Sanspeed Anniversary Single Venue Stages (*R*)	10.01
July 18th	Astra MC	Lydden Hill Circuit	Nr. Dover, Kent	Race Meeting (*R*)	—
July 18th	**ASA La Charte**	**La Charte**	**France**	**European Formula 3 (INT)**	—
July 18th	**MK Scandia**	**Mantorp Park**	**Sweden**	**European Formula 2 (INT)**	—
July 18th	Chester Vintage Enthusiasts Club	Lache Hotel, Lache Lane	Chester	Ruthin Rally (*CJ*)	—
July 23rd/30th	**Automovil Club Argentino**	—	**Argentina**	**Codasur Rally (World Rally Championship) (INT)**	—
July 24th	BRSCC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	—
July 24th	JDC	Mallory Park Circuit	Leics.	Race Meeting (*R*)	—
July 24th	Alfa Romeo	The Sutherland Arms	Tibberton, Shropshire	Alfa Romeo Classic Car Day	12.00
July 24th	Connacht MC	Sligo	—	Union Food Sligo Stages Rally (*N*)	12.00
July 24th	Port Talbot MC	Swansea	South Wales	Peter Russek Manuals Rally (*N*)	09.00
July 24th/25th	Wakefield & DMSC	Travelodge Motor Lodge	Barnsdale Bar, Nr Pontefract	Diplomat Trophy Novice Rally (*R*)	—
July 24th/25th	Aston Martin OC & HDLCC	Loton Park	Alberbury, Nr. Shrewsbury	Loton Park Speed Hill Climb (*CJ*)	12.15
July 25th	BRSCC	Mallory Park Circuit	Leics.	Race Meeting (*R*)	—
July 25th	Bognor Regis Rotary Motor Club	West Park	Bognor Regis, Sussex	Bognor Regis Rotary Motor Gala Rally	11.00
July 25th	BARC	Gurston Down, Broadchalke	Salisbury, Wilts	Wadham-Stringer/(Southampton) Ltd. Speed Hill Climb (*R*)	13.30
July 25th	Taunton MC	Upper Cock Farm, Stogursey	Bridgwater 182/226433	Clubmans Autocross (*R*)	14.00
July 25th	**FFSA**	**Paul Richard**	**France**	**French Grand Prix (World Championship Round) (INT)**	—
July 25th	SMRC	Ingliston Circuit	Duns, Berwickshire	Race Meeting (*R*)	—
July 31st	BRSCC	Aintree Circuit	Liverpool	Race Meeting (*R*)	—
July 31st	**Stockholme SVK**	**Spa**	**Belgium**	**24 Hours Spa Francorchamps (European Touring Car Championship) (INT)**	—
Jul. 31st/Aug. 1st	HSCC	Donington Park Circuit	Derby	Race Meeting (Historic Sports Cars)	—
Aug. 1st	BARC	Mallory Park Circuit	Leics.	Race Meeting (British Formula Three Championship) (*N/R*)	—
Aug. 1st	BARC	Snetterton Circuit	Norwich, Norfolk	Race Meeting (*R*)	—
Aug. 1st	BRSCC	Brands Hatch Circuit	Dartford, Kent	Race Meeting (*R*)	—
Aug. 1st	**Ente Autodromo**	**Pergusa, Sicily**	**Italy**	**European Formula 2 (INT)**	—

MATTERS OF MOMENT

Continued from previous page

Tyres were then a very profitable part of Motor Trade sales and those who like a whiff of history may care to be reminded that at the Olympia Motor Show of 1919 which marked the re-emergence of motoring joys after a long, cruel war (one hopes sincerely that there is no ring of topicality here), tyre-sales were contested between Avon Indiarubber, Beldam, Dunlop, Firestone, Gofa, BF Goodrich, Goodyear, Grimstone, Henley's, Hutchinson, International, Indiarubber Products, Kempshall, Chas. Macintosh, Michelin, Hercules, Moseley, North British, Oylers' Rapson (claimed to be unpuncturable), Palmer, Pirelli, Rom, Shrewsbury-Challiner, Stelastic, Stepney Road-Grip and Victor — with many different makes of wheels, rims, jacks and tyre-pumps on offer.

Since then the tyre war has slowed down somewhat and at the present time there is, if not exactly a slump, a bit of a slack time in the Tyre Industry, the result of today's tyres lasting such impressively-long mileages (like the oil in cars' sumps) and the more expensive covers not being required for the mass of smaller cars that Inflation has thrust on many car users. But innovation has still flourished. We have seen Pirelli trying detachable tread-bands, to provide any kind of grip to choice or a means of replacing a worn tread without the need to scrap the entire tyre carcass. The tubeless tyre has offered a "get-you-home" safeguard but is sometimes difficult to repair afterwards, thus tending to become a tubed cover, nor have the Dunlop Denovo and other "fail-safe" ideas been widely adopted. Cross-ply tyres have been largely ousted by radial-ply, but the former continue to be bought by fleet users of off-road and other rough-terrain commercial vehicles, where the sidewalls of radials are vulnerable. The great House of Michelin (with "Mr. Bibendum" ever watchful of their public image) made that great breakthrough with the steel-braced "X" tyre that set absolutely new standards of grip and longevity, at the expense of somewhat unexpected breakaway when a car was cornered near the limit and an increase in road-noise levels. It was soon apparent that radial-ply tyres might be costly, but their greater mileage compensates, and modern radials give a softer ride than cross-plies.

From that development stemmed all manner of interesting and excellent tyres (not always the same thing) with Pirelli early in the field of low-profile tyres, which offered maximum "sticktion", once the method of using radial metals and fabrics for tyres in this manner had been mastered. Although the noise-level of radial-ply tyres was embarrassing at first to makes like Rolls-Royce and Jensen, the ever-rising performance of modern cars soon made it essential to adopt them and today such tyres are all but universal. Looking back over several decades of tyre technology, progress has been highly impressive, and has more than kept pace with the advance in car performance. Pirelli and Michelin were quick to work with car

design-teams in developing suspension-systems to suit given kinds and makes of tyre, with Volvo, Peugeot, Fiat, Citroën and Rover, etc., prominent here. The Motorways Age led to new legislation with insistence on sound tyre condition and a tread-depth of at least one-millimetre, which the Tyre Industry now wants to see increased to two mm. or thereabouts — long gone are the days when the writer drove about on completely bald tyres, even with the tubes peeping from rents therein on occasions, and thought little of it [mark you, I did my best to steer Austin Sevens and Gwynne Eights clear of the more gritty deposits on the roads in those happy, unregimented days — Ed.]. There was the excitement some years back of the Pirelli-Dunlop merger, which Dunlop shareholders must now view with considerable disappointment! And from being a one-time back-street involvement, re-treading of worn tyres has grown respectable and absorbs a big turnover of the replacement tyre trade.

A future tyre breakthrough will relate, perhaps, to even lower-profile covers, together with other clever developments such as improved water-deflecting tread-patterns, quieter-running tyres, those that contribute to fuel economy and, one must hope, combinations of all these qualities, with long life and immunity from unwanted deflation ever the vital factors. Pirelli tell us that in pioneering low-profile techniques they worked first for Alfa Romeo, with Cinturatos, then with Fiat and Volvo but that low-profile treads are of less appeal in France. Cross-ply tyres survive in Third World countries where cost matters, and for the same reason the "get-you-home" compact spare-wheel is seen by some manufacturers not necessarily as a means of getting some kind of spare in a cramped space, but as a way of saving the cost of a fifth, maybe expensive, light-alloy wheel. While I was up at Pirelli's at Burton-on-Trent — where they lead in the manufacture of slippers, no matter what the state of the tyre business — the interesting point was made that Motorways are not only hard on tread-wear and put a premium on safe tyres but while using them drivers have time to concentrate on items like tyre-noise, the kind of ride they are getting, etc., which previously didn't bother them.

Lunch was taken after our visit to Pirelli Limited in a pub wherein hang pictures of pre-war Mercedes-Benz, Auto-Union, Alfa Romeo and ERA cars racing at Donington in the Grand Prix, a reminder of another phase in the history of the racing tyre with Pirelli, Dunlop and Continental prominent [which reminds me that, if you motor in Wales' Elan Valley, there are photographs of cars competing in a *Daily Express* Rally to be seen on the walls of the blue-painted Hotel there, which was a Control-point for that event. — Ed.].

The Tyre-War of the 1980s centres largely around replacements, for although large outputs with considerable prestige are of tyres required by the car manufacturers, most of these use more than one make of tyre. It is the customers for replacement tyres who choose a particular tyre, and whose orders are a valuable asset to the tyre industry.

So in the pages of MOTOR SPORT you now find Pirelli promoting the range of low-profile tyres from the P7 through to the P8, Uniroyal proclaiming their product as original equipment supplied to many of the top car manufacturers, Michelin suggesting you follow the 45% of surveyed car owners who said this make gave them the longest tread life, BF Goodrich explaining their High Tech Radials, Jackie Stewart telling you why the Goodyear NCT tyre was better than any he had previously driven on, and Bridgestone offering tyres for all conditions, climates and vehicles, as Japan's leading maker of quality tyres for 50 years. On television, Goodyear employ Sir Robert Marks to publicise their tyres — which reminds me of the story told to me recently by a tyre company PR man, of the lady who went to her local tyre agency to buy five new covers and was asked which make. "Oh", she replied "those Robert Marks". "Yes Madam", countered the tyre-man, "do you want Robert Marks Michelin, Robert Marks Firestone or Robert Marks Pirelli?" One also wonders how much the incorporation of "J.R." from Dallas into tyre advertising is costing Dunlop's shareholders. It would seem that the tyre war is warming up. . . .

■ THE FALKLANDS WAR

POLITICS may have no place in motoring journals but at the time of the Argentinian surrender in the Falkland Islands it would be unthinkable not to express a feeling of great National pride in a military operation swiftly and successfully carried out 8,000 miles from base, in very difficult weather conditions. As a spokesman has said, the skill and efficiency of all involved, from the dockland "maties" to those in Command, and of the Navy, Army, Air Force, and Marines personnel, has won the very highest admiration. The RAF played an essential part and one is reminded of two spin offs. First, how the outcome of the vital Battle-of-Britain in WW2 was dedpendent on the superior performance of the Supermarine Spitfire and Hawker Hurricane fighters, the Rolls-Royce engines of which were directly developed from the R-Type Rolls-Royce racing engine prepared for the Schneider Trophy Race. Secondly, how it was this time largely the task of the Harriers (along with the Sea-King helicopters and other aircraft) to win air supremacy over the Falklands, which reminds us that in 1969 the RAF flew its Hawker-Siddeley Harrier in the *Daily Mail* Trans-Atlantic Air Race, taking off from a London coal-yard. It raised so much coal dust that some of the rubber-necks who had gone to watch complained of ruined clothes, and they had to be compensated. MOTOR SPORT remarked at the time that they could not see the prestige for the coal-dust. Now the prestige is very real indeed. . . .

The VSCC Mike Hawthorn Trophy Meeting

THIS now-traditional racing will take place at Silverstone Club circuit on July 10th, starting at approx. 1.15 p.m. Eight or nine events will be on the race-card, with Historic racing-cars competing over 15 laps, Vintage racing-cars over 10 laps and two contests being for sports-cars, one of them for road-equipped versions. The supporting events include a race for Edwardians and vintage light-cars and another for Austin 7s, if sufficient are entered to form a field. During the afternoon a long cavalcade of Austin 7s will circulate, a reminder that Sir Herbert had his baby fifty years ago. Apart from the Mike Hawthorn, Boulogne, Robert Ashley, Fox & Nicholl, Bill Phillips and other trophies, points will be scored towards the 1982 MOTOR SPORT Brooklands Memorial Trophy and cash prizes (all of which go to the *competitors* explains the Editor, looking Haggared!).

If you want to capture the feel of pre-war motor racing, in the Brooklands spirit, make the pilgrimage to Silverstone on July 10th. The day afterwards much the same atmosphere will prevail at Shelsley Walsh, where the VSCC has its speed hill-climb, again with emphasis on the birth of the Baby Austin. It will begin to happen at 2.30 p.m.

W.B.

* * *

Thrust II at Beaulieu

RICHARD NOBLE'S LSR car Thrust II will be on display in the National Motor Museum at Beaulieu until July 27th, after which it will leave for another attempt to beat the absolute land speed record at the Bonneville Salt Flats, Utah, from which, as Lord Montagu says, one hopes it will return triumphant. — W.B.

* * *

750 MC National Austin 7 Rally

THIS well-known and well-attended event, the 20th of its kind, takes place on July 4th at the National Motor Museum at Beaulieu, Hampshire, and not at Luton as mistakenly announced last month. It encompasses a Concours d'Elegance for all kinds of Austin 7s, divided into 22 different classes, with 27 awards, gymkhana-type driving-tests, an Inter-Club relay contest, an exhibition of items relating to Austin history, an Austinjumble and other attractions, including, for members, the 750 Club tent and a barbecue on the Saturday evening beforehand organised by the Solent A7 Club. Entries have closed but some late ones may be taken on the rally field. This National Rally counts towards the 750 MC's Championship and driving-test results towards the Ulster Trophy. The paying public will be very welcome to watch. Details from Alan and Lorna Martin, 49, Rowelfield, Luton LU2 9HL, telephone Luton 412556. — W.B.

* * *

GP on ITV

CLIVE JAMES went to Las Vegas with a London Weekend Television film crew during the Grand Prix which took place in the car park of Caesar's Palace in October last year. The fruits of his interviews both with the GP drivers and those for whom Las Vegas means only the chance to gamble, will be shown in an hour long programme on Sunday, 18th July at 10.00 p.m.

* * *

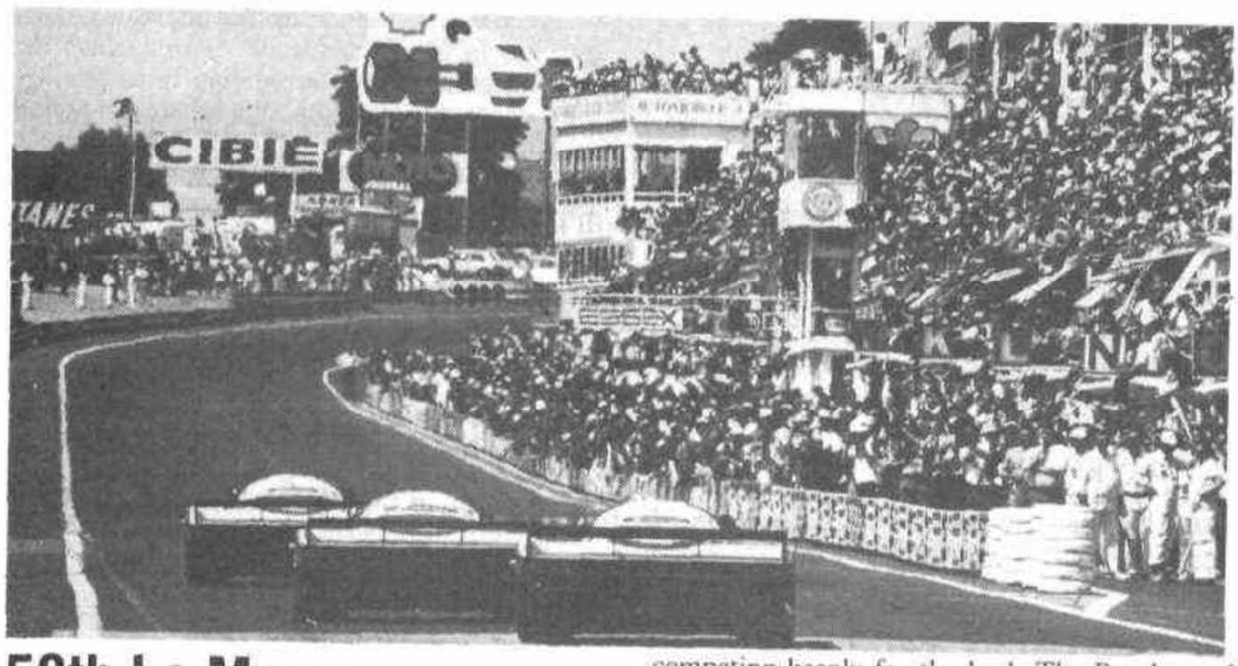
Clwb Modur Cymru

THE Welsh Association of Motor Clubs will be celebrating its silver jubilee later this year with an event which will follow the lines of the recent very successful RAC "Golden Fifty" Rally. It will have two classes, one for pre-1968 cars and the other for those who were competing before 1970 using later cars. A new Club, Clwb Modur Cymru, has been formed to run the event which should have its own Welsh flavour and will take place towards the end of August. Details from John Gillo, Mailscot, 24 Holcombe Avenue, Llandrindod Wells, Powys LD1 6DN.

* * *

First-Aid

ONE never knows when first-aid information will be needed in home or car. So you may care to keep a copy of "A Matter of Life or Death" by Dr. P. N. Paterson-Brown in pocket or car cubby-hole. It is published by the Charles Skilton Group, 2 & 3, Abbeymount, Edinburgh 8 for 50p.



THE three leading Porsches in line astern on the penultimate lap.

50th Le Mans 24 hour race

JACKY ICKX and Derek Bell notched up another victory in the classic 24 hour race at Le Mans last month. Driving a 956 Porsche, they took over the lead in the ninth hour, but did not have things entirely their own way, suffering from a mixture problem which caused a misfire and later from a puncture which eroded their five lap lead to two.

The first hours of the race were the most interesting, with Rondeau, Ford and Porsche competing keenly for the lead. The Rondeau of Mignault, Lapeyre and Spice led for the first three hours on aggregate, and the Ford C100 of Winkelhock and Niedzwiedz was given the honour for the fourth hour. For the remainder of the race, a Porsche headed the hourly bulletins, first the 956 of Haywood, Holbert and Barth which led to the eighth hour, when they were delayed first by a door blowing open and then by a wheel bearing failure: when the bearing was replaced, they suffered further delay when it was found that the suspension had also been damaged. The Rondeau which led the initial stages went out of the race at 2.00 a.m. with electrical failure, a problem which had also affected the second Ford C100 of Ludwig and Surer which had succumbed after four hours. The Winkelhock / Niedzwiedz car went out when the engine blew up.

The Lancia team, which has had things much its own way in some recent races, were plagued with fuel feed trouble which led to engine failure and were never in the running. The Aston Martin engined Nimrods, on the other hand, gave a demonstration of their potential, the Needell, Evans and Lees works car leading Viscount Downe's privately entered car in the early stages until tyre failure caused it to crash on the Mulsanne straight. The Downe car, driven by Salmon, Phillips and Mallock rose to fourth place during the latter half of the race, but lost the chance of taking third place when valve failure reduced the operational cylinders to seven.

Production schedules prevent us carrying a full report of this race in this issue — a review will appear next month.

Results

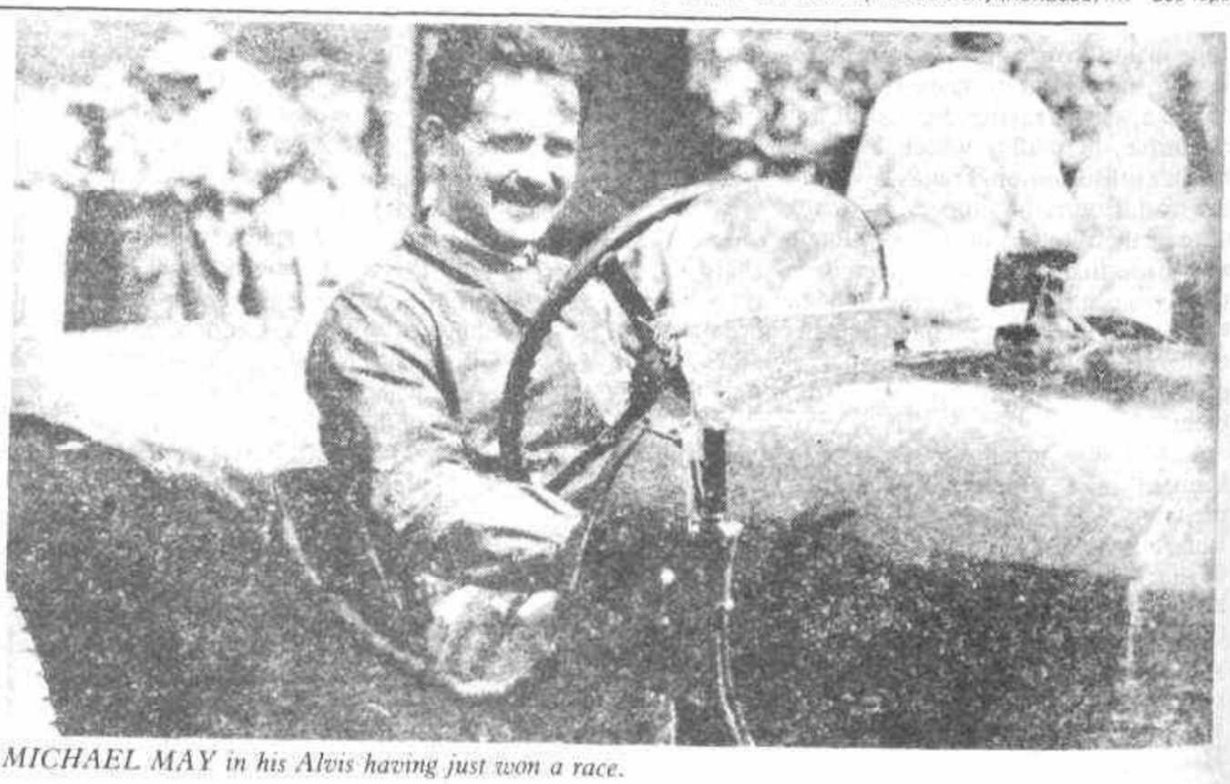
1st	J. Ickx / D. Bell (Porsche 956T) (204.128 k.p.h.)	359 laps
2nd	J. Mass / V. Schuppan (Porsche 956T)	356 laps
3rd	H. Haywood / A. Holbert / J. Barth (Porsche 956T)	340 laps
4th	J. Fitzpatrick / D. Hobbs (Porsche 935T)	329 laps
5th	D. Snobeck / F. Servanin / R. Metge (Porsche 935T)	325 laps
6th	P. Dieudonne / C. Baird / J. P. Libert (Ferrari 512BB)	322 laps
7th	R. Mallock / S. Phillips / M. Salmon (Aston Martin Nimrod)	317 laps
8th	J. Cooper / P. Smith / C. Bourgoignie (Porsche 935T)	316 laps
9th	A. Cudini / J. Morton / J. Paul (Ferrari 512BB)	306 laps
10th	P Yver / B. Sotty / L. Guitteny (Rondeau)	306 laps

OBITUARIES

Michael W. B. May

THE death has occurred of that great Alvis exponent, Michael May. Michael began competitive motoring in his University days, with 8/18 and 10/23 Talbots and took part in trials with a Newton Ceirano tourer, an aged side-valve Aston-Martin, and the BP Special (Amilcar chassis, AC six engine, Alvis gearbox), before turning to the make that was to remain his favourite for the rest of his life — the Alvis. He started with the 12/50 and took part in discussions in the pages of MOTOR SPORT about the best methods of tuning these cars, in 1940, when so many of us were still learning about hitherto almost unheard of, or forgotten, vintage cars. He then raced two Alvis Silver Eagles, at Brooklands and in VSCC and other events. The more famous of these was his "Green car", a composite of the ex-Fotheringham-Parker Silver Eagle, later with a Robin Jackson-rebuilt 2½-litre engine that had been in one of Anthony Powys-Lybbe's cars. May raced with verve on the Brooklands' Outer, Mountain, and Campbell circuits, during the two seasons preceding WW2, lapping the former at nearly 114 m.p.h., and he had a really magnificent drive in the 1938 Irish GP at Phoenix Park, where he averaged 88 m.p.h. and lapped the road course at 91 m.p.h. With the Alvis in 2-litre form Michael May got up Shelsley Walsh in 49 sec., perhaps the best of any pre-war Alvis ascent. He was elected Vice President of the VSCC in 1937. During the war, May rode an International Norton and his mother replaced her 3-litre Hotchkiss with a Chummy Austin 7.

Long after he had ceased to race, May kept the old "Green car" and enjoyed some fast drives in it, trying to temper his love of speed with the reminder that he served on the local Bench of the Magistrates! I rode with him in this very well-known Alvis during a National Alvis Day at the Crystal Palace some years ago. In more carefree times, when the RAC and the Scrutineers were less exacting, there was a fine photograph gracing the front cover of the *VSCC Bulletin*, showing M. W. B. May in his favourite Alvis after winning a race on bald tyres — which is exactly in the spirit of the times and of this great motoring enthusiast and English gentleman, who in later times took to light aeroplanes with much the same carefree enjoyment. — W.B.



MICHAEL MAY in his Alvis having just won a race.

* * *

Monty Meo

"MONTY" MEO died in May at the age of 74. Before the war he was responsible for building — and racing — at Brooklands the Meo Special — which consisted of a well developed GN engine with home-made cylinder head in a GN frame. A young William Boddy was employed as "front axle polisher" and thus gained his first access to the Brooklands paddock. Financial considerations restricted development and the car was eventually dismantled — the frame and back axle live on in the perhaps better known "Hardy Special".

He also owned a Salmson for most of his life and he was always prepared to give advice to younger and less experienced owners — as well as being full of reminiscences. In this way he gathered round him a select following of somewhat younger VSCC members, he having been a member himself for many years. He retained his interest in the Sport to the end.

RALLY REVIEW

Acropolis Rally

MICHÈLE MOUTON has demonstrated many times that rallying skill is by no means an attribute peculiar to males. At the beginning of June she went a step further by displaying a degree of physical stamina hitherto only associated with masculinity; she won the Acropolis Rally, acknowledged as the toughest endurance event remaining in Europe.

Her team-mates, Mikkola, Wittmann and Cinotto, all succumbed to mechanical failures caused by pounding on the rough roads, but the entire three-car team of Opel Asconas remained, so there was no respite for the French girl. Fighting against fatigue brought about by heat, dust, tiredness and the sheer physical effort of driving a car near its limits on rough, rocky, twisty tracks in the mountains, she paced herself so that she would remain just ahead of her championship rival Walter Röhrl, yet never went as fast as to risk a breakage and the delay of the consequent repair.

Although a little shorter than it used to be, the Acropolis is without doubt tougher than any of its European counterparts in the World Rally Championship. It does not require the finesse needed on the ice roads of Sweden, nor the precision necessary on the forest jumps of Finland. Its demands are different, the most important being an ability to remain always alert and aware not only of a car's adhesion limits but of the breaking points of its mechanical components. Greek mountain roads are largely unaffected by the advance of spoilsport tarmac and their rough surfaces take a mechanical toll the equivalent of several other rallies put together.

There was a fair amount of mud this year, caused by thunderstorms before and during the rally, but usually more prominent is the thick dust which reddens the eyes and makes overtaking hazardous and sometimes impossible on the narrow, tortuous tracks. This, combined with heat and a relentlessly tight time schedule on road sections, causes the rapid onset of fatigue and only those drivers with stamina and tenacity manage to succeed.

Greek authorities are most co-operative with the organisers who are able, except in only the most populated of areas, to set road section time allowances so marginal that even routine work such as tyre changes and refuelling has to be done as expeditiously as possible lest time be lost. Mechanical breakages, common enough on the rocky tracks, often lead to serious delays whilst roadside repairs are made at service points, and a frequent cause of retirement is lateness beyond the permitted maximum of 30 min. between any two consecutive time controls, or 45 minutes accumulated up to any of the regrouping points.

This tightness often calls for road section speeds as high as those on special stages and professional drivers invariably practise everything and make pace notes on all sections where time is likely to be short. It is not meant to be impossibly fast on the road, but the organisers put such stress on reliability that they ensure a high risk of penalty for all except the trouble-free.

Stages themselves often pass through villages where the passage of the rally is regarded as the highlight of the year. Bemused elders sip ouzo at their roadside tables, quite unconcerned about their close proximity to cars passing at high speed, and only the young show any outward excitement. Bouzouki music blares from little bars and tavernas and everyone seems to be on holiday. Even when a village lamp-post — perhaps even its only one — was demolished by a Japanese competitor along with his own radiator, residents were delighted to have witnessed the spectacle which will probably keep them in conversation topics for month.

It was to this unique atmosphere that the works teams of Audi, Opel, Datsun, Fiat, Lada, Wartburg and Dacia came this year, the more obvious contenders for a win being Audi and Opel, whilst Datsun was putting its bet on reliability and Fiat on sheer speed with their new mid-engined Lancia Rally, a car with a model name as silly as a willow bat called a cricket!

Audi showed no animosity after the disqualification of their entire team last year. If they did bear any grudge, they certainly didn't show it and, in any event, the overwhelming need to score championship points both for Michèle Mouton and for the make was enough to overcome whatever enmity existed before.

The Opel team, or the Rothmans Opel Rally Team to give it its full title, came with three cars with the same object in mind, their driver in line for the title being Walter Röhrl, eager to repeat his achievement of 1980 but not the doldrums of unemployment which he experienced in 1981.

Both Mouton and Röhrl showed a great understanding of tactical rallying, Mouton by never pushing her car faster than was necessary to stay ahead of Röhrl, and the latter by appreciating that he could not catch his French rival and driving just to keep his second place and the 15 championship points that it would bring him.

The Audi win resulted in a somewhat singular celebration, for all three other Quattros retired. Cinotto, the Italian driver, eventually ran out of electrical power after failure of an alternator relay, whilst Wittmann, the Austrian woodcutter, spent so much time having broken steering repaired, twice, that he arrived at the halfway stop one minute beyond his maximum lateness.

Mikkola, who has been having a very lean time indeed this year, broke his front right suspension and the wheel flapped so badly that he was obliged to remove it and complete that stage on three wheels. He continued some twenty kilometres to his next service point, with co-driver Hertz sitting in the back and two mechanics hanging on grimly to the rear of the car in order to move the centre of gravity away from the front, but there was really insufficient time to complete all the repair work within the lateness maximum.

Among the Opels, Röhrl was the most consistent, although Toivonen and McRae, the latter on his first World Championship event other than the RAC, were sometimes faster. The difference was that Röhrl spent less time at service points than his team-mates, and that obviously paid off. Nevertheless, all three Asconas finished, Toivonen's in third place and McRae's sixth, although in fairness it should be made clear that the Scottish driver twice spent time tracing irritating electrical failures on special stages, one an under-panel disconnection and the other a low-tension breakage, and would otherwise have been up to complete a two-three-four for Opel.

The Datsuns were expected to be more reliable than fast, but in the early stages Salonen was making very respectable times indeed, his Silvia-bodied Violet GTS having been fitted with an engine rather more powerful than that of the others. But he stopped with a broken differential, though not caused by the case-cracking which gave Datsun such an enormous amount of trouble during the Safari. Without any oil loss, the teeth simply stripped.

Pond had the front suspension fail after a heavy landing, and this sent the car into a rock which immobilised it completely. Mehta, on the other hand, in a Violet of the old shape, confined his troubles to those which could be dealt with within the time available, and with his usual dependability he was always there to move ahead when others were delayed. His fourth place puts him third in the World Championship, and Datsun fourth, much of the credit for this being due to the determination of his wife Yvonne, also his co-driver, who withstood the pain of an abscessed tooth throughout the event, as well as the discomforts caused by the side-effects of medication kindly provided by the Opel team doctor.

The two Lancias, comparatively new to rallying, were very much from the Italian mould. Rather like racing cars converted for rallying, their construction gave rise to misgivings even from within the team — and that is indeed a rarity — concerning their sturdiness, particularly after the horrific accident in Corsica when the tube-frame front end of Bettega's car folded up on impact with a stone bridge parapet, allowing the floor pan to fold up and crush the driver's legs, trapping him in the car until an escape hole could be cut through the roof.

There were no such accidents in Greece, but Vudiafieri, who replaced Bettega in Greece and whose co-driver, Perissinot, still bore the arm-plaster of his Corsican injuries, stopped when the supercharger compressor stopped working.

The rough roads shook the car of team-mate Alen so much that the upper stabilising brackets cracked, allowing the engine to jump about so much that other supporting structures broke and the gear selectors jammed. This necessitated so much work at service points that, like Wittmann, Fiat's Finnish driver was one minute beyond his maximum lateness when he arrived at the halfway stop.

The second part of the rally, after an 18-hour stop at the coastal resort of Lagonissi which also served as rally headquarters, was in the Peloponnissos Peninsula, that land-mass to the south-west of the country, south of the Gulf of Corinth.

Reached via a bridge over that great cleft in the Earth known as the Corinth Canal, a name somewhat inadequate to describe the engineering feat which it is, the final leg was the roughest and tightest collection of special stages in the whole event. Indeed, some had prepared for it by nursing (comparatively, of course) their cars in the first leg so that they would be better able to stand up to the pounding of the second.

Röhrl was one who adopted such tactics, and he stayed resolutely in second place, his only hope of a win being based on the possibility of Mouton having her car break. It did not, of course, and when cars lined up on the quayside opposite Poros Island, ready to take the car ferry for the two and a half hour voyage to Athens, bouquets of victory were taped to the bonnet of the Quattro.

Although the Acropolis has never been anything but tough and immensely satisfying, its organisation has been lacking in several respects, despite measures by FISA to hold it up as an example to others. However, this year's rally was a vast improvement, and whilst we would challenge the inclusion of some other Pets of Paris in the World Championship, the place of the Acropolis cannot be questioned.

By the time this issue of MOTOR SPORT is published, New Zealand's Motogard Rally will be over by two days and the World Championship

Continued on page 864

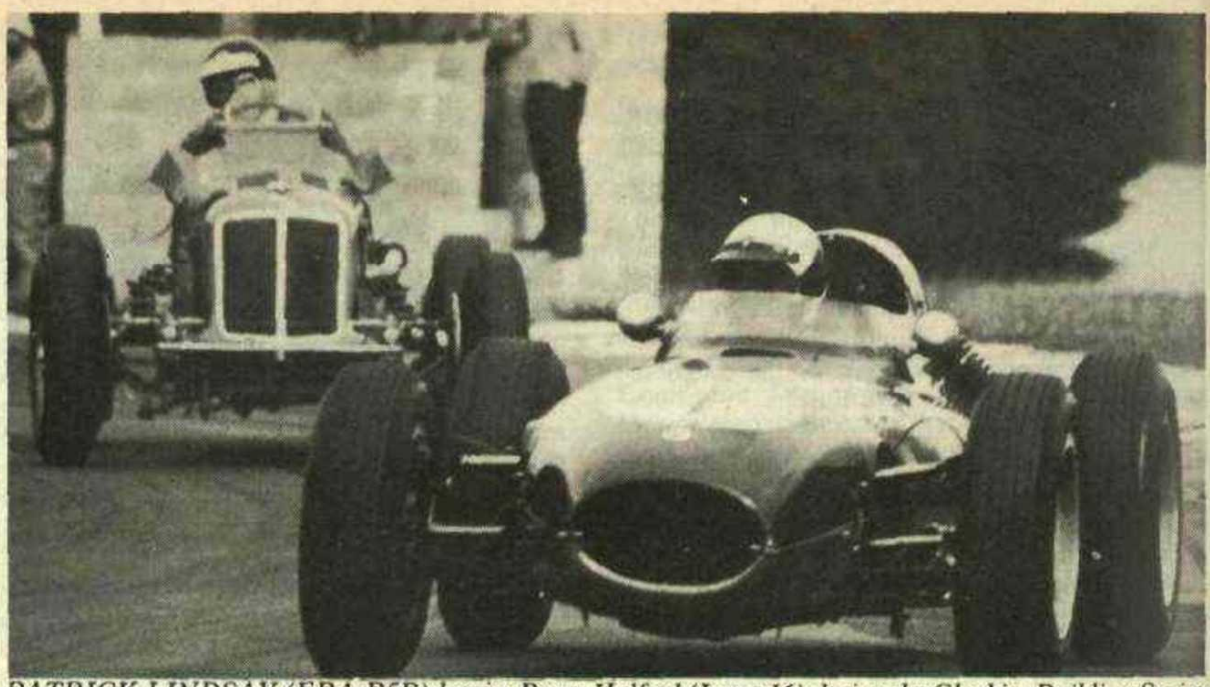
The VSCC at Oulton Park

THE pilgrimage of the Vintage SCC to Oulton Park for its annual race meeting was as enjoyable as ever, until a shadow was cast over it by a nasty accident to the Hon. Patrick Lindsay. For this reporter the run from Mid-Wales to Cheshire over an interesting route, taking in some Shropshire back ways, was rendered the more enjoyable because we used an Alfa Romeo GTV 2.0 to enliven and speed up the outward journey.

Racing began with a 5-lap Handicap, in which R. Dean's 1933 Alvis Silver Eagle, with 12/50 radiator, got into the lead, two laps from the finish, with second place going to Cotter's smart blue J2 MG, third position to B. Foster's 1931 MG Montlhéry Midget, rebuilt from scrapheap condition. Pugh's Frazer Nash unhappily non-started, having poked a rod into the daylight. Loud cyclecar noises emanated from The Trice, so named because it was built in a hurry. Driven by W. S. Gordon, it is a four-wheeled 1930/34 Morgan 3-wheeler with twin Amal "gas-works". Continuing in the cyclecar style, the next event was an 8-lap scratch race for 500 c.c. racing cars. These "one-lungers" were not very reliable even over this brief distance. But after Schroeder (Cooper-Norton) had made a spirited start from the grid, it was Turner's Mk. 9 Cooper that came through to win, the luckless Schroeder running out of fuel on the last lap but one when in second place — he then took a tin from under his seat, refuelled, and restarted. By then, of course, second place had been filled by Lewis's Mk. 8 Cooper a very long way in arrears (45.9 sec. in fact) with another, Price's in third place. Turner set a new class lap-record of 71.22 m.p.h.

It got "warmer", with the Seaman Vintage Trophy Race. Footitt had had to hastily rebuild the AC engine of his GN Special after a monumental disaster at Shelsley Walsh, a chain reaction being set off by a broken valve, and in practice Moffatt's 35B GP Bugatti had punctured a tyre, which ruined the alloy wheel. Keith Schellenberg was making a welcome reappearance, driving the ex-Hamish Morten 1923/8 4½ litre Bentley, reduced in avoirdupois to 19½ cwt., it is said. Giles was using his spare JAP motor in the GN Morgan, following another mechanical disaster and, as so often in the old Brookland's days, the car one had hoped to see most was absent, in this case Chilcott's Parker-GN, now powered with six-litres of 1925 Cirrus aero-engine, a ploy suggested in these pages during the war by Sam Clutton, although not necessarily for GNs! Liddell was rumoured to be wearing striped socks to match the paintwork of the Straker-Squire, as Moir did at Brooklands, but no opportunity afforded itself to check the veracity of this . . .

Footitt led away, but he was quickly passed by Tim Llewellyn in the 8.3-litre Bentley. These two then staged a tense David-v-Goliath duel and ran right away from the rest of the field. Footitt got ahead on laps 4 and 5 but began to drop back from about half-distance (it was a 16-lap race) and that is how they finished, 6.8 sec. apart, Footitt a bit down on power perhaps, although he used all the road as if to make up for this. Tim was delighted to have won his first "Seaman", after an impeccable drive. Morley, in the 24-litre Bentley-Napier, to the accompaniment of those marvellous sounds from its twelve stub exhaust-pipes, managed well to hold third place, until Schellenberg challenged and got past on lap 14, perhaps as the brakes began to go back on Morley, although he was employing wheel-smoking acceleration out of the corners. In this separate "dice" from the main race Dick Smith's astonishingly quick Meadows 'Nash was third, finishing fourth overall. Tim Llewellyn lapped at 75.76 m.p.h. Giles' crank broke, depriving his son of a later race, although he had run a Mk.5 Cooper in the 500 c.c. event, only to retire. Moffatt (at the same half-distance) also retired as his Bugatti got too hot, when in fourth place.



PATRICK LINDSAY (ERA R5B) harries Bruce Halford (Lotus 16) during the Cheshire Building Society Allcomers' Race.

We then had a 5-lap Scratch Race to cool us down a bit. It produced a "photo-finish" between Seber's Wolseley Hornet and Hudson's Ulster Aston Martin, the time-keepers' unable to separate them on their watches, although giving the race to Seber, and noting that Hudson had lapped 0.1 sec. faster. This pair looked comparatively gentle compared to Campbell, who came through to third place very competitively after an early spin, in his Fiat Balilla-engined Austin 7 (he bought this offset single-seater Seven *sans* engine).

The serious Seaman business was resumed with the 16-lap Historic Trophy Race. Lots of ERAs ran, although Sir John Venables-Llewelyn's didn't, as its owner had 'flu. At flag-fall Day led from Lindsay, but very soon the latter was in command with "Remus". After three laps he was unassailable and by another lap was virtually out of sight of Martin Morris, who had overtaken Day. It looked as if nothing, but nothing, could rob Lindsay of his eighth Seaman victory. Then, two laps from home, "Remus" stopped! A tiny piece of wire had broken in the ignition circuit, as a smiling Patrick later showed us. So Morris (R11B) won, followed by Day (R14B), Bill Morris (R12B), Brian Classic (R2A), Rodney Felton (Alfa Romeo), Patrick Marsh (R1B), Ron Footitt, and the back runners. Mann (R9B) lost time having his wheels inspected, after a minor shunt. Willie Green was unhappy in R4D and stopped when odd noises emanated from under it, but Lindsay bettered his 1981 class lap-record before the fire went out, circulating at 81.23 m.p.h. Margulies' Maserati 4CL shed its tnrottle linkage on lap seven.

There followed a 6-lap handicap. At first it looked as if Campbell in the swift Austin-Fiat had won. But this overlooked Walker's credit lap, so his Alvis Speed-20 was first, and Quartermaine third in the 30/98 Vauxhall, from Dick Smith's remarkable 'Nash, which did best lap, at 69.16 m.p.h.

The most exciting race should have been the Cheshire Building Society Allcomers, over 16 laps from scratch. One expected that Bruce Halford might lead Lindsay home, in the usual battle of post-war Lotus 16 and pre-war ERA R5B "Remus". Halford got away first but Lindsay was right with him and the ERA then took the lead on lap 7. It held this for the next four laps, about four lengths between Lindsay and Halford at first, then they were virtually side-by-side, Halford looking for a chance to pass at the corners but Lindsay legitimately "shutting-the-door". Taking a slightly better line at Druid's on lap 10, the Lotus got ahead again and began to draw away. Lindsay went in hot pursuit, however, but as Guy Smith moved his Frazer Nash-Alvis over to give Halford room, Lindsay hit it. The ERA rode up over a wheel of the 'Nash and was catapulted off the road, Lindsay being flung out. He was conscious and saying he was all right when taken to the ambulance, and is now reported to have suffered little more than heavy bruising and minor burns. Halford went on to win, after making fastest lap at 83.51 m.p.h., and Lindsay had again bettered his old lap-record, in 1 min. 12.6 sec. (an improvement of 1.1 sec.) before his accident. "Remus" was not in very good shape afterwards; a nice gesture was it being covered-over before being brought back to the Paddock, to stop the "vultures" from seeing the extent of the damage. Roddie MacPherson (Cooper-Bristol) held second place all through, finishing 15.1 sec. after Halford and Donald Day tried as hard as he always does, so that R14B upheld pre-war honours with third place, 1.9 sec. behind the Cooper-Bristol and in front of the Hon. A. Rothschild's 250F Maserati and Cottam in a Mk. 1 Cooper-Bristol, Willie Green being sixth in Mann's R9B, ahead of five more post-war cars. Chris Mann's Lago-Talbot retired when a rear spring broke. The crash obviously slowed the race, as the results indicate.

There was not much heart left after this, but the remaining two 5-lap Handicaps were contested, the first going to Walker's Austin, from Smith's PB MG and Densham's Austin 7, the last to Hudson's Aston Martin, which was chased home by a trio of Cooper-Bristols, in the order Cottam, MacPherson and Vine. Day was deprived of his race when the throttle-linkage of the ERA broke on the start line.

Continued on page 864

IT MAKES A FOUR FEEL MORE LIKE A SIX.

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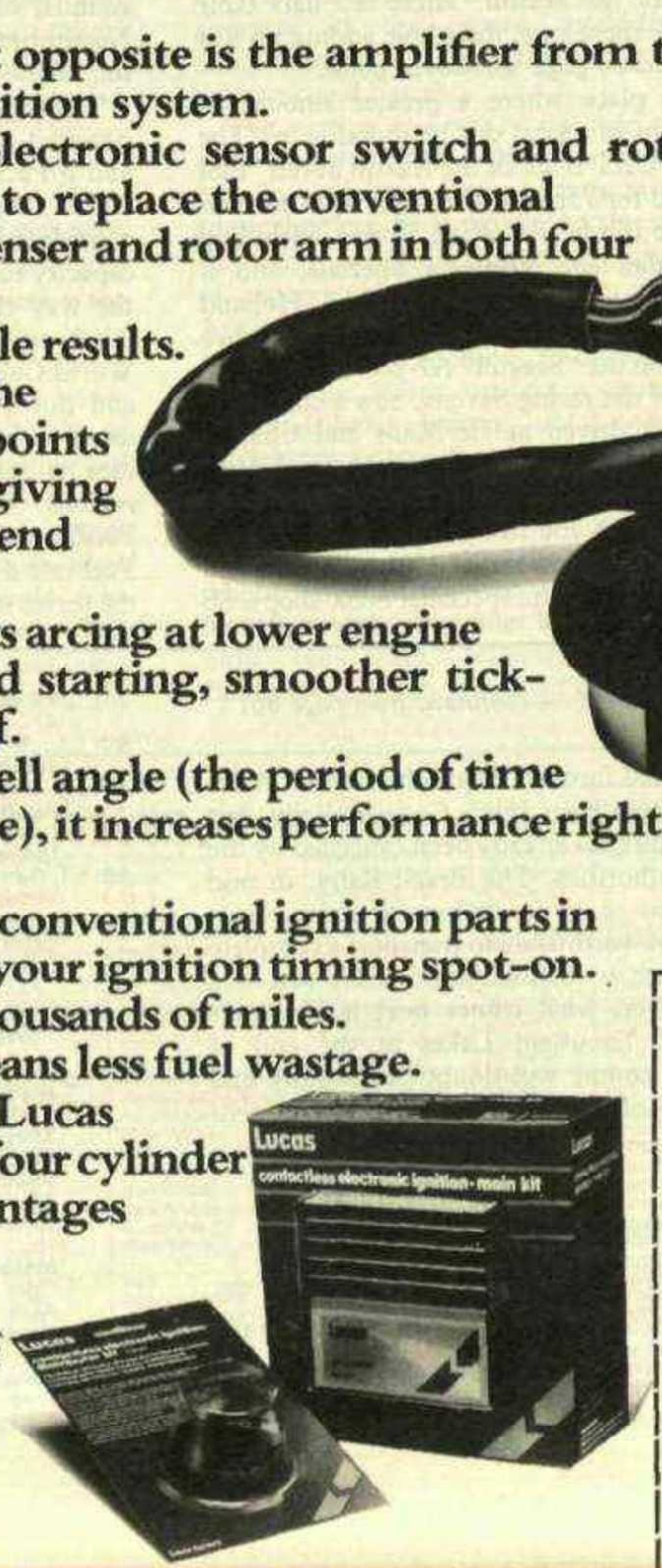
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Of this and that

It had to happen

THE Maserati firm of Modena did not make very many Tipo 250F racing cars so that each one was known by its personal chassis number and most of them have had their movements well documented. Recently a car turned up at Monaco, for the historic race, that looked like a 250F but was in fact a Maserati "special" built up from some spare parts and some recently made parts on a recently made tubular space frame that was a good copy of a 250F chassis frame. So far so good, it was just a rather unimaginative home-made special, built to look like a 250F Maserati; the only thing wrong with it was the plate it carried on the instrument panel that said it was chassis No. 2505.

Now 2505 was a car built in 1954 for the factory team that went to the South American races at the beginning of the year. Later in the season it was driven by Roberto Mieres and Harry Schell and after it left the factory team it was owned by the French driver Andre Simon and in 1958 it passed to Joakim Bonnier who used if for various "deals" in order to acquire a much later car. During these "deals" 2505 found its way back into the Modena factory and when the management decided to present a Tipo 250F to the Biscaretti Museum in Turin, to perpetuate the memory of one of their more successful Grand Prix models, they used 2505. They had sold all the good 250F cars and the very first one they made, so they re-numbered 2505 as 2500 and let it be known that they were presenting "the very first 250F" to the Museum. It was assumed that they had used 2501 which had been the first car and the works experimental car, a totally erroneous assumption, as it later transpired that 2501 had been rebuilt by the racing department into a later car.

Recently, Richard Crump had the opportunity of closely inspecting the car in the Turin museum and discovered the original 2505 markings, so one more piece in the jig-saw fits into place.

The spurious Maserati "special" at Monaco masquerading as an historic 250F, even to looking like one, is something we have been afraid would happen for a long time. Some readers wonder why MOTOR SPORT does not take *Historic* racing very seriously, but mostly they are people who have built fake cars or are trying sell one. Hopefully those people who organise *Historic* racing are aware of what is going on and will deal with fake cars accordingly. Calling them "replicas" does not cover up the truth that they are fakes.

A New Austin 7 Book

IN this year of the Immortal Seven it is good to find that a really attractive little book about Austin Sevens has just been published by the 750 MC. It is called "Austin Seven Competition Cars, 1922-1982" and is by Martin Eyre, with a pleasing look-back Foreword by Bert Hadley, the well-remembered pre-war driver of racing Austin 7s. The idea has been to describe 16 different competition cars in separate chapters, these being the first "works" racing Sevens, the Gordon England "Brooklands" model, the GE "Cup" model, the 1928 Super Sports Austin, the TT Ulsters, the production Ulsters, those 100 m.p.h. and "Rubber Duck" single-seaters, the 120 m.p.h. Jamieson side-valve racers, the sports 75 and the Speedy, the trials "Grasshoppers", the classic Jamieson-designed Class-H twin-cam single-seaters, Maclachlan's well-known Special Austin, Jack French's all-rounder "Simplicity", the Worden of modern times, the Rolt modified Ulster and those Australian single-seaters that so impressed us when they came to the British sporting scene last season. There is a data table relating to all these cars, the whole adding up to a well-produced 64-page soft-cover book.

The only place where a greater amount of information of this kind can be found is in "The MOTOR SPORT Book of the Austin Seven" that we published for 75p ten years ago. This covered nearly all the sports and racing Sevens, including the Maclachlan and Brettell's Specials, and it included reports of lectures on the A7, Holland Birkett's famous discourse about how to improve them, notes on the "Seagull" A7-powered launch, my history of the racing Sevens, how a converted Chummy was driven at Le Mans and Chaplin raced his 1924/28 Chummy pair, "Mr. and Mrs. Frequently", four road test reports, and a description of the 750 MC's first trial etc, in 95 pages. However, this book is out-of-print and obtainable only from the specialist book-shops. So it is nice to have the new one, which is available only from the 750 MC, 16, Woodstock Road, Witney, Oxon, OX8 6DT, for £2.50 per copy, packing and postage 50p extra. — W.B.

The FIA World Cup

ALTHOUGH there is a World Championship for both Formula One and endurance racing competitors, it could be argued that they are not truly "World" Championships as they confine their activities mainly to the Northern Hemisphere with events in Europe and North America. On only two occasions this year has the Grand Prix circus penetrated the Southern Hemisphere (to Brazil and South Africa) and there are no events in the Middle or Far East or in Australasia. Last December the FIA decided to do something about this state of affairs and drafted plans for their new FIA World Cup which will cater for cars loosely based round what we in Britain know as Formula Atlantic and those on the other side of the globe call Formula Pacific.

For the purpose of this new contest, the World will be divided up into four geographic regions: Europe, North America, North Pacific and South Pacific. Each region will run regional championships or series to a common set of technical regulations and the results of these regional events will qualify drivers for entry into the FIA World Cup finals. Each of these regions will annually hold an FIA World Cup race and the total points accumulated in the FIA World Cup rounds, which will take place in September and November 1983 for the first time, will determine the "FIA World Cup Champion".

The series will cater for single seater racing cars powered by engines currently used in F/Atlantic and F/Pacific: i.e. production four cylinder units with four valves per cylinder, although consideration is being given to increasing the capacity to 2,000 c.c. Obviously concerned about the way chassis development has progressed in other categories, the FIA hopes that the FIA World Cup will thrive as a *drivers'* championship and not a contest between manufacturers. We await with interest to see whether this novel new idea is met with equal favour in the various regions: we can understand its appeal in the Pacific and North American areas but feel that Formula 3 is too firmly entrenched in Europe for the series to attract a great deal of attention there.

VSCC OULTON PARK — cont. from page 862

As usual, the *Cheshire Life* "Concours d'Elegance" was a welcome feature of the meeting. It was won by B. J. Green's 1934 Lagonda LG45, the Martini Trophy going to R. C. Wickham's Frazer Nash-BMW 326. There was time for the 73 entrants to do three parade laps, during which we noted with interest Craven's 1921 Albert all-weather, Leyland's aluminium GN, Peacop's pedestrian o.h.c. Wolseley Ten four-seater, and Hill's number-plate-less Type NN Renault. A good day — but commiserations to Lindsay, and to the ERA Club. The run home in the effortless old Rover V8 3500 rounded it off nicely for us. — W.B.

RESULTS

Vintage Seaman: 1, T. C. Llewellyn (Bentley), 74.34 m.p.h. 2, G. R. Footitt (AC/GN); 3, K. Schellenberg (Bentley).
Historic Seaman: 1, M. H. Morris (ERA), 79.06 m.p.h.; 2, D. H. Day (ERA); 3, W. R. G. Morris (ERA).
Allcomers: 1, B. Halford (Lotus), 77.73 m.p.h.; 2, R. J. S. MacPherson (Cooper-Bristol); 3, D H. Day (ERA).
500 c.c. Race: 1, J. Turner (Cooper), 68.84 m.p.h.
First 5-lap Handicap: R. I. Dean (Alvis), 57.52 m.p.h.
Second 5-lap Handicap: G. Walker (Austin 7), 56.98 m.p.h.
Third 5-lap Handicap: C. Hudson (Aston Martin), 67.88 m.p.h.
5-lap Scratch Race: J. Seber (Wolseley Hornet), 64.55 m.p.h.
6-lap Handicap: H. S. T. Walker (Alvis), 57.71 m.p.h.
Fastest lap of the day: B. Halford (Lotus 16), 83.51 m.p.h.
MOTOR SPORT Brooklands Memorial Trophy Contest: Donald Day leads with 60 points, followed by John Seber (44) and Chris Hudson (39). Four driver share fourth position with 36 points — Patrick Lindsay, Dick Smith, D. Rawson and R. L. Sweet. Two meetings remain, Silverstone on July 10th and Cadwell Park on August 29th.

RALLY REVIEW — continued from page 861

will have moved forward by another round. After that should have been July's Codasur Rally, but we hear that this has already been cancelled by the Argentine authorities. The Brazil Rally, in mid August, seems to be in limbo, for some teams consider it not worthwhile to transport a complete rally entourage to South America for just one event. However, what comes next is Finland's Rally of the Thousand Lakes at the end of August, and no-one will doubt the validity and permanence of that furious but eminent competition. — G.P.

Acropolis Results
(May 31st to June 3rd, 1982)

1st : M. Mouton/F. Pons (Audi Quattro Gp 4) ..... 12 hr. 54 min. 44 sec.
2nd : W. Röhrl/C. Geistdörfer (Opel Ascona 400 Gp 4) ..... 13 hr. 08 min. 23 sec.
3rd : H. Toivonen/F. Gallagher (Opel Ascona 400 Gp 4) ..... 13 hr. 17 min. 21 sec.
4th : S. Mehta/Y. Mehta (Datsun Violet GT Gp 4) ..... 13 hr. 27 min. 28 sec.
5th : G. Moschous/A. Constandakatos (Datsun Violet GTS Gp 4) ..... 13 hr. 36 min. 44 sec.
6th : J. McRae/I. Grindrod (Opel Ascona 400 Gp 4) ..... 13 hr. 40 min. 16 sec.
7th : P. Moschoutis/"Silef" (Fiat 131 Abarth Gp 4) ..... 14 hr. 21 min. 48 sec.
8th : A. Maniatopoulos/S. Kokkinis (Renault 5 Turbo Gp 4) ..... 14 hr. 37 min. 28 sec.
9th : T. Gemenis/J. Kepetzis (Datsun Violet Gp 2) ..... 16 hr. 06 min. 10 sec.
10th : F. Heisler/W. Blieberger (Ford Escort RS Gp 2) ..... 16 hr. 10 min. 40 sec.

136 starters, 32 finishers

World Rally Championship positions

Drivers	(After six rounds)
Walter Röhrl (D)	72 pts.
Michèle Mouton (F)	52 pts.
Shekhar Mehta (EAK)	30 pts.
Per Eklund (S)	25 pts.
Stig Blomqvist (S)	20 pts.
Jean Ragnotti (F)	20 pts.

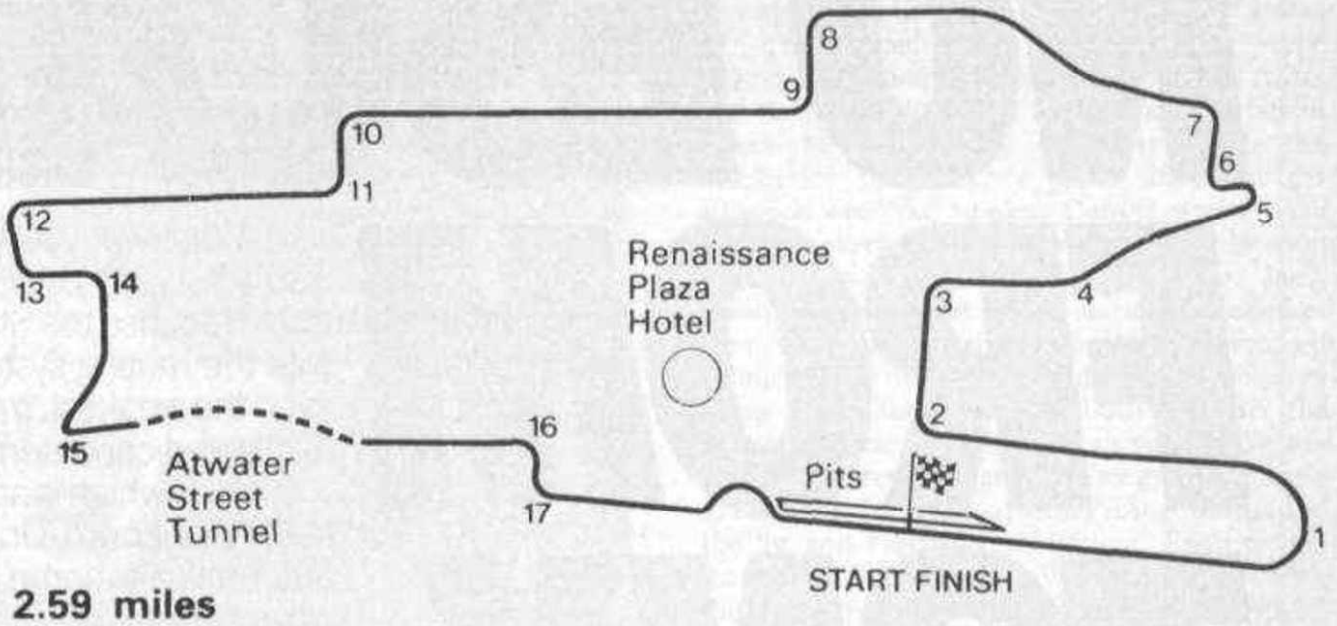
A total of 49 drivers have scored points

Makes	(After five rounds)
Opel	74 pts.
Audi	58 pts.
Renault	32 pts.
Datsun	30 pts.
Porsche	28 pts.
Ford	20 pts.

A total of 14 makes have scored points.

The Grand Prix of Detroit

— Improvisation



2.59 miles
4.168 kilometres

Downtown, Detroit, June 6th

IT IS a good thing that we can bend rules and regulations and manipulate procedures to suit ourselves, otherwise there might not have been a Grand Prix through the streets of Detroit. Do not ask how a Formula One race, counting for World Championship points, could be held on a circuit not previously used for racing. Do not ask how it could be run in an anti-clockwise direction. Do not ask how the organisers were able to close roads and disrupt the traffic flow in the city. Do not ask how we got away with two qualifying sessions on one day. Do not ask how we come to have three World Championship events in one country. Do not ask how we could have a round in the World Championship without the current World Champion taking part. Do not ask how we had a race for Renault 5 saloons through the streets of a city owned by Ford and General Motors. Do not ask. . . Just accept the fact that a Grand Prix race was held through the streets of America's Motor City and accept the fact that it was a lot of fun. A bit wild and woolly at times and a bit chaotic, but you must expect that if you race through the streets of a city, and what a nice change from plastic autodrome racing and "clinical facilities". There was nothing clinical about the Detroit circuit or the pits but in view of the temporary nature of the whole thing it was all adequate and a triumph for the Detroit Renaissance Grand Prix Inc.

There is a big area of Detroit on the edge of the river facing Canada, just near the tunnel that joins the two countries, that has recently been totally rebuilt by local industry and its centre-piece is the 73-storey Renaissance Centre which is a pedestrian-orientated complex of offices, shops, restaurants, market places and a gigantic hotel. The sort of thing artists draw and call "a city of the future" and at which we fall over laughing and stumble back to our old-fashioned towns. Everyone is entitled to laugh, but the Renaissance Centre is actually there, even if it does seem unreal. The committee of townspeople who formed "Detroit Renaissance Grand Prix Incorporated 1982" had the idea of running a motor race around the streets surrounding the Renaissance Centre and in true American fashion "if you are going to be a bear, be a grizzly", they opted for a Formula 1 World Championship Grand Prix, and got it. To suggest that Mr. Henry Ford II has more influence in Detroit city than the Chairman of British Leyland does in Birmingham, might be unkind, but it is a fact. It needed a Government act to allow the city streets to be closed to the public for a start. The circuit was laid out around the city area on the edge of the Detroit River with the 5-tower Renaissance complex in the centre, providing all the administration, living and working facilities that anyone could desire.

The starting area was on the road alongside the river and led into a long sweeping left-hand hairpin made up of two corners in one and the route then ran back parallel to the start area, all this being laid out in a huge car park with the aid of concrete blocks. The return run was along Atwater Street to a 90-degree turn to the right up a side street, another 90-degree right into Woodbridge Street, up past a church to a very tight left-hand hairpin on a piece of dual carriageway, immediately followed by a right turn, then a left and a sweep across to another main street. A short straight led to a left turn down another side street to the next cross-roads where it turned right onto Larned Street for a longish straight to another left and right to change onto the main Jefferson Boulevard dual carriageway which presented a short straight to a double-left over some tram-lines to dive down a narrow slot under a bridge and a short straight down to the river front. Here a tightening left hander took the course into a tunnel, three lanes wide, on a right-hand curve and up a short straight to a very tight ess-bend on to the road along the edge of the river that led back to the start area. Instead of a full-blooded blast past the pits, a tight second gear "chicane" slowed the cars by the pit-lane entrance and they had to accelerate hard over the finishing line to start another lap with the double left-hand sweep. Wild and woolly street racing with bumps, surface changes, tarmac, concrete, manhole covers, solid walls and a tunnel, what more could you want? Lots of people have been complaining about featureless autodromes and artifical circuits. There was not much that was artificial about the Detroit downtown street circuit. If anything it was a bit too real for some people.

The original plan was to have an unofficial test-session for the Formula One teams on Thursday, for acclimatisation and a general bedding-in of the circuit, so everyone arrived in good time, everyone that is except the Toleman-Hart team. Their transporter had trouble returning from Monaco and was late back at the factory which put them behind schedule so they withdrew their two entries for Warwick and Fabi. When the final closing of the roads was achieved on Thursday morning and the installations were finally inspected by FISA officials there was a lot found wanting in the way of escape roads and barriers and by the time all the problems had been dealt with, the idea of a test-run for the Formula One cars had to be called off. On Friday morning there were still some areas lacking sufficient safety precautions for the spectators and the drivers wanted more "spherical elasticated attenuators" (bundles of old car tyres) in some of the escape roads. All this took time so the regulation test-session from 10 a.m.-11.30 a.m. was scrubbed as was the qualifying hour from 1 p.m. to 2 p.m. By the time everything was arranged to everyone's satisfaction there was only time for an hour of testing from 4 p.m. to 5 p.m. As no-one had driven round the circuit by this time it was a case of getting stuck in as quickly as possible. Spins, trips up escape roads, brushes with walls were the order of the day and there were some breakages. Jarier stopped with the left-hand upper rear rocker-arm suspension member of his Osella torn from its bearings. Afterwards Jean-Pierre said "I didn't hit

ENTRY

No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Nelson Piquet	BRA	Brabham	BT50	Blue/White	BMW 4 cyl. t/c	Goodyear	Parmalat Foods
2	Riccardo Patrese	I	Brabham	BT49D	Blue/White	Cosworth V8	Goodyear	Parmalat Foods
3	Michele Alborato	I	Tyrrell	011	Blue	Cosworth V8	Goodyear	—
4	Brian Henton	GB	Tyrrell	011	Blue	Cosworth V8	Goodyear	—
5	Derek Daly	IRL	Williams	FW08	White/Green	Cosworth V8	Goodyear	Saudia/TAG
6	Keijo Rosberg	FIN	Williams	FW08	White/Green	Cosworth V8	Goodyear	Saudia/TAG
7	John Watson	ULS	McLaren	MP4	Red/White	Cosworth V8	Michelin	Marlboro/Unipart
8	Niki Lauda	A	McLaren	MP4	Red/White	Cosworth V8	Michelin	Marlboro/Unipart
9	Manfred Winkelhock	D	ATS	D6	Yellow/White	Cosworth V8	Michelin	Liquimoly/Copec
10	Eliseo Salazar	CHI	ATS	D6	Yellow/White	Cosworth V8	Michelin	Liquimoly/Copec
11	Elio de Angelis	I	Lotus	91	Black/Gold	Cosworth V8	Goodyear	John Player
12	Nigel Mansell	GB	Lotus	91	Black/Gold	Cosworth V8	Goodyear	John Player
14	Roberto Guerrero	COL	Ensign	N181	Blue/White	Cosworth V8	Michelin	Cafe do Colombia
15	Alain Prost	F	Renault	RE30B	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
16	René Arnoux	F	Renault	RE30B	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
17	Jochen Mass	D	March	821	Blue/White	Cosworth V8	Avon	Rothmans
18	Raul Boesel	BRA	March	821	Blue/White	Cosworth V8	Avon	Rothmans
19	Emilio de Villota	E	March	821	Black	Cosworth V8	Avon	Crysen
20	Francesco Serra	BRA	Fittipaldi	F8	White	Cosworth V8	Pirelli	Brazilinvest
22	Andrea de Cesaris	I	Alfa Romeo	182	Red/White	Alfa Romeo V12	Michelin	Marlboro
23	Bruno Giacomelli	I	Alfa Romeo	182	Red/White	Alfa Romeo V12	Michelin	Marlboro
25	Eddie Cheever	USA	Talbot	JS19	Blue/White	Matra V12	Michelin	Gitanes/ELF
26	Jacques Laffite	F	Talbot	JS19	Blue/White	Matra V12	Michelin	Gitanes/ELF
27	Didier Pironi	F	Ferrari	126C2	Red	Ferrari V6 t/c	Goodyear	Fiat/Agip
28	Marc Surer	CH	Arrows	A4	Orange/White	Cosworth V8	Pirelli	Ragno Ceramica
29	Mauro Baldi	I	Arrows	A4	Orange/White	Cosworth V8	Pirelli	Ragno Ceramica
30	Jean-Pierre Jarier	F	Osella	FA1C	Blue/White	Cosworth V8	Pirelli	Denim/SAIMA
31	Riccardo Paletti	I	Osella	FA1C	Blue/White	Cosworth V8	Pirelli	Denim/SAIMA
32	Jan Lammers	NL	Theodore	TY02	White	Cosworth V8	Goodyear	Teddy Yip
33	Derek Warwick	GB	Toleman		Entry Withdrawn			
35	Teo Fabi	I	Toleman		Entry Withdrawn			
36								

NO ESCAPE FROM TONY BLACKBURN

Whatever you're listening to on the new Lucas ATB 380, you won't lose it easily.

Because the Stereo Reception Control combines with the muting system and sensitivity switch to pick up even the weakest, most elusive signal with remarkable clarity and consistency, wherever you drive.

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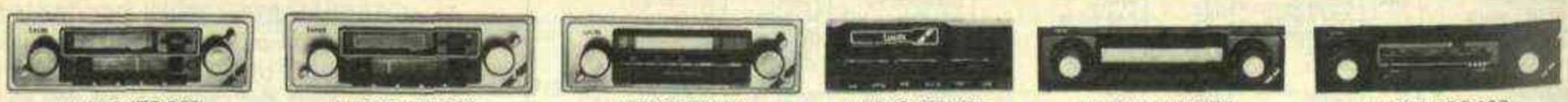
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All in all, we think you'll agree that there's only one word to describe it. Sen-sational.



Lucas

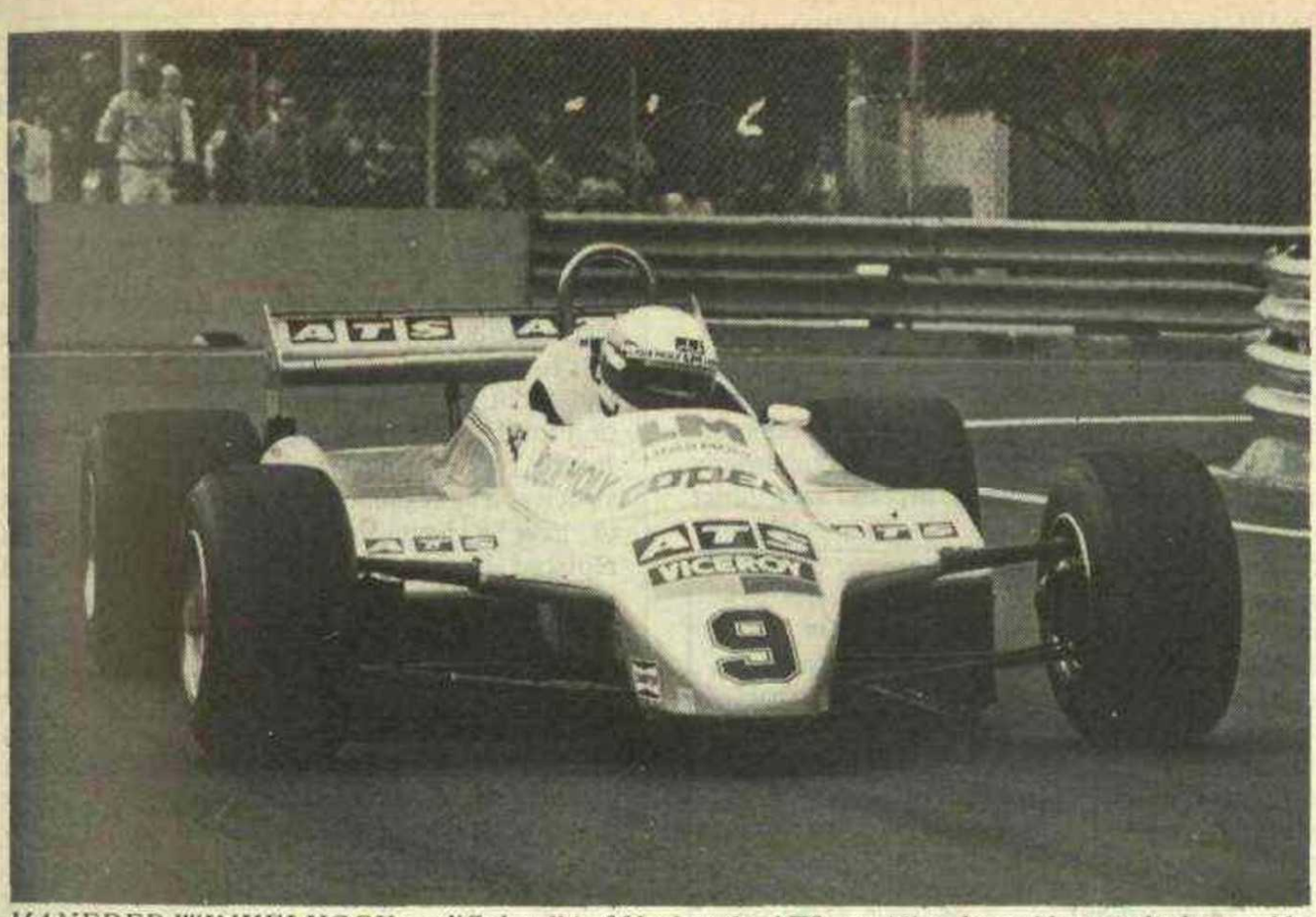
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*MRP's: Radiomobile 550 £287.50/Pioneer KE 5300 £263.00/Clarion PE 967 £258.69/National Panasonic 863 £229.94/Lucas ATB 380 £207.00.



MANFRED WINKELHOCK qualified well in fifth place for ATS, avoiding the accidents and other troubles which beset others.

anything", to which Enzo Osella replied "Our cars don't break by themselves." Arnoux bounced his Renault off a wall and crumpled the rear end, which stopped practice while the wreck was removed. Meanwhile Prost was in trouble with the electrics on his Renault so he took the spare car, which meant Arnoux had to sit and watch. Monsieur Bernard Hanon, the number one man of the Regie Renault, was in the pits watching it all. Everything got going again for another twenty minutes, only to stop again when Jan Lammers crashed his Theodore and broke his right thumb. He was soon in the hospital centre being cared for while the wreckage was removed and we had another ten minutes of free-for-all and the day's activity ended at 5.25 p.m.

It was difficult to assess the overall mood for it varied from frustration to disbelief through disgust and depression but after the dust had settled most people accepted the whole situation for what it was. Niki Lauda summed it up well when he said everyone should get stuck in and get on with the business for we are lucky to be allowed to race Formula One cars in a city in 1982.

The plans for Saturday were altered to allow two separate one-hour sessions, both to count for grid-positions, with a four-hour break between them. No more testing or practice, it was all going to count for real. Interspersed was to be activity for R5 Renault saloons, Formula Atlantic cars and "old cars", all of which were due to have a race at some time or another. Now that the business was getting serious it was time to take stock of the men and the materials in the pit lane, and another delay of an hour to make more modifications to the circuit amenities and safety aspects gave plenty of time for this. Though the atmosphere above was grey and gloomy there were quite a few bright spots on the ground. The Brabham team had the same four cars they had used at Monaco, with two BMW-powered ones for Piquet and two Cosworth-powered ones for Patrese, with the latter using carbon-fibre brake discs and pads on both BT49D cars. The Williams team had their normal trio of FW08 cars, number 2 having been returned to the experimental department, and the T-car was trying out some French-made carbon-fibre brake discs and pads for the first time in public, though they had been used in private testing previously. McLaren International had juggled their cars around a bit, Watson now having MP4/5, Lauda MP4/4 with which he had won at Long Beach, and MP4/6 the newest car was now the team spare. Ferrari had two cars for Pironi, still a lone entry, with 126C2/059 to normal specification and 126C2/056 with an entirely new front suspension on it. As with other designers, Mauro Forghieri had found that a strong rocker-arm suspension system was no longer necessary with the stiff springs and minimal movement in use today, so he had followed the Brabham, Tyrrell, Williams and Talbot route of light tubular wishbones and a transverse diagonal pull-rod to operate the inboard spring unit. Both the Talbot team and the Alfa Romeo team had taken a backwards step since Monaco, the French Gitanes team bringing two old JS17 cars for Laffite and Cheever, with a single new JS19 car as the T-car, this being 01 which Cheever had driven at Monaco, while the Italian Marlboro team had three cars to normal Tipo 182 specification, with no sign of the narrow B-series car. Theodore were looking more confident with a second TY02 car on their strength for Jan Lammers, running on Goodyear tyres, and Ensign had modified the rear end of their car to take Michelin tyres, which meant new wheels made in a hurry for them by Dymag, and new rear uprights and suspension members to accommodate the different wheels and to keep the track the same, all of which was done in the few days between getting back from Monaco and leaving for Detroit.

With no previous knowledge of the Detroit circuit everyone had come in a flexible state of mind, ready to alter and improvise as knowledge was gained, though with the shambles of Friday little was learnt and most drivers had to plunge into the first qualifying hour blindly, which made a change. Quite early on Piquet had to abandon BT50/2 out on the circuit with engine trouble and BT50/3 was not performing properly so the reigning World Champion was at the bottom of the list. Spins and slides into escape areas were still the order of the day and teeth and eyeballs were rattling badly over some of the bumps, not because of the bumps but because of the lack of suspension travel on the cars, due to designers' obsession with ground effect. Even now there are people who fail to appreciate what Colin Chapman was up to with his "twin sprung structure" Lotus 88. The Renaults with their "Monaco" type engines were going well, even with the tight twists and turns and Prost was setting the pace but in places he was having to "play" with the accelerator pedal like a trials driver to get adhesion over the ripples. Detroit streets were making everyone work very hard. Watson followed Serra's Fittipaldi for two laps, wondering how to get by and just as he decided to pass, the Brazilian driver assumed he'd given up trying and the two cars collided with the McLaren being left in the middle of the road rather the worse for wear. Practice was stopped while the bent car was retrieved and then we got going again to conclude the first hour with Prost at the head of the list and Piquet at the bottom. Rosberg had made third fastest time in Williams FW08/1 with the carbon-fibre brakes and as soon as he stopped 1½ gallons of oil were poured into the oil tank and the water-ballast tank was filled to the brim, the time taken to do this suggesting it had been completely empty. All this was in case the car had to be weighed, and when it wasn't a long-suffering mechanic had to remove the extra oil with a syringe and pump the water tank dry.

In fifth place was Manfred Winkelhock with one of the ATS cars, a good effort as he had got stuck in while others were messing about, having accidents or mechanical trouble. With Piquet, Patrese, Lauda, Watson, Alboreto, Arnoux, Daly, Mansell, de Angelis, Giacomelli and Laffite not performing as they should, Winkelhock was eleven places higher than he should have been, so good luck to him. With the agreed four-hour break before the second qualifying hour it was going to be 3.20 p.m. before activity resumed and during the lull the rain arrived. It was just an intermittent drizzle at first, but it developed into a consistent drizzle and as far as the starting grid was concerned it was all over and Nelson Piquet and de Villota were the odd men out as the regulation number on the grid was twenty-six. Nowhere in the rules and regulations is there provision for the World Champion not qualifying for a race, so Piquet was destined to be a spectator, which was bad enough for him personally and a pain for the Brabham team, but a total disaster for the BMW factory.

PRACTICE TIMES (Longines Timing)

No.	Driver	Saturday am	Saturday pm
1	N. Piquet	1.57.779	—
2	R. Patrese	1.51.508	—
3	M. Alboreto	1.51.618	2.11.678
4	B. Henton	1.52.867	2.22.663
5	D. Daly	1.51.227	2.11.554
6	K. Rosberg	1.49.264(T)	2.12.559
7	J. Watson	1.51.868	2.11.384
8	N. Lauda	1.51.026	**2.09.121**
9	M. Winkelhock	1.50.066	2.11.260
10	E. Salazar	1.55.633	2.16.139
11	E. de Angelis	1.50.443	2.12.481
12	N. Mansell	1.50.294	2.20.888
14	R. Guerrero	1.51.039	—
15	A. Prost	**1.48.537**	2.14.616
16	R. Arnoux	1.51.514	—
17	J. Mass	1.52.271	2.13.486
18	R. Boesel	1.52.870	2.14.385
19	E. de Villota	1.56.589	—
20	F. Serra	1.55.848	2.24.739
22	A. de Cesaris	1.48.872	2.10.770
23	B. Giacomelli	1.50.252	—
25	E. Cheever	1.50.520	2.11.745
26	J. Laffite	1.51.270	—
27			
28	D. Pironi	1.49.903	2.13.665
29	M. Surer	1.52.316	2.12.033
30	M. Baldi	1.54.332	2.14.746
31	J-P. Jarier	1.52.988	2.13.648
32	R. Paletti	1.54.084	2.24.878
33	J. Lammers	no practice	no practice
35	D. Warwick	entry	withdrawn
36	T. Fabi	entry	withdrawn

Not surprisingly when the pit lane opened for the second qualifying hour there was no-one waiting to go out. Eventually one or two appeared and splashed round on treaded rain-tyres, but even Lauda, who recorded the best lap, was 18 seconds slower than he had been in the morning. Even at this reduced pace an accident caused practice to be stopped, as de Cesaris spun his Alfa Romeo in the tunnel and hit the wall. With the pits being open to the skies, like Silverstone club-racing in 1948, it was all rather depressing and pointless and the general feeling was that if it was raining on Sunday everyone would stay in the hotel and watch proceedings from their bedroom windows! One thing about a great pedestrian complex like the "town-within-a-town" Renaissance Centre is that you could wander about in it for days on end and never know it was raining. Even the "open-air" restaurant had a glass roof high overhead, almost out of sight.

Sunday morning was perfect, with not a cloud in the sky and the sun was warm. The river was filling up with small "me too" type boats too low in the water and too far out to see much, and Dodge Motors hired a fine old triple-decker ferry-boat for an enormous party that you could hear in full swing from the shore, even though it was anchored out in mid-stream. The Detroit river is very wide, probably nearly ¾ mile, so there was room for all the boats anchored in the middle leaving a wide channel for fire boats and rescue launches alongside the circuit and another wide channel on the Canadian side for the passage of large cargo vessels going about their normal business. From 11.20 a.m. to 11.50 a.m. was the regular F1 warm-up period, after the old-car race in which Englishman Murray Smith in his Jean Behra F2 Porsche Special beat Joel Finn in a rear-engined Cooper-Climax. Prost seemed more intent on making a film for ELF than doing any serious race-preparation, driving round with a large camera fixed to the roll-over bar of his Renault. Pironi was driving the modified Ferrari but there were no carbon-fibre brakes in the Williams or Brabham pits and Piquet was having to answer a barrage of inane questions from the media while the BMW people tried not to be seen. For once the Osella team had got both of their cars into a race only for fate to decide otherwise. Jarier's car came to a stop out on the circuit with a broken fuel line which caused a minor fire so marshals dowsed everything with extinguisher powder which put the fire out but made the car unserviceable, while Paletti had an accident on the last ess-bend, losing a wheel in the process. With only one spare car it was decided that Jarier should take it for the race and everyone warned the Osella team not to use the car covered in fire extinguisher powder, even though it was cleaned off, for some of it could have got into the throttle slides and solidified which would cause them to jam, which is what happened to David Purley at Silverstone a year or two ago.

By the time we had got through the Renault 5 race and prepared for the start of the first Detroit Grand Prix a strong breeze had arisen and grey clouds had covered the sky and all the boats were bobbing about on the river. Only 25 cars left the pit lane on the warm-up lap round to the assembly grid, for Paletti was still awaiting for repairs to his car to be completed. Only 23 actually lined up as Jarier hit a wall in the lone Osella, due to a tyre deflating, he claimed, and Winkelhock had a steering arm break. He got the ATS back into the pit lane and another one was fitted hastily and he rushed round again to take his place on the grid. Too late to join in, Paletti's car was finished, so the numbers were changed to 31 and Jarier took it over and waited at the pit exit to join the race after everyone had gone by. He was now in his third Osella!

The sun appeared as the 24 cars prepared to set off on their parade-lap behind the Renault of Alain Prost and it was a very odd grid that had team managers and mechanics a bit confused. ATS had a car at each end, as did Renault, while Brabham only had one car and that in mid-field, and McLaren had five rows between their two cars though Lotus had theirs side by side. Guerrero in the Ensign was well up and Alboreto was much further back than usual. In orderly fashion they did their parade lap and with Jarier waiting in the pit lane the 24 starters returned to their positions on the grid. The red lights came on, then the green and Prost shot off into the lead hotly pursued by de Cesaris and Rosberg. Everyone made the first corner with a little bumping and boring though nothing serious but when the tail-enders arrived at the tight hairpin Baldi's Arrows A4 bounced off a number of cars and put himself out of the race. His main victims were Boesel's March which limped round to the pits to retire with damaged right rear suspension and Alboreto's Tyrrell which had a bent steering tie-rod. This was replaced at the pits, losing the Italian two laps. Salazar's ATS had also been struck and after the second lap he was into the pits to have a bent rear suspension rocker arm replaced. Henton's Tyrrell was also struck but did not suffer any damage.

Meanwhile Prost was pulling away in that dull, relentless manner that is becoming his hallmark while Rosberg, exuding fire, was trying to get past de Cesaris and on the third lap had no difficulty in doing so as the Alfa Romeo broke a drive-shaft joint and the young Italian toured into the pit lane to retire. On the same lap Jarier retired at the pits, having joined the race after everyone had left the grid, the engine of the last remaining Osella being as flat as a pancake. Winkelhock had failed to complete the second lap due to his steering becoming deranged again and he ended up amongst a wall of tyres, so with the race on its fourth lap we had lost Baldi, Boesel, Winkelhock, Jarier and de Cesaris, while Alboreto and Salazar were in the pits undergoing repairs. Prost was simply running away from everyone, as was Rosberg and Pironi was leading the rest more or less in grid order. As Guerrero started lap 7, in 11th place he was closely followed by de Angelis, Mass, Watson, Patrese and Surer and he got the Ensign a bit sideways on the long double first corner in his endeavours to stay ahead and de Angelis nudged him with the Lotus which punted the blue and white car into the air, to land heavily on its right rear corner and bend the suspension. Mass and Watson dodged successfully but Patrese ran into the tyre wall and took the right front suspension, hub and wheel off the monocoque. With two derelict cars more or less on the apex of the corner the race organisers panicked and stopped the race. As the leaders came into the final "chicane" they saw the black flag and at the start line the red flag was being shown so most of them pulled up on the starting grid while one or two went into the pits.

Contrary to the rules a lot of the cars had work done on them while the corner was tidied up and it was over an hour before the race restarted. The 18 cars that remained were lined up in the order at the end of six laps and the event became a two-part race. Prost had finished the first part in 11 min. 40.582 sec. so this time was subtracted from two hours and part two was to run for approximately 1 hr. 48 min. 20 sec. assuming he led for the rest of the time. If not the time-keepers had to work out the time left depending who was in the lead as the two hour total approached, for according to the rules whoever was to win must not drive for more than two hours. The original idea of it being a 70 lap race had long gone by the board as the average speed estimate was a mile out before practice had begun. During the hour delay the media had been wetting its knickers and radio and television time was fast running out, while local television filled in with a replay of the exciting finish to the recent Indianapolis 500 miles race.

After another parade lap we were off again, as before with Prost running away from Rosberg

STARTING GRID

15
A. Prost
(Renault V6 t/c)
1 min. 48.537 sec.
45 (1 min. 50.438 sec.)

6
K. Rosberg
(Williams-Cosworth V8)
1 min. 49.264 sec. (T)
31 (1 min. 53.198 sec.)

9
M. Winkelhock
(ATS-Cosworth V8)
1 min. 50.066 sec.
1 (2 min. 09.035 sec.)

12
N. Mansell
(Lotus-Cosworth V8)
1 min. 50.294 sec.
33 (1 min. 54.242 sec.)

25
E. Cheever
(Talbot-Matra V12)
1 min. 50.520 sec.
39 (1 min. 52.053 sec.)

14
R. Guerrero
(Ensign-Cosworth V8)
1 min. 51.039 sec.
5 (1 min. 56.942 sec.)

26
J. Laffite
(Talbot-Matra V12)
1 min. 51.270 sec.
27 (1 min. 53.274 sec.)

16
R. Arnoux
(Renault V6 t/c)
1 min. 51.514 sec.
54 (1 min. 52.044 sec.)

7
J. Watson
(McLaren-Cosworth V8)
1 min. 51.868 sec.
36 (1 min. 51.250 sec.)

29
M. Surer
(Arrows-Cosworth V8)
1 min. 52.316 sec.
13 (1 min. 55.284 sec.)

18
R. Boesel
(March-Cosworth V8)
1 min. 52.870 sec.
(——)

*32
R. Paletti
(Osella-Cosworth V8)
1 min. 54.084 sec.

10
E. Salazar
(ATS-Cosworth V8) (T)
1 min. 55.633 sec.
11 (1 min. 55.628 sec.)

22
A. de Cesaris
(Alfa Romeo V12)
1 min. 48.872 sec.
2 (1 min. 59.087 sec.)

28
D. Pironi
(Ferrari V6 t/c)
1 min. 49.903 sec.
56 (1 min. 52.864 sec.)

23
B. Giacomelli
(Alfa Romeo V12)
1 min. 50.252 sec.
29 (1 min. 52.822 sec.)

11
E. de Angelis
(Lotus-Cosworth V8) (T)
1 min. 50.443 sec.
13 (1 min. 55.025 sec.)

8
N. Lauda
(McLaren-Cosworth V8)
1 min. 51.026 sec.
39 (1 min. 51.888 sec.)

5
D. Daly
(Williams-Cosworth V8)
1 min. 51.227 sec.
18 (1 min. 53.258 sec.)

2
R. Patrese
(Brabham-Cosworth V8)
1 min. 51.508 sec.
5 (1 min. 56.158 sec.)

3
M. Alboreto
(Tyrrell-Cosworth V8)
1 min. 51.618 sec.
37 (1 min. 53.634 sec.)

17
J. Mass
(March-Cosworth V8)
1 min. 52.271 sec.
13 (1 min. 55.250 sec.)

4
B. Henton
(Tyrrell-Cosworth V8)
1 min. 52.867 sec.
13 (1 min. 54.516 sec.)

31
J. P. Jarier
(Osella-Cosworth V8)
1 min. 52.988 sec.
2 (2 min. 07.040 sec.)

30
M. Baldi
(Arrows-Cosworth V8)
1 min. 54.332 sec.
(——)

20
F. Serra
(Fittipaldi-Cosworth V8)
1 min. 55.848 sec.
38 (1 min. 56.652 sec.)

Did not qualify:
19 E. de Villota (March-Cosworth V8) 1 min. 56.589 sec.
1 N. Piquet (Brabham-BMW t/c) 1 min. 57.779 sec.
(T) denotes spare car used in practice or in race.
* Did not start.
NB. Times in brackets are best laps in race.
Number in bold is lap on which recorded.

GRID FOR RESTART

Prost *(Renault)*	Rosberg *(Williams)*
Pironi *(Ferrari)*	Mansell *(Lotus)*
Giacomelli *(Alfa Romeo)*	Cheever *(Talbot)*
Lauda *(McLaren)*	Laffite *(Talbot)*
Daly (Williams)	Arnoux (Renault)
de Angelis *(Lotus)*	Mass *(March)*
Watson *(McLaren)*	Surer *(Arrows)*
Henton *(Tyrrell)*	Serra *(Fittipaldi)*
Alboreto *(Tyrrell)*	Salazar *(ATS)*

and Pironi leading the rest. Mansell had been well placed in the first part in fourth place, but he muffed the second start and round the first lap was hit by Arnoux which put him right off his stroke. In trying to make up for starting at the back Alboreto ran into the back of his team-mate's Tyrrell and Henton's car suffered a broken rear aerofoil mounting. As a race it all seemed to be over for Prost was uncatchable, even by Rosberg and the Williams had outpaced all the others by the sixth lap in the second part. However there was some excitement for third place as Pironi (Ferrari) could not shake off Giacomelli (Alfa Romeo) and Cheever (Talbot) and at the back Mass (March) was holding up Mansell (Lotus), de Angelis (Lotus), Watson (McLaren) and the two Tyrrells, Henton's car having its "wing" wobbling from side to side. On lap 10 of the second part Watson suddenly got into a remarkable rhythm in his McLaren, which was performing perfectly, and in one lap he passed both Team Lotus cars, and on the next lap he was past the March of Jochen Mass. At the same time the leading Renault began to slow dramatically as the fuel-injection system played up and it fell back into Rosberg's clutches.

The tail-enders were still dropping by the wayside, de Angelis when his Lotus suffered clutch and gearbox trouble, Salazar when his ATS steering broke and he hit a wall and Henton when he had to stop at the pits for a new rear aerofoil. Unfortunately there was not another identical one available and the only one they had completely upset the balance of the car so the Derby driver continued at a reduced pace, not really enjoying himself. Watson had really got the wind in his sails and passed Arnoux's Renault, and then Laffite's Talbot and Daly's Williams in quick succession, by which time Prost had lost the lead to Rosberg as the Renault lost power. We had covered seventeen laps into the second part of the race so a vigorous and healthy Rosberg led the ailing Prost with Pironi, Giacomelli, Cheever and Lauda stacked up behind and the sun was out and all was well with the world. By 21 laps Watson was on the tail of Lauda's McLaren but at the same time the slowing Prost had been caught by Pironi and his group. Lap 22 finished with the Renault between Giacomelli's Alfa Romeo and Cheever's Talbot but then the Alfa driver made a nonsense and after Lauda and Watson had taken him he tried to retake them and hit a wall and meanwhile Prost was now behind them all and went into the pits at the end of the twenty-fourth lap (thirtieth overall). Two laps later the scene looked settled with Rosberg out on his own, followed by Pironi, Cheever, Lauda and Watson, with Laffite and Daly following and then Alboreto, Mansell, Arnoux, Mass and Surer with Serra and Henton a lap behind. But one lap later a remarkable thing happened. Watson overtook Lauda, Cheever and Pironi all on one lap, not in a scuffle as seemed probable, but one at a time, each under braking for a different corner! Even "Wattie" wasn't sure how it happened, he was just into a nice rhythm and did not want to spoil it, but exactly what the others were doing is hard to understand. Not only was John Watson now in second place but he was still going splendidly and was hauling in Rosberg. Clearly Watson's McLaren was in superb condition and all the variables such as tyres, brakes, balance and adhesion were on his side, whereas those on the Williams were not so nicely co-ordinated. Relentlessly Watson bore down on Rosberg and sailed by into the lead on the thirty-first lap (thirty-seventh overall) though the Williams driver still had a time advantage from the first part. Lap by lap Watson pulled away, thus reducing this time advantage and at the same time Rosberg was hampered by a reluctant third gear and was having to change from second gear to fourth gear. Inspired by his team-mate's performance Lauda pulled his finger out and flashed by Cheever and Pironi into third place and the young American driver responded by passing the Ferrari so the order was now Watson, Rosberg, Cheever, Pironi, Laffite, Daly, Alboreto, Mansell and Arnoux though the Frenchman was in similar trouble to Prost with his Renault losing power and was soon to go into the pits for help. In despair the Renault team changed all the fuel-injection and electronic "gizmoes" that were changeable, on Prost's car, and with new tyres, he rejoined the race many laps in arrears but going perfectly. Arnoux's trouble was a cooked sparking plug, which took time to find.

Rosberg's front tyres were wearing thin and Lauda was catching him rapidly, the reluctant third gear not helping either and at the start of lap 35 (41 actual) Lauda made an uncharacteristic nonsense in trying to out brake Rosberg and came off second best with a trip into the guard rails. On the same lap Laffite hit Pironi's Ferrari up the back and took the Talbot's nose cone off and bent up the right-front fin, but kept going while the Ferrari went up an escape road but rejoined the race. Cheever got by the ailing Williams and Rosberg was still holding a slender time advantage over Watson, but on lap 38 (44 actual) Watson led on the road and on time so all he had to do now was to keep out of trouble. Alboreto had tried to out-brake Daly at the "chicane" before the pits and had locked up and slid nose first into the tyre wall, and Mansell came to rest as his Cosworth engine gave signs of seizing.

The two Renaults were running again, but many laps behind, and just to show that the trouble had been cured Prost recorded a new lap record on lap 45, but as his heel injury from Monaco was hurting he ran the rest of the time in spasmodic bursts of a quick lap then some slower ones to rest his foot, then another quick one and so on. Watson went on and on majestically, looking so safe and confident, yet smooth and fast and without doubt when John Barnard's McLaren MP4 goes right it goes very right and "Wattie" drives it as well as anyone. This was one of those days.

The first six cars, plus one, were deflected directly from the finish into a scrutineering compound where the petrol was pumped out and the car weighed. The McLaren (Watson), Talbot (Cheever), Ferrari (Pironi), Williams (Rosberg), Williams (Daly), Talbot (Laffite) and March (Mass) all passed the weight check satisfactorily though the March and one of the Talbots transgressed a measurement check on aerofoil height and width but were let off with a warning.

The two-part race gave the time-keepers some headaches but they sorted it out admirably and in 1 hour 58 minutes 41.043 secs. Watson had covered 62 laps, eight short of the number specified in the regulations, but FIA rules call for a race to be stopped at the required number of laps or two hours, whichever comes first and time had won. Twelve cars had finished, but nine had crashed or been involved in accidents which suggests that the long period of clinical autodrome racing we have been through had bred a rather sloppy and inept type of Formula One driver to say nothing of designers with minimal safety factors. Perhaps if street racing continues to take over from autodrome racing, standards will change. High speed circuits like Osterreichring, Silverstone or Monza have never encouraged slipshod driving or design.

For a first attempt the Detroit Grand Prix was a bit of a shambles at times but enjoyable nevertheless and I am sure the organisers will learn by their mistakes. — D.S.J.

RESULTS

DETROIT GRAND PRIX — Formula One — 62 laps — Detroit City — Two-part race — 6 laps plus 56 laps — 4.011 kms per lap — 2 hours duration — Warm.

1st	John Watson	(McLaren MP4/5)	1 hr. 58 min. 41.043 sec. — 125.850 k.p.h.
2nd	Eddie Cheever	(Talbot JS17)	1 hr. 58 min. 56.769 sec.
3rd	Didier Pironi	(Ferrari 126 C2/056)	1 hr. 59 min. 09.120 sec.
4th	Keijo Rosberg	(Williams FW08/3)	1 hr. 59 min. 53.019 sec.
5th	Derek Daly	(Williams FW08/4)	2 hr. 00 min. 04.800 sec.
6th	Jacques Laffite	(Talbot JS17)	1 lap behind
7th	Jochen Mass	(March 821)	1 lap behind
8th	Marc Surer	(Arrows A4)	1 lap behind
9th	Brian Henton	(Tyrrell 011)	2 laps behind
10th	René Arnoux	(Renault RE37B)	3 laps behind
11th	Francesco Serra	(Fittipaldi F8D)	3 laps behind
12th	Alain Prost	(Renault RE36B)	8 laps behind
13th	Nigel Mansell	(Lotus 91/7)	retired on lap 45 — engine failure
14th	Niki Lauda	(McLaren MP4/4)	retired on lap 41 — accident
15th	Michele Alboreto	(Tyrrell 010)	retired on lap 41 — crashed
16th	Bruno Giacomelli	(Alfa Romeo V12)	retired on lap 31 — crashed
17th	Elio de Angelis	(Lotus 91/9)	retired on lap 18 — clutch, gearbox
18th	Eliseo Salazar	(ATS D6)	retired on lap 14 — crashed
19th	Roberto Guerrero	(Ensign MN16)	retired on lap 7 — accident
20th	Riccardo Patrese	(Brabham BT49D/17)	retired on lap 7 — crashed
21st	Andrea de Cesaris	(Alfa Romeo V12)	retired on lap 3 — driveshaft
22nd	Jean-Pierre Jarier	(Osella FA1C)	retired on lap 3 — engine trouble
23rd	Manfred Winkelhock	(ATS D6)	retired on lap 2 — crashed
24th	Raul Boesel	(March 821)	retired on lap 1 — accident damage
25th	Mauro Baldi	(Arrows A4)	retired on lap 1 — accident
26th	Riccardo Paletti	(Osella FA1C)	Did not start

Fastest Lap: Alain Prost (Renault RE36B) on lap 45 in 1 min. 50.438 sec. — 130.798 k.p.h.

25 starters — 12 finishers

N.B. Race stopped one lap short despite the 2 hour rule.



MARC SURER drove a competent race to finish fifth, one lap behind the leaders. At one point he had been troubled with misfiring and fell back behind fellow Arrows driver Mauro Baldi, but he regained his position and was a lap ahead of his team-mate at the end.

The Canadian Grand Prix

—Triumph and Tragedy

Montreal, June 13th

IN A fitting tribute to the Grand Prix driver of the eighties the Canadians renamed the circuit on the Notre Dame island in Montreal, the Circuit Gilles Villeneuve; not that the memory of the little French-Canadian will ever wither, for like Jim Clark and Ronnie Peterson great drivers are never forgotten. In an attempt to combat the cold rainy weather of autumn the Canadian GP this year was brought forward to June and arranged to take place the weekend after the inaugural Detroit GP, thus making the trans-Atlantic trip worthwhile for the Formula One circus, even if it did strain the transport arrangements made by FOCA. A fleet of transporters ferried all the cars and material the 580 miles from Detroit to Montreal and when practice was due on Friday morning everyone was in pretty good shape, having overcome or repaired the ravages of the Motor City race. We are now at the fifth year of the Canadian GP on the roads around the exhibition grounds on the island in the mighty St. Lawrence river, so there were no obvious problems in preparing the circuit for the race or organising the transport between the centre of town and the island and from the garage / workshop area to the pits.

For three days Montreal had been in a heatwave but someone "up there" decided Friday would be a good day to turn off the heat and in doing so they exaggerated and it rained! Everyone was ready for practice so they all went out and skated about on the slippery surface, until Arnoux and Winkelhock skated into each other, which stopped things for a bit. The idea was to get the cars sorted out for the Montreal circuit, but the conditions rather frustrated the idea. However, it gave the teams the opportunity to get things underway, even if some of the things were in the wrong direction. While the big teams were in pretty good order some of the smaller ones were struggling. The ATS team were down to two cars, one of the crashed ones in Detroit having been dismantled and its monocoque sent home for repair while the second which crashed was sent home for good. All-night work had got the repaired monocoque back to Montreal and built up into a car for Winkelhock and now it was bent again. Theodore were bedding-in their new car as the original one had been bent in Jan Lammer's practice accident at Detroit. Although the little Dutchman was in Montreal he had a broken thumb in plaster and Geoff Lees had been flown over to take his place. The Brabham team produced a brand new BT49D to replace the one bent by Patrese the previous weekend and the BMW engines in the BT50 cars were going a lot better. Renault had solved their fuel-injection problems, for the time being anyway, and Ferrari were delighted with the new front suspension on 126C2/056, Pironi not bothering anymore with the older type car. They were also quietly confident about their water-injection system used in practice that reduced the temperature of the incoming air between the intercoolers and the inlet manifold, before any petrol was added to the charge. In complete contrast the Talbot team abandoned completely their sleek new Ligier JS19 and Laffite and Cheever were yowling round in the old cars. McLaren International juggled their cars around a bit, Watson keeping his same car but Lauda taking over MP4/6 which had been the T-car in Detroit, and MP4/2 was brought in to replace the one bent slightly by the Austrian driver.

When the qualifying hour started in the afternoon the rain was drizzling at one end of the long thin circuit while the road was virtually dry at the other end, but the situation did not last and soon the drizzle enveloped the whole circuit so times were a bit meaningless in the overall scene, but significant for the day. Rosberg and de Cesaris were out on their own, both driving fearlessly and with spirit, but some of the others were as much as 11 sec. slower. Arnoux had to use the Renault T-car which is fitted with a lot of telemetrical gadgetry and a radio antennae to transmit the information back to a "brain-box" in the pits. As the ATS team had no spare car, Winkelhock was unable to do any qualifying laps.

Having got rid of the dampness in the air Saturday was a superb day and fully justified the move from September to June, so the serious business began. If anything it became too hot and the pits saw a lot of water being poured over tyres and fuel pumps, while extra air ducts to brakes were sprouting in some very odd places. Carbon-fibre brake discs and pads were very evident on the under-weight Williams T-car and the Cosworth powered T-car of Patrese, but weight was not the criterion on the relatively fast circuit, power was much more important. During the morning both Williams had engine failures and While Daly's was changed, Rosberg used the T-car for the afternoon qualifying, necessitating filling its water tank and over-filling its oil tank immediately afterwards in case it had to be weighed. Well before the end of the timed hour the writing was on the wall that power counted more than anything else and usable and controllable power was even better; but that wasn't all, you still needed a good driver in the cockpit. It was significant that Pironi put in two

ENTRY

No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Nelson Piquet	BRA	Brabham	BT50	Blue/White	BMW 4 cyl. t/c	Goodyear	Parmalat Foods
2	Riccardo Patrese	I	Brabham	BT49D	Blue/White	Cosworth V8	Goodyear	Parmalat Foods
3	Michele Alboreto	I	Tyrrell	011	Blue	Cosworth V8	Goodyear	—
4	Brian Henton	GB	Tyrrell	011	Blue	Cosworth V8	Goodyear	—
5	Derek Daly	IRL	Williams	FW08	White/Green	Cosworth V8	Goodyear	Saudia/TAG
6	Keijo Rosberg	FIN	Williams	FW08	White/Green	Cosworth V8	Goodyear	Saudia/TAG
7	John Watson	ULS	McLaren	MP4	Red/White	Cosworth V8	Michelin	Marlboro/Unipart
8	Niki Lauda	A	McLaren	MP4	Red/White	Cosworth V8	Michelin	Marlboro/Unipart
9	Manfred Winkelhock	D	ATS	D6	Yellow/White	Cosworth V8	Michelin	Liquimoly/Copec
10	Eliseo Salazar	CHI	ATS	D6	Yellow/White	Cosworth V8	Michelin	Liquimoly/Copec
11	Elio de Angelis	I	Lotus	91	Black/Gold	Cosworth V8	Goodyear	John Player
12	Nigel Mansell	GB	Lotus	91	Black/Gold	Cosworth V8	Goodyear	John Player
14	Roberto Guerrero	COL	Ensign	N181	White/Blue	Cosworth V8	Michelin	Cafe do Colombia
15	Alain Prost	F	Renault	RE30B	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
16	René Arnoux	F	Renault	RE30B	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
17	Jochen Mass	D	March	821	Blue/White	Cosworth V8	Avon	Rothmans
18	Raul Boesel	BRA	March	821	Blue/White	Cosworth V8	Avon	Rothmans
19	Emilio de Villota	E	March	821	Black	Cosworth V8	Avon	Crysen
20	Francesco Serra	BRA	Fittipaldi	F8D	White	Cosworth V8	Pirelli	Brazilinvest
22	Andrea de Cesaris	I	Alfa Romeo	182	Red/White	Alfa Romeo V12	Michelin	Marlboro
23	Bruno Giacomelli	I	Alfa Romeo	182	Red/White	Alfa Romeo V12	Michelin	Marlboro
25	Eddie Cheever	USA	Talbot	JS17	Blue/White	Matra V12	Michelin	Gitanes/ELF
26	Jacques Laffite	F	Talbot	JS17	Blue/White	Matra V12	Michelin	Gitanes/ELF
27								
28	Didier Pironi	F	Ferrari	126C2	Red	Ferrari V6 t/c	Goodyear	Fiat/Agip
29	Marc Surer	CH	Arrows	A4	Orange/White	Cosworth V8	Pirelli	Ragno Ceramica
30	Mauro Baldi	I	Arrows	A4	Orange/White	Cosworth V8	Pirelli	Ragno Ceramica
31	Jean-Pierre Jarier	F	Osella	FA1C	Blue/White	Cosworth V8	Pirelli	Denim/SAIMA
32	Riccardo Paletti	I	Osella	FA1C	Blue/White	Cosworth V8	Pirelli	Denim/SAIMA
33	Geoffrey Lees	GB	Theodore	TY02	White	Cosworth V8	Goodyear	Teddy Yip
35	Derek Warwick	GB	Toleman		Entry Withdrawn			
36	Teo Fabi	I	Toleman		Entry Withdrawn			

consecutive laps quite early on, below 1 min. 28 sec., which had been the norm, his first one at 1 min. 27.509 sec. never being beaten, nor his second fast one at 1 min. 27.805 sec., though Arnoux got in a lucky 1 min. 27.895 sec. on his 13th lap. For the rest 1 min. 28 sec. was the general order of the day if you were half-good, and 1 min. 30 sec. was depressingly slow.

After the debacle at Detroit the BMW people got themselves organised and Piquet was having a much better time, both his cars behaving themselves so that he was well up with the fast boys, where he should be, and he ended up in fourth place, behind Prost. The gallant Giacomelli had flogged round and round until he got in a good lap as did a lot of the mid-field runners, while Watson was remarkably consistent though not fast enough to get up with the turbo-charged cars. He was the fastest of the Cosworth-powered brigade, ending up in sixth place, just ahead of Rosberg, and totally eclipsing Lauda yet again. Three drivers failed to get into the race, Winkelhock who only got his repaired car back halfway through the Saturday qualifying hour, Villota who flogged round for twenty-seven laps to no avail, and Serra whose Fittipaldi died on him out on the circuit quite early on. The Toleman team never did appear, in spite of all the promises in Detroit.

So the final order after what was effectively one day of practice and qualifying was Ferrari, Renault, Renault, Brabham-BMW all with 1½-litre turbocharged engines, then Alfa Romeo with unsupercharged 3-litre V12-cylinder engine, followed by all the Cosworth-powered "special-builders". The way things had gone it would have probably been the same after five days of practice and qualifying. The second Alfa Romeo was well down the field because de Cesaris had crashed during the morning testing when a tyre deflated and he had been forced to use the T-car in the afternoon. The two Talbot-Matra V12 cars were also down among the Cosworth-powered runners principally because they are obsolete as far as ultimate performance is concerned.

After the searing heat of Saturday it was with disbelief that everyone viewed the greyness of total cloud cover of Sunday while the freezing cold wind blowing from the west was unbelievable. To add to the greyness of race day the Montreal underground system had gone on strike, a normally excellent system that most spectators use to get to the circuit, so the organisers had to rush around and gather up 100 buses to provide a free transport service from the city. Even so the crowd was down on what was expected. To fit in with the great god Television the race was not due to start until 4.15 p.m. so the pre-race warm-up did not take place until 1.15 p.m. During that half-hour there was more trouble than usual and added to the fact that most people involved with the race had been up since dawn and that the wind was getting colder and colder and the sky looked ripe for rain, overall enthusiasm was waning fast. Giacomelli's Alfa Romeo stopped out on the circuit with an obscure electrical fault, Henton's Tyrrell broke its gearbox, Guerrero's Ensign snapped a driveshaft as clean as a carrot, and Rosberg was unhappy with the feel of his Williams and opted to race the T-car.

Time dragged on under the leaden skies but eventually the twenty-six cars left the pit lane for their run round to the assembly grid and in the freezing cold wind the regulation wait on the grid before the field went off on its parade lap seemed interminable, but leave they did. They followed Pironi's Ferrari round for a lap to then line-up for the start. The judges at the back of the grid were rather slow in indicating that their cars were in position so that it was longer than usual before the red light came on, by which time the Ferrari's clutch was begining to drag and it was creeping forward. In trying to hold it back and still keep the revs up Pironi was in real trouble and when the green light came on, five-and-a-half seconds after the red, he stalled the engine. While the Renaults shot off into the lead the rest of the field dodged around the stationary Ferrari until one of the back markers clipped it and in the ensuing mêlée, Boesel's March subsided on the right and Salazar's ATS and Lee's Theodore subsided on the left at which point Paletti's Osella, travelling at a good 100 m.p.h., hit the back of the Ferrari fair and square. The unfortunate young Osella driver had no chance and must have died on the spot, though he was not officially pronounced dead until after he'd been flown to hospital by helicopter. The race was stopped and it was two hours before the restart was ready to go.

It was well after 6.15 p.m. before everything was ready for another start and enthusiam was visibly lagging in all quarters but twenty-three cars lined up. The Osella team quietly packed up and left and the Theodore team had to withdraw as their car was too bent to repair and they had no spare. John McDonald's March team prepared their spare car for Boesel, ATS gave Salazar the car Winkelhock had been driving and Ferrari prepared 059, their old-type 126C2, for Pironi but even while warming it up the engine had a persistent misfire. The second start went off without incident and Pironi led for the first lap but as he started lap 2, into the very fast right-hand sweep after the pits, Arnoux had his Renault alongside and swept by into the lead, with Prost in third place, then Piquet in the Brabham-BMW, at last going as its potential has suggested, and Watson was leading the rest. Once out in front Arnoux disappeared and from the outset Prost felt his engine to be off-song and could not stop Piquet going by on lap 2, while Pironi's brief charge at the front was all over as the Ferrari popped and banged its way along. Piquet was past him on lap 3 and Prost followed him through, but already the turbocharged cars had completely outstripped the Cosworth engined specials. The order was Renault, BMW, Renault, Ferrari, but Piquet was in great form and at last able to show the true potential of the Brabham-BMW so that as Arnoux started lap 9 through the 150 m.p.h. ess-bend he had the blue and white Brabham alongside. Wheel-to-wheel over the brow and into the second part of the ess the BMW-powered car went into the lead. It was a memorable moment to observe and Piquet powered on into a commanding lead with Arnoux hanging on, but only just, and Prost being left behind. Pironi's moment of glory was over, for the spare Ferrari was awful, and surprisingly Watson's moment at the head-of-the-rest had also dissipated, for Cheever in his old Talbot-Matra, de Cesaris in an Alfa Romeo 182 and Patrese in a

PRACTICE TIMES (Longines Timing)

No.	Driver	Friday pm	Saturday pm
1	N. Piquet	1.32.105	1.28.663
2	R. Patrese	1.31.343	1.28.999(T)
3	M. Alboreto	1.32.792	1.30.146
4	B. Henton	1.39.211	1.32.325
5	D. Daly	1.31.757	1.29.883
6	K. Rosberg	1.30.963	1.28.874(T)
7	J. Watson	1.35.027	1.28.822
8	N. Lauda	1.32.246	1.29.544
9	M. Winkelhock	no practice	1.32.359
10	E. Salazar	1.39.542	1.32.203
11	E. de Angelis	1.33.242	1.29.228
12	N. Mansell	1.33.023	1.30.048
14	R. Guerrero	1.36.524	1.31.235
15	A. Prost	1.32.258	1.28.563
16	R. Arnoux	1.31.494(T)	1.27.895
17	J. Mass	1.33.756	1.31.861
18	R. Boesel	1.35.573	1.31.759
19	E. de Villota	1.37.409	1.34.045
20	F. Serra	1.37.678	1.42.730
22	A. de Cesaris	**1.30.286**	1.29.183(T)
23	B. Giacomelli	1.33.136	1.28.740
25	E. Cheever	1.32.969	1.29.590
26	J. Laffite	1.33.664	1.30.946
27			
28	D. Pironi	1.31.332	**1.27.509**
29	M. Surer	1.36.428	1.30.518
30	M. Baldi	1.38.956	1.30.599
31	J-P. Jarier	1.41.588	1.30.717
32	R. Paletti	1.41.020	1.31.901
33	G. Lees	1.36.359	1.32.205
35	D. Warwick	—	—
36	T. Fabi	—	—

STARTING GRID

28
D. Pironi
(Ferrari V6 t/c) (T)
1 min. 27.509 sec.
66 (1 min. 28.323 sec.)

16
R. Arnoux
(Renault V6 t/c)
1 min. 27.895 sec.
27 (1 min. 30.139 sec.)

15
A. Prost
(Renault V6 t/c)
1 min. 28.563 sec.
30 (1 min. 31.426 sec.)

1
N. Piquet
(Brabham-BMW t/c)
1 min. 28.663 sec.
67 (1 min. 29.645 sec.)

23
B. Giacomelli
(Alfa Romeo V12)
1 min. 28.740 sec.
1 (1 min. 40.559 sec.)

7
J. Watson
(McLaren-Cosworth V8)
1 min. 28.822 sec.
52 (1 min. 30.372 sec.)

6
K. Rosberg
(Williams-Cosworth V8) (T)
1 min. 28.874 sec. (T)
47 (1 min. 30.800 sec.)

2
R. Patrese
(Brabham-Cosworth V8)
1 min. 28.999 sec. (T)
55 (1 min. 29.156 sec.)

22
A. de Cesaris
(Alfa Romeo V12)
1 min. 29.183 sec. (T)
53 (1 min. 29.559 sec.)

11
E. de Angelis
(Lotus-Cosworth V8)
1 min. 29.228 sec.
36 (1 min. 31.508 sec.)

8
N. Lauda
(McLaren-Cosworth V8)
1 min. 29.544 sec.
10 (1 min. 33.465 sec.)

25
E. Cheever
(Talbot-Matra V12)
1 min. 29.590 sec.
58 (1 min. 29.613 sec.)

5
D. Daly
(Williams-Cosworth V8)
1 min. 29.883 sec.
43 (1 min. 30.765 sec.)

12
N. Mansell
(Lotus-Cosworth V8)
1 min. 30.048 sec.
1 (1 min. 43.786 sec.)

3
M. Alboreto
(Tyrrell-Cosworth V8)
1 min. 30.146 sec.
30 (1 min. 33.296 sec.)

29
M. Surer
(Arrows-Cosworth V8)
1 min. 30.518 sec.
55 (1 min. 31.140 sec.)

30
M. Baldi
(Arrows-Cosworth V8)
1 min. 30.599 sec.
53 (1 min. 32.173 sec.)

31
*J-P. Jarier
(Osella-Cosworth V8)
1 min. 30.717 sec.

26
J. Laffite
(Talbot-Matra V12)
1 min. 30.946 sec.
4 (1 min. 33.718 sec.)

14
R. Guerrero
(Ensign-Cosworth V8)
1 min. 31.235 sec.
2 (3 min. 07.925 sec.)

18
R. Boesel
(March-Cosworth V8) (T)
1 min. 31.759 sec.
45 (1 min. 33.353 sec.)

17
J. Mass
(March-Cosworth V8)
1 min. 31.861 sec.
38 (1 min. 32.974 sec.)

32
R. Paletti*
(Osella-Cosworth V8)
1 min. 31.901 sec.

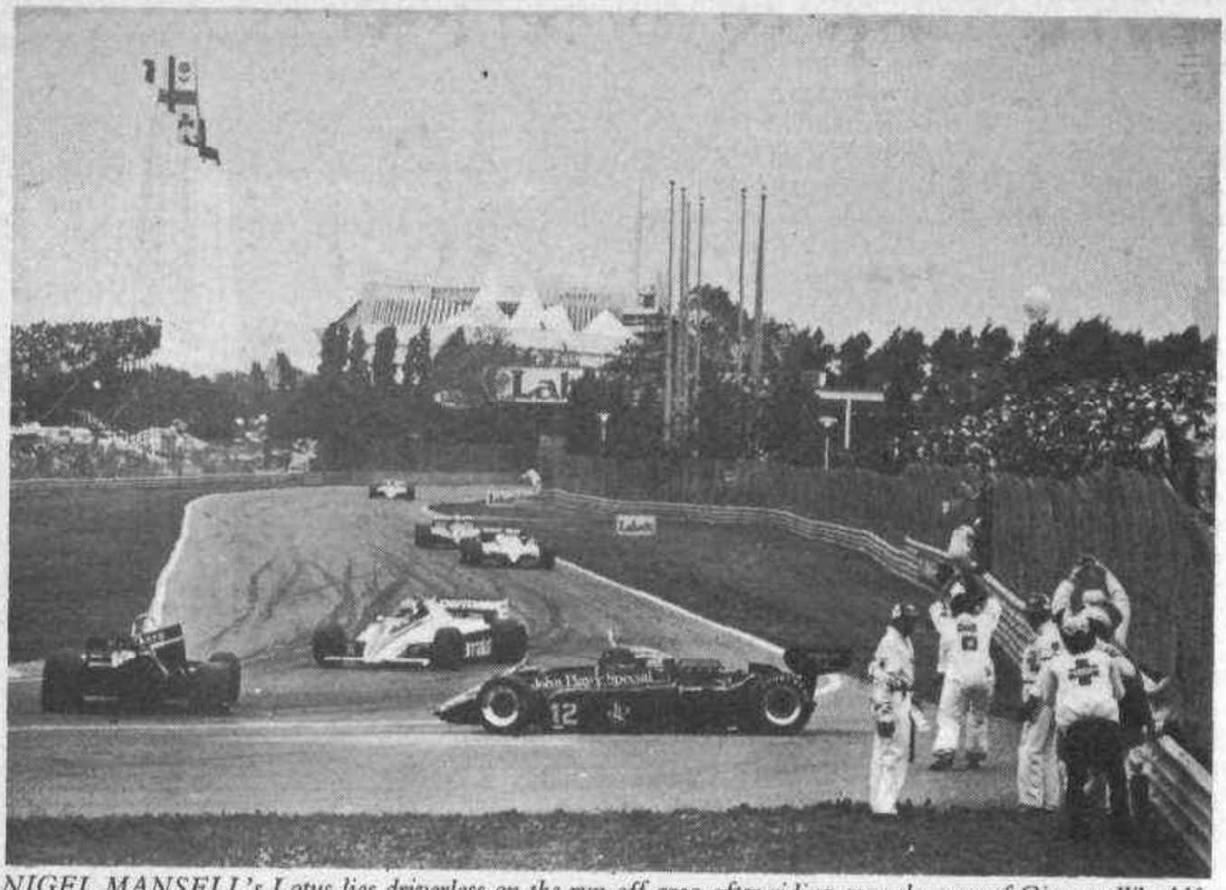
10
E. Salazar
(ATS-Cosworth V8) (T)
1 min. 32.203 sec.
20 (1 min. 33.745 sec.)

33
G. Lees*
(Theodore-Cosworth V8)
1 min. 32.205 sec.

4
B. Henton
(Tyrrell-Cosworth V8)
1 min. 32.325 sec.
58 (1 min. 31.236 sec).

Did not qualify:
9 M. Winkelhock (ATS-Cosworth V8) 1 min. 32.359 sec.
19 E. de Villota (March-Cosworth V8) 1 min. 34.045 sec.
20 F. Serra (Fittipaldi-Cosworth V8) 1 min. 37.678 sec.

(T) denotes spare car.
N.B. Times in brackets are best laps in race.
Number in bold is lap on which recorded.
* Did not take part in restart after startline accident.



NIGEL MANSELL's Lotus lies driverless on the run-off area after riding over the rear of Giacomelli's Alfa Romeo on the second lap of the race. Eventual winner Piquet (Brabham), takes avoiding action.

Cosworth-powered Brabham BT49D had all got past the McLaren, and then passed the Ferrari.

Already we had lost four cars, for Mansell had run his Lotus 91 up over the back of Giacomelli's Alfa Romeo and put both cars out, Guerrero's Ensign had gone, as had Laffite's Talbot-Matra, while Henton (Tyrrell) and Salazar (ATS) had both been into the pits. While the spectators and everyone in the pit lane and around the circuit nearly froze to death the turbocharged BMW engine was enjoying every minute of the low temperature and Piquet was driving splendidly. Patrese in the Cosworth-powered Brabham was going equally well, passing de Cesaris on lap 15 and Cheever on lap 17 to put himself in fourth place and best-of-the-rest. The Ferrari was running so badly that even John Watson passed it, but you could hardly blame the Scuderia for they had never intended to use this old-type car, only the start-line accident making it necessary. Eventually the dejected Pironi went into the pits to see if any improvement could be made. A cloud of smoke down the straight after the fast ess-bend indicated the demise of the last ATS car and Lauda had already withdrawn with stated clutch-failure, after being passed by Mauro Baldi in an Arrows, the little curly-headed Italian boy going quite well and outstripping his Swiss team-mate Marc Surer. At this point Baldi was the next in line to be lapped by the flying Piquet, the overall order behind the Brabham-BMW being Arnoux, Prost, Patrese, de Cesaris, Cheever, Watson, Daly, de Angelis, Rosberg, Mass and Baldi. Already lapped were Surer, Alboreto, Boesel and Henton. The two Williams cars were a shadow of their former selves, Daly doing his best to keep Watson in sight but Rosberg having a terrible time with a car that was darting about from side to side over some of the bumps due to aerodyamic instability; a lesser driver would have had an accident. In contrast Watson's McLaren MP4 looked superbly steady and controllable and up at the front of the race Piquet and Patrese were demonstrating that Gordon Murray's cars are very good, no matter what engine provides the power. While Arnoux was still matching the pace of the BMW with his Renault his team-mate was losing ground due to the engine being off-song, and Patrese passed Prost on lap 28.

Suddenly and inexplicably Piquet came round at the end of lap 29 with an enormous lead and Patrese was the next along. Arnoux had spun on one of the corners on the return leg of the circuit and, as at Monaco, he had stalled the engine and could not restart, so the order now was Brabham-BMW, Brabham-Cosworth, Renault, Alfa Romeo, Talbot-Matra, McLaren-Cosworth, Williams-Cosworth. As Prost went down the fast straight to start lap 31 there was an enormous cloud of smoke and that was the end of the Renault, the off-song engine had cried enough. It was all over, the Brabham team were unchallenged in first and second places, their gamble at hedging their bets between turbocharged 1½-litre and normally aspirated 3-litre was paying off. By 35 laps, which was half distance, there were fifteen cars left running, though not all of them very fast and the two Brabham drivers could now settle down to team orders and drive on into the gathering gloom. Although it looked as though it might be dark before the race was finished the organisers made it clear that the race would go the full distance of 70 laps, which was 308.7 kilometres, though most people would have settled to pack up there and then, the whole gloomy and tragic day had gone on long enough.

Nothing dramatic happened, apart from Piquet losing concentration at one point and aviating over a kerb, but all was well. On lap 42 Alboreto coasted his Tyrrell into the pit lane to retire and on lap 53 Rosberg free-wheeled down the pit lane with a broken gearbox. On lap 67 Eddie Cheever went by the pits with his Matra engine spluttering as it ran out of petrol and he coasted to a stop, while two laps later, with only one to go, de Cesaris pulled off on the grass, his V12 Alfa Romeo also out of petrol. Hardly had he climbed out of the car than Daly's Williams coasted to a stop, also out of petrol. Three of the non-turbocharged cars had run dry, while the BMW was still going strong, and there are a lot of people who want to restrict the fuel tank capacity to even less than it is now. Without doing anything spectacular Watson found himself in third place, the McLaren being the only car on the same lap as the Brabham team.

After two or three pit stops the Ferrari team had finally got Pironi's car working properly and he responded with a fastest lap on lap 66, but even so he was three laps behind the winner and in a lowly ninth place. With a sigh of relief the whole miserable affair of the Canadian Grand Prix was over a few minutes after 8 p.m. and darkness was falling rapidly. The first victory of the turbocharged BMW engine was rather overshadowed by the gloomy events of the day and with the Brabham-Cosworth V8 in second place, the continual argy-bargy by the Cosworth brigade against turbocharged engines reached an impasse. Brabham boss Ecclestone must be sitting very uncomfortably with one leg down each side of the fence.

Nelson Piquet had more than demonstrated his faith in the BMW-powered car and showed that the recent spate of bad times had not taken the edge off his driving ability. Renault must be holding their heads in despair and Ferrari were sadly aware that fate had snatched an almost certain victory from them with very sad consequences. It had been a long, long day, and everyone was glad to see it over. For the workers who had to clear up, the mechanics who had to pack their equipment and the purveyors of the news to the outside world the long day finished well after midnight. — D.S.J.

RESULTS

CANADIAN GRAND PRIX — Formula One — 70 laps — Circuit Gilles Villeneuve Montreal — 4.41 kilometres per lap — 308.7 kilometres — Freezing Cold

1st	Nelson Piquet	(Brabham BT50/3)	1 hr. 46 min. 39.577 sec. — 173.7 k.p.h.
2nd	Riccardo Patrese	(Brabham BT49D/16)	1 hr. 46 min. 53.376 sec.
3rd	John Watson	(McLaren MP4/5)	1 hr. 47 min. 41.413 sec.
4th	Elio de Angelis	(Lotus 91/6)	1 lap behind
5th	Marc Surer	(Arrows A4)	1 lap behind
6th	Andrea de Cesaris	(Alfa Romeo 182)	not running at finish — stopped lap 69
7th	Derek Daly	(Williams FW08/4)	not running at finish — stopped lap 69
8th	Mauro Baldi	(Arrows A4)	2 laps behind
9th	Didier Pironi	(Ferrari 126C2/059)	3 laps behind
10th	Eddie Cheever	(Talbot JS17)	not running at finish — stopped lap 67
11th	Jochen Mass	(March 821)	4 laps behind
12th	Brian Henton	(Tyrrell 011)	11 laps behind
13th	Keijo Rosberg	(Williams FW08/1)	retired on lap 53 — gearbox failure
14th	Raul Boesel	(March 821)	retired on lap 48 — engine failure
15th	Michele Alboreto	(Tyrrell 011)	retired on lap 42 — gearbox failure
16th	Alain Prost	(Renault RE36B)	retired on lap 31 — engine failure
17th	René Arnoux	(Renault RE37B)	retired on lap 29 — spun and stalled
18th	Eliseo Salazar	(ATS D6)	retired on lap 21 — engine failure
19th	Niki Lauda	(McLaren MP4/6)	retired on lap 18 — clutch trouble
20th	Jacques Laffite	(Talbot JS17)	retired on lap 9 — fuel pump
21st	Roberto Guerrero	(Ensign MN16)	retired on lap 3 — clutch trouble
22nd	Bruno Giacomelli	(Alfa Romeo 182)	retired on lap 2 — accident
23rd	Nigel Mansell	(Lotus 91/7)	retired on lap 2 — accident
24th	Geoffrey Lees	(Theodore TY02/2)	car eliminated in crash in first start
25th	Jean-Pierre Jarier	(Osella FA1C)	withdrawn from second part
26th	Riccardo Paletti	(Osella FA1C)	involved in crash at first start

Fastest lap: Didier Pironi (Ferrari 126C2/059) on lap 66 in 1 min. 28.323 sec. — 179.749 k.p.h.

23 starters — 12 finishers

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

The Six-cylinder Napiers



THE NAPIER SIXTY of C. A. Bird making fastest time of the day at the Leicester AC's Hill-Climb at Beacon Hill, Woodhouse Eaves, in 1911. The course was 1,433 yards long and Bird's time was 64.6 sec. The car later lapped Brooklands at over 87 m.p.h.

THE 60 h.p. Mercedes, with which I dealt in the January issue of MOTOR SPORT, was perhaps the most remarkable veteran car of all the pre-1905 makes and models, at all events in terms of performance available to ordinary, if wealthy, motorists. It did not possess the technical ingenuity of a Lanchester but it went very fast indeed along roads that were otherwise the preserve of horses and occasional "turf-turfs" and above which no flying machines yet flew, so that the begoggled Mercedes driver was to the peasants and non-motor folk as someone almost from another world.

So what did those who had experienced the delight of owning a Sixty Mercedes turn to, after even this great Mercedes model finally became outdated? Many no doubt bought Mercedes Nineties, those formidable 37/90 h.p. and 80/90 h.p. cars from Unterturkheim. But as I hope to have a run in one of these shortly, let us for the moment consider another illustrious make in the field of exciting Edwardian cars, namely the Napier, the six-cylinder versions of which were as fast and imposing as any of the bigger motor-cars of that period.

It was the energetic, forthright and forward-looking S. F. Edge who turned the thoughts and activities of engineer Montague Napier towards the horseless-carriage. Indeed, there is such a similarity in the way Edge influenced Napier and took cars from him to sell, at first along with other makes, that no follower of Rolls-Royce history should fail to take note of this earlier alliance. By 1900 Napier cars were being supplied to Edge, after Montague Napier, the celebrated minting-engineer, had converted a primitive Panhard-Levassor for Edge from tiller to wheel steering and from solid to pneumatic tyres. Napier then designed and built an engine for the car, using his own idea of reliable ignition, by electricity instead of a hot platinum-tube, and from this he moved on to making Napier motor-carriages, at first with two cylinders but soon with three and then four-cylinder engines.

Such was the affinity with Napier, or Edge, with the customers that a wealthy fox-hunting gentleman living at Market Harborough, Mr. Edward Kennard, allowed a Napier ordered by him (no doubt with the connivance of his wife, the novelist, who enjoyed putting on overalls and working on cars) first to be driven through the Thousand Miles Trial of 1900, run by the AC GBI to show the capabilities of the new auto-cars. It was driven by Edge, with the youthful St. John Nixon riding on the step as *mechanicien*.

This led to the introduction of a four-cylinder Napier of 16 h.p., of which 16 were being built in Napier's Lambeth works by the summer of 1900, orders against eight having been secured. Edge used one to win a bet laid by a hunting stockbroker (his name was Otter, but he actually hunted the fox) that no car could climb Porlock hill, the American Charles Glidden embarked on his monumental touring marathon in another, and Edge drove one in the Paris-Toulouse-Paris race that year, with the Hon. C. S. Rolls as his mechanic. When Edge won the 1902 Gordon Bennett race for Britain, by rather a fluke, with a monster Napier, the fame of the make was established.

However, it is the six-cylinder Napiers about which I am supposed to be discoursing. The first one was exposed to public gaze early in 1904. The story is that Edge, who had experienced severe tyre failures in the GB race, thought the smoother torque of a six would ease matters in that department, but Napier was at first adverse to the idea on the grounds of loss of thermal efficiency. However, being a true engineer, he got down to it, and within eight or nine months had a prototype six-cylinder on the road. Edge, that writer of continual letters to the Press, often acrimonious and not always technically watertight, was a pugnacious and egocentric advocate of six cylinder cars from then on and tried to convince people that the Napier was the first and best six-cylinder car. In fact, there had been others before it, and at about the same time. Space does not permit a full insight into the matter but it can be said that Spyker used a six-cylinder in-line engine for a four-wheel-drive racing car in 1903 and Sunbeam also had a six-cylinder model by 1904. But it is generally accepted that Napier of Acton was the first Company successfully to market cars with this type of power unit, which it did from early in 1904.

Edge gave a dinner at the "Trocadero" in October 1903 to prepare the motoring press for the arrival of this new car with six cylinders. It is amusing in retrospect that although the six-cylinder engine gave very good low-speed torque the long crankshaft necessary, especially as the early sixes were contrived, produced problems, in the form of torsional vibration and shaft wind-up that could break an unsuitable crankshaft all too easily, in spite of primary and secondary forces of the reciprocating parts of a "six" being completely balanced. Montague Napier was not alone in this respect. Henry Royce suffered in the same way with his 30 h.p. six-cylinder cars. But he did not have a publicist like S. F. Edge to lean on. When they were faced with this rough running Edge simply told Napier drivers that they were enjoying a "power rattle" indicative of the superiority and performance of their powerful motors. Meanwhile, it might be added, Dr. Lanchester got on with perfecting his harmonic balancer.

This gives me the opportunity to diverge to say that Sunbeam's, too, had these difficulties after they had brought out their pioneer six-cylinder model, which was not serviceable until a redesign had taken place. It also allows me to use a photograph of one of these 1904 six-cylinder Sunbeams which I have wanted to publish ever since Mr. Reid, who used it to drive between Wolverhampton and Glasgow in connection with the building of the three "British" Darracq racing cars for the Gordon Bennett Cup Race sent it to me.

The six-cylinder Napiers that followed the first model of early 1904 came in a conglomeration of models spanning the period up to the outbreak of WWI and after. Of these, the more sporting ones, amply quick when not overburdened with heavy coachwork but also smooth-running, were the 60 h.p. cars, sometimes designated the 65 h.p., and the 90 h.p. The Napier Sixty, as I shall shortly hope to show, was one of Britain's outstanding cars in the years leading up to the First World War. The 40/50 h.p. Rolls-Royce, one of a great many six-cylinder cars copied from Napier's lead (as S. F. Edge was never loath to point out), although ultimately regarded as "the best", did not arrive until 1906 and was not fully established until after the 15,000-mile Observed Trial the following year, nor did it appear in less-pedestrian form until the advent of the "London-Edinburgh" chassis in 1911.

A distinguishing feature of these Napiers was the tall radiator filler-cap, known as the "water tower", and another was the steering track-rod ahead of the front axle, necessitated by the engine being well forward in the chassis, neither of which was used for the Napier commercial vehicles. It





In competition, a car that doesn't stop quickly is about as useful as a car that doesn't go quickly.

As a competition driver this was a fact that Vincenzo Lancia understood perfectly.

From the very beginning he insisted that the cars he made be fitted with the finest, most up to date braking system. Not surprising then that Lancia won nearly every motoring cup going.

'Ah,' do we hear you say? 'But Vincenzo Lancia passed on years ago. Do Lancias still live up to his name?'

In the last thirteen years Lancia has won the Monte Carlo Rally five times, the World Rally Championship thrice, the European Rally Championship and the World Championship for Makes twice, the Targa Florio, the RAC Rally, the Tour de France, and many more.

These rallies and races were won by cars like the Montecarlo, the Fulvia and the Stratos. But their showroom cousins have benefited from their experience.

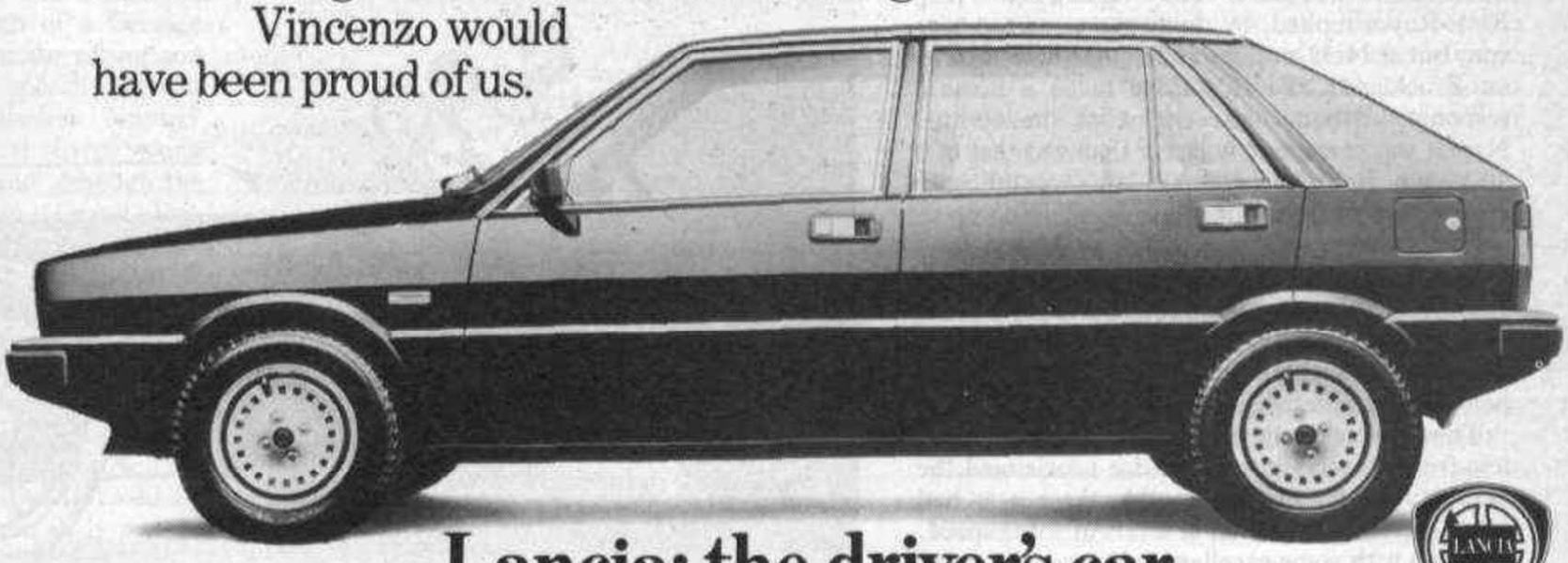
We developed a braking system that made us unstoppable.

The Delta, for instance, was Car of the Year 1980. It is uniquely luxurious for such a compact car, the level of equipment and trim is second to none. Over 100 mph is achieved by its 1500 cc overhead cam engine and its acceleration is equally outstanding.

The Delta has front wheel drive, all round independent suspension and rack and pinion steering, giving it the sort of handling that Lancia have always been famous for.

For the driver's security, the Delta has 'crumple zones' front and rear, a collapsible steering column and special padding on the fascia and other interior surfaces. And just so you won't need any of the safety features, we've given the Delta a super-efficient Duplex braking system, front floating discs and rear self-centring servo assisted drums.

Vincenzo would have been proud of us.



Lancia: the driver's car.

Lancia Delta £5429. Car featured with optional alloy wheels £179 extra. Automatic option £439. Prices and specifications correct at time of going to press and include seat belts, car tax and VAT, but exclude delivery and number plates. Performance data source Fiat SpA. The Delta carries a Cryla-Gard 6 year anti-corrosion warranty which covers all major parts and is subject to annual inspections by the dealer, paid for by the owner. For further details on Lancia contact Christopher Shelly, Lancia Marketing, PO Box 39, Windsor, Berkshire.



TYPICAL of the breed of big Edwardian Napiers, this one set a new London-Monte Carlo record of 33 hr. 34 min, driven by E. A. Paul in 1909.

has been said of later Napiers that sales were sometimes lost because the Acton company also manufactured commercial vehicles (or "business vehicles" as Napier called them) and taxicabs. If this were true Daimler should have suffered likewise, and Leyland particularly (they probably *did*, in fact) when their heavy-looking private Leyland Eight was announced in 1920, because both companies made well-established commercials and the Lancashire firm was renowned for them. Be that as it may, the meticulously-made Napiers had a great success prior to WWI, and although they were never as refined as a 40/50 Rolls, they would start "on the switch", a trick the Silver Ghost was to emulate, and they ran smoothly and were very flexible.

The car models available covered 30 h.p., 40 h.p., 45 h.p., 50 h.p., 60 or 65 h.p., 80 h.p. and 90 h.p., although the last-named was described in 1904 as unsuitable for use in the UK and may have been simply a ploy to supply road-equipped editions of the biggest racing Napiers, should there have been such a request from Europe. The Napier Sixty had the longest production-run, from 1906 to 1913.

S. F. Edge set about publicising these great cars in his own inimitable manner — one day a book must be written about him. At first Napiers were more expensive than Rolls-Royces but their superiority was there to be demonstrated. In 1910 Edge set his cousin Cecil to drive a 60 h.p. Napier from London to Edinburgh and back, using only its direct-drive top speed. This was successfully accomplished, at 19.35 m.p.g. of petrol, after which the car was timed to do 76.42 m.p.h. on Brooklands Track. The following year Rolls-Royce replied, by doing the same top-gear run, but at 24.32 m.p.g., and doing 78.26 m.p.h. on Brooklands. To this Edge made a notable response. Although the engine of the 60 h.p. Napier was considerably larger than was that of a 40/50 h.p. Rolls-Royce, in 1912 one was officially observed to go from London to Land's End up to John O'Groats, and then down to London *via* Edinburgh at 23.9 m.p.g., and then do a top-gear London-Edinburgh-London journey at 18.7 m.p.h. and a staggering 27.65 m.p.g. — which must surely have raised many eyebrows, if not worse, in Derby. . . .

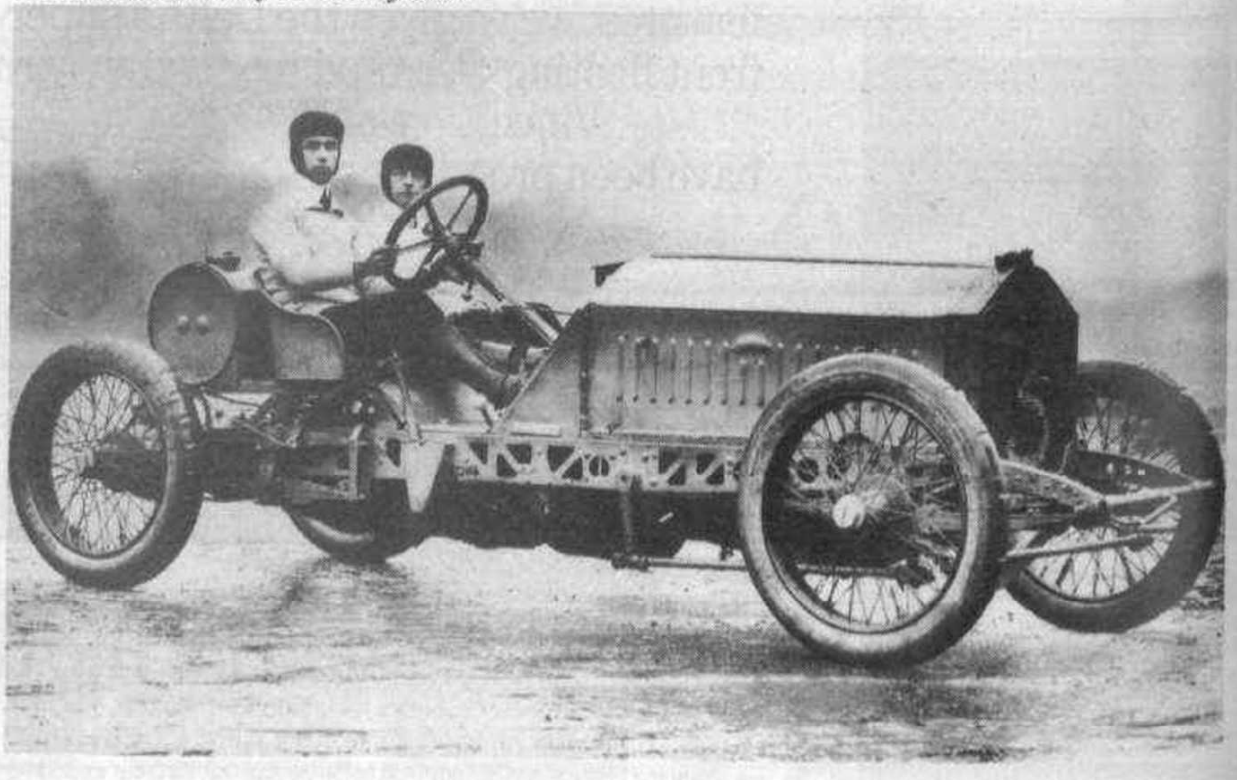
These were only the more ambitious and less-freakish ways in which Edge proclaimed the Napier's worth and before this these cars had made a grand impression in terms of sheer speed. It began with some excellent performances in the speed trials and hillclimbs of 1905 to 1907, such as Clifford Earp's class-win at Brighton at 97¼ m.p.h., a British kilo. record, Macdonald's 104.65 m.p.h. at Daytona Beach with L48 and a clean sweep of almost every class at the Bexhill Speed Trials, etc. Then came the opening of Brooklands Track in 1907, a gift to Edge, who not only made his 24-hour run there on a Napier Sixty at over 65 m.p.h. for 1,582 miles, accompanied by two other Napiers, as has been so well documented, but he prepared a team of Napiers for the subsequent racing at the Track. Brooklands was brand-new and all that happened thereon at that time received much publicity. In that first short season these Napiers won for Edge £1,760 in prize money, second only to Mercedes, which won £1,040 more than the Edge-Napier team.

These appearances at the new Brooklands Motor Course put the Napier even further to the forefront. At the very first Meeting in July 1907 H. C. Tryon's stripped six-cylinder 40 h.p. Napier won the first heat of the very first Brooklands race, and went on to win the Final of this Marcel Renault Memorial Plate. On the same day Frank Newton dead-heated with Jarrott's 60 h.p. De Dietrich on a 45 h.p. Napier in the Byfleet Plate, and Cecil Edge drove the monster 90 h.p. car in the first Montagu Cup Race, leading for a time, to finish 4th. That season Napiers won twelve firsts, four seconds and four third places, including the aforesaid dead-heat. This put them very definitely in the picture, especially as exciting incidents received much attention during the empirical days at the Track and Napiers were to be part of some of these during 1908. Before the 1907 season had ended, Newton made f.t.d. at the Gaillon hillclimb in France with the Ninety and Napier had also started successful attacks on records.

The next season began with one of those well-publicised incidents, when Tryon, after taking the 50-mile record at nearly 80 m.p.h. with a 60 h.p. Napier, had a tyre burst while trying for the "hour" and left the Track on the inside near the entrance tunnel, flying over the road before landing! Later, using Palmer Cords that proved more reliable, Newton took record of up to two hours at nearly 85 m.p.h. with this 127 mm. × 127 mm. Sixty. The great 90 h.p. L48, with its radiator tubes running round the pointed bonnet, appeared for the Easter races with its engine enlarged to 155 mm. × 152 mm. and named "Samson". It was entrusted to Newton, who did a splendid piece of driving on the damp concrete when the Napier's spokes tangled with the hub cap of Dario Resta's 76 h.p. Mercedes as the British car was overtaking on the banking. He was able to control the Napier and win at 89½ m.p.h. Another piece of drama for the publicity-conscious Edge!

This gentleman issued a number of challenges, most of which it was almost impossible to meet, so that he was able to announce that Napiers were invincible against other makes of similar size. However, this mis-fired at the 1908 Brooklands Whitsun Meeting, for although the challenge-accepting Metallurgiques fell foul of 26 h.p. and 40 h.p. Napiers, in the 90 h.p. race the celebrated Felice Nazzaro won with the 21-litre Fiat "Mephistophiles", after Newton's Napier "Samson" had broken its crankshaft, "the power-rattle" had been provoked too far on this occasion! However, "Samson" retained its class records against the best the Fiat could do. (Its engine had been given a 26 mm. longer stroke for the Match Race, raising the capacity to over 20-litres.) Newton had another 90 h.p. Napier at his disposal, consisting of a Type 120 standard chassis with a 155 mm. × 102 mm. six-cylinder engine. At the same Meeting this Napier "Meteor" won the "90 h.p. Stakes" from the Resta Mercedes, at 91 m.p.h., covering the Railway straight kilo. at 115 m.p.h. It was then

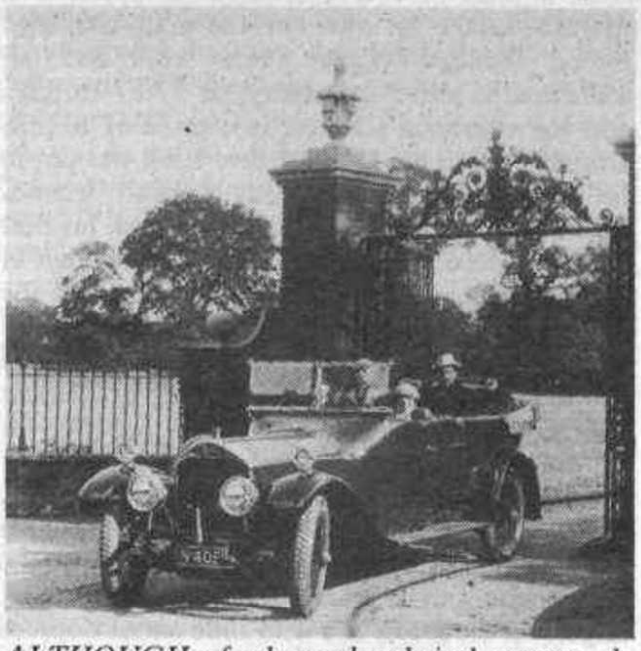
THE GP NAPIER of 1908, having been banned from the French Grand Prix, ran at Brooklands that year, as shown, in the hands of R. G. Reynolds.



taken to the Saltburn Speed Trials and clocked 102.6 m.p.h. over the flying kilo. For the 1908 August Brooklands meeting Newton drove the 1907 60 h.p. "803" record-breaker in the 100-mile O'Gorman Trophy Race, winning at 83.88 m.p.h. A 1908 Grand Prix Napier burst a tyre and overturned on the Railway straight but this incident was overshadowed by the fatal accident to Lane's mechanic after his 76 h.p. Mercedes had crashed by the entrance road. Before this calamitous happening Newton had vanquished this and another Mercedes with "Samson", to win the Montagu Cup Race at a record 101½ m.p.h. Those are just some of the Brooklands successes of these splendid British cars. Before the 1908 season ended they broke more records, culminating in Newton driving "Samson", one November day, at a timed 119.34 m.p.h. over the half-mile, after it had plunged at some 130 m.p.h. off the Byfleet banking and hesitated as the carburation faltered, causing mis-firing. "Twice the speed of an express train" was how it was then described, and it was 74 years ago, remember. . . . Napiers also did very well in British and other speed events, including f.t.d. at Shelsley Walsh in 1908 by Tryon's Sixty, in 65.4 sec., a new record. Another great feat was E. A. Paul's London-Monte Carlo record of 33 hr. 34 min., in 1909.

After this Edge used the fatal accidents in racing as an excuse for withdrawing his Napier team. But by then it was a make supreme. All manner of important personages were among Napier's customers. They numbered the Queen of Siam, a Viceroy of India, the Duke of Connaught, the Duke of Sutherland, the Duke of Bedford, the Marquess of Lansdowne, Earl Roberts, Lord Northcliffe, the Rt. Hon. H. H. Asquith, the Rt. Hon. A. J. Balfour, the Rt. Hon. Winston S. Churchill, J. Pierpoint Morgan, the American millionaire, HEH the Nizam of India and many Indian princes, etc. As the official Napier historians wrote in 1958, the pre-1914 list of customers, "like the passenger list of the *Titanic*, recalls all the thundery afternoon sunlight of Edwardian England. Here is ancient landed wealth: here is the recent profit of industry and finance: here are the rich Radical politicians. Here is a memory of the days when there were forty servants below stairs at Longleat, when Sir William Lever, vastly rich on soap, could say he was 'in love with petrol', and when the Liberal Party, profiting by the social discontent which is the other side of the medal, could promise something recognisably like the Welfare State and sweep Conservatives from office. And all behind a Royal Navy that could send sixty-four battleships to sea at once, and in the reign of a German Emperor who both patronised motor racing and made indiscreet, threatening speeches about 'shining armour'." "The Noiseless Napier" embraced all this and more. Special "Extra Strong Colonial" models were offered and although the ingenious 1908 126 × 154 mm. Grand Prix Napiers were banned from the Dieppe race on account of their detachable Rudge-Whitworth wheels (thought to give an unfair advantage — the "politics" of motor racing and the restrictions on GP racing are not new!), sports versions costing £1,500 as a chassis in 1910 were made available (which may be how R. T. T. Spencer won with one at Brooklands in 1925 — if anyone can tell me more about this driver, who normally raced an aged Sunbeam and later an Austin 7, it will be appreciated).

Of all these Edwardian Napier variants, it was the Sixty that is best-remembered. In comparatively recent times Ronald Barker has



ALTHOUGH of advanced technical concept, the post-WWI 40/50 h.p. overhead-camshaft Napier failed to achieve commercial success.

shown us how well such a car performs in sporting guise and I have personal experience of its ability to reach over 80 m.p.h. or more in road-trim, start "on the switch", and out-accelerate touring-bodied 40/50 h.p. Rolls-Royces up hills — *see* MOTOR SPORT for July 1976, pp. 800-804.

Although Napier's had used mechanically-operated overhead inlet valves and side exhaust valves on some of their models, this 1908 11½-litre Sixty has all its valves in an L-head, and although Edge became a great advocate of the three-speed gearbox, this R-type Napier has four forward speeds. Its engine runs up to 1,800 r.p.m. and that "power-rattle" is there, at around 1,000 r.p.m.

By 1912 Napier's lost the unique drive of S. F. Edge, who was bought out for nine years from taking any part in the Motor Trade, after a difference of opinion with Montague Napier. Edge had suggested that Napier quality had deteriorated, nor was he taking the £120,000-worth of Napier vehicles a year that his agreement expected him to sell. So this remarkable man turned to a new-style of pig-farming in Sussex, until he re-entered the Motor Trade to look after AC Cars, later with associations also with the Cubitt. He found himself again advocating, among other things, the six-cylinder engine (of the light-alloy AC Six) and the three-speed gearboxes which both the four-cylinder and the six-cylinder ACs had in their back axles, while in 1922 Edge bettered his 1907 24-hour distance by taking the British "Double-Twelve"-hour record at Brooklands

ANOTHER "SIX" — A 1904 six cylinder Sunbeam. This one was used to drive between Wolverhampton and Glasgow, after a conventional crankshaft had been fitted to cure early failures, by Mr. J. Reid, when he was working on the Team of "British" Weir-built Darracqs for the Gordon Bennett Race. The car is outside the Cathcart factory of G. & J Weir and Mr. Reid is at the wheel.



(where night running was no longer allowed) — with a six-cylinder Spyker. . . .

Whether or not Edge was right about Napier quality in 1912, certainly the Rolls-Royce Silver Ghost by then had caught them up in performance, at all events taking engine-size differences into account, and it was the more dignified and quieter concept. However, Napier continued with four-cylinder models, as they had previously, these and the early two-cylinder jobs being used also as taxis and commercials, and they came up with a very nice 30/35 h.p. 5-litre six-cylinder model in 1913/14. Continuing the old tradition, this model was submitted to a rigorous 1,200-mile RAC-observed trial in the Austrian Alps.

During the 1914/18 war Napier supplied satisfactory lorries to the Front, notably the one that took part in the retreat from Mons and received special sanction from the War Office to be named "Charley's Aunt". It did not need any attention from the outbreak of hostilities in August 1914 until it went into a workshop in January 1917 for its magneto to be overhauled. Napier's, who referred to their private cars as "Napier Motor Carriages", liked to call these their "Business Vehicles", to customers who called at the showrooms at 14, New Burlington Street, London, W1.

After the Armistice D. Napier & Sons Ltd. brought out a far more advanced car than before, in the form of A. J. Rowledge's T75 40/50 h.p. light-alloy overhead-camshaft motor-carriage, its engine obviously based on his war-time 450 h.p. Napier Lion aero-engine, before he went to Rolls-Royce Ltd. Although intended as a luxury car, it could look quite sporting in Cunard-bodied aluminium open-touring guise, and as a small boy I admired the one parked sometimes in Emmanual Road, Balham, of all places — the fascination of motors and roads in those times!

A great deal of publicity was given to the new 40/50 h.p. Napier and it is interesting that it was announced so soon after it had been planned that illustrations in the first catalogues were artist's impressions of it, supplemented by photographs of what are clearly pre-war 30/35 h.p. models. The slogan was still "The Proved Best" but there were problems with rough running at low revs., due to a flexing crankcase failing to locate the rear main bearing, cured by using a lower compression in No. 6 cylinder than in the other five(!) and perhaps the 40/50 Napier was ahead of its time, or too noisy, or too sluggish, or too expensive at £1,750 for a chassis, for it never sold properly. In all, only 187 of the T75 to T80 40/50s were made, 38% less than scheduled. However, this model, too, was submitted to an RAC-observed 2,118-mile trial in the Alps, and it is interesting to compare progress, by looking at the figures relating to these two Alpine marathons and an earlier test of a 1910 45 h.p. Napier:

Date	*Model*	*Size*	*Running Weight*	*Fuel Consumption*	*Speed on Brooklands*
1910	45 h.p.	6,840 c.c.	4,063 lb.	19.93 m.p.g.	66.12 m.p.h.
1913	30/35 h.p.	5-litre	5,088 lb.	18.09 m.p.g.	62.61 m.p.h.
1921	40/50 h.p.	6,178 c.c.	5,152 lb.	18.17 m.p.g.	72.38 m.p.h.

NB. These were open touring cars, with standard gear ratios.

After 1924 it was virtually all over, so far as Napier motor-carriages were concerned. A total of only 4,258 private cars had been made, some 1,800 of these in the halcyon years, 1909 to 1911. This compares badly with Rolls-Royce's output of 6,173 of their 40/50 h.p. chassis alone, between 1907 and 1925. It was in those earlier years that the big Napiers had their heyday — fine cars, with in many cases decidedly sporting connotations. They are remembered as great British cars.

W.B.

The Donington VSCC Meeting

IN showery weather the annual Vintage SCC race-meeting took place at the well-constituted Donington Park circuit on May 23rd, although the entry was depleted by historic-car activity at Monaco. Donington contrived to off-set this by electronic race-result announcements from the bridge over the course, driver-interviews by Peter Hull over the p.a. system, and local TV coverage for release on the following Monday evening.

The action commenced with the 8-lap Handicap for the Melville and Geoghegan trophies. No one caught R. J. B. Smith's Meadows' Frazer Nash, which was discreetly followed home by Horton's Type 43 Bugatti, President Tom Threlfall bringing his Lancia in third, having started, with the Bugatti, ten seconds after the bulk of the field. Parkinson's Brooklands-model Riley was wearing a full-size windscreen. A well-supported 4-lap Handicap came next, in which Rawson's Austin 7 Special got the better of Smith's PB MG, McGrath's Austin 7 Special being third.

The John Holland Trophy Race over eight laps promised more lively action but after a mere couple of circuits, when he was running away with it, the drive failed on Footitt's AC/GN, leaving Peter Morley in the lead with the impressive 24-litre Bentley-Napier, heading a processional foray in which Russell's slim 8-litre Bentley Special was second (taking the BDC Trophy) and Howell's incredibly endurable supercharged twin-cam 3-litre Sunbeam third. Majzub spun off in the Pacey-Hassan but was able to continue, and although his son was rumoured to be appearing in the ex-Wall single-seater Type 35B Bugatti, he actually turned out in a two-seater GP Bugatti. The Bentley-Napier lapped fastest, at 63.54 m.p.h., in a race that suffered from non-starters, including Chilcott, who was held up by an air-strike (civilian) and so could not race his Frazer Nash. Hutchings drove a rather non-vintage-looking Riley Gillow Special.

As a touch of variety, the next race was a 5-lap Handicap. Rawson again drove very competently, holding off Threlfall's Lancia, with Gilbert occupying third place at the finish in his alloy-bodied Alvis Firefly, with mudguards *in situ*. A quickest lap of 68.41 m.p.h. availed Burrell's Bentley-Royce only of 14th place. Majzub's 3-litre Bentley was late in starting, and it finished last, Gahagan was having an outing in Smith's K3 MG, and Sweet's MG KN Special, once saloon-bodied, retired. Further variety was then introduced, in the form of a 4-lap Scratch race. It was won by Lees in Cockman's 1½-litre Riley Snipe, which also made fastest lap, at 66.79 m.p.h., Hudson's Ulster Aston Martin was second, the owner driving because Cliffe was ill-in-bed, and Sevier's fast Wolseley Hornet third, although it had damaged its tail and ran "Manxed" in a later race. Brydon spun at Park curve on the first lap and retired his Speed-20 Alvis and Rouse's Alvis Speed 25-engined Silver Eagle was likewise in trouble, finishing last. Campbell drove a 1926 Austin 7 with later Fiat Balilla power, and it was good to see Sam Clutton racing again, in something smaller than the Itala, his AC-engined TT Replica Frazer Nash.

The main contest was the Shuttleworth & Nuffield Trophies Race, over 12 laps from scratch. It suffered the most from the Monaco-magnet and was further depleted after Sankey's 250F Maserari shed oil going round to the starting-grid and was not allowed to race. Mann's Lotus 16 was not there to challenge Simon Phillips (Lotus 16), who had an unhampered drive to victory, at 77.87 m.p.h., and the afternoon's fastest lap, at 82.61 m.p.h. Donald Day in his 1937/8 2-litre ERA was not to be denied, though. He was a good second, 1.24 m.p.h. slower than the 1958 Lotus, his best lap being 4.66 m.p.h., or 5.1 sec., below that of the post-war car. Duly held third position in the 250F Maserati, ahead of Colbourne's 1½-litre Maserati that took the Nuffield Trophy. In another processional conflict the only excitement had been provided by Vine who, having spun off at McLean's Corner on the first lap, drove very quickly to overtake Walton's Connaught by lap 7, only to be re-passed by Walton. By the start of lap 11 the Cooper-Bristol had again got by the Connaught and it came home in fifth place, largely on the grass, in a wild slide out of Coppice Corner.

The racing was concluded with two 5-lap Handicaps. The first went to McGrath's well-driven Austin 7, from Symons' Alvis Speed-25 and Walker's Chummy Austin 7 (shades of George Chaplin's "Mrs. Frequently", of before the war). The final race was won by Seber's Wolseley Hornet, now very visibly a two-seater, from Day, who got the ERA through from the scratch mark, ahead of Guy Smith's formidible Alvis-'Nash. Points were scored towards the MOTOR SPORT Brooklands Memorial Trophy, with Donald Day consolidating his position and Rawson taking home 36 points, but the position will have altered after the VSCC Oulton Park racing. During the afternoon Anthony Heal had demonstrated Shoosmith's 1921 3-litre straight-eight, bolster-tank Sunbeam, to commemorate the STD victory in the IoM TT of 60 years back and Tim Llewellyn later raced it from a rather heavy handicap-mark, reporting that it is beautifully balanced and would take fourth-speed all the way round Donington.

As for Donington, there are still some 16 fixtures to come this season, including the Historic Car Championships on July 31st / August 1st and the big International F1 Championship Meeting on August 15th. — W.B.

Results

Shuttleworth & Nuffield Trophies Race: 1, S. F. Phillips (Lotus), 77.87 m.p.h.; 2, D. H. Day (ERA); 3, K. R. Duly (Maserati).
Melville & Geoghegan Trophies Race: R. J. B. Smith (Frazer Nash), 65.09 m.p.h.
John Holland Trophy Race: F. P. Morley (Bentley-Napier), 61.43 m.p.h.
4-lap Handicap: D. Rawson (Austin 7), 55.68 m.p.h.
4-lap Scratch Race: N. H. S. Less (Riley), 64.99 m.p.h.
First 5-lap Handicap: D. Rawson (Austin 7), 61.02 m.p.h.
Second 5-lap Handicap: T. McGrath (Austin 7), 55.06 m.p.h.
Third 5-lap Handicap: J. A. Seber (Wolseley Hornet), 62.75 m.p.h.
Fastest lap of the afternoon: S. F. Phillips (Lotus 16), 82.61 m.p.h.

V-E-V Miscellany. — We have been informed by the VSCC that for the first time ever an International Meeting of historic cars and motorcycles will take place in the USSR. The venue is Riga, the organisers the Antique Car Club of Latvia, and the date August 27th-29th. The idea is to have a parade on the Saturday through the main streets of Riga, terminating at the road-racing circuit, where the usual Concours d'Elegance, speed-trials and regularity runs will be staged. On the Sunday there is to be a gathering at the stadium for the cars and sightseeing for their occupants, including a ride on Riga's municipal-tramway, in a vintage tram, the service being 100 years old this year. Those disappointed over cancellation of Pekin-Paris might find this a substitute, travelling by ship to Riga, by ferry to Finland and driving 188 miles along the Olympic Highway, or flying out via Moscow or Leningrad. Details from: Viktors Kulbergs, 226006, Riga, Gagarina 41, USSR.

Those of our more long-standing readers who are feeling a bit decrepit may take heart from a lady of 90, living in Somerset, from whom we heard recently. She still enjoys driving her immaculate 1970 Morris 1000. Asked about the cars she had driven, she told us that in 1915 her father, who was a doctor, acquired a Humber Ten tourer after his third horse had been requisitioned for war service. After three driving lessons she began to take the Humber out and has driven ever since. The family Humber was still in use when she married a tea-planter in 1920 and went out to India. However, ill-health caused her to return home several times up to 1925 / 26 and during those years she remembers driving a two-seater Humber that had joined the family, a Trojan, a Maxwell, an Arrol-Johnston, a Vauxhall belonging to friends, and a Rolls-Royce on one occasion. When this lady returned to India for the last time in the mid-1920s, she took with her an Austin 7, in a crate marked on all sides "This Side Up"! Two days out from Madras, the Holds Officer told her they were afraid it had fallen between two tins of biscuits. . . .

However, the Baby Austin was landed safely, but refused to start when it found itself some 7,500 feet up in the Nilgiri Hills of the Madras Presidency. Fortunately, her Indian car-boy Joseph had spotted a box of carburetter jets at a garage in the next village and bringing back a handful he got the Austin going. It was then a great success and the dogs' favourite car. They also had a Ford at the plantation, presumably a Model-T, but it did not do too well, and failed to climb the hills satisfactorily, so Chevrolets were used instead. These, and the Austin 7, had ground-clearances suited to the "Irish" drains frequently encountered, and the generally poor roads. This keen lady driver recalls the time when a panther leapt right over the car she was driving, and that Joseph the car-boy used to say that the Mem-Sahib "drove very smooth, like a banana". . . .



THE Countess of Powis at the wheel of her Paige in 1923.

From that we learned that the Countess of Powis still drives her 1967 Triumph Vitesse at the age of 92, often unaccompanied and with the hood down. Her first car was a brass-radiator Model-T Ford two-seater with gas headlamps, carriage sidelamps, bulb-horn and two spare tyres on the off-side running board, which she used in India, on the North-West Frontier while her first husband was fighting in Mesopotamia with the 14th Lancers, the Indian Army. The Countess has kindly sent us some photographs of later cars she drove, which include a fine five-seat Paige tourer in 1923 and a Fiat 501 tourer in 1925 She has also listed the cars she and Lord. Powis bought from the Border Garage while they were at Powis Castle near Welshpool, these including an Armstrong-Siddeley in 1952, a Hillman, an Austin ,pick-up, a Standard Vanguard estate, a Standard Companion, a Bedford shooting-brake, a Triumph Herald

estate-car, a Triumph Herald and three Jaguars between the years 1952 and 1965.

We heard some time ago that before the war a constant stream of Hollywood filmstars used to visit St. Donat's Castle near Cowbridge, as guests of Marion Davies, the actress-friend of Randolf Hurst who is said to have purchased the Castle for her but never to have visited it. Miss Davies liked Packards, which may be of interest to Packard Clubs in America and elsewhere and that hers were often seen in Cowbridge and Cardiff, along with the Rolls-Royces and Daimlers of the other actors and actresses. Later, in 1934, Miss Davies was seen driving fast in a Terraplane 8. The Amilcar Register has not only branched out to embrace Salmsons but its current Newsletter takes in BNC and Vernon-Derby as well. The Register's new President is H. T. H. Clayton, who before the war got such very good results from the Amilcar Six but who is better remembered for his unexpected trip over the Brooklands banking at the Easter 1938 Meeting, although he was at the wheel of the ex-Ron Horton MG Midget single-seater on that occasion, driving for his friend Fleming. This deserving Register's secretary is Roger Howard, Flat 3, 28 Buxton Old Road, Disley, Stockport, Cheshire. We apologise to Richard Loveday for wrongly describing the Maserati he drove in the Haggar Allcomers' Race at the VSCC Silverstone Meeting in April as a 4CM / 6CM, although this was but an abbreviation of the description in the programme, wherein this car was listed as having "a 4CM chassis which he (Loveday) has fitted with a 6-cylinder 1½-litre 6CM engine". In fact, the car is a 4CL Maserati once raced apparently by Franco Cortese and imported to England after a long spell in South America.

According to a newsletter of the American Hispano-Suiza Society, there is on display in the Auburn-Cord-Duesenberg Museum in Auburn, Indiana, a hybrid single-seater racing car, outwardly looking like a track-racing Miller or Ford Special, but powered by an engine using one cylinder block of a vee-eight Hispano Suiza aero-engine (which should give it a swept-volume of about 5½-litres), in an Essex chassis frame but with a substantial transverse front spring, perhaps from a Ford V8, this having steering gear from a 1922 Franklin and wheels from a Dayton. The car is said to have won its last race in 1953, presumably at some historic-car meeting. A Deemster light-car seems to have surfaced in the North of England. *The Dalesman* recently published an article about a man who started a garage business in the Dales at Rimington around the year 1923, using a wooden shed built by a local joiner, who charged £66 for the building, the self-employed garageman doing the boarding-up and putting in the windows. He then commenced doing repairs to cars, motorcycles and farm vehicles, at 2/- (10p) an hour. Farm carts were made, using axles from scrapped cars including Rolls-Royces apparently. Discovering, after having been told by an E. Lancs farmer that he wanted "nowt" for two Model-T Fords, one with a detachable-type body, that other derelict cars could be purchased for as little as 17/6d. (87½p), the garage embarked on converting these into motor-mowers, the Austin Twelve being a popular chassis for these conversions. One scrap-yard supplied 51 old cars in a year for this purpose. These conversion were sold for £17, sometimes with a five-gallon drum of oil thrown in for good measure. Tractors were also made, using two gearboxes in an Austin 12 chassis, and later the garage dealt in used Fordsons, and later in Fergusons. When it was opened, this same garage drew its petrol from a depot at Chadburn, supplies arriving in a Liberty lorry that was chain-driven, had wooden wheels, and could carry up to 500 gallons. This fuel was sold to motorists at 11p a gallon, from hand-operated pumps. At the time there were few cars in the area but 26 motorcycles in Rimington alone but by the early 1930s, with the financial crisis, the garage could not find customers for the 12 used motorcycles it had in stock. It seems likely that an EHP, thought to be an ex-Brooklands car, may be reappearing at VSCC events.

Bryan Luscott-Evans has been appointed Chairman of the Midland Section of the VSCC. The VSCC Prescott speed hill-climb is due on August 1st. Morgans of all kinds, including vintage three-wheelers, will have their International *Concours d'Elegance* at Walton Hall, Wellesbourne, Warwicks on July 11th. Entry forms for qualified Morganists from Eric Wilson, 89 Marsh Lane, Solihull, B91 2EP. — W.B.

A Clip From the Past

ANOTHER French Grand Prix is due to be run off on July 25th at Paul Ricard which prompts a memory of the first of the series, held at Le Mans seventy-six long years ago, on June 26th / 27th, 1906. As the date implies, this was a gruelling two-day contest, over a distance of 769 miles, or 1,238 kilometers. Just think of it — the dusty roads, the frequent burst tyres which the drivers and their riding mechanics had to hack off the wheels with sharp knives and their bare hands. Passing was difficult, with the speed of the cars closely matched. Loose stones would fly up and smash a driver's goggles and parts of the public-road course, constructed of wooden planking, were especially hazardous.

The eyes of Europe were on this splendid contest, for which Renault entered three 13-litre racers, scarcely more than bare chassis equipped with bucket seats, each car weighing-out at around 1,000 kg. The nominated drivers were a Hungarian with the splendid name of Szisz, the ex-Darracq driver Edmond, and Richez. When the long battle ended, Szisz was the victor, his red 90 h.p. Renault having averaged 62.88 m.p.h., and been comfortably in front at the conclusion of each day's racing. Over the two days he had been in the driving seat for something like 12 hours. The 33 year-old Szisz and his Renault had vanquished even the great Felice Nazzaro and his Fiat. The other two Renaults dropped out due to accidents, which were no fault of the machinery.

What became of the victorious Renault? After the dust had settled on that hot summer day in France, a determined Englishman was among those who sought to buy Szisz's winning car. But Renault knew it needed a check-over, after not only winning the Grand Prix but having been used as the training car for the team. One of the lesser-stressed racers was substituted. But when the new owner learned of this he took it back, demanding the actual winner No. 3A. His demand was complied with. Alas, going to the Dieppe GP two years later, the proud new owner, Hall Watt, took the Renault out after dinner and, trying to keep up with one of the racing Weigels that was practising, hit a tree and was killed. Maybe the solid back axle, which even Szisz had grown to respect, caught him out on a curve.

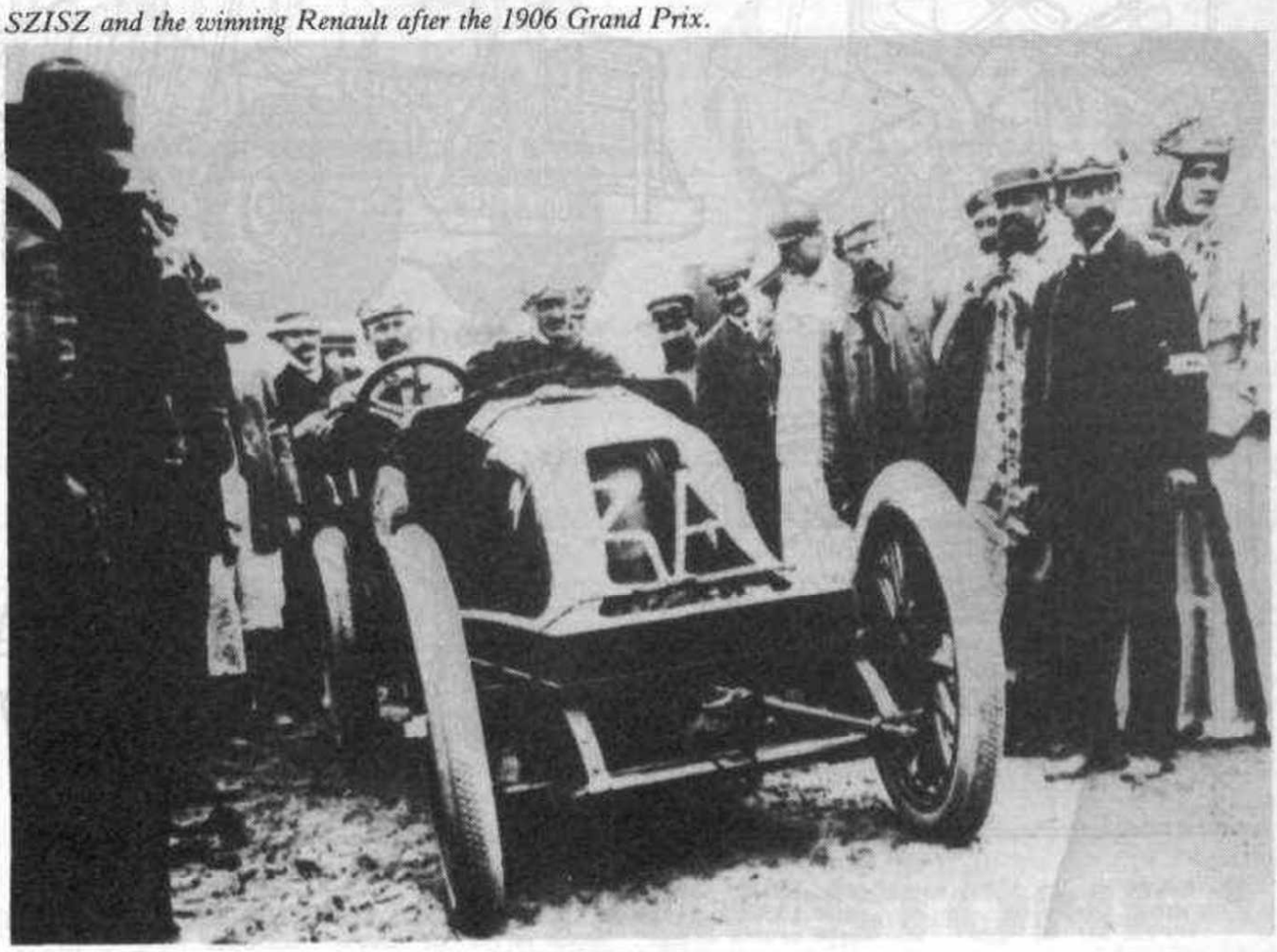
For two years the Renault lay under wraps, after which it was sold by auction. In 1923 François Szisz, who was still racing, tried to find the old car that had brought him fame and fortune. But it had vanished, along with its team-mates. However, Renault had built a number of small-scale replicas of the 1906 GP winner, with about half the engine size. One of these is being restored in England and should soon re-appear in vintage-car events. — W.B.

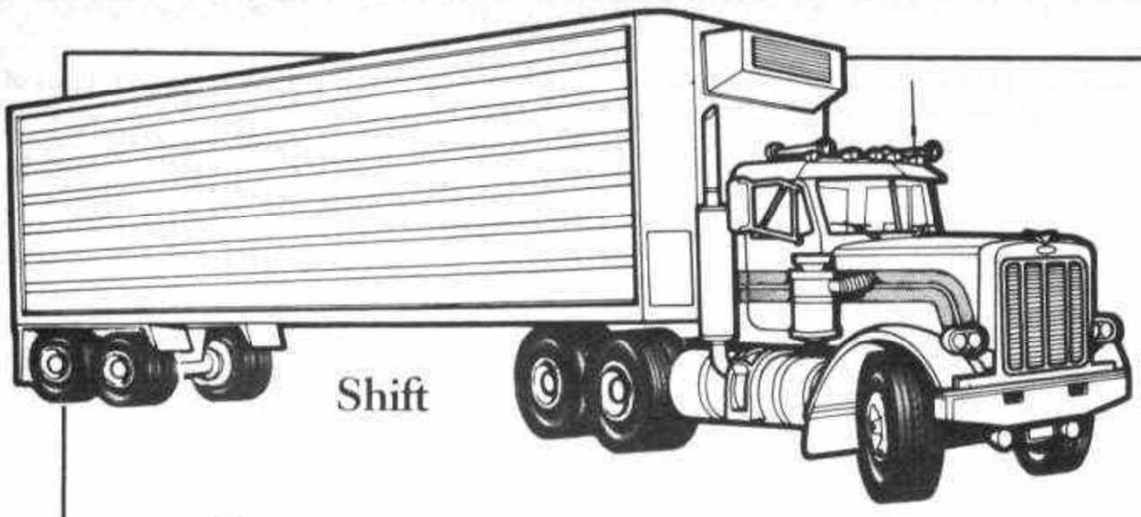
* * *

Model-Y Ford Anniversary

THE 50th Anniversary of the Model-Y Ford Eight is to be celebrated at the Ford Sidevalve OC's National Sidevalve Day at Stanford Hall, near Rugby on August 8th. Admission will cost 50p per adult, 25p per child. It is ironic to think that to the present generation the side by side valve L-head engine is something they hardly ever encounter. But there will be very ample opportunity to rectify that at Stanford Hall next month!

SZISZ and the winning Renault after the 1906 Grand Prix.




Shift


Lift


Land

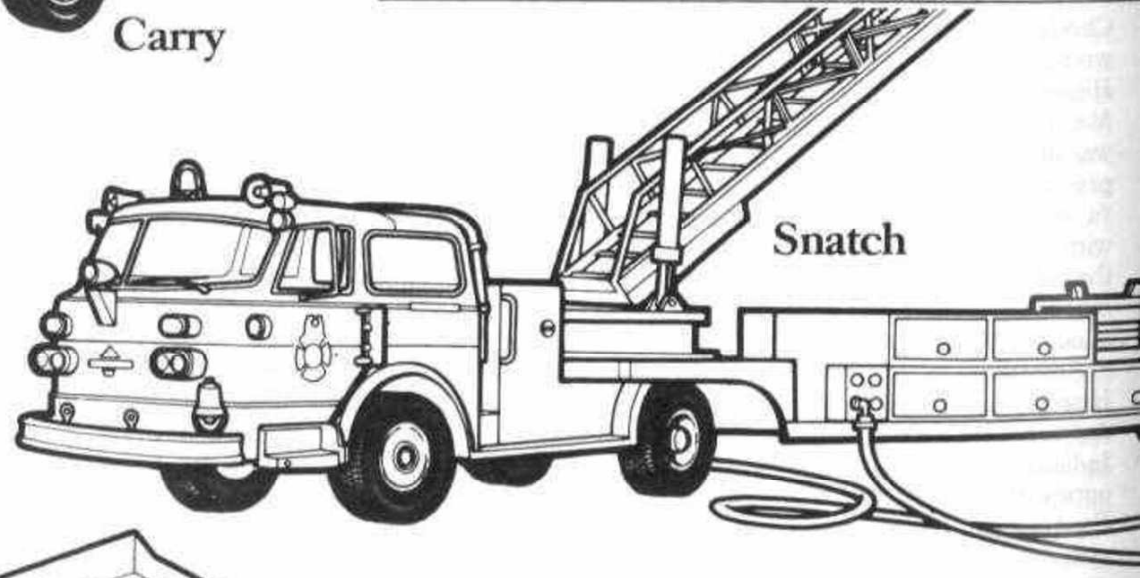


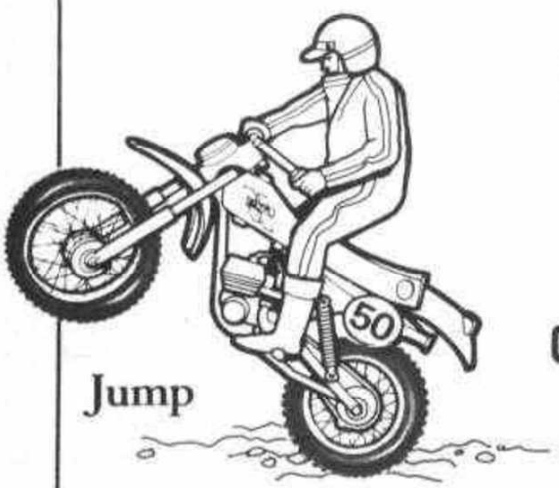
Kart


Carry

GET ON TO BRIDGESTONE TYRES

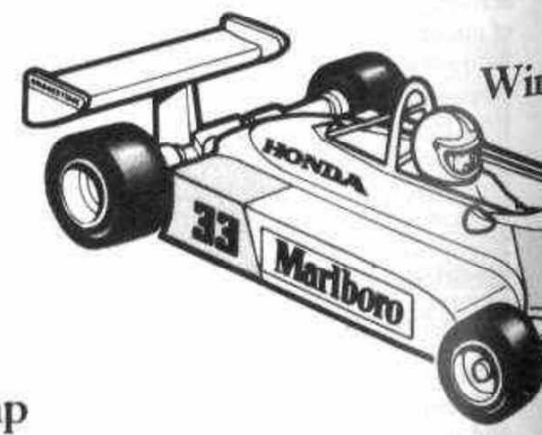

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Snatch



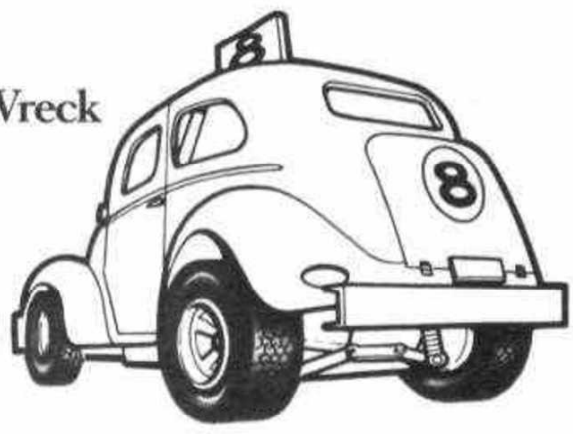
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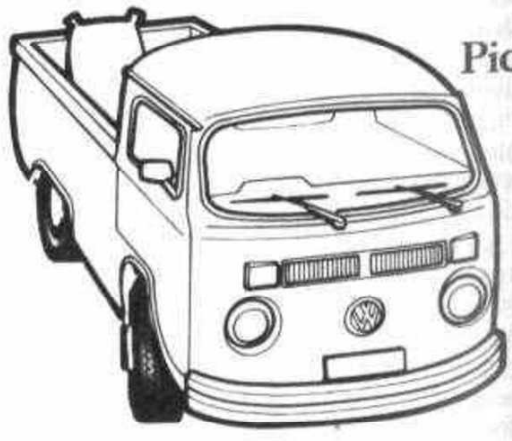


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Trek

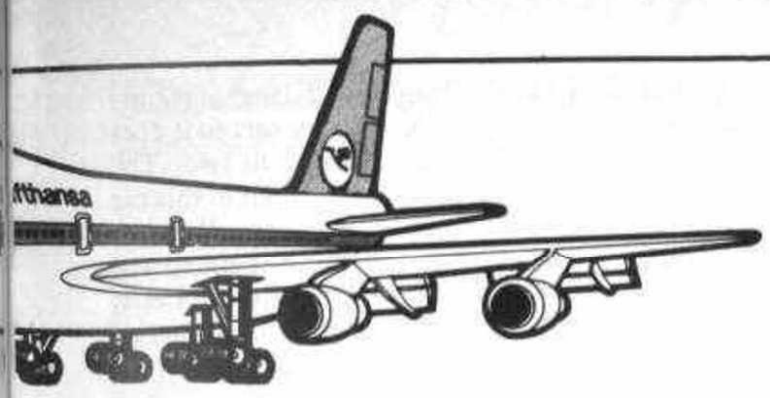


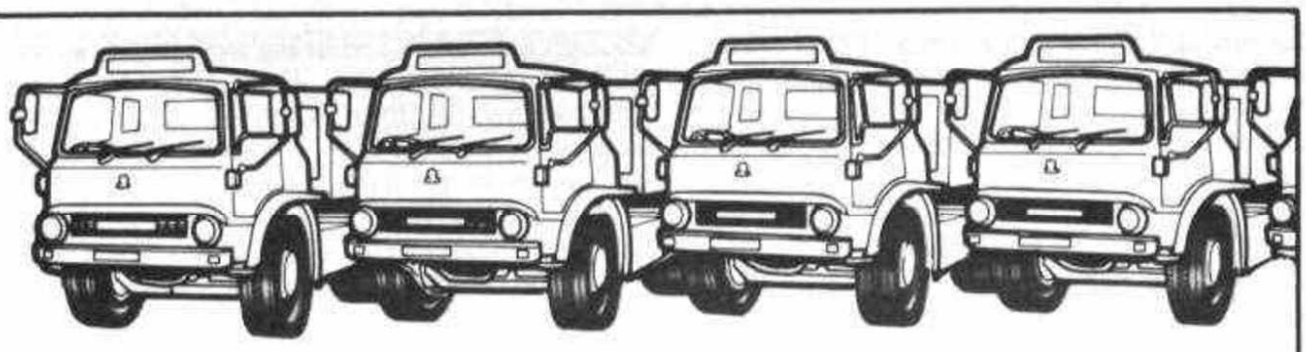
Wreck


Pick-u

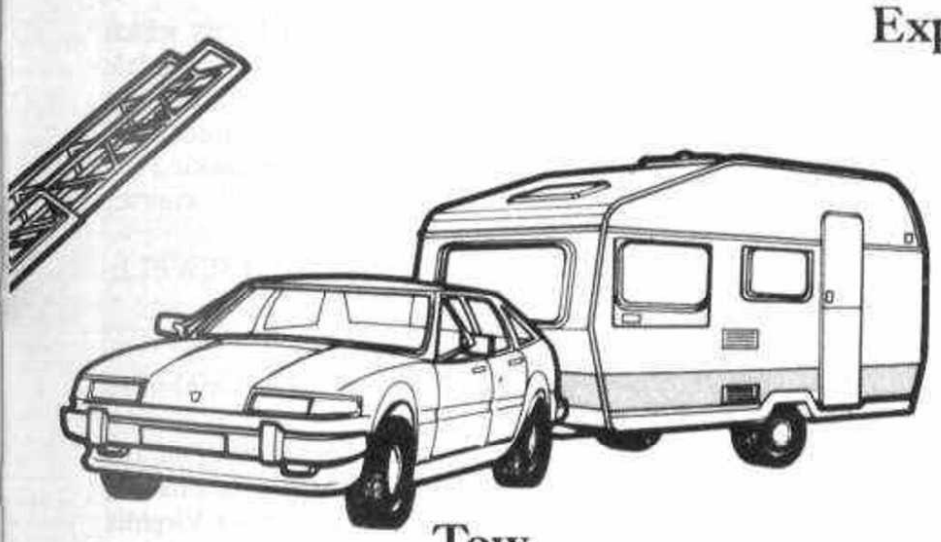
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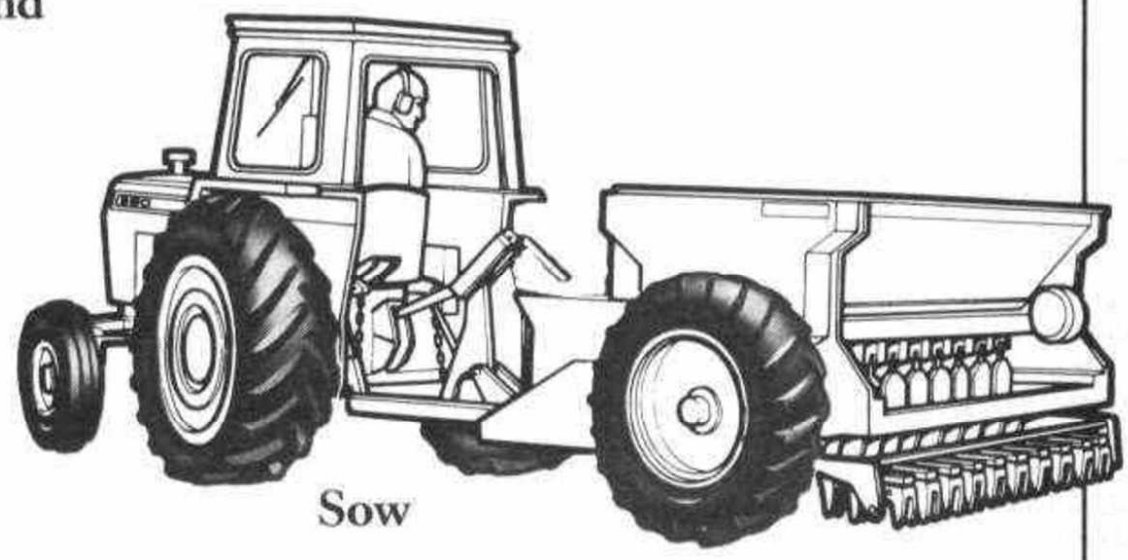




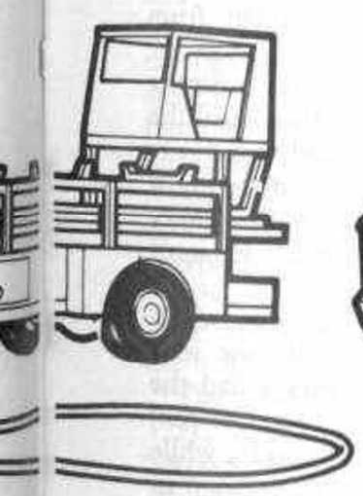
Expand



Tow



Sow

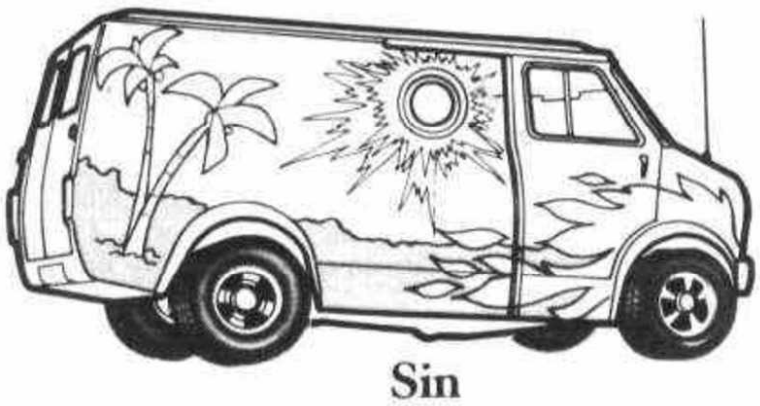




Escape



Scrape



Sin



Two-wheel



Toe and heel



Set down



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BS BRIDGESTONE

The Model-Y Ford 8 dates from 1932, Ford's first small car for Europe. It was a move to overcome the detriment to sales of the Model-A Ford under the British tax-by-rated-horsepower system. It was designed in the USA at Dearborn and it is said that Henry Ford himself helped to assemble the prototype Y. Its flowing lines were an innovation here and the Morris Eight showed a similarity. In spite of the financial depression prevailing when it was introduced, the Model Y was a great success. It was made in Dagenham, Cologne, Spain and (unsuccessfully) in France, and known as the Köln at the then-new Ford plant in Germany. Priced at first at £120 for the two-door saloon, this fell to £100 for this Tudor model by 1935 and thereafter this was always the least expensive four-wheeled car in its class up to 1959. The basic concept remained in production up to May 1959 as part of the Ford Popular range and, slightly modified, the s.v. engine was used for the 100E model until 1962.

The rally at Stanford Hall will take place exactly 50 years from the commencement of production at Dagenham, although sales didn't start until that October. The Rally, at which some 200 old Fords are expected, also marks the 20th Anniversary of the last of the s.v. 100E Fords. The Ford Motor Company is only providing limited support and will not be commemorating the Anniversaries itself but the Ford Dealers Airflow Streamline of Northampton are giving prizes for the three best Fords in each of the ten classes. Details from: David Loxton, 4 Windsor Close, Wilberston, Market Harborough, Leics., LE16 8QT (0536 771495), mentioning MOTOR SPORT. — W.B.

Vintage Postbag

1914 GP Mercedes

Sir,

I read the recent article on the 1914 GP Mercedes with great interest and also Mr. Karslake's reply. I doubt if the tail as shown on the De Palma car in "Power and Glory" would make much difference to the handling, being a pretty exiguous thing, but, of course, De Palma did not have to find room for a spare wheel.

Some years ago I was given a plastic kit by an American friend, which he claimed was the very first plastic model car kit made. Incredibly enough, it was a model of the De Palma Mercedes, but with considerable differences from the original, notably, artillery wheels and a slab tank at the rear. The interesting question is why was this car chosen as the subject for the model? Was the car still around (presumably the kit dates from about 1950)? There must have been plenty of cars with greater appeal to the public who would be expected to buy the kits.

It is interesting that the nearside of the bonnet is modelled with the same arrangement of louvres as shown in the photo in "Power and Glory", two pairs of louvres with a little door in between. By contrast, the Zborowski car in the MOTOR SPORT photograph shows a bonnet with six short louvres with a round hole between louvres two and three. This latter photograph also shows matching louvres in the front of the scuttle, whereas the De Palma car has only one. The only photograph of Lautenschlager's car I have seen which was taken from the nearside, shows the arrangement of louvres as the Zborowski car. It is a pity that the photo of the team line-up in MOTOR SPORT is so indistinct, but a better reproduction in the *Profile* series shows Salzer's car to have a different arrangement again, with louvres rather larger than Lautenschlager's. The other cars are obscured by the front wings but perhaps the original of the photograph (wherever that might be) may show the detail under glass.

The offside of the bonnet in my kit is modelled with nine louvres. This is the same as the Clark car now in Briggs Cunningham's museum, but it does not correspond to the original arrangement for any of the team cars; Lautenschlager's had ten louvres and all the others had a little door at the front and six louvres, except Salzer's, which had only five.

I have never seen any photos of the cars exhibited at the National agents, but it strikes me that Mercedes may well have altered racing numbers (and quite possibly engine numbers), but they were unlikely to have made new bonnets, so if anyone has any photos of the cars exhibited at the agent's premises, the louvres may provide valuable clues to their identity.

Masetti's car in the Targa Florio not only had number 40 on its radiator, as you say, but number 19 on its scuttle. It had six louvres in the offside of its bonnet. Perhaps the answer to the rumour that there were two spare cars is to look upon Pilette's as a spare car, only entered at the last minute when it was clear that none of the other four was going to have any trouble. The other one could have been assembled from the rest of the parts left at the factory, perhaps for exhibition? Is there any evidence that the sixth car went to Lyons?

Addington, Surrey DESMOND PEACOCK

The 16-valve Bugattis

Sir,

I would like to take the opportunity of adding further comment to some of the more significant points raised by your entertaining article on the 16-valve Bugatti in the April issue.

Firstly, the cars displayed at Olympia in 1919 were not 16-valve models, but the pre-war 8-valve design, manufacture of which ended in September 1920, some six months or so after the announcement and introduction of the 16-valve model. So, for a production car of a mere 1,327 c.c., and designed in 1910, a top speed of "only 62 m.p.h." would appear very creditable. Jarrott & Letts, incidentally, had held the Bugatti agency from before the outbreak of WW1.

You say, as did the contemporary press reports, that the Segrave 16-valve car had won the 1920 GP des Voiturettes at Le Mans. Some dozen years ago Bob Shepherd showed, on the photographic evidence of patched-up radiator cores, that Segrave's car (actually owned, I believe, by Jarrott & Letts) was in fact that driven by Baccoli to fifth place at Le Mans. However, an important point that everyone seems to have missed is that the body on the car as received by Segrave in, I think, late 1920 (English Reg. No. XE 6132, XE ran from September '20 to January '21) was not as raced at Le Mans in August of that year. The bonnet was shorter, the rest of the body, which now included the scuttle, was much more rounded. As it is evident that at least one of the 1920 works cars was rebodied, presumably by the factory, shortly after the race, who can now say, with confidence, that the car had retained its original radiator? So maybe the reports at the time, and yourself, were right after all.

A study of available photographs of the three cars at Le Mans reveals that only one, the de Vizcaya machine, seems devoid of the bulge at the front lower offside corner of the bonnet, necessary to accommodate the special magneto required to fire the eight plugs (four on each side, quite unlike the following year's Brescia and later versions) which were a feature of the Segrave car, so it does seem that the options are reduced to two. The pointed-tail Hawker racing body, fitted to this car early in 1921, was, therefore, its third, all in less than 12 months. In this final form, painted red and driven by Leon Cushman, of Jarrott & Letts, it was a consistent performer at English sprint events, including the first ever Bugatti ascent of Shelsley, during the 1921 season.

Finally, the so-called Crossley-TT cars which ran, in yellow livery, in the 1500 event on the Isle of Man in 1922 were accepted, even at the time, as having been produced in Molsheim rather than Manchester. And the English driver making his Bugatti début in this race was, of course, Bertram, not Bernard, Marshall.

Middleton-by-Youlgreave, Derbys. DAVID SEWELL

Cars of Celebrities

Sir,

I was interested to see a photograph of the Plough Inn at Holford in your April issue, having just re-read Quentin Bell's biography of Virginia Woolf. It must have looked much the same when the Woolfs stayed their in 1912 on their honeymoon and again the next year during Virginia's violent breakdown. Could the Bayard have been the station hack which conveyed them from Bridgwater?

The Woolfs bought their first car, a Singer (Senior?) saloon in 1927 and from then until the outbreak of war motored regularly and extensively abroad. It would be interesting to know what models succeeded the Singer; nothing very exciting I suspect, bearing in mind Leonard Woolf's carefulness with money.

It is inconceivable that Bloomsbury as a whole was interested in things mechanical; one may speculate that Maynard Keynes always had the latest Rolls-Royce (or would it have been Delage?) and Duncan Grant a ramshackle bicycle, while Lytton Strachey certainly bought a Sunbeam in 1927, but I would welcome any concrete information readers may have on cars of the literary *beau monde* during this period.

Thank you for so much reading enjoyment over the years.

Benin City, Nigeria A. J. BULL

[We did refer to the Woolf's cars some years ago. One later car was, I think, a 12/24 h.p. Citroën metal saloon. — Ed.]

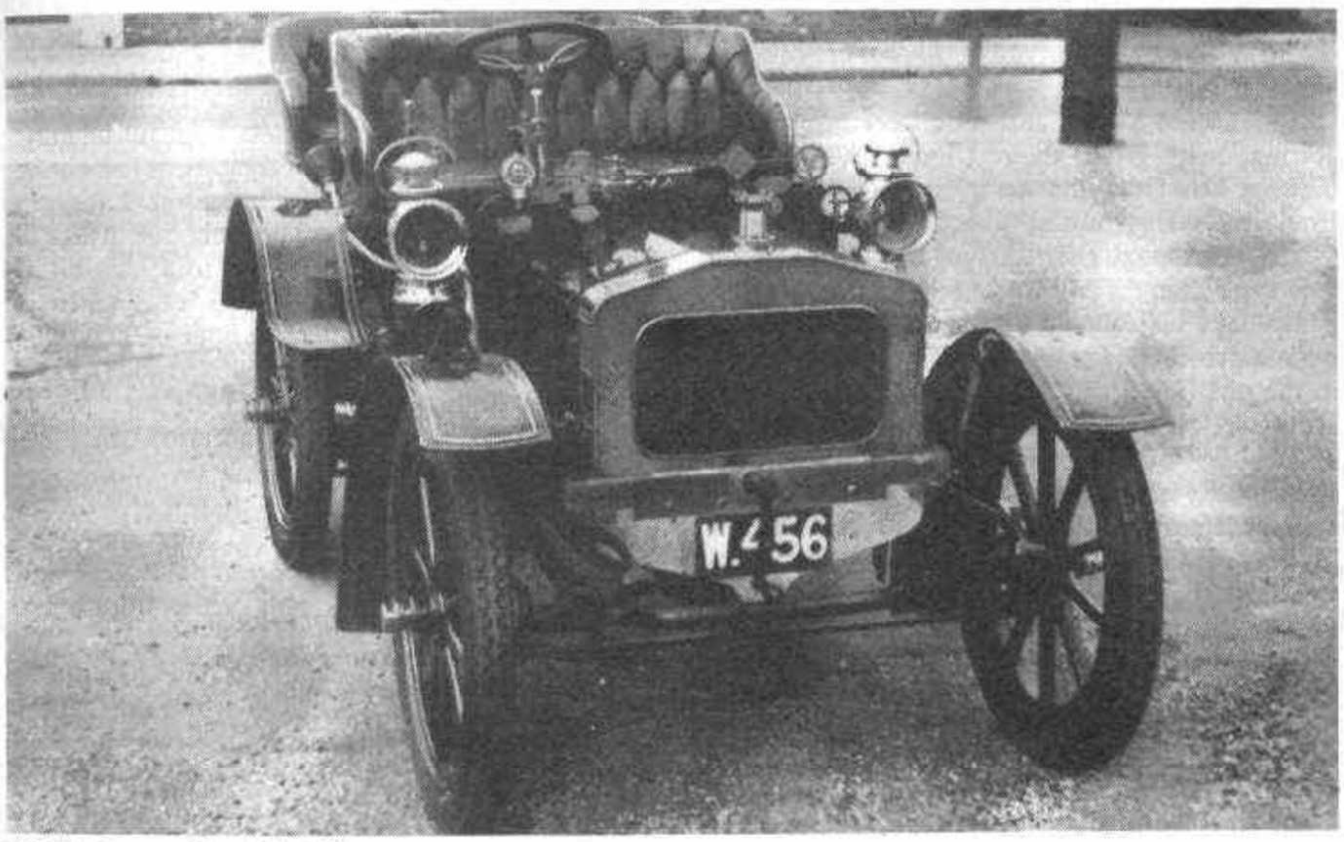
The Norfolk

Sir,

Further to Mr. Hales' query (Vintage Postbag, March) regarding the Norfolk motor car, these vehicles were actually produced by Abel Blackburn and Co. Ltd., Tofts Mill, Cleckheaton, West Yorkshire, whose main business was the manufacture of textile machinery.

The Norfolk was a 2-cylinder, 3-speed, chain-driven machine, available in 10 h.p. or 12 h.p. forms, with a distinctive radiator resembling the shape made famous by Rolls-Royce (interestingly, Blackburn's granddaughter remembers him recounting a meeting with Henry Royce when the possibilities of motor car manufacture were discussed), topped by a device not unlike part of a miner's lantern, with a glass tube displaying a fountain of water if the coolant was circulating correctly.

The "Cooke & Wade" connection comes from Sheffield's first Register of Motor Cars which records number W 369 issued on January 10th,



THE sole surviving Norfolk.

1905 to a 10 h.p. Norfolk tonneau painted grey owned by John Cooke of Barnsley and Joseph Wade of Ranmoor, Sheffield, trading as Cooke and Wade, Cutlers' Hall, Sheffield. The car is stated to be "own make", but as they are listed in the 1902 Sheffield Directory as motor factors and agents it seems likely that they merely sold Norfolk cars and had no direct hand in their assembly. Their agency must have been reasonably successful as W 362 was issued to another 10 h.p. Norfolk tonneau, and the surviving example is W 456. As only a small number are thought to have been made, these three may represent a considerable proportion of the total output.

The survivor, discovered in an old foundry in 1931, was brought by its owner prior to the Second War from Barnsley to renew its acquaintance with the then-retired Abel Blackburn, who died aged 85 in 1947, making him in his heyday very much a contemporary of Royce. The car seems to have gone to earth in recent years, though dated 1904 by the VCC it has participated on several Brighton runs. I would be delighted to hear of its current whereabouts.

Blackburn's were reputedly also responsible for the Northern car, which may be the subject of the enclosed chassis print. It looks to be a little larger than the earlier Norfolk car.

South Yorkshire County Record Office have drawn attention to the fact that the Duke of Norfolk was lord of the manor in Sheffield and a major landowner in the city, so perhaps there really was some connection with the Cleckheaton concern?

Liversedge, Yorks. STEVE DICKINSON

Bright Alvis

Sir,

In your VSCC Curborough report you asked how my husband keeps the aluminium body on his 200 Miles Race Alvis so shiny. The answer is by liberal use of good old fashioned elbow grease — mine!

Harrow, Middx. MARY BENFIELD

Diesel Lagondas

Sir,

I am afraid I have to disappoint Mr. Ronald Smith (letters — May issue, page 573) by telling him that his Lagonda is not an ex-Lord de Clifford one, although it forms part of the interesting history of diesel Lagondas.

Throughout the 'thirties the Gardner engine firm had several attempts at convincing the world at large that diesel engines were quite acceptable in cars. Their first attempt was in 1932 when they installed a prototype truck engine in a 1925 long-chassis Bentley fabric saloon and lent it to various magazines to test. They also lent it to Lord de Clifford and it was this car that he drove in the 1933 Monte Carlo Rally. He did rather well with it, coming fourth overall and was the best British competitor that year.

The next Gardner diesel was mounted in a 1932 16/80 Lagonda tourer in 1935. This was a production 4LK engine and this car was tested and written up by *The Autocar* in the issue of 23.8.35, describing some long distance runs done at respectable average speeds and for the expenditure of very little money, for diesel fuel was only about half the cost of petrol at the time, and the car averaged nearly 46 m.p.g.

In 1936 and 37, Gardners converted three Lagonda LG45s to diesel power. The work was done for them in Scotland by James Bowen & Sons, and the three cars were meant for the two Gardner brothers and for James Bowen himself.

The two Gardner family cars had Lagonda works pillarless saloon bodies and were registered EPE 231 (chassis No. 12124) and FPF 143 (12218). EPE was subsequently re-registered NTB 550 in 1951, perhaps for tax avoidance reasons.

The third car had a large saloon body fitted by James Young and we have no record of its registration number. It was written off in an accident and the engine put in FPF. The engines fitted differed; FPF had a 4LK, as did the Bowen car, but the third engine was a 6LK. The extra weight of the diesel engine made the brakes a bit marginal and Gardners fitted Alfin drums.

When Gardners had done with the cars, they were sold, without their engines, to Tom Ellison who fitted smaller diesel engines, and then later Elliot Elder fitted a Jaguar XK engine to NTB, converting it to a Laguar.

But what of Mr. Smith's car? The information above came from Bowens, *via* Elliot Elder, and JM 3066 is not mentioned. But it is quite likely that the Gardner works had other cars, apart from the bosses' ones. As JM is a Westmorland registraton, I fancy they bought it secondhand in contrast to the brothers' cars which, having been bought new from the Lagonda works, had Surrey registrations.

Potters Bar, Herts. ARNOLD DAVEY
Hon. Registrar, Lagonda Club

V-E-V Odds & Ends. — If anyone wants to complete a 1920s garage scene, a reader informs us that he has two Wood-Milne foot-pumps that appear to date back to that or even to the WWI period. They are complete but "scruffy" he says. Enquiries can be forwarded. That big Somerset event, the Yeovil Festival of Transport, takes place again this year, on August 14th/15th, the tenth of its kind, again sponsored by Mercedes-Benz (UK) Ltd., under the Presidency of the Rt. Hon. The Lord Strathcarron. This is an event for cars of all kinds but with a strong vintage and veteran flavour. Details are available from Chris Hicks, 116 Legion Road, Yeovil, Somerset, BA21 3AY. Recent issues of the Jowett CC's *Jowetter* have contained pictures of the sports-model flat-twin Jowett in contemporary trials, a Jowett "covered lorry" used by C. Kale, Greengrocer, and a 10 cwt. Jowett van used by W. Baker, Confectioner, as well as those of a pre-war Jowett saloon at the seaside in the 1950s. The Club, which caters for Javelins and Jupiters as well as older Jowetts and Bradfords, held its Holker Hall Weekend last month. A reader has sent us an article about 180 years of instrument making by Elliott Brothers (London) Ltd., and Fisher Controls Ltd. which contains references and photographs of speed-recording instruments used at Brooklands, such as the Elliott Motormeter on S. F. Edge's 90 h.p. Napier "Samson", now being resuscitated in Australia, when it did 116 m.p.h. on the Track in 1908. Elliott's also made the standard electric chronographs for the BARC, used at Brooklands, and standard speedometer testing gear for the RAC, but I didn't realise that this make of speedometer was used on cars as recent as Sir Malcolm Campbell's LSR "Bluebirds" and Eyston's LSR "Thunderbolt", as the article states. It appeared in last April's issue of *The Radio and Electronic Engineer* (Vol. 52, No. 4). On July 4th various attractions, including displays of old and more recent cars, will be staged at Wellington Country Park, near Reading, by the Reading and Mid-Berks. Spastics Welfare Society, this Motor Fayre being to raise funds for equipment for the Dingley Paediatric Assessment Centre to be built at Battle Hospital, Reading. So if you fancy a day out. . . .

A 1913 Woodrow light car, discovered in 1952 abandoned in an overgrown lean-to, is being restored in Northampton by a VSCC member. The Reg. No. is BM 6678 and this may be the car which made an appearance at one of the first meetings of the Light Car Section of the VSCC. Apparently about 100 of this make were made, in Stockport, Cheshire, but the war put an end to production. The one in question, presumably the sole survivor, was first owned by a French Army Officer who was courting a musical comedy star, the actress' name being found in gold letters on the bonnet when the paint had been stripped off! The restorer of the Woodrow is also rebuilding a one-owner 1937 Austin Twelve and he has two Amilcars, one rescued from a field in Moulton many years ago. Some blue prints of a circa-WWI eight-seater motor vehicle have come to light, designed by R. Ingleton-Musselwhite, Carriage Designers, of Arcade Chambers, Northampton, and more information is craved. Can anyone recall anything? — W.B.

The Monaco Grand Prix

— A process of elimination

Monte Carlo, May 23rd

FOR SOME strange reason everyone wants to race round the streets of Monte Carlo, probably because of the apparent total illegality of the whole affair and the absurdity of disturbing the peace and quiet of the playboy's playground. Apart from 56 drivers of Renault 5 turbo saloons, 45 Formula 3 drivers and 23 Historic Car drivers, there were 31 drivers of Formula 1 status who wanted to take part in the 40th *Grand Prix Automobile de Monaco*. The rules state that the Monaco circuit is only safe for 20 Formula 1 drivers to take part in the race, so a process of elimination was put in motion at 8 a.m. on Thursday May 20th. This involved the drivers of teams who did not score any points in last year's Manufacturers Championship and the list was Mass, Boesel and Villota (March), Serra (Fittipaldi), Jarier and Paletti (Osella) and Warwick and Fabi (Toleman). While most people were having breakfast these eight practised against the time-keepers and the fastest three moved up into the Grand Prix practice. These proved to be Mass, Warwick and Jarier, though Mass changed cars half-way through due to "mechanical trouble" and afterwards some members of the other teams felt that McDonald had sent the wrong car to be scrutineered and weighed afterwards! Such is the happy state of affairs in Formula One, even among the "rabbits" and "no-hopers" that open accusations were made that Mass did his time in an *underweight* March and switched to an overweight one to finish with and to be weighed. The other car could not be weighed as its gearbox internals were spread out in the pit road and many bits were off the car. It was wheeled back to the paddock in a disassembled state.

There were now 26 drivers to take part in the normal morning test-session and the afternoon qualifying hour for grid positions. The same 26 were to have a second chance on Saturday afternoon and the final selection would dispose of six more drivers to add to the five who failed even to get as far as practice. On Sunday the chosen 20 would eliminate themselves over 76 laps of the circuit until one of them completed the distance and became the winner. It was warm and sunny by 10 a.m. when the serious business got under way for all but Guerrero (Ensign) and Lammers (Theodore). Both teams are what might be called "reluctant bedfellows" in the Mosley / Ecclestone alliance called FOCA and they were not exactly getting help from their Union. With Avon backing out from the nasty taste left after the Imola race, Ensign and Theodore were without tyres, even though they thought Ecclestone would look after them. The Ensign was able to do a few gentle laps on some secondhand tyres left over from a previous race but the Theodore remained in the pits up on jacks with bare wheels on it for all to see. However, as neither car was likely to affect the outcome of the race, even on super-sticky qualifying Michelins, the whole affair was academic to Grand Prix racing, even if it was life-and-death to Morris Nunn and Teddy Yip.

The serious business was the sight of Nelson Piquet struggling with the BMW-powered Brabham BT50 cars, while Patrese had a nice time with the sleek and well-balanced Cosworth-powered BT49 cars. Rosberg and Daly were adjusting the Williams FW08 cars to the Monegasque circuit, the Talbot team of brand new Ligier JS19 cars were feeling their way and arguing with the scrutineers over the legality of their "skirts" that ran right to the very end of the car, Renault were purring quietly over the way their own electronic fuel-injection system was working, Alfa Romeo had one car to 182B specification, as seen at Zolder, but didn't give it much use, and Ferrari were very low-key and rather sad, understandably so. The usual mechanical mayhem was spread around, Watson's McLaren had an engine failure, as did Piquet's BMW-engined spare car, and Henton pranged his Tyrrell mildly. With no opportunity to "practise for testing" as at permanent Autodromes, this first morning saw a lot of guesswork being put to the test.

Due to various small delays the afternoon qualifying hour started about 15 minutes late, but all was in order, each driver's chosen two sets of tyres had been mated with his number, though few were "champing at the bit" to get on with the job. Alboreto was first away in his Tyrrell and the two Williams drivers waited for the dust to settle or for the traffic to thin out. Watson had to use the spare McLaren and Prost was out in the spare Renault after engine failure on his own car, while Piquet had only one car available as his spare car was undergoing an engine change. Cheever had not gone for long in the new JS19 Talbot before it suffered engine trouble and he took over the old JS17. Henton pranged again, mildly. Arnoux was in cracking form, really enjoying the street racing, as was de Cesaris who was hurling his Alfa Romeo around with abandon coupled with surprising skill. Patrese was also revelling in the street circuit and these two typical Italian "scratchers" were giving Arnoux a run for Fastest Time of the Day. It will be interesting to see if they are as fast on the high-speed circuits later in the season. Lammers was still unable to run the Theodore due to lack of tyres and Guerrero was limited to a handful of laps. The first two cars and two more taken at random were weighed after the hour of qualifying expired with the result: Renault (Arnoux) 592.8 kgs; Alfa Romeo (de Cesaris) 593.8 kg.; March (Mass) 598.6 kg.; Ensign (Guerrero) 586.6 kg. Nobody seemed to be cheating on "disposable ballast" and it was noticed that the Williams FW08 cars and the Lotus 91 cars were still retaining their water tanks, presumably kept full. Brabhams were running with carbon-fibre brake discs.

For the Formula One teams Friday was a day of rest, except for the mechanics who always have plenty of work to do, though in the evening some of them were seen in town in their best suits! Team owners, managers, engineers, trade people, FISA and FOCA officials and many more contrived to occupy the rest day with discussion meetings and if all the talk and hot-air could be harnessed to power a Formula 1 car it would blow the Turbo Renault right into the sea.

Saturday was rather cool, and nasty hazy clouds lurked over the mountain-tops behind Monaco, but it was dry and looked like staying that way. Since the previous practice Renault had brought in their test-car, number RE34B, for Prost to use as he preferred it to the two he had been using, and Williams brought in their test-car, number FW08/2, as a spare car for Daly. The morning progressed reasonably enough, though Piquet stopped in the narrow twisty bit between the Swimming Pool and Rascasse when the fuel-injection system failed and it was all a bit fraught as marshals pushed him round the corner with cars flashing by very close. He returned to the pits and took over his spare Brabham-BMW. One of the new Talbot-Matras had a radio mast on its roll-over bar to send information, not as some unkind people thought to aid location when it broke down! The Alfa Romeo team were in a bit of disarray, for de Cesaris was plagued by a misfire, thought to be caused by a fault in the fuel-injection system, so the 182B was prepared for him, while Giacomelli stopped before the tunnel with fuel-pump trouble and by the time he walked back to the pits de Cesaris was out in the spare car. The Theodore team had acquired some Goodyear tyres for their car so Jan Lammers could start practising, for what it was worth. Team Lotus had a busy morning and Mansell was looking quite good until 91/7 had fuel pressure problems and came to rest out on the circuit. The Birmingham lad ran all the way back to the pits and jumped into his spare car, which was the brand new 91/9, and promptly lapped even faster than before! Team-mate de Angelis was totally unimpressive, hampered by niggling problems on both his cars. In the McLaren pits the Ebel clock and watch people had erected a huge clock that they set to zero when the session started and it ticked off the minutes and seconds to show how much time had been used up and how much was left — very useful for those around the pits. Lauda and Watson seemed to be just going round and round, making little impression on the overall scene. After a trouble-free practice on Thursday Renault were suffering all manner of small problems and while Arnoux stopped out on the circuit with electrical trouble, Prost was not getting in any seriously fast laps.

ENTRY

No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Nelson Piquet	BRA	Brabham	BT50	Blue/White	BMW 4 cyl. t/c	Goodyear	Parmalat Foods
2	Riccardo Patrese	I	Brabham	BT49D	Blue/White	Cosworth V8	Goodyear	Parmalat Foods
3	Michele Alboreto	I	Tyrrell	011	Blue	Cosworth V8	Goodyear	Candy Appliances
4	Brian Henton	GB	Tyrrell	011	Blue	Cosworth V8	Goodyear	Candy Appliances
5	Derek Daly	IRL	Williams	FW08	White/Green	Cosworth V8	Goodyear	Saudia/TAG
6	Keijo Rosberg	FIN	Williams	FW08	White/Green	Cosworth V8	Goodyear	Saudia/TAG
7	John Watson	ULS	McLaren	MP4	Red/White	Cosworth V8	Michelin	Marlboro/Unipart
8	Niki Lauda	A	McLaren	MP4	Red/White	Cosworth V8	Michelin	Marlboro/Unipart
9	Manfred Winkelhock	D	ATS	D6	Yellow/White	Cosworth V8	Michelin	Liquimoly/Copec
10	Eliseo Salazar	CHI	ATS	D6	Yellow/White	Cosworth V8	Michelin	Liquimoly/Copec
11	Elio de Angelis	I	Lotus	91	Black/Gold	Cosworth V8	Goodyear	John Player
12	Nigel Mansell	GB	Lotus	91	Black/Gold	Cosworth V8	Goodyear	John Player
14	Roberto Guerrero	COL	Ensign	N181	Blue/White	Cosworth V8	Avon	Cafe do Columbia
15	Alain Prost	F	Renault	RE30B	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
16	René Arnoux	F	Renault	RE30B	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
17	Jochen Mass	D	March	821	Blue/White	Cosworth V8	Avon	Rothmans
18	Raul Boesel	BRA	March	821	Blue/White	Cosworth V8	Avon	Rothmans
19	Emilio de Villota	E	March	821	Black	Cosworth V8	Avon	Rizla
20	Francesco Serra	BRA	Fittipaldi	F8D	White	Cosworth V8	Pirelli	Brazilinvest
22	Andrea de Cesaris	I	Alfa Romeo	182	Red/White	Alfa Romeo V12	Michelin	Marlboro
23	Bruno Giacomelli	I	Alfa Romeo	182	Red/White	Alfa Romeo V12	Michelin	Marlboro
25	Eddie Cheever	USA	Talbot	JS19	Blue/White	Matra V12	Michelin	Gitanes/ELF
26	Jacques Laffite	F	Talbot	JS19	Blue/White	Matra V12	Michelin	Gitanes/ELF
27								
28	Didier Pironi	F	Ferrari	126C2	Red	Ferrari V6 t/c	Goodyear	Fiat/Agip
29	Marc Surer	CH	Arrows	A4	Orange/White	Cosworth V8	Pirelli	Ragno Ceramics
30	Mauro Baldi	I	Arrows	A4	Orange/White	Cosworth V8	Pirelli	Ragno Ceramics
31	Jean-Pierre Jarier	F	Osella	FA1C	Blue/White	Cosworth V8	Pirelli	Denim/SAIMA
32	Riccardo Paletti	I	Osella	FA1C	Blue/White	Cosworth V8	Pirelli	Denim/SAIMA
33	Jan Lammers	NL	Theodore	TY02	White	Cosworth V8	Goodyear	Teddy Yip
35	Derek Warwick	GB	Toleman	TG181B	Red/White/Blue	Hart 415R t/c	Pirelli	Cougar Marine
36	Teo Fabi	I	Toleman	TG181B	Red/White/Blue	Hart 415R t/c	Pirelli	Cougar Marine

In the afternoon, for the qualifying hour from 1 p.m. to 2 p.m., the sun tried to come out but it was not exactly typical Côte d'Azur weather and once again all the drivers had their marked tyres at the ready though enthusiasm to start using them up was so small that Lammers (Theodore) and Warwick (Toleman) opened proceedings and hardly anyone noticed. Daly was in the "test" Williams and Rosberg was in FW08/3 and when they did get going they staggered their outings so that as Daly came back into the pits, Rosberg set off. Both Brabham drivers started off in their spare cars, Patrese buoyant and confident with his Cosworth power and Piquet resigned to the spasmodic power of the BMW turbocharged engine. After the morning troubles Renault were not too confident of their position and there were anxious faces in the pits. The Alfa Romeo team could not trace the fault on the car of de Cesaris so he took over the 182B, with its narrow sidepods but Giacomelli's car was back to good health and really singing along. Patrese was getting more and more confident, no doubt aided by not having Nelson Piquet overshadowing him, for the Brabham team-leader was nowhere in the picture with the Brabham-BMW. For a long time it was Patrese holding fastest lap and with Giacomelli and de Cesaris not far behind it was beginning to look like an Italian benefit. With only ten minutes left on the big Ebel clock Arnoux was sitting in his Renault with a look tenseness and concentration on his face, while the placid Gerard Larrousse murmured words of encouragement to him over the inter-com. It was obvious that Arnoux was wound up very tight, ready for an all-out last-minute effort to regain pole-position from Patrese, who had recorded 1 min. 23.791 sec. With a final word to his little French driver, Larrousse nodded to the mechanic to start up the turbocharged V6 engine, with the air-line plugged into the rear of the car, and as the flat sounding Renault engine stuttered into life Arnoux flicked the visor down over his "glazed" eyes and moved off as Larrousse unplugged the intercom. It was really like Monegasque roulette, for on his second set of tyres Arnoux could only hope for one really scorching lap at maximum adhesion and the luck of the game would decide whether he got a clear run or got baulked by a slower car. Luck was on the side of the Regie Renault team and in the closing minutes of qualifying Arnoux recorded 1 min. 23.281 sec., a whole half a second quicker than Patrese's time and 2½ seconds quicker than the best time in 1981. The tenseness in the Renault team evaporated and everyone smiled, "little René" had come up trumps "pour la France".

That was it. It was all over bar the actual race and Baldi (Arrows), Lammers (Theodore), Mass (March), Warwick (Toleman), Jarier (Osella) and Guerrero (Ensign) had failed to get on to the back of the grid so they joined the five drivers who had not even got as far as official practice. The 31 had now been whittled down to 20. At the post-qualifying weighing of cars picked at random the Arrows team were caught cheating, for a lump of lead weighing 5.6 kilogrammes was found loose in the cockpit of Surer's car. It was wrapped in plastic foam and not fixed to the car, as required by the regulations so the team were fined £300. The irony of it was that when the car was weighed without the loose ballast it was comfortably over the minimum weight. As someone remarked, "some people can't even cheat honestly".

The annual F3 race took place after the final Formula 1 practice and was a benefit for French drivers, only one Brit getting into the race, and he was Irishman Tommy Byrne, if you see what I mean.

Sunday morning was nice and sunny and after the Historic gentlemen with their historic cars had put on a very pleasant 10 lap race that satisfied them as much as it satisfied us, there was a parade of Alfa Romeo competition cars through the ages. The Milanese firm produced their P2, their Tipo B "monoposto" which Piero Taruffi drove, and their Tipo 159 which Baron de Graffenried drove. Private owners provided examples of 2.3-litre Monza, 1,500 c.c. and 1,750 c.c. supercharged sports, RL Targa Florio and 8C-2300 and they all went round and round while preparations were being made for the final 30 minutes of testing by the F1 cars before the 40th Grand Prix of Monaco began. Before the warm-up began the Alfa Romeo team took their three cars to the official weighbridge and checked their weights, the spare car having been put back to normal wide side-pod configuration. Daly was back in FW08/4, Prost was in the "test" car RE34B, the Brabhams had dispensed with their carbon-fibre brake discs and fitted normal cast iron ones and Pironi was in Ferrari 059. Apart from Cheever having the inner bearing on the right side driveshaft break up on his JS19 all went pretty smoothly, and Patrese was confident he was going to win, Arnoux was hoping he was going to win and Rosberg was going to try to win. The warm-up had been done in full race trim, with full petrol tanks, race tyres and optimum aerodynamic settings rather than freak "one-lap" settings.

The start was due at 3.30 p.m. by which time Monaco was very full and just about every vantage point was taken, including windows, balconies, roof tops and boat decks. The Prince Rainier and his royal party arrived to sit in the usual royal box positioned on the dullest part of the circuit, opposite the pits, but by the start, and then the cars left the paddock for a lap round to the assembly grid. The two Williams cars were first out and whistled round, back into the pit lane, and round for another lap before lining up. Laffite in his Talbot JS19 and Salazar in his ATS also got in a second lap, and then all 20 cars were lined up on the grid. The morning sun and blue sky had given way to a mountain gloom by mid-day, but a cool breeze was preventing it settling too low and too solid. On the grid we had 12 cars powered by Cosworth V8 engines, two by V12 Alfa Romeo engines, two by V12 Matra engines, two by turbocharged V6 Renault engines, one with a turbocharged BMW engine and one with a turbocharged V6 Ferrari engine. Arnoux led them all round on the parade lap, then paused on the starting grid, the red light came on, engine notes rose to a shattering noise, the green shone and the 20 cars scrabbled into the Ste. Devote "chicane". Miraculously everyone got through and Arnoux (Renault) led them all up the hill, de Angelis making a nonsense of his start and being last up to Casino Square. When Arnoux shot through the "chicane" on the harbour front he was already so far ahead that it looked as though there had been a pile-up in the tunnel! All was well and they all went through at the end of the first lap, in the order Arnoux, Giacomelli, Prost, Patrese, Pironi, de Cesaris, Alboreto and Rosberg up towards the front. Arnoux was setting a searing pace and literally running away from the rest of them, or Giacomelli was holding them up! On lap three Prost got past the Alfa Romeo and pulled away

PRACTICE TIMES (Longines Timing)

No.	Driver	Thursday pm	Friday pm
1	N. Piquet	1.26.075	1.26.120(T)
2	R. Patrese	1.24.929	1.23.791
3	M. Alboreto	1.25.840	1.25.449
4	B. Henton	1.28.971	1.26.690
5	D. Daly	1.25.505	1.25.390(T)
6	K. Rosberg	1.25.125	1.24.649
7	J. Watson	1.27.317(T)	1.25.583
8	N. Lauda	1.25.838	1.26.019
9	M. Winkelhock	1.27.952	1.26.260
10	E. Salazar	1.29.574	1.27.022
11	E. de Angelis	1.27.568	1.26.456
12	N. Mansell	1.26.202	1.25.642
14	R. Guerrero	1.32.183	1.28.635
15	A. Prost	1.25.766(T)	1.24.439(T)
16	R. Arnoux	**1.24.543**	**1.23.281**
17	J. Mass	1.29.452	1.27.885
18	R. Boesel	DNQ	DNQ
19	E. de Villota	DNQ	DNQ
20	F. Serra	DNQ	DNQ
22	A. de Cesaris	1.24.928	1.25.235(T)
23	B. Giacomelli	1.26.083	1.23.939
25	E. Cheever	1.28.058	1.26.463
26	J. Laffite	1.28.353	1.27.007
27			
28	D. Pironi	1.27.360	1.24.585
29	M. Surer	1.28.380	1.27.019
30	M. Baldi	1.29.306	1.27.208
31	J-P. Jarier	1.29.057	1.28.264
32	R. Paletti	DNQ	DNQ
33	J. Lammers	no practice	1.27.523
35	D. Warwick	1.31.233	1.28.075
36	T. Fabi	DNQ	DNQ

STARTING GRID

2
R. Patrese
(Brabham-Cosworth V8)
1 min. 23.791 sec.
69 (1 min. 26.354 sec.)

15
A. Prost
(Renault V6 t/c) (T)
1 min. 24.439 sec. (T)
53 (1 min. 26.618 sec.)

6
K. Rosberg
(Williams-Cosworth V8)
1 min. 24.649 sec.
43 (1 min. 27.472 sec.)

5
D. Daly
(Williams-Cosworth V8)
1 min. 25.390 sec. (T)
59 (1 min. 27.073 sec.)

7
J. Watson
(McLaren-Cosworth V8)
1 min. 25.583 sec.
19 (1 min. 27.630 sec.)

8
N. Lauda
(McLaren-Cosworth V8)
1 min. 25.838 sec.
19 (1 min. 27.415 sec.)

9
M. Winkelhock
(ATS-Cosworth V8)
1 min. 26.260 sec.
10 (1 min. 29.017 sec.)

25
E Cheever
(Talbot-Matra V12)
1 min. 26.463 sec.
19 (1 min. 30.335 sec.)

26
J. Laffite
(Talbot-Matra V12)
1 min. 27.007 sec.
10 (1 min. 28.975 sec.)

10
E. Salazar
(ATS-Cosworth V8)
1 min. 27.022 sec.
22 (1 min. 31.701 sec.)

16
A. Arnoux
(Renault V6 t/c)
1 min. 23. 281 sec.
9 (1 min. 27.546 sec.)

23
B. Giacomelli
(Alfa Romeo V12)
1 min. 23.939 sec.
3 (1 min. 30.326 sec.)

28
D. Pironi
(Ferrari V6 t/c)
1 min. 24.585 sec.
67 (1 min. 26.664 sec.)

22
A. de Cesaris
(Alfa Romeo V12)
1 min. 24.928 sec.
12 (1 min. 27.138 sec.)

3
M. Alboreto
(Tyrrell-Cosworth V8)
1 min. 25.449 sec.
32 (1 min. 27.169 sec.)

12
N. Mansell
(Lotus-Cosworth V8)
1 min. 25.642 sec.
68 (1 min. 27.526 sec.)

1
N. Piquet
(Brabham-BMW t/c)
1 min 26.075 sec.
31 (1 min. 29.508 sec.)

11
E. de Angelis
(Lotus-Cosworth V8)
1 min. 26.456 sec.
37 (1 min. 27.641 sec.)

4
B. Henton
(Tyrrell-Cosworth V8)
1 min. 26.690 sec.
43 (1 min. 29.939 sec.)

29
M. Surer
(Arrows-Cosworth V8)
1 min. 27.019 sec.
12 (1 min. 30.325 sec.)

Did not qualify:

30	M. Baldi (Arrows-Cosworth V8)	1 min. 27.208 sec.
33	J. Lammers (Theodore-Cosworth V8)	1 min. 27.523 sec.
17	J. Mass (March-Cosworth V8)	1 min. 27.885 sec.
35	D. Warwick (Toleman-Hart t/c)	1 min. 28.075 sec.
14	R. Guerrero (Ensign-Cosworth V8)	1 min. 28.635 sec.

Did not pre-qualify:

36	T. Fabi (Toleman-Hart t/c)	1 min. 30.407 sec.
32	R. Paletti (Osella-Cosworth V8)	1 min. 31.059 sec.
18	R. Boesel (March-Cosworth V8)	1 min. 31.212 sec.
20	F. Serra (Fittipaldi-Cosworth V8)	1 min. 31.471 sec.
19	E. Villota (March-Cosworth V8)	1 min. 52.401 sec.

(T) indicates time recorded in spare car or spare car used in race.

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

and as "little Bruno" started the climb up the hill to the Casino on lap five his car suddenly slowed when a driveshaft universal broke up. He limped round to the pits with the self-locking differential working overtime but that was the end of his race, so now Patrese was third, followed by Pironi, de Cesaris, Alboreto, Rosberg, Mansell and Daly. The two Renaults were spaced out but in total command of the situation and they drove round with their characteristic flat sounding exhaust notes exuding no emotion whatever, just relentless efficiency. There was only one Cosworth V8 in the first five, which was in Patrese's Brabham BT49D for he was followed by the turbocharged Ferrari V6 of Pironi and the V12 Alfa Romeo of de Cesaris. It was Alboreto leading the hard-core of Cosworth engine users, for behind him he had Rosberg (Williams), Mansell (Lotus), Daly (Williams), Watson (McLaren), Winkelhock (ATS) and Lauda (McLaren). Then came Laffite and Cheever in their V12 Matra powered Talbots with Piquet sandwiched between them in the lone Brabham-BMW turbo, making a disconsolate trio. The odds and ends at the back were lucky to be in the race at all.

As Arnoux swept through the tight corners of the swimming-pool complex the tail slid out on the first right-hander, he tried to correct but there wasn't enough steering lock and he spun gently down the centre of the road, stalling the engine as he did so. To try and restart with the "one-shot" air supply on board was hopeless and he had to sit there while everyone streamed past. He climbed out and the car was lifted out of the way by one of the huge cranes stationed strategically around the circuit. His lead had been short but very sweet and now Prost was in command and everyone moved up a place on the lap charts. The scene settled into a rather dull procession now, for fast as he goes Alain Prost does not stir the emotions when you watch him driving. Lauda had found a way past Winkelhock, moving up a place and on his 23rd lap Salazar switched everything off and coasted to a stop opposite the Chatham Bar on the hill, undoing his seat harness and climbing out before the car had stopped. Without warning the cockpit fire-extinguisher had activated itself and Salazar was in a haze of extinguisher vapour. As far as he knew he was on fire, why else would the automatic system have gone off? Fire marshals appeared at the ready and it was soon obvious what had happened but it was the end of the Chilean's race. We were just over quarter distance and were down to 17 cars.

Prost and his followers were now lapping the slower cars, among them some drivers who should have been trying a bit harder. On lap 32 de Angelis (Lotus) was in the way and was reluctant to move over and he held up Prost for most of the lap, so that Patrese and Pironi closed up. Round the swimming pool it got a bit tense and rough, but Prost and Patrese got by all right but Pironi took the little nose cone off the front of the Ferrari as he scrabbled by. It was now World Champion Nelson Piquet's turn to suffer the ignominy of being lapped and he resented it more than de Angelis had, or else he was deliberately being obstructive to assist his team-mate who was in second place, which is very unlikely. It took three laps for him to get out of the way and once clear Prost pulled smartly away from his pursuers, who were still in the order Patrese, Pironi, de Cesaris and Rosberg for Alboreto had fallen back. After a long gap there came a genteel old ladies' tea-party comprising Mansell, Daly, Watson and Lauda, but as the leading Lotus was spraying out oil mist the Dubliner in the Williams let the Belfast man in the McLaren go by and collect some of it. Lauda just sat behind them all, unhappy that his engine seemed down on power. Meanwhile Cheever had run his Matra V12 to a standstill, completely out of oil, Laffite had given up in disgust and disillusionment with his new Talbot JS19 and Winkelhock's ATS stopped with transmission failure, so we were down to 13 cars. Still the procession behind the Renault continued.

Barely noticed was the disappearance of Watson as he went into the pits, to stay there for good with ignition trouble and then de Cesaris muffed the gear-change on his Alfa Romeo, the revs went sky-high and took the edge off everything so that he began to lose ground and Rosberg closed up on him. We were now well past the half-way mark and the misty clouds on the mountain-tops were spilling down all over the town and the harbour and we might just as well have been in Liverpool. Mansell clobbered a guard-rail with his Lotus 91 and had to stop for a wheel change, but rejoined the race with gusto and his Italian team-mate's gloom was deepened by an exhaust manifold pipe breaking, losing him power and sounding awful. Lauda gave up when his engine felt as though it was seizing and Piquet had gone from the scene with a rough running engine and a damaged gearbox, the rather sudden power characteristics of the BMW engine playing havoc with the transmission which has been developed for the smooth power and torque-spread of the Cosworth DFV. We were down to eleven.

As lap 60 approached, which meant 16 more to go, Prost was still in total command, Patrese was still second, then came Pironi followed by de Cesaris and Rosberg, the Finn unable to get by the Alfa Romeo and deciding to hang on and wait. A long way back came Alboreto, followed by Daly, then de Angelis moping along with Mansell making up ground rapidly. Henton and Surer were still circulating, the Tyrrell driver having been into the pits as well as going up the escape road at Ste. Devote while the Arrows driver was limping along with a very sick engine.

From the gloom overhead spots of rain began to fall and everyone held their breath. If rain developed it would make the already oily circuit like a skating rink and the organisers became anxious, though the Clerk of the Course insisted they would see the 76 laps out. Although the spots of rain increased they did not develop into a downpour and did not visibly wet the warm pavements but they turned the circuit into an ice-rink. Rosberg made a mistake at the harbour "chicane" and hit the kerb with his right front wheel which tore the spring operating pull-rod off its pivoting link at the lower end and he was out. He had been trying desperately to do something about de Cesaris at the time. Alboreto's Tyrrell retired with a suspension breakage on lap 70 and we were down to nine with six laps to go.

De Angelis was being lapped again and making things difficult once more in a typically petulant manner and Daly slid wildly at the Tabac corner and clouted the guard-rails. The centre pillar and rear aerofoil were snapped off the Williams, the gearbox oil pump was torn off and the casing cracked, but he still had the engine running so he drove gingerly away uncertain of how much damage had been done. Prost was about to lap the Irishman for the first time as he lapped de Angelis for the second and as the three of them went into the Ste. Devote "chicane" the Lotus was elbowed brusquely out of the way, but it meant that the Renault hit the guard-rail quite a clang with his left-rear wheel. Up the hill Daly pulled over and waved the leader through as he was on his seventy-fourth lap. He never completed it, for as he left the harbour "chicane" the Renault tail suddenly whipped round and the car ran head-first into the barriers on the right of the road. It rebounded across the road, hit the barriers that side and cannoned back into the middle of the road. Bits and pieces flew off in all directions, as they should to dissipate the kinetic energy, and Prost stepped from the battered, but intact, monocoque unscathed but for a slight foot injury. And now there were eight.

This left Patrese to complete lap 74 in the lead, followed by Pironi, de Cesaris, Daly, de Angelis and Mansell, with Henton and Surer limping along. But it was not over yet. Two more laps to go on the ice-rink. When Patrese rounded the Mirabeau hairpin the tail slid out, he held the car in a full-lock slide down the hill, very nearly got control, but then gyrated slowly over the kerb of the apex of the Loews hairpin and slid helplessly with a dead engine to a stop across the road, muttering some choice Italian swear words to himself as Pironi tip-toed by in the Ferrari into the lead and de Cesaris did likewise with the Alfa Romeo into second place. The marshals pushed the Brabham away from its dangerous resting place and Patrese took advantage of the following slope to free-wheel on down the hill, snicking into gear and driving on.

Into the last lap went Pironi, not believing his luck, but with fingers crossed because the Ferrari engine had been hiccoughing on the last lap or two, de Angelis followed him but up the hill the Alfa Romeo engine sputtered and died and he coughed his way to the summit out of petrol and justifiably in tears. Patrese started the last lap in

RESULTS

MONACO GRAND PRIX — Formula One — 76 laps — Monte Carlo — 3.312 kilometres per lap — 251.712 kilometres — Gloomy.

1st	Riccardo Patrese	(Brabham BT49D/17)	1hr. 54 min. 11.259 sec. — 132.3 k.p.h.
2nd	Didier Pironi	(Ferrari 126C2/059)	1 lap behind — not running at finish
3rd	Andrea de Cesaris	(Alfa Romeo 182)	1 lap behind — not running at finish
4th	Nigel Mansell	(Lotus 91/7)	1 lap behind
5th	Elio de Angelis	(Lotus 91/6)	1 lap behind
6th	Derek Daly	(Williams FW08/4)	2 laps behind — not running at finish
7th	Alain Prost	(Renault RE 34B)	3 laps behind — not running at finish
8th	Brian Henton	(Tyrrell 011)	4 laps behind
9th	Marc Surer	(Arrows A4)	6 laps behind
10th	Michele Alboreto	(Tyrell 011)	Retired on lap 70 — broken suspension
11th	Keijo Rosberg	(Williams FW08/3)	Retired on lap 65 — accident damage
12th	Niki Lauda	(McLaren MP4/6)	Retired on lap 57 — engine trouble
13th	Nelson Piquet	(Brabham BT50/3)	Retired on lap 50 — engine and gearbox
14th	John Watson	(McLaren MP4/2)	Retired on lap 36 — ignition trouble
15th	Manfred Winkelhock	(ATS D6)	Retired on lap 32 — transmission
16th	Jacques Laffite	(Talbot JS19/2)	Retired on lap 30 — driver gave up
17th	Eddie Cheever	(Talbot JS 19/1)	Retired on lap 28 — engine failure
18th	Eliseo Salazar	(ATS D6)	Retired on lap 23 — fire extinguisher
19th	René Arnoux	(Renault RE37B)	Retired on lap 15 — spun and stalled
20th	Bruno Giacomelli	(Alfa Romeo 182)	Retired on lap 5 — driveshaft trouble

Fastest lap: Riccardo Patrese (Brabham BT49D/17) on lap 69 in 1 min. 26.354 sec. — 138.073 k.p.h.

20 starters — 9 finishers

N.B. Pironi (Ferrari) stopped in the tunnel on lap 76; de Cesaris stopped in Casino Square on lap 76; Daly stopped at Rascasse on lap 75 and Prost (Renault) crashed at the *chicane* on the harbour front on lap 74. They had all covered sufficient distance to be classified.

third place, thanking his patron-saint for a little bit of luck and by the time he was down to the sea-front he was back in second place having passed the stricken Alfa Romeo. In the tunnel he passed the Ferrari stationary with no petrol to its fuel injectors, and totally bewildered by it all the Brabham driver arrived at the finish to get the chequered flag. Meanwhile Daly was struggling round with his gearbox overheating and one of the bearing housings actually melting and as it all seized up he ground to a stop just before Rascasse, within a few hundred yards of the finish. It still was not over for Nigel Mansell was driving on the slippery surface as if he was on a dry road and he caught and passed his team-mate as they went up the hill for their last time, a lap down on the leader. Henton and Surer limped home and there were only five cars mobile at the finish, of which only one had covered the 76 laps. The process of elimination was nearly complete. — D.S.J.

Notes on the cars at Monte Carlo

THE TEMPORARY nature of the Monte Carlo circuit means that there are no proper paddock or pit facilities and if the situation was anywhere but in Monaco there would be lots of grumbles and threats of boycotts and so on. Because the whole affair is only once a year and around the glamour of the Monte Carlo Casino and Harbour everyone suffers in silence, but for the team members, and in particular the mechanics, the whole thing is a bit chaotic. The pits are on the island formed by the starting straight and the wiggly bit around the swimming pool, while the paddock is along the western side of the harbour and the only connection between the two is across the track. This means that everything needed for practice and the race has to be dragged from the paddock, across the track and set-up temporarily. When the action is over it all has to be dragged back again, and with so many supporting races the amount of time available for crossing the track with a Formula 1 car or a tool box is very limited. If you get behind on time you could be stranded in the pits when you are needed in the paddock and vice-versa.

The team transporters are packed cheek-by-jowl along the edge of the harbour together with motorhomes, hospitality units, trade vans and private cars in an assembly that would do credit to a "container" terminal. The tents are erected on the sides of the transporters, barriers are put up all round and this has to suffice for workshop areas. Hand-trolleys, powered trolleys and small Honda pick-up trucks are at a premium at the Monaco GP, while feet come in for some fairly heavy use as well.

The **Williams** team fielded a full team of FW08 cars, Rosberg's Belgian GP car needing a new monocoque due to the Finn's over-exuberant kerb-bashing. With the likelihood of more shunts in the tight confines of the Monegasque circuit each driver had two cars at his disposal. Rosberg had FW08/3 rebuilt and FW08/1 as his spare, and Daly had FW08/4 with FW08/2 (the test-car) as his spare. There was no need to make alterations to the specifications as they had performed remarkably well in their first race, so it was merely a matter of gear ratios and suspension and aerodynamic settings being adjusted to suit the circuit.

Bernard Ecclestone's **Brabham** team looked to be stretched to its limit with BMW-powered cars and Cosworth-powered cars and all the tools and spares necessary for both. Nelson Piquet had been given the task of driving the BMW-powered cars and Riccardo Patrese was blessed with the Cosworth-powered machines. Just why the World Champion was being sacrificed to do the experimental work was difficult to see and there was no point in asking Ecclestone as it would only have invoked one of his oblique answers that tells you nothing. When Piquet has been testing the BMW-powered car he has always expressed enthusiasm for it, Patrese is Italian and Parmalat who sponsor the team are Italian, so they would like to see "their" man win and BMW no doubt feel that with the World Champion in their car the Formula One world will take them seriously. Make of it what you will, but don't waste time asking Ecclestone. There were two cars for Piquet to use, BT50/2 and BT50/3, both with turbocharged BMW 1½-litre power and as alike as two peas. Patrese had BT49D/17 and BT49D/16 both with the sort of Cosworth V8 engines that make Dick Scammell of Cosworth Engineering linger around the pit to see that all is well. These cars had new one-piece body tops that ran from the small pointed nose right through the cockpit surround and engine cover, to the rear suspension. A nice piece of fibreglass fabrication but it needed two people to manhandle it, as does the top of the Williams FW08. On the BMW-powered cars the Munich colours were carried on a front fin and on the side-plates of the rear aerofoil, while along the cockpit sides it reads BMW-M-Power.

The **John Player Team Lotus** were out in force with their black and gold Type 91 cars, both Elio de Angelis and Nigel Mansell having two cars apiece. Basically the drivers were down to use the same cars they had raced in the Belgian GP, which was 91/6 for de Angelis and 91/7 for Mansell, with the new car at Zolder (91/8) as spare for the Italian and a brand new car (91/9) as spare for the Brit. Unlike most of the "special builders" who instinctively "play their cards close to their chest" Team Lotus and John Player are doing all they can do to help, publishing notes on the cars and the happenings within a few minutes of the end of a practice session, or after the race, all of which is an enormous help to those of us who "like to know".

The best news surrounding Ron Dennis and his **McLaren International** team was that the final agreement has been signed and sealed with the Porsche firm for the design, construction and supply of a turbocharged 1½-litre engine for John Barnard to design into his next Formula One car. It will not be for this year, but could well appear by the middle of next year. Meanwhile the smart and efficient MP4 cars continue to serve Niki Lauda and John Watson, the Austrian having MP4/6, the Ulsterman MP4/2 and they shared MP4/5 as a spare. Although it sits at the ready with Lauda's number eight on it, it is a simple matter to change it to Watson's number seven if need be.

Of the other Cosworth-powered special builders there was nothing very new or startling, apart from John McDonald's **March** 821 team having all the available Avon tyres and the singleton **Ensign** and **Theodore** having none. This came about because Avon were singularly disenchanted by the "blockade" tactics of FOCA at Imola and they decided to withdraw from World Championship Formula One activity, though they are continuing in other branches of the sport, including British national Formula One racing. Ecclestone's IRTS firm already had a good stock of F1 tyres so McDonald bought the lot, no doubt using Rothman's money, and set up his own team and the private one of Villota, on Avon tyres. This left **Ensign** and **Theodore** out in the cold, though Ecclestone had indicated to them that Goodyear would look after them, which was not true. One has every sympathy with Avon and the mischief makers in the F1 "circus" should read this as the "gipsy's warning." **Theodore** were left with no tyres until Teddy Yip used his influence with Goodyear, but **Ensign** were left to run on Avons left over from a previous race.

The Candy-backed **Tyrrell** team were quietly getting on with their Goodyears, with three 011 cars for Alboreto and Henton and **Arrows** and **ATS** were unchanged, though **Osella** had one car of their trio with an improved monocoque. One could almost be excused for not noticing that the **Fittipaldi** team were actually at the race, their future surely being a big question mark.

Renault came along with three cars to start with, the same three they had in Belgium, but the engines were now fitted with an electronic fuel injection system of their own design and manufacture and this was being used in conjunction with slide throttles in place of butterfly throttles on the intakes to the compressors. The breakage on Arnoux's car in Belgium was the right-hand butterfly spindle, which sheared on the edge of the butterfly inside the casing so that from outside all the linkages seemed to be in order and opening correctly, but that bank of cylinders would not produce any power. The new slide throttle arrangement, already in being, was not designed to obviate a spindle breakage, for they had never experienced such trouble before. It was to afford better slow runing adjustment and better control of small throttle openings, and as the slides move up and down vertically they are aptly described as "guillotines". On the first day of practice only RE38B (Prost) and RE37B (Arnoux) had the new electronic fuel injection, and a third system was added to the T-car (RE35B) for the second day of practice. A fourth car was added to the quota for the second day of practice, this being the test-car RE34B.

The **Scuderia Ferrari** made no attempt to find a replacement for the much-missed Gilles Villeneuve, and only decided to enter when Pironi expressed the wish to continue. They brought two identical 126C2 cars for him, both with obvious fibre-glass-with-carbon strengthening all around the inside of the cockpit. The cars were 059 that Pironi had in Belgium and the rebuilt 056.

Alfa Romeo had three Tipo 182 cars, one to the B-specification with narrow side pods, though neither Giacomelli nor de Cesaris seemed particularly interested in using it. On race day it was put back to wide-body normal specification in case it was needed by either driver.

Toleman-Hart had the usual two cars for Warwick and Fabi and when Fabi failed to pre-qualify, his car was used as a spare for Warwick.

The Guy Ligier team arrived with two brand new Talbot cars, JS19/1 for Cheever and JS19/2 for Laffite and apart from the Matra V12 engine and Hewland gearbox everything was new. The monocoque, the suspension and the bodywork were a new design with a lot of attention having been paid to aerodynamics. The sidepods were narrow and inside the tyre width so that they extended right to the back of the car, with end plates to support the rear aerofoil, while the fixed rubbing skirt ran right to the back of the car. It all looked very sleek and purposeful, though rather large in overall conception, and the exhausts from the Matra V12 pointed out sideways behind the

rear wheels, which made for an interesting sound if nothing else. The whole car was very reminiscent of the Lotus 80, but somewhere along the line someone misread the rules concerning the fixed skirts, for the limits were "between the wheels" so the team had to cut about two foot off the skirt. As a spare the team had one of the old JS17 cars and it should be remembered that JS stands for Jo Schlesser who was killed at Rouen, and only odd numbers are used for racing cars, even numbers being reserved for sports cars or production designs. — D.S.J.

Reflections in the Harbour

IT WAS not too difficult to reflect in the Monte Carlo Harbour as these days the yachts are all fairly small and there is quite a lot of space. Gone are the days of veritable ocean-going liners filling the harbour and today the only exciting craft are a few Italian-owned powerboats, as sleek and purposeful as a Ferrari Boxer. To watch some of these burble slowly out of the harbour and then get on to full power when they reach the open Mediterranean is rather like watching a Boxer thread its way through the outskirts of Modena to the Autostrada and then unleash its power on the motor road. The only difference being that the boat gets up on to its step and cruises at 60 to 70 m.p.h. all the way to San Remo or Genoa while the Boxer has to brake heavily from 130 m.p.h. for the Fiat Strada that moves out to pass a big lorry. Watching some of the power-boats until they were a dot on the horizon followed by a long white wake almost made me envious, except that I still love racing cars and things like Ferrari Boxers and Porsche turbos.

Thinking about the Monaco GP, the 40th to be run since 1929, I was most impressed by the fact that all 20 of the Formula 1 lads got round the opening lap without an accident, especially getting through the Ste. Devote chicane immediately after the start. After watching the old Grand Prix cars and those in the Alfa Romeo parade gathering speed up the hill to the Casino Square the sight of a Formula 1 car rocketing up the hill was shattering, and I fail to see how people can be unimpressed. It makes me step back a pace and whistle through my teeth. Naturally you get used to it, but the opening laps of a Grand Prix always leave me breathless. Even the lowly "rabbit" at the back of the field has got his foot hard down on the accelerator pedal, unleashing 500 horsepower.

Thanks to the good work of the PR people of ELF and their hospitality unit, we had a video film of the television coverage available to us after the race, which we could run through and stop and study at our leisure. A study of the way that Arnoux threw the race away indicated that his proprioception is very poor, for as he spun down the centre of the road the car reached a point where he could have twirled the steering wheel on to the other lock from that which he had provoked the car into a tighter and quicker spin and caught it when it was pointing the right way and driven on, just as Stirling Moss, Jim Clark or Gilles Villeneuve would have done. As it was Arnoux held full left lock for too long, way beyond the point of no return and waited for the car to stop, by which time he had stalled the engine. If you have not been borne with an acute sense of position in space (proprioception) there is nothing you can do about it; it is just one of the many natural faculties that "superman" has that you and I as ordinary mortals lack. Alain Prost's accident was something entirely different and the more we played the video through the more convinced we were that his was none of his own doing. The Renault turned sharp right too suddenly and too violently for it to be the result of an oversteer slide due to cornering too fast and the speed with which he applied left steering-lock suggested that he was not expecting such a manoeuvre. This indicated that something must have broken, but when the wreckage was inspected after the race there were no signs of a mechanical breakage, apart from impact damage. The only untoward thing they found was damage to the left rear wheel rim, caused by his brush with the guard-rail at Ste. Devote when he had to force de Angelis and his Lotus out of the way. This would indicate that the accident may have been due to the left-rear tyre losing pressure, and at the 12 to 15 p.s.i. they normally run at, it does not need much pressure loss to have far-reaching consequencies.

After the race there was a suggestion that someone might protest that Patrese had been push-started after his spin at the Loews hairpin (which was the old Station Hairpin), in which case it would have been embarrassing if it had been upheld. Patrese was the only driver to complete 76 laps and the regulations stated that the race would be run over a distance of 76 laps. If Patrese was disqualified there would have been no official winner for Mansell, de Angelis and those who had stopped had only covered 75 laps. The race would have had to have been declared null and void, or run all over again! If Patrese had been unable to bump-start his engine on the hill down to the sea front and Mansell and de Angelis had kept their cars "on the island" for another lap they would have been first and second. Truly a race is never won until it is finished.

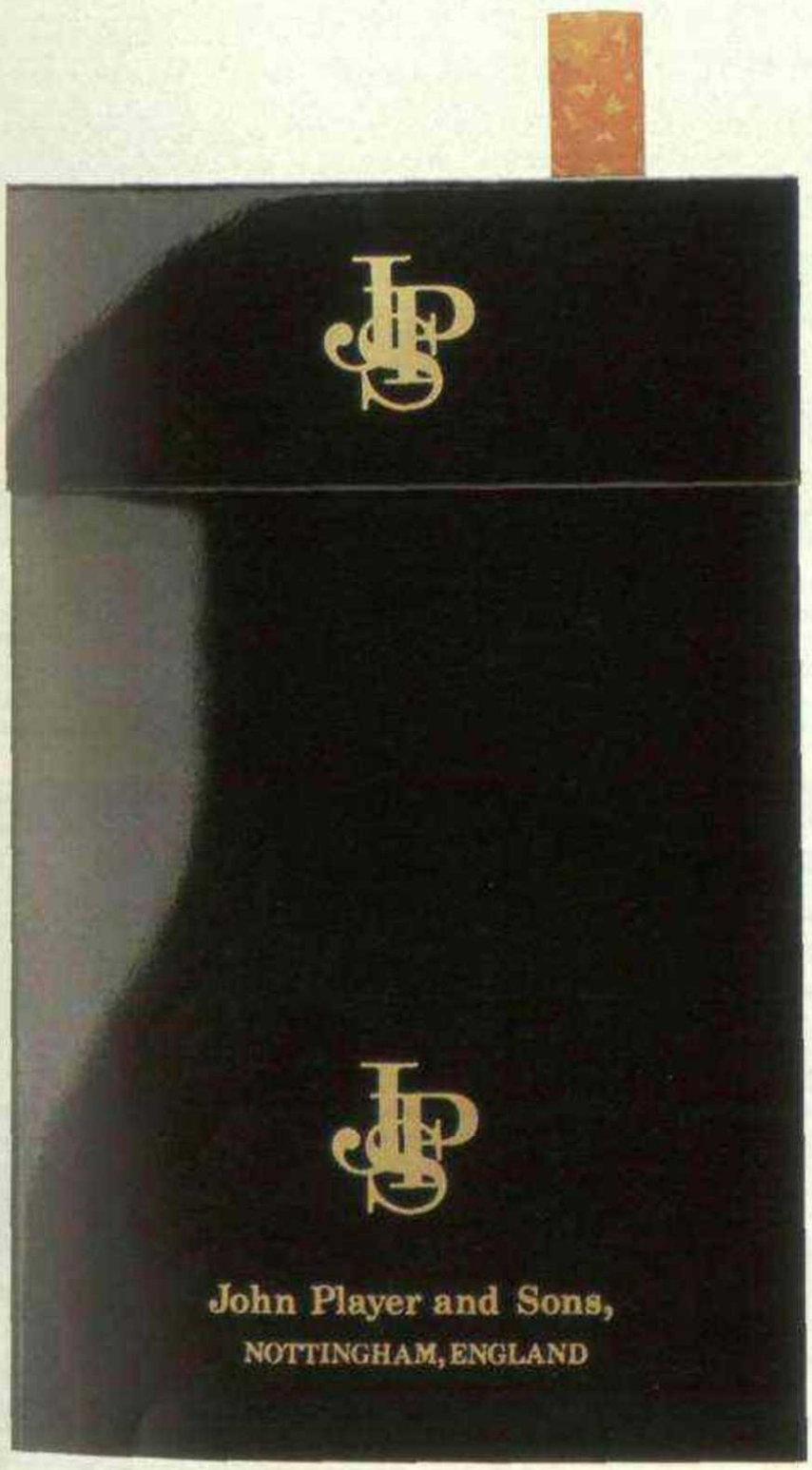
One thing that is puzzling observers this year is the fact that young Andrea de Cesaris, the Italian lad with the funny eyes and the facial "tick" who had so many accidents with the McLaren team last year that he had his mechanics breaking down in tears, has been avoiding accidents this year with the Alfa Romeo team. In addition he has been going very fast with the new Alfa Romeo Tipo 182 and causing his team-mate Giacomelli some anguish. You could be forgiven for thinking the McLaren was a trickier car to drive than the Alfa Romeo, or a car more susceptible to having accidents except that John Watson showed all the time that it was a very good car. Probably the truth of the matter lies in a psychological answer, for de Cesaris is barely out of school and last year he was very unhappy living in England and trying to understand the polyglot mentality of the McLaren team, apart from the language difficulty. This year he is living back in his Italian home-land, working and driving amongst a team of Italians and feeling mentally a lot happier all round. At Long Beach there was a moving, and very Italian, little scene in practice when he stopped after claiming pole-position with an all-out effort. He was wound up emotionally to the point of tears and his mechanics were overcome with joy to the point of tears, so that when he got out of the car and took his helmet off they all clasped each other not sure whether to laugh or cry and in the emotion of the moment the tears ran down everyone's cheeks. Andrea de Cesaris was a very happy young lad at that moment.

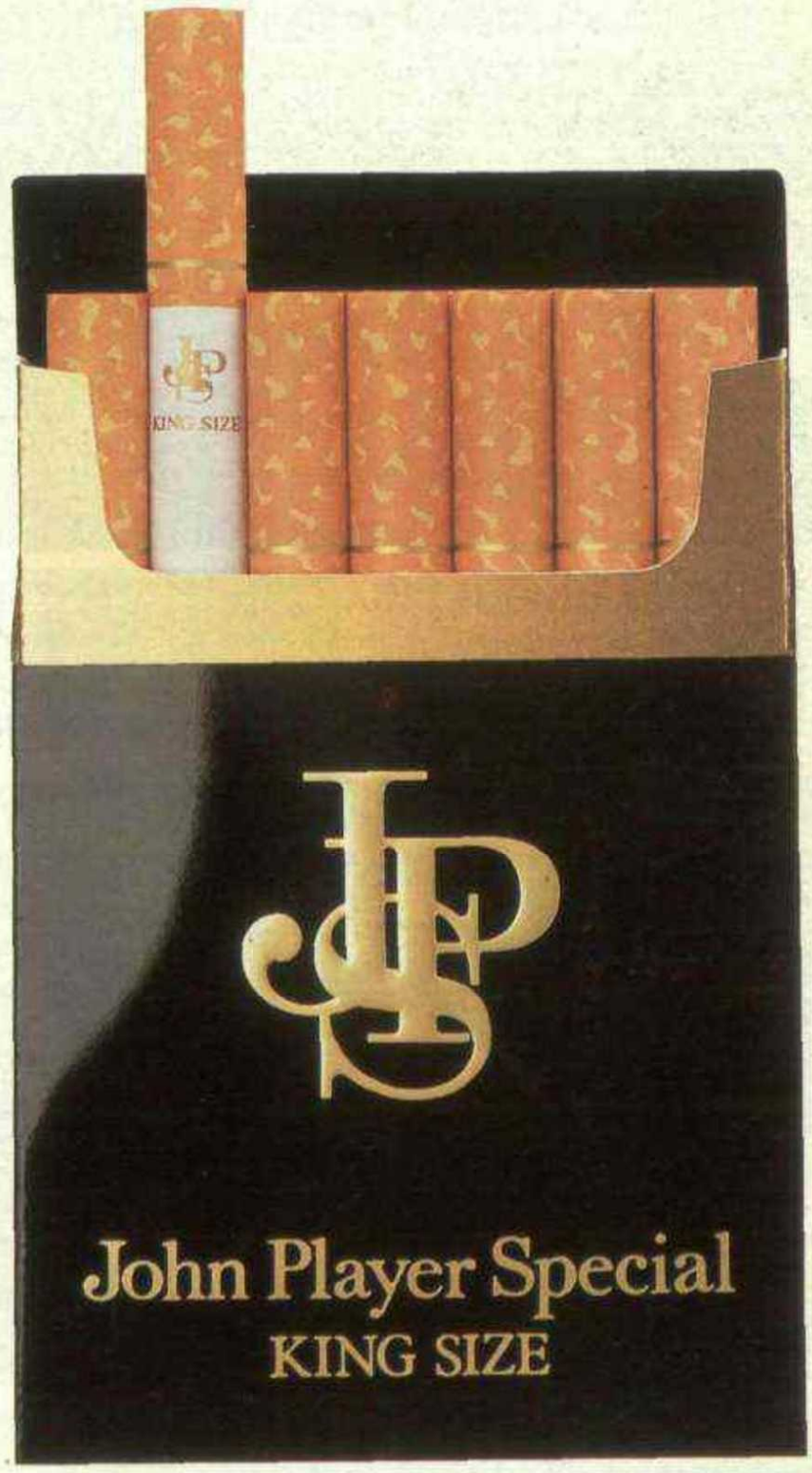
Somehow you cannot get away from Italy and racing cars, like England and chips, or America and hamburgers. The parade of old Alfa Romeo racing cars was nice, and for me the sound of a Tipo 159 "Alfetta" is still one of the most glorious sounds in Grand Prix racing. Even after thirty years the exhaust note from that supercharged straight-eight 1,500 c.c. engine makes the back of my neck tickle. The V16 BRM, the big Ferraris, the Maseratis and so on are all right, but that 159 Alfa Romeo is glorious, like the sound of an ERA to an English racing car enthusiast or a Type 51 to a Bugatti enthusiast. In the old car race, among some spurious historic Grand Prix cars, were some real delights, notably the factory owned D50 Lancia V8 in 1954/55 form with pontoon side tanks and the engine stressed to form the top rails of the space-frame chassis. Unfortunately it was running rather badly and the brakes were hopeless so that Paul Frère could not do justice to it, but it was interesting that the Lancia factory made an official entry in the "2nd Grand Prix Historique". With David Owen entering Victor Norman's P25 BRM on behalf of Rubery Owen how long will it be before Daimler-Benz enter Stirling Moss with a W196 and GKN enter Tony Brooks with a Vanwall? Historic racing might then mean something.

An interesting newcomer to the scene was the single-seater Porsche Special that Jean Behra constructed in Modena in 1959 with the help of Valerio Colotti, using the mechanical components from an RSK Sports Porsche. It has been rebuilt for Murray Smith, but as Jean Sage of Renault said when he saw it "*Tiens*, Jean's old F2 Porsche, but why silver with a Union Jack on it? It should be blue". The historic race was very entertaining and Bruce Halford drove his Lotus 16 very neatly to win from the hard-driving Patrick Lindsay in his ERA "Remus" with over-size engine. Willie Green was third in Nick Mason's resurrected 250F Maserati, while Martin Morris was fourth with his ERA on five cylinders due to a plug-lead being off. Then came Roddy Macpherson as impressive as ever in his Cooper-Bristol and Alan Cottam in his Connaught A-type making you realise how far ahead Connaught were on chassis design in 1953. One observer enquired why Amschel Rothschild's 250F Maserati (2507) sounded so different from the other 250F Maseratis, to which the answer came "because it is totally original and unmodified".

The reason Pironi's Ferrari 126C2 died in the tunnel on the last lap was very interesting and could be traced back to the start of the race. The Ferrari is a rare Formula 1 car in that it still uses an electric starter motor rather than a compresssed air motor. When the Ferrari mechanics started the car for Pironi to drive round to the assembly grid the driving pinion did not free and the battery was running the starter motor all the time. On the assembly grid they hastily fitted another battery and sent him off into the race. Unfortunately in the panic the battery they fitted was not a fully charged one and the alternator on the engine was unable to balance the discharge due to the number of slow corners which kept the r.p.m. down. As the race went on the battery was getting flatter and flatter, whereas on a high-speed circuit the alternator could have more than balanced the drain put on the battery by the fuel pump, the ignition and the Marelli electronic fuel injection. In the last few laps the alternator just balanced the discharge on the fast parts of the course and everything worked well, but down through the slow twists of Mirabeau and Loews the revs were too low, as they were at Rascasse, and when the engine died at the entrance to the tunnel Pironi was puzzled because he had enough fuel pressure but what he didn't realise was that there were no amps left for the injection system. His retirement can be traced to the trouble when he first left the pit lane before the start. — D.S.J.

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MONACO GRAND PRIX ABOVE, Riccardo Patrese (Brabham) leads Didier Pironi (Ferrari) and Andrea de Cesaris (Alfa Romeo) durin the early stages of the race when Rene Arnoux (Renault, below right) was well in the lead with team ma Alain Prost (below) in a strong second place. Arnoux spun and stalled on lap 15, leaving Prost to lead the race until two laps from the end whe his car went out of control and hit the barriers, allowing Patrese through into the lead. Despite spinning down to third place on the penultima lap, Patrese found himself the bewildered winner after re-passing Pironi and de Cesaris, both of whom ran out of fuel on the last lap to b credited with second and third places respectively. Nigel Mansell (Lotus, bottom) finished fourth, one lap behind the leader, having stoppe during the race for a wheel change.

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



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

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

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

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

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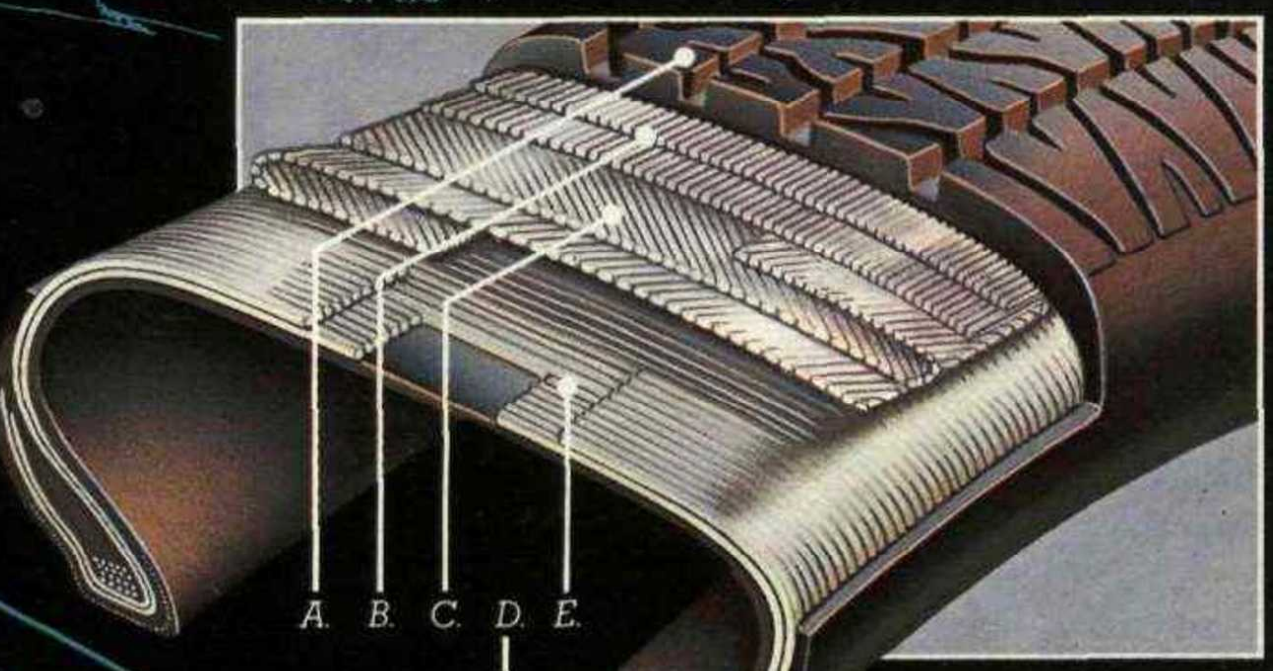
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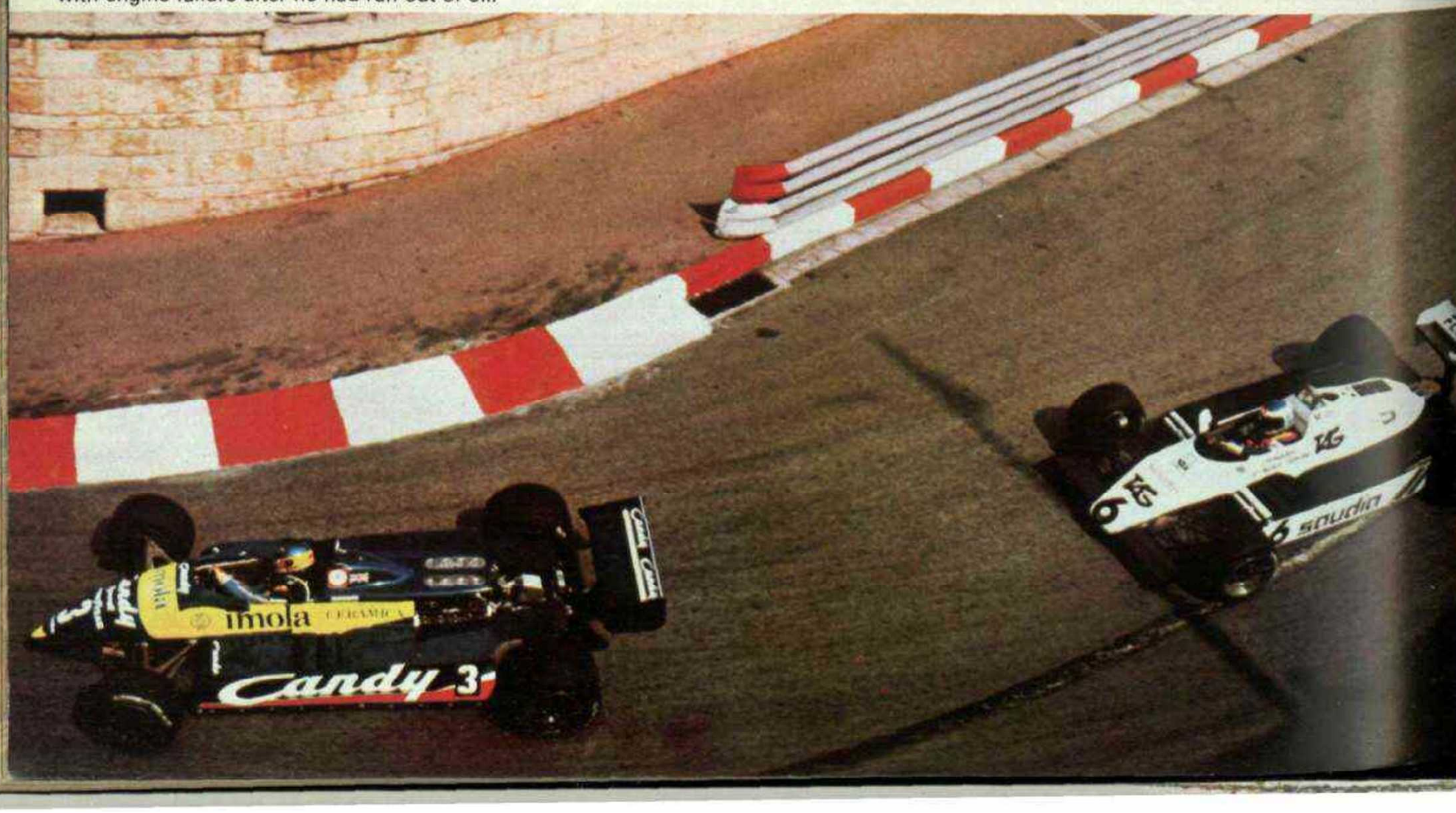
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Akron, Ohio, USA 44318







DURING the opening laps of the race, there was only one Cosworth powered car in the first five — Patrese's Brabham. In sixth place was Michele Alboreto (Tyrrell) seen below being hounded by Rosberg (Williams). Rosberg got through and challenged de Cesaris for fourth place, only to retire after clouting a kerb later in the race. The other Williams driver, Derek Daly, seen above leading the McLaren of John Watson, fared a little better, being credited with sixth place, two laps down on the leader, after grinding to a halt within yards of the finish line when his transmission seized. Brian Henton (Tyrrell, top right) was one of only five cars mobile at the finish, but was four laps down on the leader so came eighth in the results. Eddie Cheever (Talbot) retired after a third of the distance with engine failure after he had run out of oil.




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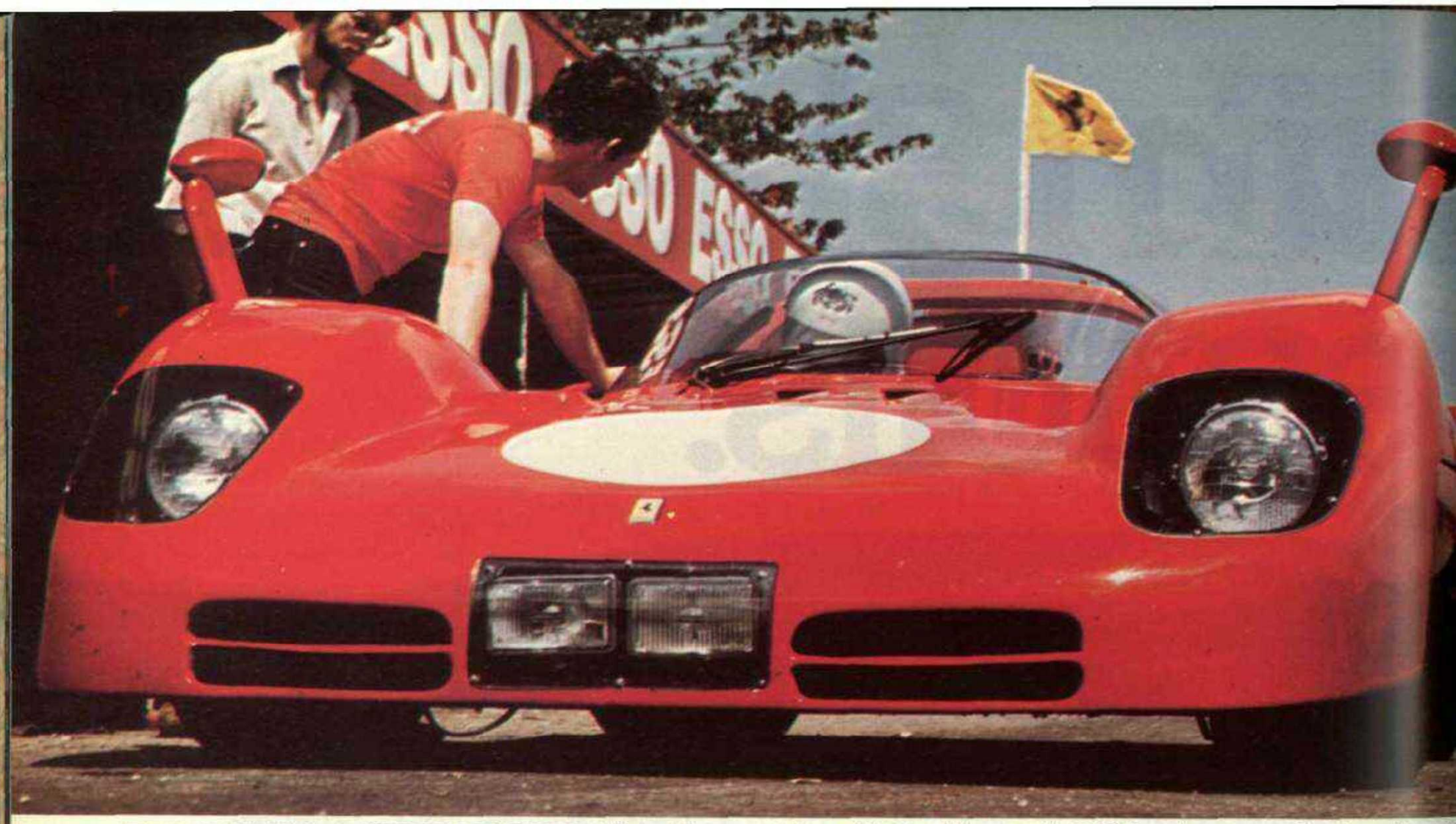
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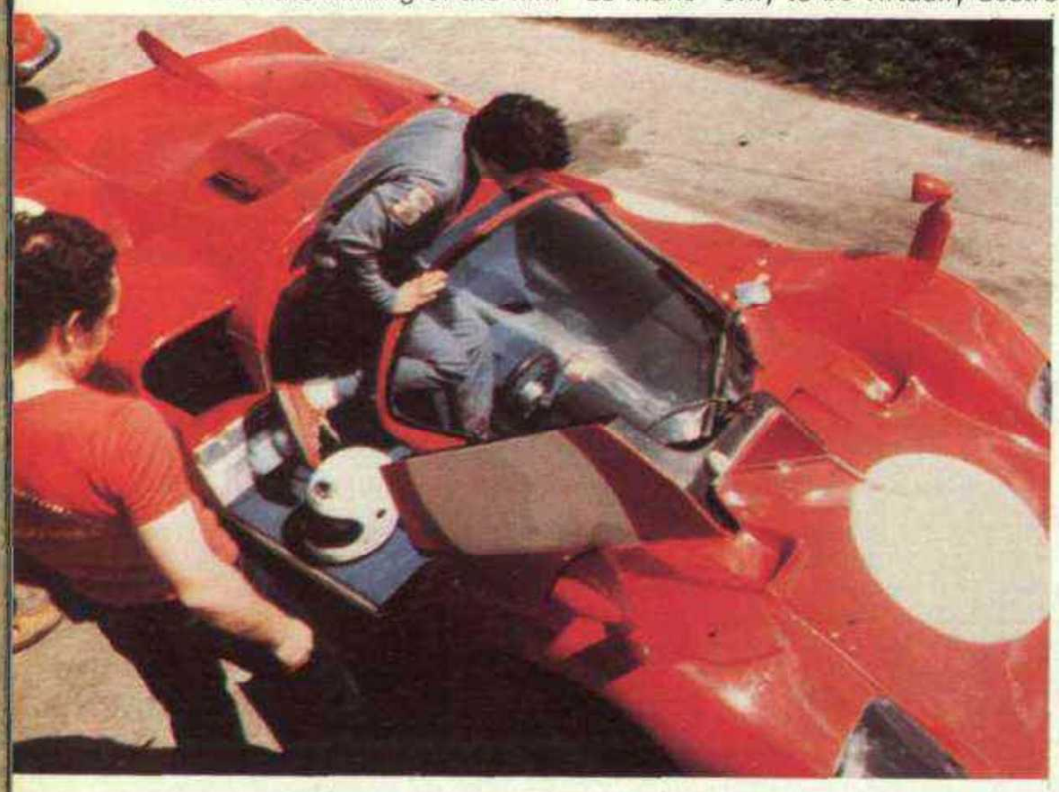
Michèle Mouton, her Audi Quattro pictured (above) against a background of the famous monastery at Meteora, displayed stamina as well as skill and won comfortably from Walter Röhrl (Opel, right) who kept his World Championship lead. The mid-engined Lancias seemed to be fragile and that of Markku Alén (below) retired when broken engine supports caused the gearbox to jam.

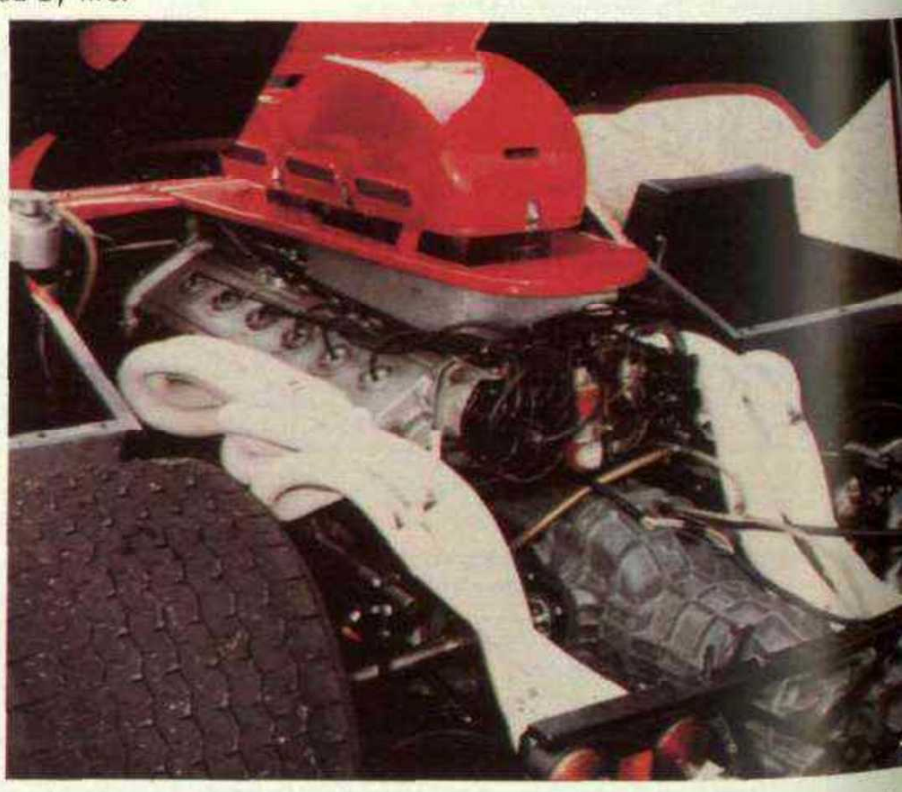






TRACK TEST — FERRARI 512S J.W. had the rare privilege of driving this ex-works 512S Ferrari at a recent Goodwood test da After a fairly hectic 1970 season in which the car raced in both open and closed form, it w used in the filming of the film "Le Mans" only to be virtually destroyed by fire.

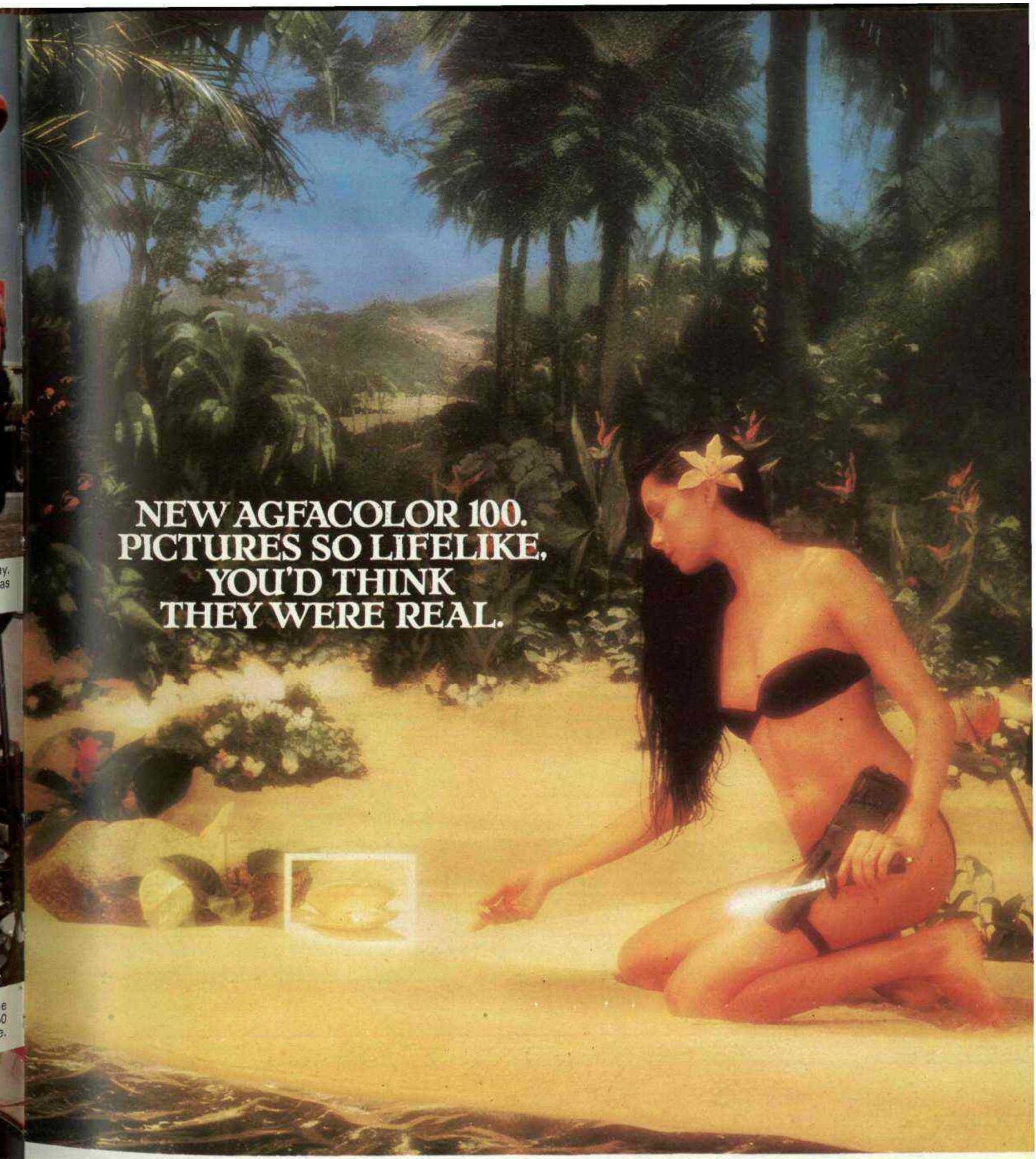


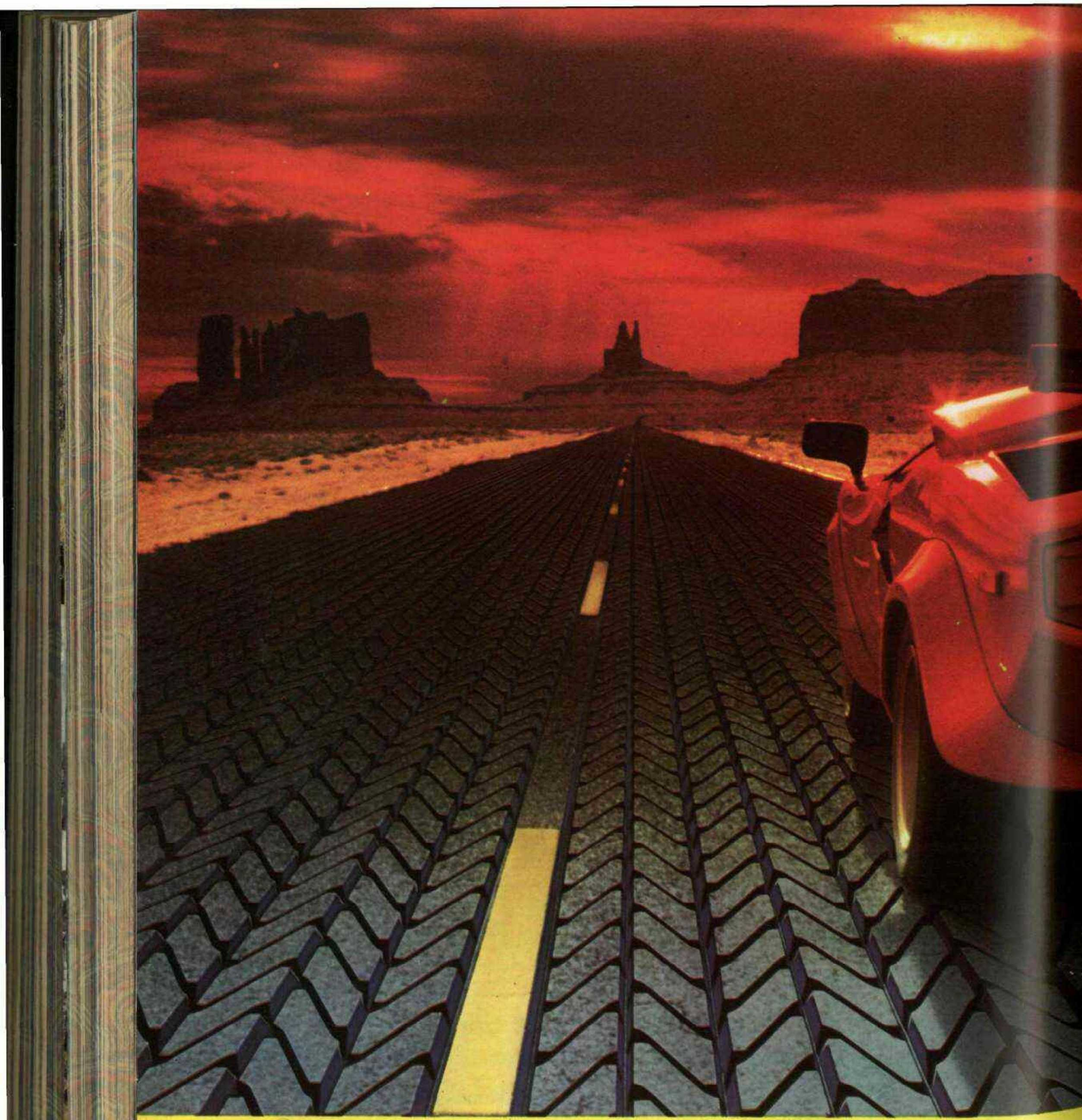


The car has been rebuilt in Spider guise with the accent very much on driving pleasure, witnessed by the comfortable upholstery (finished in blu "Nomex") and the revised, more practical, switch and instrument layout. The 5-litre, 60°, V12, fuel-injected engine was originally rated at 55 b.h.p. at 8,500 r.p.m. but in the interests of longevity, the present owner keeps to a rev limit of 8,000 r.p.m. Full story elsewhere in this issue





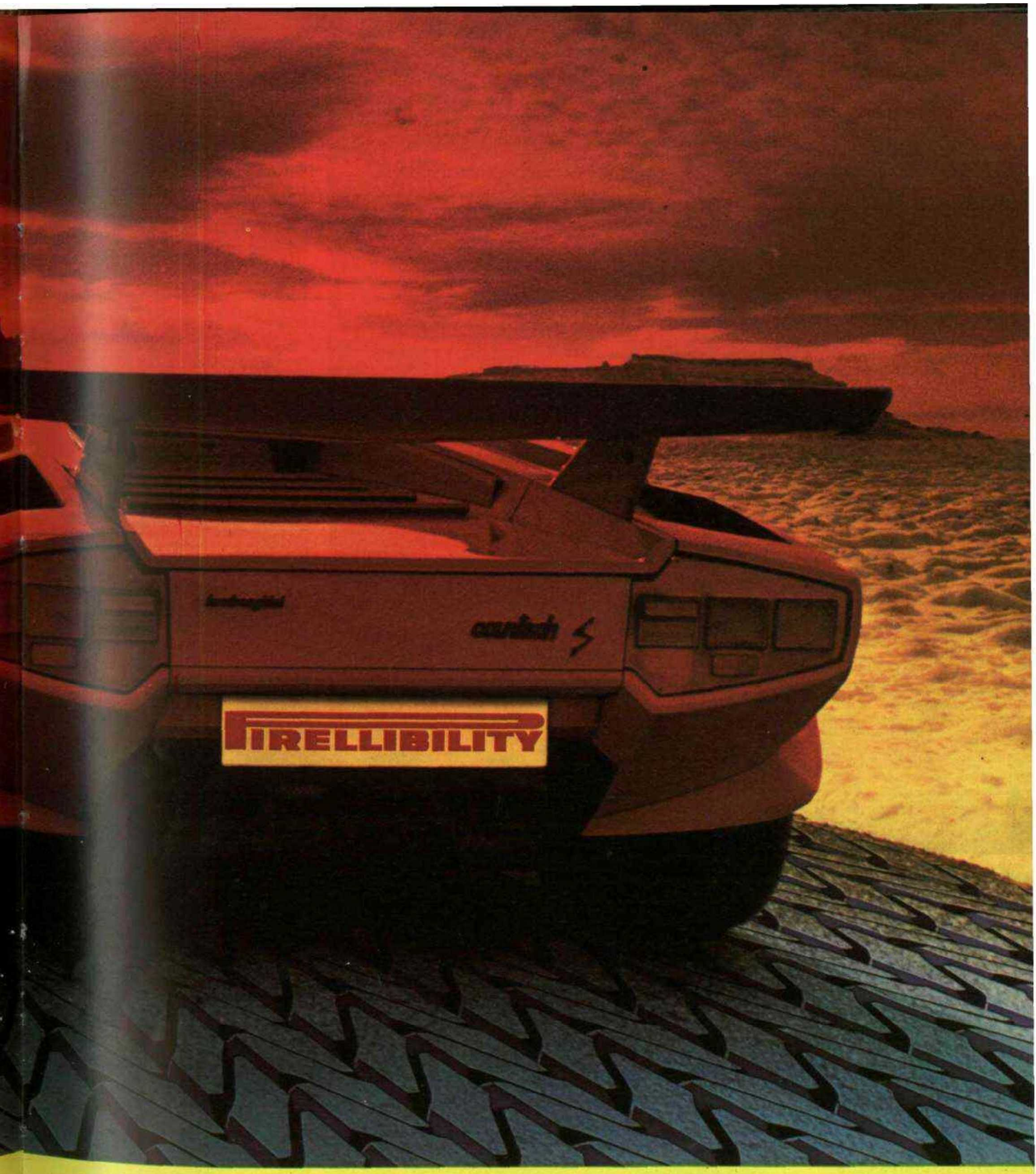

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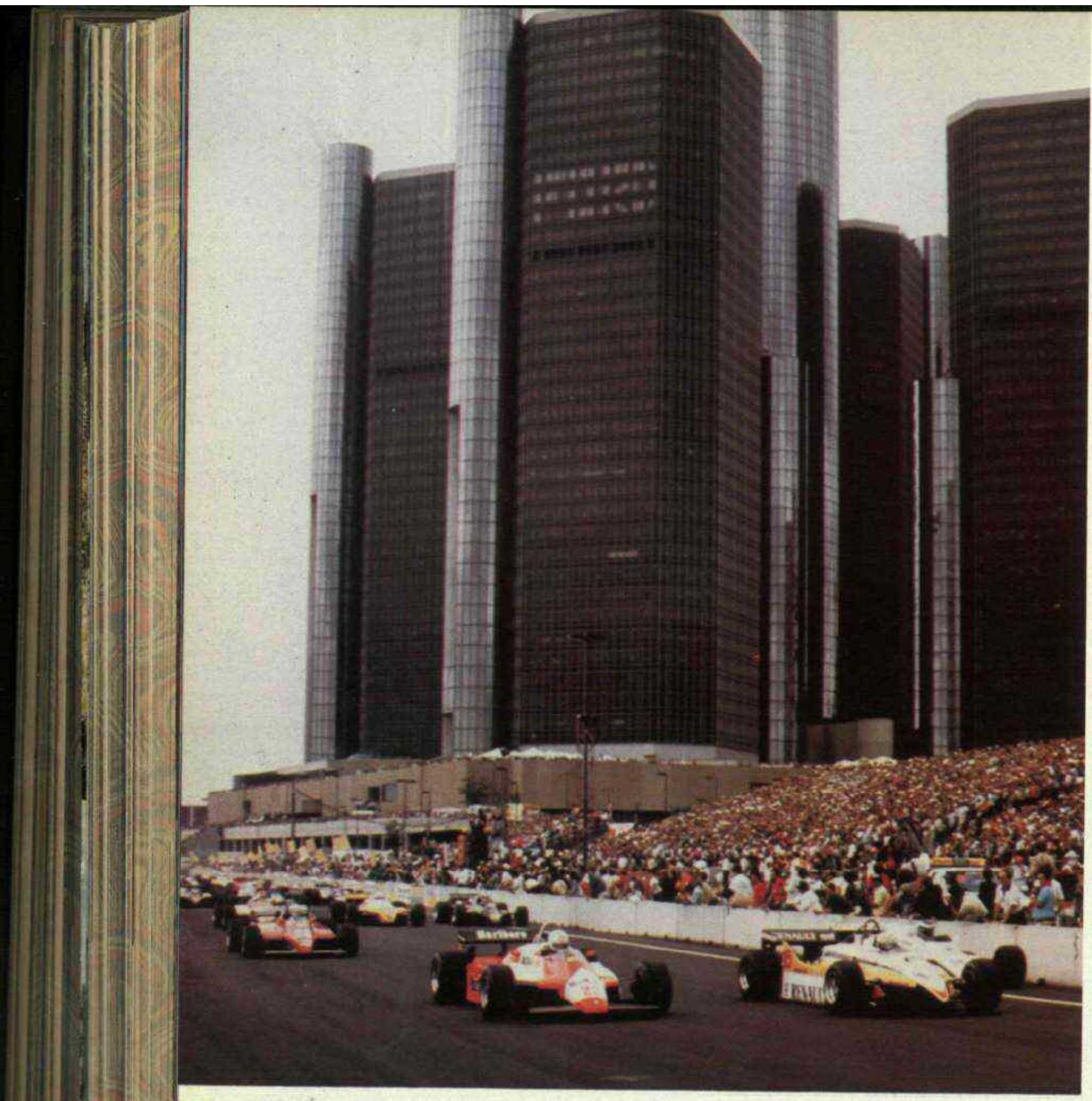


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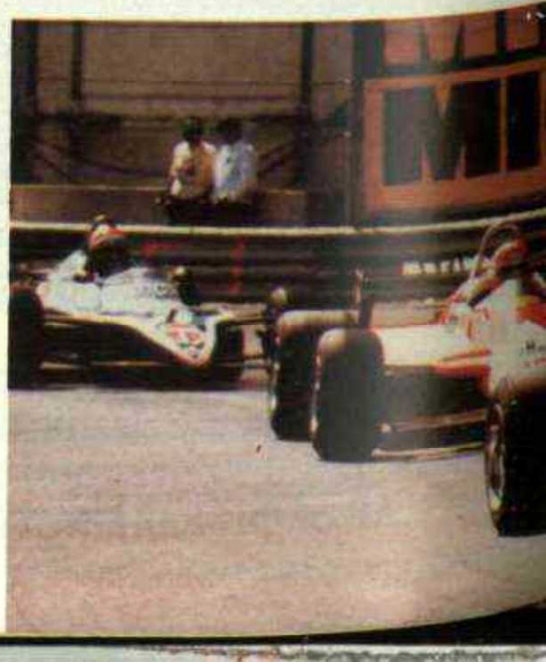
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DETROIT GRAND PRIX THE ina within th
a splendid victory for John Watson (McLare
Centre, Alain Prost's Renault RE30B leads
Cesaris (Alfa Romeo 182) while Keke Rosber
Bottom left, a group of cars accelerates
Giacomelli and Pironi. Above centre, Chee
Talbot JS17. Top right, old and new Detro
view of a group of cars at the hairpin. Botto
right, de Cesaris held second place until his



ugural Detroit Grand Prix was held round a road circuit
e United States' "Motor City" on June 6th, ending with
n IP4). Top left, dwarfed by the imposing Renaissance
a way from the line wheel-to-wheel with Andrea de
g attempts to slip between the Renault and the pit wall.
ast the pit with Lauda's McLaren pursuing Cheever,
er scored his best GP finish with second place in the
t architecture provides a contrasting backcloth to this
m centre, Pironi leads Giacomelli and Cheever. Bottom
Alfa Romeo broke a driveshaft coupling.





CANADIAN GRAND PRIX AT THE restart of the Canadian Grand Prix, Didier Pironi took the lead (above) in the spare Ferrari 126C2 chased by the Renaults of Arnoux and Prost, Piquet's Brabham-BMW and Giacomelli's Alfa Romeo. However, it was World Champion Piquet who outdistanced and outlasted his rivals to score the BMW turbocharged Brabham BT50's first World Championship victory (below).



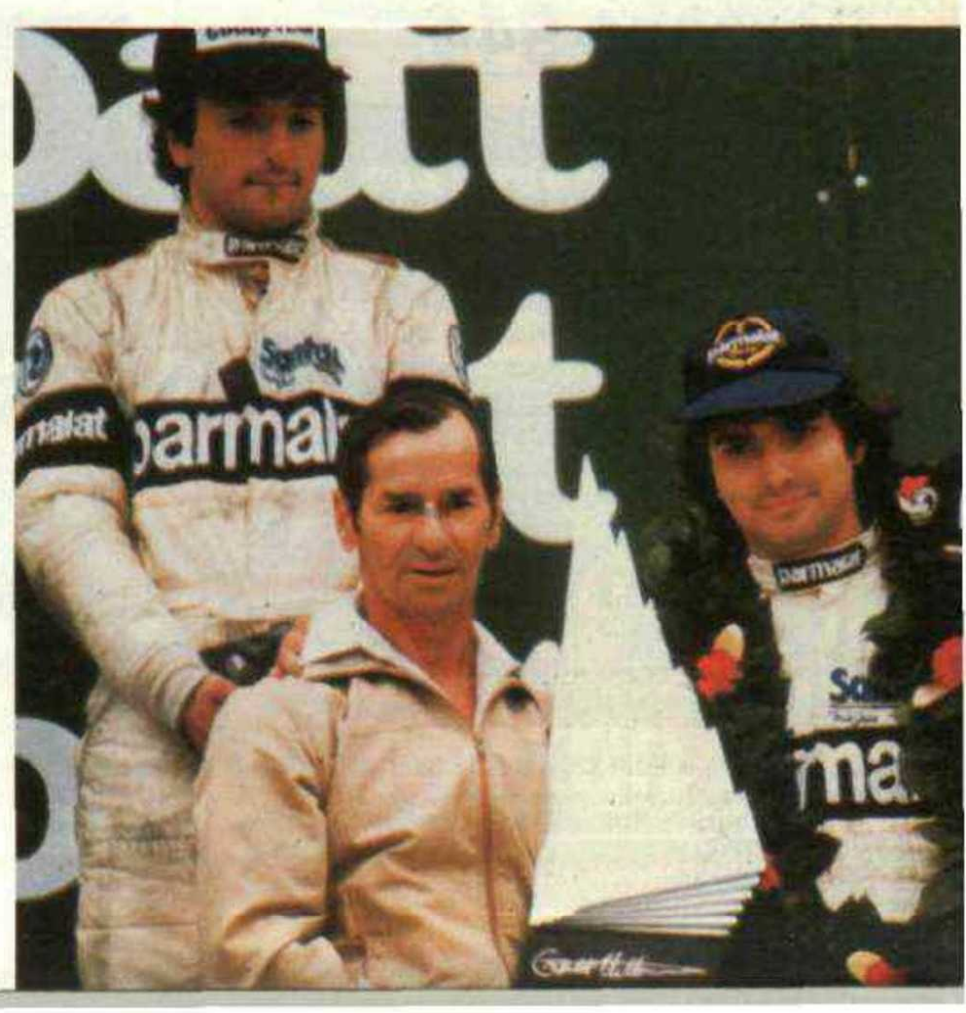


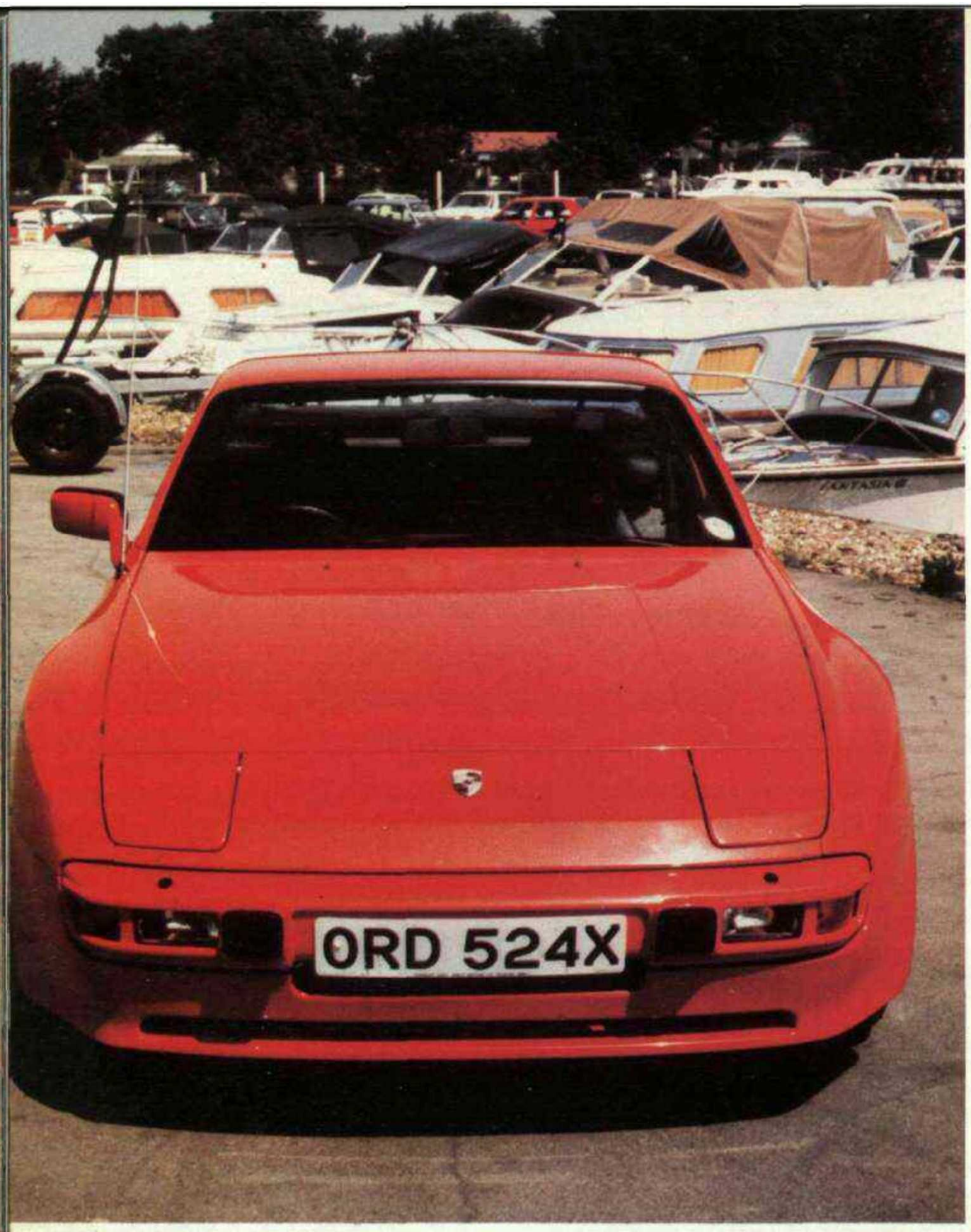
UNLUCKY: Andrea de Cesaris (above left) and Eddie Cheever (above right) had a close tussle for third place with Alfa Romeo 182 and Talbot-Matra JS17 respectively, but both cars ran out of fuel in the closing laps, handing the position to John Watson. Riccardo Patrese (below) finished second in his Cosworth V8 powered Brabham BT49D. Here he is seen during a fast practice lap, his car's lightweight carbon fibre brake discs glowing red hot under hard application.



BELOW left. BMW Motorsport engineer Paul Rosche leans over the four cylinder turbocharged German engine as he watches two of his mechanics complete detailed preparation. Below right, Brabham team-mates Piquet (right) and Patrese in thoughtful mood on the winner's rostrum in company with the father of the late Gilles Villeneuve, after whom the Montreal circuit has been newly renamed.







Porsche 944

The 924 has grown up!

LAST year Walter Röhrl and Jurgen Barth finished seventh at Le Mans at the wheel of a 2,479 c.c., four cylinder, 16-valve turbocharged Porsche. This front engined, RWD machine spent less time in the pits than any other competitor and ran the entire distance without missing a beat. As a proving exercise it was splendidly well-timed: two weeks later the road-going Porsche 944 was officially unveiled, powered by a normally aspirated version of the four cylinder engine which had been seen in the 24 hour classic. The engine in the race car developed 420 b.h.p. and even this was less than Porsche knew it could develop for they had seen readings as high as 480 b.h.p. during test bed running, but they decided to detune the engine for Le Mans in the interests of reliability.

All of which leads us into the road test of the Porsche 944, the most recent addition to the range of Zuffenhausen built sports cars and absolutely no surprise to those who understand the evolutionary philosophy behind the marque's attitude to car building. The story of the 944, of course, began when the original four speed 924 made its bow back in 1944. The idea of "popularising" the Porsche image was met with mixed reactions from those enthusiasts weaned and educated on the exciting rear engined 911 models. But it didn't take long for the basic 924 to grow up. Quickly it received a five speed gearbox: then came a turbocharged version, later a Carrera turbo derivative. But there were still complaints from the purists that this front engined Porsche wasn't a "proper" Porsche, whatever that might have meant. Some critics went so far as to suggest that the 924 ought to have worn Audi badges, pointing out that if it had done so then everybody would have been falling about heaping praise on the car, judging it on its own merits, without comparing it to the more exotic models in the Porsche range.

Now, with the 944, there can be absolutely no justification for any further carping. Make no mistake about it, this is a "proper" Porsche (what *do* they mean by that?) powered by a quite unbelievably smooth four cylinder engine which could easily be mistaken for a six, or even a V8, from behind the steering wheel. All this is combined with a chassis configuration that offers splendidly well balanced handling and high levels of grip and levels of fuel economy which would have been deemed quite reasonable for a normal family saloon a few years ago. With a manual five speed gearbox the Porsche 944 carries a price tag of £12,999 which, to put it very mildly, makes it very competitive indeed in that sector of the market.

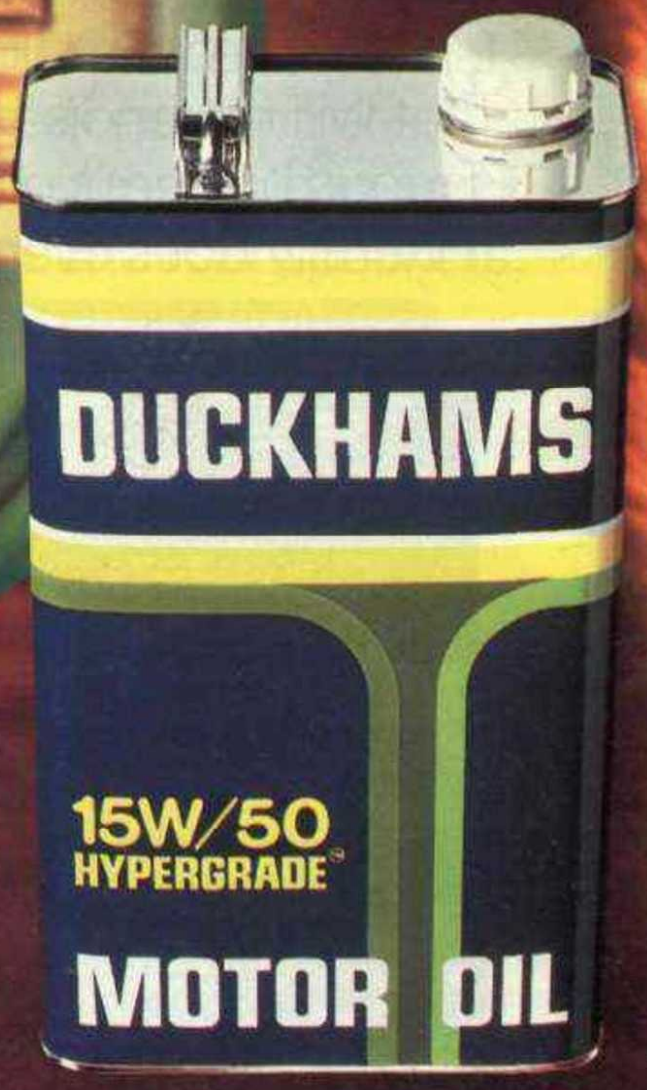
It is the heart of the 944 which is particularly fascinating, not only because of the way it delivers the power developed but also because of its potential for future development. When Porsche originally planned the design of the 944's engine they were very keen to make use of as many components from the 928 as they possibly could. This enabled them to build the new engine on the same production line as the bigger V8, also utilising much of the tooling for the bigger model. Like the 928, the smaller four cylinder engine employs a cylinder head and crankcase-cum-cylinder block



THE 944 engine is mounted at 30 degrees in the chassis and shares many components with its bigger stablemate, the 928.

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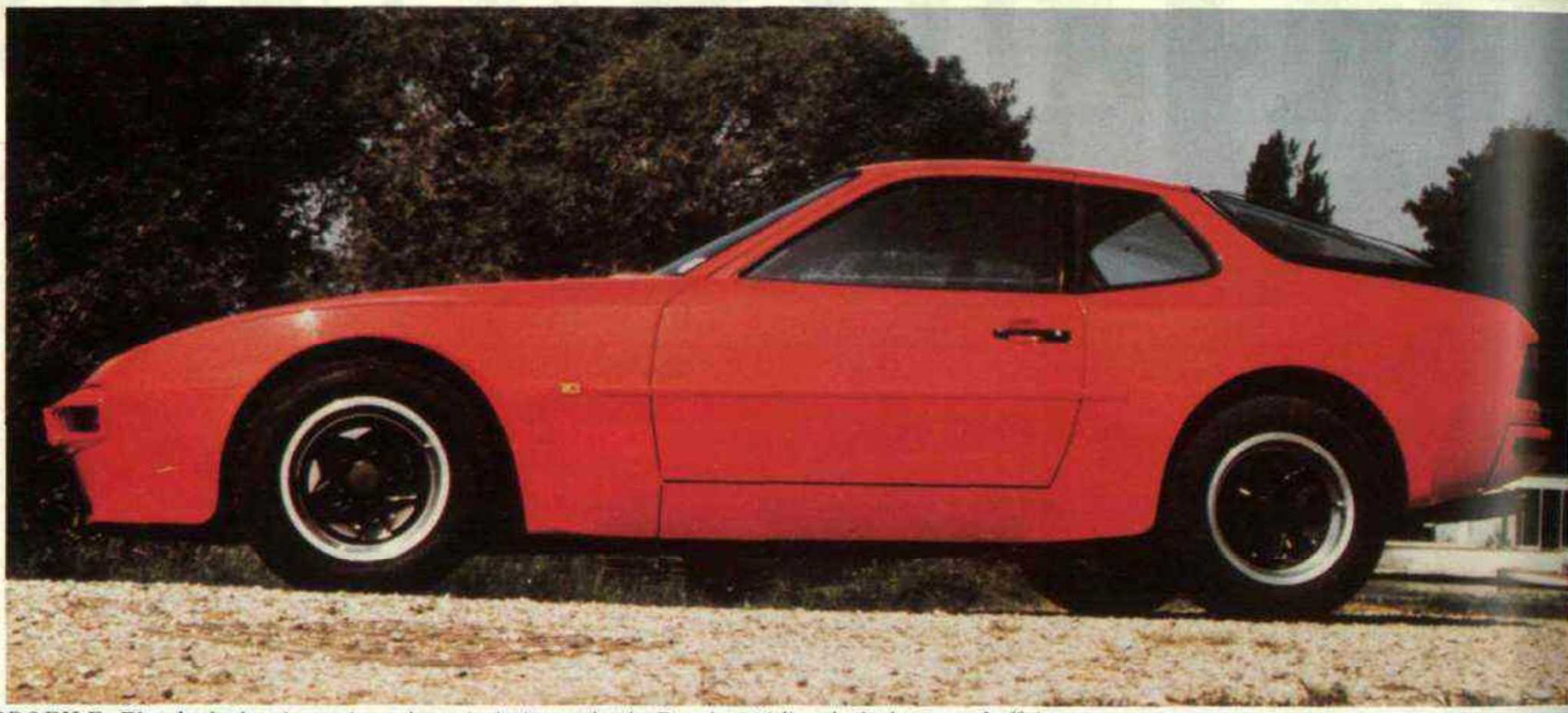


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PROFILE: Flared wheel arches and aerodynamic devices make the Porsche 944 lines both elegant and efficient.

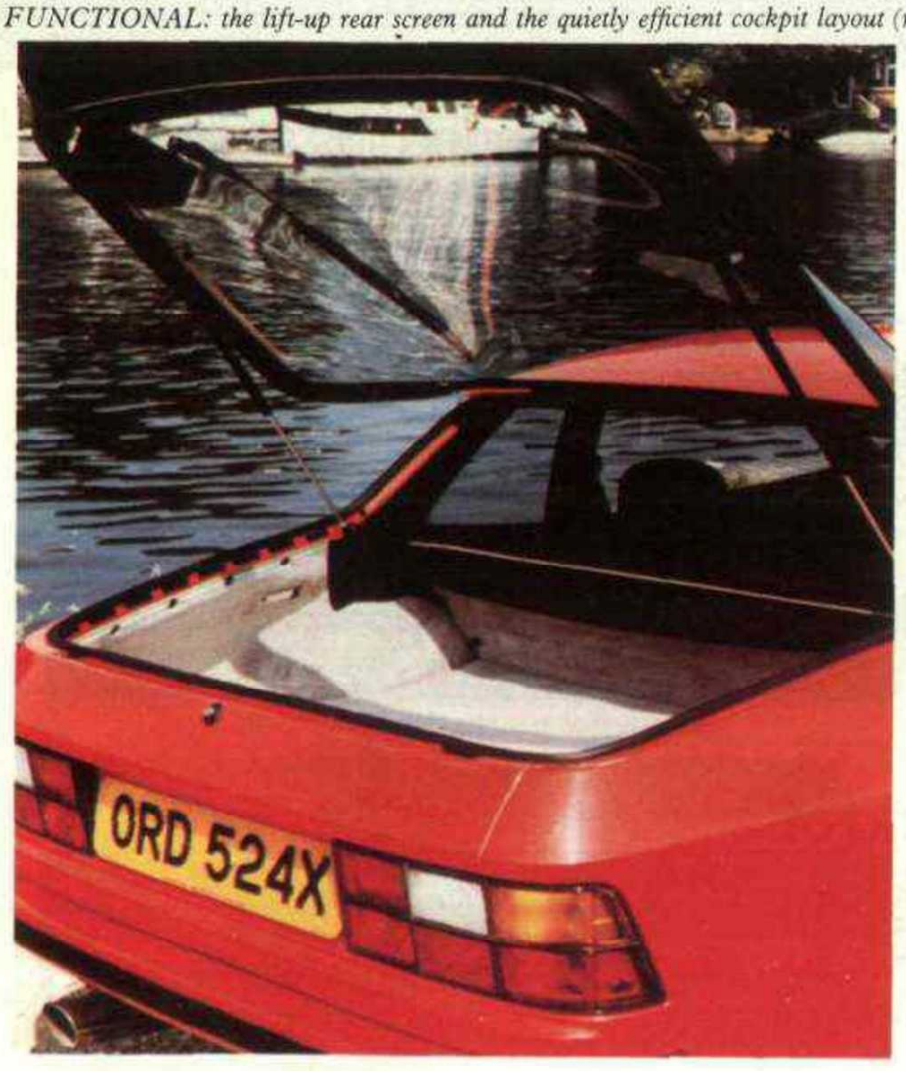
moulded by Reynolds Aluminium. Mounted at an angle of 30-degrees, the 944 engine has an over-square bore / stroke of 100 / 79.9 mm. and develops 163 b.h.p. (DIN) at 5,800 r.p.m. In deciding to opt for a four cylinder engine, overcoming the problems of vibration were foremost in the Porsche designers' minds and the solution they came up with was to use a refinement of the old Lanchester arrangement of two counter-rotating balance shafts running at twice engine speed, driven by a cogged double sided belt. A minor sacrifice has been made in terms of sheer power as a result, but this choice was well worth it and the outstandingly smooth performance characteristics of this engine far outweigh any minor concessions that have been made in this other area. The five bearing crankshaft is forged from steel and the lightweight cast aluminium pistons are iron sprayed which enables them to run directly in the linerless aluminium bores.

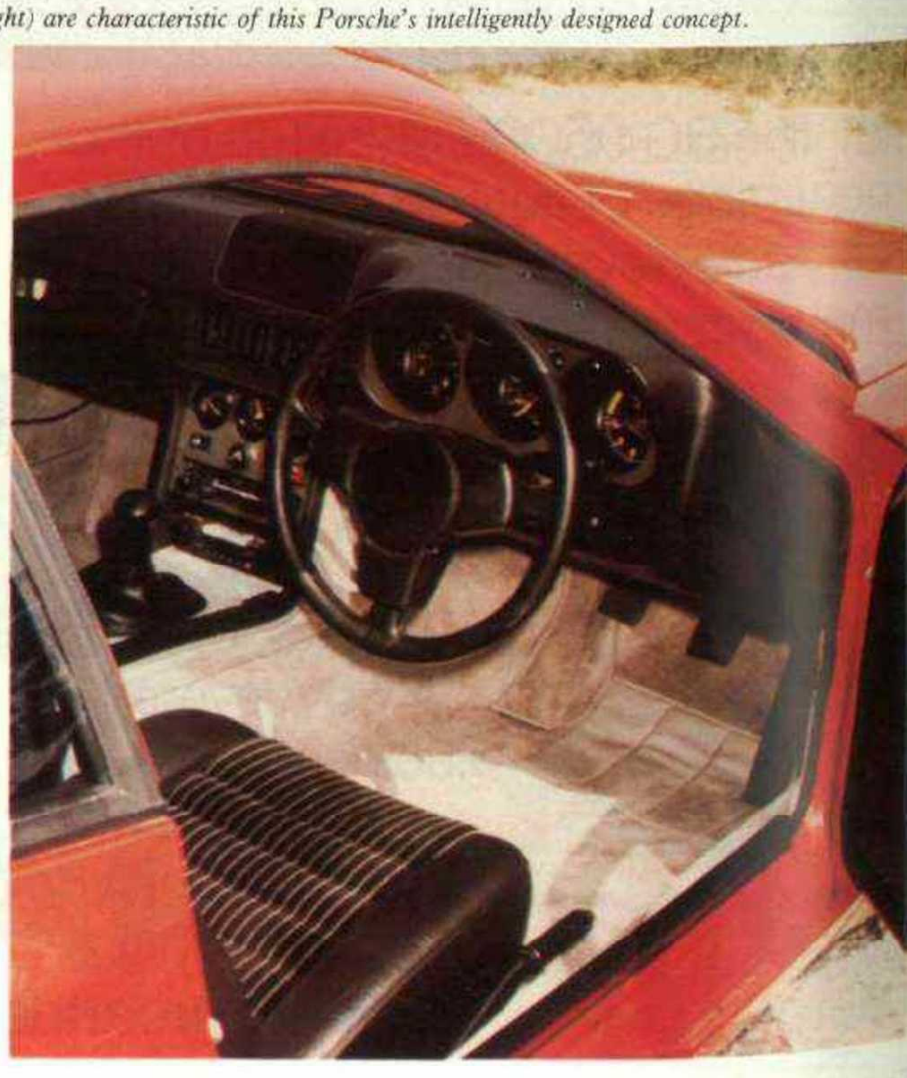
As far as the chassis layout is concerned, the 944 retains the rear transaxle arrangement as seen on the earlier 924 derivatives, but there is a 3 in. wider track than on the 924 and stiffer semi-trailing arms mean that the wheelbase is slightly longer as well. Adhesion is well provided for with the adoption of 15 × 7 in. alloy wheels similar to those employed on the 911 range and our test car was fitted with the optional 215/60VR Pirelli Cinturatos. The whole package is rounded off with attractively flared wheel arches in the style of t 924 turbo Carrera, although in this case they a not plastic but formed in steel, and the overall r sult is one of refined unobtrusive effectiveness.

On first acquaintance, it is very difficult to b lieve that the 944 is powered by a four cylind engine. Firing up willingly, thanks in no sm part to the efficient Bosch all-electronic Jetronic fuel injection system (which, incident ly, incorporates a fuel saving over-run cut ou the power unit is not only relaxed and fre revving, it also demonstrates a remarkab amount of torque (151 lb./ft. at 3,000 r.p.m Clutch movement is lightly progressive and t

Continued on page 9

FUNCTIONAL: the lift-up rear screen and the quietly efficient cockpit layout (right) are characteristic of this Porsche's intelligently designed concept.





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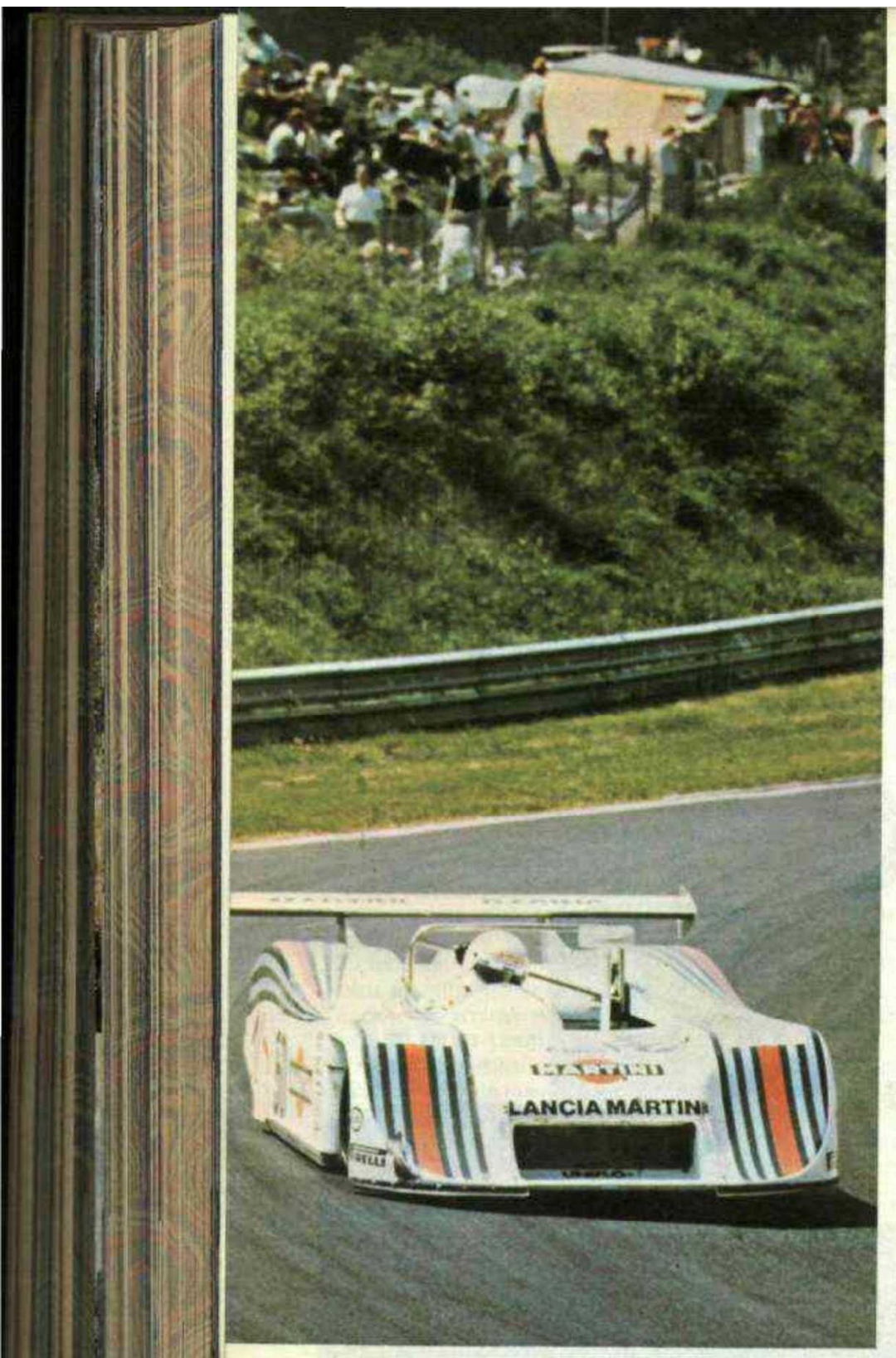


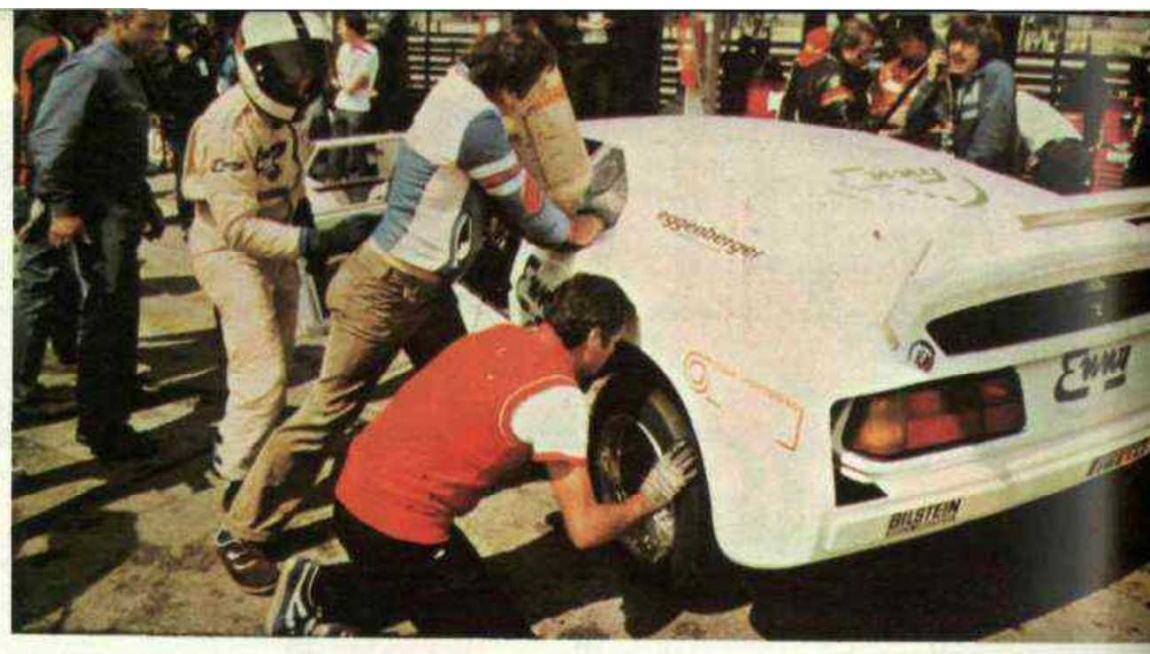
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NURBURGRING 1000 km. ABOVE, pit stop for the Group 5 BMW MI of reigning European Touring Car Champions Helmut Kelleners (in picture) and Umberto Grano. Assisted by Swiss Enzo Calderari, they brought the Eggenberger tuned car into third place. Below, Mario Ketterer put in a storming finish with this Gp 5 BMW 320, passing the British Porsche 924 of Tony Dron/Richard Lloyd/Hans Volker for fourth place on the very last lap. Bottom, as Klaus Ludwig's Ford C100 leads the Sauber of Hans Stuck and Piercarlo Ghinzani's Lancia round the South Curve, Harold Grohs' URD slides along the barriers on the left, before knocking down four photographers. None were seriously hurt. Edgar Doren's Porsche 935 spins on the right of the picture, avoiding Grohs' accident. Left, Riccardo Patrese, having survived a frightening practice crash, guides the winning Lancia through the Ex-Muhle.





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The Rover 2600S combining technology with Rover tradition.

Ask your dealer for a test drive. And enjoy the advanced driving experience.

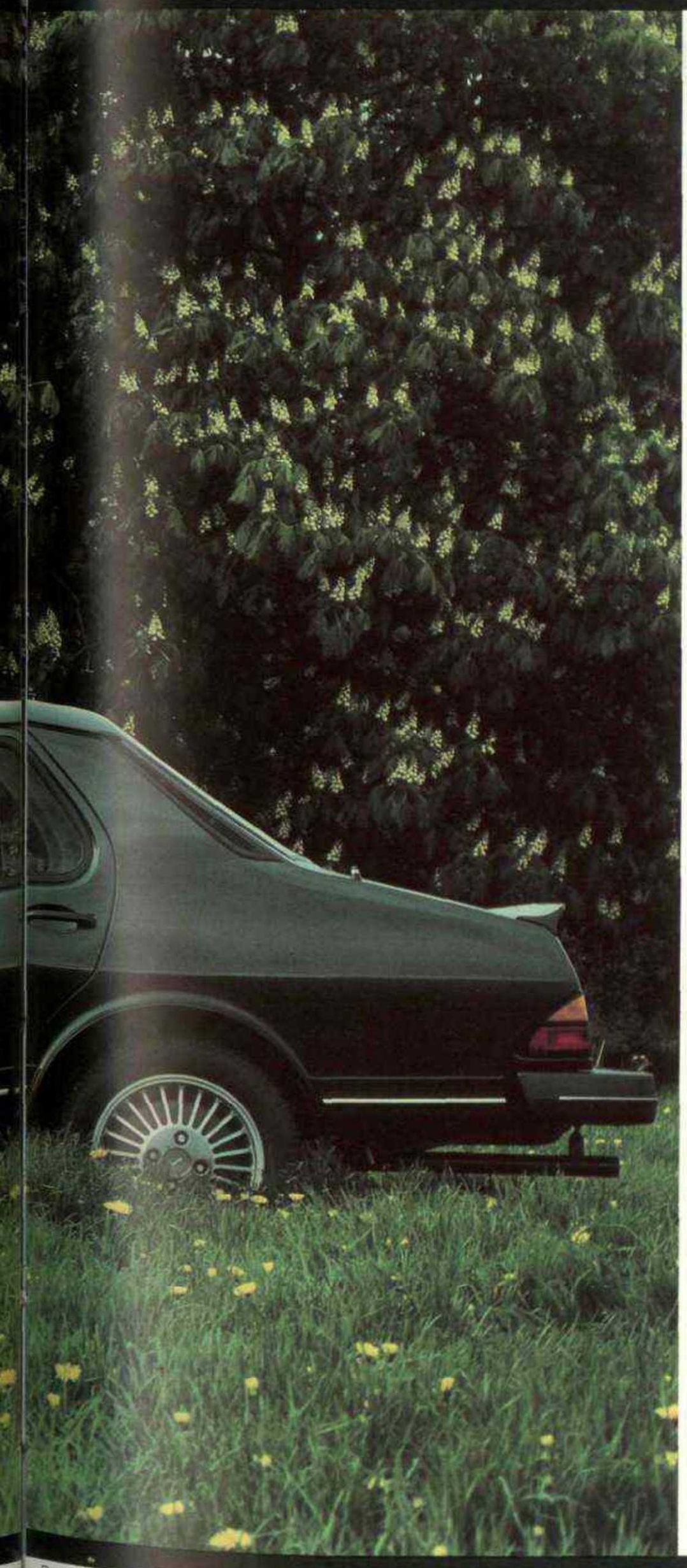
ROVER ADVANCING THE DRIVING EXPERIENCE

OFFICIAL D.O.T. FIGURES ROVER 2600S MANUAL. SIMULATED URBAN CYCLE, 19.0MPG (14.9L/100KM). CONSTANT 56MPH, 40.9MPG (6.9L/100KM). CONSTANT 75MPH, 31.1MPG (9.1L/100KM). MODEL RANGE: 2000, 2300, 2300S, 2600S, 3500SE, VANDEN PLAS. ROVER 2600S MANUAL £10,178, BASED ON MANUFACTURER'S RECOMMENDED RETAIL PRICE, INCLUDES SEAT BELTS, CAR TAX AND VAT (NUMBER PLATES, ROAD TAX, DELIVERY, AUTOMATIC TRANSMISSION, AND METALLIC PAINT EXTRA). FOR FLEET SALES INFORMATION RING 021-779 4484. *STANDARD ON 2600S, 3500SE, VANDEN PLAS. †MANUFACTURER'S FIGURES.

TO RELIEVE HAYFEVER TAKE ONE ON EVERY JOURNEY.



The Saab 900 Turbo Sedan illustrated costs £11,995. The Saab 900 range starts at £6,895 and the 99 range at £5,950. Prices correct at time of going to press and include Car Tax and VAT. Linkoping University of Sweden in conjunction with Saab-Scania engineers. SAAB (Gt Britain) Ltd., Saab House, Fieldhouse Lane, Marlow, Bucks SL7 1LY. Telephone: Marlow (062 84) 697



No, at Saab we haven't discovered a miracle cure for hayfever. But what we have invented is a unique ventilation air-filter for our 900 series, that will stop pollen and dust from seeping into the car.

Which must be good news for drivers who suffer from hayfever, or other allergies caused by dust or pollen.

And as well as bringing a welcome respite from sneezes and sore eyes, the filter will also rid you of two other common car ailments. The dust storm which normally showers you when you switch on the ventilation system, and the windows misting up, before the interior has warmed up.

The air-filter may be a small item, but it typifies the thought that goes into building a Saab. Take the 122 mph Saab Turbo for a spin on a bright summer's day and you'll quickly discover what we mean.

Immediately you'll notice how the tinted glass cuts down the glare of the sun. And if your No. 1 enemy is not the pollen count, you'll enjoy breezing along with the sun-roof open and the electric windows down.

And talking of breezing along, there can't be a better speed sensation than the famous Saab turbo-charger, that boosts engine power by more than 40%.

With Saab's equally famous road-holding and power-steering, there can't be a more comfortable drive either. Even round narrow country lanes or on surfaces more suited to agricultural vehicles.

Of course, summer motoring is not all country cruising.

There's the bumper-to-bumper drag to the coast or the nose-to-tail weekend return to the city, guaranteed to bring on a bout of backache, a stiff neck or a severe case of cramp.

Here Saab also have the perfect remedy, in the shape of front seats that support the body from neck to knee. With an elastic lumbar support and deep-sided, thickly padded back-rests, they adjust right down to the reclining position.

And in case you suffer from a partner who always insists on an extra case, we should tell you that the luggage space is also very roomy.

What's more, to load up really long or bulky items such as water-skis, golf clubs, an outboard motor, or even sails, we have a fast, 30-second cure. You simply fold down the back seat and you more than double the boot space.

All in all, a Saab is the perfect panacea for so many of the usual motoring headaches. But don't take our word for it. Ask your local dealer if you can test one. He knows that you'll end up having such a healthy respect for the car, that you'll want him to prescribe one for you immediately.

SAAB

Road Fund Licence, Delivery Charges and number plates are extra. Air-filter arrests all particles bigger than 0.005mm including pollen and nearly all dust, according to tests carried out by Export enquiries: Telephone: 01-409 0990. Aftersales telephone: (0604) 43643.

RELIEF FROM HAYFEVER IS CLOSE AT HAND.

ENGLAND

Avon
H. G. Motors, Hinton Garage Bath Ltd., Rush Hill, Odd Down, Bath Avon. Tel. Bath (0225) 833338/833932

Hutton Motor Company, Bridgwater Road, Lympsham, Weston-super-Mare, Avon. Tel. Bleadon (0934) 813012

Yate Motors, 452 Badminton Road, Yate, Nr. Bristol, Avon. Tel. Chipping Sodbury (0454) 313496

Warners Motors Ltd., 574-582 Fishponds Road, Bristol, Avon. Tel. Bristol (0272) 659552

Bedfordshire
The Oakley Garage (Bedford) Ltd., Station Road, Oakley, Bedfordshire. Tel: Oakley (02302) 3118/2055

Berkshire
P. C. E. Motors (Reading) Ltd., 64 Cardiff Road, Reading, Berkshire. Tel. Reading (0734) 51724

Speen Garage Ltd., Bath Road, Newbury, Berkshire RG13 1QT. Tel. Newbury (0635) 42566

Wilcox Carnage Ltd., Streatley Garage, Streatley, Nr. Reading, Berkshire. Tel: Goring-on-Thames (0491) 872846 & 872712

Buckinghamshire
C. C. Dillon & Company, Askett Garage, Princes Risborough, Nr. Aylesbury, Buckinghamshire. Tel: Princes Risborough (084 44) 3019

Haymill Motors Ltd., Beaconsfield Road, Farnham Common, Slough, Buckinghamshire. Tel: Farnham Common (028 14) 5111 Telex: 848285

River Garage Ltd., London Road, Old Stratford, Milton Keynes, Buckinghamshire. Tel. Milton Keynes (0908) 562194

Eric Silvey Motors, Thames Industrial Estate, Fieldhouse Lane, Marlow, Buckinghamshire. Tel: Marlow (062 84) 5359

Cambridgeshire
Mill Hill Garage, Wimblington Road, March, Cambridgeshire. Tel: March (035 42) 2311

Buckingham & Stanley Ltd., High Street, Histon, Cambridgeshire. Tel: Histon (022 023) 2258

Starey-Crighton Ltd., 939/943 Lincoln Road, Walton, Peterborough, Cambridgeshire. Tel: Peterborough (0733) 71836/73543

Cheshire
Anderson Motors Ltd., 31-33 Buxton Road, Hazelgrove, Nr. Stockport, Cheshire. Tel: 061-483-6271/81 Telex: 669202

Blacon Motors (Chester) Ltd., Western Avenue, Blacon, Chester. Tel: Chester (0244) 375744

D. H. Grocott Ltd., 98 Welsh Row, Nantwich, Cheshire. Tel: Nantwich (0270) 627678

Cleveland
Bob Alexander Ltd., Chapel Street Garage, Thornaby, Stockton-on-Tees, Cleveland County. Tel: Stockton-on-Tees (0642) 69781

Stokoe Brothers Ltd., Central Garage, West Road, Loftus, Saltburn-by-Sea, Cleveland. Tel: Loftus (0287) 40237

Cornwall
Mewtons Garage, Pendoggett, St. Kew Highway, Bodmin, Cornwall. Tel: Port Isaac (020 888) 221/215

John Richards Garage Ltd., North Roskear Road, Camborne, Cornwall. Tel: Camborne (0209) 713130/718170

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

Derbyshire
Gordon Lamb (Chesterfield) Ltd., Pottery Lane, Whittington Moor, Chesterfield, Derbyshire. Tel: Chesterfield (0246) 450244

Main Street Garage, Newhall, Burton-on-Trent, Staffs. Tel: Burton-on-Trent (0283) 217513

Rock Bay (Motor Bodies) Ltd., Leek Road, Burbage, Buxton, Derbyshire. Tel: Buxton (0298) 2494/4609

Woodford Garage Ltd., Uttoxeter Road, Mickleover, Derbyshire. Tel: Derby (0332) 513943

Devonshire
Anchor Garage (Bideford) Ltd., Meddon Street, Bideford, Devon. Tel: Bideford (023 72) 2467/8

Chenhalls Garages (South West) Ltd., Collaton Garage, Collaton St. Mary, Paignton, Devon. Tel: Paignton (0803) 558567/554205 Telex: 42611

Langs (Plymouth) Ltd., Albert Road, Devonport, Plymouth. Tel: Plymouth (0752) 51810

Totcross Garage (1981) Ltd., Totcross, Kingsbridge, Devon. Tel: Kingsbridge (0548) 580205/580402

Dorset
Arnett International Limited, T/A Arnetts of Bournemouth, 26/32 Oxford Road, Bournemouth, Dorset. Tel: Bournemouth (0202) 296565/6/7/8 Olds, Portesham Motors, Portesham, Nr. Weymouth, Dorset. Tel: Abbotsbury (030 587) 247

Durham
Findlay & Wilks, Bridge End Garage, Howden-le-Wear, Crook, Co. Durham. Tel: Bishop Auckland (0388) 76215

Gordon Ramsay Ltd., 163 Grange Road, Darlington, County Durham. Tel: Darlington (0325) 65343

Essex
Beacon Hill Garage (East Gates), 4 Moorside Ind Estate, East Gates, Colchester, Essex. Tel: Colchester (0206) 866242

Continental Cars (Stansted) Ltd., Station Road, Stansted, Essex. Tel: 0279-812534

P. S. & J. A. Emery Ltd., Beacon Hill Garage, Wickham Bishops, Witham, Essex. Tel: Maldon (0621) 891240

Forbourn Motors Ltd., High Street, Thorpe Le Soken, Essex. Tel: Clacton-on-Sea (0255) 861207

Tyney Garage Ltd., 41 Bluebridge Industrial Est., Colchester Road, Halstead, Essex. Tel: Halstead (0787) 472183

C & F Warrens Ltd., 72-76 West Street, Rochford, Essex. Tel: Southend (0702) 544461

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

Greater London (North Thames)
Ace Motor Company, 18-23 Radley Mews, Kensington, London W8 6JP. Tel: 01-937 5691

Ace Motor Company, 52 Churchfield Road, Acton, London W3. Tel: 01-992 7866

Ballards Garage, Joles Garage Ltd., 204 Ballards Lane, Finchley, London. Tel: 01-346 6697

Brent Cross Garage Ltd., Hendon Way, Hendon, London NW4. Tel: 01-202 6101

Cricklewood Automobile Co., 63 Shoot-up-Hill, Cricklewood, London. Tel: 01-452 4803/9

Lester Motors Ltd., 250-260 High Road, Chadwell Heath, Essex. Tel: 01-590 2377/6657

Odeon Motors Ltd., Great North Road, Barnet, Herts. Tel: 01-441 5511

Saab (London) Ltd., T/A Saab Piccadilly, Devonshire House, Piccadilly, London. Tel: 01-409 0990 Telex: 8953213

The Swedish Car Centre, Northfield House, 128 Boston Road, Hanwell, Ealing, London. Tel: 01-567 7035/6521 (Sales) 01-567 0430 (Service) 01-567 1907 (Spares)

Greater London (South Thames)
Becketts of Eltham, 23-25 Courtyard, Eltham, London. Tel: 01-850 4840

Carr Bros. (Automobiles) Ltd., 112/114 High Street, Purley, Surrey. Tel: 01-660 4811/01-668 4131

Home Park Garage Ltd., 38 Uxbridge Road, Kingston-upon-Thames, Surrey. Tel: 01-546 9516

The Spur Garage (Wimbledon) Ltd., T/A Saab Wimbledon, 14 Morden Road, London SW19. Tel: 01-542 0058/2454

Hampshire
Balmer Lawn Garage Ltd., 24 Brookley Road, Brockenhurst, Hampshire. Tel: Lymington (0590) 23464 & 23575

Clifford Sales Ltd., Clifford House, 52-74 New Road, Southampton, Hampshire. Tel: Southampton (0703) 27051/36703

Cross Road Garage, New Cheriton, Alresford, Hampshire. Tel: Bramdean (096 279) 400/455

A. J. Hiscock & Son Ltd., Dean Garage, Hurstbourne Tarrant, Nr. Andover, Hampshire. Tel: Hurstbourne Tarrant (026 476) 316

Russel Company, The Saab Centre, Middle Wallop, Nr. Stockbridge, Hants. Tel: Wallop (026 478) 692 (Sales) 460 (Workshop)

Polaris, Headley Road, Grayshott, Nr. Hindhead, Surrey. Tel: Hindhead (042 873) 5363

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Arthur Moore & Sons Ltd., Central Garage, Worcester Road, Great Witley, Worcester. Tel: Great Witley (029 921) 202 & 291 & 574

Bay Horse Motors (Hereford) Ltd., King's Acre Road, Hereford. Tel: Hereford (0432) 3791/66974

Hertfordshire
Breachwood Motors, The Heath, Breachwood Green, Hitchin, Hertfordshire. Tel: Kimpton (0438) 832166

Northchurch Motors Ltd., London Road, Nr. Tring, Herts. Tel: Tring (044 282) 6461/2

Humberside
South Humberside Motor Co. Ltd., Heneage Road, Grimsby, South Humberside. Tel: Grimsby (0472) 48527/8

Southall & Stather, The Corner Garage, George Street, Driffield, Humberside. Tel: Driffield (0377) 42150

W. L. Thompson Ltd., Arnold Lane, Anlaby Road, Hull. Tel: Hull (0482) 23773

Isle of Man
Northern Motors Ltd., The Garage, Main Road, Ballaugh, Isle of Man. Tel: Sulby (062 489) 7229

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

Kent
John Fowler Garages Ltd., Linton Garage, Linton Road, Loose, Maidstone, Kent. Tel: Maidstone (0622) 46629

Seabrook Garage, 215 Seabrook Road, Hythe, Kent. Tel: Hythe (0303) 38467

Station Garage, Station Approach, Borough Green, Sevenoaks, Kent. Tel: Borough Green (0732) 883044

Lancashire
Bay Horse Garage (Burnley) Ltd., Parker Street, Burnley, Lancashire BB11 1UG. Tel: Burnley (0282) 58271/2

Bay Horse Garage Ltd., Longsight Road, Osbaldeston, Blackburn, Lancashire. Tel: Mellor (025 481) 2331

Guy Sweeten Ltd., Bow Lane, Preston, Lancashire. Tel: Preston (0772) 51803

Leicestershire
Langrop (Anstey) Ltd., Anstey Garage, Cropston Road, Anstey, Leicester. Tel: Leicester (0533) 363674/362172/363313 (Sales)

Status Garages (Leicester) Ltd., Nelson Street, Leicester. Tel: Leicester (0533) 544123

Thos. B. Williams (Ashby Parva) Ltd., Ashby Garage, Ashby Parva, Lutterworth, Leicester. Tel: Leire (0455) 209191

Lincolnshire
London Road Garage (Boston) Ltd., 200-202 London Road, Boston, Lincolnshire. Tel: Boston (0205) 63293/65034

Malletts of Lincoln, 247 Lincoln Road, North Hykeham, Lincoln. Tel: Lincoln (0522) 681 463

Greater Manchester
Anderson Motors (Hale) Ltd., Bancroft Road, Hale, Altrincham, Greater Manchester. Tel: 061-980 8004

Woolfold Motor Company Ltd., Mill Lane, Woolfold, Bury, Greater Manchester. Tel: 061-764 8191

Saab (Manchester) Ltd., Water Street, Greater Manchester M3 4JU. Tel: 061-832 6566

Westune (Scandinavia) Ltd., Crown Lane, Horwich, Bolton, Greater Manchester BL6 5HW. Tel: Horwich (0204) 68621

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

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

Mayfield Garages Ltd., 574 Aigburth Road, Grassendale, Liverpool, Merseyside. Tel: 051-427 3500

Sherdley Hall Garage, Aspinal Place, Thatto Heath, St. Helens, Merseyside. Tel: St. Helens (0744) 55333

Norfolk
Hannant & Sons Ltd., Newton Road, Castle Acre, Kings Lynn, Norfolk. Tel: Castle Acre (076 05) 238

Harvey Lane Garage Ltd., 32-36 Harvey Lane, Norwich, Norfolk. Tel: Norwich (0603) 33536

Kim Cairns Motors Ltd., St Edmunds Terrace, Hunstanton, Kings Lynn, Norfolk. Tel: Hunstanton (048 53) 33633

Northamptonshire
Rothwell Autopoint (Ringsloe) Ltd., Desborough Road, Rothwell, Northampton. Tel: Kettering (0536) 710250/711218

Wonow Limited, T/A Marefair Motors, Freeschool Street, Northampton. Tel: Northampton (0604) 37122/22502

Northumberland
Gordon Ramsay Ltd., County Garage, Hexham, Northumberland. Tel: Hexham (0434) 602184

John Rutherford & Sons Ltd., The Station Garage, Cornhill-on-Tweed, Northumberland TD12 4UG. Tel: Coldstream (0890) 2146/7/8

North Yorkshire
Brecks Garage Ltd., Malton Road, York. Tel: York (0904) 55787

Signpost Motors, Rossett Green, Harrogate, North Yorkshire HG2 9LQ. Tel: Harrogate (0423) 879777

T. Smithwaite Ltd., East Road, Northallerton, North Yorkshire. Tel: Northallerton (0609) 3921/2

Nottinghamshire
Blacknell Motors Ltd., Lane End Garage, Melton Road, Tollerton, Nottingham NG12 4EN. Tel: Plumtree (060 77) 4021

Co-op Garage, Clipstone Road West, Forest Town, Mansfield, Notts. Tel: Mansfield (0623) 21166

S. V. Milnes & Sons Ltd., The Garage, North Muskham, Newark, Nottinghamshire. Tel: Newark (0636) 703232

Nattriss Garage (Mapperley) Ltd., 499-503 Woodborough Road, Nottingham. Tel: Nottingham (0602) 606574

Oxfordshire
Belsyre Garage, 75 Woodstock Road, Oxford. Tel: Oxford (0865) 57028

Orbit Motors, East Hanney, Wantage, Oxon. Tel: West Hanney (023 587) 257

White Horse Garage (Banbury) Ltd., 21-27 Broad Street, Banbury, Oxon. Tel: Banbury (0295) 50733

Shropshire
Westbury Garage (Salop) Ltd., Westbury, Nr. Shrewsbury, Salop. Tel: Halfway House (074 378) 457/611 (Sales)

South Yorkshire
Fenton Service Station, Wortley Road, Rotherham, S. Yorkshire. Tel: Rotherham (0709) 551155

Gordon Lamb (Sheffield) Ltd., 115 Ecclesall Road South, Sheffield, South Yorkshire. Tel: Sheffield (0742) 369946

Reg Morris Garages Ltd., Doncaster Road, Westwoodside, Haxey, Doncaster, S. Yorkshire DN9 2DR. Tel: Haxey (0427) 752332

Staffordshire
Anson Garage (Rugeley) Ltd., Market Street, Rugeley, Staffordshire. Tel: Rugeley (088 94) 76113/4

R. H. Breese & Son, Yarlet Bank Service Station, Yarlet, Nr. Stafford. Tel: Sandon (088 97) 248

High Lane Autos, High Lane, Tunstall, Stoke-on-Trent, Staffordshire. Tel: Stoke-on-Trent (0782) 84527

Surrey
Bell & Colvill Ltd., Epsom Road, West Horsley, Surrey KT24 6AU. Tel: East Horsley (048 65) 4871

Berdan Ottershaw Ltd., 103 Spinney Hill, Addlestone, Surrey KT15 1BA. Tel: Ottershaw (093 287) 3726

Valley Service Station Ltd., 2 Outwood Lane, Chipstead, Surrey. Tel: Downland (073 75) 53464 (Showroom) 53771 (Workshop)

Sussex
Ballamy's Garage (Shoreham) Ltd., 120 High Street, Shoreham, West Sussex. Tel: Shoreham (079 17) 2456/61791

Jermyn & Sons, 8-14 Seaside, Eastbourne, East Sussex. Tel: Eastbourne (0323) 640139/0

Mann & Woodland (Car Sales) Ltd., 10 Medina Place, Hove, Sussex. Tel: Brighton (0273) 71807/720276

Shore Road Garage Ltd., Shore Road, East Wittering, Chichester, West Sussex. Tel: West Wittering (024 366) 2711

Turners Hill Garage Ltd., Turners Hill, Crawley, East Sussex. Tel: Copthorne (0342) 715467/715380

Somerset
Astley Motors, 12 Oxford Road, Pen Mill Industrial Estate, Yeovil, Somerset. Tel: Yeovil (0935) 26701/2

W. E. Bishop & Sons, 60 East Reach, Taunton, Somerset. Tel: Taunton (0823) 88351/2

Ray Hartnoll Motors (Somerset) Ltd., Furnham Road, Chard, Somerset. Tel: Chard (04 606) 2821/2

Suffolk
Dales Service Station, Dales Road, Ipswich, Suffolk. Tel: Ipswich (0473) 42547/43886

Horn Hill Garage Ltd., Horn Hill, Lowestoft, Suffolk. Tel: Lowestoft (0502) 3955 & 65692

Kings Autosales (Bury) Ltd., Street Garage, Barrow, Bury St. Edmunds, Suffolk IP29 5AP. Tel: Bury St. Edmunds (0284) 810411 & 810818

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Pearsons Garage, Whitley Road, Longbenton, Newcastle-upon-Tyne, Tyne and Wear. Tel: Newcastle (0632) 668223

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

West Midlands
Highgate Garage Ltd., West Bromwich Road, Walsall, West Midlands WS1 3HY. Tel: Walsall (0922) 22695 & 27819

Eachelhurst Garage, Eachelhurst Road, Erdington, Birmingham, West Midlands. Tel: 021-351 1027

Five Star Motors Ltd., Hagley Road, Halesowen, West Midlands B63 4JS. Tel: 021-550 6416

Mists Garages Ltd., 138 Soho Hill, Handsworth, Birmingham, West Midlands. Tel: 021-554 2219/6311/6314

Wootton Wawen Garage, Stratford Road, Wootton Wawen, Solihull, West Midlands. Tel: Henley-in-Arden (056 42) 3647

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

Causeway Garage (Chippenham) Ltd., London Road, Chippenham, Wiltshire. Tel: Chippenham (0249) 55871

Swindon Motor Company Ltd., 34 Wood Street, Swindon, Wiltshire. Tel: Swindon (0793) 22085/35524

West Yorkshire
Robert Bowett Ltd., Dewsbury Road, Ossett, Yorkshire. Tel: Ossett (0924) 276023

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

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

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

J.C.T. 600 (Bradford), Killinghall Road, Bradford, W. Yorks. Tel: Bradford (0274) 392321/667234

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

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

Thompson & Harvey Cars Ltd., 32/34 Belfast Road, Bangor, County Down. Tel: Bangor (0247) 50966

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

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

Ivan Wilson, Screen Road, Coleraine, Co. Londonderry. Tel: Coleraine (0265) 4045

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

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

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

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

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

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

Adrian Smith Motors Ltd., 829/831 Great Northern Road, Aberdeen. Tel: Aberdeen (0224) 696751/699850

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

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

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

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

Shetland Isles
G. W. Sharp, Gibbleston Road, Scalloway, Shetland Isles ZE1 0TX. Tel: Scalloway (059 588) 377

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

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

Whitecraigs Motor Co. Ltd., 60 Tantallon Road, Shawlands, Glasgow. Tel: 041-649 8281/2/3

Tayside Region
Dickson Motors (Perth) Ltd., Dunkeld Road, Perth, Tayside Region. Tel: Perth (0738) 28211/7. Telex: 75403

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

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

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

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

Meusydd Garage, Llandeilo, Dyfed. Tel: Llandeilo (0558) 823533

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

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

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

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

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

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

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

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

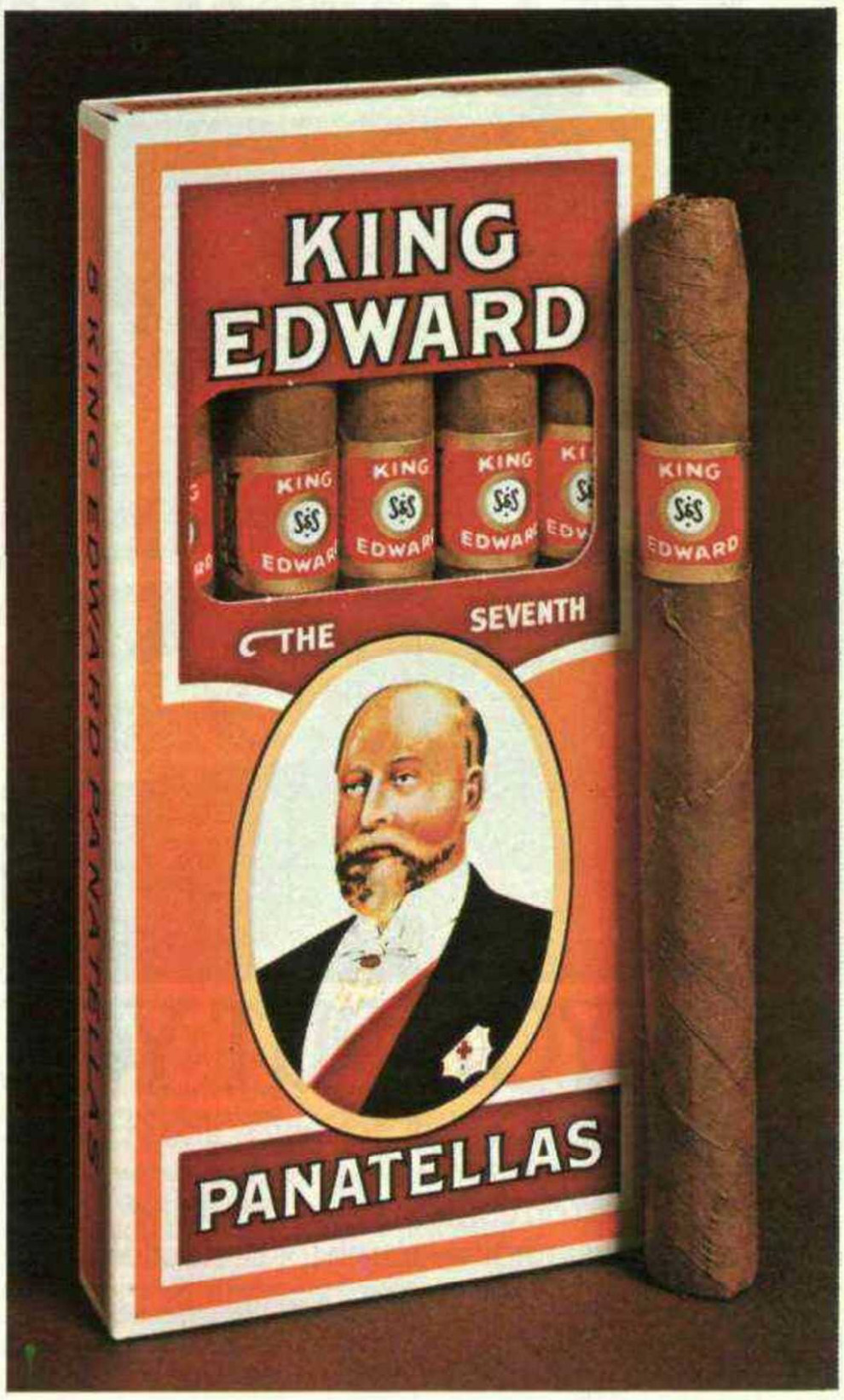
SAAB



ABOVE, the Group C class winning Rondeau of Rolf Stommelen and Henri Pescarolo crosses the Adenau Bridge at Breidscheid, The car was slightly delayed by Stommelen's illness during the race, but still finished second overall. Below, Guy Edwards rounds the Nurburgring's famous Karussell in the Lola T610, which unfortunately retired with engine failure.



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LANCASTER, Mobile Radio, 14 Lower Church St.
LEAMINGTON SPA, Clarendon Motor Services
(Leamington) Ltd., 75 Clarendon St.
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Mobile Radio (Preston) Ltd., 85-87 Fylde Rd.
READING, Motolec, 139 Caversham Rd.
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REDHILL, Road Radio, 93 Brighton Rd.
RIPON, Ripon Auto Electrics, Blossomgate.
ROMFORD, Molson Distributors, 187 South St.
SCARBOROUGH, A.C.C. Ltd., 35/43 Trafalgar Rd.
SHEFFIELD, Autosound Services, 306/310 Shalesmoor.
SLOUGH, Motolec, 175 Bath Road.
SKIPTON, Car Radio (Skipton), Unicorn Buildings, Devonshire Pl.
SOUTHAMPTON, Anglesea Car Radio, 23-27 Church St, Shirley.
Sextons I.C.E., 37 Bedford Rd.
STAFFORD, G.T. Autos, Drummond Rd., Aston Field Ind. Est.
STAINES, Ashford Car Radio, Norris Rd.
STOCKPORT, T.S.A. Car Radio, 33 Greek St.
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VIRGINIA WATER, Wentworth Car Radio, 409 Stroud Rd.
WAKEFIELD, T.S.A. Car Radio, Garden Rd.
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YORK, Autosound Services, Toft Green.
Motorists Mecca, 148 Micklegate.
CHANNEL ISLES JERSEY, Selecta Vision, 20 Beresford St., St. Helier.
GUERNSEY, Sound Track, Church Sq., St. Peter Port.



TRACK TEST

Ferrari 512S

Magnificent machine

". . .as the solid pack of big sports cars thundered away towards Curva Grande *it made Grand Prix racing seem a bit tame."* MOTOR SPORT, *June 1970, Monza, Northern Italy.*

THE quote belongs to D.S.J. of course, but it seemed particularly apt to sum up the sheer vitality of a 1969-built Ferrari 512S that I was recently privileged to drive at Goodwood. Some 12 years after this magnificent machine first appeared, part of a series built by Ferrari for Group 5 World Championship sports car racing against the Porsche 917, I found none of the enthusiasm for such a 5-litre V12 racing sports car had diminished. One hardened eighties Grand Prix photographer summing it up beautifully by saying; "look no Turbo — and suspension movement: a *real* racing car!"

The best stories always happen with a degree of luck, and mine was phenomenal the Friday that Modena Engineering had picked for their annual Sussex test day at Goodwood. Now the motoring equivalent of a members social outing in the horse racing World, the Modena day had been signalled for me by an increasing awareness that this was one day that couldn't be missed for fun and Ferraris. Originally, a Le Mans-bodied 512 BB had been my steed for the day, but when the oil cooler went on this vehicle, which I had felt would be something of an ultimate tuning test, *Pink Floyd* drummer and Morntane Racing Ltd proprietor Nick Mason turned up trumps with a vengeance.

Instead of the usual, "I'm sorry it's broken; go away," reply to my enquiry after the BB512's location, I was greeted with, "do you think you'd mind driving the 512S instead?" Mind! I was overwhelmed. Gentlemen do not discuss these things, but plebeian journalists such as myself know that such a vehicle is worth the thick end of £100,000 these days. Even that pales beside the fact that Ferrari built these 5-litre machines in such limited quantity (25 were demanded by the regulations: some experts estimate 30 or so were actually made) that each one is likely to have an interesting history, besides being the summit of Ferrari sports car racing power in Europe. This prior to the 3-litre flat 12 (312P) which won them their last sports car World title in 1972. In 1973 Ferrari were beaten by Matra and withdrew, concentrating on GP racing ever since, though persistent rumours say we will have Ferrari back in sports car racing before the close of the 1982 season.

I seized the opportunity of driving the car, but I should make it clear that appearing in these pages does not make it an authenticated historic car. I drove it simply for the experience and I think Nick Mason owns it purely for the pleasure it gives, which is why some details have been altered to enhance such pleasure, rather than preserved in the name of history, which was impossible in this case. This is a *working* vehicle: two days after I drove it Mason appeared with it at Donington, racing under that often lucky number 7, when it won the Atlantic Computer Ferrari Challenge at an average of 79.97 m.p.h. with a new record lap for the category that averaged 85 m.p.h. (1m 22.9s). Not once was the subject of it racing so soon after my test mentioned, and two separate sorties on to the moderately crowded Goodwood circuit were permitted.

A fiery history would be a popular press verdict on this Ferrari red Spyder presented before the marquee at the Sussex circuit. Working with Doug Nye's factory Ferrari listings and contemporary MOTOR SPORT reports, we established that chassis 1026 had raced both in closed (Berlinetta) and open (Spider) trim, the car presented in very suitable topless form for the hot June test day.

If anything, Mason is modest about the chassis plate's history. The original chassis is only claimed to have covered four world championship events, but the factory list pinpoints a fifth. Built in 1969 the original listing began: Jan. 31st and Feb. 1st 1970: Daytona 24 hours, 34rd overall. In this event Ickx replaced Merzario in the car (race number 28) to team up with Andretti, but they still lost their safe second place with welding stops to locate the rear suspension, giving best to Porsche. March 21st, 1970 and the 512 S appeared as Berlinetta for Giunti and Vaccarella in the Sebring 12 hours. When Andretti suffered gearbox failure in his pole position-winning Spider (race numbered 19) he transferred into Chassis 1026 (carrying 21) and completed Ferrari's only 1970 win in the World Championship. They covered 1,289.6 miles at an average 107.03 m.p.h., beating the surprisingly effective Steve McQueen / Peter Revson Porsche 308 combination by 22 seconds. Next date in chassis 1026 history was April 25th at Monza, where the factory lists it as a Spider and contemporary journalism as a closed Berlinetta coupé, but both agree it was for Amon and Merzario to finish fourth: in fact Chris Amon took over the second placed Ferrari in the closing stages. In MOTOR SPORT's colour section for Monza the original Amon 512, wearing number 1, looks to have a roof.

Finally in the Morntane record there is the

listing for Le Mans of 1970, Bell and Peterson withdrawing after 4 hours as Bell was included in that expensive 512 rain pile up of that year which eliminated the bulk of Ferrari factory 512s. At that 1970 Le Mans, 11 examples of 512 were entered, four of them factory entries.

However the works history also lists chassis 1026 as having competed in the Spa 1,000 kms. of 1970 (May 17th, nearly a month before Le Mans 1970) where it qualified fifth fastest and finished fourth, wearing race number 7 in an event dominated by the 160 m.p.h. plus pace of the now 5-litre JW Porsche 917s. The drivers on the latter occasion were Giunti and Vaccarella.

An honourable history, but much of the car was wiped out in its next assignment. Solar Productions and Steve McQueen acquired the works machine for filming the epic *Le Mans*. Once again Derek Bell ran out of Le Mans luck and the car, not for the first time according to my less than perfect research, was engulfed in flames. The fire, which had been intended for confinement within the cockpit, spread totally out of control and original machine was gutted.

At this point the car disappears from view in the custody of a Frenchman who eventually brought it to Britain for a rebuild. Nick Mason tells us, "upon seeing the estimate, he was given oxygen and fled back to France in an ambulance".

Enter Bob Houghton. A former employee of Graypaul Motors — and very well aware of the debt in experience gathered at that employment — Bob Houghton moved on to be a partner of Vic Norman's in Rosso, the restoration specialists, before setting up on his own six months ago. Working from premises at 30a Elliott Road, Lovelane Industrial Estate, Cirencester, Bob has been involved with this 512S throughout its British restoration and subsequent racing career in the hands of Mason. Since almost every Ferrari seems to now wear the tag ex-N. Mason it seems worth recording the fact that said quiet rock star is a director of Modena Engineering and that he actually owns, "5½ Ferraris! I share the BB 512 Le Mans with Steve O'Rourke", he told us before declaring sole ownership of a very pretty Dino 206 racer that also appeared at Goodwood; then there is the GTO that C.R. once drove for this magazine (250 GTO); a fairly recently arrived Daytona that once belonged to J. Ickx and the 512S. As he is not the boasting type he didn't add that there are now close to 30 cars in his personal armoury, including a D-type, the Monte Carlo-winning Tyrrell and many more. . . .

Bob Houghton described the restoration in these terms, "the chassis work from a basket of bits was started at Graypaul and followed me after a month or so to Rosso. We had to use a jig to square it up and there were a few repairs to make, but it is the original tube and aluminium mixture. The body was new: we had a 512 tail section, but we had to mould a new nose. That windscreen doesn't quite fit because it is intended for the later M and the headlamps are Lucas instead of Marchal, but the inner Carello lamps are right.

"The suspension is fabricated from a T45 steel and it was really just a question of crack testing, just as we used for many of the engine components. We made up tie roads and fitted new rose joints and, or course, the magnesium steering rack had burnt out in the fire, so that had to be replaced too.

"The braking system was just a question of getting straightforward replacements from Girling: discs, calipers and so on. As you'd expect we had to renew the master cylinders and hydraulic system too.

"I'm used to working with Ferrari engines and would say that they are usually very strong and reliable, providing you can spend the time on them. In this particular case the 48 valve motor needed about 300 hours to properly rebuild and it's worth knowing that they are not *that* strong: they did have trouble with the connecting rods at 8,900 r.p.m. and more. I know one owner uses 9,500 r.p.m., but with this car we stick around 8,000 and pick an intermediate gearing that means Nick can have fun at a variety of tracks without the bother of changing ratios; that's the difference when you are racing for fun. . . ."



THE owner enjoying a gentle afternoon drive. . . .

In the same way the owner had Houghton build what amounts to a centre console to bring all the controls within carefully labelled reach and the starter is by push button rather than the original key. The seats are in blue Nomex rather than the Ferrari black with red inserts that you would have found in 1970.

Inside the engine there are a number of interesting details that mere mortals don't often hear about. Originally the cylinder liners within the aluminium alloy composite construction were of cast iron. Now they are of Chromal, as used in the 512M. The connecting rods are crack tested originals and the new pistons are by Borgo, as before. Vandervell bearings, and there are seven main bearings, are utilised as one would expect, but the back main bearing is designed to work in conjunction with the transmission arrangements and is of the Metal Indio type. The original crankshaft was used again, a magnificent piece of work that is machined from a solid steel billet with all the inherent strength you would hope for in a design intended to realise nearly 600 b.h.p. and work reliably for a 24 hour race.

Speaking of this, the fifth such 5-litre Ferrari V12 rebuild he has tackled Houghton felt, "the real problem in Ferrari work is not the engines or any other mechanical problem: it's just getting the parts that is hard!"

While the road test Renault 5 Turbo attracted astonishing attention midst the ranks of sparkling Ferraris in the paddock, I entered the Ferrari in a manner that emphasised the feeling of sports car, rather than sports *racing* car. For the large red machine came complete with push button doors and interior pull cords like those of an old Mini. There was enough space to wriggle comfortably into position, whereas a modern formula car requires a great deal more skill in threading ankles and toes into the right places. The foot pedals were ideally spaced and at the right distance for the tester, the three spoke RHD steering wheel a convenient arm stretch away. I remembered Chris Craft once commenting of his Capri, after I had raced wearily around Donington in it: "if you think that's heavy, you wait until you drive a 512 Ferrari, mate". I was absolutely sure the experience would never come my way. Now that it had, Bob Houghton was swift to supply confirmation of that remark with the wry observation, "that's right: they've got about 13 degrees of castor wound into 'em!" Incidentally Craft set this car up for Mason after the rebuild during a test session at Brands Hatch.

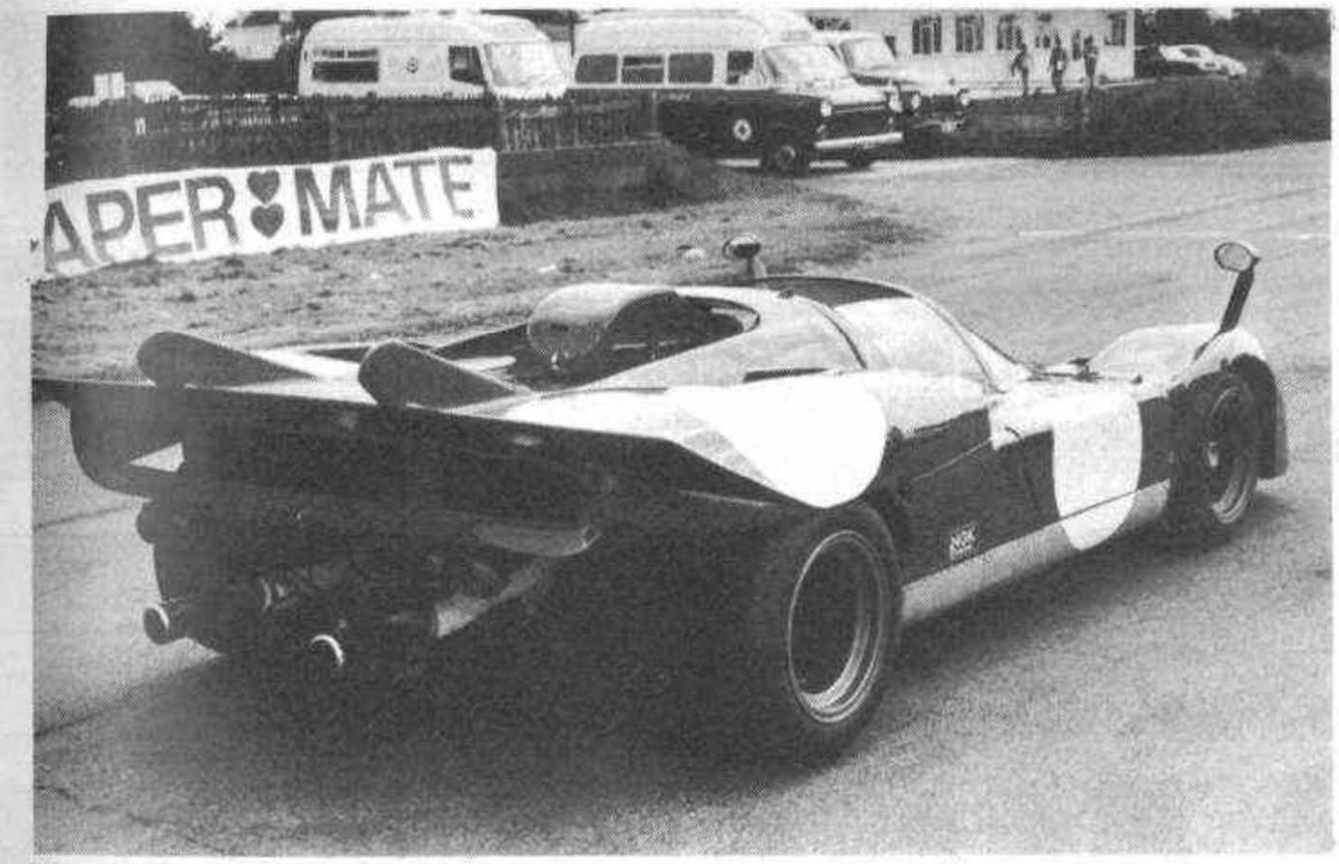
Thoughtfully attaching the seat belts I gazed in some awe at the instrumentation around the sparkling cockpit. Directly in front of me there was a big 0-10,000 r.p.m. tachometer with the redline indicated at 8,000 r.p.m. To my left three gauges, the first a combined fuel pressure and oil pressure dial with a vertical division and separate needles for the kg. / cm. scales. "Make sure the oil pressure is between six and nine, when you are going" Houghton advised: there was never a tremor, the needle staying stably between those two points. Next door was another combined gauge, this time with two needles reading off around the same 50 to 130°C scale, one indicating under 50 degrees for the oil most of the time and the water around 80°C. Finally there was an ammeter marked up to plus and minus 60 V.

The new centre console carried such racing sophistications as screen washers, wipers, lights and even flashing indicators! Ferrari and Porsche really had to make an identifiable two-seater sports car for the Group 5 of 1970. Reassuring to one who was beginning to wonder if this was not all too comfortable and cosy were the ignition master switch with safety guard over the top and a separate master switch.

To the right of the fascia and the driver there was yet more pure racing equipment, including the high pressure electric fuel pump that has to be turned off after propelling this desirable detached property out on the circuit. The push button starter was located just above.

Also on the right was found the distinct gear-change gate that Ferrari provide with the layout

R 2 4
1 3 5



". . . the car was too wide to queue up behind more mundane Ferraris. . . ."

and an interlock mechanism to prevent you missing out any gears on downchanges. Reverse is guarded by a small sprung bar, but willing helpers turned up instantly the engine was fired to move the car back out of the Goodwood pit lane, ready for a straight launch out to the circuit: the car was too wide to queue up behind more mundane Ferraris! Although the mood was surprisingly lighthearted (considering that a stranger was about to depart in such a powerful and expensive machine) I experienced a small insight into the way in which Mason must go racing. The laughter occasioned by driver and Mason both getting dollops of sticky new windscreen goo over their hands was suddenly stilled whilst the mirrors atop those elegant columns were accurately positioned for me. There should not have been anyone pressing me too hard on a light hearted day, especially as this must have been by far the most rapid Ferrari out on the circuit, but just in case.

Of course the warmed engine fired immediately, but there was no chance of my listening to all the mechanical threshings that give journalists such acres of prose when driving the road cars. Just glorious exhaust trumpeting as I blipped the throttle between two and three thousand r.p.m. in an effort to avoid the inevitable stall. Failure left the motor silent only for a second and there was no mistake about our forward motion as I let the clutch in gradually between the two five and three thousand marks on the tachometer.

From the data panel you will see that this astonishing machine can exceed 100 m.p.h. in *second* gear, given an 8,500 r.p.m. use of crankshaft revolutions. I settled for 7,000 r.p.m. to learn the gearchange and car balance. This limit still provided a solid 62 m.p.h. in first, 88 m.p.h. in second and 111 m.p.h. in third. At first that was all I could manage: just prod gingerly up the tachometer scale beyond 5,500. Which maximum torque point sees the Spider Ferrari hurtle forward at its road-going brethren with a ferocity that left me — and I expect other drivers within those Daytonas, Dinos and an unexpected number of Porsches — quite startled.

The engine is the outstanding memory for a stranger. The power is just delivered to your right foot's command in an unremitting stream. The astonishing 5-litre 12 is capable of pulling from 4,000 r.p.m., or even 3,500 in fifth, with road-passable manners. Yet the *raison d'etre*, sheer blood red performance, is so exciting; so instantly delivered, that one reminds oneself constantly that emotion must not over-rule the facts. This driver probably couldn't afford one 24 valve bank of an engine rebuild, never mind up to 300 hours expertise for a split second's recklessness.

Yet such dismal thoughts pass only fleetingly. There is an over riding joy in just handling the car, even at these initially pedestrian (by 512S standards) speeds. The gearchange is like the clutch and steering: a heavy initial feel of precise mehanical operations going on within. Push the changes through faster and you find that even this comparatively large ZF is capable of matching the speed at which you want to move your hand. Sometimes I would lose track of which ratio I was in, simply because there is so much flexible power available in any gear! However there was little chance of doing any serious motoring in fifth, for it was barely registering interest at 4,500 r.p.m. or so when I did experiment early on with this 200 m.p.h. ratio.

As confidence grew in the braking, which actually had quite a bit of gentle weave over Goodwood's cambers, I found my courage extended only to giving the car full fourth gear throttle along the Lavant straight (6,800 r.p.m.) or along from Madgwick to Fordwater (6,500 r.p.m.). This brought me within kissing distance of 140 m.p.h., which seemed quite fast enough as the verges roared toward an apparently 20 ft. wide Ferrari. I must say the others on the circuit gave us a suitably wide berth, some practically clambering into the shrubbery in their efforts to avoid this majestic echo of the seventies.

Steering? Initially I just thought Craft *et al* had been kidding. Sure, it was not featherlight Lotus in feel, but neither could it be described as requiring any muscle to gain a response. Then the temptations of accelerating hard in third from St Mary's to the Lavant hard right brought a revelation. Arriving more rapidly than before, I turned the wheel with an urgent command. Immediately the whole car began to respond. There was enough roll for the horizon to tilt across the top of that deep, deep, screen. The engine gruffly answered the call for power, while the steering load at the rim needed trebled effort to keep the car pointing in at the apex.

I could not imagine how those Ferrari works drivers kept up the kind of wheel lifting pace that Andretti demonstrated in that beautiful MOTOR SPORT 1970 colour shot from Sebring in an open 512S. The thought that such people had raced these cars at venues like Spa-Francorchamps and Le Mans was enough to confirm in my mind that these Ferraris, although comparatively unsuccessful against the 4.5 and later 5.0 litre 917s of the era, still belong in any motor racing roll of honour.

When I brought the 512S coasting into the pits after my first outing, Nick Mason reacted in a very unexpected and generous manner. "Come on, it's time to really enjoy yourself. Take that awful helmet off and try some *real* fresh air motoring. . . . Borrow my open face lid and try it again."

At first I was terrified. The engine sounded so much *louder*, blaring away on sections that had produced a comparative whine with a full face helmet. Reassured that the oil pressure had not even thought about wavering, much less betray Bob Houghton's justified confidence, I motored on.

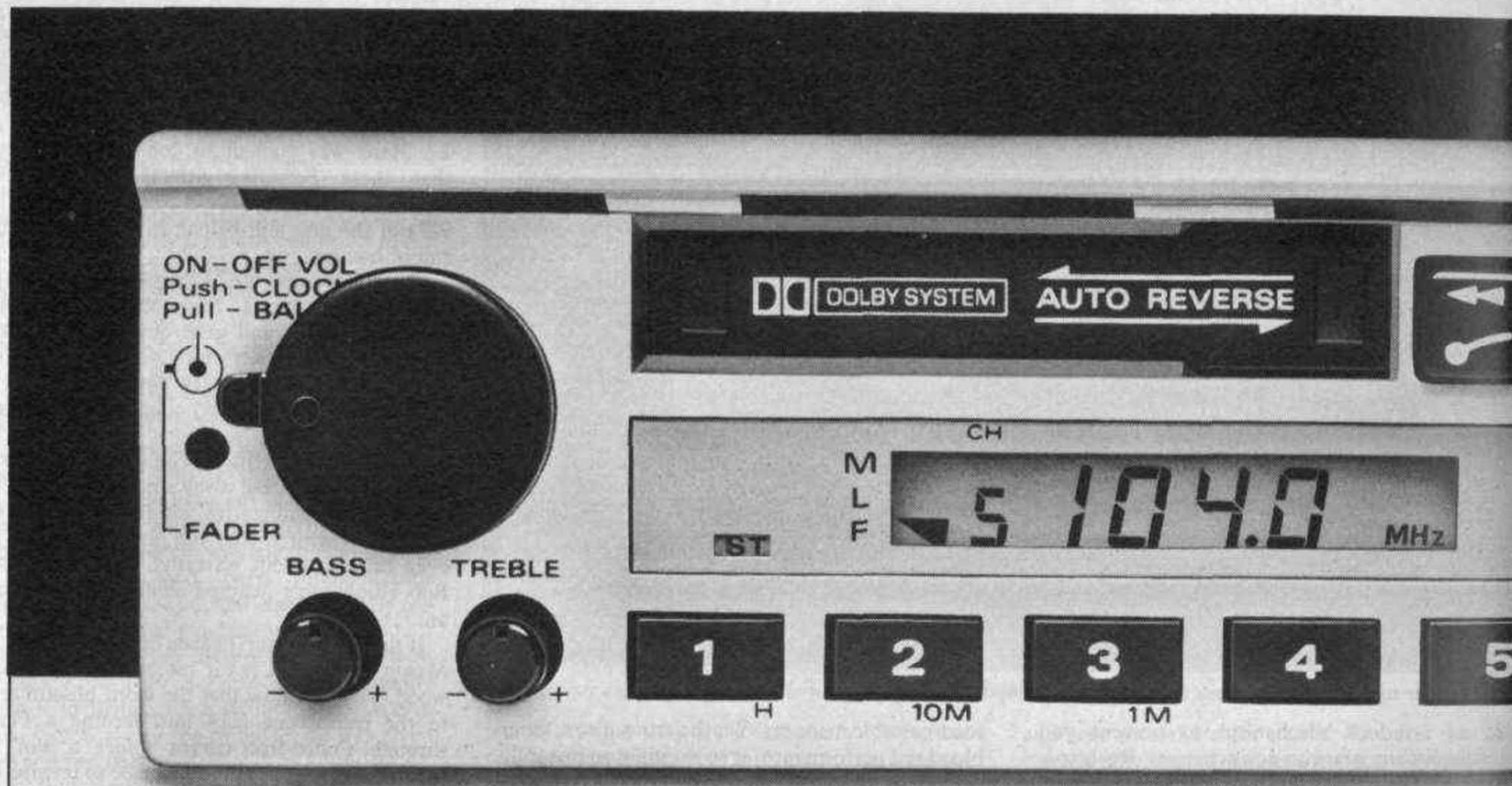
If there is a Ferrari heaven on earth I think Mr. Mason discovered it for me at "Glorious Goodwood." I know now that the word blissful refers to the trance one goes into feeding a Ferrari through Police-free curves under a sun that threatens to fry you, should one be so unwise as to ever interrupt such perfect progress. As you would expect it's not even draughty behind such a comprehensive windscreen, but enough cool air dives in through the roof aperture to make sure all the hot air coming from the driver's brain is simmered toward reasonable behaviour.

Finally, courtesy demanded that I take the car back. End the glorious marriage of motor racing dreams and a car worthy of recreating such long lost proper motor racing ambitions as I used to have. I am sure if any of the real Ferrari sports car drivers from that era are reading this — Ickx, Amon, Andretti and Surtees amongst them — they may well snort and think: "sure it was a nice engine but that truck just wasn't good enough to beat Porsche. It was a racing car that didn't quite do a winning job." Maybe they will write and tell what they remember about the 512?

On behalf of MOTOR SPORT I should simply like to close by saying a heartfelt thank you to Nick Mason and Modena for letting us loose with such a gorgeous automobile. Chasing a Ferrari 512 tachometer up through the gears, until the World outside becomes a flickering blur against a soundtrack of the best Italian V12, is an experience that is unlikely to be emulated on my personal enjoyment scale. — J.W.

SPECIFICATION: Ferrari 512S (chassis 1026)

Body: external panels in glassfibre for nose, tail and doors; aluminium M-Type airbox and laminated windscreen. Chassis from tubular steel with aluminium skin sections; tubular steel engine and rear framework section.
Engine: 60° V12 of 4,994 c.c. (bore × stroke: 87 × 70 mm.) with DOHC cylinder heads, four valves per cylinder and 11.5:1 cr. Lucas fuel injection, single Champion 56R spark plug per cylinder, single Magneti Marelli distributor. Originally rated 550 b.h.p. @ 8,500 r.p.m. with 371 lb. ft. torque @ 5,500 r.p.m. Sebring 1970: another 40 b.h.p. claimed after engine breathing modifications.
Transmission: Triple plate Borg & Beck clutch. Five speed transaxle based on Ferrari-modified ZF with interlock sequential change pattern. On 26/27 final drive @ 8,500 r.p.m. limit gear speeds are: 1st, 78 m.p.h.; 2nd, 104 m.p.h.; 3rd, 140 m.p.h.; 4th, 168 m.p.h.; 5th, 202 m.p.h.
Suspension: Front, independent via double wishbones and coil spring / shock absorber units. Rear, single upper link and long trailing rod, lower wishbone; coil spring / shock absorber units. Front and rear anti-roll bars. Koni damping.
Brakes: Outboard Girling four wheel ventilated disc.
Cooling: Side radiators, once placed forward of each rear wheel.
Lubrication: Dry sump fed at 100 to 128 p.s.i.
Wheels & tyres: Campagnola five spoke. 10.5 in wide (F) and 14 in wide (R) with M&H racing tyres for test.
Weight: 820 kg. / 1,804 lb. **Wheelbase:** 2,400 mm. / 94.49 in. **Front track:** 1,518 mm./59.76 in. **Rear track:** 1,511 mm./59.49 in.



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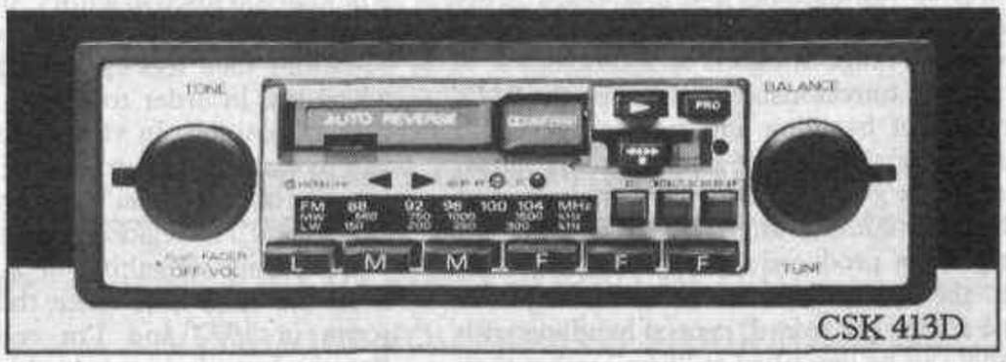
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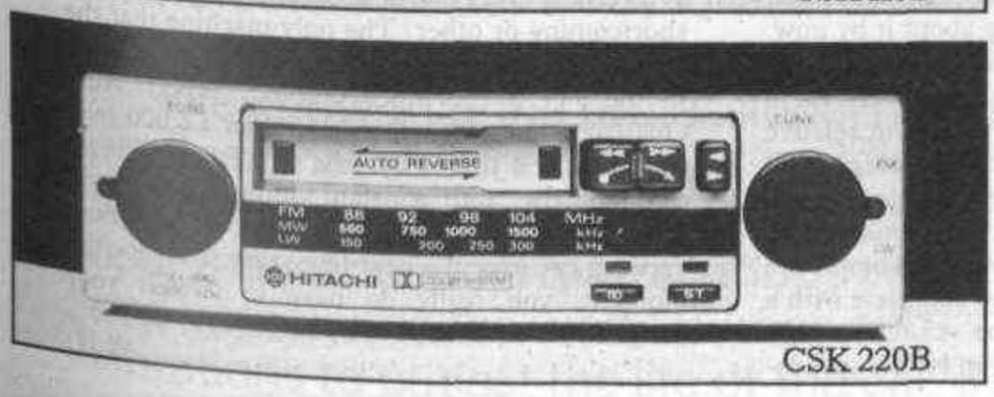
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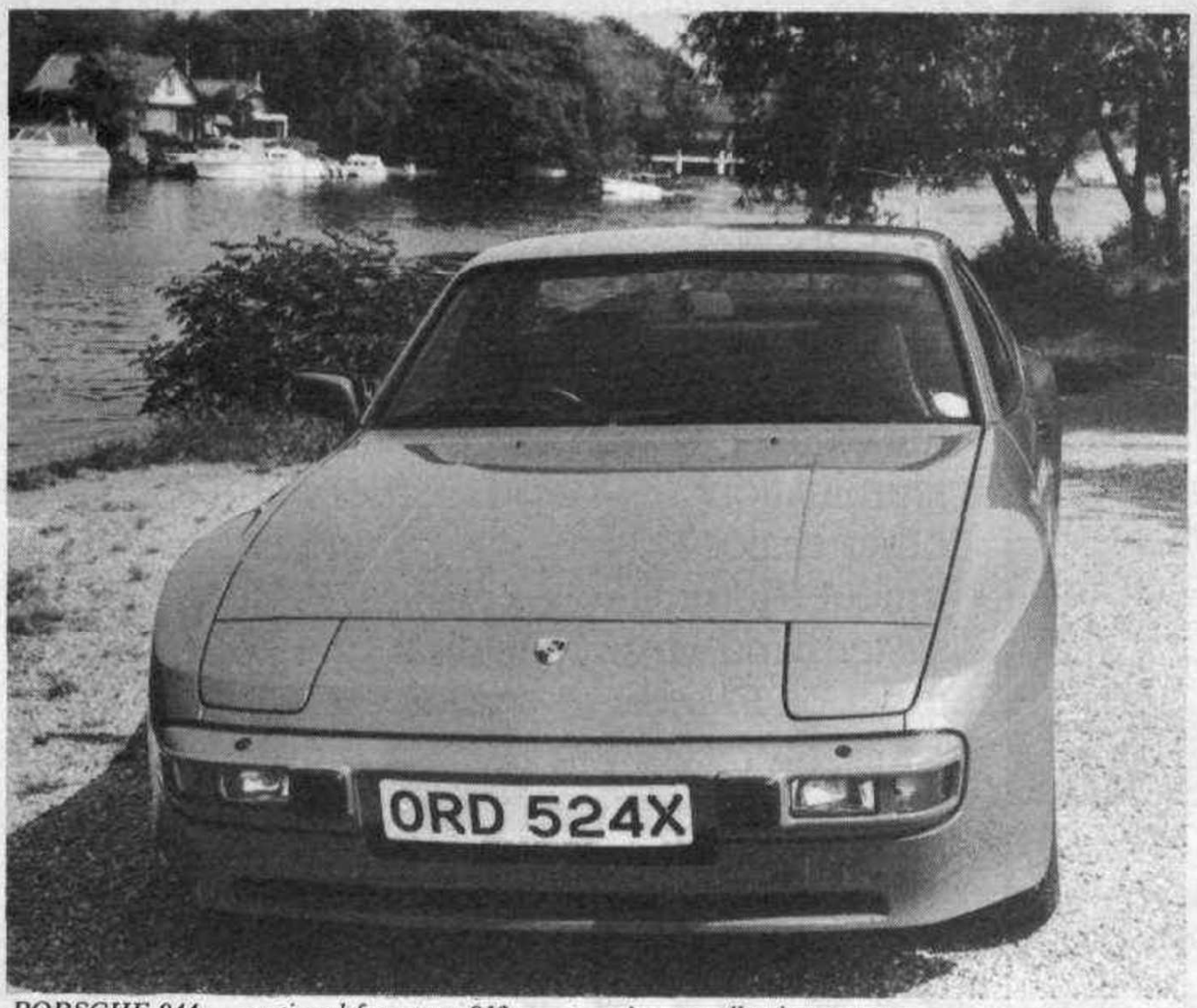
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PORSCHE 944 — continued from page 912

car moves away from standstill without any trace of shudder or judder — even a really quick start results in merely a brief squeal from the rear tyres and then a smooth race up to 60 m.p.h. in less than eight seconds. This may not exactly put the £12,999 Porsche in the super-car class, but it's certainly not far away and the acceleration figures and the 137 m.p.h. quoted top speed only tell part of the 944 story. The mid-range torque and flexibility are quite remarkable and acceleration from, say, 70 to 90 m.p.h. takes a most reasonable 10.4 sec. Although the rev. limiter is set at 6,400 r.p.m., there is little point in revving the unit past 5,000 r.p.m. for everyday performance motoring. Using the gears to full advantage, 60 m.p.h. can be achieved in second gear, 85 m.p.h. in third and over 110 m.p.h. in fourth. You'll be beating the consumption well down into the lower twenties if you do that, though, but if you drive moderately quickly and take full advantage of the car's flexibility, then 30 m.p.g. is easily within reach of the average driver. And some we know have pushed the figures up towards the 40 m.p.g. mark! This coupled with the car's 14.5 gallon fuel tank makes for a potential range in excess of 550 miles!

It would be unreasonable to describe the 944's combination of handling and ride as "perfect", but it's not far short of the perfect compromise. No Porsche we've ever driven has quite managed to capture the contour-hugging ride which seem regularly to be produced by Ferrari and Lotus, but on the other hand the 944 manages to combine amazingly secure, neutral handling with a ride that can be described as "firm" rather than "coarse", which is what we would judge the original 924 and 924 Carrera turbo to offer in comparison. In that connection, it must be said that there is more road noise than we would have liked, particularly when the Cinturatos find their way on to cats' eyes or large potholes. It proved particularly frustrating on motorways, when the 944 settled into a fifth gear cruise, because of the contrastingly low levels of mechanical and wind noise. However, one would have thought that to be a small price to pay. . . .

There is a reassuring touch of understeer, but this can be killed at a moment's notice simply by easing one's right foot mid-way through a corner — and even then the transition is gentle and progressive. Beware, however, the wet. Not because the 944 is deficient in any way, but because its high level of dry weather adhesion lulls one into a false sense of security. And bear in mind that the brake pedal response seems a little on the fierce side; it doesn't need much pressure to lock up the front wheels in the wet! With servo assisted ventilated discs all round there was never any indication that this Porsche was underbraked for its performance and, although the front rims quickly built up a layer of brake dust within a few miles' energetic use, there was no diminution of their effect during the course of our test.

Internally, the 944 produces little in the way of surprises, being very like its predecessors in the 924 range. The steering wheel is mounted in a vertical plane and many people will find it too low for their taste. It's not adjustable, so tall drivers will find themselves either sitting too far away from the wheel, or compromising themselves by squashing their legs up beneath the bottom of the wheel rim in order to gain a more commanding driving position. In view of the fact that the 944 and its stablemates are some of the few cars which actually offer a driver's seat with lavish rearward adjustment, this lack of an adjustable steering wheel seems something of a contradiction. It's been the same ever since the 924 came on the scene in 1977 and I'm really surprised that Porsche haven't done something about it by now.

There is sufficient room behind the comfortable, if slightly hard, front seats for a couple of young children to be carried in relative comfort, but this is a driver's car and every facet of its character has been evolved to cater for the man behind the wheel. The rear positioning of the gearbox means that there is plenty of room in the footwell for nicely spaced pedals, complete with a rest pad to the left of the clutch pedal. Immediately ahead of the driver is the speedometer, rev. counter (red lined at 6,400 r.p.m.) and auxiliary gauges dial (including water temperature and fuel contents gauges). The rev. counter also includes within its upper segment one of those "econometers" which I've found so infuriating in many other cars. However, a short spell with the 924 was enough to convince me that this item was included for "one upmanship" purposes: I mean, in how many cars can you cruise down the motorway with your right foot just brushing the throttle pedal at 98 m.p.h. with the "econometer" registering around 35 m.p.g? It made me wonder just how much of a surprise may be in store for those British Grand Prix teams who are currently barracking for the fuel capacity limits to be reduced in order to "protect" themselves from the more powerful forced-induction 1½-litre machines. We should see Porsche's 1½-litre turbocharged engine by the end of this season and I'm pretty convinced that it will be the most fuel efficient turbocharged Grand Prix engine by a considerable margin.

Auxiliary controls will be familiar to anybody who's driven a 944, or a Golf, or an Audi. On the right hand side of the steering column is the windscreen wiper / washer control, while the indicators / headlamp dip / headlamp flasher control is on the left. The lights are switched on by a master switch on the right hand side of the fascia, although flashing the lights in daylight (without the pods up) only activates the spotlights set within the front bumper. Within the centre console there are also three smaller dials which look after the oil pressure, battery condition and a commendably accurate clock. There is a good quality National Panasonic radio / stereo unit fitted as standard equipment with four speakers.

As far as the stowage of luggage is concerned, the 944 has a usable amount of space below its counter-balanced tailgate although one could hardly describe it as lavish unless one abandons all thought of carrying anybody in the rear seats and folds them forward. When the rear seats are erect there is a roller blind that can be pulled back to hide the contents of the luggage compartment from prying eyes. Within the cockpit area there is a small lockable glove box, a centre arm rest cubby hole containing a tape rack and deep recesses within each rear wing. The ventilation system is adequate if you need cool air, but a little difficult to juggle between hot and warm air and although the three-speed fan works efficiently there seems to be comparatively little ram effect from any of the fascia vents without that fan turned on.

As long as you can make do with two seats, or only have a couple of small children, if you're an enthusiastic motorist it is quite honestly difficult to put forward any reason for *not* buying the Porsche 944 at what amounts to an extremely reasonable price tag. You can't argue against it in terms of reliablity or high standard of finish, it's in no way awkward to operate and its fuel consumption is positively frugal. It is flexible and docile in traffic, yet cruises with contemptuous ease well in excess of 100 m.p.h. Glancing round at its rivals, every one of them seems to have some shortcoming or other. The only machine that the writer feels offers more than passing competition to the 944 is the much-vaunted, superb Audi Quattro — but then that is another £2,000 over the Porsche's price! Porsche's policy of shrewd development and constant improvement will doubtless make the 944 an even better and more exciting car over the next few years. But, for the moment, you really do have to stretch your imagination to see how they're going to do it.

A.H.

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ROAD TEST MISCELLANY

The Saab 900GLs

A 2-litre of many merits

IN MAY we made complimentary remarks about the Saab 900 Turbo, tested in automatic transmission form, which is a way of indicating that "Turbo" is no longer associated solely with "boy's racer" machinery, as Renault will endorse. Since then I have been trying out a Saab 900GLs four-door saloon, which is normally aspirated through twin 150 CDSEVX Zenith-Stromberg carburetters, to see how this less complicated model would look to those not needing Turbo performance or with less money to invest. When I collected it I was glad my name was Boddy and not Botham, because the famous cricketer had written off a couple of Turbos at Thruxton shortly beforehand. The GLs turned out to be a compact four-seater of many merits.

The Swedish aeroplane and car company has a high reputation for good quality, especially in the durability sense, and from being two-stroke cars associated with rally road-burning, Saabs have emerged to provide comfort allied to "character".

Indeed, I would say that the comfort of seating and the smooth-running of the fore-and-aft-mounted and 45-deg.-inclined, four-cylinder 1,985 c.c. engine are the Saab's more notable attractions. The twin-carb version of the 900-series has 108 b.h.p. developed at 5,000 r.p.m. with which to drive the front wheels, which are turned by good rack-and pinion power-steering, but this, too low-geared and with a restricted lock, the turns lock-to-lock being 3.6. The 90 × 78 mm. engine performs smoothly down to 30 m.p.h. and under in the highest of the four forward gears but when decent acceleration is required it is necessary to drop into third gear, maximum torque, of 121 lb./ft., being developed at 3,300 r.p.m. The gear shift is quite adequate but somewhat baulky. The same can be said of the cornering, but f.w.d. gives surefootedness. The test car was shod with XZX Michelins, the tyre size being a generous 165 SR15, on 15" wheels.

This carburetted GLs (the single-carburetter GL is an alternative model) does not exceed a top speed of 100 m.p.h. by any great margin, nor is acceleration, at over 13 seconds from 0 to 60 m.p.h., exactly breathtaking. Yet the car, somehow, contrives to take its driver and occupants on long and difficult journeys with far less effort than many larger, and larger-engined, cars. This is in part due to the aforesaid very comfortable seats, the front ones having multi-adjustments, heating, and well-placed built-in head-restraints, but is also a combination of that smooth engine, which does not get really noisy until well opened-up, and coil-spring suspension that absorbs road irregularities most effectively. The excellence of the all-round servo disc-braking also contributes, as does smooth clutch engagement. The substantial hand brake has a well-contrived ratchet release but, working on the front wheels, needs to be fully applied on hills. The clearly-read instruments, and an indefinable but very real sense of integrity which a Saab conveys, are also strong factors in reducing fatigue when unwelcome runs have to be made, such as driving quickly from Donington Park to Mid-Wales *via* the long suburban going through Walsall and Wolverhampton in time to see what BBC Television would make of that exciting Monaco Grand Prix!

On a haul of that kind, away from motorways, this restful Saab 900GLs easily averaged better than 50 m.p.h. without having to push it very hard, or the passenger being aware of its progress. Even driven in such a fashion, the steady-reading large needle of the fuel-gauge drops remarkably slowly, fuel consumption being 29.4 m.p.g. on a less pressing run and 27.4 m.p.g. on faster journeys, with a tank capacity of nearly 14 gallons. With the safety-padded thick-rimmed steering wheel in the straight-ahead position the instruments are revealed as having big dials very clearly marked, to indicate speed, distance, fuel-contents, engine-temperature and time, but no tachometer is fitted. There is a discreet safety-belts not in use warning and fascia switches are illuminated when the car's lamps are in use. The big bow-window windscreen is set well forward and the drop of its sill is slightly non-symmetrical, a faint link with those high-scuttle Saabs of yesteryear. There is a noticeable lack of interior stowage facilities, merely a lockable cubby before the passenger, front door pockets and a useless indentation on the curved screen-sill, with a coin well beside it.

The Saab's three pedals are off-set to the left on the r.h.d. car so there is nowhere except under the clutch pedal to put one's left foot and the ignition-key uses a lock placed down on the centre console, which can be a trifle fiddly, but it locks the gear lever in the reverse location as an anti-thief device, and, in fact, can only be withdrawn with the lever in this location. The boot has a useful capacity. It can be opened without the key, if required. There is additional space beneath it, so the provision of a thin Michelin emergency tyre, legal, but only suitable for speeds up to 50 m.p.h., seems unnecessary. With the ignition on, the running lights come into play, as expected on Saabs and Volvos. All the doors open fully, for very easy ingress and exit and they possess effective "keeps", but the boot lid had to be slammed shut and there were sometimes reflections in the screen. Thick loose-mats are used in the front and rear compartments, the carpeting is good, and mud-flaps are fitted behind front and back wheels.

The Saab has two steering control stalks, the l.h. one for turn-indicators and flick-action lamps dipping or flashing, the r.h. one for wipers, including intermittent action and washers, and the headlamps have their own wash / wipe. The lamps are switched on or off from a rotary fascia-switch. The heating system works well, controlled by three rotary switches, one for the two-speed blower, one for volume, and one for setting the direction of the flow; the last-named switch has seven settings, but in the absence of an instruction book the full subtlety of these was lost on me. There are also a number of swivelling vents, with their own on-off controls. Door handles, window-winders, and the interior trim are of high quality. A pull-out choke lever lives behind the gear lever, the latter being gaitered and having a not entirely foolproof pull-up sleeve to protect reverse.

Helped by the choke, the Bosch starter gets the engine to fire quickly. Two internally-adjustable exterior mirrors are provided and thumb-pushes on the steering-wheel sound the horn. Unduly noisy electric fanning of the radiator may startle the uninitiated after parking the Saab when its coolant is close to boiling point.

There is a non-retractable rear-mounted aerial for the excellent Philips PLL radio-stereo set and another sensible item which gives character to the Saab is the bonnet, easily opened with a near-side release-lever and well-placed safety-catch. The lid then slides forward before dropping over the radiator to give full access to the engine and accessible fillers and components. After 1,234 miles no oil was needed. The engine ran on slightly on 4-star Texaco after the ignition had been cut but one suspects multi-grade service-station delivery pumps. The filler, of "water-bottle stopper" type, is on the off-side, beneath an unlockable flap.

There is little need to say more, because the Saab in Turbo form was praised in these pages only last month, except that I liked the GLs very much, even if, with its very substantial and protruberant front and rear bumpers, it did remind me on an 0-4-0 Hornby loco. . . . The car tested sells for £7,425 (curiously, the Hatchback is slightly cheaper) and the GL 100 b.h.p. The Saab 900 series cars commence at £8,895, with the 99 GL two-door saloon selling for £5,950. Sunroofs are available on four and five-door cars. Saab are fortunate to be situated here in the riverside town of Marlow, and enquiries should be directed to Saab (Gt. Britain) Limited, Saab House, Fieldhouse Lane, Marlow, Bucks., SL7 1LY.—W.B.

Alfa Romeo GTV 2.0



I HAVE been driving this 2-litre coupé which is the former GTV 2000 cosmetically modified to make it virtually the GTV-6, but with the well-proven four-cylinder twin-cam engine replacing the 2½-litre vee-six of this larger-engined coupé. Using twin-choke carburation, a more than adequate 130 (DIN) b.h.p. is produced at a modest 5,400 r.p.m. from this 84 × 88.5 mm., 1,962 c.c. power unit.

Once again I asked myself how can any keen driver resist an Alfa? The supple suspension irons out road irregularities without impairing the excellent roadholding, which is maintained in the rain by the Pirelli P6 tyres, the steering is taut, the engine responsive and with that inimitable note of eager liveliness, and on the GTV there is the advanced De Dion back axle and disc braking all round, the rear discs being inboard.

The interior exudes high quality and the front seats, adjustable for height as well as fore and aft position and squab angle, are truly comfortable. The three square-faced instruments cover oil-pressure, engine temperature, fuel contents with warning light, with four further warning lights (for alternator not charging, ventilator-blower in use, choke out and low brake fluid or handbrake) incorporated on the right of the panel with these gauges, tachometer and smaller speedometer to the left, but all neatly set before the driver. The triple stalk-controls are so contrived as not to be confusing, but the polished wooden rim of the steering wheel, while handsome, is very slippery, likewise the similar gear lever knob controlling a somewhat ponderous 5-speed gearbox with sensibly spaced ratios.

This is very definitely a car to enjoy. Alfa Romeo claim 118 m.p.h. from it, but it seemed more apt to check fuel-consumption. This came out at 27.3 m.p.g. under much the same road conditions in which I recorded 23.2 m.p.g. from the GTV-6, with judicious use of that fifth gear which the engine will pull down to about 30 m.p.h. This time, I was able to enjoy a sun-roof, with a plastic handle, but very easy to open and close, giving cool air with a complete absence of wind buffeting. Everything about the GTV 2.0 is nicely devised, including wind-up head restraints on the front seats and matching hand-throttle and choke controls on the fascia. The price of £8,150 brings this Alfa Romeo into competition with other cars which under-cut the GTV-6, and most drivers will find the performance quite sufficient, even exhilarating, while welcoming the improved fuel economy (the tank holds 54 litres). The only fault was a "short" in the breaker serving the loud horn, which blew continually after a touch on the button, and later came on of its own accord, when we thought we had cured the trouble. I did not go to the Pope's visit to Cardiff or elsewhere, but had I done so it would have been very embarrassing had this happened just as John Paul II had been about to speak (and instant police action would have resulted, though if the car had been locked, what could they have done?) Perhaps as this car was made not all that far from Rome, it *might* have been excused? — W.B.

Vauxhall Diesels

GENERAL MOTORS now have a diesel version of the new 1.6-litre overhead camshaft engine, first seen a year ago in the front wheel drive Cavalier and subsequently used for a high performance Astra derivative. The basic diesel engine is manufactured in Germany and is shipped over for the fitting of ancillaries and assembly into one of four body options — Cavalier 5-door hatchback or 4-door saloon (at Luton) and Astra 3-door hatchback or 5-door estate (at Ellesmere Port).



With a maximum of 54 b.h.p. being developed at 4,600 r.p.m., the cars are hardly fliers, but modern technology, used to the full in the development of this power unit, ensures that the rough noisy running associated with diesel power is all but eliminated. The cars are smooth to drive, cruise quite happily at well above the legal motorway limit and have the benefits of the excellent ride, steering and handling for which the front wheel drive Vauxhalls have become renowned, even if the slightly heavier weight of the diesel engine and its ancillaries, such as up-rated starter motor (to cope with the 23:1 compression ratio) and a heavy duty battery, marginally reduces the initial responsiveness.

The well finished trim is identical with the mid-range petrol equivalents ("L" in Vauxhall language) and the cars carry the high levels of equipment now generally expected in all but the lowest forms of motoring life.

At the moment, these are the only UK-built diesel-powered cars (ignoring London taxis) available. Economy is obviously one of the major factors to be considered by prospective purchasers of a diesel car and government figures for urban cycle, steady 56 m.p.h. and steady 75 m.p.h. fuel consumptions are 39.7/54.3/38.1 and 39.8/55.4/38.7 m.p.g. for the Cavalier and Astra respectively. Prices start at £5,145 for the Astra 3-door and rise to £5,700 for the Astra estate, with the saloon and hatchback Cavalier in the middle at £5,414 and £5,530 respectively. — P.H.J.W.

* * *

Acclaim recall

FOLLOWING the discovery of a small number of cases where one of the rear suspension retaining bolts has worked loose through lack of torque, the Austin Rover Group are contacting 20,000 owners of Triumph Acclaims to have the tightness of these bolts checked. Since these bolts have to be slackened if rear wheel alignment is to be adjusted, a retaining clip will be fitted during the check as a precaution against further trouble.

Things don't change.



AIR

Some notes on the TK-4

An exciting small Pre-War Racing Aeroplane

ALLOWING students to build their own concept of racing car or aeroplane must concentrate their minds marvellously and materially increase their enthusiasm for work and study. Consequently, when, many years ago, I saw that the College of Automobile Engineering at Chelsea was picturing in its advertising a couple of identical-looking Brescia Bugattis, each endowed with racing bodywork, one painted black, the other white, I thought what a good omen this must be for the College students, for I assumed they had worked on this pair of Bugattis and perhaps would be preparing them for racing at Brooklands. However, nothing more was heard of them and I do not think they were ever raced; perhaps David Sewell who looks after the 16-valve side of Bugatti OC interests can tell us what became of them?

In aeronautical circles, students seem to have fared better. At Cranwell the RAF Cadets had a part in the building of ultra-light aeroplanes for the Lympne Competitions of 1924-26 (and Nicholas Comper as their designer), a scheme that spread to the staff and apprentices at Halton and the RAE. Later the de Havilland Technical School at Stag Lane, Edgware, built a number of racing light aeroplanes, designed by Marcus Langley, a lecturer there on aircraft design. The first of these was the TK-1, which looked rather like a poor-man's DH Moth. A two-seater biplane powered by a Gipsy III engine, Geoffrey de Havilland asked if he could fly it in the 1934 King's Cup Race, so G-ACTK was rushed through its tests and it finished fifth, averaging 124.24 m.p.h.

The TK-1 was followed by the TK-2, a wooden low-wing monoplane with a high-compression Gipsy Major IC engine developing 147 b.h.p. Registered G-ADNO, it was given an extra fuel tank in the passenger's seat for the 1935 King's Cup Race and was flown into sixth place at 165.88 m.p.h. by Capt. H. S. Broad, no less. Using stub exhausts, longer wheel spats, and a modified windscreen, the TK-2 was 6th in the 1936 Wakefield Trophy Race, at 170 m.p.h., and it won the London-Cardiff Race at 189.72 m.p.h. flown by R. J. Waight, who, as I mentioned last month, had flown in his first race, the King's Cup, that year, with this aeroplane.

However, the racer which really opened my eyes around this time was the TK-4, a tiny single-seater monoplane with retractable wheels, built by those dedicated DH Students, guided by Sqdn. Ldr. Clapp and E. W. Dodds, around a Gipsy Major II engine driving a DH v.p. propeller. The TK-4 was finished in high-gloss red and I looked at it with awe, as I had at the Comper Swifts and earlier tiny racing single-seaters, until the Percival Mew Gull overshadowed them all. The TK-4 had a wing-span of 19′ 8″, weighed 931 lb. empty and was designed to do well over 200 m.p.h. A real little racer!

It was handicapped at 235 m.p.h. in the 1937 King's Cup Race. Waight brought it home ninth, at 230.5 m.p.h. It looked as if G-AETK could easily capture the 100 km. closed-circuit class speed record but while on a practice run in October 1937 it crashed when flying at a very low altitude at Hatfield and DH's Chief Test Pilot, Bob Waight, lost his life.

The TK-2 continued to be successful. It was seventh in the 1937 Wakefield Cup Race, flown by Geoffrey de Havilland (171.5 m.p.h.) and he also flew it in the 1938 King's Cup contest. This game little aeroplane was then used by de Havilland's for communication work during the war, but it did some more racing after peace had returned, taking second place in the 1947 Olley Challenge Trophy Race (Bruce Campbell up) at 179 m.p.h. It was broken up that December.

I thought these notes might be appropriate on the eve of the DH 100 celebrations — see below.

W.B.

DH 100

THE above refers, not to a de Havilland aeroplane (if it did, it would be the Vampire), but to the DH Centenary Celebration which will be staged over the week-end of July 2nd-4th, by the DH Moth Club and the British Aerospace Hatfield-Chester Group, under the patronage of HRH The Duke of Edinburgh. The arrangements have been slightly changed from the original announcement. The rally, open to such DH aeroplanes as types 51, 60 Moth, Puss Moth, Tiger Moth, Fox Moth, Leopard Moth, Hornet Moth, Dragon Rapide, Dragonfly, Dove, Mosquito, Trident, 125, Dominie, Vampire, BAE 126, and some non-DH but Gipsy-powered machines, will assemble at Hawarden Aerodrome on the Friday, to fly on the Saturday to Hatfield, overflying, but not now stopping at, Sywell, unless for essential reasons. The main part of the event is based on Hatfield, to which the public will be admitted, for a flying display commencing at 14.15 hours.

Here there will be a park of static machines such as the DH Autogiro, Devon, Sea Vixen, Heron and Comet, etc., a further tribute to *one company*, which started its aviation enterprise in 1920, under the auspices of Geoffrey de Havilland, born in 1882. The Halford Special racing car will be at Hatfield as another tribute to Frank Halford, the designer of the Cirrus and Gipsy aero-engines, etc. The rest of the programme is not for the public, except, perhaps, for "spotters". On the Sunday the Moth Club aeroplanes will fly from Hatfield to RAE Farnborough for lunch, and then on to White Waltham for tea, and finally to RAF Henlow to be close to the dinner and prize-giving at Stevenage.

The DH Moth Club thrives and issues an excellent magazine "The Moth", the current issue of which includes illustrated articles by Philip Gordon-Marshall about his associations with the DH Moth Minor and by ex-racing driver C. T. Delaney about his Pre-War Moth flying. We understand that the Club is open to genuinely-DH-orientated non-fliers. Contact Stuart McKay, Tangmere, 16, Thatcher's Drive, Maidenhead, Berkshire SL6 3PW, Sponsors for the DH 100 Rally include Shell, Carless Petroleum, P & A Wood, Alan Butler, C. Martin Sharp, Pace, Schweppes, Dunlop and Airtour International. The next event is a fly-in to Woburn Abbey on August 22nd, from where the Duchess of Bedford used to fly. — W.B.

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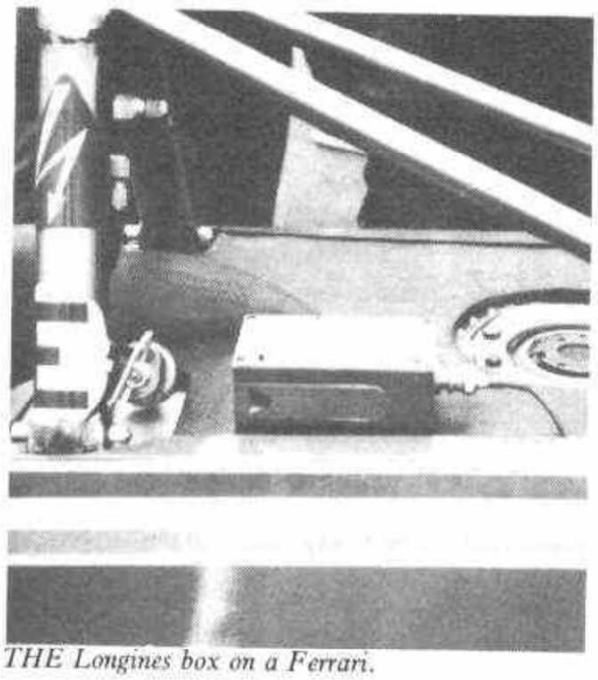
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Behind the Grand Prix Scene

Longines Timing

IT may have been noticed in recent Grand Prix reports that the words Longines Timing have appeared at the top of the practice-times tables, and occasionally last year it said Tissot Timing. At one time the method of timing the cars during practice and the race was left to the local club, and how accurate it all was depended on what system they used. Over the past few years both Longines and Tissot have been working on time-keeping systems that could be taken from race to race and finally the Longines system has been accepted. In this the car itself operates the time-keeping mechanism and a computer analyses the results which are then fed to a print-out or closed-circuit television screen. It would certainly seem to be a foolproof system with which no-one argues, even though its accuracy is not finite enough to justify quoting to a thousandth of a second. With no-one disputing their technology the Longines people give times to three places of decimals and everyone seems happy to accept the results without question.

Each of the cars in Formula One is fitted with a small box, not much bigger than a packet of cigarettes, and in this is an electronic system powered by a small battery that sends out a radio signal. A wire from this box forms the antenna and this wire is taped under a front suspension member to get it as near to the ground as possible. At the start / finish line a metal strip loop is laid across the track which picks up the signal from the "sender" as the car passes over it and this signal is fed into the timing apparatus and the



THE Longines box on a Ferrari.

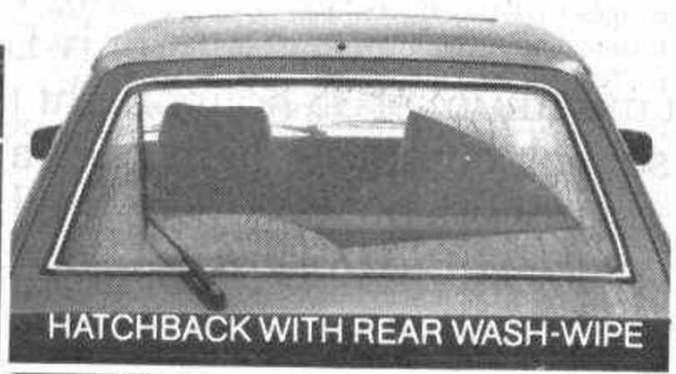
result goes into the computer. Each car number is on a different wavelength and at the moment the system can deal with 40 different wavelengths. The computer is programmed with the car number identity against its wavelength so that as each car crosses the timing wire it automatically records its passage and the timing element extracts the lap time from the signals it receives. The computer holds each lap time for each car number and offers to the time auditors each car's best time. If a car improves its lap time the computer will announce it, if not it merely records it and stores it. As a back-up system there is a light beam across the track above the timing wire and car numbers are identified individually by a visual observer. The radio signal system and the computer are programmed with the nominal lap time for each circuit they are used on, with a plus and minus leeway. If a car appears to have taken far too short a time or far too long, a signal is given for a cross-check to be made on the beam-timing system and the visual observation.

As the computer analyses the lap times and feeds them to the time-auditor he then transmits them by keyboard to a read-out that can either be printed on paper or displayed on a screen. A number of televison sets are installed at key points in the pit lane, such as in the commentators' box, the administration offices and in the pits themselves for most of the teams. The information supplied by time-auditors displays the order from fastest at the top to slowest at the bottom, giving car number, driver's name, the best lap time and the average speed. The usual thing is to utilise two TV channels, one for the first half of the field and one for the second half, so which channel they are switched on to depends on whether Frank Williams wants to read it or Enzo Osella. This is vital information for the teams during qualifying, for it is the official word that they can check against their own hand-timing apparatus. It is also incredibly useful to everyone else in the pit plane. At the moment the commentator has to transmit the information to the spectator, via the loudspeaker system, but one day it might be possible to provide the spectator enclosures with large TV screens on which they can see this information.

The system is programmed to supply each practice session's information separately and also to combine the two qualifying sessions and come up with the best overall time of each car and thus give the positions on the starting grid. During the race it records every lap of every car that passes and whenever it is needed the time-auditor can display the race order. He usually does this every

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five or ten laps. At the end of the race the results are printed out giving total race time, number of laps, average speed, each driver's best race lap and the lap on which he did it.

The installation and maintenance of the equipment is the responsibility of the Longines engineers and before the race, during the interval between the Sunday morning warm-up and the start they check the functioning of each "sender" and fit it with a new battery, for though the batteries last eight hours or more they take no chances. The little electrical box is attached to each car in a position that suits each team, preferably as far away from interference from the engine, though its position is not critical. For instance the Talbot and the Renault have it fixed to the left-side of the monocoque by the cockpit, Ferrari have it mounted on top of the fuel cell behind the driver's head, Williams have it in the right-hand side-pod and McLaren and ATS have it in the nose of the car. From wherever it is mounted the antenna wire is run to a lower front wishbone, as low as possible.

All the equipment to operate this timing system weighs about one and a half tons and is carried to meetings in Europe by a van. If it is possible to station the van near the time-keeping building the computer and TV controls and so on can be operated from the van, if not it all has to be unloaded. Whatever happens, the Longines people reckon to arrive at a circuit on the Monday before practice begins to give themselves time to set everything up, and when the race is over it all has to be dismantled and packed up, though naturally the installations on the cars themselves are left.

Everyone in Formula One accepts this time-keeping system and at the moment it is limited to Formula One, due to the limited number of frequences available, but there are electrical and radio engineers not connected with Formula One, who question the use of three places of decimals, or thousanths of a second, due to the radio signal having a span of about half a metre across the timing strip and this limit of accuracy on a car travelling at 140 m.p.h. for example, is not good enough to quote to thousandths of a second. Nobody questions the accuracy to hundredths of a second, so when three places of decimals are quoted, as they always are by Longines, the third place should really be ignored, at least until the radio signal can be contained in a smaller span.

It is very seldom that a grid position is affected by the third place of decimals on a lap time, though there was an example at Monaco on the first day of practice when de Cesaris recorded his best of 1 min. 24.928 sec. and Patrese recorded 1 min. 24.929 secs. To be correct from a scientific time-measurement point of view you could only allow 1 min. 24.92 sec. for each driver and you would have to give the advantage to the one who did it first. As none of the F1 teams questions the time-keeping they accept, in such a case, that de Cesaris should be ahead of Patrese, whereas scientifically-speaking it might be the other way round.

One good thing about Longines taking over the time-keeping is that in all World Championship events the cars are timed to the same system and there is total uniformity over the layout of the printed results. As an example the first three places in the Monaco GP were printed out as follows:-

POS.	N	DRIVER	NAT.	CAR	TOTAL TIME	KM./H.	INT.	B. TIME	LAP
1	2	R. PATRESE	ITA	Brabham BT49D	1:54' 11.259	132.3		1'26.354	69
2	28	D. PIRONI	FRA	Ferrari 126/C2	1:51' 16.563	133.9	1 Lap	1'26.664	67
3	22	A. DE CESARIS	ITA	Marlboro A.R. 182	1:51' 43.939	133.4	1 Lap	1'27.138	12

The rest of the competitors follow in the order they finished, or retired as the case may be. The columns are (left to right) Race Position, Race Number, Driver's Name, Nationality, Car, Race Time, Average Speed Kph, Interval From Previous Finisher, Best Lap Time in Race and which Lap it was on. Thus, for example, Pironi whose race number is 28 finished 2nd in a Ferrari 126/C2 and covered one lap less than the winner in a time of 1 hr. 51 min. 16.563 sec. which gave him an average speed of 133.9 k.p.h. for 75 laps (against Patrese's average of 132.3 k.p.h. for 76 laps) and his best lap was done on lap 67 in 1 min. 26.664 sec.

If a car retires on the first lap of a race it will not figure on the result sheet, for until its radio beam has activated the timer at the end of the first lap it will not feature on the computer. However, once on the computer the number of times it crosses the timing strip are counted and if at the end of the race a car is recorded as being 21 laps behind you can rest assured that is correct. In the days of hand-timing and visual lap charting by observers there were often disputes between team time-keepers and the official time-keepers and invariably the team's were right, for they never muddled their car with another, whereas there were many occasions when official time-keepers confused car 16 with car 18, for example when they were identical colours.

As far as the Formual One teams are concerned the Longines timing system is totally acceptable and virtually foolproof and beyond question, so it is nice to be able to record one point on which there is total agreement. D.S.J.

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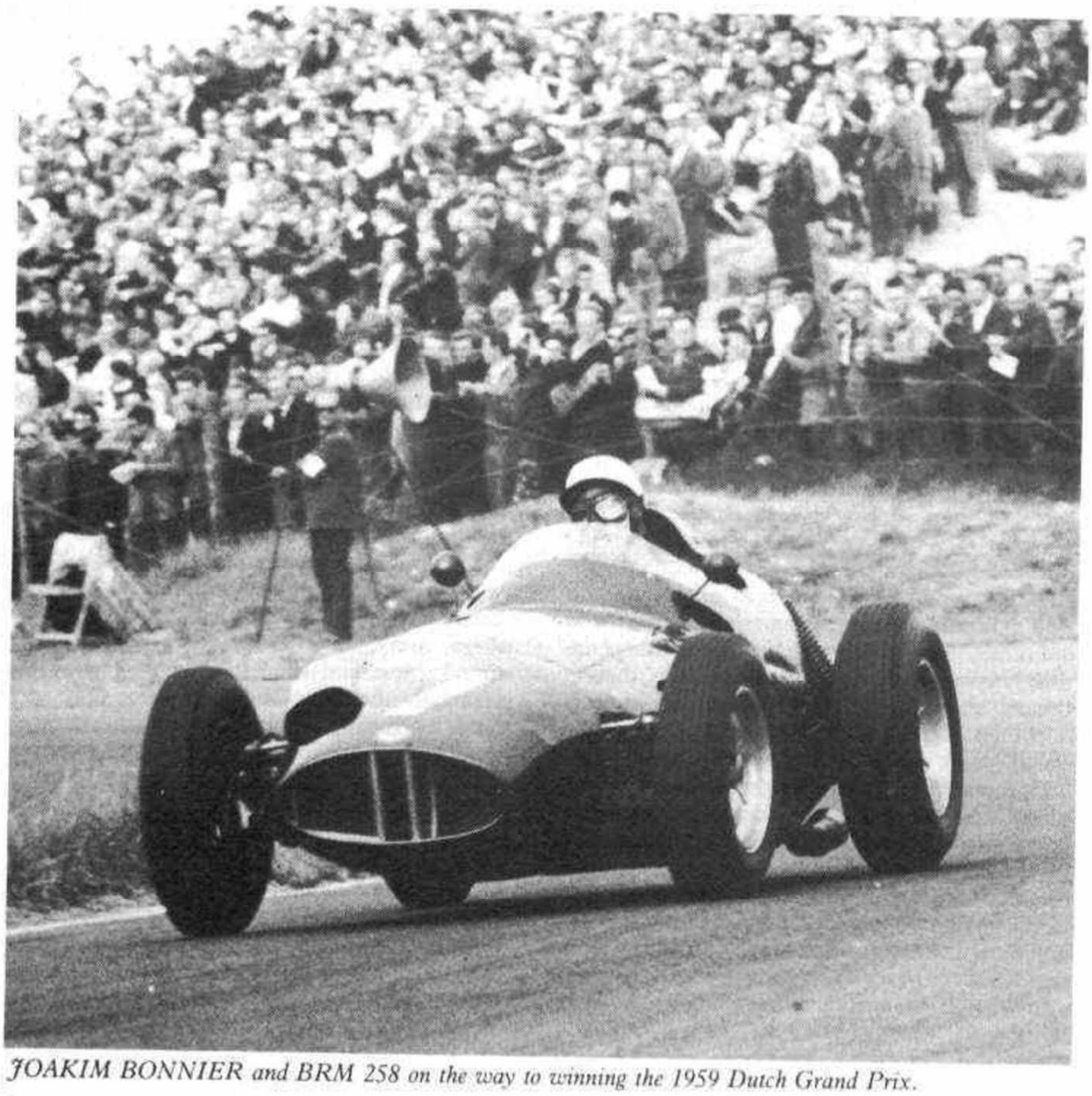


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JOAKIM BONNIER and BRM 258 on the way to winning the 1959 Dutch Grand Prix.

Historic Grand Prix Cars

BRM P25 1958
Chassis No. 258
Engine No. 2583

THE whole history of British Racing Motors (BRM) is one fraught with frustration and drama and one could rightly say that "never was so much effort expended for so little result". After battling with the complexities of the centrifugally supercharged V16 of 1949, finally getting it somewhere near right by the time Grand Prix racing had abandoned supercharged 1½-litre cars, BRM went to the other extreme for the 1954 Formula, with a relatively simple car. This was the P25 and it used a 2½-litre 4 cylinder engine in the front of a tubular space frame, with unsophisticated ifs and de Dion tube rear suspension. The basic engine design was bought from Stuart Tressillian, but instead of following his concepts of a 4-valve cylinder head, BRM changed it to two valves per cylinder, with simply enormous valve head diameters as the bore was 102.87 mm. used in conjunction with the very short stroke of 74.93 mm. The original P25 was a very small light car, but before it worked properly it grew in size and weight. From 1955 through to 1960 the Bourne concern battled their way from one disaster to another, mostly of their own making, and in all those years they only won one major Grand Prix. Many times they looked like winning, only for mechanical disaster to disrupt their efforts. The engine went through a long period of valve trouble, crankshafts were changed from four bearings to five bearings, while the cars had their fair share of brake and suspension trouble. Over the years the team built eleven as the detail design concepts changed, usually running a team of two cars and occasionally three.

By 1959 it was clear that the future lay in rear-engined single-seaters for Grand Prix racing and BRM wasted no time. They took the existing front-engined P25 cars and literally chopped them up to use the major components to build the P48 rear-engined 2½-litre cars. They were about to apply the hacksaw and the oxy-acetylene cutter to the last remaining P25 when a directive arrived at Bourne from Sir Alfred Owen, whose firm Rubery Owen owned BRM, to request that the P25 that had won the Dutch Grand Prix in 1959, their only Grand Prix victory, be kept as a memento of that rare occasion. As luck would have it, car number 258 which Joakim Bonnier had driven to victory at Zandvoort was the last in line for the chop. With a gulp the execution was stayed and 258 was pushed into a corner of the Bourne works. It is this car we are featuring this month. In recent years three P25 BRM cars have been resurrected around new chassis frames and bodies, using original engines and gearboxes and various suspension components, taken from the P48 rear-engined cars, while two more have been made from spare parts. One eminent BRM engineer refers to these cars as the "electric light conduit specials" maintaining that the specification for the steel tubing of the recently-made chassis frames is not correct and not of high enough quality, as called for in the original specification.

The one remaining original P25 BRM stayed in the Bourne works from the day it was saved from the executioner, apart from brief outings to exhibitions and Trade Fairs, until 1981. David Owen, the son of Sir Alfred, decided to liquidate the assets of the now moribund BRM concern and everything was put up for auction by Christie's of South Kensington last October. In some very spirited bidding Victor Norman bought 258.

The BRM number 258 made its first race appearance in the French Grand Prix at Reims in July 1958 where Harry Schell drove it to record third fastest practice time, behind two Ferraris. Although he led away from the start he was soon overtaken and after battling for 4th place he had to retire with fuel-pump failure. In the British Grand Prix which followed Schell faired better and finished 5th, but he followed this with a retirement in the Caen Grand Prix. At the Nurburgring for the German Grand Prix 258 was the T-car and at Monza for the Italian GP Jo Bonnier drove it but retired with transmission trouble. The last race of the 1958 season was the Moroccan Grand Prix at Casablanca and here Bonnier finished 4th in 258.

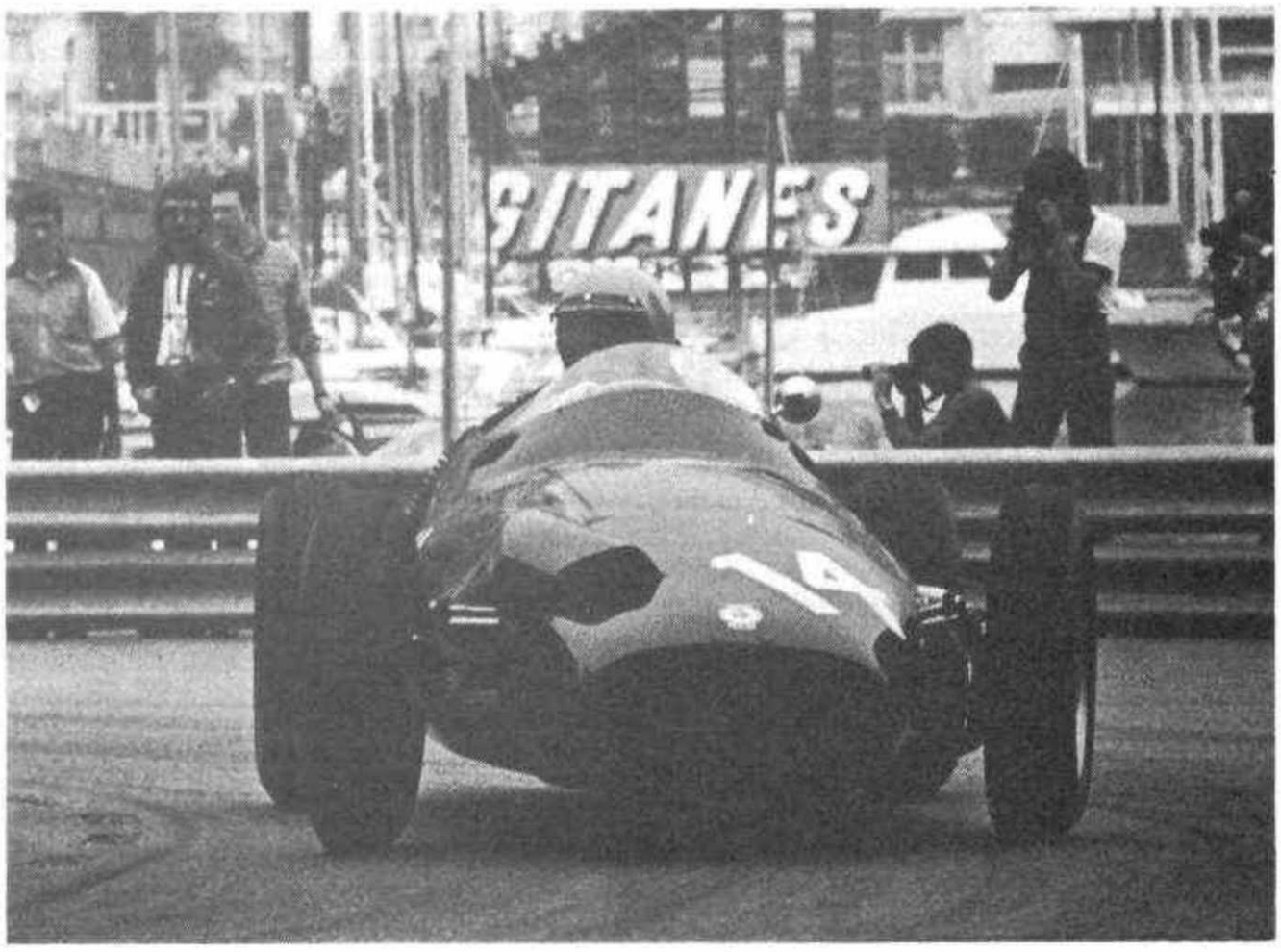
For the first part of the 1959 season it was not used and re-appeared for the Dutch Grand Prix at Zandvoort, using the later type of engine, number 2594. In practice Bonnier took pole-position and at all times the BRM was pretty competitive, but the driving of Stirling Moss in a Cooper-Climax was more than the Bourne team could cope with. When the Cooper retired with gearbox trouble it was Jo Bonnier who swept into the lead and he won the race in fine style. The fact that the BRM had run faultlessly throughout the race was a source of wonderment to those of us following Grand Prix racing at that time, for we had become very used to mediocre performances and retirements. At the following race the P25 was back to form when Bonnier retired 258 with a leaking head-joint and in the British GP he marked up another retirement, this time with broken throttle linkage. The German GP was run on the banked AVUS track in Berlin, in the form of two heats and Bonnier was 5th on aggregate times.

In the Portuguese Grand Prix at Lisbon Ron Flockhart took over 258 and ran steadily to finish 7th, though he had a minor accident in practice, without serious damage. The 1959 season ended with the Italian Grand Prix at Monza and Bonnier returned to the cockpit of 258. In practice it used engine number 2583 but engine 2593 was installed for the race, and Bonnier finished 8th. In the winter of 1959/60 it was noted that engine number 2583 was complete and ready to use and in store.

By 1960 the P48 cars were under way, for the rear-engined revolution had begun, but 258 was taken to the early season races in South America. Bonnier was going well in the Argentine GP at Buenos Aires when a valve spring broke and he limped home 7th, and in the City of Buenos Aires GP held at Cordoba, Dan Gurney drove 258 into a rousing 2nd place. Back in England the day of the front-engined car was over and 258 made its last appearance at the Easter Monday meeting at Goodwood, running in the "International 100" event driven yet again by Joakim Bonnier. The Swede was totally outclassed by the new breed of rear-engined cars, including the P48 BRMs and he finished 6th. It was after this that 258 so very nearly got the chop. After being saved it was kept at Bourne and maintained purely for show purposes.

When the Bourne factory was cleared out preparatory to the auction sale, 258 was overhauled by the remaining team of mechanics. The engine was found to be rather tired so another one was sought, and found in a P48 rear-engined car they had on the books. It was lifted out and put into 258 and oddly enough

BRM 258 in Victor Norman's hands in practice for the historic race at Monaco this year.



turned out to be 2583, which had been in the car for practice at Monza in 1959.

Victor Norman, the new owner, entered 258 for the Historic event preceding the recent Monaco Grand Prix, and drove it for the first time when he left the Historic paddock to drive round to the pits for first practice. He found the car a delight to drive, in an historic or "old car" context and on the second day of practice was beginning to get the feel of it, but unfortunately the gearbox broke, which meant he had to be a spectator for the race, as he had no spares with the car. There is plenty of time for him, for the nice thing about Historic racing cars is that time does not make them obsolete, so it is not a disaster to miss an event.

David Owen is so pleased to know that 258 is going to be raced in Historic events that he has agreed to enter the car as an official entry from Rubery Owen. An historic BRM and the only real P25 in the world. — D.S.J.

Footnote: My thanks to Victor Norman for his co-operation and to Doug Nye for information gleaned from the BRM archives which he is incorporating in his forthcoming book on the complete history of BRM. — D.S.J.

Book Reviews

"Jaguar E-Type" by Denis Jenkinson. 134 pp. 8¾" × 7½". **"Mini Cooper and S"** by Jeremy Walton. 135 pp. 8¾" × 7½". **"Volkswagen Beetle"** by William Boddy. 135 pp. 8¾" × 7½". *(Osprey Publishing Ltd., 12-14 Long Acre, London, WC2E 9LP.* £6.95 each)

These three books, in the popular Osprey "Auto History" series, are all by MOTOR SPORT writers. They follow that publishing house's format of large type, many pictures, some in good colour, and a story by those who know intimately the cars about which they are writing. Denis Jenkinson is very interesting about his experiences with two E-Type Jaguars in which he covered astronomical mileages, largely while travelling back and forth across Europe chasing motor-racing reports for MOTOR SPORT and why he decided on these cars after being a long-standing Porsche enthusiast. Into his personal story he weaves the development theme of the 3.8 and 4.2-litre six-cylinder and 5.3-litre V12 E-Types, explaining why the latter model was not for him. He also notes the changing face of motoring, which has driven him from his beloved E-Types to motorcycles and aeroplanes for present-day business travel.

As in the other books in this series, technical data is included in the appendices, and this includes in this instance a rare list of Jaguar E-Type home-market modifications for 1961 through to 1969/71 which I found in my files and sent to the publisher.

Jeremy Walton covers a great deal of fascinating ground about the various Mini-Coopers, the 997 and 998 c.c. Coopers and the 970, 1,071 and 1,275 c.c. S-Types, again from very considerable and intimate personal experience, for he has driven almost all of them, often in anger, during his earlier motor-journalistic days. Exciting and exhilarating as he found these "mini-bricks", he writes of them in the context of 1961 to 1971, not making the mistake, as all too many writers do, of pretending that no progress has been made since or that nothing can ever replace these excellent little cars.

Having been persuaded to return to the theme of the VW Beetle, which caused me to be labelled pro-German and an anti-patriot in some quarters when I was writing enthusiastically in MOTOR SPORT about the Beetle I ran in the mid-1950s, I have concentrated on its remarkable pre-war and post-Hitler development story in my book for Osprey, before recalling some of the incidents of personal Beetle usage and ownership and telling of going to Wolfsburg for that still-memorable millionth-Beetle party in 1955. — W.B.

"Alpine" by Dominique Pascal. 415 pp. 10" × 8½". *(Albion Scott Ltd., Bercourt House, York Road, Brentford, Middlesex, TW8 0QP.* £27.50)

This very large coverage of the Renault Alpines, Berlinettas, A310s, prototypes and *monoposto* versions is packed with photographs and drawings, colour plates and technical data but you have to be able to read French to understand it. — W.B.

"Alfa Romeo Tipo-A Monoposto" by Luigi Fusi. 137 pp. 9½" × 6¼". *(Albion Scott Ltd., Bercourt House, York Road, Brentford, Middlesex, TW8 9QP.* £14.95)

Luigi Fusi has written a full history of all the Alfa Romeo models from 1910 onwards and has collaborated with Roy Slater to produce a book about the 6C 1,750 c.c. Alfa Romeos, Fusi having been at his drawing board in Milan during the vintage and near-vintage years. He has now decided to concentrate on one-model Alfa books, and this one is about the fabulous twin-engined 12-cylinder Model-A, using two 110 b.h.p. 1,750 c.c. twin-cam six-cylinder engines side-by-side, with twin prop.-shafts. The idea was conceived in 1930 and it is said that Jano and his team got it into being in four months, from drawing-board to starting-grid.

Here is the story of that car, in Italian and English. It pays to be able to read the former, because the photograph captions are in that language only. Some of the pictures and drawings are not new, but to have Fusi's own account of the car's technicalities and how it fared in racing (after killing Arcengeli at Monza) is quite something. The book's dust-jacket refers to the Tipo-A "monoposto single-seater", which is an over-emphasis on type; but it's what is within that counts. — W.B.

"Airymouse" by Harald Penrose. 162 pp. 8¾" × 5½" *(Airlife Publishing Ltd., 7, St. John's Hill, Shrewsbury, Salop, SY1 1JE.* £6.95)

Anything that Harald Penrose, once test-pilot for Westland's, writes about aeroplanes and flying them is a delight, because of his perception, descriptive powers, and love of flying and the English countryside. So it is excellent news that his book about how he returned to flying, purely for fun, in a small aeroplane of his own, with a cruising speed of only 60 m.p.h. as first-engined, after many years of more serious associations with aviation, has been republished. The maker of "Airymouse" biplane is not disclosed but it was, I think, a Curry Wot.

How Penrose had fun with it under all manner of aerial conditions and adventures is told in the 18 chapters of this delightful book, by an author who commenced flying in 1919 with a joy-ride in an Avro 540K flown by Alan Cobham. This time he is giving us some lighthearted enjoyment of flying for its own sake, not a history book, such as his celebrated five-volume "British Aviation" or his "Wings Across The World", about the developments of commercial air-lines. The drawings are by Philip Trevor, and are exactly in keeping with the text.

The author works in many facets of flying apart from memories of his ultra-light experiences, such as forced-landings in war and peace, how Bureaucracy cheated him from competing in the *Daily Mail* Cross-Channel Air Race, flying seaplanes, etc.

I was very glad to be able to read again this book, first published 15 years ago, and so, I am sure, will all true aeroplane enthusiasts. — W.B.

"Fly and Deliver — A Ferry-Pilot's Log Book" by Hugh Bergel. 126 pp. 8¾" × 5½". *(Airlife Publishing Ltd., 7 St. John's Hill, Shrewsbury, Salop, SY1 1JE.* £6.95)

I found this book especially welcome, because it is by Hugh Bergel, father of Richard who has driven a 250F Maserati in VSCC races, and who himself used to compete with a Type 35 Bugatti, and also because I was able to place the mss. with the publishers for him.

But this is a work that stands up in its own right. Hugh Bergel, that modest chap with a splendid sense of humour, held a high-ranking position (CO of No. 9 FP, Aston Down) with ATA during the second German war, and he flew 79 types of aeroplane, listed in Appendix A of the book, while serving with ATA.

It is the peculiarities of these many aeroplanes and some of the adventures he had with them as a war-time Ferry Pilot which he describes so well, not overlooking the technicalities, Hugh Bergel having written previously about the starting-up procedures of some notable war-time aircraft.

Bergel, like Penrose, first went up in 1919, having a 5/- joyride round Hounslow aerodrome in a partly-converted war-time DH9 and he learned to fly in 1928 at Stag Lane in DH Cirrus-I Moths. His book not only tells us a very great deal about famous war-time aeroplanes and what it was like for a comparatively inexperienced pilot to have to fly them, but Hugh Bergel opens the door to what life with ATA during WW2 was like — chapter headings such as "HTTMPPFGGFUST", "Finding One's Way Round Britain", "Ferrying Procedure", "Out-of-the-ordinary Jobs" and "The Men and Women of ATA" are but part of it, and liberal quotes from Bergel's Log Book make up much of the rest of a book that will be irresistible to all true aviation enthusiasts. The Foreword is by Air Chief Marshal Sir Frederick Rosier, GCB, CBE, DSO, RAF(Rtd), and Hugh dedicates his story to his wife, "who had all the worry while I had the fun". There are some good photographs, too, some unseen in any previous book. Another winner for Airlife! — W.B.

"The Shuttleworth Collection" by David Ogilvy. 214 pp. 8¾" × 5½". *(Airlife Publishing Ltd., 7, St. John's Hill, Shrewsbury, Salop, SY1 1JE.* £8.95)

It is unusual to have a hard-cover, conventional book as a guide to a museum and collection open to the paying-public. But the aeroplanes of the famous Shuttleworth Collection at Biggleswade in Bedford are of sufficient interest to merit this, particularly when they are written-up by David Ogilvy, who served for 14 years as the General Manager of the Shuttleworth Collection, up to 1980 and who, incidentally, once wrote flight-tests of light aeroplanes for MOTOR SPORT.

In this book he covers the origins of the Collection, the engineering and the flying characteristics of the many aeroplanes in the Collection, and as there is information about the bicycles and veteran cars that also figure in the Shuttleworth Trust Museum, the book is a comprehensive guide to the Collection. As the aeroplanes therein are described in the sequence of pioneer machines, war-time aeroplanes, between-wars types and post-war military aircraft, this book is another contribution to aviation history. Other authors contribute chapters about the aero-engines and other exhibits at Biggleswade, the all-grass aerodrome itself, a typical Display Day, markings and colour schemes, subsidiary exhibits and there is listed technical data and interesting pictures, including one of a Clayton & Shuttleworth caterpillar tractor towing a Bristol fighter, *circa* 1919. Airlife have netted another very good one! There are brief references to Richard Shuttleworth, killed when flying for the RAF, who started it all in 1928, and his motor racing activities. Incidentally, if you have not yet been to a Shuttleworth Trust day, do not delay. . . . — W.B.

* * *

Other recent titles available from Albion Scott Ltd. (address above) include "Facel Vega" by Jean Daninos, covering the Excellence, HK500 and Facelia models of this rare French car in a format very like the aforementioned Osprey "Auto History" series — EPA's "Gran Tourisme" books — the text again being in French. The price is £10.95. From the same source comes a very comprehensive "Mustang Recognition Guide", extremely detailed, at £8.95, "Mustang 70", an illustrated facts book about the famous American sports car, at £2.95, and "The Beetle Book" by Louis William Steinwedel, a light-hearted picture book about the unquenchable VW, at £8.95.

* * *

The latest history book produced by the staff of *Automobile Quarterly* in America is the welcome title "Camaro: From Challenger to Champion" by Gary L. Witzenburg, who sets out his copiously-illustrated story in 216 8" × 9¾" landscaped pages, for £14.95.

* * *

The AA has come up with a very big, properly bound book about "Discovering Britain", 415 8¾" × 10" pages, with maps, which should remain a source of enjoyment for a long time, to those who like motoring as well as motors. It costs £12.95.

* * *

Another encyclopaedia of trucks and 'buses has been published, this one by Hamlyn of Astronaut House, Hounslow Road, Feltham, Middlesex, TW14 9AR for £9.95. It is very large format book of 320 pages, full of illustration ranging over the full period of commercial vehicle development, with explanatory text, by Denis Miller.

* * *

Since the very hard winter there is growing interest in four-wheel-drive vehicles, and the "Four Wheel Drive Book" by Jack Jackson covers this field, in a remarkably informative and all-embracing style. It is published by Gentry Books, 15 Pont Street, London, SW1X 9EX, at £10.95 and runs to 254 pages, with hints and tips, specifications, etc.

* * *

A new approach to "Motoring for the Millions" is the book of that title, by Ian Ward, who fits descriptions of 28 economy cars of many different kinds, from Ford-T to one-lunger De Dion Bouton, 3½-litre Dodge to Renault 4, to their colour and black-and-white pictures. The Blandford Press of Link House, West Street, Poole, Dorset, BH15 1LL do this pleasant if rather unnecessary coverage for £8.95.

* * *

Road & Track's American version of Brooklands Books' road-test reprints has appeared, reprinting their own road-test reports, the first three titles being about Fiat Sports Cars of 1968-1981, Mercedes Sports and GT cars, 1970-1980, and the Ferraris of 1968-1974, Brooklands Books are handling the distribution.

* * *

Patrick Stephens Ltd. ask us to point out that the correct title of the fourth of those absorbing books by Bruce Barrymore Halpenny about old military airfields should be "Action Stations 4: Military Airfields of Yorkshire" and not as in May's review, on page 607. More titles in this interesting and nostalgic series are to follow. — W.B.

Miniatures News

GRAND PRIX MODELS of Radlett, who are sponsoring Nick Mason's BMW Mk.2 in Gp.5 racing, have recently added three new model kits to their enormous range of motor-racing miniatures. Two of these commemorate the 50th Le Mans 24-hour race, run last month, being an Ecurie Ecosse D-Type Jaguar, which won that event in 1957, and the Porsche 917 with which Richard Attwood was successful in 1970. The Jaguar kit is described as a high-fidelity metal-kit, whereas the Porsche kit is aimed at non-expert metal constructors. The "Classic" Jaguar kit costs £7.95, the Transkit Porsche kit, enabling an existing toy 917 to be made into the sole model of the 1970 winner, £3.98. Other Le Mans kits, of two Ford Gulf GT40s, the Le Mans winners of 1968 and 1969, are in preparation, and there is to be a kit of the Ford C100 from this year's race, to retail at £8.95. — W.B.

AIR MAIL

Autogyro

Sir,

The correspondence on gyroplanes (Autogyro was a trade name belonging to the Cierva Autogiro Company Ltd.) brought back memories. About 1963 I found one under a pile of tyres behind a garage in Kent and in a weak moment bought it for restoration. It turned out to be the Cierva Autogyro AP506 and served with AP507 (now in the Science Museum) at what became 529 Squadron at Halton 1940-45. They were used for calibrating early radar, and mine was peppered with bullet holes.

Extreme airworthiness certificate requirements proved restoration impossible for me. I advertised it as a 7 cylinder radial engined two-seater which caused a bit of fun even if there were no customers. Then one day a Spaniard phoned to arrange to view it. He turned up with cash and a lorry and took it away. His name was Franco.

Ditchling, Sussex KENNETH BALL

* * *

Oh Dear! Department

TIGHT production schedules not only excluded D.S.J.'s Monaco GP report from last month's issue (but see page 884 this month) but "put to bed" some pages before proofs had been fully read. Apart from some literals and omitted words it is prudent to say that in the 1936 King's Cup Race article it was Ruth *Fontes*, not Fonties, who owned a Miles Hawk, that the winning Percival Vega Gull had a *single* Gipsy Six engine and the Hawk Major flown by Mathew until he taxied it into a ditch at Shoreham belonged to *Mrs.* Battye. — W.B.

Renault 5 Gordini Turbo



THE Renault 5 Gordini Turbo is not to be confused with the Renault 5 Turbo. The former is the smallest, and cheapest, mass produced turbocharged car on the market while the latter is a mid-engined "homologation special" built to enable Renault to be competitive in International Rallying. The 5 Turbo, which is not available in the U.K., is a very purposeful looking two seater, developing some 160 b.h.p. at 6,000 r.p.m. and costing the equivalent of £12,000 in its native France. The 5 Gordini Turbo is hardly different, at first glance, from the familiar and popular Renault 5.

Priced at £5,750, compared with the £5,325 of the normally aspirated Gordini which it will be replacing, the Gordini Turbo is by far the most expensive 5 variant, but it undercuts all but the cheapest of the Fuego series, the only other cars in the Renault range, bar the 18 Turbo, which have sporting pretentions. It is over £400 cheaper than the Golf GTi, but identically priced with the Ford XR-3 and £250 more expensive than the Fiat Strada 105TC.

In a hectic week of motoring all over mainland U.K., during which more than 1,600 miles were covered at an overall average of 34.6 m.p.g., this latest offering from Renault proved itself to be a car which one either loves or hates: it is difficult to be neutral. As a car to be driven hard and fast round country lanes, or through town streets if you are so minded, it is a delight and provides very real competition for the larger GTi, the acknowledged peer in this class. The other side of the coin is a car which is difficult to drive smoothly at more mundane road speeds, is very heavy to steer below 10 m.p.h., is cramped for most drivers over 5 ft. 10 ins., is noisy (something especially noticeable when cruising at high speeds), has an inadequate ventilation system and lacks luggage carrying capacity. In other words, it is a car for the enthusiastic and skilful driver who does not need to carry a great deal of clobber about and who does not have to pander to the comfort of poor, or nervous, passengers. Such a person could hardly fail to enjoy the 5 Gordini Turbo.

Externally, this latest Gordini differs from its predecessor only in the discreet "turbo" badges front and rear, the not so discreet "TURBO" emblazoned across the rear screen (why do manufacturers think that owners of the more rorty machinery wish to advertise in this way?) and the attractive, but difficult to clean, alloy wheels, shod in the case of our test car with 70% profile, 155 x 13 Michelin XVS tyres.

The engine is basically the same 1,397 c.c., push-rod o.h.v. unit as in the Gordini, but equipped with lower compression pistons to suit the Garrett AiResearch turbocharger installation. The static compression ratio is 8.6:1, compared with 10:1 in normally aspirated guise, and electronic ignition is used. The overall effect is to increase power output from 93 b.h.p. at 6,000 r.p.m. to 110 b.h.p. at the same engine speed, while improving the torque curve considerably, as well as raising the maximum value from 85 lb. ft. to 109 lb. ft. at 4,000 r.p.m.

The under bonnet installation was likened by a colleague to a mangrove swamp — roots (in this case tubes) everywhere; but an awful lot is packed into a small space. The turbocharger itself nestles low down at the front nearside of the car and sucks petrol/air mixture through a Weber 32DIR75 carburetter (unlike the Renault 18 Turbo, where the turbocharger blows through the carburetter) and the air/fuel mixture is taken by a long cast alloy duct across the top of the engine to the off-side inlet manifold. No inter-cooler is fitted, and the air is heated over the exhaust manifold in cold weather before being ducted across to the air cleaner on the off-side, thence back to the carburetter.

The suspension is by torsion bars and is independent all round. The diameter of the front longitudinal bars has been increased by one millimeter, as have the diameters of the front and rear anti-roll bars, making for a much stiffer and tauter handling car. Steering is by rack and pinion with 3.7 turns from lock to lock. To cope with the added performance provided by the turbocharged unit, the braking system has been completely revamped, the Gordini Turbo being equipped with disc-brakes all round. The system has tandem circuits and is servo-assisted. A pressure limiting valve is fitted to the rear circuit, and this is load sensitive.

Inside, the car is very nicely trimmed as far as the seats and floors are concerned, but has that typical Renault plastic look about the dash — very functional, but contrasting with the quality of the rest of the interior. The switches and instruments are neatly arranged, although the tachometer markings were very messy and confusing to read, especially at the important end of the scale. A boost pressure gauge is included on the centre console and two vertical columns of warning lights flank the main instrument panel. The switches for the electric front windows (which do not operate unless the ignition is on) are on the floor between the seats. Interior stowage space is limited, and luggage carrying capacity with the rear seats in place is a miserly 5.5 cu. ft.

The front seats are very comfortable and medium stature drivers can easily find a comfortable driving position (although this driver had to use an extra cushion — not because of short stature, but because of a fault in the windscreen of the particular test car located at natural eye level) and the controls, except for the switches for the electric front windows, all come to hand in a satisfying fashion. The steering wheel is leather rimmed, and looks much larger than one would expect in a modern small car, but setting off from a tight parking space soon provides the explanation for this apparent incongruity, since low speed steering is hard work.

First impressions of the 5 Gordini Turbo give the false idea that it is a fussy car. The engine needs choke to start from cold, and this needs careful manipulation during the recommended static warm-up period if the engine is not to run very roughly over the first few hundred yards, after which choke is unnecessary. When the engine is warm, it will not catch unless the throttle is opened a crack, but then has the infuriating habit of stalling as soon as the throttle is closed. I developed the habit of revving the engine to some 3,000 r.p.m. (not more, remembering that oil takes a little time to reach the turbocharger spindle bearings) for a moment or two after starting before releasing the throttle, whereupon the car would tick over quite happily.

Driven hard, the car behaves beautifully. The power comes in with a smooth kick (if you see what I mean) at between 3,000 and 3,500 r.p.m. and 60 m.p.h. comes up in rather less than ten seconds, despite the necessity for two gear changes. Under harsh acceleration, there is a little steering shake, but nothing to worry about. Cornering on the taut suspension is excellent, the rather narrow Michelins just beginning to lose their grip in the dry earlier than a Golf GTi experienced driver might expect. A wider, 60% profile tyre is offered as an option, but this would require extra care in the wet since even the narrow-tyred front wheels will spin in damp conditions, given injudicious application of power. With truly excellent brakes — the best in their class — and the neater size of the R5 (some 15 inches shorter than a Golf), it is possible to position the car on the road with remarkable precision at ridiculously high speeds, making light of country roads and making it possible to nip in and out of traffic with ease. Driven hard over nearly 100 miles of the Scottish Highlands, the fuel consumption dropped to below 25 m.p.g.

Motorway cruising, on the other hand, was not so delightful. The little car is quite capable of

Continued on page 939

Letters from Readers

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

Project Thrust

Sir,

Many thanks for the piece published in the June issue of MOTOR SPORT, reviewing the QED BBC-1 programme that dealt with our 1981 World Land Speed Record Attempt.

However, there is a serious error of fact contained in the report to which I would like to draw your attention. In one paragraph you state "The crew were seen congratulating Noble on having exceeded Donald Campbell's speed with a wheel driven car, but Project Thrust's 420 m.p.h. with what its driver thought was 480 m.p.h. at one point, was done only in one direction, so is no kind of official record."

On October 10th, the day in question, we made two runs in opposite directions through the course. The return run was made within the regulation 60 minutes — and both runs were timed officially by the USAC, sanctioning body for the event. The point was made in the commentary I did for the film that the speed of 418.118 m.p.h. was the average of both runs timed over the kilo.

The actual times and speeds were: 1, 5.696 secs. — 392.720 m.p.h.; 2, 5.004 secs. — 447.029 m.p.h.; Average — 5.350 secs. — 418.118 m.p.h.

Whilst recognising that this speed leaves us far short of our World Land Speed Record Objective of 650 m.p.h., this was the crucial turning point for the Project Thrust Team. Technically, we had at this point overcome the problems that had beset our attempt (Stability / Track / Parachutes etc.) — and proved that at high speed with full reheat the car is fast and stable enough to achieve our ultimate goal. We were confident at that point that with only a few more runs at progressively higher speeds, we could establish a new 650 m.p.h.

Donald Campbell's Record of 403.1 m.p.h. was an important psychological target for our team — and exceeding it was a great boost for morale — for it proved that we had built the fastest ever British car designed to run under LSR rules.

Twickenham, Middlesex RICHARD NOBLE

[I apologise to Richard Noble, that brave and tenacious man, for doing him out of one run over the timed kilometre at Utah last year. But that double run at an average of 418.029 m.p.h. was no sort of record. It did not break the speed at which Summers and Goldenrod hold the *wheel-driven* "LSR" at 409.277 m.p.h. over the mile, because Thrust 2 is not a wheel-driven projectile. There is no need to use the Utah speed as proof that Noble is the fastest British driver and Thrust 2 the fastest British car, as this combination holds the British "LSR", at 259.74 m.p.h., set up over the Greenham Common ¼-mile. Nor can Noble claim the British f.s. kilometre record, because, to break this, the runs must be made on *British soil* and Britain has not yet taken over the United States. (Curiously, such a record could be taken by a non-national, say a Japanese driver in an American car, providing the course is on British soil.) When he did 403.1 m.p.h. at Utah the late Donald Campbell in "Bluebird" set a new "LSR" for wheel-driven cars. As Thrust 2 is a thrust-propelled vehicle using its wheels only for support, there is only one *absolute* record up to one mile that it can try to better, away from its country of origin, i.e. Gary Gabelich's 630.388 m.p.h. in "The Blue Flame"; unless it could manage *on three wheels* and beat Breedlove's 526.28 m.p.h., in "The Spirit of America"! Incidentally, although there has been a tendencey in America to time the "LSR" over the two-way mile, Gabelich made his faster run over the kilometre, so the World's f.s. mile is there to aim at, standing to this same driver and car, at 622.407 m.p.h. I hope this time Richard, who has *unofficially* gone quicker than Donald, succeeds and I wish him the best of British luck. — Ed.]

Driving Ability

Sir,

I found Mr. B. Simpson's letter in the June edition of MOTOR SPORT extremely interesting as he marked two significant points, one intentionally the other not.

Firstly, we have seen in recent years that a competitive F3 driver can do a fair job in a Grand Prix car, e.g. Piquet, Boesel, Palmer. Mr. Simpson shows, through Charles Lucas, that a F3 driver might also have the flair to drive an historic GP car at competitive speeds.

Secondly, with such high speeds attained by modern single seaters and drivers having to contend with lateral forces of 3g through 150 m.p.h. corners, some might feel that the drivers of 30 or 20 years ago had a comparatively easy time. Especially when historic cars are frequently to be seen driven quickly by euthuiastic amateurs.

I do not believe this to be the case. True a time of 1 min. 44.2 sec., would have put Lucas on row 2 or 3 of the grid for the '56 British GP, but Moss was on pole in a 250F with a time of 1 min. 41 sec.

My conclusion is that a star performer in a lesser formula will often be able to drive a GP car well, but that vital difference between a good time and an "ace" time has always been there and I hope always will.

As an aside, though driver ability probably hasn't changed much with regard to out and out speed, surely today's drivers' are more careless than those of 20-years-ago? Look at the number of retirements at Long Beach and Monaco caused by accidents.

Horsham, Sussex. ALASTAIR B. CONNERS

Mysterious Single-seater

Sir,

I believe I saw the car pictured on page 722 of the last issue when it was being built in a garage in Boscombe, Bournemouth in the spring of 1939. At that time the owner of the garage (near Boscombe Arcade), whose name I cannot recall, fitted a Centric blower to my L-Type MG Magna and it was during visits to view progress on this that I saw the car.

It certainly had a supercharged Riley engine, but I don't know if it was used before the war; if it was, it could only have been during the summer of 1939. I also recall that R. A. Waddy's "Fuzzi" — the twin-engined device which he used to drive — was also at this garage. Was the supercharged car being built for Waddy to drive?

Bath, Avon J. R. DAVENPORT

[Another reader has pointed out that the car in question was advertised by Onslow Bartlett in MOTOR SPORT for January 1947, when he wa asking the then large sum of £1,000 for the ca The car was described as follows:

> RILEY 1,100-c.c. single-seater, Zoller supercharged engin Approx. 150 b.h.p., road speed about 130 m.p.h. Weigh approx. 6½-cwt. Fully independently sprung all round. Porsch front axle, rear swinging half-axles. Torsion bar controlle Huge ribbed 16-in. alloy brakes, Lockheed leading shoe. Bod alloy streamline copy of Mercedes-Benz, including spare engin gearbox, brakes, etc.

Details of any subsequent history would b welcome. —Ed.]

Economy from a Rialt

Sir,

I was greatly amused by your piece on the 75 Club's Austin Seven Anniversary Run from Joh O'Groats to Land's End (MOTOR SPORT, Ma 1982).

Because of its association with the Club (an with the Austin Seven for that matter) Relian were invited to participate, which we did b sending along a 2-door Rialto three-wheeler crewed by John Brigden (IPC staff man, moto noter, and enthusiastic 750 Club Member) an the writer. A further object of the exercise, apar from being there, was as a practice run to find ou how the new three-wheeler Rialto would behave i Reliant decided to try an observed run over thi particularly well-known route. In the event w completed the near 900-mile course averagin 54.14 m.p.h. and 60.11 m.p.g.

Since I weigh 16 stone, and we had baggage fo three days and nights, two spare wheels, extra fue and tools with us, and we didn't try too hard fo exceptional m.p.g. figures, it was a promisin result. But we were more fortunate than yourself because we did see Baby Austins at the start an finish and at numerous points along the route motoring as well today as ever. Other than tha the run was remarkable only for the fact that i was entirely devoid of adventures. Next time we will take a CB radio and tune into the cha between club members!

Tamworth, Staffs. MIKE BENNETT, Marketing Director, Reliant Motor PLC

Porsche Pricing

Sir,

Mr. Green infers that he was quoted £12,900 for Continental delivery of a RHD 911SC. Given the minor effect of day-to-day £/DM fluctuations, this is (a) quite correct for the *tax free* price of this model in *any* country; and (b) more than in line with the UK pre-tax price of £13,430 where Panasonic stereo system, free delivery, and free servicing for the first 6,000 miles are included in the standard specification.

Some simple mathematics, in conjunction with the now current exchange rate, will reveal that a RHD 911SC to UK specification, purchased in Germany, will now be marginally more expensive once the car is imported into the UK and UK taxes are paid, and be without the above benefits.

As regards RHD availability, the current Porsche Factory policy is that, while they are unable to fulfil the outstanding orders for RHD UK specification cars, they consider it unfair to accept additional RHD orders from LHD markets at the expense of those UK customers who are awaiting delivery.

Finally, I can only regret that Mr. Green did not contact our Customer Liaison Department, who also handle tax free sales, and are more than adequately briefed to advise potential customers of the facts regarding world-wide Porsche pricing. Our belief is that facts are always the best basis upon which to make judgements.

Reading, Berks P. T. BULBECK, Porsche Cars GB Ltd.

Two Horrible Hondas

Sir,

On November 7th 1976 I purchased a Honda "1500" Civic, the 1,376 miles Demonstration Car of Stonedene Garages Ltd., Forest Row, Sussex, at that time the nearest Main Agent. On November 30th 1976 I purchased from Stonedene a second Honda Civic, a "1300".

Both cars have rusted abominably from the inside and it is evident that their condition was "terminal" from the word go. Both have always been garaged and have received their scheduled services. The larger car is now so bad that it is virtually unsaleable. I can knock holes in any of a number of places using only a pencil. Both front wings in particular appear to have in mind falling off as soon as possible. The condition of the bottom of the doors is a revelation.

I have complained to Stonedene; but get the impression that they "do not want to know". When I first did so in December 1980 they told me that I should have complained sooner. My recent letter to Honda (UK) Ltd., enclosing photographs, has merely elicited a reply suggesting that the vehicles have been allowed to deteriorate. It is difficult to see how I could be accused of this, unless they expected me to go looking for rust inside the doors and in other sealed compartments before any reached the outside surfaces. Honda are now calling in both cars to underseal them!

Sevenoaks, Kent CHARLES ALLIX

Badge engineering

Sir,

Re the letter in your June edition from Brian Mucci on the MG "Metro".

Its all been done before Brian! Many people, including myself, held our hands in horror at the insult to the old "Magnette" when they stuck an MG badge on a Wolsley 15/50. Now these cars are fully accepted in MG circles and club. There were some beautifully preserved or restored examples at Silverstone recently.

BMC did the same thing some few years later with the Austin 1100 / 1300 range, one of which was actually racing.

On the subject of the "Metro", BL ought to do what VW have done successfully with the "Golf" — market a drophead. Plenty of those have been seen during the recent fine weather.

Stanmore, Middx. D. R. MILLS

Bill James

Sir,

I am trying to locate Bill James who rode with AFP Fane in a BMW in the 1938 Mille Miglia. I wonder if any of your readers know his current whereabouts, or could put him in touch with me. Mr. James worked for A.F.N. before the last war, joined Aston Martin's just before war broke out and was a racing team mechanic with them after the war. From Aston's he moved to the Cooper works team and then emigrated to Canada. I believe that he is now living in New Zealand, but the source of this information is a few years old. I would be most grateful if anyone could help me to find him as I am sure he has a most interesting tale to tell.

Lingfield, Surrey JULIAN HUNT

[Letters will be forwarded—Ed]

Coincidence?

Sir,

With reference to Mr. Bob New's letter "Air-cooled 1958 ERA?"; it may be purely coincidental, but at the same time, the company I was working for, Alumasc Ltd., started on the design for low pressure die casting tooling for the crankcase of a Flat-6 air cooled engine, though the material was aluminium alloy.

There was no secret over our customer, it was General Motors, and the engine was for the ill-fated Chevrolet Corvair.

Reading, Berks D. E. GRAINGER

Reply to the VSCC

Sir,

Due to tight production schedules I was unable to footnote the letter from Peter Hull, the VSCC Secretary, published last month, in which he defends Donald Day from the inference, read into my comment "Cynics among the onlookers suggested that only sponsorship (in this case by Haggar for a race at the VSCC April Silverstone Meeting) makes racing that close", that this ERA driver was deliberately driving more slowly in a later race, the implication I made, as Peter sees it, being that there was then less prize-money at stake. It was never my view that the great sportsman Donald Day was driving any differently that afternoon in one race from another.

If anything, it could be that the Hon. Patrick Lindsay, having the faster car, played a bit with Day in the Haggar race, to provide between the two ERAs a more speculative result. As Peter says, sponsorship money from Haggar is used "for the furtherance of vintage racing for the benefit of everybody", so it might well be seen as the decent thing to give the sponsors a bit of a show? However, I would never have thought of this on my own! It came from some of the spectators in the public-enclosure, passed on to me by D.S.J., and it is a reporter's duty to report. Personally, I am sure that Donald Day was trying as hard as he always does in that later unsponsored race. The fact remains that Lindsay was able to lap a second quicker in the Haggar race, winning by 0.9 sec., and 4.2 sec. quicker than Day in the later race, in which Donald appeared to be driving as hard as ever and his car to be still as fast as before.

Had I known the VSCC's views about cups and tankards being for the competitors with any cash offerings preferably going to the Club, I might have made different arrangements when I directed the MOTOR SPORT Brooklands Memorial Trophy in the VSCC's direction. It must be embarrassing for Peter to see both the Trophy (and replica cups, if they are lucky) *and* the cheques being presented to mere drivers at the end of each VSCC racing season, especially as the Club generously pays for the "bubbly" drunk from the Trophy . . . !

As I am writing a letter to myself, may I say that I am glad A. F. Rivers-Fletcher has defended his memory of drivers taking passengers with them in some pre-war speed events. I remember the same thing, although, as Rivers remarks, it seems surprising that anyone should have wanted the additional weight and wind-drag in a sprint contest. However, I recall Sydney Allard, when he had a good chance of breaking the sports-car course record at the last BOC Prescott hill-climb to be held before the war, saying as he waited near the start-line that he wanted more weight on the near-side of the Allard, perhaps thinking of Pardon hairpin. His wife showing little inclination to ride beside him on this occasion, he asked me to go. I was delighted, and the objective was duly achieved. The next day, at Horndean hill-climb, Allard again wanted more weight in the car, to reduce initial wheelspin. Tom Lush proved too heavy on the first run, so I was asked to take his place for the second attempt, when f.t.d. was achieved. The Allard slid into a bush after crossing the finish-line and overturned after hitting an obstruction, but we were both catapulted out unharmed. Even then, however, passengers were apparently an unusual adjunct to a sprint car, because as I got up intending to hasten over and commiserate with Sydney, I received a rebuff from the First-Aid crew, who told me in no uncertain terms to go away and give the driver a chance, as an accident had just happened! Later, for safety reasons, passengers were discouraged, as Rivers says. Thus it was a bit ironical to see them allowed again, often without crash-hats, in the cars that were making timed-ascents of Prescott in the RAC's own "Golden-50" Rally, which however further highlighted the happy informality of this occasion.

Finally, I would like to remark on a further piece of ingenuity relating to how the Mercedes-Benz 500SEC offers its seat-belts to its front-seat occupants, as described by A.H. last month. Not only does it withdraw the belts if these are not accepted, as Alan explained, which takes some 30 sec., but should the "arm" have extended and a door be unexpectedly opened, that "arm" is immediately withdrawn. Veritably, this Mercedes-Benz is a paragon among coupés. . . .

London EC2 W. BODDY

Editor, MOTOR SPORT

RENAULT 5 GORDINI — contd. from page 937

cruising at well over 100 m.p.h. (top speed being in the region of 115 m.p.h.), but the continuous buzz from the front of the car combined with wind noise (exacerbated in hot weather by the necessity of having the windows slightly open) makes cruising at the legal motorway limit rather tiring. Putting such considerations on one side, however, we were able to leave Inverary at 9.00 a.m. on the Saturday of the late May Bank Holiday weekend and arrive in Wedmore, Somerset, at 4.10 p.m., having stopped twice for fuel and once for food. During this high speed journey, petrol consumption worked out at 27.7 m.p.g.

To drive the 5 Gordini Turbo gently is easy enough, but to drive it gently and smoothly is easier said than done. The gearing of the pleasant to use five-speed gearbox is ideal for screaming from corner to corner, but even with the excellent torque characteristics of the turbocharged unit, when pottering along one is either in too low a gear, in which case the engine sounds buzzy (adding to the temptation to use the performance) or too high, in which case everything just goes flat. To add to this, the suspension is aimed very definitely at the driver who uses a "change-down-twice-while-braking, full-power-out cornering technique rather than the lazier "brake, roll round the corner and change down if I have to" method which seems to have found favour with so many at the wheel of high performance derivatives. In the latter case, the car becomes difficult to balance in the corner, lurching over when steering lock is applied, unless one is going very slowly indeed. Driven gently, however, the fuel consumption reached a staggering 45.3 m.p.g., even though said gentle driving was through hilly terrain.

So, a car which asks to be driven hard and fast and rewards the driver who does so, but not a car to buy because you want a turbo-badged conveyance in the drive to impress the neighbours. If I had the choice between this and the Golf GTi, I would have to think hard about it, but would probably choose the slightly more pedestrian Golf. If I had had that choice five years ago, definitely the Renault. — P.H.J.W.

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MGB GT. 1969. Mineral blue, chrome radiator grille, wire wheels, over-drive, mechanically excellent. Body good, one owner throughout its 71,000 miles. Children and bank force sale. £1,200. Tel: Conwy 2755. (30931

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BENTLEY MK. VI. 1950, running ideal for renovation, £1,000. Bentley Mk. VI 1950 all parts good for spares, £550. Tel: Scarborough 0723 61249. (30772

FOR SALE—continued

BENTLEY R. 1954, automatic, black pearl / shell grey, tan original interior, sunroof, radio, many bills and history, excellent order, £1,000 recently spent, M.o.T. December 1982. £4,500. Tel.: 01-638 1200 day, 02514 7843 (Fleet, Hants) evenings. (30552

AC 428 COUPE. 1970, ruby red, white trim, Wilton carpets, 2 owners, factory documented history, very low mileage, pristine condition throughout, part exchange considered. £9,450 o.n.o. Tel.: 021-707 8166 daytime; 021-745 8077 evenings. (30597

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ASTON DB5. 1964, immaculate, BRG and beige interior, 65,000 miles, history. £8,500 o.n.o. Tel.: 01-222 0879. (30410

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TF MG. 1954, 6,000 miles in 10 years, engine rebuild, respray ivory, re-upholstered, rechromed, details on request. £5,500 o.n.o. Tel.: Lambert 051-924 5280. (31099

LOTUS ELITE 504. July 1978, one owner, metallic silver, black hide upholstery, p.a.s., air conditioning, stereo, 36,000 miles. £6,250. Box No. 6670. (31100

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AUSTIN SEVEN Saloon, 1926. Dark green, black, prize winner. £3,600. Full details phone Ashbourne daytime 42308. Eve 43390. (31169

SILVER CLOUD 3, 1965. The price indicates the quality. £13,000. Tel: Chelmsford 0245 76526. (31170

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PORSCHE 911S. 1975 'N' Reg. Silver. Recent 72,000 mile service. History. £6,500 o.n.o. Tel: Boston (0205) 870673. (31105

SUNBEAM ALPINE Open Sports Mk 4, automatic 1965, new steering, brakes, exhaust, tonneau cover, exceptional body and interior. Radio, good tyres. £895. Tel: Hayling Island 2452. (31106

MG MIDGET 1275 c.c. August 1974. Yellow, good condition. £1,100 o.n.o. Ledbury (0531) 4183. (31107

LOTUS ELAN. Rebuilt from chassis up by enthusiast. Over £5,500 spent on parts plus 900 hours of own labour. Ring for details 01-549 8086 (work), 01-948 6135 (home). (31292

PEUGEOT 504 CABRIOLET. Convertible, 1973, in superb condition, leather upholstery, alloy wheels, one owner, £2,250. Tel: 0253 883451. (31293

1967 DAIMLER SOVEREIGN 'S' Type. Good condition. Tel: Darlington (0325) 52598. (31296

FIAT X1/9 5-speed. 1,500 c.c. 1980 W-Reg. 23,000 miles metallic red paintwork protected by Envirogarde fully rustproofed. Meticulously maintained, beautiful condition. £3,750 o.n.o. Tel: Northampton 585793 (daytime) or Towcester 52028 (evenings). (31297

1933 20/25 ROLLS-ROYCE Brewster Ascot replica. Tourer body. Cocktail cabinets, trunk, full weather equipment, taxed, M.o.T. Superb car. 0432 265066 (Business), 0432 273625 (after 7 p.m.). £16,000 o.n.o. (31298

AUSTIN 20/6 Mayfair limousine, 1936, blue/black original coachwork with blue leather interior, 62,000 believed genuine, glass partition, ideal for weddings, many spares, current owner for 8 years £2,750 o.n.o. Tel: Bracknell (0344) 20277. (31390

ASTON MARTIN DB6 auto, turquoise blue, blue leather interior, 71,000 miles, 1968, excellent condition, M.o.T. £3,750 o.n.o. Tel: Armitage 490750. (31397

TALBOT 65 saloon 1935, in very good condition, M.o.T. and taxed, £4,250. Tel: Collin (038775) 216. (31509

BRISTOL 403, £800 no offers, English reg, ring for details, Dublin 979099, or call to 38 Greys Hill, Bangor, Co. Down. (31510

ALVIS 1963 TD21 Series II Saloon, automatic, dark green, wire wheels, mechanically good, rechromed, new body panels and resprayed, M.o.T. 12 months, part exchange considered, £2,800. Tel: 021-429 6970. (31511

FERRARI 365 GT 2+2, 1970, approx 40,000 miles, body and mechanical condition excellent, blue with black upholstery, special No. plate, £7,500. Tel: 0403 (Sussex) 790230. (31513

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NEW ALFA Romeo 2000 Spyder, R.H.D., specially imported from Italy, unique car, fully rustproofed, £8,250. Tel: 01-729 4510 office, Mr. Simons. (31520

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1977 PORSCHE Lux Targa, 37,000 miles, silver, rear spoiler, just serviced, expensive stereo system, mint example, £8,750, interesting part exchange considered. Tel: 062982 3708 (Derbyshire). (31522

MERCEDES 280SE 6-cyl, K-Reg, 1971, taxed, long test, metallic blue, beige interior, beautiful condition, £985 o.n.o. Tel: 05212 6260. (31524

DAIMLER V8 250 automatic, 1967, good order throughout, faded paintwork, radio. M.o.T. £695. Tel: Saffron Walden 22330. (31526

E-TYPE 3.8 Convertible, L.H.D., mink/beige hood, air conditioning, perfect example, currently in Italy. Tel: Modena (Italy) (059) 239329. (31525

1954 XK140 Rolling chassis, with bulkhead, one new front wing, many chromed parts, engine, gearbox, axle, chassis, steering and suspension professionally renovated to as new condition. £4,000 spent, must sell £1,250. Tel: Stockton 780535. (31527

LOTUS SUPER SEVEN 1972. Mk IV twin cam big valve, stereo last two years. A very practical car in excellent condition. Resprayed, overhauled, oil cooler, stainless exhaust, etc., and generally well looked after. Offers Located Aberdeen. Tel: M. Freeman 0224 874383 (day), or write to: 63, The Old Village, Portlethen AB1 4QR. (31312

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VOLKSWAGEN SCIROCCO STORM. Available 1st August. V registration, one owner, metallic green, leather Recaro seats and trim, Blaupunkt radio, full service history, beautifully maintained. £4,000. Tel: Radlett 6752, evenings. (31305

MG-PB 1936. Immaculate; 1,000 miles since restoration, has won numerous concours including Beaulieu and Silverstone, probably the most original PB available. £8,000 firm. Tel: 01-606 5275 before 6 p.m. (31306

FOR SALE—continued

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MGB LE ROADSTER, 1981, bronze commemorative model, 750 miles, wire wheels, undersealed. £6,000. Tel: 0747 870777 (Wilts.) (31309

RILEY 9 TOURER, 1930. New engine, good running condition, fabric body. £5,000. A spirited but friendly car. Tel: 0386 860098. (31313

CLASSIC PAIR: Two MG-C GT's — 1968 BRG, engine rebuilt to Downton Stage 3 spec., good cond., one owner last 8 years. 1967 Regency red, works development prototype, wires o.drive, s/roof, rare car, sound but requiring restoration. Host of spares to be sold: offers separately or as a pair. Tel: 0342 810771. (31468

AUSTIN SEVEN OPAL, two-seater, 1937. Professionally restored, engine overhauled, new M.o.T. £2,500. Tel: Exeter 71507. (31358

MG-B GT 77S. Excellent condition, £700 recently spent, sunroof, wire wheels, pioneer stereo. £3,450. Tel: 01-438 1898 (days), 01-398 5036 (evenings). (31460

XR3, "X" REG. Diamond white, August 1981, 7,000 careful miles by private, caring owner. Professional inspection invited. Showroom condition. £4,995. Bargain. Tel: 051 334 6867 (evenings and w.ends). (31471

ALFASUD SPRINT 1.5, 1978(T), Metallic silver, 38,000 miles, radio-cassette player, waxoyled. £2,400. Tel: Idmiston (0980) 610422 (Wiltshire). (31361

RENAULT 5 GORDINI, June 1980. 20,000 miles, black, many extras, excellent condition. £3,800. Tel: 041 776 7876. (31362

TVR TAIMAR TURBO, July '79. Arctic white, sunroof, LSD, radio-stereo, all extras. 9,000 miles. Always garaged never used in the wet. One of the last of 26 built and absolutely immaculate. Price £8,000. Tiger, Tuscan, Griffith or similar V8 taken in P.ex. Tel: Gunshop, Haslemere, Sy 51913, office hours. (31363

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TR7, 1977. White sunroof, radio, genuine 45,000 miles, T&T immaculate. First £1,950 secures. Tel: Doncaster 783717. (31366

MG MIDGET 1500. S reg., 1977. Red, tonneaus, low mileage, immaculate. £1,675. Tel: Doncaster 783717. (31366

LOTUS ELAN +2. S130. 1973. 5-speed, sunroof, alloy wheels, stainless exhaust, metallic green, silver roof, tints, taxed Sept. 9 months M.o.T. Very good condition. £2,650 o.n.o. Tel: 061 427 1144. (31367

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TVR 3000M 78, 30,000 miles, sunroof, Wolfraces, many extras, black/gold, excellent condition (Golf GTi). Dr. Greaves. Tel: 021 772 4311 day, 779 6500 eves. 4.7.82 onwards. (31685

1935 AUSTIN Lichfield 10-4, PVT, immaculate, mint example, royal blue/black, offers, details. Tel: 0642 700925. (31687

1977 FERRARI 308GT4, black, gold factory wheels, sunroof, air conditioned, Clarion stereo, 51,000 miles, electric windows, electric aerial, garaged, beautiful condition, offers, £7,250 p/x considered. Tel: Sharpthorne 810674. (31688

LOTUS ELITE 501, 1976, good condition, company maintained, new tyres, exhaust, 53,000 miles, special registration available, £4,150 or exchange S2 Esprit plus cash. Tel: 0246 410474 evenings. (31689

LAGONDA LG45 D.H.C., beautiful original car in good condition (South of France last year). £12,500 o.n.o. Tel: 01-950 1019. (31690

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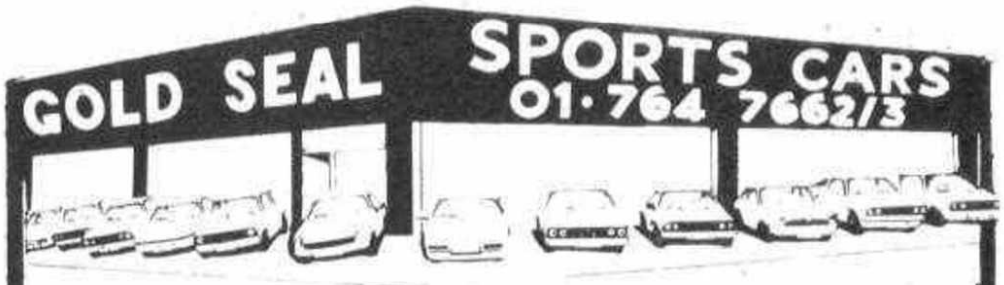
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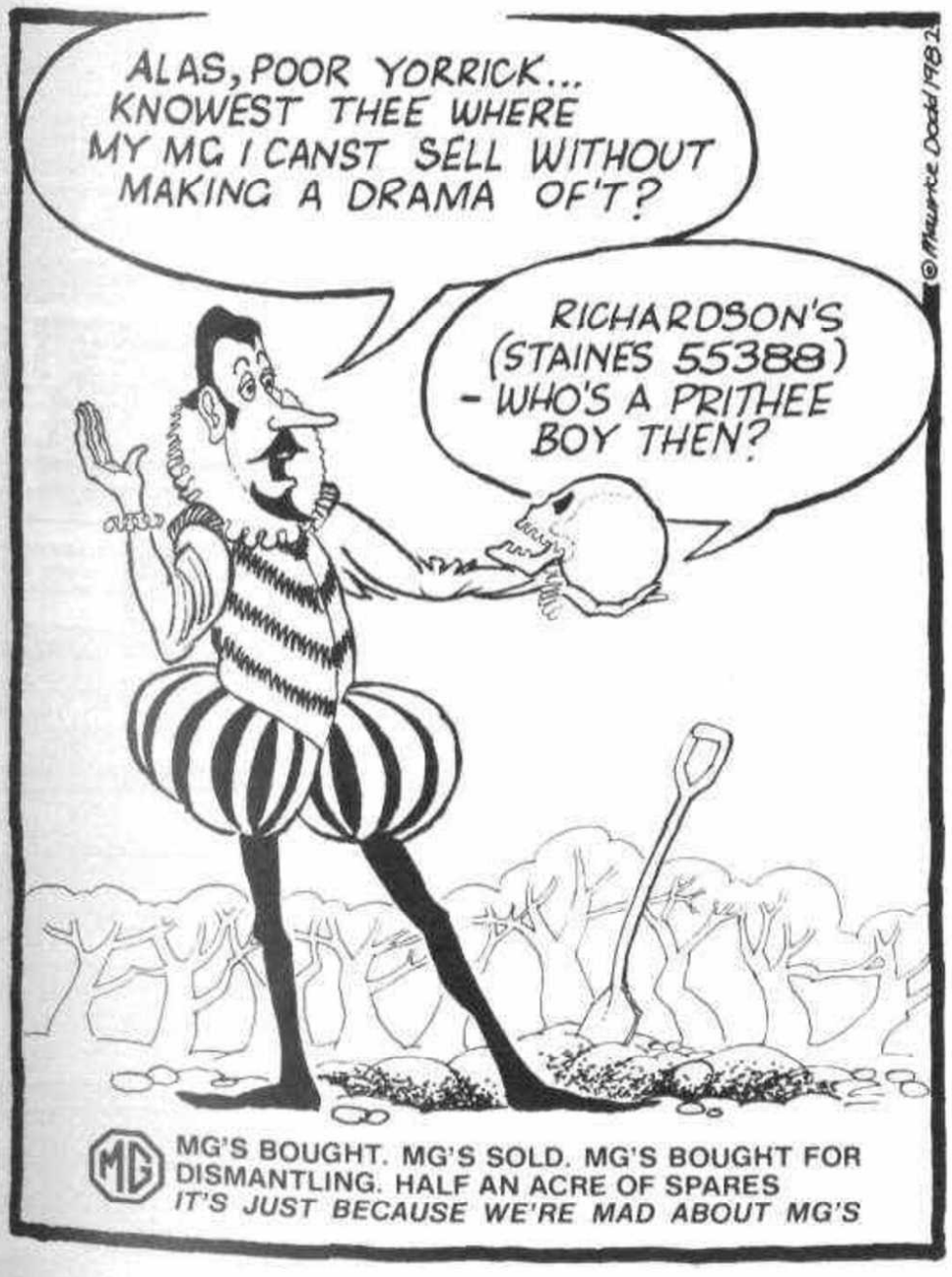
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1976 Jaguar XJS. Automatic, green, most extras. **£4,295**
1967 Jaguar 420 Auto. Dark blue, approx. £500 spent by us. **£895**
1961 Jaguar XK150. FHC, automatic, white, one owner, 69,826 miles, sunroof, wire wheels. **£6,000**
1981 (X) Lancia Beta 2000. Brown, one owner, 4,178 miles, sunroof, electric windows, radio/cassette. **£4,295**
1963 Lagonda Rapide. Automatic, original logbook, history file. ... **£6,700**
1923 Lagonda 11.9 h.p. 2-seater/dickey. **£5,000**
1981 Reg (80 Model) MGB. Hard/soft top, radio/cassette, undersealed, one owner, 11,917 miles. **£5,695**
1981 MGB Commemorative Model. 270 miles. **£6,595**
1981 MGB GT LE. Pewter, one owner, 8,113 miles, vinyl roof, radio/cassette. **£5,995**
1981 MGB LE. Bronze, one owner, 2,164 miles. **£5,995**
1980 MGB GT. Yellow, 16,698 miles, sun & vinyl roof, radio. **£4,545**
1980 (W) MGB. Yellow, one owner, 22,800 miles. **£4,695**
1979 MGB GT. Inca yellow, 2 owners only. **£3,545**
1979 MG Midget. Pageant blue, 35,407 miles. **£2,845**
1979 MGB. Yellow, radio, etc. **£3,595**
1978 (T) MGB GT. Red, 30,440 miles. **£3,495**
1978 MGB GT. Pageant blue, 27,400 miles, extras. **£3,375**
1978 MGB. Green, history known to us. **£2,945**
1976 MG Midget. Yellow, radio, tonneau. **£1,575**
1976 MGB GT V8. Bracken, black nylon, sunroof, radio/cassette. **£3,545**
1975 MGB GT. Jubilee model, green, two owners, sunroof. **£2,645**
1974 MG Midget. Blaze, roll bar, radio. **£1,475**
1973 Model MGB GT. Automatic, yellow, sunroof, radio. **£2,295**
1970 (69 Model) MGC GT. Purple, wires, radio/cassette. **£2,975**
1970 MGB GT. Automatic, black, vinyl roof. **£1,395**
1954 MG TF 1250. Black, last owner 10 years, wire wheels. **£5,400**
1965 Sunbeam Tiger. Hard/soft top, last owner 11 years. **£2,995**
1981 TR7, DHC, One owner, 7,400 miles, Persian Aqua. **£5,225**
1981 TR7, DHC. Red, one owner, 13,777 miles. **£4,995**
1981 TR7, DHC. Green, one owner, 12,229 miles. **£4,995**
1979 Triumph Spitfire. Carmine, tan check trim, one owner, 14,899 miles, hard and soft top, undersealed, radio, complete service history. **£2,995**
1977 Triumph Stag. (Last year of production.) Green, one owner (BLMC) elec. windows, radio, PAS, o/d, hard/soft top. **£4,695**
1972 (L) GT6 Mk. III. Yellow, o/d, radio, £640 spent by us 8/9/81. **£1,895**
1947 Triumph 1800 Roadster. White. **£6,000**

New Victory 41. 19 mm. Teak Deck stem to stern. Teak interior. Sleeps 8. Powell spars. Lucas sails. 4.236 Perkins. **£66,000 + VAT. Take cars and/or property in part exchange.**

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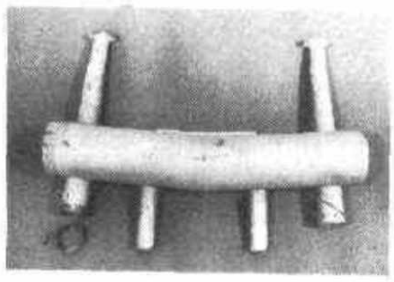
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TIP OF THE MONTH

Tell-tale tacho. If you ever develop a misfire on your 911 (not 911SC or Turbo), before stopping check if it coincides with the rev. counter needle becoming erratic. If so, it's probably because the distributor points are dirty or have gone out of adjustment. Grotty points can also cause the tacho needle to lag or wander before generating a misfire or non-starting problem.

ROAD RACER

'WHOOPS' SILENCER.
Did you make sense of the last bit of our June ad?! The confusion was due to celebrating Muldoon's 3½ hour London Marathon and wetting the head of Oily Dwarf's first born!



Autofarm 'switchable' silencer cum megaphones. See last month's ad for info!
£150 + VAT

Goes with our big-bore Heat Exchangers to form a road / competition exhaust system for any uprated 911 engine. Requires some rear panel modification, and guaranteed to disconcert following cars!

RENOVATION



FRONT FLOOR PAN
At last the front section of the floor pan is available from Porsche at a reasonable price. It comes complete with all mounting brackets, and fits all 911/912 (and Turbo).
£95 + VAT
See our January '82 ad for details of the other renovation panels available for the front end.



FRONT LIPS
Two useful oddments.
1965-73 front lip. Welds onto front inner panel to support front apron seal.
£8.49 + VAT
1974-on. Front Channel. Welds onto front inner panel for front bonnet seal.
£1.85 + VAT.

COMPETITION ROLLING SHELL

We've currently got too many on-going projects, and need a tidy-up! Our project 84 (see our February '82 advert) is sitting in a corner gathering dust. 1975 Coupé shell, converted on our jig to Turbo geometry, fitted with full 3.3 Turbo suspension and brake system, galvanised Turbo rear wings. Ideal basis for competition or ultimate *road-going lightweight* car. Shell still has wiring, brake lines, etc., and is ready for paint. **Price from £4,950.**



934 AT LE MANS
This year, we trust, we'll have started at Le Mans with Richard Cleare and his 6-year-old, unsponsored 'Shoe-String' 934. At the time of writing we'll only say it's going to be fun!

CARS FOR SALE



1979 'V' 911 SC Sport Targa. Grand Prix White, blacklook, black trim, 2 door mirrors, fogs, 2 owner, 37,000 plus history. A 'full spec' car in excellent order. **£12,950.**
1978 *model 911 SC Sport Targa.* Cashmere beige, blacklook, black trim. Engine and gearbox overhaul 5,000 miles ago, engine uprated to Carrera 3.0 output. 3 owners, 65,000 plus history. A significantly quick one for only **£10,450.**



1978 model 911 SC Sport. 3.3 turbo style. Black, blacklook, tan trim, 39,000 miles. Fitted with all steel Turbo panels, gold 8J and 9J × 16 wheels. Extensively overhauled during conversion and in superb order. Turbo style and handling with SC practicality. **£13,250.**



1980 'W' 928 S manual. Minerva blue, dark blue leather, 29,000 miles with full history. E.S.R. 2 mirrors, magnificent. **£18,750.**
1973 2.4 911S Targa. White, black trim, all 'S' extras, e.g. front spoiler, Recaros, etc. Very straight and original with excellent exhaust and tyres. S.S. oil tank. 90,000 miles, hence. **£4,950.**
1980 924 Lux 5-speed. White, dark tan trim, full Lux spec. plus 2 door mirrors, radio / stereo. 1 owner, 31,000 miles. 'X' reg. (R.H.D. ex-British Forces Car). **£8,250**
1973 Carrera RS Lightweight. Chassis No. 9113600016. Ex-Motor Show car. Long competition history. Rebuilt in '79 as road car, with '74 3.0 RS-style bodywork. Rebuilt original spec. 2.7 Carrera engine just fitted. Finished in silver with blacklook, original black lightweight trim. Offers around. **£15,000.**
1976 model Carrera 3.0, 5-speed coupé. Heavily rolled! Still runs and drives, but doesn't look too good! Negotiate around **£3,500.**

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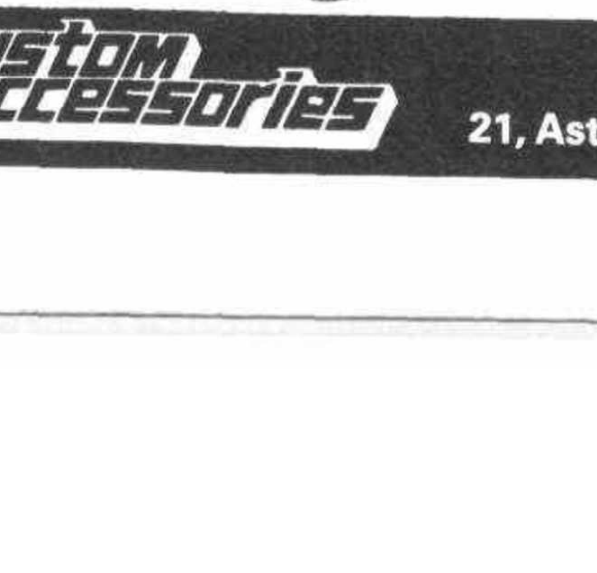
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FOR SALE—continued

MG MIDGET. 1970, winner of numerous condition awards with MGOC, bronze, yellow bodywork, all extras, full M.o.T., never used in wet, absolutely superb. £2,000 o.v.n.o. Tel.: Paul Webb on Merthyr Tydfil (0685) 75054 evenings. (31800

1922 CHEVROLET ROADSTER. Dickey seat, immaculate condition. Tel.: Durley 393 night. (31802

Y MODEL FORD, 1936, *2-door saloon, runner, easy* restoration, £500. Tel.: Durley 393 night. (31802

LOTUS ELAN SE, FHC, carrycot forces heartbreaking sale of fully rebuilt, immaculate enthusiast owned car. Genuine 5,000 miles p.a. £2,750. Tel.: 021-471 2332. (31790

RS2000 CUSTOM. 1980 W-Reg., 17,000 miles, all extras, sunroof, stereo, rustproofed, signal yellow with black vinyl roof. £4,995. Tel.: 045527-3503. (31795

COLLECTOR'S CAR. Rover 100, 1960, excellent *condition, grey / black, well maintained, just taxed,* M.o.T., original tool kit, radio, reserve tank. Offers around £800. Tel.: Ringwood 4368. (31797

XK150 JAGUAR. 1960, black, f.h.c., M.o.T., Borg-Warner transmission, beige interior, probably one of the finest cosseted original examples available, needs no renovation. £7,900. Tel.: Kingsclere (0635) 297184. (30258

1929 STANDARD 9 h.p. Light Commercial. Offers over £1,500. Spare parts for Rover 16 h.p. 1946. Tel.: Malmesbury 3401. (31787

DAIMLER SP250, 1963, 'C' Spec., red, tax, M.o.T., new hood, exhaust, carpets. £1,750 o.n.o. Tel.: Leicester 303988. (31788

ALVIS TC21/100 GREY LADY SALOON, 1955, two owners only, present one 18 years, full history, complete with *original accessories, handbooks, etc.*, first class condition mechanically and bodily. £3,500. Tel.: Basingstoke (0256) 780592. (31789

1949 HEALEY. Riley engine, reground crankshaft, line bored mains, Pathfinder rods, overhauled suspension, brakes, Sportsmobile body requires completion. £950. Seen Banbury. Particulars Tel: 0984 40965. (31939

TR4, 1962, w/w, o/d, red, rebuilt 1976/7, many new parts, very nice car. £1,250. Tel: Watts Downham Market 388494. (31940

JAGUAR XK150, 1960, f.h.c., with sunroof, 34,000 miles from new, a totally original car in immaculate condition throughout, 2 owners and garaged since new. £6,950 Tel: Day 584 6391, Eve. 370 5955. (31936

BMW 3.0 CSL, (lightweight) red, one owner from new, full service history, 43,900 *miles only, superb* condition. £4,500. Tel: (0933) 314106. (31933

1958 MG MAGNETTE ZB Varitone saloon, rebuilt mechanics, bills available excellent original condition. Tel: J. Hay 029-921 450. (31930

ALFA SPIDER, April 76, red, 14,400 miles, black *interior*, Dinitrol from new, alloy wheels, M.o.T. March '83, pristine. £4,200 o.n.o. Tel: (0482) 869685. (31935

FERRARI, 1969, 365 V12 2+2, dark blue, low mileage, f.h.d. beautiful collectors car, taxed, M.o.T. £8,250 o.n.o. Tel: 0480 62934 *evenings*. (31924

RILEY V8 Special, VSCC accepted, excellent well known race car. £7,000. Tel: 0535 53408 or 53550. (31925

ROVER 3-LITRE Mark III Coupe automatic, HRW 1966, one owner, 67,000 miles. Detailed history, very *exceptional*. £2,000. Tel: 01-693 5530. (31926

FOR SALE—continued

AUSTIN HEALEY 100/4, BN2, 1956, good condition, metallic blue, three owners. £3,000 o.n.o. Tel: 01-947 7959 (Wimbledon). (31927

ROVER 105, 1959, 18,500 miles, good condition. Offers. Booth, Bourne, Lincs. Tel: 07782 2465. (31928

1974 LOTUS SPECIAL Seven S3, professionally built, one owner, carefully used, Holbay twin cam, 2000E box, 3.9 diff., I.R.S. full twin wishbone i.f.s., 4 wheel discs, 5:5 K.O. wheels, £3,500. Tel: Comberbach 891846 (evenings). (31931

RARE 1928 Humber 14/40, fabric saloon, only one known to exist, excellent mechanical condition. Very usable vintage car. £5,500 o.n.o. Tel: 0253 33806. (31919

MGB ROADSTER 1973/76, must be very good condition, prefer white. Private cash buyer. Tel: Bristol 672710. (31920

E TYPE V12 Roadster, 5,000 dry miles only! White, *black hardtop, Rustproofed, substantial offers.* Tel: Codsall 5052 or Willenhall 66139 (West Midlands). (31921

1980 RS2000 Custom, excellent condition, only 16,000 miles, tax Feb. '83, radio / cassette. £4,950. Tel: 01-643 3002 or 01-397 6991. (31922

E TYPE 1974, manual Roadster, 39,000 miles, a superb all original rustfree car in faultless mechanical condition. £9,000. Tel: 01-670 2691. (31923

ASTON MARTIN DBS 1975, immaculate condition inside and out, silver grey, needs a service. £5,750 o.n.o. Tel: Uxbridge 58431 (work) 32417 (home). (31950

ALFA ROMEO 2000 GTV, 1974, superb Bertone bodied example in red with grey cloth, documented service history with Alfa agents from new, Endrusted, *H.R.W., radio. Tel: 021 523 7694.* (31953

SCOTLAND — TURBO Manta coupe Berlinetta, R-Reg, list of extras including Recaro seats, ZF gearbox, spoiler, Wolfrace wheels, etc., all modifications carried out professionally, superb car for around £3,495. Tel: Wishaw 72394 for fuller details. (31956

AUDI GL 5E, T-Reg., silver, radio/stereo, sun-roof, excellent condition, but needs new rear bumper, hence £3,000 o.n.o. interesting part exchange considered. Tel: (evenings) Harrogate (0423) 770077. (31949

MORGAN 4+4 £5,000. Four seater, boot rack, belted bonnet, Weber carburettor gives 0-60 under eight seconds. M.o.T. 83. Tel: Mildenhall 7-14817, 8-4 weekdays. (31951

MAZDA RX 7, Series II, 6,000 miles, from new under *warranty, Mayan gold, sun-roof and whale tail, fitted* quadrasonic MW-FM cassette. £6,000. Tel: Mildenhall 7-14817, 8-4 weekdays. (31951

MGA 16000 ROADSTER, red, completely restored inc. chrome and trim. £2,950. Tel: Steyning 815329. (31952

MONTE CARLO Cabriolet 1979, metallic carmine, black cloth interior, automatic V8 engine, luxury package with every extra. Tel: Leeds 532251 (day) Harrogate 872964 (evenings). (31941

LEYLAND CUB Fire Engine 1934, open cab Braidwood body, rare and unique appliance in concours condition and completely original. Contact Leeds 532251 (Day) or Whitby 810722. (31941

BUICK SKYHAWK 3-door sports saloon, metallic carmine, 3800 cc V6, automatic de-luxe package with every extra. Tel: Leeds 532251 (Day) Harrogate 872964 (Evenings). (31941

FOR SALE—continued

CHEVROLET FLEETSIDE C10 deluxe pickup 1980 with unique detachable hardtop and fitted 4 tilt / revolving captains chairs. Arctic white, red interior. 4500 CID countless extras. Tel: Leeds 532251 (Day) Harrogate 872964 (Evenings). (31941

JAGUAR 3.8S, 1965, auto, dark blue, good cond., garaged since 1975, ideal for renovation. Space urgently reqd. Hence £250. Tel: North Weald 2280. (31942

TR3A 1959, 35,000 miles recorded, excellent condition, white with red trim, M.o.T. perfect running order, 3rd car maintained regardless of cost. £2,950. Tel: 051-709 0792. (31943

JAGUAR 420, Manual o/drive, Reg. 67, 23,000 miles, metallic maroon / grey leather. Price reflects condition. Offers in excess £3,500. Marsden. Tel: Grays Thurrock (Essex) 891994. (31947

FRAZER NASH TT Replica, 1935, Meadows engined, *substantially rebuilt over last twelve months and now* excellent condition throughout, well known and recorded history. Must sell, £13,000? Duffy, Whitehouse, Greenhalgh Lane, Greenhalgh, Preston, Lancs. Tel: Weeton (039136) 661. (31948

BENTLEY CONTINENTAL. 'R' Type, aluminium fastback, 1953, manual, superb condition, rebuilt engine. £18,500. Tel.: 01-504 2064. (32103

EX-DUKE OF NORFOLK Bentley S2. Long wheelbase, all alloy body by James Young, 1960, genuine 42,000 miles only, superb throughout, not to be confused with the average Bentley of this year. £17,000. Tel.: Ashtead 77089 or Epsom 27777 evenings. (32104

LANCIA AURELIA GT, 1955, *rare* opportunity to acquire one of these classics, very original good condition. Must sell. Tel.: 01-733 9964. (32105

JEEP BY AUTO-UNION, Ex-NATO, *reliable, rare*, 4-wheel-drive. £650. Tel.: South Benfleet 4174. (32106

MK.VI BENTLEY, Standard steel, sand / sable 4¼, taxed, M.o.T., good conditon. £4,350 o.n.o. part exchange considered. Tel.: 0789 294577 (Stratford-on-Avon). (32107

ALFA ROMEO 1750 SPIDER, 1970, l.h.d., hard and soft tops, one owner, stored since 1977, genuine car, some rust but underside good. £1,250. Tel.: 0304 812638. (32109

BOND EQUIPE V8, 1971, *total chassis-up rebuild*, fitted Rover V8 engine, auto box and rear axle, etc., Cobra Supaslot alloys and Dunlop Sports, 500 miles only since, mallard green with black interior. Tel.: Berkswell 32410 (nr. Coventry) anytime. (32110

JAGUAR XJS, 1979, white, radio / stereo, cruise *control, Michelin tyres, 46,000 miles, no rot, interior* unmarked, Jaguar Club Owner. £3,795 or exchange. Tel.: 021-236 0106. (32111

HEALEY TICKFORD SPORTS SALOON, 1954, very rare car in excellent condition. Tel.: 0742 745266 for details. (32112

RILEY RME 1½-LITRE, 1954, stored and cherished since 1973, recent M.o.T., a beautiful car. £1,950. Also spare engine and parts. Waller, The Red House, Sonning-on-Thames. Tel.: 0734 693082. (32113

AUSTIN CHUMMY, 1927, dismantled for restoration, *£1,000. Also Chummy kit of parts with body, £750.* Tel.: Shrewton (0980) 620773. (32115

PORSCHE 911 LUX Coupé 2.7, 1977 (S). Yellow with black pinstripe, service history, 57,000, almost new tyres, electric roof and windows, excellent condition, private sale, £8,250. Tel: Great Dunmow (0371) 3821, or 01-521 7233 (office). (32135

FOR SALE—continued

MGB GT, 1979, black, low mileage, undersealed since new, very smart. £3,650 o.n.o. Tel.: 0525-716364 or 403409. (32118

LOTUS 7 SERIES III. Brand new and unregistered, 140 b.h.p. Lotus twin cam engine, alloy wheels, aluminium B.R.G., immaculate. £6,300. Tel.: Copthorne 712087. (32119

PORSCHE 928 S AUTO, 1981 (W), in light metallic blue / blue leather upholstery, sunshine roof, radio / cassette player, one owner, 20,000 miles, used by company chairman. £20,950 (price negotiable, no part exchange). C. & A. Pickering, Ltd. Tel.: Measham (0530) 70432. (32120

A WELL-KNOWN racing 1½-litre Riley Special 1935-37, Silverstone 1.23, narrow Victor chassis, Adelphi running gear, pre-selector box, high compression pistons, large valve head, four branch exhaust, external oil and water pumps, etc., has all *equipment for road use*. £3,500 o.n.o. Tel.: Gordon Bellenie, Aylesbury 24851. (32122

RILEY LYNX SPRITE Sports Tourer. 1936, only one previous owner, very good all round condition, limited mileage since rebuild. Offers around £9,500. Tel.: Byfleet 40129. (32121

LOTUS BRM ELAN +2. Very rare BRM-prepared road engine, rebuilt to original specification 4,000 miles ago. Aston Martin metallic olive paintwork. £2,750. Tel.: Oxford 54097. (32124

HUMBER 9 H.P. SALOON, 1928, completely overhauled, attractive car, long M.o.T., *taxed. £3,600.* Tel.: Bournemouth (0202) 695937. (32125

CLAN CRUSADER, 1973 (M), yellow, immaculate, s/roof, alloys, new transaxle, economical and appreciating. £1,345. Tel.: Stamford 783194. (32126

BENTLEY MK.6, 1950, 2-door, F.H.C. by James Young, good condition, very rare car. £3,650 o.n.o. MGC GT, excellent condition, late model. £2,000. Tel.: 0754 880695 evenings. (32123

ASTON MARTIN DB4 1960 Series II. Totally rebuilt, all re-chromed, black/black trim. Must be seen to be appreciated. Offers. Tel: Dave 0271813008. (32128

AUSTIN 12/14 TOURER. Rebuilt rolling chassis, original log book, re-built engine, nearly all parts to complete car. Wildae Restorations. Tel: 0271813814, daytime. (32128

CHARGER, 1600 fuel injected, Corbeaus, Monroes, Ferrari type exhaust, Motolita, Ferrari red. £3,650. Tel: Hinckley 44027. (32129

ASTON MARTIN DB5 Convertible Automatic. 1964, Guards red, beige hide, hood, and hardtop, 64,000 *miles*, unused 10 years, full concours restoration stunning. £12,750. Tel: 0273 604320. (32132

ROLLS-ROYCE 20/25 Park Ward Limousine, GBK 74. Very original, never on public roads during present 12 year ownership. £6,250. Tel: Llandrillo (049084) 277. (32133

ALFA ROMEO 1750 GTV, 1971. Alfa Rosso, absolutely superb and original condition. No rust. Reluctant private sale. Only to good home. £1,850. Tel: Billericay 51207, evenings. (Essex.) (32134

MG MIDGET, T-reg, blue, 22,000 miles, Ziebarted, *complete new engine at 13,000 miles, immaculate*. £2,500. Tel: Long Eaton 62926 (evenings). (32137

1959 JAGUAR XK150S FHC with outstanding specifications. Present owner 16 years. New engine and clutch fitted. Webasto roof, radio/tape, three sets of wires including chrome, plus lots more. £9,000. Part exchange possible. Tel: Leeds 673272. (32138

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MORGAN 4/4 4-seater, 1980. *Silver grey*, black leather upholstery, wire wheels, D/H, 2,800 miles. **£8,250**

MORGAN PLUS 8, 1977. White, black interior, radio, 37,000 miles, 2 owners. **£7,500**

MORGAN 4/4 4-seater, 1976. Signal red, wire wheels, luggage rack, stone leather upholstery, one owner, 27,000 miles. **£5,750**

MORGAN 4/4 4-seater, 1973. Maroon, stone leather upholstery, wire wheels, in *good condition for its year, 72,000 miles.* **£3,750**

MORGAN 4/4 2-seater, 1971. Orange, one owner, radio, 53,000 *miles from new*, excellent condition. **£3,550**

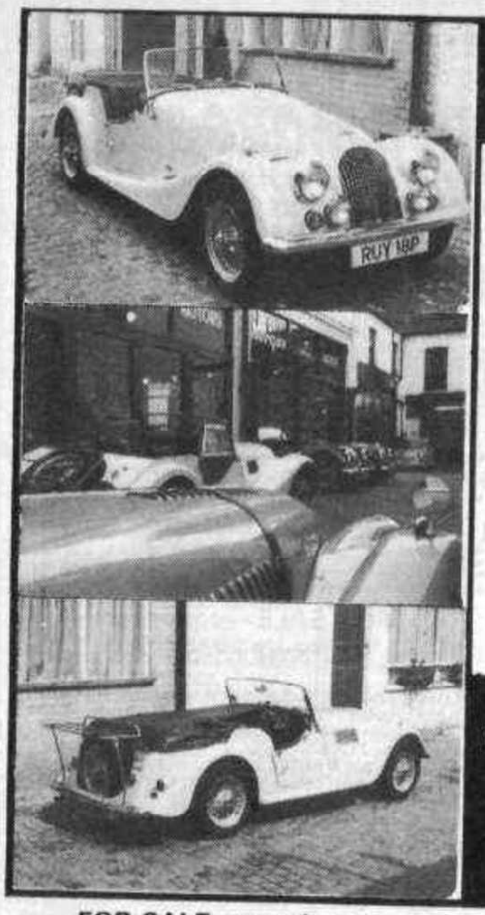
MORGAN 4/4 2-seater, 1978. Snowberry white, black leather interior, chrome wire wheels, r/s, 3,500 miles. **£6,750**

MORGAN PLUS 8, 1976. Burgundy metallic, stone leather interior, 18,000 miles. **£6,750**

AUSTIN HEALEY 3000, 1963. Metallic blue, chrome wire wheels. **£4,100**

E TYPE JAGUAR ROADSTER, 1973. Manual, chrome wire wheels, primrose yellow, r/s, 42,000 miles, immaculate. **£9,850**

TURBO CAPRI, 3-LITRE GHIA, 1978. Fully *allard turbo charged, metallic gold, one* owner. **£3,950**



The London *Morgan* Distributors

June goodbye, hello July.
*The following **Morgans** are all a good buy.*
Mince pie revolvement is usually caused by the 1982 **Morgan** plus 8 finished in metallic green with an aluminium body and wings, delivery mileage only. This **Morgan** also has leather interior, folding and reclining seats, spare wheel cover, luggage rack and Pirelli P6 tyres to glue the tarmac to the car. In deep wine red is a 1980 **Morgan** plus 8 with cream leather folding and reclining seats, matching hood, sidescreens and tonneau cover, 5,000 miles. **Morgan** flying cap to match the interior a must. 1978 **Morgan** plus 8 squirrel nut brown, cream folding and reclining seats, paintwork faded, engine worn out, hood torn, 3 of the 5 gears are missing and the spare wheel is missing. "Gasp" you say, how can this be so? You're quite right it isn't, because it's a Morris Stapleton **Morgan**. "Hurray" did we hear you say? 1982 **Morgan** 4/4 2-seater in signal red. Folding and reclining seats, wire wheels, bonnet strap with delivery mileage, lent this **Morgan** to a magazine the other day for appraisal, chap loved it but as he was bringing it back to us with less than three miles to go, the clutch cable broke. Point out straight away that this is unusual. The next **Morgan** 4/4 4-seater finished in British Racing Green, 72 spoke wire wheels, 15,000 miles, folding and reclining seats. The **Morgan** was registered in 1981 and it also has door handles for opening the doors without chipping your nail varnish. Signal red and canary yellow are two colours which belong to a 1978 **Morgan** 4/4 2-seater and a 1977 **Morgan** 4/4 2-seater. The signal red **Morgan** has done 14,000 miles and is fitted with door handles, a spare wheel cover and a luggage rack. The 1977 **Morgan** has leather interior, wire wheels and a luggage rack. British Racing Green is the colour of a 1973 **Morgan** 4/4 4-seater which has done 24,000 miles. The **Morgan** plus 4 Coupé has gone to a nice home, and we are looking for another nice home for our **Morgan** plus 8 group 4 homologated racing car, finished in black. This **Morgan** has been raced successfully in this country and was originally built for the Sebring 12 hours. If interested, ring and ask for Bruce. You can talk to him about its on board jacking system etc., etc. Last but not least is our 1980 **Morgan** 4/4 4-seater, signal red, wire wheels and leather interior. Does anybody want to buy a Lancer Corniche Express? This speedboat is 33ft long and is fitted with twin Mercruiser engines, very fast and quite cheap. Colour of the boat is red. If you ring ask for John.

morris stapleton

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FOR SALE—continued

MAZDA RX7 COUPE. V reg., red, one lady owner, 29,000 miles, black trim, alloy wheels, cassette/radio, immaculate condition, full service history. £5,750. Tel: Fowlmere 468 (evenings). (32139

1976 DAIMLER 4.2C coupé. One owner from new, excellent condition, 58,000 genuine miles, excellent original unblemished condition. £3,500. Tel: 061 834 1814 day only. (32140

VOLVO 1225. 1964, white, red interior, good condition for age/mileage. £750 o.n.o. or exchange for A-H Frogeye Sprite, similar condition. Tel: Chesterfield 33370, evenings and weekend. (32141

1934 ASTON MARTIN Mk II DHC. Completely original probably the only DHC left in this country. Latest type engine not much used this last 20 years but has new tyres, hood, radiator, paintwork, waterpump, shockers, etc. £16,000. Tel: Northampton (0604) 831317. (32142

MGB GT V8. 1973, Damask, good condition, new M.o.T., 71,000 miles, part exchange/exchange considered. £2,450. Tel: Rugeley (08894) 78972. (32143

JAGUAR 340 MK2. 1968, manual, overdrive, one owner, 56,000 miles, excellent. £1,200. Also same, 90,000 miles, excellent. £950 quick sale. Tel: Scarborough 863660. (32149

PORSCHE 912, 1967. Completely original, one previous owner, history, M.o.T. April 1983. £2,700. Tel: 01-352 4217. (32144

TOJEIRO-BRISTOL Historic racing car, 1955, complete and original. £5,500. Vintage or PVT p/exchanges considered. Tel: Coventry 74952. (32145

TR6 PI. Overdrive, hard / soft tops, extensively renovated, overhauled. Many receipts available. Taxed, tested. £2,450. Tel: St. Annes-on-Sea 727682. (32146

LOTUS ELAN SPRINT. 1971. FHC. Gold leaf colours, less than 6,000 miles since galvanised chassis, and engine rebuild. £3,750. Tel: Cross Hills (0535) 33237 (Skipton N. Yorkshire). (32148

BMW 2002 TII. 1974. 60,000 miles, black, Sundym, alloy wheels, sunroof. One previous owner. Full BMW service and parts history. £1,800 o.n.o. Tel: 061 330 5416 (daytime). (32150

BENTLEY MK VI. 1950. Original condition. £2,500 o.n.c.o. With available garage for rent. Tel: Shoreham-by-Sea, Sussex 3475. (32151

TVR 3000M. Mint condition, 30,000 miles. 1977. Overdrive, sunshine roof, electric windows, taxed, M.o.T. £4,650. Coventry 450933. (32147

ALFA ROMEO 2000 GTV. 1973, red, high-lift cams and 45 mm. carbs, very fast! First reasonable offer secures. Tel.: Nigel Rosser on 01-998 0322 / 0349. (32087

DAIMLER 2½ V8. 1964, surely one of the best available, 38,000 miles, brilliant throughout. £1,850 o.n.o. may p/exchange. Tel.: Southport (0704) 68427. (32089

LANCIA MONTE CARLO. 1978 (T), green, Wolfrace wheels, 40,000 miles. £3,450. Tel.: Home Stroud 78312 after 6 p.m. (32090

FIAT X19 1500. 1981 (W), metallic blue, black coachlines, stereo cassete / radio, 5,000 miles only, perfect condition. £4,800. Tel.: Harpenden (05827) 60814 evenings. (32092

OPEL MANTA 2.0 SRB COUPÉ. 1979 (T), metallic gold, sunroof, tints, alloys, stereo, etc., 12,000 miles only, one owner from new, absolutely immaculate. £3,500. Tel.: Harpenden (05827) 60814 evenings. (32092

FOR SALE—continued

ROVER 2200 TC. 1975, immaculate condition, 28,000 miles only with full service history, year's M.o.T., almond, owner deceased schoolmistress. Offers around £1,500. Tel.: Harrogate (0423) 770077 evenings. (32093

MGB ROADSTER. 1976, orange, 49,000 miles, year's M.o.T., PB radio, good condition, stored last two years. £1,750. Tel.: (0423) 770077 evenings. (32094

SPITFIRE. 1978, yellow hard / soft tops, carefully maintained by proud owner, M.oT. / tax December, going abroad so must reluctantly sell. £1,900. Tel.: 02302 4065 (Bedford). (32095

VINTAGE AUSTIN 7. Registered 1930, believed 1929 model, genuine S.W.B. Top Hat model, totally rebuilt eight years ago and only 1,800 miles since. All original fittings, i.e. vacuum wipers, three speed gearbox, etc., priced to sell. Only £2,600. Frey delivery anywhere, part exchange Lotus 7 or Triumph TR2/3. Tel.: 01-660 4481. (32096

MGB GT V8. 1975, maroon, stereo / radio / cassette, 52,000 miles. £3,250. Tel.: Rhuddlan 590459. (32097

SCIMITAR GTE. 1973, manual, alloys, e/windows, 4 speakers stereo, towbar, overhauled engine (Howe Sports cam), clutch, suspension, brakes, alternator, etc., new exhausts, tyres, carpets, fast, handsome, durable and usable. Value at £1,850 — consider interesting p/x (motorcycle?). Tel.: Blythe Bridge 6758. (32098

ROLLS-ROYCE SC III. 1965, superb old motor car, in good mechanical and structural condition. Of fine appearance and standing well. Recent service history. £6,250 o.n.o. Tel.: 0684 72779 (Glos.). (32099

ROLLS-ROYCE 20 h.p. 1929, two-door Gordon England bodied lightweight sports. Fully restored. Rakish and surely unique. Best offer. Tel.: 0684 72779 (Glos.). (32099

AUSTIN 7 BOX SALOON. 1934, blue / black, chassis up rebuild, M.o.T., very nice condition. Offers. Tel.: 0307 64707. (32100

SSII FOUR-SEAT TOURER. 1934, chassis and body completely refurbished including brakes, springs and wheels, newly painted in deep maroon with black wings, rad shell, headlamps, etc., rechromed and many other parts restored, requires engine and interior finishing with some small items. Very desirable and rare SS which will complete a most handsome tourer at very reasonable cost. £2,500 no offers. Tel.: 0327 860210. (32101

BRISTOL 411. In superb condition, well maintained 1973 model, recently fitted, new windscreen, etc., unmarked silver blue. £4,250. Tel.: 0327 860210. (32101

GORDON KEEBLE. Extremely fast GT in first class, well maintained condition. Very usable collector's car with superb appearance to match performance. £5,500. Tel.: 0327 860210. (32101

CITROEN BIG 15 Familiale 1955, Paris built, professional DS engine and gearbox conversion, elegance with performance. £1,500 o.n.o. Tel.: 01-318 1243 — 01-692 0024 eves and weekends. (32153

BENTLEY 1939 4¼ Park Ward Continental Saloon, MX Series, repainted, chrome replated, rewired, mechanically excellent, history from 1960, £7,000. Tel.: Tavistock 4370. (32155

LOTUS ELAN +2S 130, 1971, white/silver roof, one owner from new, maintained regardless of cost including engine rebuild (at Lotus) and new gearbox within last 18,000 miles, new tyres, long M.o.T., very reliable, £3,000. Tel.: 01-681 6797 evenings. (32159

FOR SALE—continued

DOLOMITE SPRINT Automatic, V-Reg, sandglow, brown interior, superb condition, low mileage, Protectol, £2,450. Tel.: Luton 33581. (32156

VOLVO 1800S 1967, dark green, bodywork immaculately restored, pre-select radio, two owners only from new, £1,950. Tel.: St. Annes (Lancs) 721451. (32157

SUPER TWO Ford Special 1962, BRG with new engine, M.o.T., immaculate condition, another for spares/rebuild, £1,250 o.n.o. for both, unique vehicles. Tel.: (0276) 24991, Surrey. (32158

MGB GT 1980 yellow, 9,700 miles, sunroof, radio/cassette player, undersealed, superb condition, £5,250. Tel.: Reading 883245. (32160

LOTUS 47 based Europa, original GLTL body, a unique car with fabulous looks, very fast, reliable, 40 m.p.g., £4,500 o.n.o., so hurry. Tel.: Bishops Cleeve 2220 evenings. (32161

TR6 1973 overdrive, 64,000 miles, full M.o.T., new soft top, tonneau, hard top, stereo radio/cassette, house purchase forces much regretted sale at £1,900. Tel.: Sheffield (0742) 340855. (32162

1939 MG J2 restored rolling chassis, new timber bodyframe, tyres, plus many other parts, engine requires rebuilding. £3,800 o.v.n.o. Tel.: 0652 56331 day, 0724 733121 home. (32164

ALVIS SPEED 20 four door tourer, 1933, very original, excellent condition, £11,750. Tel.: 0225 834422. (32165

MG TC, Singer Le Mans, Austin Seven Nippy and Ruby, BSA Scout, Singer Roadster, Frazer Nash BMW 319 Sports, Aston Martin DB6 and more for sale at Doncaster Racecourse Autojumble and Collectors Car Mart, Saturday 10th July 10 a.m. to 5 p.m. Further entries invited. Tel.: Doncaster 854161. (32166

PORSCHE 911T 1970, in immaculate condition, 64,000 miles, one previous owner, rust free and as original spec, £4,500. Tel.: Fleet (Hants) 4650 evenings and weekends. (32167

LOTUS ELAN +2S 130/5 1974, s/s exhaust, white with oatmeal interior, used only in summer last 5 years and maintained regardless of cost, superb original condition, 45,000 miles, family commitments force sale to buy larger car, £3,750, contact J. Stock after 9th July. Tel.: Buckingham 3656. (32168

MORGAN 4/4 4-seater, 1976, ivory, superb, part aluminium, reconditioned engine, low mileage, £5,850. Tel.: Norwich 53704 after 14th July. (32169

1964 JAGUAR 3.8S automatic, brown, blue leather seats, 1 years M.o.T, 4 months tax, reasonable condition, £450. Tel.: 0705 819978. (32170

MGB LE ROADSTER, 1981, bronze, commemorative model, 700 miles genuine, wire wheels, undersealed, £6,000. Tel.: 0747 870777 (Wilts). (32171

LOTUS ELAN +2S 130, 5-speed, 1974, one owner, new M.o.T., regularly maintained, engine totally rebuilt, with steel crank, many other parts replaced, new Michelin XVS's, absolutely superb throughout in original condition, all usual Lotus refinements, £2,995. Tel.: Salisbury 23100 anytime. (32172

1936 RILEY Merlin 9 h.p. rolling chassis, pre-select gearbox, some work done, good crankshaft, knock-on wires, £350 o.n.o. Tel.: Hemel Hempstead 54454. (32173

TR7 CONVERTIBLE. 1981 "W"-Reg. Carnelian red, extras. £4,150. Tel: Bromsgrove 77333. (32241

LOTUS ELAN SPRINT. DHC. Feb. 1973. Superb car, great fun and very reliable. £3,650. For details Tel: Cranleigh 2343. (32240

FOR SALE—continued

MGA 1961 F.H.C., chariot red with red leather, supe car in immaculate condition throughout, £4,500. Te Haywards Heath 413192 after 6 p.m. (321

ALFA ROMEO SPRINT. 1981 (X). Blue, radio, c owner, 5,000 miles. Company car forces sale. Mi £4,250 o.n.o. Tel: 041 334 0661 (evenings) / 041 2 2566 (ext. 5502, Mr. Fraser, office, Glasgow). (321

JAGUAR XK150 Automatic 3.4 Coupé. 1958. O English White with black leather upholstery. Ju under 12,800 recorded miles (2,500 in last eight yea guaranteed). Wire wheels, mohair hood. Supe condition and performance. Cosseted by festidio owner. £8,250. Tel: Ringwood (Hants.) 4213. (321

MORGAN 4/4 2-seater. 1972. Documented 32,0 miles. Body recently repanelled in aluminium ar four new Morgan wings fitted. Looks superb in roy ivory. Mechanically excellent, new exhaust ar manifold, etc. Lack of space forces sale. £4,750. Te (0635) 253484 (Berkshire). (321

LEA-FRANCIS J-TYPE 12/22. 1926 Drophead Coupe Mechanically completely restored, bodywork soun and complete. £3,250 o.n.o. Tel: 01-863 3468. (321

ALFA ROMEO SPYDER. May 1976. 50,000 mile yellow, radio, electric aerial. Company car force quick sale. Offers. Tel: Formby (Lancs.) 7736 (evenings). (321

MORGAN +8. 1979. Silver with crimson hood an leather upholstery. Rustproofed. Excellent condition carefully driven by lady owner. £8,000. Tel: 07478 305 (Wilts.). (321

AUSTIN HEALEY 100/6. 1958. BN4 (occasiona 4-seater). Colorado red, black trim, wire wheels, fin example of this classic "Big Healey" sportscar. Winte garaged, extensive restoration. Many spare available. Offered at £3,000 for quick sale, pa exchange considered. Tel: Coventry 463715 (evenings or weekends). (321

BMW 3.0 CSL. 1973. An appreciating classic. All usua CSL extras. £2,000 o.n.o. Tel: Ower 326 (Hants.). (321

DATSUN 260 Z 2+2. 1978. Silver, 59,000 miles sunroof, radio / cassette. £2,500. Tel: Cheltenham 37231. (321

METRO L. 1981 (X). Nautilus blue, 2,000 miles, radio Save £1,000. £3,195. Tel: Ascot 24501. (321

MG MIDGET. 1980 (V). Yellow, 12,000 miles, stereo cassette. £2,995. Tel: Ascot 24501. (321

GT6. 1968. Very low mileage, genuinely excellent condition throughout. Tax, M.o.T. £1,250. Tel: (0726) 843321 (St. Austell, Cornwall). (321

SCIMITAR GTE. Overdrive. 1975. Ivory beige, tan leather upholstery, one owner from new. Superb condition throughout. New M.o.T. Tel: Crowborough 3387. (321

LANCIA HF 2000. Built 1975 but "T"-Reg. 34,000 miles, Farina styled. A really excellent example of an increasingly rare car. Only 2,000 built. Must be seen. Offers around £2,000. Tel: Frensham (Surrey) 3122 (anytime). (321

SINGLE SPECIAL part-built Le Mans Spitfire engine. Spares. Wheels. Would separate. Offers. Tel: 021 705 3470. (321

ALFA ROMEO MONTREAL. 1974. Red, l.h.d., very low mileage. £3,000 recently spent on engine and coachwork etc. One of the best in the country. £6,750. Private h.p. or p/x possible. Tel: Fleet (Hants.) 22029 or write: Richard Aspden, Wells Copse Cottage, Willey Pack, Farnham, Surrey. (32236

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LOTUS G.S EUROPA yellow, Cosworth B.D.A. engine, low mileage, full M.o.T., recent respray and overhaul, Wolfrace wheels, radio cassette, 40 m.p.g., superb appearance and performance, £6,500. Tel.: 0634 78774 evenings and weekends. (32260

BMW 633 CSi auto, reseda green, green leather interior, BMW sidestripes, spoilers, radio stereo, genuine 40,000 miles, beautiful car, registered 1977, accept £7,250. Tel.: Merstham 3637. (32261

TR4 1964 recent engine rebuilt, M.o.T., wire wheels, tonneau, £995 for quick sale. Tel.: Chaddleworth 656. (32262

EX-WORKS HEALEY, 1963, Sebring car, excellent original condition, offers around £12,000 are sought for this historic motor car. Tel.: Prestbury (0625) 828394. (32263

1977 DOLOMITE SPRINT blue, good engine and running gear, but with a few spots on the body. 51,000 miles, excellent interior, taxed and with long M.o.T., £1,500 o.n.o. Tel.: Oxenwood (Wilts) 306, evenings. (32264

ALFA ROMEO GTV turbo, ex Gordon Murray, engine developed and installed by Autodelta in Milan, 22,000 miles ago, very quick, very rare, £3,500. Tel.: 01-348 1926 after 7 p.m., Dave. (32266

TR4A, RED, overdrive, w/wheels, h/s tops, recently rebuilt, no rust, used summer only, excellent condition, must sell due to business venture, £1,850 o.n.o. Tel.: 0787 476684. (32267

MGB GT V8, 1976 R one of the very last, meticulously maintained by MG Specialists Brown and Gammons of Baldock, undersealed and rustproofed, 5 new Michelin XVS tyres, Webasto roof, stereo radio cassette, chartreuse and black, 56,000 miles, reason for sale? Marriage, £3,300. Tel.: Crossley 01-748 7230 evenings and weekends. (32269

BMW 323i beautiful condition, May 1981, metallic gold, Blaupunkt stereo, regretfully have to sell, £7,250 o.n.o. Tel.: 034287 245. (32270

BENTLEY 3-LITRE, 1924, V.D.P. body (looks like a 3½, having 4½ radiator & scuttle), very handsome, very reliable, much money spent, inexpensive at £16,000. Part exchange considered. Tel.: 0386 852787 (Broadway, Worcs). (32271

GILBERN INVADER MK.III, 1973, dark red metallic, tan interior, sun roof, tinted windscreen, electric windows, s/s exhaust, 12 months M.o.T., offers. Tel.: 0244 531132. (32272

ASTON MARTIN V8, 1974, 5-speed manual, metallic blue and black leather upholstery, service history available, excellent condition throughout, £6,750 o.n.o. Tel.: Storrington (Sussex) 2560 evenings. (32275

MORGAN PLUS 8 1981X, anthracite/red leather, lots extras, 19,000 immaculate, £9,500 o.n.o. part exchange. Tel.: 0495 370578. (32276

ROLLS-ROYCE Mulliner 2-door coupé (Corniche model) only 11,000 miles from new with full Rolls-Royce service history. First registered in 1969. White with black vinyl roof, totally immaculate. Will exchange for veteran car or veteran vintage motor cycles, cash either way. Brian Verral, 20 Tooting Bec Road, London, SW17. Tel: 01-672 1144. (29275

BRISTOL 410 Sports saloon, 1971, excellent dark blue, V-8 engine. M.o.T., taxed, superb motoring and investment for £4,750. Tel: 01-385 1805 (London). (32310

TR6 1972, Fitted SAH stage II conversion, extensively refurbished in blue with rebuilt wires, roll bar, new clutch, tyres, exhaust, Konis, Waxoyled, etc. 39,000 miles from new. Price reflects excellent specification and condition. £3,500. Tel: 01-876 3933. (32312

LOTUS ELITE 1975, yellow, 16,000 miles, one owner, excellent condition. £5,000. Tel: Princes Risborough 4870. (32312

ALFA SPYDER 2000, 1978, emerald green, v.g.c., 12,000 miles, stereo, alloy wheels, rustproofed, £4,500 o.n.o. Tel: (01) 486 6866 (day), 235 5224 (Eve.). (32317

ROLLS-ROYCE Convertible, Silver Wraith, 1955 James Young style being rebuilt from chassis up, mostly finished. Sadly must abandon. Going abroad, only car like this, electric hood, air conditioning etc. Any reasonable offer acceptable 0522 31598. (32318

ASTON MARTIN, DB5, 1964, Vantage, 65,000 miles, new M.o.T., for quick sale £3,950. Tel: Ely 777184 (office hours). (32319

PORSCHE 911E 1972, 2.4 Aubergine, nice original condition, electric windows / sunroof, tints, new tensioners 80,000 miles, history. £5,250 o.n.o. Paddock Wood (089283) 3484. (32320

ELAN SPRINT FHC, Dec. 1971, totally original car in sound condition, stored for five years, perfect for concours renovation including new Lotus Galvanised chassis and special registration. Offers over £2,000. Tel: Cranborne 488. (32321

1968 DAIMLER, V8 250, original condition, 54,000 recorded miles, automatic power steering, just D.o.E. tested. Stored three years. Offers. Tel: Winchcombe (0242) 603745. (32322

1974 BMW 2002 Turbo, 44,000 miles, much money spent recently, unused for three years, interesting history. Offers. Tel: Winchcombe (0242) 603745. (32322

ASTON MARTIN DBS-6, 1969, Auto, A/C, power steering, blue, white leather, excellent condition, full service history, mine since 1972. £3,750. Tel: 0327 830492. (32323

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And whether our star will ascend or fade.
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And keep John Britten from being sad
Support the garage — buy a car
Be it a Morgan or TVR.

Unfortunately, **Mr. Tank's** arrival has thrown a real spanner in the works (as they say in motoring circles). **Chris** is running about getting the end of year stock list together — much in the manner of a chicken without a head. **Roger,** being sensible, has deserted the sinking ship and gone off on holiday for two weeks, and **Nysha** is frantically cross checking all her accounts books to make sure she

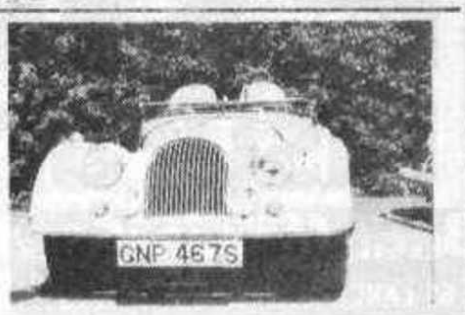


hasn't put in anything that should have been left out, or left out anything that should have been put in! A scene of pure Bedlam therefore ensues but we are hoping for a supply of straight-jackets any day now. Of course, if we're going to suffer I'm afraid you will too — you will have to be happy with reading a very abbreviated version of our advert this month. But if, this disappointment is too much for you why not wander down and buy yourself a new **TVR Tasmin Convertible** — we have two new ones in stock in **Squadron Blue** or **Silver** and can offer speedy delivery on any made to measure as well. Prices start at around **£9,885** and a **new TVR** would boost anyone's morale. If you don't feel up to a new one how about one of our **secondhand TVR's? 1981 TVR Tasmin Convertible, silver,** one owner, 13,000 miles, a real confidence booster. **1981 TVR Tasmin 2 + 2 white,** red and blue side stripes (very patriotic), moon roof, exceptional condition but has a lot of miles on the clock, **£7,950. 1979T, TVR 3000S convertible, black,** radio cassette, black leather seats, **£5,500. 1978 TVR Taimar, white,** green modelband, oatmeal trim sunroof, radio, 35,000 miles, well scrubbed **£4,950. 1978T, TVR 3000S convertible, blue,** one owner, black cloth interior, National Panasonic radio cassette, handles nicely, **£4,750. 1978 Taimar, squadron blue,** silver modelband, Philips radio cassette, Wolfrace wheels, ex-factory deonstrator, **£4,500. 1977S TVR Taimar, white,** brown modelband, Wolfrace wheels, radio, sunroof, good buy at **£4,250. 1977 TVR**



Taimar Turbo, maroon, neutral modelband, radio cassette, electric windows, leather seats, Wolfrace wheels, lots of oomph for **£5,950. 1977S TVR Taimar, white,** brown modelband, Wolfrace wheels, sunroof, radio cassette, has visited us on more than one occasion, **£4,500. 1975 TVR 3000M, brown,** black vinyl roof, sunroof, radio cassette, wooden dashboard, now reduced to **£3,250.** Oops, I've left one out — a **1977S TVR Taimar, silver,** red modelband, sunroof, radio cassette, a little raver at **£4,500.** For those who prefer their sports cars in the "older mould" why not treat yourself, the wife, or even the mother-in-law to a secondhand **Morgan? 1981 Morgan 4/4 2-seater, red,** wire wheels, one owner, 8,000 miles, leather trim, reclining seats, former property of heart surgeon. **1978T Morgan 4/4 2-seater, royal ivory,** wire wheels, reclining seats, luggage rack, 23,000 miles, lots of fun. **1977S Morgan 4/4 2-seater, signal red,** wire wheels, luggage rack, alloy body, 16,000 miles, well nurtured. **1977 Morgan 4-4 2-seater, nut brown,** stone leather trim, wire wheels, aeroscreens, 5,000 genuine miles, really beautiful condition. **1975N Morgan 4/4 2-seater, signal red,** wire wheels, non-standard bucket seats (just right for the mother-in-law) wings off respray (the very best kind) perfect in every way. **Morgan 4/4 2-seater, silver, black wings,** leather reclining seats, shiny chrome wire wheels, love it or hate it colour scheme. **Morgan 4/4**





2-seater, L, yellow, wire wheels, 53,000 miles, known history. Of course if you want to get rid of the mother-in-law and the kids in one fell swoop you're better off with **1981 Morgan 4/4 4-seater, Brunswick green,** wire wheels, 4,000 miles, **1977, Morgan 4/4 4-seater, signal red,** wire wheels, luggage rack, 40,000 miles, Donald Duck hood, much loved car requiring adoring owner. **1975 Morgan 4/4 4-seater, cardinal red,** wire wheels, luggage rack, 41,000 miles, absolutely resplendent in a new **Harper** coat. Or, if you just want to make a quick get-away — **1981 Morgan +8, signal red,** stone leather, 18,000 miles, hence not as costly as it might be. **1977 Morgan +8, Royal Ivory,** black leather, 30,000 miles, 4 speed gearbox. **1977S Morgan +8, deep Brunswick green,** black leather



interior, 24,000 miles, part exchanged for a new +8. If you've got a rotting **Midget or Sprite** why not turn it into an absolutely adorable, adaptable, etc., etc. **Arkley.** The front and rear fibre-glass body panels which you need to work this miracle cost **£360** plus VAT but can be bought separately by the smaller scale miracle worker — we do have a good supply. **Odds and Ends** (cars not staff) — **1979 Lotus Elite 503, metallic blue,** oatmeal trim, 34,000 miles, **£6,500. 1975 Arkley SS, green,** white wings, **£1,750. 1975 MG Midget, blue, £1,450. 1974 BMW 3.0 CSL, gold,** body rebuild, alloy wheels, Philips rad/cas, **£2,950. 1972 Gilbern Invader Est,** white, black vinyl roof, sunroof, 7,000 miles, specialised engines 3.1 R.S. stage 11, o/d, radio, **£2,350.** Well, the straight-jackets have just arrived, and Mr. Tank is putting on his white coat so it's goodbuy from him, and a quick bit of jibberish from the rest of us!

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JAGUAR MKV Drophead coupé 1951.L/H drive, auto transmission, XK power unit bought for restoration but not proceeded with. Sold together with MKV 3½-litre saloon to provide correct running gear for coupé the pair .. **£3,000**
BENTLEY R-TYPE 1953. Black, light tan interior, synchromesh, under 90,000 miles, tools, handbook, off the road 10 years, documented history for the period I was using the car. **£2,250**
JAGUAR 420G. Golden sand, tan interior, 1967, running, Reg. No. NOP 3F, 74,000 miles. **£500**
FORD CONSUL MKI. Black, red interior, 93,000 miles, running. ..... **OFFERS**

Enquiries to: J. P. Rundle, 28 Holliers Crescent, Middle Barton, Oxon. Telephone: Steeple Aston 40533

FOR SALE—continued

LAGONDA RAPIER 1104 cc. 1934. very pretty 2 seater, cycle wings, chassis, body, chrome, wheels, restored to high standard, mechanically sound. £5,850. Harris, 40 Welbeck Drive, Wingerworth, Chesterfield S42 6SN. Tel: (0246) 76628. (32324

ASTON MARTIN DB6, 1968. Auto olive metallic, chrome wire wheels, superb example. £4,750. Tel: 021 233 2626 (office) 0789 773393 (home). (32328

DAIMLER SP250. 1962. maroon. M.o.T., taxed, hard top, soft top, much mechanical work in recent years, extras include Kenlowe, SS exhaust, air horns, O-H headlights, £2,100 or haggle. Tel: Portsmouth 730839. (32325

TRIUMPH GT6, Mk 3, 1971, red with black interior, smoked sun hatch, spots, cassette radio, HRW, long M.o.T., v.g.c., drives beautifully, sound investment at £1,350. Tel: Hastings 754202 between 6-7 p.m. (32327

LOTUS ELAN +2, excellent inside and out, recent new chassis, brakes, steering, suspension. £2,150. Tel: Blythe Bridge 3135. (32326

MGTC 1947, body refurbishment and chrome complete, mechanics etc. need finishing, many spares including engine and gearbox. £2,500. Tel: Stourbridge 5096. (32329

LOTUS 7 Big valve twin cam, new (500 miles) this is the ultimate road going 7 and because of its specification is for the connoisseur only. Chroming alone cost £500. Please no dreamers. Tel: Kingswinford 279145 or Dudley 237343. (32331

MORGAN PLUS 8, 1978, lightweight, silver body gunmetal wings, black leather upholstery, undersealed, luggage rack, 5 speed, 24,000 miles, absolutely immaculate used summers only. £7,995. Tel: 01-546 0215. (32332

MORGAN 1982 4/4 1600 2-seater. Red, many extras. £9,000. Consider 5-speed XR3 or Golf GLI in p/ex. Tel: Sally 01-500 4519 (evenings). (32337

ALVIS MAYFAIR SALOON 1937. Excellent original condition. If interested at about £11,000, full particulars available on request. Tel: Peter Talbot, 0452 713586. (32338

MORGAN +8. 1981. Caribbean blue, white hood, cream leather upholstery, reclining seats, aluminium body, wings, undersealed etc. Immaculate. £10,500. Tel: 0725 21396. (32339

MORGAN PLUS 8. 1974. Ivory/red leather interior. Partial rebuild, new body panels, wings off respray. Beautiful car in exceptional condition for year. £4,950. Tel: 0229 31933 (Cumbria). (32340

FOR SALE—continued

A35. 1959. Complete. Suitable restoration. 5966 AC. Including spare engine. £200. Rover T75, 1957. Easy restoration project. £185. First class (Morris Minor) OHC components C1930/1. Oil pump, cylinderhead, sump, camshaft etc. £125 lot. Vincent Comet 1952C. Superb. £2,000. "Pinfield Lodge", Barntgreen, Birmingham. Tel: 021 445 2551. (32382

BENTLEY S2. 1961. Silver, air conditioning, electric windows. Excellent throughout. Full history. £5,350. Tel: 042 18 2602 (Hants.). (32333

RILEY 12/4 1½-litre 2+2 Tourer. 1935. Preselector gearbox, recent body, cycle type wings. M.o.T. to March 1983. £2,000. o.n.o. Ashton, 10 Briar Close, Knutsford, Cheshire. Tel: 3528. (32334

FERRARI 275 GTB/4. Chassis number 11069. For sale. Tel: London (01) 488 1103 (office hours). (32335

MORGAN 4/4 2-seater, 1978. 7,000 miles, royal ivory, red special hide upholstery, chrome wire wheels, alloy body, undersealed etc. Showroom condition. Around £6,400. Tel: Newcastle 0632 371303 or 0660 40322. (32336

ASTON MARTIN DB4 Vantage Convertible. Concours condition. £12,950. DB4 Coupé. Concours. Engine bay, bare metal respray, new bumpers, seats etc. £7,500. Will delight the most fastidious enthusiast. Tel: 077 473 3686/4883. (32341

MGC. 1968. Hard and soft top, 10 months M.o.T. Good condition, regularly serviced, new clutch etc. In daily use. £1,200. Tel: Alnmouth (0665) 830639. (32342

MORRIS MINOR CONVERTIBLE. 1960. Good condition, Long M.o.T., white, black hood. £1,350. Tel: 076689 444 (ext. 31, days). (32343

PORSCHE CARRERA RST. Original 1973 RHD lightweight. Factory installed electric roof and windows. Exceptional throughout. £8,990. Details: Tel: 0206 298567. (32344

PORSCHE CARRERA 3.0 Sport Targa. 1977. Last of the Carreras. Grand Prix White, black look trim. Just had new P7 tyres, clutch and 12,000 mile service. Full history. PCGB owner. £10,500. Tel: 0206 298567. (32344

BENTLEY SERIES 4. 1948. Engine running, body needs some restoration. £1,900 o.n.o. Tel: Plymouth 702103 (evenings). (32345

ASTON MARTIN 1957, DB 2/4 mark II. Fixed head coupe aluminium body by Tickford, very low mileage, history from new, present owner 14 year's rare and very pretty, reluctant sale. £5,350 o.n.o. Tel: 01-346 0350. (32361

FOR SALE—continued

240Z. Late 74. Low mileage model. Superb original looking car. £2,000 o.n.o. Tel: (0724) 711058 (S. Humberside). (32346

MORGAN 4/4 2-seater. May 1979. Royal ivory, 7,400 miles. Excellent condition. £6,500 o.n.o. Tel: 0742 443377 (day) / 0742 305033 (evening). (32347

MORGAN PLUS 4 Rare TR4 engined 4-seater. Late 1967. Sadly chassis rusted and bodywork less than pristine. Offers. Tel: Cambridge 63686. (32348

MGB GT. 1971. White, overdrive, stainless exhaust, radio, electronic ignition. Was second car, now must sell. £800 o.n.o. Tel: (0724) 865374 (after 6 p.m.). (32350

RARE OPPORTUNITY. Thoroughly original 1933 Alvis Firefly DHC. Deserving and needing complete restoration. Best realistic offer to good home. Tel: 03954 3441 (Devon). (32352

ASTON MARTIN Mk. II, 1937, 1½-litre, reground crankshaft complete with remetalled rods and main bearings, sensible offers please. Keith Jenner. Tel: 0507 83 631 (evening). (32353

MINI COOPER 1275S, 1966, splendid standard example, year's test, offers over £1,000. Tel: 01-720 9291 (View Gravesend). (32354

MG 'M' Sportsman's coupé, 1930. Vintage light car, this is one of only two complete examples known, it is very original, though restored, black fabric body, black paintwork with leather upholstery to match the green wheels, photos available. £6,500. D. H. Cooksey, 32 Wellington Rd., Wokingham, Berks. Tel: 0734 784684. (32355

LOTUS ELITE 1976, unmarked bright red 5 speed gearbox, radio, stereo, one owner from new, used as third car hence genuine 23,000 miles substantiated by service records. Superb condition, looks and drives like 1981 model £4,950. Tel: Brighton 555650 evenings / weekends. (32356

LANCIA AURELIA 1st series saloon, interior and body reasonable, non runner, well worth restoring £395 or offers, exchange. Eric Lane, Horsham 63392 (Sussex). (32357

TRIUMPH TR6, 1974, overdrive, excellent condition, hard / soft tops, 12 months M.o.T., £2,650 o.n.o. Tel: 021-429 2752. (32358

ROESCHE TALBOTS. 1936, 75 chassis, complete, 1931 London Ambulance, 105 engine and gearbox, other spares. Tel: 024267 2881. (32370

VOLVO 244 GLT, 1980, factory roof, overdrive, 29,000 miles. £5,250. Shaw (Oldham) 0706 845309. (32371

FOR SALE—continued

CITROEN TRACTION Avant 15/6 (1949), black, lhd, beautifully restored, new engine, ready for road. £4,500. Tel: 01-891 3615. (32360

1920 TALBOT 25/50 "All weather" tourer by Salmons. 4½-litre, 4 cylinders, 4 speeds, a handsome and unique car. 1926 Talbot 10/23 2 seater with dickey. RH change, neither car has been used for several years, but are not major restoration projects. Many spares available for each. Tel: 01-866 3778. (32362

DE DIETRICH Two seater, racing car circa 1905, twin chain final drive, superb condition, taxed and M.o.T. (0462) 50302 evenings. (32363

LOTUS CORTINA Mk.11, 1968, one owner for 13 years, owner selling. This car is in exceptional condition, garaged and unused for over 10 years still has original paintwork and tyres, genuine mileage 25,000. Long M.o.T., must be a collectors item. Private sale. £2,500 o.n.o. Tel: Windsor 53344. (32364

MORGAN 4/4, 4 seater, X-Reg, green, w/wheels, tonneau, underseal, reclining seats, head restraints, door handles, £6,900 o.n.o. Tel: Upavon 441. (32365

MGB GT V8, 1974, chrome bumper model, new M.o.T., excellent condition, a unique opportunity, £2,495. Tel: 0525 374005. (32366

LOTUS ELAN Sprint, F.H.C., final domestic model, chassis No. 73020665E as confirmed by Lotus Cars Ltd. All original car finished in yellow monotone, absolutely mint condition having covered 25,000 miles only, serious enquiries to Chesterfield 32974 (office hours) or Chesterfield 450235 (evenings). (32367

UNREGISTERED MGB Roadsters. One vermillion, one snap dragon with wire wheels, manufacturer's warranty. Delivery mileage. Offers to Box No. 6679. (32368

1973 BMW 2002 TII, silver / blue interior, mint condition, one previous owner, full serviced history, mileage 66,000. Price £1,750. Tel: Aldridge (0922) 54494. (32373

E TYPE 74 Series III, V12 Roadster, manual, 26,000 miles, one owner, quite beautiful in all respects. Best offer over £8,000. Tel: 0508 31253. (32374

2-LITRE LAGONDA Tourer 1929, black fabric body, green paintwork, goes very well, ready for immediate use and not expensive at £8,750 o.v.n.o. Tel: 025 126 2589 for further details. (32375

TR6 1975, Mimosa, immaculate, 2 owners, soft plus vinyl hard top with sunroof, tape / radio, extras, new tyres. £2,700. Tel: Epsom 21559 evenings. (32377

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CORVETTE STINGRAY 350. Delivered new in 1978 and has only covered 3,500 miles since. Full spec plus cruise control. Finished in deep burgundy. Looks and drives like a new car. **£6,950**

OLDSMOBILE 442 (7.4) Convertible by Fisher. The legendary 1970 model, this car has been owned by our Managing Director since import from the States in 1973. Total mileage 63,000, engine rebuilt and gearbox overhaul just completed. Always maintained regardless of expense. Finished in white with original Fawn Hood and Dark Brown interior, this high performance collector's item is in immaculate condition throughout. **£5,000**

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1980 LOTUS Esprit S2. Black, 20,000 miles, 1 owner, leather trim, radio / stereo.
1979 LOTUS Esprit S2. Commemorative model, 19,000 miles, radio/cassette.
1979 LOTUS Esprit S2. Met. bronze, 23,000 miles, leather int., one owner.
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.
1982 (Series) MORGAN PLUS 8. BRG, del. mileage, aluminium body, stone leather int.
1982 (Series) MORGAN PLUS 8. White, 13,000 miles only. Extras.
1981 (Series) MORGAN PLUS 8. Black, leather int., 9,000 miles.
1978 MORGAN PLUS 8. White, 29,000 miles.
1978 (Series) MORGAN PLUS 8. Met. brown, 8,000.
1975 MORGAN PLUS 8. Red, 25,000 miles.
1979 MORGAN 4/4. 2-seater, burgundy, 26,000 miles.
1978 MORGAN 4/4. 2-seater, blue, 13,000 miles, w/w.
1977 MORGAN 4/4. 2-seater, brown, 24,000 miles, w/w.
1973 MORGAN 4/4. 2-seater, ivory, 41,000 miles, w/w.
1982 MORGAN 4/4. 4-seater, ivory, w/w, leather int., del. mileage.
1981 MORGAN 4/4. 4-seater, brown, 12,000 miles. w/w.
1980 MORGAN 4/4. 4-seater, red, 11,000 miles, w/w.
1980 MORGAN 4/4. 4-seater, red, 14,000 miles, w/w.
1977 MORGAN 4/4. 4-seater, ivory, 23,000 miles, w/w.
1975 (Series) MORGAN 4/4. 4-seater, red, 45,000 miles, wire wheels.
1981 FERRARI 308 GT SPYDER. Gialo fly, 7,000 miles, one owner.
1979 FERRARI 308 GT4. Silver, one owner, leather int. 23,000 miles.
1978 (Series) FERRARI 308 GT4. Met. blue, 38,000 miles.
1974 FERRARI Dino 246 GT. Met. ice blue, 20,000 miles.
1974 FERRARI Dino 246 GT. Black, 29,000 miles, service history, one owner, radio/stereo.
1974 FERRARI Dino 246 GT SPYDER. White, 30,000.
1972 FERRARI Daytona 365 GTB4. Yellow, 31,000 miles, full service history, brown int.
1972 FERRARI GTC4. Celeste, 28,000 miles only.
1975 (Series) JAGUAR E-Type V12 Roadster. Auto., 38,000 miles, full history, radio/stereo.
1974 (Series) JAGUAR E-Type V12 Roadster. Auto., azure, 22,000 miles, one owner, full history, radio/stereo.
1972 (Series) JAGUAR E-Type V12 2+2. Regency red, 46,000 miles, service history.
1970 JAGUAR E-Type Roadster 4.2. Blue, 4,000 miles only, 1 owner.
1960 JAGUAR XK 150. DHC, white, full history, very original.
1982 (Model) PORSCHE 928S. Automatic, met. blue, 4,000 miles, one owner, ESR.
1981 PORSCHE 928 S. Manual, dark metallic blue, 15,000 miles, one owner, ESR.
1982 PORSCHE 924 Turbo. 4,000 miles, onyx. Extras.
1981 PORSCHE 924 Carrera Turbo. Red, 7,000 miles, air cond., P7's, forged wheels, lim. slip, PDM.
1982 (Series) PORSCHE 924. Onyx, 14,000 miles, 1 owner, S/R, PDM.
1982 PORSCHE 924. Guards red, 7,000 miles, one owner, sunroof, PDM.
1981 (Series) PORSCHE 924. Guards Red, 19,000 miles, one owner.
1978 PORSCHE 924. Auto, regency, 32,000 miles.
1981 PORSCHE 911 SC SPORTS COUPÉ. 11,000 miles, met. silver, 1 owner.
1980 PORSCHE 911 TURBO 3.3. Red.
1979 PORSCHE 911 SC Targa. Metallic blue, 32,000.
1979 (Series) PORSCHE 911 SC. Met blue, 33,000 miles.
1976 PORSCHE 911 S Targa. Beige, low mileage.
1974 (Series) PORSCHE 911E Targa. White, history, radio/stereo.
1936 BENTLEY 4¼ Pillarless Coupé. Gurney Nutting, navy, sunroof, very original, full history.
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LOTUS SEVEN Series 4, 1600 GT, 1970, new chassis 1980, 3,000 miles since engine rebuild, black, full equipment, very tasty, very fast. £3,500 o.v.n.o. Tel: 01-455 4394 (home), 01-934 5074 (work). (32379
SCIMITAR GTE. Automatic, 1978, 21,000 miles, p.a.s., stereo radio / cassette, excellent condition. £3,795. Tel: 01-467 0976. (32380
ARMSTRONG SIDDELEY Sapphire saloon, 1957, low mileage, outstanding condition throughout, photograph available. Tel: 0592 260649. (32392
OPEL GT 1900. Registered Jan 1970, excellent condition, from 1970, serviced regularly by all 3 enthusiast owners, bills available, immaculate body work sprayed in chrome yellow, completely original with stereo cassette only extra, new X2X Radials and exhaust system, new M.o.T. in June. £2,000. Tel: Bournemouth (0202) 420707 evenings. (32384
LANCIA FULVIA 1.3S, K-Reg., taxed, full M.o.T., 42,000 miles, offers. Tel: Stoke-on-Trent 814921. (32385
BUGATTI TYPE 43, Grand Sport body, not used since engine, crank and chassis rebuilt, offers over £50,000. Replies to Box No. 6669. (30767
JAGUAR E-TYPE 4.2 Series 1½. 1965. 58,000 original miles, new clutch, new respray. Now immaculate. £4,200. Tel: 0626 853127. (32435
ROLLS SHADOW. 74 'M'. 66,000 miles, history, peacock blue. Fine order, usual refinements. £10,950 cash. Tel: 061 491 1661 (Manchester). (32432
LOTUS SEVEN S3. 1969. Rebuilt, superb condition, twin Webers, Cosworth head and cam, HP, oil pump, 2000E gearbox, mag alloy wheels. Weather equipment, splendid road car. £2,950. Tel: Wythall (0564) 823045. (32433
FERRARI DINO 246 GTS. 1973. Yellow, black interior, summer use only. Excellent condition, 39,000 miles. £9,500 o.n.o. Part exchange considered. Tel: Bangor (0248) 51911 (office) / 0286 870564 (evenings). (32436
TRIUMPH ROADSTER 1800. 1948. Black with blue leather, resprayed, rechromed and reconditioned. M.o.T., taxed. £3,750 o.n.o. Tel: 061 764 3462. (32425
CONVERTIBLE BEETLE. RHD. 34,000 miles, metallic blue, Wolfrace, superb. £3,250. MGTF. New wing, o/s, F. Tel: 051 648 6595. (32426
MGA 1600 ROADSTER. 1960. Red, excellent condition. £3,750 o.n.o. Tel: 01-373 4838 (evenings). (32418

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FORD "A" 24 h.p. Roadster Pickup. 1928. Authentic factory body, light, fast, powerful and pretty. £3,500 o.n.o. or p/ex nasty small modern estate. Tel: 0344 54318 (Bracknell, Berks.). (32428
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MGBGT. 1974. Two owners, 30,000 miles, Aconite coachwork, brown interior, overdrive, spot lamps, tinted windows, service record. Full M.o.T., immaculate condition. £2,800 o.n.o., Tel: West Chiltington (07983) 2476. (32431
MG TD. 1952. Original complete car, original paint, never restored, ERNIE registration. Offers. Tel: Ruislip 74581. (32423
MG TC. Dismantled. Most new parts. £2,500. TF 1500 pistons, new. Combat. £20. Grand Prix, Stanley various. Owen. 2 Brackley Rd., Chiswick, London W4. Tel: 994 0325. (32424
A UNIQUE part of motoring history for sale. This 1974 registered two-seater mid-engined sports coupé with "the performance of a Porsche 914 and the economy of the Lotus Europa" — *Motor*. All parts still available for this exciting Strada 4/88. Offers around £2,800. Paul Nickalls. Tel: 03943 4464 (Suffolk). (32430
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JENSON INTERCEPTOR MK. I. 1967. Restored to superb condition at cost in excess of £3,500. Possibly one of the best on offer. £4,000 o.n.o. Tel: 0580 880390 (Sussex). (32422
CHAIN GANG Frazer Nash. 1930. Meadows, 2-seater. Blue, red wheels. £10,000. Tel: Cambridge (0223) 832227. (32416
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DB6 VANTAGE, green / beige leather, 1967, rebuilt throughout (literally) concours condition, sale due to owner's death. £12,000 o.n.o. Replies to: Mr. G. W. Ormerod, Bankside House, Bacup, Lancashire. Tel: 0706 87 3145. (32468
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TVR TURBO Convertible, 1979, 26,500, metallic blue, beige hood, Wolfrace wheels, l.s.d. etc., impeccable condition. £7,995. poss./ex. Tel: 062982 2410. (32458
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SAAB 99 EMS Turbo Combi, July 78, black, air conditioning, Blaupunkt stereo / radio, only 36,000 miles one owner, meticulously maintained, outstanding condition throughout. £3,950. Tel: Fawley (0703) 897277. (32450
1964 PONTIAC Convertible, white, stacked head lights, also clear perspex, top if required. Tel: Newport Pagnell 610 386. (32481
MGB GT V8, Braeken, N-Reg., chrome bumper model, 2AS tyres, tints, headrests etc., beautiful condition. £3,250. Tel: Winsford, Cheshire 52109 (06065). (32453
MGB ROADSTER, 1974 Citron yellow with black trim, hardtop, radio, Rostyles, spoiler, very nice condition, 69,000 miles, good hood for sale due to new car. £1,250 o.n.o. Sheffield (0742) 23967, 306861 evenings. (32454
BMW 320 manual, S-Reg., Resida green metallic with brown trim alpina alloys Kenlow fan, foglamps, radio stereo, 47,000 miles by two ownersa very nice example. £2,750 o.n.o. must sell Sheffield 79205, 306861 evenings. (32454
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VIXEN IMP VB1 single seater, built 1968, 998 cc, Knight LSD gearbox, excellent original condition, hill climb tyres. £1,795. Tel: 03844 4916. (32448
5 SPEED Elan Sprint, D.H.C., absolutely superb ground up rebuild to concours condition. Approx 90% new parts, under 100 miles since completed, must be the finest Elan anywhere. £7,995. Tel: Alton 86810 (days) 87408 (home). (32449
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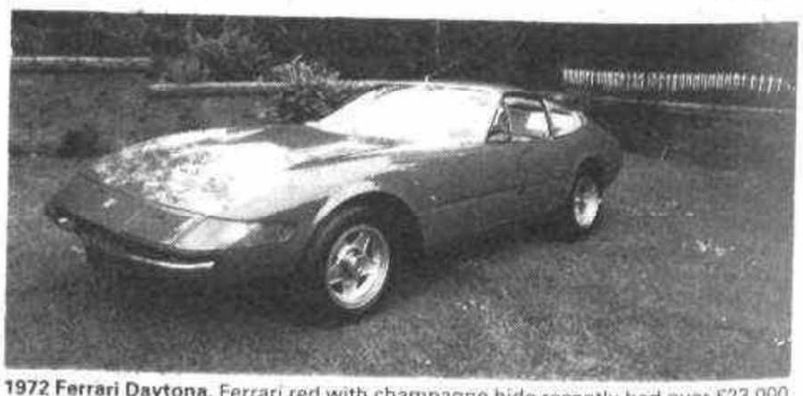
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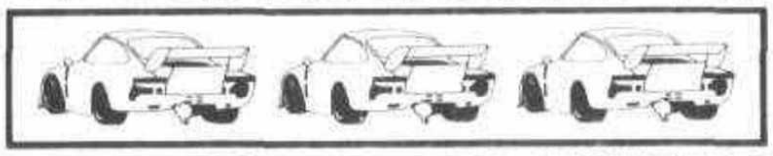
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FORTHCOMING EVENTS

SATURDAY, 10th JULY (11 a.m.) at The South of England Showground, Ardingly, Sussex. 6th Annual sale by auction of Historic Vehicles, Agricultural Bygones etc, including 1930 Rolls-Royce Phantom, 1930 Model "A" Ford, 1936 Jowett 10, 1949 Triumph Roadster 2000 etc. Commercial vehicles, agricultural tractors, motorcycles, engines, literature etc. By order of the Southern Counties Historic Vehicles Preservation Trust. Catalogues (50p) from the Auctioneers, T. Bannister & Co., Market Place, Haywards Heath. Tel: 0444 412402) Sussex. (32440

GRAND MIDLAND CONCOURS. Festival of Transport, Potterspury, Northants, 10th/11th July. 11 classes, plaques all entrants, many attractions, family day out.Tel.: 0908 542589 for information. (32465

DONCASTER RACECOURSE Giant Autojumble and Collectors Car Mart Saturday 10th July, 10 a.m. to 5 p.m., the big one for cars, spares, mascots, literature, tools etc, good facilities, including bar, cafeteria and free parking, for stall and Car Mart details. Tel: Doncaster 854161. (32166

ANNOUNCING the Northern Classic Car Show. Takes place at Belle Vue, Manchester on September 24, 25 and 26. Trade, stands, club stands, three day autojumble, auction, over 300 cars on display. Entry: adults £2, accompanied children free, all enquiries to Classic Car Shows. Tel: Bristol 741615. (32154

WITHAM HISTORIC Vehicle Club present their 5th Annual Vintage Vehicle gathering on Sunday 8th August 1982 at Church Road, Hatfield Peveral, Essex. Details from J. C. Goodman, 2 Chippingdell, Witham, Essex. Tel.: 0376 516918 eves or weekends. (30553

WELSH MOTOR Museum and Rhuddlan Borough Council midsummer picnic run and concours, June 27th. Free entries, commemorative plaques for all entries. Now including motorcycles and custom cars. Entries from the RBC Town Hall, Rhyl, Clwyd. (6692

AUTOJUMBLE GRAND London, Sunday 31st October, Westminster, details S.A.E. PGG Ltd, 2nd floor, 73 New Bond Street, London W1Y 9BD. (30141

VINTAGE AUSTIN RALLY. 10th Ashover Vintage Rally, Autojumble, August 15th. Entry forms from Frank Smith, Butts House, Ashover, Derbyshire. (32127

EVENTS—continued

BOLTON AUTOJUMBLE and Fleamarket. Saturday July 24th in the Sport Centre, Silverwell Stree Bolton, 10 a.m. to 5 p.m. Bargains in car and bike bits (3080

YEOVIL FESTIVAL of Transport, August 14th / 15 1982. From 10 a.m. daily. Over 1,300 historic vehicle on show each year with main ring attraction continuing throughout the day, plus fun an entertainment for all the family. (9362

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NORTHERN CONCOURS '82. An historic vehicle rall Saturday, 7th August, Lakes Playing Fields, Redca Cleveland. 12 noon to 4.30 p.m. Nine-class concour plus optional road run and driving tests, man supporting attractions. Entry details from Denis Hil Tel.: Middlesbrough (0642) 246345 ext. 4152. (3192

LONDON TOY FAIR and Swapmeet. Saturday, Jul 17th, for collectors of obsolete Dinky, Corigi, Solido Matchbox models. Buy, sell, swop. St. Michael' Church Hall, Stockwell Park Road, 10.15. Details, Tel 01-733 9964. (3210

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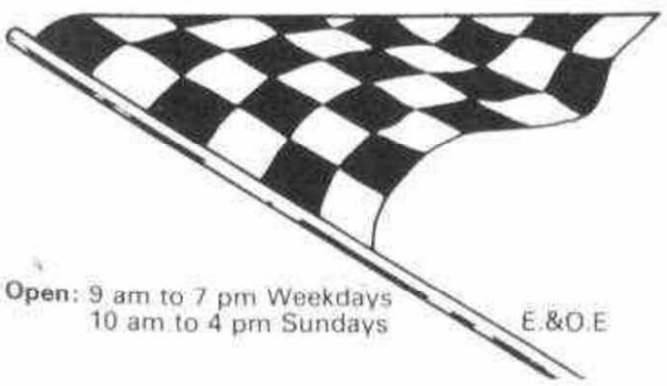
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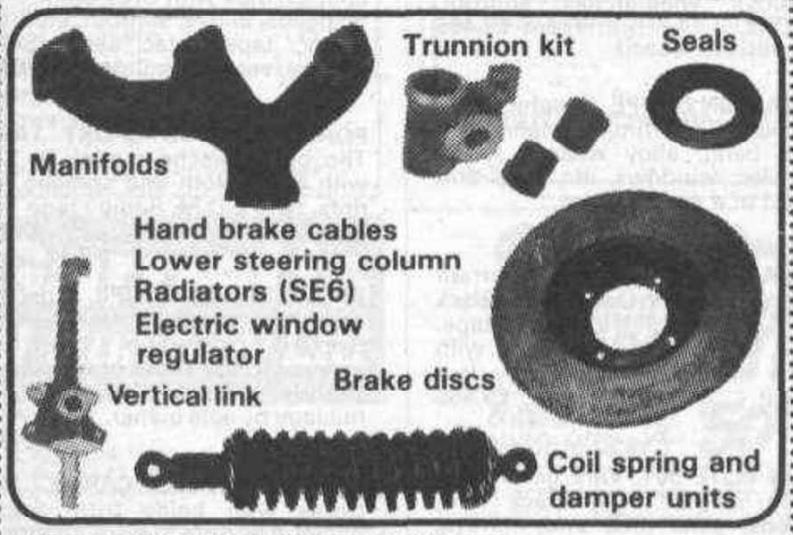
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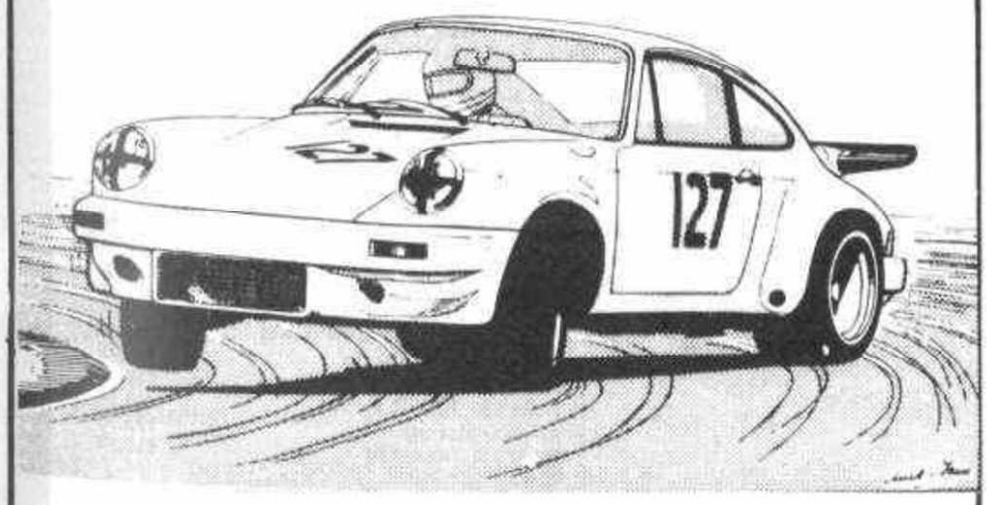
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1968 Morris Minor 1000 Traveller. (1098 c.c.) Finished in Bermuda blue with powder blue interior trim. One elderly owner. Recorded only 18,000 miles. Fine outstanding example virtually indistinguishable from new. Just completely serviced, and M.o.T. tested.



1937 Bentley 4¼ drophead Coupe with 2 door 4-seater sporting coachwork by Park Ward. This exciting vehicle is the unfinished project of an extensive rebuild by a leading Rolls-Royce main agent, now needing only paintwork and some trimming to complete. Most mechanical work, coachwork, plating, electrical, tyres and exhaust have been completed or replaced. A worthwhile project needing only modest effort to complete into a superb specimen.

1957 Rolls-Royce Silver Cloud I. Elegant 4 door aluminium coachwork by James Young (57 Earls Court Show car), finished in Roman bronze with tan hide trim, electric windows and disappearing division. P.A.S. Excellent history and moderate mileage. A first class all round example of this much sought after series.

1974 Rolls-Royce Silver Shadow. Standard 4-door sports saloon. A first class example of this popular flared arch series, carefully maintained and finished in metallic bronze, with contrasting tan hide and carpet. Currently M.o.T. tested and representing excellent value.

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PS. THANKS TO ALL who made my 7th Anniversary 'GOAT' PUB MEETING on June 6th such a success, especially the TVR & TR CLUBS, for organising a turnout of members. OTHER CLUBS PLEASE TAKE NOTE!

WANTED — appropriate cars to sell-on-commission, an established 'NOSTALGIA' speciality. EXCHANGES — always considered

PLEASE NOTE: Due to major 'Concours' & Races on Aug. 1st, THE AUGUST 'GOAT' PUB MEETING IS AUG. 8th AT NOON, but don't park on the grass.

JUL. 3rd — SILVERSTONE — AMOC Historic Races
JUL. 4th 'THE GOAT', Hertford Heath, Noon. JUL. 31st/AUG. 1st, DONINGTON, HSCC Int. Histories.

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1924 BENTLEY 3-LITRE BOAT-TAIL 3-str — PP. 1793; certainly among the finest and prettiest '3-litres' anywhere, a judge in the B.D.C. recently declaring that he would award it very high marks for authenticity and presentation; original engine/chassis/all running gear, with Townshend's perfect replica of the unique 'Nagle' Mulliner Boat-Tail; splendid Red Label performance too! (Twin 'Slopers' etc.).



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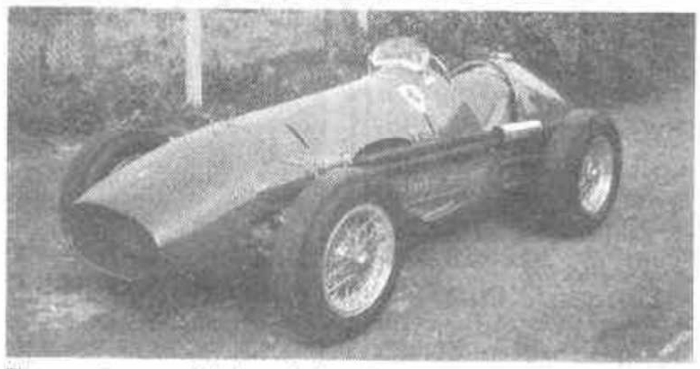
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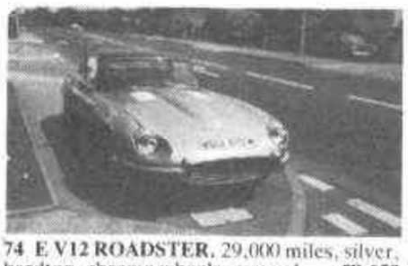
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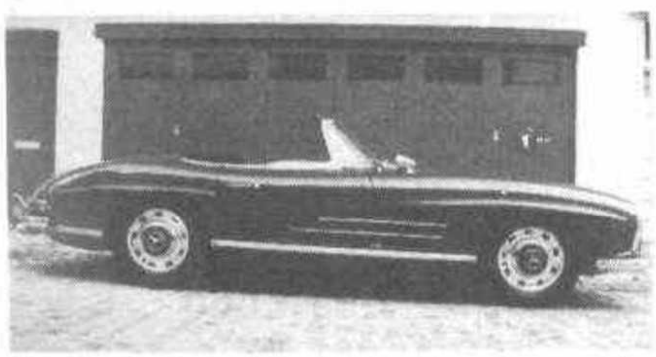
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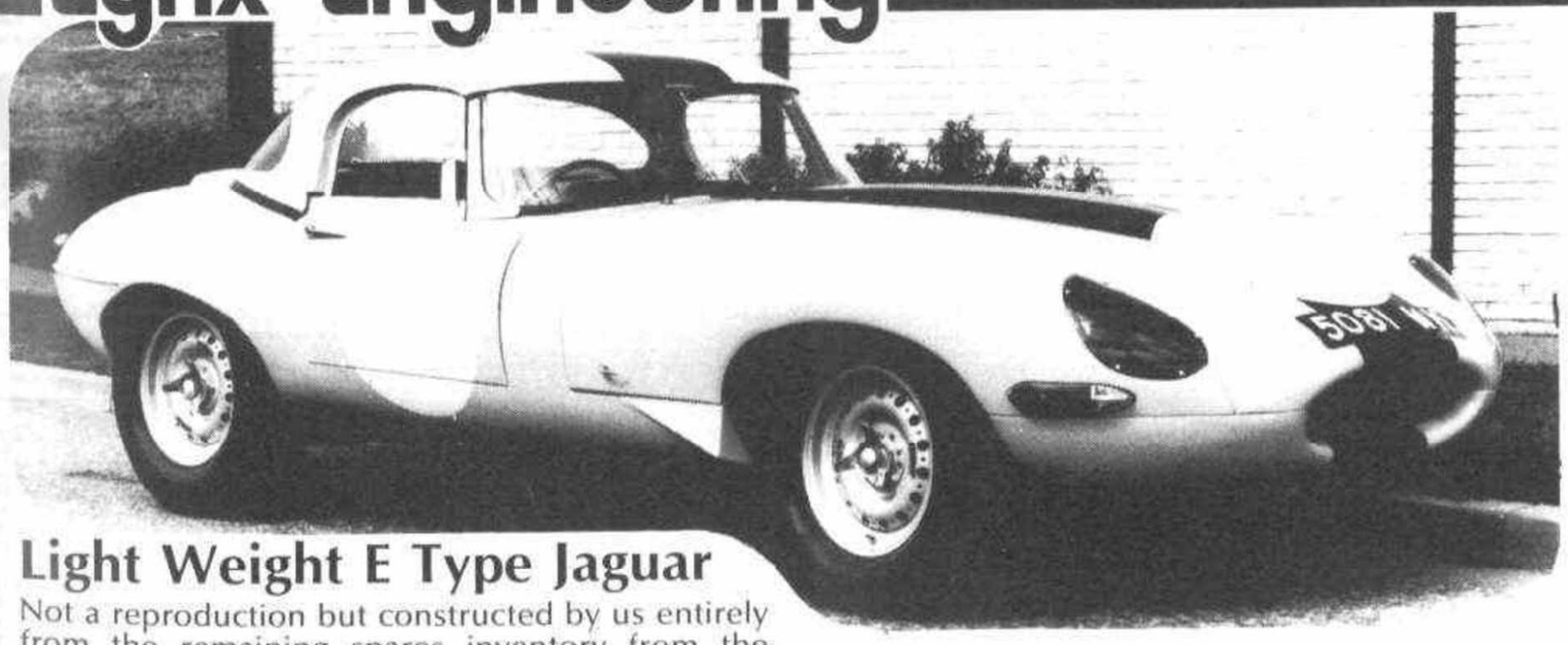
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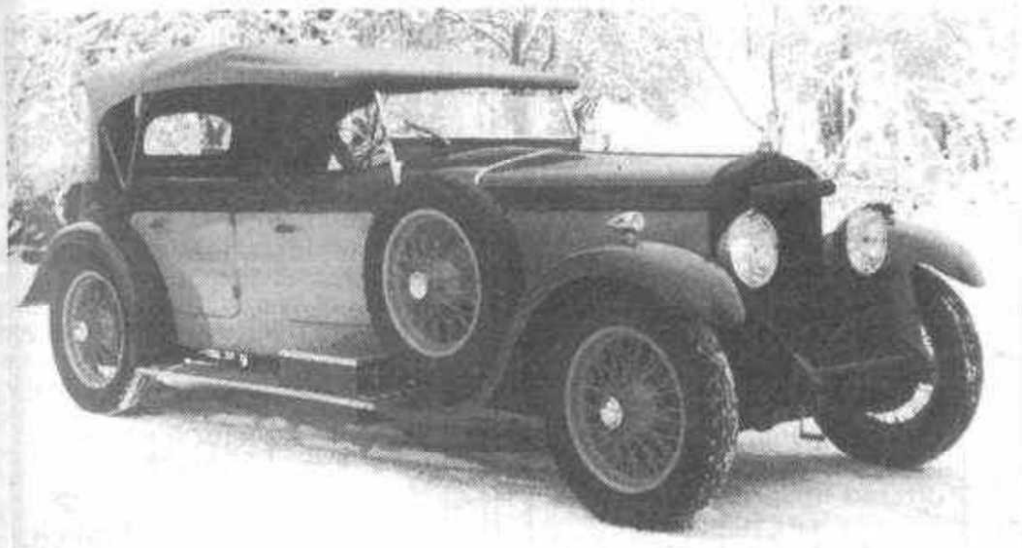
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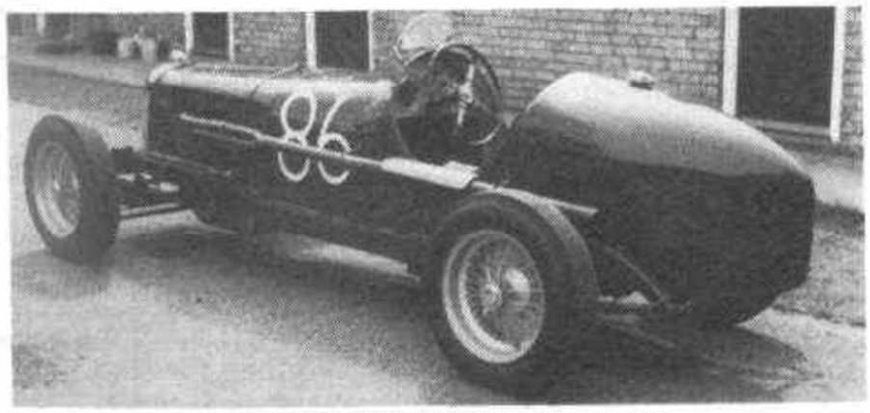
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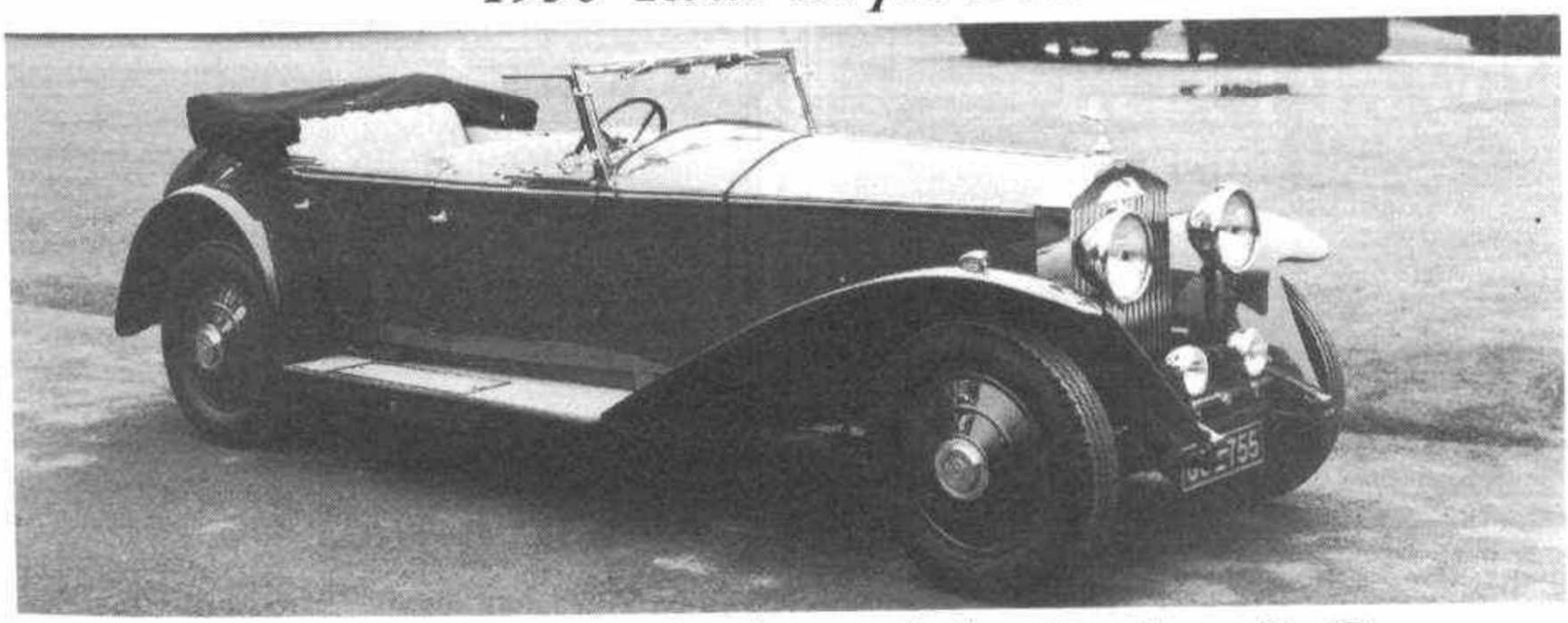
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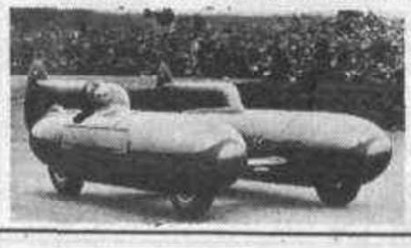
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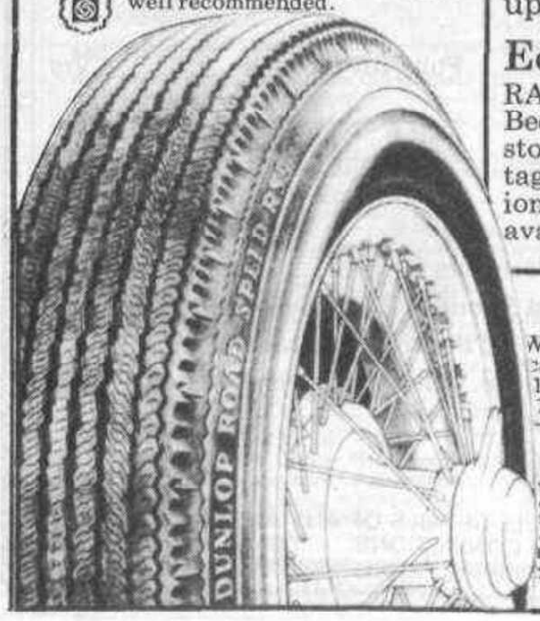
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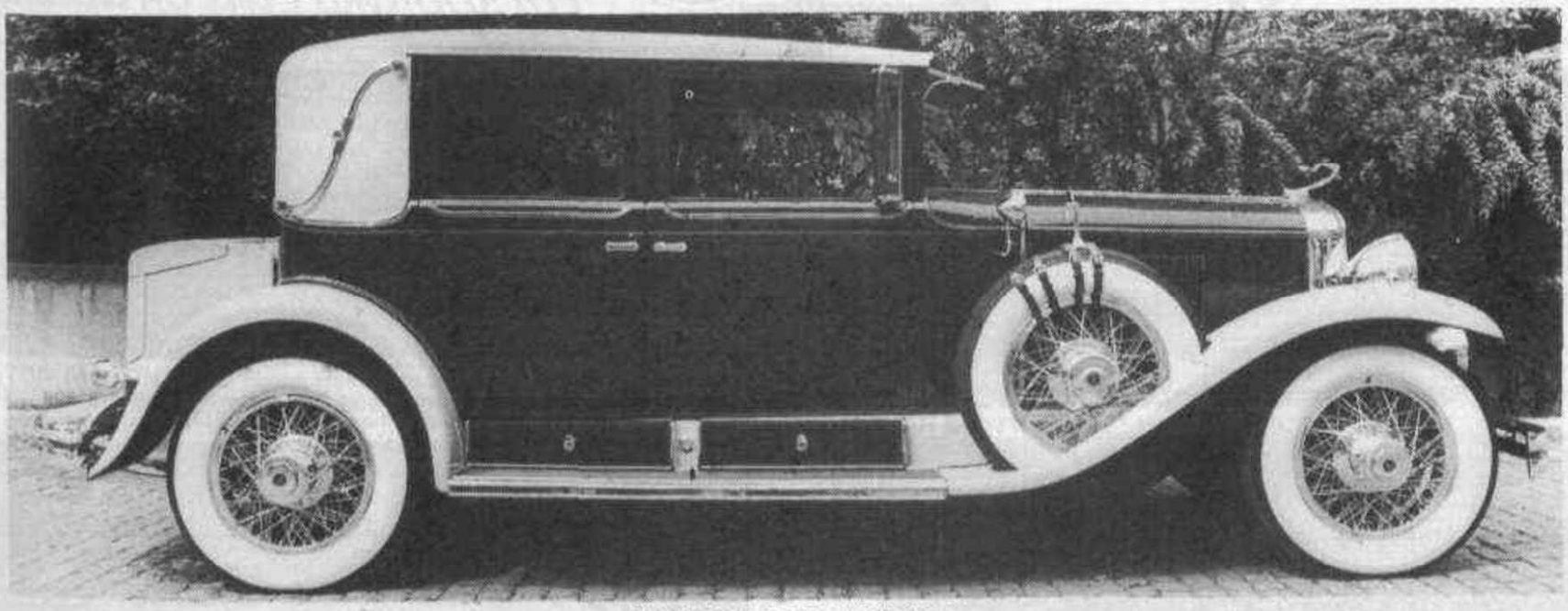


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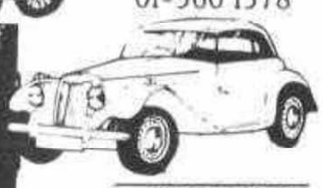
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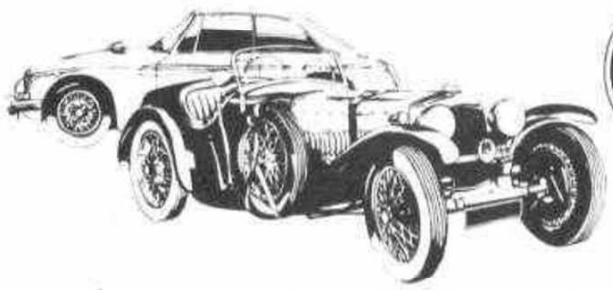
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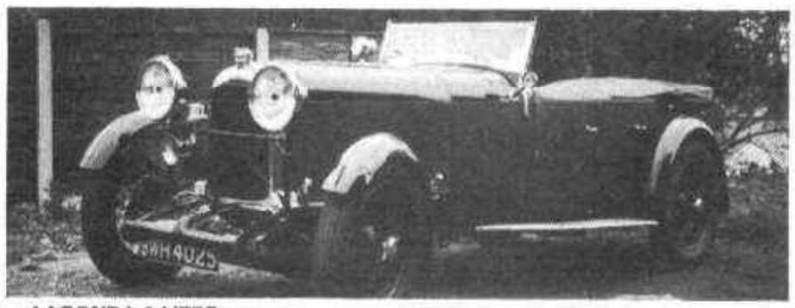
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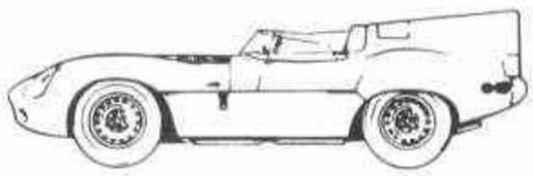
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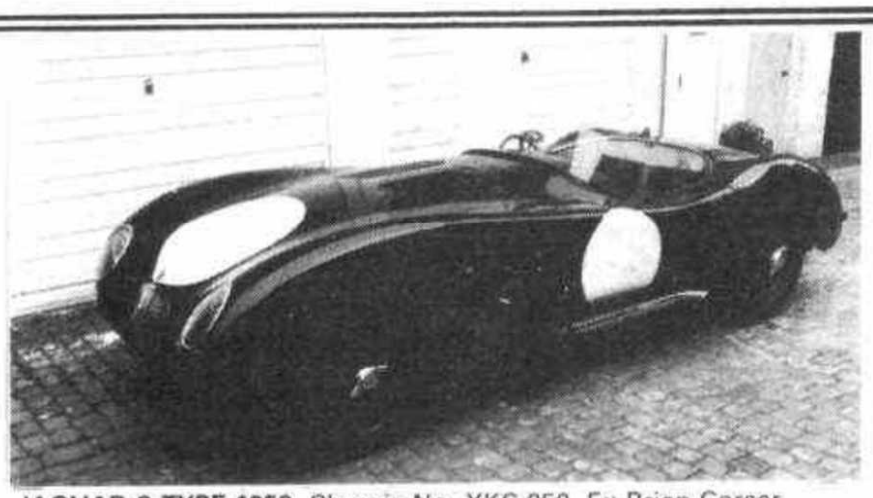




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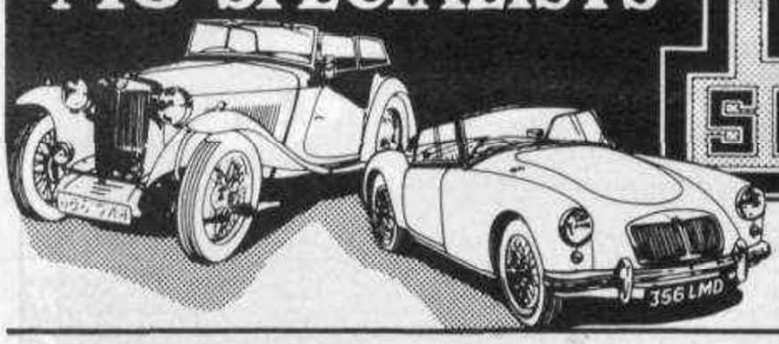
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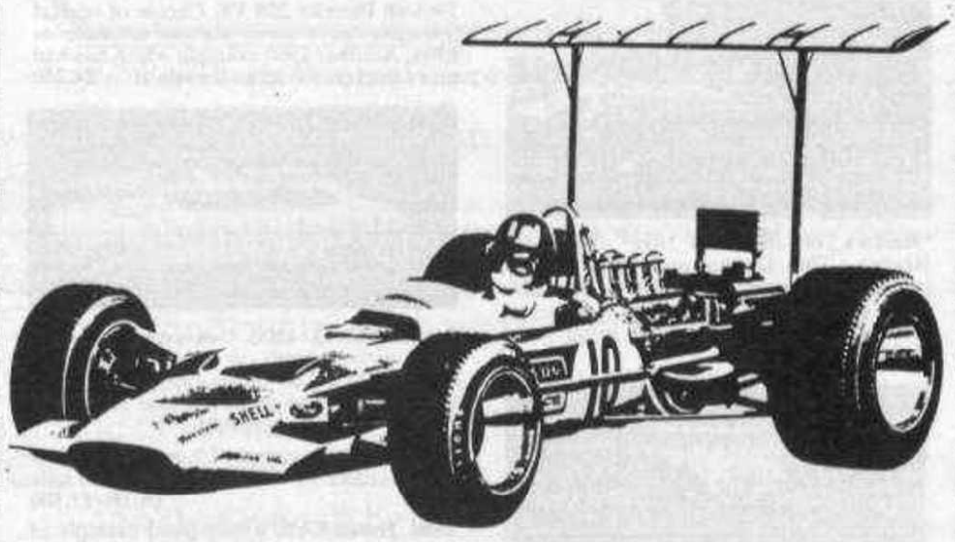
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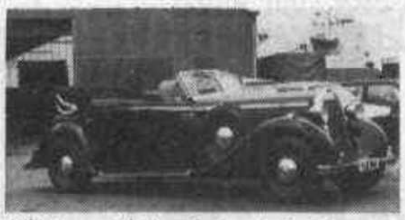
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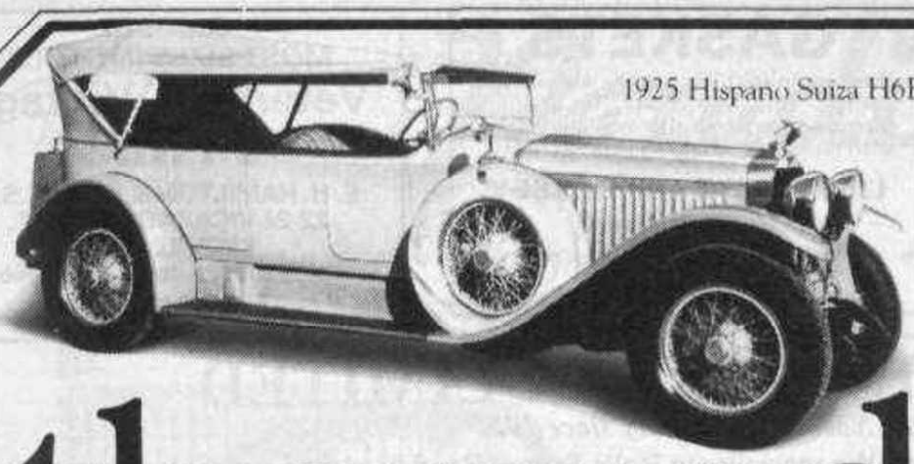
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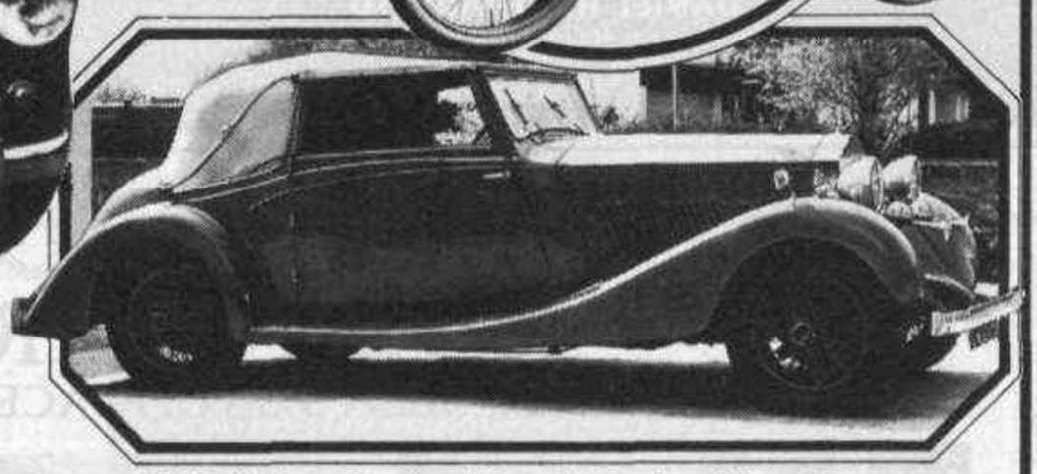
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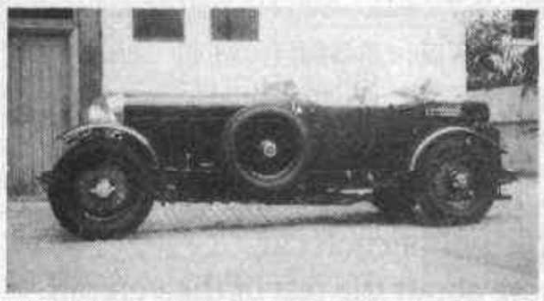
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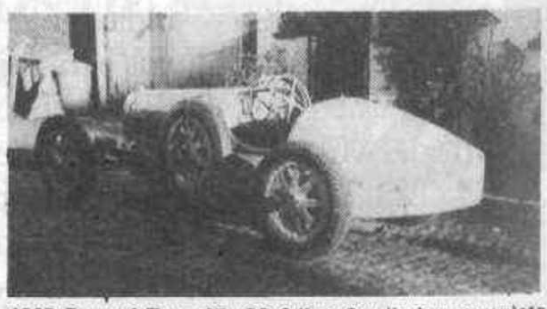
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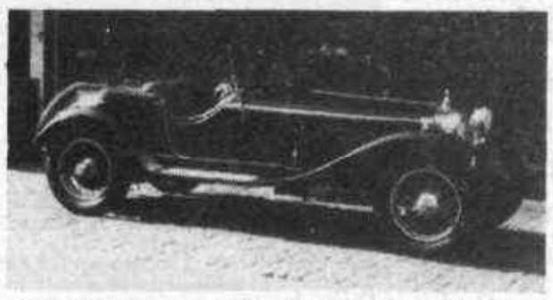
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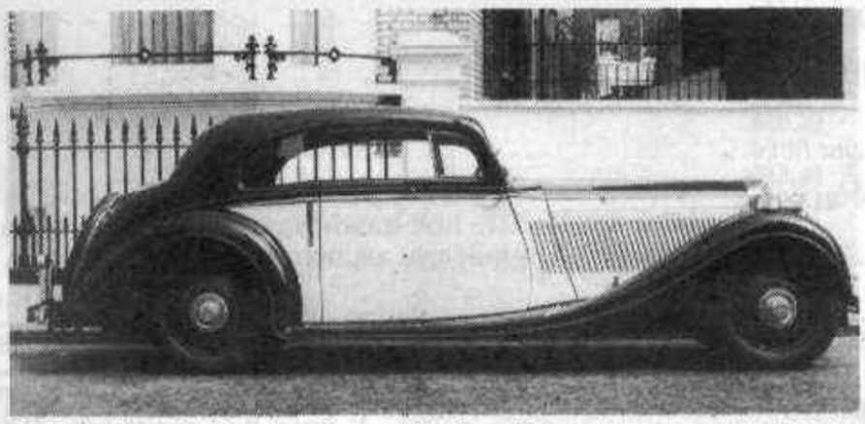
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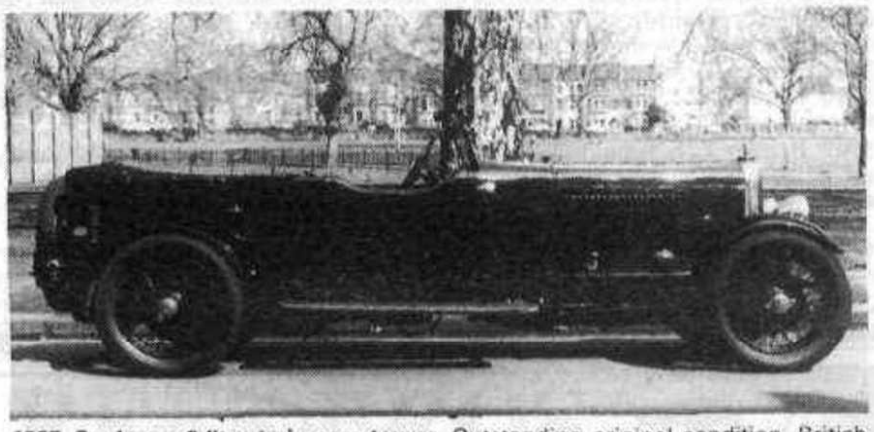
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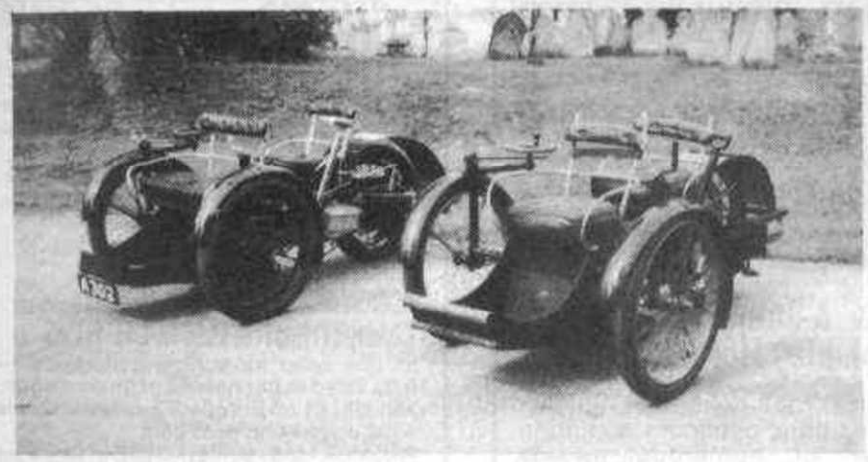
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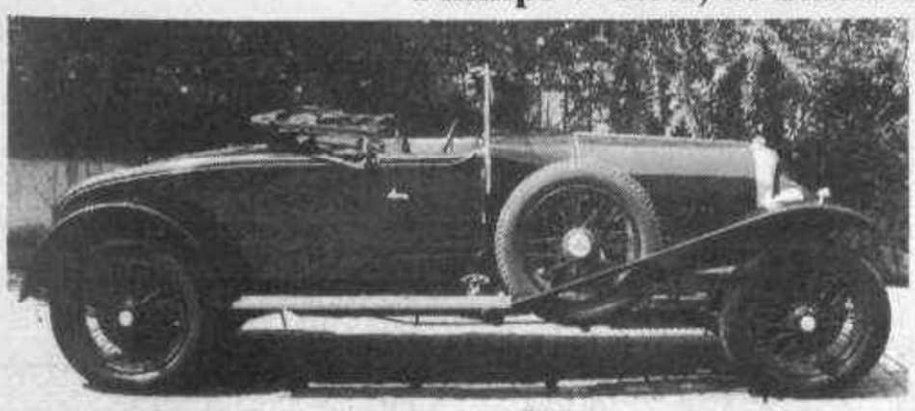
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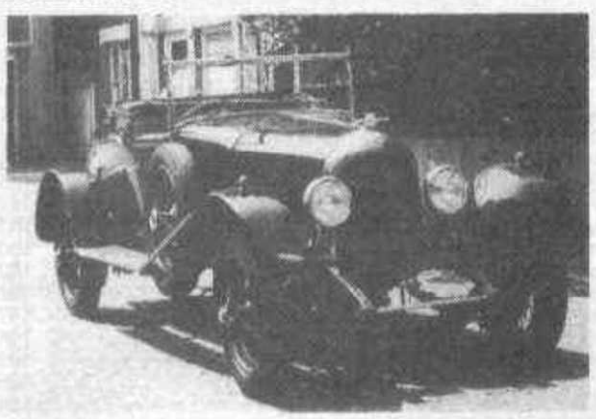
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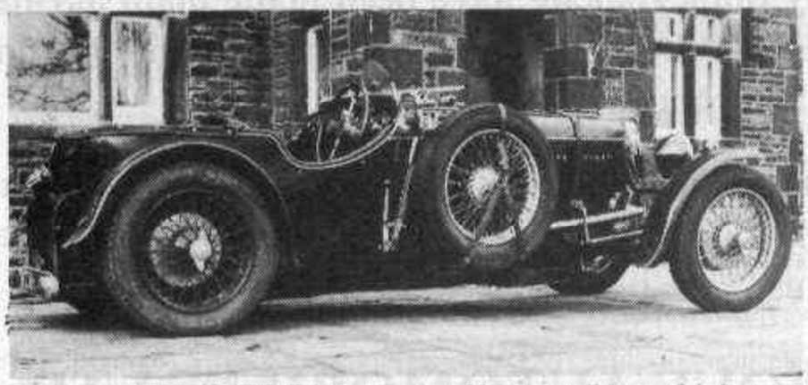
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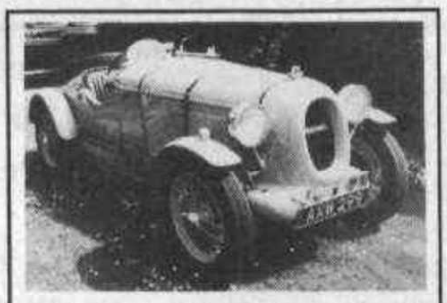
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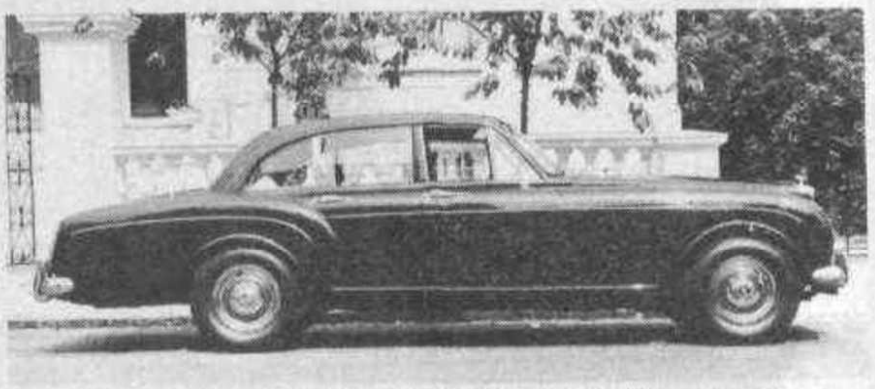


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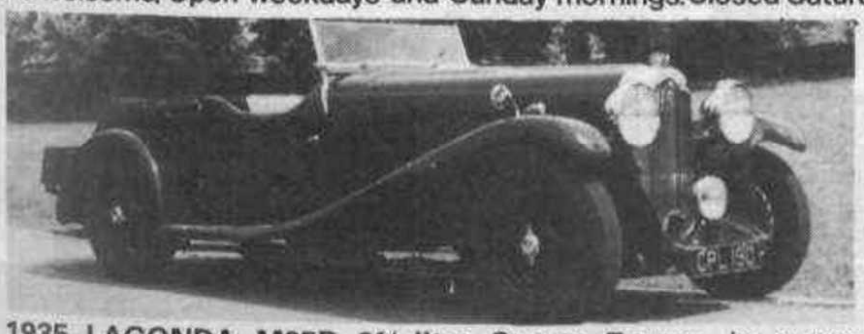


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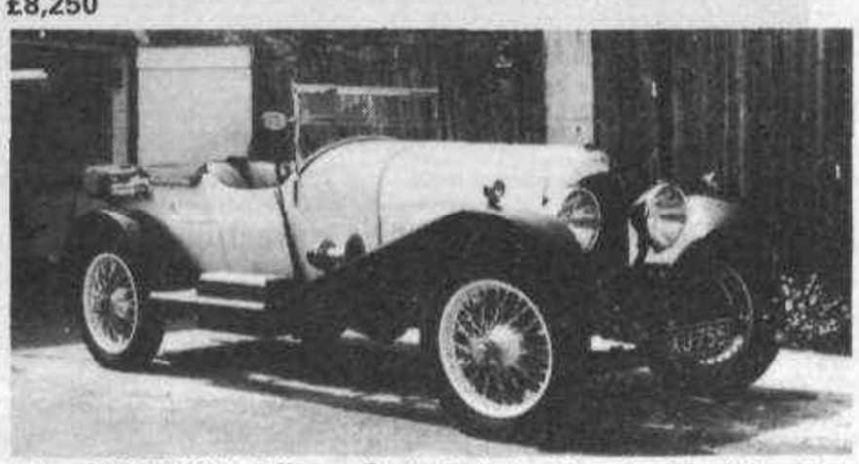
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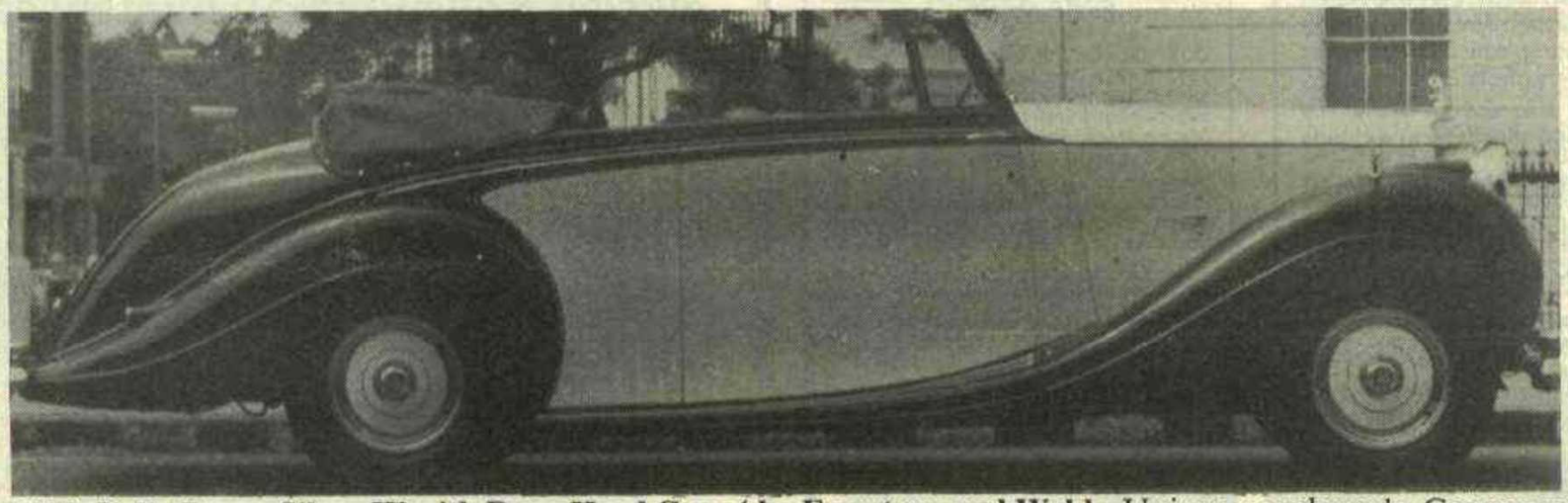
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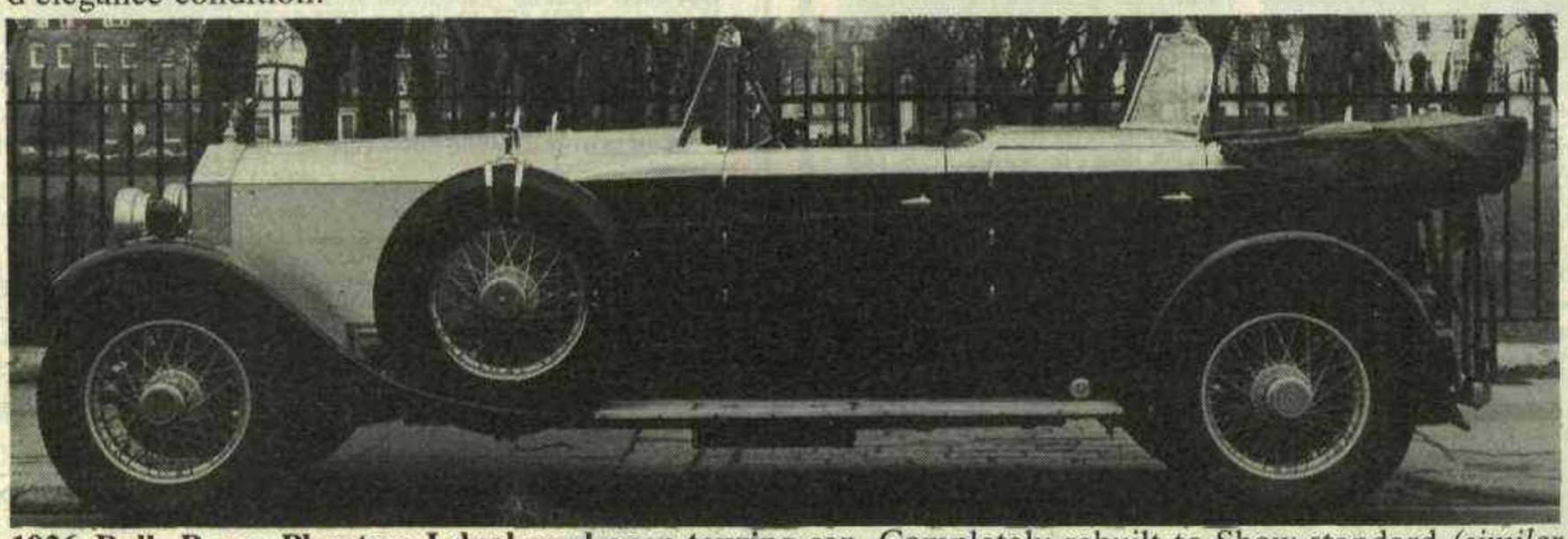
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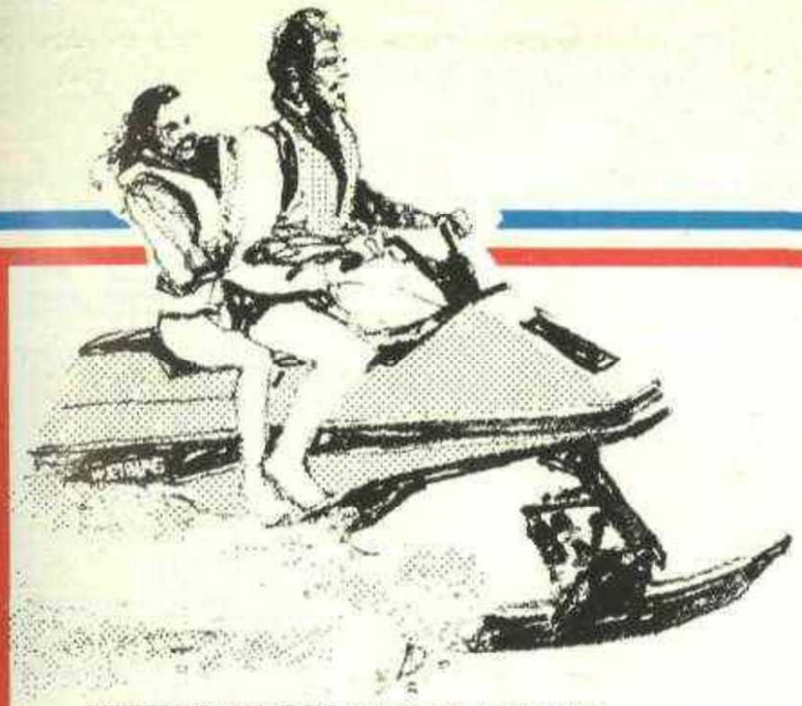
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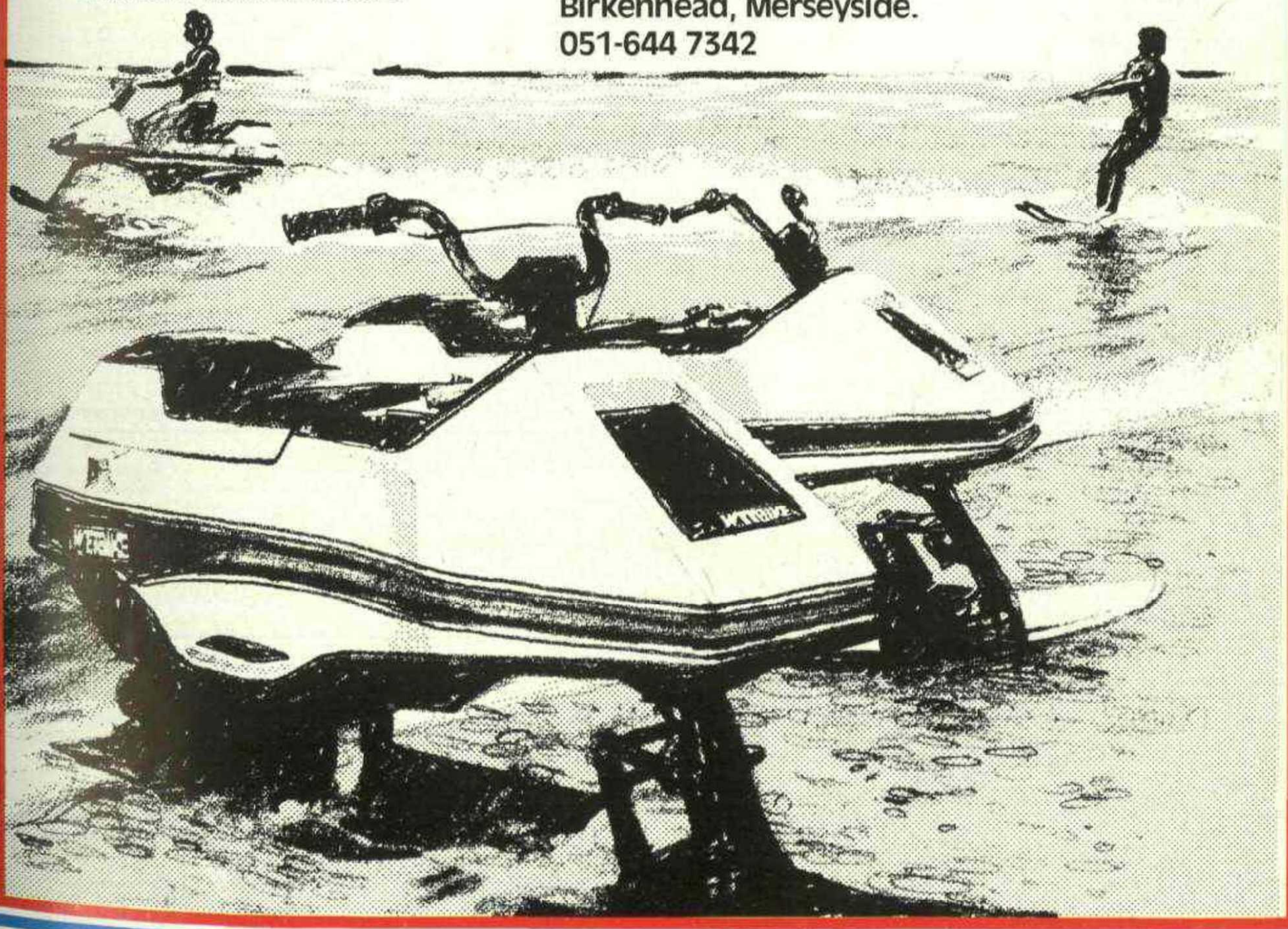
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