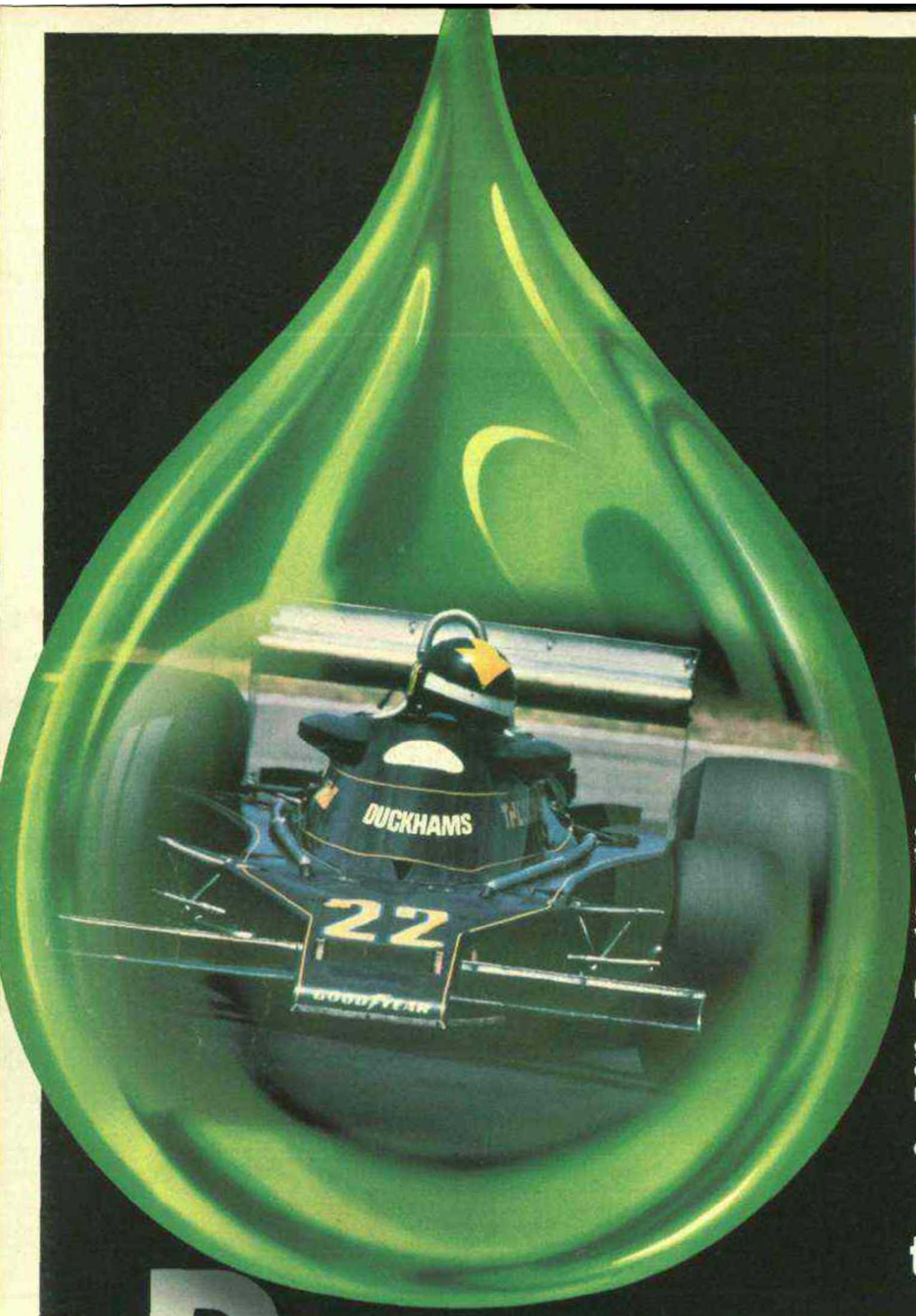
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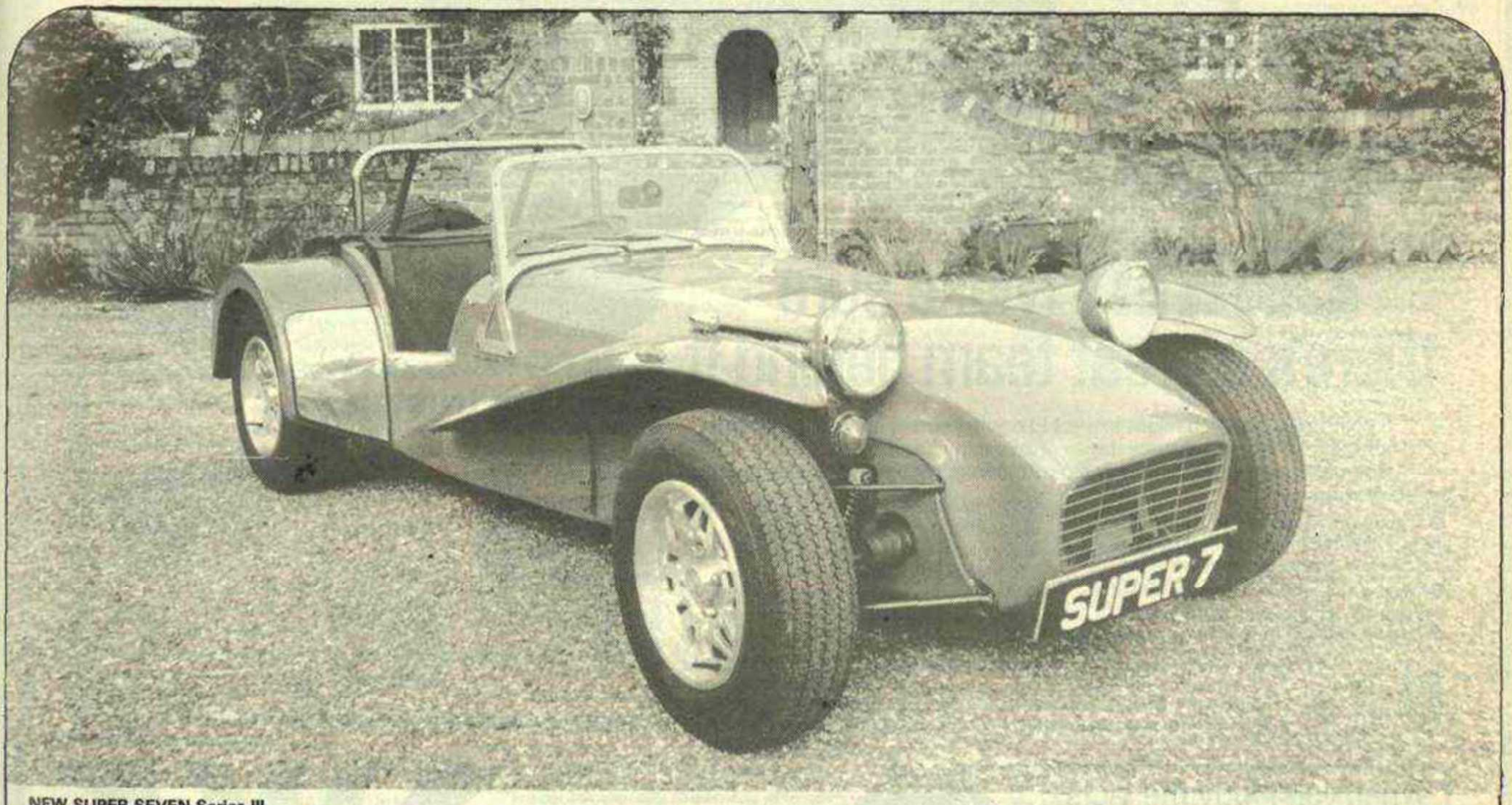
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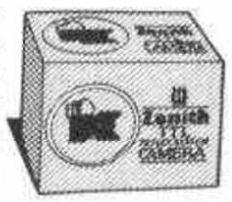
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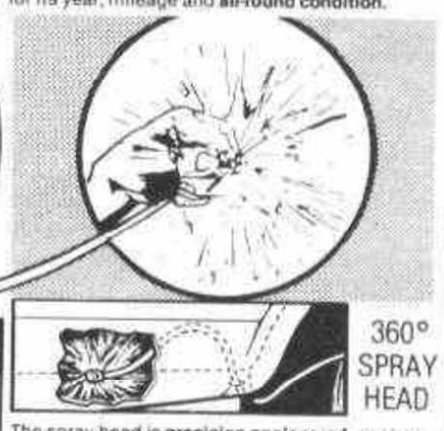
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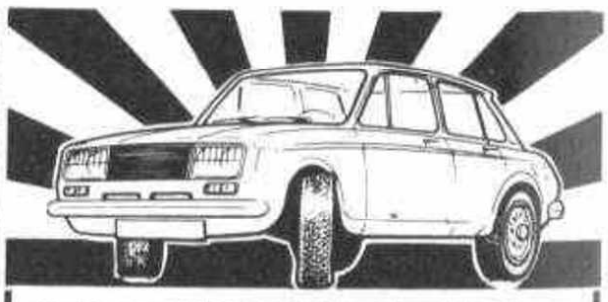
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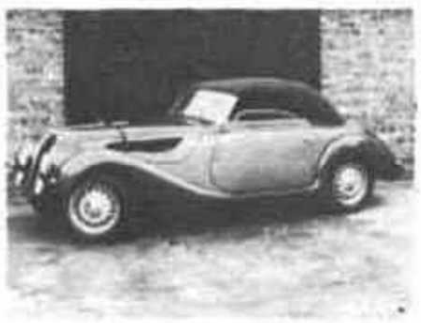
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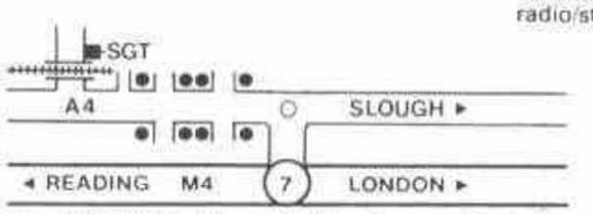
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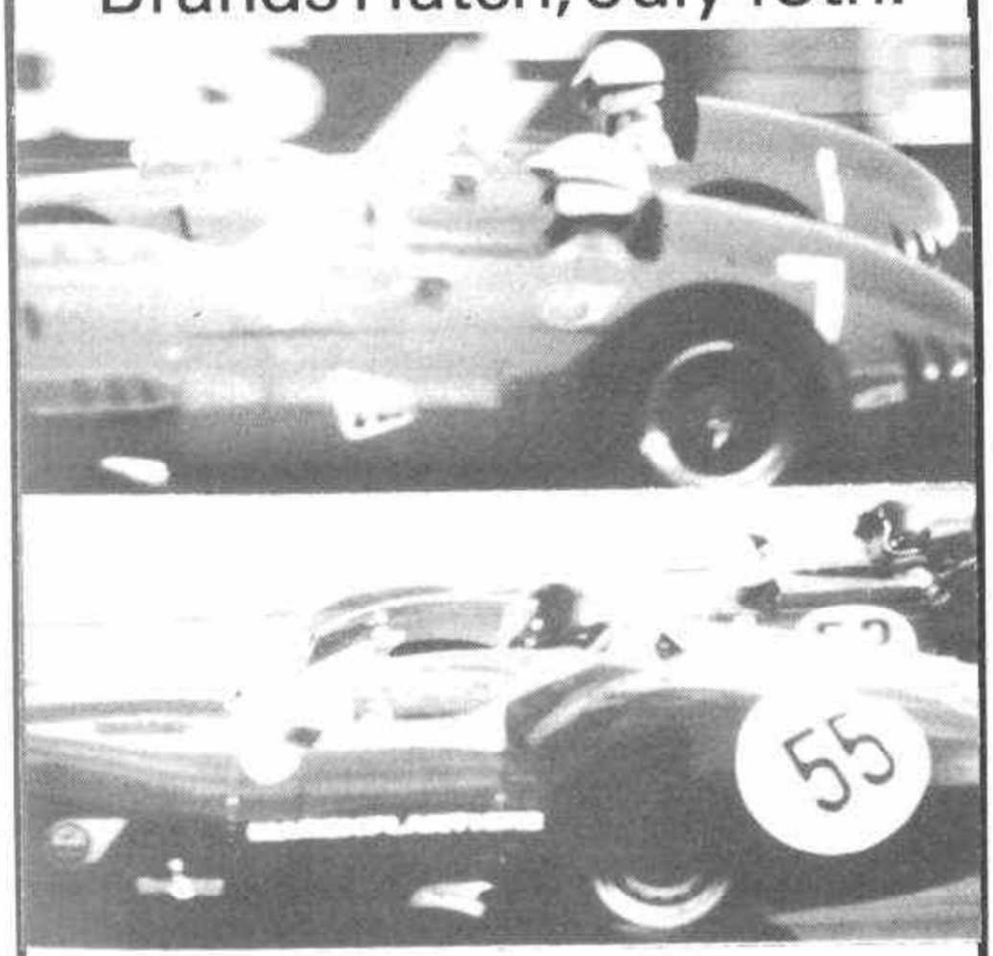
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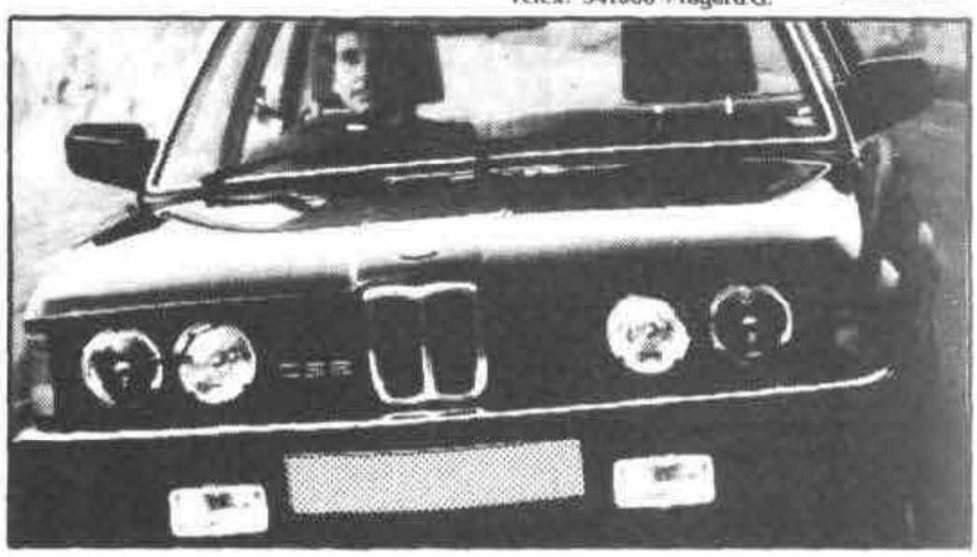
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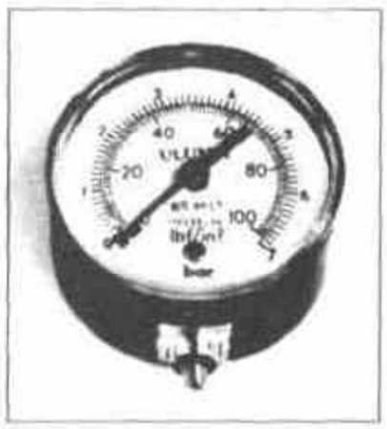
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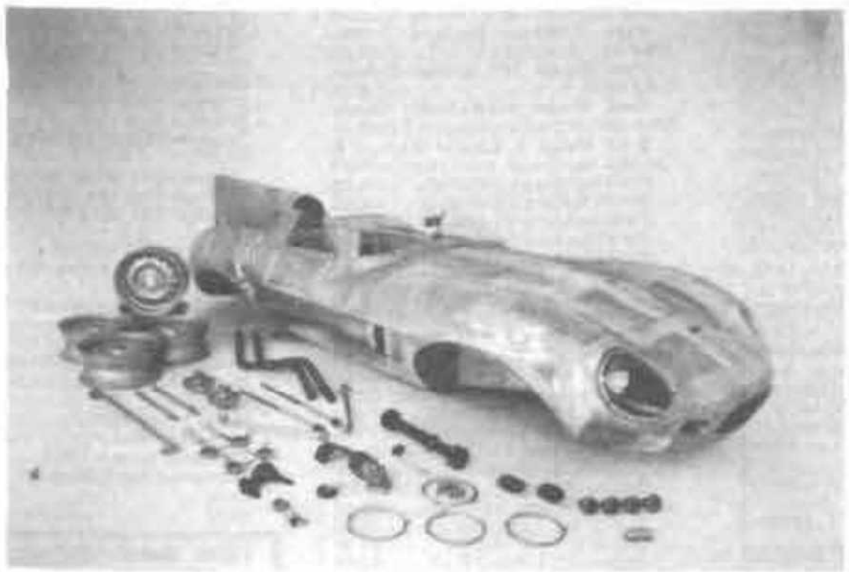
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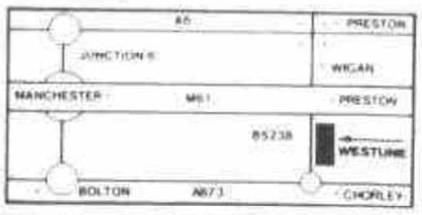
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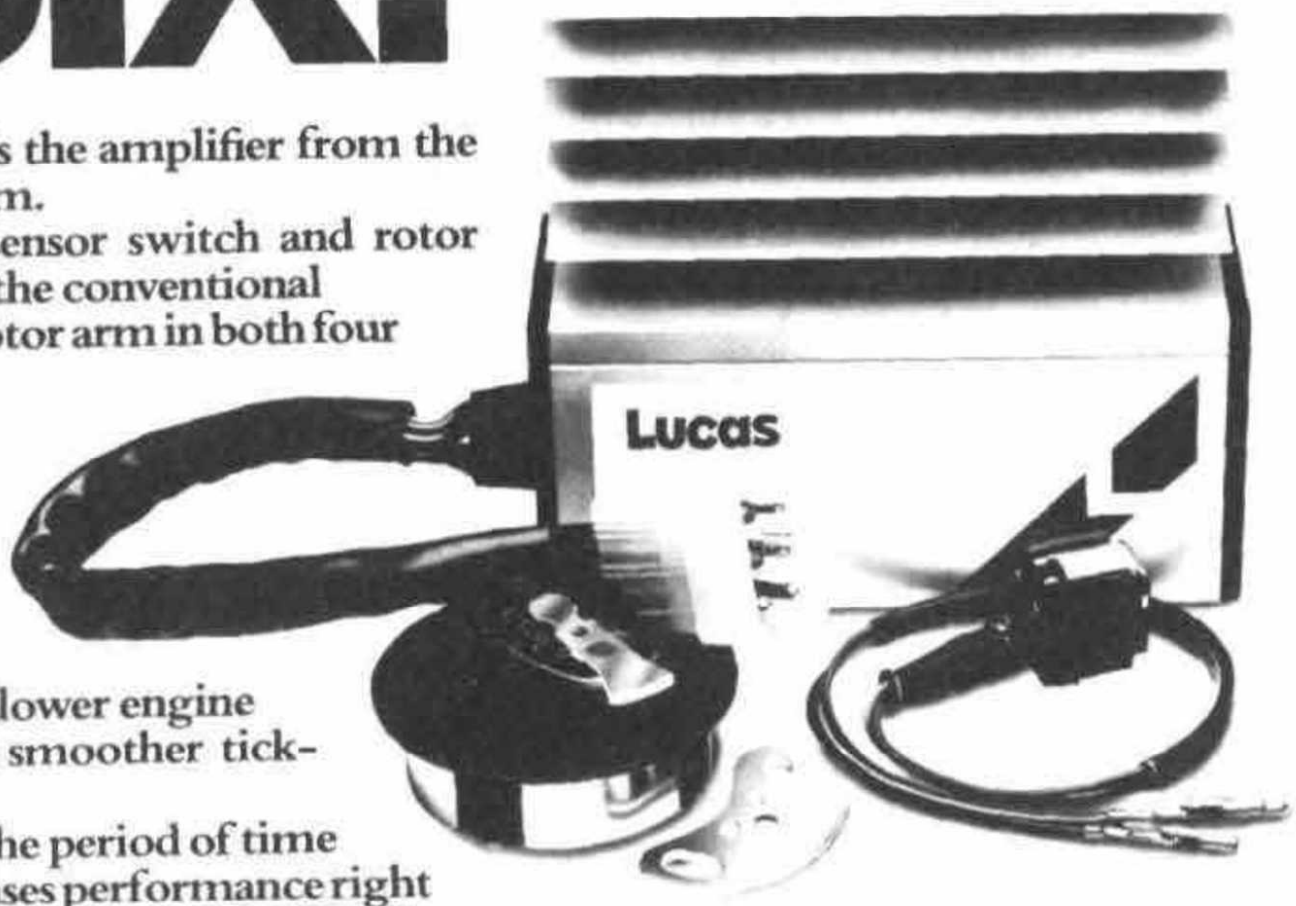
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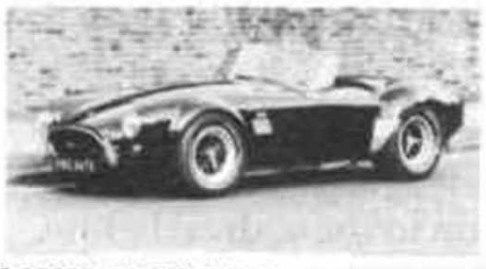


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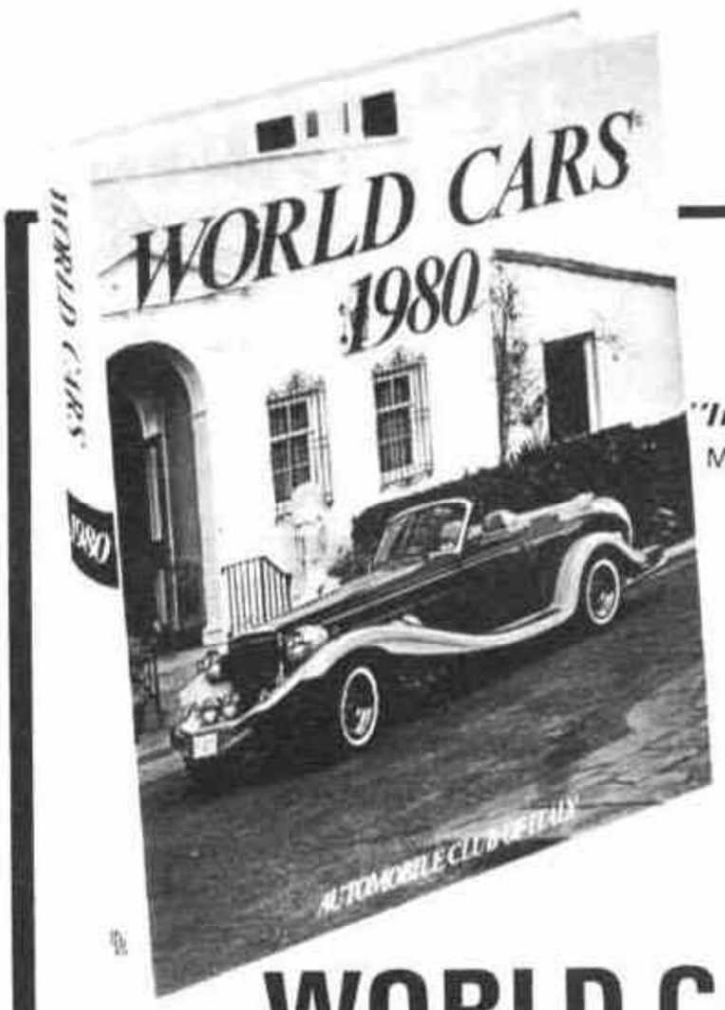
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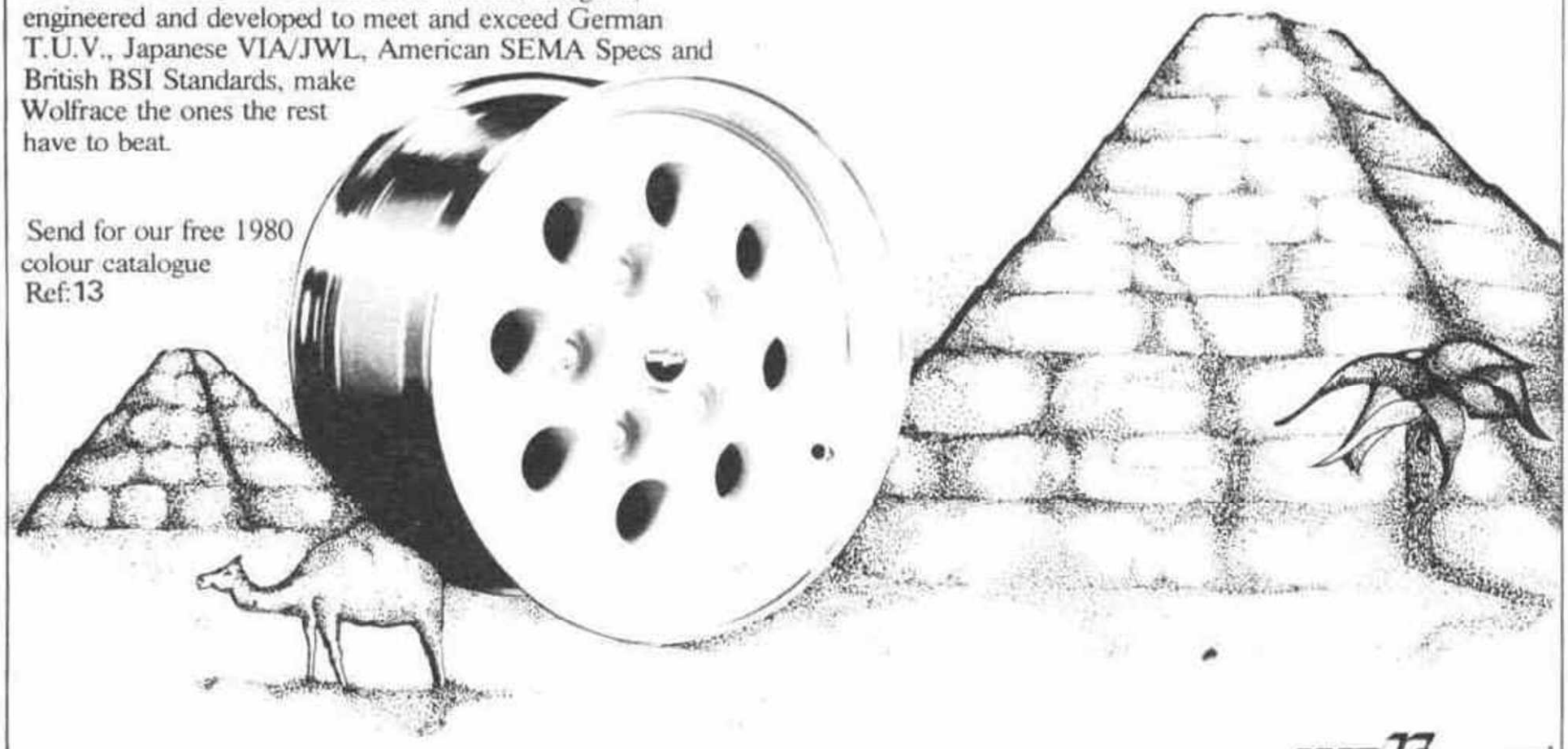
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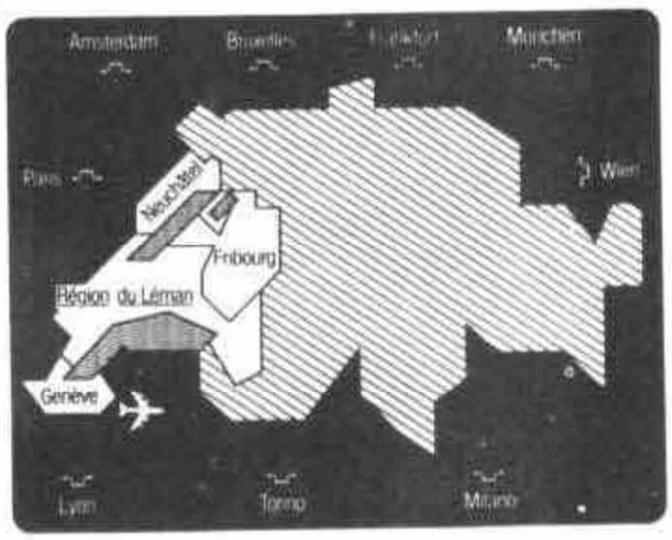
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FRONT COVER PICTURE: CARLOS REUTEMANN showed his worth as a good back-up for Jones in the Williams team with victory in the Monaco Grand Prix. Reutemann "pussy-footed" home on slick tyres in the slippery conditions to win with ease in FW07B/5 after Pironi's leading Ligier hit the guard-rail.

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"The World is so full of a Number of Things. That We should all be as Happy as Kings"
— Robert Louis Stevenson.

The above quotation may sound trite but it is unquestionably true, for those who enjoy life and take it as it unfolds. And in spite of the overshadowing threat of fuel shortages, the ever-increasing cost of motoring, the losses made by British Leyland, the strikes, go-slows and the one-day general-stoppage of May 14th, that are crippling much of the rest of British Industry and undermining the British way of life, nevertheless, for those whose way of life centres round motor cars and motoring, the outlook is quite bright.

Who would have expected, in an age of design restrictions aimed at allowing the scaremongers to breathe freely and safety stipulations to protect those who make a habit of crashing cars, that we should see a spate of new convertibles? Yet here they are, with Triumph's new TR7 drophead, Reliant's on the well-tried rustproof Scimitar, BMW's 3-series Bauer-bodied model, and Volkswagen's Golf GTi four-seater cabriolet, etc. We have been driving a VW Golf GTi Convertible during the recent sunny weather and can confirm that not only has this been a pleasure but that the Golf's beautifully made "top" comes down and goes up very easily indeed.

To those who believe that real motoring involves fresh air the advent of such cars is a notable 1980 landmark, as is the excellent news that the MG is likely to resume production under the enthusiastic Alan Curtis of Aston Martin, which famous British make has the futuristic Bulldog as a yardstick of its technical abilities and thinking. We wish the last-minute venture to save the great name of MG well and hope the loyal Abingdon workforce will benefit from the link-up — and that this will survive longer than the brief flirtation Frazer Nash had with Aston Martin before the war. . . .

Just before this Editorial appeared the most exciting and picturesque of the FI races, that round the streets of Monaco, was decided, a Stop Press report of which appears on page 807, with colour photographs on the centre spread. The Grand Prix outlook is excitingly open so far this year, with the first six events this season having been won by Renault (two), Williams (two), Brabham and Ligier. And although some people say that the old adage that "the racing car of today is tomorrow's touring car" is dead, we would point to the growing use of turbo-charging, disc brakes, fuel-injection, overhead camshafts and even spoilers for production cars.

Later this month there will be the annual exodus of the British to Le Mans with the aid of Page & Moy, or on their own by car and aeroplane. Here we have the prospect of a British victory to add to the attractions of this age-old French long-distance race, with Alain de Cadenet's own conception of the kind of car to effectively "wear the green" at the Sarthe circuit, a car fresh from its success in the Silverstone Six-Hours race, to be driven by himself and one of the only truly-capable lady-drivers of modern times, Desiré Wilson. . . .

On the old-car front the number of events taking place is quite staggering! They bring out the old vehicles for sponsored and non-commercial appearances, some even for the benefit of charities. The continuing enjoyment by the public of such events will, we must hope, be sufficient proof of the interest created to keep old cars immune from unhelpful legislation or exorbitant licence-fees. The outlook is good here, with the competitors in the Veteran Car Club's Heron Golden Jubilee Rally that runs from Edinburgh to London between June 3rd and June 7th having a Police Escort for the final leg of the rally, to Heathrow's Excelsior Hotel. The Midland AC's Shelsley Walsh hill-climb celebrates its 75th Anniversary this year, with a special gathering of pre-1914 racing cars there at the VSCC Meeting on July 5th (these to include the 1908 GP Panhard-Levassor, that is also competing, and Leyland Heritage's 1908 GP Austin) and a round of the RAC Hill-Climb Championship, for modern sprint cars, takes place at the Worcestershire hill on June 7th/8th. The Sir Henry Royce Memorial Foundation Building and Rolls-Royce Enthusiast Club's Headquarters, in Northamptonshire, will have been officially opened on May 18th.

So the year 1980 is progressing quite well, from the motoring point of view. Those who are unable to afford the most advanced cars, such as the Audi Quattro, will find many good small-cars to choose from. Having at last tried the VW five-speed Golf GTi, W.B. is in full agreement with C.R. (*see* MOTOR SPORT, March, page 328) that this is an altogether outstanding little car. He says that as a result of driving one he is again becoming the VW fanatic he was in the Beetle days! Let us, then, give thanks for North Sea oil, try to enjoy motoring to the full, while taking heart from the knowledge that the Special Air Service and the Police handled the recent siege at the Iranian Embassy in a manner which showed the World that this little country is not as backward or as tame or as timid as some other countries and politicians of a certain colour would like to believe. . . . And talking of politicians, an interview with the very motor sporting minded Minister of Sport, Hector Monro MP, appears on page 830 of this issue, to prove that not all the folk at Westminster are "agin" the motor car.

Motor Sport Fixture List for June

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
June 1st	Bugatti OC	Prescott Hill	Nr. Cheltenham	Newton Classic Hill Climb (R)	11.00
June 1st	BARC	Lydden Hill Circuit	Nr. Dover, Kent	Race Meeting (R)	14.15
June 1st	BARC	Cadwell Park Circuit	Louth, Lincs.	Vandervell British Formula 3 Championship (R)	14.00
June 1st	**Real Automovil Club Vasco-Navarro**	**Jarama**	**Spain**	**Spanish Grand Prix (Round of the World Championship) (INT)**	—
June 1st	**ASA de la Chatre**	**Chatre**	**France**	**La Chatre European Formula 3 Championship (INT)**	—
June 1st	BRSCC	Silverstone Circuit	Nr. Towcester, Northants	Race Meeting (C)	15.00
June 1st	Alfa Romeo OC	Knebworth	Stevenage, Herts.	National Alfa Romeo (Day (C))	14.00
June 1st	Shenstone & District CC	Curborough	Nr. Lichfield	Curborough Sprint (RAC Sprint Championship and British Leaders Championship round) (N/R)	14.00
June 1st	Morecambe CC	High Ludderburn	97/403 914	Production Car Trial (R)	10.15
June 1st	Eastwood & District MC	Goose Fair Site Nottingham	129/562412	Beardsley Memorial Trophy Autotest (C)	10.00
June 5th/8th	**ADAC-Hessen e.V**	—	**Germany**	**Hessen Rally (European Rally Championship) (INT)**	—
June 6th/8th	**AC Roman**	—	**Romania**	**Danube Rally (European Rally Championship) (INT)**	—
June 7th/8th	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**European Formula 2 Championship (IOR)**	12.30
June 7th/8th	Caithness & Sutherland Vintage Vehicle Club	Inverness	Scotland	Rally	—
June 7th/10th	**Royal Scottish AC**	**Blythswood Square**	**Glasgow**	**Scottish Rally (European Rally Championship) (INT)**	17.00
June 8th	**Velka Cena CSSR**	**Brno**	**Czechoslovakia**	**European Touring Car Championship (INT)**	—
June 8th	Midland Manor MC	Llandrindod Wells	Mid-Wales	Severn Valley National Stages Rally (N)	10.00
June 8th	BARC	Brands Hatch, Fawkham	Dartford, Kent	Race Meeting (R)	14.00
June 8th	BRSCC	Snetterton Circuit	Norwich, Norfolk	Race Meeting (R)	14.30
June 8th	750MC	Lydden Circuit	Nr. Dover, Kent	Race Meeting (R)	14.00
June 8th	MAC	Shelsley Walsh Hill	Worcester	RAC Hill Climb Championship (N)	11.00
June 8th/10th	**STH-Idar-Oberstein e.V. im AVD**	—	**Germany**	**Hunsruck Rally (European Rally Championship) (INT)**	—
June 14th	VSCC	Oulton Park Circuit	Nr. Tarporley, Cheshire.	Race Meeting (C/N)	13.30
June 13th/15th	Donegal MC	—	Donegal, Ireland	Donegal Rally	—
June 14th/15th	**ASACO 24 Hours**	**Le Mans**	**France**	**Le Mans 24 Hours (World Championship for Makes) (INT)**	16.00
June 15th	**AC Firenze**	**Mugello**	**Italy**	**European Formula 3 Championship (INT)**	—
June 14th/15th	Donington RC	Donington Park Circuit	Castle Donington, Derby	Race Meeting First National Motor Racing Festival (R)	14.00
June 15th	BRDC	Silverstone Circuit	Towcester, Northants	Race Meeting (Crompton Trophy) (N/R)	15.00
June 15th	Lancia MC	Goodwood	Chichester	Goodwood Sprint (R)	12.30
June 15th	Owen MC	Curborough Farm	Nr. Lichfield	Graham Hill Trophy Sprint & Concours	—
June 20th/21st	**ASA Antibes**	—	**France**	**Antibes Rally (European Rally Championship) (INT)**	—
June 21st	MG Car Club	Silverstone Circuit	Towcester, Northants	Race Meeting (C)	11.00
June 21st	Vale of Cothi MC	Howells Garage	Carmarthen	Rali Bro Myrddin (CJ)	08.30
June 21st/22nd	BRSCC	Snetterton Circuit	Norwich, Norfolk	Race Meeting (24 Hours Race) (C)	14.00
June 21st/22nd	**Escuderia Orense**	—	**Spain**	**Orense Rally (European Rally Championship) (INT)**	—
June 22nd	BARC (SW)	Gurston Down	Salisbury, Wilts	Clubbie Hillclimb (R)	12.30
June 22nd	**BARC**	**Mallory Park Circuit**	**Tarporley, Cheshire.**	**Race Meeting (IO)**	14.00
June 22nd	**Ente Autodromo Pergusa**	**Pergusa**	**Italy**	**European Touring Car Championship (INT)**	—
June 22nd	BRSCC	Brands Hatch, Fawkham	Dartford, Kent	Race Meeting (R)	14.30
June 22nd	LMCC	Cadwell Park Circuit	Louth, Lincs.,	Race Meeting (R)	14.00
June 26th/28th	**AC Pavia**	—	**Italy**	**Rally del Ciocco (European Rally Championship) (INT)**	—
June 28th	BRSCC	Oulton Park Circuit	Nr. Tarporley, Cheshire	Race Meeting (R)	14.00
June 28th	AMOC	Silverstone Circuit	Towcester, Northants	Race Meeting (R)	14.00
June 28th	500 MRC	Kirkistown	Ireland	Race Meeting (C)	—
June 28th/29th	Aberystwyth & District MC	Aberystwyth	Wales	Cambrian News Trophy Rally (Round BTRDA Championship) (R)	—
June 28th/30th	**Automobile Club, Targa Florio**	—	**Belgium**	**24 Hours of Ypres (European Rally Championship) (INT)**	—
June 29th	Hagley & District Light CC	Loton Park, Alberbury	Shrewsbury (On B4393)	Castrol Trophy Hill Climb (BARC Hill Climb Championship)	12.15
June 29th	BARC	Brands Hatch Circuit	Dartford, Kent	Vandervell British Formula 3 Race Meeting (R)	14.30
June 29th	Astra MC	Lydden Hill Circuit	Sittingbourne, Kent	Race Meeting (R)	14.15
June 29th	**FFSA**	**Paul Ricard**	**France**	**French Grand Prix (World Championship Round) (INT)**	—
June 29th	**AC Milano**	**Monza**	**Italy**	**European Formula 3 Championship (INT)**	—
July 4th	**NASCAR**	**Daytona**	**USA**	**Firecracker 400, NASCAR (INT)**	—
July 5th	BRSCC	Castle Combe	Chippenham, Wilts	Race Meeting (R)	14.00
July 6th	**Donington RC**	**Donington Park**	**Castle Donington, Derby**	**Race Meeting (German Group 5 Championship) (IR)**	14.00

MATTERS OF MOMENT

Continued from previous page

THE TRADITIONAL Richard Seaman Memorial Trophies Meeting takes place at the Cheshire circuit, starting at about 13.15 hours, on June 14th. This year it breaks with tradition by including a round of the Lloyds & Scottish Historic Car Championship (the "Golden Oldies"), which may consist of two 16-lap races, one for single-seater racing cars and the other for sports cars, built up to 1960; we only hope the VSCC will not become embroiled in arguments about non-historic cars trying to compete, which caused the withdrawal of the Corner Dino Ferrari, the de Cadenet DBR4 Aston Martin, Norman's 250F Maserati, and the Hon. Patrick Lindsay's ERA from an equivalent race at Silverstone on Easter Monday. (We are in full sympathy with those "who went on strike" against Moss' will-to-win with a sponsored car but were sorry for the paying spectators; the BRDC acted very irresponsibly in allowing the JCB Ferrari to start without its correct papers and we hope sincerely that the HGPCA and the AC Historic Committee will never issue documentation to any non-historic cars, whoever the builder, entrant or driver).

Getting away from this vexed subject, the other 16-lap Scratch Races will be the Seaman Trophy events, one for vintage racing cars built prior to 1931, the other for racing cars built prior to 1941, entered by VSCC members. These longer events will be supported by a number of five or six-lap scratch and handicap races for various kinds of old car, with the dating complexities of which we will not bother you. Spectator charges are £3 for each adult, £1.50 per child, grandstand seats and car-park free, but with an extra £1.50 per person for a Paddock transfer. There will also be the usual *Concours d'Elegance* for vintage and p.v.t. cars at this Meeting. No dogs are allowed, and entries have closed. — W.B.

"The Right Crowd And No Crowding"

IT IS commendable that, in spite of the disastrous fire last winter which destroyed so much British Airways Corporation property at Brooklands, the BAC has again sanctioned the admittance of Brooklands Society members and their guests, to what is left of the old Motor Course at Weybridge, on Sunday June 29th. However, the arrangements are different this year — *only those with tickets obtained in advance will be allowed in*, which is perhaps a step towards "The Right Crowd And No Crowding" on which the Track authorities prided themselves before the war. Society members also have to pay for admission this year. This is a break with tradition, both from the pre-war days (when the five-guinea BARC annual membership entitled a member not only to attend every race meeting, with a car, but also to bring in a lady or child free, and even to use the Track itself when it was available to ordinary cars) and from the time when MOTOR SPORT admitted anyone free to the Track Reunion providing they had obtained a pass from us. However, the Brooklands Society needs funds badly, so presumably no-one will begrudge this member's admission charge, which in these inflationary times maybe compares with the pre-war BARC subscriptions, which ranged from a four-guineas for "bachelor" subscription upwards.

We understand that cars and motorcycles will drive up the Test Hill and run along a short section of the Byfleet banking, as they did in 1979, and that one of the attractions again this year will be Owen Wyn-Owen's ex-Parry Thomas 27-litre "Babs". Tickets must be applied for by June 15th. Society members' tickets cost £1.50 each, obtainable on scrutiny of the 1980 member's card. Each member is entitled to an extra pass at this price; further guest passes will cost £3.00 each. Members have been instructed how to apply for these. Incidentally, MOTOR SPORT is no longer associated directly with these arrangements, as once it was. — W.B.

THE MONACO GRAND PRIX

Reutemann a good back-up for Jones

Monte Carlo, May 18th

WHEN we left England in a heatwave it was almost inevitable that the other end of Europe would be grey and gloomy, and sure enough it was. By the time the Thursday afternoon timed practice period began the rain was beginning to fall and everyone was slipping and sliding around the streets of Monte Carlo as if on the dodgems at the fair. Even so there was some pretty inspired racing car handling to be seen as drivers gave little squirts of 500 b.h.p. between the corners and up and down the hills. Pironi had got out on the track as soon as possible and set a time of 1 min. 45.053 sec. before conditions deteriorated, and this was never beaten for the fast pace was over two seconds slower before long. The Ligier team were very confident that they had got their car suited to the street circuit, and Pironi was still on air after his good win in the Belgian GP. A lot of the drivers had harmless spins, some keeping going, others stalling their engines and most of them would have been happier with half the horsepower. The Ferrari team were using short wheelbase versions of the T5 with "clipped" aerofoils and while Scheckter was going quite well, Villeneuve was shining and obviously enjoying himself. When he overcooked his braking for Ste. Devote corner and slithered to a stop with the engine stalled he pushed the fire extinguisher button instead of the starter button! He jumped out and ran back to the pits saying to himself "Idiot" and took the spare Ferrari, which was to standard T5 specification. In no time at all the French-Canadian was setting the pace on the wet track and ended up second fastest. The Williams drivers were well to the fore even though they had suffered a lot of "skirt" damage in the morning test session, due to their habit of bouncing over the bevelled kerbs, and Piquet and Daly were well up, though both ended with bent cars. The Brazilian went straight on at a downhill hairpin and crumpled the front of his Brabham which his team-mate emulated and the Irishman clipped a barrier with his right-rear wheel and bent the suspension members. The Brabham was not instantly repairable so Piquet took over the spare car for the rest of the meeting, but the Tyrrell was put back into shape.

There had been twenty-seven drivers in the practice and the size of the circuit only allows twenty on the starting grid. One section of drivers, led by the GPDA leaders, were "ticking" about refusing to go out with so many cars on the track, not because it was dangerous, but because it was "unfair", though unfair to whom or what did not seem very clear. Others thought it was the same for everyone so they might as well get stuck into it and one team-manager suggested he was off to the Formula Three paddock to look for a likely replacement driver! Inevitably they all got on with the job and some of them, like Depailler, Daly, Piquet, Pironi, Villeneuve, Jones and Reutemann, put their heart and soul into it.

On Friday there was no Formula One practice and the rains came down nearly all day, while the clouds hung around the mountain tops, but on Saturday when practice restarted the rain held off, though it was grey and gloomy for Monte Carlo. There was the usual testing session in the morning



Splayed wheels mark the end of Pironi's prospects of a second win in a row. The Ligier had led for 55 laps before contacting the Armco when it jumped out of gear.

and then at 1 p.m. the "do-or-die" flat-out hour on which everyone's immediate and distant future could hang. Now that it was dry, Thursday's times were of no importance and the moment the "go" signal was given Pironi was off like a lone-dog in the Ligier with tenacious Patrick Depailler hard after him with a Ferrari up there as well. One need hardly add "driven by Villeneuve". Some drivers use practice to practise racing, others use practice for testing and the former "have at each other" at every opportunity. There was a "coming together" between Villeneuve and Depailler which resulted in them both limping into the pits with a flat tyre, but they were soon at it again. Reutemann was driving at his brilliant best and was right up at the front on times, alongside Pironi, and was having a typical "Reutemann on-day" and when that happens he's hard to beat. Wet or dry the Monaco scene was Ligier versus Williams, with a Brabham and Ferrari in there with them, driven by Piquet and Villeneuve, but hard behind were the two Alfa Romeos. The Renaults could not get to grips with the street circuit and Arnoux only just scraped onto the grid, while others never got within sight of the back of the grid. Left out of the race when the dust had settled were Watson (McLaren), Cheever (Osella), Lees (Shadow), Rosberg (Fittipaldi), Zunino (Brabham), Needell (Ensign) and Kennedy (Shadow).

The 76-lap race did not start until 3.30 p.m. on Sunday so there was a lot of time to gaze anxiously at the sky and wonder if the rain was going to return, for the weather was anything but sunny. Though cloudy and overcast the rain held off and all twenty cars that had qualified assembled on the 1×1 grid after the parade lap. As they shot off towards the Ste. Devote corner Arnoux's Renault was still spluttering on the back of the grid and Villeneuve had not made his usual electrifying getaway. As the mid-field runners crowded into the corner Daly seemed to have total brain-fade and ran up the back of Giacomelli's Alfa Romeo, which launched the Tyrrell into the air and it bounced off Jarier's Tyrrell as it landed. While Pironi led Jones, Reutemann, Laffite, Depailler and Piquet through Casino Square the shambles at the foot of the hill was being sorted out. Villeneuve had taken to the escape road, flicked the Ferrari round on the throttle and powered off up the hill, while Patrese had stopped, reversed out of the mêlée and promptly rammed the ATS. Daly (Tyrrell), Jarier (Tyrrell), Giacomelli (Alfa Romeo) and Prost (McLaren) were all out of the race and Lammers was soon in the pits having his front end repaired, while Pironi was in the lead with Jones hard on his heels. Reutemann in third place was acting as a nice buffer to keep Laffite, Depailler and Piquet at bay and Scheckter was closing up on them.

Although Pironi was leading from Jones the Ligier was not running away from the Williams, as it had done in Zolder two weeks before, Jones was really pressuring the Frenchman, with the nose of his car right under the Ligier's gearbox, and it was a question of how long Pironi could

Starting Grid

25
D. Pironi
(Ligier-Cosworth V8)
JS11/15/04
1 min. 24.813 sec.

28
C. Reutemann
(Williams-Cosworth V8)
FW07B/5
1 min. 24.882 sec.

27
A. Jones
(Williams-Cosworth V8)
FW07B/7
1 min. 25.202 sec.

5
N. Piquet
(Brabham-Cosworth V8)
BT49/7 (T)
1 min. 25.358 sec.

26
J. Laffite
(Ligier-Cosworth V8)
JS11/15/03
1 min. 25.510 sec.

2
G. Villeneuve
(Ferrari-flat 12)
312T5/045
1 min. 26.104 sec.

22
P. Depailler
(Alfa Romeo V12)
179/03
1 min. 26.210 sec.

23
B. Giacomelli
(Alfa Romeo V12)
179/02
1 min. 26.227 sec.

3
J.-P. Jarier
(Tyrrell-Cosworth V8)
010/1
1 min. 26.369 sec.

8
A. Prost
(McLaren-Cosworth V8)
M29C/4
1 min. 26.826 sec.

29
R. Patrese
(Arrows-Cosworth V8)
A3/5
1 min. 26.828 sec.

4
D. Daly
(Tyrrell-Cosworth V8)
010/3
1 min. 26.838 sec.

9
J. Lammers
(ATS-Cosworth V8)
D4/02
1 min. 26.883 sec.

12
E. de Angelis
(Lotus-Cosworth V8)
81/3
1 min. 26.930 sec.

30
J. Mass
(Arrows-Cosworth V8)
A3/4
1 min. 26.956 sec.

15
J.-P. Jabouille
(Renault V6 t/c)
RE23
1 min. 27.099 sec.

1
J. Scheckter
(Ferrari flat-12)
312T5/046
1 min. 27.182 sec.

20
E. Fittipaldi
(Fittipaldi-Cosworth V8)
F7/1
1 min. 27.495 sec.

Did not qualify:
7 J. Watson (McLaren M29C/2) 1 min. 27.731 sec.
31 E. Cheever (Osella FA1/1) 1 min. 27.808 sec.
17 G. Lees (Shadow DN12/1) 1 min. 27.842 sec.
21 K. Rosberg (Fittipaldi F7/2) 1 min. 28.381 sec.
6 R Zunino (Brabham BT49/3) 1 min. 28.384 sec.
14 T. Needell (Ensign MN14) 1 min. 29.188 sec.
18 D. Kennedy (Shadow DN11/03) 1 min. 39.986 sec.

Open Air Golfing

UNTIL the late 1960s convertible versions of many popular European saloons were offered. Remember the Consul, Zephyr, Super Minx and Morris Minor convertibles for instance? The line finally dried up a couple of years ago with the death of VW's Beetle Cabriolet. In recent times the man who wanted the accommodation of a full four-seater popular saloon with a fully convertible top had to turn to specialist conversion firms like Crayford, or move up-market to a BMW Cabriolet or Lancia Beta Spider, both of which rely on Targa-type centre sections and separate, fold down rear sections. Last year VW plugged the popular convertible gap on the Continent with the Karmann-designed, soft-top Golf. Now the Golf Convertible is available in Britain, but only in the top of the range, fuel-injected GTi form.

At £6,852 it is roughly £1,400 dearer than the hatchback Golf GTi — and just as delightful to drive. A full road test of the hatchback model appeared in the March 1980 issue of MOTOR SPORT. The convertible is unchanged mechanically, using the same, smooth, crisp and responsive 110 b.h.p., fuel-injected engine, front-wheel-drive and five-speed gearbox. Maximum speed is quoted as 112 m.p.h. and a 0-60 time of 10.2 sec. is claimed.

Numerous body reinforcements are included to give structural rigidity, of which the apparent ones are a padded knee bar under the dashboard and a padded roll-over bar. We found the stout hood reasonably easy to lower and erect on the recent Press launch, but regretted that it could not be made to fold away more neatly. A glass rear window with heating element is incorporated. A top-hinged, vertical boot lid gives access to a conventional boot and the rear seat folds flat.—C.R.

Common Sense!

We are glad to be able to report that when speed-limits were being discussed by Nottingham County Council earlier this year, the Chief Constable, Mr. Charles McLachlan, expressed the opinion that speed-limits that are too low



The VW Golf GTi Convertible

bring all others into disrepute and that for motorists to respect such limits they must be effective and reasonable. The Police, he said, are often accused of persecuting the innocent motorist but it is not the Police who are guilty but those who have not got the speed-limits right. The great majority of motorists are law-abiding, he continued, and they have the right to expect uniformity of speed limits nationally. He said that residents' views were important but should not have overwhelming priority. The Chief Constable was opposed by a Labour Councillor but he was supported by the Vice-Chairman, Mrs. J. Jenkin-Jones, who stated that increases in speed limits did not bring traffic speeding through urban areas, and the County Planning and Transport Director pointed out that national evidence shows that accidents did not increase when speed limits were relaxed, and they could well fall. — W.B.

Sponsored Push

ON Sunday, June 15th, crew members of the BARC Rescue Units and other BARC marshals plan to push the National Girobank Reynard F. Ford 2000 for 50 km. (approx. 13 laps) round the Thruxton circuit to raise money for the Jimmy Savile Stoke Mandeville Spinal Building Appeal Fund. Sponsorship is sought on the basis of each kilometre completed by the car.

Further information and sponsorship forms can be obtained from either Paul Butt, 12, Winchester Way, Wantage, Oxon. (Tel: Wantage 66687), or John Riseley, 1b, Kibworth Road, Fleckney, Leics. (Leicester 402040).

A Bank Account in the name of "Car Push" has been opened, and anyone who would like to make a donation rather than sponsor the push can send a cheque made out to the account.

The idea for the event, which is being organised and run by the unit crews themselves, stemmed from the tragic accident to Philip Lloyd in a PRS F. Ford at Mallory Park last year. Lloyd is left paralysed and at present confined to Stoke Mandeville. The accident occurred at a BARC meeting and a BARC rescue unit crew was involved. — C.R.

What's on

Many of the World's top rally drivers will be in Scotland this month for the gruelling, 1,000 miles Esso Lombard Scottish Rally, which starts in Glasgow on Saturday the 7th. Works entries have been received from all the leading British manufacturers, plus several foreign teams.

The Shuttleworth Collection, at Old Warden, Bedfordshire, will be holding a flying evening on the same date. Gates open at 6 p.m.

Oh Dear Department

Brunn models are not available in kit-form, only as complete models, contrary to what appeared under the "Miniatures News" heading last month.

The Things They Say . . .

"AMID all the weeping and wailing and gnashing of teeth over the demise of the MG *Marque* I hope the flood of tears will not wash away or blind us to the truth, which is that MG's never made a good car, anyway — George Bishop in *Collector's Car's* recent article denigrating the Abingdon-on-Thames sports and racing cars.

MONACO GP — Continued

withstand this sort of pressure. For a time they would pull away from the four cars following and then they would drop back and the first six would be nose-to-tail. The order was Pironi, Jones, Reutemann, Laffite, Depailler and Piquet, a hard bunch of "chargers" who were giving nothing away. The Ferraris were in trouble with their Michelin tyres and first Scheckter stopped for a new set and then Villeneuve did the same, and while Scheckter eventually gave up the unequal struggle, considering the handling to be impossible, Villeneuve thrashed on and refused to give in. Before a third of the distance the leaders were beginning to lap such tail-enders as were left, and on lap 25 the differential broke up in Jones' transmission and the Williams was out of the race. This didn't mean that Pironi had it all his own way for Reutemann in the number two Williams began to close up, with Laffite and Depailler hanging on tenaciously. Piquet was a lonely fifth and a long way back came de Angelis, Mass, Andretti, Fittipaldi, Patrese, Arnoux and Villeneuve, while Jabouille was some laps behind after a pit stop to change tyres and Lammers was even further back after repairs.

At half distance any pressure that Reutemann might have brought to bear on the Ligier had disappeared and Pironi looked set for his second Grand Prix victory. A lap down Villeneuve was battling away after his pit stop and Lammers had tucked in behind him with the ATS, doing a very spirited job of keeping up even though he was some laps behind. Pironi was in trouble as his gearbox was jumping out of third gear, so he tried to use it as little as possible, and when he did have to use it he held it in with one hand and did his steering with the other. The other Ligier was using up its brakes, or rather its driver was, and Depailler was pressing hard in fourth place. By lap 45 rain spots were falling near the Casino and though they developed into light rain and dampened the track surface they did not justify anyone stopping to change over to wet-weather tyres, but the surface became very slippery all round the course as the light rain spread. Depailler's fighting drive came to an end when his Alfa Romeo engine blew up, which was a great relief to Laffite, and then on lap 55 as Pironi crossed Casino Square, being forced to use both hands on the steering wheel due to the slippery surface, his gearbox jumped out of gear and he slid out and hit the guard-rail, deflating the left front tyre and breaking the steering arm on that side. His race was over and Reutemann inherited the lead for Frank Williams, with no threats behind him, as Laffite was slowing and Piquet was too far back to cause trouble. All Reutemann had to do was to "pussy-foot" home on the slippery surface to win with ease.

At the back of the field Patrese had been battling with Arnoux until the rain started, when the Arrows driver got all crossed up out of Casino Square and as he gathered it up Arnoux was going by and got clobbered by the Arrows. The Renault was left by the road-side with a deflated left-front tyre and bent steering, while the Arrows went on its way. Mass plodded away with violent understeer on the downhill hairpins, wearing out his front tyres, but inherited fourth place as others had worse trouble and Villeneuve's "never-say-die" spirit got him fifth place, while the prudent Fittipaldi had a non-stop and careful run into sixth place. — D.S.J.

THE MONACO GRAND PRIX — Formula One — 76 laps — Monte Carlo — 3.312 Kilometres per lap — 251.712 Kilometres — Dull and Damp

1st	Carlos Reutemann (Williams FW07B/5)	1 hr. 55 min. 34.365 sec. — 136.393 k.p.h.
2nd	Jacques Laffite (Ligier JS11/15/03)	1 hr. 56 min. 47.994 sec.
3rd	Nelson Piquet (Brabham BT49/7)	1 hr. 56 min. 52.091 sec.
4th	Jochen Mass (Arrows A3/4)	1 lap behind
5th	Gilles Villeneuve (Ferrari 312T5/045)	1 lap behind
6th	Emerson Fittipaldi (Fittipaldi F7/1)	2 laps behind
7th	Mario Andretti (Lotus 81/2)	3 laps behind
8th	Riccardo Patrese (Arrows A3/5)	3 laps behind
9th	Elio de Angelis (Lotus 81/3)	not running at finish
10th	Jan Lammers (ATS D4/02)	12 laps behind

Fastest lap: Carlos Reutemann (Williams FW07B/5) on lap 48, in 1 min. 27.418 sec. 136.393 kph

Retirements: D. Daly (Tyrrell 010/3) accident, on lap 1; B. Giacomelli (Alfa Romeo 179/02) accident, on lap 1; A. Prost (McLaren M29C/4) accident, on lap 1; J. P. Jarier (Tyrrell 010/1) accident, on lap 1; A. Jones (Williams FW07B/7) broken differential, on lap 25; J. P. Jabouille (Renault RE23) broken gearbox, on lap 26, J. Scheckter (Ferrari 312 T5/046) gave up, on lap 27; P. Depailler (Alfa Romeo 179/03) engine failure, on lap 51; R. Arnoux (Renault RE24) accident, on lap 54; D. Pironi (Ligier JS11/15/04) accident, on lap 55; E. de Angelis (Lotus 81/3) accident, on lap 69.

20 starters — 10 finishers

Piloting the Europa Blimp is no ordinary job. It involves as much study and preparation as the finest commercial airline would demand.

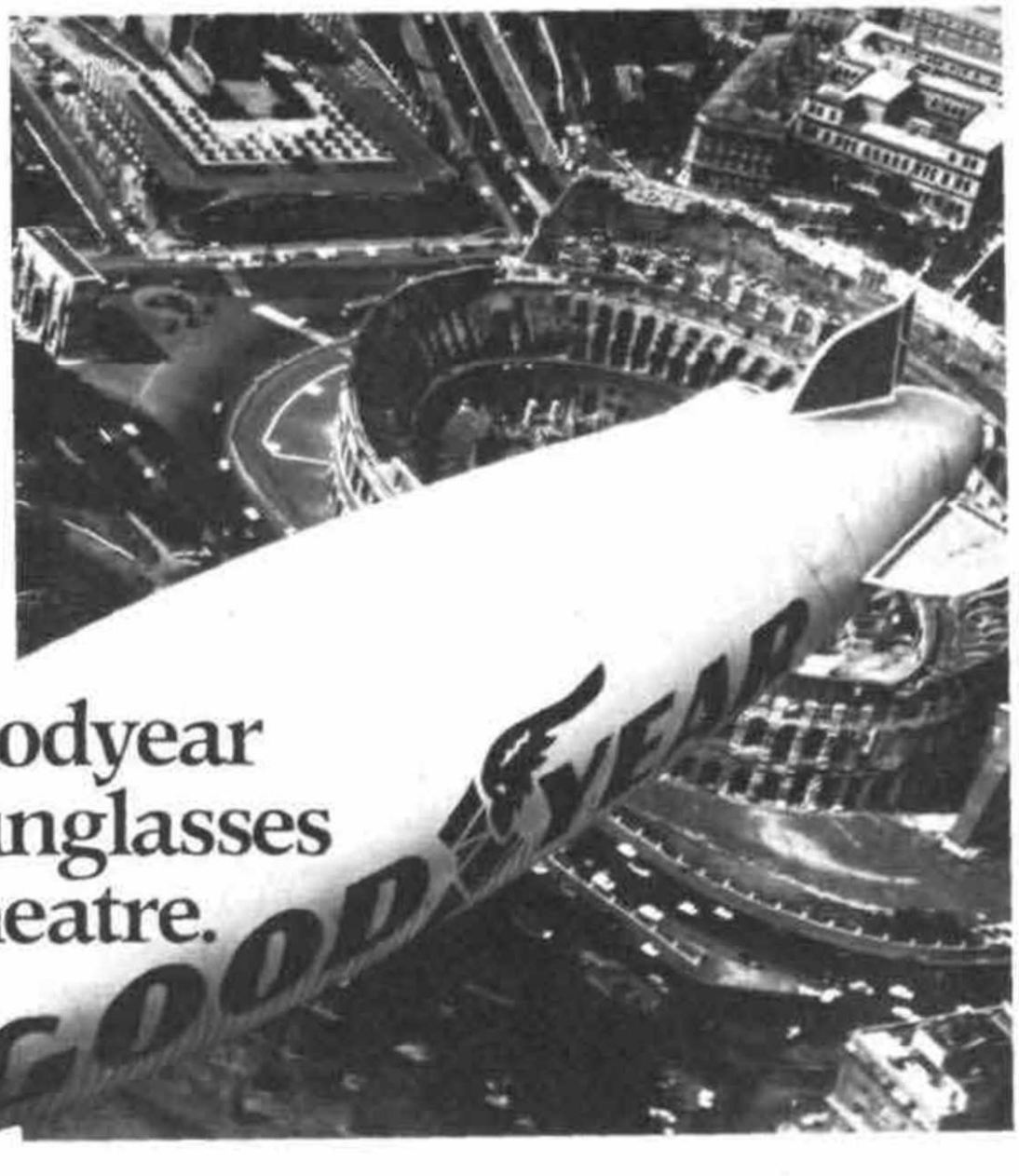
For six months of the year you are preparing 200,000 cu.ft. of helium-packed Dacron for a voyage that will take you through virtually every country in Europe. The rest of the time you are sailing passengers through the skies.

But whether you're scaling Nelson's column or towering over Pisa the safety of your passengers is always uppermost in your mind.

Perfect vision is a must. So is a high level of concentration. And the sunglasses you wear must be capable of maximum performance – at all times, in all conditions.

Tristano Caracciola was chosen out of 350 applicants to be a Goodyear pilot.

He's very particular about his sunglasses:



Why the pilot of the Goodyear airship wears RayBan sunglasses when he goes to the theatre.

"With a job like mine it's essential that you take good care of your eyes.

I'm often flying in bright sunlight and, without sunglasses that would be a big strain.

Reading instruments all day in the airship, whilst at the same time, looking outside for reference points involves a lot of eye movement.

That can be very tiring.



The eyes use up a lot of the body's energy. More than you would think. So the more you can protect them, the more alert you feel.

The lenses in my RayBan sunglasses were specifically developed to provide superior protection.

They don't just filter visible glare. They also block the invisible, the ultra-violet and the intra-red.

Not only that, the green photochromatic lenses really do improve vision. I find I can read the clouds much better when I have them on. And that's important when you're flying an airship because the clouds tell you a lot about the weather.

When I was flying aeroplanes, before I took this job, I was working in Los Angeles. And there, the haze is something else.

It's like a sea of cloud beneath you. Flying above it is like flying above a reflecting mirror.

So sunglasses are absolutely essential.

A pair of RayBan's becomes like any other important part of your flying equipment.

I first heard about them nine years ago. Like all Italian boys I was crazy about motor bikes.

But riding a bike involves a lot of looking around and if you wear sunglasses you're always losing them.

So I used to buy cheap ones. And then a friend let me try his RayBan 'Outdoorsmen'. They have frames that clip behind the ears. They never fall off.

Also, they fit the shape of your face that way shielding you from fumes and dust.

More importantly, the lenses will take the impact of any small stones thrown up by cars. So you're always protected.

As well as the pair with green lenses that I wear for flying and motor cycling, I also now wear a pair of RayBan 'Ambermatics.'

They have rapidly changing lenses that automatically adjust in colour to any light conditions, indoors or out.

Most of the ground-crew also wear them. They really need them, because they're often outdoors all day looking into the sky.

They don't mind paying for the extra protection that RayBan's give them.

Neither do I.

And if you care for your eyes, as much as we do, you'll invest now and buy a pair of RayBan sunglasses. They're well worth it, you'll be buying the best in the world."



Ray-Ban Sunglasses

Put other sunglasses in the shade.

RayBan sunglasses available from opticians and leading department stores or for further information write to Bausch & Lomb, 14 Ascot Road, Clock House Lane, Feltham, Middlesex.

RayBan sunglasses supplied to Lionheart – Challenger for the America's Cup 1980.

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BAUSCH & LOMB

Goodyear Airship Proposed Venues for 1980

London	May 7th-13th
Wolverhampton	May 15th-18th
Edinburgh	May 20th-28th
Doncaster	May 29th-June 4th
Cardiff	June 5th-11th
Bournemouth	June 12th-17th

Gordon Brettell's Pre-war Austin Seven Racing

ALTHOUGH the Austin 7 is not raced as much as it was before the war, when it represented almost everyone's first-car and an excellent beginner's competition proposition (apart from which, the factory ran very professional side-valve and twin-cam racing Austins), there is still much interest in them, and this account of the pre-war competition activities of the late Gordon Brettell and his Austin 7s is a splendid reminder of how it was done before Hitler intervened. I have been able to present this record of Brettell's motor-racing with the co-operation and permission of his brother Terence, who still attends meetings, wielding his camera, and who took the trouble to carefully chronicle his brothers' racing, rather as Prince Chula did for "Bira", but without, as in Chula's case, these writings going into print.

I asked Terence Brettell how he and his brother "discovered" Brooklands in the first place. He tells me that it happened in 1932, when he was aged 12 and his brother was 17. At that time the boys were interested in aeroplanes and hardly at all in cars, until an Uncle took Gordon to a meeting at the Track and he returned home full of enthusiasm. They both attended the last race-meeting there in 1932 and when, that winter, the same Uncle lent Terence Birkin's book "Full Throttle" he was completely hooked.

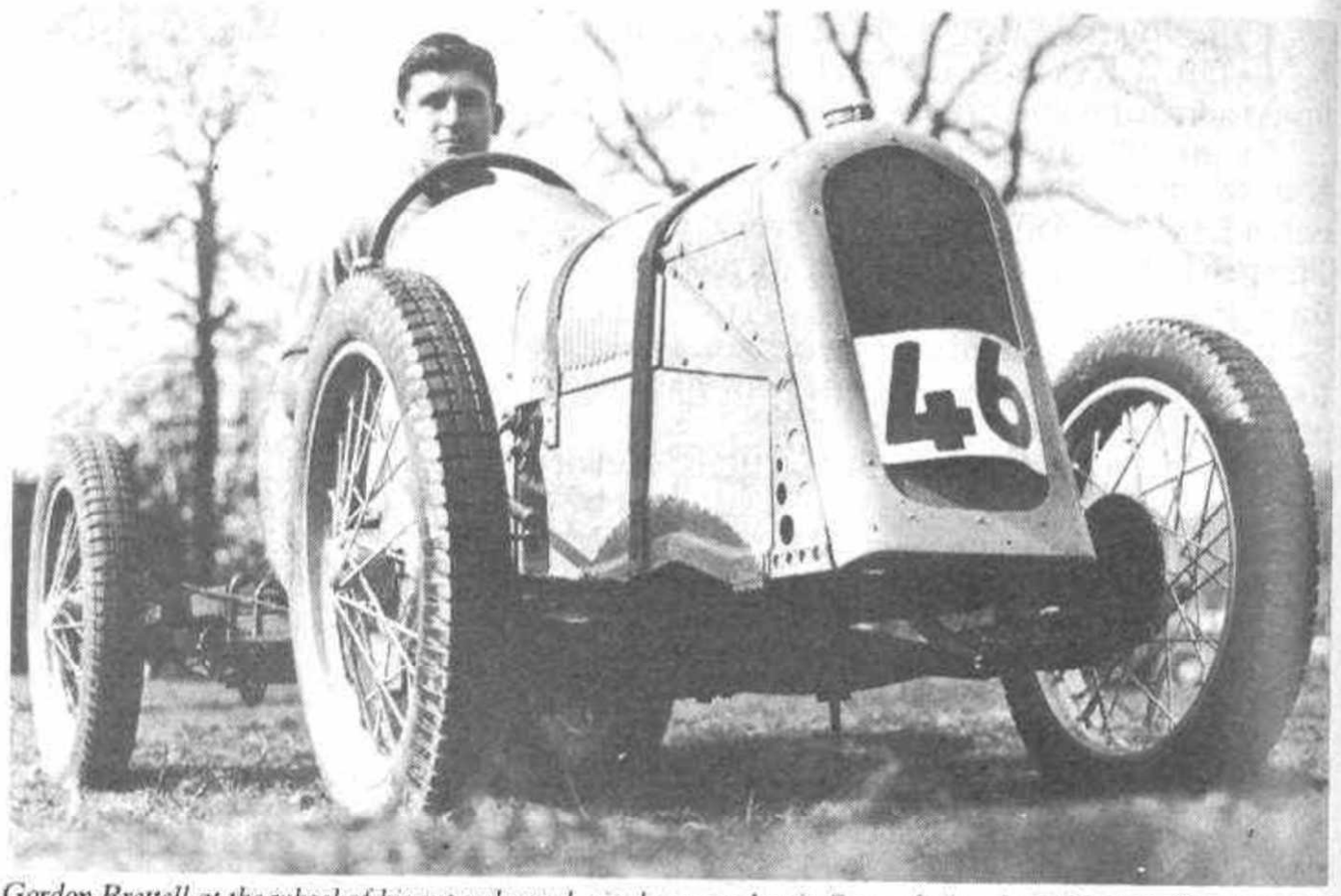
Because he was at boarding-school at the time it was only possible to get to Brooklands during the holidays. He managed to get to the 1933 Easter Meeting and was "enormously impressed by Straight's black Maserati" — a simple statement which nevertheless conjures up so vividly the excitement of arriving at the Track, the action, the colour, and the enthralling sounds and scent of dope-fuel and burnt castor-oil, at the most fascinating place on Earth. . . . Terence's dearest wish was to see the Napier-Railton and he remembers that, passing a newsagents, he saw its picture on the front cover of MOTOR SPORT, which is how he came to read this magazine!

Cobb's new car was due to run at the 1933 August BARC Meeting but Gordon Brettell was abroad and, as their Father hadn't the smallest interest in anything mechanical, there seemed no way in which Terence was going to get to Brooklands that day. Fortunately for him, a family friend happened to be staying with them and was willing to make the journey. (I was less fortunate in 1932 when I was taken for a holiday in the New Forest by family friends, in a 9/15 Renault saloon, although desperately anxious to be at Brooklands, where Birkin and the single-seater Bentley were due to attack the lap-record). In fact, Brettell's Father had decided to go if all else failed, even though he was becoming uneasy at his sons' increasing interest in a sport he disliked and feared — such are the sacrifices parents make for their children. . . .

So Terence saw the Napier-Railton in action and thereafter he and Gordon went to Brooklands whenever they could. Their Mother had a 1926 Chummy Austin, which she now gave to Gordon, and they also went to race meetings in the family Morris Eight. Other family cars included a brown Austin 12, then a grey Austin 12, and a Vauxhall Light-Six, bought in 1934 and retained until their father's death in 1949. I cannot do better than quote Terence about the memories he has of those happy days at the Track: "Somehow, whenever I think of the old Track three things come instantly to mind. The Multi-Union going on to the Members banking at a prodigious speed, the nose pointing well down; Cotton in the ERA and Maclure in the blown Riley coming down to the Fork side-by-side in a Mountain race, standing on the brakes at the last moment; but, above all arriving early on Easter Monday 1935, when from behind the Hill came a rising, high-pitched scream and suddenly a pale green car shot into view — Raymond Mays practising in the 2-litre ERA, my first sight of one of these cars. It started an instant love-affair which has lasted to this day. To my intensely patriotic being, longing for British success, this was THE car. You could keep your Mercedes, Auto-Unions and Alfas. . . ." Those were the boys who raced the Brettell Austin 7 before the war.

* * *

The Chummy Austin was soon improved upon! The boys gave it an Alta head, Ballamy split-axle independent front suspension, an odd Bugatti-like tail to a two-seater body, and an even-odder exhaust system, and renamed it "The Tiddler" (PE-8772). Its first competition event, driven by Gordon Brettell on what was also his



Gordon Brettell at the wheel of his supercharged, single-seater Austin Seven during the 1937 Inter-Varsity Speed Trials at Syston Park.



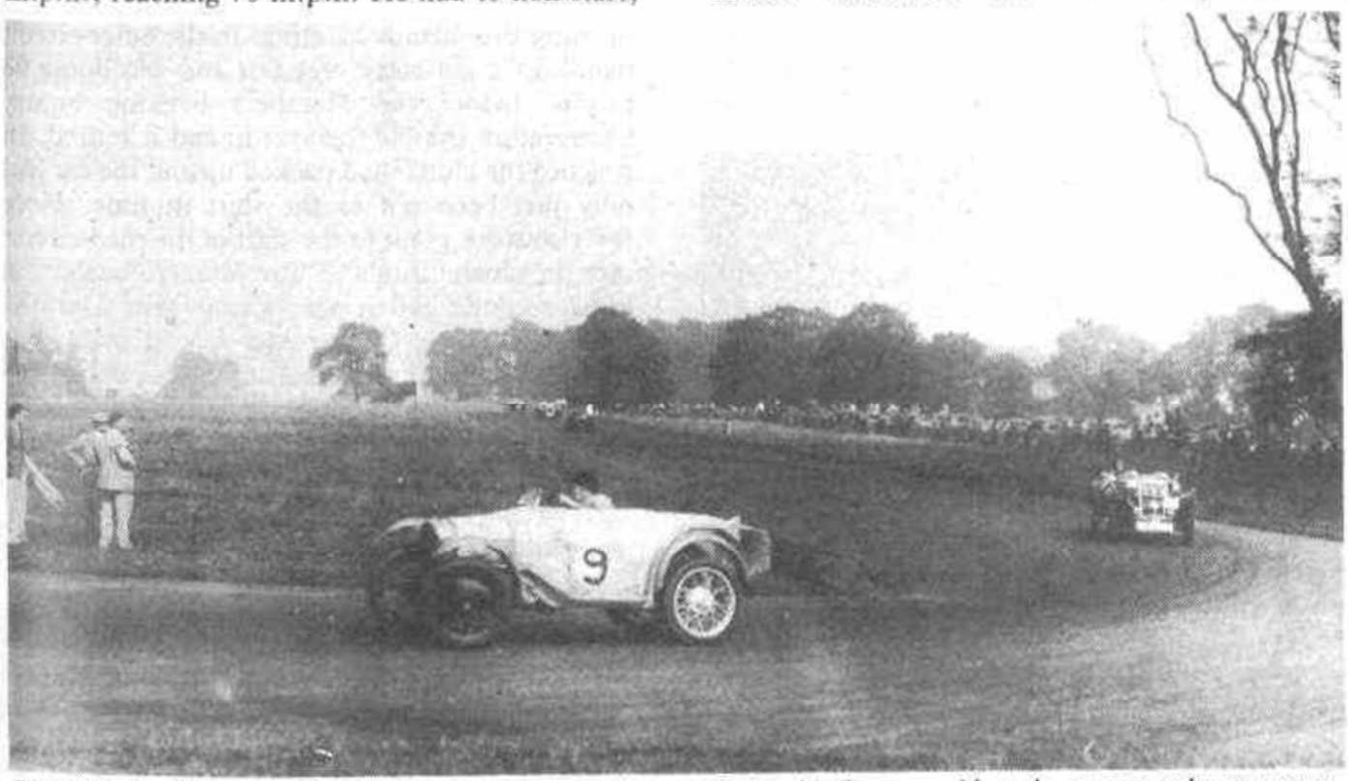




Brettell's first competition experiences were in the modified Austin 7 Chummy, "The Tiddler", firstly in the Jack and Jill Trial, bottom right. Above, "The Tiddler" crossing the line at Aston Clinton and, top right, during its reconstruction.

baptism in competitive motoring, was the 1935 "Jack & Jill" Trial, a three-cornered match between the WASA (Women's Automobile & Sports Association — remember?), the Cambridge UAC and the Oxford U MDC. Run in the Hindhead area of Surrey, the trial took in such observed-sections as Blind Lane, Blackhorse Hollow, Begley Farm, Oakshot, Abester's Hollow and Whitmore Bottom — you can almost smell the warm mud on overheated exhaust systems! Brettell climbed the first four but failed on the last two, due to lack of power and starting too slowly, respectively, finishing with 86 marks out of a possible 100.

"The Tiddler's" next appearance was in the Inter-Varsity speed trials at Syston Park. Hectic preparations were put in hand but the head gasket blew, so the car was beaten in its class, although clocking the quite good time of 47.6 sec., running with cycle-type mudguards in place. Next, the converted Chummy was run in the Aston Clinton speed trials, in the 1,100 c.c. class, in which it was out-classed, although doing 20.4 sec., later improved to 19.6 sec. A more ambitious project was the JCC High Speed Trial at Brooklands. Unable to get "The Tiddler" ready in time, Gordon borrowed an Ulster Austin 7 for practice, in which he lapped the "road"-course at 52 m.p.h., reaching 70 m.p.h. He had to non-start, which was perhaps just as well in such a slow car as "The Tiddler".



Brettell takes "The Tiddler" round Starkeys at Donington during his first race. Note the strange exhaust system.

Gordon Brettell's first taste of racing came at the 1935 JCC Donington Park Meeting, held over the Manufacturers' circuit. He entered for a 3-lap and a 5-lap race, both individually handicapped. Alas, the handicappers were very hard on the novice driver in his ancient Austin 7, asking it to give the latest MGs a start in the short race and an advantage of only three seconds over a 1934 Singer Le Mans in the longer one. It was too much! Although the car was running very well, reaching 70 m.p.h. down Starkey straight, its brakes were too weak for this circuit. However, Gordon had the satisfaction of passing one of the MGs in his first race and of battling with it on the final lap, the Austin finishing two lengths ahead.

"The Tiddler's" last 1935 event was the Inter-Varsity reliability trial, again in the Hindhead area. The little car made a poor start, with cooling problems, but a refill of water mysteriously cured this and after an acceleration-test on Scotland Hill it got up Oakshott in fine style and romped up the first part of Steep but Brettell now had the lead in the 850 c.c. class, for the Faulkner Cup, and had only to finish to win it. Alas again, the crankshaft broke.

Realising that the ex-Chummy was too old for racing, for the 1936 season Brettell bought from Hugh Conway, who had been Secretary of the Cambridge UAC, the ex-Marquis de Belleroche Ulster Austin 7, for £45, proposing to spend some £30 getting it into good condition — the happy days of inexpensive racing! These plans had not materialised by the time of the Brooklands August Meeting, so Gordon borrowed Ian Connell's 1½-litre Vale Special (a car fully described in MOTOR SPORT at the time) and entered for one outer-circuit and two Mountain races. In practice he lapped the former course at 102 m.p.h. and the latter at 67.2 m.p.h. Unfortunately the cylinder head cracked and the car non-started. Meanwhile, Peter Monkhouse of Monaco Engineering Ltd. at Watford, had ambitious ideas for making the Belleroche Austin into a "wizard racer"

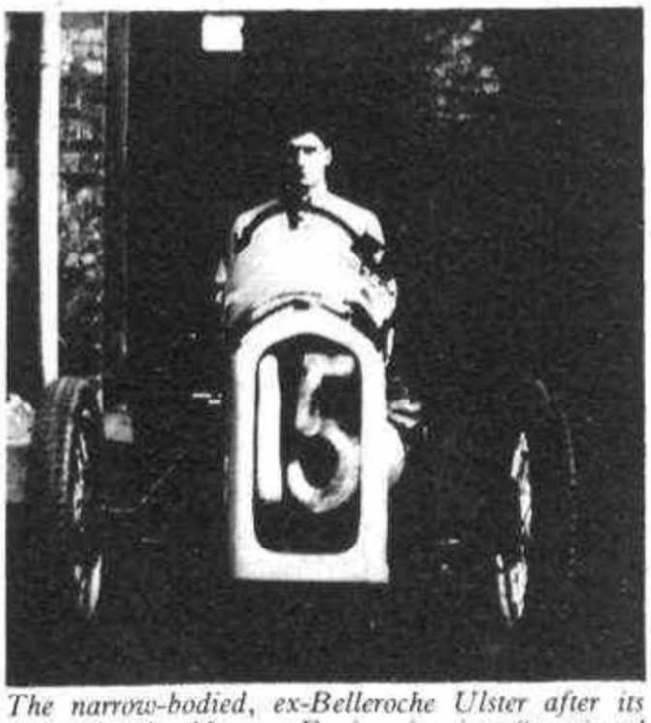
The aim was to make this the slimmest car racing, narrower even than Doreen Evans' Q-type, MG Midget. In the end the Austin emerged with a body only 17" wide, or a whole inch narrower, it was thought than the slim MG, raced by that slim girl driver. Later it was discovered that the Brettell car was, in fact, three inches narrower! The new body and its framework were constructed of light-alloys such as RR66, a duralumin sub-frame taking the driver's seat and a 10-gallon fuel tank behind. The steering box was mounted on the side of the chassis to bring the steering column at an angle into the cockpit, and the steering wheel had a diameter of 16". The rear ¼-elliptic springs were underslung, to bring the axle in line with the transmission and crankshaft. The gear lever was placed outside the car on the left.

Five weeks were occupied in carefully assembling the engine, to which a Cozette super-charger blowing at about ten lb./sq. in. was fitted, lubricated via a motorcycle drip-feed with glass sight. The ports were spaced to the manifolds by a special light-alloy distance piece, a new exhaust system being made up. The radiator was mounted well forward, on a light steel framework, leaving space for a bigger supercharger to be fitted if required. The 4.9 to 1 back axle was retained, as different wheel sizes were to be used to alter the overall gear ratios. A minimum of instruments was fitted, dominated by a large tachometer on the o/s of the facia. The weight was 6¼-cwt. The rather ugly but exciting little car was painted blue and was tested initially for 200 miles on Brooklands. The car's first appearance in its revised form was to have been at the last Brooklands meeting of 1936 but a piece of solder from the new petrol tank choked the carburettor and it failed to qualify. At the Inter-Varsity speed-trials at Syston Park in 1937, Brettell being Secretary of the Cambridge Club, the Austin *monoposto* was driven by Peter Monkhouse, and there was instant success. Peter won the 850 c.c. class and made third fastest time of the day, in 31.21 sec., after a first run in 32.06 sec.

Gordon Brettell's turn came at the Easter Brooklands Meeting, where he was down to run in two Mountain races. In the first of these, giving Almack's special Austin 7 six seconds, and starting 53 seconds before Gerard's scratch 1½-litre Riley, he passed Almack immediately after the banking corner and later lapped the other Austin, pulling well clear of all but five cars and winning at 61.9 m.p.h. by a margin of 17 seconds. That was a mistake, because in the second race Brettell was re-handicapped 2 seconds! He even had to make up four seconds on a 30/98 Vauxhall and Gammon's scratch 2-litre Riley was off 32 seconds after him. Just failing to catch Hughes' Vauxhall, the Austin had been overtaken by Innes' MG Magnette and Lemon Burton's Bugatti but the latter retired, so Brettell was third, 0.8 sec. behind the 30/98. His best lap in the first race was at 64.02 m.p.h. (twice) and in the second race 66.02 m.p.h., on his final lap. He improved his s.s. lap speed by 2.6 m.p.h.

At the Lewes speed trials Monkhouse drove, but a plug oiled-up. Gordon Brettell then entered the little car for the Whitsun Brooklands Meeting, very confident after his third place at Easter. In the Coronation Mountain Handicap he had to give Mond in Watson's GP Bugatti 15 seconds, and Arthur Dobson in the ERA was on scratch, 43 seconds behind. It would obviously be necessary to hurry! Hurry Gordon did. He left his cut-off point for the banking corner too late and on the second lap slid over the edge. A sapling held the car as it fell onto its side and Brettell escaped with multiple fractures of an elbow. Sammy Davis, who referred to the Austin as the smallest single-seater ever fitted to a large man, reported that when asked what had happened, Gordon said the little car had slipped off his foot. . . .

Incidentally, "The Tiddler" was sometimes used for towing the single-seater, on a bar, with Terence steering and braking the racer; "enormous fun, but very cold". He recalls them



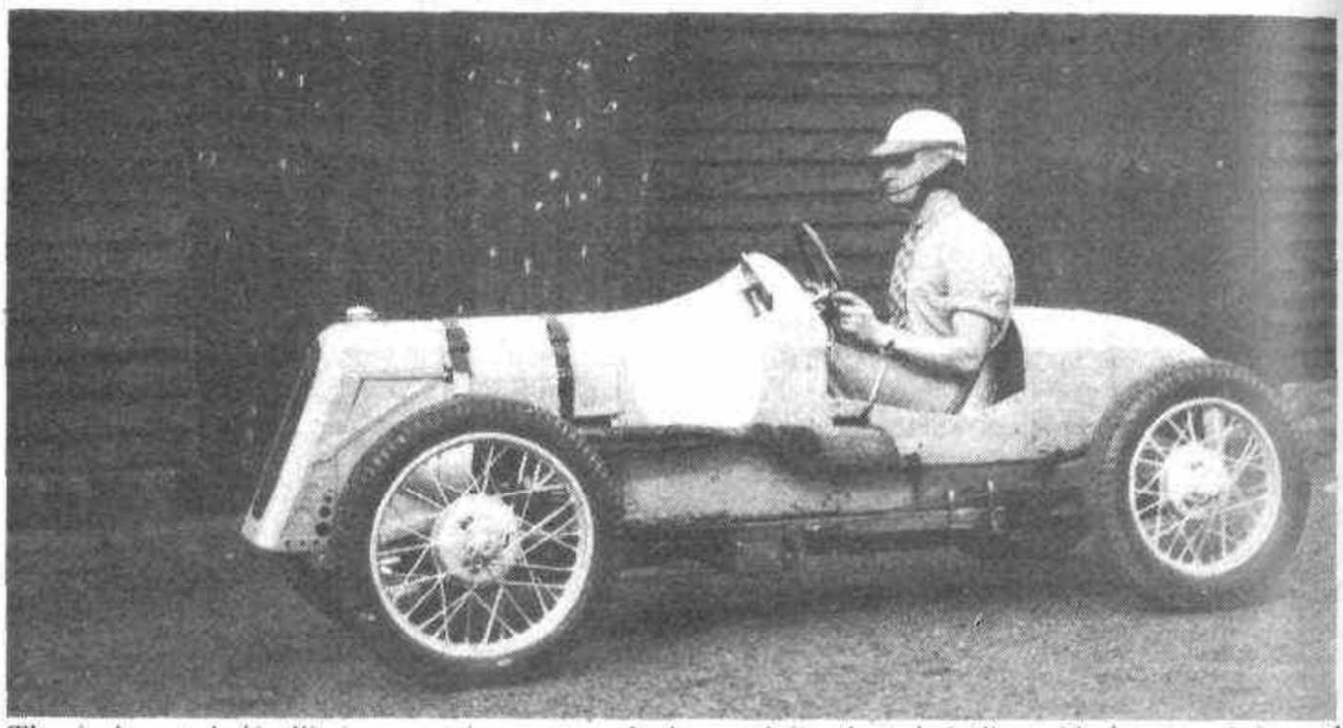
The narrow-bodied, ex-Belleroche Ulster after its conversion by Monaco Engineering into "a wizard racer", Brettell at the wheel.

stopping at Woolworth's to buy gloves, coming home from Shelsley Walsh, and such a crowd collecting to look at the cars that a worried policeman was moving people on.

At the Poole speed trials, on a very hot day, the Austin was suffering from oiling-up of the plugs and a sticking clutch. It was third in its class (25.97 sec.), Dorothy Stanley-Turner's Q-type MG Midget being 0.9 sec. quicker, but Gordon did beat a Frazer Nash by 0.1 sec. No practice was allowed and the Poole Park course incorporated a very tricky S-bend, which the Austin had to take without cutting out. The sight of the driver more out of his car than in it apparently amused the spectators and in the Paddock the two Austins of Brettell and Maclachlan created great interest, the latter's blown at some 20 lb./sq. in. The next engagement was the Autumn Shelsley-Walsh hill-climb. On the eliminating morning runs Dowler's MG at first beat the Austin, which was misfiring badly. Then Gordon beat both this and a Montlhéry MG Midget, with an ascent in 49.62 sec. In the Meeting proper the Austin was 5th in the 750 c.c. class (47.87 sec.) and it was faster than some more formidable cars, and only 0.25 sec. slower than Connell's ERA on that car's better run.

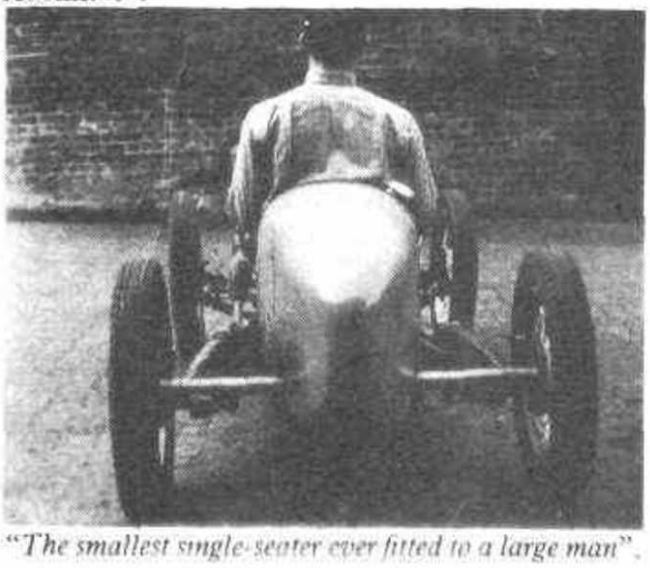
For the last Brooklands Meeting of 1937 the Brettells decided to have a real fling, and the Austin was entered for races over two of the three circuits. In his first experience of the outer-circuit in a proper race Gordon had to give 28 seconds to an MG Midget and had only 74 seconds advantage over the 4½-litre Bowler-Hofman-Special. However, running extremely well, the Monaco Austin was leading after a lap and it eventually came in 5th, after getting round at 91.55 m.p.h. In the Campbell circuit race, starting 66 seconds before Count Trossi's Maserati, the Austin led for a lap and a half, was passed after a fight by Wilson's R-type MG Midget, then had a great duel with Hugh Hunter's 2-litre Frazer Nash-BMW and gained a useful lead, which it looked like keeping, when a plug melted its points and it slowed, although still in third place until the Maseratis of Austin Dobson and Count Trossi came by. So Gordon Brettell netted another 5th place. He had lapped at exactly 60 m.p.h. on his best circuit.

The 1937 season concluded with the very wet Southsea speed trials, torrents of rain being lashed by a howling gale. Gordon took the bends carefully, to avoid wasting time in skids, but he was in trouble with a very obstinate gear-change, oiling up of the plugs, and loss of the



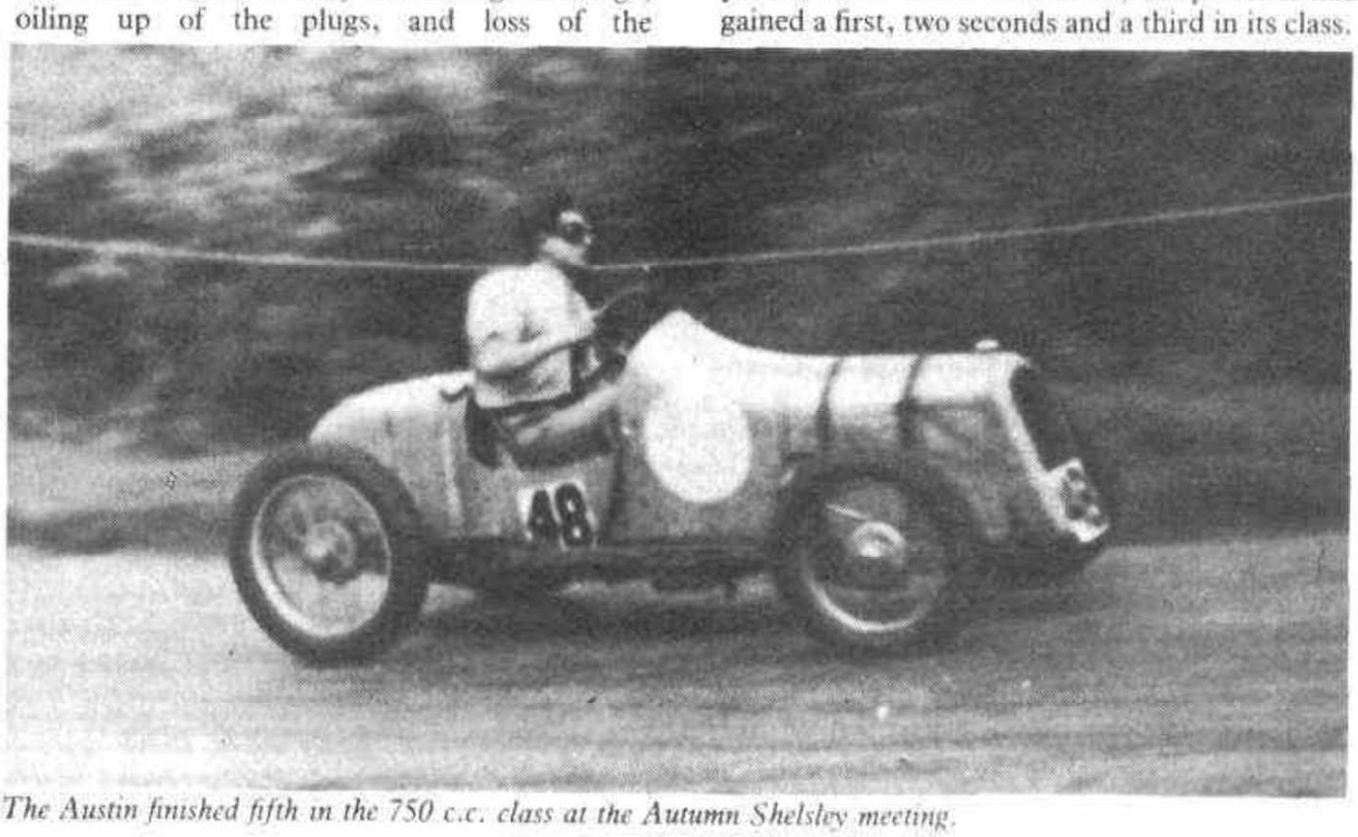
The single-seater's ¼-elliptic rear springs were underslung to bring the axle in line with the transmission and crankshaft. An outside gearlever was employed.

slow-running screw, which caused the throttle to shut at awkward moments. Due to the gear changing difficulty, the engine was taken to 7,500 r.p.m. before getting out of bottom. The car had been entered out-of-its-class, in the 1,100 and 1,500 c.c. categories, but it was 2nd in each of them, beaten, however, by Rogers' MG "Mucky Pup", normally a slower car. There was the consolation, though of beating the Maclachlan Austin. . .



"The smallest single-seater ever fitted to a large man".

The boys had good reason to be quite pleased over this 1937 season of amateur motor racing. Out of six races entered the Austin had been placed twice in the first three; in sprints it had gained a first, two seconds and a third in its class.



The Austin finished fifth in the 750 c.c. class at the Autumn Shelsley meeting.

The 1938 season opened for them when Gordon ran "The Tiddler" at Syston, but it was too slow to do him justice, its best time being 50.01 sec. The single-seater, unchanged except for slightly improved streamlining, was entered for an outer-circuit and a Campbell circuit race at the opening Brooklands Meeting. In the outer-circuit handicap it got away very fast and was doing 98 m.p.h. before the Members banking bump. Carburation trouble then set in and it retired. In practice the clutch had packed up and the car had only just been got to the start in time. More feverish work got it to the start of the road-circuit race, in which "Bira's" 3-litre Maserati was giving it 62 seconds and it was giving Miss Dorothy Stanley-Turner's Q-type MG five seconds, fair enough as it had beaten this car the previous year. Lack of practice and not being used to the smaller front wheels now fitted to the Austin were a hinderance but Gordon wasn't passed by St. John Horsfall's 2-litre Aston Martin until the second lap and he regained second place by taking Dorothy's MG on the Railway straight on the same lap. It looked as if the Austin was safely in 2nd place but it was not to be — "Bira" was coming up fast. Gordon finished 0.2 sec. behind the Maserati, in 3rd place, after lapping at 61.36 m.p.h. The race was won by the Aston Martin.

It had been hoped that for this 1938 season it would have been possible to acquire the engine out of the side-valve works car that had been damaged in practice before the 1937 BRDC Brooklands 500 Mile Race, when Parnell's MG Magnette slid down the Byfleet banking into Mrs. Petre's Austin, putting her into hospital. The Austin Motor Co. was not very keen to co-operate but the Brettells did get this power unit early in 1938, only to find that it would not go into their, presumably standard, Austin chassis!

There was a plan to race the Austin at Cork but this fell through because its brakes were deemed inadequate. So the next exercise was the Brooklands Easter Meeting. Two Campbell-circuit events were entered for and for once excellent handicaps were obtained. A new Powerplus supercharger blowing at more than 20 lb./sq. in. and a four-speed gearbox had been fitted. On the Tuesday before the Meeting the car was fetched from Monaco Engineering but the power above 4,500 r.p.m. was disappointing and the blower-drive broke, so they towed it back to Watford. The next day a tougher blower drive was installed and the car taken to the Track again. It wouldn't exceed 5,600 r.p.m. in top and the blower drive broke again. It was towed back to



Over to Clan.

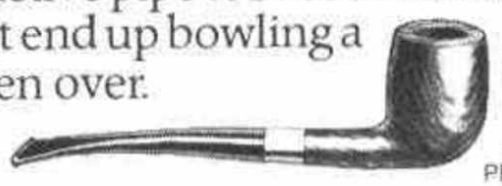
If you're new to pipe smoking, knowing which tobacco to start with can leave you stumped.

Choose the wrong one, and you could find yourself on a sticky wicket. That's where Clan comes in.

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Aromatic Clan. It's right from the word go.



Brettell making history by being the first driver to win a five-lap Campbell-circuit race, during the Whitsun Brooklands races.

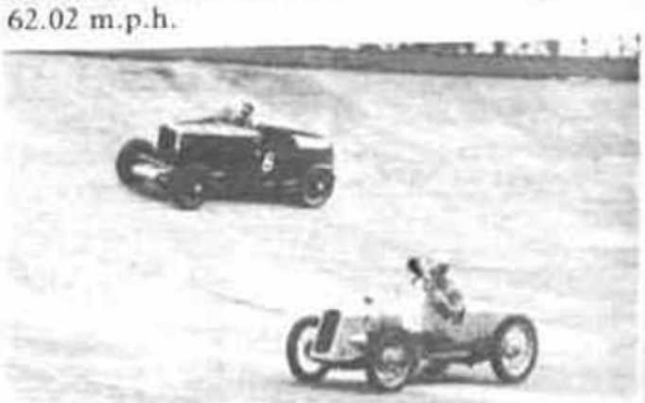
Watford. It was discovered that the supercharger supports were flexing over the bumps, causing the drive to shear, so Thursday was devoted to making stiffer mounts and a new drive. No practice on Good Friday, and on the Saturday hope diminished again, because the car still wouldn't go. It needed a bigger carburettor. Gordon went to Brighton to fetch one late that night but it turned out to be the wrong size. Early on race-day they try again but there is no real speed, No. 3 plug keeps burning out, and the blower opens up a small crack in the cylinder block, the edges of which get white hot. The car is withdrawn. . . .

For the Whitsun Brooklands races the old blower was re-installed, and the very badly cracked block welded up and rebored by 0.4 m.m., which made the capacity the unfortunate one of 755 c.c. In the first 5-lap Campbell-circuit race the Austin had 105 seconds from Dobson's ERA, from the limit position. Gordon got off to a fine start and was leading on the last lap when the brakes gave out at the Test Hill hairpin. He managed to hold the car, completed the rest of the race brakeless, and won by 4.6 sec., at 61.64 m.p.h. from Smith's MG Magnette and Cotton's ERA. The best lap was at 63.30 m.p.h. Brettell had made history by being the first driver to win a 5-lap Campbell-circuit race. . . . Back in the Paddock the brakes were found to be hopeless. The linings had gone and the shoes had melted! With the noise of cars revving-up, Gordon failed to hear the hooter for the start of his next race but the brakes were useless anyway.

At the August BARC Meeting the Austin was entered for an outer-circuit Handicap. Peter Monkhouse was away at Limerick but Wilson proved a very competent substitute. It was the handicapping that went against the tiny car and its enthusiastic driver. Brettell had to give Charles Follett and Powell in their respective 1½-litre Alvis and Lea-Francis cars three seconds start and in this 3-lap race Oliver Bertram was sent away only 115 seconds later, in the very fast 8-litre Barnato-Hassan. However, making a fine start, Brettell soon caught and passed not only the Alvis and Lea-Francis but Tuson's Fiat which had been flagged away eight seconds before it. He emerged from behind the Members hill with a considerable lead, proof of the excellent acceleration of the lightweight, very slim blown Austin 7. As the cars overtaken got into their stride they passed the Austin but it held 4th position until the last lap, when four very quick cars swept past it in a bunch, including the scratch Barnato-Hassan. So Brettell was 8th, but quite pleased, as in practice the engine had been down on power, until a large bolt had been found in No. 3 inlet-port, having apparently passed through the supercharger! His best lap was done at 92.23 m.p.h.

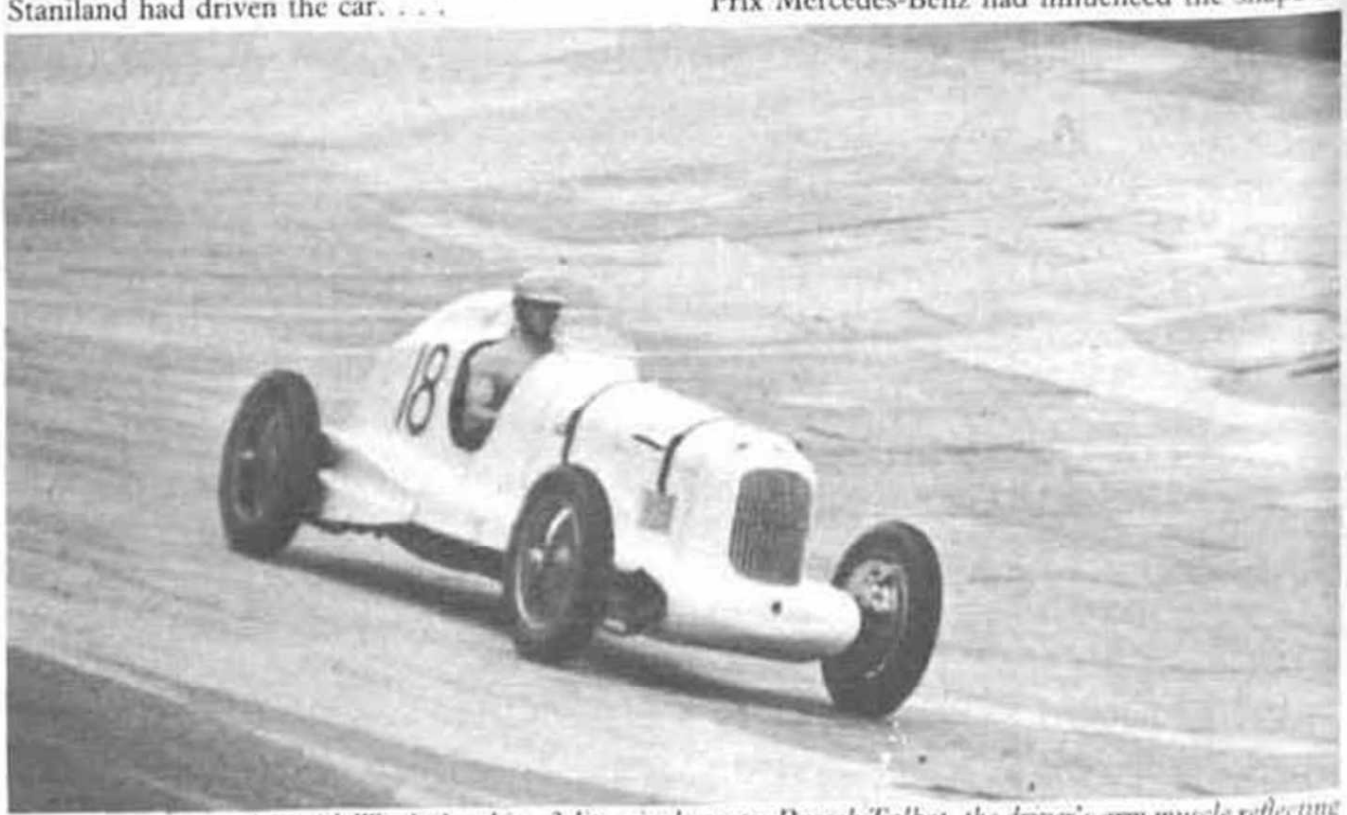
For the Dunlop Jubilee Meeting at Brooklands, remembered for the menace of Munich, emphasised by the huge black thunderclouds that rolled up before the last race of the day, which could so easily have been the last ever to be held at Brooklands, Gordon Brettell had entered for three events, two on the outer-circuit, one on the Campbell circuit. For the last he had the Austin but for the faster races he had borrowed Wooley's 3-litre single-seater Roesch Talbot. The car proved unsteady in the extreme, contrary to expectation. In practice Gordon went on to the Byfleet banking too low and almost lost control and then the radiator cap opened and hot water blew back over his face. However, he found that by pulling early off the Home banking he could win a duel with Gerard's 3-litre Delage. So difficult was this Talbot that Chris Staniland said to Terence before the race: "Better not say anything, but I hope he will be alright". And Staniland had driven the car. . . .

In the 7-lap Dunlop Jubilee Cup Race the Talbot had to give Baker-Carr's Hotchkiss 20 seconds but was off 98 seconds before the Barnato-Hassan. He left in company with Elgood's Bentley, which he couldn't hold, and he finished in 8th position, having lapped at 118.02 m.p.h. This was good going for a driver of his limited experience. He started the 5-lap Handicap 32 seconds before the Bentley-Jackson but had 33 seconds to make up on Baker's Graham-Paige. Froy false-started and the race was held up. This caused the Talbot to get extremely hot and although Gordon kept his foot flat down throughout, the car ran erratically, for no obvious reason, unless from fuel starvation. It lay 4th for a while, was passed by Couper's Talbot and the Bentley-Jackson, but re-took its place by catching the Brooke-Special and Baker at the Fork. This time the fastest lap was at 112.42 m.p.h. The Austin was then brought out for the 5-lap Campbell-circuit Handicap, in which it had to make up 55 seconds on Metcalfe's Balilla Fiat and was started only ten seconds before E. Dobson's Riley. Brettell left with Castello's Austin 7 Special but far out-distanced it and was also drawing away from the scratch-placed Riley. There was some baulking but he got the Fiat absolutely on the finish-line, finishing in 4th place, after having been re-passed by Bracey's MG on the Railway straight, but getting by again on the twisting section of the course. The Austin's best lap was at 62.02 m.p.h.



The Austin, in trouble, is passed by Wooding's Talbot during the 1938 Brooklands opening meeting. Brettell subsequently retired.

That ended the Brettells' 1938 season. The two boys had great plans for the following year. The idea was to sell the Monaco single-seater Austin and build up an exciting new chassis, in which the ex-Kay Petre engine would be mounted *behind the driver*. We have seen how the advent of the Grand Prix Mercedes-Benz had influenced the shape of



Brettell on the banking with Wooley's white, 3-litre single-seater Roesch Talbot, the driver's arm muscle reflecting the effort needed to control this difficult car.

I for Individuality

Road Impressions of the Citroën CX2400 GTi — One of the World's Most Sophisticated Cars

I HAVE been road-testing, over a considerable mileage, the Citroën CX2400 GTi. It is a car you need to get to know intimately, before all its sophisticated aspects can be fully assessed — indeed, one of the first tasks of a conscientious road-tester or owner must be to read the excellent instruction-book issued with the car, so as to become properly conversant with it. Only then does the magnitude of the Citroën's engineering prowess become apparent and other cars begin to pale into insignificance against its scientific and entirely logical specification. In short, I am again a great Citroën admirer. . . .

It had been too long since I had tried one of the big Citroëns. The car now submitted was the sporting CX model with the fuel-injection engine, announced in mid-1977. Like the present range of these bigger cars it retains Citroën's front-wheel-drive, in conjuction with this transversely-mounted, over-square, 93½ × 85½ mm. (2,347 c.c.) four-cylinder five-bearing engine. This is Citroën's idea of an uprated, more-refined power unit for the still-very-advanced conception motor-car from the Quai-André Citroën in Paris.



Sleek and aerodynamically efficient, the Citroën CX, shown here in its top-of-the-range GTi form, is one of the world's most sophisticated cars.

This type M23/622 power-unit has inclined o.h. valves operated from a chain-driven, side-mounted camshaft by cross-push-rods and rockers. It develops 128(DIN) b.h.p. at only 4,800 r.p.m. and 145 lb./ft. torque at 3,600 r.p.m. The fuel-injection system is Bosch L-Jetronic, ignition is electronic and therefore contact-less, and the compression-ratio is 8.75 to 1. To this new more powerful and more refined engine is coupled a five-speed gearbox, or the optional 3-speed Citroën C-matic torque-converter. There are five-bolt alloy wheels, the interior trim is more luxurious than on lesser CX Citroëns, and all the former distinctive aspects of these sleek, aerodynamically-efficient four-door saloons have been retained. Thus there is the famous all-independent hydro-pneumatic suspension, which is self-levelling, and the hydraulic power-braking shared only with the Rolls-Royce, whose makers pay Citroën a royalty to use it. The suspension has equal-length double wishbones at the front, of anti-dive geometry, and trailing-arms at the rear, and the brakes use ventilated discs front and back, with respective diameters of 10.2" and 9.2", the hydraulic power system of operation being dual-circuit, and with a load-sensitive limiting valve to the rear brakes. The parking brake works on the front wheels, using separate pads. The wheels have 5½J rims and are shod with those splendid XVS tyres, 185HR-14", by Michelin, with whom Citroën is so closely associated. It goes without saying that rack-and-pinion power-steering is used, on Citroën's Vari-power system, with manual reversion, geared as high as 2½-turns, lock-to-lock, for a turning circle of 35' 9".

That is a general outline of how sophisticated this CX2400 Citroën is. The 9' 4"-wheelbase, 15' 3½" car weighs 3,032 lb. empty "at the kerb", takes a payload of 1,047 lb., and it retains the famous manually-adjustable-for-height build-in to the hydro-pneumatic suspension, which enables the ground clearance to be raised from the normal six-inches to 9½-inches, useful for fording streams or negotiating snow, etc., and which also



The facia, with ribbon-type instruments in its binnacle, is as advanced in styling as the GTi is in its engineering. The big sphere in the centre is an ashtray.

BRETTELL — continued

cars like the Multi-Union, Dr. Roth's Talbot and Esson-Scott's Type 51 Bugatti. The Brettells were obviously impressed with the Auto-Union GP cars. Peter Monkhouse and Monaco Engineering were to be entrusted with this ambitious project. Careful streamlining and better brakes were envisaged, and it was felt that even the works Austins might be challenged. It was not to happen. Funds ran out and the war overwhelmed everything.

Gordon Brettell joined the RAF. Involved in a battle over France during a daylight raid on a factory at Lille, in which his Mk V Spitfire was engaged by nine Messerschmitt 109s, he shot one down and, in spite of very severe injuries when a cannon-shell exploded against the Spitfire's cockpit, causing him to faint from loss of blood for a while, he got back to England and landed safely. He had been working before the war as a freelance journalist and a poignant account of his battle against such great odds exists, in the form of a little booklet "There Were Too Many Huns", reprinted from the *Sunday Pictorial*, which Pilot-Officer E. G. Brettell wrote at the request of his doctor while he could remember vividly the details of the encounter and dicey flight home. He recovered to fly again, only to be shot down over Brest by AA fire. The cockpit hood jammed and the aeroplane went into the ground at very high speed. Gordon was desperately wounded but again he recovered. No wonder his brother thought him to be indestructable. After that he was captured by the Germans but escaped several times from prisoner-of-war camps. On one of these escapes he and a friend nearly made it to freedom but the train they were hiding on was halted because of an RAF raid and the Gestapo had time to search it, for spies, and discovered the two RAF Officers. Gordon Brettell was later making another escape with the same friend. This time they got as far as Danzig, before they were caught. Instead of being taken back to camp for interrogation they were led to a lonely wood and shot, suffering the supreme sacrifice, as so many young men of such calibre had done, so that Britain should be free from Nazi domination. This is but a small and very humble tribute to their memory. — W.B.

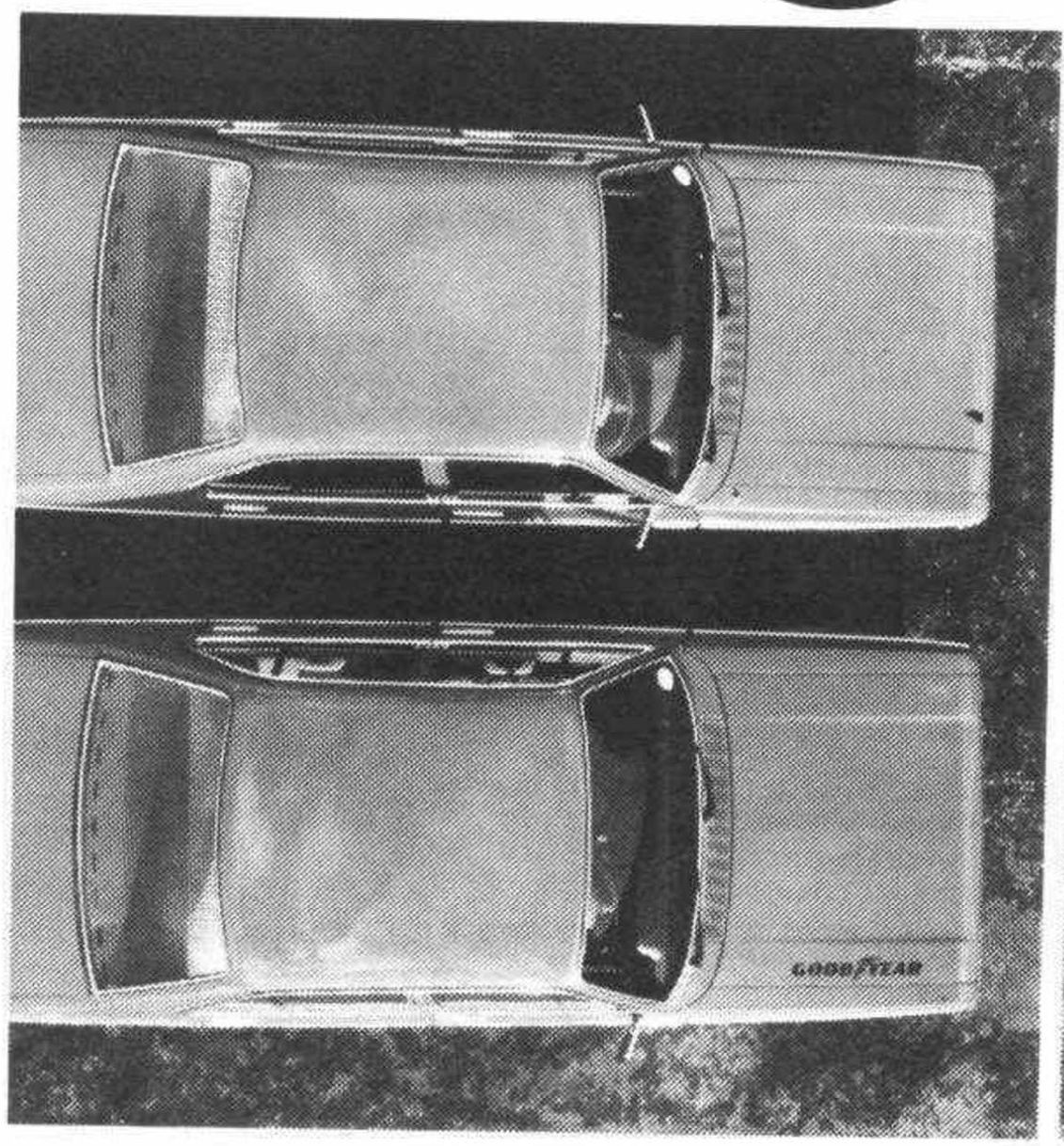
You can't ignor

GRAND PRIX-S MILEAGE GRIP TEST.

Two identical cars. One fitted with brand new competitive tyres, the other with Grand Prix-S tyres that had clocked up 15,000 miles.

Both of them braked simultaneously from 40 mph down to zero on a wet surface. And both stopping dead in the same distance.

Proving that the Grand Prix-S isn't just safer when it's new, but that it keeps its safety longer.



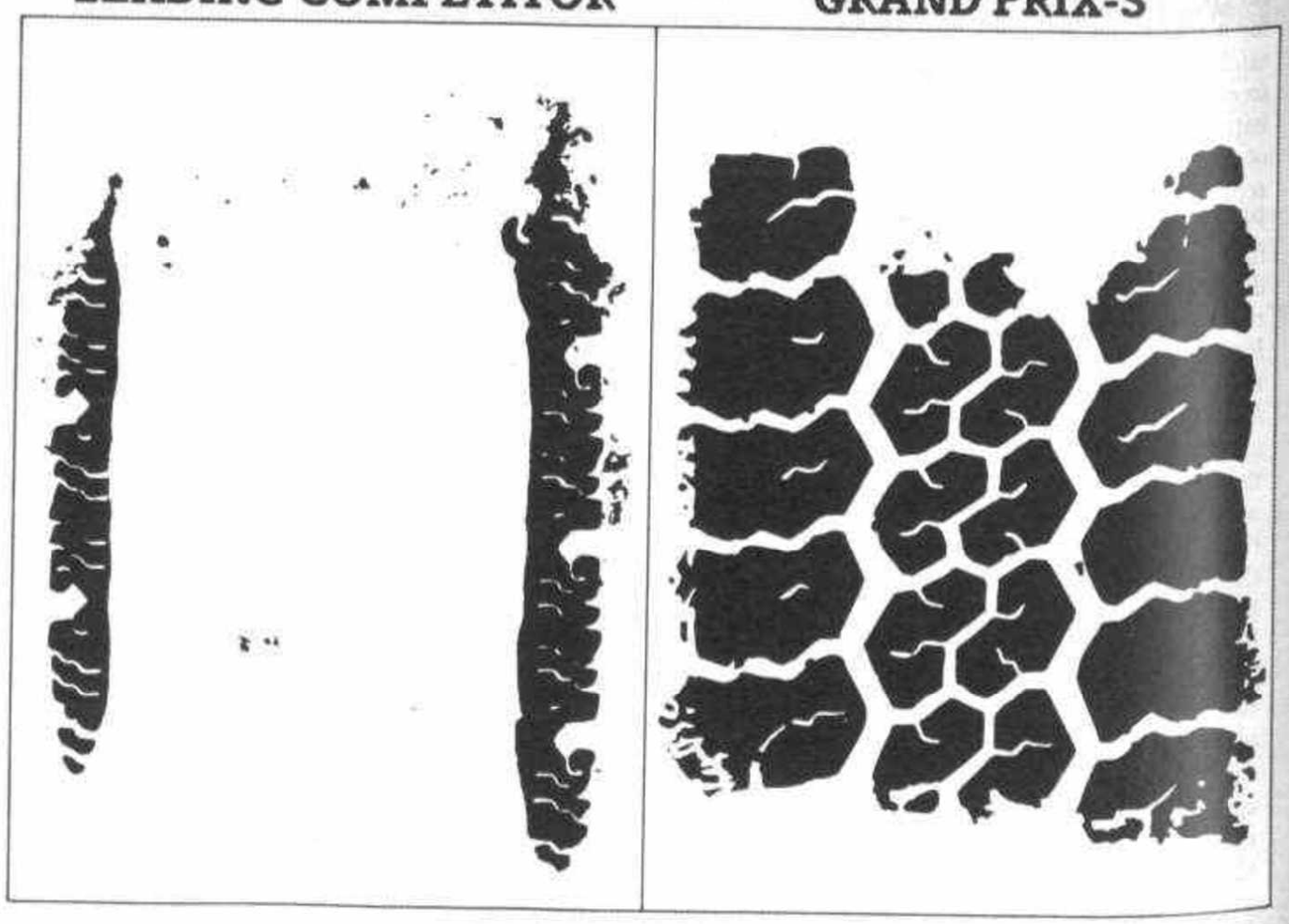


GRAND PRIX-S AQUAPLANING TEST.

Two tyre footprints. The tread of the Grand Prix-S at 56 mph in the wet. Compared with the tread of a leading competitive tyre at the same speed.

It stands to reason that the more grip on the road, the less likelihood there is of aquaplaning.

And that means less risk of an accident.



e the evidence.



GRAND PRIX-S WET STOP TEST.

Three identical cars. One car fitted with Grand Prix-S, the others with leading competitive radials.

All three braked simultaneously from 40 mph down to zero on a wet surface.

And the car with the Grand Prix-S stopping a vital 7 ft shorter than its nearest rival.

That's about the width of a zebra crossing.

(All tests RAC observed.)

For details of the Grand Prix-S tyres, post to
Mr. T. Asta, Car Tyre Department, Goodyear Tyre and Rubber Company (GB) Ltd,
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MS3

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Grand Prix-S. A major contribution to road safety.

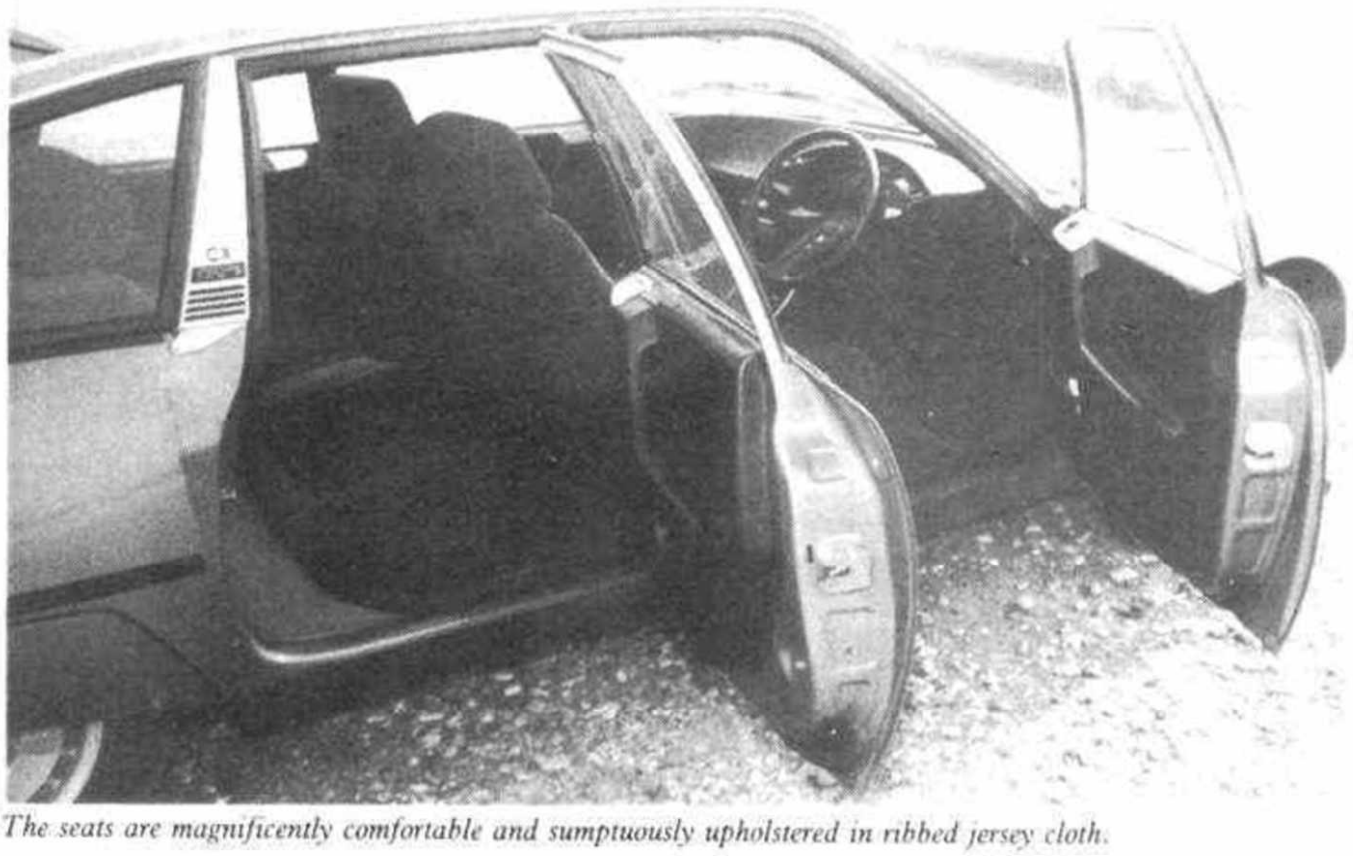


The fast and familiar autoroute cruiser is distinguished from its lesser CX brethren in this GTi form by five-stud alloy wheels.

gives power-jacking, and a low level for easy maintenance working. It also provides the CX with that endearing habit of settling down to rest after the engine has been switched off! Incidentally, it no longer sighs as it does this. No ordinary car, this. How refreshing, to those who like to know that individuality in car design is still available. As to the sheer logic of this Citroën, I will try to convince you of this as we go through the controls and instrumentation of the CX2400 GTi.

There is a deep padded, black-matt facia behind the bow-window screen, swept by a single-blade wiper that provides excellent unobstructed vision, as do the car's slim windscreen pillars, the wiper-blade working with the air stream. A binnacle before the driver contains four instruments and 17 warning lights. The former comprise, from l to r, a Jaeger quartz clock with second hand, the yellow-banded ribbon-type speedometer that shows speed in large figures, one of these appearing at a time, with additional k.p.h. indications, the total and trip mileometers, an electronic ribbon-type tachometer matching the speedometer, which has a red chevron zone before the red warning starting at the maximum safe engine speed of 6,000 r.p.m., and finally the combined steady-reading "fuel-contents" gauge and oil-level indicator. These are all small, square-shape instrument-faces, the illumination of which can be controlled by an under-facia rheostat knob. Another square-faced dial, outside this cluster, lower down the facia, is the water thermometer, its needle somewhat disconcertingly not always zeroing. On some Citroëns there is a button for checking oil-level in the engine sump, as once fitted to Derby-Bentley and a few other high-grade cars. This, however, was absent on the Test car, the instant-read-out oil-level gauge having been substituted.

Coming to the long line of little warning lights above the instrument dials, these are sensibly symbolled, and are of orange, blue, green, yellow, and red hues. They indicate, again from l to r, rear fog-lamps in operation, hand-brake on (a flashing-light), turn-indicators in use, sidelamps alight, hazard-warning on, this supplemented by the turn-indicators lamps flashing, torque-converter oil-temperature too high (on automatic-transmission cars only, of course), hydraulic-system pressure at fault (I like the instruction "If the light comes on while driving stop immediately, then start off again at a low speed to the nearest Citroën dealer"), Real-Trouble indicator, supplemented by lights to show that hydraulic pressure, oil-pressure or water-temperature is in need of attention, when a central button (not incorporated, however, on the Test car) is pressed, oil-pressure too low, engine heat too high, oil-temperature too high, fuel level low ("Time to fill up without delay" it says), front-brake pads dangerously worn, dipped headlamps in use, caravan lights, if one is being towed, defective, and finally, warning-light no. 17 is to show that the rear-window heater is on.



The seats are magnificently comfortable and sumptuously upholstered in ribbed jersey cloth.

There is a faint trace of the aeronautical about this logical instrumentation of the CX! Dials and warning lamps are in full view through the single spoke 15″-diameter steering-wheel.

Having absorbed all that, down to the central console, for some more controls. For on this, apart from air vents, are set a cigarette lighter and the very neat little press-switches for the electric windows of the front doors (the rear doors have ordinary winding handles), the rear-window heater switch, and that for the excellent interior lighting. Here, also, are the rear-heater outlets and the gaitered stubby central gear lever, which functions without any double-dog-leg movement, reverse being behind the 5th forward-speed location, the lever spring-loaded to the centre of the gate. Further back one comes to the triple heater/cold air/fan vertical levers, sliding in a quadrant, the fan having three speeds, their symbols lit when the car lamps are on, and the lever for altering the height of the car. Clipped to the front passenger's side of the console is a very neat little map lamp with flexible lead, that lights up as it is unclipped and enables a map or document to be read without taking it up to the lamp; which even incorporates a magnifier. The facia and console, respectively, have the usual central and extremities air inlets and there is a lockable underfacia cubby of reasonable size. The front doors also have useful rigid and elastic-topped pockets and there is a small central open cubby hole under the air-vents and the radio, and another before the driver's knees, sensibly angled and dipped. Radio roof-aerial and door-located speakers are standard, the radio an extra; on the test car it was a Blaupunkt Coburg CR stereo-set. Above it is a big sphere, which I did not like to touch at first — this turned out to be a lidded ash-tray, made to swivel towards either driver or passenger!

You should by now be getting some idea of the Gallic logic behind the layout of the CX's interior, so let us pass on to the minor controls. On the left of the instrument-binnacle there is a control "box" with a rocking-switch on its top edge, controlling the turn-indicators. These are non-self-cancelling but audible and visual warnings prevent the driver overlooking them. While the theory behind self-cancelling flashers is that, having signalled, the driver's hands will be too busy with steering the car to work the control again, Citroën prefer him or her to know exactly when the signals are being transmitted. The lever rocks very lightly, so it is easy to select the wrong flasher momentarily at first, but once accustomed to this, as with much else on the CX, the action is acceptable, and as easy as playing the piano! A similar rocking-switch on the box on the right-hand side of the binnacle dips the headlamps, again, like piano-playing. Going back to the l.h. control-box, a tiny lever beneath it selects the two-speed windscreen-wiper action, with an intermittent setting, and, flicked towards the steering-wheel, the washers. The hazard-warning button is beneath this box, as is the switch for the front Cibie fog-lamps. On its extremity is the horn-push, which used gently, sounds a quiet note but, pushed further, brings in two loud air-horns. Similarly, on the end of the r.h. box is the push-button for flashing the headlamps, and a little lever beneath it brings in side lamps or headlamps. Beneath it also is found the switch for the rear fog-lamps. What could be simpler? When the ignition is "on", the speedometer and tachometer are lit up, and, as I have said, there is a little knurled knob under the r.h. controls' box to vary the intensity of the lighting, of the speedometer and tachometer dials.

The driver's door-mirror is adjustable electrically, from a tiny "pip" on the door-sill. The driving seat is adjustable forwards, for squab angle from a side lever, and for height, from a similar side-lever. Fore-and-aft movement is somewhat restricted and the squab does not have fine adjustment. Headroom is also rather restricted. The seats are magnificently comfortable, except when cornering at the high G-values of which a CX is capable, when more side support would be an advantage. They are upholstered in durable-looking ribbed jersey and cloth, and a wide centre arm-rest at the back converts the car into a very spacious four-seater. There are elastic-topped pockets in the backs of the front-seat squabs, the rear passengers have neat ash-trays with what look like stainless-steel spring-closed covers, all seats have head-restraints, and a notable refinement is the fitting of side sun-visors for the rear occupants and pull-up rear sun-blinds for their use. I can recall such blinds only on a Fiat 130, in the glare of the Italian sun. . . . An electric sun-roof costs an extra £388.70 but gives draught-free ventilation to front and rear compartments. It opens fully in 5½ seconds. Other options include air-conditioning, tinted windows and leather upholstery. The doors have sensible press-button external handles and finger-grip pull-back internal handles, with locking by small turn-buttons. One is sorry not to have central-locking on such an advanced motor-car. Three different-sized keys, easily identifiable, serve the various locks, the large one being for the Simplex ignition/steering lock.

Behind the back seat there is a very roomy shelf, but oddments stowage is not possible, deliberately no doubt, on the front facia itself. The black imitation-leather trim gives restraint to the dignified-interior. The carpeted 11.6 cu. ft. luggage boot is like a large, unobstructed box, of ample capacity and efficiently illuminated without the car's lights having to be on. It can be opened without the key, the lid is self-propping, the sill low. The spare wheel, with wheel-brace clipped to it, is under the bonnet, so the boot floor is unobstructed. I would not relish having to shift spare and punctured wheel from and to this position, which slightly mitigates the convenience of the aforesaid power-jacking. The Citroën has good wrap-round bumpers with substantial rubber buffers, and a rubber strip along the body



The large, unobstructed, box of a boot.

sides. The appearance of the car cannot, in my view, be faulted — sleek, smooth styling, emphasising the good aerodynamics of the CX. The bonnet-lid is opened from a release on the n/s of the front compartment. It is self-propping, with a clock-spring-catch that obviates any chance of it falling on one's head, and easily released. The machinery revealed may passeth understanding by the layman and the average garage-hand but there is no denying the high quality of this engineering, as one would expect with, for instance, the central hydraulic system functioning at 2,540 lb./sq. in. at full pressure. Oil filler and dip-stick (with plug-in lead for the level-recorder) are accessible, but the battery is rather tucked away; it is served by a 93-amp alternator. The power-unit is canted forward and topped by the impressive inlet pipes.

The Citroën name appears nowhere on the front of this fine car, the famous Chevron badge on the grille between the 4-Iode Marchall headlamps being sufficient identity. Plastic protectors are provided for the low-hung Cibie



In GTi, Bosch L-Jetronic injection form, Citroën's oversquare, 2,347 c.c., transversely-mounted, four-cylinder engine develops 128 b.h.p.

Iode fog-lamp glasses. The safety glass is by St. Gobain and Boussois, the Klippan safety-belts are easy to use, I am told, and Citroën recommend Total fuel and lubricants. The door "keeps" function well and the driver's door lock and boot lock are properly mounted on the panels, not as part of the press-buttons, but no coat-hooks are provided.

Driving Comments

Driving out of London, bound for Wales, in the rush-hour, at first I disliked the CX. Its steering wheel self-centred strongly, causing strange lurchings, the clutch was sudden in engagement, the gearbox seemed about the worst on any modern car (as if, having evolved this very advanced car, Citroën's engineers did not deign to design a decent manual gearbox), and the brake pedal, while preferable to Citroën's one-time half-ball on the floor, was biased to the left and lower than the accelerator and it had a restricted movement. The Rover 3500 I had been using before the CX seemed, at first, to be superior, with its Borg-Warner automatic transmission and good straight-ahead stability. But some miles later, I not only enjoyed driving this CX but I admired its designers enormously. You just need to get used to it and to understand it.

The gearbox is notchy and 1st-gear sometimes baulks but slow movements, with the rather heavy clutch fully depressed for each gear-change, make this not too impossible a gearbox. Reverse engages very easily, after depressing the knob. There is no space for parking the left foot except under the clutch pedal, which has a long travel. The brakes are extremely powerful for light pedal pressures, a fact masked at first by the anti-dive stopping stance. The centre handbrake is well placed. The four-cylinder engine is not as smooth, obviously, as a multi-cylinder power unit, and nothing like as pleasant to sit behind as a "Solihull Citroën's" V8. But in spite of its power it is quite astonishingly flexible, to the extent of pulling away easily, if slowly, from about 1,500 r.p.m. or less in 5th gear on a level road. This means that the gearbox need not be used overmuch, except when driving very fast or in traffic drag-races, when the car feels high-geared. Nor is it necessary to go anywhere near 6,000 r.p.m. to obtain very effective acceleration. The gear ratios are: 3.17, 1.83, 1.25, 0.94 and 0.73 to 1, with a final-drive of 4.77 to 1. This means that the CX2400 GTi will cruise all day at 5,000 r.p.m., equal to 105 m.p.h., or faster if called upon, and at our Motorway-70 is running at a mere 3,330 r.p.m. in 5th gear. Top speed is 117 m.p.h. and 0-60 m.p.h. comes up in fractionally over ten seconds, 100 m.p.h. from rest in 34½ seconds. It is possible to wind this super-comfortable Citroën up to 29, 51, 74 and 99 m.p.h. in the four lower gears. So it will be appreciated that the fuel-injection CX is a very quick car, and it is moreover one which is usually travelling faster than the occupants or driver may realise.

The ride comfort over truly poor surfaces need not be further commented upon; it is fully complementary to the luxury of the seating. Admittedly, a hump-backed bridge or a severe road-dip can catch the hydro-pneumatic suspension out, revealed by a kick-up from the rear-end. But that apart, the ride is superb. The CX tends to wander a fraction on straight roads as its wheels, one at each corner, follow undulations, but one soon gets accustomed to this. The cornering power is very high indeed; outside the

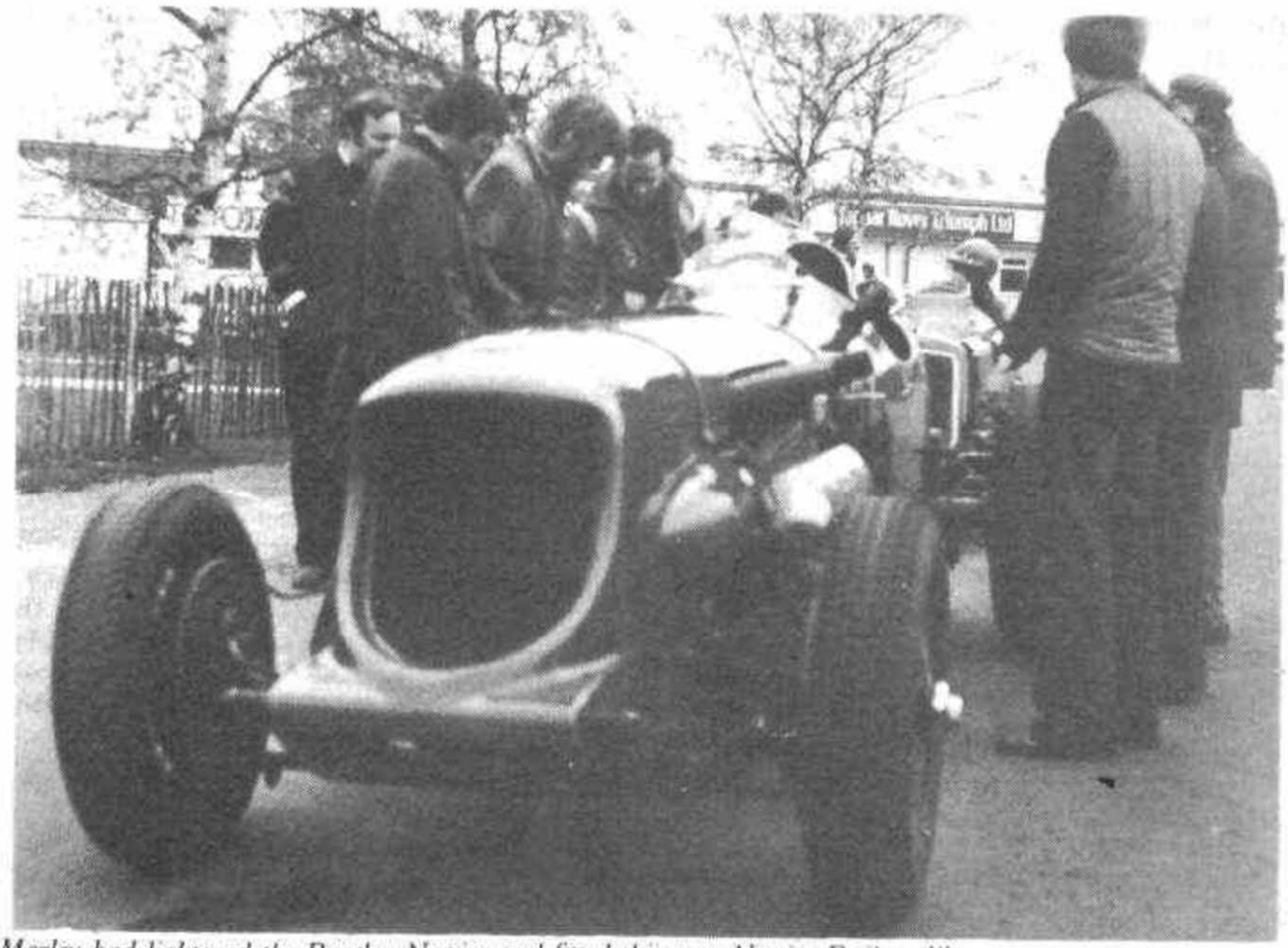
Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

VSCC Silverstone — Moffatt (Bugatti) Wins Itala Trophy

THE VINTAGE Sports Car Club opened its 1980 racing season at Silverstone (Club circuit) on April 26th, with 153 entries (one fewer than last year), well-filled grandstands, and the rain holding off, a good omen for this Club's future race meetings — at Oulton Park on June 14th (under the ghastly title of "Golden Oldies"!), Silverstone again on July 26th, Cadwell Park on August 24th and Donington Park on September 14th.

After the 40-minute High-Speed Trial in which all but two of the 29 runners (Elsom's Frazer Nash TT Replica and Ash's 12/50 Alvis) qualified, but from which Lamb in a 3½-litre Alvis/Riley and the Smith/Livingstone vintage Frazer Nash retired, the first race was a 5-lap Handicap in which Loveday's alloy-bonneted 1936 Alvis Speed-20 with 1938 4.3-litre engine came through to win, from Chilcott's 1926/34 Frazer Nash and Dolton's blown 1935 MG PB Special, the last-named very closely pursued by Cook's Riley Merlin Special but the winner taking the lead a lap from the finish. The 10-lap Itala and Lanchester Trophies Scratch Race next held the attention of the spectators, a race dating back to 1949 but this year confined to the more-original historic cars, specials being debarred, which seems something of a pity. Grey's Austin Ulster was a non-runner, having thrown a rod, but otherwise a full field got away. It was quite unable



Morley had lightened the Bentley-Napier and fitted this very Napier-Railton like nose-cowl.

CITROËN GTi — continued from previous page

needs of normal fast driving, yet roll angles are by no means extreme. There is moderate under-steer but the weight on the driven wheels largely masks the power that is being put down through them, even for rapid starts, and transmission on noise and snatch are moderate indeed, for a front-wheel-drive car. The power-steering varies its assistance depending on speed and lock, and is high-geared at 2½ turns, lock-to-lock. It is never overlight once on the move and transmits no kick-back or vibration.

There is no need to say more about the instrumentation and controls, except to reiterate their logicality. The odd speedometer and tachometer readings do not mean much, but are adequate for giving some idea of car and crankshaft speeds. The speedometer's main calibrations are at 10 m.p.h. intervals, with alternate large and smaller digits; the tachometer's in steps of 1,000 r.p.m. There is some reflection in the other dials.

The engine was an almost instant starter, pulling away warm or cold impeccably. It idles at a steady 1,000 r.p.m. There is a good interior dipping mirror to supplement the door mirror, and driving vision is unimpeded, front and rear, the low hump on the bonnet top, to admit air, not impeding the driver's view. The CX is at its best devouring long straight roads, a fast, quiet-running motor-car. Ventilation is one of its less good aspects. The fan on full speed is called for, to get a decent cool-air flow, and although it isn't very noisy, in this quiet car it sounds irritating. Thus the sun-roof is a good fine-weather adjunct. The lamps are effective on dip and full-beam and wind-noise is low.

To better assess it, and to check fuel thirst, after I had driven home to Wales I used it for local errands, and then returned to London, *via* Leominster, Worcester, Pershore, Evesham, and up Fish Hill, Broadway, which in 1927 the first Daimler Double-Six 50 took in top gear, as did the Citroën CX (in 4th). Then on through Moreton-in-the-Marsh and Chipping Norton, where I once spent a night before the war with a girl in a Brough Superior saloon, when the latter's clutch-linkage broke. The return to London was made via the M4 and Gloucester to Ledbury and Hereford, but by-passing the latter town by taking the Roman-route, so that we did not actually drive along the stretch of road out of Hereford on which one of the two very-last public-road speed-trials took place, early in 1925. Over such going the CX excels itself. It then took us to the VSCC Silverstone Meeting, over the route Worcester, Stratford-on-Avon (what *is* that aero-engine outside the Motor Museum there?) and Banbury, and back by a most remote hilly route, before I returned the car with reluctance to London, now along the M40. Using this Motorway means no longer stopping at a rather good hotel at Tetsworth, or negotiating Stokenchurch Hill, on which the first car I owned, a flat-twin, air-cooled ABC, once threw a rod, causing masses of little smoking-hot big-end rollers to run away down the road. . . .

Another journey took me to Ammanford, and returning over the Black Mountain road *via* Bethlehem to Llandovery we passed an early Citroën 2cv "corrugated-tin" van, so that, apart from the British number plates, we might well have been on a similar remote rural route in France!

In mileage of more than 1,500 the Citroën gave 25.6 m.p.g. and used no oil. The fuel tank holds 14.9 gallons, and the range until the reserve light came on was 366 miles. The filler-cap is under a simple flap, its non-locking cap having good finger-holds, while the tank is easy to fill to the brim. The fuel-low warning light gives but a very small safety-margin before you are stranded.

For those who want the maximum of sophistication and science in their motoring and a remarkably comfortable car as well, this Citroën CX is the answer, unless you can afford a Rolls-Royce Silver Shadow. At £8,203.81 in basic form it represents rather remarkable value. Servicing is required at 10,000 intervals and chassis lubrication every 5,000 miles, and the suspension system is guaranteed for two years or 65,000 miles, against an overall warranty-time of one year of unlimited mileage.

It occurs to me that these Citroëns need to sell if they are to continue to cock-a-snoot at conventionality and, if you cannot encompass the bigger models, the mid-range Citroëns are well worth investigating, incorporating as they do the same effective suspension and braking systems as the CX range, at quite modest prices. And if Citroën does not have Renault's motor-racing image, they can at least point to victory in the 27,000-kilometre London-Sydney Marathon and to their performances in the 9th Senegal Rally; in both of these gruelling events the hydro-pneumatic suspension was convincingly demonstrated. Information (and a nice catalogue) about Citroëns motoring is obtainable in this country from Citroën Cars, Mill Street, Slough, Bucks. SL2 5DE. — W.B.



to do anything about Hamish Moffatt in Wall's single-seater Type 35B Bugatti. Hamish was chased at an ever-widening distance by Nick Mason's Type 35B Bugatti, for which second place he was later awarded the Crompton "Driver-of-the-Day" Award. Third place went to Schellenberg, making one of his rare but much appreciated appearances in the 8-litre Barnato-Hasson Special, its four carburetters as naked and unashamed as ever. It was a bit of a spaced-out procession, but Kain's Type 35B Bugatti finished 4th, after Ward's controversial Type 35B had dropped back before retiring. Moffatt lapped at 79.30 m.p.h. The Lanchester part of the race (in which I would dearly have loved to have run the Parry Thomas/Rapson single-seater Lanchester 40 had it not been bought for £5 in good order and then been broken-up during the war) went to Williamson, driving the old 10½-litre Delage (best lap at 74.69 m.p.h.) with his customary skill and resolute determination, from Liddell's famous Straker Squire. The V12 Delage averaged 73.28 m.p.h.

A "breather" followed, in the form of another 5-lap Handicap. This was won by Rawson's low-hung aluminium-and-blue 1934 Austin 7 hybrid, which took command two laps from the end and crossed the finish-line with absolutely no-one else in sight, after lapping at 66.46 m.p.h. The gap was filled eventually by Mrs. Pilkington's well-known supercharged 1750 Alfa Romeo four-seater, a splendidly original car with which Boris Ivanowski won the 1929 Irish GP. She came commendably through from the 85-second mark, having given the winner 15 seconds. Harvey's very touring-looking 1935 Riley Lynx was third.

So to the Pre-War All-Comers' 10-lap Scratch Race, in which the Hon. Patrick Lindsay emulated Moffatt, leading unchallenged all the way, in splendid form, in the 1936 ERA R5B "Remus", now in 2-litre guise, although a standard car to the VSCC. Martin Morris in the slightly-larger-engined 1936 ERA R11b, followed at a discreet distance, and Bill Morris in the 1936 ERA R12B "Hanumann II" got up to third place by passing Peter Mann's 1936 ERA R9B on lap 4, grouped close in company with Pat Marsh's 1935 ERA R1B, until the latter retired on lap 8, with piston trouble. Then, a lap from the finish, Marsh passed Bill Morris, to net third place. Lindsay lapped at 84.76 m.p.h. in this pleasing if somewhat processional race. Morley had the 24-litre Bentley-Napier out again, but it couldn't do better than 8th, chased by Wall, his Bugatti intact after Moffatt's fine win in the earlier race. Morley has fitted a new nose-cowl to his monster, and a very short tail, saving some 3 cwt., and has renewed the fuel-lines, etc. Otherwise it is much as last year and I think I preferred its former, more "Brooklands", appearance. It ran in the race on its big Dunlop back tyres and its acceleration out of the corners is a sight to behold! Let us not overlook the fact, however, that Martin Dean's built-up Type 51 Bugatti, St. John's Type 51 Bugatti and Mason's Type 35B Bugatti finished in that order, ahead of the aero-engined car. Sadly, Harper's very quick Aero Morgan 3-wheeler burnt a piston after only four laps, but Weeks' Super Aero Morgan was quick and safe.

A further 5-lap Handicap saw Lees' 1935/38 1½-litre Riley Special in the lead after three laps, with Barry Clarke's blown 1930 Austin 7 coming fast into second place, ahead of Cook's Riley Merlin Special.

The third of the 10-lap races came next, the Allcomers' Scratch event. Just as Moffatt and Lindsay had dominated the previous ones, Neil Corner now ran right away with this one, driving in fine style in the 1960 V12 3-litre Ferrari Dino, the ex-Horne New Zealand car. Never seeming to put a wheel wrong, Corner not only demolished the opposition but he also set a new Historic Car lap-record for the circuit, of 95.68 m.p.h. Chapman ran second in the 1957 3.8-litre Monza Lister Jaguar, and Norman's 1956 Maserati 250F was third, followed home very ably by Pilkington's 1950 4.5-litre Talbot-Lago, with Macpherson's Cooper Bristol. Grist's Talbot-Lago and the rest behind him. Halford's fancied Lotus-16 lasted only two laps. Thus ended another procession, but one very ably headed by the flying Neil Corner in the red Ferrari. Martin's hybrid Maserati 250F retired after a lap and Lindsay didn't get that far, pulling off on the straight with horrid noises emanating from the ERA, although he drove it back to the Paddock. Merritt's HW-Alta was slow, but Walton kept his Connaught ahead of Margulies' Maserati 4CL, although he didn't catch Simpson's Cooper-Bristol.

Two more 5-lap Handicaps concluded a satisfactory meeting, the first won by Chilcott, from Mrs. Pilkington and Cobb's 1928/3 Frazer Nash Boulogne, the last by Felton's modified 1931 Alfa Romeo Monza, from Loveday and Russ-Turner in his 1930 two-seater blower-4½ Bentley. Most unusually, Howell's venerable blown 3-litre twin-cam Sunbeam was for once a non-starter, as two valves had bent in practice, after, he says, a professional engine rebuild! Another competing Sunbeam was Cameron Millar's 1922 Strasbourg GP car (engine no. 3, car no. 3, according to its dashboard plate) which his married daughter, Mrs. Childs, qualified in the High-Speed Trial with two laps in hand and Millar later drove in a Handicap race; it has a finned tail where the spare-wheel cover should be. Millar also drove his 1938 Maserati 8CTF, in the Pre-War Allcomers' Race but it only completed three of the ten laps. The VSCC had divided the big entry into standard, modified, special and hybrid cars, and it may be significant that the race wins were shared by two in each category. W.B.

Results

Itala Trophy Race:
1st: H. F. Moffatt (Bugatti), 78.43 m.p.h.
2nd: N. Mason (Bugatti)
3rd: C. K. W. Schellenberg (Barnato Hassan Special)

Pre-War Allcomers' Race:
1st: The Hon. P. Lindsay (ERA), 83.62 m.p.h.
2nd: M. H. Morris (ERA)
3rd: C. P. Marsh (ERA)

Allcomers' Race:
1st: E. N. Corner (Ferrari), 92.89 m.p.h.
2nd: M. C. Chapman (Monza Lister Jaguar)
3rd: V. Norman (Maserati)

First 5-lap Handicap:
R. Loveday (Alvis), 70.80 m.p.h.

Second 5-lap Handicap:
D. Rawson (Austin), 64.32 m.p.h.

Third 5-lap Handicap:
N. H. S. Lees (Riley), 67.82 m.p.h.

Fourth 5-lap Handicap:
C. J. Chilcott (Frazer Nash), 65.22 m.p.h.

Fifth 5-lap Handicap:
R. Felton (Alfa Romeo), 73.41 m.p.h.

Fastest lap of the day:
Conner (Ferrari), 95.68 m.p.h. (New class-record)

Leaders to date in the 1980 MOTOR SPORT Brooklands Memorial Trophy Contest:
R. Loveday (Alvis) and C. J. Chilcott (Frazer Nash), 31 points each; Mrs. Pilkington (Alfa Romeo), 26 points; H. Moffatt (Bugatti), D. Rawson (Austin), the Hon. P. Lindsay (ERA), N. H. S. Lees (Riley) and R. Felton (Alfa Romeo) 18 points each.
Next round: Oulton Park, June 14th.

V-E-V Miscellany. — South Western Alvis Day happens at Sherborne Castle on June 8th. One of those £100 rear-engined two-stroke vertical-twin 1921 Carden cyclecars has just been acquired by someone in Bradford who asks if any others are still running and who wants the history of his car. The *New York Times* has reported the death, at the age of 86, of Raymond H. Dietrich, who styled luxury coachwork for cars of the calibre of Packard, Lincoln, Cadillac, Duesenberg, Mercedes-Benz, Hispano-Suiza and Isotta-Fraschini, etc. He was the first person to be made an honorary member of the Classic Car Club of America. When we queried who was Mr. Anstead, in our piece about the first dinner of the racing car mechanics, we were guilty of a lapse of memory, which a reader, Mr. G. L. S. Brown of Crowborough, has since corrected; the gentleman had a workshop in the yard of "The Ship" and did "panel-bashing" for the Brooklands' fraternity. As our correspondent says, it is probably fair to say that there was hardly a car at the Track that did not carry some of his work, and he should have been remembered in this context, in company with the Gray brothers, and Vic Derrington of Silencer fame. Over and above that, Anstead was a very charming person.

The Royal Scottish AC is holding its annual Veteran and Vintage Car Run, sponsored for the tenth consecutive year by BP Oil Ltd., on June 21st. The start will be from Blythswood Square, Glasgow, at 9 a.m. The finish is at the North Inch in Perth, and the route takes in Stirling town centre, the A9 to Gleneagles Hotel for a short halt, then to the finish, for a Concours d'Elegance. About 100 pre-1940 vehicles are expected, including the RASC's own 1905 three-cylinder Rolls-Royce, bequeathed to the Club by the late Adam McGregor Dick, this being the second oldest Rolls-Royce in the world and the only surviving three-cylinder model. Details of the Run from Jonathon Lord, RSAC, 11 Blythswood Square, Glasgow G2 4AG (Tel: 041-221 3850). The Vauxhall OC reports that cars new to its Register include a 1936 GY saloon in need of extensive rebuilding, a good 1936 Grosvenor saloon, and two pre-war 10/4s in fair order. Which reminds us, have you applied for your free copy of Vauxhall Motors' very fine book "A History of Vauxhall"? — details last month. We have only one mild criticism. A picture purporting to show the unusual radiator treatment of the 4½-twin-cam 1914 Grand Prix Vauxhalls actually shows a 1914 TT car with a conventional Brooklands' radiator cowl, as worn in the TT (and, for some unexplained reason, a speedometer drive from the o/s front wheel), although there is a small shot of the GP model in which the protruding snout can just be seen. *The East Anglican Daily Times* had an interesting article in April about the Ipswich Company of J. D. W. Transport Ltd. It was formed in 1920 by a group of ex-Army Officers, the initials of the three founders, Mrs. Jones, Capt. Davenport and Alec Wood comprising the Company title. Capt. Davenport, RE, was MD and Chief Engineer from 1920 until 1936. Apart from hire cars, in 1920 the Company had an ex-RAF Crossley tender which was converted into a char-a-banc with covered cab and bench seats in the back. It had gas lamps, disc wheels, twin rear tyres, and roll-up canvas sides and was probably the first char-a-banc in the Ipswich area (Reg. No. DX-2737). Tours really got going in 1923 and in 1924 there was demand for a service to the Wembley Empire Exhibition (fare 30p) and that was when the Bluebird fleet name was first used, to be retained for 50 years. By 1928 there were excursions to London for 5/- and half-day trips to Clacton for 4/- return. In the mid-1930s the River Valley Tours in Suffolk and N. Essex were introduced, the fare for the Sunday afternoon excursion also costing 4/-. Mergers came in the 1970s, the Bluebird emblem was dropped in 1976, and today J. D. W. is a vast concern with a fleet of 16 coaches, operating a travel agency and Overseas tours, etc. Roger Collings has sent us a cutting about a new Japanese Walbro carburettor for two-stroke engines in which the choke is

replaced by a wick — as Roger says, wouldn't Karl Benz be smiling! Hugh Keller retired recently from Paddon Bros. which he joined in 1925, and is now able to devote all his time to his two beloved Rolls-Royces. — W.B.

The Wartime Diaries of an RFC Officer

(Continued from the May issue)

AS 1916 merged into autumn Flying Officer X, as I shall refer to the compiler of these war-time diaries, was still busy at Adastral House — one entry reads: "Went to WO (War Office) as usual and had a lot of French, which did not put me in the best of moods". Presumably these were reports on RFC matters to French Squadrons. But the social round was not allowed to suffer. X was still using his recently-purchased Berliet and a 40 h.p. Austin in London, and for journeys from there to Newmarket and back, or down to Brighton. Air-Mechanic Tollerton was still available to take X to the WO, and afterwards run his young girl-friend out to Harrow, and there is an entry about lunching with Gen. Salmond, Col. Warner and Charteris and then driving to Newmarket with a girl (who was to become his wife), in the Austin — "Came onto rain and had a lovely run. Had tea at Royston and got to the Howards about 7.30". At this time X was keeping in touch with the London Mercedes Co. and also he went to "Chelsea garage" (another RFC establishment?), using the Austin for this and other local runs, after he had "fiddled with the car" at Newmarket before driving it back to London.

Indeed, when he was not messing about with the Austin X was taking an actress, Isobel, out to supper, after calling on her in her dressing-room at Daly's, and his friend Dalziel, who had bought the Adler, would take X to the WO in it, such as after tea at the Savoy, and X also visited the Admiralty. The theatre, too, occupied some of X's time; in November he saw "The Misleading Lady", described as excellent, and on the same day met his actress in her dressing-room, on his way to the Empire, afterwards dropping his friend Ronnie Wilson off at the Savoy. Now comes an interesting entry. On November 5th 1916, X went down to Brooklands in the 40 h.p. Austin with Barrington-White and ". . . saw his Itala race against a Sunbeam". They lunched at the Track. As Brooklands had closed in August 1914 and there were only two Inter-Service Meetings and an Air-Workers Meeting there during the war, and those in 1915, I assume this was an unofficial match-race on the otherwise-deserted Track.

Sometimes it was the Berliet that was used for London transport, such as for taking a girl to Harrods and Aspreys, to lunch at Princes, or to the WO, before going home to change and see a play from their box at the Gaiety. I like the diary entry about having "a cheery lunch" at Princes with some girls and Major Lee Malcolm and Storey (could this be the person who later made Storey cars?), so that X did not get back to the War Office that day until 5.30 p.m.! Next, as a change from Princes, X lunched at the Automobile Club, and plays seen at this period included "Daddy Long Legs", "Best of Luck", and "High Jinks", the last "rather a dud show". The Lord Mayor's Show still happened in 1916, for X watched it from the windows of Adastral House. He had seen Col. Warner recently about a new job and was to work under Major Cameron, selecting RFC recruits.



Flashback to the summer of 1915 — could this be one of the occasions when X flew the Maurice Forman No. 661 to a rendezvous with his girlfriends, perhaps on Newbury race-course? [Photo: J. N. Bruce/G. S. Leslie Collection

The path of the young Army Officer seconded to the RFC was reasonably smooth in this dire winter of a major World war. For example, one November Saturday X spent an idle morning at the WO until his future fiancée came for him in the Austin. After lunch at home the girls left for Newmarket by train and X went with Kinsella, "my temporary driver", in the Austin to Pulham, stopping for a while in Ipswich. He met his friend Ronnie on the road, apparently by chance, after they had got as far as Scole House, Scole, and they took off later for the Hippodrome in Ipswich, the friend's man now driving, and after the show had a drink with the manager. On the Sunday they motored over to X's girl-friend's parents' house in



This picture of some RFC "other-ranks", was sent to us by Mrs. Sybil Jacobs, daughter of Air-Mechanic Tollerton who is mentioned frequently in the Diaries. It is thought to have been taken outside the RFC Garage, perhaps in Pont Street, Chelsea, and requisitioned from Jackson Bros., Decorators, note the model-T Ford at the kerb. [Photo: Mrs. S. Jacobs

Ronnie's Grand Prix Vauxhall, shooting before lunch, and meeting "old Lyons" there. They then drove back to London, presumably in the Austin. The Vauxhall must have been one of the twin-cam 4½-litre cars driven at Lyons by Watson, Hancock and Ralph de Palma; they failed to finish the race.

The old sciatica complaint now kept X in bed for a while, during which he replied to an advertisement about a Delaunay-Belleville. When X was up and about again there were local journeys in Dalziel's Adler, for which they went out in "the little Berliet" to buy it a tyre, and in a white Rolls-Royce which was at the Mercedes Company, and the Austin was still in use also, as a sort of family-taxi. Then one November Friday X lunched at the Savoy Grill with Barrington-White and they afterwards left for Paulham in Norfolk in the latter's 90 h.p. Itala. Tea was taken in Ipswich and they stayed with Ronnie Wilson, after a ". . . wonderful run and his car went magnificently. Had a very cheery evening and went to bed about 12 o'clock".

Presumably X was now doing work associated with recruiting from the RNVR for the RNAS and its airships. At all events, the day after the run up to Paulham he motored in the Itala up to the Air Station in a snowstorm and then over to Norwich with someone called Bumble, for lunch at the Royal Hotel, joined by "a fellow called French in the RNVR". They then drove back to Paulham, for tea at Seven House and "after all the others had returned we had a most successful and cheery evening. Another bloke called Marks, RNVR, came up to stay with two friends. Sang songs, etc." So life went on, in the RFC and RNAS, in 1916!

The Itala took X and its owner back to London on the Sunday. They lunched in Newmarket but arrived in town around 4.30 p.m. X was then very busy taking up his duties in Major Cameron's department at the WO but he had time to lunch with Phil Paddon at Princes, get Joe Childs into the RFC, and sell Lady James' Rolls-Royce to Paddon for £1,500. That day's work kept X in his office until 8 o'clock. X was now using the Austin regularly, frequently dropping off his superior officers at their homes after working at the WO, but he had time to work on that car in the garage he had rented in Ennismore Mews and to see Dewis' Rolls-Royce and Hedges' Delaunay-Belleville. Ronnie Wilson now had a Rolls-Royce, in which he drove X to the WO, and a party went to see "Home on Leave" at the Royalty Theatre, described as "excellent", before taking supper at the Savoy Grill, where they saw "old Martin", probably of the Martin motorcycle firm.

There is a note that two Zeppelins were brought down during the early hours of the night of November 27th/28th, at which time X was driving about in a Mrs. Tait's Sizaire-Berwick. The Austin, now called "the old Austin", was still



Another off-duty photograph of RFC personnel. The car is probably a Germain, but we are open to correction. [Photo: Mrs. S. Jacobs

engaged on taxi work, taking girls to their theatres, etc. It was still game for the odd week-end run to Brighton and back, however, a journey it could accomplish in three hours on a winter afternoon. X was still needing frequent massage for his sciatica. He was seeing a good deal of Phil Paddon — "Dined at the Carlton and talked motors *hard*. Very interesting dinner", after which Paddon drove X home. He had sent the Sizaire-Berwick to Paddon's garage, had seen "a very nice Rolls" at Dewis'", and had looked at cars at the Baker Street Bazaar. One note says: "Segrave came up for interview and he reports on Monday"

The Berliet and the Austin were both still in use but one December Sunday, although X had cleaned it before going to bed the night before, the Austin ran badly when it was used to run two girls down to "the Home" in Brighton, to dine with his Mother, the drive back taking some six hours. That was met by part-exchanging it the very next day for the Dewis' Rolls-Royce, £250 being allowed on it, although it required some small repairs, off the £850 charged for the Rolls. There was lunch with Segrave at the Bachelor's Club and X tried his new Rolls-Royce in the lunch hour, and leaving the WO at 7 o'clock, drove Major Cameron home in it and after dinner set about cleaning it. In a few days the Rolls was "put on the strength", meaning that it became an official RFC car, and X used it to drive to and from the War Office. It was soon "being tuned-up at Chelsea", presumably at an RFC garage, and in spite of the fog it was used to drive "Trossi and her 'fiasco' Major Nuthaven" to Richmond, getting back to London about one in the morning. However, the fog prevented the Rolls Royce from being driven up to Newmarket, but it was used for motoring down with Major Tillie for tea with the Trevors in Richmond one Sunday. X would sometimes lunch with Paddon at the Hyde Park Hotel and they went to look at another Rolls-Royce together.

The social life was by no means abandoned, shows seen including "The Professor's Love Life" at the Savoy and "Blue Bell in Fairyland", and there was lunch on more than one occasion with Segrave at the Ritz and at Princes, after which they "went to look at Itala". (Probably the 120 h.p. car Segrave had brought back from Ireland with him when he resumed his RFC duties at the War Office).

Towards the end of December 1916 X went before another Medical Board and was pronounced unfit for Home Service and put on light duties for two months, but he refused to cease work. The Berliet continued in use, and X got his petrol licence. Three days before Christmas a party with whom X had lunched at the Cavalry Club, was driven down to Chobham for tea in the Rolls-Royce and after they had got back and had dined at Princes the car was filled with petrol, a new tube was fitted, and X washed it. Let us leave them, for this month, over the Christmas holidays, of 1916, X working until midday on Christmas Eve, although it was a Sunday, and then, after lunch, getting out the Rolls-Royce and driving up to Scole House, Scole, in time for dinner. He had sent Tollerton on leave five days before this. On Christmas Day it was driven over to Newmarket and later got stuck in a ford. On Boxing Day X joined a shooting party at Scole and they had lunch on a straw stack, getting very cold. It was then back to London on the 27th, "Simply perfect frosty day and had wonderful run. When we got to London ran into thick fog, so went straight to the flat. . . ." Even so, they seem to have managed about 36 m.p.h. Alas, soon after this the Rolls, which had been sent up to Newmarket after a few runs to and from the WO in London, was reported to have been crashed. Its Reg. No. is believed to have been LF 4787. — W.B.

(To be continued)



". . . recruiting from the RNVR for the RNAS". The truck seen here at the Chingford Depot is a Lancia, as used by the Royal Navy throughout World War One.

V-E-V Odds and Ends. — The well-known Peter Black Memorial Rally for pre-1941 cars, divided into classes, takes place on July 27th, starting from the works of Peter Black (Keighley) Ltd, and finishing at the Stirk House Hotel, Gisburn. Single-fee entries close on July 20th and the routes vary from 40 to 50 miles. Regulations from: N. Kershaw, 44 Tarn Moor Crescent, Skipton, N. Yorkshire BD23 1LT. The Wolseley Hornet Special Club has well over 100 members and will celebrate its 30th anniversary and the 50th of the Wolseley Hornet this year, in conjunction with the Morris and Wolseley Registers, at Stanford Hall, near Rugby, on August 15th/17th. The Club produces a magazine and its Secretary is: R. S. Banks, Taliesin, Heath Road, Woking, Surrey. The Morgan 3-Wheeler Club's magazine had a feature on the vintage Family models recently, with some very good pictures, and a 1929 Family Morgan in poor condition has turned up in Poland. The Club has its Twisty Sprint at Goodwood on July 5th. When Capt. S. G. Morgan, MVO, ADC, RN retired from the Royal Navy he was driven through the gates of HMS *Caledonia* in a Morgan 3-wheeler as a splendid substitute for the traditional ceremony of relinquishing command. We regret to learn that Malins Mamod, makers of simple model steam engines, traction engines, steam waggons and a steam-car, are in the hands of a receiver but glad that production will continue. The Rolls-Royce EC continues active, opening its headquarters in Northampton last month. It has its annual dinner and dance on June 28th, the National Rally and Concours D'Elegance at Paternoster Farm, Oxfordshire, on the following day, and its North of England Rally at Harewood House, near Leeds, on July 13th.

At its AGM a suggestion that the Historic Commercial Vehicle Club should be restricted to pre-1950 vehicles and renamed the Vintage CVC was defeated and it continues to cater for suitable vehicles which are now 20 years old, but steps are being taken to ensure that rebuilt or copy vehicles comply with the design, construction and livery of their represented period and the appearance of a copy B-type 'bus on a modern chassis which mingled with last year's Brighton Run was deplored. (We use the term "copy" at the insistence of the RAC). Those who enjoy watching historic commercial vehicles in action may care to note that the HCVC's Trans-Pennine Run from Manchester to Harrogate is due to take place on August 3rd. The Club's magazine "Historic Commercial" for last autumn contained, among other interesting articles, one about how a 1930 Citroën AC4F 30-cwt truck was discovered in France, brought to England, and restored. Slight amendment to the results of the VSCC Light Car Welsh Driving Tests: Phil Diffey (Humber) got a 2nd-class award and Eleanor Clarke (Austin 7), Nancy McEwen (Riley 9) and Ruth Hirst (Morris Minor) got equal "firsts". Those who have blanched under the comments made by W.B. on their past performances in such tests may gain some consolation from knowing that on this occasion, taking part himself, the Editor of MOTOR SPORT finished last but one, in his 1924 Calthorpe! Our recent Obituary to Ted Lloyd-Jones has brought a newspaper cutting from a reader, showing this driver's well-known Triangle Service Station at Shirley, Solihull, as it was in vintage times, with cars around the picturesque forecourt of this Pratts' Ethyl garage that appear to be Singer, Sunbeam and Bean, etc, and with an intriguing one with a Bugatti-like radiator, single aero-screen, and cycle-type mudguards — any comments? The house magazine of Renault (UK) Limited, *Autoworld*, has joined with *The Times* in saying that Nuvolari was timed at 143 m.p.h. at Brooklands in 1921 driving a Gordini Special with a Hispano Suiza engine. Without further proof, frankly, *I don't believe this*. — W.B.

Inter-Register

THE STD Register held a social week-end in Wales on April 19th/20th and with it combined a round of the annual Inter-Register competition, for points towards the I-R Challenge Shield. On the Saturday a fine assembly of Wolverhampton Sunbeams, and the odd London and Roesch Darracq, arrived at the Editor's house, and went during the afternoon for a scenic tour of the Elan Valley *via* the Devil's Bridge Mountain Road ("Unsuitable for Motor Coaches"), returning along narrow lanes and a 1 in 7 gradient to Abbey-cwm-yr. That evening a big gathering sat down to dinner at the Commodore Hotel in Llandrindod Wells.

Interesting cars taking part included John

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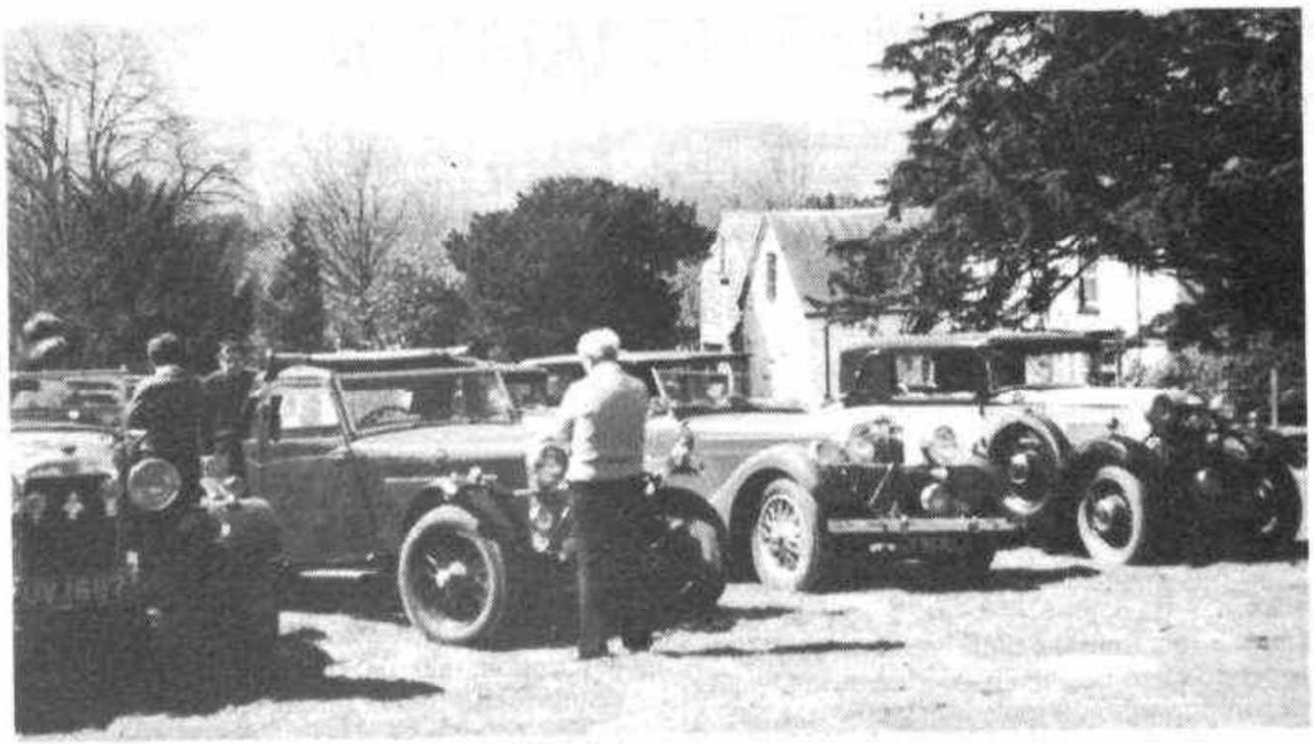
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Vaughan-Shaw's very covetable 1925 15/40 Darracq tourer with its Graber headlamps neatly covered and its raked windscreen and the decking before the rear screen giving it a distinctly French *grand-sports* touch, Stephen Lalley's rare 18/55 Talbot-Darracq two-seater on 880×120 Dunlops, a number of Sunbeam 16 and 18 saloons, a very nice two-seater Sunbeam 16, Bruce Dowell's lofty and impressive Sunbeam 25 "racer", an attractive Sunbeam Fourteen tourer, a Talbot 75 with partially home-made body, used daily, Servier's sporting Sunbeam Speed-20 with Carter-restored engine and R-R body, a late-example of Roesch Talbot tourer, etc. A short drive in Roger Carter's 1934 Sunbeam 20 tourer was a reminder of the power and flexibility of these cars, although its engine has not been down for some eight years. It has synchromesh on 3rd gear and protects the rear-seat occupants with a folding windscreen. Those compact yet spacious Sunbeam 16 coupés were driven by Wiggins and Frost, the latter's helping STD to win the Inter-Register Contest.

The Inter-Register Contest was devised many years ago to encourage the smaller one-make Registers to get together. For the start of the 1980 round there was this fine STD entry, the Humber Register fielded Diffey's 9/20 tourer, an immaculate 8/18 tourer, and a 1928 14/40 saloon, and Fiat put in two sports Balillas, an 1100 Balilla saloon, and an OM, and this entry was supplemented by a lone Triumph Super 7 two-seater and an Austin 10/4 saloon. The last-named proved adept at the slow-running test but did not always "stop-astride". Liston-Young, Jnr. contrived to spin-out during the "wiggle-



Part of the STD Register gathering at the Editor's house.

woggle", in his sports Fiat, and someone else shattered a marker. But on the whole a high degree of driving skill was displayed, especially in negotiating markers at high speed with but 1½" to clear on either side, in these five tests at the admirable site at the Royal Welsh Showground at Builth Wells.

It was all over to schedule and the only "casualties" of the week-end were the loss of a core-plug from the head of one Sunbeam 16 (cured with a cork) and the loss of 2½ teeth from the crown-wheel of a certain Humber. The latter departed to Hertfordshire on an AA recovery trailer, however, even before most of the competing cars had started to leave, such was the efficiency of the AA on a Sunday afternoon in Wales, after contact had been made from a period AA box! The next STD Register main-event will be the Wolverhampton Rally on June 28th/29th. — W.B.

Results

Team Award: STD Register, 2nd: Fiat Register, 3rd Humber Register. *1st Overall:* T. Hull (Talbot 105). *2nd Overall:* M. Pritchard (Austin 10/4). *3rd Overall:* R. Sevier (Sunbeam Speed-20).



It might be a contemporary picture — in fact, Vintage Tyre Supplies' 1922 Ford Model "T" one-tonner was photographed outside their newly-extended premises when they were opened by Stirling Moss, OBE, last April.

Vintage Tyre Supply Developments

STIRLING MOSS, OBE, opened a new tyre store in Stanmore Middlesex last April, where Vintage Tyre Supplies Ltd. now have facilities for stocking 8,000 covers and tubes for veteran, vintage and other old vehicles, which they claim is probably the largest stock of specialised tyres in the World. It all began in 1962, when Lord Montagu of Beaulieu saw that if the antique cars were to continue to be used on the road, supplies of appropriate-size tyres and tubes would need to be maintained. He persuaded Dunlop to make such tyres and the Vintage Tyre Supply Company was formed to distribute them. For this we must be eternally grateful; MOTOR SPORT has dealt previously with how Fort Dunlop in Birmingham keeps beaded-edge and other suitable tyres in manufacture.

The supply subsidiary began as a small corner shop but now the new stores has been added, together with improved facilities for exporting about 40% of sales, to over 27 different countries, even to behind the Iron Curtain. Not only does VTS hold the sole Dunlop franchise for vintage-range tyres but it stocks tyres made in New Zealand, France, Switzerland, India, the US of America and Rhodesia, in order to fill-in with sizes which the old Dunlop moulds do not provide. In addition to this full coverage of old-vehicle needs, VTS stock whitewall tyres for Classic American cars and, of course, racing tyres in all the available pre-war sizes. They also have accessories to go with such stock, including five sizes of b.e. rims to original specification, made specially for them. They can also balance correctly tyres of the older sizes, with which modern balancing machinery cannot cope, using their Dunlop beam wheel-balancer rebuilt for the purpose. Philip Pollack continues as the active Director, the Company's 1922 Model-T Ford one-tonner attends many vintage meetings, and the address is: Vintage Tyre Supplies Ltd, 12, Dalston Gardens, Honeypot Lane, Stanmore, Middlesex HA7 1BY, Tel: 01-206-0722. — W.B.

Edwardian Brake Tests

THROUGH the thoughtfulness of a Police Officer at New Scotland Yard we have been sent a copy of Clearway, the Traffic Magazine of the Metropolitan Police, which contains an interesting account of some brake tests carried out between horse-drawn and motor vehicles at the Crystal Palace in June 1905, under the promotion of S. F. Edge. The papers turned up recently in an old Registry docket but the identity of the Police observer is unknown.

S. F. Edge — who else? — was obviously intent on proving the comparative safety of motors compared to horse-drawn vehicles. To do this he caused to be present for the tests a fine variety of wheeled vehicles. There were a 30 h.p. six-cylinder (naturally!) Napier touring-car, a 15 h.p. De Dion Bouton touring-car, a 15 h.p. Napier touring-car and a 90 h.p. Napier racing-car, against which were ranged, respectively, a carrier's van, a carriage, a butcher's cart, a hansom cab and a racing sulky. The public were permitted to watch the tests but

red flags were waved if anyone invaded the course, such was the confidence placed in the braking systems to be tried out! Time-keepers were able to check the speed of each vehicle before they gave it the signal to stop. The runs started at 12.30 and the results were soon seen to greatly favour the cars, as Edge may have anticipated. The motor mail-van pulled up in 8 ft. and 9 ft., whereas the horse van took 28 ft. and then 24 ft. 2 in. The 30 h.p. Napier stopped in 2 ft. 6 in., 10 ft. and 18 ft. in three tests, whereas the horse-carriage required respective distances of 53 ft., 47 ft. 6 in. and 42 ft. 10 in., to render it safely stationary. The De Dion was pitted against the hansom-cab, with results of 1 ft. 6 in. and 7 ft. 9 in. compared to the cab's 24 ft. 6 in. and 33 ft. The 15 h.p. Napier came to rest when signalled to do so in 9 ft. 3 in. and 14 ft. 3 in., when the butcher's cart from the same speeds needed 50 ft. 5 in. and 38 ft. 5 in. Finally, the big racing Napier (probably "Samson") took 24 ft. 3 in. and 2 ft. 6 in. in two separate tests, the sulky 35 ft. and 43 ft. 6 in. On the face of it, convincing proof of either how safe cars were, how unsafe horse-vehicles, or both. One wonders, however, at what speeds the stop-signals were given; for the De Dion to pull up in only 18 in. in one test suggests a mere crawl. In vintage times it took a good car to come to a standstill from 30 m.p.h. in 30 to 40 feet, so in 1905, when all the cars would have had brakes acting on the back wheels only, it seems that the pace was well under 30 m.p.h., especially as the test-surface was soft gravel. This makes sense, as the horses would presumably have been unable to gallop faster.

No doubt S. F. Edge was able to gain much good publicity for the motor-car, and those he was interested in in particular, after these tests. But the Police observer was not to be easily fooled. He noticed, for instance, that Edge had obtained experts to conduct the cars, racing men of the calibre of Cecil Edge, Stocks and Macdonald, etc., whereas the horse-vehicles were driven by "the very ordinary class of man" normally engaged to drive them. The Police observer, while saying that the tests were conducted with perfect impartiality, noted that it would have been more convincing to have had expert horsemen, "such as Winans, Gooch, Butcher, etc.," which wasn't the case except for the sulky driver. He also felt that the motor mail-van, designed to travel at 12 m.p.h., should have been paired with a fast pair of delivery horses, such as Carter Patterson & Co. used, not a van built to carry 3½ tons, which rarely went at over 4 m.p.h. even when empty.

The Police observer would have liked the chance to see how cars performed on macadam, wood and asphalt roads, especially when these were greasy, and when proceeding at their normal speeds — as a policeman he presumably meant at up to 20 m.p.h.! However, he felt that the tests promoted by Mr. Edge had shown up the motors in a very favourable light when they were going at the same speed as the horse-vehicles, and thought it a grave reflection on the apathy of coachbuilders that the latter had such inefficient brakes. But he wasn't fooled; brake power would probably come to the front before long, he said, in his report, and it was very likely that the results of these trials would be quoted as authoritative — he must have known Edge! So his comments were regarded as necessary; he felt that expert car drivers had been quick to interpret the stop signals; he did not know what speeds they were going (but expected the motor press to inform him), but the car that stopped dead in 18in. from what looked like seven or eight m.p.h. suggested previous experience of the test procedure! — W.B.

Vintage Postbag

That 1908 GP Panhard-Levassor

Sir,

Thank you for your description of the 1908 Grand Prix Panhard et Levassor, which I much enjoyed. At the same time it illustrates, once more, the difficulties which beset the motoring historian.

The Autocar of July 11th 1908 states quite categorically that the Grand Prix Panhards had four speeds with one sliding sleeve (alias "Baladeur"!) which indicates that they had a quadrant gearchange. Now that one of these cars is again in captivity, however, it is clear from your description that on the contrary it has a gate change, with these "sliding sleeves."

The point is of more than trivial importance because, while one believed the contemporary evidence, one was forced to the conclusion that although P. & L. had adopted mechanically operated inlet valves in 1903 they continued until 1908 to deny themselves one of the great benefits of the variable speed engine made possible by this innovation, namely the ability, with a gate change, of passing from say the fourth speed to the second without touching the third. It would be interesting now to know whether the quadrant change was abandoned at the same time as automatic inlet valves or at some later date between 1903 and 1908.

One other puzzle is why P. & L., having used chains for final drive from the earliest times, abandoned this system in favour of shaft drive for their racing cars in 1904 and then reverted to it in 1908. I have a (purely speculative) theory as to why they did so, but I should be greatly interested to know whether you or your readers can put forward a more confident explanation.

S. Molton KENT KARSLAKE

SHEW Vehicles

Sir,

Apropos Michael Worthington-Williams' letter on page 338 of the March issue, the photograph taken on February 3rd 1910 is reproduced from a newspaper cutting, from which the following fresh facts emerge about the petrol-driven vehicles made at Seaham Harbour Engine Works. Mr. E. Saunders was employed as a draughtsman at Lord Londonderry's engine works in Foundry Road, Seaham, before the first world war. He remembers that E. G. Allison of Sunderland was appointed works manager about 1905-1906, and started to build petrol-driven vehicles. Known locally as Seaham "Sedan" Cars, the vehicles were of a freak design and never a practical success. The photograph shows an 18-20 h.p. wagon with unique *articulated* chassis, which gave a turning circle of 23 feet. It weighed two tons, had a speed of 15 m.p.h. and a petrol consumption of 8 m.p.g.



The Seaham "Sedan" Car, in articulated, 18-20 h.p. wagon form, photographed on February 3rd, 1910.



The 1906 SHEW car, photographed in 1957, above, and below, in 1956, before restoration.



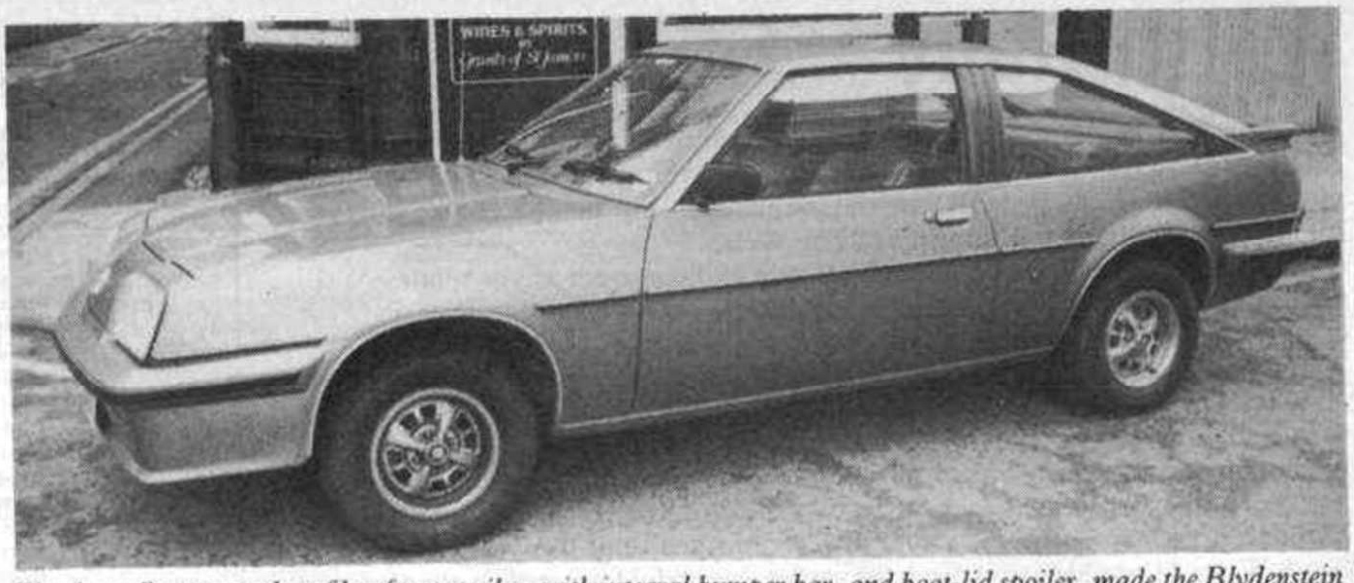
The surviving SHEW is fitted with a two-cylinder Forman engine of 15 h.p. 110 mm. bore × 130 mm. stroke, engine number 87, has three forward and reverse gears, and final drive by side chains. The existing car was discovered in the grounds of Lord Londonderry's estate at Wynyard Park, County Durham, by Mr. George F. Kendrew in 1956. To prolong its useful life on the estate, the car had been equipped with solid rubber tyres, and a light "flat truck" body fitted in place of the rear seats, before it was finally pensioned off in 1914. Mr. Kendrew surmised that the initial letters SHEW on the radiator probably stood for Seaham Harbour Engine Works, and thought it feasible that this car was built as an experiment before 1905. He rebuilt the four-seater touring body as a double phaeton, to be consistent with a claimed 1904 date. The dating was provisionally accepted by the Veteran Car Club of Great Britain, which enabled Mr. Kendrew to participate in the 1957 Veteran Car Run to Brighton.

The Veteran Car Club was never able to find a single contemporary piece of evidence to show that Seaham Harbour Engine Works produced a petrol-driven vehicle. However, they found good reason to believe that it could not have been made as early as 1904. On the chassis frame was found the trade mark of Rubery, Owen and Co., and it was established that this firm was simply Rubery and Co., until about October 1905. The 1906 type Forman engine, and the fact that the Registration Number BR 211 is an issue of about May 1906, eventually led Research Historian Dennis Field to date the car as 1906.

The strong resemblence between the vehicle photographed in 1910 and the 1906 car, proves beyond reasonable doubt that both originated from the Seaham works. I lost track of the car owned by the late Mr. Kendrew, when it was sold out of the area, and would be pleased to receive news of its present whereabouts.

Hartlepool RORY G. SINCLAIR

Blydenstein's 2400 "Stroker"



The deep, Sportpart glass-fibre front spoiler, with integral bumper bar, and boot-lid spoiler, made the Blydenstein 2400 Sportshatch into an eyecatching car.

BILL BLYDENSTEIN has a passionate belief in large capacity, four-cylinder engines. "By this means it is perfectly possible to achieve 4-litre performance with 2-litre economy," he used to say, a statement he has modified slightly as a sign of the times to "4-litre driveability". I've tested his four-pot, performance/efficiency theory on Blydenstein/DTV modified Vauxhalls many times over the years, in all sorts of vehicles from Gerry Marshall's famous DTV racing Firenza "Old Nail", then with 2½-litre Vauxhall s.o.h.c. engine, to a bored and stroked, 2,170 c.c. Cavalier Coupé with cam-in-head Opel-type engine. The latter was described in the September 1977 issue of MOTOR SPORT and at that time the Cavalier's standard capacity was 1,897 c.c. Since then GM have bored out the standard Vauxhall/Opel engine to 1,979 c.c. (95 mm. × 69.8 mm.), which has inspired Blydenstein to stretch the iron-blocked engine even further, to 2,387 c.c.

Blydenstein offers this conversion as his "Stroker" kit, and though my so-equipped, Shepreth-modified test car happened to be a three-door Cavalier 2000 Sportshatch, which has replaced the Coupé in the Vauxhall model range, it is equally suitable for all the 2000 Cavalier and Carlton models and Opel equivalents.

This legendary Vauxhall tuning specialist is not after outright performance. Indeed, the 0-60 m.p.h. times and maximum speeds are not vastly improved, even with the £150 optional gas-flowed cylinder head (with standard valves) attached to the test car. The real advantage lies in the area where extra urge is so much more meaningful to high average speed, low effort motoring, the 30 to 90 m.p.h. top gear acceleration bracket in which bags of torque is the criterion. The target was 30-90 m.p.h. acceleration in fourth gear of 25 sec. (the standard car takes 33-34 sec.) and 25 m.p.g.—plus overall fuel consumption, and this has been achieved. In fact my overall consumption of four-star worked out at an extremely good 27.6 m.p.g., including a good deal of cruising somewhat out of Blydenstein's target range and some heavy city traffic work. The magic 30 plus m.p.g. touring consumption figure should be easily attainable if, as Blydenstein puts it, one drives "within sight of the speed limits". Without the modified cylinder head, the "Stroker" conversion will knock the best part of a second off the 0-60 time, to just under 10 sec., but leave the maximum speed about the same as standard, at around 112 m.p.h. The modified head crops the acceleration times a shade further and adds a couple of m.p.h. at the top end. These figures are approximations because there was no opportunity to take accurate figures as I did with the old 2200 Coupé. That car was a good deal quicker, in fact (30-90 m.p.h. in 22.3 sec. and 0-60 m.p.h. in 8.7 sec.), thanks to a Stage 2 cylinder head and a four-branch exhaust manifold. It was also thirstier, at 23.5 m.p.g.

The "Stroker" conversion is a major operation involving a complete short engine rebuild. At the heart is a new, nitrided steel crankshaft which increases the stroke to 82 mm. from the standard 69.8 mm. The bores are bored and honed out to accept a set of 96.25 mm. (95 mm. standard) Cosworth forged solid skirt pistons mounted on a set of special, exchange, connecting rods. Some blocks require fettling to give adequate clearance round the crankshaft assembly. The pistons are slightly dished and retain the standard 9:1 compression ratio. As previously mentioned, the cylinder head can be modified if required. The ignition and carburetter settings remain as standard, so a "Stroker" engine should need no abnormal tuning and maintenance. In fact, if the optional Lumenition electronic ignition is fitted, maintenance requirements should be reduced.

The kit is expensive. The crankshaft alone costs £595, plus another £270 for the Cosworth pistons, the connecting rods on exchange and a special thermostat. With access to the right boring and fettling equipment, a competent engineer owner could do the work himself, or farm it out to somebody with the ability and facilities. Alternatively, Blydenstein will carry out the conversion, at a cost of £100 labour for modifying the short engine and another £85 for engine installation and test. Balancing of the flywheel and pressure plate assembly on the crankshaft is recommended and included if Blydenstein do the work; it would be an added cost to the do-it-yourself man. With Lumenition ignition fitted, the total bill for a "Stroker" engine fitted at Blydenstein's would be £1,088, with an option of another £150 for the modified cylinder head. All the prices quoted are without the 15% VAT.

Bore tolerances are critical with the solid skirt pistons, so this is not a job to entrust to the back-street man with an ancient boring bar. Running in too is a critical process because of the tight piston clearances required, and when Blydenstein says that pressing the engine hard during running in might result in piston seizure, he really means it. Those expensive pistons' solid skirt design is responsible for a somewhat disconcerting death-rattle every time the engine is started from cold, which gradually disappears as expansion overcomes the piston slap.

Most readers will surely agree that the standard Vauxhall/Opel Sportshatch is an extremely good-looking car. Blydenstein had made the test car's design even more sportingly appealing with the addition of a DTV Sportpart front and rear spoiler kit. This costs £260 plus another £80 for fitting and painting, before VAT.

Further improvements to the test car's press-on characteristics came from a set of Bilstein "Comfort" gas-filled shock-absorbers (£26.17 each for the front, £27.45 each rear plus VAT) and modified springs. The Vauxhall Sportpart towbar kit, with which the test car was fitted, includes a pair of uprated rear springs. These had about ¾ of a coil cut off them to lower the car, with a similar amount cut from the front coils.

The test car's automatic choke was erratic in operation, a not unusual trait of the standard version of this engine and the aforementioned piston slap punctuated the first few minutes of cold running, but other than that this was an especially pleasing conversion. The sheer effortlessness impressed most, the lazy way it could be eased through city traffic with little gearchanging and then show off considerable top gear acceleration out on the open road, top gear acceleration faster than either a Rover 3500 SD1 in fourth, or a Saab Turbo, Blydenstein claims, and those are high standards to judge by. The bottom limit in top is about 20 m.p.h., below which the usual GM transmission vibrations set in, but from that point on the big four will thump its way up the range in top gear in fine style. I say "thump", and at lower revs it makes itself fairly obvious as a big four, yet in the mid ranges where it matters, this 2400 is smooth and unfussed. It grows fussier as the tachometer climbs towards the top of the scale, but that hardly matters, as to rev it hard loses the whole point of the mid-range torque advantage and wastes fuel. Like a big V8, the long-legged 2400 is relaxing to drive as well as deceptively fast in the higher gears, and that, plus an economy which no big engine of equivalent performance is likely to match, is what the Blydenstein philosophy is all about.

The handling is equally good and easy on effort, with not too much roll and excellent roadholding. Although the suspension modifications stiffen the ride and the seats are not very compliant, the overall comfort characteristics are sporting without being distressing.

What might be considered more distressing is the cost of a car to the test vehicle's admittedly optional full specification, which included modifications costing £1,973 including VAT. It would be £7,665 without the towbar (and this must make an excellent tow car) or spring modifications. But no four-seater car I can think of can combine such relaxed driveability and top gear punch with relative economy. W. B. Blydenstein Ltd. can be found at Station Works, Shepreth near Royston, Herts. (Royston 60051)

C.R.



The Blydenstein label is the only underbonnet give-away to the "Stroker" conversion.

Welsh Rally

IN what was akin to Acropolis weather conditions, Ari Vatanen and co-driver Dave Richards took their immaculate Rothmans Escort to its first victory in this year's Sedan Open rally championship on the Atcost 80 International Rally, better known as "The Welsh."

Their performance over the almost non-stop 29-hour event was as spotless as their mount, except for a spell of last-minute drama when the Escort's engine gave trouble on the last four stages due a dropped valve. So at last "slow Finn" had beaten "fast Finn" Hannu Mikkola, in a straight fight over 33 rounds in the forests of the Principality.

In the early days of the Welsh International, the event earned itself a reputation as being a gruelling rally, telling on both competitor and car alike, but then in the early seventies change took place. A softening of the pace was introduced with an overnight halt and so it remained until this year, when South Wales AC decided to revert to its earlier successful format of an almost non-stop event.

And so it was on Friday May 9th at one in the afternoon that 124 crews assembled outside the Cardiff City Hall for the third round of the British Open championship. The crews were led away, as befits a twice past winner, by Hannu Mikkola's Eaton Yale Escort, but it was Vatanen who was to lead over the opening stages in the forests of Mid-Wales. The Welsh had, as usual, attracted its share of foreign talent, but one such star, South Africa's Sarel van der Merwe, had made the long trek in vain. He entered the first Brecon stage and there he stayed with a stricken motor car.

Vatanen posted his intentions by setting the first three fastest times, but the determined Mikkola replied by taking the lead over the following 11 stages and well into the early hours of Saturday morning. Whilst the two Finns were battling over the premier spot, an even more determined Malcolm Wilson was turning in a scintillating performance in third place. He was holding at bay challenges from both Henri Toivonen's Talbot and Stig Blömqvist's purring Saab Turbo until disaster struck in the early hours of Saturday on the Clocaenog stages. A battery lead loosened and the ensuing "bush" repairs, part way through the stage, saw the Total Escort drop to a lowly 29th position. Meanwhile, almost unnoticed, past Welsh wizard, Russell Brookes brought the Andrews car up into the top five positions.

After slogging through the night in choking dust, a brilliant sun dawned on the leading crews as they tackled the Hafren stages for the second time and with it came the news that Vatanen was piling on the pressure, but where was the Chevette HSR of Jimmy McRae? He was lying in seventh place for most of the night stages, but as the rally looped south to take in stages around Devil's Bridge the Vauxhall's engine gave out with lack of compression, a similar fate having already spelt retirement for the Datsun Violet of Andy Dawson.

As the rally procession wound its way back down through mid-Wales towards Brecon and the Epynt ranges, Vatanen's relentless worrying of Mikkola paid off, for as the young Finn set off across the army ground he was safe in the knowledge that fellow countryman Mikkola was well and truly in second place.

The ranges were visited three times in the final part of the route interspersed with forest stages and it was to be the visit to the forests which saw the rally lose Stig Blömqvist with a driveshaft breakage in his Saab. Brookes' tarmac style saw him lengthen the gap between him and teammate Toivonen, then drama struck. As Vatanen fired up the Escort at the service area at Dixies two things happened. A valve dropped and the timing belt tensioning pulley seized. Frantic activity in the David Sutton Cars camp broke out resulting in Vatanen continuing, but lacking low-down power, and much finger crossing took place for the remaining stages.

On the very last stage of the rally and after 220 plus miles of competitive motoring, the Sparkrite TR7 V8 of Roger Clark spluttered to rest; the fuel pump had cried enough and this four times winner of the Welsh retired.

Back at the Cardiff finish Hannu Mikkola waited. He knew of Vatanen's problem's problem, but would he make it the 40 miles from the ranges to the Posthouse *parc fermé*? After a lapse of 20 minutes talk was rife of a possible Mikkola win and Vatanen's retirement, but then the blue and yellow striped Escort poked its nose around the corner.

So British rallying continues with its dominance by Scandinavian drivers, but let's hope it will not be too long before we see the likes of Brookes, McRae and Wilson nudging the pedestal and dislodging the Finns. — S.F.

Results:

1st	Ari Vatanen/Dave Richards (Escort RS)	217m. 47s.
2nd	Hannu Mikkola/Arne Hertz (Escort RS)	218m. 37ss.
3rd	Russell Brookes/Peter Bryant (Talbot Sunbeam)	222m. 29s.
4th	Henri Toivonen/Paul White (Talbot Sunbeam)	224m. 28s.
5th	Tim Brise/Phil Short (Escort RS)	228m. 42s.
6th	Anders Kullang/Bruno Berlund (Ascona 400)	230m. 20s.
7th	Malcolm Patrick/Roger Jones (Escort RS)	233m. 53s.
8th	Alan Carter/Ian Grindrod (Toyota Celica)	235m. 56s.
9th	David Grainger/Lyn Jenkins (Escort RS)	237m. 53s.
10th	Jeff Churchill/Roger Evans (Escort RS)	239m. 07s.

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Hector Monro, MP, Minister of Sport, about to gain first-hand knowledge at the wheel of Tyrrell 008/4, at Brands Hatch last year.

An interview with a very sporting

MINISTER OF SPORT

MOTOR SPORT penetrated the corridors of power at the Department of the Environment in order to interview Hector Monro, MP. Officially listed as Parliamentary Under-Secretary, Department of the Environment, with special responsibility for sport. More popularly called Minister of Sport.

A keen motorist with a strong interest in vintage sports cars (particularly Bentleys, as an active member of the BDC), Mr. Monro covered a wide range of topics that concerned MOTOR SPORT readers. Both on a personal and policy level, the Member for Dumfries showed a keen interest and awareness of the problems that beset both competitor and private motorist; and a keen eye for the effect of legislation on the enthusiast.

MOTOR SPORT had pursued for some years the opportunity of an interview with the Minister of Transport. Whether Conservative or Labour, such a discussion was always denied to us, usually by steady evasion, rather than outright denial of access to the Minister. W.B. was particularly keen to discover the views of those who decide our motoring lives, but gradually our interest shifted to the Ministry with responsibility for sport.

The title of our magazine naturally had some influence in our choice, but it was the appointment of Hector Monro about a year ago (May 1979 to be precise) that influenced our decision.

This year we applied formally to the DoE through the Minister's staff. That was at the Pace Petroleum/Nigel Mansell presentation and the date for the interview was fixed within a fortnight. Excellent progress when Olympic considerations must have been uppermost in the minds of the Department.

The DoE is an unremarkable collection of tower blocks not far from the Thames-straddling Lambeth Bridge. Unremarkable until you remember how many Civil Servants are within those three towers and interconnecting offices! Outside North Tower we noticed that Leyland are at least getting Government support in Buying British, a line of black Austin Princess saloons with sequential T-registrations looking suitably dignified for official duties. . . .

The 15th floor offices had the kind of open plan room for aides that you would expect, but Mr. Monro's adjacent room was an inspirational spot in which to conduct our conversation. You can survey the upper architecture of Big Ben and Westminster Abbey and enjoy a new perspective on London's skyline.

There is a straightforward long table around which conferences for a dozen people or so could be held, then a selection of drawing room low chairs and a conventional office oak desk in one corner. A magazine rack displayed a catholic collection of sporting publications including two monthly motoring periodicals. Yes, Mr. Monro is a faithful and long-standing reader of ours, but self-congratulation can wait.

Our conversation was conducted between



Hector Monro, MP, Parliamentary Under-Secretary, Department of the Environment, with special responsibility for sport.

W.B., who settled quickly into a blend of topical conversation and relevant reminiscences, a relaxed Hector Monro and the writer, who did his best to note everything down and pursue some current racing and rallying queries. From the adjoining office two members of the staff joined us — Jerry Bishop and Vic Shroot — bringing with them what we call a potted biography. Perhaps the surprise, conditioned as the writer was to stories and TV reportage of Whitehall, was the informality and efficiency of the occasion. Not a pinstripe to be seen, but relevant facts and a good all-round knowledge of Mr. Monro's sporting contacts remained in evidence.



Trying hard with a Sunbeam Ti during last year's Lords v Commons race at Brands Hatch.

Motoring memories of a man at the top

Our first priority was to discover what kind of man could achieve such Ministerial heights, and retain a motoring enthusiasm that extends to looking up the 0-60 m.p.h. time of a prospective new road car before purchase.

Hector Monro was born in 1922 and educated at Canford and King's College Cambridge. We asked when his interest in motoring began and the

riposte was swift, "I cannot remember not being interested! The atmosphere was exactly right for a small boy interested in cars. The first car I drove was an M-type MG at eight years of age, at home. I remember it as the ideal upbringing, with all the right kind of cars appearing in my boyhood — Bentley, Alvis and Talbot, that kind of thing."

W.B. wondered aloud if Mr. Monro had been able to attend Brookands? The query received a vigorous affirmative, with more comment to follow on the situation at Byfleet today.

The first car Hector Monro remembered driving legally on the road was a 1939 Morris 8 Tourer, "which we bought new and in which I passed my driving test just after my 17th birthday."

However, the fond memories are reserved for two wheels, at a slightly earlier stage. "I had a 250 c.c. BSA to run on my 16th birthday. I enjoyed my motorcycling immensely, going onto T90 and T100 Triumphs. These were good: if it wasn't for the weather we have in Britain, I would have one again!

"Today I don't ride very often, but I am keen on the subject and try to follow what is going on.

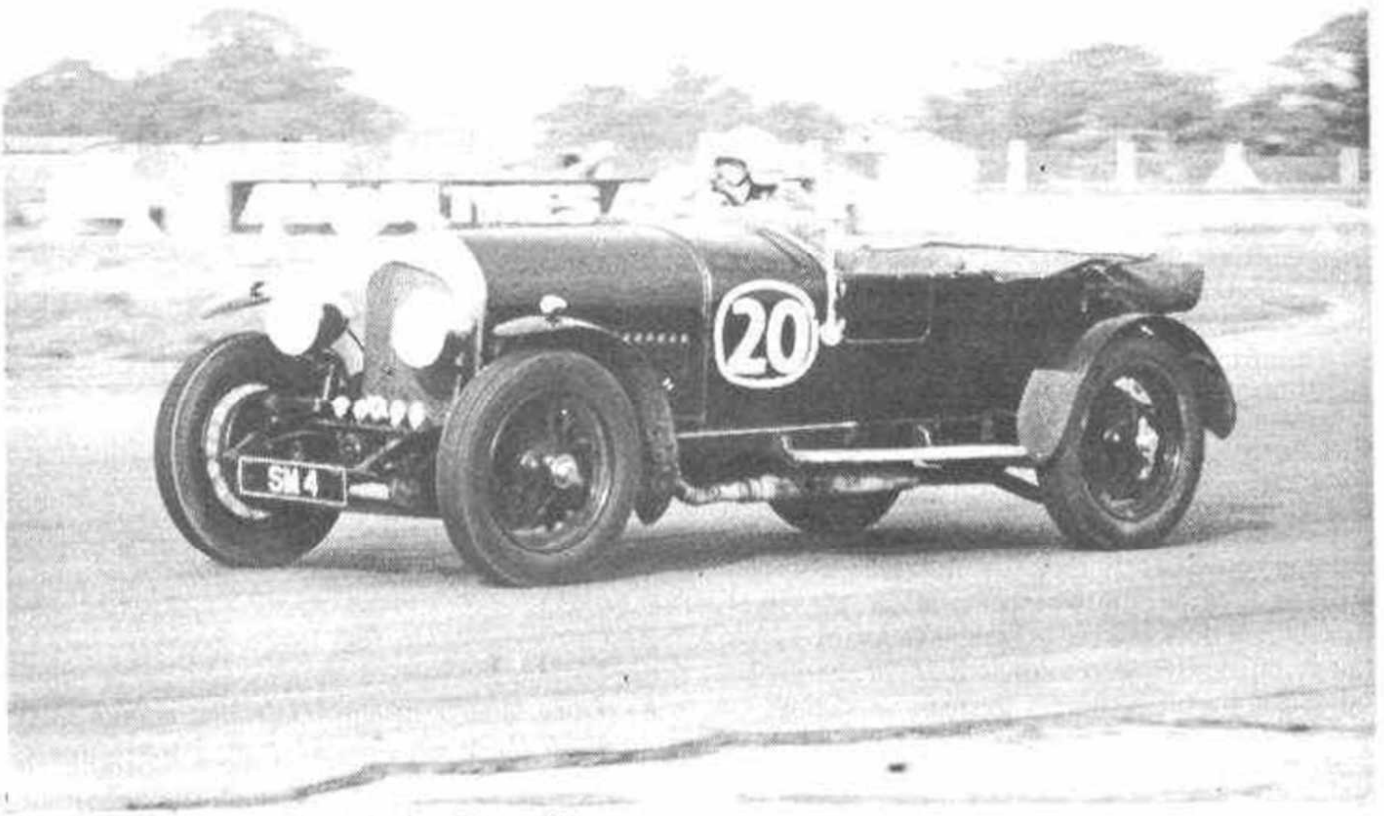
"I think you could say I was always interested in Bentleys too. My introduction and enthusiasm came through the cars my cousin John Moller had, including a 4½-litre and an 8-litre, one with the Gurney Nutting body in 1931.

"I got my own vintage 3/4½ Bentley at a modest price some 25 years ago. I still have the car (SM 4) today and occasionally bring it up to London in the summer. I have also raced it, not very seriously, in BDC events, at Silverstone and elsewhere.

"In today's atmosphere, where trailering a car to a meeting is normal, I remember one marvellous day in particular. In fact I even wrote an article about it for *The Bentley Drivers' Club Review*.

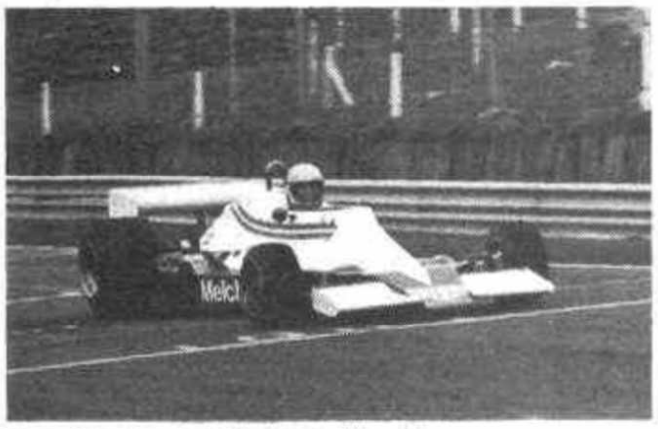
"I left well before 2 a.m. from Dumfries and drove down to Silverstone in time for practice. Then we did an afternoon race. Then I took the car to a dinner in Sevenoaks, the same evening. I managed to do all that in the same car, race and attend my engagements; it seemed quite an achievement, covering it all in a day in the same car!"

Perhaps Hector Monro's biggest regret of that early motoring period is that he did not hang onto some of the cars he owned in his early motoring life. "I had a Bugatti Type 37 too . . . I should never have got rid of that beautiful car. . . ." he says today.



Hector Monro racing his 3/4½ Bentley at Silverstone.

Mr. Monro was an active rally participant in the '50s and continues to take a special personal interest in the sport. "I used to do most of my Club rallying with a TR2, which was a super car for driving tests, a kind of sport which I used to enjoy and specialise in at the time," he told us. "I had an MG SA in about 1953/54 and even



Tyrrell 008/4 in Ministerial hands.

managed some Internationals with this car, although more often I used the TR2.

"I rather think we were third in the over-2-litre class with the MG in the 1954 Scottish Rally, but of course there weren't many cars in that class. It was very rough inside the MG, though we weren't doing the speeds they do today.

"I particularly enjoyed the Scottish because you could meet your friends and gossip in the evening," enthused this sporting Minister. "I still have a soft spot for the event today and will spectate when it comes to Dumfriesshire, so long as it does not clash with the BDC fixture."

Mr. Monro told us that he gave up serious rallying because of the expense, and the pressures of running his farm in Dumfriesshire, but he continued with driving tests and weekend club rallies.

Flying: a common interest

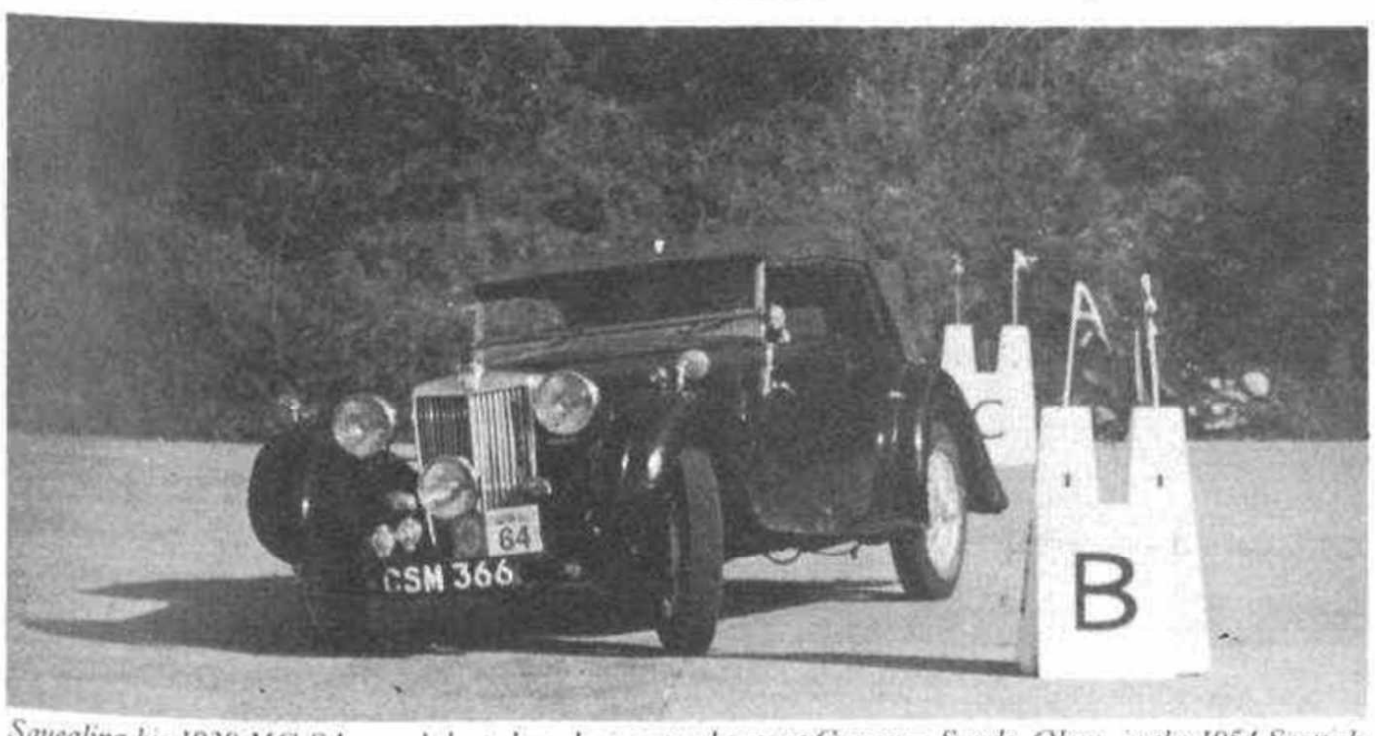
"Judging by the interest the RFC Officer's diaries have raised in your magazine," Hector Monro commented, "we have another common interest outside VSCC matters." He referred to flying and, "I had a Klemm for a while. I bought it in Ulster with a French Salmson motor. It did about 65 m.p.h., with cars whipping past us all day," said with a shy smile. "It took a very long time to get it off the ground, but it was a delight in the air."

Hector Monro's flying experience included service in the RAF from 1941 onward, piloting Sunderland and Catalina flying-boats. By 1946 he was a member of the Royal Auxiliary Air Force and flew Spitfires with 603 Squadron, from their Edinburgh base.

He commented on that war experience, and a subsequent seven years in the RAAF (during which he earned the Air Efficiency Medal in 1953) "my memories are a bit varied. When you were in the Far East with the flying-boats, they were a kind of home from home. You knew every nut and bolt and did all the maintenance yourselves. You lived virtually on the boat and dived off the wing if you wanted a swim! It was damn hard work most of the time, of course, but it had these compensations, which made it most enjoyable.

"When we got to serving with the Catalinas in the North of Scotland it was a different matter. Some of those patrols took 18 hours and that was very tiring work, without the climatic compensations that the Far East had to offer.

"The Spitfire? Well, please make it clear I was *not* a glamorous fighter-pilot during the war! I



Squealing his 1938 MG SA round the pylons during speed tests at Ganavan Sands, Oban, in the 1954 Scottish International Rally.

remember the Spitfire as a bag of nails on the ground and beautiful in the air."

At this point W.B. asked Mr. Monro if it was not rather difficult to manoeuvre the Spitfire on the ground? Forthrightly the riposte was, "not difficult, damn impossible to see ahead at all. You had to lean out of the cockpit if you wanted to see ahead on the ground!"

Mr. Monro still holds a Pilot's Licence and he devotes considerable spare-time energy to the well-being of a glider club of which he is President in Dumfries. But as he says frankly, "I prefer to have an engine to point the thing with. . . ."

Since the war Mr. Monro has farmed 250 acres in Dumfriesshire, J.W. asked if that wasn't too small to be economic today? "I hope you're wrong," Mr. Monro said with a smile, "we haven't done the accounts this year yet, so you might be right!" His farming concentrates on beef cattle and grain, that is when the RAC Rally is not passing conveniently close by, in which case you will find Mr. Monro spectating in the local forests. He does not regard rally spectating as too dangerous and says resolutely "There should be no major problem there." Perhaps spectators in Scotland are better behaved (and a little less numerous) than in popular spectating points further south?



Hector Monro's Type 37 Bugatti. "I should never have got rid of that beautiful car . . .".

The political side of Hector Monro's career includes a spell as a County Councillor from 1952-67, acting as the Chairman of Dumfriesshire Council Planning and Policy Committee. He is still well known locally as a member of the National Farmer's Union in Scotland. Becoming an MP on behalf of the Conservative Party took until 1964. As the Member for Dumfries he soon progressed at Westminster: Scottish Whip in 1967; Lord Commissioner of the Treasury and Government Whip in the House of Commons 1970, and joint Parliamentary Under-Secretary of State in the Scottish Office. As Minister of Sport for Scotland, he had founded the Scottish Sports Council by 1972. In 1974 he took the opposition roles of spokesman for both sport and Scotland.



Ascending Monument Hill, Dalmally, with the MG SA during a hill-climb test in the 1954 Scottish Rally.

A practical, first-hand knowledge of sport is this quietly-spoken MP's forte, too. Not just motor racing, but as a member of the Scottish Rugby Union (1958-77) and President of the same body for 1976-77. Hector Monro also managed the Scottish Rugby XV that toured Canada in 1964 and Australia in 1970.

And so to today . . .

As our conversation turned to today, we realised that this personality was not one to rest lightly on laurels already garnered.

As a general opener we asked if motoring sport was not the poor relation amongst the sports? After all, direct Government money (£19 million to the Sports Council at the last count) goes into sport annually, so why not into motor racing?

Mr. Monro blanched a little at the thought of the kind of money that motor racing now absorbs and said that he felt any proportion of motor racing costs the Government offered to pay would be "derisory, compared with what motor racing consumes. You have to see motoring sport as a part of the whole spectrum of sports we deal with. On a local level, if people want planning or assistance with running events, then we are prepared to listen, but motoring sports are run by a pretty competent bunch of people in general.

"Nobody could regard racing at the top level as anything but a professional sport, so it is a sport that must rely on self-help, not Government aid." Mr. Monro's staff were particularly at pains to point out that they were aware of the imbalance in money distributed in motor racing at present, obviously feeling that if the lower echelons received more, the pressure for more money within motor racing would be alleviated. "Too much at the top," was obviously the feeling.

Mr. Monro amplified on this thinking when asked to comment on the presence of commerce in motoring sports. "I believe in sponsorship and private enterprise, of course, so long as the governing bodies realise their responsibilities. They must never let the sponsors take over. If that happens, and I believe it has happened in the past, *if* you let the sponsors take over, then the whole show is just run for publicity, not sport.

"In sensitive areas like tobacco sponsorship, it is up to all concerned to be *very* responsible. You know there has been a lot of discussion of what happened on the Safari Rally with the BBC crew flying home. Perhaps that sponsorship was overdone; it's up to everyone to work together to avoid this kind of situation.

"In general I have no specific comment to make regarding cigarette backing for sport. We have an agreement that has to be re-negotiated later this year." Drink is another obvious area where sponsorship might be open to criticism in a motoring connotation, but here again Mr. Monro felt unable to offer specific comment, though he did shrewdly observe, "the important point in all sponsorship is that the sport itself should feel the benefit. In motor racing too much goes into socials and entertaining, rather than directly into the sport . . ." Drawing our own conclusions from that remark, it would seem that the large motor homes and PR parties have made an impact on those at the top, though not perhaps the one that was originally evisaged!

As an adjunct to that, we enquired if we should not treat British achievement in areas like Formula One a little more respectfully. Perhaps following the French example of jetting victors home for national TV coverage? Hector Munro snorted with suppressed laughter and replied, "France has been so long in the doldrums that they're very excited about their new success. When we had men like Jim Clark, Stirling Moss and Jackie Stewart we would have had to stage a procession through the London streets every



Hector Monro, second from left, with colleagues of 603 Squadron and Spitfire, whilst a member of the RAAF in 1949.

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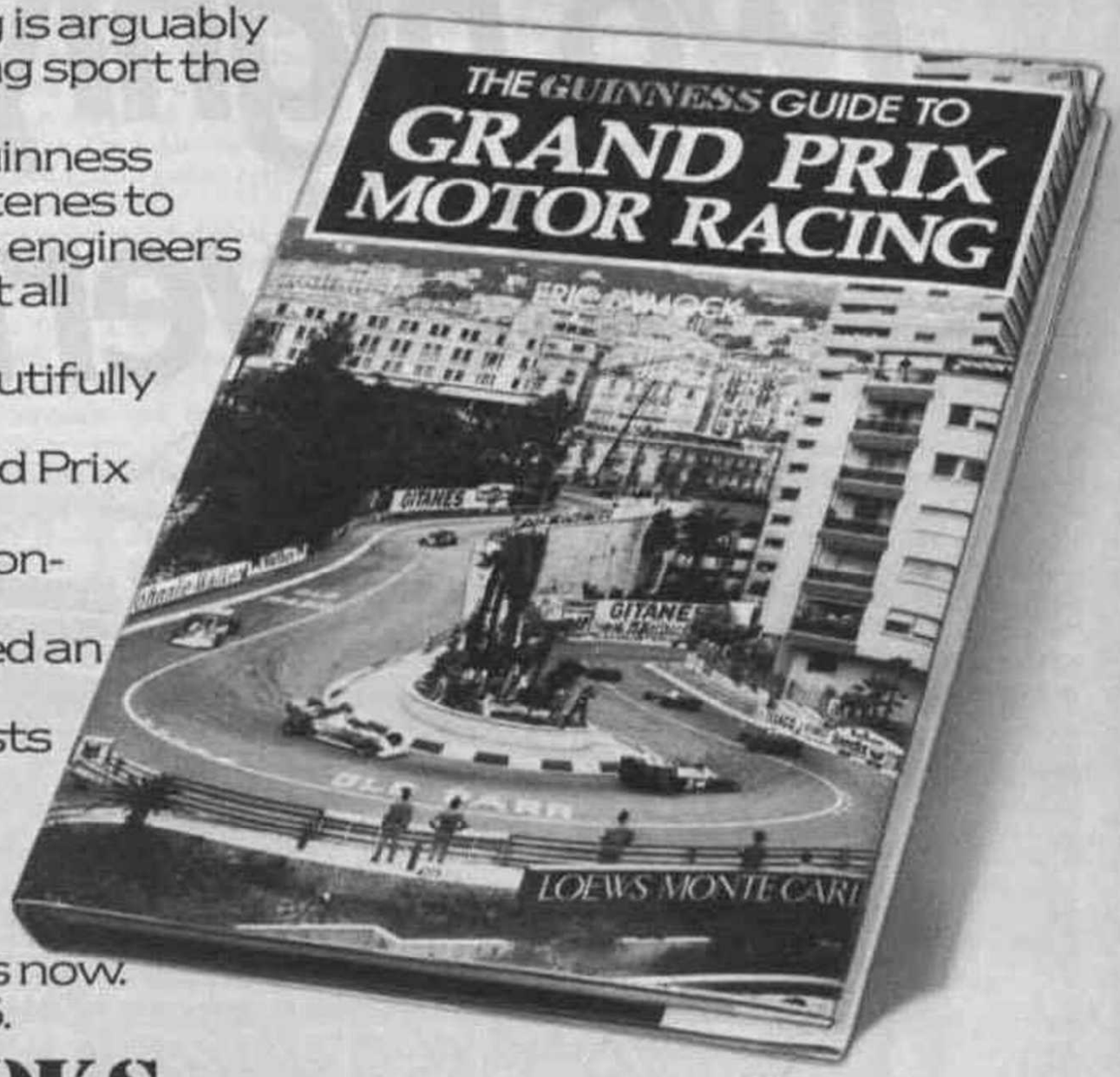
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weekend! Anyway, one GP is only a fraction of the season . . ."

From a personal viewpoint on the racing side and commerce Mr. Monro volunteered, "I see that sponsorship is creeping into more and more historic events, though not vintage. I have been following the correspondence on the subject of the cars raced in historic events, which seems all rather acrimonious": "what an awful word 'copies' is", W.B. added, while Mr. Monro nodded agreement.

Hector Monro has been concerned about the use of Forestry Commission land for rallying and related events for a long time, well before his present powerful position. He confirmed that he was involved in getting the original permission to use Esgair Dafyd, the present home for BBC TV Rallysprints and a useful testing spot to the rally community. He also gratefully recalled the co-operation he had from the Commission when setting up the Dumfries-based glider establishment.

We asked if the Forestry Commission was not deriving income from two sources rather unfairly? On a major rally hundreds, if not thousands, of cars are charged for car parking to watch special stages on the Commission's property (which forms the majority, by far, of a prestige event like the RAC) and yet those same stage-miles have been paid for by entry-fees, which are meant to go on repairing damage done to forest tracks.

Mr. Monro answered, "I don't think the charges are outrageous, and there is the need for repairs after a field of rally cars have been through, of that there can be no doubt. When we did the original negotiations of Esgair Dafyd, I remember car parking was assigned to the Commission [I think promoter Nick Brittan now takes these rallysprint fees as compensation for the risk he takes promoting such events — J.W.], which seemed fair at the time. I will certainly put the point to Sir David Montgomery at the Commission, but you must accept that they are responsible for a very wide range of activities within their properties and, I think, their record over the past ten years shows they are prepared to help where possible. We most certainly are looking for further co-operation from the Forestry people, rather than confrontation."



The current Minister of Sport flew Catalinas and Sunderlands during the War. This is his Sunderland, WQ-O, attached to 209 Squadron, at Hong Kong in 1945.

A related question that concerned W.B. was the way in which MCC trials competitors, with fully taxed and insured cars, were being asked to pay stiff additional fees, but Mr. Monro assured Mr. Boddy that such money was certainly not going to the DoE. [The RAC are the sole recipients of the additional levies, so far as can be judged from this conversation. — J.W.]

Brooklands action

W.B. was also naturally concerned about recent events at Brooklands, an area in which the DoE have apparently been pretty active recently. Mr. Monro said, "we took up the alteration British Aerospace made to the original buildings and have now received an assurance from BA that the alterations made to doors and suchlike can all be replaced, to return the buildings to their original condition."

As a former spectator, Mr. Monro was naturally keen to know if W.B. really thought there was a chance of holding motor races there once more? As Mr. Boddy understood it, there was no chance of doing much about the banking, which was in danger of being redeveloped, but sections of the Track like the Mountain Circuit and Campbell Circuit looked better prospects for complete restoration.

Mr. Monro was proud of his record in "keeping a sharp eye" on vintage car legislation, pointing to the Construction and Use exemptions, and the exemption from Capital Gains tax, the latter secured back in the 'sixties. He added that he would be going on the 75th Anniversary Run, between Swindon and Bedford, for the VCC Golden Jubilee event. He didn't know what car he would be in but admired, with a large grin, "the admirable cars you always seem to equip yourself with, Mr. Boddy, for the London-Brighton. I should like to do that one day". Mr. Monro recalled that his prep school was, "just outside Crawley and we used to watch them struggling uphill at Pease Pottage on the Brighton Run."



The 1929, Salmson-engined Klemm pictured at Dumfries aerodrome in 1958 with Hector Monro on the right and Bob Grant, a Klemm expert. Mr. Monro paid £65 for this historic aircraft at Newtonards, N. Ireland, in August 1958, did one circuit and then flew it the 120 miles to Dumfries in 2 hr. 15 min. with Bob Grant as passenger. The subject of this interview later took part in the London-Paris Air Race in the Klemm, with Clive Russell Vick at the controls. It took them 6 hr. 15 min. for the distance.

In a similar vein Mr. Monro had obviously enjoyed a recent visit to Tom Wheatcroft's museum at Donington — "he has some of the most exciting cars. I've always loved that super 8-litre Bentley of Jumbo Goddard's . . ."

This sporting MP has not been slow to gain track experience himself, aside from his own Bentley exploits. Perhaps the most vivid memory is of the Tyrrell 008, chassis 4, that Depailler drove to victory in the 1978 Monaco Grand Prix. Last year Hector Monro was able to drive that car, then raced by Desiré Wilson in the Aurora Championship. This memorable opportunity presented itself at Brands Hatch, and was laid on by the management there. "The major problem was that I am not Desiré's shape", said the adventuring MP with a light laugh. "My main impression was of the wonderful roadholding. That hits one straight away, even at the modest speeds I drove. There is the enormous width of the car and tyres. They told me what revs to use, and so on, but I couldn't see the 'counter for the steering wheel! The only problem I had was distinguishing between third and fourth gears, they were just so close together. It was an exhilarating experience: Marlboro said I could have a go in one of theirs this summer [McLaren, presumably?] and I'm looking forward to that. At least I can say I've done something that no other Minister has done! Mind you, I had to behave myself. My staff were having kittens, and there were plenty of pundits and photographers around, who would have had a good story if I had made a mess of it!" His staff told us that he wasn't by any means hanging about however.

For personal everyday transport, Hector Monro tends to use a British Rail night-sleeper between England and Scotland, owning a 3-litre Ford Capri for normal road driving. He told us, "I always look at the figures before I buy a car How much money, what it will do 0-60 m.p.h. in, that sort of thing. I go for performance per pound spent. That's why this is my third Capri, but I've also owned two Dolomite Sprints for much the same reasons, high performance at moderate cost. I find the Ford more comfortable for me now, but I don't often do the drive to and from Scotland: it just takes too long."

Mr. Monro has also raced in several of the Commons versus Lords Celebrity events promoted by MCD and preferred the Talbot Ti to the Escorts used previously. He thoroughly approves of the Prime Minister's son racing — "He highlighted the alcohol fuel alternative when we in the Commons sorted out the Lords last year! Old Rollo Denbeigh, who normally wins these things, ran out of steam and I think, with Mark Thatcher winning [in that alcohol car, which is a bit faster, he reminded us! — J.W.] and claiming fastest lap, I think the Commons could claim to have won last year." W.B. suggested that her son's motor racing is yet another worry for the Prime Minister. "Mark has sympathetic parents", was Mr. Monro's comment. The Minister still has his vintage Bentley, of course.

Finally, we asked this man of many interests if he could see historic sites like Brooklands getting Government money to aid restoration, in the same way that historic steam railways, etc. do? Amiably Mr. Monro said that the DoE was not currently promising anyone money for this sort of project.

But, as with all our questions, we left with the impression that motoring enthusiasts of diverse interests have, at last, a sympathetic "ear at the top." — J.W.

Bentleys On Parade

THE ANNUAL Kensington Gardens' *Concours d'Elegance* of the Bentley Drivers Club will take place on June 28th, an occasion when Londoners can see some very beautiful and entirely immaculate Bentleys of all types in this unusual but central and appropriate setting.

Endurance Racing Review

Two up to de Cadenet

UP UNTIL the Monza Six Hours on April 27th, Alain de Cadenet had never won a major motor race. He had tried many times, and come close once or twice, but the big win had always eluded him. Then, in a splendid example of it never raining without pouring, or whatever, he and his co-driver Desiré Wilson took two fine long distance victories just 15 days apart, at Monza and Silverstone. In each case their mount was the 3-litre Gp 6 De Cadenet — a Lola inspired but much developed sports-racing car that is so British it not only has a Cosworth DFV engine and Dunlop tyres, but is even painted in a patriotic British Racing Green. How often do dark green cars win World Championship races these days, even if they are "only" rounds of the World Championship for Makes?

In the series itself, Lancia have made welcome havoc of all predictions this year, for after the first five rounds they lead Porsche by 100 points to 95. You'll recall, perhaps, that in the series opener at Daytona, a Porsche 935 took twenty points for finishing first overall, while a turbocharged Lancia Beta Montecarlo notched up a similar score for a class winning tenth place. At the ill-fated, accident-shortened Brands Hatch round in mid-March, the works Lancias contesting the 2-litre class came first and second for a further 20 points. But another 935, although only fifth overall, was the best placed over-2-litre Gp 5 car, and thus kept Porsche level pegging with the Italian manufacturer. A month later came Mugello, and the crucial tie breaker that Lancia needed.

Mugello, April 13th

Fastest in practice at the serpentine, mountain girt circuit of Mugello near Florence was a 2-litre Gp 6 Osella-BMW PA8 shared by Lella Lombardi and Vittorio Brambilla. Beaten off the line by Alboreto's Montecarlo Turbo, Brambilla fought back and powered to the head of the 26-car field before the end of lap two. Once in front, he sped away into a long lead, having 70 seconds in hand after an hour. The Osella seemed invincible, but at almost exactly half distance it coasted into retirement with a transmission joint broken.

The only other really quick Gp 6 car, the ten-year-old Porsche 908/3 shared by Siegfried Brunn and Jurgen Barth, was also out by this stage, following a collision with a much slower Italian driven Osella that moved over unexpectedly on Brunn. The two works Lancias were thus left utterly unchallenged, and at the finish exactly a lap separated the machine of Riccardo Patrese and Eddie Cheever from the sister car of Michele Alboreto and Walter Röhrl. But prior to the race, Lancia had hatched a very cunning plot indeed. By fractionally enlarging the cylinder bores of the Patrese/Cheever car, they effectively switched that entry to the larger capacity class. So when the factory Montecarlos finished first and second, Lancia claimed a full 20 points in both divisions of the championship, to Porsche's 15 for a 934's distant ninth place.



The Paul/Redman Porsche 935 heads off de Cadenet in the early stages of the Silverstone 6 hours, while lumbering Derek Bell/Robin Hamilton Aston Martin, soon to retire, gives them the line.

Monza, April 27th

A fortnight later came the first of the De Cadenet's two cliff-hanging victories, in the Six Hours of Monza, which returned to the World Championship for Makes for the first time since 1975. Unexpectedly fastest in practice was a brand new, Lola based Gp 6 sports-racer, the Italian Capoferri, driven in practice by one time Grand Prix hopeful Renzo Zorzi. But the DFV powered Capoferri had a dreadful misfire right from the very start, a prophecy of "an early bath". So the initial pace was again set by Brambilla's 2-litre Osella-BMW, until a hiccup in the injection system on lap 18 sent "Brambles" spinning out of the race at one of the many chicanes that now litter the Monza track.

The Osella's sudden demise left three cars in fierce contention for the lead: the works Lancia of Cheever and Ghinzani, the Porsche 908 that Brunn was sharing this time with Herbert Müller, and a Sportwagen Porsche 935 in which Jurgen Barth partnered Henri Pescarolo. The other factory Lancia, of Patrese and Röhrl, had already been delayed, first by a faulty oil pressure warning light switch, and subsequently by clutch slip that took a few laps to clear.

De Cadenet, meanwhile, lay a handy sixth, lapping well within his limits to a prearranged schedule. In practice the dark green car had suffered two untoward moments from which it was lucky to escape intact. A braking problem had sent Alain bouncing high over the kerbs at the Curva Grande chicane, and then Desiré Wilson spun wildly into the scenery when an unco-operative Osella shed its rear bodywork right in front of her on the 160 m.p.h. back straight.

With 20 laps gone, the Porsches of Pescarolo and Muller were nose to tail at the head of the order, and Cheever was barely 50 yards behind in third place. It was more of a race than we'd expected. Come the refuelling stops, and the lead passed in rapid succession to Muller/Brunn and Cheever/Ghinzani, the latter's Lancia gradually stretching its advantage to almost two laps. Then came the big change. As half distance approached, Brunn's 908/3 developed a grating misfire as well as worsening gear selection difficulties. Before long it was in the pits for a thorough and very lengthy overhaul of its electrical system.

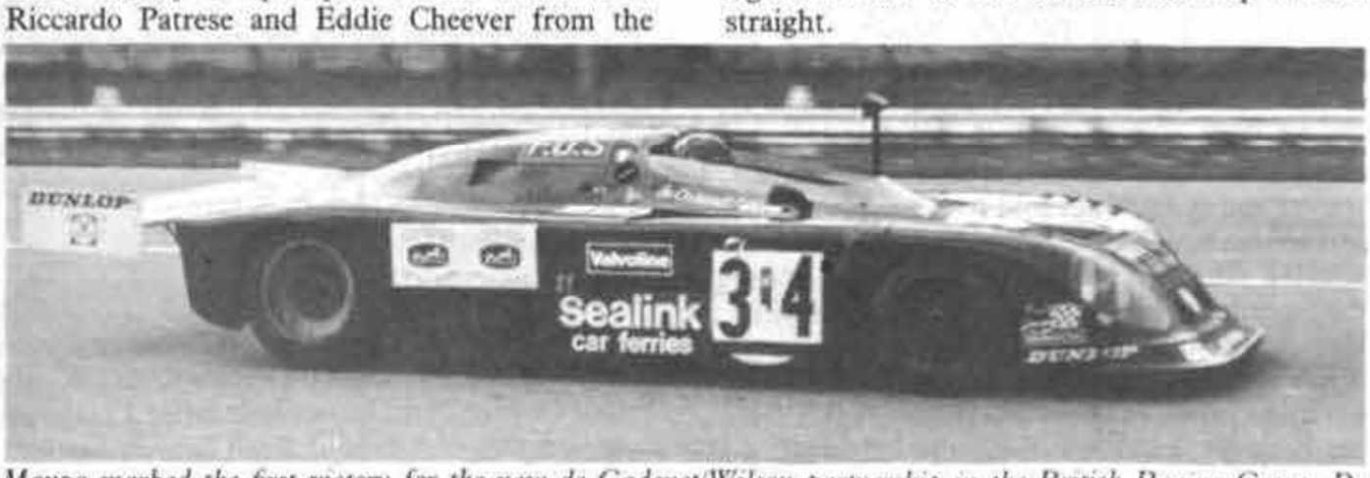
Simultaneously, the leading Montecarlo of Cheever and Ghinzani stopped four or five times in quick succession, with steam pouring from the back every time the engine cover was raised. Within minutes the water leak dropped the car off the leader board.

All this excitement had left Pescarolo/Barth in a strong first place with their 935, and de Cadenet a brief second. Minutes before the three-hour mark, Alain completed his long stint, and Desiré Wilson took over. From then to the finish, the race was a straight fight between the De Cadenet and the Sportwagen 935, although the better placed Lancia remained on the same lap, chasing hard.

At 120 laps, and the race nearly four hours old, it was the Porsche ahead. But then it refuelled again, and at 130 laps it was the green car that led, with 25 seconds in hand. Seven tours later Desiré herself had to come in for the tanks to be replenished, and back into the lead went the scarlet 935. There the Porsche stayed for half an hour; but when it refuelled again with roughly an hour to go, the "British" team closed dramatically. The Porsche was in audible engine trouble, suspected by its pitcrew to be a duff turbocharger, and Pescarolo couldn't resist Desiré's onslaught.

With 55 minutes left to run, Mrs. Wilson took 7 sec. off Mr. Pescarolo in one lap, and shot into the lead in the process. The De Cadenet wouldn't have to refill its tank again, and as Desiré stretched the gap to the off-song Porsche she seemed set fair for victory. The distance between Wilson and Pescarolo grew to 12 sec. within a handful of laps — but when spots of rain began to sprinkle across the old royal hunting park, it started to shrink again. From 10 sec. it plummeted to six, and Desiré was waving at the darkening sky. Next time it was only 2 sec. — and the pursuing Porsche was sounding healthier.

Another circuit and Pescarolo had the lead. Thirty minutes to go, said the clock. The rain had intensified, yet nearly every driver bravely stayed out on slicks. Time was running out. The British car was nearly 20 seconds down, and could surely no longer pull off the big win, it seemed — until Pescarolo pounded into the pits for a final top up



Monza marked the first victory for the new de Cadenet/Wilson partnership in the British Racing Green, De Cadenet Le Mans.

of fuel. His team had thought the race 1,000 km., not six hours long; a crucial difference. It was a lightning stop, but in those few seconds Mrs. Wilson thrust back into the lead, and only ten minutes of the race remained.

The rain eased, the tension in the De Cadenet pit reached straining point, and then the chequered flag appeared and the tiny team knew they had done it. Victory was theirs. Pescarolo trailed home a mere 9.9 seconds later, earning Porsche another 20 championship points. But the Montecarlo of Patrese and Röhrl was third, a lap down after a couple of pit stops on the last hour, and the sister car was fifth, running well once its water leak was finally sealed. So when the teams came to Silverstone, the scores were Lancia 80 points, Porsche 75.

Silverstone, May 11th

For Silverstone, Lancia again had the only true factory team, with Alboreto returning to partner rally star Walter Röhrl, and Eddie Cheever joining Riccardo Patrese in what was meant to be "the hare". Alain de Cadenet kept Desiré Wilson as his co-driver, Jurgen Barth rejoined Siegfried Brunn in the German dentist's venerable Porsche 908 (a veritable museum piece, but still quick), and the Torino Corse Osella was again destined for Lombardi and Brambilla.

Three other very rapid cars had not been seen before in European endurance races, and two of them were on the front row. Fastest of all, with a best ever Gp 5 lap of 1 min. 22.09 sec., was the Kremer team's Porsche 935 K3, driven at Silverstone by John Fitzpatrick, Guy Edwards and Axel Plankenhorn. Second quickest, albeit 2.4 sec. slower, was a brand new Gp 6 Le Mans car from Switzerland, the ACR Longines DFV. Patrick Gaillard was its number one pilot, the Frenchman having owner André Chevalley and Francois Trisconi as partners. The two works Lancias filled the second rank of a 26-car grid, and then followed the Osella-BMW PA8, the De Cadenet DFV, and the other "newcomer", the Porsche 935 K3 of America's John Paul and Britain's Brian Redman. Disappointing non-starters included Ian Bracey's new Ibec P6 and the Janspeed/ADA built V8 TR7, both of them destined for Le Mans.

From the opening seconds of the race it was clear that the Kremer 935 was in a different class from everything else — especially as the ACR had encountered engine trouble as early as the pace lap! Taking the first stint, Edwards flew away from the pack, increasing his lead with every lap until he had to refill the car's 28-gallon tanks after only 34 laps.

Behind him, battle raged between de Cadenet, Paul, and England's John Cooper in a Charles Ivey prepared Porsche 935 K3. Both works Lancias stopped for a change of plugs within the first few minutes, and Patrese's car departed spectacularly from the fray at Stowe when a rear wheel broke up on lap 29.

When the leader refuelled for the first time, only 50 minutes after the start, Fitzpatrick replaced Edwards and set off in third place. Paul's Porsche had been delayed by slight overheating, a fresh powerplant having been required after an engine failure in practice, while Cooper's opening charge ended when his Porsche's motor cut out for a minute or two. So now it was a three-way duel for the lead, with de Cadenet out front, Barth's 908 in second place and catching, and Fitz's 935 third but overhauling both of them.

From laps 42 to 52 de Cadenet and Barth were only yards apart. Then, as the British car refuelled for the first time, Fitzpatrick passed Barth to take the lead. But on lap 68, he had to stop again, for the 3.2-litre 935 Turbo does only 3.6 miles to the gallon. Fitz stayed at the wheel, and restarted still in front of de Cadenet, but all was not well with the leader.

Mid-way through Fitzpatrick's second stint the 935 began to puff smoke from its exhaust on every gearchange. Very slowly, the smoke increased. On lap 98, during the car's third fuel stop, Fitzpatrick made way for Plankenhorn. The German rejoined the race still the leader, but only just, and next time round de Cadenet led. When the British car made its second scheduled pit visit at almost exactly half distance, Desiré Wilson took command of the car. By the time she was on her way, Plankenhorn had regained the initiative, but at Club Corner on her very first lap Mrs. Wilson snatched back the advantage. Fifteen minutes later the Kremer 935 expired in a billow of oil smoke, its engine finished.

From there to the finish the race was a running battle between Wilson's De Cadenet and the 908 of Barth and Brunn. Yet it was hardly an equal contest, for the British car had begun to misfire badly, the result of fluctuating fuel pressure. The South African girl was having to hammer it through the corners very close to the limit to counteract the restricted power output. Later in the race, however, the tables turned a little, when the Porsche also lost power because of a sticking throttle slide.



Barth in the venerable second-placed Porsche 908.

From exactly a lap at the three-hour mark, Desiré's advantage shrank to eight seconds with 100 minutes to go. Then overheated brakes forced her to miss out the Woodcote chicane, earning a one lap penalty and effectively handing the aged Porsche a long lead. But Wilson fought back with a vengeance, and when Brunn replaced Barth, she reeled him in at four seconds a lap. After refuelling for the last time some 90 minutes from the finish, Desiré had in effect a one and a half lap deficit to overcome. With 73 minutes left, she unlapped herself. Eight minutes later Brunn made an extra, quick pitstop, and the gap plummeted to only 39 seconds. The De Cadenet's DFV sounded terrible, but Wilson was driving for all she was worth, and with 26 minutes to go she took the lead between Abbey and Woodcote.

So De Cadenet and Wilson took their second consecutive long distance win in a fortnight. The Brunn/Barth 908 came a gallant second, less than half a minute down, and third was the Porsche 935 of Paul and Redman. This was so nearly a last-minute non-finisher, for it devoured a piston just three minutes from time, but Brian kept it running amidst plumes of oil smoke for the vital couple of laps. Three laps down, Röhrl and Alboreto kept Lancia ahead in the championship by coming fourth, well ahead of two more German driven 935s. They were easy winners of the 2-litre division in the end, although that honour had seemed destined for the Brambilla/Lombardi Osella, which had been contesting third place with the Paul/Redman Porsche until eliminated by ignition failure five hours after the start.

MONZA SIX HOURS — sports cars — 183 laps, 1,061.4 Kilometres

1st	A. de Cadenet/D. Wilson (3.0 De Cadenet DFV)	6 hr. 1 min. 8.8 sec.
2nd	H. Pescarolo/J. Barth (3.0 tc Porsche 935)	6 hr. 1 min. 18.7 sec.
3rd	R. Patrese/W. Röhrl (1.4 tc Lancia Beta Montecarlo)	182 laps
4th	D. Schornstein/H. Grohs (3.0 tc Porsche 935)	180 laps
5th	E. Cheever/P. Ghinzani (1.4 tc Lancia Beta Montecarlo)	176 laps
6th	R. Parpinelli/R. Frisori (1.6 Osella-Ford PA6)	170 laps
7th	V. Coggiola/G. Schon (3.0 tc Porsche 935)	170 laps
8th	L. Ferrier/F. Servanin (3.5 BMW M1)	167 laps
9th	"Gimax"/M. Gallo (2.0 Osella-BMW PA8)	166 laps
10th	E. Schiebler/W. Ralf/T. Fischhaber (3.0 Porsche 935)	162 laps

Winner's speed: 176.35 k.p.h.
Fastest lap: R. Zorzi (3.0 Capoferri DFV), 1min. 48.6sec. — 192.27 k.p.h.
37 starters — 13 finishers

SILVERSTONE SIX HOURS — sports cars — six hours exactly — 234.5 laps

1st	A. de Cadenet/D. Wilson (3.0 De Cadenet DFV)	687.61 miles
2nd	J. Barth/S. Brunn (3.0 Porsche 908/3)	686.79 miles
3rd	J. Paul/B. Redman (3.2 tc Porsche 935 K3)	683.71 miles
4th	W. Röhrl/M. Alboreto (1.4 tc Lancia Beta Montecarlo)	678.55 miles
5th	D. Schornstein/H. Grohs (3.0 tc Porsche 935)	667.21 miles
6th	E. Doeren/G. Holup/J. Laessig (3.1 tc Porsche 935 K3)	657.00 miles
7th	S. O'Rourke/V. Norman/C. Craft (4.9 Ferrari 512 BB)	606.63 miles
8th	R. Cleare/T. Dron (3.00 tc Porsche 934)	603.67 miles
9th	E. Soto/P. Honegger/M. Hutchins (2.3 Mazda RX7)	602.73 miles
10th	J. Guerin/F. Alliot/C. Bussi (3.0 tc Porsche 934)	601.32 miles

Fastest lap: J. Fitzpatrick (3.2 tc Porsche 935 K3), 1 min. 25.53 sec. — 123.41 m.p.h.
26 starters — 11 finishers

And so to Le Mans

As these reports were written, only a month remained before the highlight of the endurance racing year: the 24 Hours of Le Mans. This year the French are emphasising durability and fuel economy, and have drastically rewritten the regulations to that effect. No car may carry more than 120 litres of petrol, refuelling stops will take more than two minutes a times, and no team may replace an engine, gearbox, or more than one turbocharger from the start of timed practice on Thursday — on pain of exclusion.

For British fans, the big question must be whether Alain de Cadenet's team can at last achieve their dearest ambition: to win Le Mans. With the relatively economical DFV in long distance tune, they must have their best chance ever of defeating the hordes of Porsches, a bevy of Ferrari 512 Boxers, and a handful of rival DFV propelled Gp 6 cars, including the Ibec from Britain, Nick Faure's Lola, the ACR of Switzerland, and the Rondeaus from France.

Fastest cars in the race should be the Turbo Porsches. The quicker 935s include a Dick Barbour entry for John Fitzpatrick, Brian Redman and the Californian owner-driver himself, a full team of Kremer K3s (one of which triumphed last year), and a lone Gelo entry. Jacky Ickx is out for a record fifth victory in the race, sharing a privately prepared Porsche 908/80 Turbo with its entrant, Reinhold Joest. But the turbo cars are heavy on fuel, and will have to lap very rapidly indeed to make up time lost in the pits this year. Can the British De Cadenet outpace and outlast the Porsches? We will only know that at 4 p.m. on Sunday, June 15th. — J.C.T.

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Clarks

Book Reviews

"The Sunbeam Motorcycle" by Robert Cordon Champ. 205 pp. 9¼" × 6½". (*Haynes Publishing Group, Sparkford, Yeovil, Somerset BA22 7JJ*. £6.95)

This book is about Sunbeam motorcycles (and the Sunbeam push-cycles), and it sets a high standard of how one-make history should be presented. There is a wealth of information in this excellent book, about the origins of the Sunbeam bicycles and motor-cycles, the competition activities of the famous Company, its production methods in "Sunbeamland" and other factories, the beginnings of the "gentleman's motorcycle", the great early-vintage years, to the swansong of 1926-1930 and subsequent stagnation in 1939, culminating in the BSA-Sunbeam, etc.

It is all there, capturing exactly the spirit of those times and of Sunbeam lure in particular, a very good job done by Champ and Editor Jeff Clew. There is an honest account of the mysterious Sunbeam japanned finish (which the book's dust-jacket depicts), the "characters" who rode Sunbeams in races and trials or designed and manufactured them, are nicely outlined, and the detail is such that from text and appendices Sunbeam products can be accurately dated, etc. The change in petrol tanks and badges is but a small part of this and the illustrations are not only clear, but they admirably support the text — photographs of bicycles, personalities, factories and factory interiors, machine components — it is all there, together, of course, with a wealth of racing and trials pictures over the years. Even the later four-cylinder BSA-Sunbeam motorcycle engines, post-war Sunbeam and BSA-Sunbeam bicycles, and the Raleigh-Sunbeam plastics toy racing car of 1976, are included.

I liked this book very much indeed and it should be welcomed by all Sunbeam enthusiasts. The schoolmaster author gained knowledge of "The Sunbeam" at first-hand, while living in the Black Country and has owned Sunbeam motorcycles of his own. — W.B.

"The Porsche 911 and derivatives" by Michael Cotton 128 pp. 7¼" × 9". (*Motor Racing Publications Ltd., 28 Devonshire Road, London, W4 2HD*. £6.95).

This is a further book in MRP's "Collector's Guide" series and its completeness and accuracy is assured by the choice of author, Michael Cotton being a well-known Porsche fanatic who now looks after Porsche publicity in this country. He considers that the Porsche 911 is the creme de la creme of great and magnificent road cars, the model that took over from the original Porsche 356 on which the fame and fortunes of the famous Stuttgart Company were founded, to become in its own right a car which surpassed the Company's wildest dreams in every sphere.

It is this Porsche model with which Cotton is mainly concerned and he has packed in everything the wildest fanatic of an owner or admirer of the 911 could wish to know. From the car's ancestry and parentage he takes us through the model's birth, the later technical improvements, with a chapter about the bored and stroked 2.2-litre and 2.4-litre versions, on to how the Carrera returned to production, the 930 Turbo arrived, and about how the 911s and the Turbos performed and increased their prestige on the race circuits.

Not content with that, Michael tells of what to look for if you intend buying a used 911 and his model-recognition and serial-numbers Appendix will be invaluable to buyers and historians. The book is well illustrated with many good pictures, of which only some of the ones from the distant past could be dismissed as "old chestnuts". A very well-balanced and useful publication. — W.B.

"The Lotus Elan and Europa" by John Bolster. 128 pp. 7½" x 9" (*Motor Racing Publications Ltd., 28 &32 Devonshire Road, London W4 2HD*. £6.95).

To their earlier landscape-style books, which they term "Collector's Guides", MRP have added this well presented and illustrated book about two specific Lotus models which are becoming rather rare, only 25,000 Elans, P2s and Europas having been built up to 1975. Previous volumes in the series have covered the Triumph TRs, the MG A, B and C models, and the Jaguar E-type, while there are titles about the Porsche 911, the Jaguar XKs, the T-Series MGs (by Guess-Who?) and the Sprites and Midgets, in the publisher's pipeline.

In the present work John Bolster has done a commendably good job of telling all that matters about these fascinating Lotus models, with an additional bonus in the form of a chapter by his friend "Jabby" Crombac about the two Lotus Elans he has owned and which he has used in France, after acquiring one of them under rather dramatic circumstances. As one who still recalls the great fun had from a road-test Elan with its very-advanced road-clinging qualities, over tenuous Welsh mountain-roads, I find this little book a very good "refresher course" on the backbone-chassis, fibre-glass coupé and subsequent models, well endowed with very detailed technical data and drawings, tabulated specifications, and above all interesting and provocative pictures. — W.B.

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Those seeking information about record-breaking and racing at Daytona beyond just the already well-chronicled Land Speed Records established there, will find the big soft-cover work by William Neely of value. It charts the progress of racing there from 1903 to 1979, when the banked Speedway was lapped at over 187 m.p.h. Listing all the Daytona records, well illustrated, although many of the pictures from the early days have been published previously, and doing for the Daytona Speedway what other books have done for Brooklands, Montlhery and Monza, this official history of Daytona and Ormond Beach racing and today's NASCAR speedways is available from Patrick Stephens Ltd., Bar Hill, Cambridge, CB3 8EL, for £10.95, or in casebound form for £15.95. Its 211 pages measure 10¾' × 8¼', and contain 353 black and white and 12 colour pictures (some depicting horrific accident scenes), not counting diagrams, but the text is in popular or Americanised idiom. — W.B.

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A Full Suzuki history, aimed at both motorcycle and car readership, has been completed by Jeff Clew, after a high-pressure visit to Japan. Called simply "Suzuki", the book comes from the Haynes Publishing Group (address above),runs to 235 6¼" × 9¼" pages, and sells for £8.50. W.B.

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I would have thought that quite enough had been written about Morgans and MGs, for the time being. But if you do not agree, I suppose I should draw your attention to two more such books. One is a rather pointless landscaped thing in the Survivors' series called "Postwar MG and Morgan" by John Blakemore and Henry Rassmusseh, that originates from Picturama Publications of California but can be obtained here from PSL of Cambridge if you rate a miscellaneous picture study of these cars worth £19.95. The other, purely Morgan, offering some rather sick humour in the form of cartoons and verses by Terry Quirk, dubbed "The Morgan Car Toon Book". It has a most uncharacteristic Foreword by Peter Morgan and is published by Quills Publishing, 63 Wood Street, Barnet, Herts. — W.B.

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Published in association with the RAC by Macdonald & Evans Ltd., the "Driver's Guide to the Law" paperback, running to 176 pages, is a very useful guide to motoring law, made more attractive by a fictitious account of what happened in Court to a lorry driver convicted of several offences and defended under the Legal Aid scheme. If you want to know how Court cases are conducted, for which motoring offences your licence can be endorsed or disqualification imposed, or what legal terms mean, this is the book to buy. It costs £2.95. — W.B.

Cars In Books

A FEW miscellaneous motoring snippets appear in the paperback "For Adults Only" by Diana Dors (W. H. Allen, 1978), lent to me by my secretary. In 1953 Diana Dors and her first husband were running a "lovely Rolls-Royce" but she admits that her main style of car over the years has usually been a Cadillac, of which her favourite was the one she took to the Cannes Film Festival. It was a powder-blue convertible, matching her gown. But the famous film star has "toyed with the odd Rolls-Royce", and other American makes besides Cadillacs, and there was also her specially-built Delahaye exhibited at a Paris Motor Show, which the book illustrates. With its "crystal steering-wheel and solid gold fittings" it must have been a match for those Docker Daimlers. There is a sad little story in the chapter (C for Cars) devoted to Diana's white Rolls-Royce which, she says, never seemed to go right. It cost her a fortune and finally, she says, exploded with a loud bang on a Northern Motorway, so that she had to thumb a lift.

There are also references to Kay Kendall and Rex Harrison, who was then courting her, driving down to Cookham in a chauffeur-driven Rolls-Royce, to how a boy-friend who was driving Diana Dors in her Cadillac in London in 1958 (American car-buffs will know which Cadillac model this was) had his licence suspended for a year for disobeying a policeman's signal, to Sir Carol Reed, the film director, and the Rolls-Royce he had in London, and to the pink Cadillac of a male-friend who used it, to attract the birds. . . .

The book also refers to Edward Montagu, whom Diana Dors calls her first and dearest friend among the Peers. But curiously, although she praises his determination and business acumen in building up the Beaulieu estate, she does not mention historic cars or the National Motor Museum. There is also a chapter devoted to Bunty Scott-Moncrieff, "purveyor of horseless carriages to the Nobility and Gentry", who has advertised regularly in MOTOR SPORT since long before the war. He took Diana Dors out, with humorous consequences, when she was in Instanbul, a story which has no cars of any kind associated with it.

Another story is about a private aeroplane which crashed in one of the fields at the Dors' 15th-century Sussex farm while flying low to view — so the Press said — Diana in a bikini; in fact, it had landed but hit telegraph wires on take-off, without injury to the pilot but damaging the aeroplane, which had apparently been hired from someone else. Aviation enthusiasts will no doubt be able to pin-point the incident. — W.B.

A Further Look at the Napier Railton

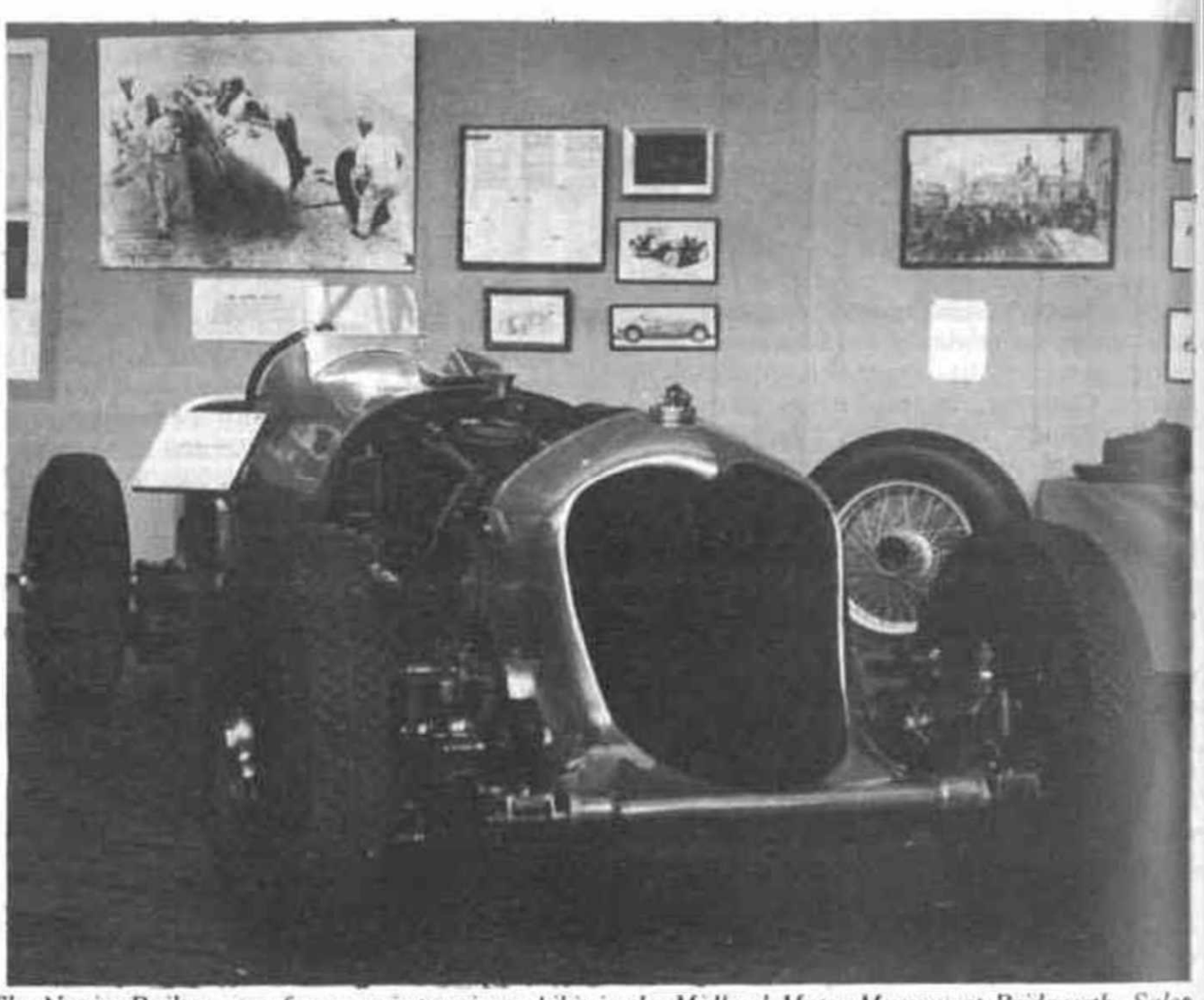
THE NAPIER Railton, which will forever hold the Brooklands lap-record at 143.44 m.p.h., is an impressive car, which I took a further look at, last month. I recall how it was built by T & T's of Brooklands Track specially for big-car fancier John Cobb, as an advancement on the ancient 10-litre Fiat and 10½-litre V12 Delage which were his former Track cars, and how it made its impressive début at the 1933 August BARC Meeting, winning the very first race in which it ran, after setting a new s.s. lap-record of 120.59 m.p.h., and in its next race breaking the class A lap-record at 137.20 m.p.h.

That was the beginning of a long and successful career, during which this brilliant design of Reid A. Railton broke records innumerable, including World's records of from one kilometre (151.97 m.p.h.) to 24-hours (150.6 m.p.h.), as well as winning four Brooklands races, embracing the BRDC 500 Mile Race (at 121.28 m.p.h.), the BRDC 500 kilometre Race (at 127.05 m.p.h.) and the Championship Scratch Race in 1933 (at 131.53 m.p.h.). In all, the great car broke 47 records. It was driven before the war not only by John Cobb but by the Hon. Brian Lewis, Tim Rose-Richards, Cyril Paul, Charles Brackenbury, Charlie Dodson, Oliver Bertram and Freddie Dixon, the last-named crashing the car at Montlhéry.

I was as excited as anyone at the time of the car's début and wrote of its chances of taking the Brooklands' lap record in the long-defunct paper *Brooklands — Track & Air*, saying: ". . . Can Cobb capture it? Yes, I think so . . . Given a cool track — for Brooklands severely stresses the tyres of a heavy car — and ordinarily favourable conditions, Cobb should put the figure to between 138-139 m.p.h. fairly easily. Whether he will do more depends on how the huge car takes, and withdraws from, the banking." (That was written in 1934 — in which year the Napier-Railton set the record to 139.71 m.p.h.)

After the war Sir Geoffrey Quilter made good use of the ageing car for testing GQ aircraft parachutes, after it had survived some nonsense as the mechanical hero in the film "Pandora and the Flying Dutchman", shown again recently on TV. At this period Ken Taylor's son Ian helped in the conversion to Dunlop disc brakes (on the back wheels only, as the original drum brakes had been). The Napier Railton was then acquired by that courageous driver the Hon. Patrick Lindsay, who used it for VSCC racing, even spinning it on one memorable occasion, at Oulton Park. Douglas Hull had prepared it for Lindsay.

By this time it had deteriorated and when Bob Roberts took it on, it needed an overhaul. This was done by Peter Horne, and I discussed it with him a short time ago. The meeting took place at the Hammersmith premises of Lendrum & Hartman, one-time the celebrated Buick Concessionaires in this country. They still handle GM cars, their showroom being largely filled with Opels when I called, but these were overshadowed by some big American cars, including a Cadillac Seville, and by a Rolls-Royce Silver Cloud in the background with a "Sold" sticker on its windscreen. Mr. Horne converts these American automobiles to right-hand-drive, a difficult task, involving moulding new facia panels. He contrives to keep all the controls as they are with l.h.d., even in those GM models with a steering-column gearchange. While we were discussing how customers for these celebrated American makes buy them much more readily if they have automatic transmission and r.h. steering, a colleague of Mr. Horne's mentioned knowing Kaye Don when he was selling Pontiacs in this country. It was a small world, for when I returned to the office I happened to pick up an old photograph of R. J. Munday, who raced one of the Leyland-Thomases at Brooklands, and the caption said that he was enjoying his Pontiac "supplied by Kaye Don". . . .



The Napier-Railton now forms an impressive exhibit in the Midland Motor Museum at Bridgnorth, Salop. Behind it is the George Monkhouse picture of the car during a pit-stop in the 1935 BRDC 500 Mile Race.

Peter Horne told me that second gear in the three-speed Moss gearbox had been thrashed hard by GQ and it had to be replaced, at that time. Peter had worked at T & T's up to 1941 and, faced with the Napier-Railton again, he set about stripping-down the 24-litre Napier "Lion" engine. Surprisingly little had to be replaced, although the water-pump drive had sheared. The badly-leaking water jackets were seen to, and then pressure tested. The old brake drums and the complex exhaust system (for the 12 cylinders in three banks of four) were missing. The disc brakes have, therefore, been retained but Mr. Horne had to make up the Brooklands-type exhaust piping and big silencers again, a very difficult task successfully accomplished, as will be appreciated if you look at the car today.

The Borg & Beck clutch was in good shape but all the wheel bearings and some of the gearbox bearings had to be replaced. It was confirmed to me that the "Lion" engine is an aero-engine, not the "Sea-Lion" marine adaptation of the famous Napier power unit. Peter also thinks that the rumour that this one engine lasted the life of the car and was never stripped down previously is probably true — remarkable when you calculate that the Napier-Railton must have run at least 12,000 very high-speed miles since it was built, at the very minimum, even if the big engine did run most of the time at only about 2,000 r.p.m. Different from today's F1 engines that are stripped down on average after some 800 miles!

The instruments are thought to be the original ones, but there were two blanked-off holes in the facia that were not accounted for, and although a Lucas triple headlamp set was made for the car when it was running at night on the Utah salt-flats in pursuit of the 24-hour record (apart from an ingenious electric starter engaging with a back wheel), Peter never discovered how these lamps were mounted. . . . But evidence of where the bent chassis had been repaired after the Dixon accident *was* visible. Restored, to Bob Roberts' high standards, the famous car is now in his Midland Motor Museum at Bridgnorth, where I went to see it again, driving there in a new Vauxhall Astra.

In pristine condition, the old giant forms one of the major exhibits in the selective display of competition cars that is the essence of Bob Roberts' Museum. It is a tribute to Hodec Engineering of Old Woking who carried out the restoration for the car's present owner. Not only does the MMM have this famous car on show but it also has all the original works-drawings and the workshop schedules for all the chassis parts that were used in its construction at T & Ts, while subsidiary exhibits behind the Napier-Railton include one of the plain-treaded Dunlop 7.50-20 tyres from the Bonneville record runs in 1936, a blueprint of the circular courses at the Salt Flats used by Cobb, a huge George Monkhouse photograph taken during a pit-stop in the 1935 BRDC 500 Mile Race at Brooklands, an engine test-sheet, and my "profile" about the car, etc. In the pit-stop picture Tim Rose-Richards is sitting impassively in the cockpit while fuel is hosed into the 65-gallon tank and the enormous tyres are changed by "Dunlop Mac" and his men. The stop took more than ten minutes, with three more, much shorter, stops later in the race, yet Cobb and Rose-Richards won at 121.28 m.p.h., or faster than the contemporary Indianapolis 500s were being run. I remarked to Michael Barker, the Museum curator, that I seemed to remember the Napier-Railton's pit-

The Ferrari 250 GTO

THE 250 GT Berlinetta Ferrari was the standard for competition cars that everyone tried to emulate. The 3-litre V12 engined coupe went through a long development life closely involved with long-distance racing, especially the tougher events like the Targa Florio, the Le Mans 24 hour race and the Tour de France. The ultimate version of the competition coupé Ferrari first appeared in 1962 and was the 250 GTO on which much attention had been given to aerodynamics in the body shape, aimed at increasing top speed to around 175 m.p.h. and improving adhesion by creating down-force, or at least getting rid of aerodynamic lift. In the eyes of most Ferrari enthusiasts the 250 GTO is the most beautiful competition coupé of all time from Maranello and everyone would like one.

It was in late 1960 that plans were started for an improved version of the existing 250 GT SWB lightweight Berlinetta, and more speed was vital for racing as opposition was due to come from the lightweight E-type Jaguar, the Zagato bodied Aston Martin and the Shelby Cobras. The prototype cars were bodied by the factory panel beaters, but when the GTO was finalised the production bodies were made by Scaglietti in Modena. Enzo Ferrari showed the new 250 GT Competition Berlinetta 1962, as the car was called officially, to the Press at Maranello on February 24th 1962 and as it had been homologated with FIA it was ready for battle. Its successes in competition were enormous and it swept the GT field until the advent of the mid-engined GT cars. Homologation was a comparatively new activity within the FIA and the Italian word was *Omologato*. In a telegram to Ferrari at one point in negotiations the car was described as the 250



A genuine Ferrari 250 GTO.

GTO, when they meant to say 250 GT-O (for Omologato). This mistake coined the title 250 GTO and it has stuck ever since.

Apart from prototypes and experimental cars with 4-litre engines, a total of thirty-six GTO models were built, which was more than enough for the GT racing fraternity's needs at the time. Now that everyone is collecting old things, and not using them, the 250 GTO is much sought after. Consequently, certain motor dealers and Ferrari specialists are beginning to satisfy the ever-demanding market by taking normal 250 GT Ferraris and having them rebodied with GTO-type bodywork. On the face of it the normal production 250 GT has the same mechanical components as the 250 GTO, but in fact this is far from the truth. Doubtless some of these fake Ferraris will be passed off as the real thing, but there is no reason for anyone to be caught by an unscrupulous dealer, for Ferrari Clubs abound in almost every country and they will always assist a prospective owner. A far safer bet is to acquire a copy of that fine book by Jess G. Pourret entitled "The Ferrari 250 GT Competition", published by John W. Barnes Publishing Inc. Box 323, Scarsdale, New York 10583, USA. In it all the real GTO Ferraris are listed in detail and all the differences between GT and GTO are explained in great detail. With this knowledge any prospective purchaser of a GTO Ferrari should be able to verify its authenticity and see how well the dealer has make his fake.—D.S.J.

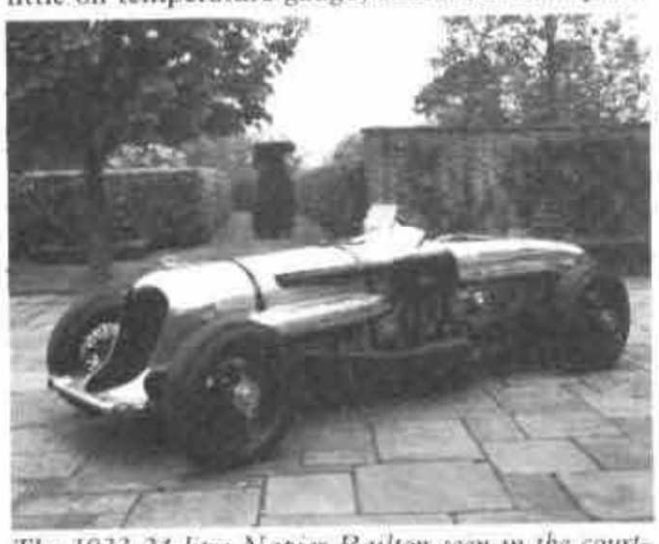
NAPIER-RAILTON — continued

crew having a signal-station over on the Byfleet side of the Track, to warn them when tyre wear was becoming a problem or that the car was coming in; I could not recall whether this was done by radio or by land-line, the latter I think, but did they lay their own 1½ miles of cable or simply "tap" a convenient BARC telephone-wire?

More so than ever today, the old monster is an impressive sight. The steering-gear and other chassis parts display clearly the fine tool-room work for which Ken Taylor of T & Ts was famous. The massive springs, ½-elliptic at the front, twin-cantilevers at the back, show that Reid Railton was determined that the rough surface of Brooklands should not defeat the suspension. Not only are the polished leaves of these Woodhead springs very wide and thick but each one has six leaves, or seven each for the back springs if you count the top spacer-leaves. The radiator cowl carries a tiny T & T badge but the bigger winged badge has yet to be refitted. The camshaft cover of the centre bank of cylinders of the Napier Lion engine carries a large brass plate explaining the complex firing-order, an arrow indicating that it should be read from the "Airscrew End", which as installed in the chassis is the clutch end.

The car is shod now with 7.00-19 Dunlop Racing tyres. Looking into the spacious cockpit in which John Cobb and his co-drivers spent so many eventful hours, one notes that the steering-column is braced by three tubular stays which cross the cockpit and are substantially anchored to the outside of the chassis side-members. The big steering wheel has four spokes and a small knurled knob in its hub which may be a hand-throttle. The accelerator is central and to the left of the single bucket seat is the little gear lever, with the transmission hand-brake outboard of it — for driving impressions, see MOTOR SPORT for June, 1970, page 600.

When GQ Parachutes had the car some extra instruments were added and the aluminium dash panel, set under the scuttle in the o/s corner, became dishevelled. A new one was made, with the instruments positioned as closely as possible to their original locations. In fact, it is all quite simple, for a racing car. Dominating this panel is the large Jaeger tachometer, with its readings starting at the right top segment of the dial. The calibrations read 2,5, and then well spaced out, 10,15,20,25 and 30, i.e. from 200 r.p.m. to 3,000 r.p.m. I think the engine normally ran at around 2,200 r.p.m. On the left of this tachometer is a little oil-temperature gauge, calibrated in steps of ten degrees from 30 to 100, with the more critical readings (80-90-100 deg.) again more widely spaced out. Beneath this dial is a huge domestic brass tumbler ignition-switch, up for "off". To the right of the main dial are two matching small dials, for oil-pressure (10-100 lb./sq. in., in steps of ten pounds, equally spaced this time) and water temperature (the needle reading from 20 to 100 deg. C., in spacings of ten degrees, the vital indications here again being spaced out, from 80-90-100). To the right of the water thermometer is a big knob for the Ki-gass. A large tap on the floor, convenient to the driver's right hand, cuts off the fuel flow. The seat is adjustable, to suit anyone from Cobb to Dixon, by means of a central slide, which is locked in placed with a big key engaging with a line of locating holes on the floor.



The 1933 24-litre Napier-Railton seen in the courtyard of its present owner's house — a mounted colour print of this Neil Bruce photograph is obtainable from the Midland Motor Musuem, for £3.00.

It was good to see the old racing car that I used to watch frequently in its active days in such fine condition, and anyone who likes this kind of thing should most certainly try to see the final manifestation of the pre-war aero-engined Track cars, as represented by the Napier-Railton. The Museum sells a fine mounted colour photograph of it, for £3.00, and Grand Prix Models of Radlett should soon be releasing their new kit of the car.

W. B.

THE Midland Motor Museum has since confirmed that the engine now in the Napier-Railton is the same one that was installed in the car in 1933. When this Type E89 Series XIA Lion engine was tested at Napier's at Acton before being installed in the chassis it gave 564 b.h.p. at 2,350 r.p.m. on a c.r. of 6:1, and the maximum of 590 b.h.p. at 2,700 r.p.m. This compares with 400 b.h.p. from the original Lion engines in 1919, the 450 b.h.p. which these engines developed by 1921 and the 470 b.h.p. of the 1922 Schneider Trophy version. Cobb required reliability and obviously avoided the more highly developed versions of the Lion such as the 1927 engine that gave 875 b.h.p. at 3,300 r.p.m. on a 10:1 c.r., the 1929 Schneider Trophy engine, as used in Segrave's Golden Arrow, that developed 1,295 b.h.p. at the same speed and the eventual supercharged Lion that produced 1,450 b.h.p. — W.B.



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


WARNING: CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

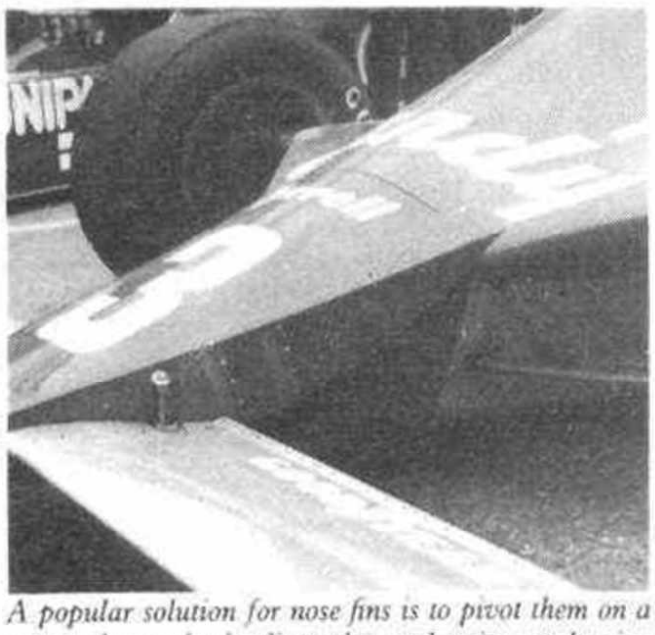
Formula One Trend Of Design

Aerofoil Adjustments

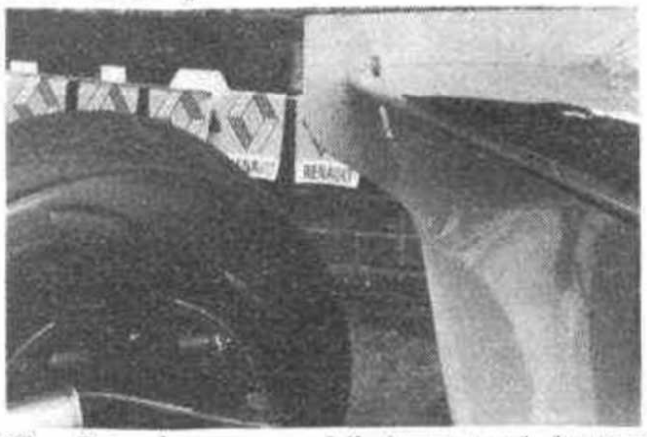
DESIGNING AERODYNAMIC aids for the modern Formula One car is one thing, making the best use of them is much more difficult. Information about the effectiveness of front fins, or a rear aerofoil, has to come from the driver by way of "feel" and this information in turn has to be analysed by the engineer. Adjustments can be infinitesimal or very sizeable in the shape of an entirely different set of fins or a different rear aerofoil, and once again the effectiveness depends on the perception of the driver, or occasionally in lap times. Basically, the steeper the angle of the aerofoils to the direction of travel the greater the downforce being applied through the chassis, and thus to the tyres, and the harder a tyre is pressed onto the ground the better it will grip. Balanced against this aerodynamic downforce is the aerodynamic drag caused by the aerofoils, the steeper their angle the greater their drag. In theory you cannot have too much downforce and grip from the tyres and the cornering force generated is proportional to this, but bearing in mind that the aerofoils have to be pushed through the air, you could arrive at the situation of a car having enormous cornering power but no speed, as the b.h.p. of the engine was only just overcoming the drag of the aerofoils. Where more than one adjustment is available everything has to be a compromise, so on most circuits the aim is to generate as much cornering force as possible without losing any speed on the straights.

On circuits like Kyalami and Paul Ricard, with long straights, you can easily arrive at the situation of reducing drag to a minimum in order to attain maximum speed, but having poor adhesion on the corners. Alternatively you can produce immense cornering power but suffer from loss of speed on the long straights. There is no definite answer, it is entirely up to the engineer to decide what is good for his driver and for the driver to confirm that he feels happy with the result and no two results are exactly the same. It is all a hit-and-miss game and the best compromises come from a driver/engineer combination that is harmonious.

Types of frontal fins or full-width aerofoils and rear aerofoils have already been discussed in this series, and much of the choice is fashion, following the trends set by a successful car. When Lotus were winning with the Lotus 79 with the rear aerofoil mounted on sideplates, there was a lot of copying. Then Williams began winning with the rear aerofoil mounted on a central pillar and that was suddenly in vogue. The adjustments for the aerofoils vary quite considerably, from pre-set aerofoils that are changed complete with the mountings, as on the Ferrari, to movable aerofoils with degree graduations marked off as on the Renault. On the Renault the fore and aft aerofoils are hinged along one edge and move about an arc in guide-slots, with locking devices to fix them at the desired angle. On the nose of the car and on the fixed portion of the rear mounting are fine graduations clearly marked so that the aerodynamic surfaces can be raised or lowered a degree at a time. When aerofoils were in their infancy there were few rules and driver control of the adjustment was popular, but the rule-makers banned this and now you are only allowed to alter the angle of incidence of an aerofoil while the car is in the pits and they must be locked in place.



A popular solution for nose fins is to pivot them on a cross-tube at the leading edge and paint graduation marks on the side of the nose to give the angle of incidence in degrees.



The Renault rear aerofoil is mounted between sideplates and pivots about its trailing edge. The front edge is located in slots with a locking screw on the outside. Degree graduations are marked on the inside of the sideplate.

Most designers mount their front fins on a tube running through the nose with a lever and screw adjustment for rotating this tube in either direction, thus altering the angle of incidence of the fins. Sometimes the screw adjuster stands proud of the fibreglass nose, in other cases it is inside and reached with a screwdriver poked down through a small hole. Renault, Brabham, Williams, Tyrrell and Shadow all have degree markings on the bodywork against which to align the edge of the fins, while others have them pre-set at a base angle and then work on the number of turns of the adjusting screw, either one turn up or one turn down, it being ascertained in the design stage what the ratio of turns to degrees is. Ferrari is entirely alone on front aerofoils, using one very wide one, made of aluminium, mounted well ahead of the car, like an air shovel. The aerofoil is attached to a tubular structure, with a magnesium casting at the attachment point, and the tubes slot into locations on the front of the monocoque. Three quick-release pins hold the assembly to the chassis and the whole thing can be changed in a matter of seconds. A selection of different size and different shaped units are taken to each circuit.

Rear aerofoils mounted on a central pillar are the most popular layout and in most cases the pillar is attached to the gearbox casting by a long bolt about which the pillar can hinge. Another bolt locates through a hole in the pillar which lines up with any of a number of holes in the mounting bracket. This method allows the incidence of the rear aerofoil to be altered quickly and easily by pulling out the locating pin, hinging the pillar to line up with another hole and inserting the pin. Once again, in the design stage the pattern of locating holes is co-related to the angle of incidence. This popular method was perfected by McLaren a long time ago and copied by numerous designers as being a simple and effective solution. Another method is to pivot the pillar through an arc with clamp bolts in slots to give infinite adjustment, and a spirit level laid fore and aft on the aerofoil will give the required angle.

With improvements in the effectiveness of the air passing under the car the sizes of front fins and rear aerofoils has been drastically reduced and the fashion now is to do away with nose fins altogether. So far experiments in doing away with rear aerofoils have not been very encouraging, but if sufficient downforce can be created by the bodywork then we may see the disappearance of the rear aerofoil. At the recent Belgian GP Brabham, Lotus, Williams, Ligier, Fittipaldi, Tyrrell and ATS were all running in the race without nose fins, which indicates a very distinct trend of design, or a fashion. — D.S.J.

More VEV Odds and Ends

THIS year's HCVC Run from London to Milton Keynes, sponsored by Milton Keynes Development Corporation, starts from Alexandra Palace, N. London, and goes via Muswell Hill, Barnet, St. Albans, Dunstable and Bletchley to finish at Central Milton Keynes, the date being September 21st. Before this the same Club has its Commercial Vehicle Display with which is incorporated the Vintage Lorry Driver of the Year Competition, and the National Fire-Engine Contest, at the Royal Showground, Stoneleigh, Warwickshire over the week-end of August 23rd/25th. Details from: S. Burborough, 68, Coombe Drive, Dunstable, Beds. Those interested in the older "heavies" may care to note these dates.

The *Dalesman* for last March had an article recalling the famous freak hill-climb at Rosedale Abbey Bank in N. Yorkshire, known to motoring folk as the Rosedale Chimney. Apart from some interesting information about the road itself, it seems that the "Chimney" was first used as a freak hill-climb in 1919, by the Bradford MC & LCC. Large numbers of onlookers gathered to see the fun in 1920 and 1921 and were pleased when the local rider, Arthur Champion of Rosedale, won by a point from Moorhouse, riding a 1911/12 3½ h.p. BSA. From 1923 the York & DMC combined the Sutton Bank speed hill-climb with the Rosedale Chimney freak climb over one weekend. The Bradford MC & LCC also used the latter hill, after their members had attended a Sunday service conducted by the Rev. Dovener. They had a brass band playing and made the White Horse Hotel at the foot of the hill their headquarters. Champion now had an American Excelsior motorcycle, which won the solo class, the side-car section going to Wood's Scott Squirrel. The car boys then got the idea, a star performer being Archie Frazer-Nash in his GN. A Jowett driven by W. Cannery was one of the last to use the gradient, on an occasion when his friend's Crossley fabric saloon broke down and had to be rescued by a breakdown truck from Kirbymoorside, the friend being Joe Hepworth of Hepworth & Grandage, the piston-ring people, who had raced a Jowett at one time. Other freak hills were Post Hill (1 in 1½, against the reputed 1 in 2½ or 1 in 3 of the "Chimney"), Hepolite Scar near Bradford and Dalton Bank near Huddersfield. A variant was a *slow* hill-climb, at Garroway, in 1919. Incidentally, the Rosedale Chimney, dismantled in 1972, carried smoke from steam engines used to haul ironstone waggons up the incline from Hollis Mine; the bridge taking the bank over the incline is still standing.—W.B.

The Formula One Scene

RECENTLY THE FISA have been announcing a long list of new rules, some to come into effect immediately, others as long-term thinking and many of them are aimed to ensure that control of Formula One racing remains with the International Governing body, and that it remains in line with the rest of the world of motor sport. Many people in Formula One think that it is something special that should have its own rules and management; they seem unable to appreciate that it is the top of a pyramid whose base is the ordinary sporting clubmen starting in his first closed-to-club driving test, treasure hunt or rally. From the moment you buy a competition licence, fill in an entry form and put a number on your car, you come under a basic code of practice that you stay with until you are on pole-position for the British Grand Prix. The same code of practice holds good anywhere in the civilised world where countries are members of the Federation International Automobile. The world-wide FIA has delegated the management of the sport to the Federation International Sport Automobile (FISA), who in turn delegate local management to member countries who look after domestic needs, in our case the Royal Automobile Club, and they pass on management to individual clubs like the Vintage Sports Car Club or the Hants. and Berks. Motor Club. From the top to the bottom all activities are run to the same basic concepts and the same basic rules, but naturally each activity has its own rules and regulations on details.

There are something like 54 countries in the FIA, of which some 44 have sporting interests, so you can imagine how many people are involved in the sport as competitors; whether they take part in driving tests or Grand Prix races they are all FISA competitors. Big firms who are closely tied to the sport, like Goodyear, Dunlop, ELF, BP-Shell, Castrol, Ferodo, Champion, NGK, Lucas, Magneti-Marelli, as well as manufacturers like Ferrari, Renault, British Leyland, Fiat, Datsun, Ford and all the others, are interested in the sport across a wide range of activity, of which Formula One is only a part. Admittedly it is a big part, but none the less, only a part of their overall interest. When I hear talk that the Formula One Constructors Association are going to break away from the FIA and FISA and run their own events to their own rules, I wonder what they are going to use for tyres, oil, brake linings, sparking plugs, electrical equipment and so on. If they operate outside the accepted authority of FISA they constitute "pirate events" and would not get the support of a lot of vital firms, unless those firms were prepared to go "pirate" and forsake all interest in FISA controlled sport. I have asked Goodyear and ELF about this and they both point out that the sum total of their involvement in other sporting activities is far greater than that in Formula One. They agreed that Formula One was their biggest and most important involvement, but they were not prepared to drop everything else and put all their effort into Formula One. Goodyear are in rallies, circuit racing at all levels, NASCAR racing, USAC racing, CART racing, drag-racing, in fact anything involving wheels. Likewise ELF are involved with just about every form of racing car from Renault 5 saloons to the Formula One Renault-Turbo.

Realising that a total breakaway is impracticable certain members of FOCA have been



Jean-Marie Balestre, FISA President

operating in a round-about way to attain more control of Formula One, and a succession of not-very-strong FISA Presidents has allowed this infiltration to grow almost unnoticed. Many years ago the Frenchman Jean-Marie Balestre saw what was happening and said if he became President of FISA he would put a stop to it. At the time he was the head of the French Sporting Authority, and subsequently he did become FISA President. Since that day he has waged open warfare with the FOCA to prevent any further filtering away of control from the FIA and FISA, and he is still hard at it, even though it may be hidden by smoke-screens and diversions on both sides. Remember that he heads the committee that represents the sport for something like 44 countries throughout the world and many thousands of licence holders. FOCA represent ten teams and twenty drivers, the rest are not allowed into the Ecclestone/Mosley closed-shop.

Among the many new decisions taken are that no constructor or association of constructors may organise or may be associated with the organisation of a Grand Prix. No Grand Prix may be sold to a motor car manufacturer in the form of sponsorship, nor may the name of a motor car company be used in the title of a Grand Prix. Similarly sponsors may not monopolise a constructor's name where official documents are concerned, the constructor's name must appear, but the sponsor's name may be associated with it. As an example the cars made in Walsall by Morris Nunn can be called Ensign-Unipart, or Unipart-Ensign but not simply a Formula One Unipart and Frank Williams cannot refer officially to his cars as Saudia-Leyland, he must put the recognised constructor's name in there somewhere.

On a long term, some proposals for a new Formula have been announced in which the desire is that efficient rather than powerful engines will result. At the moment the engine designers strive to get the maximum b.h.p. from the permitted maximum capacity of 3-litres (or 1½-litres if supercharged) regardless of efficiency as regards fuel consumption, other than the practical one of being able to carry sufficient petrol to do the race non-stop. For a long while now Keith Duckworth of Cosworth Engineering has been "banging-on" about a fuel-flow Formula to encourage the design of efficient engines. Basically, he has calculated the amount of fuel needed per second to produce 430 b.h.p. and he has designed a valve that will limit the flow of fuel to this figure. It is up to the engine designer to decide how best to use that quantity per second to obtain the maximum power. Duckworth says that any designer worth his salt should get 430 b.h.p. and a clever one might get 450 b.h.p., but at no time would the Duckworth Valve allow more than the fixed quantity of fuel per second to pass into the engine. Ford looked over his shoulder and said they thought it was a sensible suggestion and it had their backing.

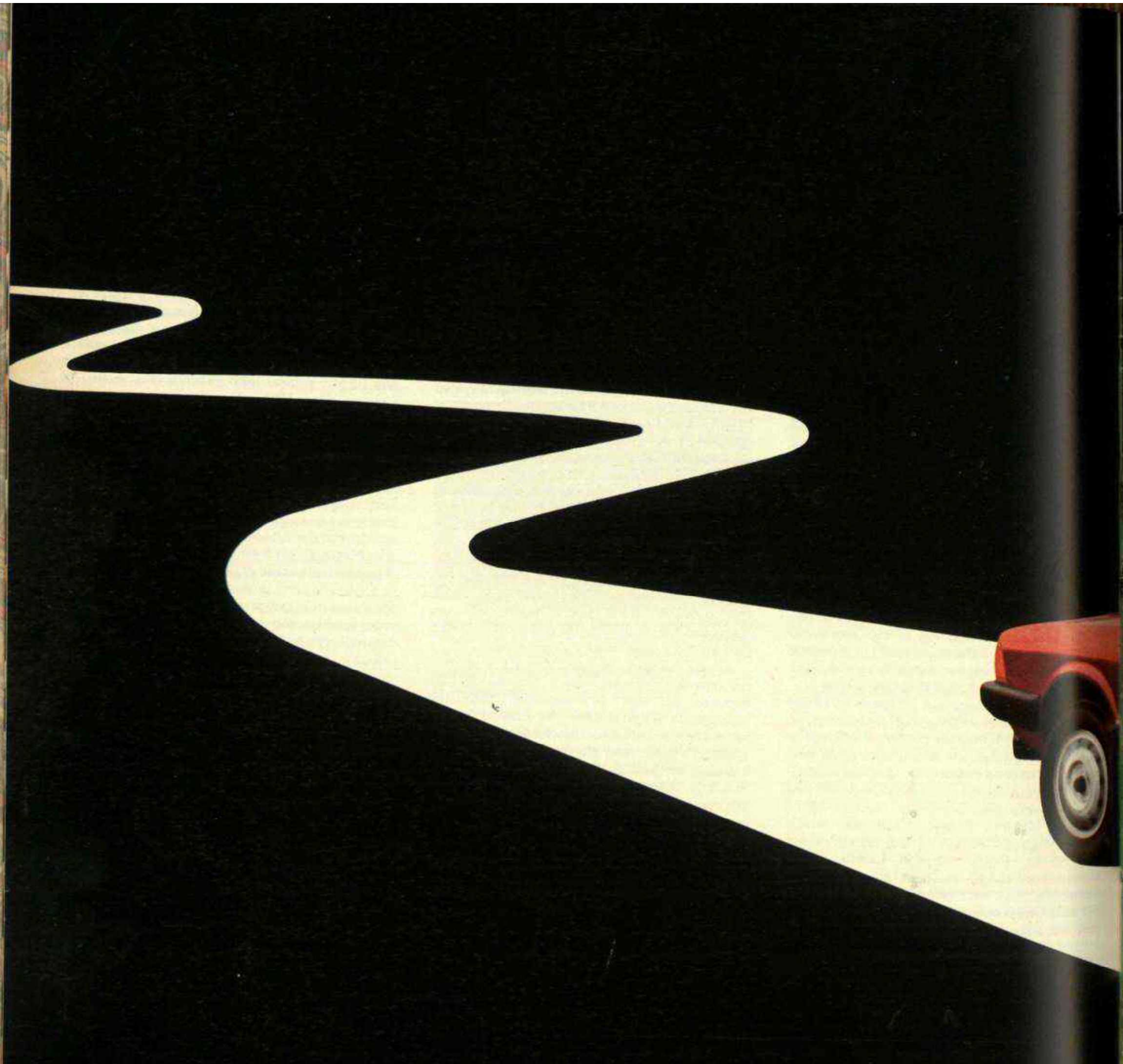
Now the FISA have started to think along these lines, so all Duckworth's "banging-on" has been worthwhile. The general opinion seems to be that 500 b.h.p. would be a better aim and from 1983, with a four-year option, a fuel-flow Formula will come into being. Details are yet to be finalised, but the official wording says "Control of consumption and orientation in the direction of a fuel flow meter". This will leave the size or configuration of the engine open to the individual engine designer and already Duckworth has visualised a turbo-charged Cosworth DFV of about 3½-litres, not to produce 900 b.h.p. at the cost of 1 m.p.g., as it could do, but 450 b.h.p. at 15 m.p.g., by concentrating on engine efficiency by restricting the flow of fuel into the engine. In passing the FISA have banned until further notice 2-stroke engines, Wankel engines, Diesel engines and turbine engines from Formula One, as from January 1st, 1981. The have also banned 4-wheel-drive and cars with more than 4 wheels from Formula One, though I am not sure why.

Another subject that has been worrying the rule makers is the tendency for various technical reasons to move the driver in a Formula One car further and further forwards. It it felt that driver protection from the front is insufficient, and when you look at the Alfa Romeo Tipo 179 without the fibreglass nose-cowl you think they may be right. The pedals are ahead of the front wheels and there is nothing in front of them except fibreglass. The FISA has put up a prize of £15,000 for the team who produce the best solution for a stronger footwell area by mid-summer, the decision as to which is the best will be made by a small technical committee. I can't really see many teams making an effort to win the prize, for most of them spend £15,000 before you and I have had breakfast. If it was £15,000,000 they might rush to their drawing boards.

Finally, one popular decision that was taken was to limit the Formula One season to February to October, with a four-month break from mid-October to mid-February. Everyone seemed to agree that Formula One racing all round the clock was more than designers, engineers, mechanics, and team-members could stand and a break was essential. Anyone who was on the Jumbo jet bringing about 250 team members back from Watkins Glen last year will appreciate this move. The reaction of everyone to the realisation that the 1979 season had finally ended was one of total exhaustion. Everyone just flaked-out, even the most vociferous party-goer or rabble-rouser was stretched out sound asleep before he had consumed his first tin of beer! I'm sure this FISA decision will be popular among the workers who maintain the pace of Formula One, even if it will not be popular among the money-grabbers and wheeler-dealers. — D.S.J.



The Alfa Romeo Tipo 179. ". . . the tendency to move the driver further forwards . . ."



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Racing Car Development

CARS designed and built for record-breaking probably undergo more development and changes for less running time than any other form of racing car, but if the development is good then the rewards are great. Some record breaking cars have been built for one successful attempt and then never run again, and a classic example of this can be seen in the National Motor Museum at Beaulieu. It is the "Golden Arrow", a car designed by Capt. J. S. Irving for Major Henry Segrave, which took the Land Speed Record in March 1929 at Daytona Beach with a mean speed for a two-way run over the measured mile, of 231.446 m.p.h. The car did one pair of practice runs at 180 m.p.h. and then broke the record and was never run again. It was built specially for the job, did the job superbly and was then put away. Thankfully it was not broken up and today we can admire it as a remarkable piece of engineering.

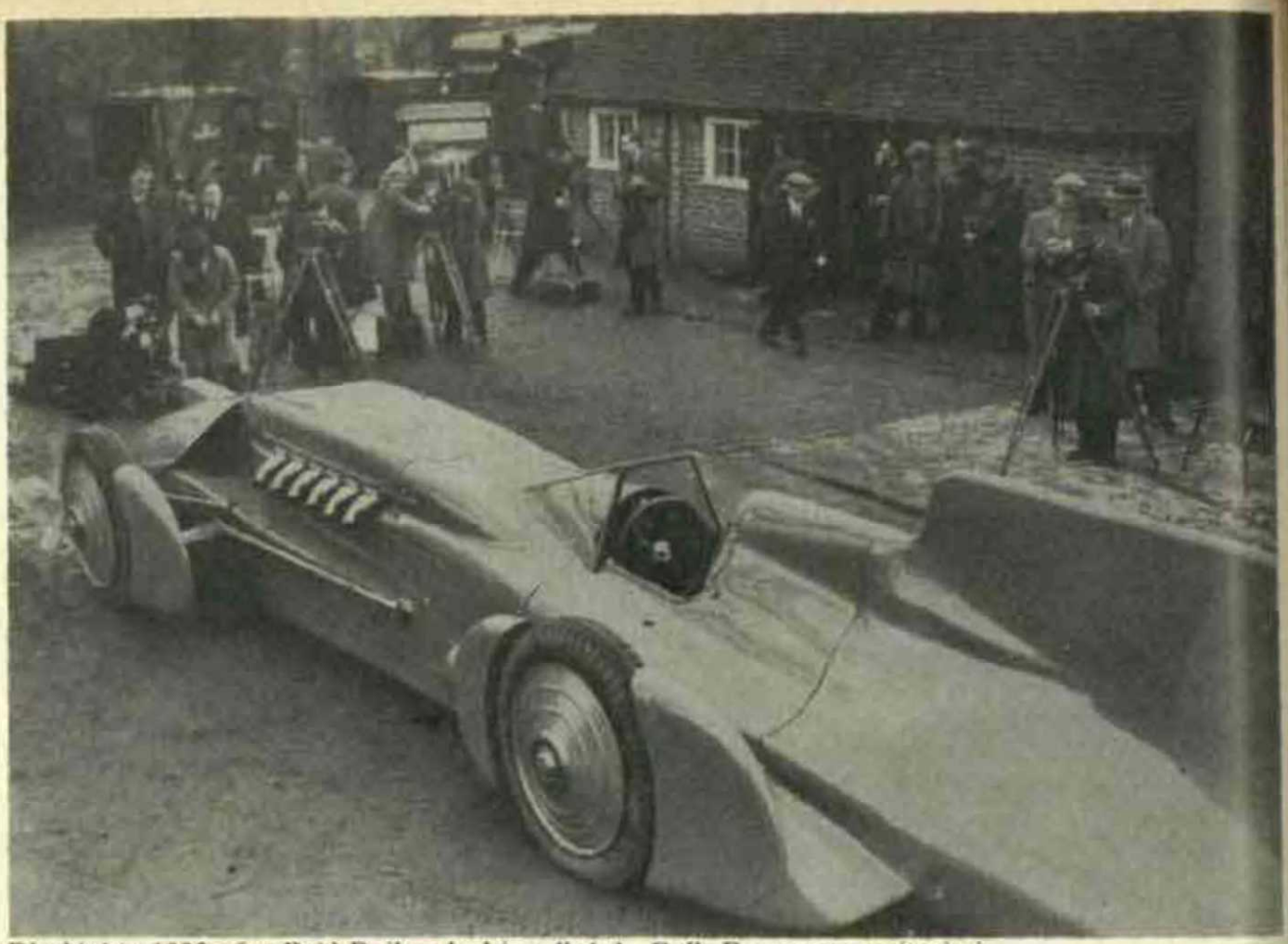
That other indefatigable record-breaker, Capt. Malcolm Campbell was never content and his record-breaking "Bluebird" underwent continual development in the endless search for more speed. The first specially-built "Bluebird" appeared in 1927, using a Napier Lion aero-engine and this was to be the basic of five major redesigns over the next eight years. In 1930 Campbell employed the services of a brilliant young engineer named Reid Railton and his job was to build a new car from the bones of the existing one, retaining the chassis frame, the suspension and the steering but discarding everything else. The Napier Lion engine was replaced by a newer version that was bigger and supercharged and gave 1450 b.h.p. against the earlier one's 450 b.h.p. Railton later explained that he would have preferred to have designed the car from scratch, but money was limited so he had to use the 1927 chassis frame and as many of the original parts as possible. He did manage to persuade Campbell to invest in the design of a new 3-speed gearbox. The redesigned "Bluebird" took the Land Speed Record in 1931 at 246.09 m.p.h. and again the following year at 253.97 m.p.h.

Campbell always had new targets and in 1933 he negotiated the loan of a V12 Rolls-Royce Schneider Trophy engine, giving 2,300 b.h.p. and Railton set about redesigning "Bluebird" to take this new engine. The 36½-litre V12 engine was installed in the same chassis, in place of the 26.9-litre 'broad-arrow' 12-cylinder Napier-Lion and the bodywork was reprofiled to suit. As Railton said "We should consider ourselves to be very lucky in that the present-day racing aero-engine is so admirably shaped for fitting into a motor-car". This version of "Bluebird", illustrated in the accompanying photograph (upper), took the record at 272.46 m.p.h. at Daytona Beach, in Florida, USA, but now Campbell had his sights on 300 m.p.h.

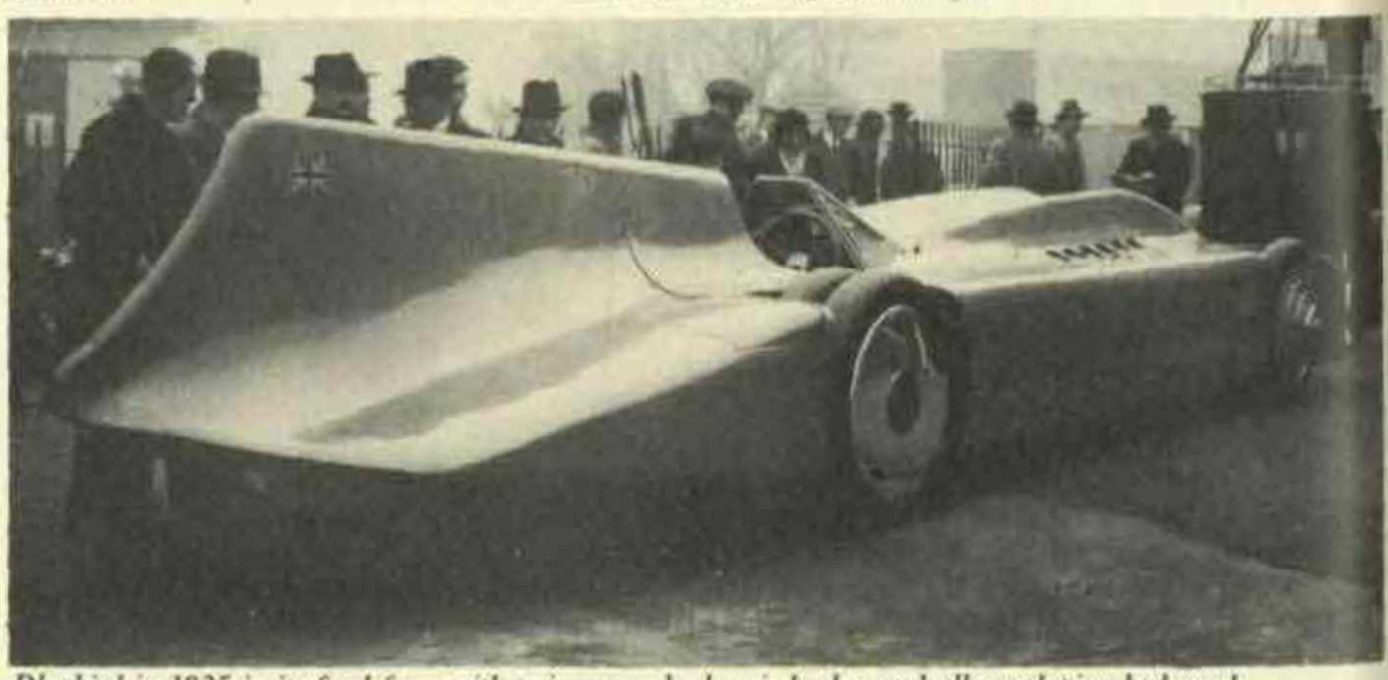
Once again the ever-inventive Railton applied himself to the task and produced another version of "Bluebird", shown in the lower photograph. A totally new all-enveloping body was built, still using the same chassis underneath, but a new front axle was designed and a revolutionary rear-end. Twin rear wheels were used, to combat wheelspin, each pair being driven from its own final bevel drive, with no differential between them. Behind the rear wheels were air brakes in the form of flaps that hinged up, servo-operated through the brake pedal, which operated the normal drum brakes on the wheels. The Rolls-Royce R-type engine was now giving 2,350 b.h.p. and in March 1935 Campbell took the record, again at Daytona Beach, at 267.816 m.p.h. with a best run at 281.03 m.p.h. The long stretch of sand on the Florida coast was no longer suitable for such speeds as were being obtained and Campbell and Railton were confident the car could attain 300 m.p.h. if a smooth surface could be found. In September 1935 they went to the Bonneville Salt Flats in Utah, USA, and the record was taken again at 301.129 m.p.h., with a best run of 304.311 m.p.h.

At that point "Bluebird" in her fifth and final form was laid to rest forever. Today she sits in the Museum of Speed at Daytona Beach, occasionally being taken out into the open air for a parade, but never run. The publicity blurb that accompanies her in the museum claims a top timed speed at Daytona of 330 m.p.h., but the fastest ever officially recorded on the sands was 281.03 m.p.h.—D.S.J.

FOOTNOTE: I am indebted to Cyril Posthumus for the information on the "Bluebird" development, from his book "LAND SPEED RECORD" published in 1971 by Osprey Publishing Ltd.



Bluebird in 1933 after Reid Railton had installed the Rolls-Royce aero engine in it.



Bluebird in 1935 in its final form with twin rear wheels, air brakes and all enveloping bodywork.

Ferrari Festival

THE Ferrari Owners' Club are to repeat their very successful Ferrari Festival at Honington Hall, Shipston-on-Stour (off the A38) on Sunday, July 6th, from 10 a.m. to 4.30 p.m.

Around 200 Ferraris are expected to gather for the various Concours D'Elegance and the award of the H.R. Owen Champion of Champions' Trophy. If, as anticipated, the number of cars exceeds last year's entry, the event will bring together more Ferraris than ever assembled in one place, with a total running into millions of pounds.

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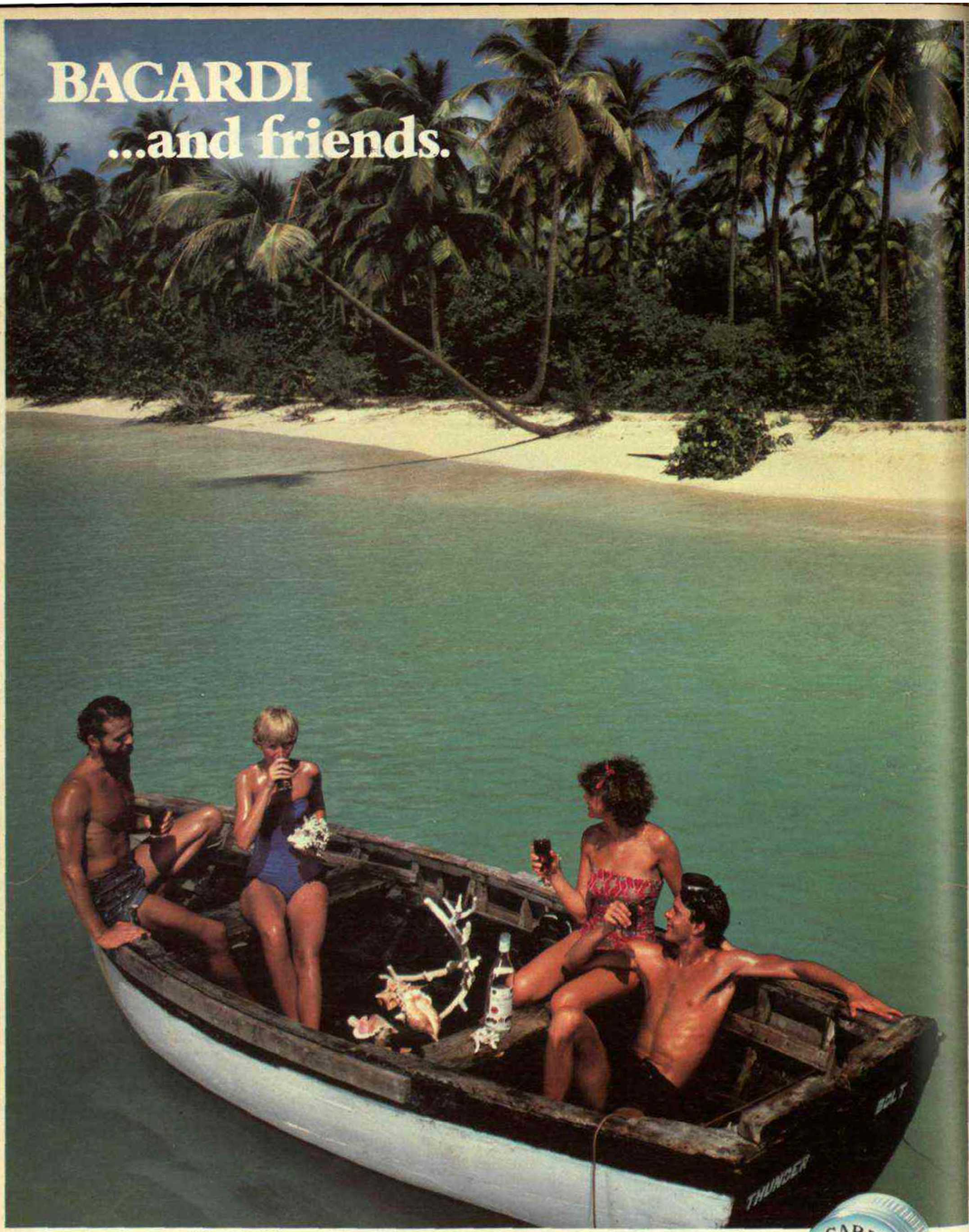
PORSCHE 924 turbo

*Autocar 12th May 1979. DoE Test. Simulated urban driving. 23.0 m.p.g. Constant speed 56 m.p.h. 36.2 m.p.g. Constant speed 75 m.p.h. 26.9 m.p.g. Metric equivalent. Simulated urban driving. 12.3L/100Km. Constant speed 90Km/h 7.8L/100 Km. Constant speed 120 Km/h 10.5L/100Km.

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STIRLING MOSS TRIBUTE DAY Brands Hatch was full of nostalgia on May 5th when fans and contemporary drivers gathered to pay tribute to Moss. Above, Moss, flanked by four ex-World Champions, Stewart, Fangio, Hulme and Surtees, displays the model Bentley presented to him by Victor Gauntlett, MD of Pace Petroleum, the event's sponsor.

Moss chauffeurs Fangio in the parade in a Mercedes 300SLR carrying the numbers he bore on his classic 1955 Mille Miglia victory. Below, Moss, no. 7, relives his 500 F3 days and Salvadori and Abecassis return to Aston Martin DBR1/300 and HWM Alta respectively.







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Straightforward and simple

Zolder-Terlamen, May 4th

THE EUROPEAN Grand Prix season began at Zolder with the Belgian race and the major improvement to the circuit was the enlargement of the paddock to give adequate space for everyone. The pits were still lamentably small and narrow and totally inadequate for a full Formula One field when it is static, let alone when it is in action. There were some rumblings about "pre-qualifying for qualifying", but in fact the entry was full and not over-full so everyone started on an equal footing on Friday morning with one and a half hours of untimed testing. To be more precise, they would have started at the scheduled 10 a.m. hour had there not been a unanimous resolve to put the organisation to rights. The race organisers had promised to have a medical helicopter on stand-by throughout official practice, to transport any injured driver to hospital in Bruxelles or Antwerp. The Zolder circuit is a bit out in the wilds and direct transport to a major hospital by helicopter seemed a good idea. By 10 a.m. there was no sign of the helicopter so everyone agreed to wait until it arrived, and this proved to be well after 11 a.m. and it was 11.15 a.m. before the first car went out on the track, so that the whole day's proceedings ran late, but it didn't seem to cause any problems.

There were some changes on the driver front, but not among the front runners; Alain Prost was fit again and took his place in the McLaren team, and Timothy Needell at last got the chance he was waiting for, when he got the offer to drive for Ensign. The offer had been made to young Mike Thackwell, with the proviso that he signed for 1981 as well, but he turned it down, not wanting to commit himself so early in his career. Brian Henton was also made an offer, but he too turned it down. Elio de Angelis was fit enough after hurting his foot at Long Beach and everyone else was in good form. Geoff Lees was driving the new Shadow DN12 for the newly re-organised team, the cars now painted white, and Alfa Romeo were letting Giacomelli do some test running on the experimental Alfa Romeo with the new and smaller V12 engine. As always, brakes were of great importance on this circuit, not so much from hard usage, but consistent on-off, giving little enough time for pads and discs to cool down between applications. Renault were using bigger

ENTRY

No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Jody Scheckter	ZA	Ferrari	312T5	Red/White	Ferrari flat-12	Michelin	Fiat/Agip
2	Gilles Villeneuve	CDN	Ferrari	312T5	Red/White	Ferrari flat-12	Michelin	Fiat/Agip
3	Jean-Pierre Jarier	FR	Tyrrell	010	Blue/Red	Cosworth V8	Goodyear	Candy Appliances
4	Derek Daly	IRL	Tyrrell	010	Blue/Red	Cosworth V8	Goodyear	Candy Appliances
5	Nelson Piquet	BR	Brabham	BT49	Blue/White	Cosworth V8	Goodyear	Parmalat Foods
6	Ricardo Zunino	ARG	Brabham	BT49	Blue/White	Cosworth V8	Goodyear	Parmalat Foods
7	John Watson	ULS	McLaren	M29C	White/Red	Cosworth V8	Goodyear	Marlboro/Castrol
8	Alain Prost	FR	McLaren	M29C	White/Red	Cosworth V8	Goodyear	Marlboro/Castrol
9	Jan Lammers	NL	ATS	D4	Yellow	Cosworth V8	Goodyear	ATS Wheels
11	Mario Andretti	USA	Lotus	81	Blue/Red/Silver	Cosworth V8	Goodyear	Essex/Tissot
12	Elio de Angelis	I	Lotus	81	Blue/Red/Silver	Cosworth V8	Goodyear	Essex/Tissot
14	Timothy Needell	GB	Ensign	N180	Red/White/Blue	Cosworth V8	Goodyear	Unipart
15	Jean-Pierre Jabouille	FR	Renault	RE	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
16	Rene Arnoux	FR	Renault	RE	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
17	Geoffrey Lees	GB	Shadow	DN12	White	Cosworth V8	Goodyear	Theodore Racing
18	David Kennedy	IRL	Shadow	DN11	White	Cosworth V8	Goodyear	Theodore Racing
20	Emerson Fittipaldi	BR	Fittipaldi	F7	Yellow	Cosworth V8	Goodyear	Skol Lager
21	Keijo Rosberg	FIN	Fittipaldi	F7	Yellow	Cosworth V8	Goodyear	Skol Lager
22	Patrick Depailler	FR	Alfa Romeo	179	Red/White	Alfa Romeo V12	Goodyear	Marlboro
23	Bruno Giacomelli	I	Alfa Romeo	179	Red/White	Alfa Romeo V12	Goodyear	Marlboro
25	Didier Pironi	FR	Ligier	JS11/15	Blue/White	Cosworth V8	Goodyear	Gitanes/ELF
26	Jacques Laffite	FR	Ligier	JS11/15	Blue/White	Cosworth V8	Goodyear	Gitanes/ELF
27	Alan Jones	AUS	Williams	FW07	White/Green	Cosworth V8	Goodyear	Saudia Arabia/Leyland
28	Carlos Reutemann	ARG	Williams	FW07	White/Green	Cosworth V8	Goodyear	Saudia Arabia/Leyland
29	Riccardo Patrese	I	Arrows	A3	Gold	Cosworth V8	Goodyear	Warsteiner Beer
30	Jochen Mass	D	Arrows	A3	Gold	Cosworth V8	Goodyear	Warsteiner Beer
31	Eddie Cheever	USA	Osella	FA1	White/Black	Cosworth V8	Goodyear	Denim Aftershave

PRACTICE TIMES			
No.	Driver	Friday pm	Saturday pm
1	J. Scheckter	1.21.58	1.35.73
2	G. Villeneuve	1.21.54	1.34.50
3	J-P. Jarier	1.21.36	1.29.71
4	D. Daly	1.21.51	1.37.52
5	N. Piquet	1.20.23	1.36.48
6	R. Zunino	1.23.18	no practice
7	J. Watson	1.22.57	1.30.64
8	A. Prost	1.22.26	1.31.01
9	J. Lammers	1.21.72	1.33.87
11	M. Andretti	1.22.07	1.33.71
12	E. de Angelis	1.20.96	1.40.83
14	T. Needell	1.23.50	1.33.97
15	J-P. Jabouille	1.19.89	1.31.14
16	R. Arnoux	1.19.89	1.34.11
17	G. Lees	1.24.37	no practice
18	D. Kennedy	1.24.64	no practice
20	E. Fittipaldi	1.24.22	1.46.09
21	K. Rosberg	1.22.97	1.32.30
22	P. Depailler	1.21.45	1.39.73
23	B. Giacomelli	1.22.20	1.31.0
25	D. Pironi	1.19.35	1.29.66
26	J. Laffite	1.19.69	1.35.84
27	A. Jones	**1.19.12**	**1.28.81**
28	C. Reutemann	1.19.79	no practice
29	R. Patrese	1.21.75	1.33.87
30	J. Mass	1.21.55	no practice
31	E. Cheever	no practice	1.40.06



Pironi, right, drove a hard and faultless race, leading from start to finish in Ligier JS11/15/04 and never putting a wheel wrong. Patrese, below, led the also-rans with Arrows A3/3 until he emulated team-mate Mass by spinning off.

discs on the front of their cars, with single four-pot Girling calipers instead of the Lockheed twin-caliper set up and were using 15 inch diameter wheels to accommodate them. Some of the Goodyear supported teams were trying new 15" diameter front tyres, the aim being to achieve a better and more stable wear rate compared to the 13" tyres. In the paddock a brand new ATS was being finished off and also a brand new Ensign. The Brabham team had a new car standing by in reserve, and Zunino's car was using the Weismann gearbox and revised rear suspension. A number of drivers gave their spare cars a run during this untimed session, either to try some modification or because of trouble with their number one car. Among these were Jones (Williams), Depailler (Alfa Romeo), Watson (McLaren), Laffite (Ligier) and Mass (Arrows). Just before practice ended Cheever crashed the Osella, escaping unhurt but damaging the suspension pretty severely.

It had been warm and dry, but very windy, all morning and it stayed that way for the afternoon timed session. Watson was still in the spare McLaren as his own car had run very hot during the morning and was undergoing an engine change. Mass was still in the spare Arrows and Zunino was using the new Brabham, BT49/7 as the Weismann gearbox was being looked at. The new FISA rules about tyres, banning soft qualifying tyres, and restricting choice to two types, involved lots of extra marshals as tyre-scrutineers and the marking of all tyres, according to the driver's choice and then a check on the markings before each car left the pit lane. A jolly little comedy that will probably fizzle out before the end of the season.

From testing form it looked as though 1 min. 20 sec. was going to be the lap time to aim for in order to be somewhere near the front of the grid, and the Ligiers, the Williams, the Renaults and the Brabhams, were soon getting down near this mark, while others were five seconds and more off the pace. The first driver to break 1 min. 20 sec. was Didier Pironi and hardly had he done it than Arnoux was also under the bogey time with his Renault. Reutemann came in with ominous smoke issuing from the engine breather, a sure sign that the Cosworth V8 was about to blow-up, so his car was wheeled away and he took the spare Williams. While he was getting into the rhythm again Jones was in trouble, for his engine stopped as if running short of fuel, though there were still three gallons in the tank. He zig-zagged about as the car slowed, hoping to get the fuel system to pick-up again, but nothing happened and the car came to rest. It later transpired that the fault lay in the ignition distributor where the rotor arm was breaking up, but this was not discovered until after the whole fuel system had been taken apart, inspected and found to be in perfect condition! He walked back to the pits only to find that Reutemann was out in the spare car! In fact the Argentinian had just set off with everything ready for some good laps and Frank Williams enquired of the engineer in charge of Reutemann "Is he going for a good hard run?". When he got the reply "Yes" he replied "OK, five laps, and I want the car back." Meanwhile Jones was kicking his heels at the pit wall and time was ticking away.

The pace was getting quite furious up at the front, for Laffite was up with his Ligier team-mate, just ahead of Arnoux, and Jabouille had joined the select "under 1 min. 20 sec." group, with an identical time to Arnoux. Reutemann's "good hard run" in the spare Williams resulted in a best lap of 1 min. 19.79 sec., neatly splitting the two Ligiers from the two Renaults and then he came in. Time was running out fast as Jones was strapped in the car, tyres and numbers were changed and he was away. There is nothing like a little bit of unintentional "needle" to bring the best out in a good hard driver, and



STARTING GRID

27 *A. Jones *(Williams-Cosworth V8)* FW07B/7 1 min. 19.12 sec. **54** (1 min. 20.97 sec.)	25 D. Pironi *(Ligier-Cosworth V8)* JS11/15/04 1 min. 19.35 sec. **56** (1 min. 20.94 sec.)
26 J. Laffite *(Ligier-Cosworth V8)* JS11/15/03 1 min. 19.69 sec. **57** (1 min. 20.88 sec.)	28 C. Reutemann** *(Williams-Cosworth V8)* FW07B/5 1 min. 19.79 sec. **54** (1 min. 24.12 sec.)
15 J-P. Jabouille *(Renault V6 t/c)* RE23 1 min. 19.89 sec. **1** (1 min. 44.38 sec.)	16 R. Arnoux *(Renault V6 t/c)* RE24 1 min. 19.89 sec. **63** (1 min. 21.33 sec.)
5 N. Piquet *(Brabham-Cosworth V8)* BT49/6 1 min. 20.23 sec. **31** (1 min. 22.51 sec.)	12 E. de Angelis *(Lotus-Cosworth V8)* 81/3 1 min. 20.96 sec. **68** (1 min. 21.81 sec.)
3 J-P. Jarier *(Tyrrell-Cosworth V8)* 010/1 1 min. 21.36 sec. **66** (1 min. 22.36 sec.)	22 P. Depailler*** *(Alfa Romeo V12)* 179/01 (T) 1 min. 21.45 sec. **31** (1 min. 23.51 sec.)
4 D. Daly *(Tyrrell-Cosworth V8)* 010/2 1 min. 21.51 sec. **58** (1 min. 23.62 sec.)	2 G. Villeneuve *(Ferrari flat-12)* 312T5/045 1 min. 21.54 sec. **46** (1 min. 22.62 sec.)
30 ****J. Mass *(Arrows-Cosworth V8)* A3/4 1 min. 21.55 sec. **1** (1 min. 38.00 sec.)	1 J. Scheckter *(Ferrari flat-12)* 312T5/046 1 min. 21.58 sec. **32** (1 min. 22.84 sec.)
9 J. Lammers *(ATS-Cosworth V8)* D4/02 1 min. 21.72 sec. **36** (1 min. 23.33 sec.)	29 R. Patrese *(Arrows-Cosworth V8)* A3/3 1 min. 21.75 sec. **51** (1 min. 21.89 sec.)
11 M. Andretti *(Lotus-Cosworth V8)* 81/1 (T) 1 min. 22.07 sec. **33** (1 min. 24.06 sec.)	23 B. Giacomelli *(Alfa Romeo V12)* 179/02 1 min. 22.20 sec. **5** (1 min. 24.18 sec.)
8 A. Prost *(McLaren-Cosworth V8)* M29C/4 1 min. 22.26 sec. **27** (1 min. 24.89 sec.)	7 J. Watson *(McLaren-Cosworth V8)* M29C/2 1 min. 22.57 sec. **44** (1 min. 23.48 sec.)
21 K. Rosberg *(Fittipaldi-Cosworth V8)* F7/2 1 min. 22.97 sec. **56** (1 min. 22.34 sec.)	6 R. Zunino *(Brabham-Cosworth V8)* BT49/2 1 min. 23.18 sec. **2** (1 min. 27.04 sec.)
14 T. Needell *(Ensign-Cosworth V8)* MN12 1 min. 23.50 sec. **8** (1 min. 26.83)	20 E. Fittipaldi *(Fittipaldi-Cosworth V8)* F7/1 1 min. 24.22 sec. **11** (1 min. 26.16 sec.)

* Time recorded in Williams FW07B/6 (T)
** Time recorded in Williams FW07B/6 (T)
*** Time recorded in Alfa Romeo 179/03
**** Time recorded in Arrows A3/1

Did not qualify:
17, G. Lees (Shadow — DN12/01) 1 min 24.37 sec.;
18, D. Kennedy (Shadow — DN11/03) 1 min 24.64 sec.
31, E. Cheever (Osella FA 1/1) 1 min. 40.06 sec.

N.B. (T) denotes spare car.
Times in brackets are best lap in race, with lap number in bold.

Amid a flurry of excitement on the last lap, Arnoux outbraked Jarier's Tyrrell into the chicane to snatch fourth place, the Renault driver having worked his way back up from tenth, after a spin.



Shadow had a minor change of face, with Teddy Yip now in control and the new, white-painted DN12 making its début. This is Kennedy in the old DN11/03 in new colours. Neither he nor Lees qualified.

Jonesey-boy responded with a lap in 1 min. 19.12 sec., to snatch pole-position from the Ligiers right in the last minutes of practice. There was only one thing the French could say, and they said it, "Merde, alors."

Piquet didn't quite make the 1 min. 20 sec. barrier and behind him the gaps were spread fairly widely. Elio de Angelis was a lot quicker than Andretti, and really trying hard, and Rosberg was much quicker than Fittipaldi. The Shadows, new and old, were pretty hopeless, the Ferraris were nowhere, Needell just scraped into the select twenty-four and Cheever did not practice at all as the Osella was still being repaired and there was no spare car.

On Saturday morning everyone was ready on time except the weather man, for it was pouring with rain at 10 a.m. The Zolder circuit in glorious warm sunshine is just about tolerable, but in the rain and gloom it was awful. For a while all the cars remained under waterproof covers and the drivers sat around in their motor-homes. The first one to brave the elements was Jan Lammers in the yellow ATS and he thrashed round on his own in a big ball of spray. After a while Piquet joined him and then Reutemann, followed by Jones and Prost and eventually nearly everyone went out. There were two incentives, one being the weather forecasters who were predicting continual rain for the next two days, and the other the introduction of new Goodyear wet-weather tyres, which everyone was interested to try. The normal wet-weather tyre has a deep tread pattern to squeeze the water out, which means a large volume of rubber across the width and while the track is flooded everything is all right, but as the track dries the shoulder of the tyres heat up and there is a limit to how long you can run a treaded tyre at high speed on a drying track. The new Goodyear rain tyres have a tread formation that is deep in the middle of the tyre width and gets progressively shallower towards the outer edges, thus reducing the volume of rubber on the shoulders and reducing the heat build-up. They seemed to work well and everyone was pretty happy with them. Goodyear's Leo Mehl said "I'm delighted. Gee, I thought we were going to carry this new design about all season without ever getting a chance to try it."

The rain continued on into the afternoon so that practice as far as the grid positions were concerned was pointless, Friday's times were the ones that counted. This meant that Cheever had no hope of qualifying with the repaired Osella and the Shadow team withdrew as they hadn't qualified on Friday afternoon. Zunino, Mass and Reutemann didn't practice, Arnoux tried the spare Renault with the power-assisted brakes, Daly and Watson pressed on regardless in the wet, and Daly spun off. Jones was out in the spare Williams and the Brabham team packed up early as the times being recorded were of no consequence. The whole scene was running ten seconds slower than the day before and the only



thing gained was knowledge of what the track was like in the rain, in case the weather forecasters were right about Sunday's weather. Before the timed hour ended the rain had stopped and there were signs of the track drying, but not sufficiently to affect anyone's grid position, so the whole thing was decided on Friday's practice.

Fortunately the weather man was wrong and Sunday was fine and dry though a cold wind was blowing all the time. The half-hour warm-up period before lunch was well used by everyone, Piquet trying his own car and the spare Brabham in quick succession, the spare car having different suspension settings to his own car. He decided to race his own car, BT49/6. Andretti was sticking with the spare Lotus, which was 81/1 in long-wheelbase form like that of de Angelis. The American had started practice on Friday with 81/2 in short-wheelbase form, but soon decided he didn't like it, but was not much happier with the spare car. Depailler's Alfa Romeo developed a persistent misfire which could not be traced so the spare car was made ready for him. The engine in Laffite's Ligier blew-up and there was a mad panic to change it, which was done in 1 hour 20 mins. He didn't take the spare car as the side-pods and skirts were different and he didn't like the handling as much as his own car. Removal of nose fins was the order of the day for most teams and Brabham, Lotus, Williams, Ligier, Fittipaldi, Tyrrell and ATS had all removed them. Zunino was all set to give the new Weismann gearbox its first race and Needell was ready to make his Grand Prix debut.

When the cars began to line up to leave the pits to be driven round to the start the spare Alfa Romeo was still being worked on, but Depailler was at the head of the queue in 179/03. He shot off on the warm-up lap and returned down the pit lane, hopped out and into the now-ready T-car 179/01, and quickly went round the circuit again to join the starting grid. The start was due at 3 p.m. and shortly before this Jones led the field away on a parade lap, all 24 cars being ready for the 72-lap race. Back on the grid they all stopped, the red light was switched on, revs rose, clutches began to bite and as the green light glowed Pironi made a super start and beat Jones away, leading the Williams comfortably down to the first left-hand corner. Laffite was right behind Jones, with Reutemann following. The middle of the





Jonesy-boy's Williams hurries past Watson's McLaren in an indefatigable chase of Pironi. Piquet spins off into the catch-fences near Mass' derelict Arrows.

grid had to indulge in some pretty desperate dodging about for Jabouille's Renault clutch had failed and he was creeping along with an arm raised. In the mêlée on the rather narrow track Andretti had to swerve to the right and this forced Giacomelli over into the pit wall, but everyone got away.

At the end of the opening lap Jones was the meat in a Ligier sandwich, with Pironi firmly in the lead. As the pack braked heavily for the left-hander to start lap 2, the golden Arrows of Mass suddenly spun off into the catch-fences without collecting anyone, and meanwhile poor Jabouille crept into the pits to retire. One lap gone and two cars out was not a good start. During the next lap the two Ligiers and the leading Williams pulled out a small lead over Reutemann, who had

Arnoux (Renault), Piquet (Brabham), Jarier (Tyrrell), de Angelis (Lotus) and Villeneuve (Ferrari) hard on his heels. Zunino, Needell and Fittipaldi were bringing up the rear, with Giacomelli falling back among them, convinced that his Alfa was bent after its contact with the pit-wall. By lap 5 a pattern had developed, with Pironi, Jones and Laffite pulling away steadily and the leader actually getting away from the other two. Then came Reutemann, Arnoux, Piquet, Jarier, de Angelis and Villeneuve, with a gap to the next bunch led by Lammers in the ATS, ahead of Scheckter, Daly, Depailler, Andretti, Patrese and Watson, with Prost, Rosberg, Giacomelli, Needell and Fittipaldi bringing up the rear, the total now being twenty-one cars, as Zunino had retired the John Watson had gone into the pits to have his brakes looked at. Prost was also lacking brakes on his McLaren, but was keeping going.

During the next ten laps we lost Giacomelli, who retired his Alfa Romeo when he spun off the track, blaming damaged suspension sustained in the start-line mêlée, Needell when the Ensign engine failed and Fittipaldi, whose yellow car just died on him out on the circuit with what seemed to be electrical failure. On lap 17 Arnoux had a big spin at the Bianchi-corner, but gathered it all up and kept going, and dropped from fifth place to tenth place, just behind Lammers and ahead of Andretti. This damaged the left-hand side-skirt, which affected the handling a bit, but it did not stop Arnoux getting on with his race. Lammers was now having trouble changing gear and he ended up finding only second and fifth gears and had to cane the engine to keep going with only two speeds. Arnoux and Andretti soon passed the ATS and it rapidly dropped back, but was still well ahead of the Arrows of Patrese which was leading the also-rans, having clambered past one or two of the slower cars, while the brake-less Prost had dropped to the back of the field, and eventually retired when his transmission broke.

For a brief moment it looked as though Pironi may have used up his tyres or brakes, for Jones gained on him for a lap or two, but it didn't last and there was obviously nothing wrong with the leading Ligier or the driver. However, there was something wrong with his team-mate's car as Laffite was finding his brakes becoming less effective and was losing ground on Jones. Around



A driver's eye view of Scheckter's Ferrari slipping through the chicane, above. Ensign gave Tiff Needell his Grand Prix break, right. His engine blew in the race.



experimental Brabham. Already the race had settled into a high-speed procession, the only changes at all likely being those occasioned by pit stops or trouble. Pironi was pulling steadily away, looking extremely confident, though Jones was driving as hard as he knew how. At ten laps the Frenchman had 4 seconds lead over the Australian, and it was increasing all the time, while Laffite was just hanging on to the Williams. Reutemann, Arnoux, Piquet and Jarier were still tight together, the Tyrrell driver excelling himself and these four were pulling away from de Angelis and Villeneuve, while Jan Lammers was covering himself with glory by staying ahead of World Champion Scheckter and not giving way to some pretty heavy pressure from the Ferrari driver. Andretti was about to be passed by Patrese and

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Pironi celebrates a decisive Grand Prix victory, flanked by Frank Williams' lads, Jones and Reutemann.

this time Villeneuve got past de Angelis but the Ferrari was not doing justice to the French-Canadian's driving ability. Depailler in the remaining Alfa Romeo was not having a very good race and was forced into the pits with a puncture on lap 22. Pironi was now beginning to lap the tail-enders, one of whom was a very miserable Andretti. The other Lotus was still hanging on to Villeneuve's Ferrari, but on lap 27 de Angelis got very sideways and very nearly spun. In mid-field Reutemann, Piquet and Jarier were still keeping station on each other but the Brabham was wearing out its front tyres and to try and ease the strain Piquet altered the fore-and-aft braking ratio with his cockpit manual control. On lap 33 this caught him out as he braked for the first corner, the rear wheels locked, the car went sideways, and slid into the catch-fences not far from the derelict Arrows which had crashed there on the second lap. The Brazilian walked back to the pits furious with himself for his own stupidity. This left Reutemann with no pressure on him, for Jarier was not close enough to worry about, but third place for the Argentinian was almost a certainty for Laffite's Ligier was slowing visibly and inevitably he headed for the pits after 40 laps. The brakes were bled and he came storming out again, but he had lost nearly two laps. Pironi was steadily lapping everyone, driving very consistently and not being troubled by back-markers. Jones was still pressing on as hard as he could and losing no time as he lapped slower cars, driving down the inside of Andretti at one point and shaking his fist at him for not getting out of the way properly. Depailler and Andretti disappeared almost unnoticed but Arnoux now began to go really hard and moved up ahead of de Angelis and closed up on Villeneuve and they had a good battle for a few laps, but eventually the Renault got by and pulled away, the Frenchman setting his sights on Jarier's blue Tyrrell now. Scheckter had run out of brakes and was dropping back to be lapped yet again by Pironi and Lammers had his engine blow-up as he passed the pits starting lap 65 while Patrese had spun off in a cloud of dust.

In the closing laps there was a flurry of excitement for Arnoux was right up behind Jarier and de Angelis was trying to pass Villeneuve. With two laps to go the Lotus driver got his front just too close to the Ferrari as they braked for the chicane before the pits and ran up over a rear wheel, got all sideways and went off the road. Pironi had lapped everyone except Jones and Reutemann and as he completed his final lap Arnoux was outbraking Jarier as they went into the chicane on the back straight, to snatch fourth place as they finished one lap behind the winner. Pironi had driven a hard, faultless race, leading from start to finish and never putting a wheel wrong, while Jones had never given up, pressing as hard as he could all the way, but to no avail, though it was a worthy second place. Reutemann trailed home in third place, almost a lap behind the winner, the rest were in a different race. — D.S.J.

Notes on the Cars and Reflections begin on page 881.

Reutemann trailed home in an unpressured third place with Williams FW07B/7, almost a lap behind the winning Ligier.



BELGIAN GRAND PRIX — FORMULA ONE — 72 laps — Zolder-Terlamen — 4.262 kilometres per lap — 306.864 kilometres — Dry & Windy

1st	Didier Pironi (Ligier JS11/15/04)	1 hr. 38 min. 46.51 sec. — 186.402 k.p.h.
2nd	Alan Jones (Williams FW07B/7)	1 hr. 39 min. 33.88 sec.
3rd	Carlos Reutemann (Williams FW07B/5)	1 hr. 40 min. 10.63 sec.
4th	René Arnoux (Renault RE24)	1 lap behind
5th	Jean-Pierre Jarier (Tyrrell 010/1)	1 lap behind
6th	Gilles Villeneuve (Ferrari 312T5/045)	1 lap behind
7th	Keijo Rosberg (Fittipaldi F7/2)	1 lap behind
8th	Jody Scheckter (Ferrari 312 T5/046)	2 laps behind
9th	Derek Daly (Tyrrell 010/2)	2 laps behind
10th	Elio de Angelis (Lotus)	3 laps behind — not running at finish
11th	Jacques Laffite (Ligier JS11/15/03)	4 laps behind
12th	Jan Lammers (ATS D4/02)	8 laps behind — not running at finish
13th	John Watson (McLaren M29C/2)	11 laps behind — not classified

Fastest lap: Jacques Laffite (Ligier JS11/15/03) on lap 57 in 1 min. 20.88 sec. — 189.703 k.p.h.

Retirements: Jean-Pierre Jabouille (Renault RE23) clutch failure on lap 1; Jochen Mass (Arrows A3/4) spun off, on lap 2; Ricardo Zunino (Brabham BT49/2) gearbox trouble, on lap 6; Bruno Giacomelli (Alfa Romeo 179/02) spun off, on lap 12; Timothy Needell (Ensign MN12) engine failure, on lap 13; Emerson Fittipaldi (Fittipaldi F7/1) electrical, on lap 17; Alain Prost (McLaren M29C/4) transmission failure, on lap 30; Nelson Piquet (Brabham BT49/6) spun off, on lap 33; Patrick Depailler (Alfa Romeo 179/01) broken exhausts, on lap 39; Mario Andretti (Lotus 81/1) gear linkage, on lap 42; Riccardo Patrese (Arrows A3/3) spun off, on lap 59; Jan Lammers (ATS D4/02) engine failure, on lap 65; Elio de Angelis (Lotus 81/3) spun off, on lap 70.

24 starters — 13 finishers





THE MONACO GRAND PRIX Pironi's
for the
broken differential. In spite of tyre problems, Ville
net fifth place for Ferrari, above.



With Pironi/Jones already out of the picture, the
Laffite's Ligier lap Scheckter's tyre-troubled Fer
Romeo giving chase, left. Above, Mass shows tha
waves past Pironi. Below, de Angelis' Lotus mak





s Ligier and Jones' Williams in a classic "dice" lead, right. The end for Jones came with a neuve thrashed on in "never say die" spirit, to



Williams of eventual winner Reutemann and iri and Lammers' ATS, with Depailler's Alfa at least one Arrows driver uses mirrors as he s full use of a Monaco kerb.







Phenomenal roadholding and superb handling are matched to electrifying performance in the 300 b.h.p., 155 m.p.h. 928S, the test car showing an appropriate registration.

Road Impressions

The Porsche 928S

PORSCHE has never been a company for resting on its laurels. Development is an ongoing thing and while face to face Porsche personnel are loath to accept criticism, in practice they respond by eradicating the cause of product criticism more readily than aimost any other manufacturer. The 928 is a case in point. Fast though it might be, the chassis is almost too good for the power so that the overall performance lacks an edge of excitement. For those customers who find the standard 928 a trifle "soft", Porsche have introduced the 928S; with 300 b.h.p. on tap, 60 b.h.p. more than the 928, this 155 m.p.h. supercar has enough performance to enervate the most lethargic adrenalin.

A more powerful option is one thing. The removal of specific design problems is another. Practically every grouse I made against the standard 928 in the road test in MOTOR SPORT, January, 1979, has been subtly engineered out by that continuous development process. The result is close to perfection and while I felt at the end of my 928 tenure that I could happily have lived with one, when the road test 928S went back I figuratively wiped a tear from my eye and declared "I want one!" The distinction is important.

The basic design specification of the front-engined, rear-wheel drive via a five-speed manual or three-speed automatic transaxle, two plus two sports coupé is identical in the 928S to that described in the 928 road test. Some of the detail changes are shared by the latest standard 928. The big difference lies in the all-alluminum, water-cooled, s.o.h.c. V8 engine, which is stretched from 4,474 c.c. to 4,664 c.c. by increasing the bore from 95 mm. to 97 mm., the stroke remaining at 78.9 mm. The Bosch K-Jetronic fuel injection is unchanged except for minor settings, but new camshafts are fitted and the compression ratio raised to 10:1. The result is a 25% increase in power, to 300 b.h.p. DIN at 5,900 r.p.m., and an increase in maximum torque from 257 lb ft. at 3,600 r.p.m. to 283.4 lb. ft. at 4,500 r.p.m. Current standard 928s also have the higher compression ratio.

The addition of a front air dam, incorporating air scoops for the front brakes, and a neat rubber spoiler around the rear window base lowers the drag coefficient to 0.38. The 11" ventilated brake discs are of thicker section and redesigned calipers use larger pads. There are no suspension alterations, but while the current 928 uses 215/60 VR 15 Pirelli P6 tyres, the S retains the original 225/50 VR 16 Pirelli P7 tyres, albeit on a new

The tail view is distinguished by the rubber spoiler, but the underbonnet scene — at least on the surface — is unchanged.





design of forged alloy wheel.

The effect on performance of the extra power is pretty shattering. The five-speed manual version, as tested, will hurtle from 0-100 m.p.h. in 14.6 sec. (18.9 for the standard 928) and from 0-60 in 6.4 sec. (7.0). Extra top end power and improved aerodynamics — the gearing is unchanged — contribute to a crisp 155 m.p.h. maximum speed against a breathless 143. There's much more to it than paper figures, though. Improved response throughout the range gives a new vitality, the engine revs so much more freely and more smoothly, especially noticeable in the 4,000 to 6,000 r.p.m. limit bracket, where the 928 loses interest. But the S is lumpier at low speeds.

While five, close ratios seem unnecessary with the lazier 928 engine and the optional automatic seems more appropriate, the S engine is able to make full use of the full manual set to keep the eight cylinders singing a fine-tuned howl. The gearchange is now a far pleasanter, less notchy and more positive system than that on the road test manual 928, though still with first down on a limb to the left.

Porsche may claim that the suspension is unchanged, but anybody with experience of the earlier 928s will sense immediately on driving the 928S that some very effective re-adjustments have been made. It seems a changed character, asking to be grabbed by the scruff of the neck and thrown around, happier the harder it is driven and delighting in generous applications of power through corners. The power-assisted, rack and pinion steering, always good, feels even more positive and responsive and has lost that slight feeling of lack of sensitivity in the straight ahead position. It is a more forgiving car, more responsive to sudden directional changes. Over sensitivity to camber changes, white lines, breaks in the tarmac and the tiring trait of pulling itself down the camber into the gutter have disappeared



The comfortable seats have built-in switches for electrical adjustment.

and potholes and drains no longer deflect it. High speed running is now arrow straight, withoug the need for constant correction. As ever, roadholding in the dry is phenomenal, though now there's power enough to kick the tail out round tighter corners and sticking in the foot too heavily will leave an expensive, black trail of P7.

I suspect that the hammering the brakes had received during fade testing in the hands of other journalists was responsible for a lack of firmness and feel in the brake pedal. But braking performance remained superb. Whatever has resulted in improved handling seems to have removed the front-end twitchiness the 928 showed under heavy braking on uneven surfaces.

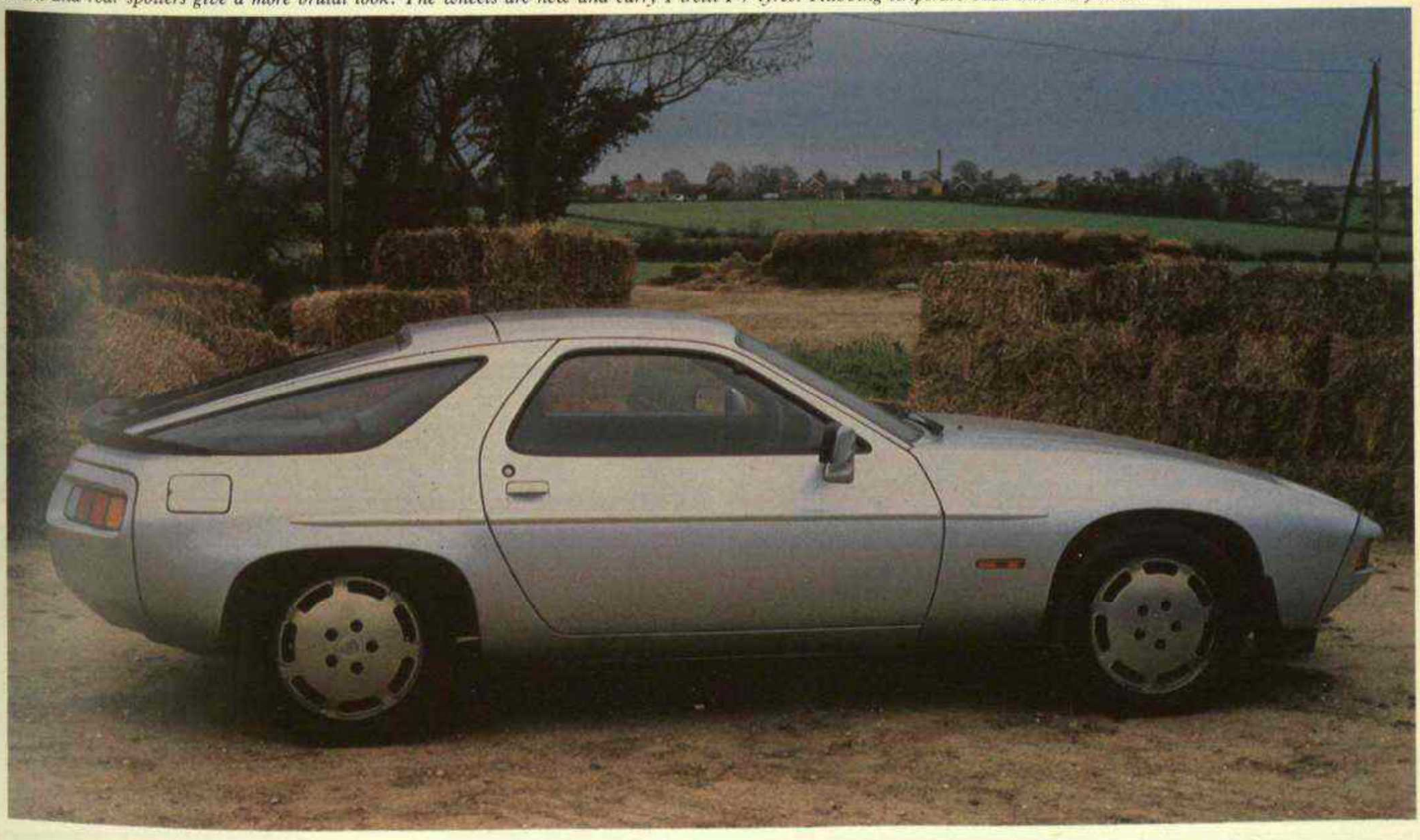
One drawback of the leech-like P7s remains the road roar and bump thump, more noticeable because of the very low levels of engine and wind noise. This is the main reason why the 928 has moved to P6s, but Porsche feel that the man who will appreciate the muscular 928S will feel that this is a small price to pay for incredible grip. They also harshen the ride, but the seats are so comfortable and supportive that this hardly matters.

Comfort is enhanced by the standard fitment of electrical adjustment — including height control — to the front seats. The small, leather-covered wheel is of a new and preferable four-spoke design. The S benefits too from a new air conditioning system with automatic temperature control. This is very efficient and quiet in operation, but it is still impossible to have cold air on the face and warm on the feet.

The cheap, clip-on luggage cover of the early 928 has given way to a neat, removable cover which lifts automatically with the boot lid. A net is attached to the boot floor under which small pieces of luggage, like briefcases, can be stowed.

The 928S is incredibly comprehensively equipped and beautifully finished inside and out. This fascinating car averages 16 to 17 m.p.g. and costs £25,251. That is a hefty £3,423 more than the standard 928, but includes more equipment as well as well as vastly improved performance. But best of all it includes a lot more character.— C.R.

Front and rear spoilers give a more brutal look. The wheels are new and carry Pirelli P7 tyres. Rubbing strips are built into the flanks.



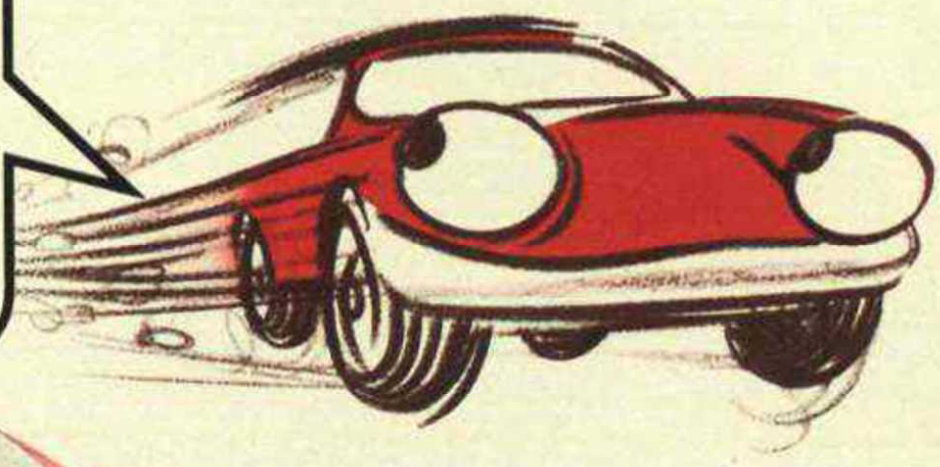
VALLELUNGA FORMULA TWO BRIAN HENTON scored a hard-earned victory in the fourth round of the European F2 Championship at Vallelunga on May 11th. Henton's Toleman TG280-Hart (no. 7 below) had a fierce battle with Fabi's March 802-BMW in the early stages. Above, Fabi leads Warwick's Toleman, Henton, and Thackwell's March after storming through on the first lap. Below left, de Cesaris' second-placed March fends off a parrying Warwick (third) and a slowing Fabi, while Thackwell closes up on the way to fourth. Siegfried Stohr claimed a fine fifth in his first outing with a Toleman, below right.



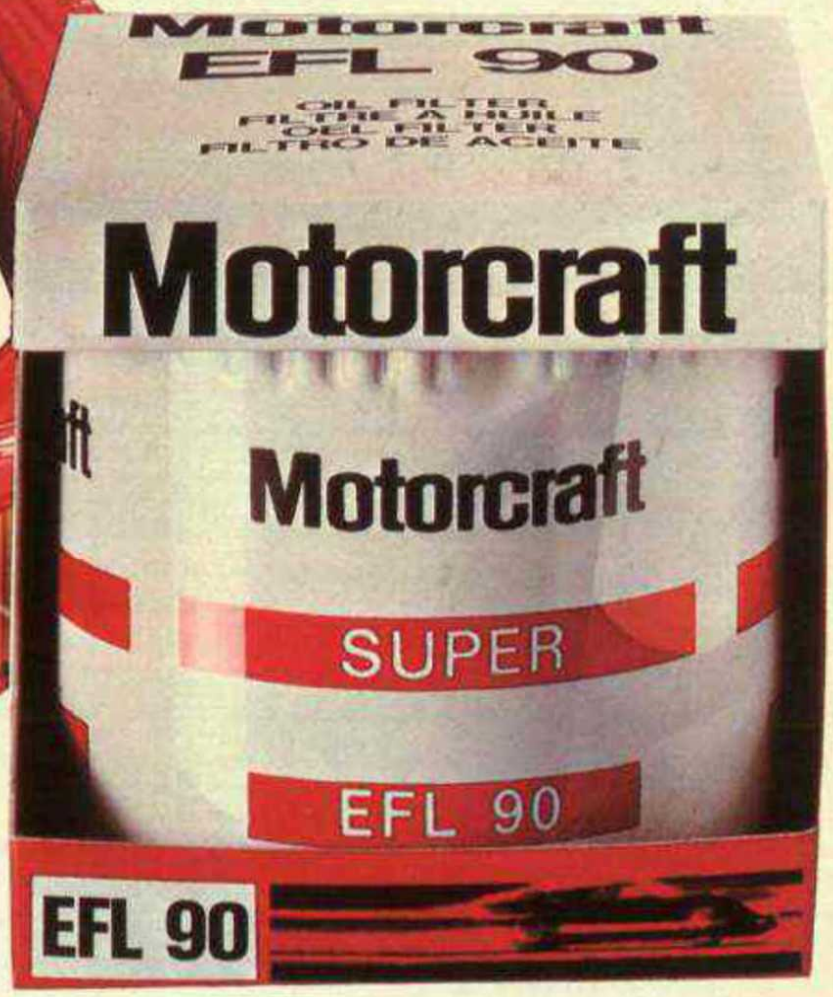




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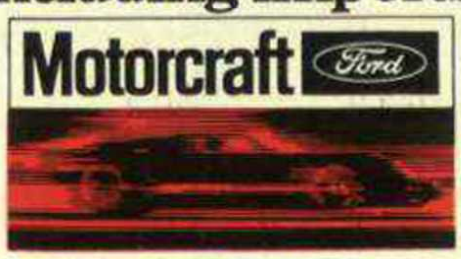
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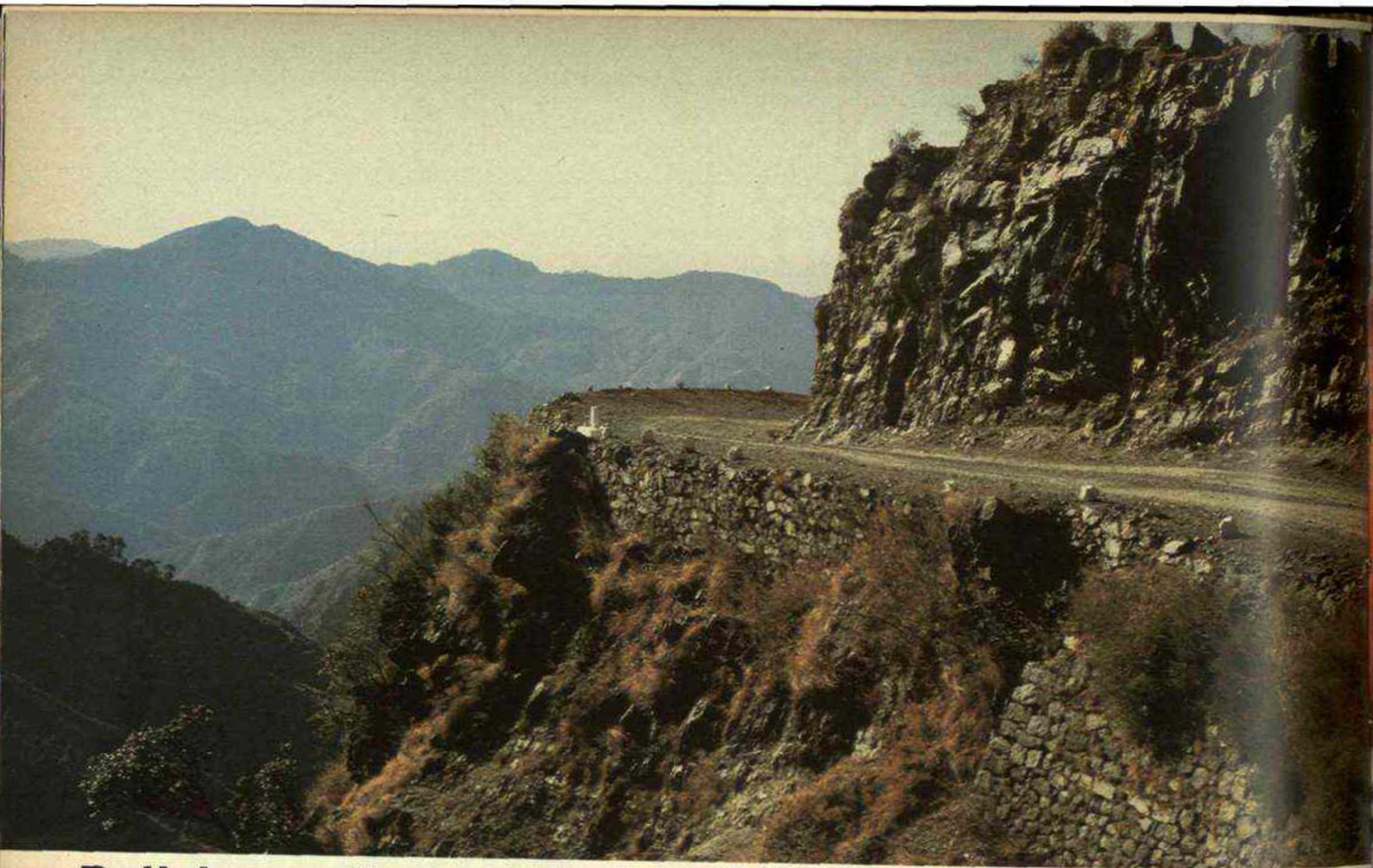
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This is typical of unguarded Himalayan roads, all of which have to be treated with great respect.

Rallying on the Roof of the World

THE CHALLENGE of tackling the unknown is always one of the great excitements of going rallying. Practice breeds familiarity and pace notes provide a precision which can never be possible at first sight, but even so there is always the possibility of coming face to face with the unexpected, and he who allows contempt to replace respect and readiness is likely to come a very sorry cropper indeed.

The world has many rallies which, although they have been held annually for decades, provide renewed interest, another challenge and the prospect of an equally vigorous contest each year — and of course there is always the chance of something totally unexpected around every corner or over every crest.

But the most exciting prospect of all is that of a completely new rally in a country which has never before been explored by those who travel around the best international events of the world, and this is precisely what is offered by a new rally which will take place in India in October, the Himalayan Rally.

The idea of sending a rally right up into the lofty Himalayas, the roof of the world, could not, and did not, fail to capture imaginations everywhere, and within a short time of its announcement there were enquiries from competitors, newsmen, film makers and many others pouring into the organisers' office in Bombay. We were indeed fortunate to have advance knowledge of the project, for we had been asked to conduct the final route surveys and to prepare a roadbook on the lines of that which we introduced to the Safari Rally in 1973.

Already we have made two survey runs, the first in February and the second in April. Unfortunately, the planning was such that we covered the coldest part of the route in winter and the hottest in the middle of a summer heatwave, and on both occasions we endured privations we have never before experienced either in Lapland or in Equatorial Africa. Fortunately, October's temperate weather will provide competitors with less heat on the plains and less cold in the mountains.

The rally itself will run for some 5,000 kilometres, starting at Bombay on October 18th and finishing at Delhi about a week later. The three night stops, dividing the event into four legs, will be at Aurangabad, Agra and Chandigarh. The two first legs will be largely in low country which is almost desert until the monsoon produces vegetation, and the third and fourth high in the Himalayan Range, winding and twisting to as high as 13,000 feet above sea level.

Our survey began with the third leg, and after the comfort of one of Air India's 747s we found ourselves in the spartan confines of a Standard 20 Microbus, a Madras-built vehicle with leaf springs all-round and a diesel version of the old Standard Vanguard engine. The ride was peculiar and it was by no means quick, but it was perfectly adequate for the job and certainly roomy enough to accommodate four people, luggage, spares, tools, provisions and extra fuel. Even with that lot on board, we found on more than one occasion that the rear bench seats could easily serve as beds.

From Delhi we picked up the rally route at Moradabad and headed into the network of loose but smooth roads in the Jim Corbett National Park. We saw no tigers but armies of monkeys and a flock of huge vultures beginning to strip the carcass of a dead ox.

That night we reached Naini Tal, one of the old British Hill Stations where the large central square still has the distinct appearance of a military parade ground. As soon as the sun went down the temperature dropped alarmingly and we had to muffle up with sweaters and jackets. In the morning, the staff of the unheated hotel produced a roaring log fire around which we devoured our fried eggs and coffee before heading out into the sleet of a dawn as uncomfortably cold as anything we had endured in Lapland. The vehicle had no heater, so until the sun came up we stayed muffled, for there was precious little warmth from the engine even though it was mounted between the front seats.

From Naini Tal we climbed even further along roads surfaced by rock chips about half as big as a fist. There is no shortage of this durable road making material, for gangs of men and women can be seen everywhere laboriously breaking up the rocks brought down by avalanches during the monsoons, then smashing them to size with hammers. The stones are spread, laid and even pounded manually, and this must be the full-time, year-round occupation of thousands up there in the mountains.

The tortuous nature of the roads has to be seen to be believed. Hairpin follows hairpin, and guardrails or any form of protective barrier are

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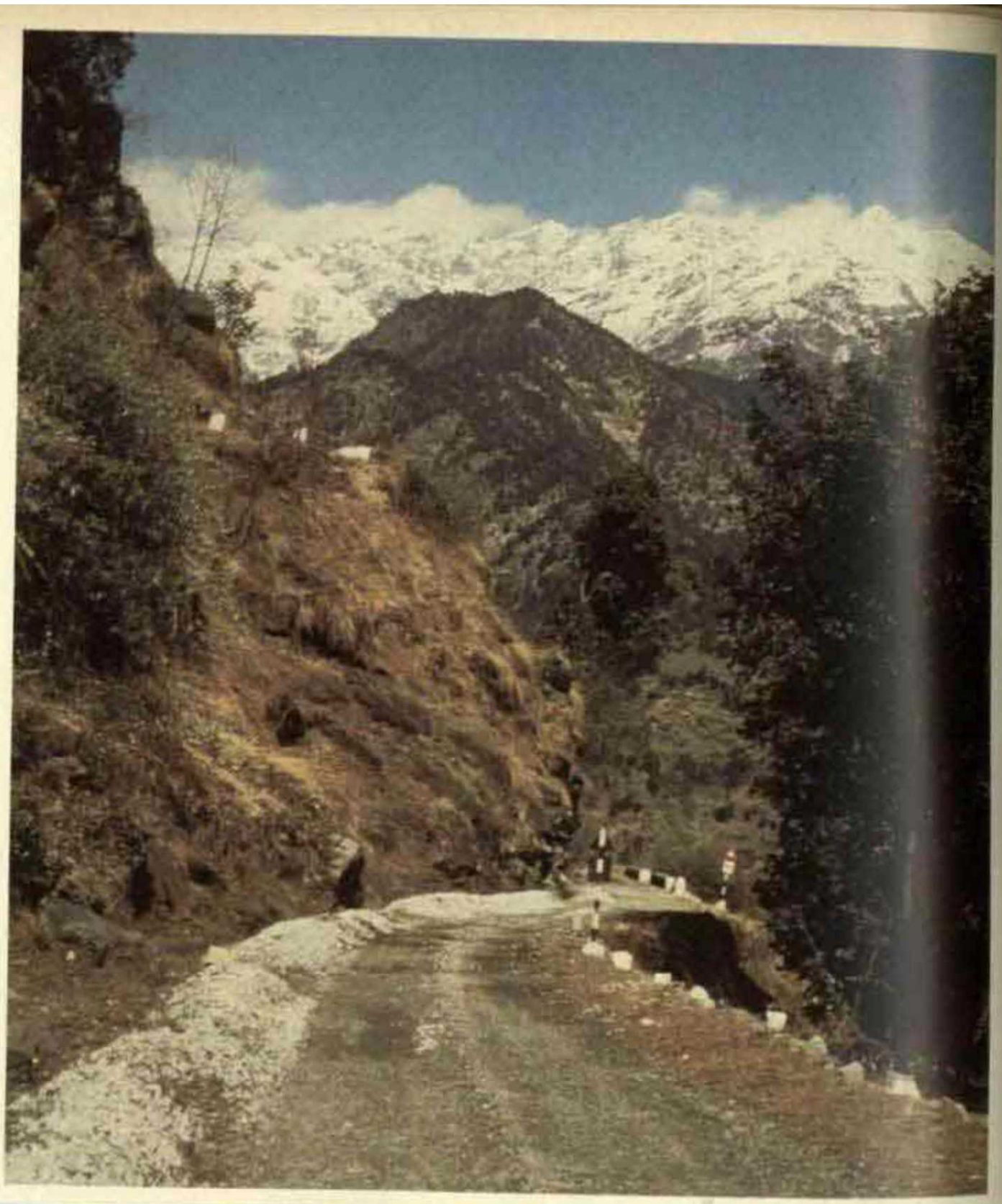


just unheard of. On one side of the road there will be a jagged rock face, and on the other an open, sheer drop into a very deep ravine. It is by no means country to be trifled with, and competitors in the Himalayan Rally will have to treat every inch of the route with considerable respect, and be prepared to meet the aftermath of avalanches.

All the time we had incredible views of the highest peaks of the snow-covered Himalayas, although Everest itself was about a thousand kilometres away to the east. The peaks, faces and glaciers could easily be picked out, and as it is possible to follow the progress of cars around the hairpin climbs for about an hour from one place, the whole lot would provide superb material for one of the most gripping and picturesque rally films ever made.

At Almora we stayed at what is called a Circuit House, maintained to provide accommodation for visiting officials, the next night at Ranikhet, another Hill Station, at the West Park Hotel. Despite blistering paint, chipped plaster and a somewhat rundown appearance, the hotel provided service which a multi-starred European establishment would be hard pressed to equal. Minutes after arrival we were enjoying the warmth of blazing log fires, hot baths and, not long after, a superb meal. Tradition dies hard in India, and we have nothing but praise for the hospitality we were shown everywhere we went.

Our stay in Ranikhet was extended firstly by the cold night temperature which caused our diesel fuel to wax up in the lines, and secondly by a couple of chipped teeth in the gearbox. Dharam Pal Singh, our resourceful riding mechanic, cleaned out the fuel lines, filters and injectors, and raised the fuel temperature simply by lighting a fire under the tank, much to the consternation of the hotel staff who felt that the whole lot might explode at any moment. The gearbox could be neither replaced nor repaired, but it was stripped and flushed out so that no bits of metal were left floating around inside to cause further damage.



For much of the time the lofty peaks of the Himalayan Range dominate the skyline.

In the low country, the route passes through areas as arid as any desert, below.



We left Ranikhet at 4 a.m., the manager and staff insisting on getting up to provide breakfast and to bid us a safe journey. From here the route went through Gopeshwar even higher into the mountains and it was then that we encountered our first snow. It gradually got deeper and, with no chains or means of clearance, we lost traction completely on the steep climb and had to turn back. The weather in October will be milder and competitors should not be troubled by snow-covered roads.

After a night in a forest bungalow, where we cooked our supper on a log fire, the final part of the journey was to Mussoorie, an amazing town perched on the side of a steep hillside, where the Savoy Hotel will serve as a bunching control during the rally itself. Oak panelling, leather chairs, an ornate dining room and a fully equipped billiard room were just some of the many features remaining from the illustrious past, and the whole lot could easily have come straight out of some elegant Pall Mall club. Even the row of tum-tums, carriages of the rickshaw type, were in very good order.

Our next visit to India was in late April, when the heat was the most oppressive we have experienced. Even the Indians considered that there was an abnormal heatwave, and the drought had caused both food and water to become scarce

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STOW AWAY

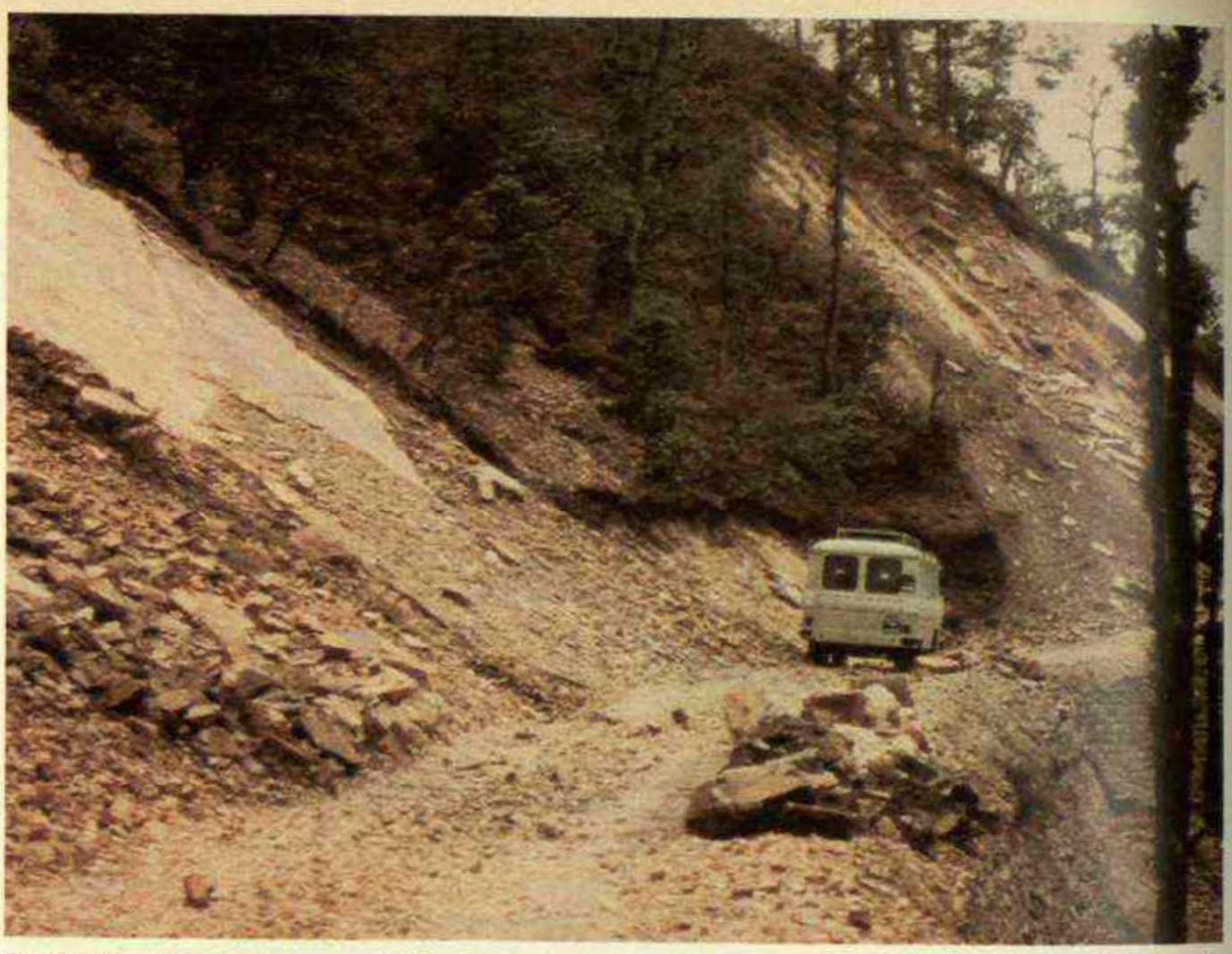
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out in the country. The ground was scorched, vegetation very patchy and totally absent in places, and there was no cooling breeze at all, just a burning wind.

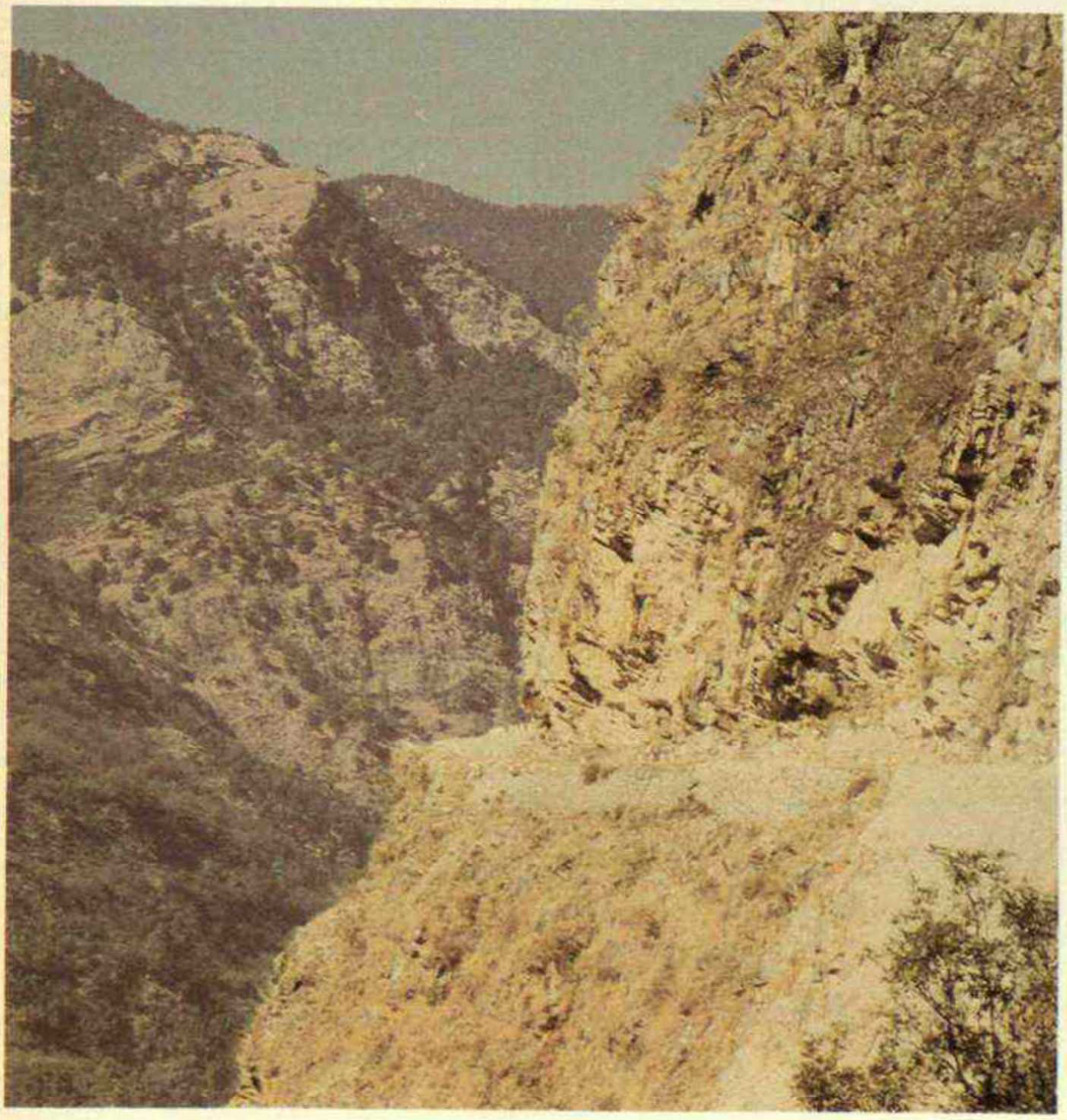
We had no warm jackets on this trip, just shorts and singlets, although we found that the Indian *lungi*, a loose loincloth-type garment similar to the Kenyan *kikoi*, was the most comfortable apparel. Even the nights were stiflingly hot and humid, and it was often impossible to sleep through a whole night without waking several times soaked with a mixture of sweat and condensation.

Much time on our journey was spent scouring villages and towns for supplies of orange and lemonade, and the occasional luxury of ice in a bigger town. Our so-called supplies officer proved as inept at this as he was in provisioning the vehicle at the outset — he considered that a dozen bottles of coke would be enough for four people for the whole of the first day! Fortunately Dharam Pal was resourceful in many ways, not just with things mechanical and he usually managed to find enough to keep us going. He frequently found fresh supplies of delicious sugar cane juice, straight from the handpress, and on one occasion he even unearthed three bottles of Punjab beer at the back of a mud and wattle edifice which served as a village cycle repair shop!

We spent one night on the stone floor of a cell in a pilgrims' hostel run by Brahmins, another in the open in a village where the drumming of a marriage celebration went on into the small hours, another on the verandah of a forest bungalow with a huge, hairy spider, bigger than the finger span of a hand, for company, and another in a bungalow at Baldeogarh with the ancient palace towering above us. The lake at Baldeogarh ensured that swarms of mosquitoes came up to feast upon us at night, but the families of lizards scuttling around the walls of our room made sure that most of them never got near their targets.



Landslides are common, especially during the monsoon season, and roads are often littered (above) with the aftermath of rock falls. From a distance, roads around bluffs (below) appear as no more than goat tracks.



Apart from two nights spent in air conditioned luxury at the Rama in Aurangabad and the Mughal at Agra we usually slept wherever we could find a rest house, or wherever we could find somewhere suitable to put down our little fold-away matresses. For food and drink we bought what we could along the way, and usually managed to find someone to cook an evening meal for us. Dharam Pal was quite smart at spotting wholesome vegetables for sale, not to mention a live chicken on one occasion.

Drinks were another problem, and we were constantly on the lookout for fresh supplies. In temperatures of 120°F and higher, we became dehydrated very quickly and were sweating away so much body fluid that there was hardly any left at all to be lost by the other method. Eventually we got to the stage where we really had to take in more liquid or collapse, and when a clear river came into view we just drank our fill without any thought of boiling the water first. Had we not filled our containers in that river the situation would have become serious very quickly — but it did have rather drastic effects on our stomachs, as one can imagine!

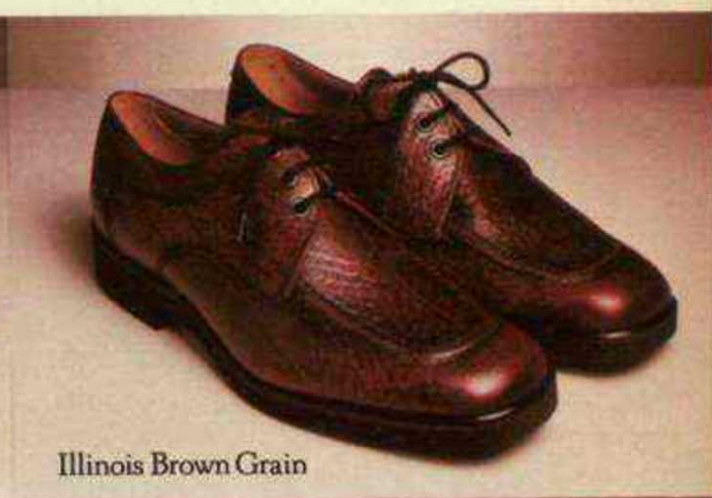
From all this you may have concluded that the route of the Himalayan Rally will pass through such inhospitable country that the event will be a physical ordeal rather than an enjoyable motoring competition. It is true that stamina and physical endurance will be required, but these are invariably needed for the best endurance rallies of the world. India is not the New Forest after all, and part of the challenge of any rally is a contest against the forces of nature as well as the other competitors. Those who tackle this rally in October will face an arduous event, but if they like their rallying spiced with adventure, they will talk about it for the rest of their lives.

For those who would like more information, the address is Himalayan Rally, Liberty Building, 41-42 Marine Lines, Bombay 400 020, India (tel: 293899, telex: 011-2427). — G.P.

Decisions, decisions.


Memphis Black


Memphis Brown Grain


Illinois Brown Grain


Illinois Tan Grain

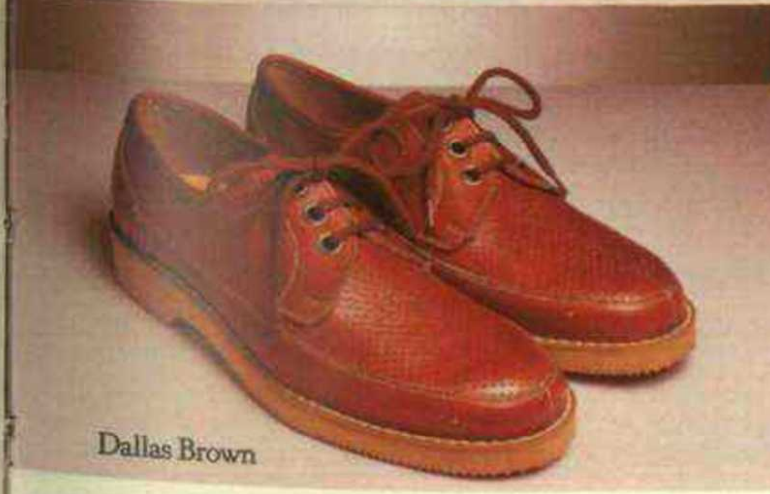

Detroit Brown Grain


Michigan Black


Denver Off White


Denver Brown


Dallas Off White


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Dallas Blue


Dorado Tan

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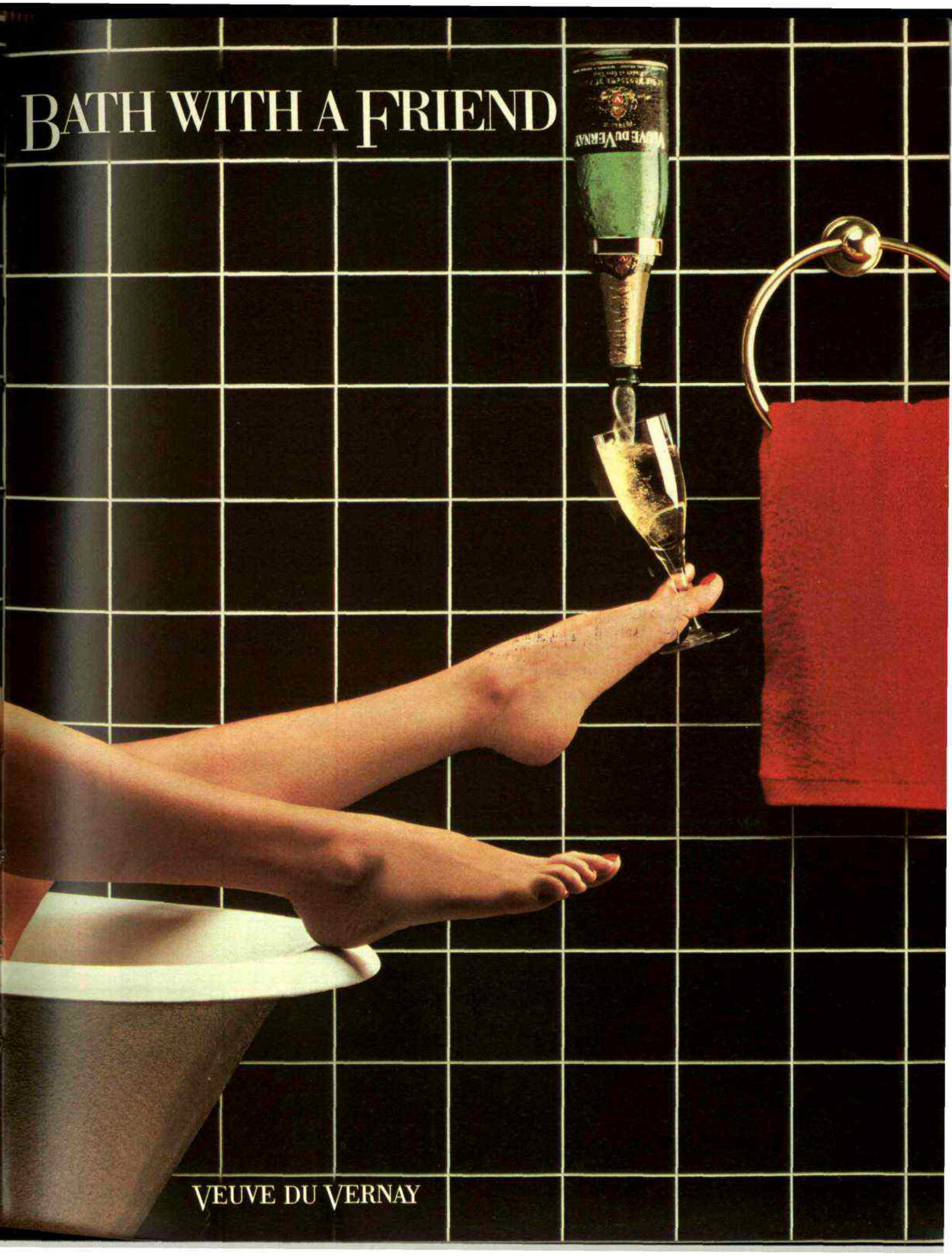
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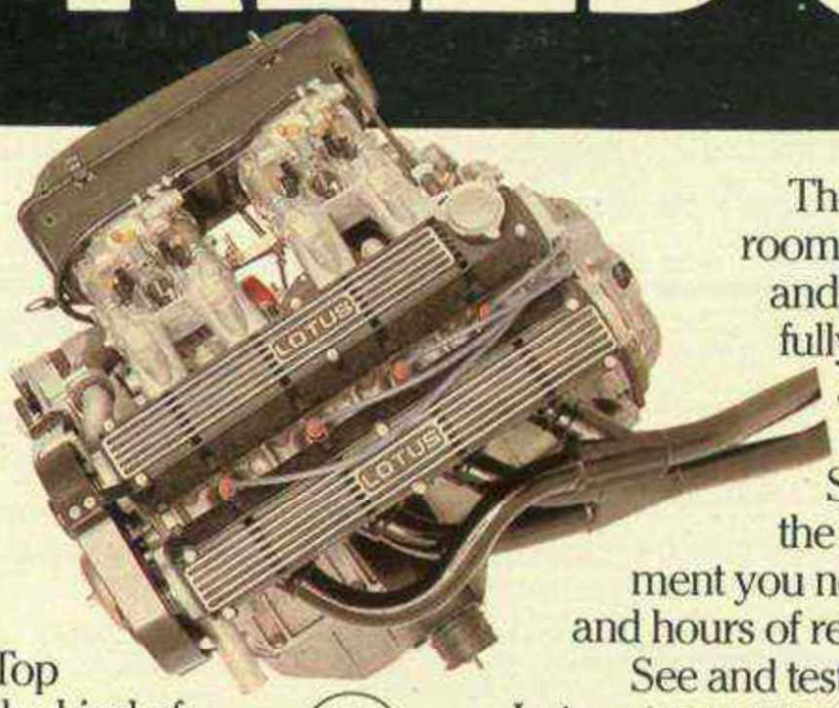
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TALBOT ON THE MOVE

THE ATCOST WELSH RALLY Driving the Sutton-prepared, Rothmans backed Escort RS1800, Ari Vatanen and Dave Richards, above, proved to be the wizards of the Welsh forests on the Atcost 80 International Rally last month, though their last minute engine problems almost handed the rally to Mikkola/Hertz.

After suffering problems through the Friday night, the Ascona 400 of Kullang/Berglund, above, showed its real worth on the closing stages over Epynt and pulled up to sixth. Biggest disappointment of the event went to Roger Clark, below left, whose TR7 V8 succumbed to fuel pump failure on the last stage. It was a good rally for Talbot, with Toivonen, below right, finishing fourth behind fellow Sunbeam Lotus driver Brookes.



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Notes on the Cars at Zolder

THERE WAS a long gap between the Grand Prix of the USA (West) at Long Beach and the Belgian GP at Zolder, but none of the teams were idle. They were repairing damaged cars, building new ones to replace those destroyed, modifying their existing cars, re-organising management or team personnel, working out new aerodynamic theories for the underside of the cars, developing new tyres and wheels, testing ideas and theories, preparing new transporters for the European season, building up their supply of spare parts, wheeling and dealing on projects for the future, you name it and it was happening in the break between races. One thing for certain, unlike most of the industry in Great Britain and elsewhere, was that nobody was on strike or taking "industrial action" or fouling up the system for want of something better to do, or due to having too much leisure time. In Formula One there is no such thing as "leisure time." Throughout the whole field there were adequate examples of thought and work, from Britain, France and Italy, while the rule-makers had been working overtime, but they do not concern us here.

Ferrari: The search for engine reliability is never ceasing at Maranello, while the problem of extracting as much effectiveness from their Michelin tyres as Renault achieve is keeping Mauro Forghieri and his staff awake at night. Nothing seems to have gone right with the Ferrari design since the arrival of the T5 with its narrower overall engine width, achieved by redesigning the cylinder heads and valve-gear, and at the same time enclosing the engine within fibreglass ducting in the interests of under-car airflow. Behind the scenes the 1½-litre V6 engine with exhaust-driven turbo-chargers, continues to make progress in the horsepower stakes. For the Belgian GP Scheckter and Villeneuve had the same cars as at Long Beach, 046 and 045, respectively, while the *muletta* was 044, though the identification plate on it did not quote that number. It was not used at all.

Tyrrell: Like many of the Goodyear supported teams Tyrrell were trying the new 15" diameter front tyres in place of the previous 13" ones, which naturally meant new alloy wheels and a re-rig of the suspension geometry to accommodate the front of the car being higher. The team still had the same three 1980 cars as used at Long Beach, with the latest one as the spare car.

Brabham: Piquet was in his Long Beach winning car, BT49/6, while the car that was virtually destroyed by Regazzoni's Ensign, was replaced by the rebuilt BT49/2. This was fitted with the Weismann transverse gearbox and revised rear suspension with the spring units close together behind the differential housing. This car was for Zunino as a test-project and a brand new car, with Hewland transmission and standard suspension layout as on the normal BT49, was completed and was the spare car. This was BT49/7 and was used by Zunino as an alternative on Friday and later by Piquet.

McLaren: A lot of detail tidying up on the cars, with improved sliding side-skirts, better ducting under the cars and revised side-plates ahead of the rear wheels. Front brakes were given stiffening plates between the two calipers, to prevent flexing and the spare car was brought up into line with all the C-specification rear suspension geometry and layout, as well as the latest improvements. Watson in M29C/2, Alain Prost back in the team



Goodyear brought an intriguing new wet weather tread pattern to Zolder

again, with M29C/4 and the spare car was M29C/1. As is fashionable the cars were experimenting running with no front canard fins during practice.

ATS: Only one entry at the moment from Gunther Schmid's team, for Jan Lammers in the Long Beach car D4/02. A brand new car to the same design was being completed in the paddock, D4/03, and though finished it was not used.

Lotus: Andretti started practice in 81/2, in short wheelbase form, but soon switched to the spare car 81/1 which was in long wheelbase form, as was the car driven by de Angelis. The young Italian still had 81/3 but it was totally rebuilt following its Long Beach accident. All three cars were fitted with the latest Lotus gearbox/rear axle unit.

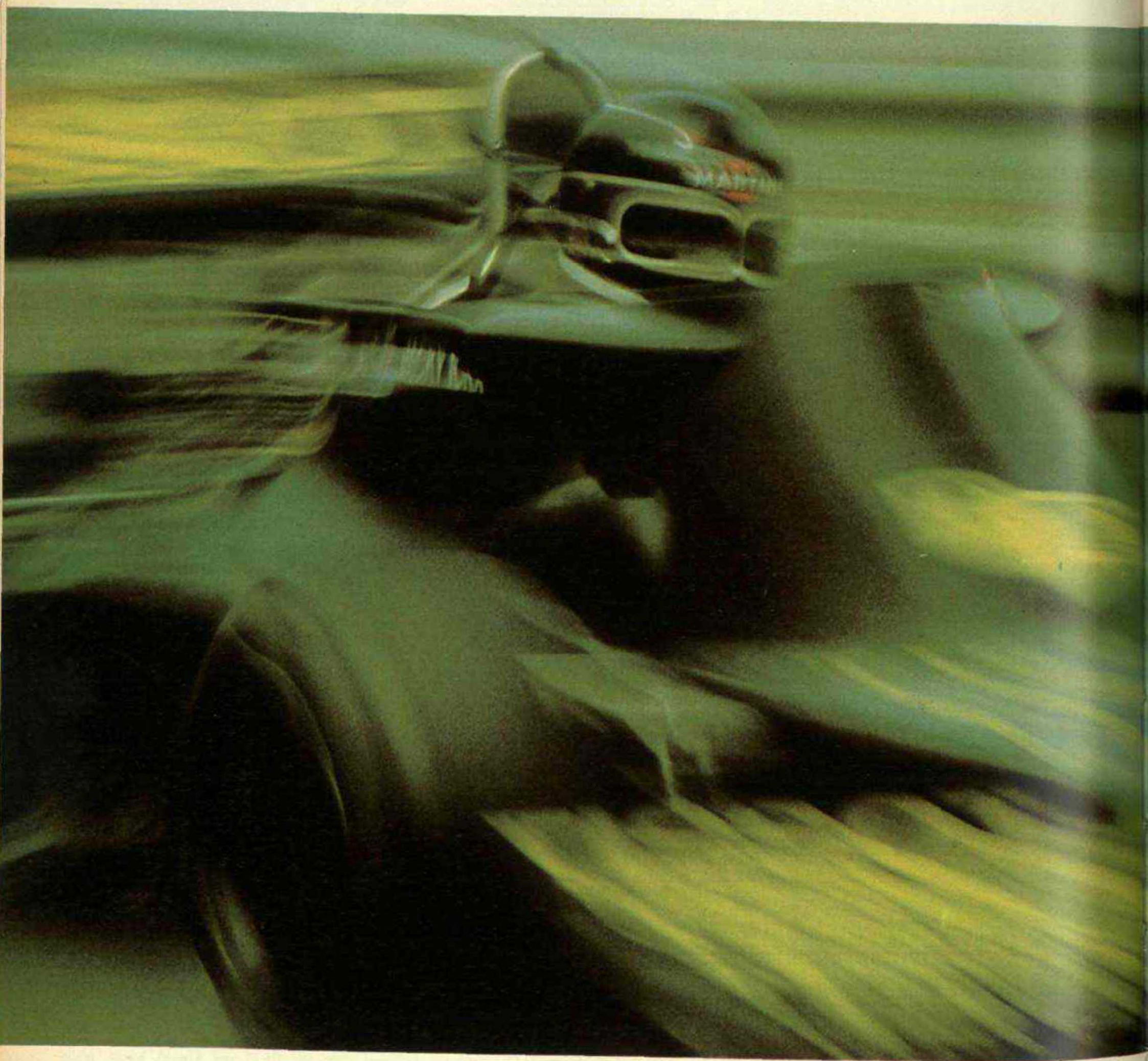
Ensign: Not surprisingly, after MN11 was demolished in Regazzoni's accident at Long Beach, the next car, MN12 was the team's mainstay, while a brand new one was being finished off in the paddock. Although it was completed during practice it was not used, the new driver Needell doing practice and the race with MN12. The new car is the 13th in the Ensign's Formula One series but superstition caused them to number it MN14. Depending on which way the wind is blowing Morris Nunn refers to his car as MN (for Morris Nunn) or MNO (Morris Nunn Opel) recalling hs début in Formula One with Rikky von Opel, who financed that early entry, so take your choice of MN12 or MNO-12.

Renault: Having got their turbo-charged cars to go, Renault are now in trouble with making them stop, and a new front brake layout was being used. The front wheel diameter was increased from 13" to 15" to allow bigger discs to be used and the Lockheed twin caliper layout was changed for a single Girling caliper with four pads. These were mounted on the trailing edge of the disc and the front part of the disc was closely ducted to pass air through the disc. Michelin came up with some suitable 15" diameter tyres. The rear brakes were still the twin-caliper Lockheeds. The two team drivers had their usual cars, Jabouille RE23 and Arnoux RE24, while RE22 was the spare and it was fitted with the AP hydraulic servo system which Arnoux tested during practice.

Shadow: A major change of face in this team. Don Nichols, the originator of the AVS-Shadow team, sold the major part of the concern to Hong Kong racing enthusiast Teddy Yip and his Theodore Racing team. At the same time a new

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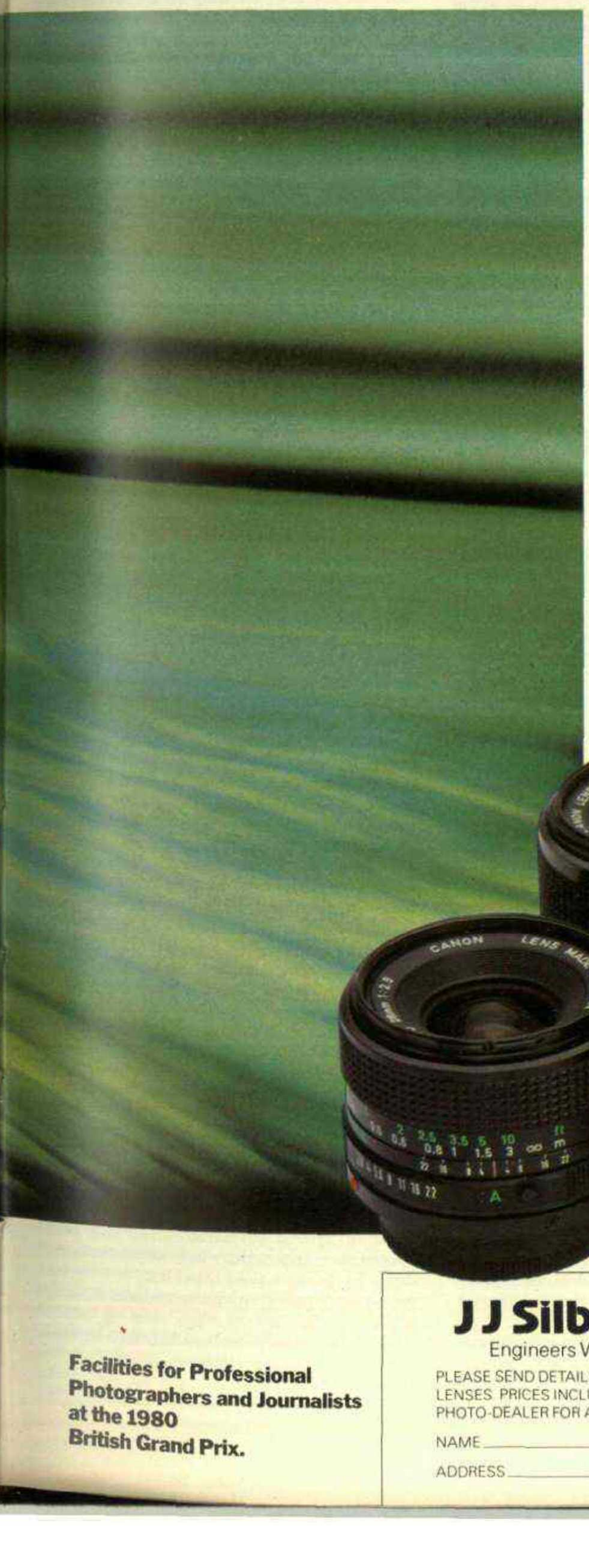
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design was completed, this being the DN12 and the first car was driven by Geoff Lees, while Irishman Kennedy had DN11/03. The new car has been designed and built on orthodox lines using all the current trends and fashions of "under-car" air-flow. Gone are the black Shadows and in their place are white Shadows carrying the Theodore Racing emblem and advertising from Interlekt.

Fittipaldi: The Reading-based all yellow team were back to full strength with F7/2 repaired after Rosberg's practice accident at Long Beach. Team leader Emerson Fittipaldi was still using F7/1 and F7/3 was the spare as usual.

Alfa Romeo: A bit of a Mafia-comedy surrounding the Alfa Romeo team with four cars in the paddock but only three ever being on view! In Italy there is pressure from some quarters for the team to run three cars, with Brambilla joining Depailler and Giacomelli, but another faction opposes this idea until such time as the two-car team has proved itself. In consequence of this it was politic to officially only admit to three cars. These were 179/03 for Depailler and 179/02 for Giacomelli, with 179/01 as the communal spare car. However, work is progressing on the Tipo 180, which will be a more effective "ground-effect" car and this is being aided by a new V12 engine and gearbox which is smaller and more compact, retaining the same basic design. To give this new unit a test-run it was installed in 179/04 with the standard bodywork and aerodynamics and was used during the first day of practice, after which it was spirited away and replaced by 179/01.

Ligier: The French team have been concentrating on detail aerodynamic changes and their adaptation to various circuit requirements. In other words, instead of trying to achieve the ultimate Formula One car, in theory if not in practice, they have taken their basic car and paid a lot of attention to the specific requirements of each circuit even if the result is not ideally perfect. There is little wrong with the basic JS11/15 cars as regards general handling, steering and braking and the fine tuning centres around side-pods, rear aerofoils and under-car ducting. Whatever set-up is used the cars seem remarkably well balanced and very driveable under most circumstances. Both drivers are essentially "worker drivers" able to get the most from a car that is basically right, and both are prepared to drive hard. Laffite used JS11/15/03 and Pironi JS11/15/04, while the spare was JS11/15/01 which had experimental side-skirts.

Williams: Quite a lot of changes to the FW07B cars. Under the car the entire engine has been enclosed with fibre-glass panels, including the sump of the Cosworth DFV. The total enclosure of the engine has caused a slight increase in running temperatures which has meant a major revision of the oil cooling and water cooling systems. Previously the water passed through an aluminium radiator in the right-hand side-pod and through a heat-exchanger in the left-hand pod and all the oil passed through this heat exchanger, thus making an oil radiator unnecessary. Oil and water temperatures were satisfactory with this system, but very close to the bone, so that an increase in ambient temperature often meant using a brass water radiator instead of the aluminium one, which just kept things in balance. The increase in running temperatures due to the enclosure of the underside of the engine has proved just too much for the heat-exchanger system, so a conventional oil radiator is used in the left-hand pod, with the water radiator in the right-hand pod. The body-sides have been



The re-profiled body side panel of the Williams, with curved edges.

reprofiled with curved edges instead of the small lip and the rear end is smooth and straight ending in a shapely "kick-up." Improved mechanism is used on the side-skirts to keep them in contact with the ground and a small scoop on the left of the back of the body top surface takes air to the gearbox oil cooler. On FW07B/7 which Alan Jones used, the mechanical fuel pump on the top of the tank was driven by a flexible drive from a small gearbox on the back of the inlet camshaft on the left-hand cylinder head of the DFV. Reutemann used FW07B/5 and FW07B/6 was the spare for both drivers.

Arrows: The same three cars as at Long Beach, with Patrese in A3/3, Mass in A3/4 and A3/1 as the spare.

Osella: The same single car entry for Cheever, though quite a lot of weight has been removed from the car by attention to details. — D.S.J.

Reflections at Zolder

THE LIMBURG province of Belgium, between Antwerp and Liège is not the most pleasant part of Europe, being flat and sandy and pretty featureless. The scenery is either factories and industry or sandy scrubland and heath, and when the sun shines it is tolerable, but when it rains it is awful, and it rained all day Saturday. There was a time, when Stewart and Hulme were the Grand Prix leaders, when a rainy practice session would see all the cars remain under covers and little or no activity on the wet track. At Zolder it was truly remarkable how many drivers ventured out into the rain on the new Goodyear rain tyres, and many of them stayed out for a long time. I could not help reflecting that even the slowest of them was going a lot faster in the wet than I could ever have hoped to have driven in the dry, and I am sure that applies to a lot of other journalists/reporters/critics who were watching. I did once suggest that with so many spare cars at most Formula One races there ought to be an end-of-season five-lap handicap (on age preferably!) for Grand Prix reporters, using the spare cars. When I asked around among my colleagues, suggesting an impromptu race, I received a surprising variety of replies, from "Great idea, when do we start?" through "Mmm, well yes, but I'd want some private practice first" to "No thanks, I don't want to drive a Formula One car", and I was thinking of a race in the dry!

The Belgian race saw the introduction of a set of tyre rules and regulations dreamed up by FISA that are far too complex to discuss in detail, but they involve all tyres being marked with aerosol paint of a prescribed colour, through a prescribed stencil, the colours varying from right and left and changing day by day, as do the stencils and all the marking equipment has to be kept under lock and key and a stencil marshal appointed for groups of four teams, and forms being filled in in triplicate and one set of rules if it is dry and another if it is wet, and final decisions being made two hours before the start . . .whew! A very complex method of controlling what the tyre companies have agreed to do anyway, and that is to stop producing special soft tyres for qualifying for grid positions. Practice is now done on tyres that will do a race distance, and Goodyear and Michelin have an engineer's agreement on this. You'd have thought this would have been sufficient, but oh no, not in this day and age. A full set of regulations have to be drawn up. I still think one of these days we'll have a Formula One race comprising "legal eagles" and the rule books, with drivers, managers and team owners present, but no cars. At least it will be quiet enough to hear what people are saying.

The pit lane at Zolder is unbelievably narrow and I wonder why FOCA put up with it. It is also too short for a full field and there is no room for spare cars, while the pits themselves are exactly that, holes in the ground below the level of the pit road. I wonder if the man who designed the layout has ever worked with a team and helped to hump everything up onto the pit counter. The Spanish circuit at Jarama may be a funny little Mickey Mouse affair, but the pits layout is first class, Zolder organisers should take a look sometime. The number of people in the pit lane at Zolder was ridiculous and it is amazing that nobody got run over. It makes me shake my head in despair when I see a photographer stop in the pit road, put his great camera box down on the ground and go down on one knee to take an "arty" snap of a driver's helmet or a sponsor's name on the side of a car. At the bottom end of the pit road, just before cars go out on the track it was very dicey for the mechanics of teams like Alfa Romeo, Ensign, ATS and Shadow for cars from the other end, like Ferrari, Lotus, Renault, Brabham etc. were doing 50 or 60 m.p.h. at the end of the lane with barely six inches between their cars and those being worked on, which didn't leave much space for mechanics doing a job of work. One chief mechanic sent a polite note to the President of the Grand Prix Drivers Association (Jody Scheckter) asking him to tell his young men to take it easy. As one chief mechanic said later "if they don't cool it, we'll wheel an air bottle out in front of them." A steel nitrogen bottle on its trolley would play havoc with the front of a Formula One car.

Fashion is a great factor in Formula One design and it will be interesting to see who follows the new pattern set by Gordon Murray and Patrick Head, of having curved edges to the side-pods, with no "kick-ups" at the ends just in front of the rear tyres. These "kick-ups" have quite a few variants, from total enclosure to forming funnels to let air up and out ahead of the tyre, some openings are open, others have gauze mesh over them. Knife edges along the side-pods were very popular and these grew up into veritable walls "to stop air spilling over the edge." All that is now a thing of the past and air is reckoned to be doing something completely different to what it was doing in 1979.

As readers who follow the European scene will

VSCC CURBOROUGH

THE Vintage SCC ran its annual Curborough Meeting on May 11th and if this is more a high-speed driving-test than a speed-trial it mattered little in the warm sunshine. It was a pleasantly lazy, well-run occasion, with plenty of onlookers, whose cars, for instance, ranged from a little vintage flat-twin Wolseley two-seater to a smart British Salmson saloon. The sun and the meeting with friends made reportage spasmodic. But I noted that Ron Footitt not only made fastest-time-of-the-day but set a new vintage-car course-record of 38.6 sec. on his second run in the Cognac-Special GN/AC. The only possible challenger was Guy Smith in his 3½-litre Alvis-powered Frazer Nash but he clocked 39.8 sec., which settled the over 1,500 c.c. racing-car class, in which third place went to David Llewellyn in the 8.3-litre Bentley, in 41.0 sec. Tony Brooke carefully warmed up his famous Vauxhall Villiers but it cut out just before reaching the finishing-line on its first appearance and departed behind its Range Rover tow-car before it could be run again, with undiagnosed trouble — even so, Brooke's time was 46.9 sec.

In the 1½-litre racing-car class Mark Joseland broke his own class record in the blown Frazer Nash single-seater with the "Terror" associations, and the Edwardians had a class all to themselves. This was well supported, almost as at pre-war VSCC Meetings. John Walker had driven to the venue in the 12.8-litre 1908 GP Panhard-Levassor that we described in the April MOTOR SPORT. It was making its first modern competition appearance and looked very "Dieppe-72-years-ago" as it ran along the back curve. As it was slowing down on its second run the o/s front tyre left the rim and tried to tangle with the steering. But John held the big car with skill, persuading it safely onto the grass, with no drama. Neve's 3.3-litre 1914 TT Humber seemed off-form, Roger Collings' 9.2-litre 1903 Sixty Mercedes made splendid Gattling-gun noises from its two long exhaust stubs but age was against it, inspite of intrepid driving, the 12-litre 1908 GP Itala driven by Williamson gave a fine



BIG EDWARDIANS — John Walker's 12.8-litre, 1908 GP Panhard-Levassor, left, made its first modern competition appearance at Curborough and came "face-to-face" with the familiar 12-litre Itala of the same year.

impression of the true brute-force big Edwardian racer, but it was left to Arnold-Forster to go the quickest, in his racing 5-litre 1912 Type 16 Bugatti, in 45.7 sec., 0.4 sec. slower than his own class course-record. The Itala was second, with 47.3 sec., the Panhard third, in 47.8 sec., Neve's Humber clocking 48.2 sec. and Collings' veteran Mercedes 49.6 sec. — W.B.

Porsche Withdraw from Indianapolis

PORSCHE, totally frustrated by the conflicts and myopic decisions and indecisions of the US organising clubs, reluctantly withdrew from the Indianapolis 500 on May 25th and have dropped their plans to contest the rest of the Indy series.

Some weeks ago USAC announced it would reduce the Porsche boost pressure to 48" from the originally specified 54. This would have meant a totally new development programme for Porsche's flat-six and was simply not on. Porsche unsuccessfully sought a compromise of 52" for Indy.

A statement from the Porsche Board read: "This most difficult and disappointing decision was reached after a change in rules on March 7th, 1980 by the United States Automobile Club for the Porsche six-cylinder engine which was at such short notice that it effectively disqualified the entry of a competitive vehicle.

"After the change in rules was confirmed on April 21st following lengthy negotiations in the last few weeks by the Championship Racing League which was newly created for Indy, Porsche had no alternative but to withdraw and so lose their great hopes on a very promising project".

Porsche had been full of enthusiasm for this American project, which we described in the January issue of MOTOR SPORT. Now, sadly, the prototype Porsche chassis and the ten completed turbocharged engines will be relegated to the Porsche museum in Stuttgart. The shinnanigans in the USA have killed a project which could have injected a new spark of life into the Indy series and ended a Porsche single-seater interest which might one day have culminated in a return to Formula One. — C.R.

Chevron Saved

A SCOTTISH consortium has secured the future of Chevron Cars Ltd., which went into liquidation on January 30th last. The company and its assets have been acquired from the Receiver by racing enthusiasts Robin Smith, Laurence Jacobson and Les Cuthbertson, who will move Chevron from Bolton to Smith's farms at Newmains, near Glasgow.

This will be good news to owners of the numerous Chevrons scattered across the globe, for the consortium intends to concentrate its inital efforts on re-starting the spares service.

A new Chevron Sports 2000 is on the stocks and should be running by August, with plans for full production in 1981, which means a return to the sports car roots of Chevron, as created by the late Derek Bennett. Single-seaters will be given consideration later, but the ground-effect CanAm Chevron B51, built for the 1980 season and disappointing in initial testing, has been firmly shelved. — C.R.

Wrong month

OUR apologies to the many readers whose April issues of MOTOR SPORT carried a May date on the front cover. The error was rectified part way through the run.

For the record, so that affected readers can spot the difference at a glance, the April issue, whether dated April or May, carried a photograph of John Walker's blue, 1908 Panhard-Levassor. The cover of the actual May issue showed Mehta's Datsun winning the Safari Rally.

know, the Spa-Francorchamps circuit has been shortened, with an exciting and daunting new leg across the middle of the old circuit, retaining the same pits and start-line area and the steep climb up *l'eau Rouge Radiallon*. It is now ten years since we had a Grand Prix on the Francorchamps circuit and people are wondering when the Grand Prix will return there. At the moment, officially, the revised circuit has not been passed for Formula One racing by the FISA Circuit Inspectors, and anyway, Zolder has the contract for the Grand Prix in 1981, so a return to Francorchamps cannot happen before 1982, if then. The start-line at Francorchamps is on quite a steep slope and when I first went there, in 1948, cars were held on the line with their hand-brake, then the hand-brake requirement disappeared from the regulations and drivers had to juggle with their right foot on brake and accelerator pedals at the same time. Some teams put small pieces of rubber under one wheel to chock the car, others used small bits of wood, a folded cigarette packet or similar chock; small stones were even used. In the past ten years the phobia of safety and track cleanliness has grown enormously so I do not see any way of holding 24 straining Formula One cars on that downhill grid. They could not move the start to the flat leg of the circuit for the short straight ends in an acute hairpin, which would be asking for trouble. At the moment I do not know what the answer is, always assuming that the Spa-Francorchamps owners want the Formula One circus back in the Ardennes.

Arriving at Zolder the day before practice began, after a dry but windy ride across France and Belgium on my BMW motorcycle, I went for an evening meal with two friends in the village of Boldeburg, near the circuit. We were well away with our meal at 9.30 p.m. when one of them said "Do you realise what day it is?" I didn't. "It's May 1st." Exactly twenty-five years ago to the very day and very hour, I was having dinner in a hotel in Brescia in Northern Italy, with the engineers of the Mercedes-Benz racing team, after doing the best day's work in my life. I quote from MOTOR SPORT June 1955. "On May 1st motor-racing history was made, for Stirling Moss won the 1,000-mile Mille Miglia, the first time in twenty-two years that this has been achieved by a British driver, and I had the very great privilege of sitting beside him throughout this epic drive." A twenty-fifth anniversary, with two motor racing friends seemed like a good time to have a large cognac in celebration before we fell to discussing Tiff Needell's chances with the Ensign, or whether Ferrari and Lotus were going to get up off their knees at this meeting, and I hoped the race would be won by Jones, Piquet, Villeneuve or Arnoux.—D.S.J.



The Deputy Editor demonstrates the impressively neutral behaviour of what he believes to be the sportscar with the best handling/roadholding combination in the World.

BRIEF IMPRESSIONS

The Lotus Esprit Turbo

IN THE March issue of MOTOR SPORT we published a description of the new Lotus Esprit Turbo. Production is now at five a week. The first 100 will be numbered, Essex Commemorative models, liveried like the unnumbered prototype depicted here. Less conspicuous versions will follow. It is unlikely that a road test car will be available for some time, but recently I was fortunate enough to drive the prototype from the Hethel factory for a couple of hours.

Full technical details can be gleaned from the March story, but briefly, the mid-mounted 16-valve, four-cylinder engine has been enlarged to 2,174 c.c. (92.25 mm. × 76.20 mm.), is dry-sumped, endowed with a Garrett T3 turbocharger boosting through two, twin-choke Dellorto carburetters at a maximum 8 p.s.i., and delivers no less than 210 b.h.p. DIN at 6,250 r.p.m. and 200 lb. ft. of torque at 4,500 r.p.m. The backbone chassis is considerably modified at its front and rear ends, the engine/transmission is slung in a new space frame with four-point, wide base mountings to reduce NVH, and there is new suspension all round, that at the front being adapted from the Elite, with wider track front and rear. Aerodynamic changes include a deep front spoiler, side skirts incorporating NACA ducts to provide cooling airflow to the engine compartment, directed by an undertray beneath the engine and finally exiting through ducting louvres in the rear hatch, which replace the standard Esprit's rear windows.

Being a modest 5 ft. 7 in. tall, I find the reclined driving position of the low-built Esprit one of the most comfortable of all — taller people mightn't be so happy — and relaxed straight away into the Turbo's ruched leather upholstery, with Roger Becker, Lotus' bright young Senior Development Engineer in the "hot-seat" alongside me for an exciting drive through the Norfolk countryside. With pleasant memories of the Esprit S2 road test car behind me (MOTOR SPORT, March 1979), I expected this to be an experience to savour.

The comparison turned out to be astonishing. In the Turbo, Lotus have a car which is not just a modified Esprit S2, good in its own right, but a sensational newcomer which without doubt in my mind sets new World standards in production turbocharging and road car handling. I would venture to say that whilst it might not be the World's fastest production car, though with 0-60

Left, the colour may be loud, but the comfort is soft in the Turbo's futuristic interior. The mid-mounted, 210 b.h.p., turbocharged engine is uncannily flexible and progressive.





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Letters from Readers

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

Symmons' LMB V8 Special

Sir,

My attention has been drawn to some correspondence in the 1979 issues of MOTOR SPORT regarding the LMB V8 special owned by H. G. Symmons and I am happy to fill in some details of its history.

Mr. Ghandi remarks on the forward-mounted radius rods, which format I used also on the three-litre Bentley and Type 37A Bugatti. The reason for this was the need to synchronise the radius rod and steering pivots with the swing axle pivots in order to avoid constant change of wheel alignment, and there was no room underneath the car.

It took me ten years to persuade Allards to alter their radius rod centres, but they eventually did so, and Reg Canham expressed his amazement at the improvement in directional stability. Incidentally, Colin Chapman fell into the same error with the Lotus 7, but of course one would not presume to tell Colin anything!

Tony Rumfitt's mention of wartime days at Caterham reminds me that when the Luftwaffe attacked Kenley aerodrome they came in low over our showroom pursued by Hurricanes and one of the stray bullets found a home in the petrol tank of the V8, spilling many gallons of precious fuel.

After peace broke out, we put up quite a good time at Prescott, and planned to fit hydraulic brakes in place of the standard ones, which did not match the car's performance. However the car was sold before we got round to this.

I did not see it again until early last year, when the then owner brought it over to me and said that he hoped to restore it to its original LMB form. At the time it had a conventional rear axle, with semi-elliptic springs, AC engine and gearbox, Bedford IFS and wheels and generally looked so unlike what had once been the most beautiful V8 special ever, that the only positive identification I could make was the patched bullet hole in the petrol tank!



Symmon's LMB Special at Prescott.

Another LMB V8 special which has not been mentioned was Gerry Crozier's twin-blown short chassis machine, the body of which had a tubular frame, to which rexine panels were attached by press studs. This resulted in a car with high power/weight ratio which Gerry drove in his own very effective style. It was also very accessible.

May I take this opportunity to send greetings to all my old friends from the days when competition motoring was a Sport and the motor business was fun!

Blackheath, Surrey L. M. BALLAMY

Batten Specials

Sir,

A copy of your Jan. 1980 issue has been shown to me in connection with the letter from Mr. Guy Burroughs on V8 specials. A friend thought that the car mentioned by Mr. Burroughs and shown in the photographs might have been an early model of those built by my father, Mr. J. D. Batten in the 1920's and 1930's at Beckenham, Kent.

Unfortunately, my father's memory of the details concerning the cars he built is now not very good, but perhaps Mr. Burroughs might remember whether his car could have come originally from the Batten stable? In my father's defence I may say that it could not have been in its original "livery" as, judging from photos, all the Battens were good-looking cars!

You have apparently had an article and correspondence on V8 Specials and I would be interested to know if Batten Specials were mentioned — or even his earlier models which included Beckenham, Barson and Salmon Specials, of which I know nothing apart from the names. He also built one for a Mr. H. Norman Thompson.

I regret that I have become interested in these cars rather late, and that my father is no longer able to answer all my questions, but you might be interested in what I do know, and the details given might encourage anyone who has any further knowledge to contact me.

One car (DKM 651) is still alive and well and in the possession of its original owner, Mr. Harold Inderwick of Sussex. Another, a coupé (DLR 232), was built for the late Lord Plunkett and after his death was bought by a Mr. Murray West, whose present whereabouts are unknown to me. A third, a four-seater open tourer, which we ran ourselves, was sold to a Mr. Nethercott in 1946 or '47. He removed the rear seats and used it in competitions. It's number was CKN 923. There was also a racing version (CRR 191), aluminium-bodied, and with 8 Amal down-draught carburetters. According to photos and articles in my father's possession there were at least two others, with reg. nos. YY 7062 and KO 2712, and there may have been more.

If anyone knows anything further about any of these cars, or any others connected with The Beckenham Motor Company (the name of the Company which my father ran), which was in High Street, Beckenham, we should be most interested to hear from them. If they have photos or articles, and would be prepared to send them to me for copying, I would, of course, take the greatest care of them, and pay any postal charges.

Lutterworth W. A. WARREN (Mrs.)

Flagrant Disregard

Sir,

While putting Dino Ferraris into mass production is obviously not a good thing, I find myself very much in agreement with Alan Cathcart & the Classic Racing Motorcycle Club in their views on Historic eligibility.

In 1973 I was watching the Itala Trophy from the inside of Woodcote, the occasion on which the Bentley-Napier first went really well. As the great car thundered towards Copse, many of the older generation near me looked at each other with shining eyes. For a magical moment the Pit Straight became the Railway Straight, with another Napier-engined car thundering towards the Byfleet banking. Here was a *real* Vintage car in the Brooklands tradition. But of course it wasn't. There never was a Bentley-Napier and nobody pretends that it is an authentic Vintage car. Who would deny, however, that it has added enormously to the thrill of Vintage racing over the years.

The 'fake' Ferrari is much nearer the real thing than is the Bentley-Napier, the former being a very beautiful replica, the latter not a replica of anything and the Dino would certainly add extra spice to Historic racing. For this reason the rules should be framed to allow it. The point is that they are *not* and for this reason the car should never have been permitted to run in the Lloyds &

ESPRIT TURBO — continued

m.p.h. in 5.55 sec., 0-100 in 14.65 sec. and a 152 m.p.h. maximum it is not far off, it is the World's fastest production road car in terms of *usable* performance.

The instant impression was one of substantially improved refinement over the Esprit S2. While a little bit of vibration can be felt at low speeds, the annoying body booms and other NVH problems have been almost totally eliminated. There is little wind noise, the turbocharger deadens the engine noise (though there is considerable intake noise if the driver's window is lowered) and Becker and I were able to converse easily at 130 m.p.h. plus.

The Lotus engine is uncannily progressive in its throttle response and power delivery, literally to the extent that if nobody mentioned it, you would be unaware that it was tubocharged. The throttle can be floored in fifth at 1,000 r.p.m., and except for a quick hiccup at 1,200 r.p.m., the power delivery proceeds utterly smoothly, with no sensation of the turbocharger coming in. By 4,000 r.p.m. in any of its gears the turbo is accelerating like a rocket. Flexibility at low speeds is superb, to the extent that in spite of Becker's grimaces I was able to let it trickle along in fifth at tickover. Throttle lag? This Lotus has never heard the term.

This beautiful engine is matched by simply brilliant handling and roadholding. I could feel the chassis' extra torsional stiffness over the S2 instantly; the Turbo feels utterly taut. It is so responsive and nimble that its great width felt to shrink to bicycle dimensions through the Norfolk lanes, its handling so well balanced and steering so positive that this is a car which feels to be driven directly from one's brain, without muscular intervention. Where at high speeds in the dry the Esprit S2 has a slightly unhappy transient period to oversteer which can catch out the unwary, the Turbo is totally forgiving and its roadholding — on Pirelli P6s on the test car, Goodyear NCTs in production (Becker says the NCTs give slightly better turn in, the P6s a better ride/roadholding compromise) — staggering. Indeed the Turbo will pull 1.04g and 113 m.p.h. round an 820 ft. radius curve, against 0.86g and 103 m.p.h. for the S2 and on the road feels as though it will never "let go". Becker placed special emphasis during development on "emergency handling", i.e. the way the car will respond to sudden directional changes. Matched to all this is a very acceptable ride and low roll angles. I'm afraid I cooked a set of new brake pads initially, but they recovered to give tremendously powerful stopping, via larger, solid front discs.

I wish space restrictions had not convoluted this report so much. There is so much more to say about this all-British, mid-engined sports car which has set handling standards for Ferrari and Porsche to aim at, instead of the other way round, and a turbocharged engine which makes the Porsche 924 effort, with its lack of progression, look totally inferior. — C.R.

Scottish. If rules are made and then simply waived to allow a famous driver to compete it makes nonsense of the whole thing. As well allow Fangio, just because he is Fangio, to drive an ERA in the Williams Monaco Trophy.

In imputing lack of sportsmanship and a desire to win at all costs to the four who withdrew, Maj. Pender is wronging them greatly. It seems that Corner and Norman wanted to win so much that they offered their cars to Moss to drive! Lindsay, barring trouble, must have won his Class with ease (a different Class from the one Moss was in) and it would actually have been to his personal advantage for Moss and Green to have to fight for the Class win. De Cadenet clearly had no objection to the Dinos of Green and Corner. Their protest was not because they feared to be beaten but that the rules were being quite flagrantly disregarded.

Englefield Green — TERENCE BRETTELL

An Historic Anomaly

Sir,

As the scene involving historic racing cars has been the subject of so much comment in various motoring journals recently, could I introduce another element into this discussion.

I refer to the anomaly of excluding mid-engined cars of the period. In case your readers are not aware, the cut-off date for this class of historic racers is 1960, but for some reason the organising body excludes mid-engined cars such as Coopers, Lotus and Porsche, which were racing in that period.

In trying to re-create the excitement and atmosphere of the period, I would have thought it sensible to allow these period cars to race in preference to some replicas which may be more valuable but not so interesting historically.

Surely remembering the sensational impact the Cooper-Climax had on the world of motor racing in 1958, when driven by S. Moss, the little British Cooper beat the then favourites, namely Ferrari and Masers at Buenos Aires followed by a victory at Monaco, it is totally illogical that these cars are not allowed to race in historic races today.

Would it not add to the spectacle if this type of car were allowed to race; it might well be among the front runners and give the Ferraris and the Maseratis some British made opposition as they did in the period.

Perhaps the organisations that administer this branch of the sport could explain their reasons to this spectator.

Richmond — P. ANDREWS

"Hotted-up" Historics

Sir,

May I use your pages to discuss the issues raised by the correspondence about the authenticity of historic racing, sports-racing and road sports cars?

The dialogue between D.S.J., C.R. and Michael Bowler is really about two related subjects, which are related but must be distinguished. The question of true authenticity is one that should be left to philosophers, I suspect that there is a mystical laying-on of hands required to make a car a true example of its marque. But the practical approach surely should be that if a man is willing to spend the time and money to construct, say, a Maserati 250F which D.S.J., by sight alone, could not distinguish from one built in Modena, then good luck to him. I believe only greed and a desire for exclusiveness, motives which have nothing to do with motor sport as I know it, would object to this practical approach.

The second question raised by the current correspondence is that of the desirability of improving cars beyond their "as built" condition and performance. This issue is the source of true controversy and, I believe, ultimate discredit to the cause of Historic Racing in all classes. The rule of thumb for determining a car owner's position on this subject is to ask him in what stage of tune his own race car is in; what he has done to his car, and no more, should be allowed to others. There are two factors relevant to this issue: 1) Bad cars drive out good; i.e. the car which is easiest and cheapest to modify will be raced far more often than the one which is not and therefore the cars which are difficult and expensive to modify will race less often. An illustration is the prevalence of Listers over Ferraris in the sports racing category. 2) By and large, the person who spends the most will go the fastest, and thus discourage those of shorter purses from racing.

The solution to the problem of where to stop the "hotting-up" process can only be arbitrary, and must encourage both original and modified cars to come out and race, and discourage cheque book racing as much as is possible. My answer is to limit wheels and tyres, and to allow any modification which is *not* visible to an expert on the marque in question, with the exception of oil coolers and exhaust manifolds. This is simply stated, but with a few very small additions, it is a formula which will work, and encourage the greatest number of cars of all types to race.

London SW1 — S. A. STANDEN

Replicas

Sir,

The production of replica or re-manufactured "historic" racing cars is indeed a gritty, and thought-provoking subject. On one hand one regrets the possibility of deliberate trickery and possible devaluation of the genuine article and, on the other hand, the pleasure of seeing and hearing such cars as the BRM P25 is immense.

On the subject of Lister-Jaguars I have long been surprised at the variety of body shapes these cars now wear, each one seems to be different from another! With the exceptions of the original Hillwood conversion and the 1957 works car, there were but two styles: the 1958 "knobbly" type, as it is now referred to, and the 1959 Costin design. Why, when so much money is obviously spent on the restoration and preparation of these exciting cars, can they so seldom get the shape right?

My final point, and like the above a very minor quibble, concerns the HSCC Historic Special GT Championship. I thought (and my memory may be faulty!) that the Lola T70 Mk. IIIB was the 1969 version, and that the 1968 T70 was the Mk. III, introduced in 1967.

Inkberrow — C. J. CURRY

Childish Egos

Sir,

I was horrified to learn that the South African Grand Prix for next year has been "cancelled" pending the outcome of an inquiry concerning a certain FIA member's restriction from the victory rostrum area following this year's event. I am not qualified to argue whether on technical or safety related merit the race should be in jeopardy but since it appears the decision was not based on such valid reasons anyway I felt compelled to make a comment.

It is reassuring to those of us powerless to have direct input to a sport that we love so dearly, that those individuals who are "in control" have the best interests of Grand Prix racing at heart and base their decisions on the direction of the sport with that in mind rather than using juvenile emotional displays of unearned "power" to satisfy their childish egos!

How is it that the racing fraternity tolerates the sanctimonious, immature personalities of those non-qualified individuals who have somehow manipulated themselves into positions of control based on cocktail/political garbage rather than through genuine contributions to the sport. FIA is simply "out-to-lunch" as this recent episode so blatantly demonstrates, as so magnificently portrayed by their dubious leader. Who is Mr. Balestre and why is he tolerated?

I call for the removal of FIA influence on Grand Prix racing and in particular its present figurehead. Return road racing to the competitors, constructors, and drivers with whom the best interests and future of the sport exists. Therein lies the pulse and spirit of the sport, not with those pompous parasitic "celebrities" who obviously are more interested in their pruning feathers!

San Antonio, Texas — DOUGLAS IVAN

Buy British

Sir,

Sir Michael Edwardes is absolutely right that in its hour of greatest need we should all be backing the British car industry and indeed British industry in general. How sad that his plea should be necessary at all.

The truth is that we have become a rather lazy, selfish people, living beyond our means and almost completely lacking in national pride.

The options open to us are, or should be, plain to see. Either we continue to indulge ourselves with imported goodies which we don't as individuals deserve and can't as a nation afford and so accelerate down the slippery slope into industrial oblivion and poverty; or we pull ourselves together, each one of us, determined to become more efficient at our job and prepared to give a fair day's work for a fair rate of pay. The right of freedom of choice is not automatic and must be earned.

In the meantime, we must keep the British car industry alive by buying British — nothing will revive it if it dies — does anyone expect to see British motorcycles on our streets ever again?

And is it such a hardship to buy British? We make the best luxury cars in the world, the best racing cars, and indeed Leyland still make the best range of cars of any manufacturer. Even comparing performances of our older models with the newer foreign competition the differences are marginal.

Who wins most of the economy events?

Look at the old cars on the roads today, notice the almost complete absence of the imports — remember the song and dance about the Renault Dauphine on the tele? Not many years ago, was it? When did you last see one?

The sobering fact is that we could halt the flood of imports almost overnight, just by resolving that our next car must be British and being prepared to wait for it. Would it be such a hardship?

And think of the spin-off benefits to British Steel, engineering in general, balance of payments, employment etc. etc.

Over 60% car imports! How can we be such fools?

Dronfield — A. S. CORBEY

Buying British

Sir,

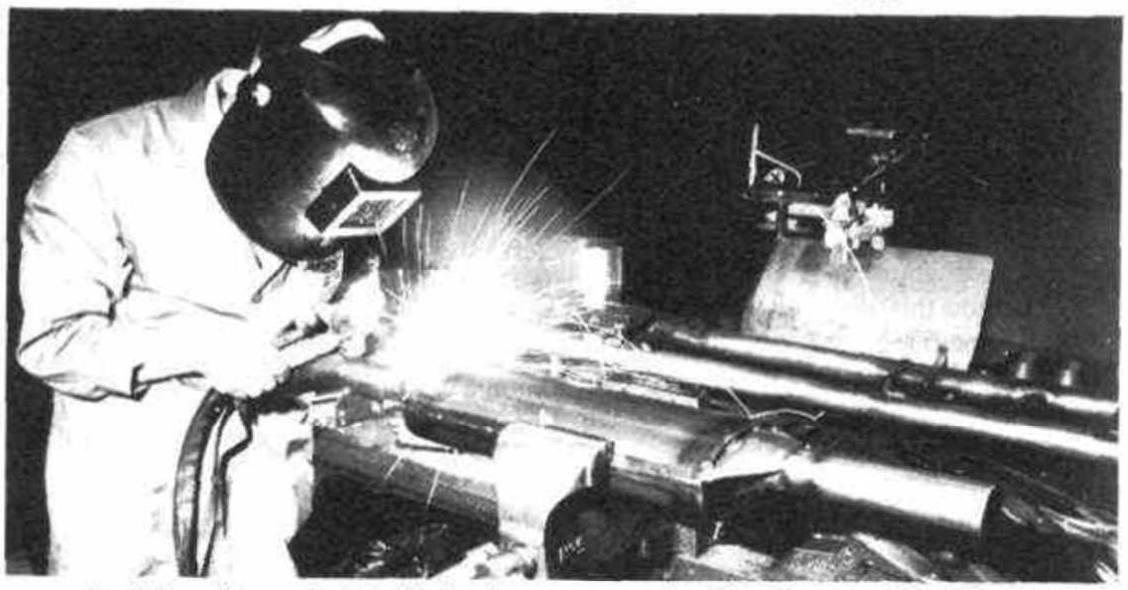
I read Mr. Dorman's letter just before I took off for Brighton for a week's holiday and am writing this immediately on my return having covered 1,440 miles averaging 25 miles per gallon, complete with V6 engine, power assisted steering, sunshine roof, tinted glass plus many other extras,

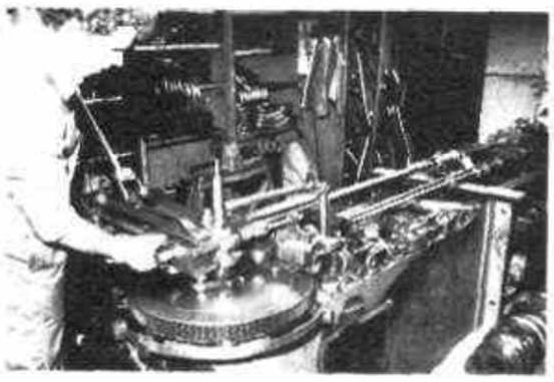
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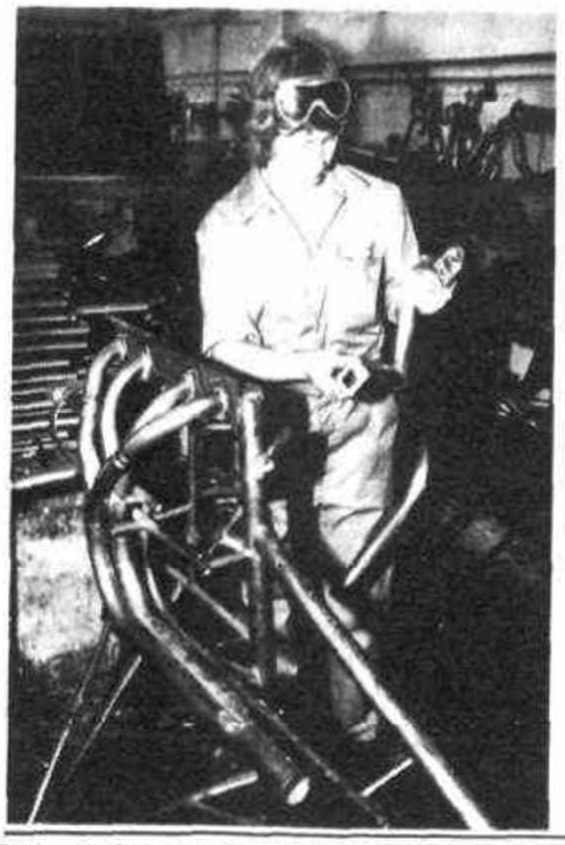


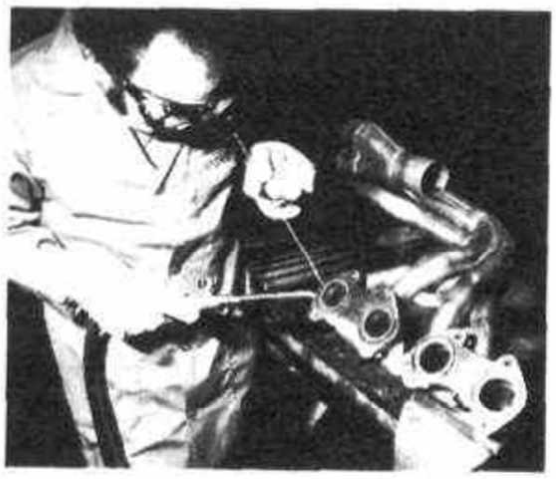


Next the jig, manufactured to exacting tolerances to guarantee that every manifold is as good as the first, the production prototype.

And then the material. Highest quality, high grade tubular steel, fabricated with full bore bends on an automatic mandrel bender to prevent any restriction in gas flow, and CO_2 gas welded for a rugged, impervious joint.

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And finally our staff. Albeit highly qualified and craftsmen in their own right, not one of them could make a passable attempt at filling Merlin's shoes.

So, you see, there's nothing magical about the manufacture of Janspeed exhaust manifolds. Ask some of our better-known customers like Ford and BL Motorsport, Saab, DTV, Talbot and Opel. They won't tell you anything different, but no doubt will be pleased to talk of their success, which of course we share with them.

But if you're still not convinced, try fitting one and judge for yourself. If you find it's pure magic we won't be surprised, but we can't honestly say we'll believe it.

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Tim Walton Motor Accessories Ltd., 214 Fleet Road, Fleet, Aldershot, Hants. Tel: (02514) 22431.

Photographs courtesy of 'MOTOR'

as well as a full luggage boot, a wife, two children and have had immense driving pleasure in a Ford Cortina 2.3S.

Twelve months ago it cost £5,000 and I have covered 18,000 miles of most enjoyable motoring always accepting the fact that the majority of car owners like myself need the facilities of a good sized luggage boot, 4/5-seat accommodation but still want "good looks and is fun to drive" as Mr. Dorman suggests. Ford seems to be the only company now offering such an acceptable package of practicability, driver enjoyment and price so I strongly suggest Mr. Dorman and other disillusioned readers take a test drive in what is now a 2.3 GLS Cortina.

Peebles R. B. HARRISON

The Triangle Flying Saucer

Sir,

I was most interested in the letter in this month's MOTOR SPORT from Mr. F. M. Wilcock regarding the Rolls-Royce Kestrel Engine in the Triangle Flying Saucer. Rolls-Royce was asked by Hawker Siddeley to obtain a wheelcase for a Kestrel Engine for their Hawker Hart which they were restoring, and I was sent down to Worthing to obtain the necessary parts from the Swandean Garage, and of course met Mr. Wilcock, who is an R-R enthusiast. He had a Spitfire 1X in the orchard adjoining his garage which he hired out for various air shows. He also had Sir Bernard Montgomery's R-R Phantom III which Monty used as a staff car during the last war.

I took a fitter with me, Jimmy Eastwood, who I believe is still in good health, and he was asked to remove the wheelcase from a beautifully preserved Kestrel engine. I was engaged in conversation by Mr. Wilcock about various aspects of Rolls-Royce products and was so interested that my fitter had to do all the work on the Kestrel engine!

When I returned to Derby I put in a report about the excellent condition of the engine at Swandean Garage, and I believe that Hawkers' eventually bought this engine and the one with the failed con-rod for spares, and subsequently got their Hart flying. I believe the con-rod failed because the rev counter of the Saucer failed, and the consequent over revving caused the failure.

With best wishes for the continuation of your excellent magazine.

Etwall, Derby JOHN SHERRARD

PS I don't suppose Mr. Wilcock is still at the Swandean Garage because I am going to Worthing for my holiday this year!

Tax On Possession

Sir,

I read with interest the letter from Mr. Martin Pulbrook on the subject of vehicle road tax and the report in the Northampton Mercury and Herald that the Minister of Transport was considering introducing instead a tax on the possession of a car.

The response from the Ministry to Mr. Pulbrook's objections stated that they were seeking to simplify enforcement and reduce evasion of Vehicle Excise Duty (VED).

Might I suggest that the simplest way of doing this is to incorporate VED in something the vehicle user must purchase to run his vehicle i.e. petrol or diesel oil.

By doing this both requirements of the Ministry are satisfied; (1), evasion is impossible and (2), collection is simplified as it would merely be a proportion of an increase in petrol tax collected from the sales outlets as at present.

The benefits to car collectors and other low mileage road users such as OAP's would be appreciated and at the same time would make the heavier road users more responsible in their attitude and encourage the development of alternative fuels or supplements such as gas or alcohol.

The MoT certificate with a little modification would provide all the data concerning the vehicle and be updated automatically each year on renewal.

The average mileage for cars is variously quoted to be 10,000 to 16,000 miles per year and I suspect it is nearer the higher figure as 80% of the cars on the road are company cars or company maintained, however let us take 12,000 miles per year to be the average figure. If we now take the average fuel consumption to be 25 m.p.g., then the number of gallons consumed per year per car is 480.

Thus we have only to increase the price of petrol from 132p to 144½p per gallon to return £60 VED.

I do not claim originality for the suggestion of incorporating the VED in petrol tax, but whilst I know it to have been put forward many times over the years, I have never heard an objective reply as to why it should not be introduced. Perhaps the Ministry would take this opportunity to clarify the issue.

Guildford W. LISTER

Return Of The Rudge

Sir,

I was interested to read in the January 1980 issue that Rudge is to re-appear on a new motor cycle.

I owned one of the 500 c.c. touring models in, I think, the late 1920's when the sales slogan was "4 valves, 4 speeds".

I covered thousands of miles on this machine, both solo and with a sidecar attached. The only real trouble was caused by the push rods being made of such hard steel that they periodically pushed through the rockers. Result — no motor and a tow home.

I eventually traded it in for a 1926 Austin 7 touring model. I wish I had this now!

Newark R. HOMER

A Belt-Up Compromise

Sir,

I fully appreciate that nobody should be *compelled* to wear a seat-belt: undoubtedly for a few this would mean compulsory death. Nevertheless if everybody did wear a seat-belt, the saving to the State of post-accident hospital and medical costs would be gigantic: and urgently needed hospital beds would become free.

A solution might be to make the wearing of seat-belts compulsory unless the driver held a valid certificate of insurance which covered him and his front-seat passenger against agreed and accepted costs for hospital and medical care should he be involved in an accident.

Thus the State should save its gigantic medical costs, freedom of the individual would be preserved, and you, Sir, should be happy!

Chartham Hatch R. J. RICKARDS

Misleading Descriptions

Sir,

I have read with interest over the last few issues of MOTOR SPORT the controversy on authenticity and/or originality of historic racing cars and Mr. Alan Cathcart's letter — particularly on racing motor-bikes. Whilst I agree in principle, what disturbs me most of all is when a car does get built up from all bits and pieces (i.e. new parts and not necessarily from an original car that had any history), and the owner has the original log-book or number plate, then *sells* it as the ex- so-and-so car.

Unfortunately I know this goes on in our own car section — the XK Register of the Jaguar Drivers' Club — but where to draw the line is the problem.

It is a case of the "chopper and handle". Replace the handle because it breaks, then replace the head later on when it is broken.

A somewhat similar situation arises with Concours d'Elegance cars. One can purchase a car that has been completely restored — "cheque-book" restoration, where practically everything has been replaced except usually for the chassis, then it is advertised as the winner of the "XY Concours" and is "absolutely original". By definition Concours d'Elegance means a "Contest of Elegance" so it should be on looks as well as originality, therefore cars should be advertised as "as original" and/or "bog standard". But to state that it is "original" and "just as it left the factory" etc. etc. surely is wrong, let alone breaking the Trade Descriptions Act when it is offered for sale. This has prompted me to look at some of the adverts again. Here are some comments on some of the cars advertised:

1. Completely restored — excellent and original!
2. Totally original — save road engine . . .!
3. A most original unrestored car, new seats and trim!
4. Totally and meticulously restored — now in original etc. etc.!!

These comments were taken from Trade advertisements (May issue).

Now, before you all go rushing pen to paper to say what the advertisers mean is that the car is restored to how it was, then this should be stated 'as original' or 'same as original', 'original type' etc. etc.

Thank you for an excellent magazine which I have been reading for over 20 years, with a collection starting in 1944.

Headley, Berks J. DAVENPORT

The BRMC Dinner

Sir,

Re your interesting account of the British Racing Mechanics' Club Dinner in 1936 in the April MOTOR SPORT. The Mr. L. Anstead "of Weybridge" was Les Anstead who was reputed to have made the very first "Brooklands Silencer" at his workshops in the "Ship Yard", adjacent to the "Ship Hotel" in Weybridge. He continued in business there until, sadly, he died in 1976. The business still thrives today, under the direction of his son Derek.

Les got his first job at the Itala Works in Weybridge, which later became Vickers, earning 10/- a week!

Weybridge DICK LEWIS

TAILPIECE



A US economy car? [Photograph by C. W. Norton

CLASSIFIED ADVERTISEMENT SECTION

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

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FOR SALE

LOTUS SEVEN S IV 1600GT. 'J'-Reg. 12 months M.o.T., new battery, brakes, tyres, stainless steel exhaust, cassette/radio. Reliable car, genuine reason for sale. £1,575. Tel: Cranleigh (048 66) 2343. (55029

MG MIDGET. BRG, wire wheels. This 1970 car has had many Concours wins. Offers around £1,000. Tel: Rugby (0788) 75367. (55028

TR3A OVERDRIVE. Full professional restoration last year, new seats, interior, paint, chrome and full weather equipment. New M.o.T., tax. Offers around £3,750. Tel: Armitage 490 440. (55027

JAGUAR E-TYPE 3.8 FHC. Being assembled after 2 year rebuild. Monocoque rebuilt by Oldham and Crowther, new bonnet, clutch, suspension etc. Excellent mechanics. Price depending on stage of completion from £3,500. Tel: Armitage 490 440. (55027

ASTON MARTIN V8. 1974. Manual gearbox, carburetter version, Cambridge blue with red interior, two owners, service history, recent tyres, exhaust, clutch, brakes, overhaul etc. £8,750. Tel: 01-864 8224. (55026

1947 DAIMLER DB18. Very good condition, lots of spares. £1,400 o.n.o. Tel: Royston (Herts.) 60164 (evenings & weekends). (55025

1937 ROVER 10. Excellent original condition. £2,000 o.n.o. Tel: Royston (Herts.) 60164 (evenings & weekends). (55025

TRIUMPH TR7. 6,000 miles only. Damask red, radio/cassette, superb condition. £3,450. Tel: 021 445 2768. (55023

BMW 3.0 SA. 1972. PAS, new exhaust, above average condition for year. All ready to go with tax & M.o.T. Genuine reason for reluctant sale. £1,800 o.n.o. Tel: Worthing 67011 (between 6-8 p.m.) (55021

ALFA ROMEO 2000 Spider. 'P'-Reg. 45,000 miles. Dinitrol rust proofed from new, Momo alloy wheels, red coachwork, mohair hood. Superb example. £3,200 o.n.o. Tel: 01-529 0011 (day), 01-508 4759 (evenings). (55019

ALFA ROMEO 2000 GTV. 1973. Excellent condition. Sale forced by baby. Offers. Tel: Knowle 6359. (55022

ASTON MARTIN DB 2/4 Mk. I. 1954. Engine rebuilt, body/interior in very good condition. Colour Dubonnet rosso. AMOC member. £3,650. Tel: Stafford 664500. (55016

1968 RELIANT Scimitar 3-litre Coupé. Excellent throughout, 86,000 miles, black, black interior, M.o.T. £1,150. Tel: Hay-on-Wye 820 831. (55018

MG ZB MAGNETTE. 1957. Black, excellent condition, M.o.T. for full year. £1,100. Tel: 07014 55904. (55015

AC ACECA. 1957. AC engine with good oil pressure, rebuilt front suspension, rewired and generally in excellent condition. Bargain. £4,200. Tel: 01-940 4291. (55013

SAAB 99 Black Magic Turbo. May 1979. Spots, fogs, sunroof, stereo cassette/radio, rear seat belts. Incredible handling, economy and reliability. A director's car for sale at £6,700. Tel: 021 459 1842. (55012

SUNBEAM ALPINE SPORTS. 1966. 2 owners (original log book), fitted radio, o/d, tonneau cover, v.g.c., new M.o.T., forest green, red trim. £975 o.n.o. Tel: Brent Knoll (Somerset) 479. (55014

BENTLEY CONTINENTAL Flying Spur. 1964. Mulliner coachwork, silver grey with grey interior. In quite exceptional condition with registration number P2. Tel: 0695 422203. (55011

ROLLS SILVER Cloud III Convertible Mulliner Park Ward. 1966. Ming blue, with grey interior, whole car in Concours condition. Exchange considered. Tel: 0695 422203. (55011

JAGUAR XJ6. LHD. 1972. Manual 4.2. Air conditioning, very low mileage, stored winters, new tyres, battery, exhaust etc. This car is in excellent condition. Must be seen. £2,000. No offers. Tel: Elham 456. (55010

JENSEN GT. 1976 'P'. Metallic gold, 31,000 miles. Fine example. Space needed so first offer over £3,500. Tel: Mansfield 860831. (55009

SUNBEAM TIGER. 1966. 4.2-litre. Mediteranean blue, hard and soft tops, hardly used since bodywork renovated 4 years ago. Good mechanics. £1,500. Tel: St. Monans (Fife) 249. (55008

AUSTIN HEALEY Frog-eye. 1959. Garaged since 1974. Part dismantled, needs body attention, spare engine, gearbox, doors, axle and much more. £300. Tel: Quorn 414284. (55007

1969 E-TYPE Jaguar Series II FHC. Finished in unmarked signal red paintwork, gleaming CWW, fitted with sunroof, radio, electric aerial, 8-track, tinted screen, h.r.w., maintained regardless. House purchase forces reluctant sale by JAC member. Best offer by 20.5.80. Possible bargain. Tel: Wellington (Somerset) 3737 (office), 6130 (home). (55006

TRIUMPH VITESSE 2000 Convertible. 1968. White/black, overdrive, lady owner, genuine 38,000 miles. Exceptional condition. Best offer. Tel: Atherstone 2723. (55005

RILEY (1929) Monaco 9 Saloon (Mark IV chassis). Immaculate original example. Engine newly rebuilt. £4,000. Clark, Moorlands, Auchterhouse. Tel: Auchterhouse 218. (55004

1973 WHITE Volvo P1800 ES. Tinted windows, radio, 12 month, M.o.T. Good condition. £2,000. Tel: 061 338 3634. (55003

XK150. Excellent condition. £5,750. Part exchange Stag, E-Type, XJ12 or vintage Sports. 17, Oldfield Lane, Stainforth, Sth. Yorks. (55002

HUMBER SUPER SNIPE. Jan. 1964. Automatic. Suitable for renovation or spares. Offers. Tel: 061 434 6146 (after 8.30 p.m.) (54996

FIAT X1/9. 1978. Metallic orange, 27,000 miles, rustproofed, too many extras to mention. History. Excellent condition throughout. £3,350 o.n.o. Tel: 0782 812083. (54995

FOR SALE—continued

RENAULT 20TS. Nov. 77 (S). Metallic brown, Blaupunkt Frankfurt CR, service record, 30,000 miles. Peugeot 504 GL Estate. 77 (R). Tow bar, extras, 37,000 miles. Demonstrate/deliver Scotland. Posted abroad. Offers to Inverness 222444. (55001

MERCEDES-BENZ 190 SL Coupé Convertible, beautiful example with excellent coachwork in M-B blue. 1962. LHD, very good mechanically. £4,250. Tel: S. Garner, Pulbrough (07982) 3610 (office hours) or Steyning (0903) 814565 (home). (55000

MERCEDES 250 S/L. One of the rare manual models. 1967. Metallic gold, black upholstery, new M.o.T., year's tax. Sound, genuine car. H & S tops. £5,600 o.n.o. Tel: Haslemere (Surrey) 53116 (after 7 p.m.). (54997

LANCIA MONTE CARLO. 'S'-Reg. Red, targa top, electric windows, stereo radio/cassette, an immaculate example. £3,950 o.n.o. Tel: Portsmouth (0705) 28425 (day), Birdham (0243) 512112 (evenings). (54994

AUSTIN HEALEY 3000 Mk. I. Just run in following total rebuild, full history over last eight years. Engine, carbs., brakes. Abarth exhaust all to Mk. III specification, 60 spoke wires, overdrive, works hard top, Kenlowe alternator, Cibies. Many extras. No rust, no fibreglass. Absolutely immaculate. £5,000 o.v.n.o. Tel: 01-568 2012 (at 6 p.m.). (54993

COLLECTOR'S OPPORTUNITY to acquire one of the rarest of all early vintage sports cars. Stark, Spartan. Noisy, long stroke 4-cyl. Well known car at events in pre-war days, remaining unchanged to present day. Rare as a marque, unique as an example. Appointment to view followed by offer for this old sporting machine will be considered from genuine enquirers only to Box No. 6330. (54992

FIAT DINO COUPÉ. Rare opportunity to purchase the only right hand drive Fiat Dino coupé. Immaculate throughout and finished in silver grey with black trim, this is a genuine collector's item. Tel: Ripon 5177 (office hours) or Masham 402 (evenings). (54990

LANCIA FULVIA S2 Saloon. 1972 (L). One owner, Cadulac rust treatment, tax and M.o.T. £495 o.n.o. Tel: Bolton 53637. (54989

FIAT DINO SPYDER. 2-litre Ferrari engine. Concours condition, must be seen to be appreciated, used summer months only. £4,000. Tel: Burgh Heath 55071 (Banstead, Surrey). (54987

MORRIS MINOR TRAVELLER. 1968. Recently subject to considerable refurbishment with new front wings, woodwork, carpets and paintwork, new M.o.T. A reliable and economical investment. £750 o.n.o. Tel: Hildenborough 832618 (Kent). (54986

1969 JAGUAR 'E'-Type Roadster. Recent clutch (incl. hydraulics), shockers, brake servo and master cylinder. Body sound. M.o.T. to April 1981. £5,900 or try offer. Tel: Wexbridge 46625. (54985

MG TC WITH SUPERCHARGER. Recently rebuilt, blue with maroon interior, superb. £5,500. Tel.: Uxbridge 35377. (55800

MORRIS MINOR. One owner, 42,000, very sound but requires some attention. £300 o.n.o. Tel: 061-747 8696 anytime. (55167

FOR SALE. 1936 Riley Kestrel, mechanically sound, new tyres, body sound, complete rewire. Any reasonable offer considered. Tel: Hesketh Bank 2276. (55170

MGYB — 1953. In good running order, used daily, new tyres, silencer, long M.o.T. £1,000 o.n.o. Tel: Wolverhampton 36874. (55171

MG-B GT V8. Registered September 1975, 11,021 miles, white with black interior, many extras fitted plus spare accessories available, excellent condition. £4,000. Tel: Brighton 34772. (55172

MORGAN 4/4. 4-seater, J-reg., racing green with black leather, tonneau, luggage rack etc. Garaged and in immaculate condition, good reason for sale. £3,500. Tel: Wickford 5798 (Essex). (55173

TRIUMPH TR6. New 76 P-reg, one owner, low mileage, l.h.d., overdrive, other extras include full US package, immaculate. Tel: 04482 2165 Cumbria. £3,000. (55174

JENSEN CV8 Mk. II. Black with black leather interior, recent re-spray and complete interior refit with interceptor seats, new tyres, brake system, alternator, cibie lights, etc. Many spares available. M.o.T. and taxed. Tax man forces reluctant sale. £2,875. Tel: Hoddesdon 69464 after 6 p.m. (55175

AUSTIN HEALEY BN1, 1955, exceptional, a beautiful car, requires no work, one owner since 1961, 1 year's M.o.T. £2,500 o.n.o. Many good spares. Tel: Cardiff 495758. (55177

MASERATI MISTRAL Spyder, very rare r.h.d., 4-litre version, one of only 4 manufactured. Maserati red, white leather interior and hood cover. Immaculate throughout. 34,000 miles believed genuine. Tel: Tuxford (0777) 870969. (55178

ALFA ROMEO Spyder 2000 convertible, only 27,000 miles, no registration. Beautiful sports car, stereo radio. M.o.T. January 1981. £3,500 o.n.o. Anne Lloyd-Bostock. Tel: Burgess Hill 2206. (55179

1967 MORRIS MINOR. Low mileage, VGC, rust free, tax, M.o.T. April 1981. £500 o.n.o. Tel: Denbigh 0745 71 2326. (55181

LANCIA MONTE Carlo convertible 1978 (S). White, red interior, one owner from new, Lancia maintained, 22,000 miles, Zeibarted, stereo radio cassette, electric aerial, immaculate condition. £4,600. Tel: Hook (Hants) 3889 evenings. (55182

1950 A40 PICKUP. Devon style, complete including hood and frames, needs rebuild although some work done, must sell due to space. £750 o.n.o. Tel: 01-578 2883 or Beaconsfield 5042 early evenings. (55183

BRISTOL 401. Taxed and in good running condition £1,950. Also 405 similar to above £1,950 and many spares including engines and gearboxes. List available. Tel: 021 430 3767. (55196

FOR SALE—continued

JAGUAR E-TYPE Roadster, 1971, BRG, beige interior, this car is in superb condition throughout. £5,975. Tel: Cobham (Surrey) 2992. (55184

BMW COUPE. 3-litre CSA. 1974, automatic, polaris, blue velour, 49,000 miles, 2 owners, history, electric sunroof, PAS etc. Magnificent condition. £4,570. Tel: Cobham (Surrey) 2992. (55184

MORGAN PLUS 8 1977, signal red, 5-speed, with stone leather interior, 5,000 miles only, one careful owner, most extras fitted and fully rustproofed. Why wait years? Have this beautiful car now for £7,500. Tel: Great Yarmouth 720418. (55185

1937 BENTLEY 4¼-litre Thrupp & Maberly, semi-razor edged saloon, very fine condition, much work done recently, have owned last 20 years. Reluctant sale £8,000 — no timewasters. P. G. Brown Tel: 0608 737207 (Oxon) 5-6 p.m. (55186

1934 BSA 10hp saloon, green/black, fully restored, £3,200. Tel: 0792 (Swansea) 401682. (55291

FERRARI BOXER 365BB, dark metallic blue, magnolia hide, Sept. 1976, present owner since 1977. 32,000 miles, fully documented history of maintenance by Maranello. Recent new clutch, condition throughout is as new. Enthusiast reluctantly offers at £15,950 o.n.o. Tel: Hassocks 07918 5682 or Brighton 0273 32457. (55292

1952 TRIUMPH MAYFLOWER. Completely original, two owners from new. £500. Tel: Maidenhead 34571. (55298

BMW 3.0 CSL 1973. This car was bought by me from the original owner and is in excellent condition. Genuine reason for sale. £5,250 o.n.o. Tel: (09334) 4106 after 6 p.m. (55293

AUSTIN SEVEN Ruby De-luxe, 1937, engine, body and interior in first class condition after extensive overhaul. M.o.T. March 1981. £1,995. Tel: Banbury 3551 or Steeple Aston 40708. (55300

JAGUAR MK. II 3.4, also spare spats, radiator, new w/pump, seats, door trims, £400 o.n.o. Tel: Newport (Gwent) 57786. (55303

TVR 2500S4 1972 WTY 553. Red, one owner, sunroof, overdrive, radio tape, only1 30,200 miles, 30,000 miles service by TVR including new shock absorbers and clutch. Exceptionally maintained example in superb condition. £2,800. Tel: 061 428 2097 (Manchester). (54873

XK 140 FHC 1956, Jaguar racing green, good solid body, completely rewired, new chrome, new exhaust, 5 new tyres, all instruments present and working, new steering and brakes, engine in perfect working order. My car last 5 years and regularly used. Taxed July, M.o.T. 1 year. £3,250. Sidgwick. Tel: Bildeston 740404 (Suffolk). (54286

DAIMLER V8 250 auto, 1965, PAS, HRW, radio. Sherwood green, with matching interior, near perfect. Completely original condition. £2,250. Tel: Dr. M. Durtnall, Bournemouth 763270. (54798

JAGUAR XJ6 4.2, LHD, genuine 20,500 miles, fitted tow bracket, electrics ideal overseas use, towing caravan trailer. Tel: (040487) 292 Farway, Devon. (55190

MORGAN 4/4 4-seater, 1970. 21,000 original miles, British racing green, black leather interior, luggage rack tonneau, excellent condition. £3,950. Tel: 01-481 0565 ext. 250. (55191

FULVIA 1600HF. Rosso Corsa/Black interior, 57,000 miles, 1972. New Dellorto Carburettors and exhaust, brakes overhauled, personalised registration, superb example. £1,695. Tel: 0482 656475 25432. (55192

SUNBEAM ALPINE Series V GT 1967, very good bodywork recently resprayed in original Rootes blue, black hardtop, new hood, carpets, 56,000 miles, new short engine 10,000 miles ago. £1,250. Tel: Herne Bay (Kent) 02273 5851. (55194

RILEY 1931 almost complete, rolling chassis, sensible offers please, needs work. Box No. 6336. (55065

BENTLEY R-TYPE automatic 1954 standard steel, Tudor grey over Shell grey, sunroof, radio, superb order throughout, many bills and history. M.o.T. and taxed £6,750. Tel: Camberley 32283 business hours. (55063

JAGUAR 1968 420 reconditioned engine and gearbox, M.o.T., bodywork very good, upholstery needs re-dying, excellent value £800. Tel: 049 161 3228. (55062

LOTUS ELAN SPRINT 1972 28,000 miles, immaculate condition. £3,450 o.n.o. Tel: 061 338 2902. (55060

BMW 3.0 CSA. 1973, yellow/black radio cartridge. £2,900 or exchange Fiesta, Datsun or similar. Tel.: 02912 4559. (55801

AUSTIN HEALEY 3000 Convertible, 1963, restored 1978/79, overdrive, 72 spoke wheels, XAS tyres, immaculate in Old English white, best offer over £2,500. Tel: 063 082294 (Midlands). (55058

MORGAN +8 1973, amazing condition only 37,000 miles, brown/cream, special leather interior, over 30 m.p.g., first to view will buy. £5,250. Tel: Radlett 6342 (Herts). (55057

SUNBEAM ALPINE Sports 1725 c.c. with overdrive, 1967. Good condition, engine overhauled, new hood and carpets, one year M.o.T. taxed. £750. Tel: Woking 62825. (55054

FERRARI DINO Nov. 1977 (S), GT4, Graphite metallic, red leather, wide wheels, air conditioning, stereo, 33,000 miles, complete service history. £9,950. Interesting PX considered. (BMW, Porsche). Tel: 0695 74454 (Lancs). (55053

ALVIS SPEED 20 SA rolling chassis complete with bulkhead bonnet and front mud guards. £3,450. Box No. 6335. (55049

BMW 2500 1972 (L) automatic, white/blue cloth seats, £950. Norman & Birch Ltd., Town Road, Hanley. Tel: S.O.T. 07822 61059. (55050

JAGUAR E-TYPE 4.2 Convertible, sound condition, much work done, runs well but needs finishing. £2,500. Tel: West Malling 846391. (55052



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ATOL 133BC MS JUNE

FOR SALE—continued

BRISTOL 408 1965, dark green automatic, two owners from new, 42,000 miles, cherished and very well maintained. Must be seen at £3,500 o.n.o. Tel: Chobham 8636. (55048

V8 MGB GT 1975 (P), original black, black trim, sunroof, Waxoyl protection, 44,000 miles. £2,950. Box No. 6334. (55047

TRIUMPH STAG N-Reg., automatic, H & S top, radio, French blue, 45,000 miles, excellent condition, one owner, £2,400 o.n.o. Tel: Hope Valley (0433) 30785 evenings and weekends. (55045

ALFA ROMEO 2000 Spyder, Nov 1976 (R), 18,000 miles, dark blue, rustproofed, Bluespot radio cassette, tax and M.o.T. till year end, a first class car, unmarked and in showroom condition. £4,665. Tel: Farnham (Surrey) 721043. (55044

LOTUS ELAN SPRINT 1972 DHC, finished in red, engine overhaul, new hood, excellent example £3,250. Tel: 01-542 3247 evenings. (55043

MG TC 1948, most attractive in green, VGC throughout, offers around £4,850. Tel: 0422 57573 (after 6 p.m.). (55042

TRIUMPH GT6 Mk. III 1973, beautiful French blue coachwork, unmarked cloth interior, undersealed, Sundym glass, Blaupunkt radio, sunroof, new Michelins, 2 lady owners, year's M.o.T., genuine reason for sale, £1,645. Tel: 01-992 4678. (55041

BENTLEY CONTINENTAL 'R' Type by Mulliner, 1953, green with silver grey trim £16,500 o.n.o. Tel: for further details Cobham 3124. (55040

LOTUS EUROPA Special JPS, one of a hundred built, black with gold coachlines, tints, alloys etc. New suspension complete, good tyres, battery, recent valve regrind and service by Lotus Specialist, taxed, M.o.T., reliable, economical, appreciating, £2,875. Tel: Redbourn 3447 (Herts). (55039

TVR 300M November 1976, rare overdrive model, white, black vinyl roof, sunroof, electronic ignition, Cibies, Blaupunkt radio and stereo cassette, low mileage, immaculate £4,250. Tel: 01-937 8339 evenings and weekends. (55038

LOTUS SEVEN 1971, swop for nice Sunbeam Tiger, pre-68 Elan, Formula race car, WHY or sell for £1,750. Tel: 0284 810 446. (55034

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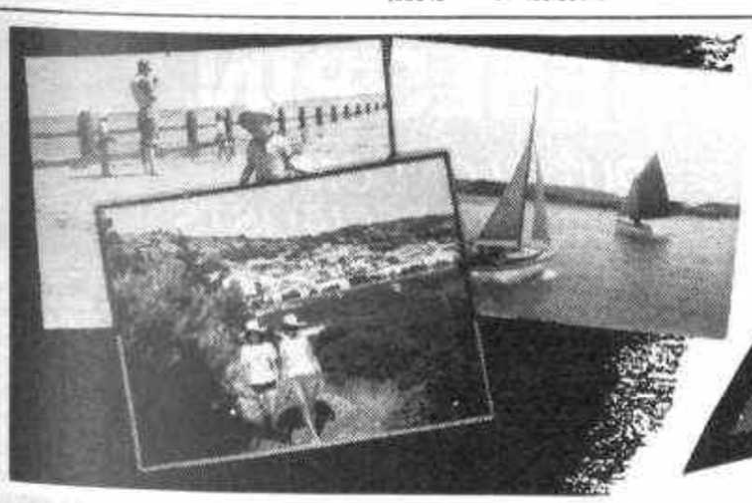
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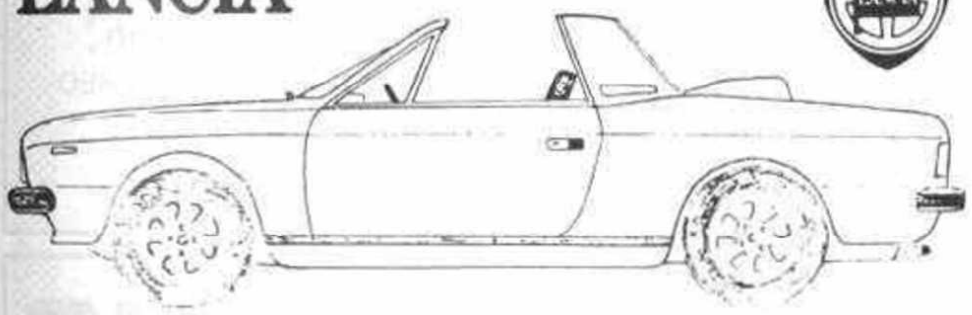
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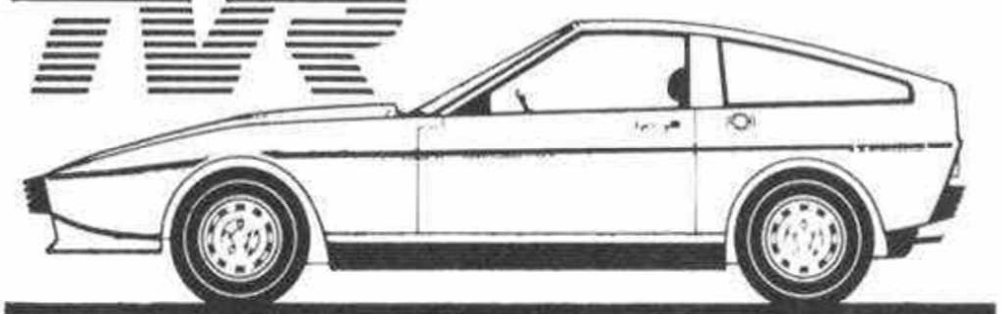
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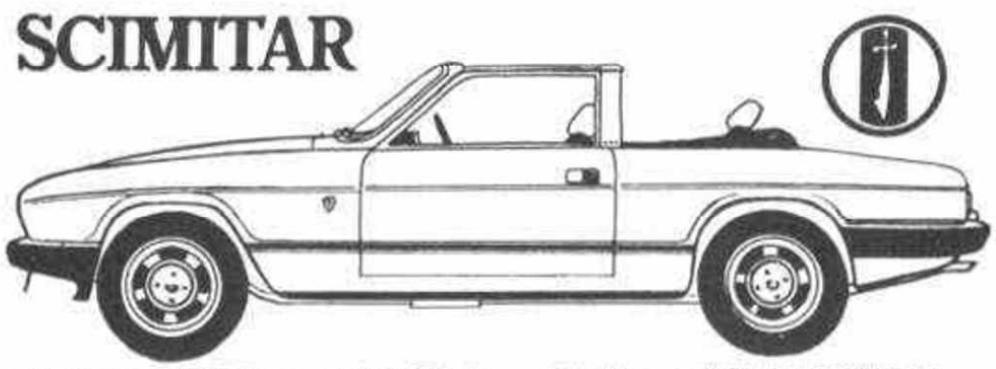
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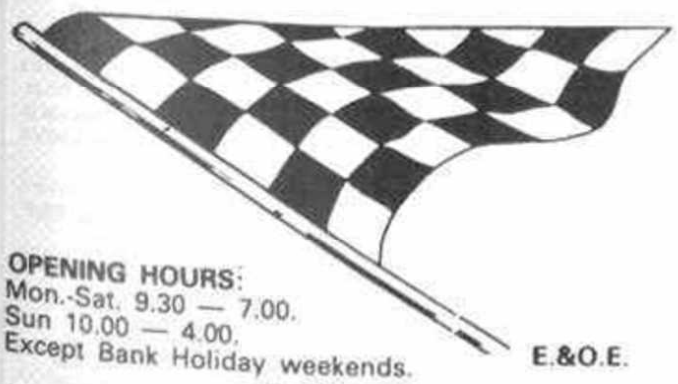
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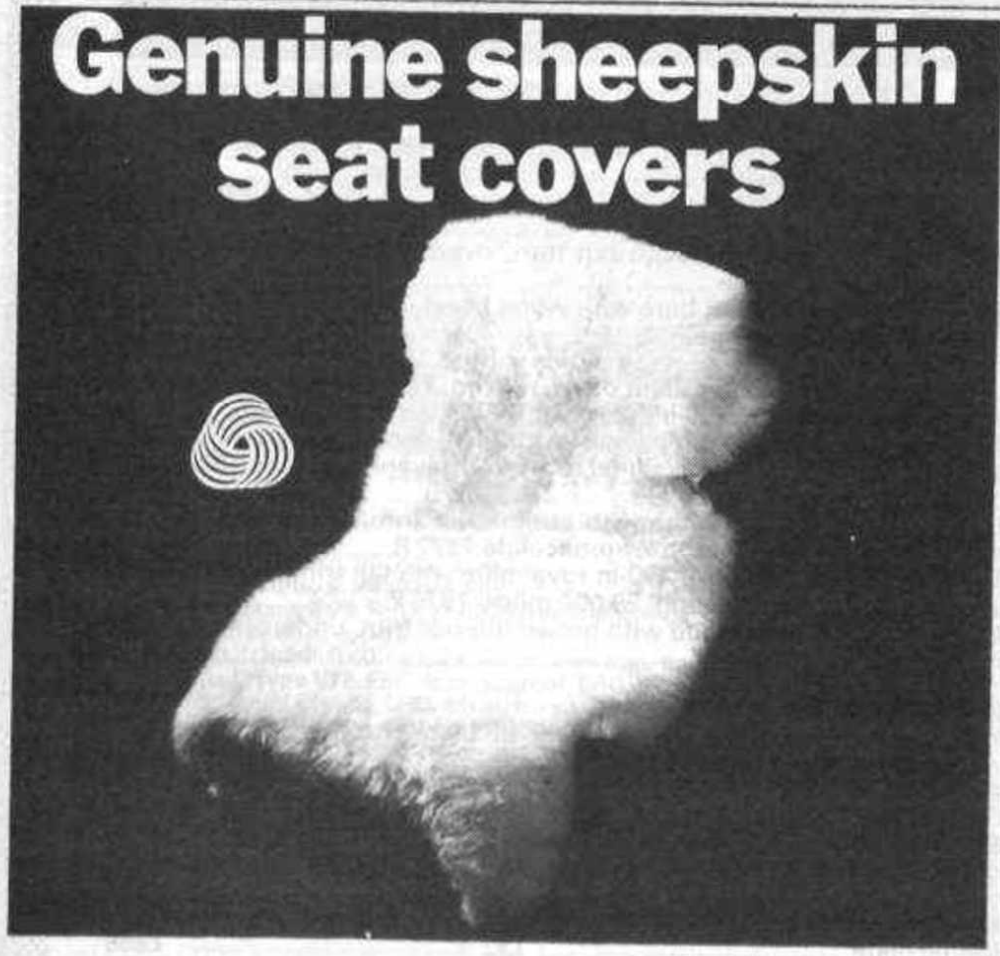
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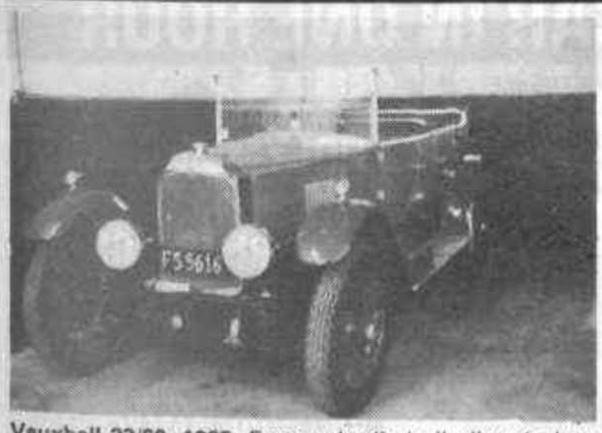
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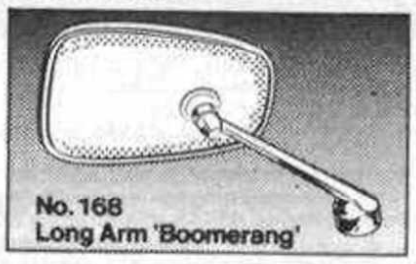
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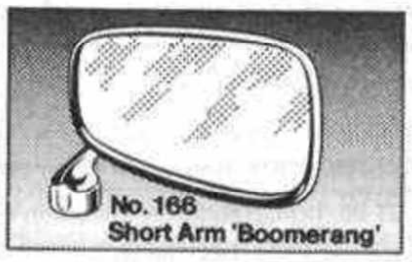
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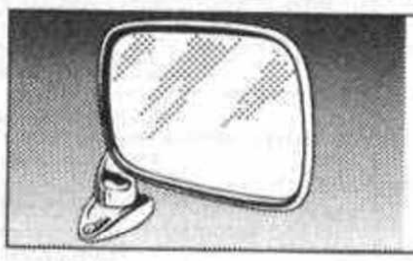
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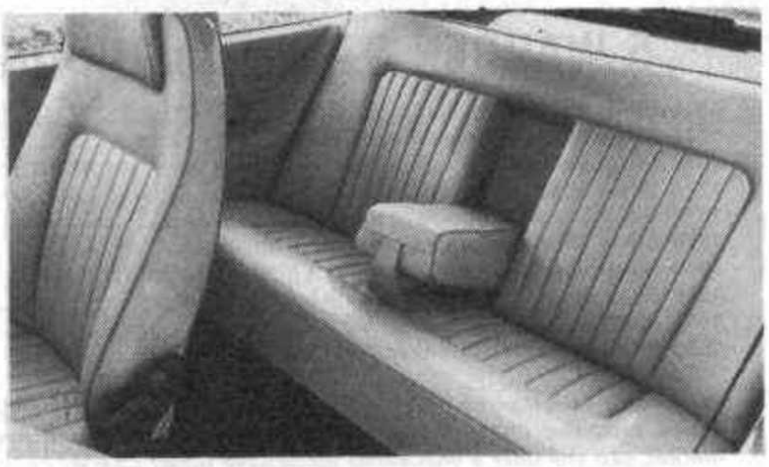
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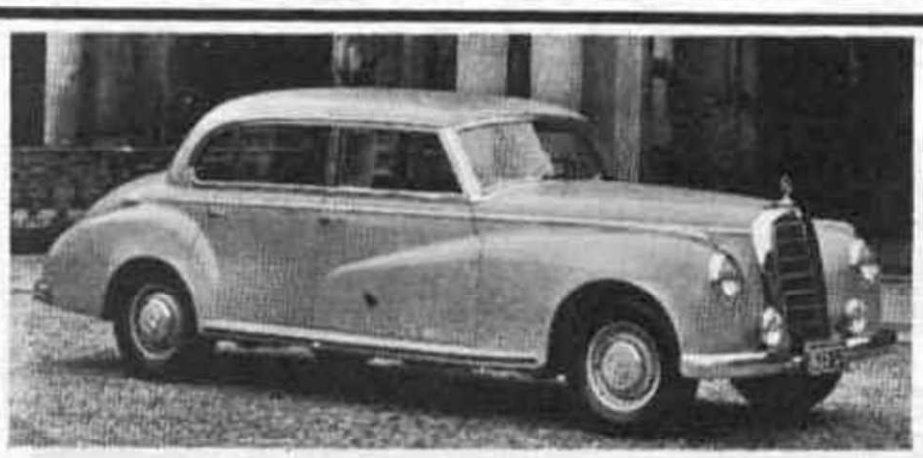
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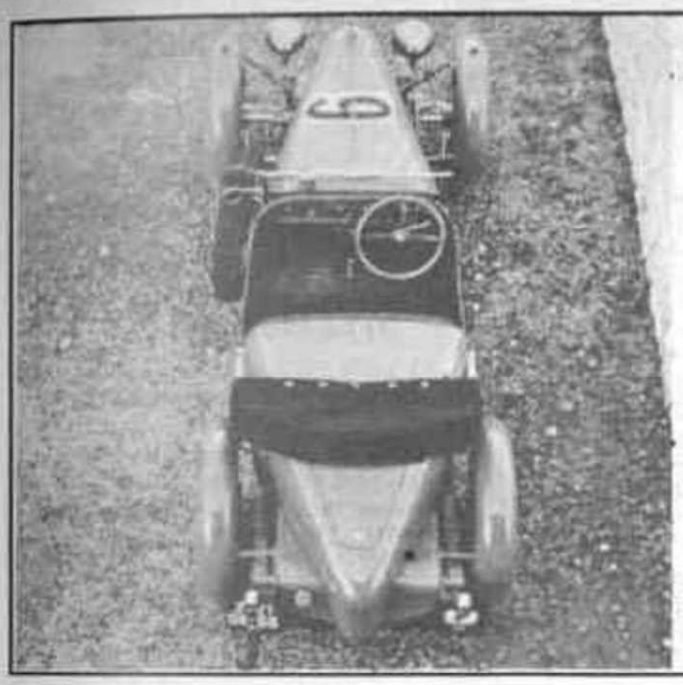
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The above photo was taken before its restoration and does not do justice to its very attractive looks or condition. I regret this car was not in stock when advertised last month, but will be by the time this advert appears.

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Bugatti T50 Coupé £215



After two years' fine detail miniature engineering the beautiful 1:8th scale kit of the Bugatti T50 Coupe pictured above is about to become available. We first saw the initial stages of the new model a year ago and thought then that it could well be the best model car kit yet made. Now the prototype is finished, *we've seen it, and we think it is the most detailed, best detailed and finest model of its type yet made.*

But — be warned — and this is not just sales talk — the manufacturer asked us to pass the message on ... demand is already so strong for his beautiful Bugatti that initially supplies will be rationed. We are told that we can have our first in about August and we would ask that if you do want one you place a firm order now. You can either pay the full amount or reserve one with a 10% deposit thus enabling us to 'bag' as many as we can of the initial lot.

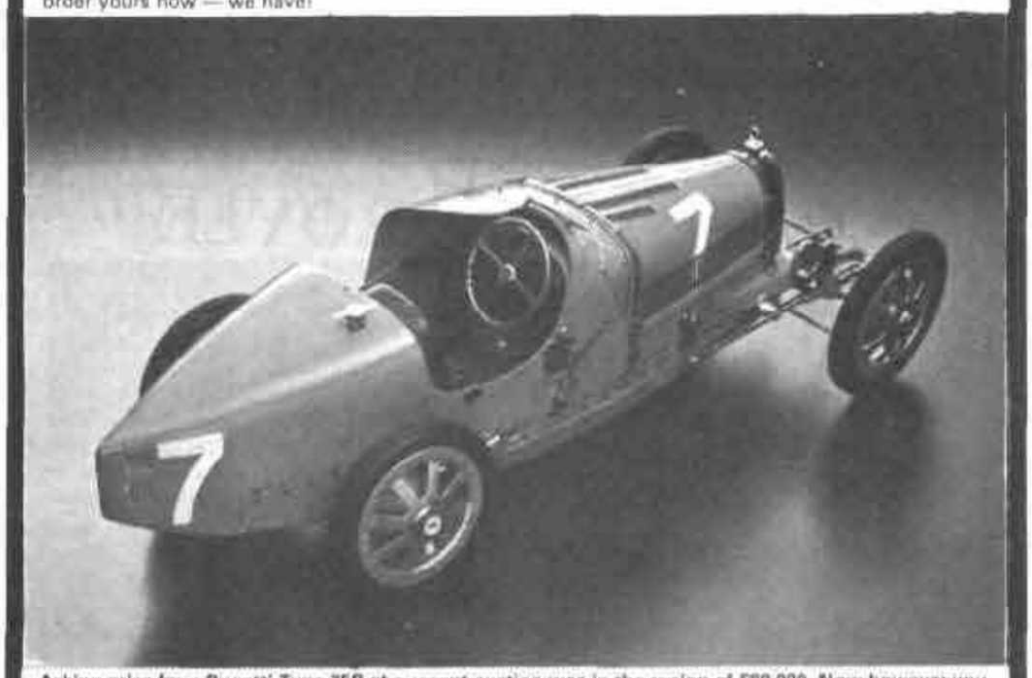
But, let's talk more about the car. The model is based on a 1933 Type 50T which has for some years been undergoing a full restoration at St. Dizier in France. As each part was dismantled it was measured and then reproduced in 1:8th scale. The full-size car task was completed mid-last year and of course at the same time the final tools for the model could be made. You can see the original (owned by P. Guyard) at the "Musee de l'automobile de France" at St. Dizier and in August of course you'll either be able to own your model or ogle ours or grovel at the feet of your bank manager!

So what does this model of the 4.9-litre, double-overhead-camshaft, twin carbed, supercharged beast consist of? The chassis is sheet metal, suspension is metal and works, steering is mostly metal and of course operates. Double disc aluminium type wheels are exact and not difficult to build, tyres are rubber and correctly patterned, all six of them. The radiator, shell and guard are a joy of detail as is the interior with its real leather upholstery, fully detailed, instrumented dash panel on which nothing has been omitted from the full size car.

Under the bonnet the engine is fully detailed with all ancillaries, wires, pipes etc. Inside the engine too the detail is carried to the ultimate — barring actual plugs that spark that is. The pistons move, are connected to the crank which is connected in turn to the prop shaft, to a brass diff. and the whole transmission and engine can be turned over from the starting handle — to do this you have to mount your built model on its display axle stands of course. We didn't mention that even the interior head design is correct with a cam that actually operates — whenever you look at this model you find more detail and wonder at the genius of the men who created it.

There are over 2,500 pieces in the kit in metal, plastic, leather etc. The detail is exact, there is a steel chassis and suspension to build up from making it easy to handle and there are easy to follow illustrated instructions. Given patience, reasonable intelligence and a love of quality you could make a good job of it and we'll bet could sell a well built one for upwards of £750 without any trouble.

There it is then, the latest in 1:8th super detail scale models — brought to you first by GPM the company that even the manufacturers acknowledge probably know most about big scale modelling. It will be available sometime this summer or early autumn for £215 post free UK — we suggest that you order yours now — we have!



Asking price for a Bugatti Type 35B at a recent auction was in the region of £80,000. Now however you can have one built to the same exacting standards as used at Molsheim but for £1,425 not £80,000! Admittedly the size is only 1:8th of the full size and there are only 807 parts in this 465mm long scale masterpiece — but that's the point — it is a masterpiece of model craftsmanship. The actual model was first designed and built in France some three years ago but the manufacturer had problems and production ceased. Now under new management the 1:8th scale 35B is again being made, by hand, at a very slow rate! Each car is hand assembled at a workshop near Vichy and by arrangement with the works Grand Prix Models are able to offer *Motor Sport* readers a small number of fully built models each in its own showcase.

The model is of almost all metal construction with each part hand-machined to a fine finish. The engine is fully detailed, polished and engine turned where necessary, cockpit and all instruments are fully detailed, the steering and brakes actually work, the bodywork is bolted and hand-wired together as in the full size car, the seat and bonnet straps are of course real leather, almost every detail is here from the full size car — and each piece is made by hand! No wonder that when the company appeared to vanish collectors were offering upwards of £2,000 each. Now, thankfully though, we can have this lovingly made miniature which will no doubt rapidly appreciate.

If however you feel you'd like this model but do not want to spend so much then we can offer a simplified, no-engine model at £395 post free in the UK. We also have available the fully built 35B with engine, chassis and all working parts but without body as a pure display piece — this costs £1,168. To follow *shortly will be a 35B road going tourer with every conceivable detail at £1,269. We have an illustrated* brochure giving more detail of these masterpieces which we'll be pleased to forward on receipt of a large SAE, and by the time you read this we should have display models in Radlett for you to examine.

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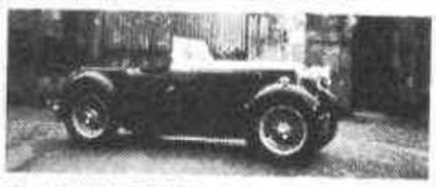
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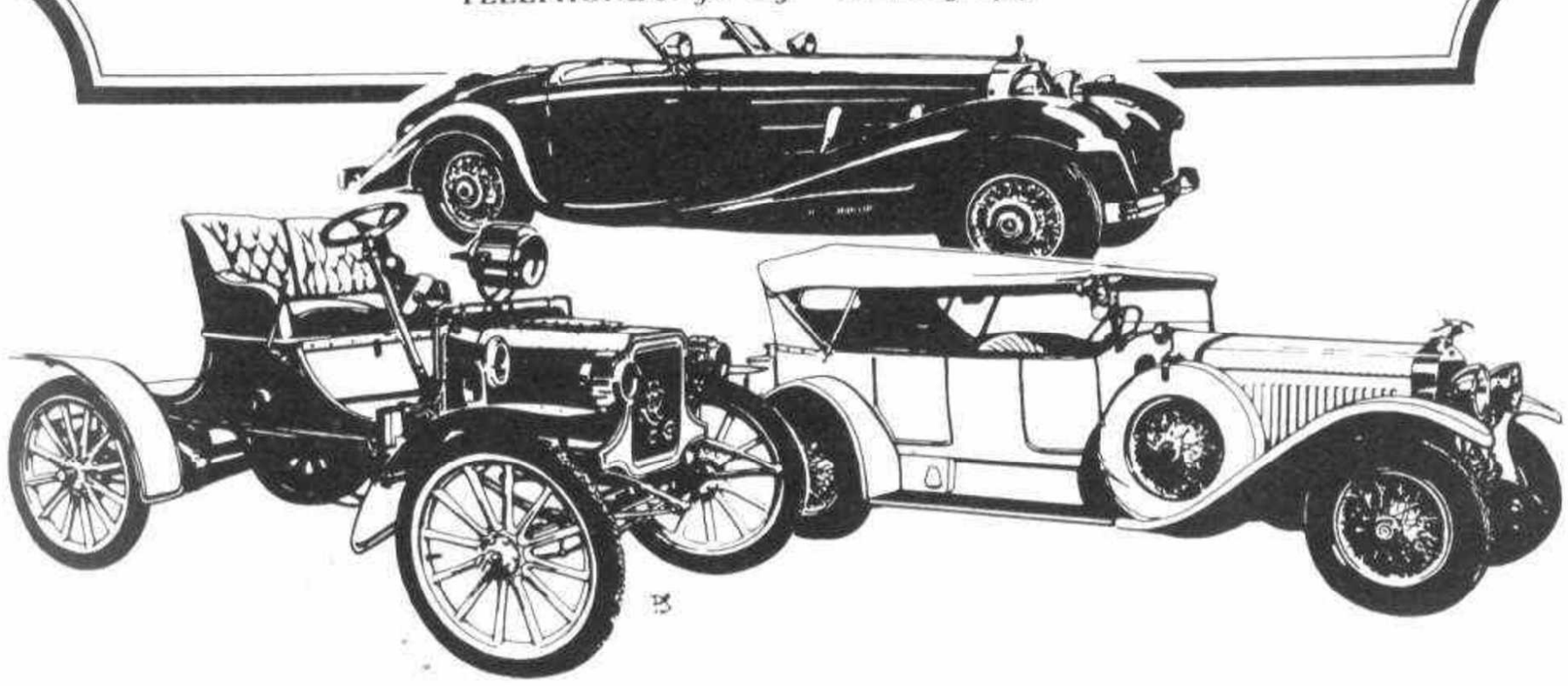
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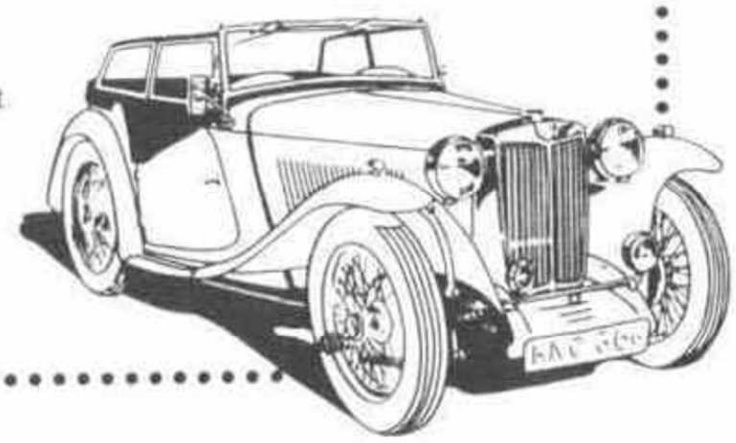
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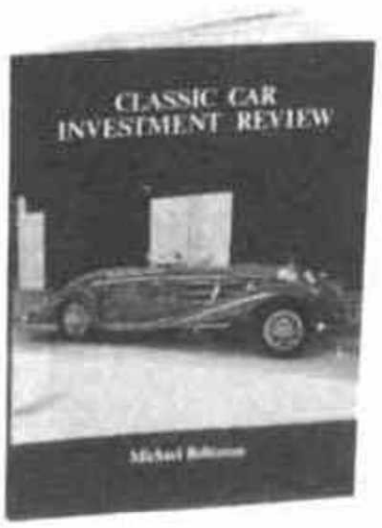


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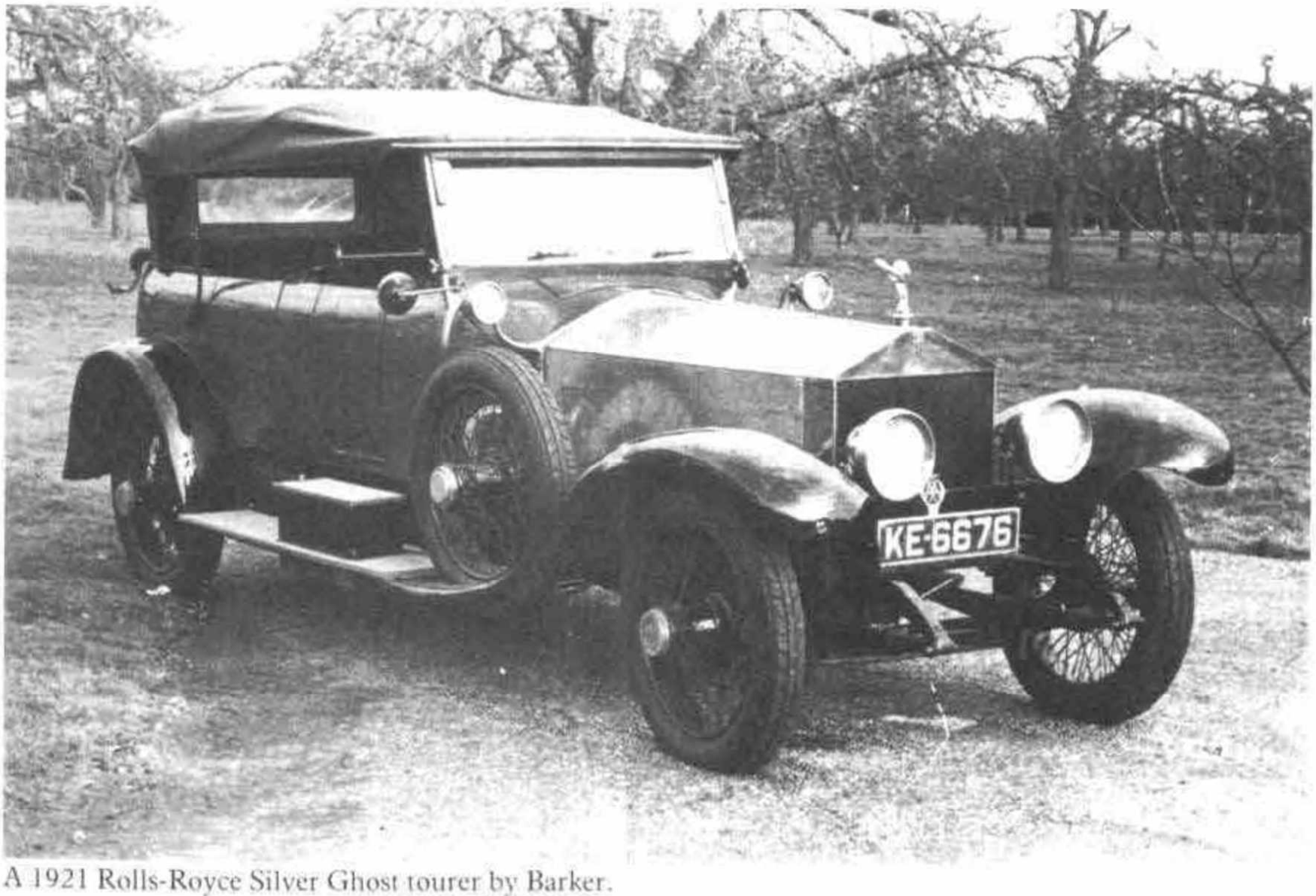
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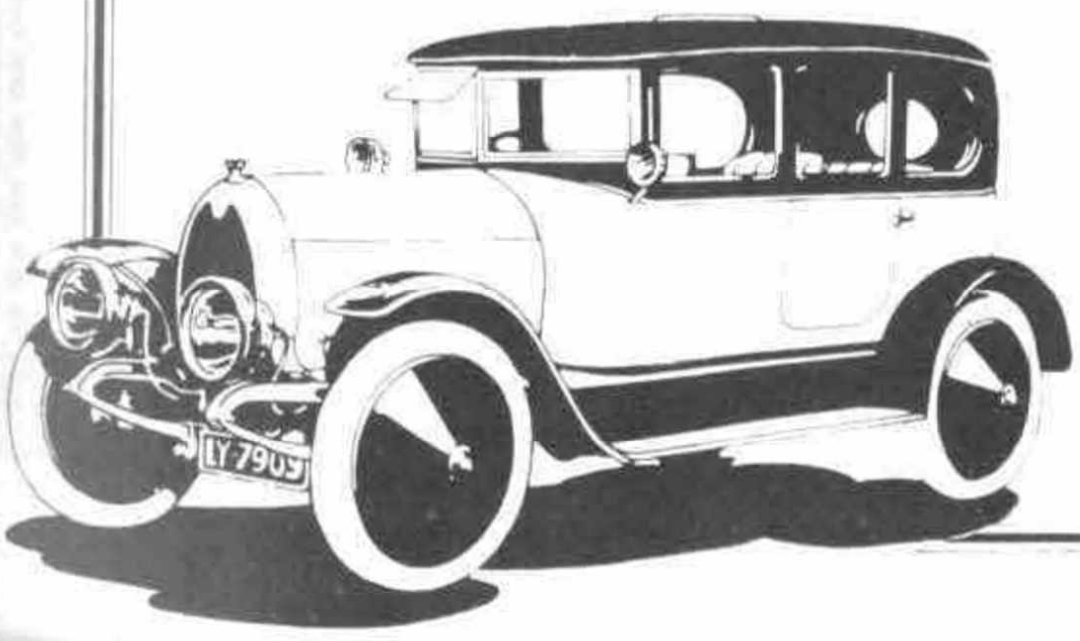
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Up to £85 plus VAT at Rustproofing Centres

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

Waxoyl 'Know-How'

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

'Tadpole' Molecules

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



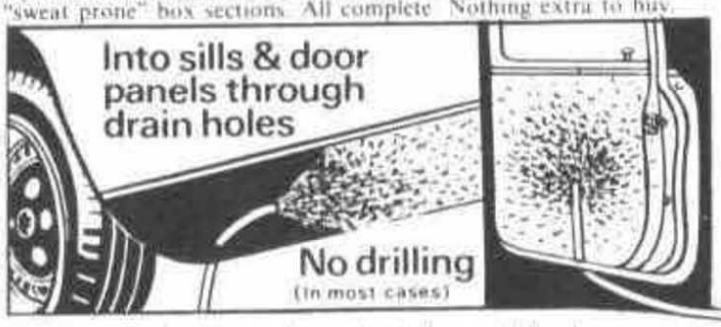
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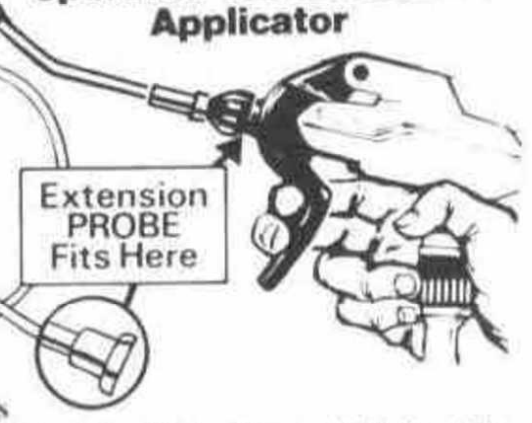
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Rust Knaws Upwards

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

Salt & Water Spray Tests

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

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

Waxoyl holds 'Showroom' condition.

Why Big World Users Trust Waxoyl

Waxoyl Kills Rust with no come-back. (The only rustproofer that DOES, according to test results by one of world's biggest oil companies.) *'Rust stopping qualities very good'* reports Swiss Gov't. after Lab. tests. *'Most satisfactory'* says Chrysler Centre, Basle, Australia, N.S.W. *'On Rover 3.500 coating still intact in corrosive sea air'* Motor Magazine. *'Remains active indefinitely'* Westerly Marine, Portsmouth. *'Protection excellent on marine diesel oil tanks'* (Tank bases standing on supports otherwise impossible to rustproof.) *'Fantastic stuff'* says Citroen Car Club. Veteran Motorists Mag. *'No sign of corrosion on 72 car, does inhibit existing rust'* Autocar Mag. *'One of cheapest, effective ways to protect a car'* Chesterfield. *'9 Yr. old Lotus looks less than half its age'* Civil Engineering Polytechnic. *'On Mole Valley Diesel Scheme, base steel instrument cases in open country vale rust-free to date'*

If Considering Other Makes

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

Year After Year Protection

Ignore pounding grit, slush, vicious road salt(*) in rust-loaded Winter conditions. Be indifferent to wet, sticks, Summer days' condensation rust moisture dripping onto raw metal edges within box sections, sills, door panels, all sweat-prone areas.

Waxoyl Users Find Other Uses

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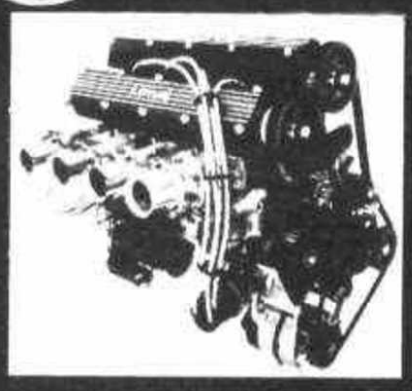
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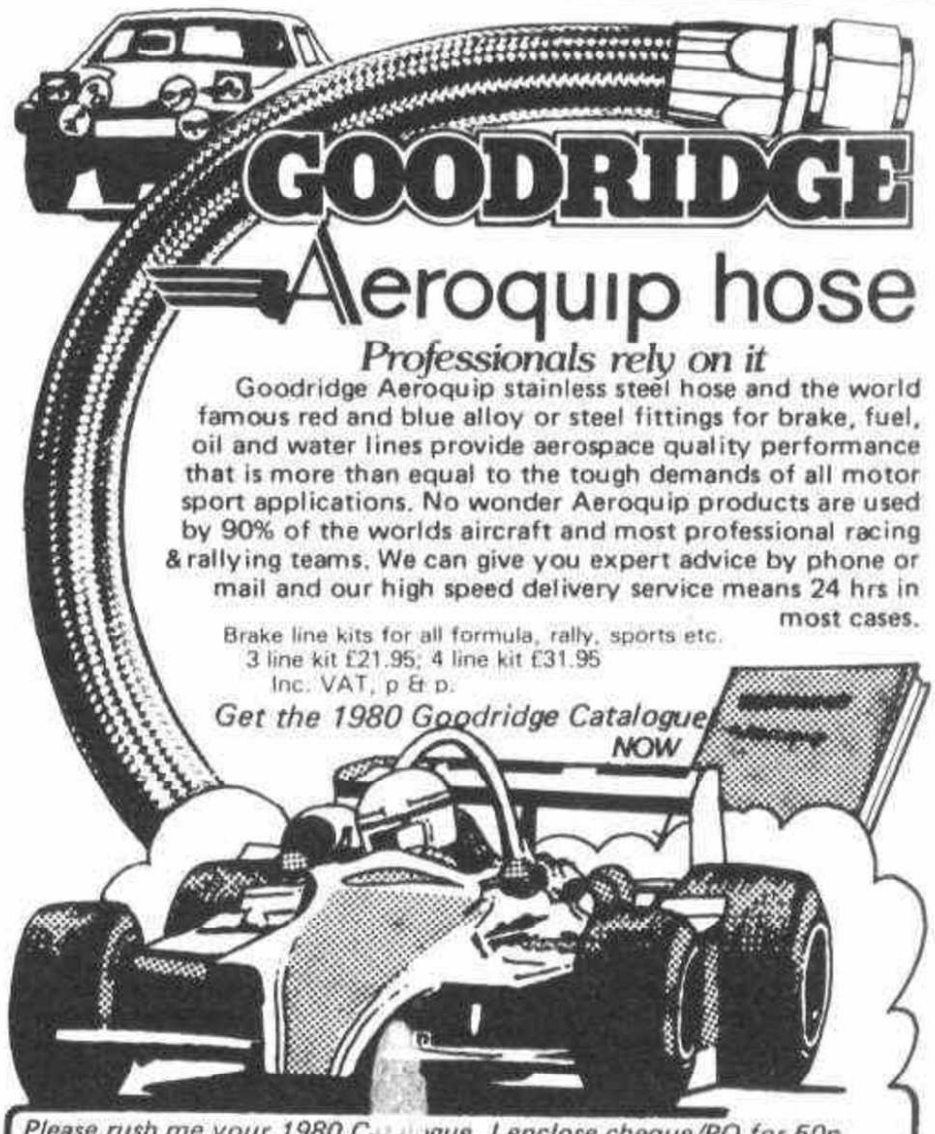
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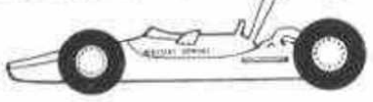
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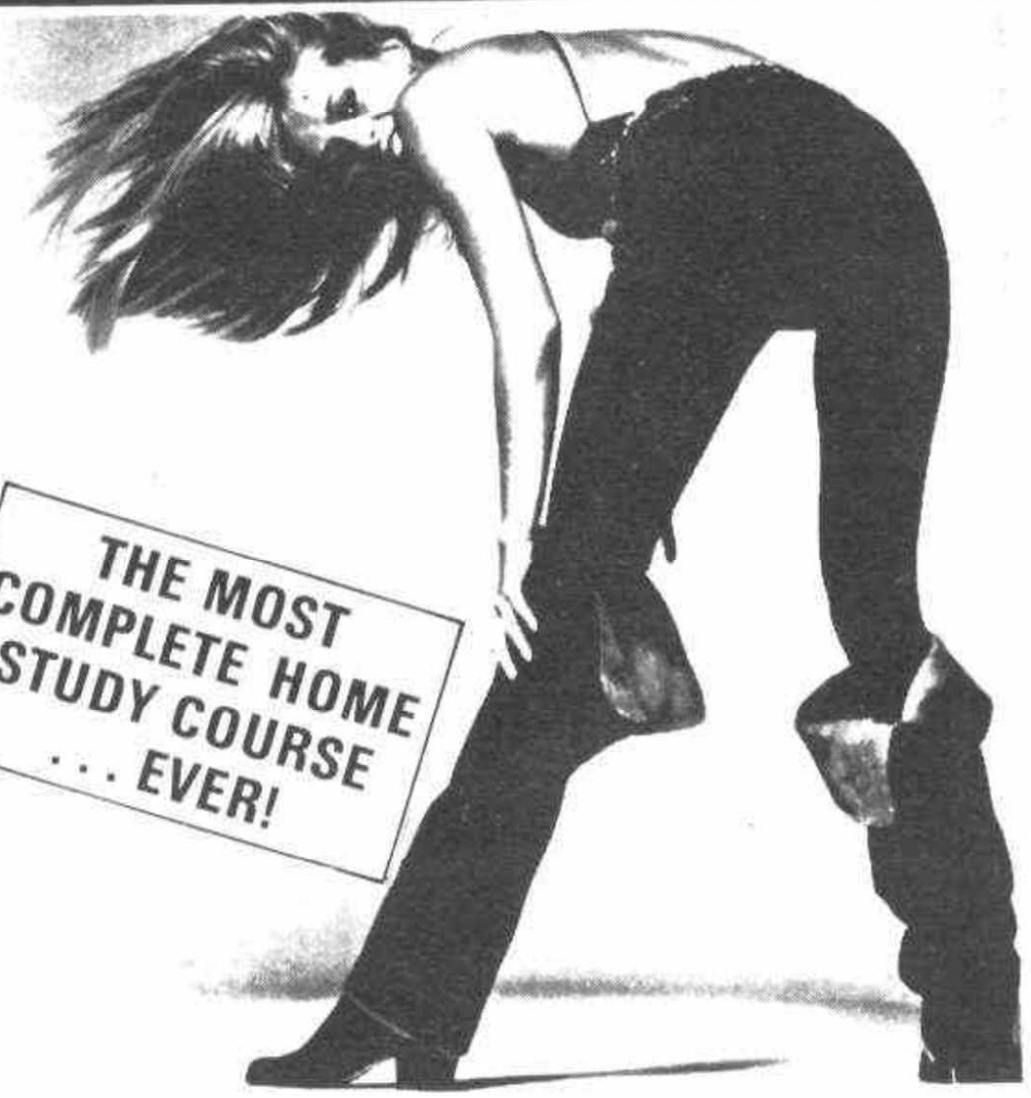
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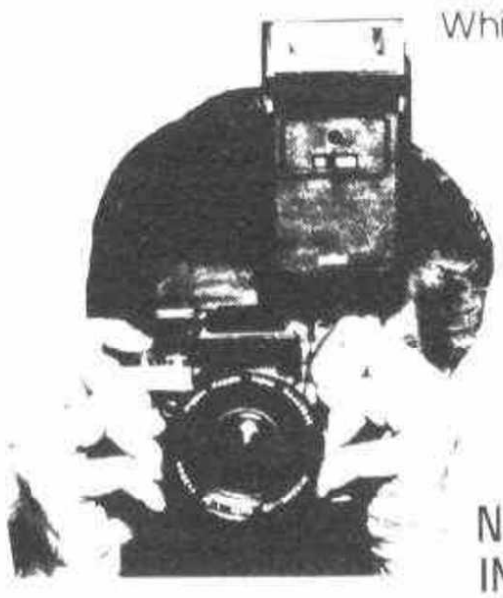
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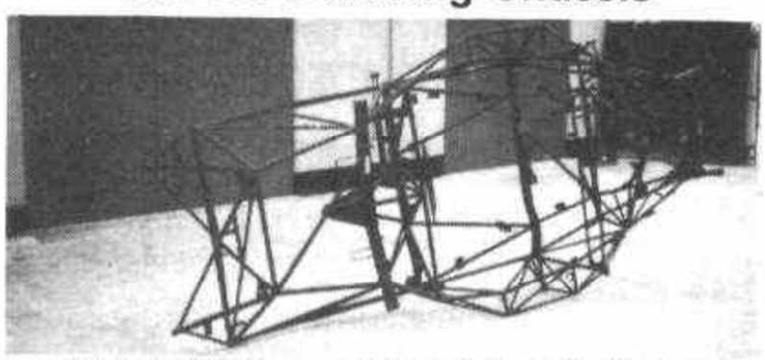
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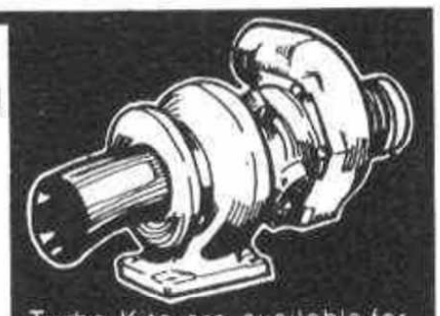
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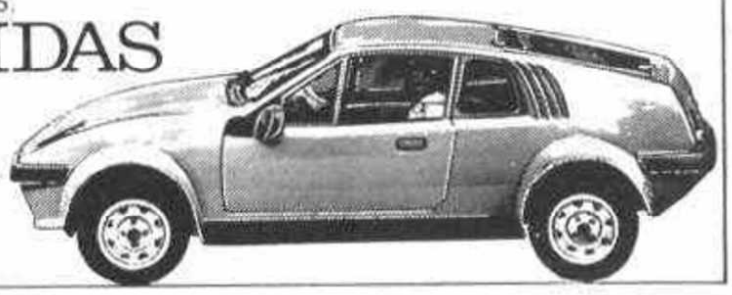
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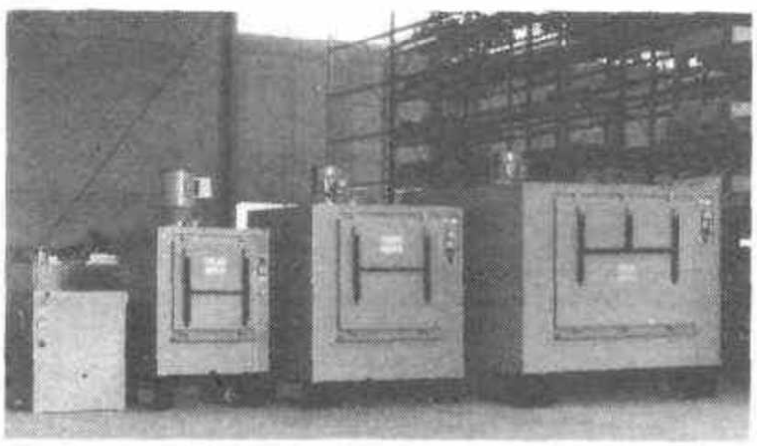
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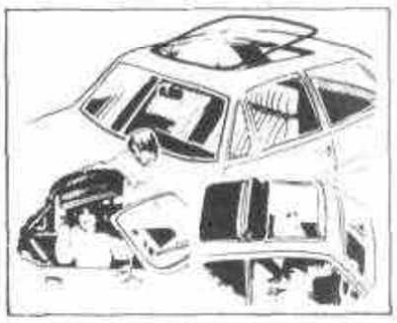
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MG TA. 1938. Good mechanics. Offers around £2,500. Also many spares to sell separately, radiators, engines, gearbox etc. Tel: Holnest (096321) 332. (55924

FIAT X19. 'S'-Reg. Green, 12,000 miles, radio cassette, lady owner, excellent condition. £3,000 o.n.o. Tel: 0533 302492. (55923

LOTUS ELITE 501. 'T'-Reg. Black, excellent condition, 20,000 miles. £8,500 o.n.o. Tel: Mr. Hewitt (business) 051 263 3559, (home) 051 678 8005. (55922

FERRARI 250 GT 2+2. 1964. Rotten body but car complete. £3,500. Tel: 05645 78142. (55910

1946 MGTC. M.o.T. till 11/80. Substantially rebuilt and restored, a good example of this very sought after car. £4,000 o.n.o. Tel: 01-370 1169 (evenings). (55921

E-TYPE JAGUAR. 1965. 4.2 FHC. Engine reconditioned, sound, complete, requires finishing. £1,500. Tel: 021 354 4434 (Birmingham). (55919

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MERCEDES 250 CE. Two owners, H reg., genuine 65,000 miles, white, suntop, radio. First class condition, £2,000 o.n.o. or might exchange. Noble. Tel: Hodnet 415, Shropshire. (55918

BENTLEY R-TYPE Continental Drophead by Park Ward. BC73C. Automatic, replacement 4.9 engine, cream red, illustrated Bird & Hallows. Used in film "The Fast Lady". One owner last ten years. The rarest and most desirable? Offers around £25,000. Limelette, 11 Gloucester Gate, London NW1. Tel: 01-486 5306 (p.m.). (55915

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LANCIA BETA Monte Carlo. 1978. White bodywork, blue cloth upholstery, stereo radio/cassette, electric windows, immaculate. £4,350. Tel: Herstmonceux 3541 (afternoons/evenings). (56014

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LOTUS ELAN S4 SE Drophead. 'J'-Reg. One owner from kit, uprated to Sprint specification. Recently completely rebuilt. Hence £3,100. Tel: for full details 01-628 5351 Ext 4 (days), 01-229 4157 (evenings). (56012

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JAGO JEEP. Fibre glass. 1977. Ford 1300 c.c. mechanics, nudge bars from rear, large American tyres & wheels, white hood, roll bar, tow bar, tape recorder, very, very pro. made car. £1,395. HP, P/X, Motorcycles etc. Tel: Bournemouth 24919 or Cadnam 2870. (55994

1974 LANCIA Fulvia 1.3 Coupé. Good condition. £1,450 o.n.o. Tel: Worcester 0905 427217. (55993

TRIUMPH TR6. 1973. Purchased TR centre. 11 months M.o.T., good condition, 60,000 miles. £2,000 o.n.o. Tel: Dr. Gray, 71 42901 (day), 051 334 8689 (night). (55992

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LANCIA FULVIA 1.3S. 1976. One owner from new having covered only 22,000 miles. Finished in blue with contrasting cloth trim. Rustproofed, radio, 12 months M.o.T., new exhaust. Must be seen to be appreciated. Bodywork in superb condition. Warranty possible. £1,895 o.n.o. Tel: Sheffield 79205 or 306861. (55989

LOTUS ELITE 504. 1977. Owner company director, well maintained. £2,000 spent on servicing and maintenance in last 18 months. New tyres all round, just had top engine overhauled. Green-brown suede interior, radio, cassette. £6,000 o.n.o. Tel: Staplehurst 891372. (55988

MG-B GT. 1977. White, M.o.T., Sundym windows, 28,000 miles, 4 new tyres and exhaust, radio, o/d, good condition throughout. Can deliver to view. Haggle around £3,450. Tel: 01-650 7101 anytime. (55987

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PRIVATE SOMERSET OWNER wishes to dispose of part of his collection of classic and vintage cars. Rolls, Buick etc. Tel: 0749 72607 or 076 122 511. (55355

FERRARI 275 GTB/2 cam. 1964. Featured in Oct. 77 Thoroughbred & Classic Cars. Chiari rosso/black upholstery, Borrani wire wheels, much recent work, new clutch, re-built suspension, etc. Beautiful car in excellent condition. £17,500. Tel: Ashtead 72788 (Surrey). (54372

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BENTLEY 1953 R-TYPE. Manual, very good mechanics and interior. £2,650. Tel: Lincoln 50228. (55991

FIAT X1-9. 1978. Metallic blue, exceptionally nice condition, 20,000 miles only, radio, stereo, all usual extras. £2,995 o.n.o. Tel: Sheffield 23967 or 306861 (evenings). (55990

BENTLEY CONTINENTAL R-type, excellent example of the sought after coachbuilt 2-door sporting Bentley, black pearl with green interior, recorded mileage of 86,000 miles. £14,000. R. Leeson, "Hillside", St. Mary's Road, Long Ditton, Surrey. Tel: 01-398 5593. (56107

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DAIMLER DART 250 SP 1961, silver blue metallic with red hide trim, very sound example. £2,450. Tel: Northwood 25161. (56104

ASTON MARTIN DBS 6. Auto, wires, tinted electric windows, good condition, must sell. Best offer. Tel: Barry 735614, South Wales. (56217

ALFASUD TI 1.5. June 1979, under guarantee, one owner, 13,000 miles. Sharpe stereo/radio cassette, unmarked. £2,950 o.n.o. Tel.: Nottingham 784606 evenings, 50381 daytime. (56218

LANCIA FULVIA COUPE 1.3S. 1973, blue, two owners, excellent condition throughout, 55,000 miles, taxed, long M.o.T. Tel.: Welwyn 5328. (56215

TRIUMPH GT6 MK 3. M Reg., dark blue, tax, M.o.T., sunroof, Sundym, cloth. £1,500. Tel.: 01-804 5697 after 6 p.m. (56213

MG MIDGET. 1979 (June), 15,000 miles, excellent condition. £2,600. Tel.: Okehampton (0837) 3745. (56212

HRG 1500. 1949, recent complete overhaul, new pistons, valves, crank re-ground, big ends re-metalled, brakes and back axle overhauled, well shod, painted white with maroon trim. Not concours but smart, attractive car with known history, taxed, insured and M.o.T. £6,950. Lewis, Little Orchard Farm, Seend, Wilts. Tel.: 038-082 374. (56211

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MG-B ROADSTER. 1977 (S), 22,000 miles, rustproofed, one owner, glacier white. £2,750. Tel.: Wells (0749) 74342. (56209

E-TYPE. 1962, f.h.c., much money spent on extensive overhaul which includes rebuilt radiator, engine, clutch, gearbox, four new discs, new sills, door skins, front wings. Also completely de-rusted and rubbed down to bare metal and resprayed in original Old English white. Also many parts re-chromed and a retrim in red Connolly leather now completes this superb car. I am open to offers around £5,500. Tel.: Germoe 2305 (Cornwall). (56207

E-TYPE JAGUAR. 1967, good condition, £500 spent on back end overhaul, only needs tidying up inside, must sell. Offers around £21,000. Tel.: 021-551 1971 between 6 and 7 p.m. (56206

PORSCHE 911E LUX SPORTOMATIC. 1973, 56,000 miles, metallic blue, electric roof and windows, usual extras, new tyres, history, superb car throughout. £5,500. Tel.: Bagshot (0276) 71344. (56205

RENAULT 5 GORDINI. 1980, latest specification, finished in black with red cloth trim, radio/cassette, five year anti-corrosion warranty, tinted glass, alloy wheels, rear wash/wipe, save £1,000 off new price. Only £4,400. Tel.: 0298 3947 (Derbyshire). (56204

ROLLS WRAITH SEDANCA DE VILLE. 1949, Vauxhall 20 h.p. Tourer 1936. Both show condition. Tel.: 0249 812184. (56203

AUSTIN HEALEY 3000 MARK II. 1962, triple carb, John Chatham modified engine, gas flowed head Mark III exhaust, etc., red/white flash, works hard top, interior retrimmed, overdrive, new hood/tonneau, radio, £2,000+ spent last year. £3,000 o.n.o. Tel.: 01-834 6579 day. (56201

FERRARI DINO 246GT. Rosso red, black interior, this vehicle is in absolute superb condition and must be one of the best available. £9,950. For more details tel Copthorne 712473. (56200

AUSTIN HEALEY 3000 MK. III. Wire wheels, overdrive, yellow, cream, beige leather interior, new soft top, super condition, original log book. Best offer secures. Copthorne 712473. (56200

3½ SS DROPHEAD JAGUAR for sale. Mint condition, best example in the world. Only serious cash buyers need apply. Box No. 6348. (56199

1936 2½ SS SPORTS SALOON for sale. Only serious cash buyers need apply. Box No. 6349. (56199

KARMANN GHIA CABRIOLET. 1971, 1,600 c.c., l.h.d., two owners from new, excellent condition throughout, perfect hood, h.r.w., M.o.T.'d, rare investment. £2,500. Tel.: 01-876 5408 evenings (view Gloucestershire). (56198

LOTUS ELAN +2. Reg. CUP 1G, black, engine completely rebuilt, many new parts, no expense spared. Offers. Tel.: York 490849 evenings. (56239

VOLVO 1800ES SPORTS ESTATE. 1973. Excellent condition, body and engine very well maintained, collector's car. Offers around £3,500. Tel.: Nottingham 213396 evenings. (56238

LOTUS ELITE 504. 25,000 miles. March 1977, one owner, professionally maintained throughout life, view London. £6,500. Tel.: 059-069 2634 weekends. (56223

DAIMLER SOVEREIGN 4.2. Manual/overdrive, 1972, finished in virtually unmarked black cellulose with black vinyl roof. Extras include fitted Wolfrace wheels, Lucas radio/8 track, tow bar. This vehicle is in quite exceptional condition and must be amongst the finest Series I XJ's available. £1,950. Tel.: Royston (Herts) 41454. (56237

MG-B GT 1972 (L) OVERDRIVE. Mechanically superb with new engine, front suspension just overhauled, fitted radio, bodywork is a little scruffy, long M.o.T., taxed. £1,150. Tel.: Royston (Herts) 41454. (56238

MORGAN +8 SPECIAL. 10,000 miles in last two years. 6 x 14 alloy wheels. 2+2 body conversion, mahogany dashboard, 185 BHP engine, 4 speed overdrive gearbox, adjustable telescopic shock absorbers all round. £4,400. Tel.: Derby 810862 or Nottingham 326284. (56236

MARCOS 1500 GT. 1967, yellow, rebuilt for £1,600 last two years, fitted Lotus twin cam engine, twin Webers, new gearbox, clutch, exhaust, etc., specialist maintained, sunroof, Cosmic wheels, stereo, etc. Immaculate and very reliable. Forced to sell, moving abroad. £1,600 o.n.o. Tel.: Manchester 061-432 8628. (56230

LYNX 'D' TYPE JAGUAR. Two doors, leather upholstery, carpet, full width windscreen, based on long nose car with tail fin, beautifully built in our Competition Department to very high standard, painted Ecurie Ecosse blue, part exchanges taken. Contact Racing Secretary, Marsh Plant Holdings Ltd., New Lane, Havant. Tel.: (0705) 482323. (56229

FORD ESCORT RS2000 CUSTOM. 1980, black, hardly used and in exceptional condition. £4,950. Tel.: 01-560 1377. (56226

LOTUS ELAN +2S 130/5. 1973M, burgundy/silver, immaculate throughout, 40,000 miles, engine rebuilt by Lotus specialist, £900 spent recently, bills. £3,995. Tel.: 0926-35415 day, 0926-498722 evening after 3rd June. (56234

JAGUAR XK150S ROADSTER. 1960, immaculate, carmen red body, black interior, new chrome wire wheels. £9,500. Tel.: Birmingham 021-449 8606. (56228

ALFA 2600 SPRINT. Excellent condition, 58,000 miles, fast appreciating classic. Offers around £1,850. Tel.: Wolverhampton 38474. (56227

TRIUMPH TR6 PI. 1972, sienna, overdrive, one owner, 39,000 miles, M.o.T. to April, 1981, taxed. £1,600. Tel.: day 01-588 6464 ext. 610, evening 0376-70510. (56225

TR6. Taxed, tested and tidy. Stork arriving in near future. £2,450. Tel.: Dursley (Glos.) (0453) 3935. (56235

JAGUAR 420G. 1970, chairman's cherished car, dark blue, fawn hide, M.o.T. February 1981. £1,050. Tel.: Swansea 54041 or Penmaen 641 evenings. (56233

MERCEDEZ 300 SE COUPE. Two door, F Reg., 87,000 miles, automatic, p.a.s., v.g.c. £3,500. Tel.: 0745 583867. (56232

JAGUAR XK120 ROADSTER. Reg. No. THS 120, ex-Jamie Gibbon, winner Scottish Hillclimb Championship (see Skilleter's book). 3.8-litre engine, disc brakes, very quick road/competition car, taxed and M.o.T.'d. Offers. P/exchange considered. Tel.: Wolverhampton 712001 (days) 759135 (evenings). (56231

FIAT 130 COUPE AUTO. July 1975, silver, air conditioning, immaculate, 58,0000 miles, radio, electric aerial, personal number XEL 28, a real beauty price. £2,750 o.n.o. Tel.: Guildford 222556. (56224

SPECIAL ORDER black Capri 3-litre Ghia. Under 34,000 miles, 1976 P Reg., taxed and M.o.T.'d, AA/RAC test welcome, superb condition. £2,900 o.n.o. Tel.: Germoe 2305 (Cornwall). (56222

ASTON MARTIN DB2/4 MARK III. November 1958, overdrive, fast and economical, present owner 12 year's, rechromed, new Avons, clutch, nice condition, one years M.o.T. 6 months tax. £5,850 for quick sale. Tel.: Brimscombe 3380. (56221

TR6 ROADSTER. 1973, mimosa with black trim, 49,000 miles in excellent condition, rustproofed, extras include overdrive, Kenlowe, spots, radio, Michelin 185 XVS tyres. £2,500 o.n.o. Tel.: 01-943 0299 (evenings). (56220

SUNBEAM TIGER 4.2. Hardtop, soft top, tonneau, mechanically sound, good interior, but needs body restoration. £950 o.n.o. Tel.: Leighton Buzzard 210789. (56219

1970 BOND Equipe. 2-litre, with overdrive, one retired owner living abroad. Mileage 33,000. Superb condition. £900. Tel.: Glossop 04574 62500. (56263

BMW 2002 Cabriolet. 1973. 45,000 miles. Sahara beige, brown interior, special registration number. £2,250 o.n.o. Tel.: 01-504 4027. (56265

JAGUAR E-TYPE Roadster. 'M' Reg. White with black upholstery, 38,000 miles. £5,750 Tel.: 0203 302256. (56262

1964 TARGA Florio Sprite. 693 LAC. First special sprite to be built for the Targa Florio and driven by Paddy Hopkirk (pages 108-109 & 181 "More Healeys" by Geoffrey Healey). Class winner Nurburgring, driven by Richard Groves and Clive Baker. £4,500. Tel.: Telford (Salop) 604279 (evenings). (56261

FJ SINGLE-SEATER Britannia. HSCC Reg. 90% rebuilt, body damaged (all) £1,750 cash. Tel.: Stalham 80316 Norfolk. (56245

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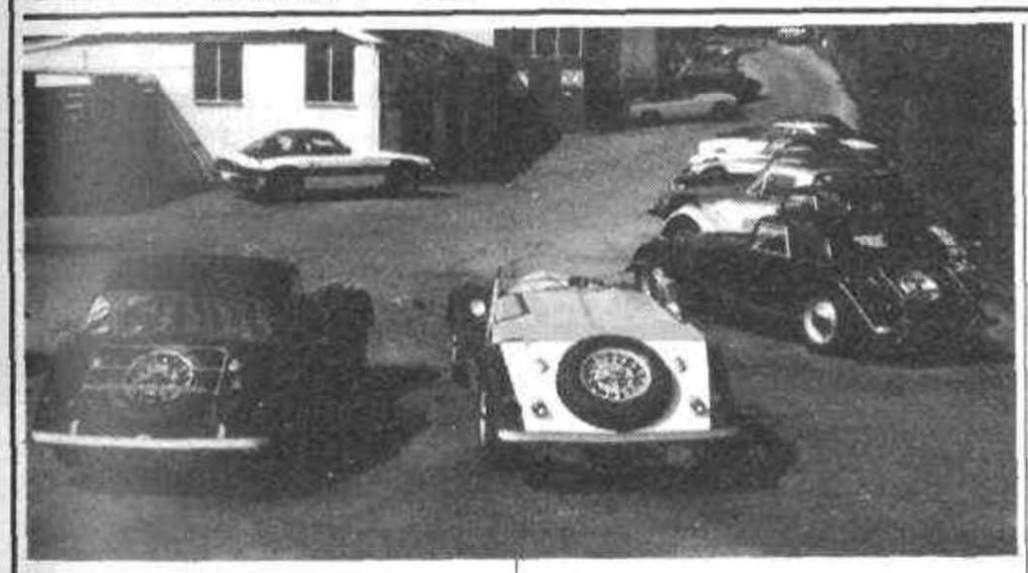
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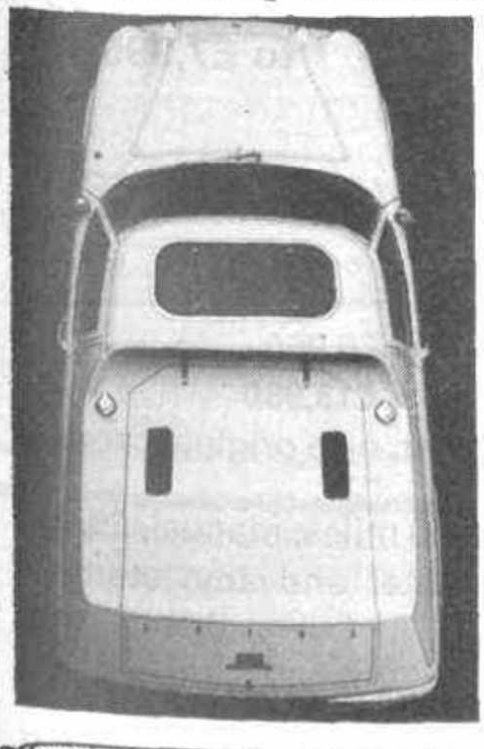


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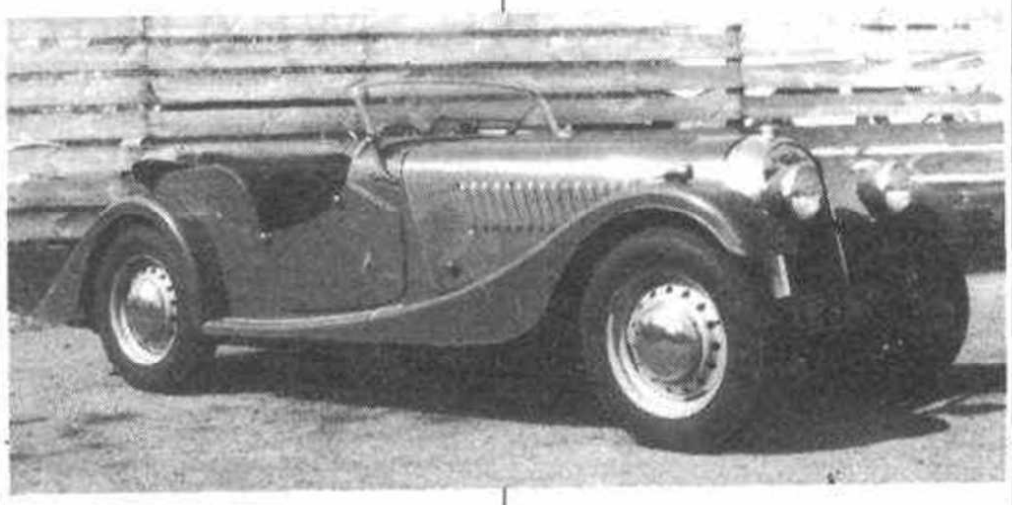


We apologise to devotees of the wit and wisdom normally spouted on this page every month, but we have been so busy and rushed off our collective feet that we really have not got the time to sit down and compose a half decent advertisement. So, due to aforementioned lack of time, this is what we have got in stock, and since we are always asked why we never quote prices in our adverts, we will do so this month: **Morgan 4/4 2-seater, 63 Nov,** new rear axle, spare wheel cover, **£3,250. Morgan 4/4 2-seater, 76,** Brunswick green, chrome wire wheels, brown leather bucket seats, roll over bar, wind deflectors, **£6,250. Morgan 4/4 2-seater, 79,** V reg, signal red, black leather, reclining seats, 1,100 miles, **£7,150. Morgan 4/4 4-seater, 76,** R reg, signal red, reclining seats, wire wheels, **£5,500. Morgan 4/4 4-seater, 1976,** black, reclining seats, tonneau cover, 23,000 miles, **£5,950. Morgan 4/4 4-seater, 79,** V reg, silver, wire wheels, black leather, reclining seats, luggage rack, reversing lights, radio, 6,000 miles, **£7,500. Morgan +4, 54,** flat





rad, red, Vanguard engine, twin carbs, **£3,750. Morgan +8, 73,** red, Racing Services Group 1 engine, reclining seats, **£4,500. Morgan +8, 76,** black, brown leather, alloy body, 28,000 miles, **£6,500. Morgan +8, 77,** S reg, Lotus yellow, alloy body, luggage rack, spare wheel cover, 19,500 miles, serviced at Factory, **£7,950. Morgan +8, 80,** signal red, all alloy body, black leather, spare wheel cover, chrome luggage rack, rustproofed, 1,900 miles, **£10,250. TVR, 72L, 2500 Vixen,** yellow, 48,000 miles, stereo, **£1,795. TVR 3000M, 73,** metallic golden brown, sunroof, radio cassette, Wolfrace wheels, MK reg. number, **£2,250. TVR 3000M, 75P,** silver, black vinyl roof, sunroof, wooden dashboard, **£3,950. TVR 1600M, 75P,** yellow, black vinyl roof, radio, **£3,500. TVR 1600M, 75P,** white, sunroof, radio, **£3,250. TVR 1600M, 76,** blue, sunroof, radio cassette, 29,000 miles, **£3,750. TVR 3000M, 76,** blue, white vinyl roof, sunroof, suspect engine, **£2,950. TVR 3000M, 77,** white, brown modelband, vinyl roof, sunroof, radio, **£4,500. TVR 3000M, 77,** S reg, silver, red modelband, overdrive, sunroof, radio, **£4,250. TVR Taimar, 77S,** red, neutral modelband, oatmeal trim, sunroof, Wolfrace wheels, radio stereo, **£5,750. TVR Taimar, 78,** blue, silver modelband and roof, sunroof, radio, 22,000 miles, **£5,150. TVR Taimar, 78,** green, neutral modelband, overdrive, radio stereo, 14,000 miles, **£6,750. TVR Taimar, 78,** T reg, red, neutral modelband, oatmeal trim, sunroof, 19,000 miles, **£6,500. TVR Convertible, 78,** T reg, charcoal, Wolfrace wheels, mildly tuned engine, **£6,250. Arkley SS, 78,** Regal red, one owner, 4,000 miles, 7" Cobra wheels, **£3,250. Arkley SS, 71,** white, black pinstripes, 6" Cobra wheels, **£1,500. Arkley SS, 67,** blue, wire wheels, **£695. Lotus Elan +2 S 130/5, 74,** white, 43,000 miles, radio cassette, **£3,500. Lotus**



Europa Special, 73, Nov, light blue, 30,000 miles, 1974 model, **£3,250. Lotus Europa Special, 75,** light blue, alloy wheels, **£4,500. Lotus Europa Special, 75,** white, 14,000 miles, moon top, alloy wheels, **7 FLY** registration number, **£5,500. Lancia Beta coupe 2000, 79,** green, one owner, 1,600 miles **£4,500. Lancia Beta coupe 2000, 79,** white, radio stereo, sunroof, **£3,250. Lancia Beta coupe 1600, 76,** green, sunroof, **£1,500. Triumph Spitfire, 79,** white, overdrive, 8,000 miles, **£3,250. Triumph TR7, 77,** green, sunroof, radio cassette, 24,000 miles, **£2,495. Triumph Stag, 77,** automatic, white, hard and soft tops, 8 track, 16,000 miles, **£5,500. MGB 77,** blue, overdrive, 30,000 miles, **£2,850. Reliant Scimitar, 76,** R reg, sandy brown, overdrive, radio, power assisted steering, alloy wheels, **£4,250. Panther Lima, 78,** yellow and black, 3,600 miles, **£4,950. Citroen GS Special, 78,** V reg, red, one owner, 6,000 miles, **£3,150. Renault 5 GTL, 77,** red, radio, one owner, 32,000 miles, **£2,250. Land Rover, 75,** short wheel base, Ivory, overdrive, tow bar, 28,000 miles, **£3,250. New TVR's:** Taimar, green, neutral modelband. Taimar, white, brown modelband. Taimar, gold, brown modelband. Convertible, metallic blue. Convertible, British Racing Green. All the aforementioned new **TVR's** offered at **£1,000** off Manufacturer's on the road price. New **TVR Tasmin,** red, immediate delivery. **Price on application. New Morgans** — we have just delivered our seventh **Morgan** of the year which means the waiting list is still ludicrous. **Arkley SS kits** — still a few in stock but getting to the stage where it would be advisable to order in advance of collecting, price still **£330 plus 15% VAT.** *Many regrets for the rather bland nature of this advertisement and we hope that normal service will be resumed next month.* ***Enjoy the sunshine while you may, 'cause Rheumatism may set in any day!***



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Straight EIGHT





JENSEN INTERCEPTOR SERIES III CONVERTIBLE, 1976. One owner, service history, beautiful Stratos blue/blue hide, electric roof, windows, air conditioned, radio/stereo, etc. **£13,500**

ROLLS-ROYCE PHANTOM III LIMOUSINE by Hooper 1973. Black over yellow, V12, twin side mounts **£8,850**

JAGUAR E-TYPE V12 ROADSTER, 1973 M-Reg. White/black leather, automatic, PAS chrome wheels, whitewalls. **£6,950**

BENTLEY S3 CONTINENTAL 2-DOOR. by Mulliner Park Ward. 1963, garnet with beige hide. **£12,950**

JAGUAR 3.8 Mk. III. Beautiful pale grey/red hide interior. A truly exceptional example, one owner, 45,000 miles, automatic, chrome wire wheels, must be seen. **£3,750**

ROLLS ROYCE SILVER SHADOW, 1971. The most attractive example we have seen for some time. Seychelles blue over Shell grey, service history, updated appearance. **£13,950**

MONICA 4-DOOR GRAND TOURER, 1975. Beautiful blue, beige hide int., air cond., auto., p.a.s., electric door locks/windows etc. extremely rare & beautiful **£8,500**

MERCEDES 280 SE 3.5 CONVERTIBLE, 1971. White, black hide, service history. The ultimate convertible **£15,000**

FERRARI 365 BERLINETTA BOXER, 1974. 18,000 miles, service history, radio/stereo, air conditioned, etc. Reg. No. ASH 68. **POA**

FERRARI 308 GTB, 1978. Beautiful yellow/black hide, radio/stereo, air conditioned, service history. **£12,950**

FERRARI 365 GT4, 1976 2+2. Incredible appearance in black/tan hide interior, service history, electric sunroof, air conditioned, radio/stereo, etc. **£13,950**

ASTON MARTIN DBS V8, 1973. Carburettor, attractive metallic green, radio/stereo, air conditioned, automatic, PAS, service history. **£7,950**

FERRARI 365 GT4, 2+2 1976. Black, beige hide, air conditioned, electric sunroof, radio/stereo, etc. Service history. **£13,950**

FERRARI 365 BERLINETTA BOXER. 18,000 miles, red, black leather, air conditioned, service history, etc. **POA**

FERRARI 308 GTB 1978. Yellow, 19,000 miles, service history, air conditioned. **£13,850**

MERCEDES 300 SEL 6.3, 1972. Metallic blue, air conditioned, electric windows, central locking, velour interior, etc, staggering performance. **£3,995**

FERRARI 246 GT DINO, 1973. Rosso red/black interior, radio, very attractive example. **£8,950**

ISO LELE, 1973, 'M' REG. Very attractive red, blue leather, automatic, PAS, air conditioned, electric windows, radio, whitewall tyres, etc. Fantastic value. **£5,650**

STINGRAY, 1978. Silver anniversary model. All usual refinements and more, split roof, fantastic value. **£7,500**

JENSEN INTERCEPTOR SERIES III M-Reg. Choice of two, one yellow, one white. Offers at **£4,750 each**

RENAULT 5 GORDINA 1979. Metallic blue, one owner, 8,000 miles, black interior, radio/stereo, service history. **£3,995**

PEUGEOT 504 V5 CONVERTIBLE, 1977. Beautiful yellow/black interior, LHD, one owner, radio/stero, full history, one of the prettiest convertibles on the road today. **£4,950**

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1971 Marcos 2.5 Triumph. One owner, 9,000 miles only.
1970 Marcos 3-litre Ford. Yellow, electric windows, sunroof.
1968 Marcos Ford 1600. White, radio, alloy wheels.
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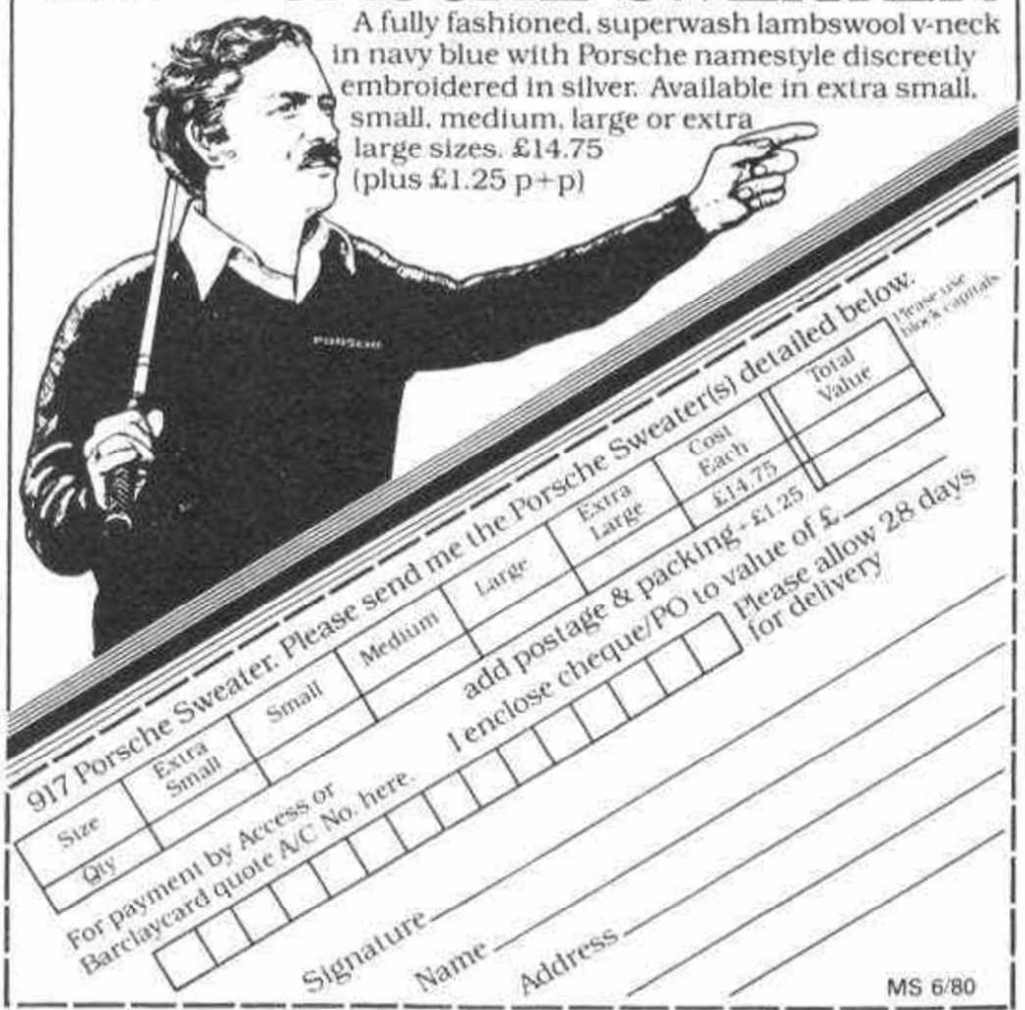
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1979 450SLC, 3,000 miles, electric roof, alloys, metallic brown, **£17,950**

1975 450SLC, LDH, total spec., **£8,950**

1964 Bentley S3, 37,000 miles, **£13,950**

1957 Mercedes 300SL roadster, nice original car with knock-on wheels, **£15,950**

1974(N) V12E roadster, 16,000 miles, manual, **£9,950**

Wanted Good XK120 Roadster and any late, low mileage Alfa and BMWs

50 other used cars in stock

26 North Hill N6. 01-348 5151

FOR SALE—continued

ASTON MARTIN DB 2/4 Mk. II. 1955. BRG, nice condition, M.o.T. Currently Jaguar powered but price includes AM engine and box for reconversion. £3,000 o.n.o. Tel: Hawkhurst 3294. (56260)

ALFA ROMEO 2000 Spyder Veloce. 1976. 29,000 miles, red, black interior. In outstanding condition having been used as fair weather second car. Cavity sealed rustproofing from new and recently re-Ziebarted at specialists, resulting totally rustfree condition. Always properly serviced. £3,950. Hall Mile End House, Mottram, Cheshire. Tel: Mottram 62766 (office: 061 308 3025). (56259)

SCIMITAR GTE. 1973. Automatic, radio, tow bar, electric windows, dark red finish, year's M.o.T, taxed. Exceptional condition. £2,000. Tel: Yarpole 267 (Herefordshire). (56258)

ALVIS. 1965. TE 21. White with red interior in very good condition having been thoroughly overhauled recently. Best offer around £3,000. Tel: Maidstone 672568. (56267)

GT6. 1971. Good condition, new diff., clutch, 11 months M.o.T., w.w., radio/cass., maroon/tan. £1,095 o.n.o. Can be viewed London or Stratford-on-Avon. Tel: S-on-A (0789) 292798. (56249)

LOTUS ELAN SASE. 1968. Fixed head, taxed and tested, radio. £1,400 o.n.o. Tel: Sheffield 373324. (56248)

DELLOW MK. II. Rare production sports car, massive tubular chassis, aluminium body, twin spare wheels. Economical, good condition. £1,995 o.n.o. Tel: 051 526 5226. (56244)

ALFA ROMEO 1.6GT Junior. 1976. P-Reg. Dutch blue, 37,000 miles, undersealed, front discs and exhaust replaced, excellent condition, long M.o.T. and tax. £1,750. Tel: Chester 21022 (daytime) or Aldford 227 (evening). (56243)

SCOTT 1928 500 c.c. TT Replica. Restored and in excellent condition. Spares include 2 gearboxes, undertray etc. £1,500 the lot. Tel: Aldford 227 (evenings), nr. Chester. (56243)

BSA 3-WHEELER. 4-cylinder, mechanics rebuilt, new fabric body, excellent condition. £1,500. Tel: Dursley (0453) 46429. (56253)

LOTUS 7. 1962. Series 2. 1340 Cosworth. Beautiful condition, taxed and M.o.T. £2,250 o.n.o. Tel: (0229) 21286. (56255)

FIAT X1/9. 1500. 1979. August 'V'-Reg. Excellent condition, stereo, radio, balance of maker's warranty. £4,250. Tel: Chorley (Lancs.) 75877. (56256)

DAIMLER V8 250. 1967. Reluctant sale of this superb low mileage vehicle with ten year documented service history confirming an average 4,000 miles per year. Royal blue paintwork, excellent interior, original unused toolkit. A true classic and appreciating asset. Offers invited around £2,950. For further details Tel: 01-661 2570. (56257)

AC 3000 ME. 6,550 miles, yellow, leather trim, unmarked and as new. £8,250 o.n.o. P.EX. Tel: Derby 0332 515282. (56241)

MERCEDES BENZ 190 SL. 1957. White sports two-seater drophead coupé. Red leather trim, immaculate. Reg. VYN9. £5,500. Tel: Chelmsford 57686. (56188)

ALFA ROMEO 2600 Spyder. 1963. M.o.T. only 43,000 miles from new. Must be most original available. White, red upholstery. Complete with original hard top. Enjoyable investment. £1,500. Tel: Woking 63065. (56187)

FOR SALE—continued

XK150 3.8 FH. 1960. Very fast, triple carbs., o.d., w.w. £2,750. Tel: 01-373 8475. (56196)

ALFA ROMEO GT 1750 Twin Camshaft. 1930. DH coupé by Carlton Carriage. Complete restoration, engine, electrics, coachwork, etc., tax and M.o.T. Exceptional condition. £11,500. Tel: Kirdford 309 (West Sussex) evenings. (56195)

BMW 3.0 CSL Lightweight Coupe. 1973. Only 500 of these models imported into UK. Specification includes Bosch electronic fuel injection (28 m.p.g.), ZF gearbox, limited slip diff., aluminium body, electric windows, heated rear window, radio cassette player. Good condition throughout, long M.o.T. BMW yellow. £3,850. Tel: 04867 (Brookwood) 5753 (Guildford area). (56194)

DAIMLER SP250A. 1960 (39 AXP). Two owners only in regular use. Best offer around £1,200. Tel: Frensham 2546. (56193)

BMW 2002 Tii Lux. Metallic sienna beige velour, metal sunroof, five speeds, limited slip differential, 37,000 miles. Blaupunkt Bamberg stereo radio cassette (cost £600). Mahle alloy wheels. Ziebarted, tinted windows, Cibie spots, rear fogs. Inertia reel belts. Kon-ks. Momo wheel. Lumenition. Coco mats, carpeted boot, two owners, pristine condition. Finest in the UK. Available again due to time-waster. For a fast economical, appreciating asset. £3,950. Exchange Polo, Fiesta, Golf. Tel: 01-352 3746 01-352 0453. (56192)

FIAT X1-9. 1978. One careful owner, only 13,000 miles, dealer serviced, garaged, radio. Superb condition. £3,195. Tel: Reigate 44570 (evenings). (56191)

ROLLS-ROYCE 20 h.p. 1928. 4-seat tourer. Excellent restoration throughout. Must sell to first fair offer. Tel: 042 127 2182 (late evening). (56190)

MGB ROADSTER. August 1978 (T). 20,000 miles, white, grey trim, overdrive, wire wheels, headrests, new clutch, tyres and exhaust. £3,500 o.n.o. Tel: Gloucester 26128. (56186)

TR5. Restored dark blue body, new hood and tyres, overhauled engine and brakes. Serious offers only. Tel: Newent 820354 (evenings). (56186)

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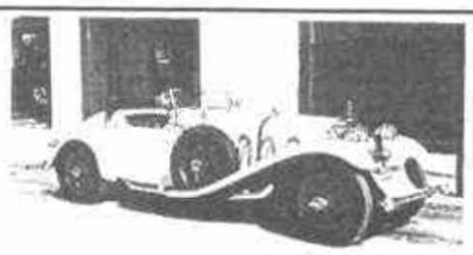


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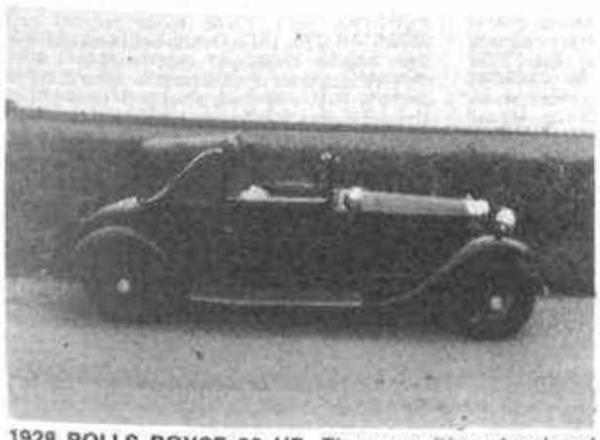
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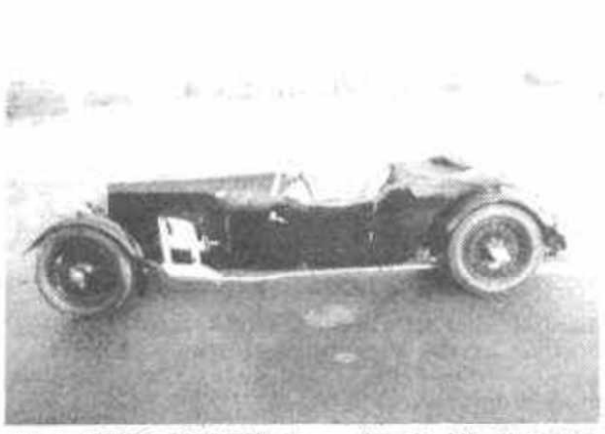
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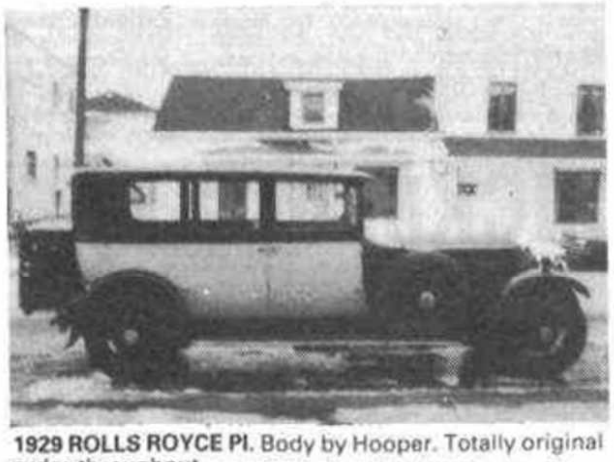
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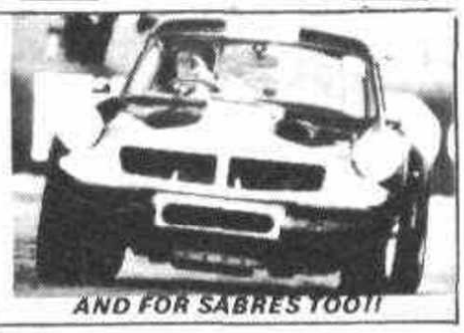
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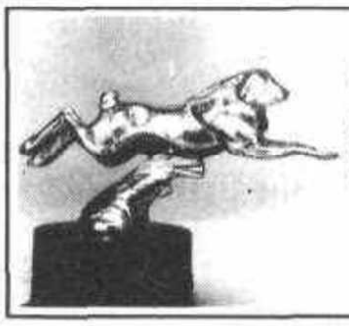
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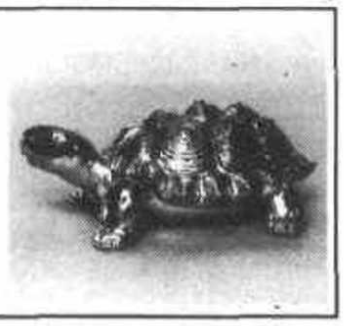


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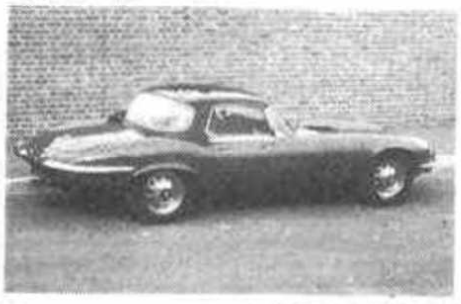
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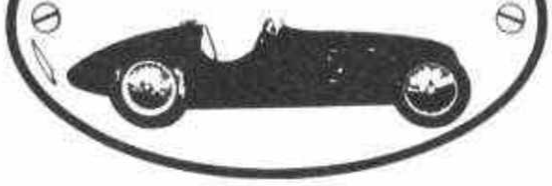
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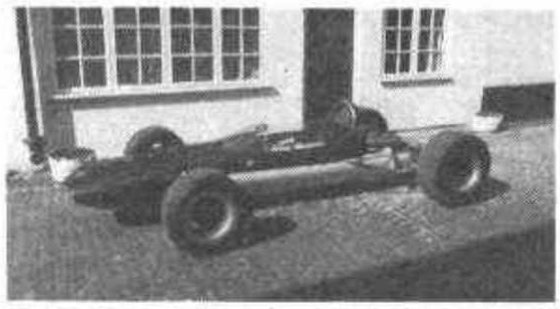
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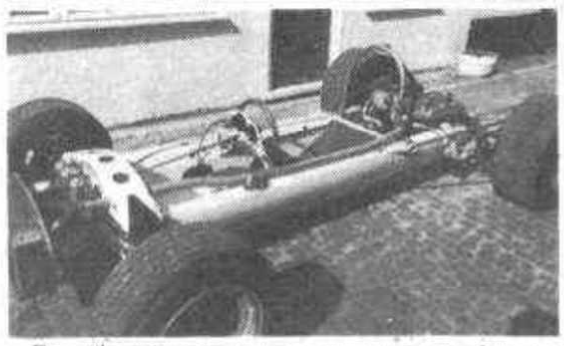
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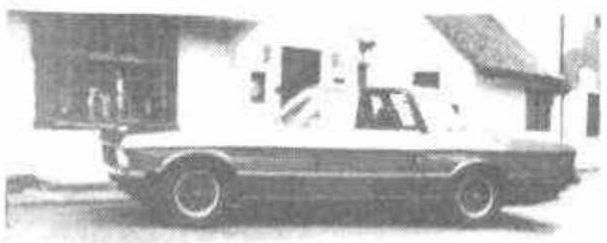
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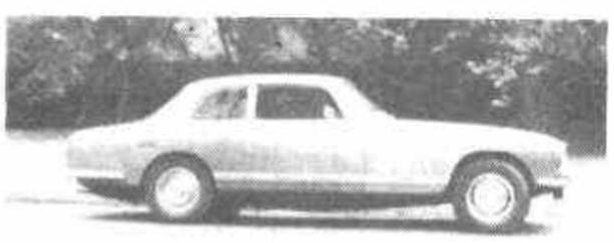
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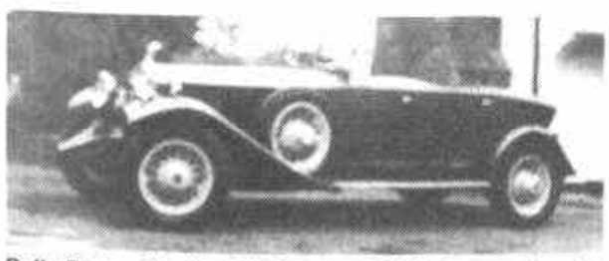
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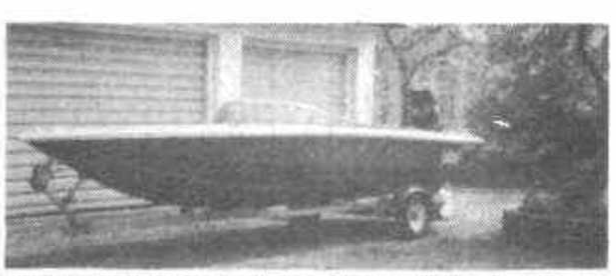
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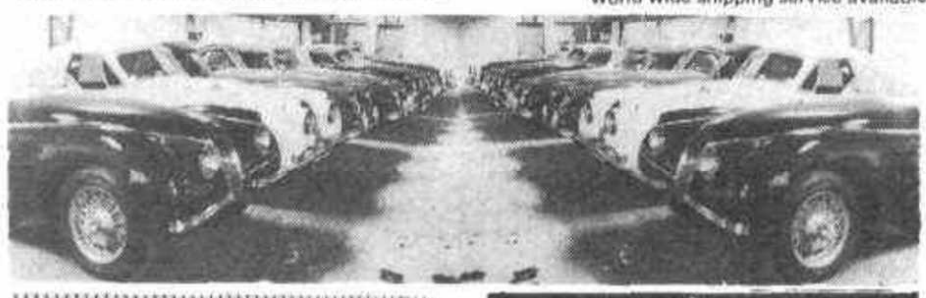
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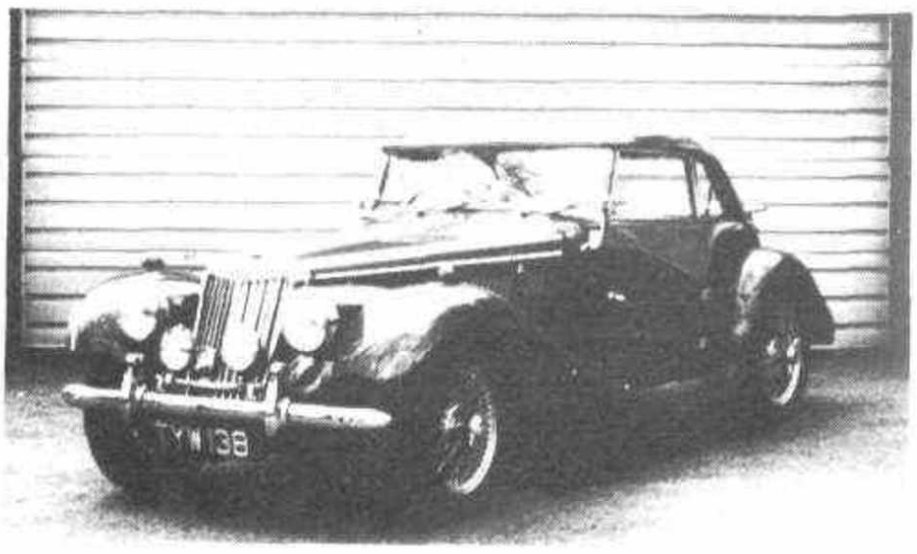
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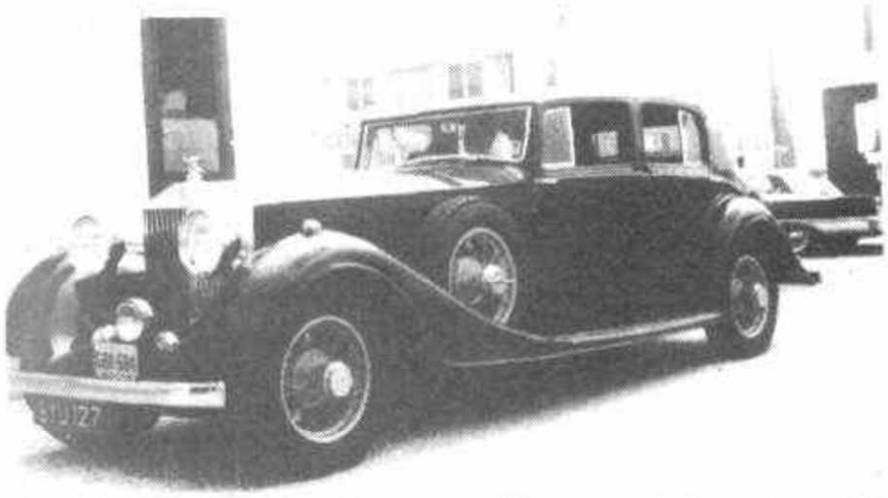
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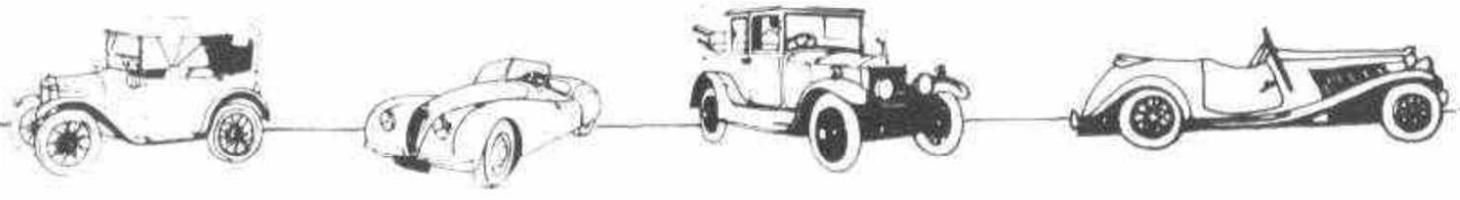
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1975 BMW 2500 manual. Brown, M.o.T. **£1,950**



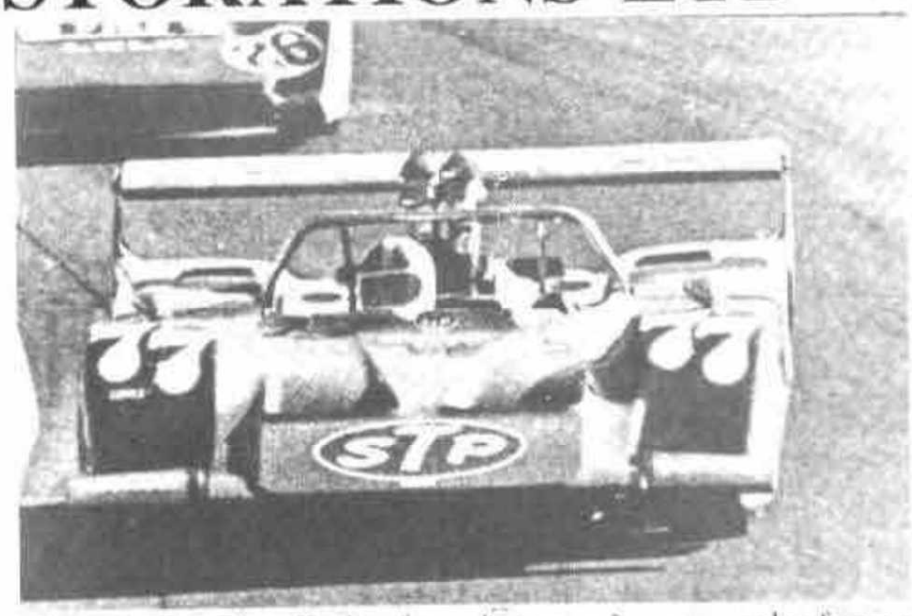
1975 model Volkswagen Scirocco. Red, sunroof. **£2,500**

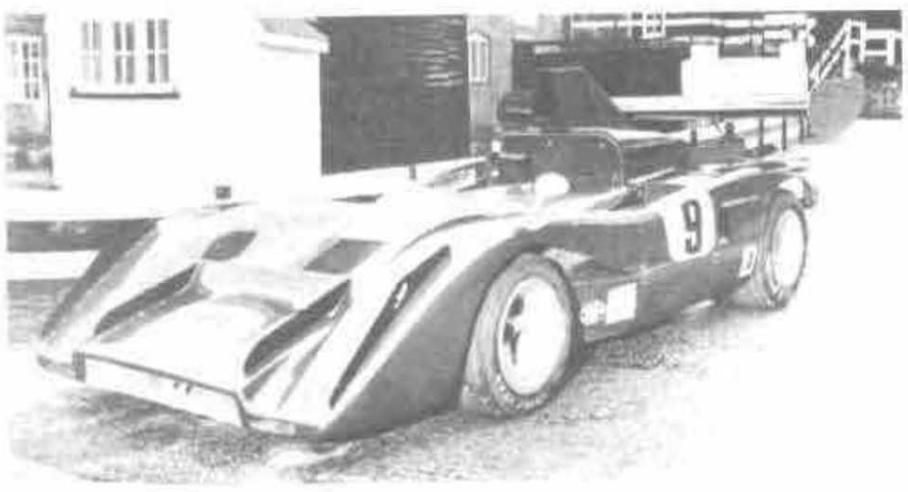
The Bargain Barn contains two retired ladies from the 1967 season, both with plenty of go left in them. One a Daimler Sovereign at £775 the other a 3-litre Rover Coupé with long M.o.T. at £475.

Please telephone for an appointment to view. We are situated 2 miles from Romsey on the A31 Bournemouth road. Part exchanges welcomed.

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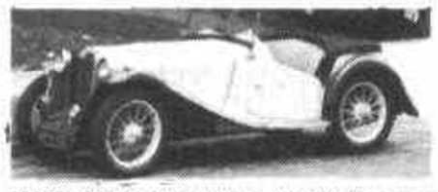
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McLaren M8C (left). A 1970 rival to the March, embodying the factory developments from the earlier M8's this is the archetypal 'customer' McLaren of the period. In superb race ready condition the specification includes a 7.6 litre carburetted Chevrolet racing engine.

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MG J2 1933 2-seater sports. A beautifully restored example of possibly the most popular ohc model. A prize winning, reliable car with many special features. Red with black hide upholstery and cycle wings. **£6,500.**



MG J2 2-seater sports. A rough, unrestored J2 for restoration. Totally complete with a very sound body. Original engine. Few unrestored J2s left now. Good offer accepted.



MG J2 2-seater sports. 1932. Another J2, of exceptional value. Very well restored throughout by car club member, and beautifully engineered. **£4,975.**



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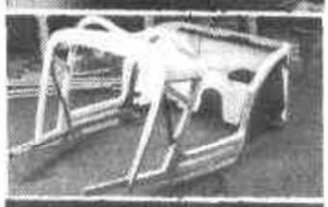
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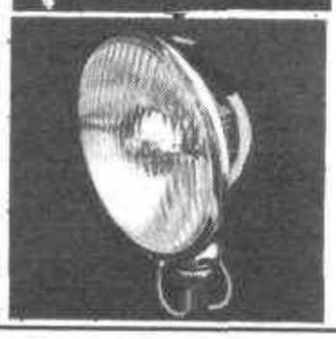
All pre-war models & TA/B/C models.
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CHARON *circa* 1909 TWO-SEATER with DICKEY White, red chassis, red bucket seats, wooden wheels, 14,6 hp engine, all brass fittings, concours. **POA.**



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ELVA MK 7 1962 New red body, total chassis overhaul, Lotus twin cam (dry sump) Mk. 5 Hewland box, Group 2 Historic Racing Sports Car. **POA**





AC ACECA 1955 Bright red/black completely restored and in excellent order. **£4,650 o.n.o.**



OGLE MINI SX100 believed last produced of approx 70 made at present undergoing a full restoration.



MG F-TYPE MAGNA 1931 Now with brown/cream body, black leather, the subject of a two year restoration from dismantled chassis upwards. **£6,250 o.n.o.**



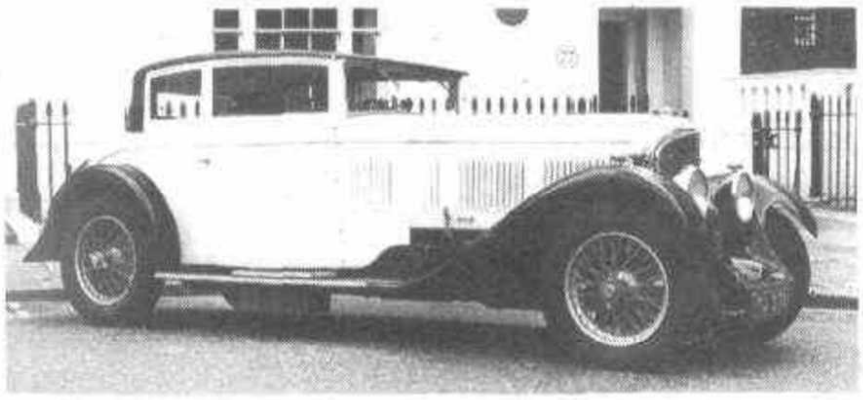


FIAT *circa* 1929 TWO SEATER. French blue/tan, Fiat chassis and engine, all metal pointed tail body, mint condition. **£5,950 o.n.o.**

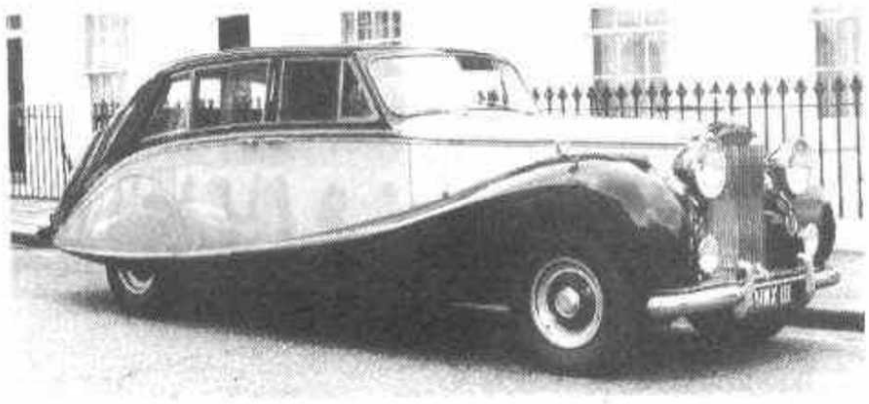
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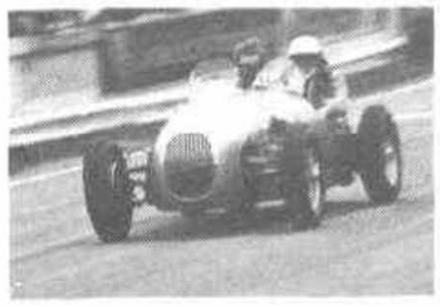
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I was delighted to be able to participate in the **"TRIBUTE TO STIRLING MOSS DAY"** at Brands Hatch on May 5th; it is exactly 30 years ago to the month that our most famous racing driver achieved his first international successes at the wheel of my **1950 WORKS TEAM HWM-ALTA F2 "1½" SEATER**; the five year restoration was completed literally a few hours before the **TRIBUTE PARADE**, and it was with considerable trepidation that I covered the first lap of the Club Circuit in convoy with the **Mercedes 300 SLR, Vanwall, 250F, DBR1** and 20 other famous racing cars comprising the parade. I hope to show the **HWM-ALTA** at several Historic events this year, as its last public appearance was 20 years ago!

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1964 AC SHELBY COBRA 289 MK 2 — RHD — EAB 778B; this is the best road-race Mk. 2 anywhere, bar none! & with its genuine Gurney-Weslake GT40 engine (alloy heads, Webers, 'J' block, etc.) it is also probably the quickest! Totally restored to the ultimate standards of perfection, using the original chassis etc.; chrome wires, whitewalls, maroon paintwork, black trim; a "work-of-art" in every respect — [D]



1960 AC ACE-BRISTOL 100D2/S2 — 220 PPC; this example; the Earls Court Show Car and one of only four with the 135 b.h.p. "Competition" engine, has been totally restored to "as new" mechanically and bodily, using all the original components; the result is probably the best ACE-Bristol ever available on the open market, prepared to win "Concours" Awards or enter Historic events alike — [C]



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1965 AC FORD COBRA 427 Mk. 3 — RHD; "Motor Sport" featured this actual car in their article on 'Cobra Parts' in June '75; 7,000 miles only since total reconstruction; early CSX Chassis No. (Mk. 3); absolutely magnificent in dark metallic blue, fawn interior with Show-prepared engine compartment, etc.; the best handling and quickest 7-litre I've ever driven — [D]



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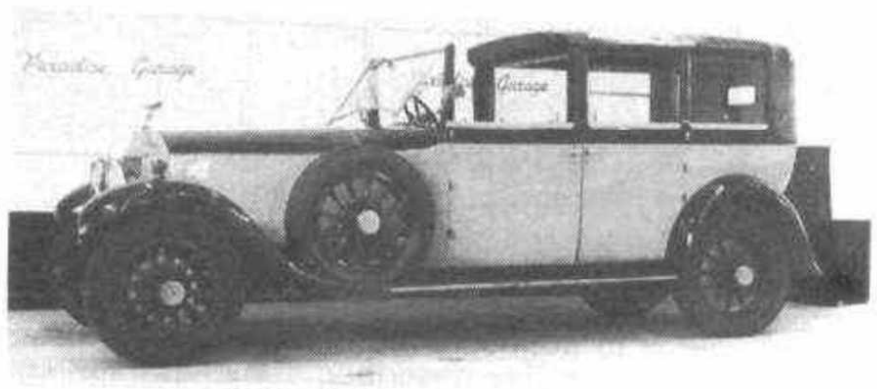
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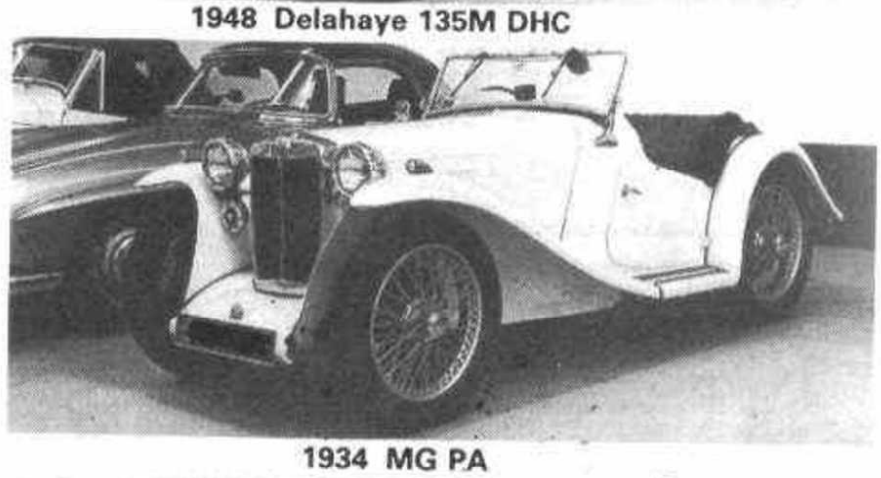
1928 Rolls-Royce P1 Salamanca



1948 Delahaye 135M DHC



1965 Austin Healey 3000 Mk. III



1934 MG PA



1952 Jaguar XK120 Roadster



1926 Rolls-Royce 20 h.p. DHC



1934 Aston Martin 1½-litre Saloon



1969 Aston Martin DB6 Volante

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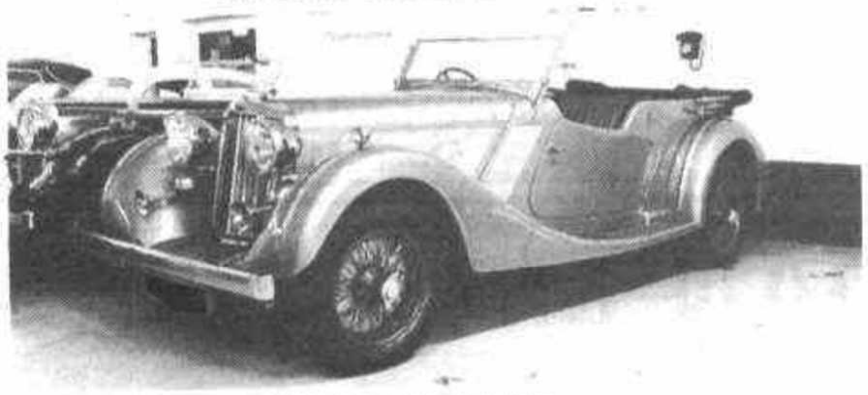
1952 Daimler Conquest



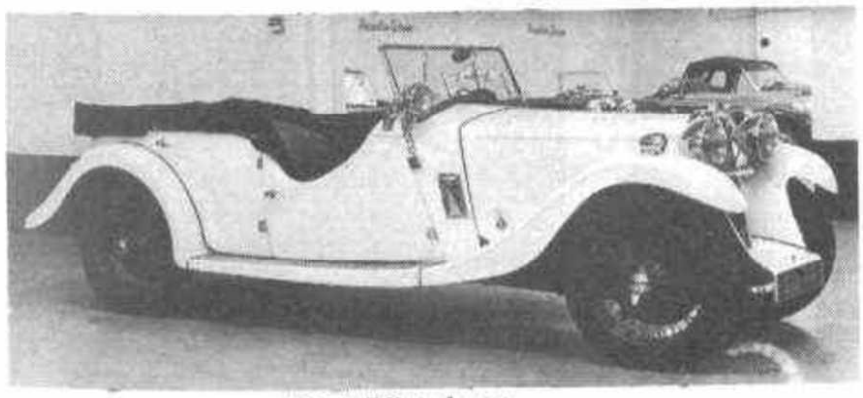
1936 MG SA Tickford DHC



1928 Lea Francis P-Type



1936 Talbot 110 VDP



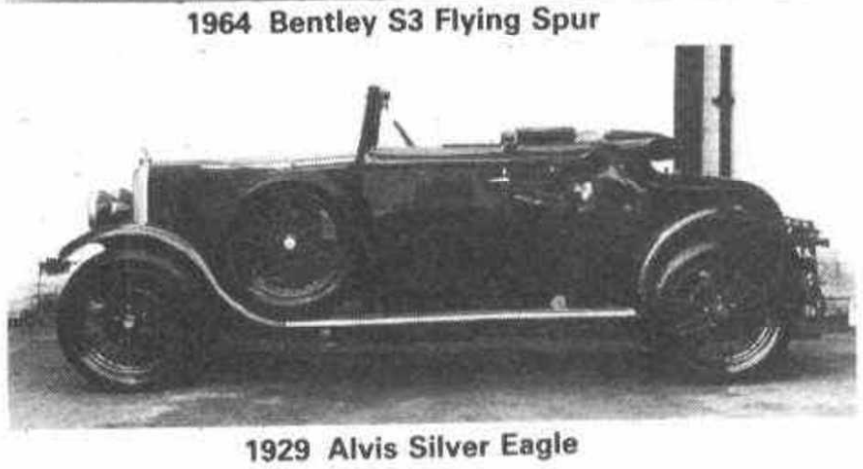
1934 Riley Lynx



1964 Bentley S3 Flying Spur



1931 Lagonda 2-litre



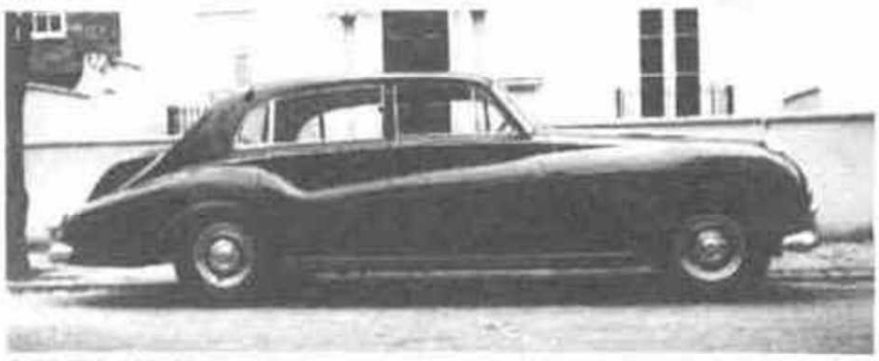
1929 Alvis Silver Eagle

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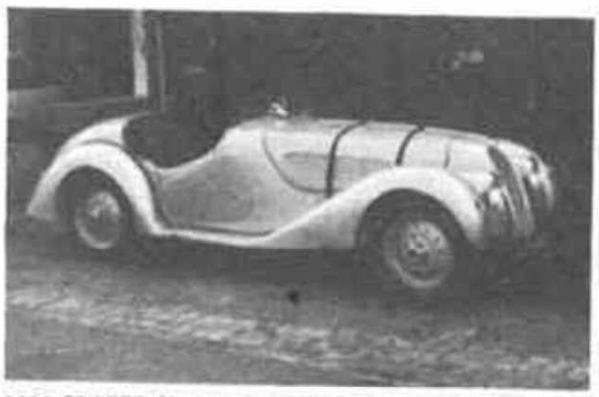
1935 BENTLEY 3½-LITRE (fitted 4¼-litre engine) with unique 3 position drophead Coupé. Coachwork by James Young featuring cantilever doors.



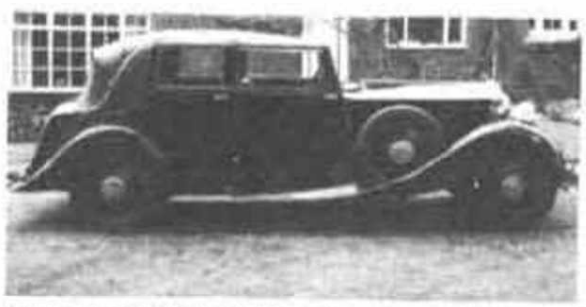
1936 SS JAGUAR 2½-LITRE ROADSTER. Rare O.H.V. model in mint condition.



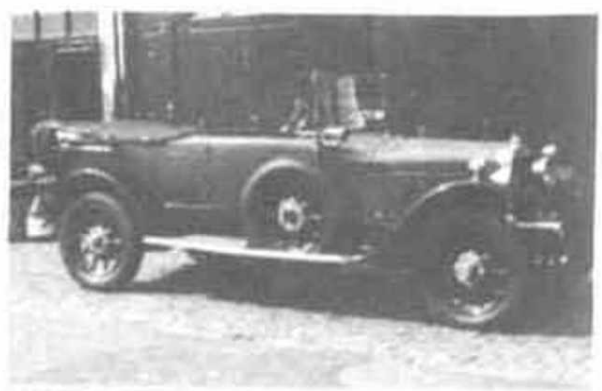
1956 BENTLEY SI CONTINENTAL FASTBACK. By H. J. Mulliner, in fine condition.



1939 FRAZER NASH BMW 328. Competition 2-seater, aluminum bodywork, 100 b.h.p. engine and many other modifications.



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1934 LAGONDA RAPIER. 2-seater.
1933 RILEY 2-LITRE. Ex-Freddie Dixon competition car.
1937 SS100. 2-seater.
1928 ALFA ROMEO 1½-LITRE. Twin overhead camshaft sports 2-seater by James Young.
1929 RILEY BROOKLANDS 2-seater.

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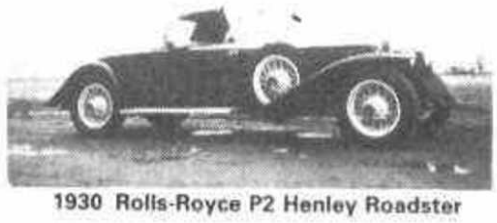
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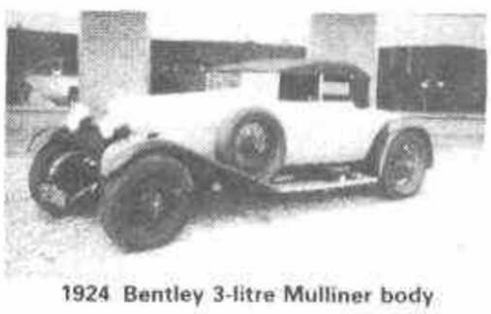
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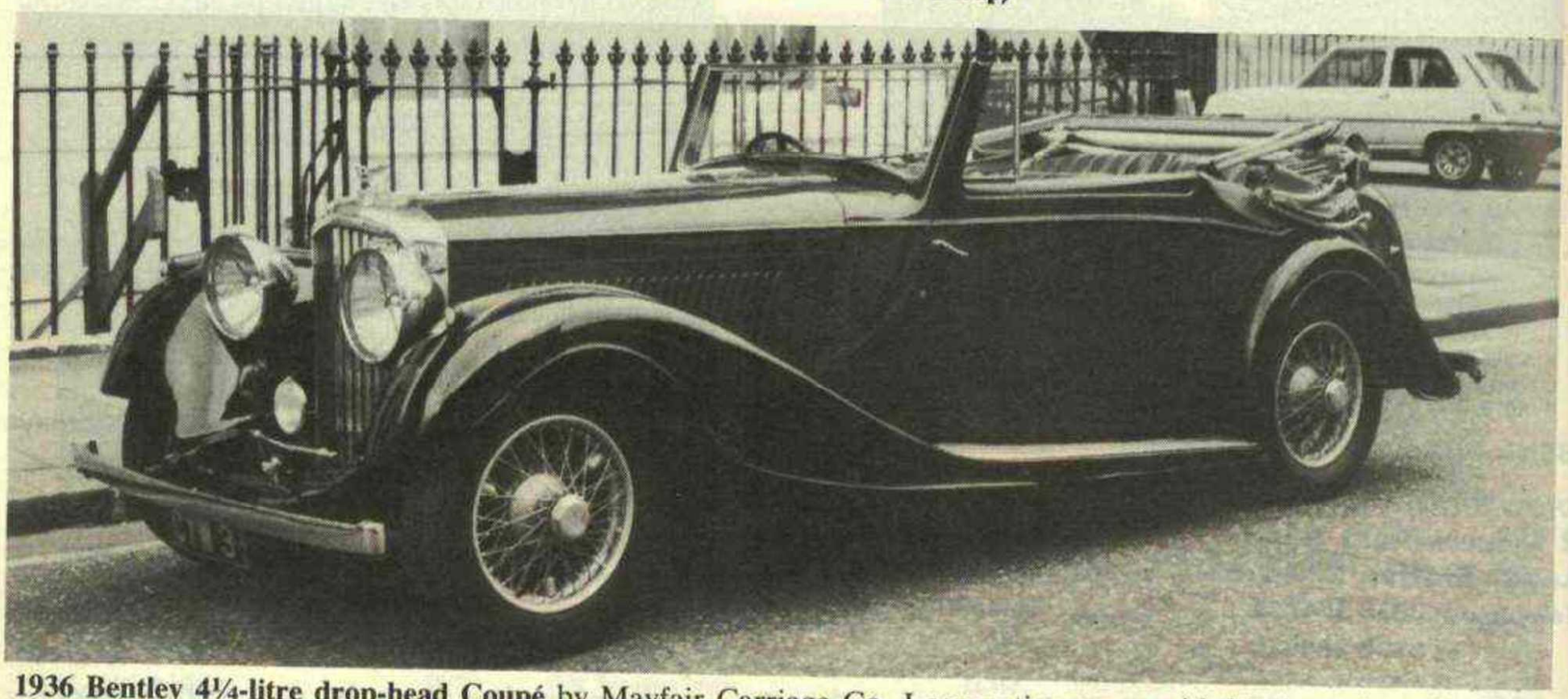
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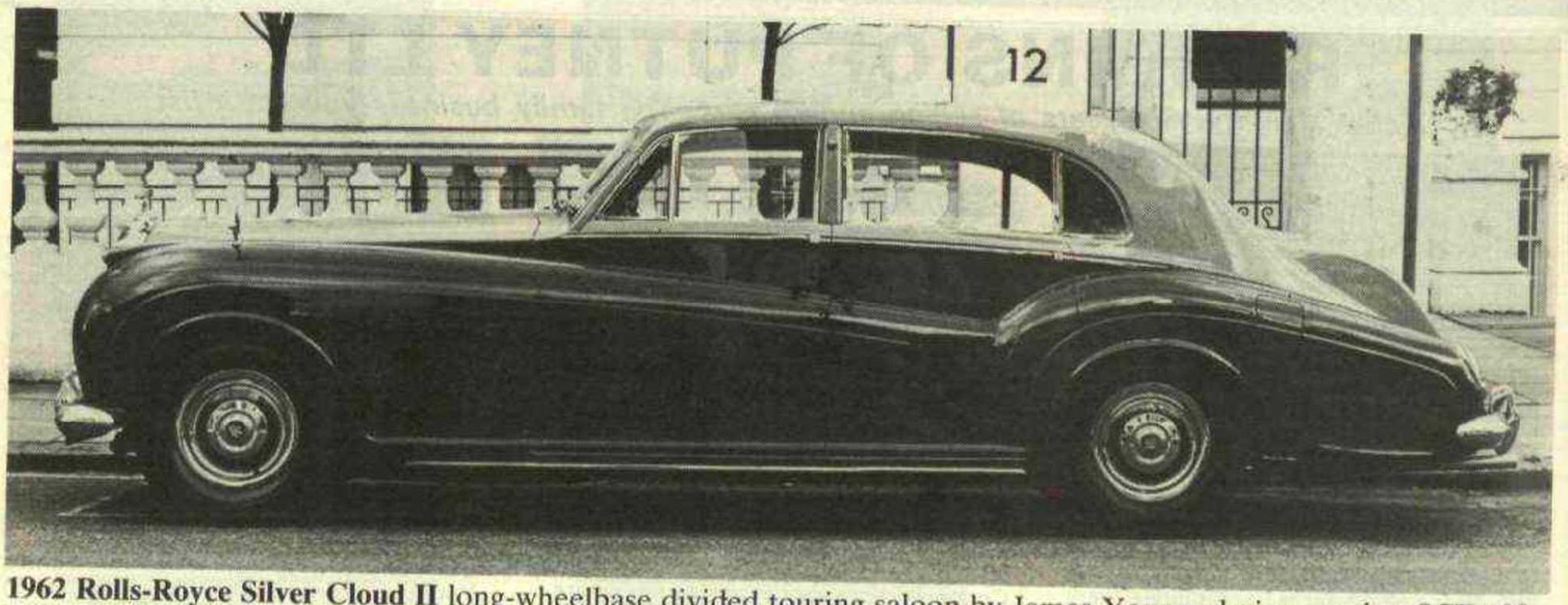
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1962 Rolls-Royce Silver Cloud II long-wheelbase divided touring saloon by James Young: design number SCT 100, which is also shown on P.231-233, 'The Elegance Continues' by Lawrence Dalton. Opal over thundercloud blue with Champagne hide throughout, garnished with fine Walnut veneers and equipped with powered windows and divider glass. Lately the property of an enthusiastic RREC member and in very fine condition throughout.

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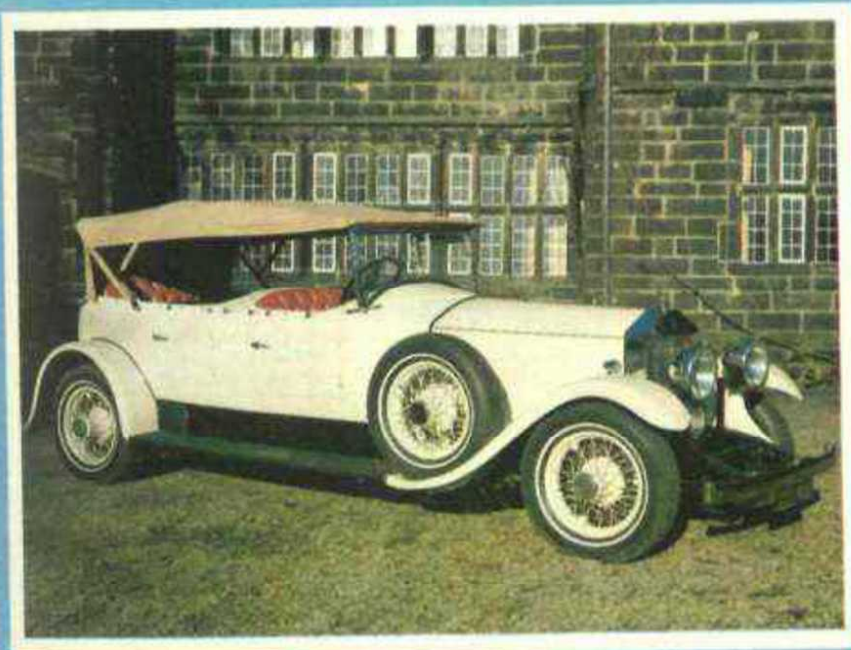
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Rolls Phantom II (1930) as above, at the moment going through a complete restoration in our workshop. Due to be finished August 1980. If purchased early enough, could be finished to customer's own specification, colour and trim, cocktail cabinet etc. As was done in the 1930's era ..... **POA**

Rolls-Royce Phantom II Open Tourer 1930 in pastel blue with magnolia Connolly hide trim, originally owned by Lord Lonsdale (the Founder Member of the AA) ..... **POA**

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Jensen Interceptor Mk. III in red metallic with black vinyl roof. Black leather trim, inertia seat belts, fitted stereo radio cassette player, air conditioning, HRW, electric windows, electric aerial, fitted radial tyres whitewalled, on sports alloy wheels. Centre locking. Again this fast appreciating vehicle is in lovely condition. Choice of four from **£4,800**

One of the last V12 E-Type Roadster. Carmen red with black leather trim. Fitted stereo radio/cassette player. This vehicle we believe to be one of the finest examples of this fast appreciating marque which is in first class condition throughout. Has only covered 23,000 miles from new. A certain investment at **£11,950**

(1979) Corvette Stingray with rear especially customised aerofoil in 2-tone light metallic blue over light metallic silver. Black leather trim, radio stereo cassette, sloping rear screen, split detachable glass roof, tinted glass, electric windows. The LR2 economical model that looks a dream at **£10,500**

P Reg. Alfa Romeo GT 1600 Junior. In silver with matt blue roof, black trim, HRW, radial whitewall tyres fitted all round, this very sporty little car has had one lady owner from new, and has only done 14,000 genuine miles. All service history available. This 5-speed sports is in superb condition at **£2,850**

De Tomaso Pantera GTS. In bright yellow, r.h.d., radio, stereo, one of the fastest cars on the road today, a real eyecatcher at **£6,950**

1966 Daimler Jaguar V8 Auto in metallic blue with black leather upholstery. Fitted radio, recently had brakes and gearbox overhauled and new tyres fitted all round. This car is now a collector's item and is in fair condition for the year **£1,775**

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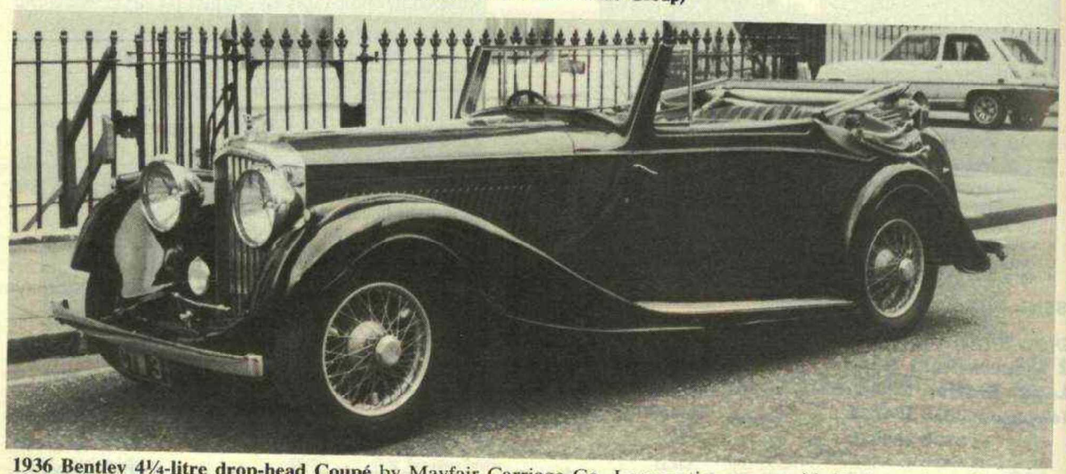
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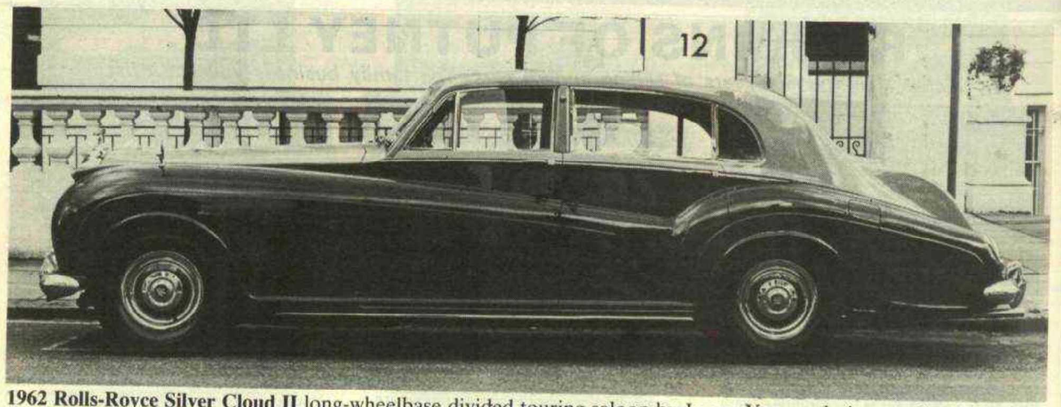
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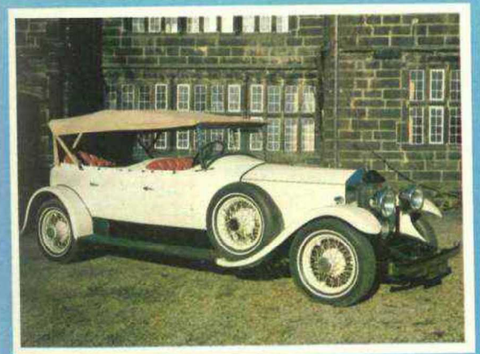
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