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Black Chat



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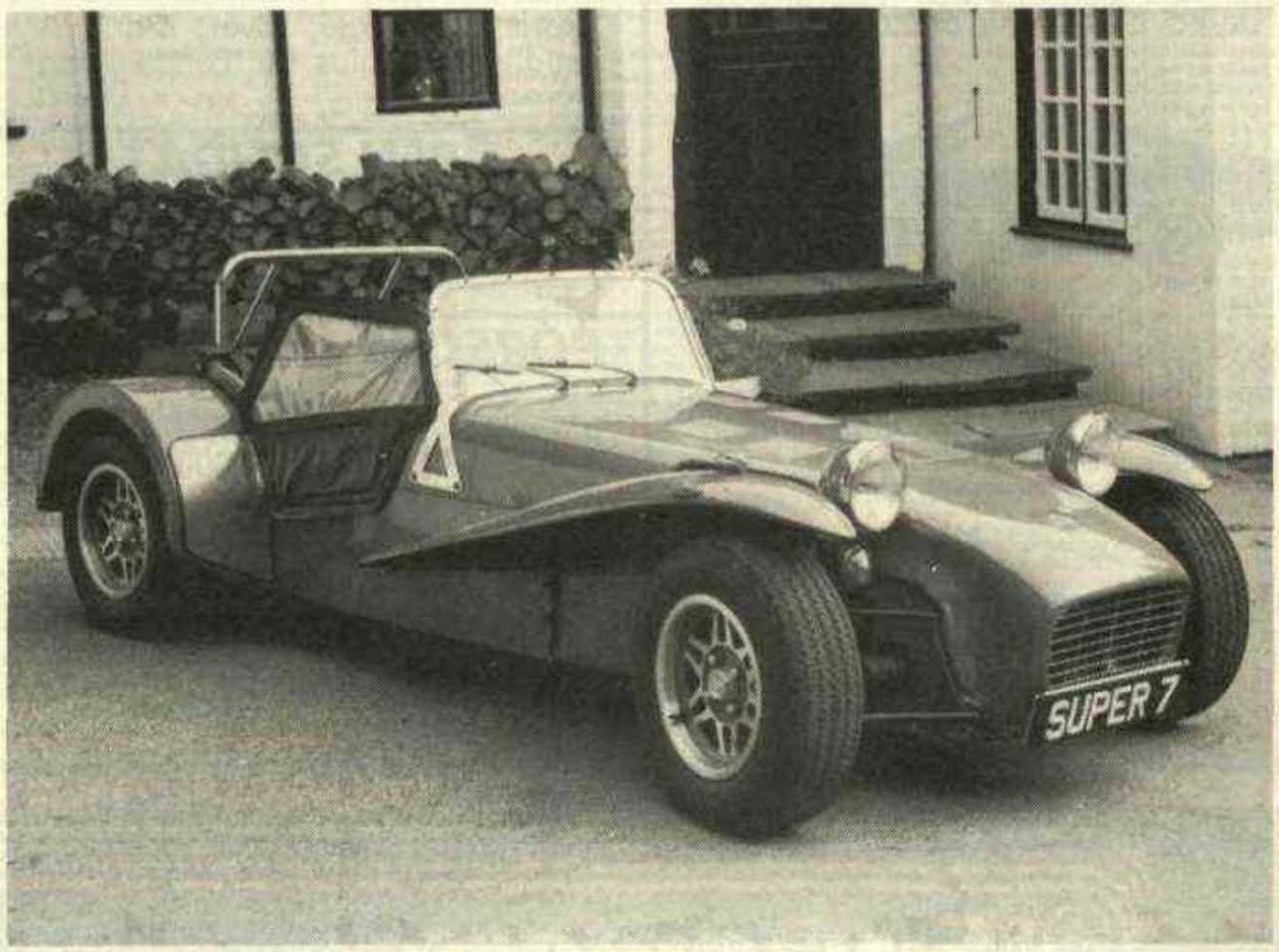
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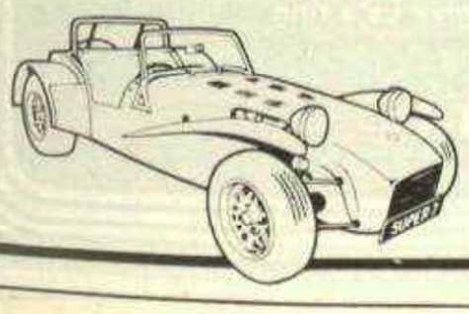
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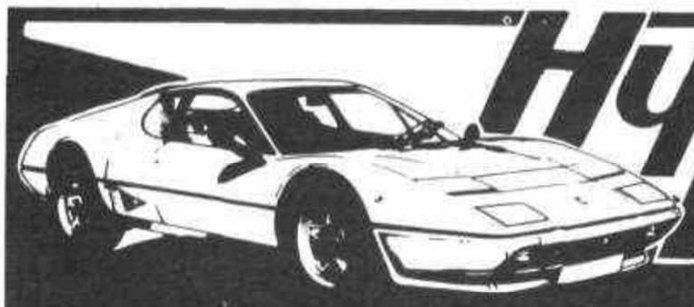
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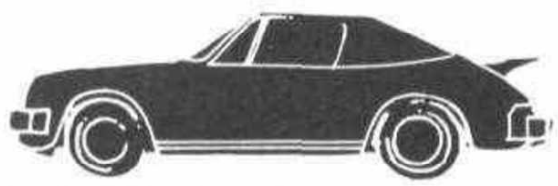
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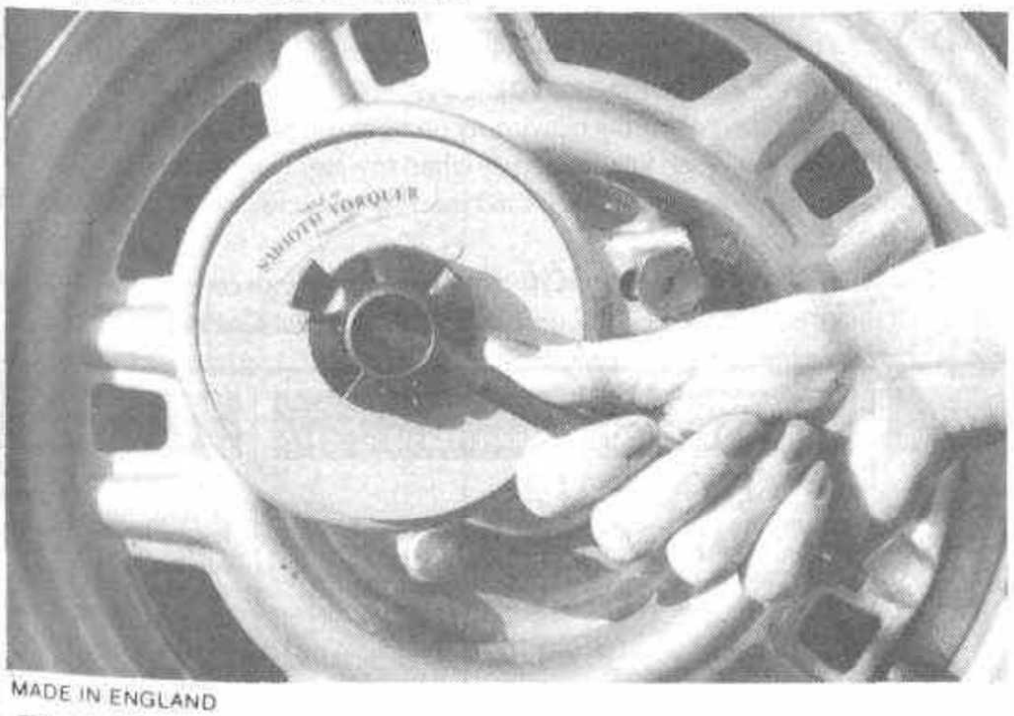
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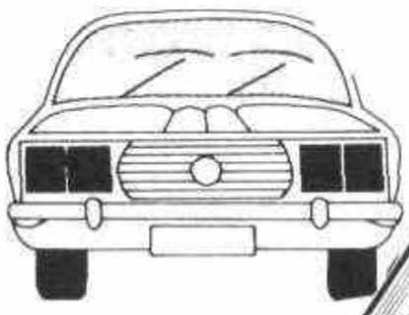


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Triumph 5 & 6 (R) + £26.20
Dolly Sprint (F) + £20.45
Dolly Sprint (R) + £16.50
Triumph 2000 (F & R) + £27.65
N/S coil available for Range Rovers

BMW
BMW 323i (E) + £29.25
BMW 325i (E) + £17.45

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Capri (E) + £17.05
Cortina Mk I + (*) + £18.35
Cortina Mk I + £18.35
Cortina Mk II + £18.85
Cortina 1600E STD £19.95
Cortina Mk 3 (F & R) + £25.95
Escort T/C RS 1450 + 1" £17.95
Escort T/C RS 1300 + 1" £16.95
Escort T/C RS 1900 + 1" £26.50
Escort T/C RS 1850 – 1" £20.75
Escort (E) 1300 1600 + 1" £16.95
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Escort T/C RS World (E) £15.95
Fiesta (E) + £17.95
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Escort Mk 2 (E) + £20.25
Escort Mk 2 (R) + £22.95
Escort Mk 3 (E) + 1" * £22.95
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Granada (F) + £39.95
Granada (R) + £39.95
Cortina Mk 4 (E) + £34.75
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Elan (R) Standard £19.95
Elan +2 (R) Standard £24.00
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Scimitar (R) STD £20.85
Scimitar (F) SE6 STD £25.50
Scimitar (F) Up to SE5 £22.65

TALBOT
Avenger (R) * £25.56
Avenger (F) * £27.50
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Sunbeam (R) 1500 * £29.65
Sunbeam (R) 1650 * £20.65
Sunbeam (F) 1250 1" £25.30
Sunbeam (R) 1250 1" £18.25

TVR
TVR 3000 etc (F) Standard £26.95
TVR 3000 etc (R) Standard £19.95

VAUXHALL
Chevette (E) Tarmac * £21.45
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Cavalier (E) + £26.25
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Golf GTi –2" + (E) £23.60
Golf GTi –1" + (R) £22.25
Golf Std –2" + (E) £23.60
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SYMBOL CODE
+ = 25% Up Rated From Standard
* = Rally Specification
–1" etc = Ride Height Difference from Standard Car
STD = Standard Specification

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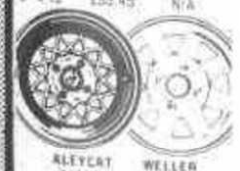
	Mistral	R/ution
5 x 10	£21.5.	£31.60 (R)
5 x 12	£23.95	£35.40 (R)
5½ x 12	£25.95	N/A
5½ x 13	£29.95	£38.75 (R)
6 x 13	£31.50	£40.00 (R)
7 x 13	£34.95	£47.40 (C)

(R) = Road wheel (C) = Comp wheel
Mistral use std. nuts
Revolution nuts £12 per 16



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	SLOT	TORNADO
5 x 10	£19.45	£18.85
5 x 12	£23.25	£25.55
5½ x 13	£23.45	£27.55
6 x 13	£25.45	£29.00
7 x 13	£31.25	N/A
8 x 13	£33.45	N/A



ALLOY CAT ALLOY — WELLER 9 SPOKE STEEL

	Alloy cat	Weller 8 Spoke
5½ x 10	N/A	£13.75
5 x 12	£24.35	£17.50
5½ x 13	£27.25	£17.50
6 x 13	£29.25	£17.50
7 x 13	£32.25	£18.75
8 x 13	£34.35	£24.85

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145/70 x 12 XVS T/L	15.45
155/70 x 12 XVS T/L	16.45
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165/70 x 13 XVS T/L	19.95
165/70 x 13 GTS HR	26.45
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185/70 x 13 XVS T/L	24.95
185/70 x 13 GTS	36.45
205/70 x 14 GTS	50.25
185/70 x 15 GTS	39.50

	Q/YEAR N.C.T.	PIRELLI PS & P7
185/60HR 13	£41.35	£48.00
205/60HR 13	£53.75	£62.20
205/60VR 13	£57.20	£63.65
185/65HR 14	£44.65	£52.15
185/70HR 14	£46.20	£53.88
195/60HR 14	£56.85	£62.25
205/60HR 14	£62.25	
205/60VR 14	£75.95	
205/70VR 14	£76.95	
195/50VR 15	£86.95	£104.00
195/60VR 15	£64.75	£69.45
205/60HR 15	£62.25	£73.55
205/60VR 15	£76.50	£82.30
225/60HR 15	£94.50	
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225/50VR 16	£148.65	£173.40

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	S/D	ALEY
FIA Rally – *	£61.00	£61.00
FIA Rally	£69.00	£68.00
F/Cage	£43.50	£43.00
Club Rear	£36.00 *	£36.50

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CARRIAGE £4.50 PER BAR

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GT7	£87.85
GT8	£93.95
GT6 H/Back	£71.25
GTA	£31.95
GTA H/Back	£34.95
GTB Black	£73.25
GTB Euro	£104.45
GTS Euro Hi Back	£121.65
Euro S/Frame	£39.50
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Comp Frame	£10.50
Floor Bar	£ 1.65
H/Rest	£ 8.95

HOPKIRK RX2000 '82 SEATS

RX2050 Lo back H/Rest c/w sides	£86.95
RX2100 Lo back c/v. Rail Cushion	£86.95
RX2150 Hi back H/L Rail Cushion	£86.95
RX2250 Lo back seat, fixed	£76.75
RX2300 Hi back Ind. Comp.	£76.75
Headrests	£ 9.50
Universal S/frame, slide locking	£12.95
Alfastar Bar fixing kit (not all cars)	£ 4.75

RECARO

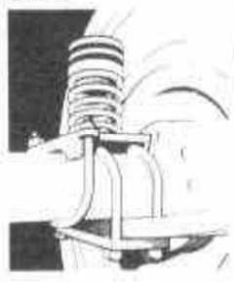
Rally	£195.00
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Ideal LS' E1	£230.00
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Avon Bump Stop Kit from	£ 32.75
Spirals Kit with spring from	£ 27.60
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Koni 'Donuts'	£ 16.25
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Sparco 1 layer	£ 85.00
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FPT Eyehole	£ 11.95

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Model 62	£110.00
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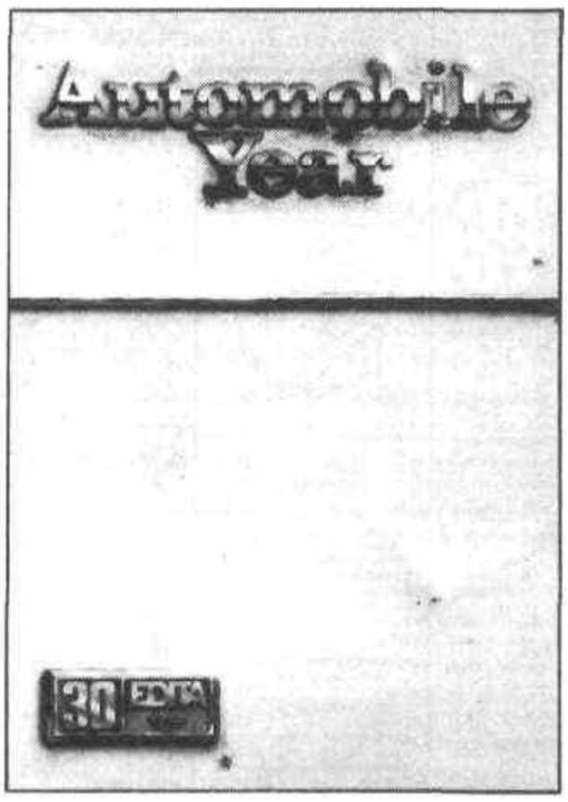
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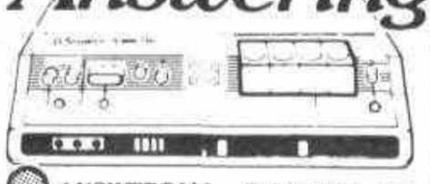
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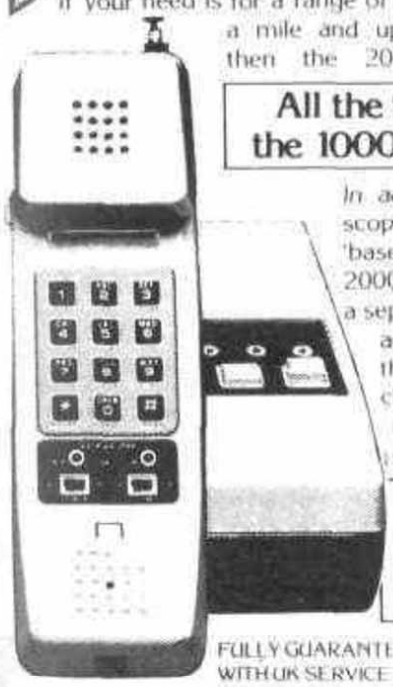
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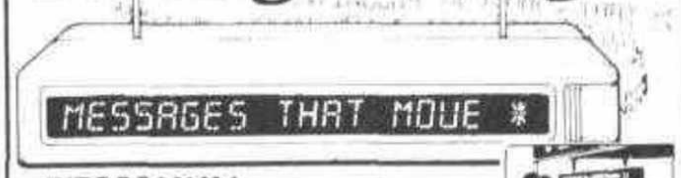
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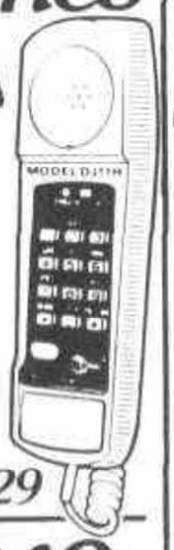
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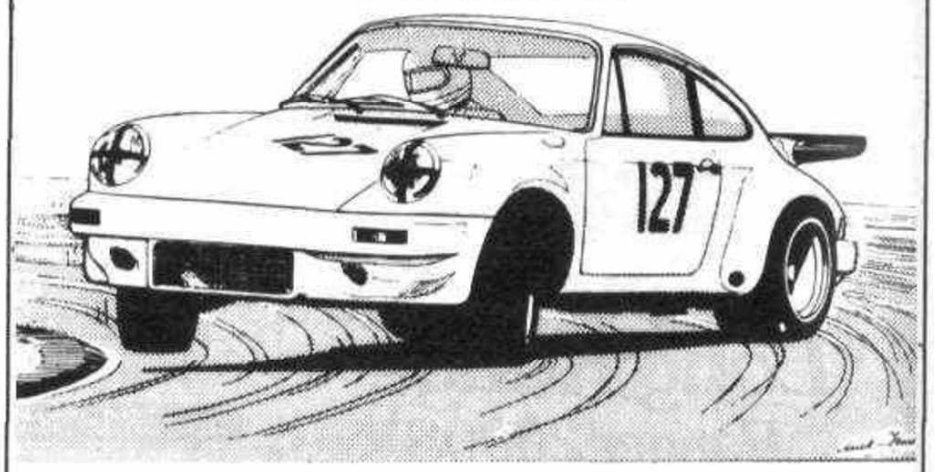
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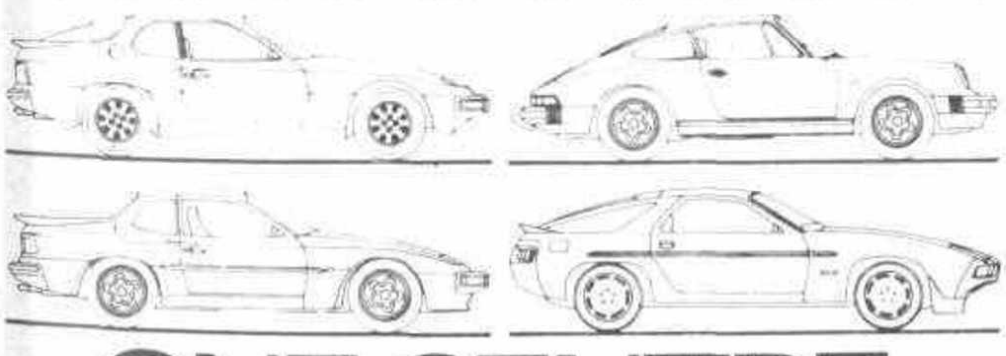
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Porsche Turbo 3.3. 1977, Sienna red, lobster trim, air cond., 49,000 miles. **£13,950**



Porsche 911SC Targa. 1981, Guards red / Berber trim, 29,000 miles. **£14,950**
Porsche 911SC Sport Targa. 1980, Met. bronze, 34,000 miles. **£13,950**
& choice of 2 white Sport Targas, 1978/80. **£11,950-£14,500**



Porsche 911SC Sport Coupe. 1982, Chiffon / Berber, 12,000 miles, history. **£19,950**
911SC Sport Coupe. 78 mdl, White, history. **£11,950**
911SC Sport Coupe. 1978 T-Reg, Black, 54,000 miles, history. **£11,950**



BMW 635 Auto. W-Reg, met. red / tan leather, air cond., e/roof, 29,000 miles. **£14,450**
633 1978. Silver, auto, alloy wheels. **£6,950**



Porsche 924 Turbo. Choice of 2, 1980 model & 1981, both full spec. **from £9,450**
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450SL. Magnetite blue, 1978 T-Reg, elec. windows, alloy wheels, 33,000 miles, history. **£12,450**
350SL 1979 T-Reg. Light blue, alloy wheels, 19,000 miles only, history. **£13,750**



Mercedes 450SLC 1978. Milan brown / beige velour, e/roof, alloy wheels, 38,000 miles. **£11,450**

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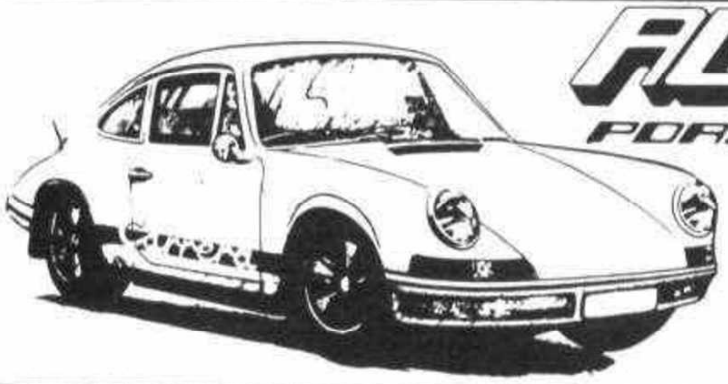
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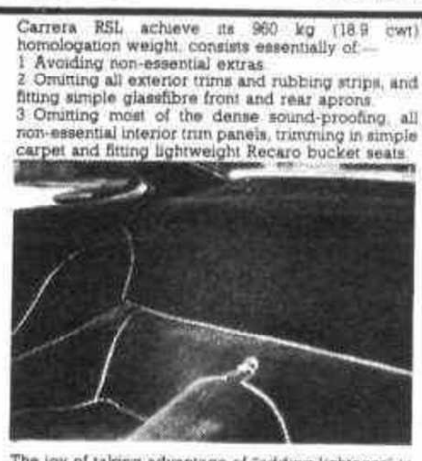
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TIP OF THE MONTH

Read last month's MOTOR SPORT centre pages! Seriously, the weather that besieged us that day should(?) soon be beginning to recede, and it will be time to blow the dust off your 911 driving machine and enjoy life again. If she's been standing a few weeks and she's no longer new, there will of course be the usual puff of smoke on start-up. For some of you this puff will be a cloud, and for a very few this cloud not only won't seem to clear, but could start to get worse.
Don't panic!
The oil drains slowly from the tank, when parked, half filling the engine. It can then seep slowly down worn exhaust valve guides into the exhaust.
And if the seep isn't slow, and she's been stored some time, there can be a lot of oil in the exhaust that will take several miles of hard motoring to clear!
No harm done. Just book her in for a top-end overhaul some time!

PERFORMANCE BY SIMPLIFICATION

The adages of the original impecunious 750 formula days of Chapman, Mallock, French, et al, were "add lightness", "simplificate", "there is nothing so light as nothing", etc.
These ideals of performance motoring are eternal, and are personified for us 911 extremists in the 1973 Carrera RS Lightweight, a "no frills" driving machine that yet retains the basic necessities with traffic docility.
Over the years we have offered various options for up-rating 911 engine performance, which fall into a very general classification of 5% increase is easy, 10% is fairly straightforward, but 20% starts to get distinctly expensive.
The logical alternative to a 20% power increase is a 20% (16⅔% if you're fussy!) weight reduction, with its obvious pluses in reducing transmission, suspension and tyre stress and helping economy, all without increasing engine internal loadings.
The Lightweight theme, which helped the '73 Carrera RSL achieve its 960 kg (18.9 cwt) homologation weight, consists essentially of:—
1 Avoiding non-essential extras.
2 Omitting all exterior trims and rubbing strips, and fitting simple glassfibre front and rear aprons.
3 Omitting most of the dense sound-proofing, all non-essential interior trim panels, trimming in simple carpet and fitting lightweight Recaro bucket seats.



The joy of taking advantage of "adding lightness" is that, generally speaking, it's a "nut-and-bolt" affair and as and when you come to sell the car, you just re-fit all the heavy bits and let some other mug spend his money lugging them around! As with engine uprating, "adding lightness" also falls into the 5%, 10% and 20% classification. However, as with highly tuned engines — although the RSR doesn't seem to qualify! — the much lightened car ultimately becomes impractical on the road. Our 1979 2.8-litre "Shopping Racer" at 840 kg (16.5 cwt) did nothing for the health and hearing of yours truly!

Black lightweight pattern carpet set £220 + VAT
Pair lightweight pattern door trims, with handles, straps, etc. £90 + VAT
Recaro bucket seat, with sub-frame, head-rest (limited stock) £240 + VAT
One-piece glassfibre bumpers, from £80.25 + VAT

Plus our normal range of glassfibre bonnets, wings, doors, rear spoilers, perspex windows, etc.

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Bodyshells:
1968 911S RHD Coupe, straight but rusty. £220 + VAT
1972 911S RHD Coupe, straight but rusty. £500 + VAT
Sections:
1969-73 Short front, excellent. £200 + VAT
1974-on. Short front, excellent. £250 + VAT
1976 Carrera Targa rear half, excellent. £350 + VAT
1975 Coupe RHD. Front half, excellent. £750 + VAT

We could easily assemble the last 2 on our jig to make a good Carrera 3.0/911SC Targa bodyshell.
We have a number of used Pirelli P7 tyres, both 15" and 16". £10/mm tread.

CARS FOR SALE



1973 Carrera RS Lightweight. Chassis No. 9113601101 (RHD) Reg. No. DWV 911L. We have just completed a total renovation of the bodyshell and all panels, and it is now ready for painting in its original Blood Orange. Engine is dismantled for inspection, and is in very good original order. **£9,500.** We would be delighted to complete this renovation.



Lightweight 911. Full 2.7 RS mechanics, plus 3.0 RS style bodywork, race spec. suspension, LSD, close ratios, roll cage, Recaro buckets, full harness, etc. Maintained in A1 mechanical order. An excellent example of the "Shopping Racer". **£10,750**



1967 2.0 911S. The original 160 BHP 911S, introduced in late 1966, is in our opinion another classic in the 911 range, and with its lighter weight and lower gearing will give a current 911 SC a very close run! Chassis No. 305481S. '66 Reg. Dark blue, black trim. Very original, very tidy, new MoT, just thoroughly serviced by ourselves and going beautifully. Needs some cosmetic tidying, no hidden problems. **£3,750**
Chassis No. 307695S. White, black trim. Bodyshell totally renovated by ourselves, 4 new wings, vast amount of work done. Currently stripped for total re-spray. OE electric sunroof. **£2,750**



Turbo. Ex Jurgen Barth factory development car. LHD 1979 spec. Fitted with LSD, close ratios, 911 Carrera front brakes, Bilsteins, Recaro bucket, 911S alloys, P7, etc. Replacement engine late '80. Recent clutch, transmission overhaul by ourselves. Roll cage, sump guard available. White with black interior trim recently fitted. Excellent fun car! **£6,500**



935 Silhouette 1977 'S' Reg. Carrera 3.0 Sport Targa. Built by us in 4/80, incl. full engine rebuild 20,000 since. Fitted with classic 935 profile front, as now available through the Porsche Sport Department, plus 928 headlight system, full 3.3 Turbo flares, rear spoiler, wheels and tyres, etc. Just totally re-sprayed in Minerva blue, with blacklook, tan trim, and now in mint order throughout. A magnificently individual Porsche that retains its original standard specification mechanics and their associated reliability and practicality. **£13,950**
1980 924 Lux. Red, tan trim, 5 speed, sunroof, etc., etc. An absolutely superb and thoroughly genuine 1 owner, full history 42,000 mile car. **£7,250**
1973 2.4 911S. Red, tan trim, ESR, all 'S' extras. Goes, handles, etc., as it should but it's rusty! Not bad enough to dismantle. Has MoT and tax, but must sell without guarantee. **£3,250**

International Ferrari



Ferrari 400, Y-Reg (Dec. 78), Red, automatic, 12,000 miles only, superb example.
Also, 400 Auto, 1978, Blue, 42,000 miles.
£13,950-£14,950



Aston Martin V8, 1979 V-Reg, Met. Blue / beige leather, 34,000 miles, history. **£17,950**



Ferrari 308 GTBi, X-Reg., red / black leather, TRX, air cond., 21,000 miles. **£18,450**
308 GTS, T-Reg., red, air cond., wide wheels, 35,000 miles. **£12,950**
308 GTB, 1978, silver / red leather, air cond., w/wheels, 21,000 miles, history. **£11,950**



Maserati Kyalami 4.2, Manual, 1978 (special reg available), Silver / red leather, air cond., 33,000 miles, full history. **P.O.A.**



308 GT4, 1978, Priv. reg. available, Red / black / red interior, air cond., wide wheels, 45,000 miles, history. **£8,950**



Golf GLi Convertible, 1982, Met. gold / beige cloth, 13,000 miles, radio / stereo. **£6,950**



Ferrari Boxer 512, 1977, S-Reg., red, 33,000 miles, history. **£18,750**
Boxer 365, 1974, red sports exhaust and wheels, LSD, 41,000 miles, history, outstanding example. **£15,950**



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Lotus Elite, 1978, Red, 501, 20,000 miles only. **£5,950**

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1980	W ELITE 504, auto, 17,000m.	*£175	£8,950
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1982	X ECLAT 2.2, white, 6,000m.	*£235	£11,950
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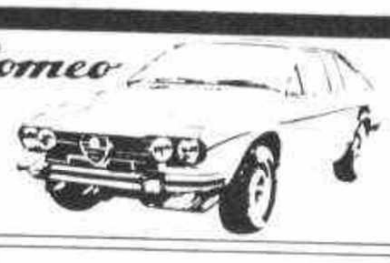
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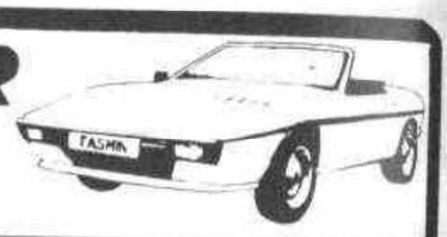
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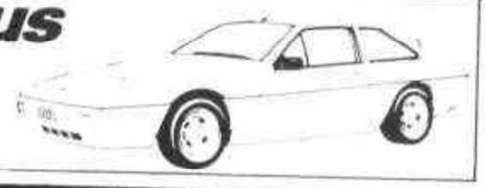
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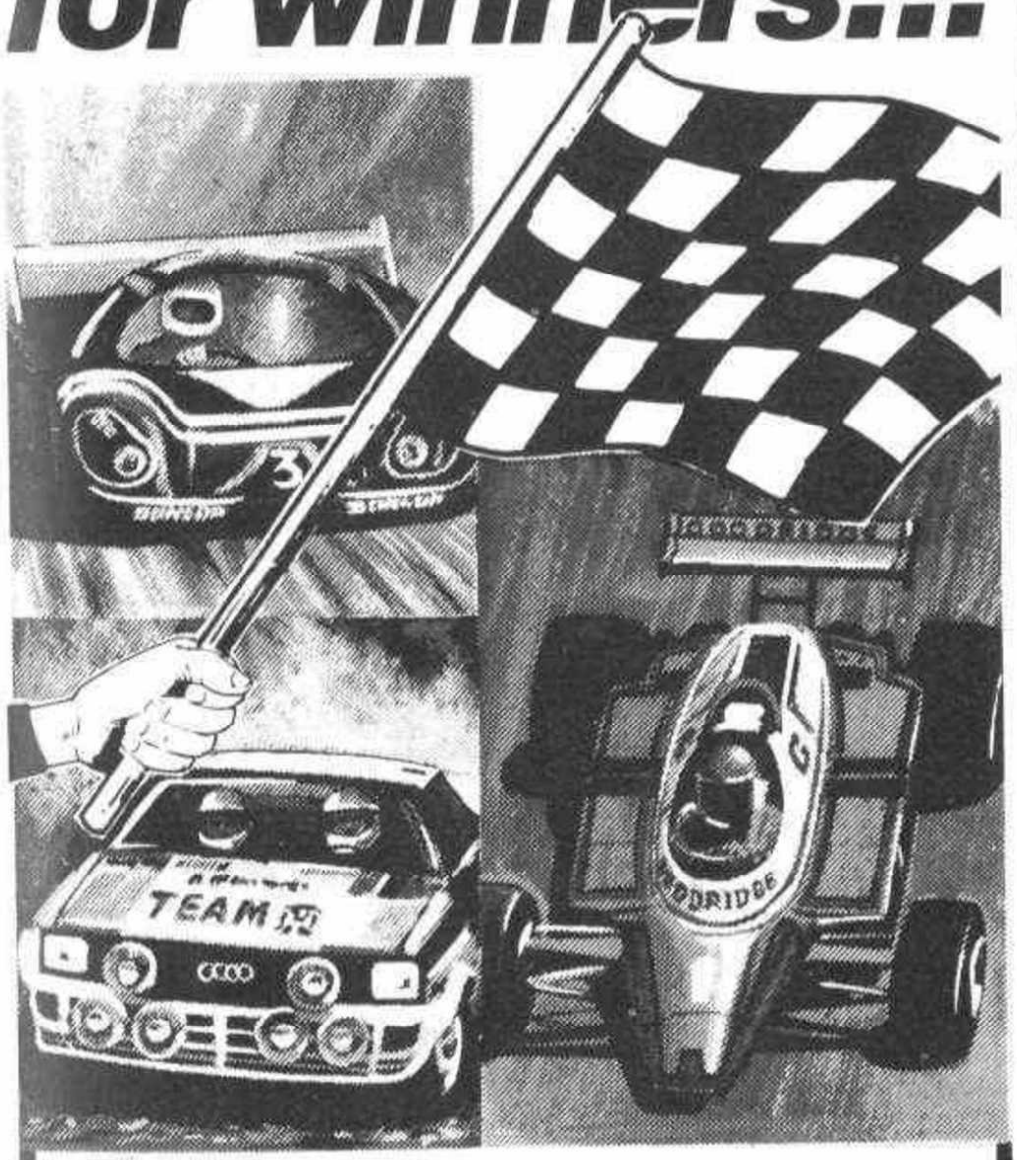
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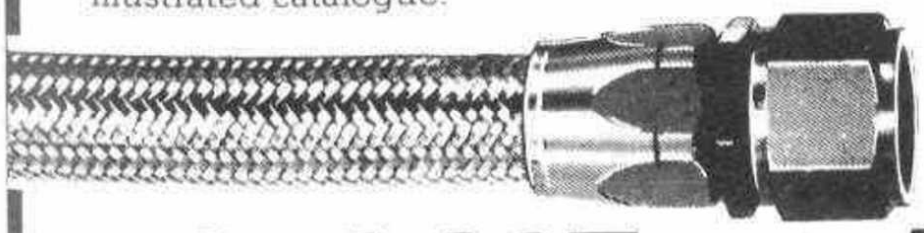
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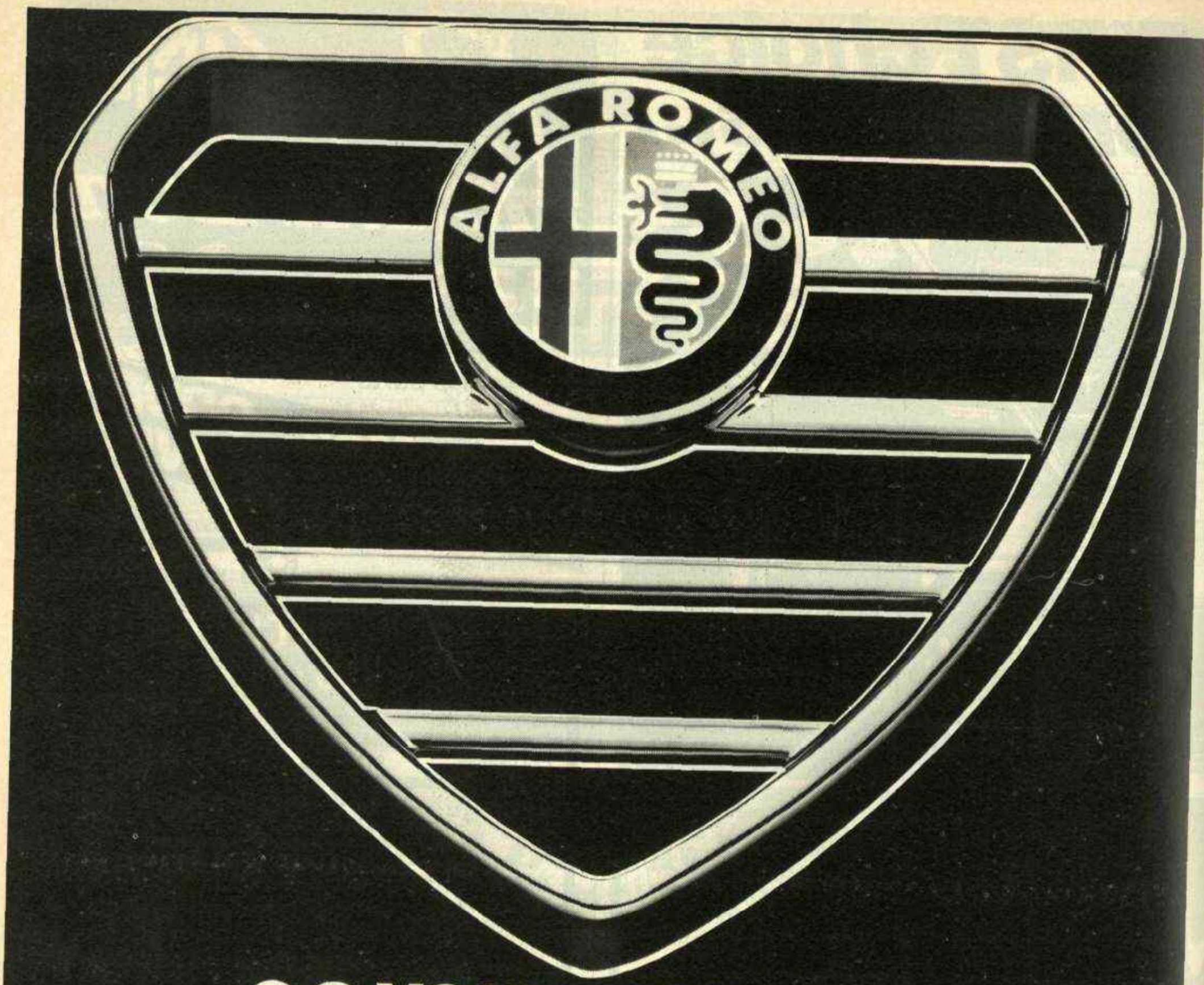
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VOL. LIX No. 3 MARCH 1983

MOTOR SPORT

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FRONT COVER PICTURE: WALTER ROHRL started 1983 as he left 1982 — *on top.* His first outing for Lancia in the rear-engined, supercharged Rally two-seater gave *him immense* satisfaction to be driving a car set up exactly as he liked it, and he won the dry Monte-Carlo Rally with ease.

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MATTERS OF MOMENT

IT HAPPENS ON MARCH 13th

What does? Why, the opening of the 1983 F1 racing season, with the Brazilian Grand Prix, of course! We can expect a very interesting and competitive year, with the additional bonus of seeing how the new racing cars with flat bottoms turn out, it being a fact that these are regarded as a good aspect of such cars, whatever you think about them on girls. . . .

Whatever the critics may say, in our opinion motor-racing at F1 Grand Prix level is the most exciting, interesting, and exacting of any sport in the World. It involves cars of great technical merit and ingenuity and it calls for drivers of the highest skill, fitness, and courage to drive them properly.

When the writer was making this point in *Blackwood's Magazine* back in 1979, pointing out that even a top tennis-champion is able to rely on two attempts to get his service over the net and that whereas they stop play at Wimbledon and in Test Matches if it begins to rain, at Le Mans and elsewhere motor-racing, in very fast cars indeed, continues in the wet, the fog, and even in darkness, the Magazine's Editor (who raced his 30/98 Vauxhall at Brooklands before the war) weighed in with the comment that a batsman can bat on after being dropped at first slip . . . The inference being, of course, that to make even momentary errors such as those permissible in ball games could end in retirement, very likely in disaster, in motor-racing.

So let us pay tribute to the F1 drivers, as another competitive season of GP racing is about to commence, remembering also that the cars are just as important, a fact some race-commentators have forgotten. There will be a full report on the Brazil GP, by A.H., in the April MOTOR SPORT.

THE NANNY STATE

The compulsory wearing of seat belts in cars is now Law, making anyone who fails to comply (with a few oddly-contrived exceptions), or even momentarily forgets to "Clunk, Click" in that babyish phrase that has cost we Tax-payers so much in Media-advertising, a Criminal.

On the eve of this nonsensical compulsion Geoffrey Wheatcroft (a belt-wearer) had a very well-reasoned article in *The Sunday Telegraph,* in which he pointed out that this latest infringement of our freedom is what is so sad and serious, not the principle of belting-up as such. Mr. Wheatcroft made it clear that this new requirement (which could make Criminals out of quite a large number of previously law-abiding and highly-respectable citizens, even through simple forgetfulness) is a political question but is *not* a party-political one. If anything, he says, it is the Extreme Moderates rather than Conservative or Labour Party members, who were enthusiastic about seat-belt compulsion on the political spectrum.

The point made in this well-balanced article is that once it is admitted that the State has the right to protect individuals from the consequences of their own folly *there is no limit to the extension of the principle.* As the writer goes on to say, driving without using a seat-belt (ridiculously, these were compulsory for years *before* they had to be worn!) may be suicide, but suicide, grim as it may be, is an elementary human-right. The Law against it was repealed by Parliament in an enlightened moment, Mr. Wheatcroft reminds us.

Seat-belt compulsion, on the contrary, has moved this country closer to the "Nanny State" in which we are treated as if we were children, instead of like grown-ups who sometimes behave like children, with the option to do so. The mark of a truly Free Society, concludes Wheatcroft, is one that finds nannies good — for young children. Not one which infantilises everyone. He expresses surprise that this is coming about under a Conservative Government that professes to believe in individual freedom and finds this, as we do, "sad beyond words". How could Mrs. Thatcher, herself against seat-belt compulsion, brave enough to conduct the Falklands War, fall for this restrictive seat-belt compulsion? Well, the Suicide Law was repealed, so it could be that the seat-belt thing might also be. Already compulsion, from the moment the wheels of a vehicle begin to turn, is taking the pleasure out of car-ownership for some, is disliked by a far greater number of people than perhaps Mrs. Thatcher realises, and it is showing up differing opinions among the Nation's Police Forces (the Kent Constabulary, for instance, coming down heavily on those who do not, or who have forgotten to, attach themselves to their cars (no doubt the Criminal content excites them), while the Chief Constables of the Wiltshire, Devon and Cornwall, Avon, Somerset, Suffolk, Surrey, London, Essex, Northamptonshire, Worcestershire, Bedfordshire, Oxfordshire and Merseyside Police Forces are adopting a more lenient initial outlook), at a time when good relations between public and Police are of great importance.

This new Law will impose further financial burdens on savagely-taxed vehicle-owners, not only in keeping belts in good order, but from replacing old ones; and what of clothes soiled on dirty harnessses, in hire-cars for instance? Predictably, the Media mostly welcomed compulsion with special films and features, although TV did show one young lady quite rightly exempted because her car was a pre-war Austin 10/4.

Continued overleaf

Motor Sport Fixture List for March

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
March 1st/6th	**Ac Du Portugal**	—	**Portugal**	**Portuguese Rally (World Rally Championship) (INT)**	—
March 4th/6th	**AC Palermo**	—	**Italy**	**Targo Florio (European Rally Championship Round) (INT)**	—
March 5th	West Essex CC, Eastern Counties MC	Sports Centre,	Bury St. Edmunds	Langer Park Forestry Stages *(R)*	—
March 5th	Dukeries MC	Gregory's of Worksop, Turner Road, Worksop, Nottinghamshire	120/584 799	The Sutherland Dukeries Rally *(N)*	10.01
March 5th/6th	South Shore MSC	Burton Services (M6 North Bound)	97/522762	The Rowland Marsden Roskirk Trophy *(R)*	—
March 6th	BARC	Brands Hatch Circuit	Dartford, Kent	Race Meeting *(N/R)*	13.00
March 6th	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting *(N/R)*	—
March 6th	West Hants & Dorset CC	The Coach House Motel, Tricketts Cross, Ferndown	195/087013	Bournemouth Stage Rally *(R)*	08.00
March 11th/13th	**Real Automovil Club de Espana**	—	**Spain**	**RACE Rally (European Rally Championship) (INT)**	—
March 12th	55 CC	Dicksons of Perth Ltd.	Perth	Perth Hackle Rally *(R)*	09.00
March 12th	BMRMC	Silverstone Circuit	Towcester, Northants	Race Meeting *(R)*	—
March 12th/13th	Glossop & DCC	Ferodo Limited, Chapel-en-le-Frith	110/059813	Burgess Bowl Rally *(R)*	23.31
March 12th/13th	Brecon MC	Cattle Market Car Park	Brecon	Gremlin Rally (Round *Motoring News* Championship) *(R)*	23.00
March 13th	**Confederacao Brasileira de Automobilismo**	**Rio De Janeiro**	**Brazil**	**Brazilian Grand Prix (World Championship Round) (INT)**	—
March 13th	BARC	Thruxton Circuit	Andover, Hants	Race Meeting (British Formula 3) *(N/R)*	13.00
March 13th	Crawley MC	Queensway Car Park	Crawley Town Centre	Castrol Spring Spin Autotest	10.30
March 13th	—	**Vallelunga**	**Italy**	**European Formula 3 Championship (INT)**	—
March 19th	BRSCC	Oulton Park Circuit	Nr. Tarporley, Cheshire	Race Meeting *(R)*	—
March 19th	Morecambe, Kirkby Lonsdale & Workington MCs	The Lake Road car park	Keswick	Goodyear Lakeland Stages Rally *(N)*	08.30
March 19th/20th	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**European Formula 2 (INT)**	—
March 19th/20th	Cork MC	Emmet Hotel, Clonakilty	West Cork	West Cork Rally	10.00
March 19th/20th	Bexley Light CC	Little Chef (Southside) Cobham, A2 Motorway	667 700½	Duckhams Monte Minor Rally *(CJ)*	00.01
March 20th	**AC Milano**	**Monza**	**Italy**	**European Touring Car Championship (INT)**	—
March 20th	BRSCC	Brands Hatch Circuit	Fawkham, Dartford, Kent	Race Meeting *(R)*	—
March 20th	SHMC	Layhams Farm, Layhams Road	Keston, Kent	Autograss Track Racing *(R)*	12.00
March 24th-27th	**SOC Alberghiera Costa Smeralda**	**Costa Smeralda**	**Italy**	**Rally Costa Smeralda (European Rally Championship round) (INT)**	—
March 27th	BARC	Donington Park Circuit	Castle Donington, Derby	Race Meeting (British Formula Three) *(N/R)*	14.00
March 27th	BARC	North Weald, Nr. Epping	Essex	Sprint *(R)*	—
March 27th	**SCCA**	**Long Beach**	**USA**	**United States West Grand Prix (World Championship round) (INT)**	—
March 27th	Astra MC	Lydden Hill Circuit	Dover, Kent	Race Meeting	—
March 27th	**ADAC Gau Mittelrheine V Sportabteilung**	**Nurburgring**	**West Germany**	**European Formula 3 Championship (INT)**	—
March 27th	Southern CC	Perrotts Farm, Cannon Lane	Banstead	Happy Eater Production Car Trial	—
March 31st/ April 1st	**BARC**	**Oulton Park Circuit**	**Nr. Tarporley Cheshire**	**Race Meeting (INT/R)**	**14.00**
March 31st/April 4th	**Safari Rally Limited**	—	**Kenya**	**Safari Rally (World Rally Championship) (INT)**	—
April 1st	BRSCC	Snetterton Circuit	Norwich, Norfolk	Race Meeting *(R)*	—
April 1st-2nd	MCC	London, Oxford and Lewdown	—	Land's End Classic Trial	—
April 1st-5th	**Ulster Automobile Club**	**Belfast**	**Ireland**	**Circuit of Ireland (European Rally Championship round) (INT)**	—
April 2nd/3rd	BARC	Harewood Hill, Stockton Farm	Harewood, Nr. Leeds	Hill Climb *(N)*	—
April 2nd-4th	**BARC**	**Thruxton Circuit**	**Nr. Andover, Hants**	**European Formula 2 Championship Round (INT)**	—
April 3rd/4th	**BRSCC**	**Brands Hatch Circuit**	**Dartford, Kent**	**British Formula 3 Championship Race Meeting (INT)**	—
April 4th	BRSCC	Castle Combe Circuit	Castle Combe	Race Meeting *(R)*	—

MATTERS OF MOMENT

continued from previous page

What few people realise is that this law will operate for a trial period of three years, and will then be reviewed by Parliament. If enough people wish to form an organisation to repeal this Act, MOTOR SPORT will be very willing to lend its support — and not because of our title, for has not Jackie Stewart the Apostle of Safety, said that most accidents happen when vehicles are travelling at less than 45 m.p.h.?

Croydon's Future

It is good news that, subject to planning permission, parts of the one-time London Airport at Waddon, Croydon, are to be restored, including returning the main booking-office and control-tower to the condition in which it was known to so many hundreds of thousands of passengers and air-crew, after it was opened in the late 1920s. The scheme is being funded by Guardian Royal Exchange Assurance, under the guidance of the Croydon Airport Society, whose President is Sir Peter Masefield. Waddon was a military aerodrome from 1915 and became a commercial airport, serving London in lieu of Hounslow, in 1920. We believe that the Flying Club building at Brooklands is also being preserved and no doubt this and the entire Brooklands restoration project could do with similar funding.

Present Facts

By now you will have realised you have only paid 70p for your copy of MOTOR SPORT. We have taken what we hope will prove to be a successful action and reduced the increase price by 5p. We hope you will give it your sympathetic support and help the motoring journal which has for 59 years and still does give the widest coverage at the lowest price. You could help, tremendously, by introducing MOTOR SPORT to at least one of your friends.

CLUB NEWS

Renault OC

OPEN to owners of all the diverse Renault types, this is a Club of benefit to its members as well as providing them with competition and social events. It also has Registrars for the different models and keeps members in touch with one another. The President is John Bolster and the Vice-Presidents are Messrs. Patrick Faure, Managing Director of Renault (UK) Ltd., E. Smith, H. Wilson of the pioneer Renault importers, and Bill Boddy, Editor of MOTOR SPORT. A bi-monthly magazine, *Renotes*, is published. The Hon. Secretary is: Nigel Patten, "Silvermere", Krooner Road, Camberley, Surrey.

Jowett CC

The Jowett CC, which as the oldest one-make car club is celebrating its Diamond Jubilee this year, has issued a commemorative calendar containing historic Jowett pictures ranging from 1905 to 1954 which it can sell to non-members for £1.00 including postage. Apply to: A. Merry, Hon. Sec., 29, St. Margaret Avenue, Deepcar, Sheffield, S30 5TE. — W.B.

Austin Ten DC

THIS Club now has some 1,100 members and caters for all Austins, except the Seven, made between 1931 and 1939. Its AGM will be held at the British Motor Yacht Club h.q. in Teddington on March 5th. The Club runs many regional centres and operates an active spares supply, and hints and tips scheme, etc. The Membership Secretary is: Peter Woodend, 3 Estcourt Drive, Widner End, High Wycombe, Bucks.

Bristol Classic Car Show

OVER 200 vehicles ranging from vintage to 60's are the stars of this two-day gathering at the Bristol Exhibition Centre. There will be an auction as well as an autojumble, plus trade and club stands. The date is Saturday and Sunday March 26th/27th, and the Show will be open from 10 a.m. until 6 p.m. both days.

The Formula One Scene





DIFFERENT CARS — same engine: Colin Chapman's last design, the Lotus 93T (above at Hethel), will use a Renault engine of identical specification to the French company's own RE40, seen testing at Rio (below).

AS THESE words are being written the first Grand Prix of 1983 is still four weeks away and by the time they are being read on March 1st it will be exactly ten days to the start of official practice on the circuit at Rio de Janeiro in Brazil. By that time any team worth considering in the 1983 season will have logged up many test miles on the circuit and their drivers should know where they are going and why. Before February was out the Goodyear Tyre Company had run some test days at the Brazilian track for their top teams as had Pirelli and Michelin and by the beginning of March almost everyone was out there again for more testing, so that by the time official practice or qualifying begins everyone should be in a well-worn groove round the circuit. Even so, we can be sure that there will be drivers and teams unable to reproduce their testing lap times when things become real and the official timing apparatus is in action. It was ever thus.

This first race and a few more after it can only be viewed as a preliminary canter before the real season begins, and it is my guess that we will not see the true situation for 1983 until somewhere like the British Grand Prix at Silverstone in July. By true situation I am referring not to 1983 but what 1983 will lead to; in other words the long-term future of Formula 1. The Brazilian race will probably be nothing more than a skirmish outside the door before it is opened and we can see what is what. Even the top teams are still in the experimental stage as far as designs are concerned and it is unlikely that many of the cars in Brazil will still be with us by the end of the season.

The long winter break, which at one time Mr. Ecclestone wanted to fill with flights of FOCA fantasy, has been the best thing that has happened for a long time and has given teams time to catch their breath and strike out on new and interesting paths, many of them forced on the designers by the long-overdue elimination of under-car aerodynamics and sealing skirts to create "ground-effect". With this aspect removed some form of suspension is now encouraged and we may see design going forwards rather than backwards. Already both Renault and Lotus are well advanced with a system of self-levelling suspension. No team will be running 1982 cars in Brazil, for the simple reason that they would not pass scrutineering, even in Brazil, but many of them will be using B, C, D or even E versions of their 1982 cars, with brand new ones ready for the European season which starts with the French Grand Prix on April 17th at Paul Ricard. Remember how we used to be told that the French Grand Prix would alternate year by year with the Dijon-Prenois circuit — what ever happened to that idea? In England we were told that the British Grand Prix would alternate year by year between Brands Hatch and Silverstone, and being British the RAC have kept their word — unfortunately!

In the early part of February John Player Team Lotus unveiled their brand new design to the sporting press at the lavish Penta Hotel at Heathrow, spending enough money to have kept the Fittipaldi team in business for another season! This was the Lotus 93T, called a John Player Special like everything else that is painted black and gold. Naturally much of the design knowledge stems from the Lotus 91, which itself stemmed from the Lotus 88 and Lotus 87, but of necessity the 93T has had to be new through and through, for in the back is a 1½-litre V6 Renault turbocharged engine. The monocoque is constructed of Kevlar and carbon-fibre composites and contains a large fuel cell to carry the maximium permitted quantity of 250 litres of petrol, yet is lighter than the similar monocoque on the 91. The Renault engine is of the latest type, to 1983 specification as used in Renault's own new car, the RE40 and brings a whole new world of Team Lotus. Renault will supply sufficient engines for one car to start with, the engines remaining their property, and by mid-season the supply should be sufficient for Team Lotus to run two cars. This first 93T is exclusively for Elio de Angelis, unless he does something silly like breaking a leg, and in the meantime a revised Lotus 91 with Cosworth V8 power has been designed and built for Nigel Mansell. This is the Lotus 92 and takes the form of an "interim" car until the second Lotus-Renault V6 is ready. The Renault-powered design was the last brainchild of Colin Chapman before his sudden and untimely death last December and when it wins its first race we can all look up to the sky, for "the Guvnor" will be looking down saying "Well done lads."

Renault themselves have already tested their new design, the RE40, which differs from previous models notably in having a carbon-fibre composite monocoque, which is a new era for the French team. They do not intend to race it until the European season starts, but they took it to Brazil for testing and it gave very encouraging results. The basic engine is unchanged still being in effect two separate three-cylinder engines, each with its own turbocharging and cooling system, but a lot of work has gone on in the search for reliability of the injection system, which is their own electronically controlled affair. While de Angelis can never match Prost's turbo experience his natural Italian flair may well give the Frenchman a hard time now they have equal power.

The Toleman team's completely revised TG183 along with Brian Hart's improved four-cylinder engine acquitted itself well in Brazilian testing and Derek Warwick showed the style of driving that flickered through to the top on numerous occasions last year. In Woking, at the McLaren International factory, hopes for the future must be running very high for the 80-degree V6 turbocharged Porsche 1½-litre engine is well on schedule and has already done considerable test-bed running, including endurance reliability running, which by Weissach standards must mean 24-hour runs. Undoubtedly the first testing of the complete car will be done at Weissach by Lauda, where he will be in his element with all the test facilities and it will be interesting to see the reaction when Porsche insist on a 1,000-kilometre test over their "rough road" circuit, as they did with their Le Mans winning 956 Porsche. On film such testing looks so arduous that you feel sure the car must break its back, even before the driver breaks his and their test-drivers can only stand about one hour at the wheel. We know John Barnard has designed the McLaren part and Helmut Bott's team of engineers have designed the engine part, and Mansour Ojjeh's Techniques d'Avant Garde (TAG) firm have paid for it and Marlboro cigarettes finance the Woking side of things and the drivers, but what should we call it? If it is a success it will be a TAG-Porsche to some people, if it is a failure it will be a Marlboro McLaren, but whatever happens it is a pity Bruce McLaren cannot be with us to see it.

Can't you just see them up there, Bruce, Colin, Ronnie Peterson, and Gilles Villeneuve looking down and saying "we left too soon". — D.S.J.

RALLY REVIEW

The Swedish Rally

THE quality of a restaurant may often be judged by the number of its patrons, or the popularity of an airline by its occupied seats, but to use patronisation level alone as a yardstick for the measurement of quality is by no means reliable, and certainly cannot be applied to rallying.

Every event organiser strives to attract a full entry list containing as many leading names at the top of the scale. He needs both quantity and quality, and the success of an event is often judged on whether he has achieved this. Unfortunately, the quality of an event itself is often measured by its success, although one really has little bearing on the other. A poor event can sometimes be said to have been successful, whilst a much better one need not have been so.

In the latter category in February was the Swedish Rally, an excellent rally in every respect but rendered somewhat boring by the rather processional progress at the head of the fields, led by drivers of four-wheel-drive cars.

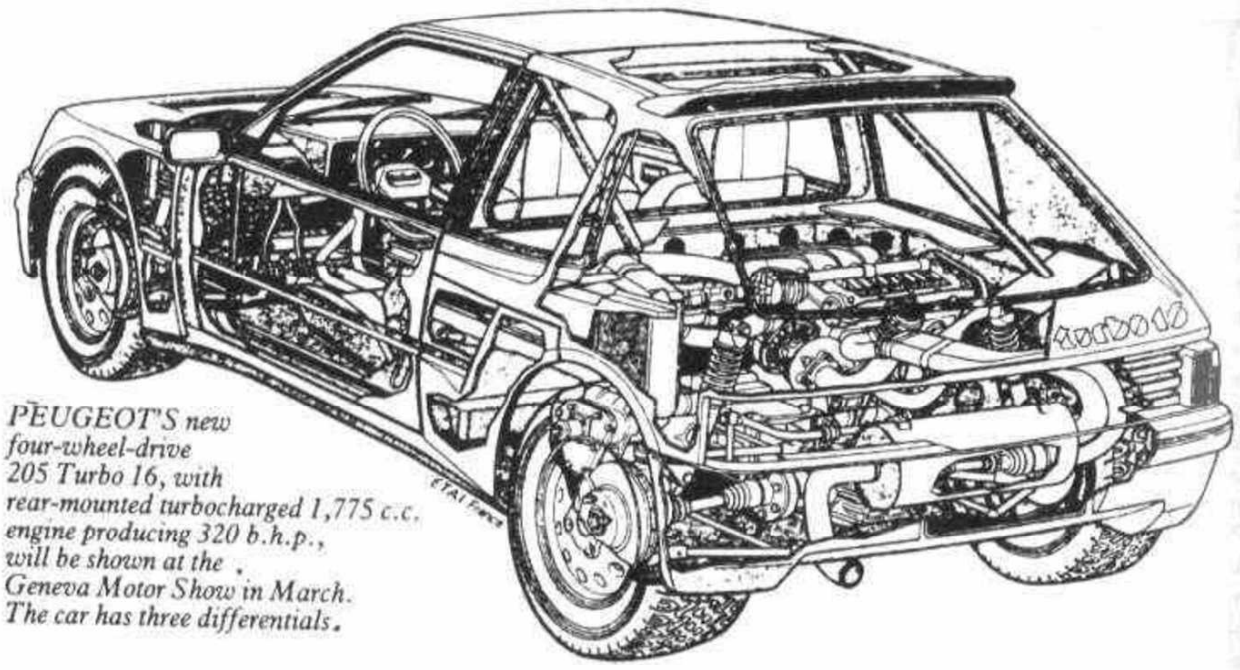
Whenever this happens there is always the risk that the rally itself will gather up some of this feeling, albeit undeservedly, so that writers will write less enthusiastically and spectators will go home feeling cheated of the excitement they had gone to watch. This attitude among spectators was certainly noticeable during the Swedish Rally, for attendances at special stages fell off during the course of the event and crowds during the second and third legs were by no means as numerous as they were in the first.

The two leading makes in Sweden were Opel and Audi, although the one Ascona of the Rothmans-backed works team and the other from Opel Sweden were hardly up to an even match with the more numerous Audi team. Audi's effort was at its customary level, with two Quattros for Mikkola / Hertz and Mouton / Pons, and a much less powerful 4-w-d Audi 80 for Blomqvist / Cederberg. There was a privately backed Quattro, prepared in the UK, for Finns Lampi and Kuukkala, and a 2-w-d Audi 80 for Ericsson and Thorszelius, not Waldegård's co-driver Hans Thorszelius, but his twin brother Bo.

Opel's resources are somewhat meagre at the moment, for all available manpower and equipment has been earmarked for maximum effort on the Safari Rally at the end of the month. One car for Vatanen / Harryman was all that could be managed, and even that was looked after largely by Swedish mechanics who were also taking care of their own crew, Johansson / Andersson. Indeed, the Safari is so important to Opel that they are not even going to the Portuguese Rally three weeks before the Kenyan event.

There was a three-car team of Ladas from the Soviet Union, but more significant were privateers and partly sponsored crews such as Strömberg / Berglund and Eklund / Spjuth in Saab 99 Turbos, Nilsson / Olsson in a Datsun Bluebird Turbo, Danielsson / Eklund in a British-built Mazda RX7 and, turning in a magnificent performance to finish fifth behind four Audis, Kalle Grundel and Rolf Melleroth in a VW Golf GTI.

Reciprocating the visit of a Swedish Junior Team to last November's RAC Rally was a team of British juniors, Wood / Hood, Mann / Parsons, Johnston / Willis and Sutherland / Atkinson in Escorts, Cox / Harris in a Chevette and the two girls Louise Aitken and Ellen Morgan in another Escort. Other Britishers were Maslen (son David, not father Tony) and Balfour, and O'Brien / McCullagh in Escorts and Donaldson / Woodward in a Mini.



PEUGEOT'S new four-wheel-drive 205 Turbo 16, with rear-mounted turbocharged 1,775 c.c. engine producing 320 b.h.p., will be shown at the Geneva Motor Show in March. The car has three differentials.

Although the Swedish Rally is the only real snow rally in the World Championship, even Scandinavian winters can nowadays be mild enough to produce far less snow than everyone would have liked. There have been years when roads were feet deep in ice and packed, frozen snow, and lined by cushioning snowbanks several yards high and deep, but this year the covering was meagre indeed. Daytime temperatures were usually above zero, and at night not much below it, although a little wind did make it seem rather colder.

The problem with such mild conditions is the rapid deterioration of road surfaces, and it only takes a few days of the practice period to take the ruts through the snow covering and into the gravel beneath. Studs do not last very long in their tyres when used on dirt and gravel surfaces, and it became necessary for teams to spend much of their preparation on tyre problems. On short stages of up to 10 kilometres enough of the studs would survive to provide at least some additional grip on whatever ice or snow patches there were, but on anything longer then the studs would become dislodged in such quantities that grip would diminish rapidly. By Swedish law, the number of studs in each tyre must be no more than 12 per 10 centimetres of tread circumference.

Twenty-five special stages were laid out in the province of Värmland, divided into three legs each starting and finishing at Karlstad. In the weeks before, some changes were made to reduce the distance in the South and increase it in the North, so that the chances of snow would be greater.

The Audis started as firm favourites due to their power and traction, but Opel hopes were raised a little by the mild weather. However, the roads remained sufficiently slippery for the Quattros to keep their advantage and when Mikkola moved into the lead he stayed there to the end.

There was an interesting prospect that Blomqvist might find his less powerful four-wheel-drive 80 more manageable on the slippery roads, and indeed he was only seconds behind his team-mate for much of the time, actually beating him here and there. But Mikkola stayed ahead, and they finished first and second.

Early in the first leg Opel hopes were diminished when Vatanen's Ascona went off the road and a little snow shovelling was necessary to get it back on again. This cost something like five minutes, and Vatanen spent the rest of the rally climbing back through the field to sixth place, often being hindered by slower cars which he caught on stages.

Another to be delayed on that same stage, actually the fifth, was Michèle Mouton, and the first rumours were that she and Vatanen had been involved in a joint "incident". But this wasn't the case. The throttle cable had broken on the Quattro, and without the knowledge necessary to fettle a makeshift hand throttle, with string or wire through the window, the French girl ticked-over to the finish line and lost some five minutes. She, too, spent the rest of the event moving up, finishing fourth.

Throughout the second and third legs the situation remained unchanged, and only the progress of Vatanen and Mouton served to attract attention. Kalle Grundel's performance was excellent, and he had the distinction of bringing home the first two-wheel-drive car. Bearing in mind the tie between Volkswagen and Audi, this may have done Grundel more good than all his previous successes — and he has been around for a number of years, of course.

The Swedish Rally was a round only of the World Championship for Drivers which is now led by Hannu Mikkola with 30 points from Stig Blomqvist 27, Walter Röhrl 20, Markku Alén 15, Ari Vatanen 14, Lasse Lampi 12 and Michèle Mouton 10. Next round is the Portuguese Rally which finishes at Estoril on March 6th. — G.P.

Swedish Results

1st	H. Mikkola/A. Hertz (Audi Quattro Gp. B)	4 hr. 28 min. 47 sec.
2nd	S. Blomqvist/B. Cederberg (Audi 80 4wd Gp. B)	4 hr. 29 min. 34 sec.
3rd	L. Lampi/P. Kuukkala (Audi Quattro Gp. B)	4 hr. 32 min. 51 sec.
4th	M. Mouton/F. Pons (Audi Quattro Gp. B)	4 hr. 33 min. 56 sec.
5th	K. Grundel/R. Melleroth (VW Golf GTI Gp. A)	4 hr. 38 min. 33 sec.
6th	A. Vatanen/T. Harryman (Opel Ascona 400 Gp. B)	4 hr. 40 min. 38 sec.
7th	S. Nilsson/A. Olsson (Datsun Bluebird Turbo Gp. A)	4 hr. 41 min. 48 sec.
8th	M. Ericsson/B. Thorszelius (Audi 80 Gp. A)	4 hr. 41 min. 55 sec.
9th	L-E. Walfridsson/L. Backman (Renault 5 Turbo Gp. B)	4 hr. 44 min. 16 sec.
10th	O. Stromberg/B. Berglund (Saab 99 Turbo Gp. A)	4 hr. 45 min. 12 sec.

137 starters, 71 finishers

Daytona Twenty-Four Hours

FRENCHMEN Bob Wollek and Claude Ballot-Lena won the Daytona 24 Hours, held on February 5th and 6th. However, they were assisted by the legendary A. J. Foyt and Preston Henn, the American businessman who actually owned their winning Porsche 935. Heavy rain during the second half of the race reduced the average speed of the winning car to just 98.7 m.p.h., the second slowest in the race's history. Seventy-nine cars started on Saturday afternoon, but only 29 were left at 3.30 p.m. on Sunday.

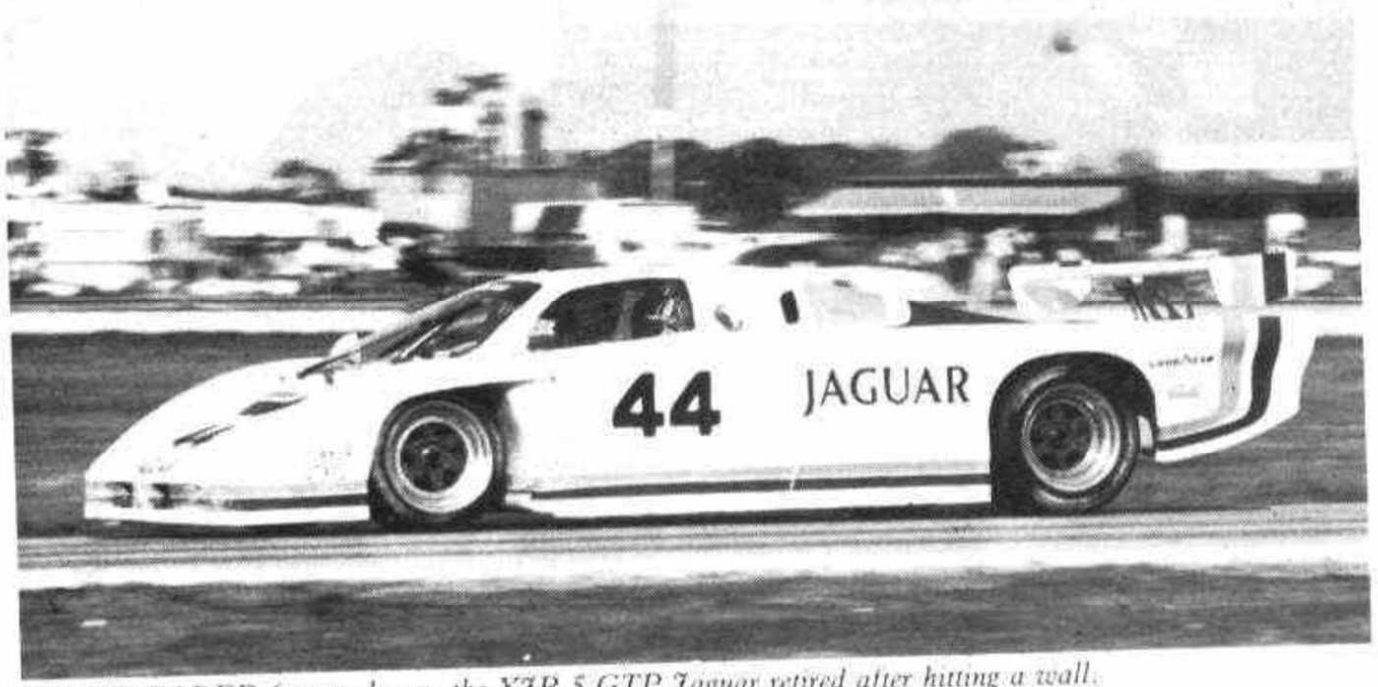
Wollek, the *real* hero of the race, put Henn's Porsche on pole position with a record-breaking 1 min. 42.155 sec., using 1.6 bar boost on his 3.2-litre engine. The French Porsche expert took an immediate lead from the rolling start but headed for the pits after 23 laps to have a turbocharger replaced. He rejoined the race, after a second turbo swop, in 38th position, and then proceeded, with Ballot-Lena, to haul the 935 back up to second place during the night.

Wollek took the lead at dawn on Sunday morning, quickly putting a lap between himself and the second placed March 83G Chevrolet of Randy Lanier, Terry Wolters and Marty Hinze. The rain was particularly heavy at this time, and, amazingly, Henn pulled a chancy PR stunt by putting Texan Foyt in the car for the next stint, even though he had never driven a 935 before! While Foyt was at the wheel, the Porsche's lead increased, but only because Wolters had a couple of spins in the March. Foyt drove again until the race was stopped (for only the second time in its history), because the infield track was flooded. Wollek relieved Foyt after the restart, and after a couple of late stops for tyres, crossed the line in first place having completed 618 laps (2,373.12 miles). He also took fastest lap of 1 min. 49.220 sec. (126.570 m.p.h.).

The March 83G moved into the lead after nine hours, following a relatively trouble-free practice, apart from a loose side-pod. The locally-prepared car relinquished the lead to Wollek after 10 hours at the front, but continued to maintain a threatening second place a lap behind. During the rain, Wolters in particular found it difficult to keep control, and two spins on the treacherous infield bestowed on the Porsche an even more comfortable lead. Then water in the electrical system really hobbled the car's performance, and at the chequered flag, Lanier was six laps down on Wollek.

A heroic performance from the Californian crew of Rick Knoop, Pete Halsmer and Robert Reed rewarded the works GTO Mazda RX7 of the Racing Beat team with third place. The Japanese coupé, with its 2.6-litre fuel injected rotary engine, was in sixth place after the first eight hours and then climbed to third, thanks to consistency and the misfortune of others. However, the Mazda did enjoy a brief run at the very front of the field after the rain-forced stoppage. Although 25 laps behind the Porsche, Halsmer passed Foyt on the first lap of the restart and then led him round until the Texan decided to put the Mazda in its place.

Two Porsches, a 935 and a Carrera respectively, filled the next two places, with the British-built Lola T600 Chevrolet of Ralph Cooke, Jim Adams and Briton, John Bright, sixth. Cooke re-employed Bright as crew-chief for the weekend and then included him on the driving strength when oriental renta-driver Leung proved



RACE-LEADER for two hours, the XJR-5 GTP Jaguar retired after hitting a wall.

desperately slow. Following a reliable practice which placed it sixth on the starting grid, the Lola survived a couple of brushes with Daytona's walls to achieve a respectable final result.

Mazda GB's PR man, David Palmer, hired a ride in the brand new GTP Mazda of Pierre Honneger's Z and W Enterprises team. Disorganisation accompanied problems with the differential and suspension during practice, but lead driver Walt Bohren, a former IMSA champion, did outstandingly well, especially when driving through the pouring rain on ungrooved, slick tyres! The race brought alternator bothers and an embarrassing stop-on-the-track for fuel, but the small (though surprisingly heavy) car finished a rewarding eighth.

Robin Hamilton (with the help from IMSA and Pepsi Cola) hired NASCAR Champion Darrell Waltrip, Foyt, and Argentinian F2 Champion, Guillermo Maldanado, to drive one of his Nimrod Aston Martins. The other car was piloted by Americans Lyn St. James, Drake Olsen and Canadian John Graham. Gearbox problems restricted the Waltrip / Foyt car to the 13th fastest time, immediately behind the sister machine. Although Tiff Needell helped out during practice, he did not get a chance to race the machine because a sump baffle broke up and damaged the engine's internals. The St. James / Olsen car also broke its engine, neither car having featured much amongst the leading runners.

Jaguar's John Egan must have been impressed by the performance of Bob Tullius' Group 44 Jaguar XJR-5 GTP car. The last time Tullius drove the car at Daytona (last November, in the IMSA GT finale), it was destroyed against an unrelenting wall. Rebuilt and lightened, it was presented for the 24 hours in usual smart fashion and qualified on the inside of the fourth row. Tullius took it easy during practice, but then flew in the early stages of the race to lead for a couple of hours. Unfortunately, while still running with the leaders, Tullius spun the car into the east banking wall (usually taken at around 200 m.p.h.), and smashed the left-hand suspension beyond repair.

The only other British team at Daytona was GTi Engineering, with its Porsche 924 turbo for *le patron* Richard Lloyd, Formula Two star Jonathan Palmer and American George Drolsom. When car and drivers were dialled into the banking, there were a few problems with the suspension and handling to be overcome, but the biggest set-back occurred on race day. The intended race engine overheated during the warm-up session and then the spare was plumbed in slightly wrong. On the rolling start lap it blew its oil seals off, and Lloyd was forced to stay in the pits for the first two hours while modifications were made. Thereafter, it ran reliably until the turbocharger packed up, finishing the race as a normally-aspirated 924 in 18th position!

Two American favourites for the race, the Interscope Lola T600 Chevrolet Turbo V6 and the Bayside Disposal Porsche 935, did not have much luck either. Turbo failure struck the Lola in the top 10 qualifying session and then, just as Ongais was winding up for a really fast lap, a rear tyre deflated on the banking and smashed the rear bodywork. It was the second such failure for the Interscope team, and it began to wonder about the strength of its Goodyear tyres, for its normally aspirated Chevvy Lola caught fire the day before following another banking blow-out. After a cautious start, Ongais' turbo broke, bringing retirement, while the badly damaged non-turbo machine never even started the race.

The Bayside Porsche, crewed by 1977 Le Mans winner Hurley Haywood, works Porsche driver Al Holbert, and the useful Bruce Leven, was possibly the best car in the race. Bad understeer was cured during practice by raising the ride height and the car led the race comfortably early on, until striking gearbox problems. Worse was to follow with a turbocharger replacement and a suspected broken piston, and finally, while effectively out of contention, the car tangled with a Camaro, lost a wheel and retired.

1982 Daytona 24 Hours winner, John Paul Jnr. qualified his Porsche 935 second fastest, despite only six of the 12 sparking plugs working on his engine. Teamed with renta-drivers Joe Castellano and Rene Rodriguez, the JLP Porsche was in the lead when a tyre punctured on the banking with the offending wheel eventually coming off. Mexican Rodriguez cruised rather too quickly to the pits and damaged the suspension, bodywork and exhaust system. The car was stationary for 50 minutes, and fell to 26th place. Paul carved his way back to sixth, but two turbo replacements in succession relegated him to 10th and finally engine failure forced retirement.

The 1983 Daytona 24 Hours was not a very memorable race in terms of a quality entry, but it did have several highlights, notably the night charge by Wollek and Ballot-Lena, which was amply rewarded with Porsche's seventh consecutive Daytona victory, its 12th since 1962. — A.C.M.



PETER GETHIN at home, standing by a Michael Turner painting of his split-second victory in the 1971 Italian Grand Prix.

Looking back with Peter Gethin

The winner of the fastest World Championship Grand Prix ever run talks to MOTOR SPORT

IT was during his spell as a McLaren works driver, first with the Church Farm Racing M10A in Formula 5000 and later as a member of the Grand Prix team, that Peter Gethin fell in love with West Sussex, the area in which he now makes his home. "I used to drive down through this area when we went testing at Goodwood and always promised myself that, one day, this is where I would live", he smiles with obvious self-gratification. And it was to the tiny village of Lodsworth, nestling in the calm of the West Sussex countryside, that we recently journeyed to talk to Gethin about his varied and interesting racing career which finished at the end of the 1977 season, and about his likes and dislikes, his aspirations and disappointments. Now 43, Peter Gethin hardly looks a day older than he did that memorable afternoon almost 12 years ago when he climbed onto the victory rostrum at Monza, having won the Italian Grand Prix for BRM in one of the most exciting finishes imaginable — and at an average speed of 150.76 m.p.h., the fastest World Championship Grand Prix ever run!

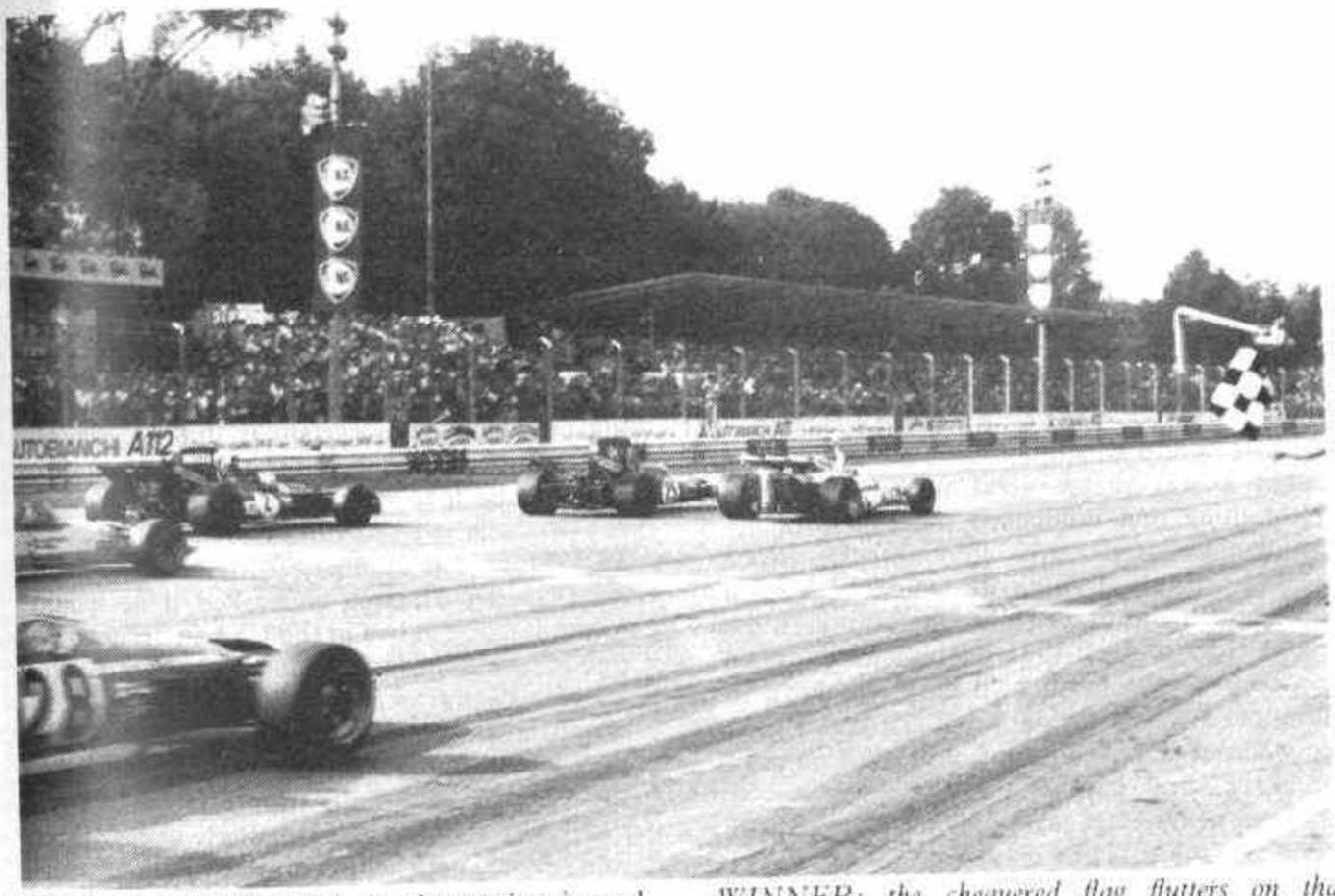
Peter Gethin was a product of the cut-throat world of the 1-litre Formula 3 which thrived on the British and European racing scene between 1964 and '70. He'd previously handled a succession of sports cars, achieving considerable success in a Lotus 23 during the 1963 season — "I well recall pushing my car into the scrutineering area at Aintree alongside Jim Clark's Lotus 30: he was, and will always be, the best driver in my book" — but it wasn't until this son of a well-known jockey became involved in F3 that he began to carve himself a reputation which suggested that he might "go all the way". At the time it was generally accepted that the best way to graduate into the Grand Prix world was via Formula 2, which at that time provided a realistic opportunity for aspiring stars to pit their skill against established Formula 1 starts. However, through a combination of opportunity and circumstance, Gethin took the untried route through the new Formula 5000 which became part of the British racing landscape in 1969.

The previous September Gethin had attracted the eye of several team managers with a splendid drive at Albi at the wheel of his Frank Lythgoe Racing Brabham BT23C. "I contested the lead and eventually finished second after battling with Pescarolo and Rindt — at that time the people to beat", reflects Gethin with pleasure, "but although I'd had a good finish to the season which kept my name in focus, I couldn't get a deal together to continue in Formula 2. So, when the opportunity of driving the new Formula 5000 works McLaren came about, I jumped at it." This McLaren "semi-works" machine was entered and run by Church Farm Racing from the Pagham base of Colonel Bernard Hender, Derek Bell's stepfather. This organisation had originally run Bell's F2 Brabham, but since Derek was now a contracted Ferrari driver, they were free to run the Chevrolet V8-engined McLaren M10A on McLaren's behalf. "What's more", explains Gethin enthusiastically, "we had the advantage that Bruce McLaren himself took a terrific interest in the project and did a lot of the pre-season testing himself. You can imagine this helped me tremendously".

Even 14 years later Gethin retains warm and pleasant memories of Bruce McLaren's generosity and remarkable charm. "No matter how hard you worked for him, or how long the hours, he could

WRESTLING with the McLaren M19 during the rain-soaked 1971 Dutch Grand Prix at Zandvoort. Gethin feels that he was, to some extent, made the scapegoat for this car's disappointing lack of form that season.





get over any problem by simply coming in and smiling his famous smile. You know, I really respected that man. He could have persuaded me to drive his Can-Am transporter from one end of America to the other, no problem! He was a lovely man. And the car? Well, I reckoned I'd got the best car available and I was 'plugged in' to the best team available. I figured that it didn't matter I wasn't in F2. I thought that as long as I did well, and won races, keeping my name in the forefront of attention, then sooner or later my chance would come . . ." And Gethin was absolutely right.

In the Spring of 1970 Denny Hulme burnt his hands badly in a fire at Indy, so Gethin was told by McLaren that he would stand-in for Denny as a member of the Formula 1 team in the Belgian Grand Prix. "I was a real innocent, then", he reflects, "and I remember this was the only occasion on which I felt the firm side of Bruce's tongue. I was with him and his friend Barry Newman (who later sponsored an F5000 McLaren for Howden Ganley) when Bruce told me that I would be driving F1. I harmlessly replied that, well, it clashed with an F5000 race in which I was supposed to be driving Sid Taylor's semi-works McLaren. Bruce simply turned and fixed me with a stare. 'You don't suppose we've fixed you up with all that good equipment just for Sid Taylor's benefit, do you?' he replied firmly, 'you'll drive in Belgium'. And that was it!"

Sadly, Peter Gethin didn't drive in the 1970 Belgian Grand Prix. "I went down to Goodwood for a pre-race test in the M14 Formula 1 car", remembers Peter, "and I was literally just being strapped into the cockpit when we saw the smoke . . ." Bruce McLaren had crashed the M8D Can-Am car into a marshals' post on Goodwood's main straight. He was killed instantly. Testing was obviously abandoned and Peter Gethin was one of the first at the accident scene: "it made a very, very big impression on me . . ." he says reflectively.

Considering the way his career subsequently progressed, Gethin admits that Bruce's death had a lasting, long-term effect on the progression of his career. Just as cars and equipment play an important part in a racing driver's repertoire, so did personal relations and confidence. Gethin appreciated that only too well: from the moment he first went into F3 he had understood that it wasn't just ability that mattered. "Charles Lucas only invited me into his F3 team back in 1965

WINNER: the chequered flag flutters on that memorable Monza finish (above), with Gethin waving his hand in acknowledgment as his BRM just beats Peterson's March to the line. Cevert's third-placed Tyrrell (No. 2) and the nose of Hailwood's fourth-placed Surtees can be seen on the left. Bonnier's McLaren (No. 28) has just been lapped. Below, Gethin and Peterson complete the slowing down lap together.



because he fancied my girlfriend", he smiles. But, notwithstanding that somewhat basic reason, Gethin successfully made the transition into F3. Now, almost before he had embarked on his F1 career, an integral part of a very special relationship had been brutally shattered. He was only to last a year in the McLaren Formula 1 line-up before he was told that there would be no longer a place in the team for him. He became a casualty of the abrasive Teddy Mayer, the American lawyer who was now senior partner in McLaren Racing following Bruce's death.

Gethin is remarkably candid and objective about why he was eventually asked to "move on" by Mayer: somebody had to take the rap for the failure of the McLaren M19 in its initial form. "Denny had run well with the M19 at Kyalami and only been deprived of victory when a bolt broke in its suspension", Gethin recalls, "but at most other places it was a difficult car to set up with that rising rate suspension. I could never get it to work: it had a peculiar 'dead' feeling about it and I honestly didn't know what to do with the thing. Well, Denny was really 'family' by that time — I don't think McLarens would have fired him if Jackie Stewart had become available — so I was made the 'fall guy'. They recruited Mark Donohue and Penske's lot to try and sort the thing out for the last few races of the year and told me that I wouldn't be wanted beyond Monza. I felt pretty hard done by, I can tell you. I'd already been slung out of the Can-Am team in favour of Peter Revson and now here I was being booted out of their F1 team!"

It was at this point in Gethin's career that he received a particularly lucky opportunity, one which he grasped firmly with both hands. Pedro Rodriguez had been killed a week before the British Grand Prix after crashing Herbert Mueller's Ferrari 512 during a sports car race at the Norisring, a race, incidentally, in which Gethin in Sid Taylor's Can-Am McLaren M8D finished second. That left a gaping vacancy in the BRM Formula 1 line-up and Gethin continues the story with an air of impish amusement:

"Louis Stanley had the foresight, or whatever you'd call it, to ring me up and show a degree of interest. He was a quite remarkable man. I suppose the best thing you could say about him was that he meant well, but in terms of organisational ability I think he was the complete opposite to Ken Tyrrell, whom I still consider to be the 'ultimate' F1 team manager, assuming, of course, that he's got the necessary budget. Anyway, Stanley rang me and asked 'would you be free for the Austrian Grand Prix?'. I told him that I would and had great pleasure in telling McLarens to stuff it. . . ."

Gethin was out of luck in his first race for the team, his BRM P160 finishing a lowly tenth. But Peter Gethin's great day come at Monza a few weeks later. Going into the last corner of the last lap, he forced his BRM inside Ronnie Peterson's March 711 to snatch the lead, holding off the brilliant Swede in a sprint to the chequered flag and winning by one hundredth of a second. Francois Cevert's Tyrrell and Mike Hailwood's Surtees TS9B were third and fourth, the first four cars covered by 0.18 sec. in a finish which left everybody absolutely breathless with excitement and Peter Gethin the jubilant winner. Jack Oliver, who'd replaced Gethin in the McLaren team, finished seventh!

For much of that memorable race, the last "flat-out blind" to be held before Monza was emasculated by chicanes, a five and six car bunch contested the lead. But it was the final lap that always counted in these "slipstream specials" and Gethin recalls that he was always pretty confident that he could win, assuming that he could either lead or be in second place as the bunch dived into Parabolica for the last time.

"From the start of the race I just revved that V12 engine 500 r.p.m. over its normal limit all the time," he smiles, "and I can honestly admit that I didn't think it would last to the finish. Jo Siffert had a more powerful development engine in his BRM and that extra power broke the transmission, so I wasn't optimistic. I got separated from the leading bunch as we were

passing a slower car and at one point dropped about eight seconds back. But I chiselled away, gaining the odd tenth here and there, wondering to myself at what point I would pick up the slipstream of that half dozen or so cars at the front of the field. To my absolute amazement, the slipsteam began working from four seconds back, and down that long Monza back straight I just hauled up onto their tails in a single lap!

"Then, on the final lap, I dived up the inside at Parabolica. The car started to slide and I piled on the opposite lock, telling myself 'don't lift, don't lift' and I came out of the corner first. I knew as long as I didn't fumble a gearchange I could get to the line first, but Ronnie was surging up on me and passed me 20 feet after the flag. I knew it was going to be really close, so I waved my arm in triumph, not because I was showing off, but I reckoned that as this was Italy and they might not be too clever on their timing, the chances were that they'd give the win to whichever driver raised his arm!"

After the race Cevert came up and read Peter the riot act, saying that he'd moved him out onto the "loose stuff" at the final corner, but Gethin told him that he couldn't care less! This seemed particularly ironic "as the previous evening I'd been amused to see Louis Stanley wining and dining Cevert at the Ville d'Este, obviously trying to butter him up to drive for BRM in 1972. Now, all of a sudden, I was in favour again and 'moved up the dinner table' to sit with Stanley at the victory celebration that evening. On the morning of the race all the Stewarts and Hills of this world hopped off from the hotel to the circuit in their helicopters and I drove down in my hire car. Now I was all set to be chauffeured home again in the Stanley's limousine, and what happens? Half a mile down the road the Mercedes has a puncture and here I am, winner of the Italian Grand Prix, down on my hands and knees in the gutter changing the wheel at midnight. And Stanley's standing there chortling 'who'd have thought it, the winner of the Italian Grand Prix. Ho, ho, ho . . .' Well, at least, I supppose you've got to give the man credit for a sense of humour!"

Gethin reckons that his win at Monza helped persuade Marlboro to come in as BRM team sponsors (in place of Yardley) the following year, but he also considers that Jo Siffert's tragic death in the end-of-season Brands Hatch Victory Race deprived the team of a valuable personality whose influence might have tempered Stanley's lavish approach to the 1972 programme.

With this new-found Marlboro support, Stanley announced an ambitious concept which involved "national teams", with drivers such as Reine Wisell, Alex Soler-Roig, Helmut Marko and Jack Oliver popping in and out of the team from time to time, all these in addition to regular drivers Jean-Pierre Beltoise, Howden Ganley and Gethin. Needless to say, the whole situation proved completely unrealistic and impractical — and BRM fortunes began to wane significantly, despite Beltoise's excellent wet win at Monaco.

Gethin, who'd been paid the princely retainer of £5,000 for the 1972 season to add to the "eight hundred quid I got for winning Monza — of which £300 went on my bill at the Villa d'Este", found himself getting nowhere fast. "By three-quarters of the way through the season I'd rather lost interest and was pretty disillusioned about the whole affair. Really, after my experiences with McLaren I should have known better than to allow myself to get into this sort of situation. I really think that if Seppi had still been alive he would have pressed Marlboro to keep Stanley's idea of running so many cars more under control." By the end of 1972 Gethin and BRM had drifted apart to the point where they didn't renew their agreement for 1973: and, apart from a "one-off" drive for Stanley in the following year's Canadian GP (where Clay Regazzoni was being "disciplined") — "hoping for a good result so that I could have the pleasure of telling them to get lost!" — and an unsuccessful drive in one of Graham Hill's cars at Brands Hatch in 1974, that was the end of Peter Gethin's Formula 1 career.

Honest regret rather than any bitterness tinges Gethin's memories of his years in Formula 1. "There was never *really* a time when I thought I would be World Champion", he admits, "but I thought I was pretty good nonetheless. The biggest thing that influenced the course of my Formula 1 career was undoubtedly Bruce McLaren's death. I think he would have been smart enough and brave enough to have seen me through that troubled 1971 season and not make me a scapegoat. I think he'd have got down to testing the M19 and sorted it out. He was a hard man where it was necessary, but essentially a fair man at the same time.

"I don't think I lost any ability in 1972, in fact I reckon I was just about at my peak as a driver when everything went wrong with BRM. That BRM organisation was just totally wrong. The cars, the equipment, the preparation, the number of drivers: it just wasn't on, the way in which Louis Stanley wanted to approach the business."

For the remainder of his active racing career, Peter Gethin concentrated once again on the category which had brought him to the verge of Formula 1 in the first place — Formula 5000. He enjoyed a long and good-natured relationship with Chevron and used their cars to achieve considerable success, winning the 1973 Race of Champions and later winning the 1974 Tasman Series in a car owned by the Belgian Count van der Straaten, a member of the family who control the Stella Artois brewery company. He stayed with Team VDS right through the 1975 season (using Lola T400s), then 1976 (with Chevron again) and into 1977 when he rounded off his career by finishing the Can-Am series as runner up to Patrick Tambay.

By the end of that season Gethin decided that he would retire from active driving, having become fed-up with all the travelling and testing that was necessary

"I used to take the dog for long walks while I turned the whole business over in my mind," he remembers, "I still enjoyed the actual racing, but, set against that, I had ceased to enjoy testing and didn't want to travel any more. I loved being at home too much!"

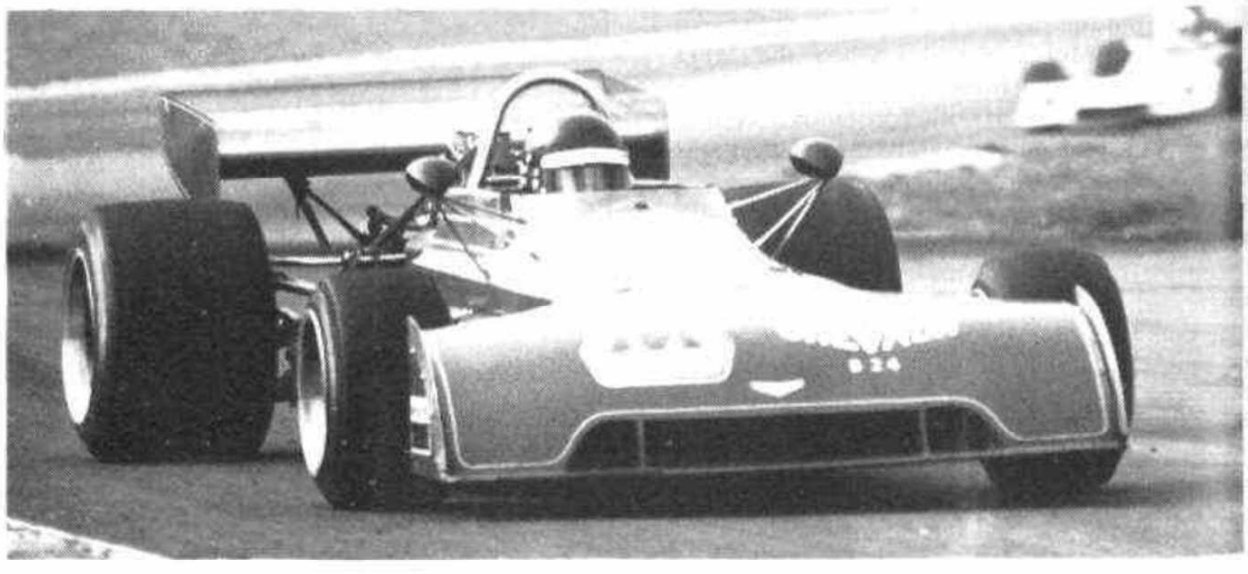
However, Gethin didn't want to be away from racing completely and he agreed to run a team of Formula 2 Chevrons throughout 1978 for a couple of amateur American drivers. But it was "a dreadful season, not because I didn't enjoy the business of managing a team, but because we were trying to prepare the cars as well as we could and they were struggling to qualify. It was demoralising." Gethin added that he wouldn't mind becoming involved in racing again on a similar basis or even perhaps turning his hand to commentating which he briefly tried at the 1978 Silverstone International Trophy meeting. One thing of which he is certain is that he doesn't simply want to go along and watch as a spectator: if he can't be involved, he will stay away. And that's precisely what he did in 1979 and 80.

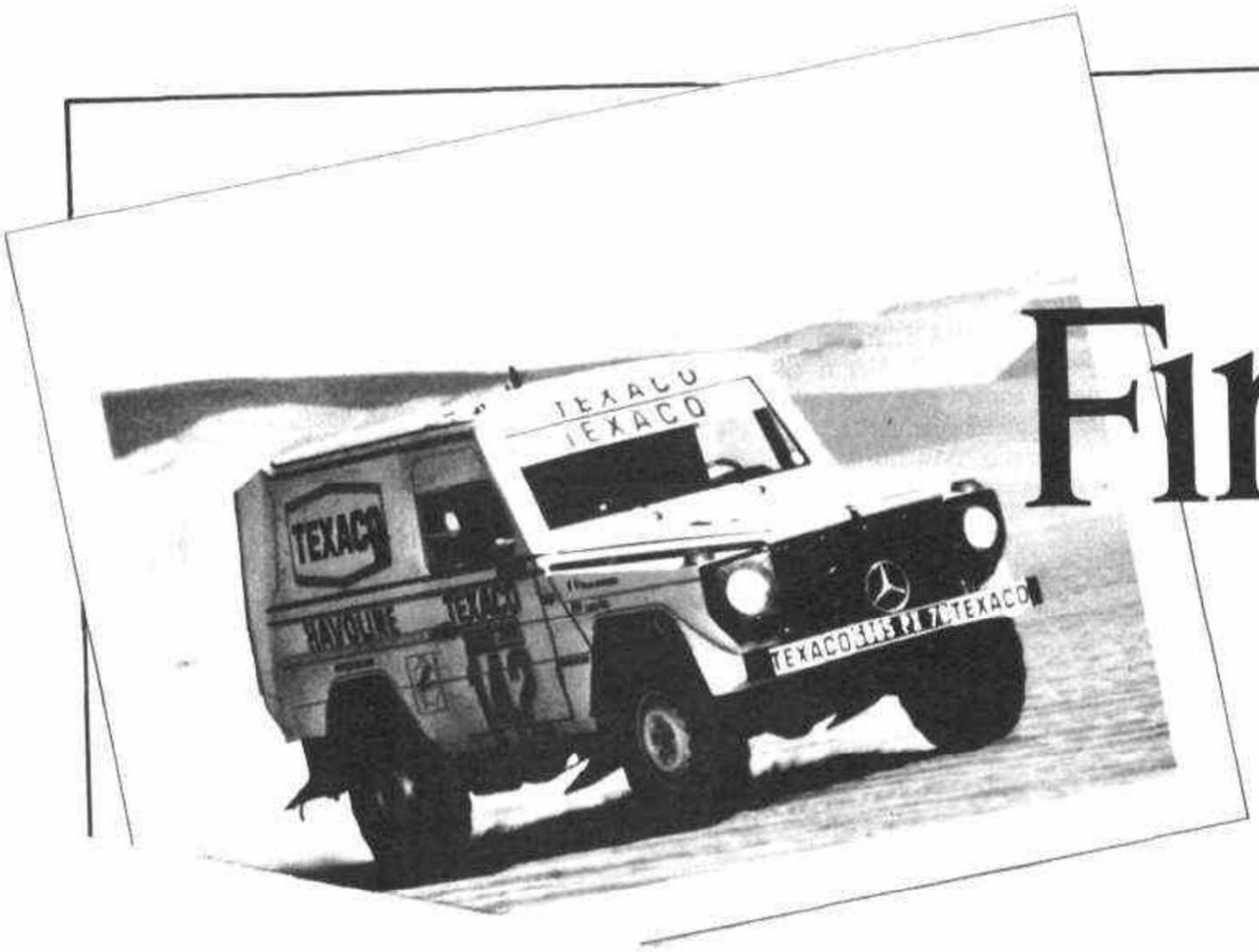
In 1981 he was approached by his old friend Count van der Straaten and asked if he would consider coming to live in the USA in order to do a public relations programme for Team VDS. Peter agreed and spent just over a year based at Midland, Texas, trying to project the team's image and adding to its media exposure. However, Peter admits that it wasn't a particularly easy task — particularly as he didn't get on terribly well with Van der Straaten's son who was effectively running the team, and with whom he'd crossed swords when he was driving their Formula 5000 cars some years earlier.

Gethin hated living in Texas: "it was as awful as West Sussex is lovely", he grins, and he's now happy to be home in the country he likes best. He has several business projects in the pipeline and is currently examining the possibility of buying a garage business in his neighbourhood. He continues to appreciate nice road cars and is currently planning to swap his BMW 323i for a Porsche 944 "although I was amazed when I found out how long the waiting list is!"

Although Peter Gethin's domestic life is extremely happy, with his wife, young son and golden labrador named Dino, he's honest enough to admit that he doesn't look back on his racing career with a great deal of satisfaction. "No," he insists, "I'm not really happy with the way it turned out. I should have had the wit to carry on after 1977, perhaps in long distance events. I never got involved in that side of the business. I reckon I was easily as good as Hobbs or Bell and there's a decent amount of money to be made without too much in the way of risk, compared with F1. I don't think I fully appreciated just what a good life motor racing offered me, but retirement is at least interesting because it let's you understand just how few real friends you have when you're racing. The telephone doesn't ring anywhere near so often once you've stopped!" — A.H.

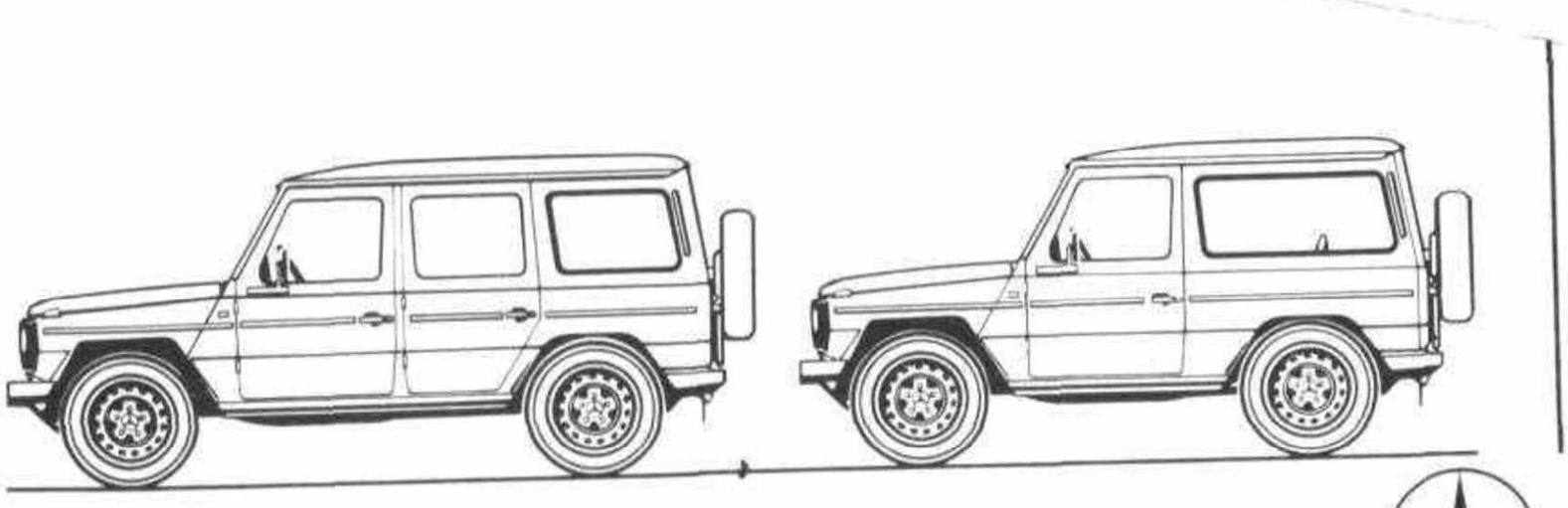
F5000 SUCCESS: Gethin won the 1973 Race of Champions in this Chevron B24 V8.





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BOOK REVIEWS

"Automobile Year 1982 / '83" 243 pp. 12½" × 9½" *(Edita SA, 10 rue du Valentin, 1000 Lausanne 9, Switzerland. Distributed by PSL Ltd., Bar Hill, Cambridge, CB3 8EL.* £19.95)

The current edition of Ami Guichard's now-immortal "Automobile Year" is as lavish as ever — the Rolls-Royce of coffee-table annual reviews of the previous year's motor racing and automobile activities. The contents are probably secondary to the fine photographs, colour illustrations and high-class advertising, but are of interest nevertheless, especially as we have contributions by Peter Windsor of *Autocar*, Paul Frère (on Group C), Philip Turner of *Motor* (on Le Mans), and Andy Marshall of *Motoring News* (on the World Endurance Championship) writing under the Racing 1982 heading, and *Motor's* Rally correspondent Martin Holmes covering the World Rally Championship. Special articles embrace a controversial outcry about the state of F1 Grand Prix racing by Ami Guichard himself, robots in car manufacture by Alan Downing, new cars by Jacques Farenc, the Buchmann brothers design work by Dirk Maxeiner and a piece on the Delage D8-120 by René Bellu.

As usual, full results of all the important races and also of rally and hill-climb contests are included and the only term for this great publication is superb, and distinctly de luxe.

W.B.

"BMW — The Complete Story from 1928" by Werner Oswald and Jeremy Walton. 191 pp. 10¾" × 9¼". *(Haynes Publishing Group, Sparkford, Yeovil, Somerset, BA22 7JJ.* £14.95.)

Here is a large book devoted to BMW along the years, particularly the origins of the now-famous German make, but also going year by year through all the many BMW models. The story is told mainly with pictures, many in fine colour, long picture-captions, and specifications tables. Thus you get almost every model in the ever-changing and prolific BMW range set out pictorially, with cutaway drawings, plan views or just good photographs of complete cars, from Wartburg in 1898 and Dixi from 1903 onwards, to the BMW 1982 models, production output figures being quoted for some of the later models. The Isetta and other small four-wheeled variants are not forgotten and there is a chapter devoted to the BMW factory from 1945. What a feast for those who appreciate the worth of BMW motor-cars!

W.B.

* * *

Fascinating indeed, for those who love the Citroën 2cv in all its forms is "La 2 CV" by Jacques Borgé and Nicolas Viasnoff, which is a mixture of everything and anything appertaining to the peasant's production from La Belle France, that is if you can read French; if not there are innumerable pictures to enjoy. The 2cv is seen in every conceivable guise, and doing races, rallies, records, endurance runs, etc., with special versions (I'll say!), and even model 2cvs included. One set of pictures shows the uses of the 2cv in much the same light as the one-time publicity booklets put out by Austin for the Seven and Trojan for their "You Can't Afford To Walk" two-stroke. Not a serious history but mighty amusing for all 2cv fans, this book is of 191 9¾" × 7" pages, and Albion Scott can supply it for £9.95, from Bercourt House, York Road, Brentford, Middlesex, TW8 0QP.

Historic Car Racing is now an important part of the overall motor-racing scene and Haynes have got off to a good start by publishing annual surveys of the International contests for such cars. Their No. 2 annual, titled "Historic Car Racing '82 / '83" by Rob de la Rive Box, runs to 159 pages measuring 8½" × 11½", and reports on last year's events at Monza, Brands Hatch, Zandvoort, Monthléry, Donington Park, Zolder, and the Nürburgring. There are masses of clear black and white photographs from these fixtures, and a great colour section devoted to Alfa Romeo cars of the appropriate kinds, in current racing. The Foreword is by Count Lurani, President of the FISA / FIVA Historic Car Commission, and Luca Grandori, President of the Scuderia del Portello contributes another leader. With an index of all the drivers and their cars, this fine art-paper record of the 1982 Historic Car Racing season seems a "must" for all competitors and followers. It is priced at £19.95.

* * *

"Panteras For The Road" by Henry Rasmussen is now available in Haynes' "The Survivors" series of books, this one about de Tomaso's exotic motor-cars. It is the seventh of this line of mainly photographic, landscape-size (8½" × 10¾") books. There is plenty of descriptive supporting text and the price is £19.95.

* * *

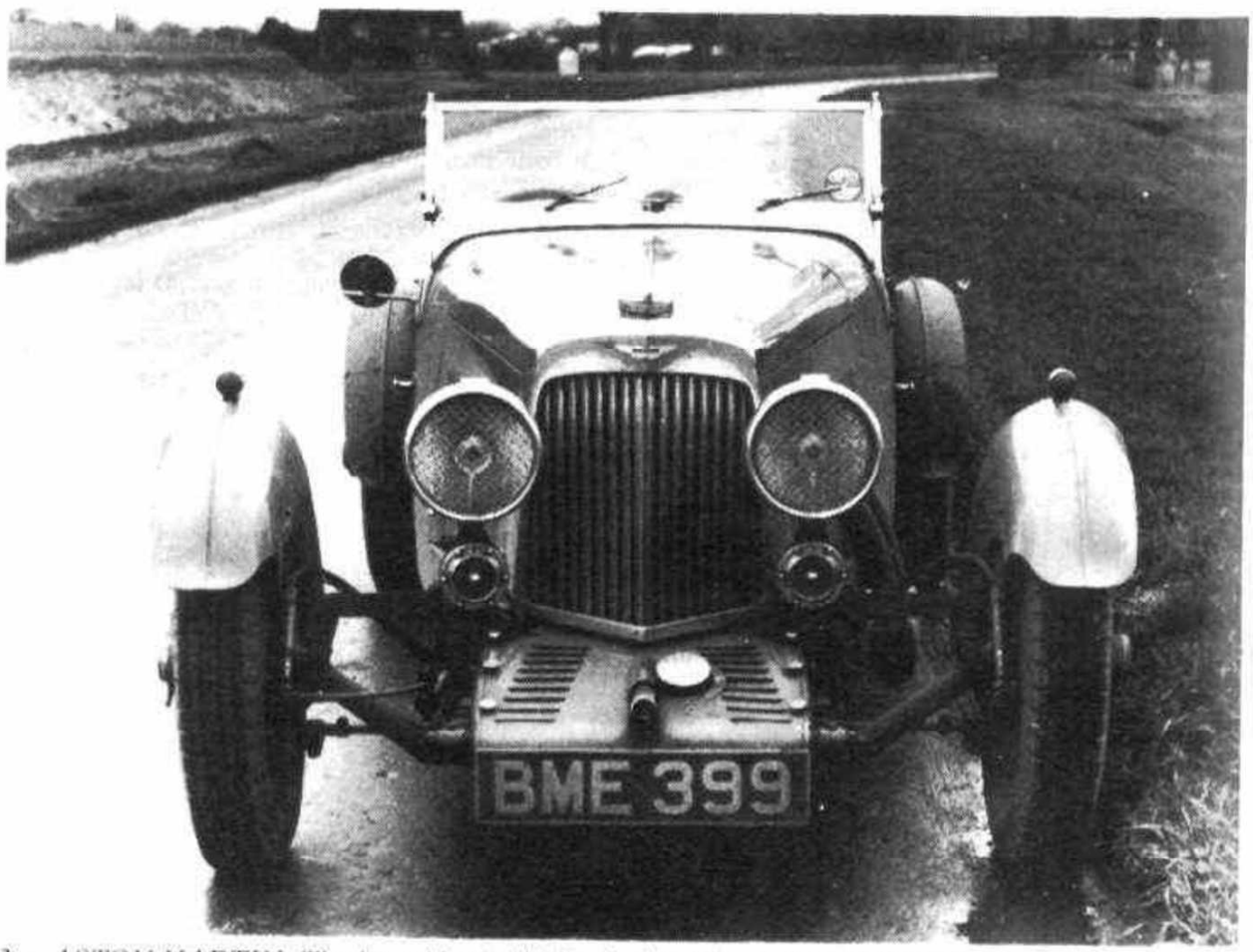
There has to be the occasional pot-boiler to even things out in the prolific motor-book publishing world. This month the book that qualifies for the title, in my view, is "Chrome — Glamour Cars of the Fifties" by Brian Laban. But if you want a coffee-table-size book of American autos in lurid colour, Orbis Publishing Ltd., Orbis House, 20-22 Bedfordbury, London, WC2N 4BT, will provide it, for a modest £5.95.

How to get in on saloon-car racing in the UK is the theme of a 143-page paperback by Mike Carney, published by PSL of Cambridge at £5.95.

* * *

There is a saying that it never rains but it pours, and this is true of books about Citroën cars which are flooding us at present. To those reviewed elsewhere must be added a far more professional and comprehensive 2cv history, although with fewer pictures, that by James Taylor in Motor Racing Publication's "Collector's Guide" series. It covers the derivatives of the 2cv and includes a lead-in background on other Citroën models. It has all the tabulated data expected of books in this series, so those who are interested historically rather than sentimentally, will go for this one. The aforesaid tables give specifications, chassis numbers, performance summaries, and production figures for A-range cars, and much other data besides and again, model 2cvs are included. The only criticisms I have are that the record-breaking "Rosalie" Citroëns are referred to but not Mon. Lecot's remarkable endurance runs with the later FWD model, that surely the "Petite Rosalie" ran for 133, not 134, days on its record-acquiring bid at Montlhéry, and that it is a thought unkind to say that "Any resemblance between the record-breaker and the production models was purely fortuitous!", because a racing-type body was normal on most record cars and in the case of this Citroën even the hub caps of the bolt-on-wheels and, I would think, the tyre-size, correspond. Incidentally, were the production Citroën's of the period actually called "Rosalie" models officially? I thought this was a nice term ascribable to Bunty Scott-Moncrieff, when he was writing about them. But no doubt the Citroën experts will enlighten me. — W.B.

From the Front — 3



3 — ASTON MARTIN: The Aston Martin 1½-litre had two distinguishing features among its contemporaries; the engine lubrication was by a dry-sump system with a separate oil tank at the front of the car, and the front mudguards were mounted on the brake back-plates and turned to right or left with the wheels. This 1934 Mark 2 model shows the general characteristics of the post-vintage Aston Martin, the oil filler for the dry-sump tank protruding through the metal apron over the dumb-irons. At the time of the MOTOR SPORT road-test, in January 1935, it was described as "A fast sports car which inspires confidence".

A Light-Hearted Look-Back at the Monte Carlo Rally

THE 1983 Monte Carlo Rally is reported on elsewhere in this issue. While it remains a prestigious event, and according to one motoring weekly, "has an unequalled charisma", it has changed vastly in character since the first of the series was run, back in 1911. I am indebted to Lord Montagu of Beaulieu for reminding me, in a most interesting piece he wrote for another motoring weekly, that the "Monte" is now 72 years old, a record, as he says, probably beaten only by the French Grand Prix — in terms of International contests, of course, because the Sheisley Walsh hill-climb dates back a further six years, but I would assure His Lordship that the idea of this look-back occurred to me before I saw his own very enjoyable survey of the pre-1914 and inter-war Monte Carlo Rallies. . . .

It was in the late 1920s and 1930s that I felt envious of those who embarked on the great winter adventure. In those days it consisted of getting to the Principality of Monaco, hopefully out of the cold and the gloom into Mediterranean sunshine (but so often it was raining!) at what was then regarded as a pretty tough average speed, in almost standard cars, from far-distant taking-off places, with three days in which to do a total of 2,334 miles. To one young enthusiast it seemed excruciatingly exciting, as it was, when some of the well-equipped and optimistic British crews never got as far as the cross-Channel steamer, from their selected starting-points of Glasgow (from 1924) or John O'Groats (from 1926), such was the severity of an English winter on the roads and cars of pre-war days — and how at least one small boy (and no doubt many grown men) prayed for much snow during the week of the Rally — and how often, in later years especially, it fell too late. . . .

The fascination of this unique event was not diminished because it could be, and was, won by quite insignificant little cars (such as a Fiat 509 in 1928 or the 904 c.c. Licorne that won in 1930), given proper preparation, skilled crews, and reasonably unfreakish weather, plus of course the essential degree of luck. I remember, as a schoolboy, going to see the competitors pass



THE FINAL CONTROL — At the end of their journeys from destinations all over Europe, the surviving contestants assemble at Monte Carlo in 1939.

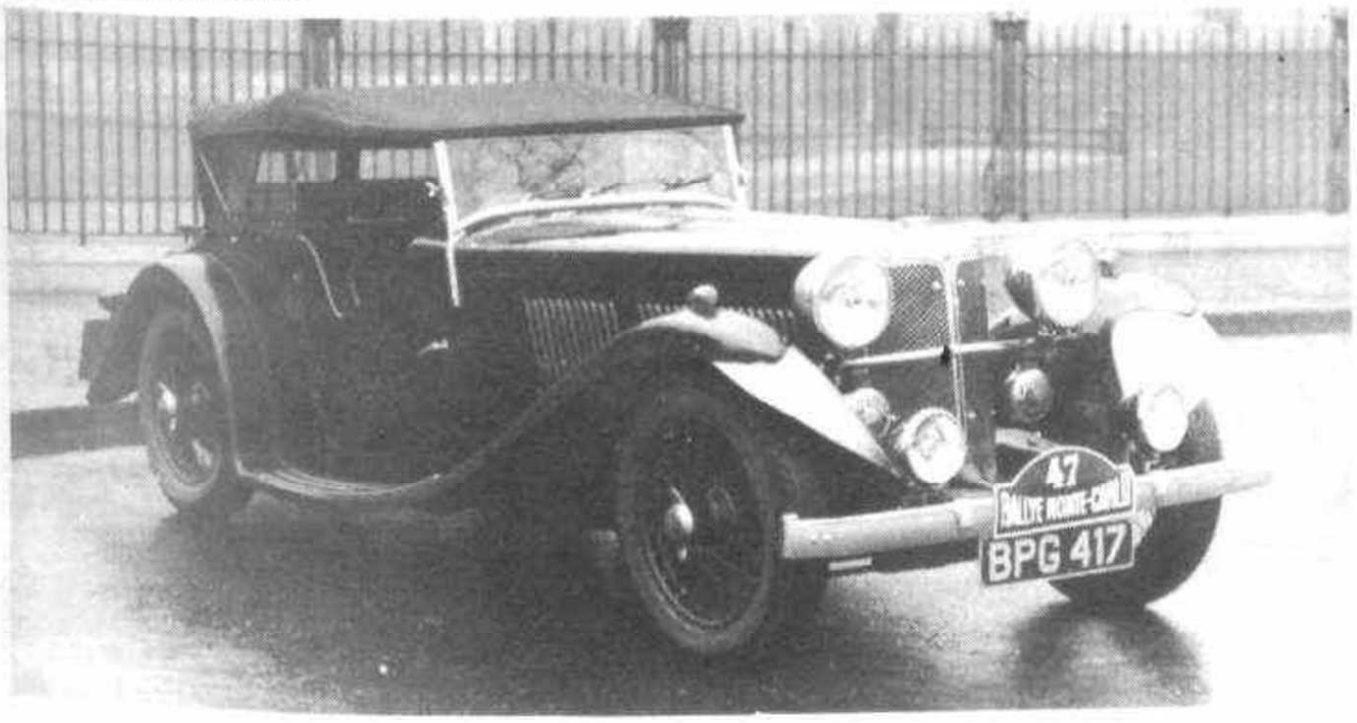
through London on their way to catch that boat at Dover — not then a specially-chartered ship, mark you, but the ordinary cross-Channel packet, which might be prevailed upon to wait a short while to meet the Rally schedule, but no longer — where they had breakfast at the RAC in Pall Mall. I think it must have been Major Douglas-Morris (whose daughter I met later at Southport sand-races) who came in driving a Triumph Super Seven saloon, with snow-shovels on the roof. Admiring as I was, even to me, then, this seemed an improbable car in which to endure the winter marathon. . . .

It must be remembered that many of the cars were open tourers or sports-models, with just the hood and the talc side-curtains as weather protection, at a time when thermal underwear and lightweight bad-weather coats, like today's Functional clothing for instance, had not been invented, heaters were either crude or absent altogether, and windscreens would be lowered for vision in fog or snow. No wonder the Monte Carlo Rally seemed a very tough assignment, especially to those starting from places like Belgrade, Bucharest, Riga, Tallinn, Umea or Jassy in Rumania, for example. Even those who opted to go from Monaco and try to return there were faced with some 2,000 miles of hard driving, much of it at night, at an overall average-speed that was up to 25 m.p.h. by 1929.

Traction was a major problem, for snow-chains were not very reliable for any distance, especially if the drivers had to press on, and if they broke loose could rip a mudguard, which would cause marks to be deducted when the cars were examined for condition on arrival. And the winch that, attached to a convenient tree (if any) could pull a car out of a ditch, was not seen until the 1950s or thereabouts. Yet all manner of cars and drivers took part in the inter-wars Monte Carlo Rallies, and the richer amateurs were able to afford pre-Rally recces, even to places behind the Iron Curtain. MOTOR SPORT used to support the event, when its then-Proprietor, T. G. Moore, was a competitor, in cars like AC, 4½-litre Lagonda, and Hudson Terraplane, giving advice to others after returning from those expensive and elaborate reconnaissances.

After the fairly leisurely pre-1914 Rallies, the Monte Carlo event was resumed after the war, but not until 1924, in which year a 2-litre Bignan saloon carrying two ladies and two gents (there were marks to be gained for a full complement of passengers) was the outright winner. As its entrant, J. Ludure, had elected to start from the Glasgow Control, this may have aroused interest in the winter adventure in this country. At all events, in 1925 the Hon. Victor Bruce in his AC Six commenced his onslaughts which were to be so successful and direct more attention on the

MOTOR SPORT's one-time Proprietor, T. G. Moore, competed on the Monte in this AC 16 h.p., as well as in Lagondas and a Hudson.





LORD WALERAN on arrival at Monte Carlo in 1939. Driving a Humber, he finished fifth in the general classification.

event among Britain's sporting motorists. That year, however, Repussau's big Renault 45, seven up, won, from the unlikely starting point of Tunis, a little jaunt of 2,500 miles. Bruce had won his class and was third in the *Concours de Confort*, a category which was to attract the British very much in later events. They would deck out a car with every possible extra, adding things like washing and shaving facilities, a dining table, curtained-off rear compartment, cutlery, de-froster, radio, stowages for everything, masses of extra lamps, etc. Sammy Davis was adept at going for this class, the whole route having to be covered just the same, but with especial care in such heavily-laden cars. He used immaculately-appointed Armstrong Siddeley, Daimler Double-Six and Wolseley cars.

Even in 1926 there was a final regularity-test over the Col de Braus, forerunner of later high-speed tests in the snow-bound hills behind Monaco, although for some years it was a series of driving tests that decided the placings, and so keen were British entrants that a replica of these tests would be laid out at Brooklands and elsewhere, for some unofficial practice. The Rally really took off here after Bruce had won outright with his AC in 1926, a feat which entailed doing 2,641 km. from John O'Groats to the finish in less than 74 hours, including the time on the boat. At this time, in spite of outward decorum and their scanty clothing, the ladies took an active interest and the Hon. Mrs. Victor Bruce won the newly-introduced *Coupe des Dames* in 1927, in an AC, starting again from John O'Groats. To make this official, Mr. A. K. Stevenson of the Royal Scottish AC had to seal and start those competitors who chose that Control and as he hadn't a car someone had to give him a lift back to Glasgow, where he then worked the passage Control. . . .

Before Mrs. Bruce gained the headlines, the wife of a Citroën agent, Mme. Marika, had finished third in the 1926 Rally, behind the winning AC and a Sizaire-Frères, from Brest. To their credit, woman drivers were in the top three outright placings on five occasions in those inter-war events, the highest-placed being Mme. Schell who, 4th in 1933, 3rd in 1935, brought a Delahaye home 2nd, from Athens, in 1936, behind Zamfirescou's special Ford from the same starting place. But the lady I remember best was the surgeon, Mrs. Morna Vaughan. She had masses of crashes, and one year the bad conditions prevented her from even getting to the start. Then, in 1932, with success in sight, she and her passenger, a young girl medical-student, came upon a bad accident about 100 miles from the finish. They stopped, set broken legs, and remained with the wounded in pouring rain until more help arrived, then, as in a fairy story, they rushed off in their Triumph Nine saloon, and won the *Coupe des Dames* . . . Mrs. Vaughan is said to have gone on competing into her 80s.

A Laffly motor-coach took part in 1927, and that irrepressible publicist and motoring-journalist, Dudley Noble, used a Hillman Wizard towing an Eccles caravan. But as the years rolled on it got more difficult, more professional. Even before the war the regularity-tests encouraged the entry of very special cars, equipped with sketchy fabric bodies for lightness and "fiddle brakes" etc., in which the luckless occupants somehow contrived to survive the journey, a classic example being the Ford V8s of Zamfirescou, Grista and Col. A. Berlescu, of 1936, and the secret changing of axles of a more suitable ratio was not unknown. In this short look-back it is not possible to go into all the rules and regulations governing the "Monte" but it may be said that points varied with starting-Controls, such as Athens being worth 1,000 compared to 850 for John O'Groats starters, Penalties after completing the course ranged from exclusion for missing a Control, being over an hour late (or conversely going 20% too fast) or dropping a passenger *en route*, etc. A male driver taking part in the Ladies' Cup part of the Rally would also have been excluded, said the Regulations, and you lost ten marks for each lamp dented or missing, to 200 marks if the entire lighting-system had ceased to function.

Thinking again of the ladies who faced the Monte Carlo ordeal, one is reminded of blonde teenager Kitty Brunell, daughter of the famous photographer, who had a go in a Singer Junior and then drove 14/45 Talbots in 1928 and 1929, her first two-door Weymann saloon having the name "Kitty" inscribed on the driver's door, and her four-door Talbot being named "Kitty II". I thought she was very beautiful; and so did wealthy Ken Hutchinson, who married her. . . .

One recalls too, the sad case of Eleanor Allard, after her car had broken down on a post-war Monte Carlo Rally. "Never mind", she told her girl-companion, "Sydney (her famous husband) will be along soon and we will flag him down". They did, but Syd. was on his way to outright victory, in the Allard P2 saloon, in 1952, and having slowed for scarcely a second, to ascertain there were no physical injuries, he just had time to yell "See you in Monaco" to the girls, before roaring on . . . We were very impressed when the Clapham dignitaries greeted the Allard crew on their return home, thinking of the prestige they had earned for Great Britain. But this was somewhat tarnished when the ever-honest Syd. was asked, after a lecture to the Public Relations

TWO DELAHAYES illustrate differing approaches to the event. Below left, fully equipped with twin tyres, snow-chains and portable snow-tracks on the roof.



BELOW RIGHT, a two-seater competing in the final tests at Monte Carlo with little additional equipment.



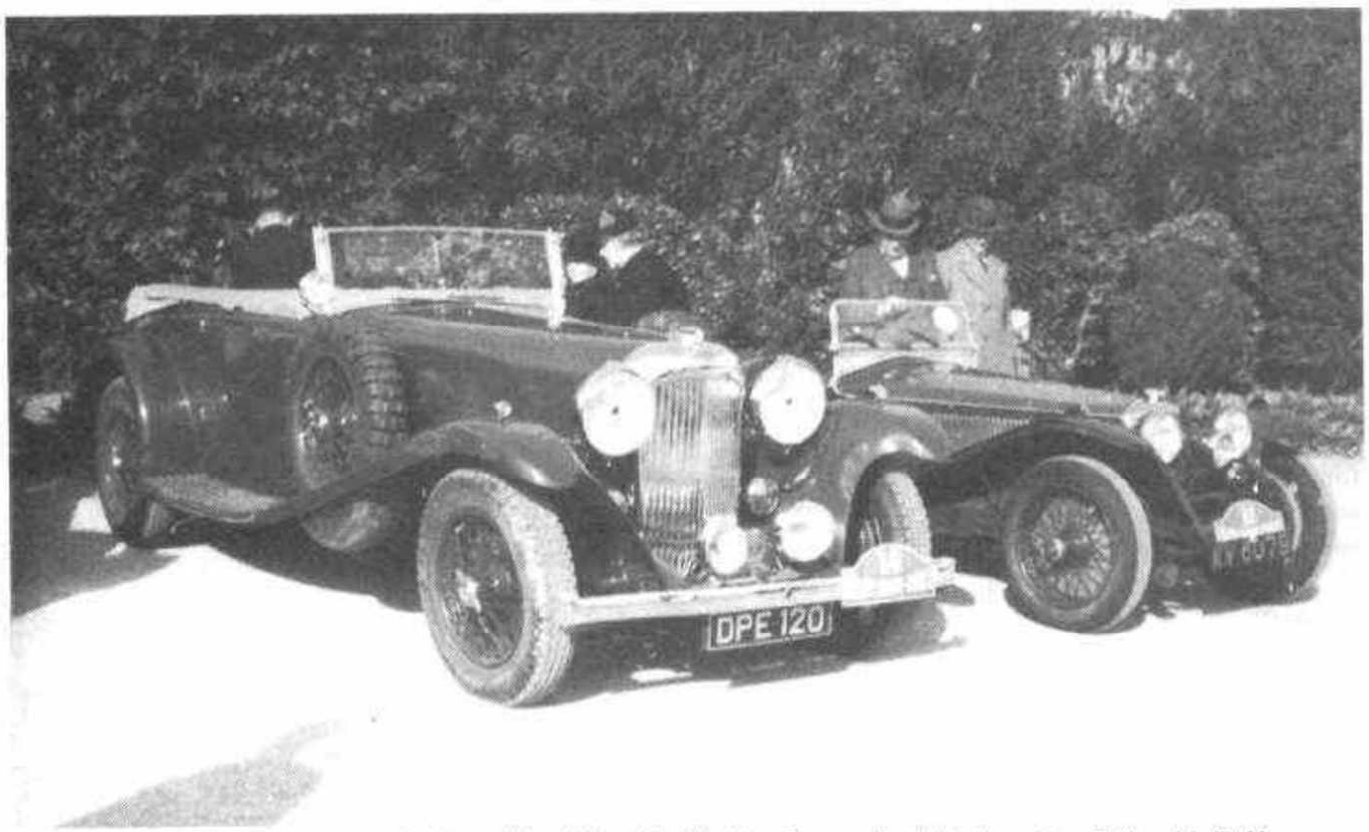
Officers Association or somesuch, how many cars he had sold as a result. "Oh" replied Allard, "I don't think we *actually* sold any because of the win". . . .

I used to think that absolute bliss would have been doing the Rally, as Howey did, in a 36/220 h.p. Mercedes-Benz two-seater, but it was among those who went off the road before Glasgow, in 1930. Another who crashed early was Comdr. Glen Kidston said to be more concerned to set a new record for the journey in his Bentley than with the Rally. Caracciola drove a Mercedes saloon in that year and Bugattis took part in 1928 (Friderich in a Type 44 saloon), 1931 and 1932, and had even done so before the war. They were never higher than 3rd. (Schell, from Stavanger, in 1931). Donald Healey defeated a stupid low-speed regularity-test of 1932 by borrowing tiny wheels to gear-down his 4½-litre Invicta, so that it was said the chassis rested on the ground until the tyres were inflated, and reversed the process, with the same type of 100 m.p.h. low-chassis Invicta in 1934, by using enormous 9"-section Dunlop Air-Wheels, at around 10 lb./sq. in. pressure, to improve ground clearance. Healey had won for Invicta in 1931 but nearly lost his life when the Alfa-like 2-litre straight-eight Triumph Dolomite he drove in 1935 was demolished by a train at a Denmark level-crossing. The Rally was not all fun and games — Dr. Van Eijk's Graham-Paige was run into by a competing Rolls-Royce in 1932 and a passenger was killed and a head-on collision happened on the Mont des Mules the following year.

Humour, however, there was as well. Like the time when a car slid off a snowy road and over a ravine. It was pulled out, only to be shunted in again by the next competitor along. And the occasion when one car landed in the same way, after a monumental skid, only to discover there was another car underneath it. Even the correct Sammy Davis could not refrain from recounting the embarrassing things that happened when a lady co-driver inserted a patent heater down the neck of her overalls, and finding it too hot, demanded of the men in her crew that it be instantly retrieved. . . .

Those early Rallies were days when they might have to dig for hour after hour just to get through the snow in the Grampians, yet the London Passage-Control was hidden off Leicester Square, with the Police indifferent to Rally cars rushing in and out. One recalls, too, a very famous racing cyclist who decided to try the Monte but whose Jaguar hit a Glasgow tram, eliminating him a few miles from the start. . . .

After the war it remained much the same for quite a time. Ordinary cars, even a perpendicular Ford Anglia, continued to be entered. The *Concours de Confort* remained attractive, so that when, in 1950, Mike Couper's fully-equipped Rolls-Royce was damaged by a lorry near the finish it was murder, and I always remember how scathing Couper was, in his book about the Rally — there have been a great many books on the Monte Carlo Rally — ask Eoin Young, of Motormedia Ltd.! — of Armstrong Siddeley Motors when he received no thanks from them for getting a Sapphire through to a good placing. H. E. Symons was one of the greatest of the Rally exponents, notably with those carefully prepared Wolverhampton Sunbeam entries using skis on the front wheels in snow, but I have never quite believed the story, told in *his* book (the first of the rally sagas) about how, when they drained the hot water from the Sunbeam's radiator after retiring near Jassy, it froze before it had touched the ground! Leo Cozens and A. H. Pass supported



TWO of the British entries in 1936 — Tom Moore's 4½-litre Lagonda (left) dwarfs a Riley M.P.H.

those vintage rallies in Sunbeams, to which Whalley's Model-A Ford contrasted.

Then, as the post-war years rolled on, the rally became tougher, more costly to take part in, and eventually became an event mainly for professional works teams, the road sections of less importance, the high-speed tests in the mountains behind Monaco all-important, so that great quantities of spiked snow-and-ice tyres would be consumed and pre-stage recces were essential. These tests gradually increased in length from 165 miles to 360 miles, but in 1950 the road section stopped all but five cars. For a time "the Monte" remained THE rally, and the girls, Sheila van Damm, Anne Hall, Pat Moss, Nancy Mitchell etc., still competed against the most famous of rally drivers, and the occasional racing driver, Tommy Wisdom, for instance, being a regular competitor for many years, with his wife Elsie (not forgetting her daughter Ann), taking a big Chrysler Airflow saloon from Athens in 1936, and a Mini after the War.

Into the 1950's, cars like Gatsonides' enormous Humber Super Snipe, and anything from Hillman Minxes to ordinary Ford V8s did very well, and in 1956 Ronnie Adams was able to win with a Jaguar Mk. VII saloon. After that it became increasingly more difficult. There was that unpleasantness over the winning Minis lamps in 1966, to the advantage of the French, and much of the old prestige diminished. This year, though, the 51st of the series has regained its old status, as the first 1983 contest under the revised rally rules and the first one of the year counting towards the World Rally Championship. Last year there were 299 starters. This time a limit of 250 has been set, with 67 turned away. The English contingent now just assembles at Dover for the sea-crossing, but there is a road section converging at Grenoble.

I was never lucky enough to go on the "Monte", but reporting it was the next best thing. In 1958 I went with John Blunsden in a Vauxhall Victor Super, which threatened to shed its exhaust system. With difficulty we located the General Motors depot in Lyon, but the impression was that the one man in charge on that Saturday afternoon did not realise that GM made Vauxhalls! That year, John had an ulcer and so drank only milk, which meant that I had to consume his ration of wine *en route!* Another year

J. W. WHALLEY had already entered nine previous Montes by the time he took a Ford through to the finish in 1939.



I set off with DSJ in a Porsche and we had another alcoholic and gastronomic journey, after he convinced me that there was no need to go up into the freezing mountains at night, as all the results would be displayed at the Sporting Club in Monaco! I also recall a time when the BBC was showing a Monte Carlo Rally film in their Manchester studio and asked me if I would compare modern with pre-war in the London studio. I arrived in plenty of time at Portman Place but they contrived to lose me in the basement, with the result that I was taken into the studio after the film had been shown — fortunately, I am good at improvising and later received a letter of thanks from the Producer for saving an awkward situation.

Then there was the year when I drove to Llandrindod Wells (no neon-lit roundabout at Cross Gates on the A44 then!) to watch the competitors at the Passage-Control there. I decided to fill the Morgan Plus-4 with petrol before they arrived and, seeing a well-lit garage, drove in. Before I could get out from under the hood someone rushed out, snapped open the filler, shot the fuel in, and before I could pay, yelled "Off you go and good luck. You are the first in". I realised I had been mistaken for a competitor although, by then, open sports-cars were no longer eligible . . . And now, over to G.P for his report on page 292. — W.B.

ALL THE WINNING MAKES

1911: Turcat Mery
1912: Berliet

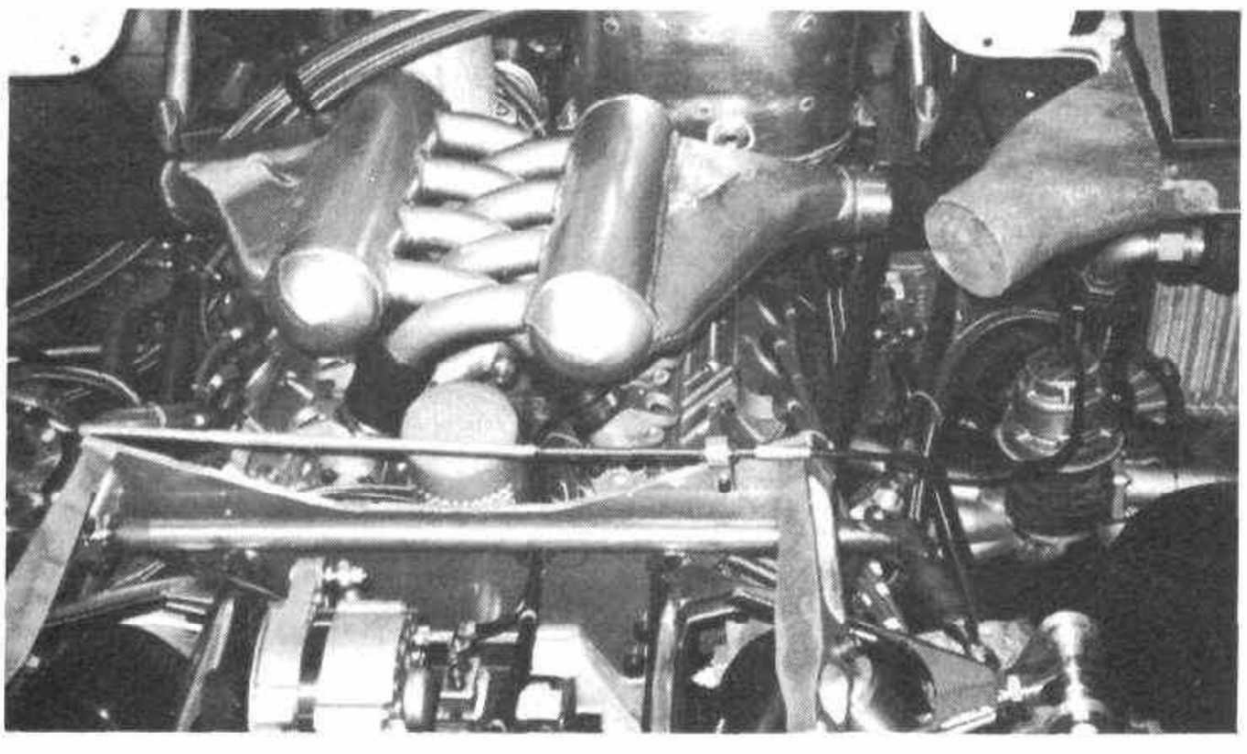
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1924: Bignan
1925: Renault
1926: AC
1927: Amilcar
1928: Fiat
1929: Graham-Paige
1930: La Licorne
1931: Invicta
1932: Hotchkiss
1933: Hotchkiss
1934: Hotchkiss
1935: Renault
1936: Ford
1937: Delahaye
1938: Ford
1939: Delahaye & Hotchkiss (tie)

* * *

1949: Hotchkiss
1950: Hotchkiss
1951: Delahaye
1952: Allard
1953: Ford
1954: Lancia
1955: Sunbeam
1956: Jaguar
1957: (no petrol)
1958: Renault
1959: Citroën
1960: Mercedes-Benz
1961: Panhard-Levassor
1962: Saab
1963: Saab
1964: Mini-Cooper
1965: Mini-Cooper
1966: Citroën
1967: Mini-Cooper
1968: Porsche
1969: Porsche
1970: Porsche
1971: Renault-Alpine
1972: Lancia
1973: Renault-Alpine
1974: (no petrol)
1975: Lancia
1976: Lancia
1977: Lancia
1978: Porsche
1979: Lancia
1980: Fiat
1981: Renault
1982: Opel
1983: Lancia





Lancia-Ferrari Group C Contender

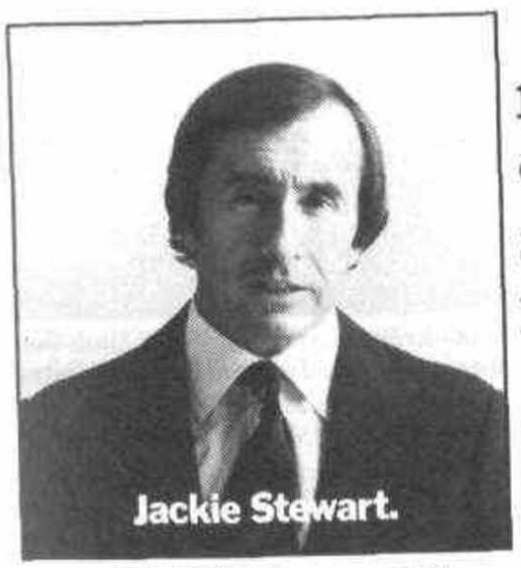
ALTHOUGH a Ferrari engined Lancia is not a new phenomenon — there was the six-cylinder Dino powered Stratos rally car of the mid-70s — the unveiling in February of the new Group C Endurance car from the Turin manufacturer caused quite a stir, as the lightweight (810 kg.) two-seater is powered by a new 2.6-litre V8 from Maranello. Although utilising parts from the 2,927 c.c. Ferrari 308GTBi engine, this 2,598 c.c. twin-turbocharged Gp. C engine is essentially "new". No power output figures were issued at the unveiling, but in excess of 700 b.h.p. is confidently predicted. Nucleus of the two-car team, which will contest the entire ten round Endurance Championship, starting with the Monza 1000 kms. on April 10th, will be Brabham and Tyrrell Grand Prix drivers Riccardo Patrese and Michele Alboreto, as well as Teo Fabi / Piercarlo Ghinzani. Patrese and Alboreto's Grand Prix commitments will however take precedence over their sports car appearances. Martini Lancia have however confirmed that Patrese / Alboreto, Fabi / Ghinzani will drive at Monza, Silverstone and the Nürburgring. Further back-up during the season will come from Alessandro Nannini / Corrado Fabi as well as German pair Hans Heyer / Rolf Stommelen who will be included in a three-car entry for Le Mans.

* * *

The Things They Say

". . . the winner will emerge in the early morning sunshine on the Monaco harbour front." — *Autocar,* writing about the finish of this year's Monte Carlo Rally and, it seems, turning its hand to weather-forecasting, because this appeared *four days before the start* of that event. . . !

This performance is no longer restricted to high performance cars.

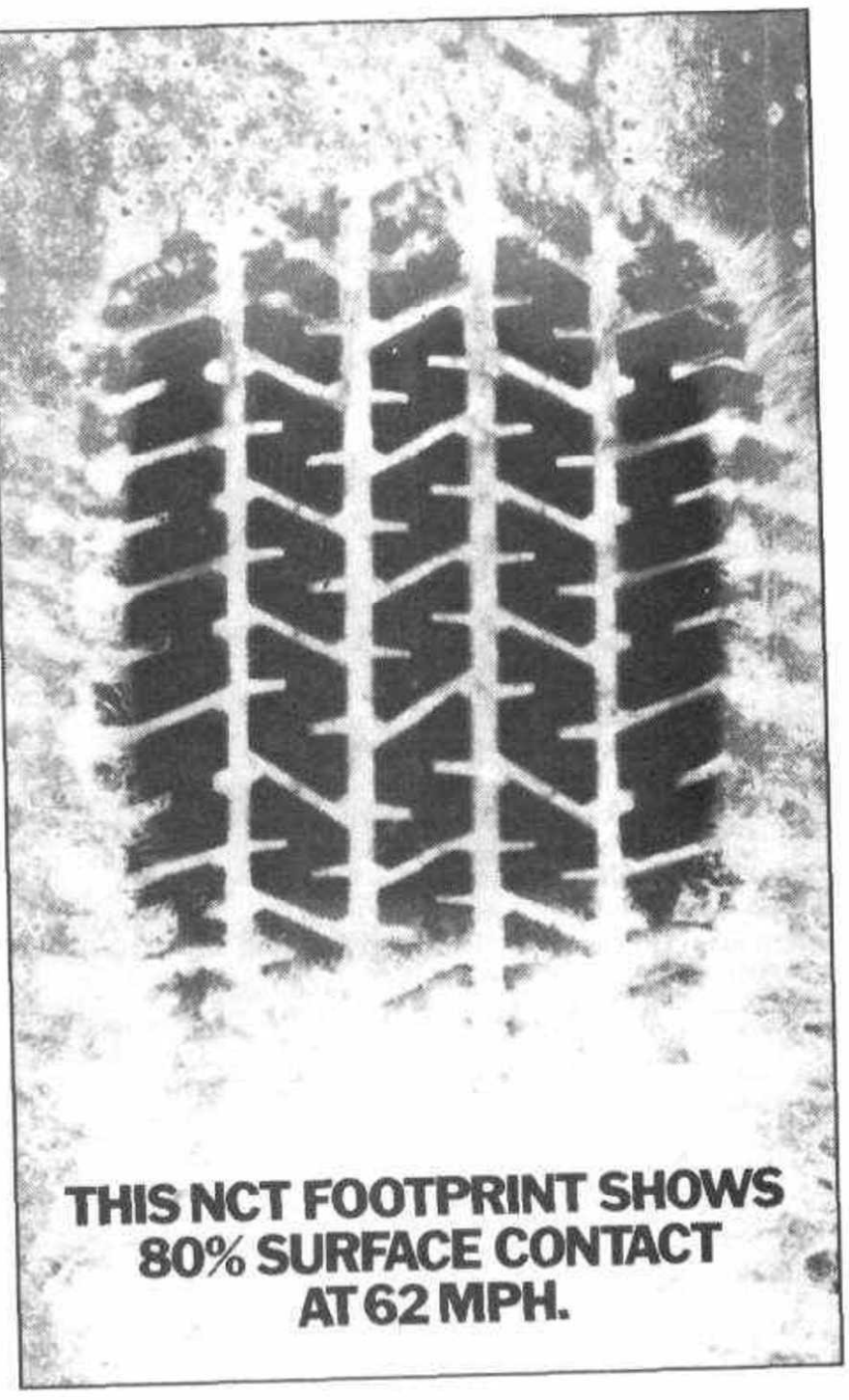

Jackie Stewart.

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A SECTION DEVOTED TO OLD CAR MATTERS

The VSCC at Brooklands

ON January 30th, just before the snow came, some of the more active, and hardy, members of the VSCC assembled at Brooklands for driving-tests. It was rather early in the year to be at the old Track, even for these frolics, although the late, lamented JCC (now the modern BARC) used to open the season thus, in those Februaries before the war. That the VSCC had 95 drivers, some sharing cars anxious to compete, indicates that the sporting spirit is as strong as ever, although, in fact, 130 cars were entered for the JCC Brooklands event of 47 years ago.

This year, starting at 1.15 p.m., there were eight tests to be tackled, laid out by Grant Peterkin and Jim Whyman. It being impossible to be everywhere at once in the generous expanse of the "Forty Acres" where the event was held, I watched at first the ascents of the Test Hill, a frolic in true Brooklands tradition. Most of the entry had to stop at a line a short way up, roll back, and restart, although the older cars, like Collings' 1903 Mercedes 60 which roared up, were excused the restart.

Rouse's 1933 SA Alvis Speed-20 saloon suffered from clutch slip and failed to complete the ascent, but Brettall's Frazer Nash Falcon ascended fast, Sturgess' 1927 Austin 7 Chummy had no trouble, Booty's 1928 Brooklands-model Riley 9, stripped for racing, stopped at the restart line with squeaky brakes and seemed to lack revs, climbing slowly, whereas Cann's 15/95 h.p. Aston Martin had no difficulty. Lock's 1927 Austin Chummy took it gently, Foster's Montlhéry MG Midget being impressive in contrast, revving strongly, with a raucous exhaust-note, and Gardner's J2 MG made a fine climb.

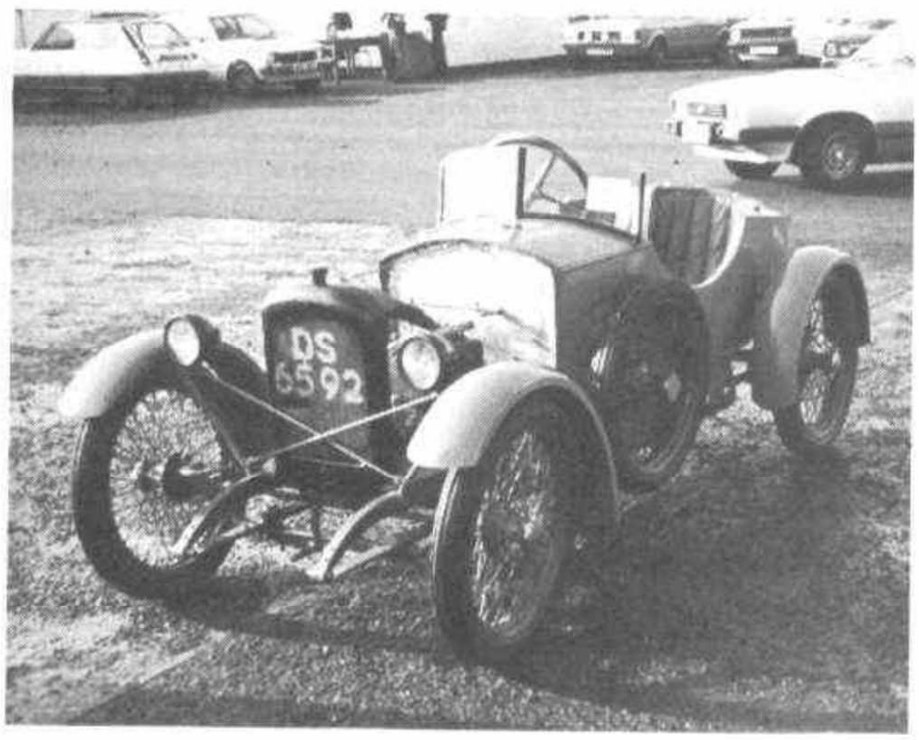
There were some "new" old cars to enliven proceedings. For instance, Gilbert-Smith had brought his 1927 Type Z2, Chenard et Walcker 1.3-litre tourer, which stopped well over the line but afterwards managed to just get up the 1 in 4 / 1 in 5 hill. Another newcomer was Barry Clarke's 1920 Lemaitre et Garard, a 750 c.c. French sports-car with staggered seats, said to be original apart from windscreen, lamps and metal-covered instead of fabric body. The engine has a fixed-head, valves under valve-caps along the off-side, and a magneto ahead of it, its origin thought to be Benjamin. It has a neat little chassis with half-elliptic springs front and back. All very interesting, but with a top speed of 39 m.p.h., according to Barry, it had arrived on a trailer and refused to look more than a few yards of the Test Hill. Mrs. Skinner had her 1922 GN Legere out for the first time and must have been pleased that, once on its own wheels, it made light work of restart and ascent.

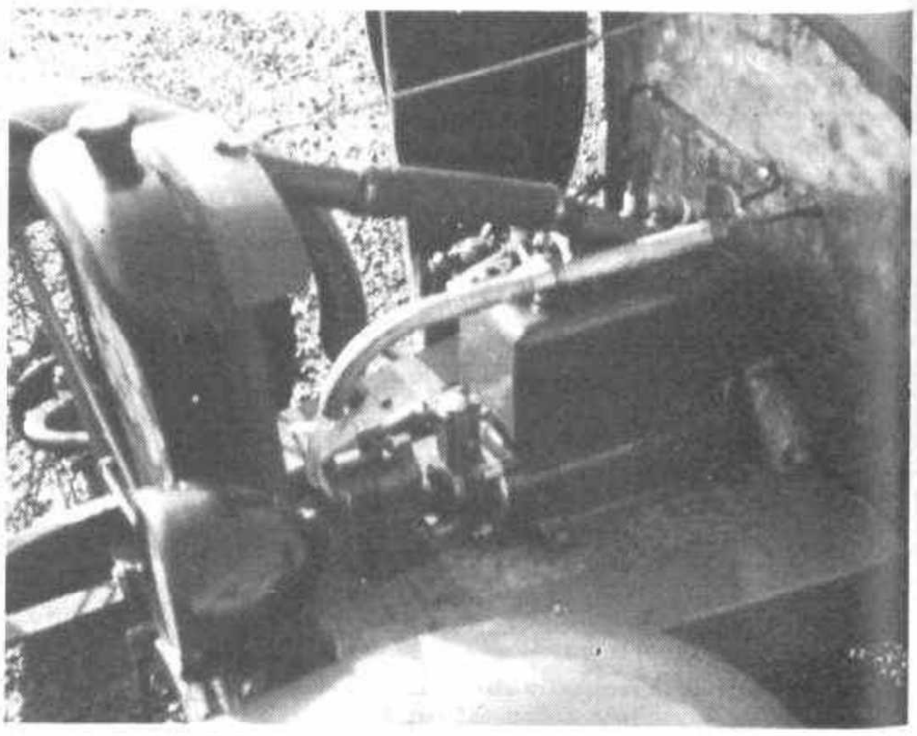
Smith stopped too soon in his 1928 Austin 7 but was OK, likewise Johns' smoking 1930 Austin 7, while Tony Jones leapt away in *his* Chummy. Tom Threlfall was notably skilful, clearly knowing his BSA like ABC, Batchelor's 1925 Morris-Cowley, radiator rugged up, was quick to restart, Riddle's yellow-and-black 1924 Morris-Cowley two-seater was excellent, Pat March adopted kangaroo tactics in his 1925 Chummy, Hugh Conway drove very neatly in his road-equipped Type 35 Bugatti, Russell's 1930 Austin Twenty-Six saloon treated all the nonsense with disdain, sucking at its carburetter, but Lincoln's OM failed near the summit, and then just got up. Mrs. Threlfall was persuaded on foot by an athletic husband, Mrs. Shapland in her 10/23 Talbot made it look like a shopping-trip, Rawlings showed that a Talbot 14/15 can rev., on a good run, both Nick Mason and then Derek Edwards, in the Ulster Aston Martin, made it



NOT AN ACCIDENT, but Hugh Conway's Type 35 Bugatti the wrong way up the Brooklands banking in one of the VSCC Driving Tests reported on below. [Photo. courtesy of T. J. Threlfall]

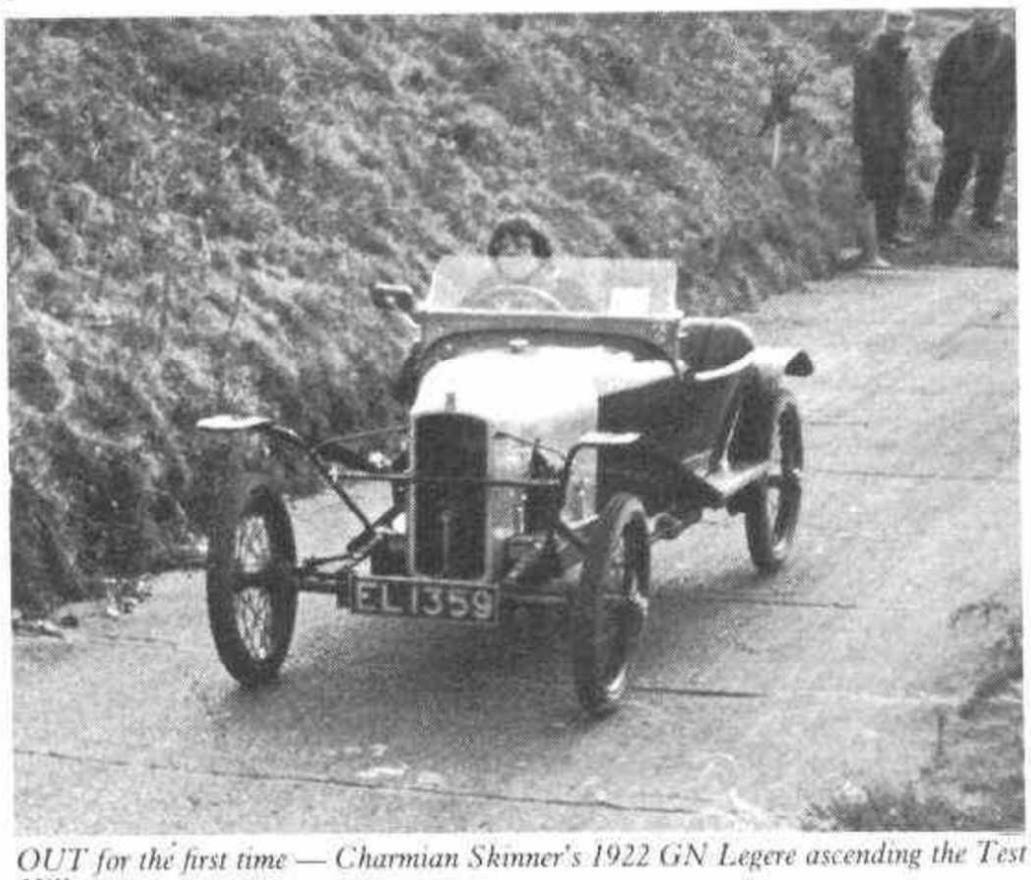
BARRY CLARK'S new one — the 1920 Lemaitre et Garard and its 750 c.c. engine.







A TEST of brakes — Roger Collings descending the Test Hill with his familiar 1903 Mercedes 60 h.p.



OUT for the first time — Charmian Skinner's 1922 GN Legere ascending the Test Hill.

look like a speed hill-climb, Nick braking so hard at the restart line that the radiator shed coolant, Mrs. Cherrett's 6C Alfa Romeo saloon and Summerfield's 3-litre Bentley six-light saloon made it look simple, and Ernst actually changed-up, in his KN MG Magnette. Blake's Boulogne took it as a Frazer Nash should, Bull was neat in his J2 MG, Barwell's 30/98 Vauxhall was fast and fierce, even apparent fuel starvation half way up being disregarded, and the Metz stopped with its front wheels over the top of the hill — bad luck indeed. Some cars were sent back *down* the Test Hill, shades of the JCC again, who staged brake-tests that way! I was then given a lift to the Members' banking in Collings' Mercedes.

Here cars were going higher up the banking that I had seen them for a long time — well, since the Brooklands Re-Union anyway — but *vertically*, as necessitated by the tests. The mossy surface was death to those with rear-wheel brakes, the BSA and GN included. — W.B.

Results

First Class Awards
Class 1: C. P. Marsh (1925 Austin 7); T. J. Threlfall (1924 BSA).
Class 2: P. Glover (1927 Alvis 12/50); T. J. Tarring (1927 Frazer Nash); D. R. Marsh (1925 Bugatti Brescia); P. M. MacPherson (1938 Riley Lynx).
Class 3: E. C. Leith (1930 Austin 7); J. C. Hunt (1935 MG PA B).
Class 4: R. A. Collings (1903 Mercedes 60).
Light Car: E. W. Sturgess (1927 Austin 7).
Saloon: B. Summerfield (1924 Bentley).
Touring: T. J. C. Britwell (1926 De Dion Bouton).



WINNER of the saloon category was B. Summerfield, whose 3-litre Bentley is depicted pulling away from the start of the Test Hill.

V-E-V Odds & Ends. — A reader seeks data on Galloway light cars, as his father had one in the 1920s, when he was about three years old. Letters can be forwarded. The second national Motor Museum Archive Special film showing will take place at the National Film Theatre in London on February 5th starting at 8 p.m. Admission to this three-hour showing of historic motoring films will cost £3 a head, from the box office of the National Film Theatre, South Bank, Waterloo, London, SE1 8XT, sending an s.a.e.

A recent stage play by "Pierre the Clown" involves a Model-T Ford claimed to be "one of the original Keystone Cop stunt cars". A reader of long-standing, Mr. C. Lobb, has sent us the 104-page "Westcountry Bygones", a souvenir supplement to the *Western Evening Herald*, which among the many automobiles photographed in the last 100 years, includes one of two Milnes-Daimler 'buses and a circa-1903 Humberette car at The Lizard, another of a circa-1900 Peugeot and another early tourer at a china-clay pit in St. Austell, and Plymouth is seen in the 1930s, with Austin and Morris saloons adding to the congestion in Old Town Street. Randolph Churchill is seen electioneering in 1950 in a Napier tourer of about 1913 vintage. Dr. Speight of Porthleven is seen on his 1910 Triumph, with basketwork sidecar (Reg. No. AF419) and there are tram and 'bus pictures for commercial-vehicle followers, including the solid-tyred Lacre operated by Penryn & Falmouth Motors in 1912, the Redruth Rugby Club in a Thornycroft coach in 1920 on their way to play at Truro, etc.

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Our recent coverage of MCC trials has caused a reader, Guy Ashenden, of Stoke Mandeville, to ask if anyone remembers his late uncle, F. J. Hyam, who was a Director of Smith & Milroy of Orpington, Kent, who assembled the Orpington light-car largely from Model-T Ford components, and who took part in these trials before the war in one of these cars, partnered by Jack Milroy, a hefty individual who could hold up one wheel of the car while it was changed, following a puncture. Mr. Ashenden's aunt made a maroon velvet-covered holder for the medals won on these MCC trials, which was kept on the mantelpiece of the drawing room in their house near Downe, Kent. Incidentally, the original owner of Mr. Ashenden's first motorcycle, a 1924 Zenith with 350 c.c. o.h.v. racing JAP engine, was H. W. Inderwick, later of "Chain-Gang" Frazer Nash and Batten Special fame, after a lady driver had collided with his last Zenith, at a crossroads near Truro during a London–Land's End, resulting in a broken leg which ended his motorcycling career. In 1963 Mr. Ashenden rode his Ariel Square-Four combination down to Inderwick's farm near Coolham, his last meeting with his friend, who was polishing a cylinder head from one of his Batten Specials. — W.B.

THE EX-DOREEN EVANS' R-TYPE MG MIDGET

We have received the following from Mr. Lance Tees of Natal, S. Africa:

I have been a South African reader of your unique motoring magazine for more years than I care to put to paper, but have not been prompted until now to write to you regarding important South African motoring events. One, however, which has not been publicised and which I think will be of interest to your readers, took place in October 1982 in the City of Pietermaritzburg, the provincial capital of Natal, and coincided with the National Gathering in South Africa of the MG Car Club Great World Trek, 1982. This was the re-appearance of the 1935 R-type MG initially raced in the UK by the late Doreen Evans and imported into South Africa in 1936 by Roy Hesketh.

The story of this "resurrection of an R-type" is interesting. Behind the project is Ralph Clarke, a man closely connected with the motor industry in Cape Town, and I first learnt that the remains of this R-type were in his possession, in January 1981, whilst I was on business in Cape Town. I was there again in March of that year and what you see in the "before" photograph is what I saw of the car as it was then. Ralph Clarke, an MG enthusiast and restorer of an M-type to "concours" condition, amongst other vehicles, located what remained of the R-type (RA 0255) in Zimbabwe (then Rhodesia) in July 1963. The car had been extensively altered, re-engined, and major changes made to the bodywork; Ralph told me he could have wept when he offloaded the remains, mostly in bits and pieces, from a railway truck in Cape Town after its journey from Rhodesia.

Roy Hesketh, a household name in South African motor racing prior to World War II, raced the R-type in a number of events at East London (the South African Grand Prix in 1937 and again in 1938), Cape Town, and Johannesburg (he finished second in the Rand Grand Prix there, in 1937, its best success with him) and it took part in the Handicap Race which preceded the SA Grand Prix run as a 1,500 c.c. scratch race for the first time in January 1939 at East London. Roy Hesketh had by then acquired R3A, the ex-Charlie Martin ERA, but kept the MG. That same year, 1939, at the Mountain Rise Circuit in Pietermaritzburg, the R-type in the hands of George Stewart, Hesketh's friend and mechanic, had its greatest success pre-war, when it won the Coronation "100", one of South Africa's premier car races of those times.

Roy Hesketh was killed in a flying accident in World War II (he was a SAAF pilot in Egypt) and after the War the ERA was sold to the late Basil Beall and the R-type to Orlando Fregona of Durban. Fregona retained the car in its original condition and raced it over the period 1946 to 1951 in local races and hill-climbs, but without much success. In 1952 it was bought by "Scotty" Greig, who owned a large taxi business in Durban, and was driven for him by Gordon Henderson, a very prominent South African driver of the post-war years, who later acquired and raced ERA R3A before it went back to the UK in the middle 1960's. Henderson raced the R-type in hill-climbs, and in the 1952 Durban Fairfield Handicap, on roads along the Durban Beach front (I have a photograph of it leaning over on a long bend, its torsion bar suspension extended to the full). But he did not have a lot of success with it.



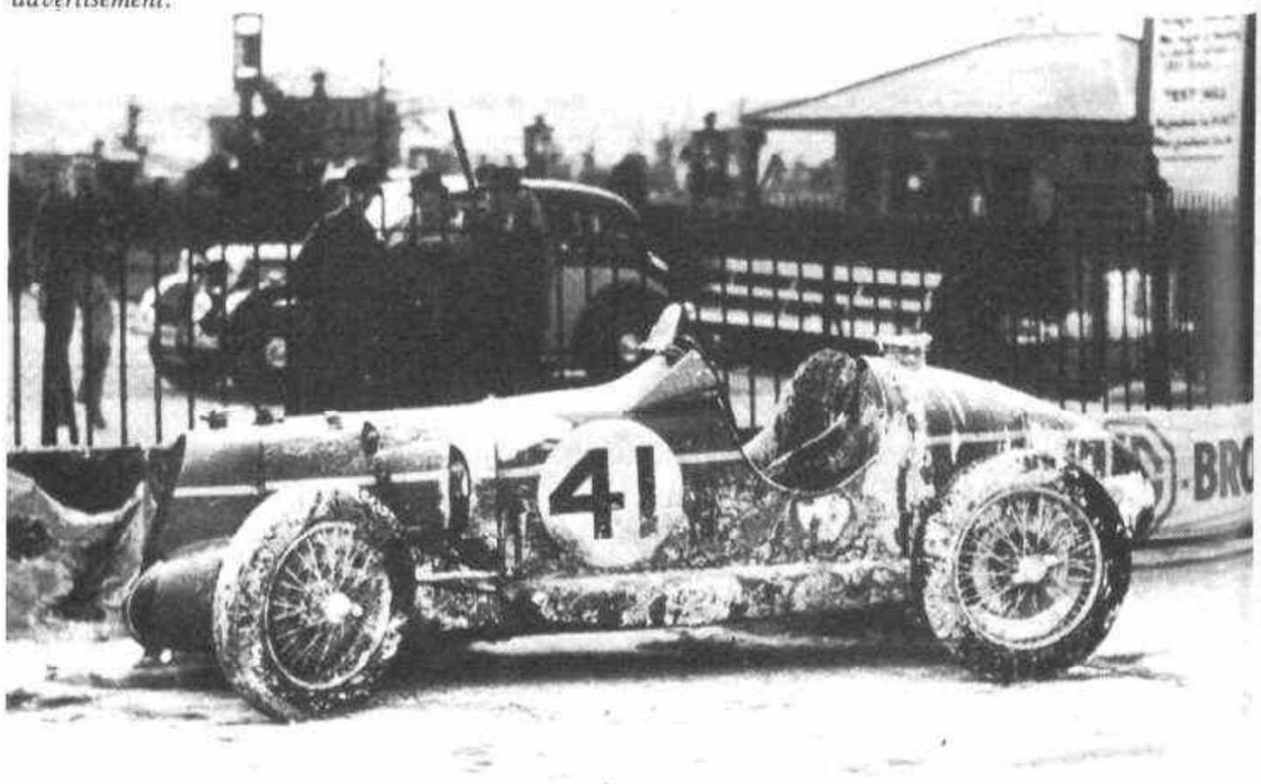
DOREEN EVANS in her R-Type MG Midget at Joel Park.

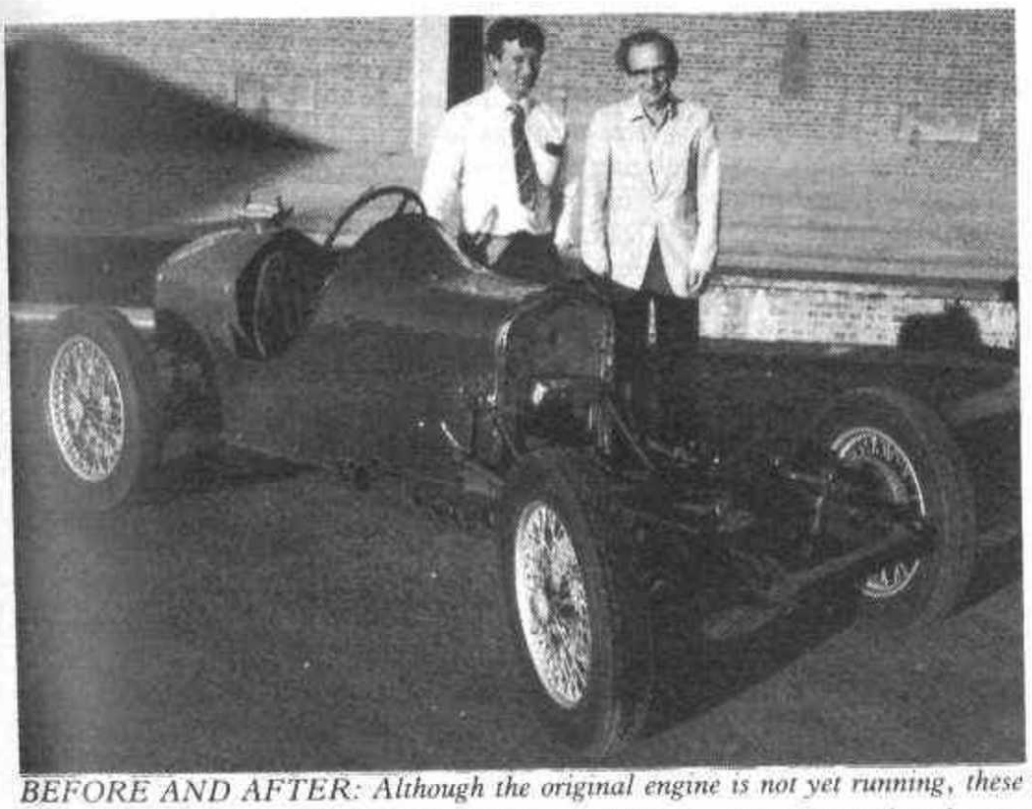
The car then started on the Rhodesian part of its life and was taken to that country by Brian Gilmaster, but went through various hands thereafter, its first major change coming in the replacing of the original engine by a TC MG engine. The R-type engine remained in Durban, but certain of the vital parts, including the block, found their way to Cape Town and were purchased, very much later, by Ralph Clarke.

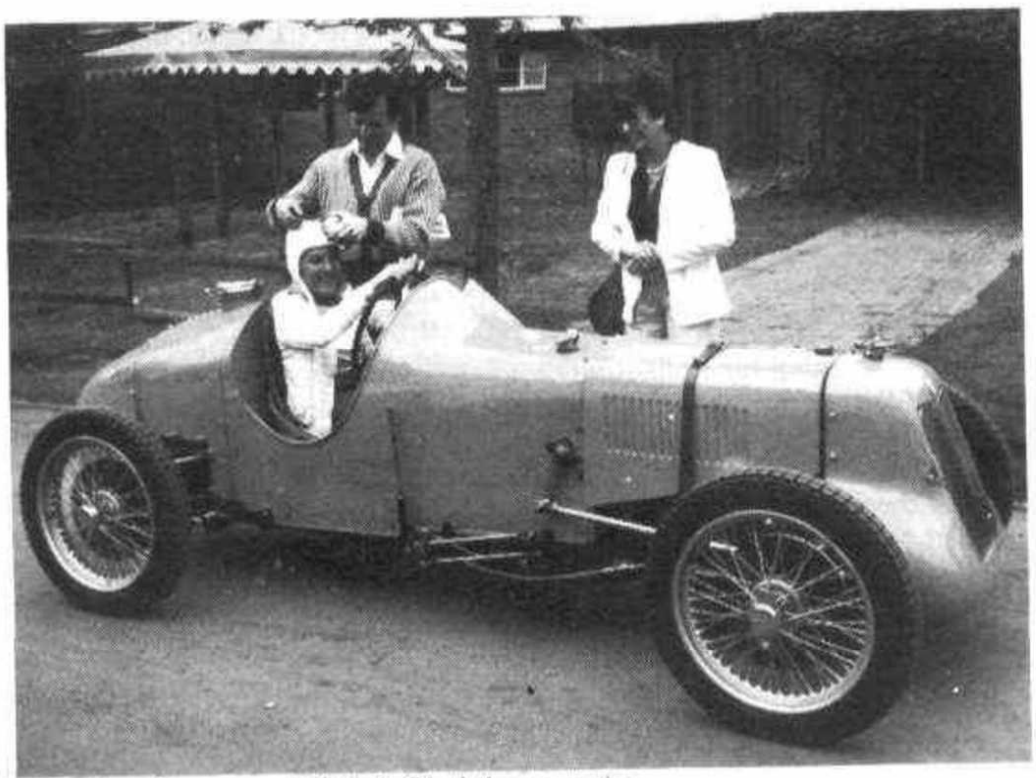
The car had success in Rhodesia in the hands of Sam Tingle. With a blown TC motor, Tingle set up a record at a Mashonaland hill-climb and then sold the car back to Brian Gilmaster and it was at this stage that the drastic changes were made by Gilmaster and by Pederson, who subsequently acquired it and was the final owner before it came, in 1963, to Ralph Clarke, who had been trying to locate it for some time. It was in "a badly mutilated condition" when he acquired it, and he set about bringing it back as near as possible to its original "Doreen Evans" condition. This has proved a major task and meant extensive research and background work to obtain sufficient information to manufacture missing parts needed to put it in the condition in which you see it in the accompanying "after" photograph, which I took at the Pietermaritzburg event in 1982.

Construction of major components of the car was necessary, including the radiator, the front section of the body, the beautiful cowl (both polystyrene and wooden mock ups were made of the latter, to get the right shape), grille, the bell-housing and the gearbox, which was in a sorry state, whilst the Y-shaped chassis had been reduced in length though was otherwise in good condition. But there were fortunately many parts left of the original and these were immaculately restored and used in the final rebuild. A major motivation to finish all the work was the 1982 MG gathering in Pietermaritzburg. Clarke had acquired a reproduction of an oil painting by Roy Nockolds of Doreen Evans winning the Ladies' Cup at Shelsley Walsh in 1935, the car in its original blue, and Ralph has indeed achieved a

THE CAR after it crashed and burst into flames at Brooklands. Ironically, it appears to have hit an MG advertisement.







BEFORE AND AFTER: Although the original engine is not yet running, these pictures show the extent of Ralph Clarke's restoration.

tremendous restoration. He was in touch with Doreen Evans in Canada regarding the car and invited her to visit South Africa for its Pietermaritzburg appearance, which she was keen to do, but her death sadly prevented this.

The car appeared in Pietermaritzburg with an 847 c.c. supercharged MG engine. Time was just not available to bring the original 746 c.c. engine into running condition. But this will be done, of that we can rest assured. The stripe along its blue bodywork, as when Doreen Evans raced it, will even be replaced, so enthusiastic is Ralph Clarke to put the MG back into its original authentic condition.

Roy Hesketh initially raced the MG in blue but when he acquired R3A he resprayed it the same red. As a small boy at the time, I can well remember the immaculate turn-out at the 1939 Coronation "100" at Pietermaritzburg of Roy Hesketh (ERA), George Stewart (R-type MG) and Roy Harrison, in a single-seater s.v. Austin 7 (handicap races of those days gave the latter type of car a good start!), as a team, the three cars sparkling in the same brilliant red.

The car is 90% restored now, and it remains to get it completely mobile with its 746 c.c. blown motor installed, which Ralph Clarke has almost completed, and this will make it as near its original design level as seems possible. It is proposed to drive it in due course in historic events and probably on demonstration runs and it will go on exhibition on appropriate occasions.

LANCE TEES

Austin 7 Comparisons

HAVING quoted some contemporary acceleration figures last month for the rather-tame 1924 / '25 Austin 7 sports-model, it may be apposite to remark that whereas that little pointed-tail two-seater was able to get from standstill to 40 m.p.h. in 20 sec., the non-supercharged Super Sports or Ulster Austin 7 which MOTOR SPORT road-tested in 1930 was able to do 0-40 m.p.h. in 14 sec. It was hardly run-in at the time and had the same 4.9 to 1 axle-ratio as the earlier sports model, being regarded by our tester as over-geared, so the comparison is valid. And whereas the first sports model did 41 m.p.h. in second gear and 50 m.p.h. in top gear when tested by *The Light Car & Cyclecar* in 1925, the unblown Ulster aforesaid was good for 50 m.p.h. in second gear, with a maximum in top gear of 60 m.p.h. All this for £185. The respective quoted fuel consumption figures were 51 m.p.g. and 37½ m.p.g.

I said in my two articles on bogus vintage sports-cars that at first the 1924 sports Austin 7 cost £15 more than the tourer or Chummy model, later reduced to a £10 differential. In fact, when it was first announced, the rather pedestrian sports-job sold for £175, at a time when the tourer was listed at £165, or £174 with an electric starter. For the 1925 season, prices fell to £155 for the tourer and to £170 for this sports model, and according to Austin 7 historian R. J. Wyatt, by September 1925 the sports-model cost £159, at a time when the price of a tourer or Chummy was down to £149, a return to a £10 differential, although I cannot find confirmation of this in the motoring Press.

In considering these prices, it should be borne in mind that from its inception the sports-model seems to have been delivered with an electric starter, perhaps because, according to Wyatt, its slight increase in maximum speed over that of a Chummy was obtained "mainly by a slightly-advanced ignition setting", so that starting it on the handle could have been hazardous! As the only other chassis changes seem to have been a longer gear-lever and a raked steering column, the body must have absorbed most of the £50 over that charged for the Austin 7 chassis.

As for Chummy prices, this model opened at £225, in 1923, quickly fell to £165, and subsequently dropped to £155, then to £149, to £125 by 1928, and to £122 10/-, coming down to £118 for 1931 (the year of the £100 Morris Minor). By 1932 the tourer had been reduced in price to £110 but in 1933 it rose to £112 10/-, the Austin 7 two-seater at £105 being the answer to Ford's £100 Ford Eight saloon. That was virtually the last of the vintage-style models and by 1934 it was over to the Ruby-like Open Road tourer, for which you would have had to fork out £108, or £100 for the Opal two-seater, later to rise slightly. But just think what you have to pay now, for an Austin 7 Chummy. . . . — W.B.

V-E-V Miscellany.— For this year's Coventry Rally, over the weekend of June 25th / 26th, the Riley Register has decided on a "side-valve theme". It is hoped that with a great effort 18 s.v. Rileys may attend, but organiser Richard Odell, who owns that very quick side-valve sand-racing Riley, and who knows of 31 UK owners of such Rileys, would like to hear from those who have four which are "missing", the Reg. Nos. of these cars being NH 5575 (a 1923 tourer), RN 2686 (a 1925 tourer), UC 212 (a 1925/26 two-seater) and PM 2965 (a 10.8 h.p. coupé). If you own one of these Rileys or know their whereabouts, Richard asks you to contact him at The Old Stables, Cattle End, Silverstone, Towcester, Northants, NN12 8UK (Tel.: 0327-857633). The aim is to try to have as many s.v. Rileys outside the Coventry Crest Hotel in June 1983 as there were outside the Peebles Hydro Hotel for the first anniversary rally of the Riley MC at Whitsun 1926. Later Rileys, and many older ones, will, of course, also be welcome.

From the Alvis Register Circular we have gleaned some interesting information about an Australian speedway car, raced as late as 1981 after being restored and for sale for 5,500 Australian dollars. The story came originally from the Australian *Alvisatics* Club publication and should interest the VSCC President, Tom Threlfall, who races a similar car here. The one in question was used by former motorcycle stuntman Bill Varney, from 1934, when he helped to introduce midget-car speedway racing to Australia. Known as the Roadmaster Speedster, the chassis was adapted from that of a 1909 Model-T Ford. The engine was from a 1923 12/50 SA Alvis, fitted with twin Amal carburetters. It drives through a hand-controlled cone clutch to the Ford torque-tube. The only brakes are those on the back wheels, controlled by another hand-lever. The steering is geared ⅔rd-of-a-turn, lock-to-lock and petrol is carried in the tail in an oil-tank from a 1909 Rolls-Royce. As the wheelbase is only six-feet the driver has to have his legs one on each side of the engine. Top speed is around 85 m.p.h. at some 4,000 r.p.m. and Morris and Austin parts figure in the hybrid construction. Originally special Australian Dunlop 12" knobbly-tread tyres were used. Around 1936 lighter air-cooled cars proved a match for the Roadmaster Speedster on the Sydney dirt-tracks but it has survived, apparently in very original order, apart from radial-ply tyres and a roll-over protective cage. — W.B.

* * *

The Things They Say . . .

"Admittedly we were running-in the car but our motorway average (in Britain) seldom dropped below 80 m.p.h." — From a weekly contemporary! No comment. — W.B.

"I Worked At Rolls-Royce"

WE HAVE received the following from Mr. A. F. Atterbury:

I started working for Rolls-Royce at Derby as an errand boy at the age of 14 in February 1935 for Mr. E. W. Hives. My starting wage was 9s 6d (47½p). "H.S.", as he was known was then the head of the Experimental Department, and his assistant, who was in the same office, was Mr. W. A. Robotham. H.S. generally looked after the aero-engine side, Robotham the cars. In the outer office, were the technical assistants, among them H. S. Grylls, A. E. Hardy, "Knocker" West, Bob Young, "Jock" Burns, and several others. All these made the grade to the top, many at Rolls-Royce. As a keen follower of motoring from a very early age (my father began motoring on a Rex motorcycle in 1906), it was truly a revelation to be allowed to wander around both the Experimental Garage and shop in the course of my duties, and see some of the work being carried out at that time. I well remember seeing a V16 Cadillac stripped and being well and truly examined, and also an Auburn having similar treatment. The Phantom III was then being developed and one of these cars was built to carry out a 10,000 miles testing programme in France. It was fitted with a full seven-seat swept-back body finished in blue and black.

Alas, it never finished that particular test. The driver, a well known experimental tester, crashed the car in France, killing a cyclist. The crash must have been pretty bad, as I remember looking at the chassis after it was stripped and seeing how badly damaged it was.

H.S. had many visitors and amongst them I remember having to take Captain George Eyston to his office. I still remember how I felt seeing one of my heroes in the flesh. [I felt the same when I first encountered Capt. H. R. S. Birkin, Bt., in a similar humble capacity. — Ed.]

There were also regular meetings held between H.S. and Elliot Ellor, Rowledge, Eric Platford, and H. S. Swift. And, as the office-boy, one of my jobs was to take messages to these people. God help you if you failed to deliver the correct message, or you did not address these people correctly!

When I used to go to the Car Repair shop (No. 6 shop, a new shop built in 1934 for this purpose, with two special car-lifts to carry the cars to the second floor, still in use today, although not for the original purpose, I remember playing with a Company-owned Silver Ghost and also a 10 h.p. Rolls-Royce. The Ghost had a brass plate on the dash stating that it had covered 100,000 miles (I think) and had been given to R-R by its previous owner. This car was fitted with an open tourer body, and at the time was in a very poor state. So where did R-R get their existing Ghost from? I always thought that AX 201 was the car I saw at Derby but I understand that the Company say they bought it in about 1948. Both these cars were stored during the war years at an old brewery at Shardlow and I saw them there many times, together with other Company Rolls, which were stored "for the duration".

When I reached the age of 15, I was allowed to start my apprenticeship as a fitter and turner. I still have my Apprenticeship Certificate to prove I have served my time with R-R.

I started in the front-axle assembly bay and was allowed to help in building front brake drums for 25/30 h.p. Rolls-Royces and 4¼-litre Bentleys. These were built in three stages. First, the plate was fitted to a cast-iron ring. This assembly was then sent to have the face for the splined-hub ground, then the splined hub was fitted with tapered bolts and this assembly was sent to have the braking-surface ground and the outside stove-enamelled. Finally, the assembly was returned for the hub to be assembled with its bearings. For this work I received about 13s 6d (67½p) per week. This included bonus, which had to be earned.

When I was 17 I transferred to the Chassis Final-Assembly line. There were three apprentices on this line, and our job was to wire the chassis by feeding the conduits of the harness through the chassis and clipping them in place. Also, we fitted the propshafts, hand-brakes, fuel-pumps, filters, engine-dampers, instrument-panels, and many other small parts.

Each chassis bore its owner's name and any special requirements were listed.

Raymond Mays' chassis was one that always had a list of special requirements. During the time of building brake drums, I had one special set brought to me and I was instructed to take great care of these. They were not like the standard drums, being made of aluminium, with a steel liner, and just requiring the hub fitting and then the hub building up with bearings. The foreman, Mr. Jim Roscoe, said they were for Mr. E. R. Hall's racing Bentley, and were being tried out, as the steel ones had expanded during the TT race and had lost Hall the race because the mechanics could not get the wheel off. During the war years two cars belonging to E. R. Hall were garaged at Sanderson and Holmes' showrooms in London Road, Derby, both cars carrying similar two-seater "beetleback" bodies. One was a 3½-litre, the other a 4¼. I know about one car in the Briggs Cunningham museum, but does anyone know where the other car is?

I worked on Chassis Erection until the beginning of 1939, helping to build the first 120 Wraiths and in early 1937 the last Phantom II chassis for a customer who did not want a PIII. This chassis was built from parts in the spares stores, as the PII line had been finished about 12 months earlier.

In mid-1939 I transferred to the aero-engine side, and started in the Aero-Test Department, on Kestrel IIs. These were unsupercharged V12 engines with Claudet Hobson carburettors in the "V". I then went on to Merlin Mk.Is, IIs, IIIs and right on through the Merlin range until the last mark was built after the war. I also worked on Vultures, Griffons, Peregrines, and finally on the last piston-engine R-R produced, the 24-cylinder twin-crank, sleeve-valve Eagle. I have a sales-brochure for this engine, issued in 1949.

During the Second World War years much of my time was spent as a service mechanic visiting RAF stations and 'plane makers, to carry out repairs to engines on the spot. I spent 12 months at Supermarines at Castle Bromwich in 1941, carrying out ground running and repairs on Spitfires when Alex Henshaw was chief-test pilot there. In 1942 I was sent to A. V. Roe's at Woodford near Manchester for about a month to help to carry out modifications to some Lancasters. This work included fitting stronger hydraulic-pumps and larger generators, amongst other things. There were 22 aircraft to be modified, and when we saw the 'planes we wanted to know what they were going to be used for. The bomb doors had been removed and a marine-winch fitted, and then the belly of the aircraft built up with only a hole left where the marine winch could be seen. All sorts of guesses were made as to what purpose the aircraft were being adapted for. Of course, all were wrong. What we had been working on was the "Dambuster" aircraft, and when the raid had been completed, Guy Gibson came to Woodford and thanked the work force for their efforts.

Towards the end of the war I was called up into the REME as a vehicle mechanic and for nearly three years I was Overseas, first in Italy and then in Palestine. During my time in Italy I worked on General Harding's Daimler drop-head coupé and also on the Alfa Romeo presented to him as the first post-war car to come off the Alfa assembly-line. We had taken over the Alfa Romeo service station in Rome, complete with all its staff, and my job was to oversee the Italian work force on the staff-car repair section. Some of the staff cars were anything but British Army vehicles and frequent trips to the Rome black market to obtain spares was the order of the day! We had a 328 BMW, a 540K drop-head Mercedes-Benz, and a Horch drop-head which was reputed to be Kesselring's car. Also, a seven-seater Packard straight-eight. Various other non-military vehicles completed the list.

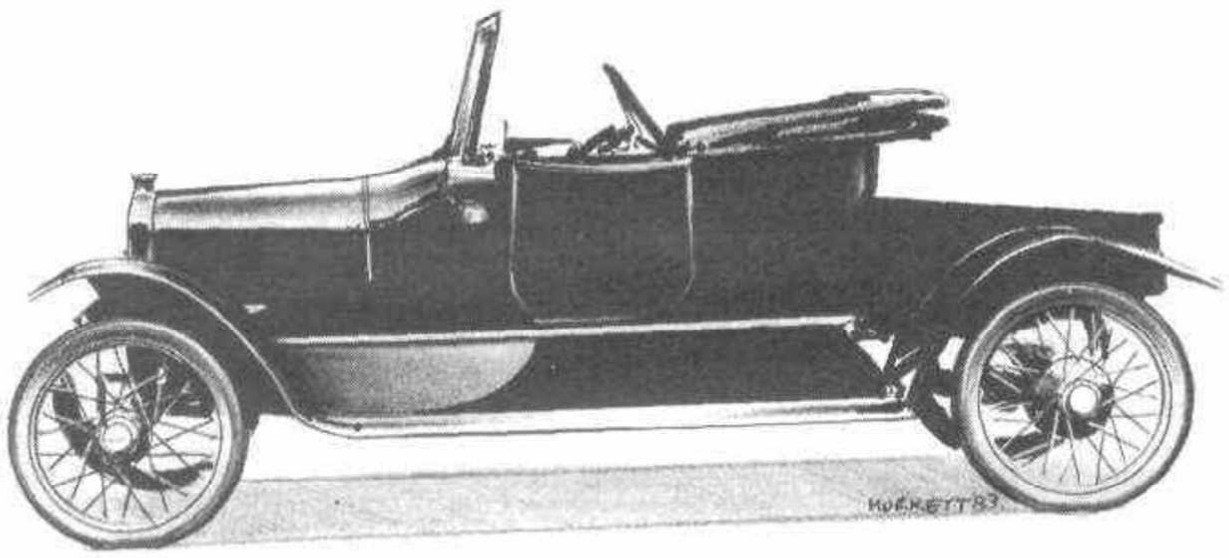
When my service ended I came back to R-R on aero engine build and found that all the work was on jet engines. I started on Derwent Vs and carried on through Nenes, Tays, Avons and Conways, until 1960, when I transferred to the Staff as a sub-contract representative. This involved visiting firms who were manufacturing parts for R-R and ensuring that the parts were delivered on time at the price agreed and to the standards required by R-R. This job lasted about two years, when I was offered a job on the "Blue Streak" rocket, as a technical assistant in charge of the development of the ground start and electrical systems, both in England and Woomera, Australia. This work involved quite a lot of motoring to Spadeadam in Cumbria, Hatfield, and Stevenage, and to other firms involved in the project. By 1966 R-R had decided to move all rocket work to Ansty and I was then offered a position on the technical side of the Aero-Engine spares department. This consisted of producing a spare parts recommendation to new customers in the civil airline and military business, to enable them to carry out their flying programme and to have spares available to support such a programme.

From 1966, until I returned in December 1981, I carried out various tasks within the spares department ending my career as customer-accounts manager for various customers and advising these customers on all aspects of tooling and spare parts for all engines manufactured by the Derby factories. This has required me to travel extensively for the Company to many places of interest, to name a few. The Peoples Republic of China on several occasions from 1971, Japan, Sultanate of Oman, United States, Australia, and various other places.

A. F. ATTERBURY

[The famous, original 40/50 h.p. Rolls-Royce Silver Ghost, AX 201, was sold to a Mr. Hanbury in 1908, after its "non-stop" 15,000-mile RAC-observed run, and re-acquired by Rolls-Royce Motors in 1949, in part-exchange for a new Bentley. Unless it was *stored* at Derby during WW2, which is not the official story, the 40/50 h.p. car Mr. Atterby saw there must have been another car. *See* MOTOR SPORT for May, 1977. — Ed.]

Fragments on Forgotten Makes, No. 65: The Marshall Arter



AN ARTIST'S impression of the Marshall Arter, of which few pictures survive.

THE Marshall Arter was one of these light cars that sprang up optimistically before the First World War, when the small-car movement was emerging, but regrettably did not survive afterwards. Incidentally, the make, like the Frazer Nash, had no hyphen in its name, we are assured, which did not prevent its use in contemporary press reports and more recent descriptions! We were able to obtain some details of this rare make from Col. de Cordova just before his recent death, at the age of 94.

The venture started when Mr. De Cordova, who had been born in Jamaica and educated at Uppingham and had then studied engineering at London University, was articled to a consulting engineer called Ackermann, who had premises in Victoria Street, London. Here De Cordova met a former employee of Ackermann's, a Mr. Marshall Arter, who had called in. This gentleman was anxious to build and manufacture a light car, if possible to sell for less than £100. Mr de Cordova joined Mr. Arter and his brother, Erland Arter and a Company was formed, with a works in Beavoir Lane, Hammersmith. A Mr. Carples was responsible for making parts and for marketing the completed cars, with a work-force under his control. A Mr. White was Works Manager and they had no showrooms.

That was in 1912, when a gearbox had been tested for 10,000 miles; a later demo. car had run 6,000 miles by December 1913. The chassis frames were of ash, strengthened with metal flitch-plates, for simple construction, and it could carry two-seater or four-seater bodies. At first a water-cooled vee-twin 964 c.c. JAP engine was used and for a time the car was called the QED. The water-pipes to the radiator were duplicated and a novel feature was the patented spring-drive incorporated in the transmission. Presumably the idea was to smooth-out the rough running of a two-cylinder engine. A long flat spring inside a tubular casing took the drive from the leather-lined cone clutch to the front part of the normal carden-shaft, from whence universal-joints conveyed the drive to the back axle. The axle itself was unusual, a two-speed and reverse gear-box being part of it, with the gear-box lay-shaft in line with the axle shafts. This axle gave forward ratios of 11.9 and 4.65 to 1. The spring drive could both bend and flex to absorb chassis movements and to accommodate this its casing was mounted on spherical end-pieces and made rigid laterally by means of semi-circular wood blocks in the centre. The springs were ¼-elliptic all round, but their leaves were horizontal until loaded, which was claimed to reduce or eliminate rebound, as with the half-elliptic springs on the later Brooklands Calthorpe racer. The wheelbase was 8' 9" and the weight about 5½ cwt. 650 × 65 tyres on wire wheels were used. Steering of the Marshall Arter was by enclosed bevel-gear and a large steering wheel. Announced late in 1912, the two-seater, with gas-lamps, bulb horn, a speedometer driven by enclosed cable from the offside front wheel, and a single-pane windscreen, failed to meet the hoped-for £100 target but was priced at 135 guineas.

In August 1913 Erland Arter, who was obviously the Director who looked after competition matters, took a Marshall Arter through the first Cyclecar Fuel Consumption Trial, over a road course in Surrey. Using a Solex carburetter and Shell No. 2 petrol that then cost about 1/7d (less than 8p) a gallon, he averaged 54.8 m.p.g., but was beaten in the 1,100 c.c. class by the winning Morgan three-wheeler (69.4 m.p.g.), two GWKs and two GNs, although beating another Morgan and Percy Bradley's Duo, as well as being placed third in his class on Formula. Then three cars were run in the 1913 London — Edinburgh Trial and all are said to have gained Gold Medals.

Some time before war broke out it was decided to become more ambitious and use four-cylinder engines. The one chosen was the French Chapuis-Dornier, in 59 × 100 mm. (1,096 c.c.) and 60 × 110 mm. (1,244 c.c.) forms. A stand had been taken at the 1913 Motor Show, adjacent, apparently, to that of William Morris (later Lord Nuffield) and the smaller engined two-seater was priced at 152 guineas. The 1.2-litre four-seater cost 175 guineas, a coupé 190 guineas. It was decided to concentrate on the bigger four-cylinder model, the 12-14 h.p., which did 47 m.p.h. over the Brooklands ½-mile. To encourage his son's efforts, Mr. de Cordova's father had purchased a four-seater Marshall Arter. When war broke out both de Cordova and Erland Arter joined up but Marshall Arter, a brilliant engineer according to de Cordova's daughter, stayed in England, eventually losing his sanity and ending his days in an institution.

Mr. De Cordova was in charge of the first five tanks to be deployed in the field, two of which were destroyed in the first German attack and were subsequently cannibalised for spares. He rose to the rank of Colonel and in 1915 took four days' leave, to return to England to see what could be done to save Marshall Arter Ltd. Alas, it was clear that it must be wound up, and this was done.

There is a sequel to this. In 1927 the De Cordovas returned to Jamaica to start a business and when Morris was out there appointing agents for his cars he was entertained by them, as they were becoming Morris agents. Probably remembering the 1913 Motor Show, Morris said "Ah, but for the grace of God, our positions might have been reversed". . . . — W.B.

V-E-V Miscellany.— David Rae, formerly Field Service Manager for Dunlop's, has joined Vintage Tyre Supples as their Sales Manager. The ex-John Smythe Type 23 Brescia Bugatti, which apparently hit a telegraph pole at Brooklands before the war, causing damage that necessitated a new chassis frame and front axle, work being curtailed by war, is now being restored in Cirencester and should appear again next year. A Type 44 Bugatti chassis is being carefully rebuilt in Wales and should reappear in due course with a new open body. A reader asks if anyone can tell him about the fate of a Phantom II Rolls-Royce Continental which originally had a two-door Henry Binder body. It was imported into Kenya by a Dr. Walker of Mombasa soon after the war and sold to our correspondent's father-in-law, Mr. B. H. Ryder, who was building a house at Diani for his retirement, so that the Rolls-Royce was given an estate-car body to replace the worn original body and used for transporting building materials, etc. Our correspondent then took it over, in 1960, and used it in Nairobi as a family-car, but gave it away on leaving Kenya the following year. It is thought that it then went to an Italian-owned estate in Kenya, after being rebuilt. The reader, who still has the car's "Flying Lady" mascot, thinks it was a 1930 model, chassis no. possibly GX-18, and it could be identified perhaps by the long spring leaf made from two Bedford lorry spring leaves, and welding of the clutch housing, beautifully done by an Italian firm in Mombasa, after someone had dropped a pair of calipers into the clutch pit, which had been carried round and had nearly cut through the housing. If anyone knows anything of this lost P2, letters can be forwarded.

Yet another memory of Rolls-Royces that were converted into char-a-bancs, to tantalise members of the R-REC, has come in from Denys Axel-Burg, of 30/98, Bugatti and vintage aeroplane enthusiasms. He says he remembers during his boyhood, not only the splendid display of elegant machinery on the taxi-ranks in Salisbury, such as the Vickers-built Wolseleys and 23/60 h.p. Vauxhalls which predominated, but that the Silver Star Bus Company of Amesbury ran not only the usual Leyland Lions and Albions but at least one converted Rolls-Royce Silver Ghost, possibly with a lengthened chassis frame. — W.B.

V-E-V odds and Ends:

News is to hand, possibly, of the ex-Hornsted 3-litre Cottin-et-Desgouttes mentioned in MOTOR SPORT recently.

This car, which ran ineffectually at Brooklands in 1925, its best lap at only 69.85 m.p.h., is thought to have been built for the French touring car races that then preceded the French Grand Prix, these cars taking the first three places in their class in 1925. It was fitted with a modernised Offord two-seater body, and its chassis lowered, in 1935, under Hornsted's direction, he presumably having kept the car for ten years, unless this was a different, 4-litre model. The engine blew up in the 1950s and went for scrap but it was replaced by a straight-eight Stutz power unit, and was advertised for sale in MOTOR SPORT in 1952. It is at present being rebuilt in Wales, the present owner having finally tracked the car down in 1968. Incidentally, our informant is busily getting his 1900C Alfa Romeo ready for the forthcoming rally in Italy in April.

The present owner of the 1928 Bertelli Aston Martin team car LM1, who lives in Canada, would like to know more of the car's past history, he having found it recently in a lock-up garage in Toronto, where it had been since about 1950. The car was driven at Le Mans by Bertelli and Eyston in 1928, maintained by the works until 1929 or 1930, after which it was acquired by S. C. H. Davis of *The Autocar* and used by him until about 1940, the racing body having been replaced at Sammy's request by a two-seater Bertelli body of his design, in 1933. In this Aston Martin Davis covered some 100,000 miles, including winning awards in MCC trials, etc. After leaving his hands it covered very few miles, having been dismantled for most of its stay in Canada. Any anecdotes, photographs, or personal recollections of the car would be much appreciated by our enquirer, and can be forwarded.

We regret to learn that the only surviving member of the Association of Pioneer Motor Cyclists, William Dawson Chitty, died last year, at the age of 95, at the Royal Masonic Benevolent Home at Bury St. Edmunds. Mr. Chitty was a frequent rider at Brooklands, from the formation of the BMCRC in 1909 to 1911, with Frays-JAP machines of different engine capacities and a 270 c.c. Givaudan and a Martin-JAP and in 1910 was the first rider of a 350 c.c. solo machine to lap at over 60 m.p.h., on the Frays-JAP. In 1914 he moved from Buckinghamshire to Ipswich to join Botwood's and in 1925 started his own garage in Mere Street, later becoming a Director of R. W. Chitty Petroleum Ltd. He retired to Southwold, becoming Chairman of Diss UDC in 1942/3.

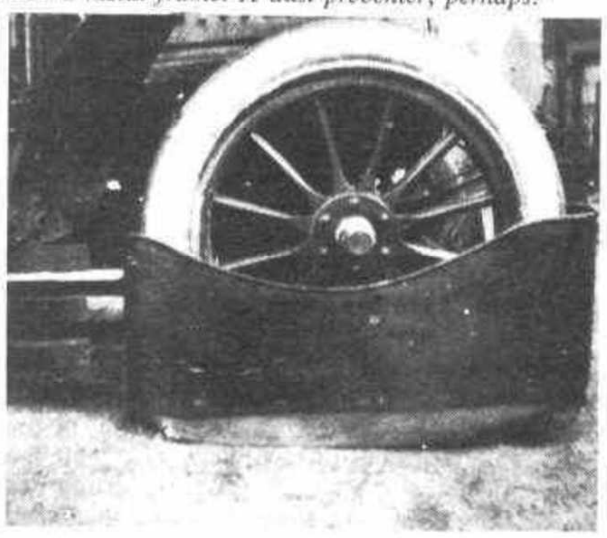
Further to the article "I Worked at Rolls-Royce" on page 274, the writer, Mr. A. J. Atterbury of Derby, tells us that his father started at Rolls-Royce in 1912 and that he owned three Model-T Fords, a 1924 Rover Eight, a 1927 Rover Nine, a 1927 Standard Pall Mall, a 1926 Wolseley Weymann saloon, a Mathis, an open-bodied Peugeot, a 1936 Morris Ten, a 1938 8 h.p. Jowett and finally a 1938 Morris Eight. Mr. Atterbury's brother had a 1912 GN, a 1924 Wolseley Ten and then a 1930 Super Sports Morgan three-wheeler with the 10/50 h.p. JAP engine. Mr. Atterbury himself started in 1937 with a 196 c.c. James motorcycle, and becoming an ardent rider followed this with a 1930 350 c.c. New Hudson, a 1929 498 c.c. Scott, a 1933 350 c.c. Rudge Special, a 1933 "Cammy" Norton, after which he took to a 1927 Aero Morgan three-wheeler with the o.h.v. Anzani engine, and, of pre-war machines, a 1939 Triumph Speed-Twin. Working for R-R during the war he drove various cars on his airfield-to-airfield missions, starting with a 1934 Morris Minor two-seater, followed by 1932 Hillman Minx, a 1932 Wolseley Hornet two-seater and a completely rebuilt J2 MG Midget. When his son was born in 1953 he gave up his sidecar outfit and took to a 1937 Austin 7 Ruby saloon, on which his wife passed her driving-test. This motoring family then owned many more post-war cars, culminating in the present 1980 Ford Escort 1300 Mk. 2 and 1977 Mini, while Mr. Atterbury is restoring a 1956 Bentley SI Radford covertible which has run 174.000 miles from new, for a friend.

THE THINGS THEY SAY. . . .

"The records established by Alfa Romeo under the scrutiny of the CSAI are set out separately and Alfa are wondering whether to apply to the Guinness Book of Records, because they believe that no other motor manufacturer has ever broken so many world speed and endurance records in one attempt." — From a hand-out by Alfa Romeo (GB) Ltd., issued by their Product Manager, Mike Luetchford, relating to 18 records set up recently (subject to FIA confirmation) by *four* of their cars. While we congratulate Alfa Romeo on these new production-car-class records, seven of which were made by one of the cars, Mr. Luetchford, in his reference to making a claim to the "Guinness Book of Records", seems to be very optimistic! What, for instance, of the 32 records established by Aston-Martin at Brooklands in 1922, the 296 records established by Citroën at Montlhéry in 1933, or, if he thinks the claim should include stock-car records, the 108 records made by one Austin A90 under Alan Hess' jurisdiction at Indianapolis in 1949? — W.B.

CURIOSITIES — A reader, Mr. C. S. Ingram of Buntingford, Herts, has sent us these two photos of a set of curious attachments on an early car. He would be interested to hear the comments of any reader who can explain the use of these. They would appear to be made of leather on a metal frame. A dust-preventer, perhaps?





VINTAGE POST-BAG

The "Chain Gang" Replies

Sir,

First I would like to say there is no way the Chain Drive Frazer Nash devotee is going to shun either you or MOTOR SPORT — there is no other magazine which does so much for the Vintage and Pre War racing scene; and long may you carry on the good work. However, I was very sad that your remarks about Frazer Nashes in the last issue of MOTOR SPORT should have been under the heading "Bogus Sports Cars". I cannot believe for one minute that you feel the chain drive Nash was, and is, anything but an out and out sports car. A car that one week can win the Boulogne GP, perhaps next week win a Gold on the Land's End Trial and then proceed to a first in a driving test meeting or go on to win its class at Shelsley Walsh and during all this competition be used as hack transport to go to the office, had no peer as the ultimate sports car. Of course all of this was done by the Anzani engined Frazer Nash during the 1920s.

I find the eccentric remarks concerning Nashes attributed to the very well known VSCC personality very amusing. I too will not mention the name of this 30/98 Vauxhall enthusiast because I have too much respect for him, and value his friendship. However it is not true that the owner of the 3 or 4½-litre Bentley tended to look down on and dismiss the desirable and pleasant 30/98 as not being a real sports car, not having much competition history etc.? Shades of the alleged attitude that Alvis and Lea Francis owners used to have towards 'Nashes perhaps? Could it be that the owners of these fine but somewhat orthodox cars couldn't understand the true extrovert who ran a Nash and perhaps envied the noisy fun and camaraderie that the Chain Gang has always enjoyed.

As far as long distance sports car events are concerned you forgot to mention the Frazer Nash win in the 230-mile long 1925 Boulogne GP, though you did mention the class win in the Production car race at Brooklands. Of course, in the '30s the Nürburg Nash MV 2303 which I have the pleasure of owning, ran in the 1932 German GP but had to retire halfway through due to its bent chassis caused by a collision with a tram in Brussels, as it was being driven to the Nürburgring. Only a real sports car would be driven across the Continent to compete in a GP! This same car finished the 1933 BRDC 500 mile race at Brooklands at an average of 88.8 m.p.h. Also the outstanding performances of the Frazer Nashes in the long and arduous Alpine Trials of the '30s shows they had tough stamina and were proper sports cars.

I look forward to seeing you again at this season's VSCC races.

Rogerscale — CAPTAIN DICK SMITH, Frazer Nash Section, VSCC

[I am sure the Frazer Nash folk are sufficently extrovert not to mind what people think of them, and do not need a publicist — but criticism of their cars is something else! So I am glad I was but quoting a contemporary opinion — and, I hope, made amends last month! As for the Boulogne GP win, it happened before the British had discovered the joys of the Boulogne Speed Week, so Clive Gallop's fine drive may not have influenced public opinion. — ED.]

Mystery Photo

Sir,

Re David M. Landerss photograph, January issue 1983, "An Edwardian Accident". The vehicle appears to be a Commer Luton 3-4 ton 24-26 seater with a Linsey epicyclic pre-selective gearbox, column change.

The chain guards were leather and contained oil.

W. Hallam A. E. HARRISON

"Samson"

Sir,

I was interested in the picture of the Napier "Samson" in the January issue of MOTOR SPORT.

Why are headlamps and a 50 gallon petrol tank fitted? They would not be necessary for the short races at Brooklands in which this car usually took part.

After his 24 Hour Record, Edge said to the Press that an 80 m.p.h. average ought to be possible (his 60 h.p. Napier had averaged 65.9 m.p.h.). Did he prepare to make such an attempt with "Samson"?

Headlamps would be needed only for a record attempt in excess of 12 Hours.

Knotty Green ANTHONY S. HEAL

[Or was it used on the road? — Ed.]

Maserati: FGC 412

Sir,

Following my letter of January 5th, I have today had an interesting phone conversation with Mr. Peter Shaw who was apparently responsible for the Cameron Millar conversion. He told me that they found several Maserati parts at the premises in South London once owned by Roland Dutt, including a back axle which was positively identified as belonging to Chassis No. 3004; there was also a badly patched crankcase which was discarded and many other vital parts, but no chassis frame.

It would therefore seem probable that FGC 412 was broken up for spares, some of which may have found their way into Cameron Millar's or even the Crampton car, or at least held as spares.

Mention of Roland Dutt "rang a bell" and I am now certain that it was he that ran the car at Goodwood not Dan Margulies, my memory was at fault. If that was the Torin car, and I think it must have been, then it had been reassembled. From Mr. Shaw's description of the crankcase they found, it must have had another expensive blow-up.

I have doubts now whether we shall hear any further news of its existence as a complete car, which makes me very sad. I am wondering whether there was something fundamentally wrong with the engine. We had planned to have the crankshaft and con-rods checked for flaws and distortion but this was not done prior to the War.

Truro RICHARD WINBY

Sir,

I found the letter from Mr. Winby concerning the 2.9-litre Maserati, in your January issue most interesting, because by an amazing coincidence, I purchased a 2.9 Maserati which was only partially assembled from Messrs. Fox's Garage of Mortlake in August 1946. I subsequently sold the Maserati to Robert Arbuthnot. I wonder whether this could be the same car? The only thing that seems doubtful is when Mr. Winby says that "It was sold for a giveaway price". I paid around £400 for the car which in 1946 for an elderly racing car which consisted of many boxes of "bits and pieces" with very little future seems, even today, a fair price.

Ferring-by-Sea BRIAN FINGLASS

Sir,

I was very interested to read your comments on p. 40 of the January issue concerning Lt. Torin's 2.9-litre road equipped Maserati and the letter from Richard Winby therein detailing all the events leading up the sad demise of the great car as a result of the war years.

There must be many other stories, which may now never be told detailing the loss of other famous and historic cars resulting from the intervention of the war.

Regarding the revival of the Torin Maserati post war this was almost certainly the car raced by Roland Dutt in the VSCC Seaman Trophies Race on July 12th, 1952 and which is well illustrated on page 374 of the August 1952 MOTOR SPORT. I think the car may also have been entered in some other small club events around this time and was I recollect also being offered for sale by Roland Dutt around these times.

By its rather mediocre performance it would appear that it was not very well screwed together again after Mr. Winby's father disposed of the bits!

I cannot recollect having heard of the car at all since the mid 1950's and it would indeed be interesting to know what became of it.

Congratulations on the continued high standard of MOTOR SPORT.

Amersham PATRICK GREEN

Jowett flat-twins

Sir,

Your reference to the "Sports" Jowett in your article on "Bogus Sports Cars" is not quite accurate in respect of the engine modifications. The detachable heads were used in an effort to produce a more efficient combustion chamber shape which was not possible with the production "monobloc" cylinder barrels. This modification was, in the event, self defeating as during the record attempt the radiator core became choked with wasps, causing a cylinder head gasket to blow. The overheating caused the cylinder heads to warp and the gaskets had to be replaced twice more before the 12 hours were completed.

It could be argued, therefore, that as the standard engine had no gaskets to blow, the record could have been broken by a larger margin despite a slight reduction in maximum speed available.

As a matter of interest, the subsequent engine design carried out by Steve Poole, ex-Singer Motors, bore no relationship to the earlier design other than the disposition of the cylinders, the method of obtaining crankshaft balance, and similar manifold design. It is fair to say that this engine was as close to maximum efficiency that a side-valve design could be with its inclined valves and excellent porting. Pity the valves were not a little lighter. Even the brothers Jowett could not get everything right!

Old Hutton JOHN BOX

Vintage v Replicar!

Sir,

Your article on "Bogus Sports-Cars" was interesting and amusing.

The comments on Replicars reminded me of an incident when ascending a winding hill at a brisk pace in my 2-litre Lagonda (which has given me 21 years of enjoyable motoring). In the opposite direction came a Panther J72 (SS100 lookalike) and we were greeted by its flamboyant driver with wild hand waving (no, the Lagonda was not boiling), and in the second or so before we met, thoughts did pass through my mind, such as you mention, about the tribulations of maintaining and driving a Vintage Car.

We did not wish to appear unfriendly and so I did manage a nod of the head. Looking back this action does appear to have been the correct British compromise, but was really due to the fact that my left hand was holding the steering-rim tight and my right was making certain the gear-lever did not jump out of third!

Please keep up the good work.

Studham RICHARD HAYES

The TT Vauxhalls

Sir,

You may still depend on your readers to supply the correct information! The three cars were registered as follows:

No. 1 NM 1795.
No. 2 NM 1875.
No. 3 XU 5155.

Since numbers 1 and 2 bear Luton registration numbers and number 3 a London one it seems fair to assume that number 3 was registered for road use by Mr. Peter Gurney and not by the works. The car, number 3, was certainly licensed for road use at the time of the 1924 Holme Moss hill climb when it made f.t.d. driven by Raymond Mays. It bore the above number at that event.

Castletown, IoM J. E. HALLAS

[Well, well! — Ed.]

AIR MAIL

The BAC Drone

Sir,

The BAC Drone of recent mention is an interesting machine worthy of more comment. Most notable was the way the aircraft lived up to their name so well, for such was the closeness of the propeller tips to the structure that an incredibly raucous noise was produced: though possibly, at speed in a T-type MG (and under the hood, in December?) you are in no position to appreciate this characteristic. . . .

Robert Kronfeld sought to reduce this problem on later Drones by moving the propeller slightly aft and giving the wings slight sweepback. At the same time, recognising the need for more urge, the 30 h.p. Carden-Ford (a conversion of the contemporary Ford 10 engine) was fitted and the result was the Drone de Luxe. Total number of Drones produced was 33 including two of Indian registration and a "ground trainer" which despite its title was allegedly capable of flight, while there were also two non-flying "penguins" which really were earthbound. It would be interesting to learn if any readers remember seeing these craft in action! It was an easing of restrictions in 1934 which allowed solo flying training, leading to a limited A-licence as outlined in *Air;* and quick to take advantage was Mrs. S. M. Green, a director of British Aircraft Ltd. who taught herself to fly in an early Lowe Wylde in easy stages from taxiing, through short hops to turns and eventual circuits.

While it is true that G-ADUA was the machine used by Col. The Master of Sempill (not Semphill) [yes! —Ed.] for his remarkable flight to Berlin, the honour of commemorating this feat belonged to the similar G-ADPJ which was the aircraft exhibited in Selfridges, and is one of the few Drones to survive today. Another, currently airworthy after recent restoration is Mike Russell's G-AEDB, a rather superior Drone with Bristol Cherub power, which during a display at Duxford last May demonstrated not only its unforgettable noise but excellent handling in a very stiff breeze, although helpers at the wingtips were needed at take-off. An aircraft with the undeniable flavour of the 'thirties.

London, SW17 GEOFF CLARKE

Road Impressions

Austin Maestro

IN the past British Leyland has carved an unenviable reputation for hamstringing fine concepts with poor execution that has blighted its models' chances of gaining wide acceptance in highly competitive market sectors. When the Metro was introduced, however, some of the ghosts arising from the Maxi and Allegro models were laid and the company's most important new car, formerly codenamed LM10 but now christened Maestro, looks set to continue the good work.

Make no mistake about it, the Maestro is crucial to the company's continued progress, for it aims to take sales not only from Ford's best selling Escort but also from the recently announced Sierra. While the latter might have got off to something of a shaky start (by Ford's high marketing success standards) there is no denying that playing Ford at its own game is no easy task.

On paper, though, the Maestro appears well equipped for its role. There's a seven model range which encompasses 1.3 and 1.6-litre power units and a choice of specifications based on a front-wheel drive, five door hatchback theme (with the promise of a "balanced", booted version at a later date). And all models feature innovative engineering allied to stylish appearance and versatility.

Basis of the Austin Rover Group's model line-up is the 1.3 which uses a 68 b.h.p. version of the A-Plus pushrod four, followed by the 1.3L, the 64 b.h.p. economy 1.3 HLE, the 1.6L and the 1.6 HLS, both larger engined models using new R-Series overhead camshaft engines with 81 b.h.p. Then come the range toppers, the high performance MG Maestro 1600, with a 110 m.p.h. speed potential and the luxurious Vanden Plas 1.6.

All models in the range feature independent front suspension via coil springs and struts, with semi-independent layouts using coils and an H frame at the rear; electronic engine management systems including breakerless ignition, electric



AUSTIN MAESTRO Vanden Plas.

thermostatically controlled cooling fans and homofocal halogen headlights. The latter, used for the first time on a British car, employ moulded plastic reflectors which, instead of being smooth are divided into computer calculated facets precisely focused to collect portions of the halogen bulbs' light and project them forward to improve efficiency.

Certain models in the range are also equipped with Voice Synthesis Units which, in the writer's opinion, are little more than a highly tedious gadget. Operating through the driver's radio speaker on Vanden Plas and MG derivatives, the VSU talks to its occupants in dulcet female tones, advising them to "Please fasten your seatbelt" or warning of abnormal running conditions ("Warning, low oil pressure" or "Handbrake on"). Perhaps it you're forgetful or downright thoughtless such a system might appeal, but if you have any pride in your motoring you'll be pleased to know the system can be switched off!

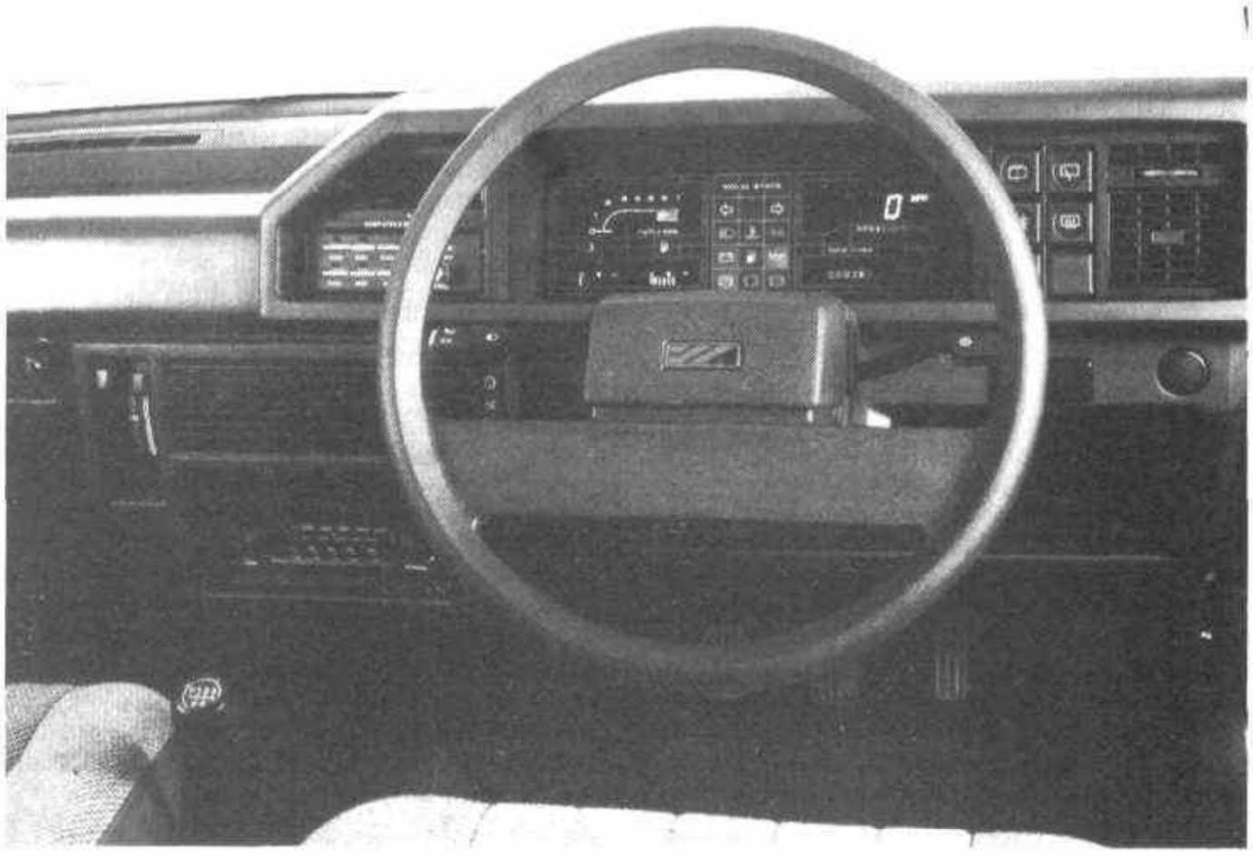
Lest it be thought that ARG engineers have simply selected established mechanical components for the new range, it should be stressed that the power units — one a development of an existing engine, the other an all-new plant — reflect the amount of thought that has been given to the Maestro programme.

The A-Plus engine is fundamentally similar to that in the Metro, having been extensively refined in 1980. However, to provide the correct direction of rotation without recourse to a primary transfer gear, it has been turned round in the engine bay, placing the ignition in a more protected location at the rear of the block (remember the drowned ignition syndrome on early Minis?). Compression is raised to 9.75:1 to realise an 8 b.h.p. increase over the Metro version and maximum torque is now 75 lb. ft. at 3,500 r.p.m. The HLE economy version has revised camshaft timing and special carburettor and ignition calibrations. Maximum torque at low speed is improved and the reshaped power curve now peaks at 5,500 r.p.m.

The new R-Series unit was designed primarily to keep the overall length as short as possible, the siamesed cylinder walls providing a very rigid block. With a 76.2 mm. bore and relatively long (87.6 mm.) stroke the unit is undersquare but benefits by producing low exhaust emissions as a result of a combustion chamber design that has a compact surface / volume ratio. The latter is a modified version of Weslake's kidney shape which has been proved on other ARG engines, with inlet and exhaust ports on the same side of the cylinder head.

Economy has played a prominent role across the range, an onboard microprocessor controlling cold-start mixture enrichment, idle speed and overrun fuel cut-off. The high performance MG engine uses two twin-choke 40 DCNF Weber carburettors mounted on special inlet manifolds to provide maximum power, while standard camshaft timing is retained in the interests of low speed flexibility. Compared to the normal 1.6 the twin carb unit develops 9 lb. ft. more torque (100 at 4,000 r.p.m. versus 91 at 3,500).

In the transmission area, ARG has been unable to justify the cost of developing a new transmission of its own (its engineers sensibly deciding that any new unit would become outdated very quickly, such is the current pace of gearbox development within the industry) and has instead opted for Volkswagen's family of four and



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*MANUFACTURERS CONSUMPTION FIGURES LOTUS EXCEL 2.2 URBAN CYCLE 20 (MPG) (14.1/100KM), 56MPH 36.2MPG (7.8/100KM), 75MPH 29.4MPG (9.6/100KM)
*PRICES CORRECT AT TIME OF GOING TO PRESS. PRICES INCLUDE VAT & CAR TAX

five speed transaxles which can be fitted in-line with the crank in a transverse installation. The technical collaboration with Volkswagen AG has thus provided four transmissions which range from a four-speeder with slightly overdriven top gear for the 1.3, 1.3L and 1.6L models (the latter with a higher final drive), through the 1.3HLE's 3+E unit which has a direct third and overdriven top, to the Vanden Plas and 16HLS's five-speeder with overdriven top. The MG has its own close ratio version with a lower overdrive top. The normal VW gear linkage pattern has been modified slightly to balance the width of the five-speed gate more evenly and ease selection of third.

Performance wise, the range covers a broad spectrum. Slowest is the 1.3HLE with 95 m.p.h. maximum and 14 second 0-60 time, while the MG, as befits its sporting image, records respective figures of 110 m.p.h. and around 9.5 seconds.

Drag coefficients make interesting reading, with the base 1.3 having a 0.38 Cd and the MG, with its HLE style vertical strakes on the rear window, deeper front spoiler, and rear wheel flares bringing this down to a commendable if not outstanding 0.36.

Other features include clear crystal chromatic front indicator lenses which do away with the need for amber covers and help integrate the indicators with the headlamps, and colour matched bumpers à la Porsche 928.

On the road

ARG's press information booklet explains that the interior of the Maestro was designed to accommodate "at least four 95th percentile adults together, with enough adjustment to accept 99th percentile physiques in the front if required". Quite what all that means will remain a mystery to most, but in layman's terms the car exudes a pleasant air of roominess. During our tests at the models' launch in Marbella we were able to sample the MG, Vanden Plas, 1.3HLE and 1.3L models — and came away impressed. Somewhat jealously we ensured we drove a coveted MG first, which was a shame as it transpired, for the first day's route was no challenge to the car's abilities, comprising an easy dawdle along the coast. Nevertheless, it was sufficient to indicate that the high performance Maestro will find many friends among drivers seeking sporting pace allied to saloon car practicality. Engine reponse is crisp and ride taut, although our particular car exhibited a degree of stiffness in gear selection. In fairness, however, it should be said that there were few miles on the clock and the Vanden Plas we tried on the mountain roads to Ronda the following day performed faultlessly in this department.

The VDP responded well to the chase over the tortuous Andulasian range, exhibiting little body roll even when pressed hard into corners and handling with all the safe, understeer-dominated behaviour one comes to expect from a front-wheel drive saloon. Push too hard into a bend and the resultant tyre scrub soon reduces cornering speed, the car behaving with total predictability. On Dunlop's fuel saving Elites the car rode well, transmitting few thumps into the cabin even though some surfaces produced more tyre noise than one might expect. The electronic instrumentation that is standard on MG and Vanden Plas models met with a varied response but we found it worked very well. Other than the mileage recorder the system has no moving parts, an electrical sensor on the gearbox casing transmitting signals via microprocessors to the instrument assembly and vacuum fluorescent displays monitoring speed, engine revs., water temperature and fuel tank contents.

The 1.6 R-Series engine pulls well, but we would have preferred a less pronounced gap between second and third gears, and the engine noise became rather wearing after a while. Over 4,000 r.p.m. the unit sounds strained and by the time the rev. counter nears the yellow band most sensitive drivers would change up rather than carry on to the red sector.

Later in the day we sampled the 1.3L and came away impressed with its willingness to sprint from corner to corner. It's no fireball and it's a lot noisier than the Vanden Plas (as one would expect), but it came across as an honest little workhorse that responded well to a brand of enthusiastic driving few owners would indulge in.

Overall? Relatively short press launch drives are no basis on which to form concrete opinions but the indications are that Austin Rover Group has found the key to producing winning packages. The Maestro, née LM10, could be set to push ARG into the black; given reliability, it deserves to succeed. — D.J.T.



Lancia Gamma Coupé 2500IE

ALTHOUGH perhaps not endowed with the most dramatic range of cars available on the UK market, Lancia has been fighting back gamely over the past few years to surmount their unfortunate reputation for producing some particularly rust-prone models during the 1970s. By dramatically improving the paintwork, trim levels and finish on their cars the marque has gone a long way to re-establishing a niche in the market, providing some worthwhile workaday alternatives to Fiat and Alfa Romeo products at the lower end of their range. At the top of the Lancia range stands the Gamma, both in saloon and coupé form, and we recently took the opportunity of trying out one of the latter machines, now equipped with Bosch L-Jetronic fuel injection to enhance the notably smooth-running appeal of its 2,484 c.c. (102 mm. × 76 mm.) four cylinder, horizontally opposed engine.

Visually this large, distinctive coupé's exterior appeal has been improved with the incorporation of revised grille and stylish spoked alloy 6J × 15 road wheels. The somewhat square-cut lines of this Gamma derivative endows the car with timeless good looks and many enthusiasts feel that Pininfarina's efforts on the Lancia chassis have produced a dramatically more attractive overall package than the four-door saloon.

Inside, although thick carpeting covers the floor and high quality velour is employed to trim the seats and door panels, the general impression imparted by the fascia is somewhat bland and the driving position is a touch on the low side. The flat-four engine bursts into life willingly and without any reluctance or spluttering, delivering its power smoothly and flexibly. The fuel-injection engine develops 140 b.h.p. (DIN) at 6,000 r.p.m., capable of propelling the 3,946 lb. (1,790 kg.) coupé from standstill to 60 m.p.h. in fractionally over ten seconds and endowing it with a top speed of 120 m.p.h. On initial acquaintance I formed the view that the Gamma had a somewhat choppy ride and too much roll for my taste, but the Pirelli P6 rubber gives the car high levels of adhesion, even on a wet surface. Even though this coupé is quite a large machine it proved pleasantly agile on twisting country roads, returning an average consumption of 24.8 m.p.g. during the course of our test. Despite the fact that the driving position is on the low side, the long-throw gearchange was pleasant to use and the positioning of the pedals posed no problem at all. There was some irritating reflection, particularly at night, into the steeply sloping windscreen, but otherwise all-round visibility is of a high order.

As befits a car with a price tag of £11,900 (inclusive of car tax and VAT), the Lancia Gamma coupé 2500IE is equipped as standard with a considerable number of accessories such as electric windows, tinted glass, electrically adjustable door mirror and power steering. Access to the rear seats of the car is imaginatively enhanced by the fact that as the front seat back-rests fold, the front seats automatically slide forward; release levers have been eliminated as the back-rests are freed and locked automatically when the doors are opened and closed.

Unquestionably the Gamma coupé is an attractive car which will appeal to those who crave a sense of individuality without the necessity to "break the bank". Lancia has gone a long way to allay worries about durability, as not only do their products come complete with a six year anti-corrosion warranty, but also with Motoring Membership of the RAC for twelve months for the car's owner plus wife or husband. — A.H.

Ford Escort XR3i and RS1600i



FOR many potential customers, and some inside Ford, the October 1982 public appearance of the Ford Escort XR3i and RS1600i performance derivatives came as something of a puzzle. Previously, if you wanted a performance version of Ford's claimed World best-selling front drive design, you bought the carburated 96 b.h.p. XR3. Now there is the choice of two 110 m.p.h. plus Ford Escorts, both with a quota of spoilers, badges and five forward gears, split by £670 — which is not a lot when you are spending between £6,030 and £6,700. Escorts can easily have their prices further inflated by £1,000 and more when options such as electric windows, central locking and glass sunroof are selected.

Why is there this Escort performance choice? Because the XR3i is a direct fuel injection replacement for the XR3, engineered by the Rod Mansfield-directed Special Vehicles Engineering Group in Britain, and the RS1600i is a Ford of Germany Motorsport project intended for a Group A competition job in international motorsport. Much to everyone's surprise the rorty RS1600i, which does not have some important XR3i equipment such as the larger rear brakes or realigned front struts, is proving a big commercial success in Britain. A direct contrast to its four valve per cylinder ancestors, Escort RS1600 and RS1800, which both had derivatives of Cosworth BDA engine power. Having achieved motorsport homologation for the RS1600i one might have expected Ford to have quietly forgotten about making the car widely available, but in the 1980s profitable lines can never be ignored, however small their apparent appeal.

XR3i: much better

Although the XR3 and subsequent five-speed model set new sales records, Fords specialist engineers tackled three major areas in the XR3i.

The four cylinder c.v.h. engine is equipped with Bosch K-Jetronic injection, a fuel over-run cut-off valve operating above 1,400 r.p.m. The result is 105 b.h.p. at 6,000 r.p.m. and a delightful combination of 115 m.p.h. pace and 27-33 m.p.g. in our hands, slightly better than the writer's Weber-equipped 20,000 mile XR3, and a lot sweeter in the delivery of its power. The engine is now protected by an oil/water intercooler and an r.p.m. governor at 6,500 r.p.m., which cuts in to prevent 0-60 m.p.h. being much below 8s for the governor limits second gear speed to approximately 56 m.p.h.

Other important XR3i changes are to the suspension: front wheel positive camber has been eliminated by a revised front struts manufacturing process, leaving the said wheel in a vertical stance, and the anti-roll bar diameter has increased from 22 to 24 mm. The rear dual rate coil springs, with their very high wheel rates, have also been eliminated in favour of conventional coils. Bilstein dampers have been replaced by Girling monotube, front and rear.

Rear brake diameter has increased from seven to eight inches and the interior has been re-trimmed with a distinct Ghia flavour from Monza velour and Cashmere-coded cloth.

I drove the XR3i over a generous two week Christmas period, and can only summarise my feelings by saying that is was a personal "Car of the Year" for the real World, where one pays the petrol, insurance and parking bills!

Compared with the XR3, the engine remains noisy (I think the injection actually amplifies the resonance just before 4,000 r.p.m.), but the prompt starting and delightful acceleration, with no hiccups in any gear between 1,000 and 6,500 r.p.m., are an enormous improvement.

The suspension is not a miracle by MG Turbo or Fiat 125/105 TC standards, but now the irritating and restless rear-end bobbing has been eliminated. The XR3i skims around faster corners competently and only encounters problems when asked, via Pirelli P6s, to exit a slow wet corner, or to bite through standing water at speed. I have several thousand miles experience of the Goodyear NCT on my XR3 and would recommend these, plus the RS1600i separate rollbar/compression strut front suspension layout as the ultimate answer.

I did not particularly like the revised trim, feeling it would show dirt and age faster than the praiseworthy resistance to both these destructive elements shown over 20,000 miles by the staff Escort.

RS1600i: exciting, but not so good as XR3i . . .

The RS1600i was conscientiously re-engineered by FAVO personnel at Ford of Boreham to pass the legislative demands of Great Britain following a year of very limited continental appearances with German manufacture and public road homologation only.

Every aspect is modified compared with a production Escort, but it is important to remember that the Germans originally engineered it around the XR3, not the XR3i, thus it first started appearing in continental road tests in summer 1982. The rear brakes remain at seven inches diameter and, more importantly, the servo-assistance unit is moved in traditional r.h.d. manner, whereas on the XR3i it remains in l.h.d. location, the latter giving a very much firmer pedal action. Moreover, the front wheels do have a positive camber, a feature most will remember from Hillman Imps. . . .

The RS1600i engine is very much sportier than its 115 b.h.p. at 5,750 r.p.m. implies. Its sports camshaft really provides power between 4,000 and the r.p.m.-limited 6,500 r.p.m. The limiter really spoils the fun of an engine that Ford engineering chief Ron Mellor originally described as safe to 7,000 r.p.m. As on the XR3i a Bosch K-jetronic mechanical injection system is used, but an annoying feature is that the usual Escort speedometer "idiot economy" lights have been hitched up so that both illuminate whenever the fuel is shut off on over run. This really is a night nuisance — and resolving the matter with sticky tape merely obscures the 70 m.p.h. legend! Works engineers tells us its better to simply disconnect the device via the snap connectors provided!

The suspension changes centre on the use of a transverse aluminium pick-up that carries the front anti-roll bar separately from the additional compression struts, which lead back to provide additional front wheel location. Koni adjustable dampers are used front and rear with lower spring platforms complementary to a ride height that has been lowered nearly an inch.

The gearbox carries an 0.83 fifth gear instead of 0.76, which means a much better chance of attaining the claimed 118 m.p.h. maximum. In everyday terms it means you cruise just below 4,000 r.p.m. for 80 m.p.h. in an XR3i and some 4,200 r.p.m. are required for the same speed in RS1600i. It also means that 125 m.p.h. "on the clock" takes you very close to the 6,500 r.p.m. RS1600i limiter!

More obvious changes include superb ASS bucket seats and new interior trim, again of a plusher Ghia nature, a four-spoke steering wheel of undoubted strength and *larger* diameter than the titchy production item. The seven-spoke alloy wheels are destined to become the Ford sporting style of the '80s: in this case they are 6" broad by 15" diameter, as compared with XR3i's standard steel 6 × 14" (when the price is £6,030) or the £6,155 optional XR3i starting point with 5½ × 14". The test car had efficient Dunlop D4 195/50 VR radials, which replace the original 190 Phoenix continental specification.

Walking around the RS1600i the Escort driver will note that the front and rear spoilers are new (the drag coefficient is unaffected) and that the spats in front of the rear wheel arches and behind the front have been deleted. The test car's lamps were an extraordinary melange of Lucas headlamps, Carello round auxiliaries and Hella supplementary, the latter below the bumpers.

On the road the RS1600i came across as a very different character to XR3i. Driven hard over country roads it twitched enough to draw comment from an ardent BMW driver and I could quite see that the larger steering wheel was needed to keep this exciting little device on the straight and narrow.

The engine has a much harder note than

normal, its mechanical and enlarged valve gear contrasting with XR3i's hydraulic shuffling on idle particularly. The large bore exhaust is noisy over 4,000 r.p.m., but is discreet enough for town use.

Acceleration is positively brilliant in the RS1600i, but on paper you will see little difference over XR3i because of the r.p.m.-limiter, which cancels much of the power unit's extra sporting dash at high r.p.m. Changing from the 90 m.p.h. third gear into fourth the momentum slows, but it is a delight to lose but 600 r.p.m. sliding from fourth to fifth, instead of more like 1,000 r.p.m. for XR3i.

On motorways and B-roads stability against crosswinds is exceptional — and there's also tremendous stability for passengers thanks to those replacement seats, which set new standards of comfortable sporting excellence. Traction was notably good by front drive standards — reminiscent of Fiat's similarly modified 125TC Ritmo — and considerably better than the XR3i.

Conclusion

Both these recent Escort high performance derivatives deserve trial before purchase in this competitive area of the market. The RS1600i is already on an advance order status and is only available from RS dealers: it may well be that Ford have to make more than the 5,000 needed for their sporting purposes. Personally I think it is the car's styling and interior changes that customers are buying, for the road performance is little different (and lot more harshly delivered) than that of XR3i.

As to the XR3i, it is now a worthy all round competitor even for 1.8 Golf GTi. In a Ford range that includes Fiesta XR2 and Capri 2.8i many insiders feel it is now capable of filling the star role: but we have still to drive the Sierra XR4. . . . — J.W.

The VW Golf GTI 1800

THE MAJORITY of people rate the Volkswagen Golf GTi, dating from 1976, as one of the best, if not *the* top small car. Some 10,000 RHD Golf GTi's have been sold in Britain since 1979, and over 330,000 have been produced. Now we have the Golf GTI 1800, which is indeed gilding refined gold. In the former bodyshell, the three-door hatchback, an engine of greater power has been installed, an increase of two b.h.p. but accomplished at 300 fewer r.p.m., and an improvement in maximum torque of 6 lb./ft., but at 1,500 lower r.p.m., over that of the 1600 Golf GTi's engine. It is this better spread of power and torque that has truly put the latest 1.8-litre Golf GTI in a class of its own.

The power and torque increases have been achieved by using a 1½ mm. bigger cylinder bore, 6.4 mm. on the piston stroke, increasing the swept volume by 193 c.c. and incorporating bigger valves, lighter pistons, a new crankshaft with a torsional vibration damper, and other internal changes, and a higher (3.65 to 1, against 3.89 to 1) final drive. The result is a captivating little car, of very significant performance. It retains the former five-speed gearbox and otherwise is much the same as the Golf 1600 (or 1500, as VAG call it) — until you drive it!

At first, emerging into the dusk and the London snarl-ups, I felt the little VW to be a thought rorty — fierce clutch, fast sporty tick-over, sports-type bucket driving-seat. This impression soon evaporated, as I discovered how very smooth the transverse 81 x 86.4 mm. (1,781 c.c.) four-cylinder overhead-camshaft fuel-injection engine is, in spite of its 10 to 1 compression-ratio, 112 (DIN) b.h.p. output at 5,800 r.p.m., and its delivery of 109 lb./ft. torque at only 3,500 r.p.m. It really is a remarkably smooth power-unit and quiet with it, at fast cruising speeds, and can be revved safely to 6,300 r.p.m. What is more, the improved torque characteristic enables it to pull away in fifth gear from below the legal town speed-limit (1,500 r.p.m.), so that one normally uses only that, normal top and third gear most of the time, engaging the two remaining lower gears in the box only for motoring in earnest, after starting off. The clutch has a rather long travel, which I noticed even though I tend to drive at far less than the full arms-stretch position, but with care it engages smoothly and any "kangaroo take-off" is obviated. The gearbox was a trifle notchy unless the clutch was fully depressed but was otherwise a delight to use, as its ratios (3.48, 2.12, 1.44, 1.13 and 0.912 to 1) are so well related.

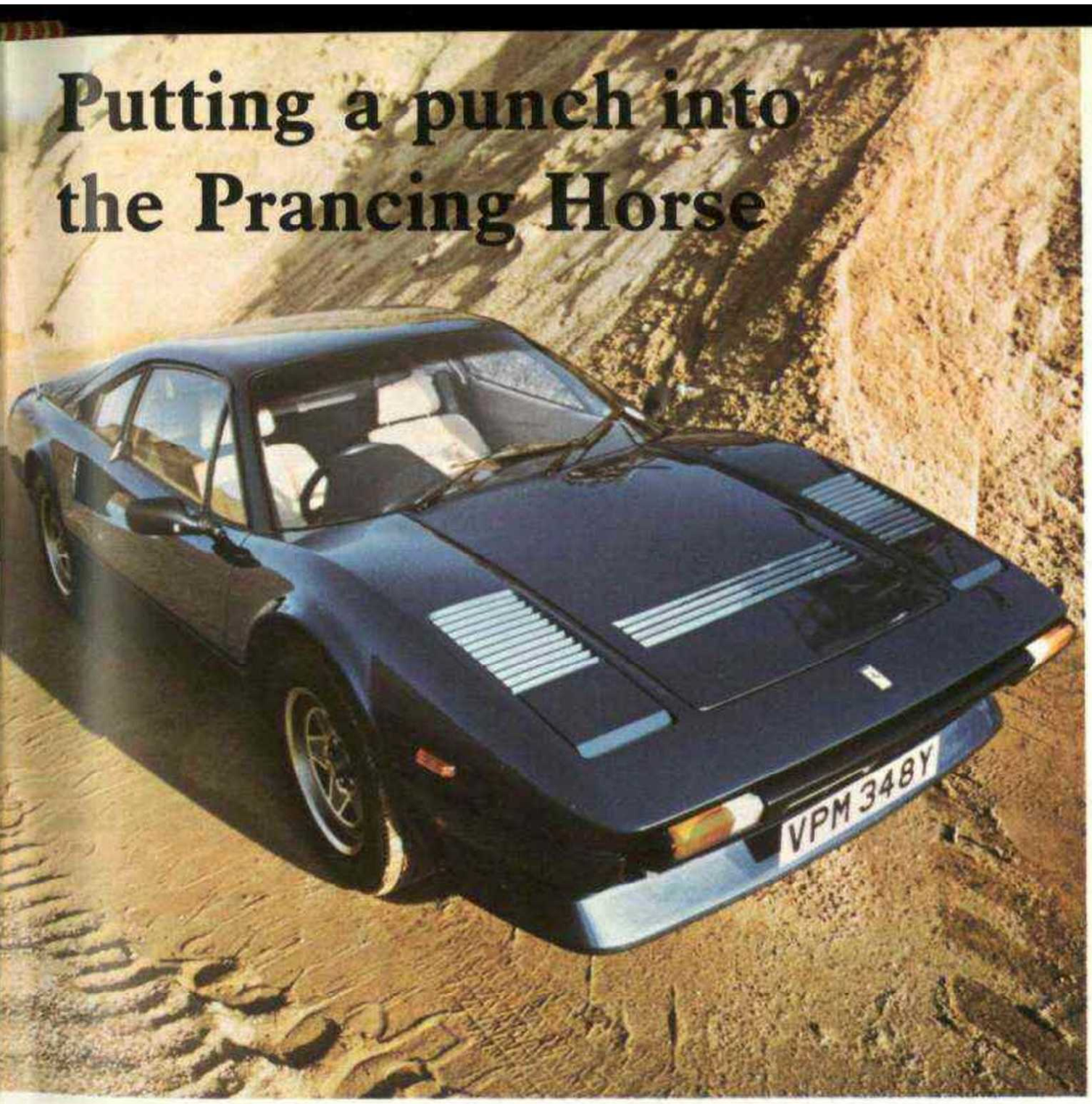
As for performance, so smoothly and eagerly delivered, what can I say? It was not possible to check for absolute top pace, but you can put it at some 115 m.p.h. On accleration, here was a very compact 1.8-litre car that would out-pace many far bigger ones, doing 0-60 m.p.h. in about eight seconds for example, topping the performance aspirations of such as the Renault 5 Gordini Turbo, the Alfasud TiX, the Colt 1400 Turbo, the Fiat Strada 105TC, the Volvo 360GTL, the BMW 316 and what have you, apart from being faster than these and just about as economical. Marvellous!

From a personal point of view, this made a day's journey of over 330 miles from Wales to the English Midlands and back to look at some pre-war motor-racing photographs an easy accomplishment, and it was noticeable that with four adults in the VW the excellent handling was not one whit impaired — mark you, those in the back hadn't much footroom. The return run embraced traffic running through fairly congested towns, a good deal of Motorway driving, two brief stops, one to refuel, and then fast stuff along deserted Welsh A-roads. That the VW Golf GTI was able to average in the region of 48 m.p.h. overall, at a fuel consumption of 33.7 m.p.g. is a measure of the abilities of this excellent little hatchback. The cornering is predictable, with very little lean, and in this context it is significant that Volkswagen contrive a good ride from their rear suspension, when Ford and to a lesser extent Vauxhall have (until the former's Sierra) never been good at this. Only when accelerating hard did the Fulda 175/70HR13 Rasant Steel 411 radial ply tyres of the test car lose front-drive grip, while the understeer is very mild and does not embarrass the somewhat low-geared (3.3 turns, lock-to-lock) manual, rack-and-pinion steering, which is light with excellent castor-return.

The driver is held securely by the rally-type seat, and all the former good and less-good Golf aspects are unchanged, including the ugly steering-wheel with its four horn-pushes. The fascia contains the Motormeter speedometer and tachometer, the latter with fuel and heat gauges. The 1800 cruises at 3,526 r.p.m. at 70 m.p.h. in fifth gear. After switching-on the ignition little lights flash for a time and then go out, to indicate services in order, and there is a neat computer panel which will apparently tell you what your journey time, journey distance, average speed, m.p.g., oil and outside temperatures are, by pressing a button on the end of the r.h. control stalk. It also incorporates a memory-bank, for recording up to 6,200 miles, etc., I never got this right, perhaps because of inadvertently depressing the button when using the screen-wipers, and as another tester found the computer's fuel-consumption readings optimistic, I preferred to ignore it, but its easily-read, non-dazzle digital clock was appreciated. Less so was a tiny light that came on if it thought you were being unsparing of petrol — I did tend to drive to its ministrations, with a little coasting as well, but it can curb the delights of extending to the full this very lively 1800 Golf, which can improve on the acceleration of the 1600 GTi model by as much as 1.8 sec. from 50 to 70 m.p.h. and by 2.7 sec. from 60 to 80 m.p.h., in fifth-speed, for instance. In normal fast driving, however, the "econ" warning is not particularly inhibiting, but the needle that swept back and forth across the dial calibrated from 25 to 55 m.p.g. when you were in fifth gear, I also ignored. As an aside, I note that the golf-ball gear-lever knob, rather rough to handle, is retained, a nice touch of Teutonic humour. Nor did I like the screen-washers which did not clean the base-area in the driver's line of vision. On the other hand, what could be more convenient than a wash-wipe response to a flick of the r.h. stalk (turn-indicators and flick dipper from the l.h. stalk) and rear window wash-wipe by pressing on the same stalk? This underlines the fact that this latest Golf GTI is a very convenient fast car to drive. It has the expected Golf amenities of easily-read instruments, a well-sealed body asking for a window to be opened for easy-closing of its doors, nicely contrived door handles, effective door "keeps", plenty of stowages including a lockable lid to the cubbyhole, useful rigid door pockets, a notably steady-reading fuel gauge accurate even down to the gallon or so of petrol left at the red warning mark, a lockable fuel filler-cap, and Hella headlamps good on main beam, less good when dipped. There was too much wind-roar in the region of the near-side door, however. The ride, as I have said, is very good indeed for a small car, comfortable in spite of obviously stiffish suspension, which did not quell a modicum of float once or twice over undulations, although this is of no consequence at all. Indeed, this is a beautifully balanced little car in which to put up good average speeds. For its type the heater (with three-speed fan) works well, and the services beneath the prop-up rear-hinged bonnet are all accessible, as is the VW 12-volt, 54-amp. / hr. battery.

Overall consumption of 4-star was 33.5 m.p.g., a very commendable figure considering the performance available, the nine gallon tank giving a practical range of some 300 miles. The vacuum-servo disc/drum brakes have a rather long pedal travel, but are otherwise perfectly satisfactory. It is this splendid, effortless performance that makes this THE outstanding small-car, for it goes like a little racer yet has little of the punchy, detuned rally-car aspects that might have gone with it. The Bosch fuel-injection ensured a prompt hot or cold start, and there is almost nothing to fault. At a whisker under £6,500 and that without some of the equipment most users will want as extras, the big-engined Golf GTI costs more than some cars in this class, but you get excellent value if you enjoy driving, and alloy-wheels, rear seat-belts, front air dam and two external mirrors, both adjustable from within, are provided. Servicing intervals are now at 10,000 miles. VW have, with this newest Golf, showed, once again, how best to play the small-car game. — W.B.

Putting a punch into the Prancing Horse



AGGRESSIVE and functional: the 308GTBi is an impressively finished, well-equipped two-seater coupé which more than adequately upholds the Maranello image for high performance road machines.

FERRARI 308GTBi QUATTROVALVOLE

"QUATTROVALVOLE" proclaims a discreet little legend on the rear of the latest Ferrari 308GTBi, one of the few outward visual signs that the smallest of Maranello's delectable road coupés is any different to its forbears which have been a regular sight on the roads of Europe for more than six years. When D.S.J. assessed the original, carburated 308GTB within the pages of the December, 1976, issue of MOTOR SPORT, he didn't quite damn the car with faint praise, but he did make it very clear that he felt that the marque's endearing idiosyncracies "seem to have been discreetly swept away by the dead hand of Fiat." Those who'd enjoyed the delightful little Dino 246GT, which seemed to become happier and happier the more it was revved, initially professed themselves to be quite happy with the 308GTB, even if the standard of workmanship applied to this two-seater coupé failed to reach the standards expected from a £12,000 motorcar. But with a reputed 255 b.h.p. available at 6,600 r.p.m. and 209 ft./lb. torque at 5,000 r.p.m., there was no doubt that it was an exciting car to drive. Unfortunately, the necessity to fit fuel injection, partly to comply with emission control requirements for the United States market, later saw the power output stifled to 214 b.h.p. (with a corresponding drop in torque), slicing the best part of 10 m.p.h. off the car's top speed and dampening its appeal to those who'd experienced the original machine.

Slightly under two years ago MOTOR SPORT tested the Mondial 8, two-plus-two central-engined coupé which was then quite new on the British market. It was the writer's first experience of the Ferrari V8 engine, only the 4.4-litre Daytona V12 and Dino 246GT V6 having previously come his way for road test purposes. We were impressed by the Mondial, of that there is no question, but once over 5,000 r.p.m. one was definitely conscious that the acceleration was tailing off and by the time 6,000 r.p.m. had been reached (just under 125 m.p.h.) it really was beginning to be a bit of a slog to ease any extra speed out of it. At the time the Mondial's claimed top-speed was in the order of 150 m.p.h. and we remarked that we didn't really feel that an example straight from the production line would be good for more than 140 m.p.h. Only when we tried the comparable 308GTBi, with its newly fitted cylinder heads, did we realise that we had been missing out quite badly and that there was rather more to the latest V8 Ferrari than simply the addition of the extra inlet and exhaust valves.

The bare facts of the matter are that the "quattrovalvole" now produces 240 b.h.p. at 7,000 r.p.m. and 191 lb./ft. torque at 5,000 r.p.m. from its 81 x 71 m.m., 2,927 c.c., 90-degree V8 engine. The Ferrari factory's latest brochure makes the point that it has applied a lot of its F1 "know-how" to the development of these cylinder heads (which are also added to the Mondial's specification, incidentally) and since the design and engineering work was carried out at Maranello it's not difficult to imagine the bespectacled Mauro Forghieri taking an interested glance over the road car engineers' shoulders from time to time as work progressed on these alterations. It's also interesting that, as a parallel to the four valve head development, a turbocharged 2-litre V8 version has also been developed, the capacity reduction achieved by a smaller bore while retaining the same stroke. This machine unfortunately is only marketed in Italy, where peculiar tax laws heavily penalise any car over 2-litres: a shame, because we would like to have compared it against the four-valve 3-litre V8.

As we said, it wasn't simply a case of slapping on a four valve head and leaving it at that. A great deal of thought went into such things as the shape of the combustion chambers, the volumetric efficiency and revisions to the water-cooling passages. The compression ratio has been increased from 8.8:1 to 9.2:1 and the heads are fashioned from an aluminium / silicon alloy. Valve seats are of a purpose-made special cast steel, valve guides are of tellurium copper and the exhaust valves of nimonic alloy, already well tested by the marque's F1 engines but now employed for the first time by Ferrari in production road car engines. Bosch K-Jetronic mechanical fuel injection ensures a crisp response from the transverse-mounted V8 engine which, as before, drives through a notchy, adequately precise five-speed manual gearbox mated to a dry single plate mechanically operated clutch.

Since we tested that original 308GTB in 1976, other aspects of Ferrari's production engineering have also improved. The finish, both of the body and the interior, are dramatically improved and the paint finish is of a lustrous quality, even though our test car was an appealing dark blue rather than the blazing red true Ferrari buffs would more fully approve of. The tasteful blend of light tan and black leather in the snug two-seater cockpit complemented the external high standards and there was no trace of the irritating rattles or water leaks which have been referred to by 308 testers in the past. As we noted at the time of the Mondial 8 test, a tremendous amount of attention has been lavished on the Ferrari's finish and it is this factor, allied to the V8 engine's delightful blend of performance and flexibility which makes the 308GTBi and its similarly engined stablemate such a realistic alternative to BMW, Porsche and Mercedes-Benz for use in everyday motoring.

Any driver over six feet tall will find that headroom is pretty limited inside the 308GTBi and the writer reckoned he could do with about half an inch more on the rearward adjustment of the comfortable seat which offers just enough support without being excessively firm. But this is a minor complaint. Far more irritating was the fact that the tinted anti-dazzle strip blending into the upper edge of the gently sloping windscreen tends to "chop-off" a tall driver's forward vision. There is also an annoying reflection from the instruments into the screen which becomes much worse at night when all the warning lights on the fascia are projected upwards into one's line of sight. We and others commented on this back in 1976, so it's a shame that this rather elementary problem hasn't been rectified.

All such ergonomic grumbles fade away, however, once you turn the key and fire up the V8 engine into willing action. Starting from cold in



INTERIOR: a tasteful blend of light tan and black leather helps enhance the snug cockpit (above). Below, the rear view of the 308GTBi is both purposeful and good looking.



SMALL BOOT: behind the transverse-mounted 3-litre V8, Ferrari has provided a small, zip-up luggage compartment.



the mornings requires one to keep well clear of the throttle pedal lest the engine become flooded with fuel, but once the V8 has warmed up it will start at the first turn of the key. The Ferrari's five speed gearbox is controlled by the familiar notchy change running within the evocative open metal gate with which Maranello enthusiasts will be so familiar. First gear, away from the driver and dog-legged back towards the left, is a giant pain to engage, and the change from first to second gear needs a well-practised mixture of firmness and caution. If you hurry it unduly, second just doesn't seem to want to engage: if you're too gentle, then the spring-loading seems to take over and literally flicks the lever out of your hand as it comes out of first. But second to fifth, in a conventional "H" pattern, proves to be no problem at all. In fact, apart from moving away from standstill, first isn't really needed at all: the 308GTBi will pull from walking pace in second gear and the engine's tremendous flexibility enables one to dribble along in second and third in the middle of London's stifling rush hour traffic. One is aided in this task by a splendidly light and smooth clutch operation, contrasting with that on the Mondial 8 two years ago. In fact the pedals seemed all perfectly placed to my mind and heel-and-toeing was simplicity itself, even for those who like the lazy way and simply roll the side of their right foot off the edge of the brake and onto the throttle.

My colleague D.S.J. found the steering wheel too small for his taste and other short people may agree with him that it is angled too sharply. However, that's where being tall helped. From my point of view the wheel size and position was absolutely perfect, although the rim's proximity to the padded fascia cowling meant that my knuckles rubbed against that padding whilst swinging the wheel through the "twelve o'clock" position. Unlike the Mondial, the 308GTBi doesn't have a steering column instantly adjustable for length although Maranello Concessionaires tell me that the wheel is adjustable for rake — but this is a job for the workshop, not simply an instant adjustment for the owner. Although the instrumentation is comprehensive, the speedometer and matching rev. counter surrounded by oil pressure, water temperature and fuel contents gauges, they are not as clearly calibrated as one would like, particularly with the instrument lighting turned on. Oil pressure runs consistently at 85 lb./sq. in. and water temperature at 160 degrees. A word of warning, however: don't trust the fuel gauge. It was still flickering above the empty stop when the 308GTBi spluttered to a standstill in a traffic jam, its tank almost bone dry. Fortunately we were within sight of a garage which accepted the most convenient and appropriate credit card so this didn't turn into the drama it might have done.

This all independently suspended, four-wheel disc braked Ferrari, running on its Michelin TRX 205/55 VR390 radials, offers a well balanced ride which is just sufficiently taut to provide excellent handling without being harsh enough to impart a bumpy ride for the occupants. It's probably not *quite* as good as a Lotus Eclat, for example, but certainly doesn't have that characteristic "coarseness" by which most Porsche models can be identified. Like so many high performance cars it felt smoother and more responsive the harder it was driven. At low speed the steering feels somewhat dead and distant from the road wheels, but the faster one presses the 308GTBi, the more fluid and enjoyable the whole package becomes.

Continued on page 304

For radio lovers and tape fans.



Part No. 427. Output power max: 16 watts per channel. Output power RMS: 12 watts per channel. 5 slide controls covering: 60Hz, 250Hz, 1KHz, 3.5KHz, 10KHz. Frequency response: 50-8,000Hz. Wow & flutter: 0.35 RMS. FM sensitivity: 5dB at 108MHz. MW sensitivity: max 20dB. LW sensitivity: max 34dB. Size: 178mm(w) x 140mm(d) x 44mm(h).

Around **£99**

For radio lovers and tape freaks.



Part No. 426. Output power max: 16 watts per channel. Output power RMS: 12 watts per channel. 5 slide controls covering: 60Hz, 250Hz, 1KHz, 3.5KHz, 10KHz. Frequency response: 50-10,000Hz. Wow & flutter: 0.35 RMS. FM sensitivity: 10dB at 106MHz. MW sensitivity: max 20dB. LW sensitivity: max 34dB. Size: 178mm(w) x 140mm(d) x 44mm(h).

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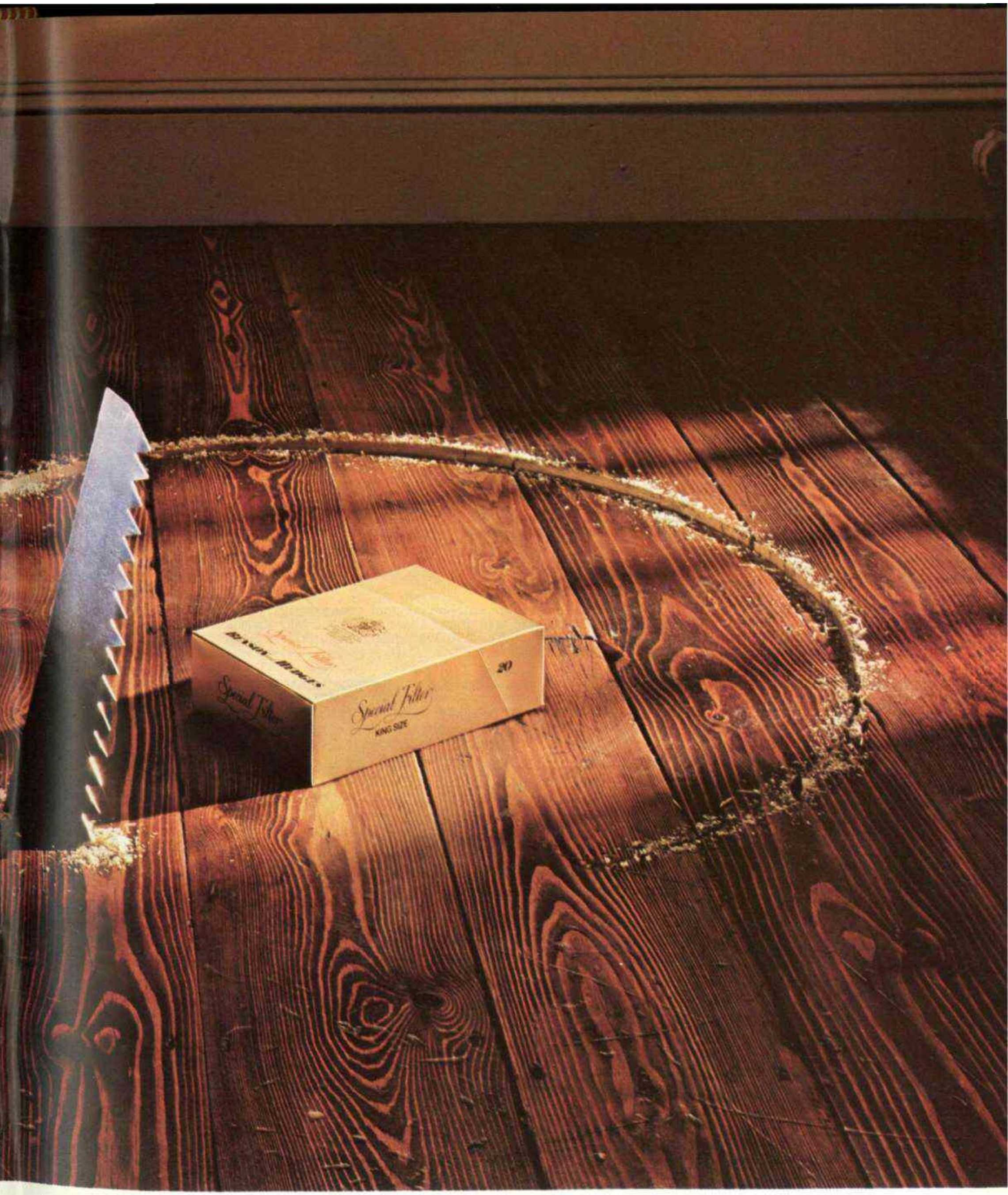
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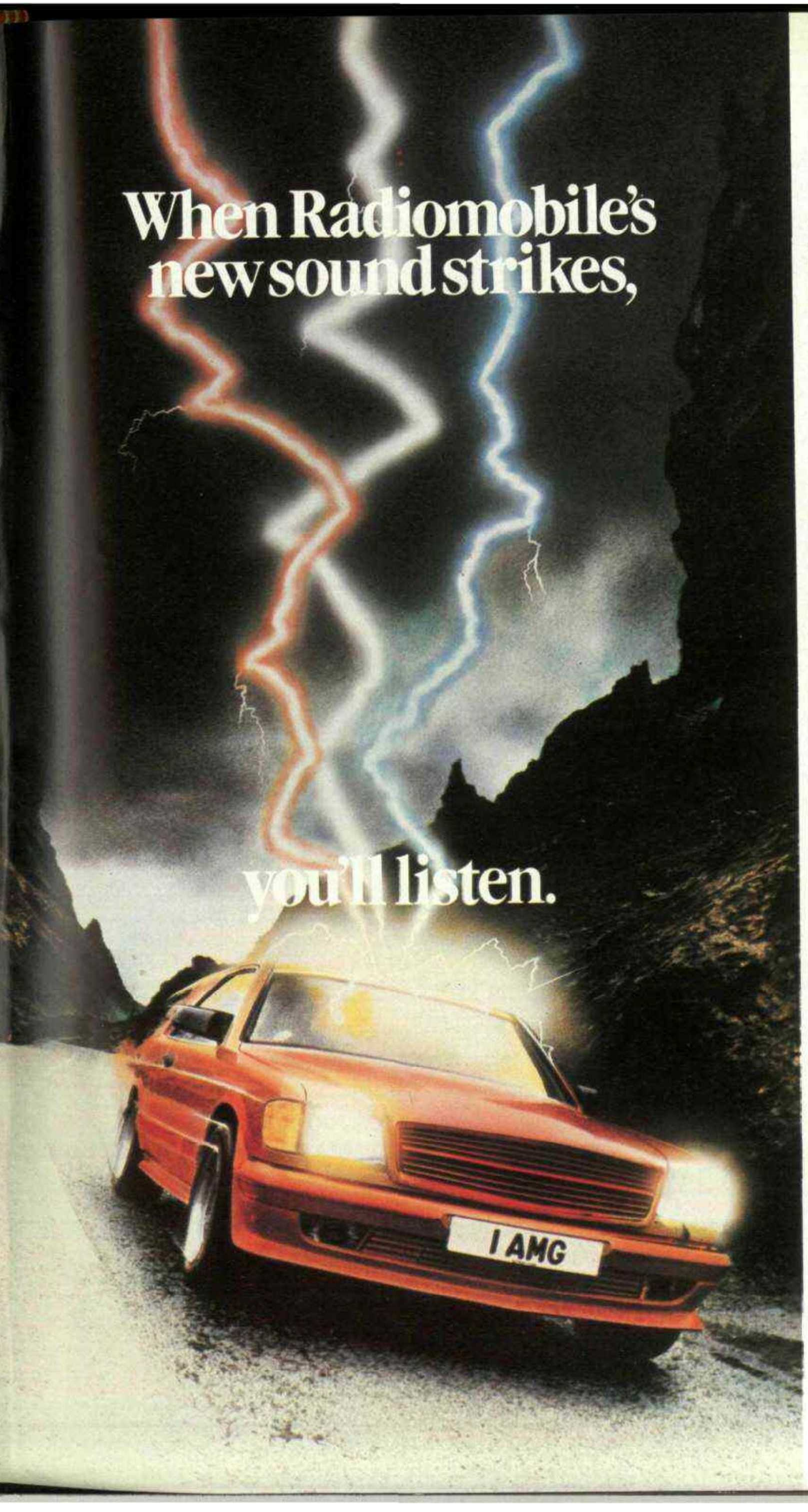
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SWEDISH RALLY — HONOURS for Audi — the German firm scooped the pool, taking the first four places in this snow rally. Hannu *Mikkola's Quattro was first home, with team-mates Lasse Lampi and Michèle Mouton in third and fourth places.* Second, however, went to Stig Blomqvist after an exciting drive in the new 80 Quattro (above). Surprise of the event was Kalle Grundel, Golf GTi (below), whose spectacular driving brought him fifth place.

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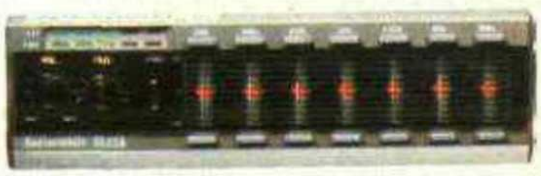
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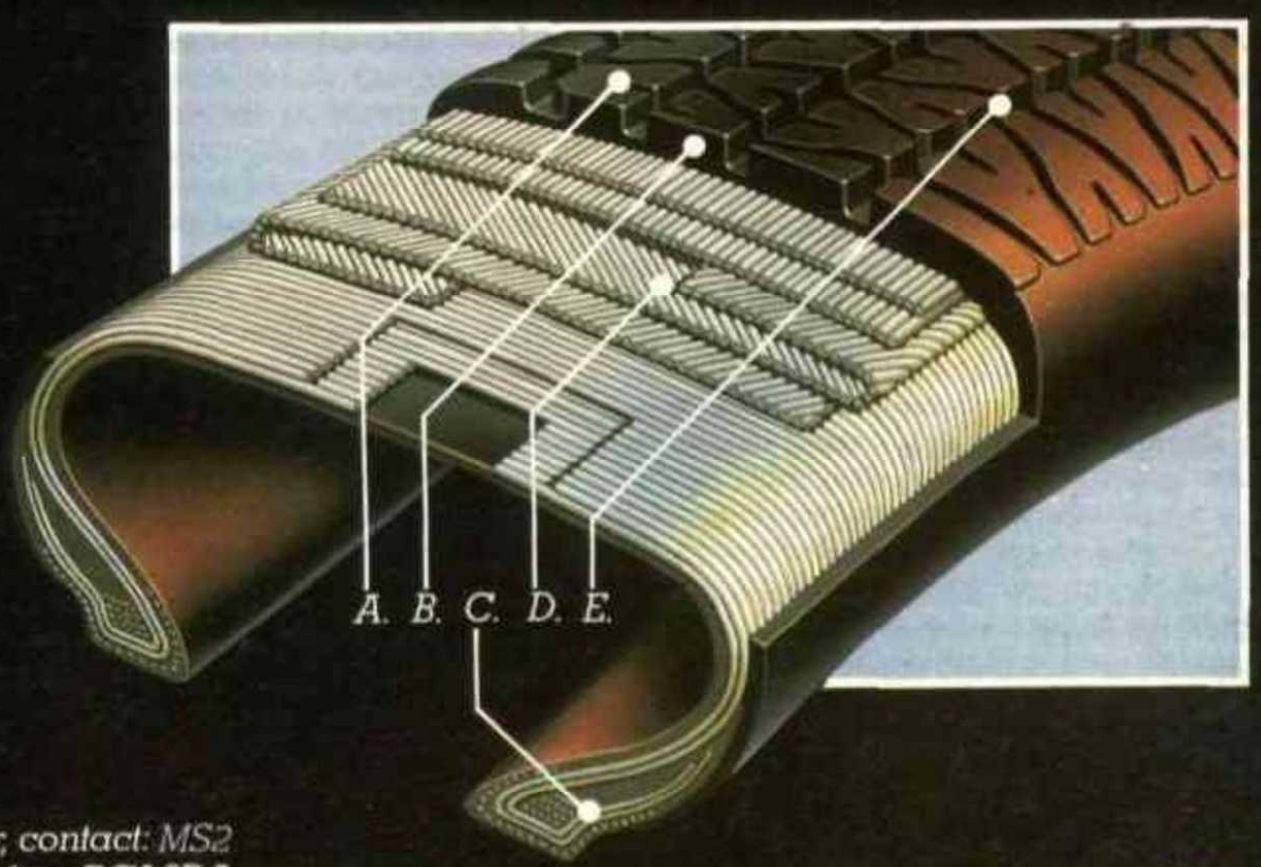
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AT HOME in his new Lancia, and on the dry roads, Walter Röhrl was on top form, quite unassailable and won comfortably ahead of team-mate Markku Alén in a similar car.

Monte-Carlo Rally

YORKSHIREMEN would liken it to apple pie without the cheese, Welshmen to the Llanelli rugby posts without their *sospan* cappings, whilst Scots would probably mutter darkly about kilts without their sporrans. The latter are essential parts of the former. Separated, they become meaningless, and many will consider this to have been the fate of January's Monte-Carlo Rally, its essence destroyed by the absence of that vital ingredient, snow.

In years long past, the object of what was a decidedly uncomfortable but challenging means of journeying to winter sunshine was merely to get there, and the absence of snow in those days would have been disastrous. But tyres, cars, and perhaps even those who drive them, have all improved tremendously since then, and just to get over the mountains is now no contest at all.

Special stages, rather than the overall journey, were employed to provide a winner and, alpine weather conditions being as changeable as they are, a whole new and complex technology has slowly evolved to provide competitors with the best possible equipment to deal with a stage that might be dry on the upslope, covered by snow on the summit and completely iced over on the descent.

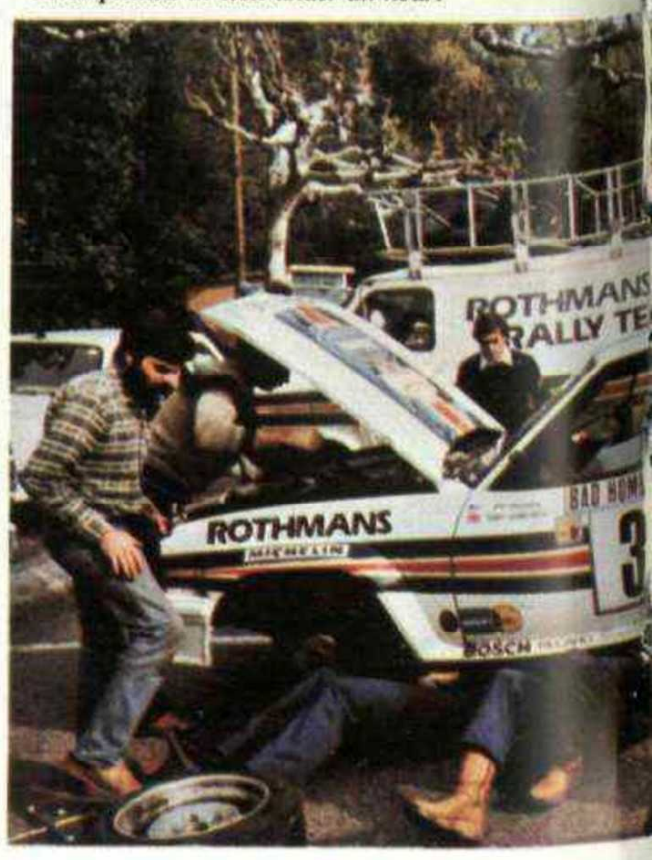
The vital piece of equipment, of course, is the tyre, and there are so many variables in size, compound, tread pattern and studding preferences that it is not at all easy to decide which combination is best for any particular stage. The choice is always the drivers', but very often they don't agree, and drivers in the same team, driving exactly the same type of car, may choose different tyres for the same stage.

During practice, drivers can only base their pace notes on the roads themselves, not what happens to be on their surfaces, so a team's tyre stock must include every variable for every possible weather condition, and that is a headache for any team manager, especially as studs are best left to settle in their beds for some weeks before being put to use.

Every team engages ex-competitors, or those "unemployed" for this particular event, to act as advance scouts, providing competitors with road surface information as up-to-date as possible so that they may decide which tyres to use. These ice-note crews, as they are called, also mark precisely on the pace notes of their competitors the exact nature and location of every slippery patch. One icy bend on an otherwise dry special stage presents the greatest hazard of all if the driver doesn't know about it in advance. The challenge of the unknown is no longer present, of course; on rallies such as this everything is planned, perfected precision, and that solitary ice patch receives red-ink prominence on the pace notes so that the driver can be warned in good time.

The prospect of a heavy snowfall must have been uppermost in Audi minds, for four-wheel-drive traction would have been of immense advantage on slippery, hilly, twisty alpine roads. But it was largely dry, and many were able to predict with confidence that the winner would come from the Lancia team with their light, rear-engined, supercharged two-seaters. It was more like a Coupe des Alpes than a Monte-Carlo Rally, and power and handling became far more

ARI VATANEN wasn't quite on form, but he still managed fifth place despite being slowed by a sticking valve and having his cylinder head changed — a job accomplished in well under an hour.



important than traction.

Although the entry list was numbered all the way to 262, the bulk was made up of privateers still keen to experience what is left of Monte-Carlo glamour. Works teams were not exactly numerous, Lancia having three cars in Martini colours, Opel three Asconas in Rothmans colours, Audi three Quattros, Renault one R5 Turbo and a supported second, and Nissan Europe one new 240RS.

There were new faces in new cars, of course, as usual on the first event of the year, and the Lancia squad was the multinational trio Röhrl, Alén and Andruet. It was Röhrl's first event since returning to the Fiat group after winning the World Championship last year in an Opel Ascona. His newly acquired Marlboro sponsorship surprised many who thought that he was opposed to anything to do with cigarettes. He did resent carrying Rothmans insignia last year, but this was because they were backing his team, not him personally, and he was getting no financial advantage other than his Opel contract fees. This year, he gets these fees (probably higher than before) plus whatever he has managed to negotiate from Marlboro so he is more satisfied with the arrangement. He dislikes the sordid business of sponsorship, but he accepts it as a means of providing him with a very comfortable income. And as a very important bonus, he really likes the car he has to drive!

Opel's trio were Vatanen, now having given up his loyalty to Ford throughout the period that they had no car for him to drive, Toivonen and Frequelin, the latter having moved from the Peugeot / Talbot stable. The three Quattros were driven by Mikkola, Mouton and Blomqvist, the lone Nissan 240RS by Salonen and two R5 Turbos by Ragnotti and Saby.

British privateers were few, Lord / Gormley in a Talbot, Newby / Parker in a Reliant Kitten, Price / Thomas in an R5 Turbo, Williams / Greenland in a Talbot and, as part of a cosmopolitan team of Alfasuds, the girls Louise Aitken / Ellen Morgan and Ruth Hillier / Mary Fullerton. The only British professionals taking part were the two Ulstermen Fred Gallagher and Terry Harryman, the former with Toivonen and the latter with Vatanen.

The style of the Monte-Carlo Rally has been unchanged for years, the organisers clinging to



STIG BLOMQVIST began by taking the lead, but even he could not stay with the Lancias and settled for a creditable third in his works Quattro.



the original but now out-dated multi-start system which only had a point when the downward journeys were significant. This year the converging point was at Grenoble, where one would have expected some semblance of order at the spacious Alpexpo Centre, formerly the Winter Olympic Village. Instead there was a shambles as competitors, service vehicles and spectators all snarled up in chaos, causing delays and loss of valuable rest time before the evening restart.

The combined journey to Monaco that Sunday night was through six stages, the first over the Col du Granier, the second over the Chamrousse, the third over the mountain from Sechilienne, the fourth over the Col de Manse, just North of Gap, the fifth over the Col des Garcinets and the sixth starting at Entrevaux and ending with a trip *down* "The Chute" to Pont des Miolans.

After more rest in the daytime, the main chunk of the rally began late on the Monday night, with stages at Entrevaux, Laborel, Burzet, St. Bonnet-le-Froid, St. Jean-en-Royans, St. Barthélémy, Les Savoyons, Jabron and Les 4 Chemins, to name but some of the Monte classics.

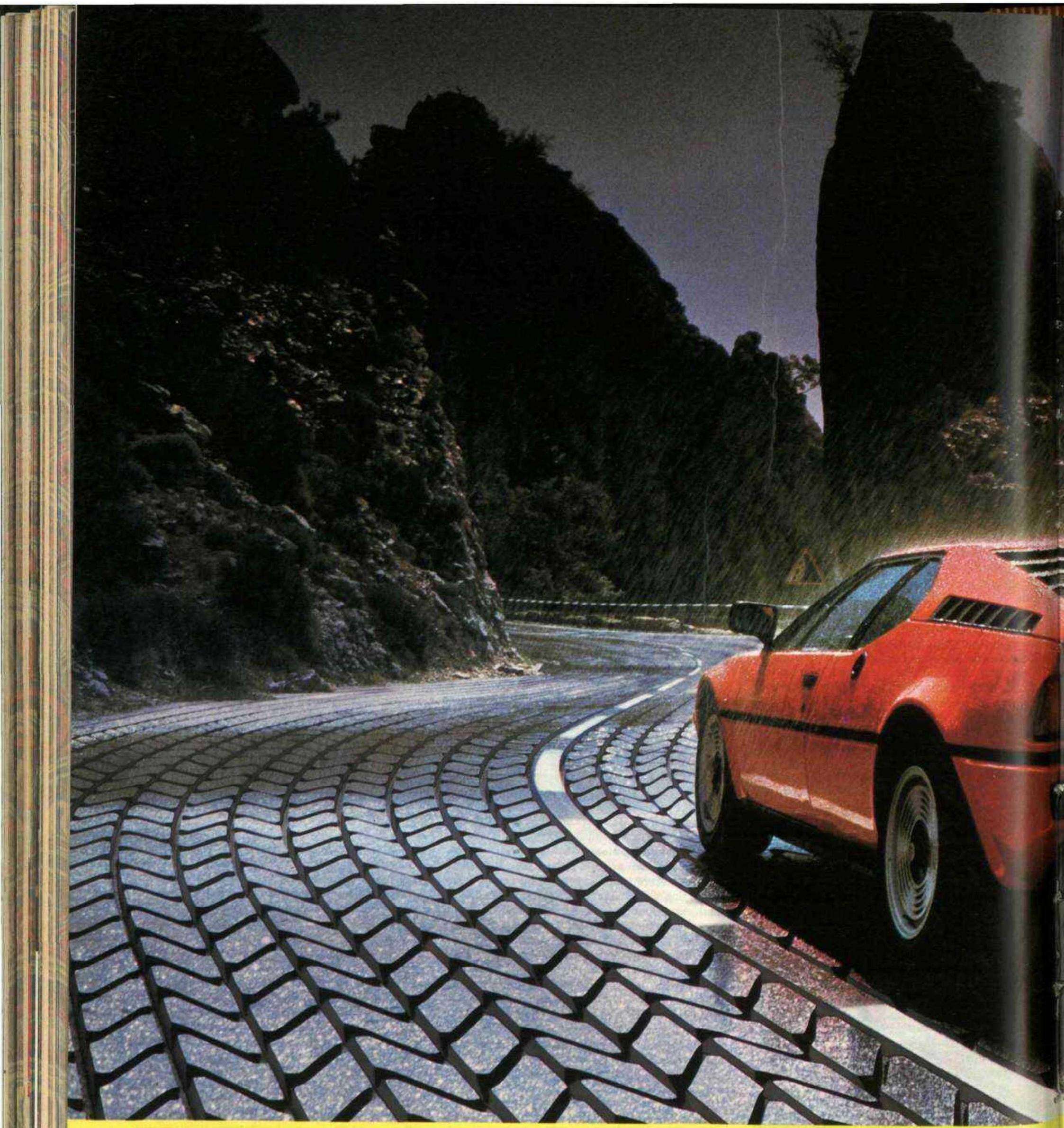
Unlike the days when road sections were so tight that pace notes were necessary, the going nowadays is pretty slack, and journeys between stages were pretty boring. A necessary evil, unfortunately, because the organisers may only use stages which local authorities permit, and they are invariably few and far between.

After another rest from Wednesday afternoon to Thursday afternoon, the final night ran twice through a loop of five stages, the Col de la Madonne, the Col du Turini, the Col de la Couillole, the high road through Ascros from Puget-Theniers and the Col de la Porte.

After the shambles at the Grenoble control, which didn't do much to inspire confidence in the organisation, came the three stages in the Grenoble area. All were topped by resorts at which skiers in their thousands had enjoyed the afternoon sunshine, but all the snow was on the slopes and there was hardly any at all on the roads, so well had they been salted.

But the Chamrousse stage began with a few kilometres of ice so thick that anyone taking slicks

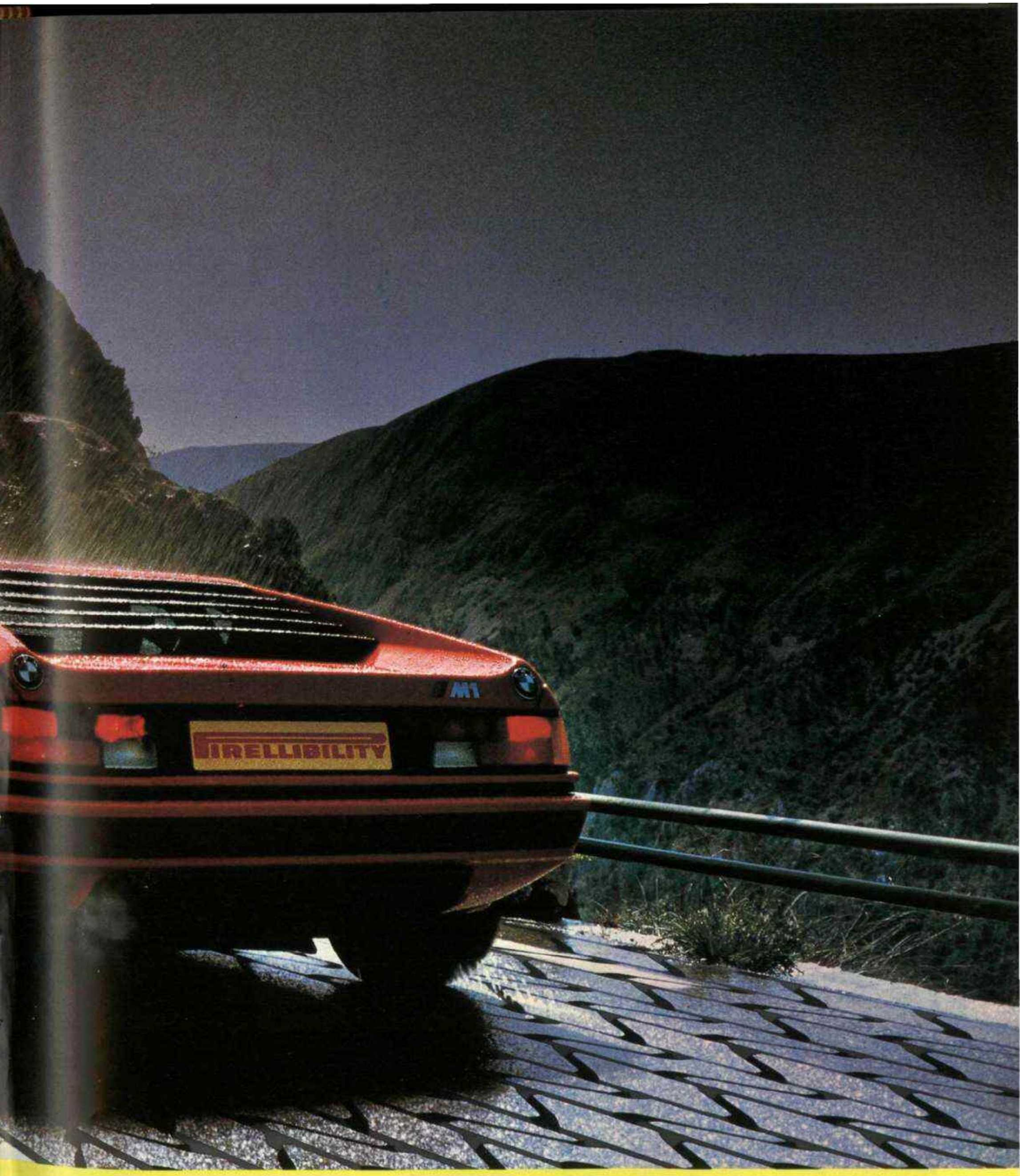
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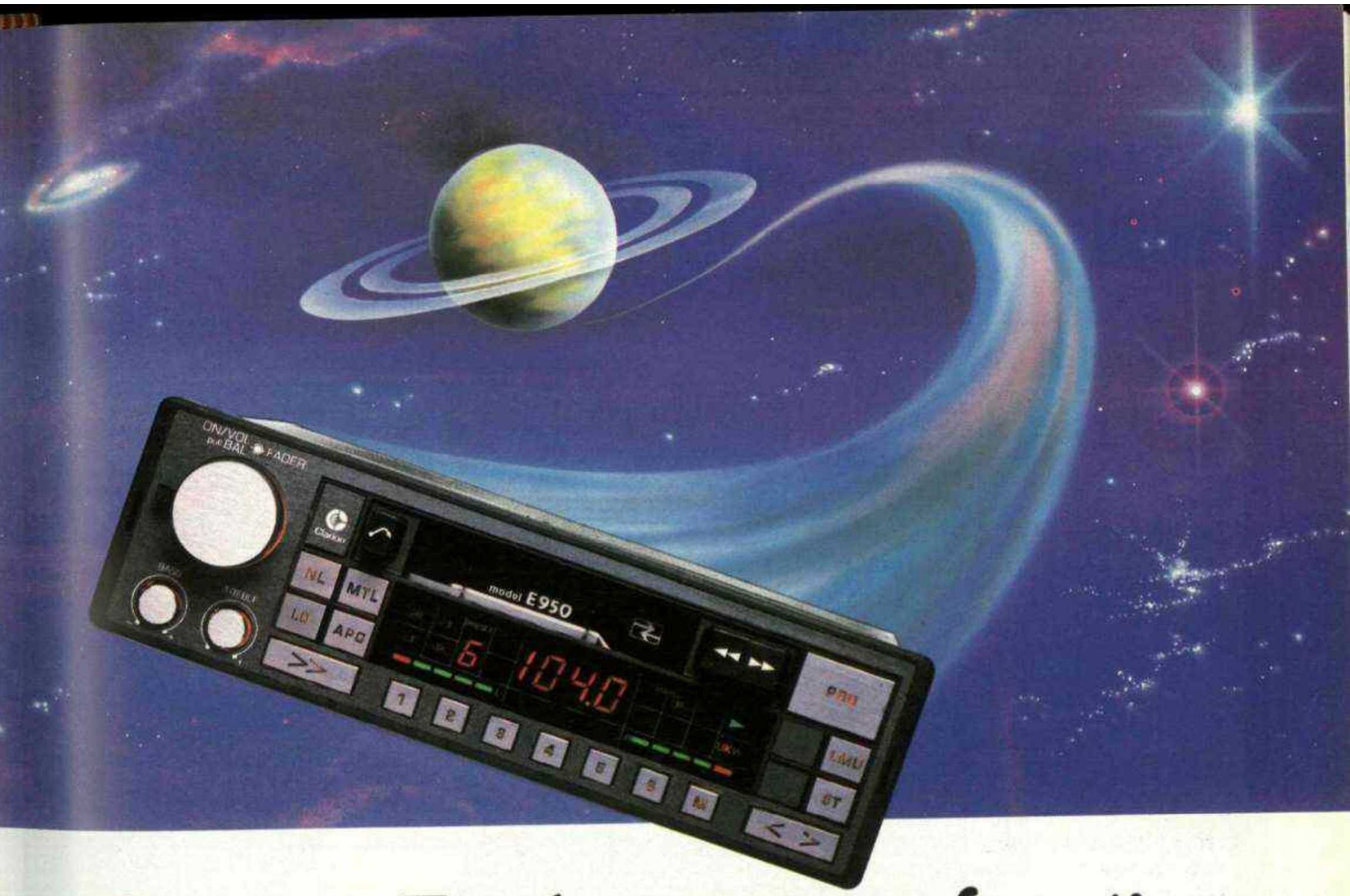
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MONTE CARLO RALLY THE indefatigable Jean Ragnotti jumps his R5 Turbo (above) across a corner on his way to seventh place, whilst Timo Salonen (below) does likewise, but not as high, in his Nissan 240RS. Spectators were often stupidly positioned, but not quite as stupid as in some countries just further south.

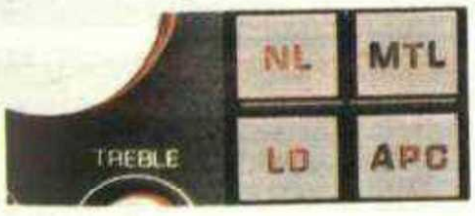




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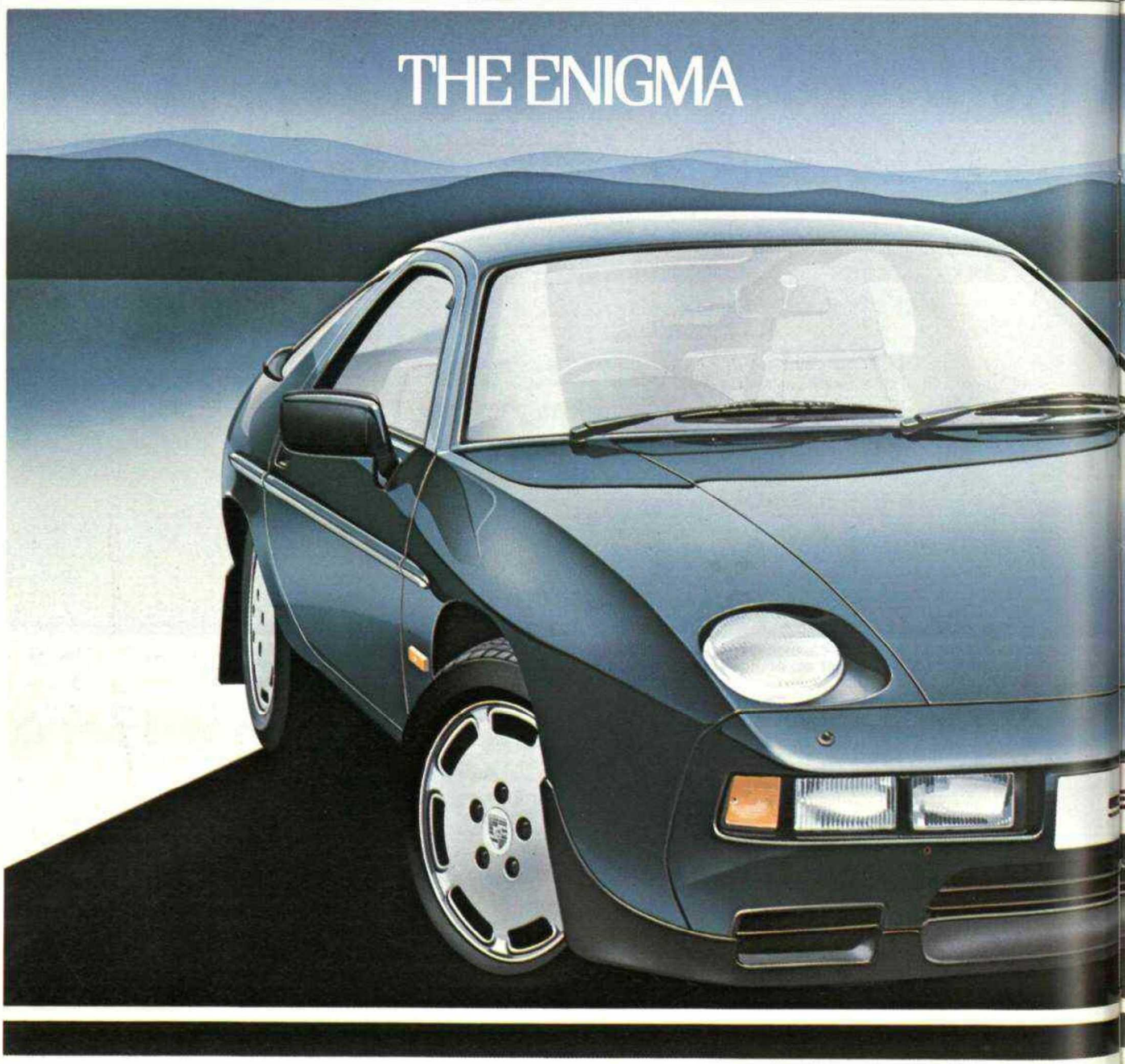
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THE ENIGMA



No other supercar raises eyebrows or question marks quite like the 928S. For this, the undisputed principal of a peerless family, continues to elude definition.

But then throughout the years Porsche's development engineers have always shown scant regard for the conventional. Whether their skills were being applied to moving man in his buggy across the surface of the moon, or to the preparation of yet another total success at Le Mans, the team from Weissach has consistently steered away from the obvious.

Which is how it was with Project 928.

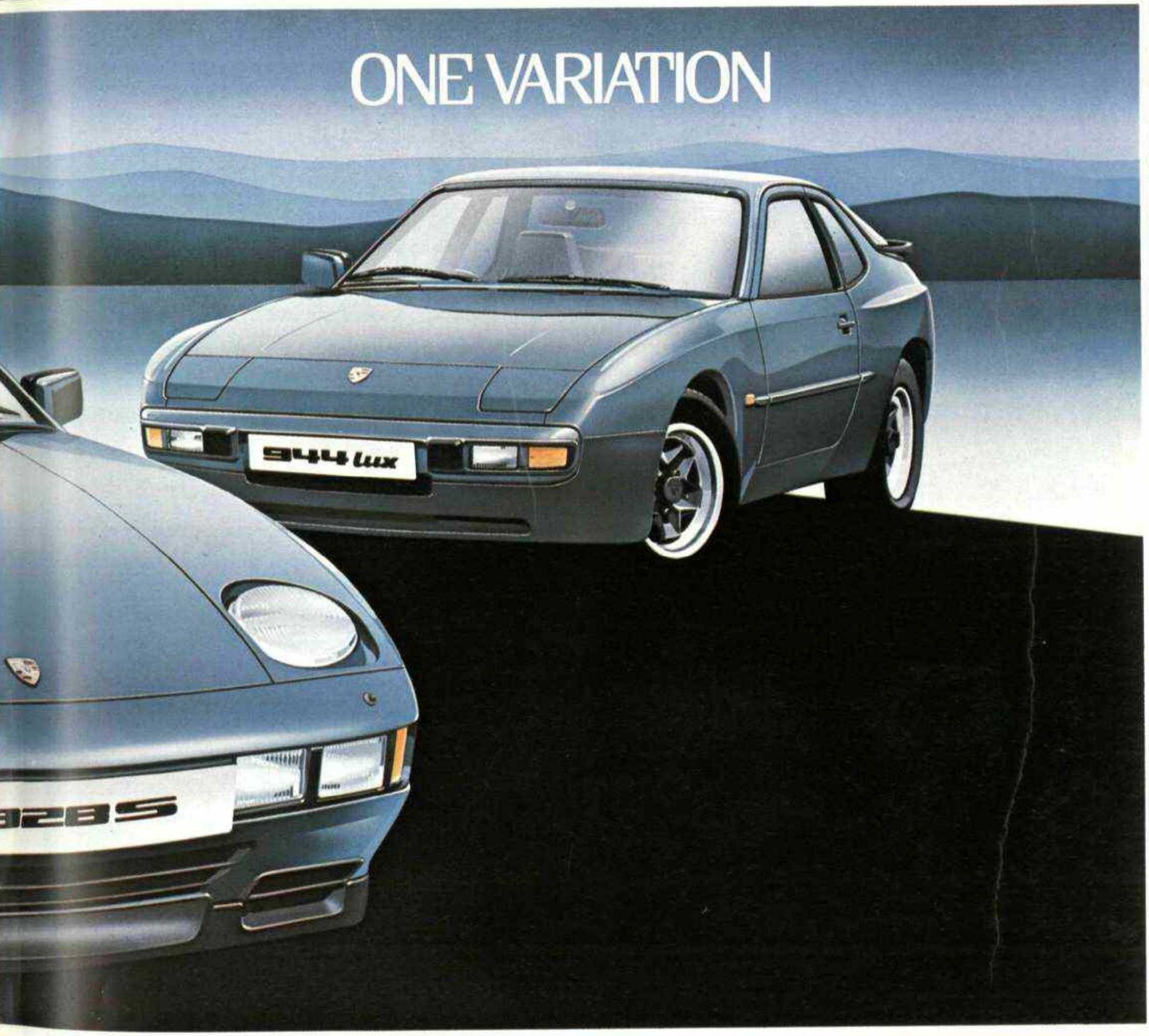
A synopsis of the design brief read: "Produce the ultimate example of luxury high performance motoring; combine that with total safety, exemplary manners, style and everyday practicality."

Which, of course, is exactly what they did.

And then, in response to those first raised eyebrows and the controversial accolade of 'Car of the Year' which greeted its launch, they, as Elgar 80 years before them, said: "The enigma I will not explain."

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ONE VARIATION



PORSCHE

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"Effortless originality... the only true originality."

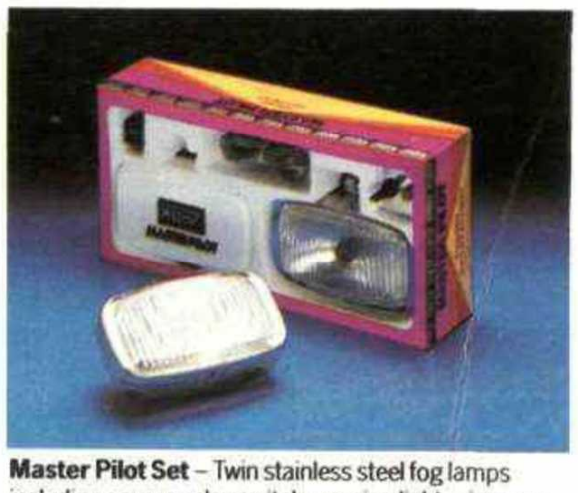
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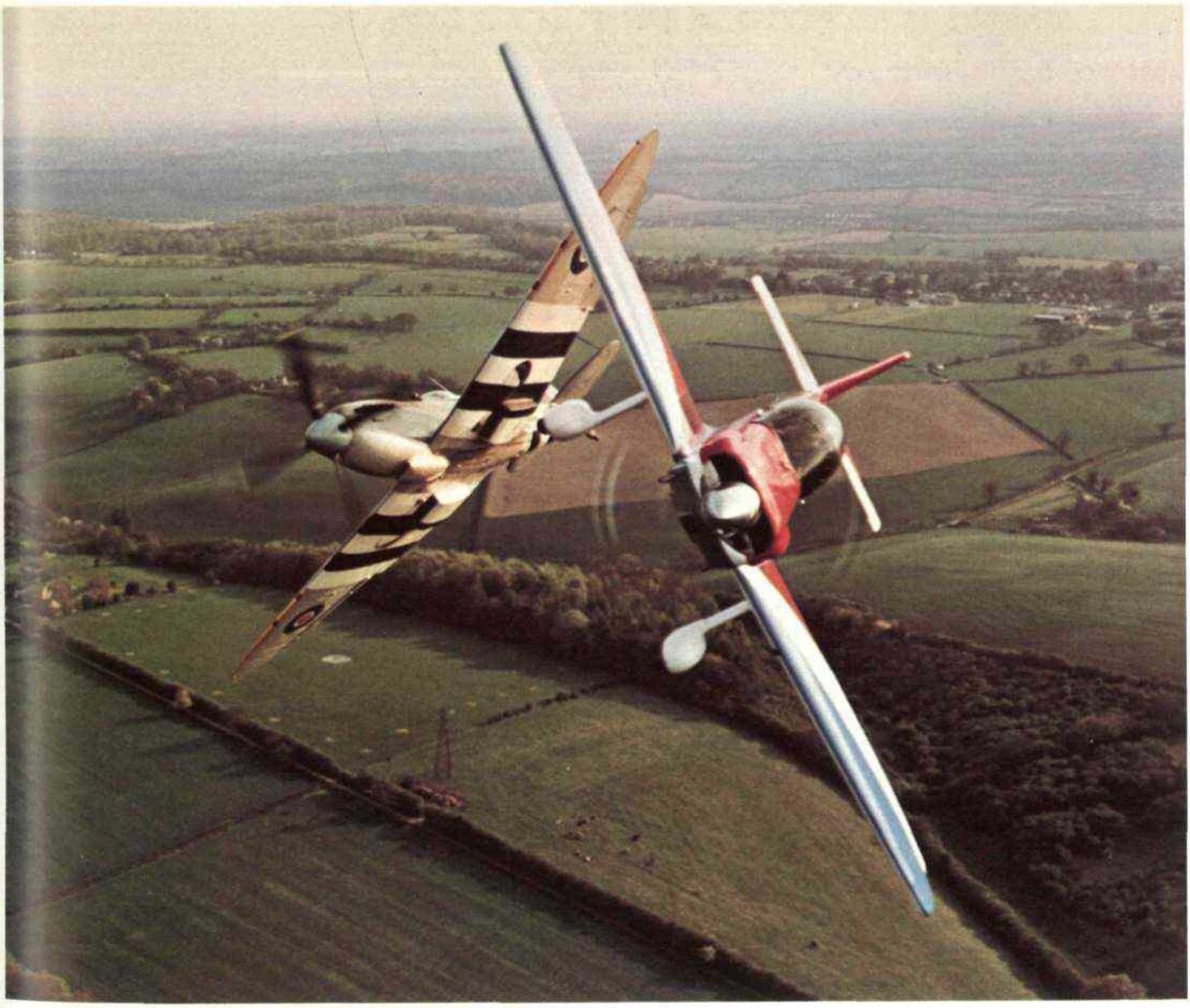
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QUALITY BEGINS AT HOME



THIS excellent photograph by Arthur Gibson shows Ray Hanna, flying Adrian Swire's Mk. 9 Spitfire, make a close pass with a CAP 20, flown by Tony Bianchi.

The Aladdin's Cave of Booker

We look behind the scenes at Personal Plane Services

SPECIALISATION, at one time very much the way forward, seems to have become the victim of expansion. Traders want to trade in anything with a profit margin, Boots have long given up being just chemists and we know of one filling station which sells, among other things, corn-cob pipes and contraceptives.

In aviation it's not quite the same. Diversification is costly and margins can be so fine that the chances of recovering an outlay, let alone making a profit, are very small indeed. Most people seem to stick to the things they do best, unlike supermarket giants who cast envious eyes towards the profits of their smaller neighbours.

But there are exceptions, and one company which makes a point of stressing its ability to tackle all manner of aviation projects is Personal Plane Services of Wycombe Air Park near Booker in Buckinghamshire. Let's make it quite clear that this is no trawler of the air, casting its net towards every kind of fish. They are really specialists in the unusual, with talents spreading across a wide band of aviation activity.

Personal Plane Services was formed in 1947 by the late Doug Bianchi, one of the great characters of British aviation, and within 10 years he had joined forces with Patrick Garland, pilot, racing driver and entrepreneur, to build a British version of the pretty French aircraft, the Piel Emeraude.

The Garland-Bianchi Linnet, as it was called, was built under licence at White Waltham, and had a Volkswagen engine and wings very like those of the Spitfire. It's no longer made, of course, but its descendants, the CAP 10 and the more powerful and agile CAP 20 manufactured by Avions Mudry, are still imported by PPS which is now based at Wycombe Air Park.

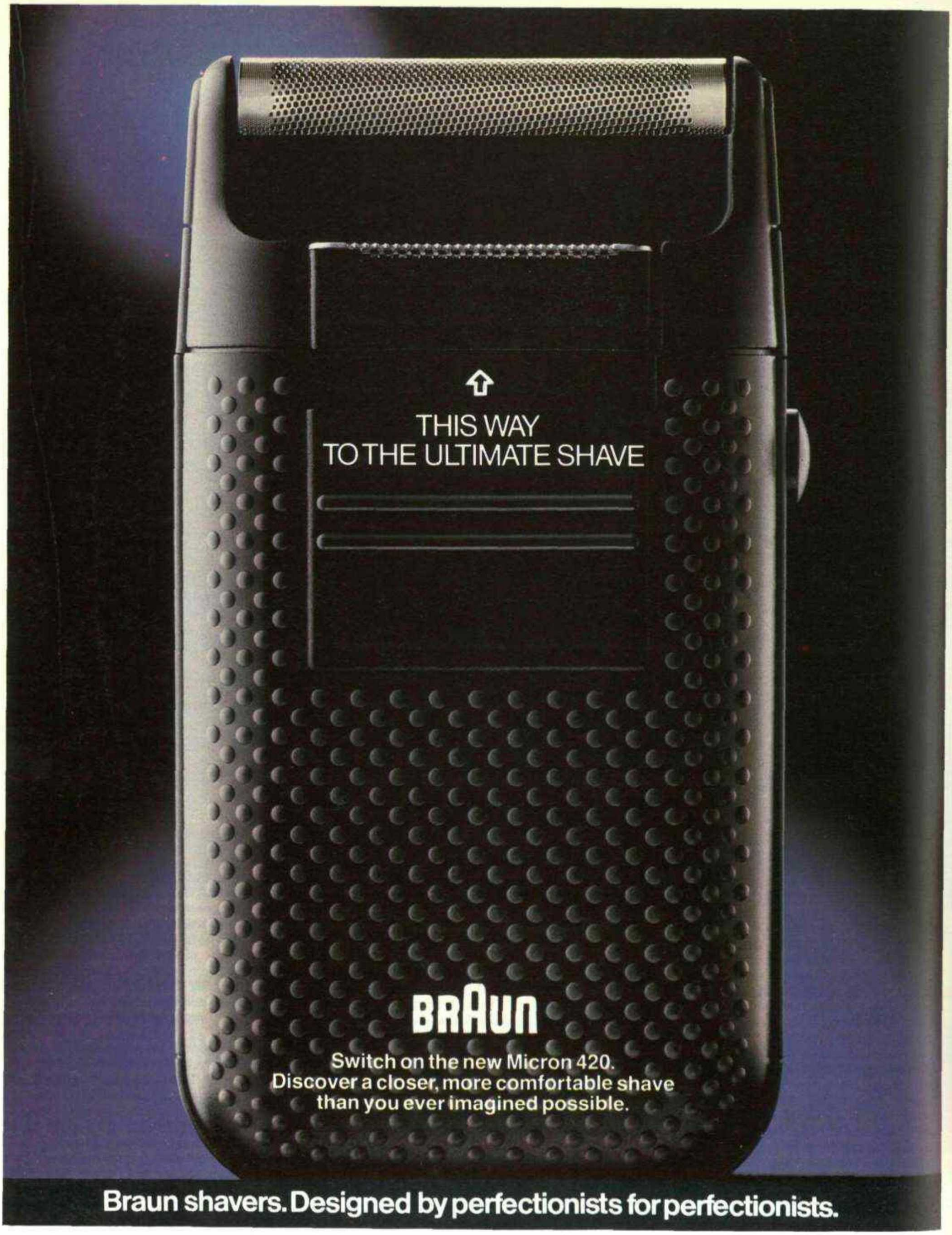
Importing, selling and servicing the two-seater CAP 10 and the single-seater CAP 20 is just one facet of the company's activities. Doug Bianchi, alas now dead, had a fascination for old aircraft and spent much of his effort and energy on their preservation in flying condition. His enthusiasm rubbed off on his son Tony, who now runs the company with his mother, Edna. Their dedicated staff might, at any time, be working on restoring a Spitfire, building a replica triplane, servicing a customer's Yak, loading up in readiness for a flying display or preparing a CAP 10 for dual aerobatic instruction.

Tony Bianchi learned to fly at While Waltham, and it was a natural progression to take to aerobatics in the CAP 20. There is now an aerobatic training school at Booker, and the CAP 10, a side-by-side two-seater, not a tandem, is ideal for this work. It is fully prepared at the factory, of course, and has fuel and lubrication systems to cope with inverted flight.

Having mastered aerobatics — he flew for the Pace Aerobatic Team — Tony Bianchi regularly flies historic aircraft in various displays, and there is very little in his Aladdin's Cave of a hangar that he cannot take out and fly. His customers for restoration and maintenance include Adrian Swire, Patrick Lindsay, Amschell Rothschild, Michael Astor and Stephen Grey, to name just a few.

Currently in the PPS workshops is a rather

Continued on page 303


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Discover a closer, more comfortable shave
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Continued from page 288

strange aircraft, a two-seat Spitfire, one of several which were sold to the Indian Air Force after World War Two and converted to tandem configuration for the training role. This one has recently been brought back to Britain and is now being restored at Booker to its original single-seat state.

There are many other restorations which notch the mallet handles of the PPS workshop staff, including a derelict Yak brought back from Famagusta and restored to flying condition, and the remains of a Lysander brought in roped to a flat-backed lorry and lovingly pieced together so that it is now fully airworthy again.

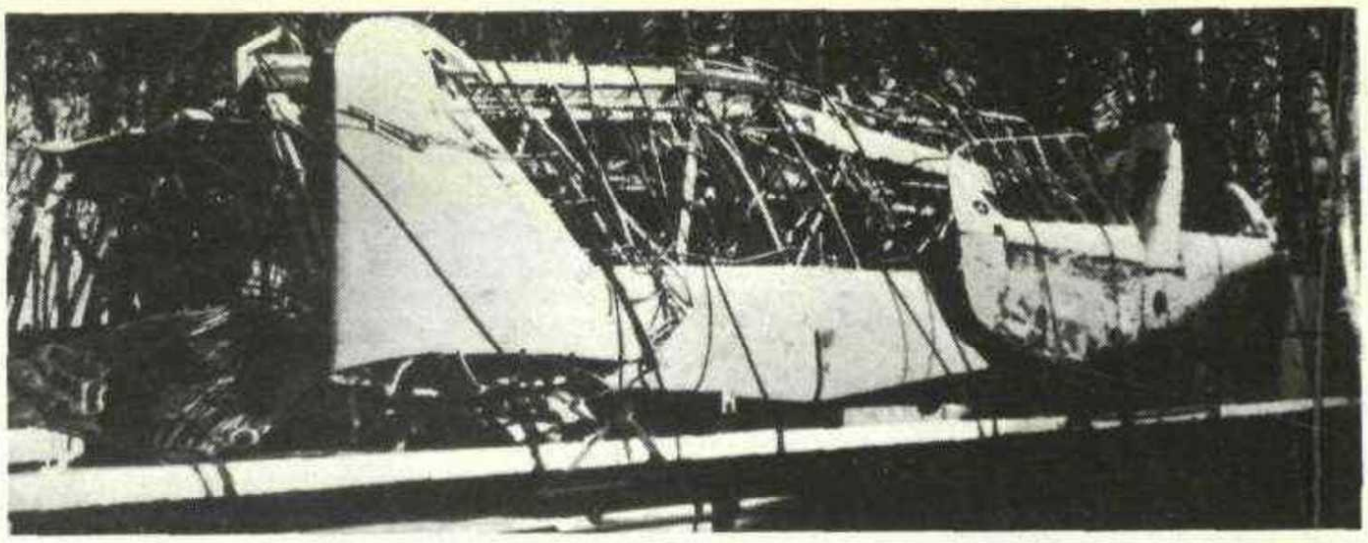
It is one thing, of course, to acquire the pieces of a 40-year-old aircraft, dismantle them, clean and refurbish them, and manufacture the missing parts so that the complete aircraft can be reassembled in its original form. It is quite another to build something from scratch without as much as a rough drawing from which to work. Yet this is something which PPS will undertake without turning a hair.

Remember the film *Those Magnificent Men in their Flying Machines?* Acquiring such old aircraft in flying condition presented the film makers with quite a problem, but PPS obliged by building flying replicas of a Demoiselle and a Bleriot / Vickers 22, not to mention various other static copies. A Phalz D3 was constructed for the film *Blue Max*, and every one of the aircraft for *Aces High*, some built from scratch and some as cosmetic conversions of something already airworthy, usually a Stampe biplane.

A replica Fokker EIII monoplane, built in 1965 complete with top-mounted machine gun firing through the propeller arc, still occupies part of the PPS storage space, but not the N-type Morane built for *The Thirty-Nine Steps*. Even a Bristol fighter was put together for the film *Omar Mukhter*, later renamed *Lion of the Desert*.

Purists might be offended by all this artificiality, but without it such excellent films would lose much of their realism. And after all, at Booker they take great pains to achieve a result as close to authenticity as possible. All manner of equipment, instruments, armaments, insignia, fuselage panels, propellers, engines, cowlings and undercarriages grace what we have already called the Aladdin's Cave of Booker, all ready to be used for whatever construction or disguise is required by a customer.

Last year, Bianchi and a colleague spent most of a six-month period on a film location in Jugoslavia, flying two converted Stampes from a dirt strip in the mountains for the film *High Road to China*. Alas, one of the Stampes was so badly damaged against a tree that it could not be flown home.





BEFORE, and after. The wreck on the lorry (above) was delivered to Booker and painstakingly stripped and rebuilt into this beautiful Lysander (below) which flies regularly.

When not engaged in building or flying for film companies, Bianchi instructs would-be aerobatic pilots, flies at displays and oversees the maintenance and construction work at Booker. He is full of enthusiasm for the CAP aircraft which are very much in the role of sports cars of the air. He should know; in the corner of a hangar is a March F1 car which he uses at hill climbs.

Purpose-built aerobatic aircraft like the single and two-seater Pitts are not really suitable for commuter flying. They have limited carrying capacity (Who wants a weekend away alone, anyway?) and are rather too sensitive for relaxed flight. The CAP 10 is rather different, more in the nature of a road-going sports racing car than one built solely for the circuits. Its side-by-side seating is also much more friendly than the segregation of a tandem.

Described as an aerobatic tourer, it derives its agility from the Emeraude, not to mention the Spitfire which inspired Piel's designs. But it has a range more like that of a tourer than an aerobat, and can cover some 600 nm. (about 690 miles) with two occupants, 100 lb. of baggage and both tanks (one front, one rear) full at 33.8 gallons. Of course, the aerobatic category limit is rather less at 1,675 lb. max. gross. The utility maximum is 1,829 lb.

Built largely of wood, the construction is simple, which makes for low insurance costs. The fuselage is covered by synthetic fabric whilst the wings are ply-covered and, like helicopter rotor blades, symmetrical in cross-section, producing a clean attitude when flying inverted. Control surfaces are much bigger than those of more stodgy aircraft, producing hefty and instant



THIS fine example of a Yak was restored from a derelict hulk discovered behind a block of flats at Famagusta.

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PRANCING HORSE
Continued from page 284

There is a reassuring touch of roll and although I was, surprisingly perhaps, aware of a trace too much understeer for my taste, this probably comes down to a matter of personal opinion. The steering is a little low geared for too much enthusiastic motoring round tight hairpins and the high level of rear end adhesion means you can't easily make it break away and slide round very slow tight turns unless the surface is loose or slippery. So the 308GTBi isn't really a "tight country lane" car, but on open, gently sweeping "B" and "C" routes it really comes into its own and a day's motoring romp round the Salisbury Plain area, in the surprisingly mild and sunny weather conditions which we enjoyed during January, proved to be joyful motoring experience the like of which we've not had for a long time.

Despite having to encompass several dubious first-to-second changes on that only adequate gearbox, the 0-60 m.p.h. time of 6.1 sec. reveals this Ferrari to be a highly impressive performer. And provided that you can change gear cleanly, 80 m.p.h. comes up in ten seconds from standstill and 100 m.p.h. in 15.8 sec. Top speeds seen in the gears were 43 m.p.h. (first), 60 m.p.h. (second), 86 m.p.h. (third) and 115 m.p.h. (fourth), in all cases, I have to confess, with the V8 fluttering against its electronic rev. limiter. The claimed top speed is fractionally over 150 m.p.h., although we didn't see more than 137 m.p.h. owing to the lack of room rather than the car's potential. But at that speed the 308GTBi was still pulling adequately in contrast, as we've mentioned before, to the old 2-valve V8 machine. Intermediate acceleration figures were equally impressive, particularly in fourth gear, and far more relevant than the car's ultimate speed. The feeling of security that this Ferrari's fourth gear overtaking performance imparts has to be sampled to be believed, and its ability to sprint from 60 m.p.h. to 80 m.p.h. in less than six seconds means that traffic queues and slow-moving lorries can be dealt with in the minimum possible time, and so with more safety. Of course, such performance tends to focus the mind extremely well, but since one can't guarantee that everybody else is paying so much attention to their driving, it's heartening to feel the large servo-assisted ventilated disc brakes (11" diameter front, 11.8" diameter rear) reacting with splendid precision time and again and demonstrating no signs of fade whatsoever throughout the duration of our test.

With not quite such a low overall gearing in top as the Mondial (21.14 m.p.h. per 1000 r.p.m. as opposed to 19.87 m.p.h. per 1000 r.p.m. on the slightly heavier two-plus-two coupe), the 308GTBi returned a very respectable overall fuel consumption of 20.1 m.p.g. during the course of 700 miles' motoring which encompassed City commuting, gentle top gear motorway cruising and enthusiastic third / fourth gear sprinting on secondary routes. It therefore isn't beyond the realms of possibility to envisage a consumption of 23/24 m.p.g. if the 308GTBi is handled with a degree of reasonable restraint. By any objective super-car standards, that is extremely impressive and certainly very efficient.

Secondary controls are mounted on the steering column stalks (flip-up headlights, windscreen wiper / washers and indicators) and onto an overcrowded console between the seats where you will find switches and levers controlling the electric windows, air conditioning, hazard flashers, three speed fan, variable speed control for the wipers and rear foglights. Although demisting isn't carried out with dramatic effectiveness in this Ferrari, I do particularly like the separate temperature and air direction controls for each passenger's footwell. Storage space is very restricted, with only a couple of pockets in the doors allied to a modest, zip-covered luggage compartment in the tail, behind the V8 engine.

The question of the reliability and durability of today's Ferrari range is something that can only be reported with the passing of time: by all accounts we've heard that the cars stand the test of time significantly better than equivalent models marketed ten years ago. Remember, these are thoughts for the essentially practical: nobody buys a Ferrari with longevity as his foremost criterion. But if today's £23,172 Ferrari 308GTBi survives the rigours of time in an impressive manner, then so much the better. So for the moment, just sit back and wind up the newly realised potential of that free-revving, four-valves per cylinder V8 with the rev. counter needle shooting round to beyond 6000 r.p.m. and, hopefully, the traffic evaporating in front of those menacing front wings, all's well with the World. There can be few other experiences like it. A.H.

PERSONAL PLANE SERVICES
Continued from page 303

response, and to help overcome the air resistance there are streamlined balance weights on the ailerons. These are rod-operated, but uncommonly smooth and friction-free.

Its cruise speed at 75% power is 156 m.p.h., or 135 knots if you prefer, and its maximum (Vne) is 210 m.p.h. (183 knots).

The engine is a fuel-injected Lycoming 10-360 B2F producing 180 h.p., driving a Hoffman fixed-pitch wooden propeller, and its components are readily available world-wide. Much other equipment is also of American origin, with similar ready availability.

It's all too easy to regard the CAP 10 as a pure aerobatic aircraft with no other purpose, and indeed this is what is inclined to happen when you notice the "stirrups" on the rudder pedals, the big ailerons and the inverted slip indicator on the instrument panel. But it is as much an aircraft for the sportsman who flies for fun as it is for a loop-and-roll exponent, as much a fast transport as it is a good handler. At £39,000 basic, without VAT and optional extras, it might be a bit pricey, but what Ferrari owner complains when he writes out his cheque?

A more powerful, sleeker version of the CAP 10 is available as a single-seater for aerobatic pilots who have displays and competitions in mind rather than just the exhilaration of flying for pleasure. This is the CAP 20 which comes in three versions, 180 h.p. driving fixed-pitch or constant-speed propellers, and 200 h.p. driving a constant-speed prop. Performance is correspondingly improved, of course, and this is the aircraft which Bianchi uses for his aerobatic displays.

One could go on writing of this remarkable company for pages, but a line must be drawn somewhere, so we'll end by recommending Personal Plane Services to anyone who has a derelict aircraft to restore, who is looking for someone to maintain a historic machine, who hankers after aerobatics, who needs replicas for filming, who wants to hire a display team or who wants to buy a sports two-seater of distinction.

G.P.

MONTE CARLO RALLY —
Continued from page 293

for the remaining dry part of the stage would risk losing grip, and time, on the initial slippery climb. Fiorio, competition executive of the Fiat Group, recalled the occasion some years ago when he set up a tyre change point at mid-stage of the Sanremo Rally's Passo di Teglia, so that chunky tyres could be used for the rocky climb and undamaged studs for the snowy descent.

The same strategy was used on the Chamrousse, so that the Lancias had studded rear tyres for the ice, then a full set of slicks for the dry tarmac which followed, but even this was not enough to prevent Blomqvist going into the lead after those six stages, ahead of Frequelin, Röhrl, Alén and Andruet. Mouton had trouble with her gearbox, whilst Mikkola had lost two minutes by spinning on the Col de Granier.

However, on the next leg all this was to change, and Röhrl wasted no time forging ahead on what he readily declares to be his favourite rally, in a car which was exactly to his liking. Indeed, he said that he had never before driven a car so perfectly set up, and after practising in a 240 b.h.p. version with carburettors he was delighted when he first drove the 320 b.h.p. fuel-injected car.

During the course of that leg, which crossed the Rhône into the Ardèche, Mouton hit a rock and damaged her Quattro so badly that there was no chance to continue, Toivonen demolished a wheel against a rock and Vatanen had a spot of valve trouble which was later cured by having the whole cylinder head changed, accomplished in well under an hour. Frequelin was actually the fastest Opel driver, but he later anulled all that good work by going off the road.

Alén had a spot of bother when too much oil was put into his supercharger compressor, and this entered the manifold and fouled the petrol, but it was quickly remedied. The Finn's biggest regret was not having practised far longer, in order to polish up his notes rather more than he did. He made them originally two years ago in a Fiat 131, and things appeared quite different at the speeds of the Lancia Rally.

Team-mate Andruet lost a good 12 minutes on the road having his compressor changed, and as a precaution the compressor valves on the other cars were replaced. Loss of the compressor robbed Andruet of an amazing of 200 of his available b.h.p.

The supremacy of the Lancias brought no great surprises, but when the Quattros proved to be quicker than the Opels a few eyebrows were raised. Tarmac handling has obviously been one of the areas of improvement on which the Ingolstadt engineers have been concentrating, though whether the advantage will swing back again when Opel's new Manta appears remains to be seen.

All over the main roads which the rally crossed at intervals huge tyre-laden trucks were often seen making their way to distribution points from which they could replenish the stocks of service cars. Pirelli seemed to have the edge, with a better variety than the others, including a multi-compound tyre with hard outer rubber to give better stud retention and a softer inner to provide grip. There were also thermal tyres which warmed up almost immediately even on very cold tarmac.

The long stop back at Monte-Carlo saw Röhrl with an advantage of some two and a half minutes over team-mate Alén. These two have always been deadly rivals, but on this occasion Alén admitted that there was little he could do to get to grips with Röhrl. Some said that Fiorio had made a clever choice of drivers, ensuring that they would always strive so hard to beat each other that they would probably beat all others on the way.

The final night attracted the greatest number of spectators, and as usual the police closed the roads much earlier than publicised, making things rather difficult for ice-note crews. But this meant that queues formed at the barriers, with nowhere to park out of harm's way, and when competing cars came off the first stage of that night many were delayed by total road blockages. Mechanics even deserted their service cars to manhandle fuel, tyres, tools and whatever else was needed to wherever their precious charges were stuck, just as they had at St. Bonnet Le Froid on the previous leg when the whole village became clogged simply because the organisers had set up their control right at the junction with the main road rather than a hundred yards into the stage which would have allowed space for competitors to queue without hindering service and other traffic.

There were no heroics on that last night, both Röhrl and Alén choosing "safe" tyres rather than those which would bring a small risk. Blomqvist stuck to his third place, whilst Mikkola held his fourth despite anxiety over a crack at the base of the manifold, held closed by a rather clever clamping device made hurriedly by mechanics in true bushman style.

Vatanen, who admitted that he had not quite been on his customary form, took fifth place ahead of team-mate Toivonen, but Salonen was way down at 14th in his Nissan 240RS, partly due to a poor choice of tyres available from Dunlop Japan. The Renault Turbos didn't perform as well as expected either, and Ragnotti's seventh place was achieved with a time some 19 minutes greater than the leader's.

Britain's Chris Lord had crashed at Burzet when leading the special category for cars with unstudded tyres no matter what the conditions, whilst John Price had rolled his R5 Turbo, going through the same experience again when the spectator giving him a lift to his service point did likewise. However, Louise Aitken and Ellen Morgan finished 48th overall and won the ladies' category comfortably. — G.P.



BEST of the Renaults was Ragnotti — seventh overall.

Results:

1st	W. Rohrl/C. Geistdorfer (Lancia Rally)	7 hr. 58 min. 57 sec.
2nd	M. Alén/I. Kivimäki (Lancia Rally)	8 hr. 05 min. 47 sec.
3rd	S. Blomqvist/B. Cederberg (Audi Quattro)	8 hr. 10 min. 15 sec.
4th	H. Mikkola/A. Hertz (Audi Quattro)	8 hr. 13 min. 02 sec.
5th	A. Vatanen/T. Harryman (Opel Ascona 400)	8 hr. 14 min. 03 sec.
6th	H. Toivonen/F. Gallagher (Opel Ascona 400)	8 hr. 15 min. 54 sec.
7th	J. Ragnotti/J. M. André (Renault 5 Turbo)	8 hr. 18 min. 10 sec.
8th	J.C. Andruet "Biche" (Lancia Rally)	8 hr. 19 min. 37 sec.
9th	F. Serpaggi/M. Neri (Lancia Rally)	8 hr. 31 min. 40 sec.
10th	S. Servia/J. Sabater (Opel Ascona 400)	8 hr. 40 min. 02 sec.

250 starters — 83 finishers

SHOWING little apparent concern for their own safety, spectators watch the only Colt Lancer fly past, crewed by Dutchmen Jetten and Brinkman.



An analysis of —

The Alfa Romeo Alfa-6 Saloon

HAVING been driving one of these unusual Alfa Romeos for some time, a few observations about it may not be amiss. It represents the top model, the flagship, of the present range of Alfa Romeo cars and received considerable praise when it was announced, early in 1979. Powered by a vee-six-cylinder 2½-litre o.h.c. engine and available in this country only with automatic transmission, this gentlemanly Alfa recalls previous six-cylinder saloon models of the illustrious Milanese make.

For instance, before the war the popular single-cam and twin-cam 1,500 c.c. and 1,750 c.c. Alfa Romeos were available with closed bodywork and the later (1933) 6C 1900 four-door saloon was, if not exactly an "old-gent's Alfa", as I tend to regard the 1981 Alfa-6 I am now writing about, was not quite the sporting proposition that young bloods regarded as the traditional Alfa Romeo image.

These pre-war Alfa Romeos were followed by the 6C 2300, another closed-bodied Alfa, built at Portello and developed as the 2300B series, with all-round independent suspension and hydraulic brakes. Then, post-WW2 production centred round the fine 6C 2500S Alfa Romeo, made in some quantity and possessed of spacious closed coachwork, which made it, in the factory's view, the car "with the largest piston-displacement and highest quality built in Italy" at that time. I mention this for the eyes of those who would prefer to think that the race-bred Alfa Romeo was made only in sports-car form . . .

The present Alfa-6 carries on this tradition of six-cylinder saloon-bodied examples of the famous *marque*. If, before taking one over, I had read the sales literature relating to it, I might well have been desperately impatient to gain possession. For instance, I would have read that the "solidness" of this, the only six-cylinder Italian saloon, approaching 1.5 tonnes, would surround me with a barrier, protecting and insulating me from all external noises, and that, rather like Rolls-Royce with their "adequate" power, the Alfa's engine would produce enough power to meet all requirements, — not one h.p. more, and yet that it would provide excellent performance "with all the equipment and interior services". As if to explain this, I would have learned that although the engine and body shell weigh only 1,188 lb., "the numerous servo-motors have pushed the total up to 3,146 lb.". After which, it would have been reassuring to know that, even with the engine output purposely restricted, the power-to-weight ratio is the best in the car's class, at 19.5 lb./h.p.

Had I been able to continue to scan the publicity literature I would have absorbed the fact that the Alfa Romeo I was about to take over has more than 65 electrical, mechanical and servo facilities, "all strictly functional and designed to improve the interior facilities". If I had wondered whether it was to disguise an out-dated shape that the plea was made that the car's "unmistakeable personality stems from the traditional Alfa Romeo frontal styling, solid and aggressive, but still maintaining a slim appearance despite the size of the car", I could have been excited to learn that the road-holding was so good that "the Alfa-6 adapts itself to the road with such authority and



THE aggressive frontal aspect of the Alfa Romeo Alfa 6. The Editor says that the corpulent badge suggests to him that this is the old gentleman's Alfa Romeo . . .

readiness that one would think that the road was adapting itself to the car", that the power-steering was "the most sophisticated system available today", that "the suspension has one of the most versatile and efficient layouts", and that "there are brakes for a 200 h.p. car". Finally, I might have been distinctly elated to know that when the doors were closed, the Alfa's interior would become a world of its own, relationship with the outside reduced, as shown by the most the human ear would hear (however hard this might be on a dog) inside the Alfa-6 being 220Hz, or 75dB, so the catalogue says.

However, I had *not* read this literature when I first tried the Alfa-6, although I had noticed that in one hand-out photograph the Italian standing behind it seemed to be more interested in messing about with a girl than in his brand-new 1979 Alfa Romeo . . .

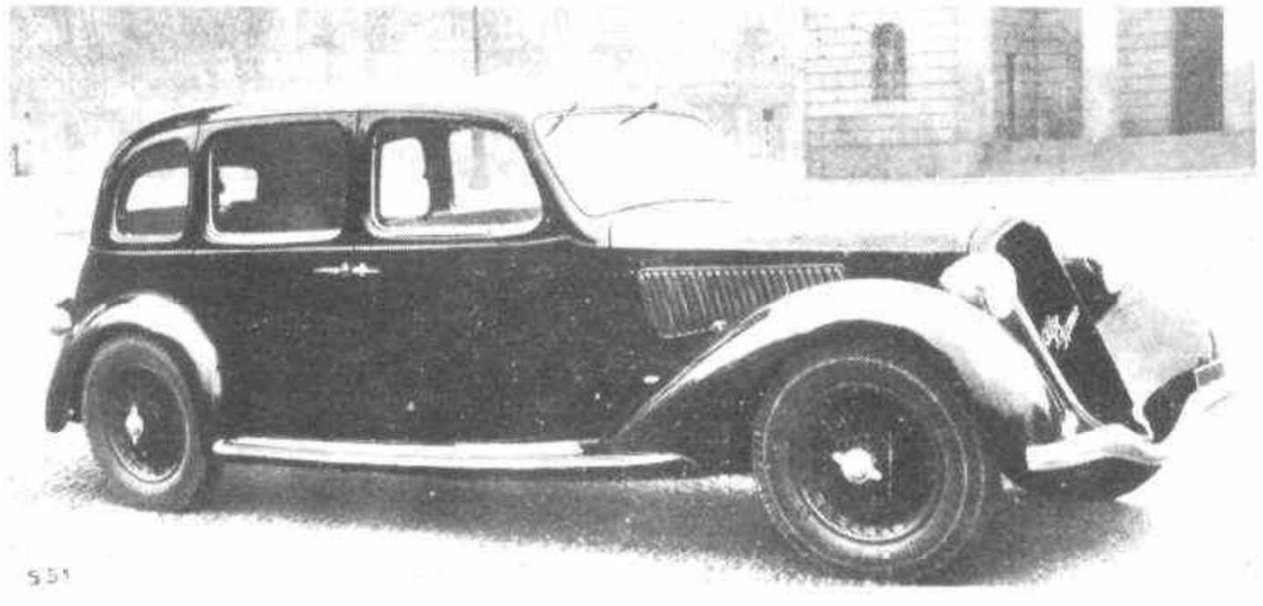
Having been driving a Rover 3500A before the Alfa-6 I could not help comparing the two cars, even though the Rover was by then rusting and approaching 100,000 miles. However, before discussing what the Alfa-6 is like to drive, let's look at it from an engineering rather than a publicist viewpoint, and what the motor-writers think of it.

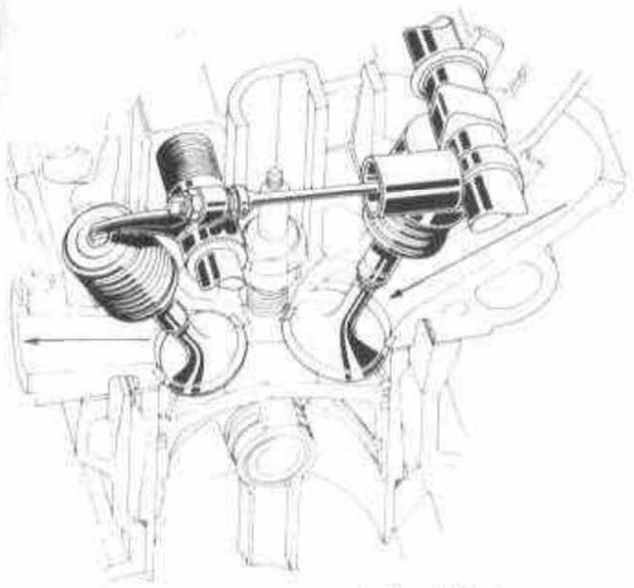
After trying the car for MOTOR SPORT in 1979 J.W. wrote that "I would say that given a price today that will equate to £10,000 or less, the Alfa 6 will prove very popular on the British market". A full road-test was possible in 1980, and P.H.J.W. was very favourably impressed, when driving the car for us. *Autocar* summed up by saying ' . . .choice of the Alfa 6 would have to be mainly because of the special mystique of being an Alfa Romeo", and *Motor* commented: "An adequately good car in most respects, but a class-leader in none, and overall rather a disappointment for the price. In that light the Alfa 6 appears as a rather mundane device that lacks any special qualities to distinguish it from many very strong rivals".

Description

The engine is a 60-deg. vee-six, Alfa Romeo emphasising that this gives a narrower power-unit than would a 90-deg. vee-six and that with six cylinders all the combustion chambers can be properly filled at all crankshaft speeds, which they say would not be possible with only five (a crack at Audi?) or four cylinders. The cylinder size is 88 × 68.3 mm. (2,492 c.c.), each having a swept-volume of 415.3 c.c. To fill them all equally there is a carburetter for each cylinder. When I read this in the workshop manual I hardly

THE ALFA 6 is not the first six-cylinder, four-door luxury Alfa Romeo saloon. Here, for example, is the 1935 6C 2300B Tipo Lungo saloon, perhaps also aimed at the more elderly Italian enthusiast.





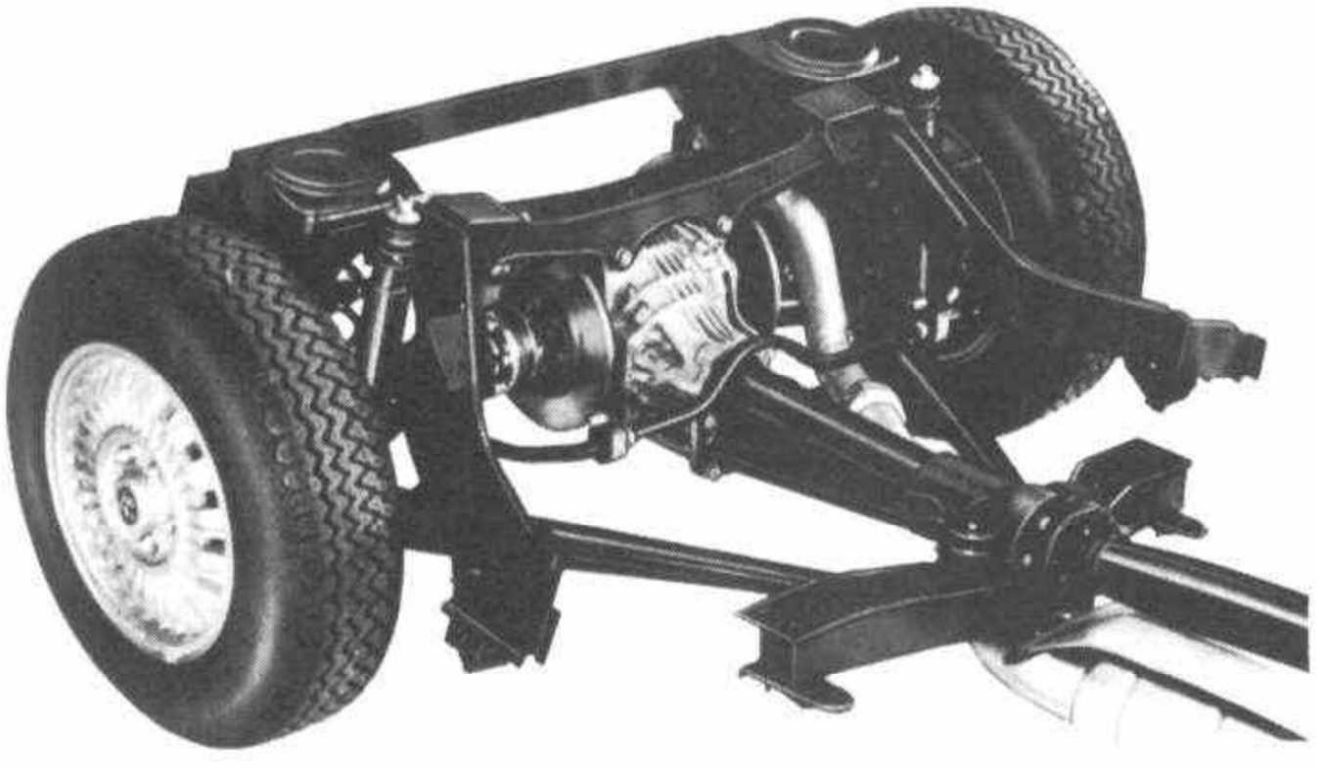
THE ingenious valve-gear of the Alfa 6.

believed it, expecting that this expensive layout would have been replaced by a couple of double-choke carburetters or fuel-injection and when I told D.S.J. he refused to believe me until he had peered beneath the Alfa's bonnet.

These six carburetters are FRPAM40 Dellortos, differing between the manual-gearbox and automatic-transmission cars, but having 40 mm. ducts and 32 mm. venturis, fed by twin float-chambers. The fuel-pump is immersed in the fuel tank and delivers a constant flow, irrespective of engine speed, this being ensured by an inhibitor switch controlled by oil-pressure in the engine-lubricating system. Each carburetter has fuel circulation cooling of the bowl and accelerator pump.

The valves are inclined at an angle of 46 deg. and operated by a belt-driven camshaft over each bank of cylinders, this camshaft actuating the 41 mm. inlet valves direct, the exhaust valves by short, light horizontal push-rods and rockers, as on a Triumph Dolomite Sprint engine, but with only two valves per cylinder and perhaps a more sophisticated push-rod installation. The exhaust valves are sodium-cooled and the rocker strength and cam contours were computer checked, say Alfa Romeo, the valve lift being 9 mm. for the inlet, 6.4 mm. for the exhaust valves, and the timing inlet opens 36 deg. 55′ b.t.d.c., closes 60 deg. 50′ a.b.d.c., exhaust opens 59 deg. 55′ b.b.d.c., closes 23 deg. 55′ a.t.d.c., using an inlet tappet clearance of 0.0192" and an exhaust tappet clearance of 0.238".

CHARACTERISTIC inboard discs are fitted to the De Dion rear axle.



The compression-ratio is 9.0 to 1 and the nitrided-steel crankshaft runs in four bearings. Incidentally, Alfa Romeo proudly state that the experience gained from running the flat-12-cylinder F1 engines in the Alfa Romeo Type 33 GP cars helped to breed what they call the "relatively gentle" engine of the Alfa-6. This engine develops 158 b.h.p. (DIN) at 5,600 r.p.m. and 162 lb./ft. torque at 4,000 r.p.m. and is safe up to 5,800 r.p.m. That, they claim, is a reserve of 80 b.h.p. at Motorway cruising speeds, the engine having been designed to give 200 b.h.p.

Engine lubrication is by a rotary vane-type pump driven from the camshaft-driving belt by an auxiliary shaft. Pressure is 0.5 to 1.5 kg./sq. cm. at 800 to 900 r.p.m. and 4 to 6 kg./sq. cm. at 5,500 r.p.m. A full-flow cartridge filter is used, with a by-pass valve. Cooling is by a horizontal-flow radiator fed by a centrifugal pump driven by a vee-belt from the crankshaft. A thermostat controls coolant flow; it starts to open at 81 to 85 deg. C and ends at 95 deg. C, while an electric fan cuts in at a temperature of 84 to 88 deg. C. The system is sealed, with an expansion tank, anti-freeze being permanent, the pressure being 1.1 kg./sq. cm. Breaker-less electronic ignition is used, the distributor being driven from the oil-pump shaft. The recommended 12 mm. sparking-plugs are Silver Lodge HLE, and these are connected to the distributor cap *via* spark-gaps. Ignition advance is 7 deg. b.t.d.c. at 900 to 950 r.p.m. and full advance is 31 deg. b.t.d.c. at 5,000 r.p.m. The firing order is 1-4-2-5-3-6. A 65 amp. alternator with a built-in electronic voltage-regulator, driven by the coolant-pump belt, supplies electricity and the starter has a cranking h.p. of 1.1.

The drive goes through an hydraulically operated dry single-plate clutch to a gearbox in the normal position behind the engine. The clutch plate has a diameter of 240 mm. and is 10 mm. thick, a 3 mm. wear-factor being permissible. The slave cylinder actuated by the clutch pedal has a travel of 18 to 20 mm. the five-speed gearbox has overall gearbox/differential ratios of 15.526, 8.807, 6.310, 4.545 and 3,604 to 1, giving speeds at 1,000 r.p.m. of 7.44, 13.10, 18.32, 25.44 and 32.0 k.p.h. The reverse-gear ratio is 16.661 to 1. The differential has a ratio of 11/50. Cars for the British market have the ZF automatic three-speed epicyclic torque-converter transmission, which has a positive-displacement oil pump, the gearbox oil being passed through a heat-exchanger incorporated in the water radiator. This transmission gives ratios of 2.48, 1.48, and 1.0 to 1 (reverse: 2.09 to 1), in conjunction with a differential ratio of 13/47. Gearbox oil-level is determined by its own dip-stick. The drive between gearbox and the chassis-mounted differential-unit is by an open propeller shaft with two universal-joints. The differential has a limited-slip action of approximately 25%. The final-drive is by hypoid bevel gears, and half-shafts with constant-velocity joints take the drive to the rear wheels.

Front suspension is by two-unequal-length wishbones, suspension being by torsion-bar. The torsion bars run in-line with the frame and pick-up on the wishbones. Double-acting hydraulic shock-absorbers are used, angled inwards from the lower wishbones, and an anti-roll bar is fitted. A de Dion axle is used at the rear, to reduce unsprung weight and keep the wheels always perpendicular to the road. The tubular de Dion axle is attached to the frame member ahead of it by rubber mountings and controlled by a Watts-linkage anchored to the axle by a balance lever linked to the frame by two bars. Suspension is by vertical coil springs, and telescopic dampers and an anti-roll bar are provided.

The front brakes are ventilated discs, of 265 mm. dia., and 260 mm.-dia. discs are mounted inboard at the rear, the handbrake acting on the rear calipers. The hydraulic system is dual-circuit with a bias on the front discs, and there is 9" vacuum-servo assistance from a 23.81 mm. dia. pump with a front stroke of 19 mm. and a rear stroke of 13 mm. After grinding, the front brake pads have a thickness of 20 mm. and the wear limit is 19 mm.; the rear-pad thickness is 9 mm. after grinding, with a wear limit of 8 mm.

The steering-column has two universal-joints and steering wheel height is adjustable by 55 mm. Power steering, operating on the rack-and-pinion piston, is energised by a hydraulic pump driven by a vee-belt from the crankshaft. The road wheels are normally 175HR 14 to accept tubeless tyres. An air-conditioning system using Sun Oil Company Suniso 4G oil is offered as an extra, with Rivoira-Freon 12 fluid, pressurised with a York F-209R pump.

Alfa Romeo say the body, which has a width of 55" and will withstand a crash load of 6,160 lb., and up to 99,000 lb. frontal pressure, is of zincometalled-steel with protective coatings applied in two stages. Electro-galvanised panels are used to join small areas, sealant being used between all other joints and pressings and the metals prone to oxidisation stabilised with cadmium and zinc plating and a plastic coating. The rusting bogy is met by a ten-stage multi-painting process, involving sealing all joints, washing, degreasing, phosphating, a rare chrome-stabilising, and electrophoresis, before the primer is applied, after which the PVC film is applied to the underbody and the wheel-arches, the undercoat goes on, followed by the final painting, after which viscous oils and permanent waxes are injected into the box-sections, etc. Interior sound-proofing is achieved by a layer of cotton flock 0.59" thick on all interior panels, with other materials elsewhere. Velour upholstery is used for door panels and seats, Texalfa for the fascia and door pillars, and bouclé carpets are fitted.

The Alfa-6 is officially the Type 119A, or a Type 119A1 with automatic transmission, the latter with right-hand-drive commencing at car no. 4001001.

Personal Assessment

As soon as I started using this W-registered Alfa-6 I regarded it as a sort of old-gentleman's Alfa Romeo, which the corpulence of the traditional heart-shaped motif on its radiator-grille emphasised! The body, in a pleasant shade of dark red, is of chunky shape, which I am told Italian executives insist on. First impressions were of the odd sounds the ZF gearbox made as it changed up and down, coupled to the noise of the six Dellortos opening up, a less-pleasing sound than that of an eager twin-cam Alfa Romeo engine. Yet this is not a noisy car, although less hushed than the Rover 3500. At first there seemed to be more roll on tight corners than one would have noticed in the Rover but with growing experience I thought the Alfa-6 was faster through bends and its sure-footed ride gave more confidence; this feeling of running straight and true was particularly appreciated when I drove it away from the last NEC Motor Show in teeming rain and dusk visibility, on the outer lane of the congested, lorry-infested M6, when it felt very secure.

Since then I have come to regard this Alfa-6 as a notably comfortable, fast-cornering car, but one with some rather odd features. It lacks a sunroof but does have central door-locking; but even the latter is unusual, because while use of the key in the driver's-door locks all four doors (but not the boot-lid), when this is unlocked the remaining three doors have to be unlocked with their press-buttons, spoiling the convenience of one-key control. The rest of the doors *can* be released, after the driver's door has been opened, by operating a "pip" thereon, but I dislike messing about with such "electrickery".

The power-steering at first seemed low-geared after the Rover's, but it is superior in its feel, precision and the complete absence of lost-motion. In fact, its 3½-turns lock-to-lock make for a 36 ft. turning circle. It is excellent steering and in conjunction with the good handling qualities derived from the de Dion rear-suspension, the Alfa-6 is a reassuring car to drive fast. The seats are comfortable, front and rear, and the driver's can be raised electrically, but it takes a giant's strength to move the squab-adjustment knob. I have come to live with the simulated walnut fascia trim, repeated for the steering-wheel horn pushes, intended to convey the message that this is Alfa Romeo's "flagship" of a sporting range; the door panels are neatly upholstered to enhance this impression. The external door handles are none too easy to use unless properly thumbed, and the doors, as seems usual on Alfas, are devoid of "keeps". The lack of a near-side rear-view mirror on a £12,500 car was noted, but the other external mirror is electrically-adjustable from a "pip" below the driver's door capping.

The more I drive the Alfa-6 the more I enjoy it. For instance, the brakes are truly very powerful, and beautifully progressive. The acceleration from the speeds at which you want it for normal fast overtaking is likewise impressive, as by using kick-down the gearbox responds well, whereas with the Rover kick-down was sluggish and one was required to slip into "Hold-2" for the requisite pick-up, although the Borg-Warner box on the Rover is perhaps slightly better suited to its vee-eight engine than is ZF to Alfa's vee-six. The Alfa certainly whisks past slower vehicles and if it is fair to compare it to the manual-gearbox Rover 3500 of similar date, as the prices were similar (although the Alfa Romeo is giving away a litre and a couple of cylinders) the figures look as follows:



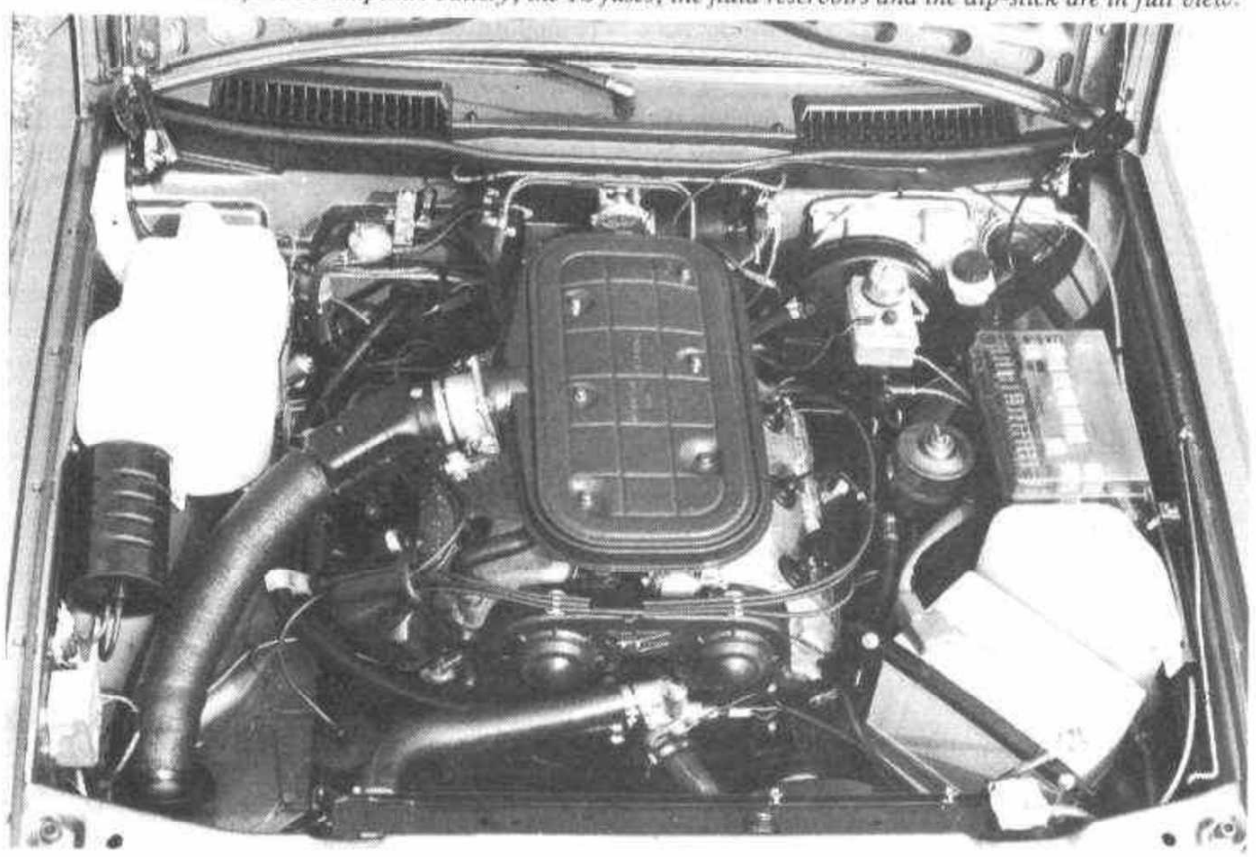
THE "chunky shape" of the Alfa-6.

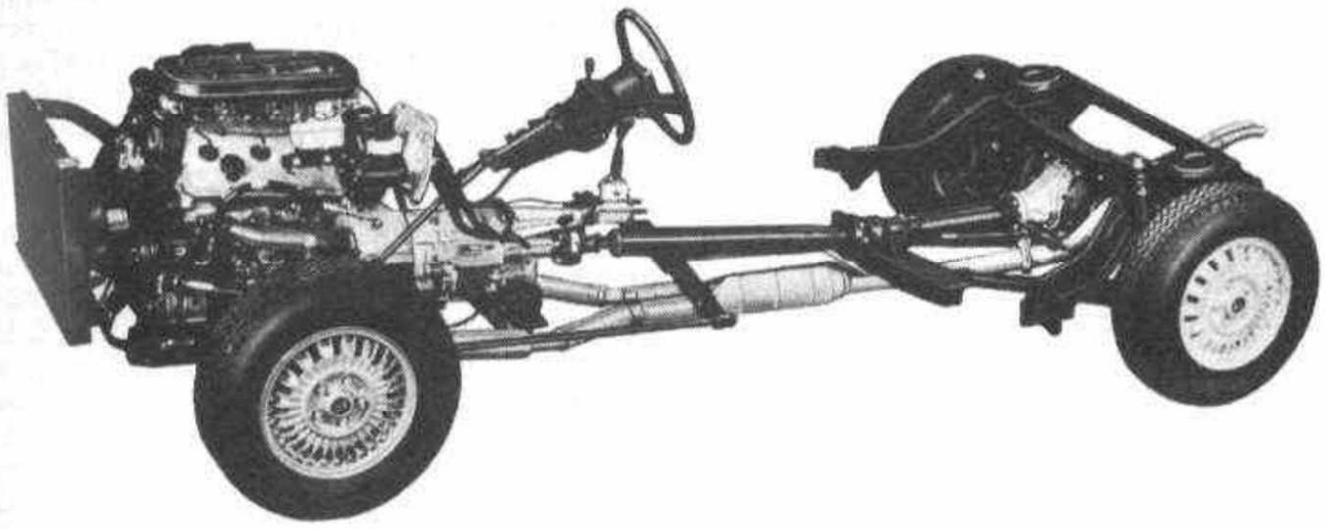
Rover	*Alfa Romeo*
0-30 m.p.h.: 3.6 sec.	0-30 m.p.h.: 3.9 sec.
0-40 m.p.h.: 5.1 sec.	0-40 m.p.h.: 5.7 sec.
0-50 m.p.h.: 7.4 sec.	0-50 m.p.h.: 7.8 sec.
0-60 m.p.h.: 9.7 sec.	0-60 m.p.h.: 10.3 sec.
0-70 m.p.h.: 14.0 sec.	0-70 m.p.h.: 13.6 sec.
0-80 m.p.h.: 18.1 sec.	0-80 m.p.h.: 17.3 sec.
0-90 m.p.h.: 23.2 sec.	0-90 m.p.h.: 23.4 sec.
0-100 m.p.h.: 32.5 sec.	0-100 m.p.h.: 31.9 sec.
20-40 m.p.h.: 3.9 sec.	20-40 m.p.h.: 3.4 sec.
30-50 m.p.h.: 4.3 sec.	30-50 m.p.h.: 3.9 sec.
40-60 m.p.h.: 4.9 sec.	40-60 m.p.h.: 4.6 sec.
50-70 m.p.h.: 6.9 sec.	50-70 m.p.h.: 5.8 sec.
60-80 m.p.h.: 7.9 sec.	60-80 m.p.h.: 7.0 sec.
70-90 m.p.h.: 10.3 sec.	70-90 m.p.h.: 9.8 sec.
80-100 m.p.h.: 18.7 sec.	80-100 m.p.h.: 14.6 sec.

This comparison shows that I had not given up the more accelerative car, and that once in its stride the Alfa Romeo can beat 3½-litres with 2½-litres, although the figures are somewhat evened-up by comparing the 0.8 cwt. heavier 1981 Vanden Plas Rover 3500 with the 1980 automatic Alfa. The Alfa has a nice machined-steel gear selector lever with a small wooden knob and a very sensibly contrived safety gate. The gear positions are shown on an illuminated indicator-panel, on the fascia, for the P, R, N, D, 2, 1 locations.

In the instrument panel in its binnacle before the driver above that thin strip of supposed walnut wood are the big Veglia electric speedometer and tachometer which are easy to read; the latter is red-marked from 6,250 r.p.m. There are ten warning-lights and the fuel, heat and oil pressure gauges. The smaller dials have the white needles of the former two services hanging down straight when all is normal, i.e., heat at around 175 deg. F, and oil pressure at 55 lb. / sq. in., but that of the fuel gauge swings about disconcertingly, although less than the Rover's. Although both the speedometer and tachometer needles rotate clockwise, because the latter indicates zero some 180 deg. behind the speedo needle, the needle-tips converge at running speeds, which makes picking out which dial is which easy but lacks the one-time snobbish "togetherness" of those Derby Bentley readings!

UNDER the bonnet, the 16 amp./hr. battery, the 18 fuses, the fluid reservoirs and the dip-stick are in full view.





THE Alfa-6 "chassis"

Another quirk is having the last digit of the total milometer the same as the tenths on trip reading, so that at a glance it appears that the mileage is 10,000. A quartz clock with hands is a useful addition to the panel. Yet another idiosyncrasy of the Alfa-6 is that when the ignition is off the fuel-gauge needle indicates over-full, so that a person strange to the car might be misled into running dry, unless in the habit of taking a second glance at the gauge, although the warning light comes on well before the engine snuffs out. The fuel tank holds a most commendable 15.8 gallons, but takes an incredibly long time to "brim" and the heavy fuel consumption makes this rather desirable. The filler cap on the near-side is removable only with one of the three keys. The continual hum of the fuel pump isn't heard once on the move. An unidentified rumble from the rear, with the boot wall perhaps acting as a sound board, is heard only on rough roads. Otherwise, the body emits those "creaks" of the high-class car.

The six carburetters may be an individual aspect of an Alfa-6 but they must be hard to synchronise correctly — I believe that when Hexagon Garages were servicing the car, which they normally do efficiently with our staff Alfa Romeos, they had to call in an expert. After such attention fuel-thirst improved a little, from just over 19 m.p.g. to 19.5 / 21.7 m.p.g. depending on conditions, but usually not much over 20 m.p.g. can be relied on. It seems high time to me that fuel-injection took over, especially as the starting is never exactly either willing or prompt. The instructions suggest using a half-down depression of the accelerator which would be fatal when hot on other cars and the horribly plasticky choke under the fascia seems to be of little help. . . .

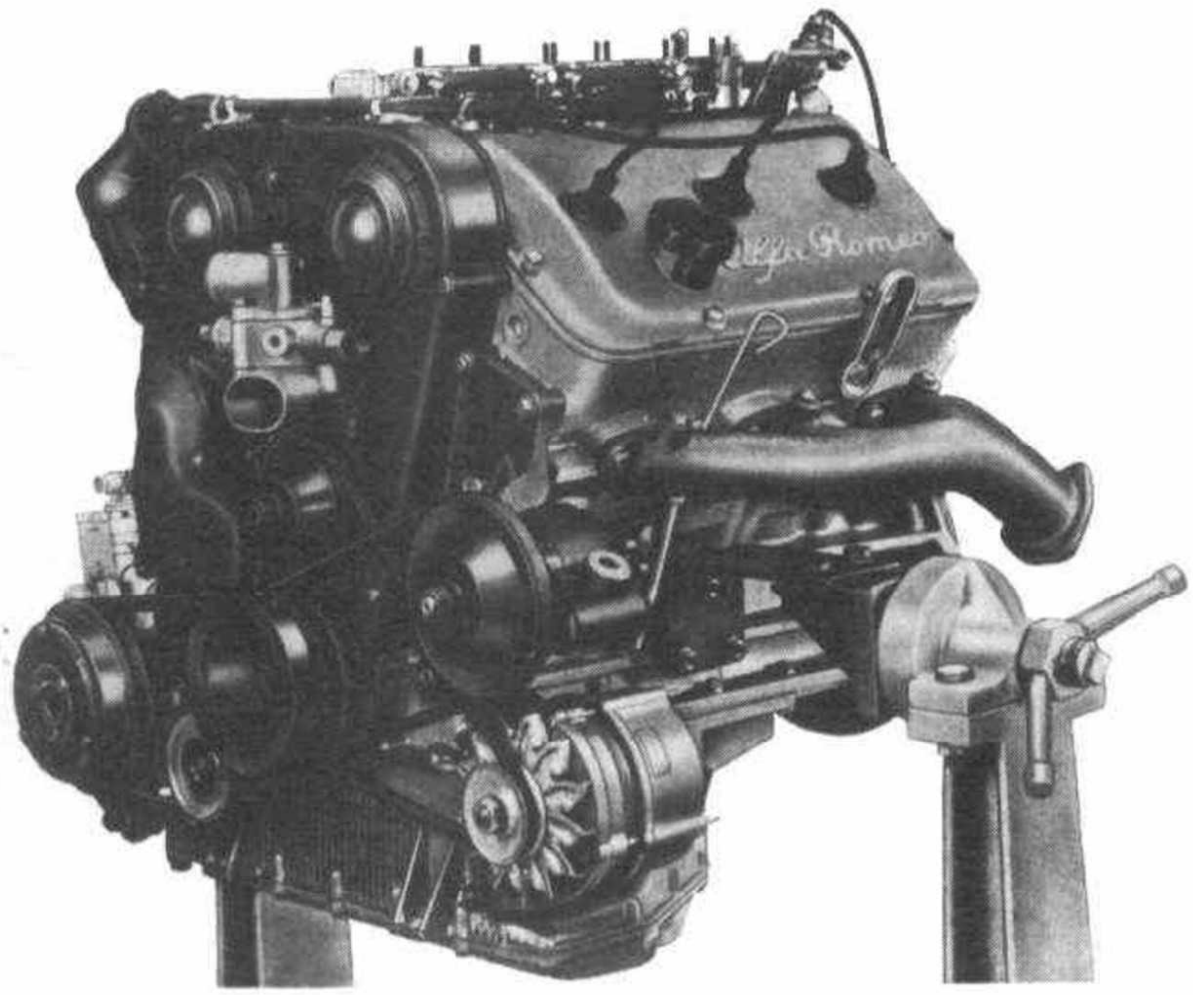
On the credit side are electric window-lifts, with control buttons on the central console, a bit too far back for easy fingering if one sits reasonably close to the steering-wheel, the rim of which is neither too thin nor too thick. Two items that appealed to me when taking over the Alfa-6 were the fact that it was fitted with expensive Panasonic stereo equipment, using four synchronised Pioneer speakers, and that it had the optional £750 air conditioning. The former was a delight, for listening to classical music, until the front of the Panasonic control-panel came loose and the Pioneer speaker in the driver's door fell out, dangling from the wires; possibly someone had tried to steal it when in a service garage (not Hexagon's) but had been disturbed. The stereo includes a radio with switch-actuated aerial and a foot-pedal for changing wave-bands but has never worked properly for me.

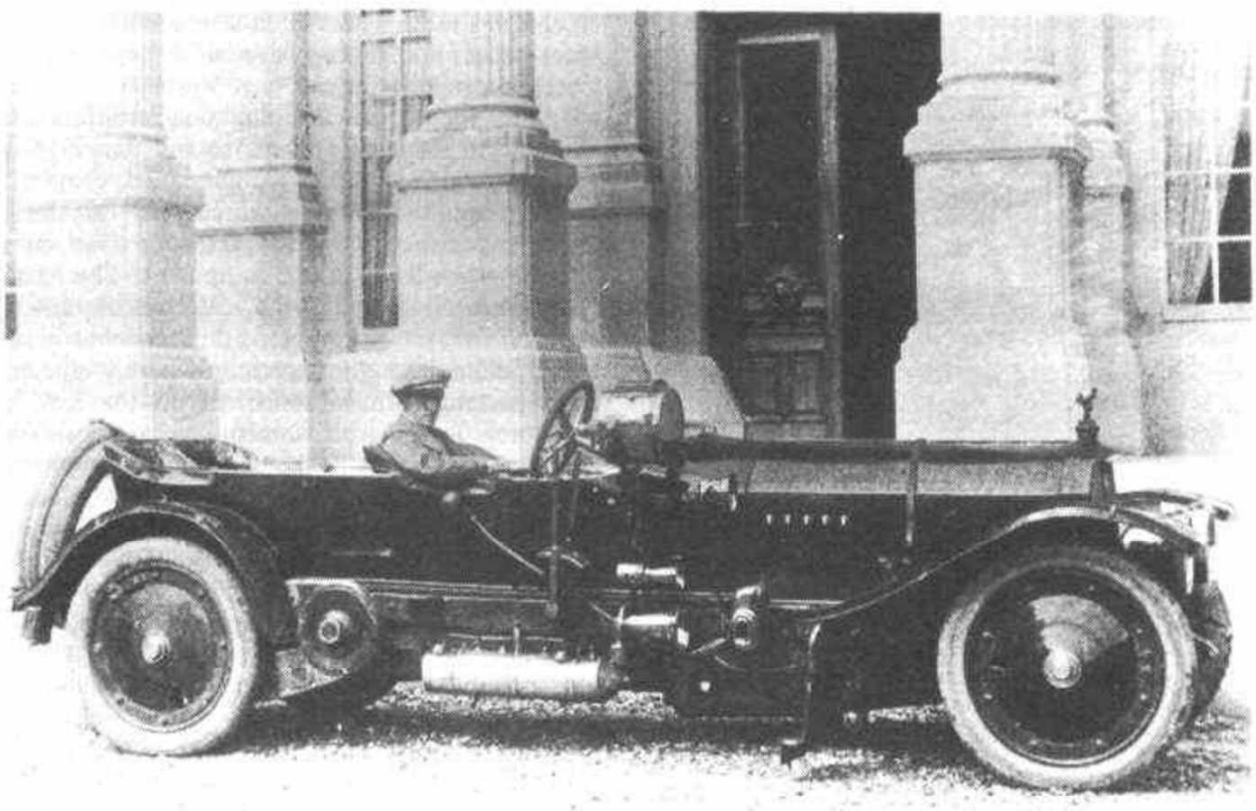
As for the Air Conditioning, one is supposed to be able to set such systems to any temperature desired, which will then be maintained, come sun or rain, until the setting is altered. The only time I have experienced this to perfection was on a Bentley with Rolls-Royce equipment. The Alfa's adjustment knob had no calibrations and I "drive" the system as I would the heaters on many other cars, although demisting is highly efficient and passengers have remarked on the lack of stuffiness in the Alfa Romeo. Perhaps I should take special lessons in the use of this equipment, with its five slide-lever buttons, 3-speed electric fan, setting knob and many and varied-type vents, 19 in all . . . The output goes up to 7,000 litres a minute, and temperature up to 55 deg. C.

Not being addicted to transporting kitchen sinks every day, I have not yet missed the hatchback / folding back-seat arrangements that make Rovers such splendid load-carriers. The Alfa's trimmed 17.6 cu. ft. boot is not comparable, although amply large, with the upright spare wheel and its Michelin XVS tyre decently covered over. Small irritants are that Alfa Romeo do not provide many stowages (presumably loose items might distract from quick motoring — top speed of the Six is approximately 121 m.p.h., against a Rover VdP's 118 m.p.h.), the rather small cubbyhole's courtesy-light has never worked, that in the boot only when the side-lamps are in use and not always then. The four-lamp halogen lighting-equipment has outer beam adjustment for when the car is fully loaded. Here I must mention another peculiarity, namely that if the engine is turned off and you need side-lamps, as you so often do, a push-button switch on the fascia cill has to be used to obtain them. Otherwise, the Carello lamps are controlled from the left-hand of the three well-arranged control stalks, and it goes *down* to put the beams *up*. The rather plain moulded plastic windscreen cill contains a big shelf with such a shallow lip that practically anything falls out of it, nor is the shelf beneath the lockable cubbyhole much better. An excellent map lamp is an appreciated fitting, though and the very large capacity of the windscreen washers reservoir is a good feature. The bonnet release for the rear-hinged prop-up-lid is on the passenger side. Although I have not yet covered a big mileage, the Alfa-6 has proved reliable, very quick from the proverbial "A to B", but has always had a tap in the engine, emanating I assume from a tappet.

The Alfa Romeo Alfa-6 is a car of considerable character and it will appeal to those who like a rare car; the only other one I have seen was at the last NEC Motor Show, whereas you encounter Rovers all the time . . . Although one experienced Porsche / Jaguar enthusiast who rode in it said if he hadn't have known he would have thought he was in a big Peugeot, the fact is that I enjoy the car very much. It is safe, fast, and highly individualistic. For those who crave a part of the exciting Alfa Romeo mystique but who want a fully-equipped, spacious family-saloon that is more up-market than an Alfasud or Alfetta, the vee-six Alfa Romeo Alfa-6 has much in its favour, at the present price of £12,500 (£50 less than that of the basic Rover 3500). No doubt Alfa Romeo (GB) Ltd., Edgware Road, London NW2 6LX will be pleased to tell you more about this rather unusual motor-car while I would be interested to hear of the experiences of anyone who is running one. — W.B.

CARBURETTER arrangement is unique — six separate units feed the V6 power-plant.





THE YOUNG Count Zborowski in his very impressive Mercedes outside his house, Higham, in Kent. It is either a 75 h.p. or a 90 h.p. pre-war model, with Gordon Watney body.

THE NINETY MERCEDES

"In the carefree days before 1914, when collars and incomes were high and taxation low, the acme of smartness was to be seen with a girl from a George Edwardes show at the Gaiety, driving a 90 h.p. Mercedes with well-polished brass fittings and a well-raked steering column . . ." — D. Scott-Moncrieff in "Three Pointed Star" (Cassell 1955 & 1958).

In MOTOR SPORT for January 1982 I wrote at some length about the Sixty Mercedes, with justification I hope, that veteran having been quite exceptional for its era, as the sparkling performances put up by the 1903 example owned by Roger Collings, in almost every appropriate type of competition, must endorse beyond any doubt. However, the 60 h.p. model, stupendous as was its speed and reliability in the veteran years, was a 1902/03 production and as motoring became more acceptable it could hardly help but become out-dated, with its low-tension ignition, and scroll-clutch, in a comparatively short-wheelbase chassis. For those who wanted, and could afford, the very newest thing in the automobile firmament, Daimler-Benz had to offer a replacement. This next excitement from Stuttgart, Unterturkheim, was the 90 h.p. Mercedes.

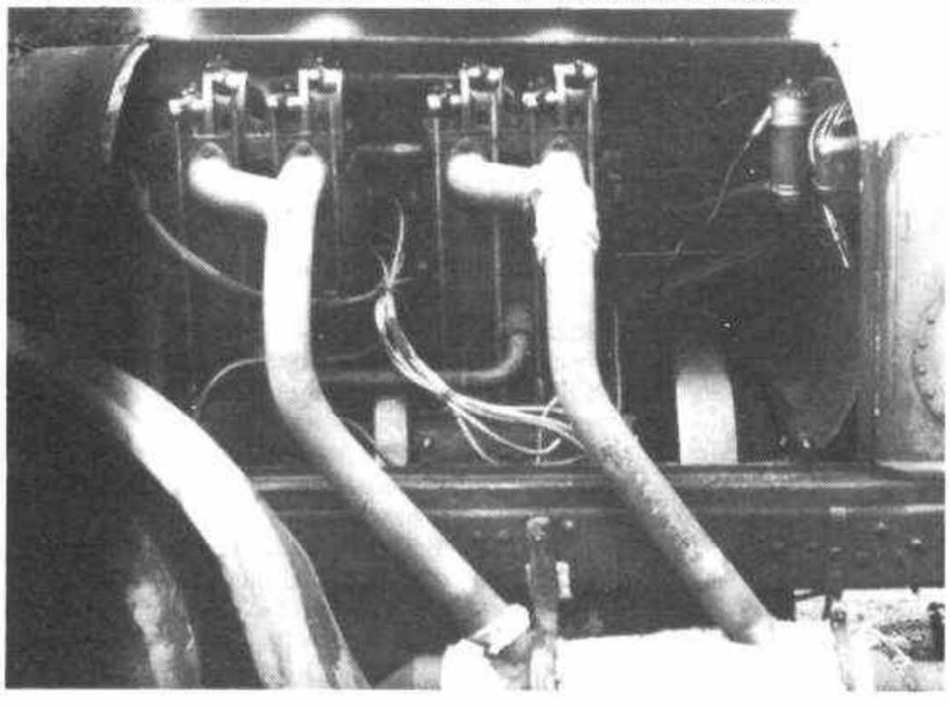
The 90 h.p. model we are concerned with here is the one that got into the catalogues and the showrooms, not those racing Mercedes of this h.p.-rating which had been prepared for the 1903 Gordon Bennett race in Ireland, were destroyed in a fire at the factory (Jenatzy winning nevertheless, on a borrowed Sixty Mercedes, stripped for action), but which emerged to run in the ill-fated Paris-Madrid contest and in subsequent races. The devastation caused by the fire was wiped-out quickly by typical hard work on the part of the German work-force and the new Ninety Mercedes emerged towards the end of 1903. Several were immediately shipped to America where they were delivered to illustrious owners such as W. K. Vanderbilt, Junr., H. W. Fletcher in New York and J. B. Warden, who had come in fifth on a Sixty Mercedes in the Paris-Madrid race. By 1905 another was in the possession of Theodore Dorfer, the rich Trieste brewer, according to historian Bunty Scott-Moncrieff. It is difficult, at this distance in time, to know whether these were production-model 90 h.p. cars or the racing cars, but those which scored successes in the Nice Automobile Week of 1904 were presumably the latter.

In fact, the Ninety Mercedes was not really to be bought by more ordinary customers (if any customer for a Mercedes can be described as ordinary!) in Germany until 1906. By then, larger racing Mercedes, like the 100 h.p. model and the celebrated 120 h.p. car, had appeared, but the fact that in May 1904 Baron de Caters set a new flying kilometre record at Ostend at 97¼ m.p.h. on his new Ninety, of which he had taken delivery that month, must have enhanced anticipation for the new more touring 90 h.p. model.

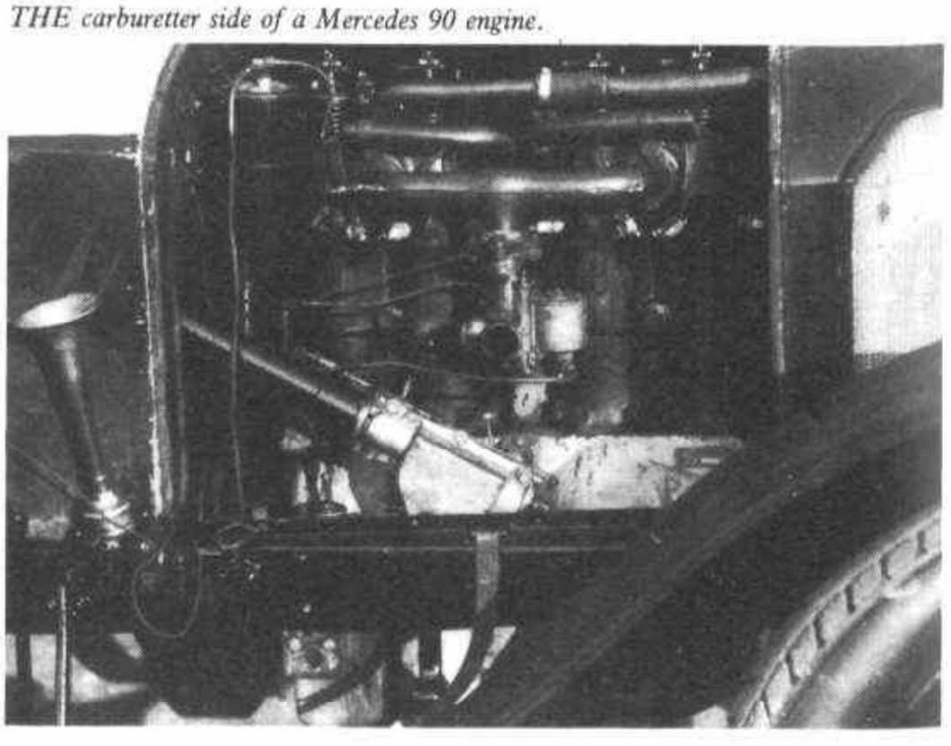
If this exciting new Mercedes was available in Germany by 1906, at a time when the Daimler Moteren Gesellschaft was turning to big six-cylinder models as well, it was some considerable time before it arrived in Great Britain, by which time its lusty four-cylinder engine may have seemed inferior to some, compared with that of the 75 h.p. six-cylinder Mercedes, the first of which to come to England, in 1907, was bought by the Duke of Westminster. On the other hand, rumour was circulating to the effect that the earlier 100 h.p. six-cylinder racing Mercedes was one of the few cars of this great and illustrious make to lack complete reliability. Although rumour was ever a fickle jade and this was in any case a *racing* car, this may have prejudiced some customers against having six-cylinder engines beneath the bonnets of their Edwardian Mercedes.

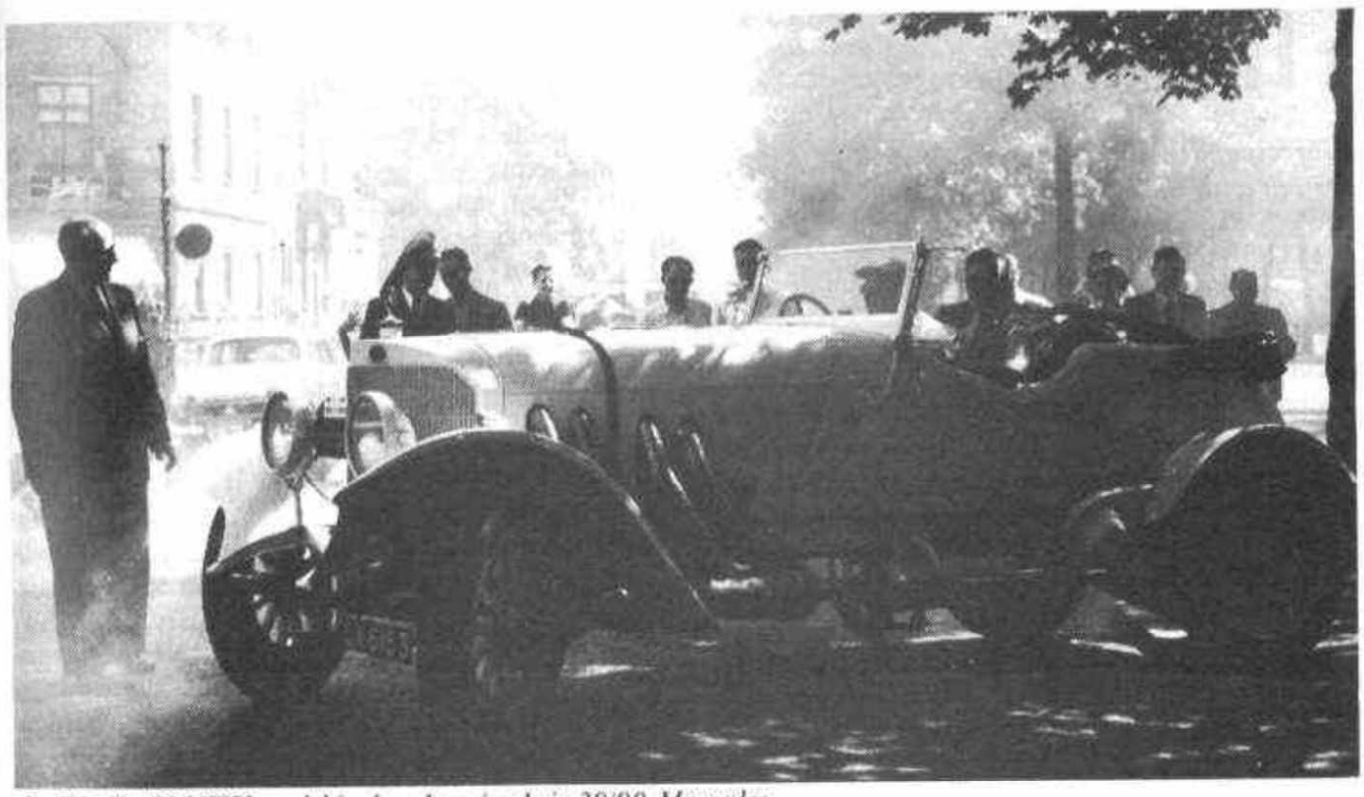
It wasn't until its appearance at the 1912 Motor Show that the full impact of the Ninety Mercedes was felt here. It followed the earlier theme of a very large four-cylinder power unit and final-drive by side chains but it had several improved items of specification. For instance, the 130 × 180 mm. (9,557 c.c.) engine had all its valves overhead, two exhaust and a single inlet valve per cylinder, set vertically and operated by push-rods and rockers, in contrast to the i.o.e. layout of the Sixty, the inlet valves of the 90 h.p. engine being on the off-side and the exhaust valves being on the near-side, giving a cross-flow head. Instead of low-tension ignition with the make-and-break mechanism inside the cylinders, the Ninety Mercedes had a Bosch h.t. magneto, firing two plugs per cylinder.

THE exhaust side of a Mercedes 90, showing the exposed valve-gear.



THE carburetter side of a Mercedes 90 engine.





A. W. F. SMITH and his daughter in their 38/90 Mercedes.

The cylinders were still cast in pairs of two. The carburetter fed into a large external inlet manifold and on the near-side near-vertical exhaust pipes covered with flexible brass tubing dropped outside the bonnet into the silencer, giving a sporting feature which Mercedes were long to retain. The crankshaft of the Ninety ran in four plain bearings, and these and the big-ends were lubricated by pressure from a plunger-type oil-pump driven from the spindle of the pump that sent water through the radiator, the latter flat-fronted at first, but an imposing vee-fronted "cooler" on the 1913 cars. Jets supplied oil to the exposed o.h.-valve-gear, and the supply of lubricant was contained in the off-side crankcase bracket.

The once-famous Mercedes scroll clutch had been replaced by a leather-lined double-cone clutch on the 90 h.p. chassis but its gearbox, incorporating the differential and counter-shafts for the driving chains, was the same as on other Mercedes and, indeed, on most big Edwardian chain-drive cars. It gave four forward speeds and had a shoe-brake on each side of it, applied separately by means of individual brake-pedals, making (according to a contemporary report) five pedals in all! (I suppose the rear-wheel brakes could be put on by both a pedal and the hand-lever, and that another pedal would be needed for the clutch, perhaps also withdrawing the countershaft brakes, as was often done in those days. If so, and with a foot-accelerator, the five pedals are accounted for.) The countershaft and rear-wheel brakes of this enormous motor-car were all water-cooled, and no doubt the idea of having the former applied by independent pedals was to be able to use one and then the other on long descents, so as to keep things cool . . . The final-drive chains were by Reynolds, a tribute to the British Company I presume, and were usually encased, adjustment being by side radius-rods. The tyre size was 935 × 135.

According to David Scott-Moncrieff, the Ninety Mercedes was not shown here until the 1912 Olympia Show, and again at the 1913 Show, when a bronze-green Salmons torpedo-bodied example was on the Mercedes stand, equipped with Bleriot gas headlamps. Known officially as the 80/90 h.p. model in this country but usually referred to as a Ninety, the chassis-price in 1914 exceeded that of the well-established 40/50 h.p. Rolls-Royce by £165, at £1,150, and had been reduced by £125 from the cost in 1913.

Although these great 80/90 h.p. Mercedes must have looked imposing in the showrooms of British Mercedes Ltd., *The Motor* calling them "mighty" and *The Autocar* saying they were "chassis specially prepared for the motorist of sporting proclivities and for Continental touring, obviously their especial forte being *grande tourisme*", some experts regarded the Ninety Mercedes as a ponderous car, less-well-balanced and less-sporting than the veteran Sixty. However, with the better breathing from the overhead valves, it must have had an impressive performance in spite of its long wheelbase of 11' 7" and 85 m.p.h., with 75 m.p.h. on third speed, at about 1,350 r.p.m., has been spoken of in respect of a Ninety when it was 19 years old. . . .

Incidentally, the famous pre-1914 premises of Milnes-Daimler Mercedes Ltd., where Walter Dewis was Manager, were at 132-135 Long Acre, London, WC and it is about time someone with time to spare researched the matter of where those showrooms were and what the site is like today; the street numbering may well have been changed but that did not stop Sherlock Holmes' enthusiasts from discovering the whereabouts of 22IB, Baker Street. . . .!

At the time when the Ninety was introduced to the British motoring public, Mercedes were offering a range of a dozen different models, the fine 45/50 hp retaining a T-head engine, while the Knight sleeve-valve-engined models had already appeared. So it is not easy to distinguish one from another, particularly as the German horse-power designations differed from the British ones and there were 60, 65, 70 and 75 hp models to cause confusion. Fortunately, we are concerned here only with the 90 h.p. although even this, it seems, was called the 37/90 h.p. model in Germany.

Before the holocaust of 1914 the Mercedes was held in high regard here, as it is today, and with the close connections between the British and German Royal Families and the fact that HM King Edward VII had taken delivery of a 45 h.p. Mercedes in 1908 and had a 65 h.p. model in the following year must have raised the maker's status symbol and caused many distinguished people in this country to acquire cars of this make. Among them was Count Louis Zborowski, who ran a sporting 75 h.p. or 90 h.p. Mercedes, probably when in his teens.

How many found their way to Brooklands it is difficult to say, for again so many Mercedes types were raced there, old models, ex-Grand Prix machines, and so on. However, it is possible that the car Mr. Dewis entered for Tate to drive in the 1912 Mercedes Handicap was a Ninety; in winning, it lapped at 86.32 m.p.h., however, which may suggest that it was something else, especially as, later , Dario Resta got the car round at 86.15 m.p.h. (but the engine bore and stroke fit), and A. W. Tate's 9½-litre Mercedes was lapping at nearly 90 m.p.h. by 1913, as was another such Mercedes driven in 1914 by F. R. Samson for Mr. Dewis.

At Brooklands after the war, when the 90 h.p. cars were out-dated, I rather think the Mercedes driven by Major R. F. Cooper, Zborowski's friend, early in 1921 (lap speed: 73.78 m.p.h.), may have been one of these (perhaps Lou's old one?), although if so its engine size was mis-declared (or can someone say whether there *was* a 130 x 170 mm. four-cyclinder Mercedes?). In 1922 D. D. Phillips entered a white Ninety, which fizzled out. In about 1931 I used to be intrigued to see a big white 90 h.p. Mercedes with the vee-radiator, two outside exhaust pipes, and practically no bodywork, storm up Streatham Hill, in S. London, late on summer Sunday evenings, when streams of traffic were returning from the seaside, many of the cars and combinations therein running backwards as they attempted the re-start after the many traffic hold-ups. In the dimly-lit melée it was, to say the least, impressive to see the ancient monster make such light work of the hill, usually passing on the far-side of the long line of stationary or slow-moving vehicles. It duly got its picture in *The Autocar* and from letters in MOTOR SPORT, some quite recently, I learned that this exciting Merc. was driven by a pilot, B. A. Blythe, based at Heston, who was apparently, when I saw him, returning from a late landing at Croydon Airport. I think it was this Mercedes that Kent Karslake used for one of his "Veteran Types" series of articles which were a feature of MOTOR SPORT at the time, following his epoch-making piece entitled "Where Are The Veterans?", which later sparked-off the interest of the VSCC in the more exciting early specimens, like Heal's 1910 10-litre Fiat and Clutton's 1908 12-litre GP Itala.

The Ninety Mercedes Karslake sampled, and for which the afore-quoted performance estimates were the owner's and, I would think, were somewhat optimistic, had had its original carburetter replaced by an SU. I do not know what became of this car.

When, just prior to another World War, Cecil Clutton of the VSCC called out those Edwardian monsters, the search revealed quite a number. These included a Ninety Mercedes found in a field in Berkshire, if I remember correctly, by D. B. Tubbs. I think it had been a fire-engine at one time, and was thought to be a "Chitty-Bang-Bang," but it turned out to be a 90 h.p. Mercedes. I think it is possibly the one which was later restored and appeared in VSCC races at different times after the war, it may, in fact, be the car which Jack Williamson's daughter and her husband have recently rebuilt again, and to which my friend Edward Eves of *Autocar* has beaten me in having a drive on. Early in 1938 I discovered an all-black vee-radiator Ninety languishing under dust-sheets at the Cricklewood depot of the Corscia Coachwork Company, a car last-registered in 1919, with the four exhaust pipes, a Zenith carburettor, Zeiss headlamps, and a new Corscia two-door four-seater sports body. It belonged to a Capt. Belleville but I have never seen it again. In fact, not many of these great motor-cars, so typical of the carefree pre-war age, have survived, but W. F. Smith drove one, unless I am mistaken, on a post-war rally to Germany.

W.B.

Letters from Readers

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

Country Lanes

Sir,

You will probably be interested to know that Essex County Council shares your concern for protecting Britain's country lanes (MOTOR SPORT, January 1983, page 39). It has devised measures within the existing legislation to put conservation of this important landscape feature onto a formal basis.

Certain lanes have historic and landscape value and they are important to the character of Essex. The County Council wishes to preserve their traditional character by keeping the banks, ditches and verges as far as possible. Trees and hedges will be protected where they are on highway land and, where they stand outside the boundary, the co-operation of adjoining owners will be sought. As highway authority, the County Council will relate traffic volumes, weight and speed to the need to avoid damage to the amenity and historic character of these lanes. The County Plan for Essex, approved by the Secretary of State for the Environment last year, incorporates the following statement of policy:

Any proposals which would adversely affect the physical appearance of the protected lanes of historic or landscape value or give rise to a material increase in the amount of traffic using these lanes will not normally be allowed. This is not just a sensitive concern for heritage and a sympathy for traditional landscape, although it is both of these as well. The importance of the Essex countryside for recreation and tourism is also recognised by the County Council. The Essex Plan deals with those issues too.

While you obviously agree with this, you may also have pondered the problem of a successful outcome of these policies for conservation. If the landscape of unchanged country lanes is so attractive to holiday visitors, will they in their great volumes damage the verges and press the need for black tarmac ribbons?

K. W. BODDIE
Principal Assistant County Planner,
Essex County Council

Personal Imports

Sir,

I have been attempting to gain exemption from National Type Approval on a Japanese car which I am importing to this country. The car is an Isuzu Piazza which has not been type-approved in the UK, but I understand that a personal import can be exempt from NTA, subject to certain conditions which I can comply with.

The Department of Transport did confirm that NTA exemption was possible in my case, but then informed me that the car in question did not comply with C&U Regulations — period!! No indications were given as to why it did not comply.

I have now established that certain components require "E" marks and hope that the manufacturer can provide alternative components as necessary. The basic rule for importing "one-off" cars is — don't bother. The pleasure of owning and driving a car that is different is not acceptable to our "Euro-minded" leaders, especially if the alien in question comes from the land of the Rising Sun and Higher Productivity.

Shirehampton PETER E. JENNINGS

American Grands Prix

Sir,

Upon reading the Grand Prix calendar for 1983, published in MOTOR SPORT recently, I was tempted to call in the Monopolies and Mergers Commission. How long will it be before the World Championship becomes an American series? With the introduction of a New York Grand Prix for this year, the USA has now created three new races in successive years. I like the Long Beach race, but a Grand Prix in a car park is degrading, and four races in the USA is ridiculous. Britain, home of many formula one teams and drivers, deserves two Grands Prix; the "San Marino" and "Swiss" dodges are acceptable for similar reasons. But the United States has no formula one teams, only one driver and four races. A good balance? I thought the Americans were pushing their luck with a Grand Prix (west) and a Grand Prix (east) in 1976. Now we have a Grand Prix (central) and a Grand Prix (west of central, but not as far west as west itself) as well. Would anyone care to envisage what might happen, when Bernie and the yanks discover North and South on their compasses, and a few more dollars in their wallets? I dread to think.

Merrow G. THOMAS

Rally Coverage

Sir,

MOTOR SPORT'S RAC rally report comments that this is "the most prestigious sporting occasion to be held in the British Isles". Very true — and it attracts huge crowds any time of the day or night! Why is it then that it is ignored by TV and radio? If there is a snooker competition, there is a programme every night, and cricket can be shown during half the day, but the RAC rally had a brief picture of the leading cars in the news. The most annoying thing was to know that the cameras were there, but little was broadcast. It was as if they were there just in case there was a major accident.

At least the enthusiast could ring the special GPO number and get a good up-to-date report — up to this year that is. When I used the service, I found you now had to listen to snippets of various sports before getting a very poor RAC rally report. A case of a majority being ignored.

Overton T. IRWIN

Belt Penalties

Sir,

May I raise an aspect of seat-belt-wearing following the letters and your own contributions. One reads from time to time that the victim of an accident receives less than the full indemnity due to him on the grounds that he was not wearing a seat-belt.

Let us assume that motorist A is proceeding properly on his way and is run into by motorist B who is driving dangerously. In many cases the judiciary declare that motorist A contributed to the damage or injuries by his negligence in failing to wear a seat-belt. This to my mind is iniquitous. If motorist B had not been driving dangerously there would have been no accident. Motorist B is wholly and solely responsible for the consequences of the accident. The judiciary have no moral right whatever to penalise Motorist A.

This is a point which I have not seen raised previously in print. I hope you agree.

West Horsley RONNIE SYMONDSON

Seat-Belt Profits

Sir,

In your editorial of August 1982 you advised your readers to buy shares in companies that manufacture seat belts in view of the extra sales that they are about to make due to the Compulsory Seat Belts Bill. The following month this idea was ridiculed by one of your readers, Mr. Lockwood. Well perhaps Mr. Lockwood and other doubting Thomases would be interested by the advertisement placed by Kangol in the January Trade Press. Here the dealer is warned that car owners will be "BELTING ROUND" to them for new front seat belts. If this prospect is not enough to get Kangol dealers buying sufficient extra stocks they are also advised to sell seat belts to the already well-fleeced motorist "FOR THOSE VULNERABLE BACK SEAT PASSENGERS" . . . BE WARNED! Your friendly seat-belt vendor is after one thing: YOUR HARD EARNED MONEY.

Personally, I am in favour of voluntary belting up, but the decision should be made by the individual, free from the pressures of this Government inspired sales campaign. Ask yourself what is going to be the next target?

On another topic, I would like to mention that over the last 28 months I have completed 90,000 miles in two (totally boring) *British made* 1.6 GL Ford Cortinas. During this time the only road-side breakdown was a jammed starter. For those of us that need high-mileage workhorses what has Japan or Europe got to rival this reliability? I only hope that my new Cavalier can match this.

Thanks for the magazine that still expresses the joys of motoring and the character of cars that are tested, rather than just publishing tables of minute, often trivial, data such as one can read in most so-called motoring magazines. I am in my 15th year of readership (since the age of 14) and have never discarded one issue.

Hitchin K. D. LAKE

The Other Side of the Coin

Sir,

Jeez, you Poms are a strange (but lovable) bunch.

I write on behalf of the vast silent majority who believe seat belts to be the best thing since the ring pull can. If, owing to an error on my part, my vehicle comes to a sudden halt — then I want to come to a sudden halt with it, I don't want to have a test of strength between my face and a laminated windscreen. Should I ever catch my missus driving without her seat belt, even in the Jowett Javelin, I'd kick her from here to Sunday and she knows it. I grant you that there will always be a very few people whose life is saved because they're not wearing belts, the exception that proves the rule.

My main concern is for the younger people who may be tempted to follow our Honourable Editor's example; after 20 years of navigating — and having been stuffed up more trees than the average Possum — I say "Mr. Editor — Belt Up".

While I'm here, may I thank Murray Walker and James Hunt for their fine Grand Prix commentaries; they make it well worthwhile staying up until 1 a.m. for the finish. And let us not forget W.B., D.S.J., and everybody else from MOTOR SPORT, eagerly awaited every month and never a disappointment.

Brisbane, Australia PETER L. SMITH

[There are times when belting-up is fine, as in rallies, etc., and for passengers; but a car isn't lethal 100% of the time, which is why I, and so many others, abhor *compulsion*. — Ed.]

Whose Responsibility?

Sir,

In view of the fact that motorists are now compulsorily belted in, I sincerely hope that the Government is going to accept full liability for those killed or seriously injured by seat belts. As we in the anti seat-belt lobby have had to concede defeat in preventing this absurd legislation coming into being, at least we can now make every effort to persuade the Government to set up a scheme which would provide compensation for those killed or seriously injured in an accident where a seat belt has been proved on the grounds of reasonable probability to be the cause of injuries sustained.

In my respectful submission, it would be a tyrannical Government which would be callous enough not to accept responsibility for such road accident victims. Further, with reference to a recent BBC television programme called "Top Gear" in which Jackie Stewart extolled the virtues of seat belts and safety generally, I felt a deep sense of regret that Pedro Rodriguez and Ronnie Peterson have lost the chance to put their views across.

Hereford R. L. MEREDITH, B.A. (Hons.) Law

Proportional Reporting

Sir,

Your item of Seat Belt News in the February issue has stirred me to write to you.

While I agree that the compulsory wearing of seat belts is a retrograde step, the effect of your reporting only one side of the news gives a totally unbalanced picture, ignoring the far greater number of accidents where death or serious injury has been averted by the use of belts.

A few weeks ago near this house, two cars were involved in a head-on collision at which I happened to be the first person on the scene, so that I had a good demonstration of the two alternatives. The man in one car, who had been wearing a belt, had already climbed out and was able to wave me down to go for help. In the other car the woman who had not been wearing a belt lay unconscious partly under the steering wheel. The man had dislocated his thumb on the gear lever and had a black eye, whereas the unfortunate woman was lucky only to have badly broken ribs and multiple bruising. Both cars were write offs.

Please, if you are going to report the inevitable cases where a belt has proved dangerous, also report the proportion of cases where the belt has proved an effective safety aid.

It seems to me that the seat belt manufacturers would assist rapid exit greatly if they could agree on a standard type of release button. The present confusing variety of belt release methods is a very real danger, especially if you should drive three or four different vehicles during the course of one day, as I often do.

While on the subject, can any of your readers tell me if it is possible to fit inertia reel belts to a Series Two 2+2 E-Type, as the present belts nearly drive me mad!

Royston JACK WHITE

Old Car Taxation

Sir,

In reply to Keith Rumsey's letter "Hobby Tax" (February), I can only hope that we Veteran, Vintage and Classic car users are kept to the same taxation as modern cars. Any segregation could lead to the restricted use of old cars which is present in a number of European countries.

I am sure that regular users of these old cars would not wish to be restricted to Sundays and Bank Holidays.

Accrington CLIFFORD WALMSLEY

In Defence of Land Rovers

Sir,

I refer to the opening paragraph of your article on the Mercedes G Wagon in the February 1983 issue, when you voiced your surprise at getting a Land Rover stuck alongside ordinary two-wheel-drive vehicles. May I respectfully suggest that you ask the driver of the Land Rover, successfully pulling an ordinary 2-w.-d. VW Beetle up Clinton hill, on page 187 of the same magazine, how to use the 4WD and low ratio levers.

I would add, that having spent almost nine years in the Middle East and having driven the same Land Rover for most of that time, through perhaps some of the sandiest and roughest terrain in the world, I consider it to be the finest vehicle of its kind. It is common to see early series I vehicles built in the 1950's and loaded to the gunwales still labouring over sand dunes and through wadis (riverbeds) whilst other makes of vehicle died long ago.

Jordan VAUGHAN DENNIS

[We were not belittling the Land Rover, for which we have, and will continue to have, untold affection, merely setting down facts which are inescapable. Their transmission system is clear for all to see, and there can be no denying that, once stuck in glutinous black-cotton soil, they are much harder to unstick than light 2-w.-d. pick-up trucks. — G.P.]

CARS IN BOOKS

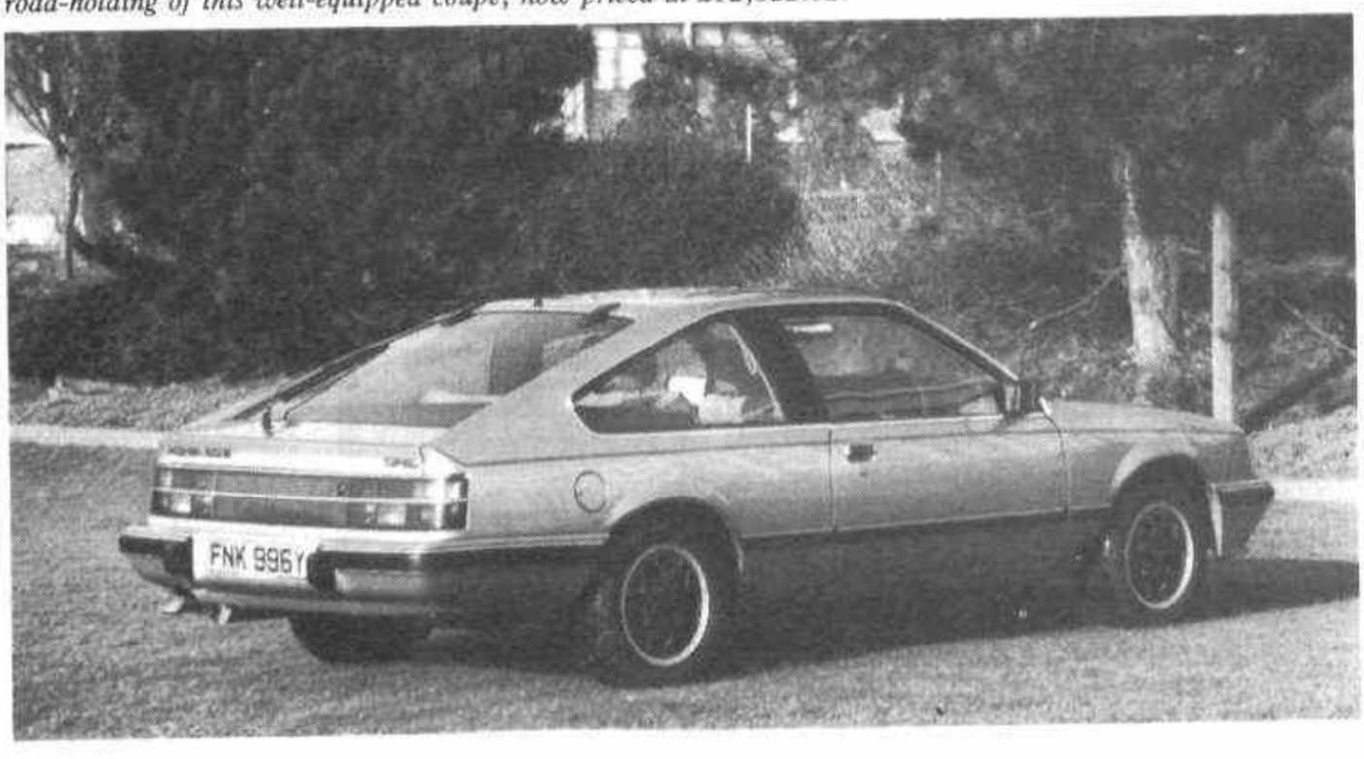
FROM the paperback "Mary Pickford", a Star book, published by W. H. Allen & Co. Ltd. in 1975: In the spring of 1925 a plot to kidnap Mary Pickford was uncovered, thanks to one of the four conspirators telling the police in advance. The plan called for sandbagging the chauffeur of the two-seated custom-built Rolls-Royce roadster in which Mary Pickford rode to and from the studio, blindfolding and gagging the actress, and taking her to a hide-out in the Santa Monica Mountains, and then demanding $100,000 as ransom. The four men also hoped to capture child-star Jacky Coogan, also E. L. Doheny the Third, of the oil and banking family, and Pola Negri.

The police, even knowing these plans, had to catch the kidnappers in the act, and so followed them for weeks before they made a move. Mary Pickford was asked to keep to her regular schedule of going to and from work, and her stand-in, serving as a decoy, took frequent rides in the Rolls-Royce, whose design Douglas Fairbanks had borrowed from the Prince of Wales, later King Edward VIII. A bodyguard was added to the set of "Little Annie Roonie", and Mary and Douglas armed themselves with a .45 Colt each. Finally apprehended, without kidnapping anybody, the three men were sentenced to from 10 to 50 years at San Quentin.

W.B.



MAJOR changes in appearance plus mechanical refinements distinguish GM's latest Monza. A lower, smoother nose and shallower grille improve aerodynamics, while the Bosch fuel-injection system on the 3-litre engine incorporates an overrun fuel cut-off. Suspension changes further enhance the luxurious ride and good road-holding of this well-equipped coupé, now priced at £12,822.12.



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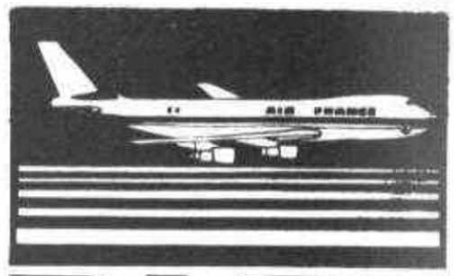
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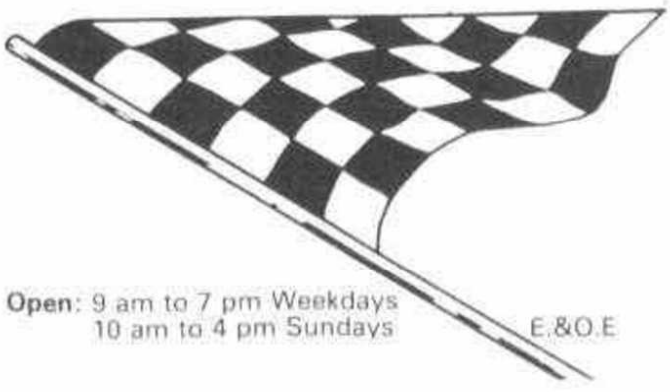
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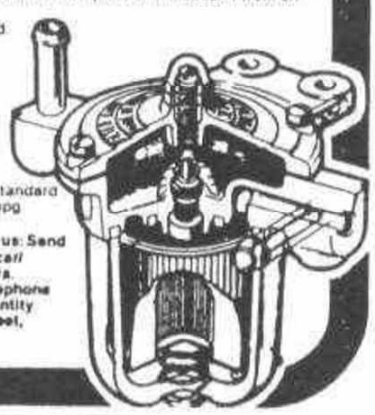
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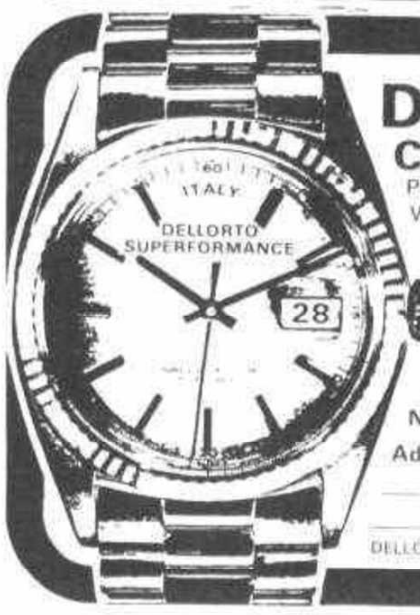
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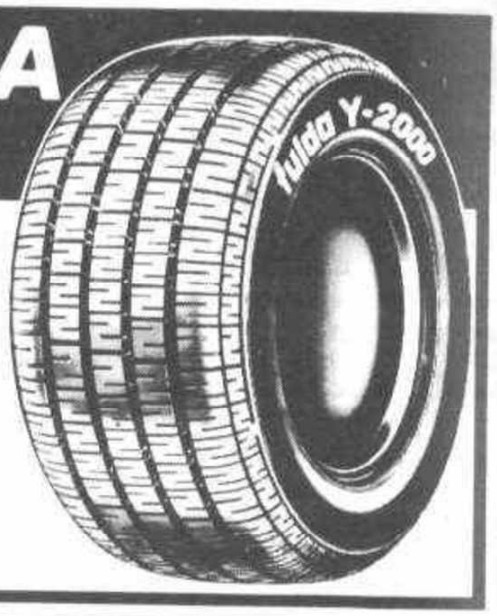
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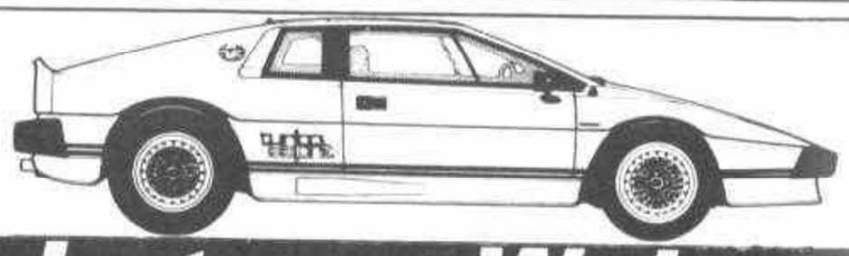
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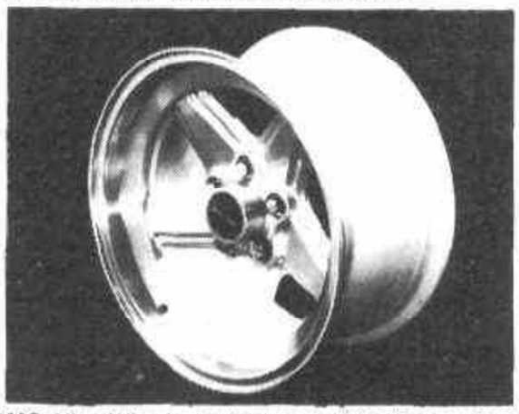
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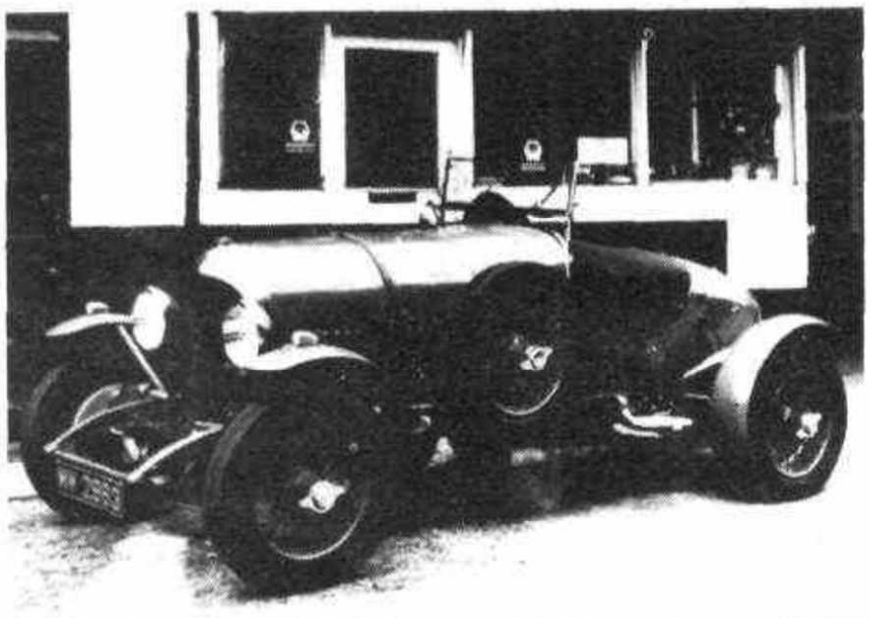
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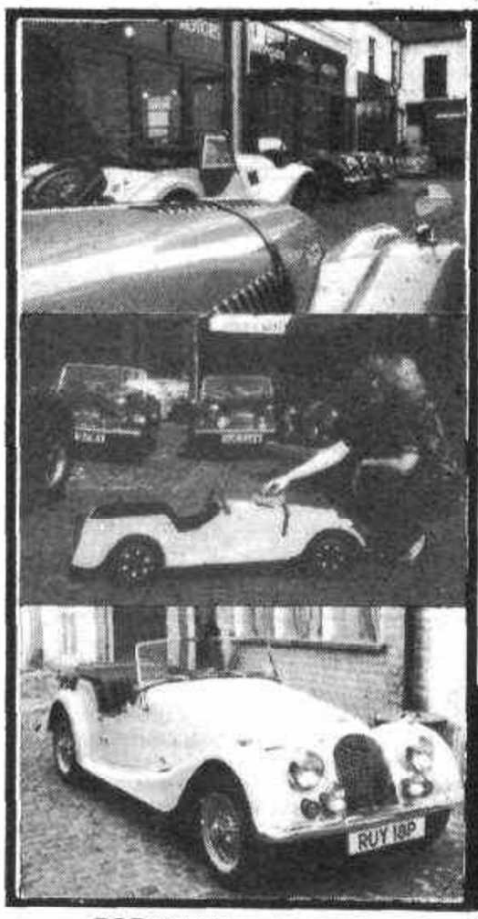
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MORGAN



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The **Morgan** show of the month is here in the mews. New **Morgans,** old **Morgans,** all types for you to gaze upon. Blast off with a 1980 **Morgan** plus 8 in silver with black wings, leather interior, undersealed. This Morgan is in exceptional condition and has only covered 4,500 miles. Another **Morgan** plus 8 of 80 vintage is finished in signal red, folding and reclining seats and is simply a must for anyone who is contemplating a holiday abroad for about 6 months as the Morgan is left hand drive and the speedo is in klms. this **Morgan** has only done 7,000 klms. and is also fitted with head rests. Another **Morgan** plus 8 is our road converted racing car. This **Morgan** has been fitted with a slightly tuned engine driving through a close ratio gearbox to a back axle which has been modified to accept disc brakes which are retained as is the panhard rod. Yellow with black wings and red leather interior is the colour scheme, but an intending purchaser could have this altered. Last of the **Morgan** plus 8 is our 1978 with cream leather interior, brown body and cream wings. In 1981 a **Morgan** 4 4 2-seater was constructed in signal red with wire wheels, door handles, headlamp stone guards, tonneau cover. Since then it has covered 17,000 miles. Remember the late sixties early seventies when cars were painted some pretty colours. Well we have a 1970 **Morgan** 4/4 4-seater finished in Orange as it was originally. It has black interior and has an aluminium body and wings. Another 1970 **Morgan** 4/4 4-seater is finished in green with black leather interior. This **Morgan** has only covered 25,000 miles in the hands of one owner. A very nice and original car. That's not to say that all the other cars aren't nice. Pale blue is the colour with black leather interior of a 1974 **Morgan** 4 4 2-seater. Original bench seat goes with this car as does wire wheels, bonnet strap and chrome luggage rack. 1976 **Morgan** 4/4 4-seater in golden yellow. The extras on this car include 72-spoke wire wheels, tonneau cover, door handles and luggage rack. Another 1976 **Morgan** 4 4 4-seater features gold body with black wings, brown leather interior with folding and reclining seats, luggage rack and door handles. 1978 Morgan 4/4 2-seater, signal red with door handles, bucket seats and luggage rack. A clear perspex panel in the roof of this 1978 **Morgan** 4/4 2-seater allows a lot more light into the inside of the car. Finished in guardsman blue with black interior. It has had one owner from new and is fitted with wire wheels, head rests, aluminium body and wings, luggage rack and door mirrors. Yet another 1978 **Morgan** 4/4 2-seater but finished in green with cream leather interior matching hood and sidescreens, wire wheels, door handles, 21,000 miles from new. There is also a good chance that we shall have for sale new Morgan Plus 8 for sale by this publication date. Panic and rush for the phone.

morris stapleton

Reece Mews, London SW7 01-589 6894

FOR SALE—continued

MORRIS MINOR. Purchased 20th March 1954, s w, black, two owners, genuine 56,500 miles, completely original, fully documented and in excellent condition. £1,250 o.n.o. Tel.: 0292 262611. (43629

STEAM TRACTION ENGINE. This big and magnificent named engine is one of the best examples of its famous class. Just rebuilt with new firebox and boiler tubes, repainted and lined in original livery, complete with brass-topped chimney and all brass and copper fittings including laps. This is the heavenly vehicle to steam down to the pub on a Sunday morning. No better investment. Offers. Tel.: 0625 73249 evenings. (43630

TRIUMPH GT6. 1976, mallard green, 46,000 miles, sunroof, tints, radio, cassette, new 165SR steels, service history. £1,675. Tel.: Southampton (0703) 734018. (43631

PORSCHE CARRERA 2.7 RS Touring. Original immaculate lhd 210 bhp 7 8 inch wheels, 97,000 km, no faults. Tel.: 0625 582303. (43638

PORSCHE 356C. 1964, green, restored inside and out, good mechanics, used daily, M.o.T. and tax, must be seen. £2,500. Tel.: 01-253 0744 days, 01-691 5545 evenings. (43639

FORD GALAXIE 500 Sunliner V8 Convertible 1960, recent overhaul cost £2,700. Originally property of David Hicks & Lady Pamela Mountbatten, M.o.T'd. £1,595. Tel.: 0290-51555 (evenings), 0292-69123 (days). (43645

ALVIS 3-LITRE. 1952, engine just rebuilt, speedo 54,906. £1,295. Tel.: 0290 51555 (evenings), 0292 69123 (days). (43645

PORSCHE 924 LUX. 1979, metallic silver, steel sunroof, 39,000 miles. £6,000. Tel.: Ceres 621 (Fife). (43855

JAGUAR 4.2 COUPE. R-Reg., squadron blue, steel sunroof, superb condition, new works engine and gearbox, private sale. £2,650 o.n.o. Tel.: 01-278 9421 (day) and 023371-3221 (eves and weekends). (43833

ESPRIT TURBO. X-Reg., black, red leather, air conditioning, 12,000 miles, transferrable warranty. £13,500. Tel.: 0734 783817. (43834

BMW 323i. August 1982, Y-Reg., tinted glass, limited slip diff, manual sunroof, alpine white with blue interior, rear spoiler and side stripes, 3,000 miles only, manufacturers warranty transferable (not an import), stored in heated garage and in immaculate condition, no offers. £8,995. Tel.: 0484 89 4861 (West Yorks.). (43838

ALLARD P-TYPE Two-Door Saloon. 1951, very good bodywork, original V8 engine. £1,100. Tel.: Lincoln 750228. (43840

FROGEYE. 1958, well sorted everyday car, 1,275 c.c. engine, box, diff, replica bonnet, steel as spare, hard soft tops, tonneau, deep burgundy, black trim, new M.o.T. £1,200 o.n.o. Tel.: Sue Halkyard on Amersham 21112. (43842

TVR TAIMAR. T-Reg., March 1979, silver, full M.o.T., sunroof, new stereo, cassette, exhaust system and tyres. 50,000 miles, excellent condition, full history, an absolute bargain. £4,250 o.n.o. to regretfully help finance larger car purchase. Tel.: 025675 672 Basingstoke area (office), Abbotts Ann (Andover) 429 home. (43843

1978 XJS. BRG., matching hide int., 40,000 miles, 2 owners, co. dir. car, all usual refinements including sun roof, unusual no., full service history, beautifully maintained. £6,950. Tel.: 0268-697462 (day). (43933

FOR SALE—continued

GINETTA G15 998. 1972, chassis no. 150604, black, chassis-up rebuild with photographic record plus £1,900 bills, many extras including sunroof, alloys, electronic ignition, etc. £2,850. Phillips. Tel.: Ingatstone (02775) 4102. (43845

DB5 VOLANTE MANUAL. 1965, 7,000 miles since professional engine rebuild, new hood, carpets, tonneau, stripped and repainted dubonnet, new chrome wheels and tyres, hard top. £12,500 or part exchange vintage Bentley or 30-98. Tel.: 0656 721337 evenings. (43846

MGB GT. Registered August 1982, blue, 3,000 miles, rustproofed. £7,000 o.n.o. Tel.: Holbeach 363996. (43848

MINI COOPER 998 c.c. 1968, two owners, 43,000 miles, superb original condition. "As the factory made them" Coopers are very, very rare. This is a fine example. £1,850 no offers. Tel.: 0538 360357 (Staffs). (43849

LANCIA 2000 HPE Series II Coupé. 1979, radio, sunroof, metallic blue, original lady owner, 21,000 miles, completely undersealed, no rust, immaculate condition, main dealer serviced. £2,495. Tel.: Walton 25386 evenings, Guildford 32811 office hours. (43850

BULLOCK eccentric 2-seater kit-car. M.o.T., tax, wide wheels, unique, must be seen. £430 o.n.o. Tel.: 01-735 2203 (Waterloo). (43851

MGTF. 1954, 1,250 c.c., B.R.G., owner for 14 years, minimal mileage only since completely rebuilt, resprayed, new ash frame, hood, wiring, etc. Excellent mechanical condition, bodywork and interior, M.o.T., logbook. £7,500. Tel.: 021 328 3062 days, 021 707 6200 evenings. (43853

FIAT X19. Metallic gold, X-Reg., 14,000 miles, stereo radio, immaculate, £4,300. Tel.: 01-852 5547 (evenings). (43931

E-TYPE JAGUAR 4.2 Open '69, M.o.T. Aug '83. Sound throughout, £3,750. Tel.: Hughes, (office) 01-583 6117. (43935

AUSTIN HEALEY 3000 Mk. III, o.d., recent engine overhaul, new clutch, new hood, new M.o.T. £3,000 o.v.n.o. Tel.: Herstmonceux 833698. (43936

SCIMITAR GTE. Automatic ivory tan, 1978. Radio cassette. Two Scimitar loving owners from new. Full service history probably best '78 available. £3,750. Tel.: Dr. Curtis Stoke-on-Trent 512605 for details. (43939

ALFETTA GTV 2.0. 1979, dark bronze metallic, 5-speed gearbox, sunroof, radio, electric aerial, leather black sports steering wheel, director's car. £2,250. Tel.: 01-251 4549 (office), 01-660 (home). (43940

MGB GT 1979. 19,500 miles. White, overdrive, radio. 10 months M.o.T. Immaculate condition throughout. £4,100. Shrewsbury 62606 (day), Shrewsbury 247597 (evenings). (43942

THE ORIGINAL ONE! 1974 Mercedes 280 CE. Converted to 2.2 manual diesel. An attractive stylish car with economy. A reluctant sale at £2,450 o.v.n.o. Tel.: Bidford-on-Avon 778325. (43944

MASERATI MERAK SS. Red, 27,000 miles, personal plates, beige interior, recent complete overhaul including new timing chains, clutch, brakes, tyres, excellent throughout. Possible exchange Lotus. £5,750. Tel.: Brighton 563214. (43945

ALFA SPIDER hard top, to fit round tail cars, only, excellent condition, very simple to fit. £175 o.n.o. Tel.: Ross-on-Wye (0989) 63733. (43965

FOR SALE—continued

ASTON MARTIN DBS V8, 1971, manual, 54,000 miles, second in concours, blue, white interior, stainless exhaust, etc. £5,000 o.n.o. Tel.: Brentwood 223020. (43948

SCIMITAR GTE. Nov. 1978, 32,000 miles. Automatic, power steering, tinted electric windows, stereo cassette, 4 speakers, front & rear fogs, velour seats, sunroof. Complete new exhaust system just fitted. Superb condition, mid blue. £4,650 o.n.o. Now today £14,000. Tel.: Leicester 858396 after 6 p.m. (43949

AUSTIN NIPPY. 1935, Concours winner at Beaulieu Longleat etc., unused past 3 years, totaly pristine condition inside and out, present owner 12 years. £3,650 to include spare engine. Tel.: Dorchester 65918 evenings. (43841

MERCEDES 220SE COUPE 1966, metallic gold, white hide interior, PAS, sunroof, lovely car, good condition throughout, M.o.T., must sell, hence £1,450. Tel.: Colchester 74135 or Watford 35871. (43954

TVR TASMIN 2.8i coupe, W-Reg, £6,000 o.n.o. Tel.: St. Mary Bourne (Hants) 223. (43951

JENSEN HEALEY 1976, 1 of last 50 made, hard top soft top, 5-speed, radio cassette, 45,000, immaculate, house forces sale, £3,395 o.n.o. Tel.: 01-594 3214 day, Romford 42837 evenings. (43955

ONE MUST GO. Lotus Europa, 1970, sun roof, radio, electric windows, nice little car, 11 months M.o.T. £1,550. Datsun 260Z 2+2, 1975, black, 5-speed, 56,0000 miles, 12 months M.o.T. £875. Tel.: 0823 412768 for details. Somerset. (43956

1923/4 STANDARD 11 h.p. open tourer, M.o.T., known history, offers, part exchange 1930s. Tel.: Malmesbury 3401. (43957

ALVIS 3-LITRE TE21, 1964, auto, excellent throughout, recent restoration, bargain at £2,750. Tel.: 0782 516767. (43958

FERRARI 275GTB/4, red, black interior, recent respray, 43,820 miles, personal reg no., condition is excellent with full documented history. Tel.: 060884 665. (43959

BMW-FRAZER NASH 1937, type 319 2-litre Alpine sports tourer, black and white, beautiful. £4,750. Contact Dr. Graham on 01-340 6628 daytime, 01-263 6001 eves, weekends. (43960

SCIMITAR GTE 1979, overdrive, sunroof, electric windows, radio cassette, blue, beautiful condition, 65,500 miles, hence, £4,200 o.n.o. Tel.: 0792 873418 (Swansea). (43962

V12 E-TYPE roadster, 1974, auto, hard top, c.w.w., radio, 15,000 miles from new, totally immaculate, £10,000 o.n.o. Tel.: 021 355 3804. (43961

COMPLETELY RESTORED 1975 MGB GT V8, black with tan interior, new tyres, carpets etc, no expense spared, must be one of the finest V8s around, family situation forces very reluctant sale, £5,500. Tel.: Epsom 28972 day, Ashstead 75259 evenings. (43963

MORRIS 1000 1960, 4 door saloon, genuine 39,500 miles, M.o.T. 1984, absolutely exceptional condition, no rust, £1,250 o.n.o. Tel.: Ross-on-Wye (0989) 63733. (43965

RILEY BIARRITZ 1930, two owners, original documents, complete engine overhaul, rewired, retrimmed, unique opportunity to acquire rare car in superb condition, offers over £6,000. Tel.: 0905 66 676. (43964

PORSCHE 911 Targa 1977, champagne, tan interior, manual 5 speed, 46,000 miles, stereo radio, just completed £2,500 overhaul by Autofarm Dec. 82. £7,995. Tel. 0477 34451. (44025

FOR SALE—continued

PRIVATE SALE. 1929 Aston Martin International offers over £9,000. 1931 Peugeot 201 Cabriolet £2,000. 1935 Austin 10 Cabriolet £1,000. 1971 Mercedes 350 SL Private Reg. £5,500. Abbey GT 414 Caravan twice used £3,000. Tel.: 0783 262797 (Durham). (44027

DUTTON PHEATON. 1980, Triumph based, many new parts, well built example. £1,395. Tel.: Leeds 677590. (44028

MORRIS TRAVELLER 1971. One of last built, mechanically good, sound structure, body requires restoration. Sale includes new B.L. woodwork and panels. £395. Tel.: Sheffield 460391. (44039

DELLOW MK. 1 recent good trials history including 1981 Triple and Baddeley championship, Ford 1500 engine, 105E gearbox and back axle, hydraulics all round, good 16" Pirrelli's on wide wheels, heater, screen wash, hood etc., all original Mk. 1 parts go with car including supercharger and three 1172 engines, quantity of good spares, loads of wheels, car awaits new challenge. Offers around £3,750. Tel.: Locksheath 2307 office hours, Fareham 280010 evenings, weekends. (44031

TR6 M-REGISTERED. Soft and hard tops, rebuilt three years ago, new gearbox, tyres, clutch, fuel injection, panels, interior, 150 bhp, 60,000 miles, used daily last summer, stored all winter, really enjoy next summer, for £3,000. Tel.: Sheffield (0742) 587818 or 77003 (day). (44038

1929 AUSTIN 16/6, lovely family saloon £5,650 o.n.o. P'ex Morris 8/10, Riley 9. Tel.: Doncaster 0302 743636. (44039

CAPRI 2.8 INJECTION. X-Regd., pristine condition, 34,000 miles by one owner, 'Extra Cover' Warranty to 3 years old or 60,000 miles, any trial or inspection welcome. £5,750. Tel.: 04946 3554 (office) or 025129 2966 (home). (44211

HONDA ACCORDS. V-Reg., silver hatchback, PAS, cruise control, 38,000 miles, £2,700. X-Reg., maroon executive saloon, pas, ac, electric everything. Immaculate, 18,000 miles, £4,700. Tel.: 0734 27644 Berkshire. (44213

LOTUS ELITE 1962. Climax engine, Bristol body, MG gearbox, immaculate running condition, £6,500. Tel.: 0926 640485 (Warwickshire). (44214

LOTUS 61M. F3 space frame s seater, full race dry sump twin cam, eligible pre '74 FF and hillclimbing, cheap investment, c.w. good trailer £1,850. Tel.: 0926 640485 (Warwickshire). (44214

MGB GT V8, beautiful black with chrome bumpers, 51,000 miles excellent all round. £3,350. Tel.: Verwood 825083 after 6.30 pm. (44215

MGA TWIN cam coupe, unused 9 years during extensive re-build, nice example. £4,250. Tel.: Frinton 5352. (44216

1928 LEA-FRANCIS 12/40 P Type, drophead, doctors coupe with dickey, high ratio gearbox, balanced engine, pretty practical vintage car in nice order. £5,950. Tel.: 0639 57541 (evenings). (44217

1951 BENTLEY Mk. 6 4¼ litre standard steel, excellent unrestored condition, reputed low mileage, M.o.T. £3,950 or will exchange for Alvis Speed 20 25, 12/50, Derby Bentley or similar pre-war. Tel.: 0639 57541 (evenings). (44217

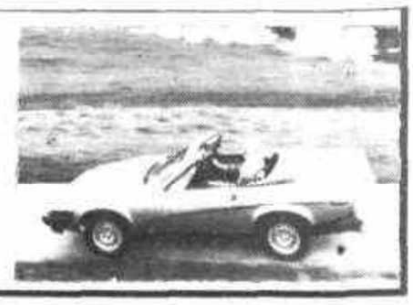
MERCEDES 230 SL 1965, white with black hard and soft tops, r.h.d., manual gearbox, recent documented history, 78,700 miles believed genuine, excellent condition throughout, urgent private sale hence realistic price. £4,250. Tel.: 01-670 6819. (44221

Hire a Sports Car

Morgan 4/4 2 & 4 str's & +8's, MGB Convertibles, Triumph TR7 Convertibles and Golf GTi, Jeep Renegade.

sportshire

Reece Mews, London SW7 01-589 6894 01-589 8309



John Britten

Morgan TVR

There was a young man from Glamorgan
Who was desperate to buy a new Morgan,
So he jumped on a bus
And came directly to us
But we didn't have any!!!
So he bought a TVR instead.

The above poem? serves to illustrate the considerable delay in waiting for a **new Morgan** and the resourcefulness of our sales staff!! Also that we can supply **new TVR's** ex stock e.g. **new TVR 2.8 Tasmin Convertible, Jupiter red** (a sort of metallic maroon), gold bumpers and model stripe, very nice example of our favourite **TVR** model and subject to the usual exceptional **Best of Britten** discount deal. Last month's offer of a **free Ford Fiesta** with a **new TVR** served to sell us three **new TVR's** but we are still left with the **Fiesta** — there's no pleasing people nowadays! So we will repeat the deal this month. To refresh your memories, the deal is if you buy **a brand new TVR from us and pay the full list price, we**



will give you, free, a December 1981 Ford Fiesta 1.1L, white, blue interior, radio / cassette, sport grille, 12,000 miles from new, in excellent condition. Our plea of last month, to be offered some nice, **low mileage TVR's** has not been answered, so once again **Desperate of Arkley** begs you to come up with the goodies! We promise to pay you the **very best price** for your little used, never abused **TVR Taimar, 3000M, 3000S convertible** or indeed, any pre-owned **Tasmins.** The same heartfelt plea is made on behalf of our used **Morgan** stock which is also sadly lacking at present. Surprising this, but the result of an amazing number of people buying cars out of season, perhaps they've twigged that they are cheaper in the winter, just like holidays. Let's hope that by this time next month we can report a "full House". However, for the moment let's brush the snow off our pristine examples of the favourite **Britten** marques. As we are writing this in the middle of a late winter blizzard you will appreciate that the third pile of snow on the



left is in fact a **1983 Morgan +8, Ferrari Red,** stone leather interior, alloy body, delivery mileage only, a little over list but why wait six years? **1981X Morgan +8, Silver body, charcoal wings,** grey leather interior, 7,600 miles, highly recommended. **1980W Morgan +8, metallic green,** brown leather interior, alloy body and wings, 14,000 miles, one owner, supplied and serviced by our goodselves and at present being used by **CJA and dog** as effective means of getting into work in the snowy weather (+8's limited slip diffs are a must in this sort of weather). **1978 Morgan +8, Dark Metallic Blue,** stone leather, 21,000 miles, roll over bar, part of

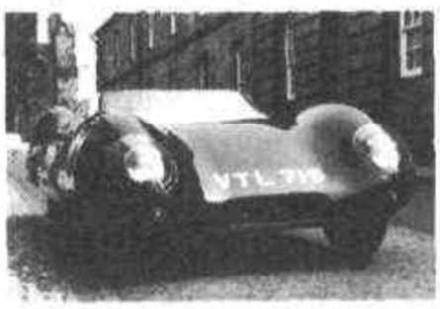


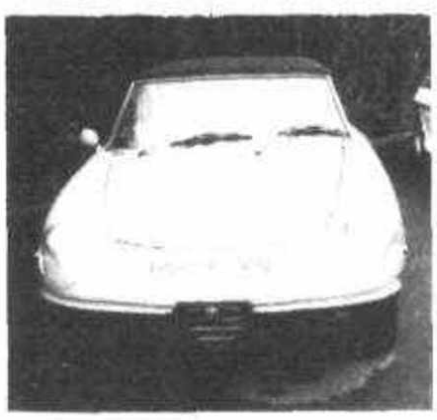


Harper's Bazaar. 1977 Morgan +8, light Metallic blue, stone leather interior, 25,000 miles, swapped for newer +8. **1981X Morgan 4/4, 2-seater, Signal Red,** reclining seats, wire wheels, spare wheel cover, 2,400 miles, has had a starring role in well known magazine. **1981 Morgan 4/4 2-seater, golden yellow,** radio / cassette, luggage rack, wind deflectors, Rostyle wheels, 5,200 miles among the South Downs. **1979 Morgan 4/4 2-seater, black,** red leather interior, one professional owner, lovingly serviced by our friendly rivals two pages away. **1977S Morgan 4/4 2-seater, Signal Red,** wire wheels, bonnet strap, spot lights, bucket seats, recommended by the **"Alford Good Morgan Guide". 1977 Morgan 4/4 4-seater, signal red,** reclining seats, double duck hood, supplied new and lovingly serviced by **Morgan's** longest standing agent in North London (you know, who). Come to that, we're their only Agent in North London! (Sales that is). Since that finishes our stock of **Morgans** for this month you can judge for yourselves the validity of our earlier plea for more **Morgans!** Pressing on, somewhere in the drift we will find a **1982 TVR Tasmin Convertible, 2 lt., Charcoal,** radio / cassette, electric windows, wooden dashboard, one owner, 11,000 miles, a frugal **Tasmin** for the economy minded but quicker than one might



think, with superb handling. **£7,950. 1981 Tasmin 2+2, white,** blue interior, moonroof, 26,000 miles, one of the first of the better looking fixed head with the capability of squeezing kids in (as long as they don't mind the sardine approach) a very eye catching example. **£8,250. 1981 Tasmin Convertible, Gold,** automatic transmission, very smart Compomotive wheels, ex-factory owned example, ideal for lazy town driving. **£7,950. 1978T TVR Taimar Turbo, gold, brown modelband,** oatmeal cloth interior, Wolfrace wheels, 31,000 miles, sunroof, radio / cassette, 79 model, excellent condition, a very good example of this very energetic adrenalin maker





(and remember one of only 60 built), very reasonably priced at **£5,950. 1978 TVR Taimar, silver, gunmetal modelband,** sunroof, radio / cassette, reconditioned engine 12,000 miles, Koni shock absorbers, resplendent in new coat, traded in by **TVR** enthusiast for **TVR Tasmin** and good value at **£4,500,** thus bringing to an end our **TVR** stock. Among the **odds and ends or bits and bobs** we find a **1976R Ferrari 308GTB, Rosso Red,** air conditioning, leather, radio / cassette, 30 odd thousand miles, one of the very rare fibreglass models, **£9,950. 1983 registered Midas, Mark II, beige,** 1,300 c.c. Metro engine, 250 miles, our ex-demonstrator, **£4,950. 1981X, Jeep Scrambler, Sandy Beige,** 6 cylinder 4.2-litre, automatic, left hand drive, locking rear diff, free wheel front hubs, Goodyear Wrangler tyres on wide chrome wheels, air conditioning, hard and soft tops, 3,800 miles, absolutely immaculate — **please buy this car** as we will never hear the last of it from **the Governor** till we've sold it — only **£6,950. 1981X Lotus Caterham Super 7, black and polished alloy,** cream leather interior, chrome wire wheels, 4,000 miles, exceptional condition, however, you really need another one for the other foot. **£6,450. 1975 Alfa Romeo Spyder 2000, silver,** superb condition having been owned by one family from new, 35,000 miles, genuine, 160 brake horsepower engine, drive round pretending you're The Graduate. **£3,500. 1972 Porsche 911T, bright orange,** sparkling condition, service by Porsche specialist, **£4,250. Coming in soon, 1979 BMW 320,** details to follow next month and a beautiful **1966 Mercedes 230SL,** white, bronze hard top, new soft top, immaculate inside and out, given a clean bill of health by well known Mercedes Distributor, **£5,950.** Moving on to the **Arkley Kit** scene, we can expect a run on our stocks of these due to the present inclement weather, so if you've just bent your **Midget,** or just want to change its face somewhat don't delay, bring your **£360 plus VAT**



here today! We've got three **ready built Arkleys** for sale at present prices starting from **£895,** phone for more details. Whilst on the subject of **kit cars,** a very good friend of ours in the Midlands has recently started building his own Sprite engined **Lotus Eleven replica** and we are thinking about taking an agency for them. However, before committing ourselves fully we thought we would see what reaction we got from prospective purchasers: the car is called the **Westfield** and somewhere on this page there is a photograph. If you like the look of this and would like to know more phone instantly. In closing we would just remind you that the best way to **Beware the Ides of March** is to purchase one of our **Chariots** — we were very sorry to hear about **Julius Caesar** (anybody know where the **Ides** are?).



JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144

FOR SALE—continued

ALFA ROMEO 1600 GT J, P-Reg., metallic silver, black interior, new M.o.T., first class external respray. £1,350. Tel: 01-961 5437. (44218

MASERATI QUATTROPORTE 1973, 4 door saloon l.h.d., 5-speed manual, low mileage superb motor car an appreciating classic £2,750. Tel: evenings 0827 880313 not before March 10th. (44220

MERCEDES 300 SEL 1969, 70,000 miles, perfect, all leather, A/C, l.h.d., history, ex-embassy. £2,500. Tel: 01-254 6815. (44225

JAGUAR 3.4 S Type, 1967, dark blue, manual o/d, p.a.s., 97,000 miles, same owner since 1969, original log book carefully nurtured, fully maintained by garage, recent bills total £1,500. Clutch, timing chains, sprockets top overhaul, body repairs, new exhausts. £2,200. Tel: Ilminster Somt. 04605 2045. (44223

FIAT 131 2000TC, 1980, 20,000 miles, silver, black vinyl roof, glass sunroof, stereo cassette, new P6s, very good condition, available after 12th March, £2,750 o.n.o. Tel.: 042876 529 or 01-734 7454. (44313

MGB GT June 1979, 1 owner, 19,000 miles, rustproofed, stainless steel exhaust, above average condition, £3,450. Tel.: Doncaster (0302) 744350. (44314

E-TYPE V12 Roadster, literally indistinguishable from new, 29,000 miles, B.R.G., c.w.w., auto, serious private enquiries. Tel.: Weybridge 47444. (44316

SAAB 900 TURBO, 5-speed, 5-door, 1980 (V), with latest Saab water injection performance improver, finished in unmarked metallic burgundy red with matching velour interior, sunroof, tinted windows, heated seats, alloy wheels, radio, stereo cassette, superb condition throughout, must be seen at only £6,250, house move forces sale. Tel.: 01-461 1373 (daytime). (44318

MGB GT F-Reg, two owners, beige, sunroof, w.wheels, overdrive, black leather interior, 86,000 miles, immaculate condition, £1,495. Tel.: Swindon 47715. (44319

LOTUS CORTINA MK.1 1965, completely restored throughout using lots of new parts, must be one of the nicest examples, taxed & tested, an investment at £1,750. Tel.: Wareham (Dorset) 6949. (44321

FERRARI 212 INTER, Pininfarina, 1953, chassis No. 0249EL, in beautiful original condition with new red paintwork and excellent grey leather interior, triple Weber engine just rebuilt by Graypaul Motors, rare coachwork, L.H.D., asking £21,000. Tel.: 073 277 714. (44320

FERRARI 500/625 F1 Chassis No. 0210, 5-year Graypaul restoration costing over £60,000, making this beautiful car a certain concours or race winner, 2½ litre engine with spares for a 2-litre type 553 specification engine, offers over £80,000 for this, the most successful Ferrari competition car ever built. Tel.: 073 277 714. (44320

MORGAN +4 2-SEATER, 1956, M.o.T., fully restored, lovely condition, £3,950. Tel.: 01-588 1330 (office); Frinton-on-Sea 4414 (home). (44322

MGB GT MARCH 1970, primrose yellow / black leather, 58,000 miles with fully documented history to prove, overdrive, w.wheels, new tyres, stereo radio / cassette, immaculate inside and out, £2,395 o.n.o. Tel.: Chelmsford 81283. (44323

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BACK TO NORMAL. . .

It seems a little strange returning to my usual half-page format, after all the excitement of **last month's full-page "10th Birthday Special"!** Many thanks for all the good wishes sent or telephoned in, for the **competition entries** (still open till March 14th, see p.223 Feb. issue) for the **photos of 'COB 1'** ordered (see below) and of course, for the **anonymous caption writers** ('Insipidly Sick' of Birmingham, and 'Bored to Tears' of Wembley) — you made it all worthwhile!

*** Monthly informal gatherings for 'Classic' car enthusiasts are held at 'The Goat' Pub, Hertford Heath, Weather permitting, 'COB 1' etc. will be there on March 6th at noon.**

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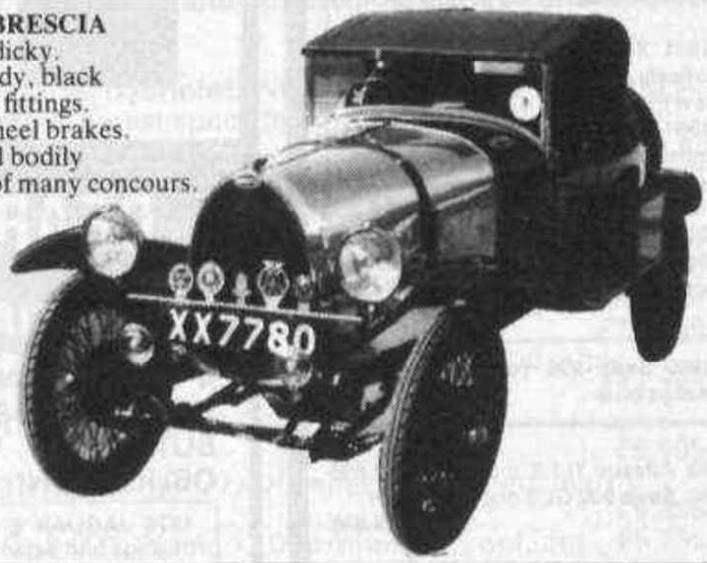


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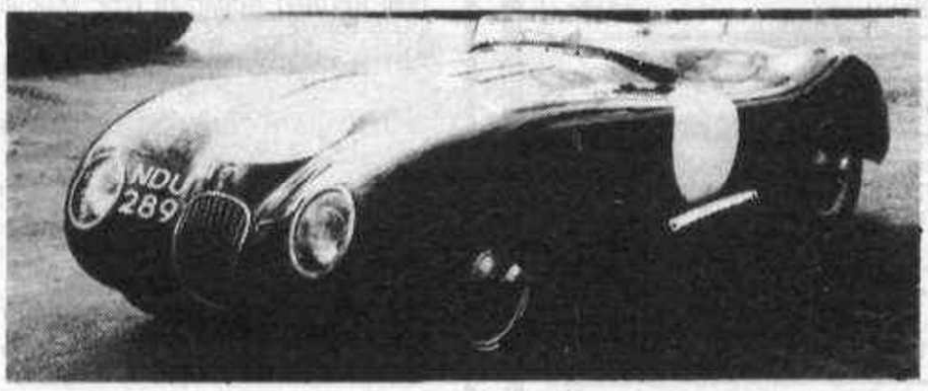


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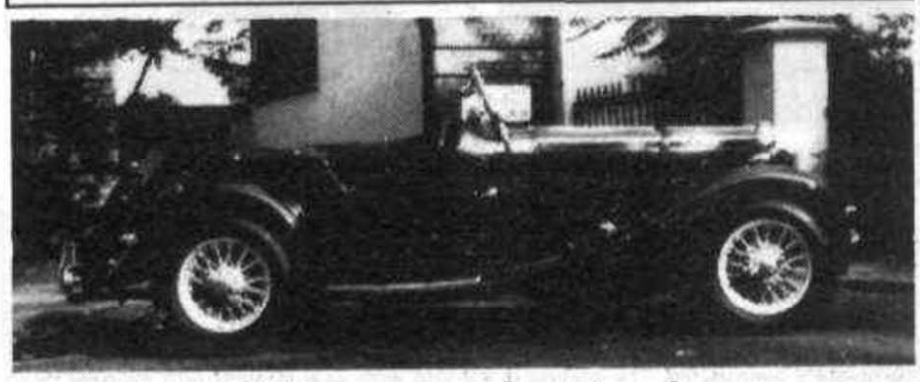


We are now placing greater emphasis on servicing. With Porsche trained staff, we can offer fast and efficient maintenance for your Porsche whether it be for a 911, 924 or 928. We also offer a pick-up and delivery service, if required.

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1981 MORGAN Plus 8. Red, aluminium, 3,000 miles.
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TVR TAIMAR 1979, brown/cream band, 32,000 miles, sunroof, Wolfrace, stereo, tints, excellent throughout. £5,700. Tel.: home 021 430 2230, Work 021 454 4456. (44370
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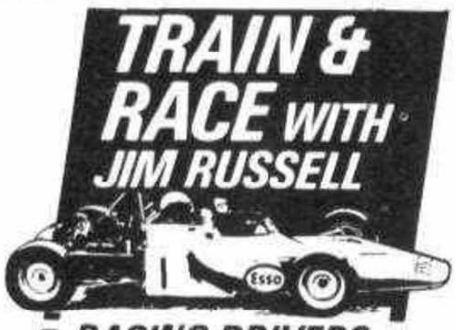
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VOLKSWAGEN GOLF GLi Cabriolet, 1981, one owner, metallic blue, alloys, radio cassette, towbar, excellent, 43,000, hence £4,895. Tel.: Stourbridge 73202. (44464

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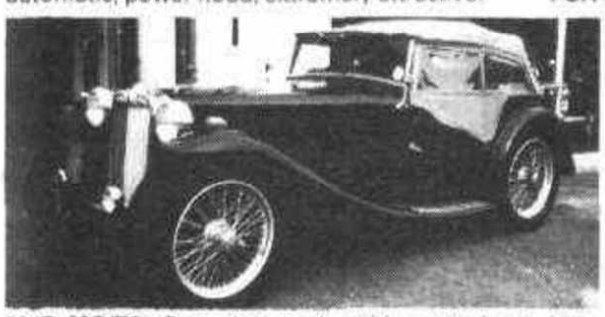
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EVENTS

LONDON TOY and Model Collectors Fair Swapmeet, Saturday April 2nd, St. Michaels Church Hall, Stockwell Park Road, London SW9, 10.15 a.m. Matchbox Yesteryear, Dinky, Corgi, etc., buy, sell, swap. Details. Tel.: 01-733 9964. (44431

BOLTON AUTOJUMBLE Saturday March 19th, Sports Centre, Silverwell Street, Bolton. The Best for Bike and Car Bits! (43179

BASINGSTOKE LIONS Twelfth annual transport festival. Monday 30th May, also autojumble, and car boot sale, entries are invited for all classes of vehicles. Tel.: Roy Halfacre (0256) 24635 evening (43219

FESTIVAL OF TRANSPORT. Potterspury on A5, 2 miles north of Milton Keynes, July 9th, 10th, 1983. 3rd Grand Midland Concours, usual classes for cars, commercial vehicles and motor bikes, drive past both days, plaques for all entrants. Trophies for each class. Also autojumbles, stalls, displays, attractions for all the family, entry forms — Mrs. C. J. Roberts, 22 Church End, Potterspury, Northants. NN12 7PX. (43625

EVENTS — continued

BRISTOL TO WEYMOUTH vintage vehicle run, June 12th, pre-1940 cars, motorcycles, commercials, details from Keith McGee, 38 Kenmore Drive, Yeovil, BA21 4BQ. Tel.: 0935 74630. (43454

SOUTH BEDS AUTOJUMBLE. Sunday 6th March, Bossard Hall, West St., Leighton Buzzard. 11 am. Admission 40p. Details Tel: Betchworth 3955. (44374

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YEOVIL FESTIVAL of Transport, 13th/14th August, 1983 held at Barwick Park, Yeovil, Somerset from 10 a.m. daily. Entries now invited for this weekend spectacular. All entrants of pre-war categories of Concours will be entered into free draw for 10 Helicopter rides. Closing date 4th July 1983. Please send to M. Stagg, The Barton, East Coker, Yeovil, Somerset or C. Hicks, 116 Legion Road, Yeovil, Somerset. 1,300 vehicles on show each year, historic cars, motor bikes, tractors, steam engines, stationary engines, buses, military vehicles, custom cars and bikes, kit cars etc., proudly displayed by their owners. Tractor pulling competition (National Round of the British Tractor Pulling Association). Amusements, round-a-bouts and star attractions in the main ring for all the family. Camping facilities available next to showground. Free Car Parking. One of the largest shows of its kind, highly organised to give the enthusiast and the family a truly memorable time. (43835

THE CONTENTS of Sydney Hill's Garage which have been collected over 60 years will be sold at Buxton Transport Museum, March 19th/20th, car and motorcycle lamps, instruments, horns, coils, magnetos, gaskets, accessories, stores bins, tools and machinery. Some stalls available to rent. Classic cars and bikes can be offered for sale. Contact Peter Clark, Tel.: Buxton 2550. Admission 50p. (43932

DONCASTER RACECOURSE Autojumble and collectors vehicle mart, Saturday 16th July, 250 Twelve foot stalls, Details. Tel.: Doncaster 854161. (43642

GREAT WESTERN Autojumble, 19th June, unique event at Swindon & Cricklade Railway preservation centre, entry details Jim Clarke, 1 The Grove, Westbourne, Emsworth, Hants. (44233

THE TSB VETERAN and Vintage Car Run — Chester, 18th September, 1983, sponsored by Trustee Savings Bank, organised by Chester Vintage Enthusiasts' Club for pre-1940 cars and light commercials. Details from M. S. Hughes, 33 Farndon Way, Oxton, Birkenhead, Merseyside. (44034

DON'T MISS the 4th Bristol Classic Car Show at the Bristol Exhibition Centre on March 26th and 27th 1983, sponsored by Practical Classics, over 200 classic, veteran and vintage cars on show with club and tradestands. Auction at 1 pm on Saturday of 60 vehicles, also 2 day indoor autojumble the largest in the south. Open Saturday and Sunday 10 am-6 pm. Entrance adults £2, children 50p, full details and entry form. Tel.: Bristol (0272) 719607. (41438

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DOUNE AUTOJUMBLE, Indoor, Doune Motor Museum near Stirling, 10th April 1983. Contact F. Reily 248 Glasgow Road, Eaglesham, Renfrewshire. (42800

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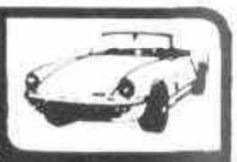
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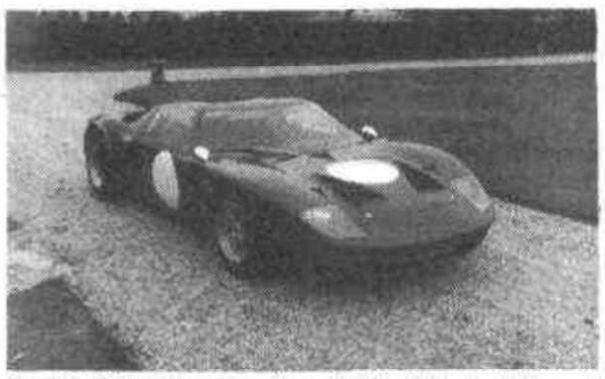
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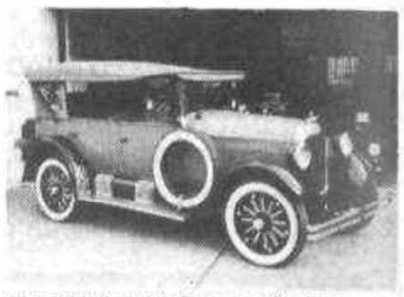
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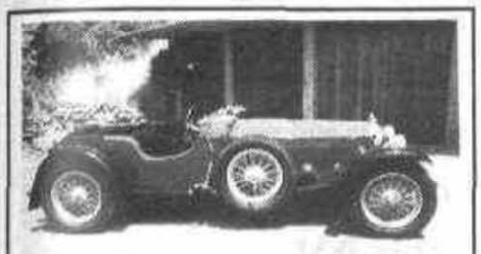
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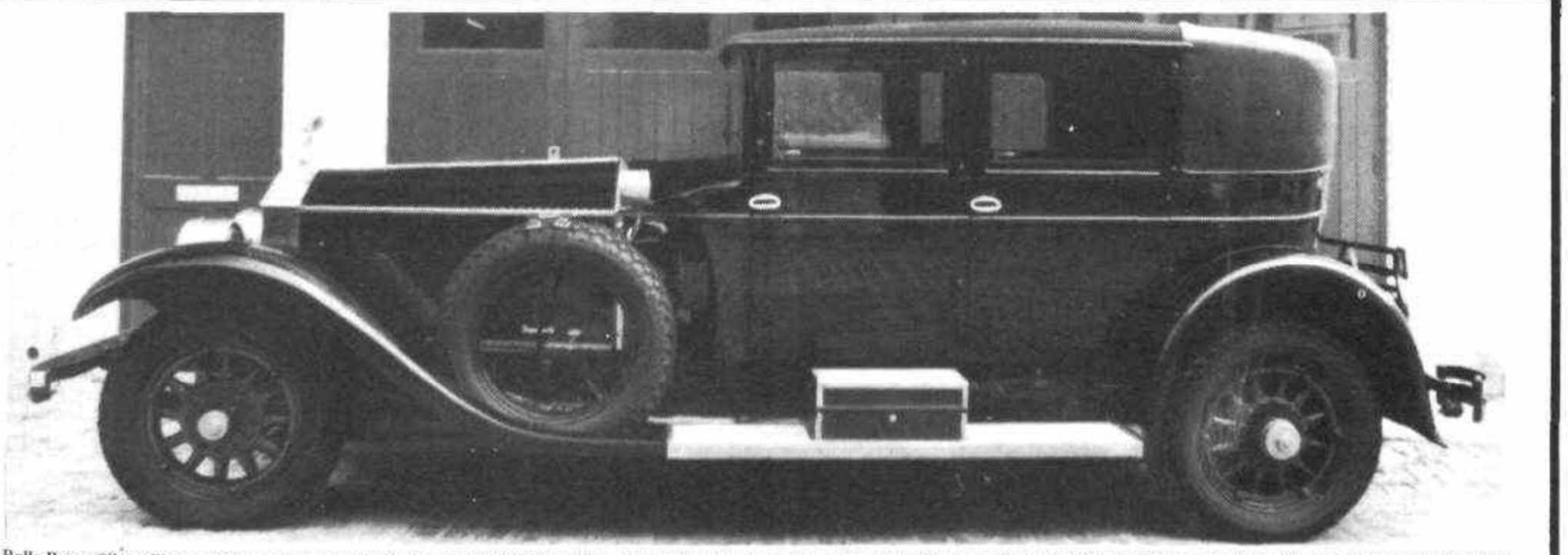
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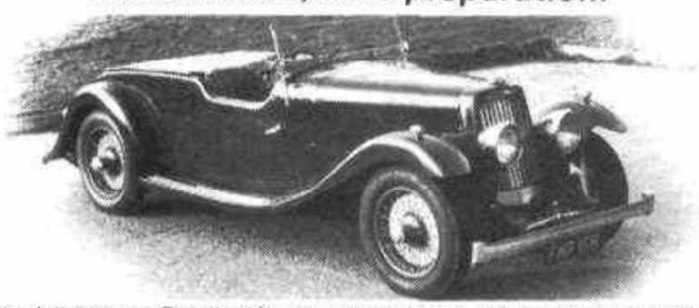
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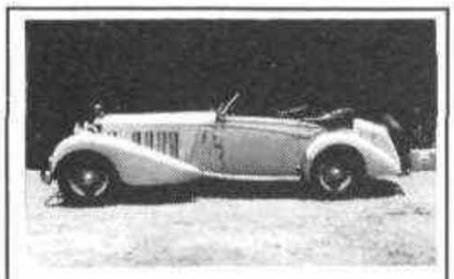
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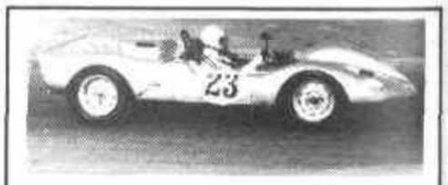
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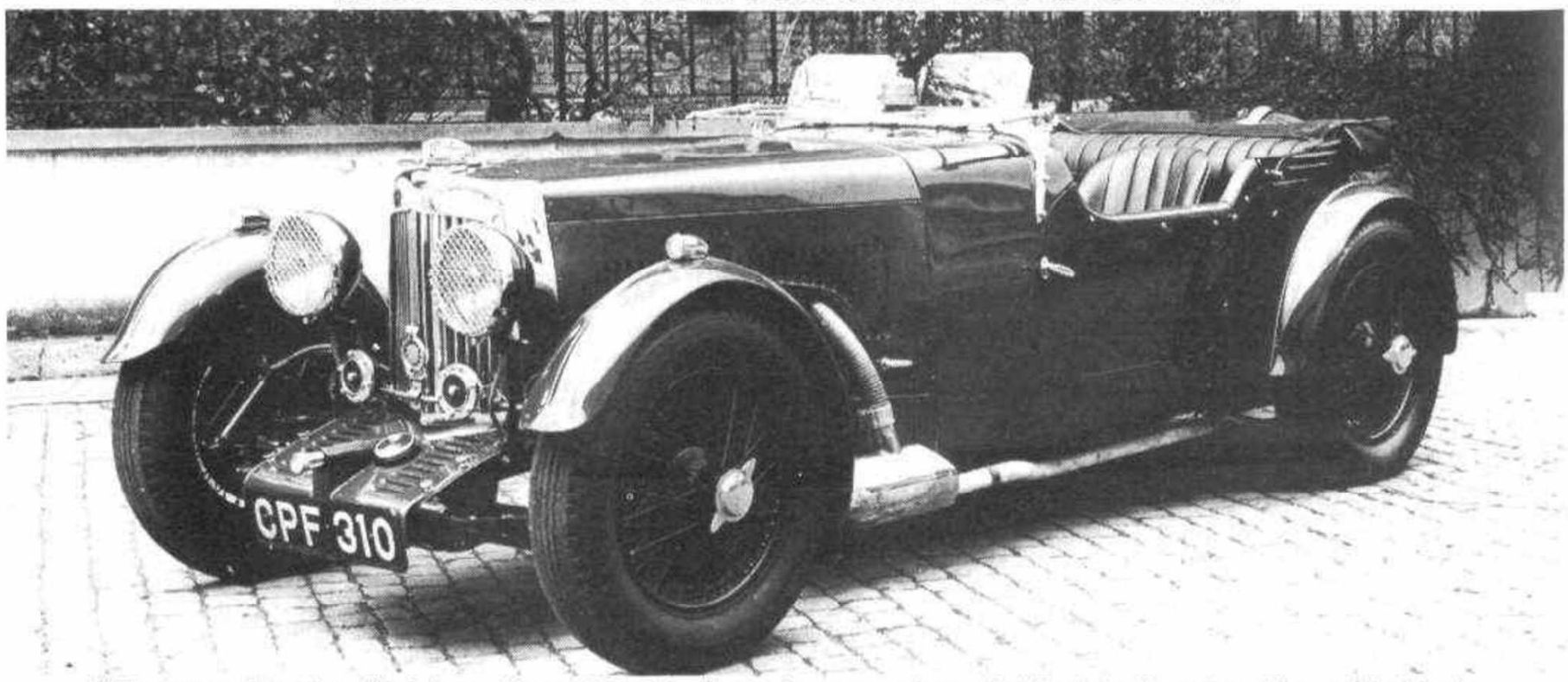
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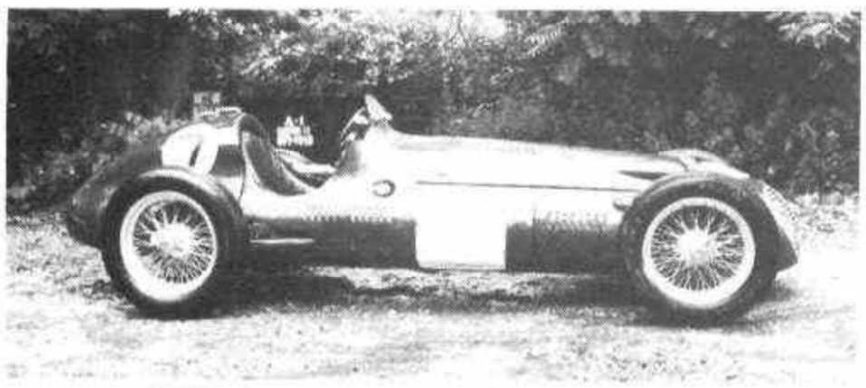
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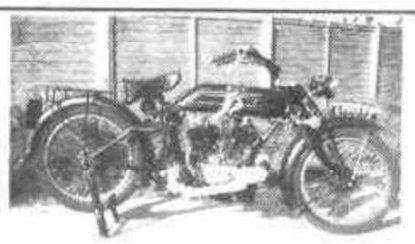
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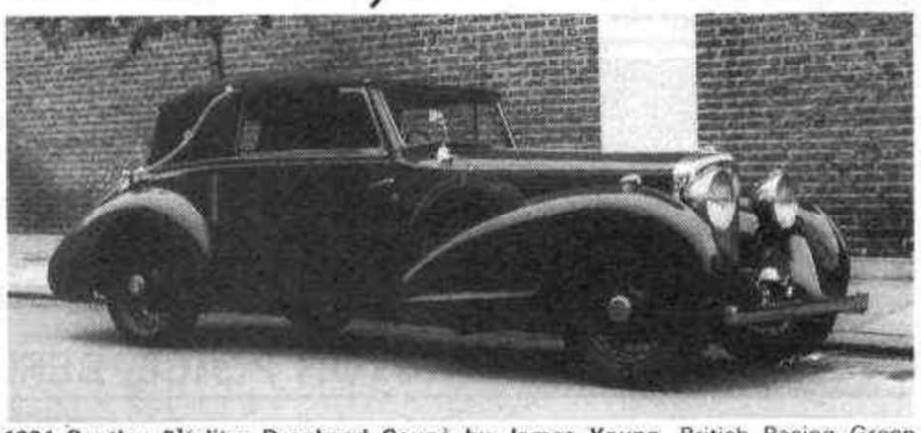
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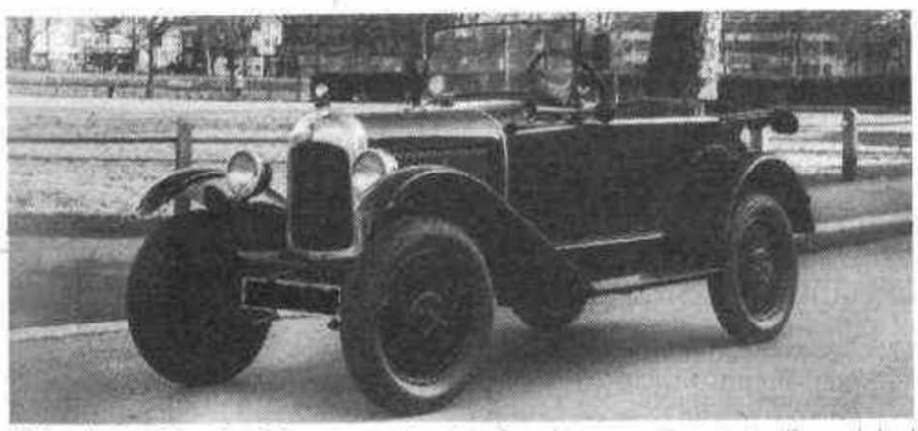
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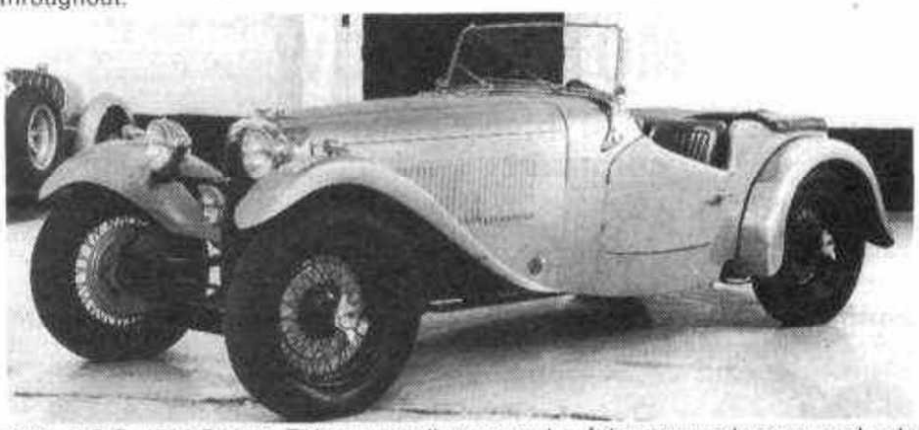
1934 Alvis Speed 20 SB Sports Tourer by Vanden Plas. Burgundy coachwork with deep red upholstery. A superb driving car with beautiful lines.



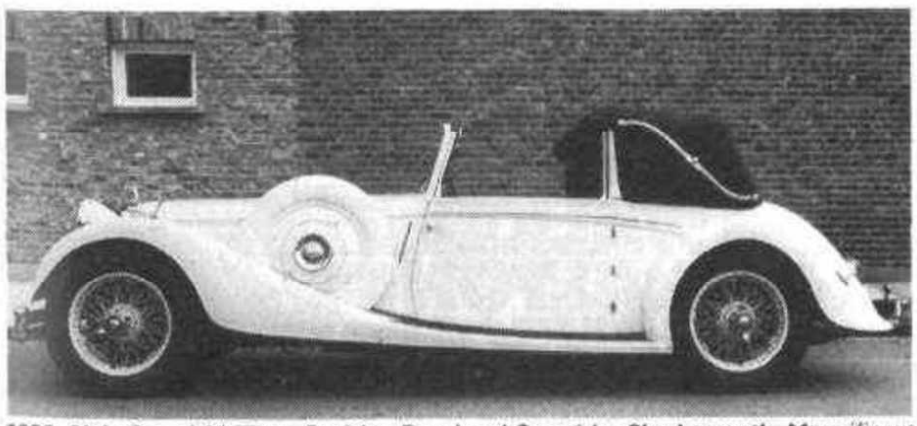
1934 Bentley 3½-litre Drophead Coupé by James Young. British Racing Green paintwork, new beige leather trim. An outstanding driving car in excellent order throughout.



1926 Citroën Cloverleaf. An extremely attractive vintage car in outstanding original order. Deep red paintwork with black wings and the original brown leather interior.



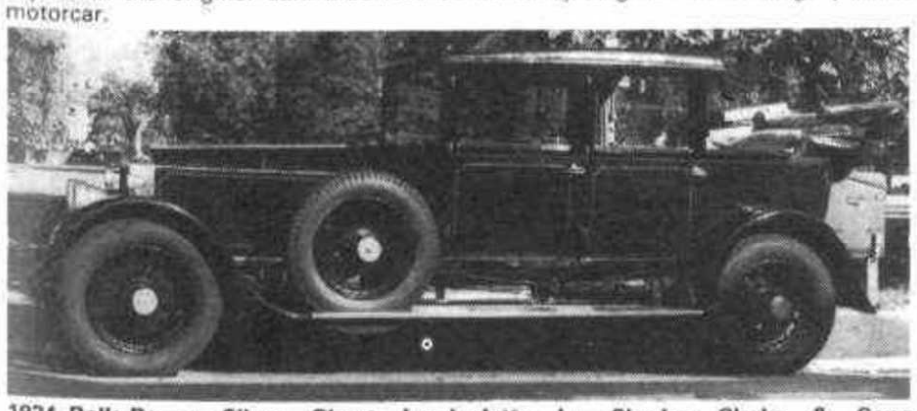
1948 H.R.G. 1500 Sports. This outstanding example of the marque has covered only 57,000 miles from new and is in superb condition throughout. Silver with red hide interior. History.



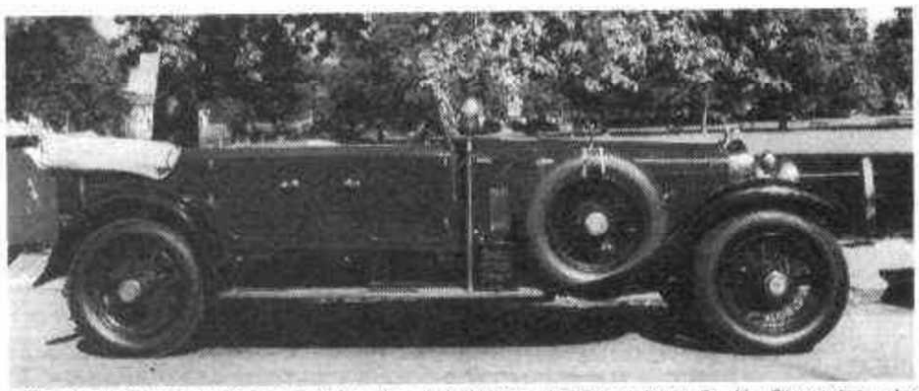
1936 Alvis Speed 25 Three Position Drophead Coupé by Charlesworth. Magnificent coachwork, finished to concours standards in Olde English White. The interior is superb in the original dark blue leather. A totally original low mileage pre-war motorcar.



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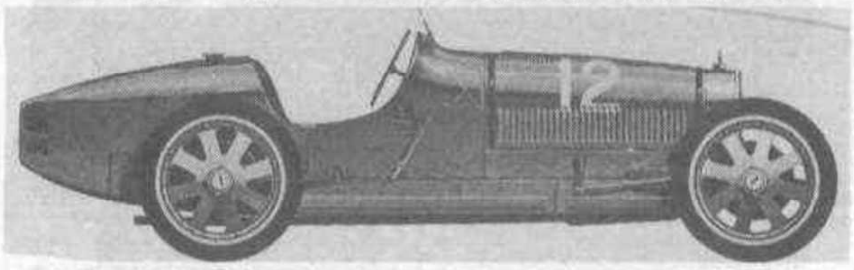
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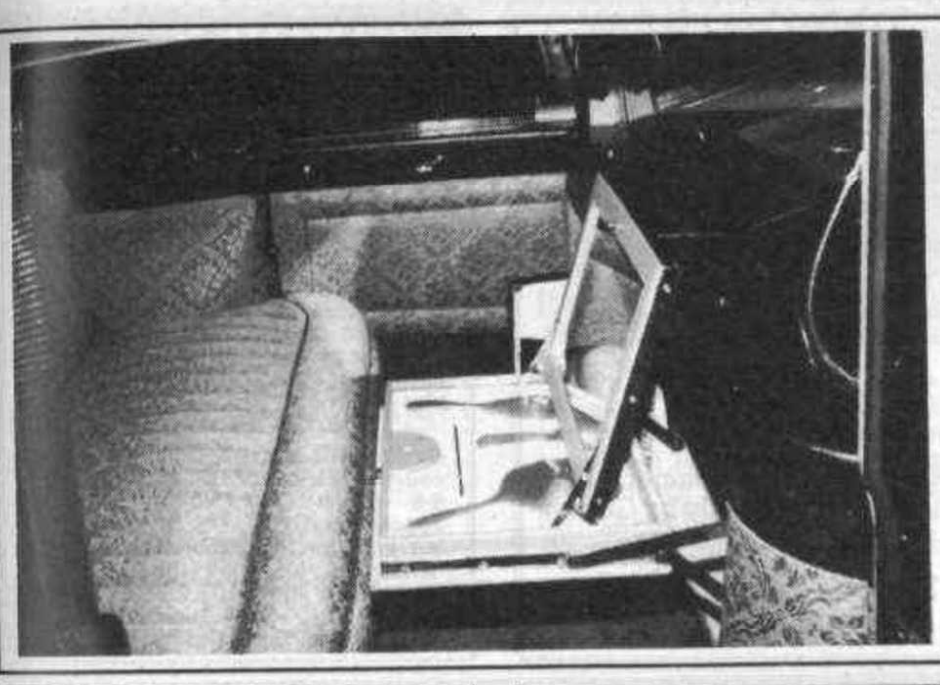
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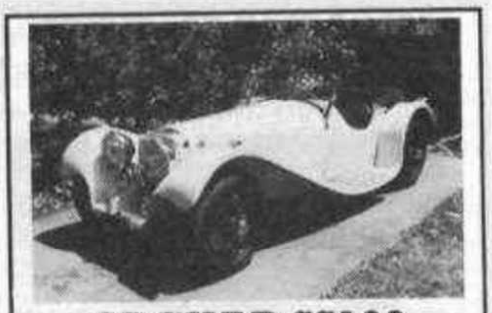


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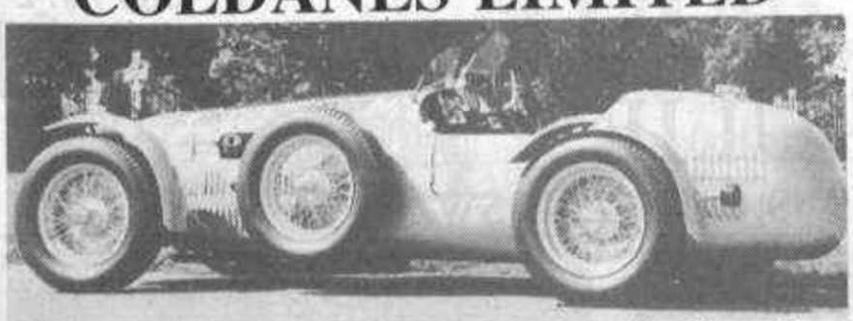
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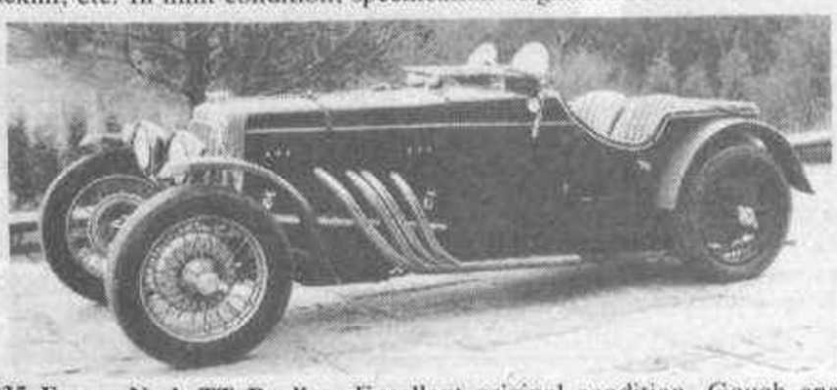
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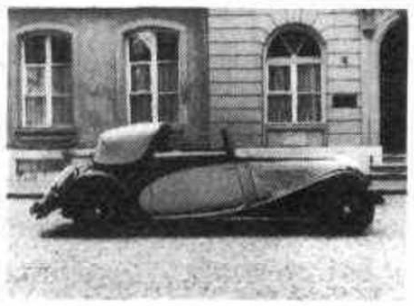
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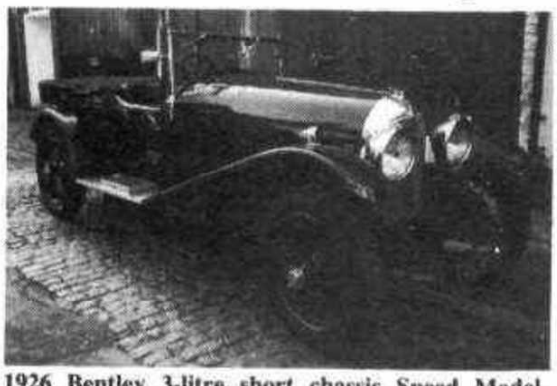
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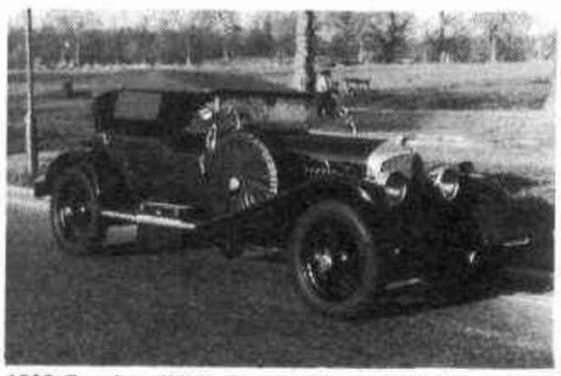
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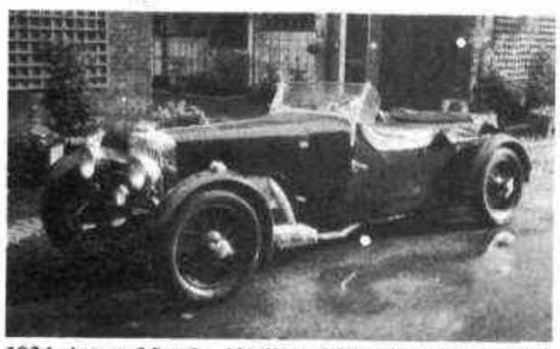
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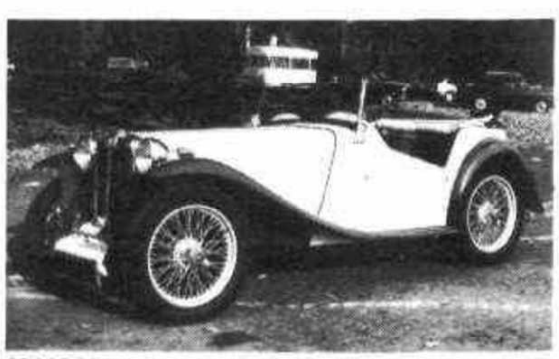
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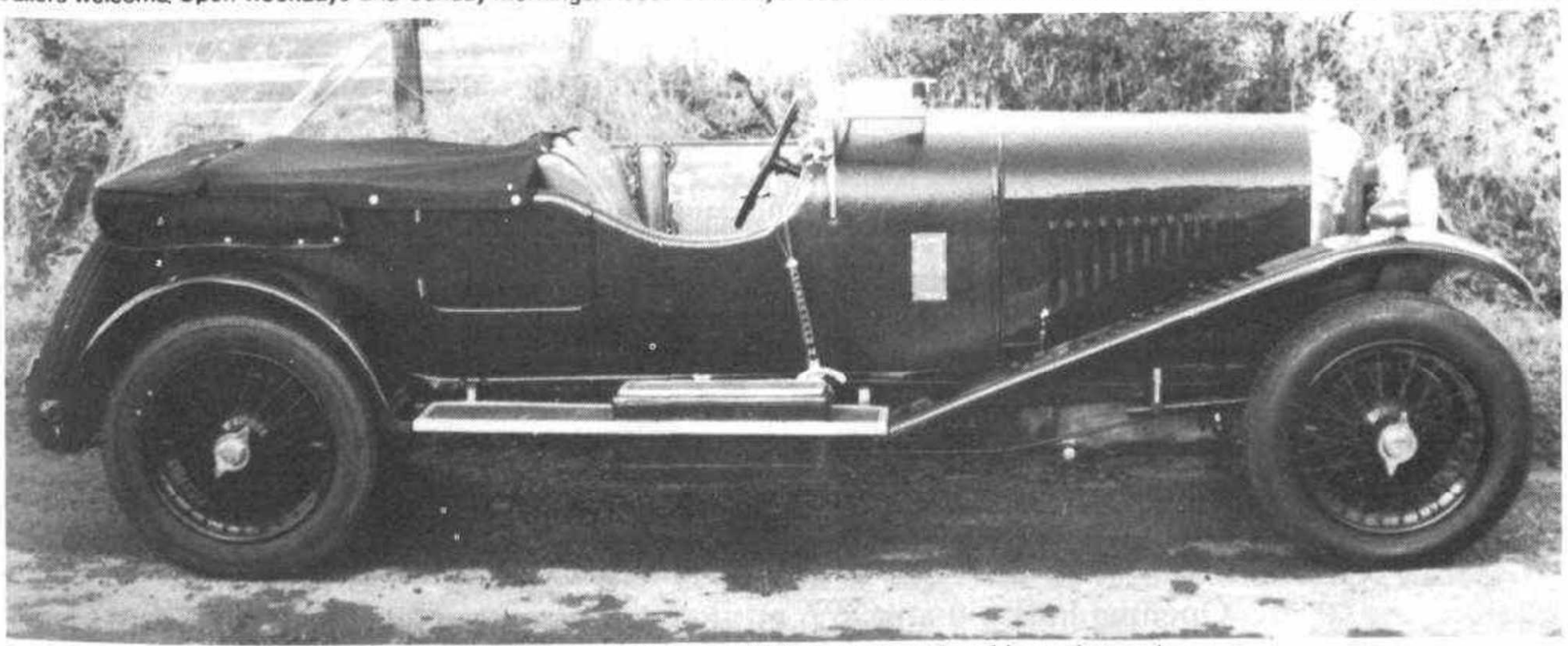
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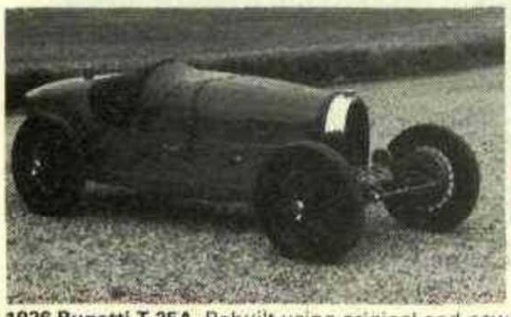
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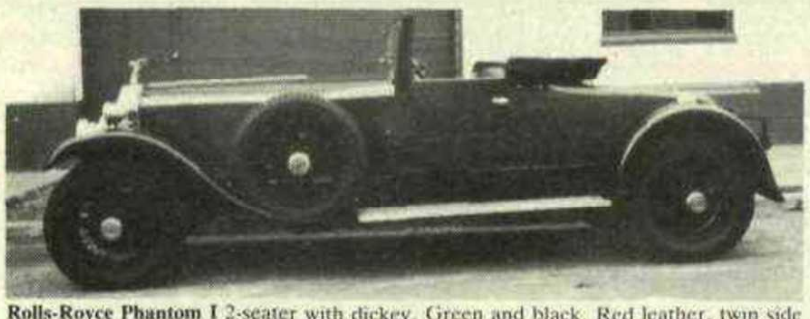
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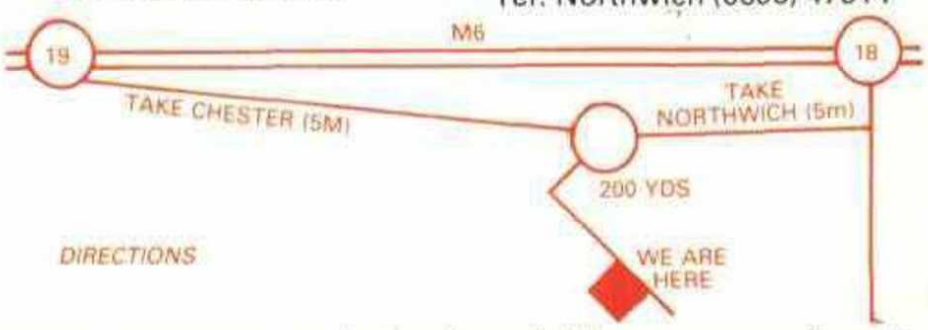
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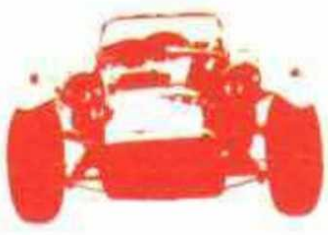
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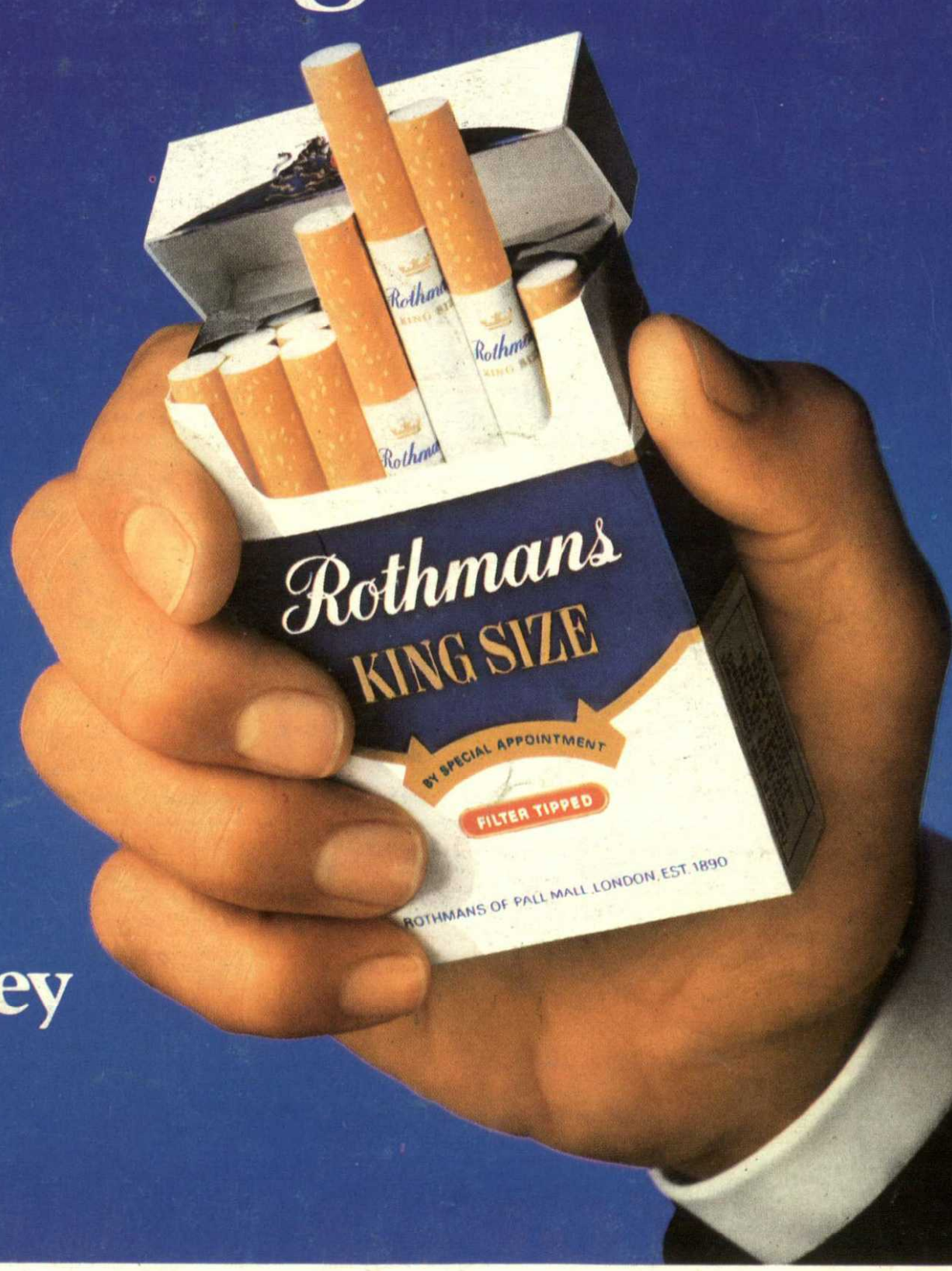
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